



Countryside Active Transportation Plan



ACTIVE TRANSPORTATION
ALLIANCE



Countryside Active Transportation Plan

Presented by the Active Transportation Alliance, February, 2012



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Cover Page: Gazebo in Countryside Park

Opposite Page: Open field with trails in Soehrman Park

Acknowledgments

Active Transportation Plan Steering Committee

This plan represents the combined vision and goals of the steering committee that guided its development as well as the residents of Countryside and other key stakeholders. Thank you to the residents and the members of the steering committee for donating their time to this project.

Countryside Steering Committee

Sharon Peterson	Assistant City Administrator
Bryan Swanson	Community Development Planner
Laura Fast	Senior Clerk
Tom Hinshaw	School District 106
Jim Essig	Superintendent of Public Works
Kevin Doyle	Pleasant View Fire Department
Joe Martynaltis	Ultimate Pro Bikes
Steve Bahn	School District 105
Basman Sweis	Oak Forest Psychological Services
Marc LaCroix	William Tell Banquets
Chief Michael Ruth	Countryside Police Department
Bob Ware	West Suburban Chamber of Commerce & Industry

About the Consultants

The mission of Active Transportation Alliance is to make cycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship, and resource conservation.

We are both Chicagoland’s voice for better biking, walking, and transit and a premier consultancy. Our staff includes planning, policy, and education experts who developed many of the best practice programs and policies included in this plan. By partnering with us on this project, you not only get the best plan possible, you also support our mission to improve active transportation throughout the Chicagoland region.

The Active Transportation Alliance Project Team

- Shafaq Choudry
- Marissa Dolin
- Patrick Knapp
- Paul Lippens
- Ruth Meyers
- Dan Persky
- Leslie Phemister

Model Communities Grant Credit

The Countryside Active Transportation Plan was made possible through funding from the Department of Health and Human Services: Communities Putting Prevention to Work (CPPW) grant. CPPW is a joint project between the Cook County Department of Public Health and the Public Health Institute of Metropolitan Chicago.

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Executive Summary

Executive Summary

The City of Countryside partnered with consultants from Active Transportation Alliance to produce this active transportation plan for the community. The plan is composed of improvements to the physical infrastructure, policies, and programs that make it safer and more convenient for people to walk, bike, and use transit in Countryside. To develop these recommendations, the consultants turned to the experts—the users of the network. Guided by their insight, this plan can position Countryside for a brighter, healthier, and more active future. This plan can be used as a guide when planning for transportation improvements.

Active Transportation Network—Key Places and Routes

The active transportation network recommended in this plan provides door-to-door safe, convenient access to the key places in Countryside. Highlights of the network include:

- Wayfinding signs, amenities, on-street bicycle route markings, off-street paths, and bicycle parking throughout Countryside.
- Pedestrian improvements and amenities at critical intersections along Joliet Rd., La Grange Rd., Willow Springs Rd., 55th St., Plainfield Rd., and Brainard Ave.
- Safer bicycle and pedestrian access to Countryside’s schools and parks.

Policy

Increasing the use of the active transportation network requires adoption and implementation of municipal and school policies that facilitate safe use of these facilities. This plan includes the following recommended policies:

- Complete Streets Policy
- Safe Park Zones
- Parking Requirements
- Bicycle Parking Ordinance
- Update Traffic Code
- Distracted Driving Ordinance
- Maintain Active Transportation Network:
- Protect Pedestrians in Construction Zones
- Create Better Sidewalks
- Traffic Calming
- Private Sector Commitment
- Safe Routes to School

Programs

This plan provides guidance on the development of nationally recognized programs for education, encouragement, enforcement, and evaluation. These programs include:

EDUCATION

- Community media campaign to educate all roadway users on safe bicycle, pedestrian and automobile interactions
- Age appropriate educational programs

ENCOURAGEMENT

- Distribute a bicycle map
- Distribute transit information
- Work with local schools to encourage walking and biking
- Community Feature Events highlighting Countryside’s historic character and rich culture
- Business Spotlight Events highlighting Countryside’s many places to eat and shop

ENFORCEMENT

- Training for police officers on bicycle and pedestrian related issues and updates on relevant laws
- Expand targeted enforcement events
- Continue to analyze crash data

EVALUATION

- Form a Bicycle and Pedestrian Advisory Council
- Assign a city staff member to monitor implementation of the plan and serve as a point of contact

Implementation

The planning process does not end with the adoption of this plan. It will require years of implementation and the dedication of city staff and key stakeholders. The plan includes a comprehensive map and tables for implementation. The appendix includes resources for funding and implementing the plan’s recommendations. Model policies and data used in developing this plan are also included to facilitate effective implementation.

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1.1 A Vision for Livability

The City of Countryside will be a vibrant and healthy community with a safe, well lit, and complete bicycle and pedestrian network that links to schools, parks and businesses. Walking and biking will be a viable means of transportation and a fun activity for people of all ages. People will be able to walk or bike to businesses along major commercial corridors and Metra Stations, such as the La Grange Road and Stone Avenue Metra Stations, as well as local parks and forest preserves. The City will utilize its connections along the forest preserve trails and roadways to foster travel between neighboring communities like La Grange and Hodgkins.

The City of Countryside prides itself as a close-knit and active community with many citizens being second and third generation residents. Countryside offers various housing styles, places of worship, a strong business sector, six neighborhood parks and a service-oriented government. The City is located 15 miles outside of Chicago's Loop, creating easy access to downtown while maintaining older suburban charm. Its neighboring town of LaGrange provides connections to a pedestrian-friendly main street area along with shopping and transit. Situated near the LaGrange Road and Stone Avenue Metra stations and Cook County Forest Preserves, the City is within a few street and trail connections of incorporating LaHood's livability standard:

"Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids at the park—all without having to get in your car."

—Secretary Ray LaHood, U.S. Department of Transportation

Countryside's Active Transportation Plan can help guide the city across that "last mile" to 21st Century livability standards—place-based economic development, active lifestyle options and sensible environmental stewardship—just as much as it guides the community across last mile connections to regional trails, transit stations, schools, parks, local businesses and several key destinations identified by the public.

The vision for Countryside can leverage a city-wide culture shift that will offer multi-modal opportunities to local and regional destinations. Community feature events such as Bike and Dine and Shop by Foot or Bike can help the community reach their vision of building momentum and excitement around walking and biking. Countryside's Active Transportation Plan begins by recommending infrastructure improvement recommendations and is supported by programming for education, encouragement and enforcement that will make it easier, safer and more convenient to get around town by foot or bike. Lastly, the plan has a set of municipal and school policy recommendations (based on input gathered from the steering committee) that can leverage future infrastructure improvements. Together, infrastructure, programming, and policy recommendations will support Countryside in achieving their community's vision of active transportation.



Trail wandering through Arie Crown Forest Preserve

1.2 Goals of the Plan

Countryside's Active Transportation Plan provides practical recommendations to support livability. Recommendations for active transportation will focus the City's transportation investments on accessibility to key places that have been prioritized by the community. In addition, the plan communicates Countryside's priorities to regional and state transportation jurisdictions including the Illinois Department of Transportation (IDOT), Metra, Pace and the Cook County Highway Department (CCHD).

The following goals guided the development of this plan.

1. Build a complete, connected active transportation network through:

- **Active Transportation Infrastructure:** Provide a comprehensive transportation network that prioritizes biking, walking and transit use. Emphasize the creation of dedicated routes and amenities to foster active transportation.
- **Green Connections:** Provide a comprehensive network that connects residents to parks, open space and regional trails.

2. Create an institutional environment that encourages development and use of active transportation through:

- **Institutional Connections:** Adopt policies that encourage agency collaboration between the schools, the parks, the City, and the private sector to make it safer and easier for residents to enjoy Countryside's Active Transportation Network.
- **Health and Safety:** Build a walking, biking and transit network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.

3. Engage residents and visitors in active transportation through:

- **People Connections:** Support biking and walking in the community through education and encouragement programs for residents.
- **Economic Development:** Encourage residents and visitors to shop at local businesses by improving biking, walking and transit accessibility at important places in the community.

1.3 Planning Process

Local experts in Countryside, which included the steering committee, representatives from community organizations, and residents, brought forth their understanding of existing walking and biking conditions. Serving as the project consultants, the Active Transportation Alliance (Active Trans) contributed their technical expertise. Both the locals and the consultants worked together to develop Countryside's Active Transportation Plan by identifying critical walking and biking issues and finding sustainable solutions that best meet the community's needs moving forward.

Countryside's Public Engagement Report (Appendix A) summarizes public input that was collected and analyzed throughout the planning process and describes how it influenced network recommendations. Public engagement was executed in three phases: forming Countryside's Steering Committee, holding a community open house event, and conducting additional community outreach.

Existing and desired walking and biking routes, local destinations, and hazards/barriers in Countryside were documented by Open House participants in a series open house maps (See Appendix A). Active Trans conducted fieldwork throughout the community by foot, bicycle and automobile with a critical eye for potential improvements. In addition, existing conditions in Countryside were researched by Active Trans staff. Bicycle and pedestrian crash rates, vehicle traffic counts and speeds, land use, sidewalk presence, and traffic signals were taken into account when developing this plan. Information gathered from public engagement, fieldwork and research was culminated to create the foundation for Countryside's active transportation network.

A full summary of information gathered through the planning process can be found in Appendix A: Public Engagement Report, Appendix B: Existing Conditions Maps, Appendix C: Facilities Guidance, Appendix D: Funding Resources, Appendix E: Municipal Policy Resources, and Appendix F: Programming Resources.

1.3 Planning Process (Continued)

1.3.1 Countryside's Active Transportation Plan Steering Committee

Active Trans began the planning process by working with the city staff to form a steering committee with knowledge of local walking and biking needs in Countryside. These key stakeholders, representing municipal departments and community interests, allowed better assessment of options and opportunities for safe multi-modal transportation.

The steering committee served as a valuable resource and guide throughout the planning process to ensure that recommendations were tailored to the needs expressed by the community. By defining Countryside's vision and goals for the improvement of walking, biking and transit, a complete foundation was established for future developments.



Participants decide on which education, encouragement, and enforcement programs they'd like to see in Countryside.

1.3.2 Community Open House Event

On Thursday, October 20, 2011, residents and interested parties gathered at Countryside City Hall to share their experience and local expertise on walking and biking in the community as well as propose solutions for improvements. Among the participants were two of Countryside's Aldermen and the Mayor. Activities included polling questions, education, encouragement and enforcement boards as well as a mapping exercise.

A full summary of information gathered at the Community Open House event can be found in Appendix A, Countryside's Public Engagement Report.



Residents and steering committee members weigh in on walking, biking and transit needs during a mapping exercise.

1.3.3 Additional Community Outreach

In an effort to gather extensive public input, Active Trans produced a survey for those who were unable to attend the Open House. Reaching out to the public also opened up the opportunity to raise awareness and educate residents on healthy lifestyle choices made possible through walking and biking.

Due to additional outreach strategies of Countryside's Active Transportation plan, over 65 online surveys were compiled. Hard copy surveys were also distributed and collected at major destinations in the community. Results and highlights of the survey can be found in Countryside's Public Engagement Report.

1.4 Timeframe

The recommendations are divided into three categories: Near-term, Mid-term, and Long-term. These categories could help the City coordinate their efforts with staffing plans and work plans.

1.4.1 Near-term Priorities

NETWORK: Near-term network recommendations are generally corridors and intersections that are currently walkable and bikeable but may be aided by some low-cost improvements, such as network signage or crossing improvements.

POLICY AND PROGRAMMING: Near-term projects could be completed in less than two years. These projects involve little to no start-up costs or long-term organization. Many education and encouragement initiatives are proposed for near-term implementation to build support for later projects.

1.4.2 Mid-term Priorities

NETWORK: Mid-term network recommendations are corridors and intersections where current conditions could be easily improved—with a moderate construction budget—to become more walkable and bikeable. Examples are corridors with low average daily traffic (ADT) and ample width to add bike lanes or shared lane markings, and intersections that are currently signaled but could be improved by curb extensions, transit shelters, local sidewalk completion, and other network amenities, such as benches and identity features.

POLICY AND PROGRAMMING: Although mid-term means completion is expected in three to five years, some projects require preliminary work in the near term. These projects may have initial start-up costs and require coordination with community organizations. Mid-term projects generally involve more planning.

1.4.3 Long-term Priorities

NETWORK: Long-term network recommendations are often complicated by jurisdictional issues or the balancing of regional network priorities. These recommendations may have other feasibility issues, such as high traffic volume, restricted roadway width, or jurisdiction hurdles.

POLICY AND PROGRAMMING: These projects, expected to begin implementation after five years, frequently depend on the completion of earlier projects and local support.

The Implementation section of this plan showcases a complete list of recommendations and suggested timing.

1.4.4 Opportunistic Implementation

While this plan offers a guide to prioritizing these recommendations as near-, mid-, or long-term priorities, the City of Countryside could actively seek out opportunities to coordinate implementation with private development and public projects. Private development can often trigger the need to improve the corridor frontage areas, and state and county construction and maintenance priorities can overlap with this plan's recommendations. Implementing agencies could remain aware of these kinds of opportunities and seek to coordinate the implementation of this plan with parallel county and regional efforts. (See the Appendix for funding and programmatic resources.)

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2.1 Network Context

2.1.1 The Network Defined

Countryside's active transportation network is designed to make biking and walking trips from residents' homes to neighborhoods, parks, trails, businesses, and transit stops so safe, convenient, and enjoyable that half of all local trips could be made without a car by 2025. With older adults choosing to age in place, youth seeking independence, and the ever-increasing cost of motorized travel, a complete active transportation network is designed to accommodate every resident of Countryside.

While the consultants performed the necessary fieldwork, data gathering, analysis; the community stakeholders and City staff guided the work. Additionally, the foundation for the network and its recommendations was laid by true Countryside biking and walking experts: the residents themselves. These recommendations provide a beginning framework for Countryside to make active transportation a viable choice for daily trips.

Countryside can implement many of these recommendations at the local level. Some, however, will require coordination with the Cook County Highway Department (CCHD), the Illinois Department of Transportation (IDOT), the Township of Lyons, and neighboring municipalities. For these projects, the plan communicates the priorities of the city and its residents to those agencies and the region.

2.1.2 Network Description

The bicycle and pedestrian network in Countryside begins at every resident's front door and ends at the places they visit, laugh, learn, play, and work. The active transportation network and recommendations will help residents reach their favorite parks, restaurants, shopping areas, trails, friends and jobs from their doorstep. Putting places first in the consideration of biking, walking, and transit improvements will help integrate sustainable, efficient, healthy living into community life.

This section provides a full network map for all the recommendations demonstrating how the walking and biking networks in Countryside fit together to form a complete non-motorized network. The recommendations throughout this plan are organized by likely timelines for implementation: near-term (1 – 2 years), mid-term (2 – 5 years), and long-term (5+ years).

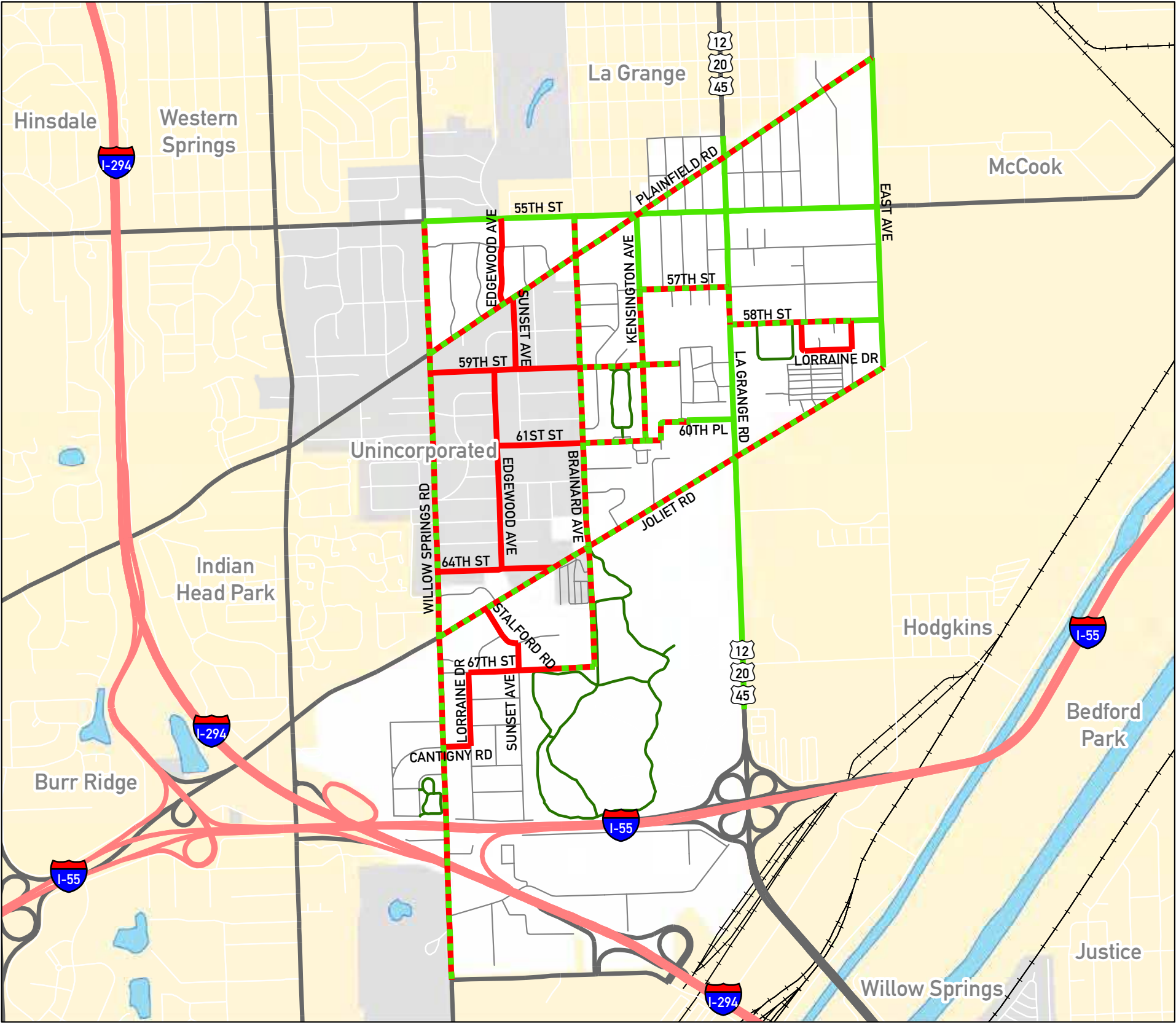
The following sections break down the network into its five components:

- Place Connections – Section 2.2
- Network Connection Points – Section 2.3
- Pedestrian Improvements – Section 2.4
- Bicycle Improvements – Section 2.5
- Transit Improvements – Section 2.6



A complete network will help residents travel from their home to their destination by foot, bike or bus.

2.1.3 Full Network Map



City of Countryside Network

- Network
- Pedestrian
 - Bicycle
 - Pedestrian & Bicycle
- Existing
- Multiuse Path
- Highways
- Arterials
 - Streets
 - Rail
 - Water



0 0.25 0.5 0.75 1 Mile

Prepared By: Active Transportation Alliance 1/9/2012
Data Source: Active Transportation Alliance, CMAP,
Navteq & the City of Countryside

2.2 Place Connections

There are many great destinations in Countryside where residents can eat, socialize, learn, shop, and relax. The active transportation network and recommendations will help residents reach local and regional parks, trails, restaurants, businesses, neighborhoods, schools, and jobs from their doorstep without the use of a car. Putting places first in the consideration of biking, walking, and transit improvements will help integrate sustainable, efficient, healthy living into community life. For many places, access is improved by focusing on a corridor or district, such as La Grange Rd. or the intersection of Joliet Rd. and Willow Springs Rd. Some places have distinct transportation needs which are addressed separately of their associated corridor or district.

2.2.1 Commercial Corridors

OBJECTIVE: Create an environment that enables safe, convenient pedestrian access by foot, bus, or bicycle to Countryside's commercial corridors.

DESCRIPTION: Countryside's commercial corridors anchor the city and are populated by both local and regional commercial destinations. Shops continue to locate within the commercial corridors in Countryside as seen in the development of the new City Center and the lack of vacant store front. However, these corridors are where most street crossing occur and can be especially difficult for bicyclists and pedestrians. Supporting both walkable, bikeable and transit friendly commercial corridors can decrease demand on parking, increase local spending, and increase the length of time individuals chose to spend in the area. The commercial corridors that this plan recommends prioritizing for active transportation are Joliet and La Grange Roads. This plan includes recommendations for other streets as well, but these corridors should be considered a higher priority for placemaking, connectivity, and safety improvements.

General Commercial Corridor Recommendations

TARGET: *Near-term*

Crossings:

Stripe crosswalks where missing at signalized intersections or re-stripe where markings have faded. Pedestrian signal timing could also be adjusted to allow more time for pedestrians to cross the street.

TARGET: *Mid-term*

Sidewalks:

Increase the width of the sidewalk along the commercial corridors to better accommodate pedestrians. The buffer between the sidewalk and the road could also be increased. This can further enhance the pedestrian oriented environment by making the sidewalk more comfortable and safe by increasing the barrier from cars.

Bus Stops:

Work with Pace to provide benches and shelters at bus stops along the commercial corridors. All stops should adhere to current ADA (Americans with Disabilities Act) standards and could include amenities such as bike parking, route information, and pedestrian scale lighting.

Joliet Rd.

TARGET: *Long-term*

Side-Path:

Evaluate the potential for a side-path along one side of Joliet Rd. to increase the access for both pedestrians and bicyclists. See section 2.5.1 for a complete description of a side path.

Mid-Block Crossings:

Install pedestrian refuge islands along Joliet Rd to discourage random crossing movements and encourage pedestrians and bicyclists to use the designated crossings. See section 2.3.1 for a complete description of a pedestrian refuge island.



La Grange Rd. is a major Commercial Corridor in Countryside.

2.2 Place Connections (Continued)

2.2.2 Commercial Districts

OBJECTIVE: Create a network that provides convenient and direct connections between commercial districts in Countryside.

DESCRIPTION: Countryside has several commercial areas at the intersections of the arterial roads. These commercial areas can be molded into four distinct districts within Countryside. The plan is designed to facilitate network connections between the districts to allow residents to actively and conveniently travel between the districts.

Commercial Districts in Countryside

- La Grange Rd. Plainfield Rd. & 55th St.
- La Grange Rd. & Joliet Rd.
- Joliet Rd. & Willow Springs Rd.
- Plainfield Rd., Brainard Ave., & 55th St.

General Commercial District Recommendations

TARGET: *Near-term*

Signage:

Use directional signage to create awareness of the commercial districts. Best practices for bicycle wayfinding signs are included in the 2009 Manual on Uniform Traffic Control Devices (MUTCD) and should include distance, direction and destination.

Bicycle Parking:

Make bicycle parking readily available throughout the commercial districts. Adding bicycle racks within the districts can improve the bicycling options in Countryside.

TARGET: *Mid-term*

Pedestrian Amenities:

Install pedestrian amenities in the commercial districts to improve the pedestrian environment and encourage pedestrians to spend time in the districts. This can be accomplished through the installation of benches, decorative lighting, landscaping, and informational kiosks.

Bus Stops:

Work with Pace to provide benches and shelters at bus stops in the commercial districts. All stops could adhere to current ADA standards and could include amenities such as bike parking, route information, and pedestrian scale lighting.



A busy commercial area at the intersection of La Grange Rd. and 55th St.



There are many commercial destinations at the intersections of Plainfield Rd., 55th St., and Brainard Ave.

2.2 Place Connections (Continued)

2.2.3 Parks and Recreation Facilities

OBJECTIVE: Improve pedestrian and bicycle access to parks and recreational facilities throughout Countryside.

DESCRIPTION: There are many parks in Countryside ranging from small tot-lots to large forest preserves. No matter the size, the residents use the park and recreational facilities to socialize, play, and connect with their neighbors. Many of the parks are neighborhood parks and are easily accessible without the use of an automobile. However, the priority parks listed below can be difficult to reach. By enhancing the pedestrian and bicycle access to the facilities, residents can be able to better utilize the facilities. This plan recommends upgrades to all parks, however the parks below should be considered a higher priority if resources are limited. These parks were prioritized by the public as seen in the public engagement report located in Appendix A.

Priority parks and forest preserves

- Cook County Forest Preserves
- Countryside Park
- Flagg Creek Golf Club
- Ideal Park
- Soehrman Park

General Park and Recreation Recommendations

TARGET: *Near-term*

Signage:

Use directional signage to create awareness of recommended routes to the parks. Best practices for bicycle wayfinding signs are included in the 2009 Manual on Uniform Traffic Control Devices (MUTCD) and should include distance, direction and destinations.

Crossings:

Stripe crosswalks at all entrances to parks for safer pedestrian access.

Bicycle Parking:

Make bicycle parking available at every park throughout Countryside. Distribute racks at several locations throughout the parks.

TARGET: *Mid-term*

Traffic Calming:

Use bump outs or curb extensions at controlled intersections with stop signs to slow traffic, reduce intersection crossing distance, and increase the visibility of all roadway users.

TARGET: *Long-term*

Trails:

Continue to increase pedestrian and bicycle access to parks by constructing multiuse trails throughout the parks in Countryside.



Ideal Park was renovated in 2011.



Countryside Park fosters many activities for residents.

2.2 Place Connections (Continued)

2.2.4 Schools

OBJECTIVE: Facilitate safe, easy and convenient travel by foot or bike to schools in Countryside through implementation of school travel plans and partnerships with schools.

DESCRIPTION: While Countryside only has one school within the city limits, the City is split between 3 different elementary school districts. Children in Countryside may attend any of five different elementary schools, three middle schools, or several near-by private schools. Providing safe and comfortable routes to each school is an important step to encouraging the children in Countryside to use active transportation.

Elementary School District 105

- Ideal School (Located in Countryside)
- Seventh Avenue Elementary School
- Spring Avenue School
- William F. Gurrie Middle School

Elementary School District 106

- La Grange Highland Elementary School
- La Grange Highlands Middle School

Elementary School District 107

- Pleasantdale Elementary School
- Pleasantdale Middle School

District 204

- Lyons Township High School

Private Schools

- St. Cletus Catholic School

Recommendations for Ideal School

TARGET: *Near-term*

School Travel Plan:

Work with the school district to complete a school travel plan for Ideal School.

Crossings:

Stripe crosswalks at all intersections near Ideal School. Also evaluate crossings to neighboring municipalities to ensure that Countryside students have safe access to schools outside of Countryside.

Access:

Continue to leave the gate open at the cut-through that connects Ideal School with County Club Park. This opening allows students to have a safe and quick way to walk or bike to school.

TARGET: *Near-term*

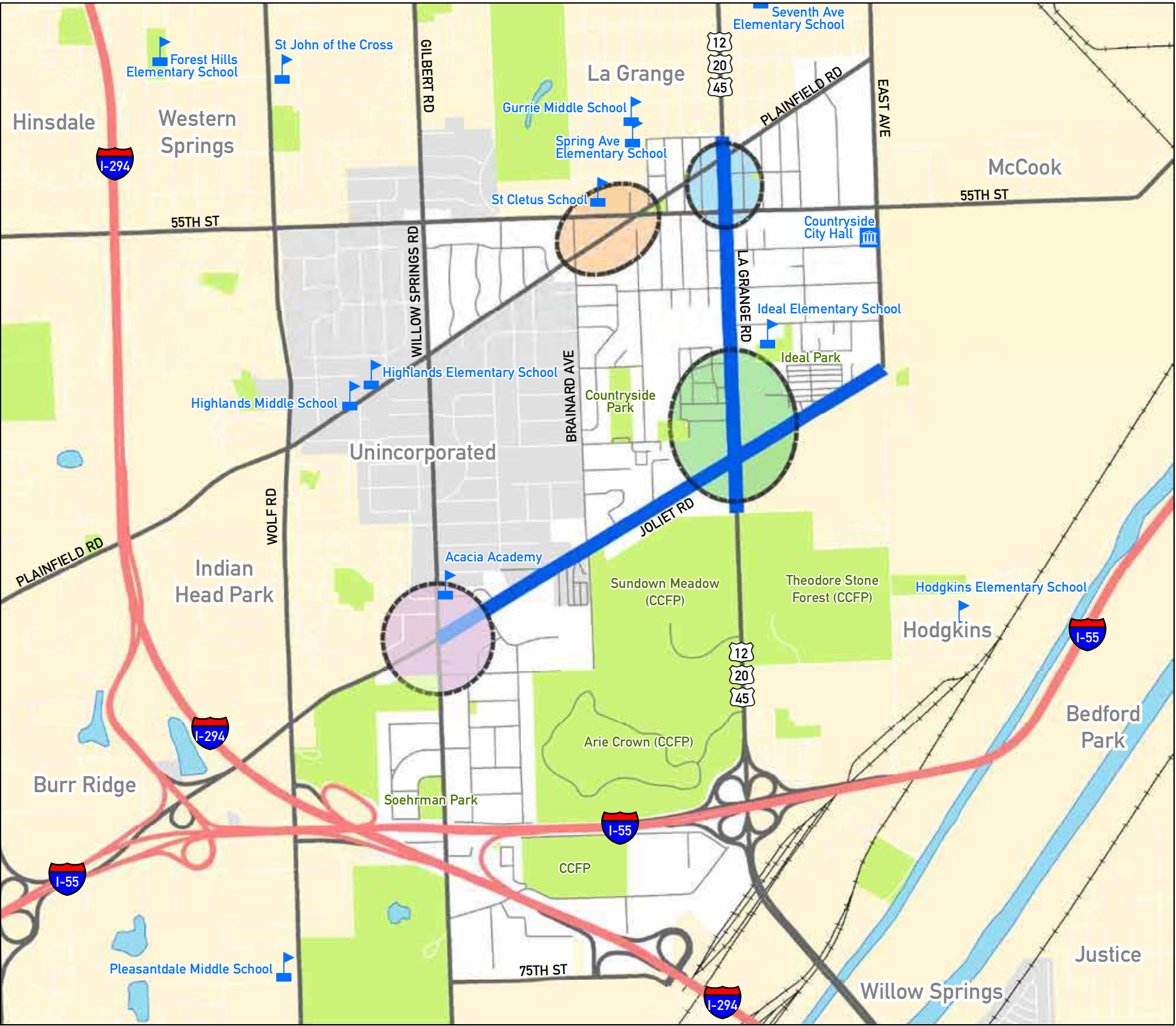
Sidewalks:

Complete the sidewalk network on streets surrounding Ideal School and Ideal Park. Also, complete sidewalk to neighboring municipalities to ensure that Countryside students have safe access to schools outside of Countryside.



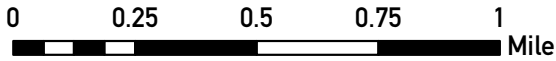
Ideal Park is in back of Ideal School and is owned by the school, but maintained by Countryside.

2.2.5 Places Map



City of Countryside
Places

- Commercial Districts
- Joliet/Willow Springs
 - La Grange/Joliet
 - La Grange/Plainfield/55th
 - Plainfield/Brainard/55th
- Commercial Corridor
-
- Land Use
- Park
 - Water
 - City Hall
 - School
- Infrastructure
- Highways
 - Arterials
 - Streets
 - Rail



Prepared By: Active Transportation Alliance 1/9/2012
Data Source: Active Transportation Alliance, CMAP, Navteq & the City of Countryside

2.3 Active Intersections



A pedestrian refuge island allows a pedestrian to cross one direction of traffic at a time.

2.3.1 Crossing Improvements

OBJECTIVE: Upgrade the active transportation network with best practices traffic control devices, such as countdown timers, ladder-style crosswalks, bi-directional curb cuts, and pedestrian refuges, where appropriate.

DESCRIPTION: A near miss by a car or long waits to cross safely can quickly discourage a person from choosing active transportation. Improving crossings is a cost-effective strategy to encourage walking, biking, and transit use. Safe crossings also save lives. These simple improvements are recommended at all of the network's major intersections.

The following recommendations and map illustrate the location and type of intersection and crossing improvements that could be made. Technical guidance for these recommendations can be found in the Manual on Uniform Traffic Control Devices, 2009 edition.

See the implementation map and tables in Chapter 4 for phasing recommendations of crossing improvements.

General Intersection Improvements

TARGET: *Near-term to Long-term*

Install and Restripe Visible Crosswalks:

Install or restripe visible crosswalks to increase pedestrian visibility and driver awareness of pedestrian crossings. All crosswalks in high-use areas could be upgraded to high visibility crosswalks per the 2009 Manual on Uniform Traffic Control Devices (MUTCD), or installed where warranted. These crosswalk styles are significantly more visible to drivers than the traditional parallel line crosswalks.

Install Pedestrian Signs:

Install “Must stop for pedestrians” signs at all un-signalized intersections with crosswalks. These signs remind drivers that in Illinois, by law, vehicles and bicyclists are required to stop for pedestrians in all crosswalks.

Install Pedestrian Countdown Signals:

All signalized crossings could be upgraded to countdown pedestrian signals. These signals show pedestrians how much time they have to cross the street and prevent pedestrians from running across the street when there is not enough time.

ADA Curb-Cuts and Truncated Domes:

All new intersection crossings could be equipped with bi-directional curb cuts and truncated domes to insure the intersection complies with Americans with Disabilities Act (ADA) standards. These amenities direct people with visual impairments through an intersection at a crosswalk.

Install Pedestrian Islands and Refuges:

Install pedestrian islands and refuges at key mid-block crossings. A refuge decreases the crossing distance by allowing bicyclists and pedestrians to travel across only one direction of traffic at a time. Joliet Rd. could be a great place to install a pedestrian refuge island.

Install Curb Extensions:

Install curb extensions along streets and at intersections. A curb extension is a reduction in the roadway width to create a shorter crossing for pedestrians. The curb extension can also improve driver and pedestrian visibility, all while slowing vehicular traffic.



Countdown pedestrian signals convey the actual time a pedestrian has to safely make it through the intersection.



Must stop for pedestrians signs remind drivers about the state law requiring them to stop for pedestrians in crosswalks.

2.3 Active Intersections (Continued)

2.3.2 Network Connection Points

OBJECTIVE: Define key intersections as gateways to Countryside or central hubs of activity to help users connect between modes of transportation (such as from bicycling to transit), and guide this plan's implementation.

DESCRIPTION: This plan recommends that gateway and hub intersections be developed as key network connection points. These intersections could be considered when evaluating proposals for transportation improvements and are an opportunity to tie transportation decisions to the surrounding land uses. Gateways and hubs are opportunities to implement traffic calming measures, start or end on-street bike facilities, and change the posted speed or lane configuration. These intersections could be considered within the scope of redevelopment projects or corridor studies.

Gateways:

Gateways identify an intersection as an entrance to a community, and sometimes to key districts. Gateways could be prioritized for network wayfinding signs and identity features, such as public art installations and banners.

Gateway Treatments Include:

- Gateway signage enhanced with landscaping, including multi-stemmed and closely spaced trees providing a background
- Rows of street trees along parkways to define entryways
- Decorative paving at crosswalks to visually connect both sides of a roadway
- Large planting beds to address vehicular scale
- Lighting hidden within landscaping within the entire gateway area providing night-time effect
- Landscaping to be arranged in masses to divert attention to gateway signage



Memorial Park is a great example of an existing gateway.

2.3 Active Intersections (Continued)

Hubs:

Hubs are central places within communities and districts. These are places along bike- or pedestrian-friendly routes that could be transit connection points. Ideally, a hub offers nearby access to businesses, schools, and hospitals. Hubs could be prioritized intersections for the placement of network amenities, such as transit shelters, bike parking, benches, and human-scale lighting.



Bicycle parking can contribute to the character of a hub by blending with the streetscape.



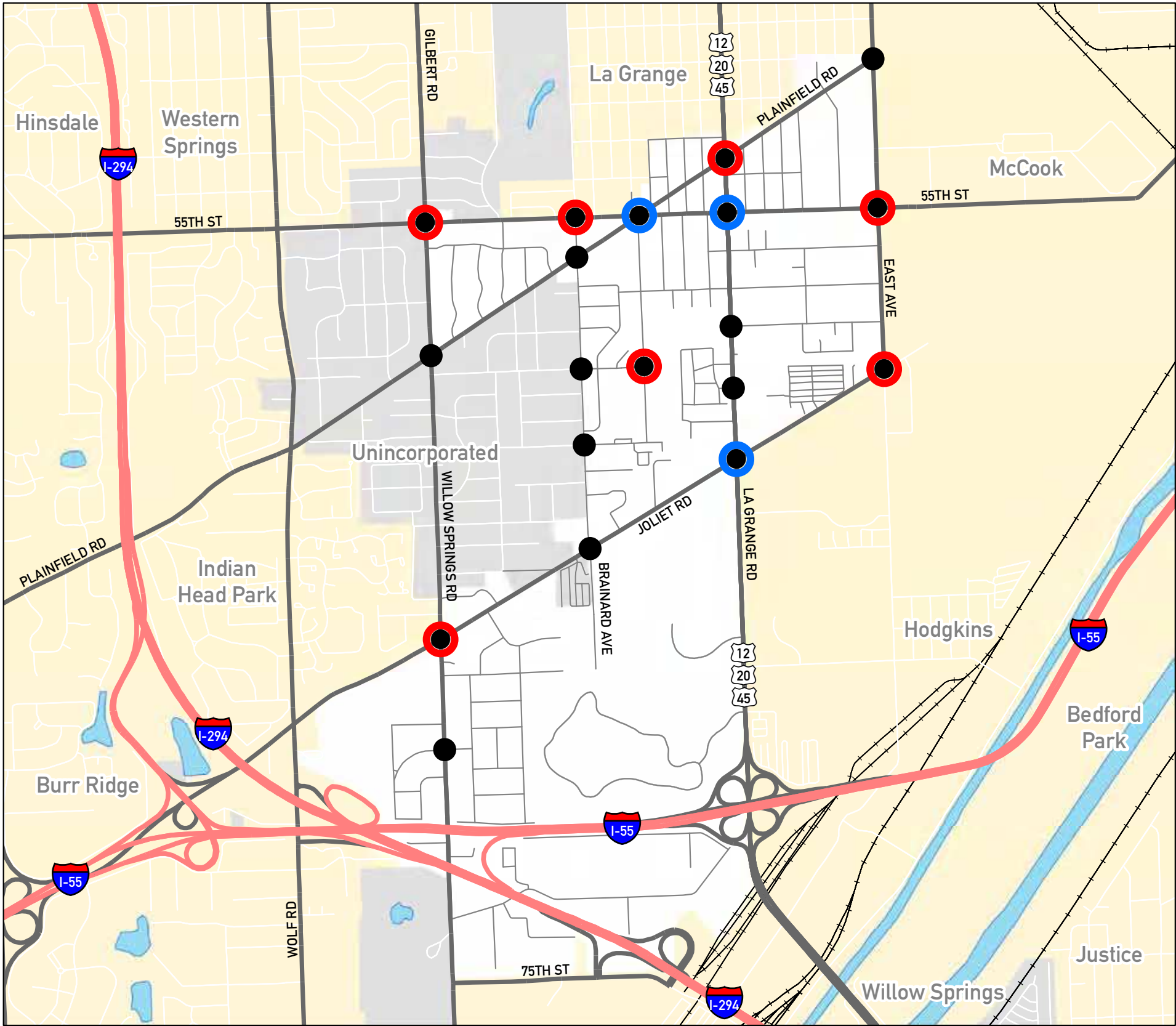
Covered bike parking and curb bulb-outs are good features to include at hubs.

Hub Treatments Include:

- Ornamental lighting with banners
- Pedestrian signalized intersections
- Special paving at crosswalks
- Accommodation of cafes and/or sidewalk activities
- Street trees
- Decorative paving
- Seasonal plantings
- Planters
- Architectural amenities (awnings, pedestrian oriented signage, articulated facades, etc..)
- Wayfinding signage for bicycles and pedestrians
- Bollards to define pedestrian movement at intersections
- Provision of clear definition and movement for pedestrians
- Wider sidewalks to allow for pedestrian oriented amenities

2.3.3 Active Intersections Map

City of Countryside Intersections



- Intersections Type
- Improvement

●

Gateway

●

Hub
- Highways

Arterials

Streets

Rail

Water



0 0.25 0.5 0.75 1 Mile

Prepared By: Active Transportation Alliance 1/9/2012
Data Source: Active Transportation Alliance, CMAP, Navteq & the City of Countryside

2.4 Pedestrian Improvements

2.4.1 Pedestrian Infrastructure

The pedestrian network functions best when it is well connected and complete. Completing a network can easily be accomplished through the elimination of sidewalk gaps, providing buffers for walkways along busy roads, wider sidewalks in areas with heavy pedestrian traffic, and signage to aid pedestrians in getting around.

The following recommendations and map illustrate the location and type of pedestrian improvements that could be made. See the implementation map and table in Chapter 4 for phasing recommendations of pedestrian improvements.

Residential Streets

OBJECTIVE: Improve sidewalk connectivity and everyone's awareness of the streets' connectivity to the larger network.

DESCRIPTION: Countryside has many low-traffic, low-speed residential streets where people feel comfortable walking and biking. These streets don't require changes, but could be enhanced by working with residents to install or replace broken sidewalk and install wayfinding signs or kiosks to direct people to important destinations in the community.

TARGET: *Near-term*

Sidewalks:

Improve sidewalk connectivity by working with residents to install and maintain sidewalks in front of their homes.

Wayfinding Signs:

Install wayfinding signs at active transportation network connection points, with a special focus on the commercial districts described in section 2.2.2.

Pedestrian Oriented Corridors

OBJECTIVE: Encourage and support pedestrian activity in commercial areas or areas with higher volumes of foot traffic.

DESCRIPTION: Important destinations are often in commercial areas, where walking in the street as well as crossing them feels uncomfortable and dangerous. Filling sidewalk gaps along these major areas could be a priority.

While standards allow sidewalks to be as narrow as 5 feet if separated from the road edge or curb, this plan recommends 6 foot wide sidewalks in residential areas and 8 foot wide sidewalks in commercial areas wherever possible. The extra width allows comfortable side-by-side walking and better accommodates the occasional child or beginning cyclist avoiding street traffic. An additional landscaping or street furniture zone buffer to separate pedestrians from the roadway of 5 feet or more is also recommended.



While many local streets in Countryside are walkable, they would still benefit from a complete pedestrian network so that pedestrians do not have to walk in the street.

2.4 Pedestrian Improvements (Continued)

Side Paths

OBJECTIVE: Install side paths in areas where there is currently no existing sidewalk and where there are opportunities to coordinate bicycle and pedestrian priorities into one shared facility.

DESCRIPTION: See side path description in section 2.5.1.

TARGET: *See side path targets in section 2.5.1.*

Trails

OBJECTIVE: Construct off-street trails to complete gaps in the active transportation network and provide connections to regional trails.

DESCRIPTION: See trail description in section 2.5.1.

TARGET: *See trail targets in tsection 2.5.1.*



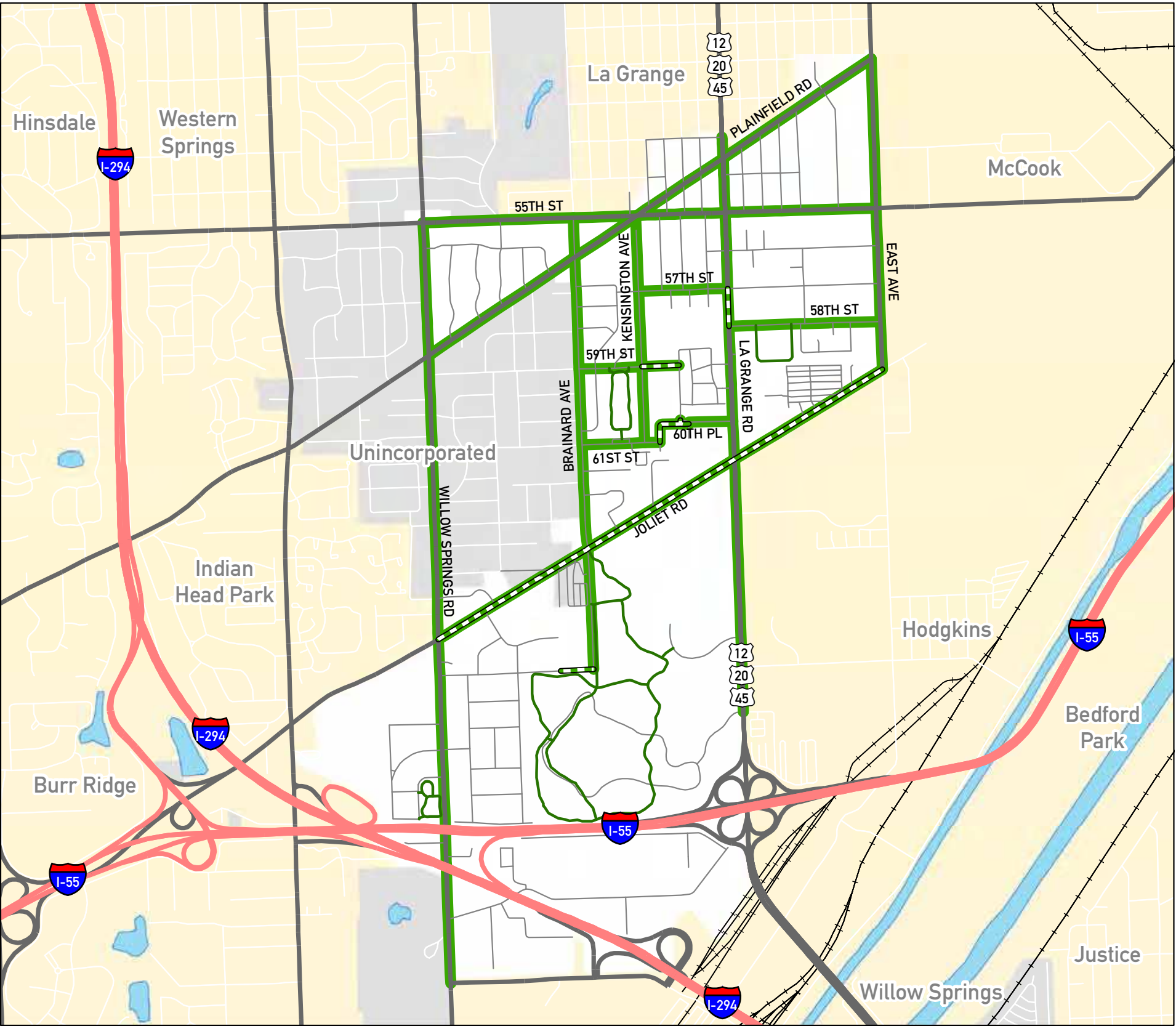
Pedestrian amenities can make an area feel more welcoming to pedestrians.

2.4.2 Pedestrian Amenities

OBJECTIVE: Install amenities to make walking a more inviting, more attractive option in Countryside.

DESCRIPTION: Pedestrians are sensitive to character and convenience features, which can encourage more people to walk further as well as more often. Some examples include: lighting, sit walls, benches, trash cans, trees, plantings, and public art. These amenities are most effectively used in areas with higher pedestrian traffic, such as shopping districts.

2.4.3 Pedestrian Network Map



City of Countryside

Pedestrian Ways

- Ped Recommendations

Existing

Proposed
- Multiuse Path

Pedestrian Way

Sidepath or Trail
- Highways

Arterials

Streets

Rail

Water
- *All Local Streets Are Considered Part Of The Pedestrian Network



0 0.25 0.5 0.75 1 Mile

Prepared By: Active Transportation Alliance 1/9/2012
Data Source: Active Transportation Alliance, CMAP, Navteq & the City of Countryside

2.5 Bicycle Improvements

2.5.1 Bicycle Infrastructure

The bicycle network in Countryside has the possibility of being made up of neighborhood streets, bike routes, shared lanes, bike lanes, side paths and trails. Constructing a complete and connected network can encourage biking in a safe and efficient manner throughout Countryside.

Bike Routes

OBJECTIVE: Create a near-term bike network for Countryside by signing routes identified by local cyclists as being comfortable and having good connections.

DESCRIPTION: Many Countryside streets are comfortable for cyclists who possess a moderate tolerance for traffic. These routes include streets with wide outside lanes and paved shoulders, as well as low-traffic residential streets. Many residents and most visitors are unaware of the city's bike-friendly routes. Signing the network early on provides immediate value and encouragement to cyclists while raising all users' awareness and acceptance of cycling within the city. The bikeway signs also do double duty, appreciated by drivers and pedestrians looking for specific destinations within the city.

To facilitate increased use of the network by bicyclists, Countryside may consider using pavement markings and bikeway signage. The City may consider additional strategies and improvements that further prioritize bicycles along the route such as bump-outs and chicanes. These and other traffic management tools can be used in combination to slow automobile traffic, making residential roads safer for cyclists.

TARGET: *Near-term*

Bike Route Signs:

Install bike route signage on designated Countryside and Township of Lyons bike routes.



Bicycle route destination signage helps guide cyclists and other roadway users to popular destinations.

Shared Lane Markings

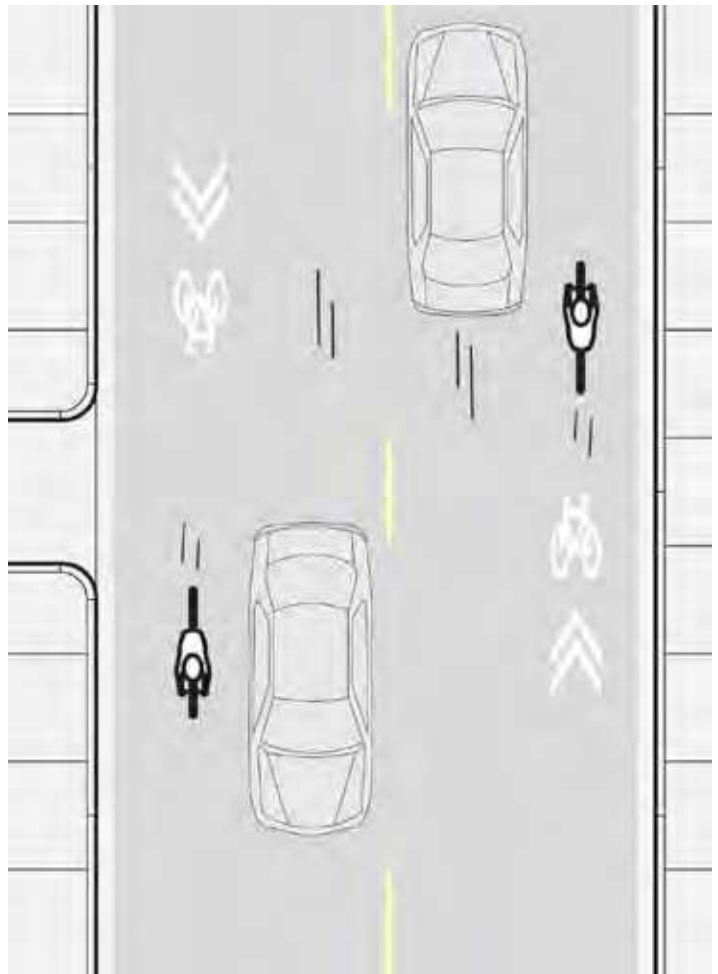
OBJECTIVE: Install shared lane markings on bike network routes without sufficient width for 5' bicycle lanes and posted speed limits of 35 mph or less.

DESCRIPTION: Marked shared lanes help drivers expect and accept cyclists in the street, and the markings encourage drivers to pass bicyclists with caution at an acceptable distance. For bicyclists, marked shared lanes encourage legal behavior, such as riding on the street with traffic, and raise cyclists' comfort levels, helping them ride more predictably and safely. Shared lane markings are most commonly found on streets with a minimum 13' travel lane, but can be used on narrower streets to raise awareness of cyclists.

TARGET: *Near-term*

Brainard Ave Shared Lane Markings:

Install shared lane markings on Brainard Ave. south of Joliet Rd.



The diagram shows the typical travel flow on a 2-way street with shared lane markings.

2.5 Bicycle Improvements (Continued)

Bicycle Lanes

OBJECTIVE: On collector and arterial streets with sufficient width and speeds less than 40 mph, establish 5' travel lanes exclusive for bicyclists' use. Motorized vehicle travel lanes may be narrowed to a minimum of 10' where appropriate to allow bike lanes.

DESCRIPTION: Bike lanes offer the highest level of comfort for drivers and cyclists on streets with heavy traffic. On high-traffic streets with sufficient width, establish 5' travel lanes exclusive for bicyclists' use. Establish a policy of regular, prioritized street sweeping along bike lane routes. Bike lanes reinforce proper roadway etiquette, raise the visibility of cyclists, and help bicyclists and drivers behave predictably when sharing road space. Bike lanes have also been found to lower motor vehicle speeds, which results in fewer crashes and lower crash severity for all users. Bicycle lanes require regular sweeping to clear road debris.

TARGET: *Near-term to Mid-term*

Plainfield Rd. and Brainard Ave. Bike Lanes:

Plainfield Rd. and Brainard Ave. could both be initially signed as bike routes allowing bicyclists to use the shoulder of the roadway. As the roads are updated or re-striped, a 4-6' bike lane could be added.

TARGET: *Mid-term to Long-term*

Willow Springs Rd.:

Willow Springs Rd. could initially be signed as a bike route allowing bicyclists to use the shoulder of the roadway. As the road is updated or re-striped, a 4-5' bike lane could be added.

Side Paths

OBJECTIVE: Install side paths in areas where there are currently sidewalk gaps along major streets with few driveway entrances and street intersections.

DESCRIPTION: Side paths are a good option for corridors that have higher traffic counts, higher vehicle speeds, and few driveway entrances and curb cuts. Side paths parallel a street, and are shared by both pedestrians and bicyclists. They can provide a pleasant riding experience for a wide range of cyclists, including those with a low tolerance for sharing the road with motorized traffic, and they tie in well with regional trail networks. Driveway entrances and street intersections are particularly dangerous conflict points for cyclists; side path applications should minimize both.

If the side path is only being constructed on one side of the street, feasibility analysis could be conducted to assure that there is safe and ample crossing from the opposite side. These facilities should be a minimum of 8' wide, but preferably 10'-12' feet wide.

TARGET: *Long-term*

Joliet Rd.:

Install a side path on one side of Joliet Rd. to connect pedestrians and bicyclists to local businesses, parks, and neighborhoods.



This is an example of a bike lane that maintains enough room for parking.



A side path can be used by both pedestrians and bicyclists.

2.5 Bicycle Improvements (Continued)

Trails

OBJECTIVE: Construct trails to complete gaps in the active transportation network and provide connections to regional trails.

DESCRIPTION: If the right of way is available, a trail could be constructed to provide additional connectivity for the active transportation network. Trails can provide important connections to regional trail systems and provide great opportunities for recreation and longer distance active transportation. Limited access and few intersections can make trails useful for local and regional connections within the active transportation network.

TARGET: *Mid-term*

67th St. Forest Preserve Connection:

Install a shared use path at the east end of 67th St. to connect the neighborhood to the forest preserve and nearby Brainard Ave.

City Park:

Upgrade the sidewalk east end of 61st St. to create a connection between the south side of Countryside Plaza on the east side to the south end of Countryside Park on the west side. Currently there is sidewalk around City Park, but upgrading the sidewalk to shared use path can increase access to pedestrians and bicyclists and increase the visibility of the park. The trail could also be extended all the way around the park for added recreation value.

59th St.:

Install a shared use path at the east end of 59th St. to create a connection between Countryside Plaza on the east side to Countryside Park and the neighborhood on the west side. Currently there is sidewalk through an empty lot, but upgrading the sidewalk to a shared use path can increase access for pedestrians and bicyclists. The empty lot could also be upgraded to a pedestrian park with plantings and amenities.

2.5.2 Bicycle Amenities

This is a list of low-cost improvements that could be made in the near term to encourage cycling, improve safety, and reduce crossing hazards.

Bicycle Network Signs

OBJECTIVE: Sign the Countryside bicycle network using signs that display destination, direction, and distance.

DESCRIPTION: The 2009 MUTCD includes specifications for wayfinding signs. In the near term, the city could use the Bike Network map to guide which streets and major destinations to sign, focusing on existing routes that local cyclists identified as most comfortable for cycling. Sign the longer-term portions of the active transportation network as it develops.

TARGET: *Near-term*

Bike Route Signs:

Install bike route signage on designated Countryside and Township of Lyons bike routes.



Wayfinding signage shows upcoming destinations, distance, and direction.



A shared use path constructed between Countryside Plaza and Kensington Ave. could enhance pedestrian and bicycle access.

2.5 Bicycle Improvements (Continued)

Bicycle Parking

OBJECTIVE: Throughout Countryside, install inverted-U or functionally similar bike parking racks at commercial retail areas, public buildings, parks, and on public property near businesses and multi-unit residences.

DESCRIPTION: Racks should be located within clear view of the destination's entrance way, preferably as close as the closest motor vehicle parking space, and no more than 50 feet away from the entrance. If multiple racks are clustered in a visible and signed location, they can be sited up to 100 feet away from the entrance. If racks are placed further away than this, cyclists are likely to ignore the racks and look for a closer place to lock up.

Bike parking installation should focus on the places identified in this plan, and at hubs (see attached maps). By choosing racks with a unique color or shape at high-visibility locations, the racks can add character to a community.

TARGET: *Near-term*

Convenient Bike Parking:

Install bike parking at the places and crossings designated as hubs in this plan.

Traffic Signal Detectors for Bicycles

OBJECTIVE: Place consistent markings at signalized intersections that use vehicle detector loops to show cyclists where to place their bike for detection by demand-actuated signals.

DESCRIPTION: Unless properly positioned over an in-pavement detector loop, most bikes will not activate demand-actuated traffic signals. The MUTCD placement marking shows cyclists where to position their bicycle.

TARGET: *Near-term to Long-term*

Signal Detectors:

As signalized intersections are updated, retrofit the intersection to include loop detectors that will detect cyclists. Pavement markings could also then be placed to show cyclists where to position their bicycle.

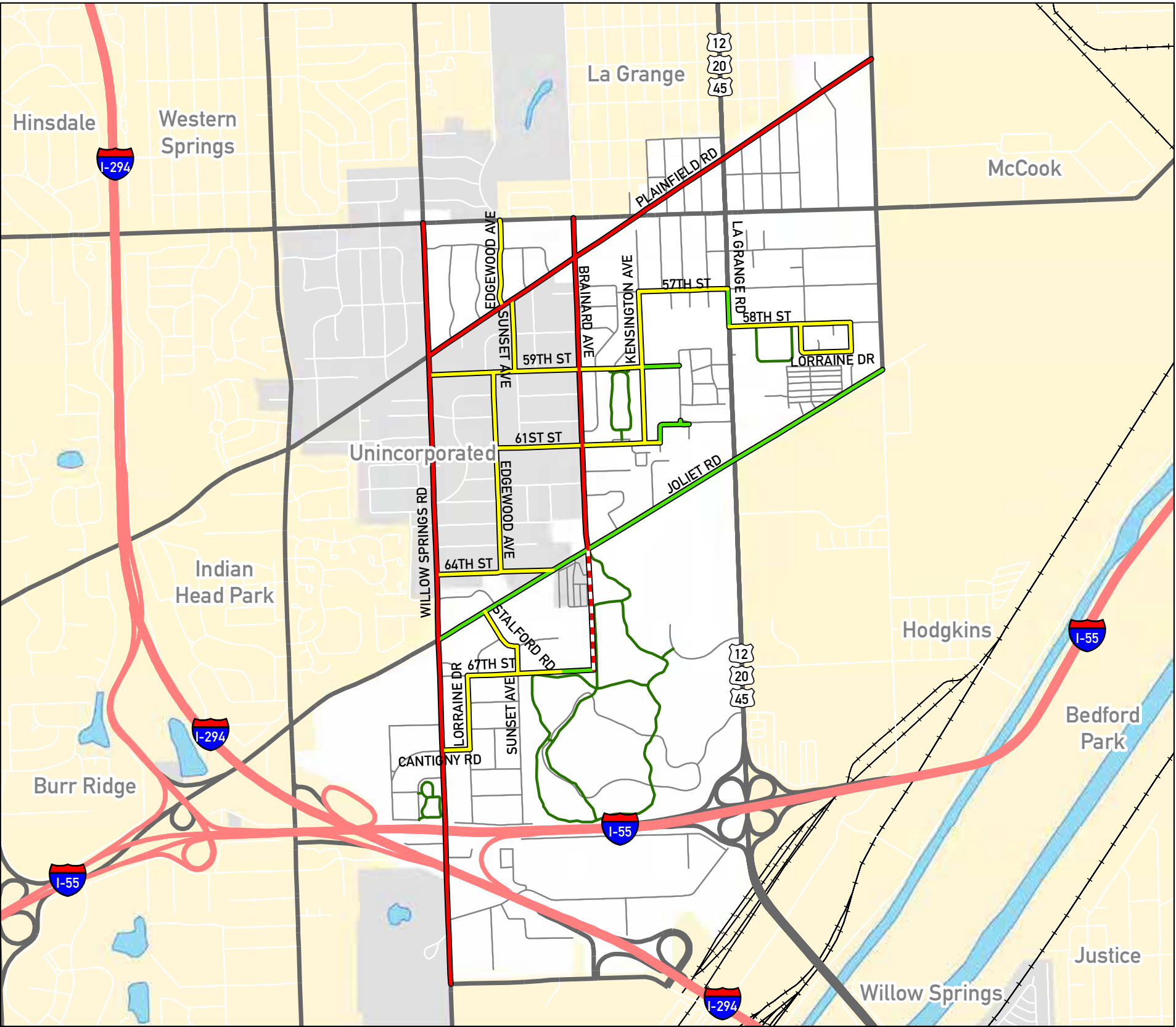


Bicycle parking at Soehrman Park.



Bike detector markings can be placed at intersections to tell riders where to line up to trigger the signal detectors.

2.5.3 Bicycle Network Map



City of Countryside

Bicycle Network

- Bicycle Recommendations

Existing

Multiuse Path

Proposed

Bike Lane

Bike Route

Shared Lane

Side Path or Trail
- Highways

Arterials

Streets

Rail

Water



0 0.25 0.5 0.75 1 Mile

Prepared By: Active Transportation Alliance 1/9/2012
Data Source: Active Transportation Alliance, CMAP, Navteq & the City of Countryside

2.6 Transit Improvements

Connections to transit are one of the primary functions of the Countryside active transportation network. Transit service helps residents choose active transportation for many of their longer daily trips. People are generally willing to walk or bike up to 10 minutes to a dependable and direct transit access point, roughly a one-half mile walk or a two mile bike ride. Locating and planning for hubs (See description in Active Intersection section) in the local network can help coordinate the local system with regional transit service.

2.6.1 Current Routes and Stations—Buses and Trains

Countryside is currently served by three Pace routes and three neighboring Metra stations. One Metra station is located in Willow Springs and could be accessible by the Willow Springs Rd. bike lane proposed in this plan. The other two Metra stations, Stone Ave. and La Grange Rd. stations, are accessible via the proposed Brainard Ave. bike lane and Pace route 330. The Western Springs Metra station is accessible via Pace route 669 during rush hour.

Pace Routes 330-Mannheim/La Grange Roads, 392-Little Village/UPS Hodgkins, and 669 Western Springs/Indian Head Park

OBJECTIVE: Improve access to all bus stops and train stations in Countryside and neighboring municipalities.

DESCRIPTION: Create awareness for routes and increase access to buses by using more bicycle and pedestrian friendly design at bus stops and shelters. Integrate the active transportation network with current Pace routes by improving stop visibility, posting route maps and timetables at stops, providing enhanced amenities (such as paved waiting areas at all stops and covered shelters at priority stops), participating in Pace route planning to increase frequency of service, and educating residents on the potential trips that can be made using the available service.

TARGET: *Near-term*

Sidewalks:

Complete sidewalk gaps adjacent to bus stops to improve pedestrian access to buses.

Information:

Improve access to bus route timetables and routes maps by posting them at all stops. Also, post instructions at shelters for how to put a bike on the bus.

TARGET: *Mid-term*

Waiting Areas:

Upgrade all bus stops to include a paved waiting area off the sidewalk and benches if space permits.

Bus Stop Shelters:

Upgrade bus stops within ¼ mile of hub locations to include shelters.

ADA:

Upgrade all bus stops to be Americans with Disabilities Act (ADA) accessible.



This bus shelter at East Ave. and 58th St. could be difficult to reach by foot due to the street crossing.

2.6 Transit Improvements (Continued)

Neighboring Metra Stations

OBJECTIVE: Improve access to Willow Springs, Stone Ave. and La Grange Rd. Metra stations.

DESCRIPTION: Create awareness of neighboring Metra Stations and increase access to the stations by updating bicycle amenities and infrastructure.

TARGET: *Near-term*

Multimodal Wayfinding Signage:

Use wayfinding signs to guide cyclists from Countryside to neighboring Metra stations. In turn, work with neighboring municipalities to install wayfinding signage to direct cyclists from the Metra stations back to Countryside.

2.6.2 Future Transit Connectivity

I-55 Bus Rapid Transit Connectivity

OBJECTIVE: Utilize Express Bus to Chicago or other regional destinations.

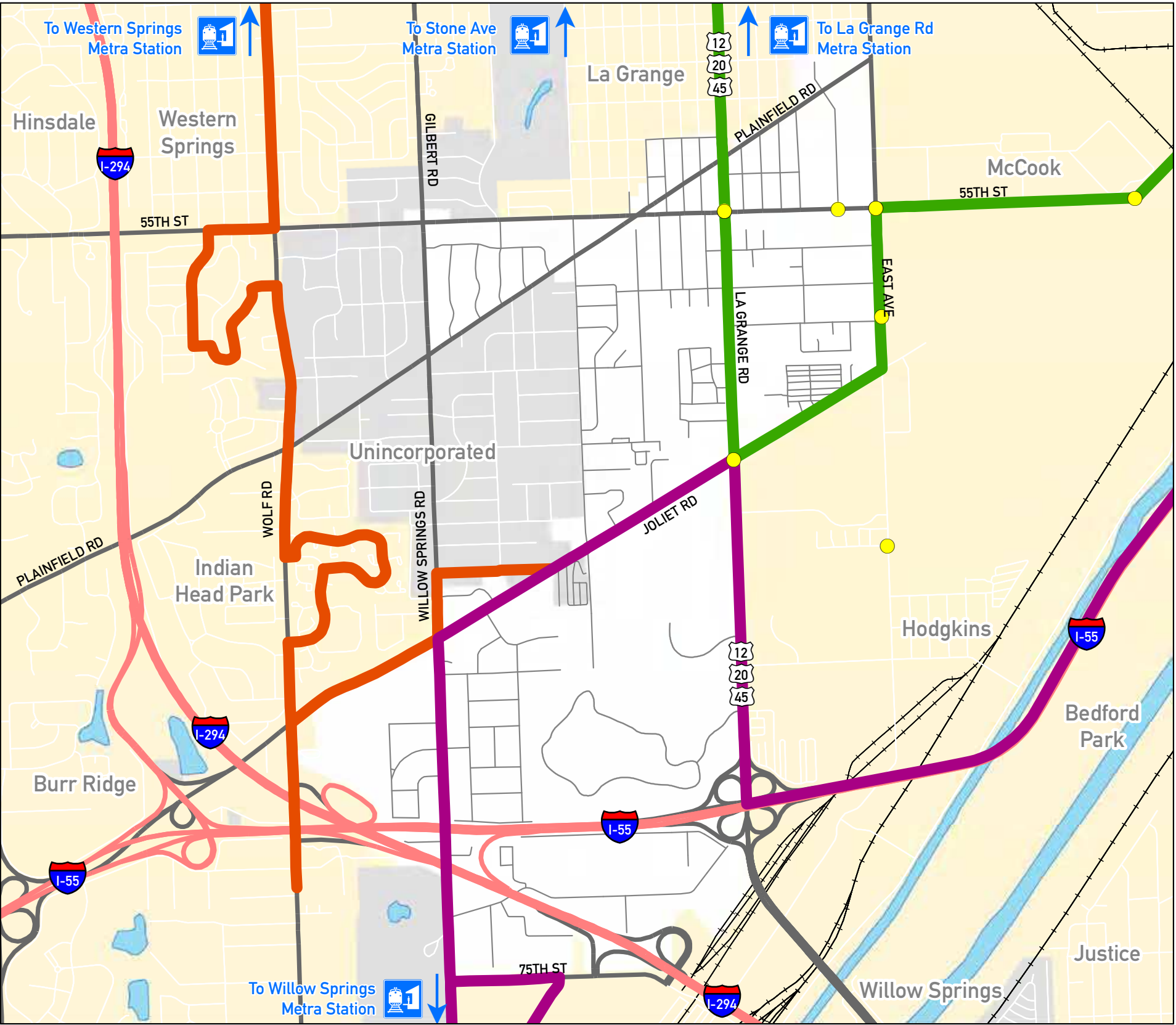
DESCRIPTION: Countryside is located near two interstates; I-55 and I-294. Pace express buses currently operate on I-55, connecting riders along the interstate corridor to downtown Chicago. To provide additional transit service to Countryside, the City may consider working with Pace to set up an express bus stop near Countryside.

TARGET: *Long-term*



Pace buses are allowed to legally drive on the inside shoulder of Interstate 55.

2.6.3 Transit Network



City of Countryside Transit

- Pace

●

Shelter

330

392

669

Highways

Arterials

Streets

Rail

Water



0 0.25 0.5 0.75 1 Mile

Prepared By: Active Transportation Alliance 1/9/2012
Data Source: Active Transportation Alliance, CMAP,
Navteq & the City of Countryside

Policy and Programming

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3

3.1 Municipal Policy Recommendations

This section lays out policy recommendations that can help sustain Countryside's vision for active transportation. In addition to design and planning guidance, policy strategies can improve the transportation environment in ways that infrastructure cannot, by prioritizing safety through legislation and law enforcement.

3.1.1 Adopt a Complete Streets Policy

Following accepted best practices, the design recommendations throughout this plan are based on a Complete Streets philosophy. Complete streets are designed to enable safe access for all users of the transportation network regardless of age, ability or travel mode. A complete street has no predefined facilities requirements, but is optimized within its surrounding context to promote safe, convenient active transportation options for the community.

To ensure that these principles play a lasting role in the development of the local transportation network, Countryside can adopt a Complete Streets policy. Both the State of Illinois and Cook County have adopted Complete Streets policies. See Appendix E for a list of resources on Complete Streets policy development.

TARGET: *Mid-term*

3.1.2 Safe Park Zones

As havens for physical activity and recreation, parks are priority destinations for all community members, especially children. Traffic safety can be a major barrier for children walking and biking to parks. Countryside can improve access to parks by adopting Safe Park Zones.

Safe Park Zones are streets adjacent to parks where traffic safety is prioritized with lower speed limits and higher fines for speeding and disobeying stop signs and stoplights when children are present. Under Illinois Vehicle Code section 5/11-605.3, revenue from the higher fines can be used to establish and maintain safety infrastructure within the zone and to fund safety programming. Safe Park Zone streets must be designated by local ordinance and marked with signs. See Appendix E for sample ordinance language.

TARGET: *Mid-term*

3.1.3 Tailor Parking Requirements to Encourage Active Transportation

As Countryside develops its active transportation network, bikeways might be installed on local streets (see page 24 for a description of on-street bikeways). In order for these facilities to be safe for bicyclists, they must be kept clear of motor vehicle traffic. Countryside could consider the establishment and enforcement of meaningful penalties for motorists driving or parking in bike lanes, or blocking marked shared lanes with their vehicles.

Countryside can foster a safer roadway network if it enacts a ban on double parking. By doing so, the likelihood of a bikeway being blocked can be reduced. This can in turn reduce the number of dangerous movements between lanes.

TARGET: *Near-term*

3.1.4 Enact Bicycle Parking Ordinance

Bicycle parking is an essential component for any non-motorized transportation network. Residents will not use bikeways to reach businesses unless they can lock their bikes securely at their destinations. To promote the use of the network and to boost local commerce, Countryside can adopt a zoning ordinance to require bike parking at key commercial and residential sites. See Appendix E for sample ordinance language.

TARGET: *Near-term*



Neighborhood parks like Srejma-Michalek Tot Lot, pictured above, would benefit from Safe Park Zones.

3.1 Municipal Policy Recommendations (Continued)

3.1.5 Update Countryside Traffic Code to Current Standards

Traffic safety is a major barrier to active transportation, especially for children and seniors. Since 2007, the Illinois Vehicle Code has undergone several revisions to better protect pedestrians and bicyclists on the roadway. Countryside could consider updating its local traffic code to be consistent with the new, more stringent state traffic laws. See Appendix E for a list of recent changes to the Illinois Vehicle Code.

TARGET: *Near-term*

3.1.6 Enact a Distracted Driver Ordinance

Nationwide trends show that distracted driving is a major contributor to roadway tragedies, and many communities are targeting this behavior with tough penalties and targeted enforcement. The Countryside City Council can adopt and publicize a distracted driver ordinance restricting the use of mobile phones while driving on local roadways. See Appendix E for sample ordinance language.

TARGET: *Near-term*

3.1.7 Ensure that Active Transportation Network is Maintained

A transportation network is only as good as it is maintained. To encourage more active transportation, Countryside can make a commitment to maintaining its active transportation facilities to the same level, or better, than the facilities for motorized transportation. This commitment is especially important since a little debris, overgrown trees or snow on the ground can render a route impassable for an active transportation user. Countryside's commitment can be expressed in a policy statement to the public works staff.

TARGET: *Near-term to Long-term*

3.1.8 Protect Pedestrians in Construction Zones

Construction is a sign of progress. But it can also cause major barriers to pedestrians and bicyclists. Countryside can enact a policy that requires all construction work zones be accessible to all roadway users. This policy fosters the goals of Countryside's Complete Streets principles. The Minnesota Department of Transportation has developed model guidelines for ensuring pedestrian access through construction zones.

TARGET: *Mid-term*

3.1.9 Create Better Sidewalks

Countryside has good policies regarding sidewalks. The community could benefit from updating the standards in Section 9-4-6 of the municipal code to require sidewalks to be at least 10 feet wide in commercial areas (currently 5' everywhere).

TARGET: *Near-term*



The Active Transportation Network can be difficult to use if it is not maintained.

3.1 Municipal Policy Recommendations

3.1.10 Enact Traffic Calming Policy

The posted speed limit on a roadway does not ensure that road users actually follow the speed limit. The compliance comes from either enforcement of the law or physical changes to the roadway to prevent speeding. Countryside can enact a policy that all roadways shall be designed, constructed and maintained in a way to ensure that speed limits are enforced. This can come from aggressive traffic safety law enforcement. Or it can come from traffic calming measures including curb extensions, narrow lanes and other features included in the network section. This policy is an important component in both the development of the local network and implementation of the Complete Streets principles.

TARGET: *Mid-term*

3.1.11 Fostering a Private Sector Commitment to Active Transportation

Government plays a key role in encouraging active transportation. Private developers can also advance this movement. Zoning laws and other policies regarding private sector investment could be reviewed on a regular basis to ensure they incorporate national best practices for transportation facilities.

TARGET: *Near-term to Long-term*

3.2 School Policy Recommendations

3.2.1 Safe Routes to School

Safe Routes to School is a federally funded program that helps communities identify social and physical barriers to walking and bicycling to school. The program provides funding for education, encouragement, enforcement, and engineering projects aimed at making the trip to school safe, fun and convenient for students in elementary and middle school. Safe Routes to School requires no local matching funds from communities. The City of Countryside could organize a Safe Routes to School Committee with Ideal School to develop a Safe Routes to School Travel Plan, a pre-requisite for federal Safe Routes to School funding.

TARGET: *Near-term*



Making trips to school safe and comfortable can encourage students to use active transportation.

3.3 Program Recommendations

3.3.1 Education

Education is a powerful tool for promoting healthy and safe behaviors. Users of an active transportation network need to be aware of how to protect themselves and others. As more people walk and bike for transportation and health, education could be offered through a variety of forms and venues to reach all network users. Countryside stakeholders identified K-8 school and youth safety education as a programming priority. Youth, teens, and adults alike, can benefit from education programs focusing on pedestrian and bicycle safety, and the rules of the road.

3.3.1.1 Community Education

OVERVIEW: The City of Countryside has already been engaged in providing bicycle education for youth through annual Police Department Bicycle Rodeos. Children ride their bicycles through a safety course, receive a free bike inspection, and register their bicycle's serial number with the Department. Police Officers also participate at the annual Ideal Elementary School Safety Day.



Young bicyclists receive instruction from a Countryside Police Officer.

The City could continue these activities, and may expand educational opportunities through the following strategies:

Bicycle and pedestrian safety/skills classes:

Incorporate bicycle and pedestrian education for youth, teens, and adults through Recreation Department, Park District and YMCA program offerings. Youth can benefit from classes on bicycle and pedestrian safety and skills building. Bicycle mechanics classes and on-bike traffic skills classes such as Traffic Safety Skills 101 appeal to teens and adults, and could be offered through continuing education classes.

To increase recreational options for residents, Countryside has forged cooperative programming agreements with agencies in neighboring communities. These agencies include the Greater La Grange YMCA and the Park District of La Grange. Partnering with these agencies on bicycle and pedestrian programming can benefit residents in these communities as well those in Countryside. The Active Transportation Alliance or League of Illinois Bicyclists can assist with training and materials.

TARGET: *Near-term*

Youth Bicycle and Pedestrian Education:

Youth walking and bicycling safety education can provide a basis for a lifetime of active transportation habits, and can help address parents' concerns about safety. Beginning in elementary school, students could receive age-appropriate education on safe walking and biking habits. The Active Transportation Alliance or League of Illinois Bicyclists can assist with training and materials.

- **Youth Active Transportation Education:**
Beginning in elementary school, teach bicycle and pedestrian safety skills to all students. Lessons should be age-appropriate and build on children's cognitive development and motor skills.
- **Youth Bike "Licenses":**
Establish a safe cycling course for students as a prerequisite for the privilege of biking to school. Include basic cycling skills, how to perform a bicycle safety check, helmet fit, and appropriate traffic skills such as crossing roads and staying safe near driveways.

3.3 Program Recommendations (Continued)

- **Teacher Training:**
Encourage and equip teachers to integrate bicycle and pedestrian safety lessons and mobility education into existing subjects, such as math, language arts, PE, and social studies. Free lesson books and teacher trainings are available through the Active Transportation Alliance.

TARGET: *Mid-term to Long-term*

Teen Bicycle and Pedestrian Education:

Once students reach middle school, the educational focus could shift from safety and skills to independence, physical activity, and making appropriate transportation choices.

- **Driver Education:**
Work with Lyons Township High School District 204 to include a module on how to safely share the road with cyclists and pedestrians in current driver education programs. Educating new motorists on the traffic rights and responsibilities of cyclists and pedestrians can create a safer environment for everyone. Information about other modes of travel could also be included in driver education.

TARGET: *Mid-term to Long-term*

3.3.1.2 Community Media Campaign

OVERVIEW: Hazardous intersections, vehicular speeding, and unsafe behavior by bicyclists were cited by local stakeholders as a safety concerns in Countryside. These issues point to a need for increasing awareness among both motorists and bicyclists of the rules of the road.

Community Media Campaign:

Design a community media campaign to educate all residents about bicycle and pedestrian safety, beginning with the “must stop for pedestrians in crosswalk” law. The campaign can be expanded in the future to cover other topics such as school zone speeding, sharing the road with bicycles, and rules of the road.

Countryside can disseminate information through www.countryside-il.org, the Desplaines Valley News, portable message signs, and material reprinted and/or distributed by partner agencies, utility companies and the private sector. Media campaigns can be coordinated with Police Department enforcement campaigns targeted at specific types of violations.

TARGET: Near-term

3.3.2 Encouragement

3.3.2.1 COMMUNITY ENCOURAGEMENT—INFORMATION ACCESS

OVERVIEW: Knowledge about when and where to bike and walk safely, and how to access public transportation, supports increased use of active transportation. Strategies for Countryside to get the word out about the active transportation network include:

Youth and School:

Partner with School District 105 and other School Districts serving Countryside students to produce preferred walking and biking route maps, as well as child-friendly safety tips. The City and School Districts can further promote walking and biking to school by hosting events such as International Walk to School Day.

TARGET: *Near-term*

Active Transportation Network Map:

A user-friendly active transportation network map would encourage use of the improved pedestrian and bicycle network and patronage of the key places identified in this plan. Countryside can work with local volunteers or a contractor to produce and distribute a free active transportation network map that includes safe cycling and walking routes to key places and safety tips. Local businesses could be approached for sponsorship of the map.

TARGET: *Mid-term*

Transit Information:

Increase the use of public transit by distributing transit service information. Countryside can partner with the transit providers to display timetables and install transit vending machines in key places, as well as promote the Regional Transportation Authority’s existing transit mapping service, www.goroo.com.

TARGET: *Mid-term*

3.3 Program Recommendations (Continued)

3.3.2.2 Community Encouragement Events and Programs

OVERVIEW: Community events centered on walking and biking can create awareness of active transportation and encourage residents who do not often walk or bike to start doing so. These events also provide opportunities for community members to come out and get to know their neighbors, shop locally, and explore their community. Some examples include:

Incorporate walking and biking into community events:

Each year, the City holds a number of events including an Easter Egg Hunt and a Party in the Park summer concert series in Countryside Park. To encourage people to walk and bicycle to these events, the city could offer a special tent or other area to park bikes, or a small prize.

Hold a walking event using Countryside Park as a starting and ending place, and coordinate with police to make sure intersections are safe for that day. Countryside could also partner with the Cook County Forest Preserve District to sponsor a bicycle/pedestrian-related event.

TARGET: *Near-term*



Residents enjoy a summer concert in Countryside Park.

Establish a walking group:

Walking groups that meet on a regular basis help people to enjoy the active transportation network while engaged in group physical activity. Partner with TOPS (Take Pounds off Sensibly), a group that meets at City Hall, to start a local walking group.

TARGET: *Near-term*

Bike/Walk and Dine Events:

Invite people to enjoy a progressive dinner by foot or bike at Countryside restaurants. A select tour of these establishments for groups of 30 or less can garner media attention for local businesses and raise the profile of cycling and walking as a way to encourage and enjoy local patronage. The route can also highlight new or potential community improvements to the active transportation network.

TARGET: *Near-term*

Shop by Foot and Bike:

These programs offer discounts and other incentives to residents who walk or bike when making short errands to local shops. Benefits include adding physical activity to residents' daily routines, relieving parking issues, and supporting local businesses.

TARGET: *Near-term*

3.3.3 Enforcement

OVERVIEW: Successful implementation of this plan can result in an increase in active transportation users. It can also result in creating new law enforcement challenges. To promote the safety of all people using the active transportation network, Countryside could continue to prioritize enforcement of traffic laws that deter reckless behavior by road users.

The Countryside Police Department has seven bicycle patrol officers who have received training through North East Multi-Regional Training, Inc. (NEMRT). This curriculum focuses on the use of the bicycle as a patrol vehicle. Bicycle patrol officers work from April through August, providing a combination of enforcement and education functions. These officers often focus on parks and other locations where youth gathers. They promote safe riding through use of proper equipment such as helmets and lights, and riding technique.

Training for Police:

Ensure that Bicycle Patrol Officers and all others engaged in traffic safety enforcement receive introductory training on bicycle and pedestrian safety, as well as periodic refresher sessions. Annual professional development opportunities can be provided in live sessions, online, or by video. Officers could receive practical training focused on:

3.3 Program Recommendations (Continued)

- Rules of the road for bicyclists and pedestrians
- Illegal motorist behaviors that endanger bicyclists and pedestrians
- Most dangerous types of bicycling behaviors
- Most common causes of bicycle and pedestrian crashes
- Importance of reporting bicycle and pedestrian crashes
- Importance of investigating serious bicycle and pedestrian crash sites
- Best ways to prevent bicycle theft
- Best practices for policing by bicycle
- Transportation, health, and environmental benefits of bicycling

In addition, special consideration could be given to new and existing laws that impact bicycle and pedestrian safety, particularly in school zones. These laws include:

- Must stop for pedestrians in crosswalks
- Handheld device ban in school zones
- School zone fines

TARGET: *Near-term*

Targeted Enforcement Efforts:

Expand targeted enforcement events to include crosswalk stings where warnings or tickets are issued to motorists for violating the “must stop for pedestrians in crosswalk” law. A portable message sign can be used to publicize the number of warnings or tickets issued. For future events, target other infractions including speeding in school zones.

TARGET: *Near-term*

Analysis of Crash Data:

Continue to collect and analyze crash data to identify dangerous locations. In addition to informing targeted enforcement campaigns, the data can be used to site traffic signage and direct community awareness efforts.

TARGET: *Near-term*



Bicycle Patrol officers in Countryside Park

Implementation

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4

4.1 Evaluation and Oversight

A plan as comprehensive as the Countyside Active Transportation Plan requires vigorous oversight to ensure its effective implementation.

4.1.1 Bicycle and Pedestrian Advisory Council

The heart and soul of this plan came from local residents who participated in public engagement events hosted by the steering committee. These residents' vision and goals are expressed throughout the recommendations of this plan. Countyside can continue to benefit from the wisdom of these advocates by inviting them to join a Bicycle and Pedestrian Advisory Council (BPAC).

The BPAC can monitor implementation of the plan, promote events celebrating active transportation in Countyside, and encourage residents and visitors to use the improved active transportation network. The council would benefit from membership derived from the key stakeholders who served on the steering committee for this plan.

TARGET: *Near-term*

4.1.2 Bicycle and Pedestrian Coordinator

Users of the active transportation network and the new Advisory Council would benefit from having access to a single city staff contact. The bicycle and pedestrian coordinator would serve as a liaison to the Council, monitor implementation of the plan by city staff, and serve as a point of contact for residents and visitors. This person could also be charged with seeking funding for implementation of the plan and creating partnerships with like-minded governments in the region.

TARGET: *Near-term*

4.1.3 Evaluation Tools

Data analysis is imperative to measuring the impact of the active transportation plan. The findings of a good analysis can help to guide safety initiatives and the prioritization of future infrastructure projects, while supporting program funding efforts. The Bicycle and Pedestrian Coordinator could be charged with collecting baseline data and conducting an annual analysis to identify trends in the number of network users, and trends in the numbers, types and locations of motor vehicle crashes involving pedestrians and bicyclists.

Many free and low-cost datasets are available to assist with evaluation. The Coordinator may want to use Bicycle Friendly Community data from League of American Bicyclists, traffic crash reports from the Illinois Department of Transportation, and the data compiled by the consultants for this plan. The National Center for Safe Routes to School offers a free student traffic count tool and free data analysis.

TARGET: *Near-term*

4.1.4 Become a Bicycle or Walk Friendly Community

Improving the bicycling and pedestrian conditions in Countyside can lead to a better place to live, visit, laugh, learn, play, shop, and work. National recognition of these efforts can be a source of pride and reward for Countyside. The City can apply for designation as a Bicycle Friendly Community (BFC), awarded by the League of American Bicyclists, and as a Walk Friendly Community (WFC), awarded by the University Of North Carolina Highway Safety Research Center. These programs provide incentives, hands-on assistance, and award recognition for communities that actively support bicycling and walking. Striving for these designations can demonstrate Countyside's commitment to active transportation.

TARGET: *Mid-term to Long-term*



Countyside can be eligible for the Bicycle Friendly Community or Walk Friendly Community status for its commitment to bicycling and walking.

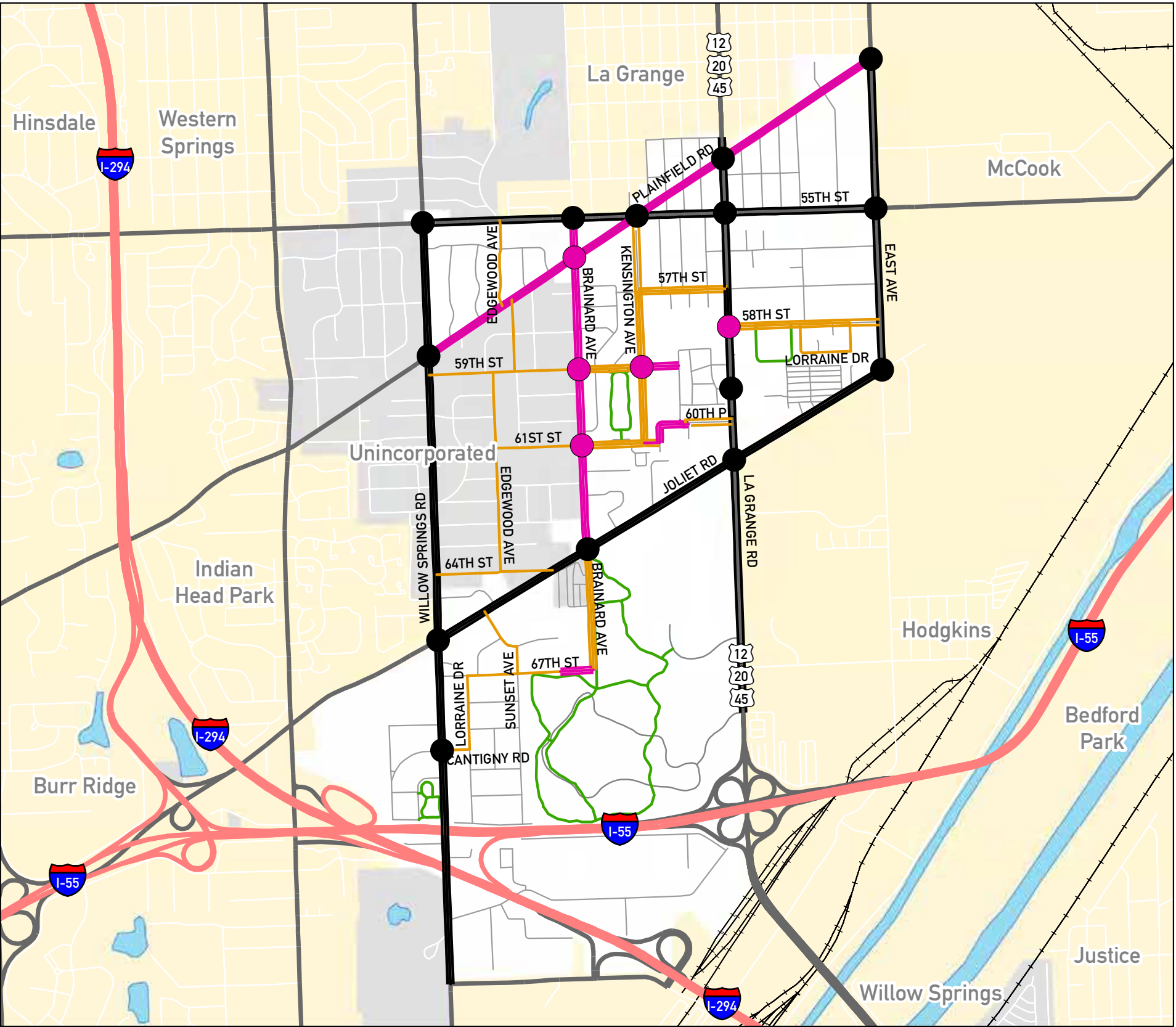
4.2 Implementation

Throughout this plan, the consultants have provided implementation standards of the various recommendations. The plan advocates for a comprehensive set of network, policy, program, enforcement, and evaluation improvements staged over several years. The effective implementation of this plan will require leadership by Countryside staff and residents. It may also require cooperation with neighboring municipalities, Cook County, and the Illinois Department of Transportation.

The use of the active transportation network can only increase if the plan's recommendations for education, encouragement, and enforcement are implemented in a timely manner in conjunction with the improvements to the network. The recommendations throughout this plan are organized by likely timelines for implementation – near-term (1 – 2 years), mid-term (2 – 5 years), and long-term (5+ years). On the following pages are a map and table showing recommended implementation priorities for the network and a timeline for policy and programming implementation.



A shared lane can be installed by simply painting a "sharrow" on the street.



City of Countryside Implementation

- Bicycle

Near-term

Mid-term

Long-term

Pedestrian

Near-term

Mid-term

Long-term

Highways

Arterials

Streets

Rail

Existing Trail

Water

Intersections

Mid-term

Long-term
-
- 0 0.3 0.6 0.9 1.2 Miles
- Prepared By: Active Transportation Alliance 1/9/2012
Data Source: Active Transportation Alliance, CMAP,
Navteq & the City of Countryside
- IMPLEMENTATION 45

4.2 Implementation

4.2.2 Active Transportation Network Implementation Table

Street or Park Name	Start and End Point		Facility Type		Pedestrian Corridor?	Implementation Schedule		Length (miles)
	N/W Starting Point	S/E Ending Point	Bicycle	Pedestrian		Bicycle	Pedestrian	
55th St	Willow Springs Rd	East Ave		Pedestrian Corridor	Yes		Long-Term	1.51
57th St	Kensington Ave	La Grange Rd	Bike Route	Pedestrian Corridor	Yes	Near-term	Near-Term	0.30
58th St	La Grange Rd	Rose Ave	Bike Route	Pedestrian Corridor	Yes	Near-term	Near-Term	0.40
58th St	Rose Ave	East Ave		Pedestrian Corridor	Yes		Near-term	0.10
59th St	Brainard Ave	Kensington Ave	Bike Route	Pedestrian Corridor	Yes	Near-term	Near-term	0.21
59th St	Kensington Ave	Shopping Plaza	Trail	Trail	Yes	Mid-Term	Mid-Term	0.12
59th St	Willow Springs Rd	Brainard Ave	Bike Route		No	Near-term		0.50
60th Pl	End of Street	la Grange Rd		Pedestrian Corridor	Yes		Near-term	0.15
61st St	Brainard Ave	Kensington Ave	Bike Route	Pedestrian Corridor	Yes	Near-term	Near-term	0.21
61st St	Edgewood Ave	Brainard Ave	Bike Route		No	Near-term		0.29
61st St	Kensington Ave	End of Street	Bike Route	Pedestrian Corridor	Yes	Mid-Term	Near-term	0.05
64th St	Willow Springs Rd	Joliet Rd	Bike Route		No	Near-term		0.39
67th St	Lorraine Dr	End of Street	Bike Route		No	Near-term		0.31
67th St	End of Street	Brainard Ave	Trail	Trail	No	Mid-Term	Mid-Term	0.11
Brainard Ave	55th St	Joliet Rd	Bike Lane	Pedestrian Corridor	Yes	Mid-Term	Mid-Term	1.10
Brainard Ave	Joliet Rd	End of Road	Shared Lane	Pedestrian Corridor	Yes	Near-term	Near-term	0.40
Cantigny Rd	Willow Springs Rd	Lorraine Dr	Bike Route		No	Near-term		0.09
CCFP			Trail	Trail	No	Existing	Existing	3.37
City Park			Trail	Trail	Yes	Mid-Term	Mid-Term	0.17
Countryside Park			Trail	Trail	No	Existing	Existing	0.56
East Ave	Plainfield Rd	Joliet Rd		Pedestrian Corridor	Yes		Long-Term	1.03
Edgewood Ave	59th St	64th St	Bike Route		No	Near-term		0.66
Edgewood Ave	55th St	Plainfield Rd	Bike Route		No	Near-term	Near-term	0.29
Francis Ave	58th St	Lorraine Dr	Bike Route		No	Near-term		0.10
Ideal Park			Trail	Trail	No	Existing	Existing	0.34
Joliet Rd	Willow Springs Rd	East Ave	Side Path	Side Path	Yes	Long-Term	Long-Term	1.73
Kensington Ave	57th St	61st St	Bike Route	Pedestrian Corridor	Yes	Near-term	Near-term	0.50
Kensington Ave	55th St	57th St		Pedestrian Corridor	Yes		Near-term	0.25
La Grange Rd	58th St	Weeping Willow Rd		Pedestrian Corridor	Yes		Long-Term	1.28
La Grange Rd	53rd St	57th St		Pedestrian Corridor	Yes		Long-Term	0.50
La Grange Rd	57th St	58th St	Side Path	Side Path	Yes	Long-Term	Long-Term	0.13
Lorraine Dr	Francis St	Rose Ave	Bike Route		No	Near-term		0.16
Lorraine Dr	Cantigny Rd	67th St	Bike Route		No	Near-term		0.25
Plainfield Dr	Willow Springs Rd	East Ave	Bike Lane	Pedestrian Corridor	Yes	Mid-Term	Mid-Term	1.78
Rose Ave	58th St	Lorraine Dr	Bike Route		No	Near-Term		0.10
Soehrman Park			Trail	Trail	No	Existing	Existing	0.40
Stalford Rd	Joliet Rd	Sunset Ave	Bike Route		No	Near-term	Near-term	0.17
Sunset Ave	Plainfield Rd	59th St	Bike Route		No	Near-term		0.24
Sunset Ave	Stalford Rd	67th St	Bike Route		No	Near-term	Near-term	0.09
Willow Springs Rd	55th St	75th St	Bike Lane	Pedestrian Corridor	Yes	Long-Term	Long-Term	2.53

4.2 Implementation (Continued)

4.2.3 Active Transportation Intersection Implementation Table

North/South Street	East/West Street	Intersection Type	Implementation Schedule
Brainard Ave	55th St	Gateway	Long-term
Brainard Ave	59th St	Improvement	Mid-term
Brainard Ave	61st St	Improvement	Mid-term
Brainard Ave	Joliet Rd	Improvement	Long-term
Brainard Ave	Plainfield Rd	Improvement	Mid-term
East Ave	55th St	Gateway	Long-term
East Ave	Joliet Rd	Gateway	Long-term
East Ave	Plainfield Rd	Improvement	Long-term
Kensington Ave	59th St	Gateway	Mid-term
La Grange Rd	55th St	Hub	Long-term
La Grange Rd	58th St	Improvement	Mid-term
La Grange Rd	Countryside Plaza	Improvement	Long-term
La Grange Rd	Joliet Rd	Hub	Long-term
La Grange Rd	Plainfield Rd	Gateway	Long-term
Plainfield Rd	55th St	Hub	Long-term
Willow Springs Rd	55th St	Gateway	Long-term
Willow Springs Rd	Cantigny Rd	Improvement	Long-term
Willow Springs Rd	Joliet Rd	Gateway	Long-term
Willow Springs Rd	Plainfield Rd	Improvement	Long-term

4.2 Implementation (Continued)

4.2.4 Policy and Programming Implementation Table

3.1	Municipal Policy Recommendations	Near-term	Mid-term	Long-term
3.1.1	Adopt Complete Streets Policy		X	
3.1.2	Safe Park Zones		X	
3.1.3	Tailor Parking Requirements to Encourage Active Transportation	X		
3.1.4	Enact Bicycle Parking Ordinance	X		
3.1.5	Update Countryside Traffic Code to Current Standards	X		
3.1.6	Enact a Distracted Driver Ordinance	X		
3.1.7	Ensure that Active Transportation Network is Maintained	X	X	X
3.1.8	Protect Pedestrians in Construction Zones		X	
3.1.9	Create Better Sidewalks	X		
3.1.10	Enact Traffic Calming Policy		X	
3.1.11	Fostering a Private Sector Commitment to Active Transportation	X	X	X
3.2	School Policy Recommendations	Near-term	Mid-term	Long-term
3.2.1	Safe Routes to School	X		
3.3.1	Program Recommendations – Education	Near-term	Mid-term	Long-term
3.3.1.1	Bicycle and pedestrian safety/skills classes	X		
3.3.1.1	Youth Bicycle and Pedestrian Education		X	X
3.3.1.1	Teen Bicycle and Pedestrian Education		X	X
3.3.1.2	Community Media Campaign	X		
3.3.2	Program Recommendations – Encouragement	Near-term	Mid-term	Long-term
3.3.2.1	Youth and School	X		
3.3.2.1	Active Transportation Network Map		X	
3.3.2.1	Transit Information		X	
3.3.2.2	Incorporate Walking and Biking into Community Events	X		
3.3.3	Program Recommendations – Enforcement	Near-term	Mid-term	Long-term
3.3.3	Training for Police	X		
3.3.3	Targeted Enforcement Efforts	X		
3.3.3	Analysis of Crash Data	X		
4.1	Evaluation and Oversight	Near-term	Mid-term	Long-term
4.1.1	Bicycle and Pedestrian Advisory Council	X		
4.1.2	Bicycle and Pedestrian Coordinator	X		
4.1.3	Evaluate Tools	X		
4.1.4	Bicycle Friendly Community		X	X
4.1.4	Walk Friendly Community		X	X

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COUNTRYSIDE ACTIVE TRANSPORTATION PLAN

PUBLIC ENGAGEMENT REPORT



The City of Countryside partnered with Active Transportation Alliance (Active Trans) to develop an Active Transportation Plan- a vision for walking and biking. Countryside's public engagement process provided an avenue for the community to voice their needs to walk and bike safely to key destinations as the City works towards improving future infrastructure and development projects.

The Communities Putting Prevention to Work grant provided the platform to open the discussion between public health, policy and transportation in order to obtain healthier lifestyles and ensure quality of life to all residents in Countryside. The *Public Engagement Report* summarizes public input gathered throughout the development of Countryside's Active Transportation Plan.

Countryside played an active role in developing their Active Transportation Plan by creating sustainable solutions with the community and identifying critical hot spots early on in the planning process. The following report breaks down each step that was taken to ensure the community's voice was heard and the importance of involving the public to sustain a successful plan. Physical designs of pedestrian and bikeway planning as well as programs on education, encouragement and enforcement in the community are the primary focuses of this plan.

Public Engagement: Stakeholder Steering Committee

Planning with the public in mind.

1. What we did.

The first step Active Trans took to develop a sustainable plan *for* the community was to work directly *with* the community in order to address the current needs in the City of Countryside. A steering committee of key stakeholders representing community departments and interests was formed; allowing better assessment of options and opportunities for safe multi-modal transportation.

Developing a plan for safe modes of transportation in Countryside began with including the public in the process; this method for public engagement set the basis for a holistic plan that gathered various needs for walking and biking around key destinations in the community. Public outreach for Countryside's Active Transportation Plan includes the following phases:

Form a Steering Committee: Active Trans worked with the City of Countryside, to identify key stakeholders representing public, private and community interests in and around Countryside to form a strong committee that would sustain the plan. Local media outlets and harder to reach audiences were also identified in order to conduct a widespread effort in public outreach.

Gather local knowledge: Countryside's Steering Committee played an active role in providing local knowledge on current bicycle issues and presented possible solutions to enhance the existing network.

Public outreach: Active Trans, the City of Countryside and steering committee members publicized the development of an Active Transportation Plan through social media, local media outlets, municipality and community center websites, as well as on-the-ground mass distribution of hard copy fliers. Residents and interested parties were encouraged to provide feedback by participating and sharing an online survey on walking and biking issues in Countryside or by attending the community's Open House Event.

2. What we have gathered.

Steering Committee: Once formed, members of the Steering Committee shared their vision for a healthier and more active Countryside by increasing opportunities to walk, bike and use transit; prioritized facilities and amenities for the active transportation plan; chose programs of interest to increase education, encouragement and enforcement; and identified key destinations in the community.

Local knowledge: With guidance from the Steering Committee, Active Trans gathered background information and field work in the community prior to the Open House event.

Please refer to *(PE-1) Steering Committee Report* for further reading on the vision statement and goal priorities.

3. How public outreach impacts the plan.

Countryside's Steering Committee Report summarizes the goal priorities for the active transportation plan determined by Steering Committee members. In addition, a strong and locally relevant vision was derived from Steering Committee vision statements, shaping the community's "Vision for Countryside." Lastly, key destinations and desired walking and biking routes in the community were identified, creating the "Place Connections" section of the plan.

Active Trans utilized effective strategies for public engagement by reaching out to leaders in the community, organizations and institutions that are working to push Countryside's vision for biking forward. Maintaining community involvement and interest in the bicycle and pedestrian improvements is a key component to increasing ridership and eventually leads to a plan that has strong public support.

A collaborative effort between various stakeholders representing the needs of public and private sectors in the community formed Countryside's Steering Committee: City Hall, Countryside Public Works and Fire Department, representatives from Parks and Community Development, local schools, businesses and bike shops.

Public Engagement: Community Open House Event

Connecting people to places.

1. What we did.

On Thursday, October 20th, 2011, residents and interested parties gathered at Countryside City Hall to share their experience and local expertise on walking and biking in the community as well as propose solutions for improvements. Participants included two of Countryside's alderman and the Mayor of Countryside.

Sharon Peterson, Assistant City Administrator, kicked off the event by sharing the exciting opportunity for Countryside to develop an Active Transportation Plan and their partnership with Active Trans. Shafaq Choudry, Active Trans' Community Planner, elaborated on project funding under the Communities Putting Prevention to Work (CPPW) grant that was awarded by the Centers for Disease Control for prevention in obesity. She discussed the connections between public health and transportation issues by raising awareness on the benefits that come from active transportation and how it increases opportunities to live an active lifestyle in the community.

Patrick Knapp, Active Trans' Transportation Planner, presented an interactive educational piece on the principles of complete streets, which is access to all users and ages; and is used as a basis to form the Active Transportation Plan. Ruth Myers, Active Trans West Suburban Coordinator, engaged participants with a polling exercise throughout the presentation; showing immediate visual results where the community stands on walking and biking issues in Countryside.

5.1 Appendix A: Public Engagement Summary (Continued)

After providing context to the importance and components of active transportation, participants broke into groups for the event's highlight- the mapping exercise. Participants identified "places" or key destinations in Countryside which serve as the central connections to and from the pedestrian and bicycle network. The next step for participants was to mark which crossings, intersections and streets are currently hazardous; and act as barriers to reach the destinations with comfort and convenience. Finally, existing and desired pedestrian and bicycle routes were marked and set the framework for updating the plan.

2. What we have gathered.

Public input gathered from Countryside's Open House Event directly influences the plan by incorporating the following data collected: Mapping Exercise, Polling Results, Wish Lists and the Education, Encouragement and Enforcement (3Es) Poster Boards which formed the preliminary network as well as recommendations for policy and programming.

PE-2) Open House Audiences Polling Results

PE-3) Open House Maps

- a. *Destinations Tally Map*
- b. *Barriers/Hazards Map*
- c. *Pedestrian Route Tally Network Map*
- d. *Bicycle Route Tally Network Map*

3. How the *Open House Event* impacts the plan.

Maps:

Key destinations identified by the public and the steering committee became "Place Connections" of the plan which the bicycle network is centered around. Hazardous crossings, intersections and streets enhancements guide infrastructural recommendations in the plan. A client working session is held to review a draft version of the plan and divided recommendations between near-term, mid-term, or long-term goals. A tally of desired bicycle routes marked by each group is incorporated into a single preliminary network map.

1. *Countryside's Destinations Map* shows that the following areas are considered to be key places to walk and bike for the community:

Destination Corridors

- Joliet Rd
- La Grange

Destination Clusters

- La Grange Rd & 55th Ave

Destination Places

Regional Bike/ Pedestrian Connections

- Centennial & I&M Canal Trail
- Salt Creek Trail

Parks and Open Spaces

- Cook County Forest Preserves
- Countryside Park
- Ideal Park
- Soehrman Park

- Plainfield Rd & Brainard Ave
- Joliet Rd & Willow Springs Rd.
- Joliet Rd & La Grange Rd

Transit

- LaGrange Metra Station

Commercial

- Joliet Rd
- La Grange

Municipal Offices

- City Hall

5.1 Appendix A: Public Engagement Summary (Continued)

Schools/Institutions

- Ideal Elementary School (District 105)
- La Grange Elementary School (District 105)
- La Grange Highlands Elementary School (District 106)
- Pleasantdale Elementary School (District 107)
- Seventh Avenue Elementary School (District 105)
- Spring Avenue School (District 105)
- La Grange Highlands Middle School (District 106)
- La Grange Middle School (District 105)
- Pleasantdale Middle School (District 107)
- William F. Gurrie Middle School (District 105)
- St. Cletus School
- Lyons Township High School

2. *Countryside's Hazards Map* demonstrates areas that ranked highest as barriers to destinations in the community:

Hazardous Corridors

- East Avenue
- LaGrange Rd
- Brainard Ave
- Willowsprings Rd
- Plainfield Rd
- Joliet Rd
- 55th Street

Hazardous Intersections

- LaGrange Rd and Joliet Rd
- Willowsprings Rd and Joliet Rd
- Brainard Ave and Joliet Rd
- East Ave and 55th St
- LaGrange Rd and 55th St
- Kensington Ave and 55th St

To see further detail on intersections identified on LaGrange Rd and Brainard Ave, please refer to *PE-3b) Open House Barriers/Hazards Map*.

3. *Countryside's Pedestrian Route Map* shows the following streets in the city as the most desired areas to walk:

Please refer to the follow map for selected pedestrian routes: *PE-3c) Open House Pedestrian Route Tally Network Map*

4. *Countryside's Bicycle Route Map* shows the following streets in the city as the most desired areas to bike:

Please refer to the follow map for selected bicycle routes: *PE-3d) Open House Bicycle Route Tally Network Map*

Polling Questions:

Participants at the open house were asked a series of questions regarding bicycle and pedestrian issues. Polling results indicate the level of walkability, bike-ability and accessibility to transit by bike or foot, which helps determine where enhancements to the bikeways network need to be made. A set of questions also asked to prioritize bicycle and pedestrian amenities and facilities; demonstrating immediate needs in the community.

The following facilities and amenities were chosen as the highest priority for improving the biking, walking and access transit conditions in Countryside:

- *Walking enhancements:* "Sidewalks" ranked the highest at 71% followed by "Crossings and Intersections" at 21%.
- *Biking enhancements:* "Off-street Trails and Paths" ranked at 50% followed by "On-street Bike Lanes" at 36%.
- *Transit conditions:* "Bicycle and pedestrian connections to transit" held the majority vote at 64%. When asked what would encourage Countryside residents to use transit more often, the response nearly tied at "Route Frequency" and "Route Information."

5.1 Appendix A: Public Engagement Summary (Continued)

Education, Encouragement and Enforcement Boards:

Young and elderly alike enjoy this visually appealing board displaying a wide array of options for programming in education, encouragement and enforcement. The public has the option of choosing which program they are interested in bringing to their own community by placing a sticker on images. Their selections are then reflected in the “Education, Encouragement, and Enforcement” section of the plan.

The **3Es** Poster Board demonstrates community interest in the following programs:

- ***Education:*** Community Education, Campaigns, Youth and Teen Bicycle and Pedestrian Education
- ***Encouragement:*** Local Business Spotlight Events, Social Events, Community Feature Events
- ***Enforcement:*** Must Stop for Pedestrians in Crosswalks, Bicycle Pedestrian Advisory Council

Community Engagement: Additional Outreach

Engaging diverse populations adds depth to the plan.

1. What we did.

The objective of developing an Active Transportation Plan in Countryside is to create a network that serves *all users* of the road and provide alternate options for transportation to the community. Residents in the community will have access to the destinations they identified in the public engagement process by foot, bike or transit. In an effort to gather extensive public input, additional outreach was conducted to add depth to the plan.

Hard copy surveys were distributed and collected around the community. Active Trans reached a diverse population during the planning process including community centers. Active Trans produced surveys for those who were unable to attend the Open House and also raise awareness on developing Countryside’s Active Transportation Plan.

2. What we have gathered.

Countryside’s Survey Results:

Active Trans produced an online survey for the City of Countryside and collected a total of 65 responses. Highlights of the survey are listed below.

Pedestrian Issues

Priority for improving walking environment in Countryside:

- 1) Sidewalks - 49%
- 2) Crossings and Intersections - 23%

Bicycle Issues

Priority for improving biking conditions in Countryside:

- 1) Off-street trails and paths – 39%
- 2) On-street bike lanes – 30%

Transit issues

Priority for improving transit conditions in Countryside:

- 1) Bicycle and pedestrian connections to transit- 48%

In addition to the online survey, hard copy surveys were also distributed around the community. Please see *PE-5) Online Survey Results* and *PE-6) Hard Copy Survey Results* for further detail.

3. How *additional outreach* impacts the plan.

Additional public outreach in Countryside served as a means to raise awareness on updating the plan and connecting with the larger community. Additional outreach was undertaken before and after the Open House Event to ensure that a diverse range of residents or interested parties had an equal opportunity to voice their opinion on the plan. More importantly, streets, crossings and intersections that might have been missed at the Open House and online survey were identified and included into the plan.

Attached to this document:

PE-1) Steering Committee Report

PE-2) Open House Audiences Polling Results

PE-3) Open House Maps

a. Destinations Tally Map

b. Barriers/Hazards Map

c. Pedestrian Route Tally Network Map

d. Bicycle Route Tally Network Map

PE-4) Open House Promotional Materials

PE-5) Online Survey Results

PE-6) Hard Copy Survey Results

COUNTRYSIDE ACTIVE TRANSPORTATION PLAN

STEERING COMMITTEE REPORT



Introduction

This summary document presents the basis for the creation of an Active Transportation Plan for Chicago’s Western Gateway, the City of Countryside. On September 21st, 2011, Countryside’s steering committee for the Active Transportation Plan gathered to set a vision and goal priorities for the plan. The committee is comprised of city staff, key stakeholders, bicycle advocates, community groups and public agencies in Countryside.

The steering committee serves as a resource and guide throughout the planning process to ensure that recommendations are tailored to the needs expressed by the community. By defining Countryside’s vision and goals for the improvement of walking, biking and transit in and around the community, a holistic foundation will be set for future developments.

Countryside’s Active Transportation Plan Steering Committee:

Sharon Peterson	Assistant City Administrator
Bryan Swanson	Community Development Planner
Laura Fast	Senior Clerk
Tom Hinshaw	School District 106
Jim Essig,	Superintendent of Public Works
Kevin Doyle	Pleasant View Fire Department
Joe Martynaltis	Ultimate Pro Bikes
Steve Bahn	School District 105
Basman Sweis	Oak Forest Psychological Services
Marc LaCroix	William Tell Banquets
Chief Michael Ruth	Countryside Police Department
Bob Ware	W. Suburban Chamber of Commerce & Industry

Vision

“Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or Post Office, go out to dinner and a movie, and play with your kids at the park—all without having to get in your car.” –*Secretary Ray LaHood, US Department of Transportation*

The City of Countryside prides itself as a close-knit and active community with many citizens being second and third generation residents. Countryside offers various housing styles, places of worship, a strong business sector, six neighborhood parks and a service-oriented government. The city is located 15 miles outside of Chicago’s Loop, creating easy access to downtown while maintaining older suburban charm. Its neighboring town of LaGrange provides connections to a pedestrian-friendly main street area along with shopping and transit. Situated along the LaGrange Road and Stone Avenue Metra stations and Cook County Forest Preserves, the city is within a few street and trail connections of incorporating LaHood’s livability standard.

Countryside’s Active Transportation Plan will help guide the city across that “last mile” to 21st Century livability standards—place-based economic development, active lifestyle options and sensible environmental stewardship—just as much as it guides the community across last mile connections to regional trails, transit stations, schools, parks, local businesses and several key destinations identified by the public.

5.1 Appendix A: Public Engagement Summary (Continued)

The City of Countryside will be a vibrant and healthy community with a safe, well lit, and complete bicycle and pedestrian network that links to schools, parks and businesses. Walking and biking will be a viable means of transportation and a fun activity for people of all ages. People will be able to walk or bike to businesses along major commercial corridors, La Grange Road and Stone Avenue Metra Stations, as well as local parks and forest preserves. The City will utilize connections along the forest preserve trails and roadways to foster travel between neighboring communities like La Grange and Hodgkins.

The vision for Countryside will leverage a city-wide culture change that will encourage the community to have multi-modal options by walking and biking to destinations. Community feature events such as Bike and Dine, Shop by Foot or Bike, Bike to Work and Open Streets will help the community reach their vision by building momentum and excitement around walking and biking. In addition to encouragement programs, Countryside's Active Transportation Plan will include programming for education and encouragement that will make it easier, safer and more convenient to get around town by foot or bike. Together, programming, policy and infrastructure recommendations will help Countryside achieve their community's vision.

Vision Statements

Countryside's Steering Committee wrote the following statements, describing their vision for walking and biking in the community.

- To create a **complete street community** where residents and visitors are able to access destinations safely
- **Safe walking & bike lanes** throughout the city and increased police biking
- My hope is that through this project the families of Countryside will **feel safe and positive about walking/biking to places** throughout the community. These activities will also promote a safe and healthy lifestyle for the children of our community
- Improve the active transportation plan, increasing **public awareness** and promoting active transportation
- **Multi-use friendly plan** for residents and businesses to get around Countryside
- To see a bike friendly Countryside, an **active & dynamic** neighborhood, and health and fitness conscious community
- I see Countryside as a community lacking in sidewalks. There are few places for kids to bike to. Adult's options are commercial. There's a huge challenge **walking and must be improved.**
- Safe sidewalk or bike path system to **connect to work and recreation** areas = friendly community

Active Transportation Plan Goals

The City of Countryside's Active Transportation Plan provides practical recommendations to support livability and quality of life. These recommendations focus on the city's transportation investments that connect the public to key places in the community. The plan also communicates local priorities to regional and state transportation entities like the Illinois Department of Transportation (IDOT), Metra, Pace, and the Cook County Highways Department (CCHD).

The following goals guided the development of this plan.

Active Transportation Infrastructure: Provide a comprehensive transportation network that prioritizes biking, walking and transit use. Emphasize the creation of dedicated routes and amenities to foster active transportation.

People Connections: Support biking and walking in the community through education and encouragement programs for residents.

Health and Safety: Build a walking, biking and transit network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.

Economic Development: Encourage residents to shop at local businesses by improving biking, walking and transit accessibility at important places in the community.

5.1 Appendix A: Public Engagement Summary (Continued)

Green Connections: Provide a comprehensive network that connects residents to parks, open space and regional trails.

People Connections: Support biking and walking in the community through education and encouragement programs for residents.

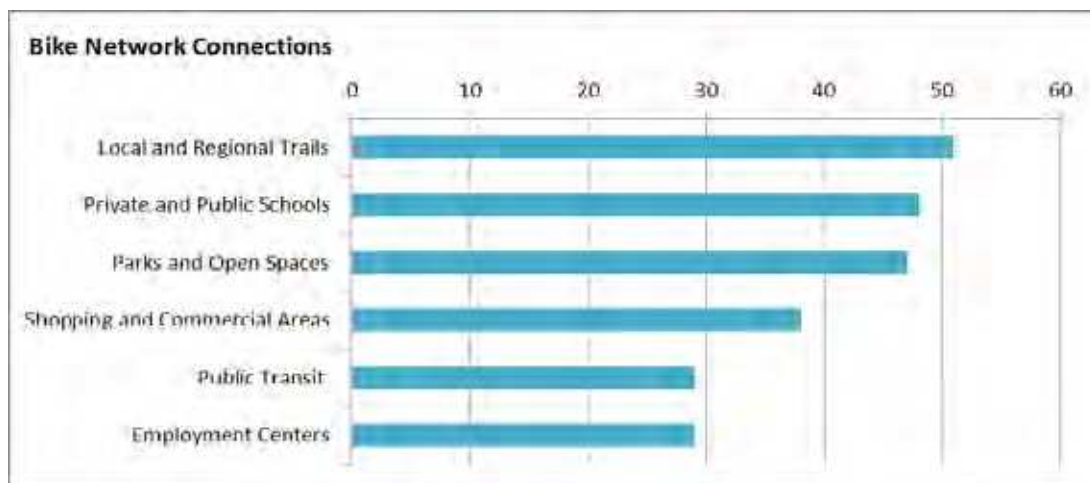
Institutional Connections: Adopt policies that encourage agency collaboration between the Schools, the Parks, the City, and the private sector to make it safer and easier for residents to enjoy the Active Transportation Network.

Active Transportation Network Priorities

The Active Transportation Network will connect residents in Countryside to destinations in their community through a comprehensive “Bike and Pedestrian Network.” In order to prioritize the network needs of the community, the steering committee ranked their preferences from high-mid-low (see chart below) to indicate which places require better connectivity by foot and bike. The following list and graph indicates the places that were ranked the highest:

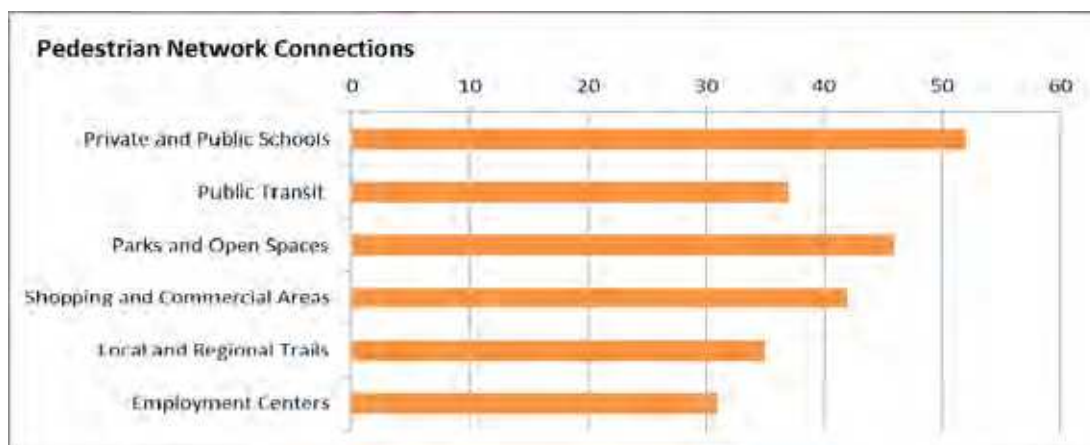
Connect Bike Network to:

- 1. Local and Regional Trails
- 2. Private and Public Schools
- 3. Parks and Open Spaces



Connect Pedestrian Network to:

- 1. Private and Public Schools
- 2. Parks and Open Spaces
- 3. Shopping and Commercial Areas



5.1 Appendix A: Public Engagement Summary (Continued)

The steering committee also ranked from high-med-low (see chart below) the “Facilities and Amenities” that will improve the community’s walking, biking and transit conditions. The following list indicates improvements that were ranked the highest:

Facilities and Amenities:

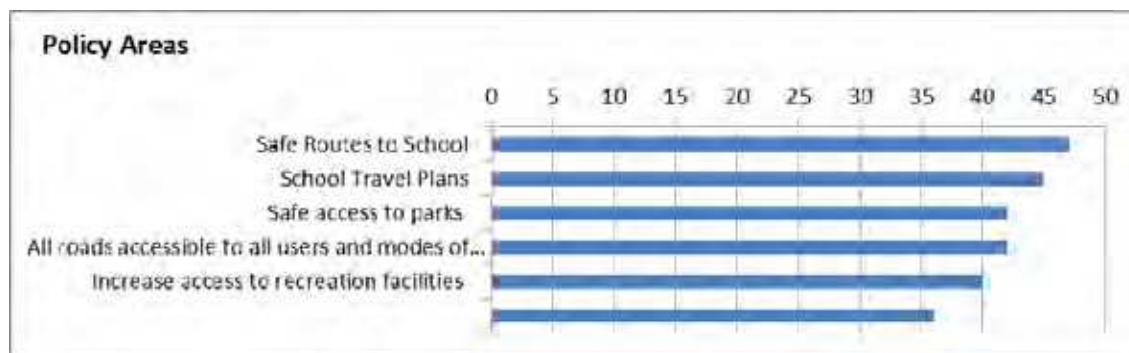
1. Walking improvements
 - a. Safety at crossings and intersections
 - b. Sidewalk quality and connectivity
2. Biking improvements
 - a. Off-street trails and paths
 - b. Wayfinding Signage
3. Transit improvements
 - a. Transit connectivity to local destinations
 - b. Accessibility to bus or train stops

Policy Priorities

The Active Transportation Plan lists a set of recommendations under “Policies and Programming” that support the “Network” and will work together to improve the walking and biking environment in Countryside. In order to prioritize the policy and programming needs of the community, the steering committee ranked their preferences from high-med-low. The following list indicates the policies and programs that were ranked the highest:

Prioritizing Policy Areas

1. Safe Routes to School
2. School Travel Plans
3. Complete Streets



Programming Priorities

Education, Encouragement and Enforcement Programs

1. K-8 School and Youth Safety Education
2. Community Bike Map
3. Crosswalk Enforcement Events, Community Events, Community Media Campaign

Key Destinations

The steering committee identified the following destinations in Countryside that are important for residents to connect to by walking, biking and transit. These places will be supplemented with additional ideas collected from the community through public engagement activities

- Access to ideal school and neighborhood access
- Transit on LaGrange Rd.
- Shopping plazas/ local businesses- by foot
- Access to parks

5.1 Appendix A: Public Engagement Summary (Continued)

Countryside Active Transportation Plan Public Meeting

presented by **ACTIVE TRANSPORTATION ALLIANCE**
On Thursday, October 20th, 2011

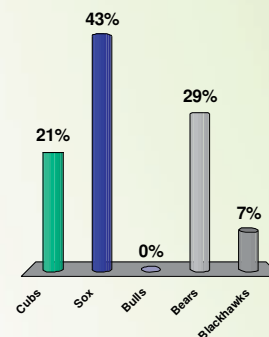


Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

What is your favorite Chicago sports team?

1. Cubs
2. Sox
3. Bulls
4. Bears
5. Blackhawks

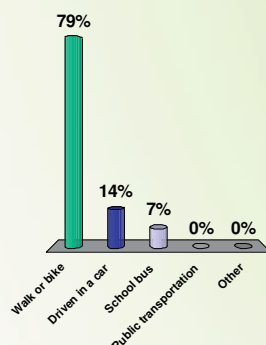


Chicagoland's voice for better biking, walking and transit.

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When you were a child how did you usually get to school?

1. Walk or bike
2. Driven in a car
3. School bus
4. Public transportation
5. Other

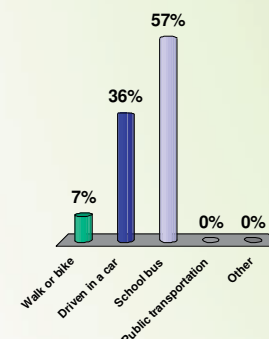


Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

How do the children in Countryside get to school *today*?

1. Walk or bike
2. Driven in a car
3. School bus
4. Public transportation
5. Other

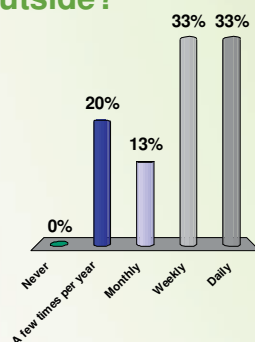


Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

Except for getting into or out of a car, how often do you walk outside?

1. Never
2. A few times per year
3. Monthly
4. Weekly
5. Daily

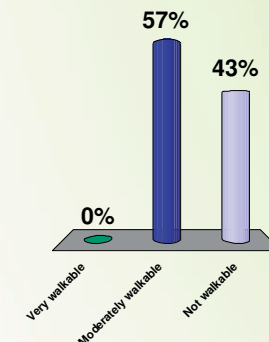


Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

Rate the walkability of Countryside.

1. Very walkable
2. Moderately walkable
3. Not walkable

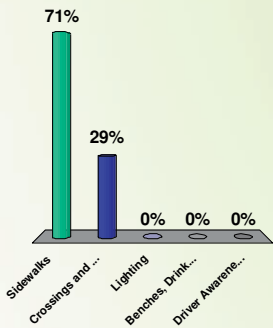


Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

What is your *top priority* for improving the walking environment in Countryside?

- 1. Sidewalks
- 2. Crossings and Intersections
- 3. Lighting
- 4. Benches, Drinking Fountains, Trees and Plantings
- 5. Driver Awareness

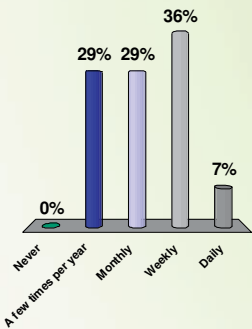


Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

How often do you ride a bicycle?

- 1. Never
- 2. A few times per year
- 3. Monthly
- 4. Weekly
- 5. Daily

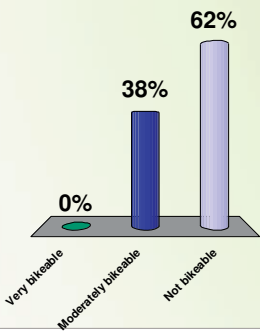


Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

Rate the bikeability of Countryside.

- 1. Very bikeable
- 2. Moderately bikeable
- 3. Not bikeable

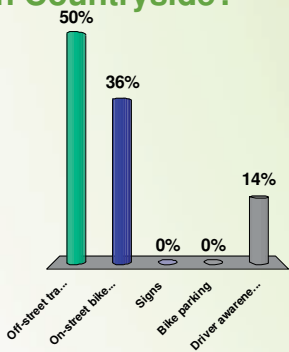


Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

What is your *top priority* for improving the biking conditions in Countryside?

- 1. Off-street trails and paths
- 2. On-street bike lanes
- 3. Signs
- 4. Bike parking
- 5. Driver awareness

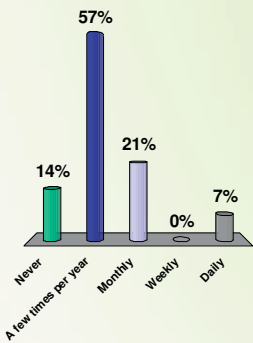


Chicagoland's voice for better biking, walking and transit.

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How often do you take the bus or train?

- 1. Never
- 2. A few times per year
- 3. Monthly
- 4. Weekly
- 5. Daily

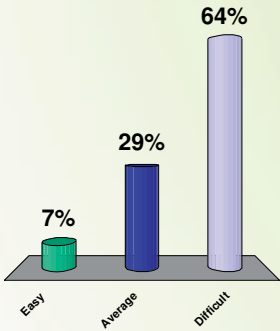


Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

How easy is it to walk or bike to bus stops and train stations?

- 1. Easy
- 2. Average
- 3. Difficult

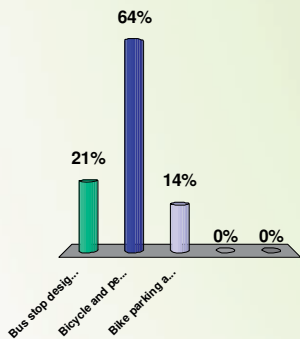


Chicagoland's voice for better biking, walking and transit.

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What is your top priority for improving access to transit?

- 1. Bus stop design
- 2. Bicycle and pedestrian connections to transit
- 3. Bike parking at train stations or bus stops

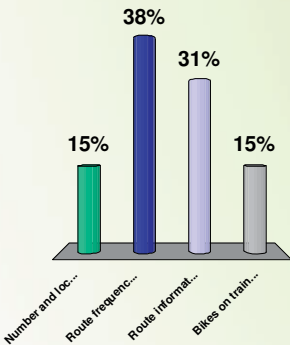


Chicagoland's voice for better biking, walking and transit.

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What would encourage you to use transit more often?

- 1. Number and location of bus stops
- 2. Route frequency
- 3. Route information
- 4. Bikes on trains or buses



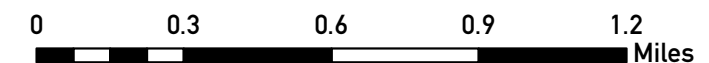
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○ Normal
● Priority

Priority: La Grange Metra, Downtown La Grange & Centennial Trail



Prepared By: Active Transportation Alliance 2/3/2012
Data Source: Active Transportation Alliance, CMAP,
Navteq & the City of Countryside

Countryside Open House Mapping Results - Hazards & Barriers

Countryside Open House Hazards & Barriers

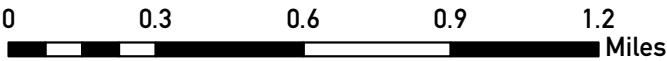
Hazard or Barrier Streets
Tally out of 4 Groups

- 1
- 2
- 3
- 4

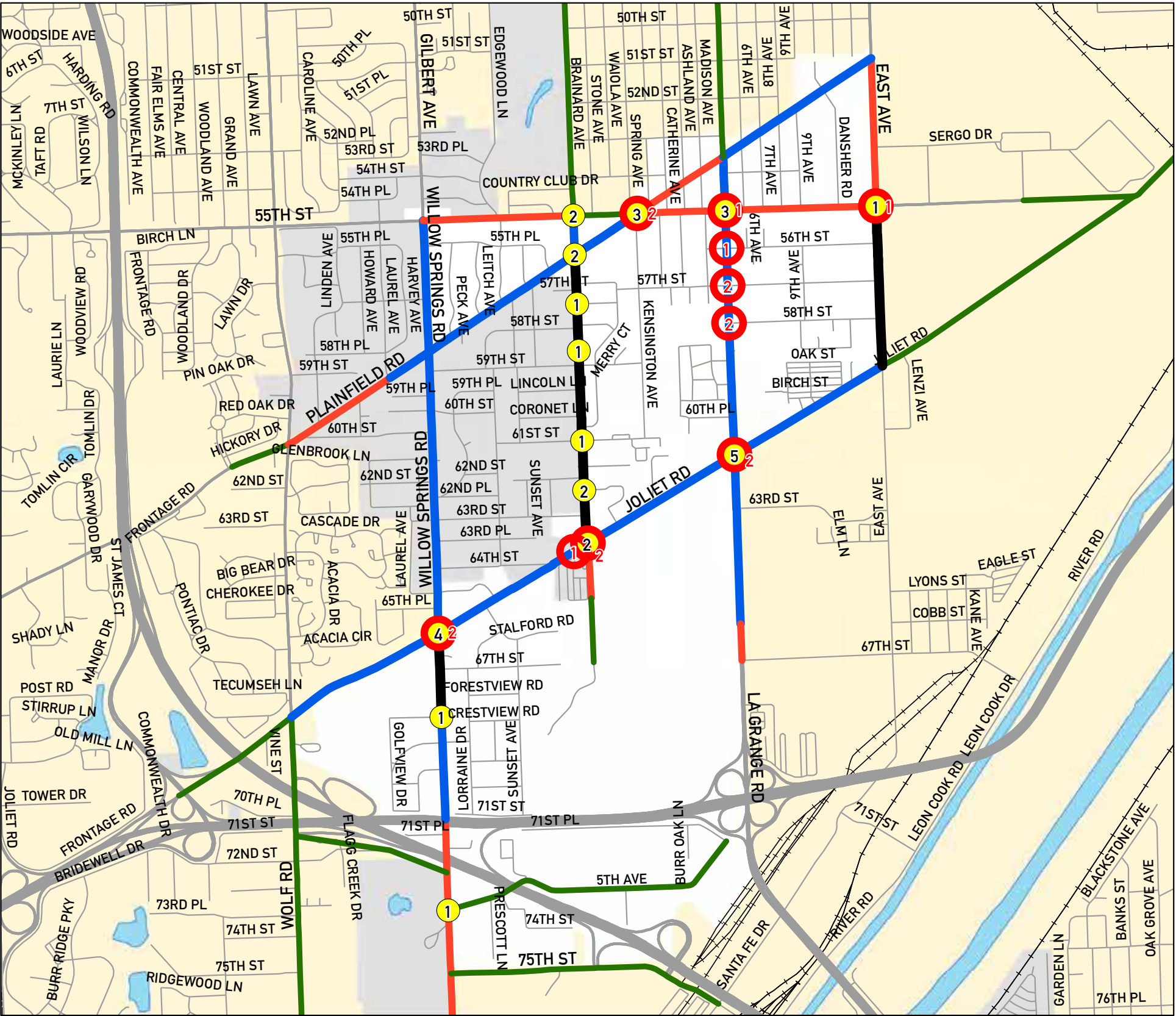
Hazard or Barriers

- Normal
- Priority

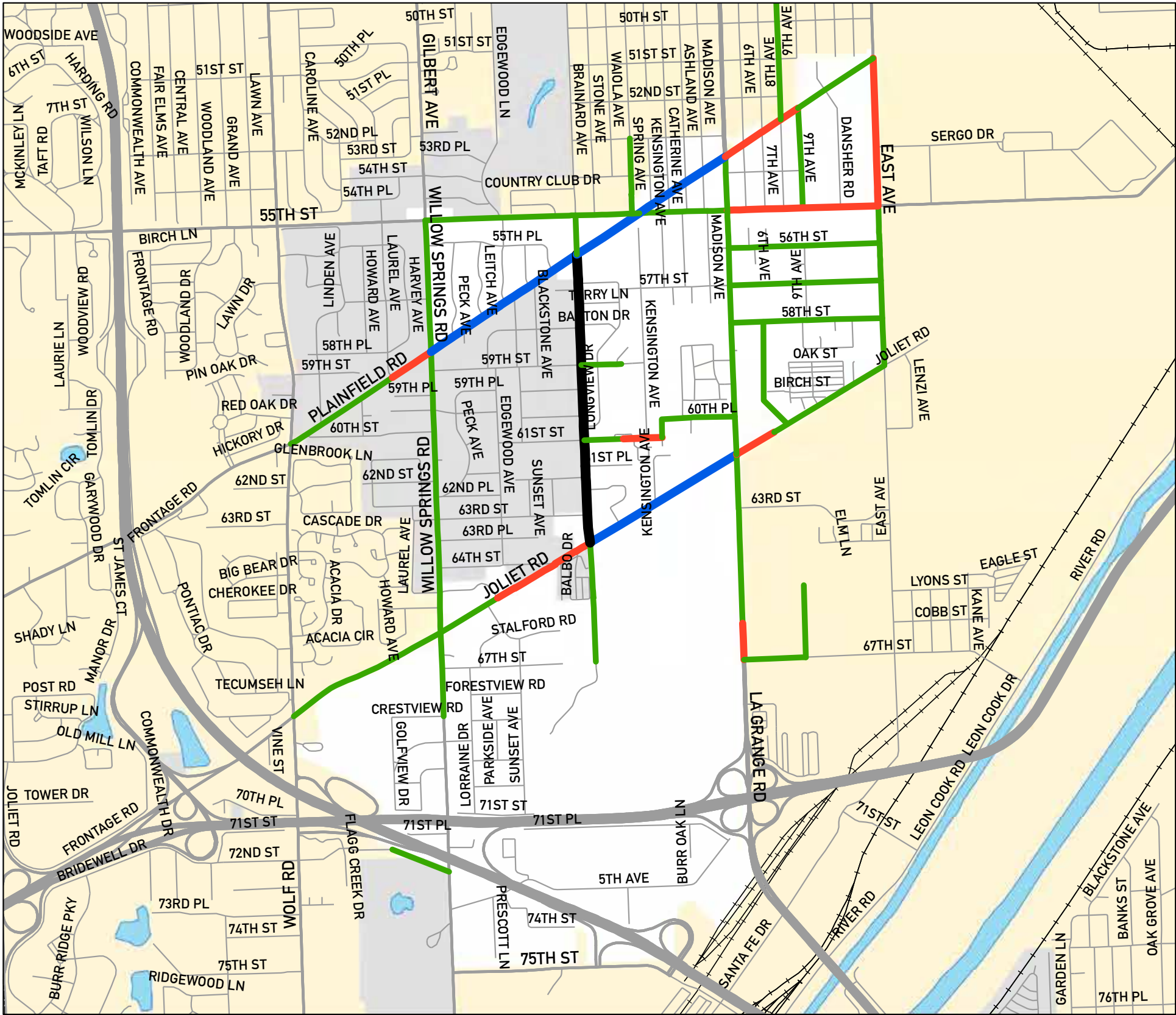
*Normal hazard or barriers are any hazards that are marked by a group. Priority hazards are marked by individuals as their top priority. Number inside circle indicates number of times marked by group or by individuals.



Prepared By: Active Transportation Alliance 2/3/2012
Data Source: Active Transportation Alliance, CMAP, Navteq & the City of Countryside



Countryside Open House Mapping Results - Recommended Pedestrian Routes



Countryside Open House Recommended Pedestrian Routes

Tally out of 4 Groups

- 1
- 2
- 3
- 4

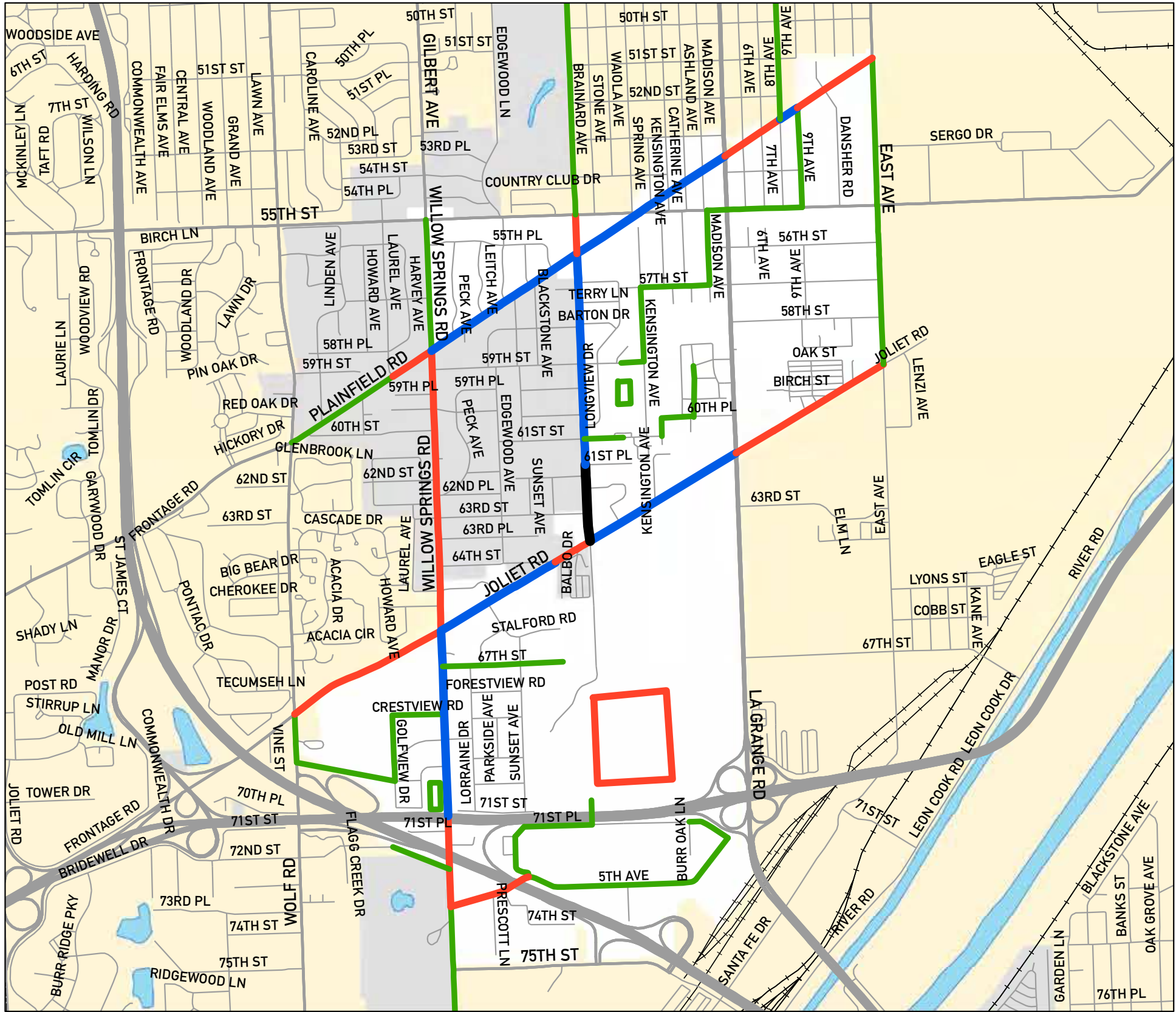


0 0.3 0.6 0.9 1.2 Miles

Prepared By: Active Transportation Alliance 2/3/2012
Data Source: Active Transportation Alliance, CMAP,
Navteq & the City of Countryside

Countryside Open House Mapping Results - Recommended Bicycle Routes

Countryside Open House Recommended Bicycle Routes



Tally out of 4 Groups

- 1
- 2
- 3
- 4



0 0.3 0.6 0.9 1.2 Miles

Prepared By: Active Transportation Alliance 2/3/2012
Data Source: Active Transportation Alliance, CMAP,
Navteq & the City of Countryside

HELP MAKE WALKING AND BIKING SAFE, CONVENIENT AND FUN IN COUNTRYSIDE!



FREE COMMUNITY WORKSHOP

Date: Thursday, October 20, 2011

Time: 7:00 p.m. - 9 p.m.

Place: Countryside City Hall,
5550 East Avenue, Countryside, IL

FILL OUT THE BIKE & PED SURVEY

www.surveymonkey.com/countrysideactivetrans

For more info: Ruth Myers at ruth@activetrans.org or 312.427.3325 x242.



The Active Transportation Alliance is working with the City of Countryside to develop an Active Transportation Plan. Made possible through funding from the Department of Health and Human Services: Communities Putting Prevention to Work (CPPW) grant. CPPW is a joint project between the Cook County Department of Public Health and the Public Health Institute of Metropolitan Chicago.

Countryside Active Transportation Plan



1. Except for getting into or out of a car, how often do you walk outside?

		Response Percent	Response Count
Never		3.1%	2
A few times per year		10.8%	7
Monthly		10.8%	7
Weekly		33.8%	22
Daily		41.5%	27
answered question			65
skipped question			0

2. The level of walkability is defined by how safe, convenient, and accessible places are to walk to in your community. Please rate the walkability of Countryside.

		Response Percent	Response Count
Very walkable		10.8%	7
Moderately walkable		63.1%	41
Not walkable		26.2%	17
answered question			65
skipped question			0

5.1 Appendix A: Public Engagement Summary (Continued)

3. What is your top priority for improving the walking environment in Countryside?

		Response Percent	Response Count
Sidewalks		49.2%	32
Crossings and Intersections		23.1%	15
Lighting		4.6%	3
Benches, drinking fountains, trees, and plantings		4.6%	3
Motorist behavior		15.4%	10
Other (please specify)		3.1%	2
answered question			65
skipped question			0

4. How often do you ride a bicycle?

		Response Percent	Response Count
Never		14.3%	9
A few times per year		38.1%	24
Monthly		17.5%	11
Weekly		17.5%	11
Daily		12.7%	8
answered question			63
skipped question			2

5.1 Appendix A: Public Engagement Summary (Continued)

5. The level of bikeability is defined by how safe, convenient, and accessible places are to bike to in your community. Please rate the bikeability of Countryside.

		Response Percent	Response Count
Very bikeable		7.9%	5
Moderately bikeable		60.3%	38
Not bikeable		31.7%	20
answered question			63
skipped question			2

6. What is your top priority for improving the biking conditions in Countryside?

		Response Percent	Response Count
Off-street trails and paths		36.5%	23
On-street bike lanes		30.2%	19
Signage		4.8%	3
Bike parking		1.6%	1
Motorist behavior		17.5%	11
Other (please specify)		9.5%	6
answered question			63
skipped question			2

5.1 Appendix A: Public Engagement Summary (Continued)

7. How often do you take the bus or train?

		Response Percent	Response Count
Never		25.4%	16
A few times per year		49.2%	31
Monthly		9.5%	6
Weekly		6.3%	4
Daily		9.5%	6
answered question			63
skipped question			2

8. How easy is it to walk or bike to bus stops and train stations in Countryside?

		Response Percent	Response Count
Easy		15.9%	10
Average		33.3%	21
Difficult		50.8%	32
answered question			63
skipped question			2

9. What is your top priority for improving the level of access to transit in Countryside?			
		Response Percent	Response Count
Bus stop design		17.5%	11
Bicycle and pedestrian connections to transit		47.6%	30
Bike parking at train stations or bus stops		3.2%	2
Other (please specify)		31.7%	20
answered question			63
skipped question			2

10. What are the major destinations in Countryside? Think about the places you go to on a daily or weekly basis i.e. schools, parks, government buildings, etc. The plan will help improve walking and biking conditions (access, safety, convenience) to these areas.		
		Response Count
		52
answered question		52
skipped question		13

11. What streets do you use to walk or bike to those places?		
		Response Count
		52
answered question		52
skipped question		13

5.1 Appendix A: Public Engagement Summary (Continued)

12. What intersections/crossings or streets cause a barrier (to your destinations) or are hazardous to walk or bike on?

	Response Count
	53
answered question	53
skipped question	12

13. Would you walk or bike more often if it was safer, easier, and more accessible?

		Response Percent	Response Count
Yes		85.0%	51
Maybe		8.3%	5
No		6.7%	4
	answered question		60
	skipped question		5

14. Please fill out your contact information if you would like to stay involved with the development and implementation of Countryside's Active Transportation Plan.

		Response Percent	Response Count
Name:		93.8%	30
ZIP:		96.9%	31
Email Address:		96.9%	31
	answered question		32
	skipped question		33

5.1 Appendix A: Public Engagement Summary (Continued)

Page 2, Q3. What is your top priority for improving the walking environment in Countryside?

1	interesting sights, coffee shop, less fast food, good bakery, more culture	Sep 27, 2011 10:06 PM
2	main street sidewalks	Sep 27, 2011 5:51 PM

Page 3, Q3. What is your top priority for improving the biking conditions in Countryside?

1	On-street bike lanes and sidewalks	Oct 18, 2011 6:49 PM
2	The ability to cross La Grange Ave	Oct 18, 2011 12:01 PM
3	Bicyclists held to the same rules of the road as motorists	Sep 28, 2011 8:12 AM
4	on-street bike lanes, signage & off-street trails & paths	Sep 27, 2011 7:57 PM
5	Crossings or overpasses for the major streets	Sep 26, 2011 2:42 PM
6	the people riding the bikes	Sep 26, 2011 1:15 PM

5.1 Appendix A: Public Engagement Summary (Continued)

Page 4, Q3. What is your top priority for improving the level of access to transit in Countryside?		
1	n/a	Oct 19, 2011 8:00 AM
2	Some bus stops are really inaccessible by bike and too far to reach by walking	Oct 18, 2011 6:51 PM
3	Remote parking with shuttle service	Oct 18, 2011 1:32 PM
4	ability to cross La Grange Ave	Oct 18, 2011 12:01 PM
5	benches	Oct 18, 2011 11:08 AM
6	Making the improvements to walking and biking mentioned earlier will make it easier to get to other transit, too.	Oct 8, 2011 8:50 PM
7	Proximity to train stations is poor.	Oct 6, 2011 9:56 AM
8	Can't group bus & train together. I drive to the train a few times a year	Sep 29, 2011 9:55 PM
9	not sure	Sep 29, 2011 12:28 PM
10	Don't use the bus; there's no train in Countryside.	Sep 28, 2011 8:13 AM
11	We don;t have Metra, and buses?? Forget it!	Sep 27, 2011 8:04 PM
12	Closer bus stops	Sep 27, 2011 8:03 PM
13	buses that would pick me up and take me to the train	Sep 27, 2011 7:58 PM
14	buses connecting to the right routes	Sep 27, 2011 5:52 PM
15	increased availability of mass transit	Sep 27, 2011 5:10 PM
16	NA	Sep 27, 2011 10:32 AM
17	benches	Sep 27, 2011 10:18 AM
18	Would like to see some public transportation.	Sep 26, 2011 4:08 PM
19	Crossings or overpasses on major streets	Sep 26, 2011 2:43 PM
20	transportation to train	Sep 26, 2011 2:17 PM

5.1 Appendix A: Public Engagement Summary (Continued)

Page 5, Q1. What are the major destinations in Countryside? Think about the places you go to on a daily or weekly basis i.e. schools, parks, government buildings, etc. The plan will help improve walking and biking conditions (access, safety, convenience) to these areas.

1	Shopping Malls BNSF to Chicago	Oct 24, 2011 4:56 PM
2	Dominicks Mail box Walgreens	Oct 20, 2011 4:50 PM
3	Walking around the neighborhood with our children	Oct 20, 2011 2:36 PM
4	Shopping, restaurants	Oct 20, 2011 11:02 AM
5	Dominick's, Jewels, PNC Bank, White Castle, Aldi's	Oct 19, 2011 8:56 PM
6	Shopping centers, church	Oct 19, 2011 1:30 PM
7	St Cletus Church Salem Square Countryside Plaza	Oct 19, 2011 11:59 AM
8	Grocery stores, Bank, gas station	Oct 19, 2011 8:05 AM
9	Jewel, Countryside Plaza	Oct 19, 2011 7:15 AM
10	Countryside park, Jewel/Dominicks for shopping, schools, etc	Oct 18, 2011 6:54 PM
11	City Hall, Countryside Park	Oct 18, 2011 1:33 PM
12	Parks (Concert in the park) - Grocery Stores, Dollar Tree, City Hall	Oct 18, 2011 12:29 PM
13	Jewel, fast food on La Grange, Ideal School	Oct 18, 2011 12:04 PM
14	St. Cletus, Jewel, TJ Max	Oct 18, 2011 11:11 AM
15	Schools, train station, stores, restaurants, doctor's offices are all located in LaGrange. Sorry you can't pretend that we are disconnected from whatever LaGrange does. LaGrange sneezes and Countryside gets a cold.	Oct 16, 2011 7:40 AM
16	countryside park;grocery shopping	Oct 14, 2011 12:04 PM
17	Dining and shopping	Oct 12, 2011 12:30 AM
18	We walk to Countryside Park and Ideal Elementary School and the Home Depot shopping area. I occasionally bike down Brainard to get to areas north of us in Countryside or LaGrange.	Oct 8, 2011 8:56 PM
19	Schools and job	Oct 6, 2011 1:52 PM
20	Walker Park Soehrman Park LTHS	Oct 6, 2011 9:58 AM
21	Jewel Osco	Oct 5, 2011 10:25 AM
22	Countryside Plaza Shopping Center	Oct 2, 2011 7:50 PM
23	Gurrie, the parks, Jewel, Nonos....and mostly walking the dog or walking for exercise.	Oct 2, 2011 2:59 PM
24	Countryside Mall Plainfield & LaGrange Road, Restarants and transportation to	Oct 1, 2011 6:29 AM

5.1 Appendix A: Public Engagement Summary (Continued)

Page 5, Q1. What are the major destinations in Countryside? Think about the places you go to on a daily or weekly basis i.e. schools, parks, government buildings, etc. The plan will help improve walking and biking conditions (access, safety, convenience) to these areas.

	work.	
25	COUNTRYSIDE PARK	Sep 30, 2011 9:58 AM
26	I walk within my triangle neighborhood or drive to Vulcan park and then walk on the trail.	Sep 29, 2011 9:58 PM
27	countryside plaza	Sep 29, 2011 12:29 PM
28	Countryside Park, Home Depot plaza, Marshall's plaza, Dominick's	Sep 29, 2011 11:03 AM
29	Countryside Park, Countryside Plaza, Cook County Forest Preserve	Sep 29, 2011 9:38 AM
30	Grocery Stores, Restaurants, Countryside Park. I have meetings at William Tell. Gas Stations throughout the city. City Hall.	Sep 28, 2011 9:50 AM
31	Restaurants on La Grange road and on Joliet road. Jewel for shopping. Home Depot and Best Buy.	Sep 28, 2011 8:15 AM
32	Jewel, Home Depot shopping center, TJ Max--Marshalls--and cross over to St. Cletus, the Countryside Park	Sep 27, 2011 11:36 PM
33	Countryside plaza. the new countryside city center	Sep 27, 2011 9:55 PM
34	Bike paths off Willow Springs road	Sep 27, 2011 9:08 PM
35	Shopping Malls, Golf Course, Parks	Sep 27, 2011 8:14 PM
36	1. Finn (city) Park. 2 City Hall. 3. Shopping.	Sep 27, 2011 8:08 PM
37	Half Price Books.	Sep 27, 2011 8:04 PM
38	To Wal-mart, no sidewalks on the southside of street. No lights for people walking, bike ridding at traffic lights (Joliet Rd & La Grange & also Joliet Rd & Brainard)	Sep 27, 2011 8:04 PM
39	Sidewalks are a must, we need to be off all streets.	Sep 27, 2011 7:25 PM
40	Jewel grocery store, PNC bank, Jimmy John's, Countryside Park	Sep 27, 2011 5:18 PM
41	parks	Sep 27, 2011 5:11 PM
42	countryside plaza	Sep 27, 2011 3:27 PM
43	COUNTRYSIDE MALL EXITS	Sep 27, 2011 10:37 AM
44	St. Cletus	Sep 27, 2011 10:19 AM
45	I see lots of kids that ride their bikes on certain areas that are not always safe for them	Sep 27, 2011 9:49 AM
46	Jewel, Dominicks, Countryside Mall, Hodgkins Mall	Sep 26, 2011 6:55 PM

5.1 Appendix A: Public Engagement Summary (Continued)

Page 5, Q1. What are the major destinations in Countryside? Think about the places you go to on a daily or weekly basis i.e. schools, parks, government buildings, etc. The plan will help improve walking and biking conditions (access, safety, convenience) to these areas.

47	Grocery store and to the hospital	Sep 26, 2011 5:10 PM
48	Countryside Plaza, area by Jewel/Osco, Ford dealer, mall in Hodgkins, business along LaGrange Road.	Sep 26, 2011 2:47 PM
49	Countryside Plaza & Jewel	Sep 26, 2011 2:04 PM
50	Sedgewick Park (really in LaGrange); Lyons Township High School (LaGrange); Target; LaGrange Road shopping;	Sep 26, 2011 1:38 PM
51	countryside mall	Sep 26, 2011 1:17 PM
52	Shopping on LaGrange Road St. Cletus Church and school	Sep 26, 2011 1:11 PM

5.1 Appendix A: Public Engagement Summary (Continued)

Page 5, Q2. What streets do you use to walk or bike to those places?

1	Brainard Ave. Plainfield Rd.	Oct 24, 2011 4:56 PM
2	Lirrain drive to 67th then I take my life in my hands to cross Willowsprings Rd. & forget crossing joliet Rd.	Oct 20, 2011 4:50 PM
3	The triangle streets	Oct 20, 2011 2:36 PM
4	56th St and La Grange road	Oct 20, 2011 11:02 AM
5	Walk occasionally.	Oct 19, 2011 8:56 PM
6	LaGrange, Plainfield	Oct 19, 2011 1:30 PM
7	Brainard Ave Cut thru parks to get to Home Depot	Oct 19, 2011 11:59 AM
8	Brainard Ave, Joliet Road Willow springs Road 55th St and Plainfield road.	Oct 19, 2011 8:05 AM
9	LaGrange Road, 55th	Oct 19, 2011 7:15 AM
10	Brainard Avenue	Oct 18, 2011 6:54 PM
11	Joliet Road, LaGrange Road, Brainard	Oct 18, 2011 1:33 PM
12	No bike, we have a senior building on Joliet Road and there is no transit bus that comes by so they are all trying to find someone to give them rides everywhere.	Oct 18, 2011 12:29 PM
13	56, 57, 59, Don't because high traffic on La Grange and 55th Street	Oct 18, 2011 12:04 PM
14	55th	Oct 18, 2011 11:11 AM
15	Plainfield, LaGrange Road, 8th Avenue and Ninth Avenue in LaGrange so I can cross at the pedestrian activated signal at 9th and 47th. 7th Avenue LaGrange. No good place anywhere to cross LaGrange Rd. When going to high school we try to wind our way to the bike path that runs on the north side of the country club to Willow Springs Road which is dangerous to cross in front of the high school. 47th street is not safe to ride on. I've had people suddenly gun their cars out of their garages to try to get onto 47th street and pulled out right in front of a child I was riding with. The bike actually t-boned the car.	Oct 16, 2011 7:40 AM
16	brainard	Oct 14, 2011 12:04 PM
17	Plainfield, 55th Street, LaGrange Road	Oct 12, 2011 12:30 AM
18	Since Kensington does not go through, we have to cut through the hotel and/or shopping center parking lots or go around on Joliet Road and/or LaGrange Road to get to those places.	Oct 8, 2011 8:56 PM
19	LaGrange, Plainfield and 55th ST.	Oct 6, 2011 1:52 PM
20	5th Avenue Cutoff Willow Springs Road 79th Street Wolf Road	Oct 6, 2011 9:58 AM
21	Brainard Ave.	Oct 5, 2011 10:25 AM
22	La Grange Rd	Oct 2, 2011 7:50 PM

5.1 Appendix A: Public Engagement Summary (Continued)

Page 5, Q2. What streets do you use to walk or bike to those places?

23	Ashland, Plainfield, 54th Street, La Grange Road.	Oct 2, 2011 2:59 PM
24	55th Street, Plainfield Road, LaGrange Road	Oct 1, 2011 6:29 AM
25	KENSINGTON	Sep 30, 2011 9:58 AM
26	I walk all the streets within the triangle section.	Sep 29, 2011 9:58 PM
27	I drive	Sep 29, 2011 12:29 PM
28	I must cut through the parking lot of the hotels on Joliet and LaGrange, and go through the trees.	Sep 29, 2011 11:03 AM
29	LaGrange Road, Joliet Road, Local Streets	Sep 29, 2011 9:38 AM
30	I never walk or bike to them. It's too dangerous on Brainard Avenue or Joliet Road. Once you can get to LaGrange Road, at least there are sidewalks there.	Sep 28, 2011 9:50 AM
31	Don't walk or bike to these places.	Sep 28, 2011 8:15 AM
32	Brainard (horrible and dangerous!!!), Plainfield, 55th, Longview (curvy, with blind spots--drivers speeding)	Sep 27, 2011 11:36 PM
33	55th street, plainfield road, and LaGrange road	Sep 27, 2011 9:55 PM
34	Willow Springs Road	Sep 27, 2011 9:08 PM
35	Joliet Road & LaGrange RD Joliet & Wolf	Sep 27, 2011 8:14 PM
36	1. 57th, Kensington, etc 2. 55th, 57th, 58th, LGRd, etc. 3. On LG Rd. Also, 57th. 55th , Pfld to Jewel.	Sep 27, 2011 8:08 PM
37	Brainard, 59th Street	Sep 27, 2011 8:04 PM
38	Brainard, no sidewalks, or bike lane, almost got hit alot of times traveling to and from the Metra train. Joliet Rd has small sidewalk and only on one side of street.	Sep 27, 2011 8:04 PM
39	All the streets that are without sidewalks.. It is not safe or convenient.	Sep 27, 2011 7:25 PM
40	S. La Grange, Brainard, 55th Street, Joliet Road	Sep 27, 2011 5:18 PM
41	side streets	Sep 27, 2011 5:11 PM
42	la grange	Sep 27, 2011 3:27 PM
43	56 57 58 LAGRANGE RD	Sep 27, 2011 10:37 AM
44	Catherine, 55th	Sep 27, 2011 10:19 AM
45	willow springs rd/wolf rd./joliet/la grange rd	Sep 27, 2011 9:49 AM
46	Brainard, Joliet Road, LaGrange Road	Sep 26, 2011 6:55 PM
47	Brainard and 55 th or Plainfield	Sep 26, 2011 5:10 PM

5.1 Appendix A: Public Engagement Summary (Continued)

Page 5, Q2. What streets do you use to walk or bike to those places?

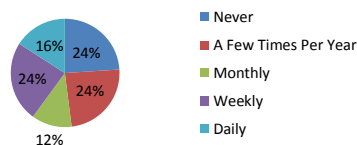
48	57th street, 58th street, 55th Street, LaGrange Road, Joliet Road, Plainfield Road	Sep 26, 2011 2:47 PM
49	Plainfield, 55th Street & LaGrange Road	Sep 26, 2011 2:04 PM
50	LaGrange Road; Brainard Ave.; 59th Street; 55th St., Ninth Ave., Eighth Ave.,	Sep 26, 2011 1:38 PM
51	none	Sep 26, 2011 1:17 PM
52	Shopping: I can walk down 59th street the Countryside Plaza. All other I drive. St. Cletus: Walk through the neighborhood to cross at the Plainfield Rd/55th street intersection. EXTREMELY DANGEROUS intersection, even when the cross guard is on duty.	Sep 26, 2011 1:11 PM

Countryside Survey Results

25

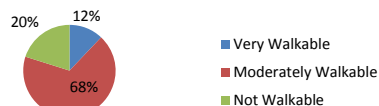
2A. Except for getting into/out of a car, how often do you walk outside?

Never	6	24%
A Few Times Per Year	6	24%
Monthly	3	12%
Weekly	6	24%
Daily	4	16%



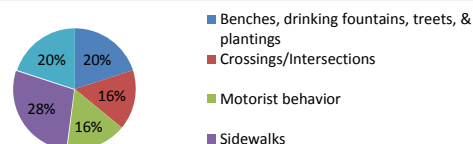
2B. Rate the walkability

Very Walkable	3	12%
Moderately Walkable	17	68%
Not Walkable	5	20%



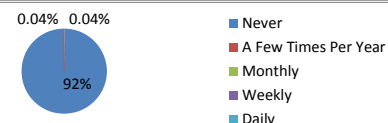
3A. What is your top priority for improving the walking environment in Countryside?

Benches, drinking fountains, trees, & plantings	5	20%
Crossings/Intersections	4	16%
Motorist behavior	4	16%
Sidewalks	7	28%
Lighting	5	20%



3B. How often do you ride a bicycle?

Never	23	92%
A Few Times Per Year	1	0.04%
Monthly	1	0.04%
Weekly		
Daily		



3C. Rate bikeability of Countryside

Very bikeable	1	5%
Moderately bikeable	11	58%
Not bikeable	7	37%



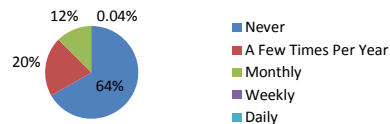
3D. What is your top priority for improving biking conditions in Countryside?

Motorist behavior	5	27%
Off-street trails & paths	6	33%
Bike Parking	2	11%
Signage	3	17%
On-street bike lanes	2	11%



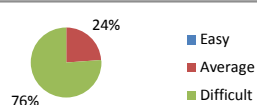
4A. How often do you take the bus or train?

Never	16	64%
A Few Times Per Year	5	20%
Monthly	3	12%
Weekly		
Daily	1	0.04%



4B. How easy is it to walk or bike to bus/train stops in Countryside?

Easy		
Average	5	24%
Difficult	16	76%



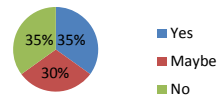
5. What is your top priority for improving the level of access to transit in Countryside?

Bike parking at train/bus stops	3	14%
Bus stop design	10	47%
Bicycle/pedestrian connections to transit	8	38%



6. Would you walk/bike more often if it was safer, easier, & accessible?

Yes	8	35%
Maybe	7	30%
No	8	35%



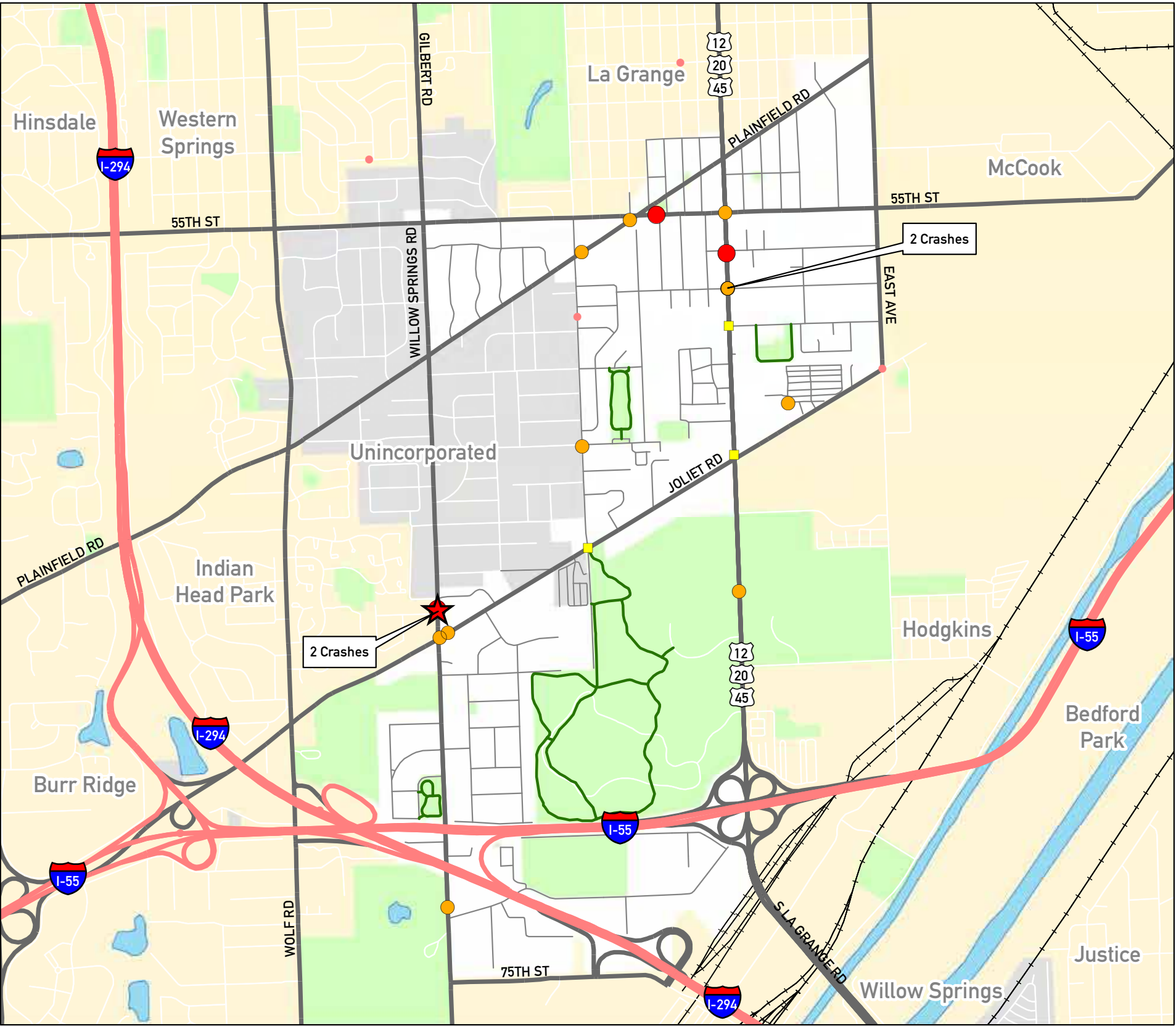
7. Destinations?

Grocery Shopping	
Walgreens	
Parks	
Hodgkins Mall	
LaGrange Rd.	
Dominicks/Aldi	

8. Hazardous Steets?

Joliet Rd	11
Willow Springs Road	2
Gilbert	1
West of Brainard	1
LaGrange Road	1

Pedestrian Crashes: 2006 - 2010



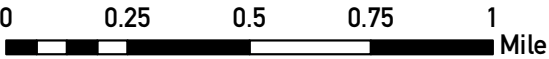
Countryside

Pedestrian Crashes 2006- 2010

- Pedestrian Crashes

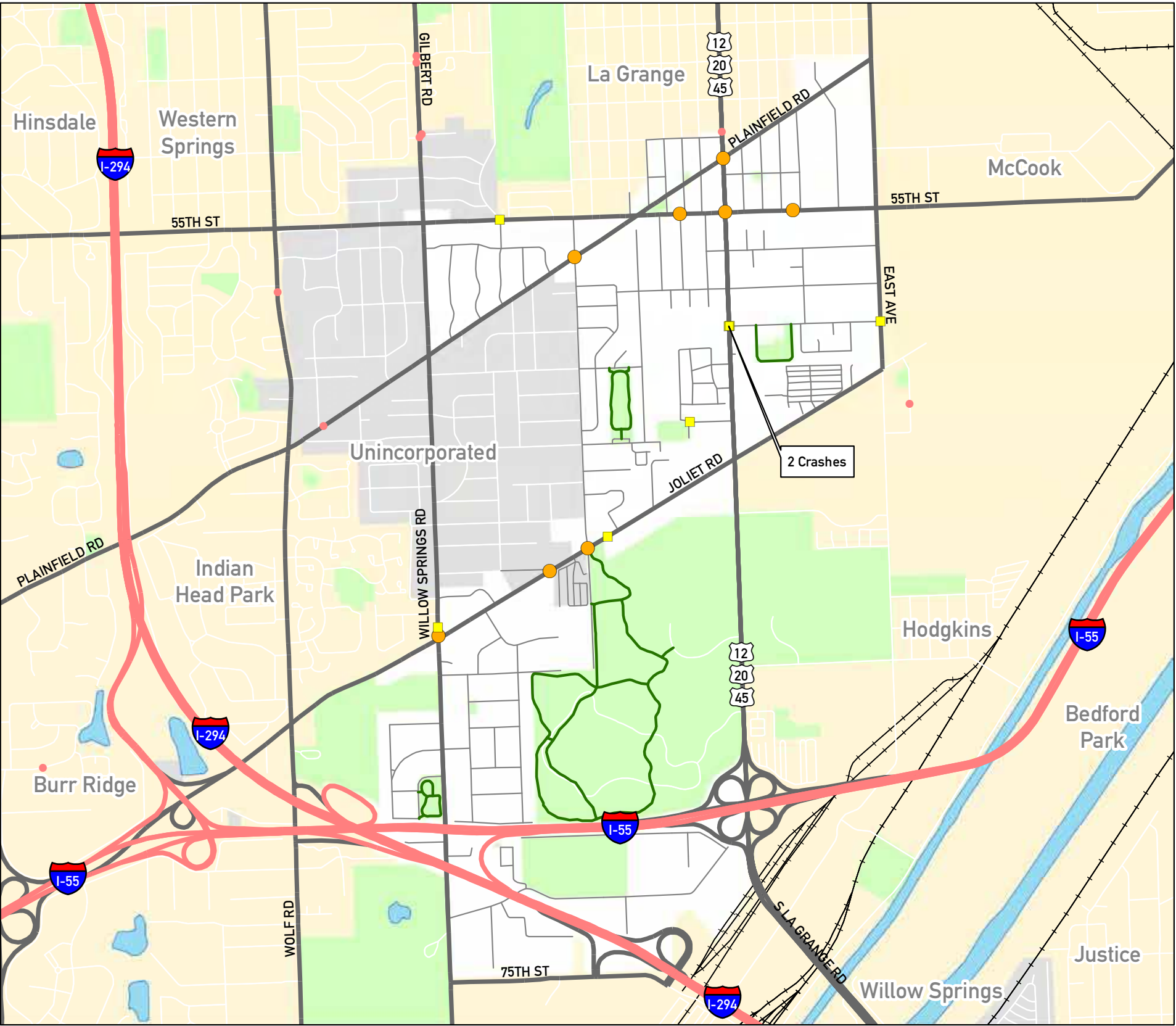
Type of Injury

 - Possible - 3
 - Non-Incapacitating - 12
 - Incapacitating - 3
 - Fatal - 1
 - Neighboring Crashes
- Highway
 - Arterial
 - Streets
 - Multiseuse Path
 - Rail
 - Park
 - Water



Prepared By: Active Transportation Alliance 11/28/2011
Data Source: Active Transportation Alliance, CMAP, IDOT
Navteq & the City of Countryside

Bicycle Crashes: 2006 - 2010



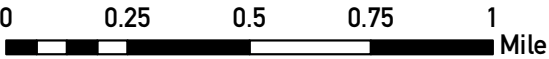
Countryside

Bicycle Crashes
2006- 2010

- Bicycle Crashes**

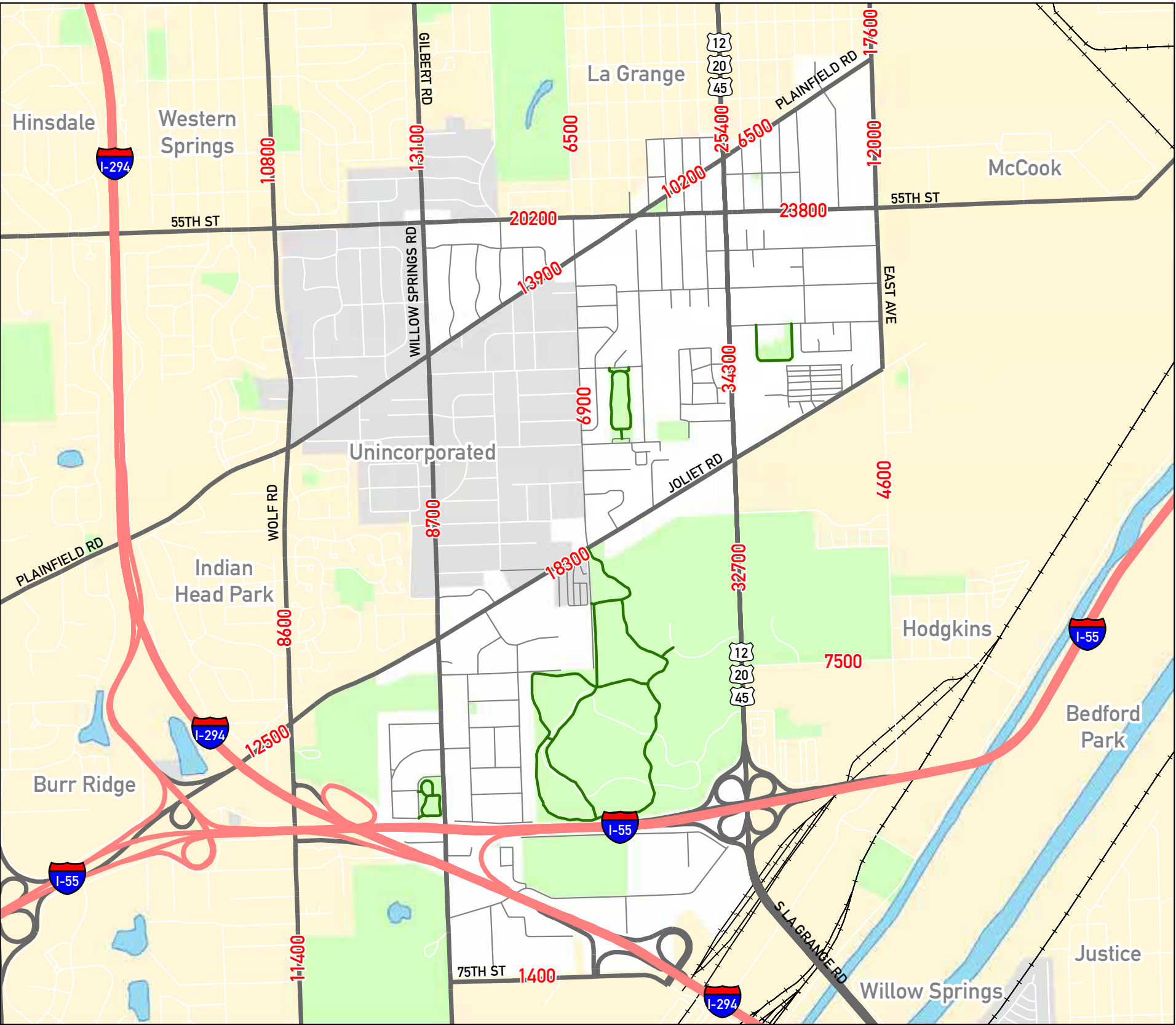
Type of Injury

 - Possible - 7
 - Non-Incapacitating - 8
 - Neighboring Crashes
- Highway
 - Arterial
 - Streets
 - Multiuise Path
 - Rail
 - Park
 - Water



Prepared By: Active Transportation Alliance 11/28/2011
Data Source: Active Transportation Alliance, CMAP, IDOT
Navteq & the City of Countryside

Average Daily Traffic



Countryside
ADT

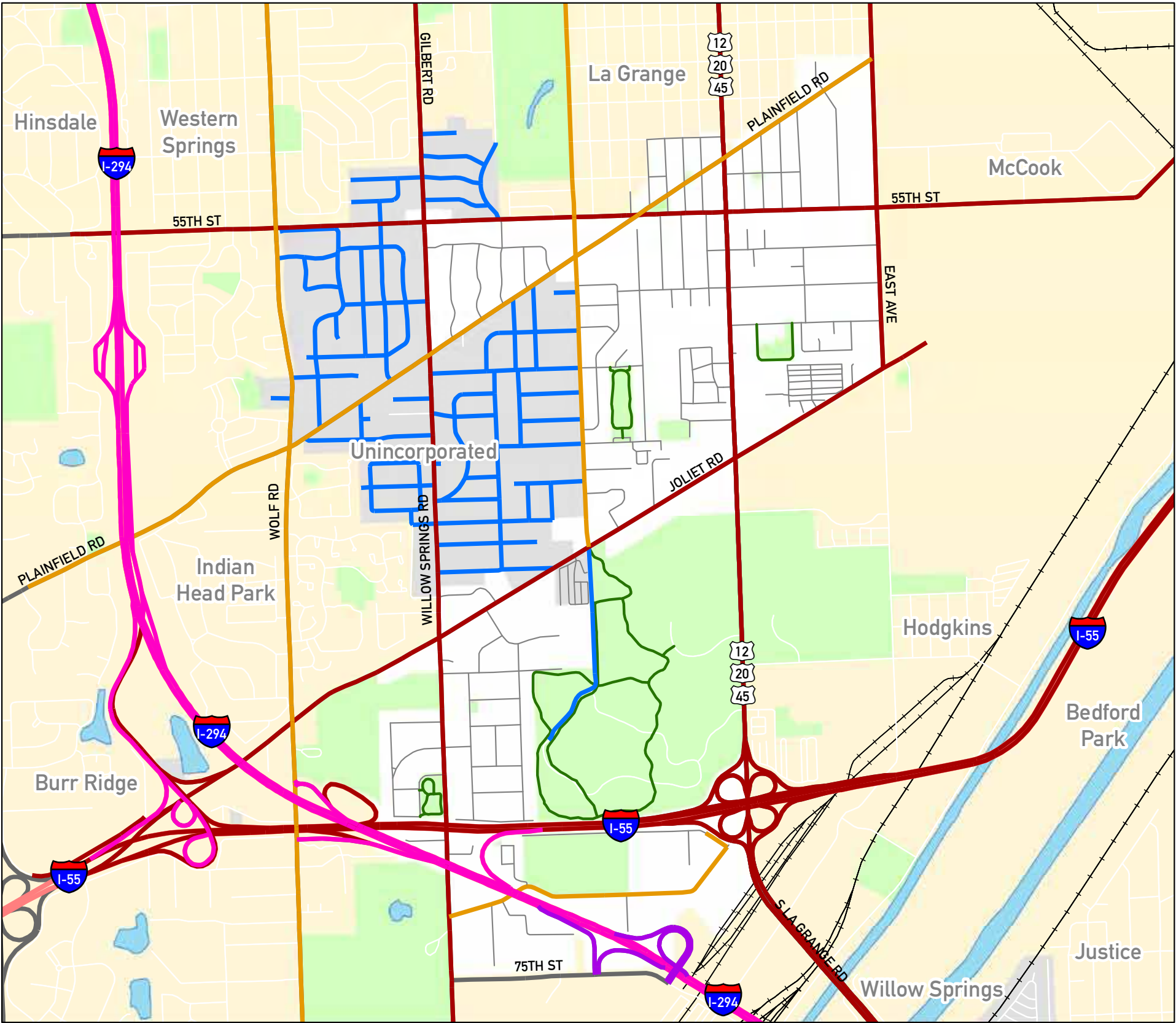
- Highway
- Arterial
- Streets
- Multiuse Path
- Rail
- Park
- Water



0 0.25 0.5 0.75 1 Mile

Prepared By: Active Transportation Alliance 12/2/2011
Data Source: Active Transportation Alliance, IDOT, & Navteq.
ADT from IDOT @ www.gettingaroundillinois.com

Roadway Jurisdiction



Countryside

Jusrisdiction

- Jurisdiction

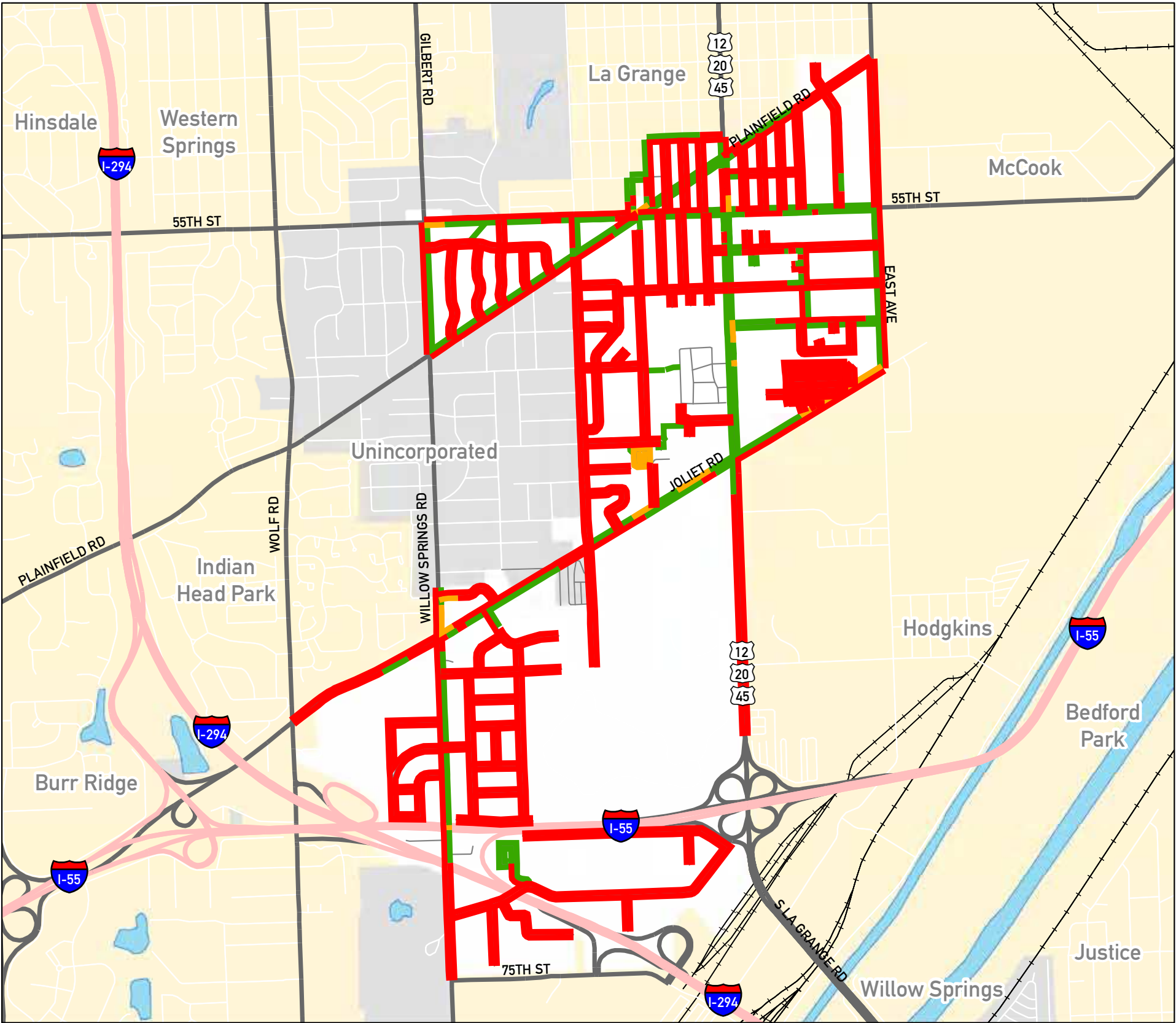
 - Federal
 - Private
 - IDOT
 - County
 - Township
- Multiuse Path
 - Rail
 - Park
 - Water



0 0.25 0.5 0.75 1 Mile

Prepared By: Active Transportation Alliance 12/2/2011
Data Source: Active Transportation Alliance, IDOT, & Navteq.
Jurisdiction from IDOT @ www.gettingaroundillinois.com

Sidewalk Inventory



Countryside

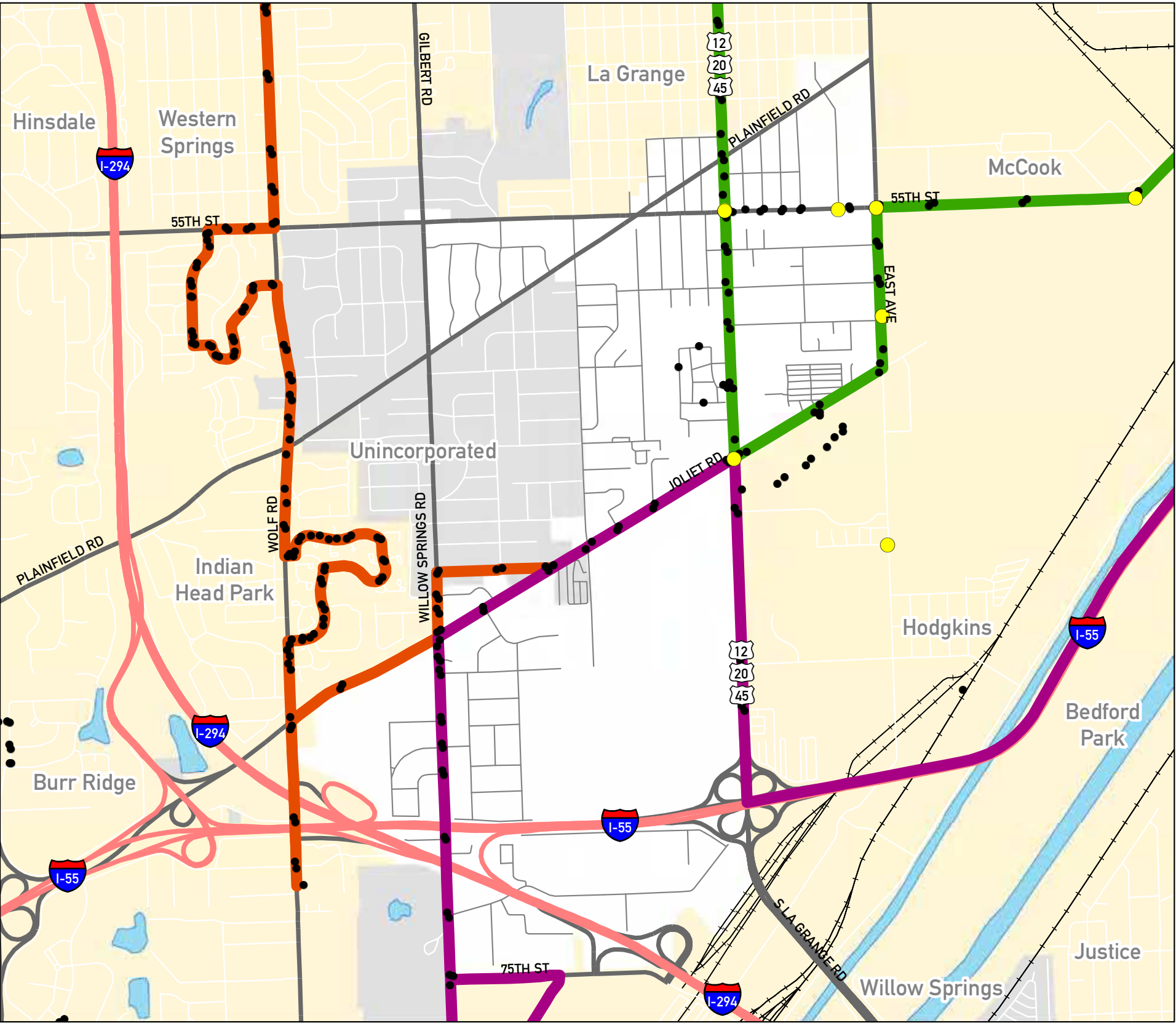
Sidewalk Inventory

- Sidewalk Status
- Existing
 - Needs Improvement
 - Missing
 - Rail
 - Water



Prepared By: Active Transportation Alliance 12/6/2011
Data Source: Active Transportation Alliance
Navteq & the City of Countryside
Analysis based off of most recent aerial imagery available

Transit



Countryside Transit

- Pace

• Stop

● Shelter
- Route Number

330

392

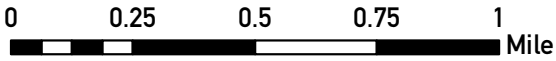
669
- Highway

Arterial

Streets

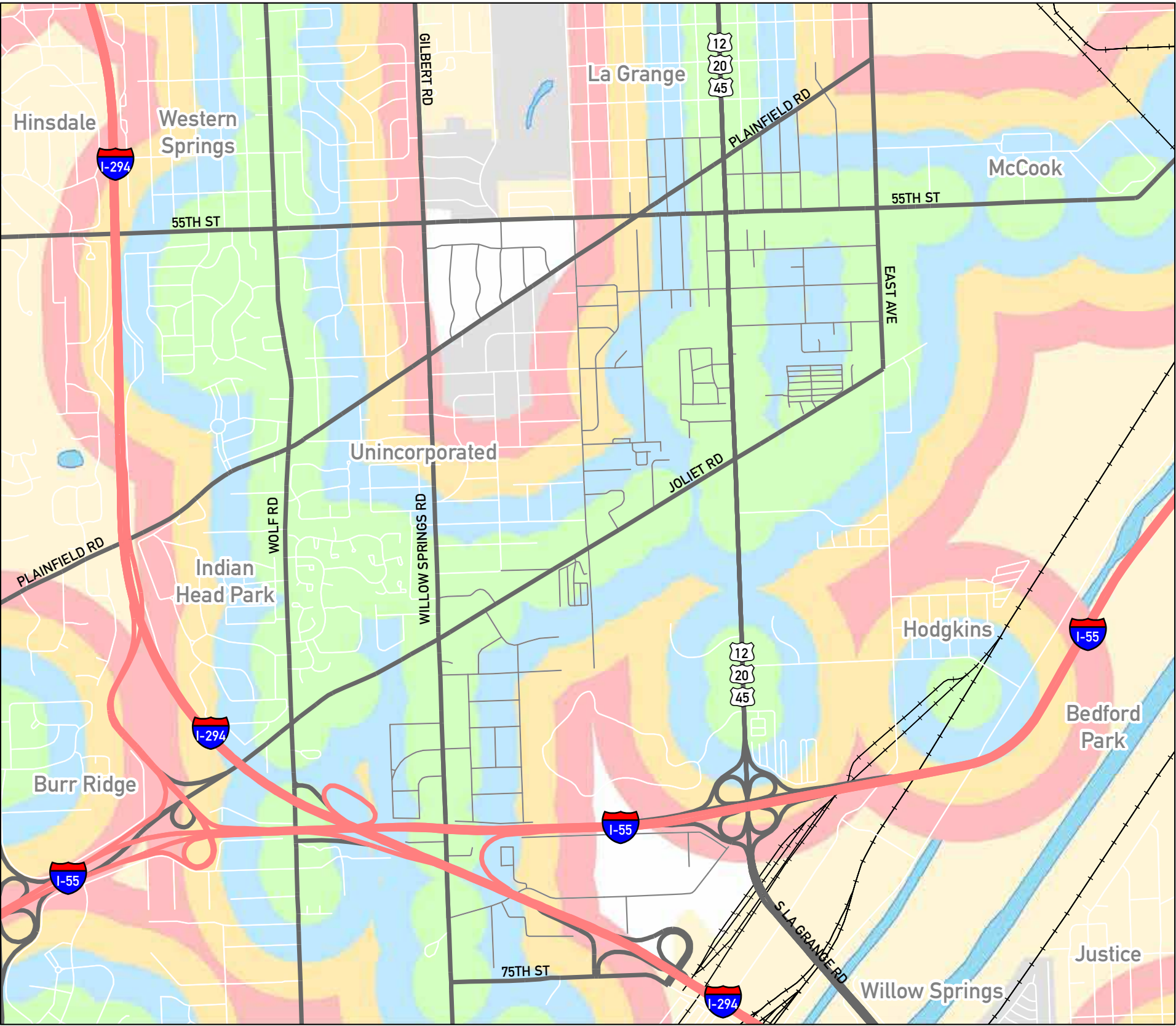
Rail

Water



Prepared By: Active Transportation Alliance 12/2/2011
Data Source: Active Transportation Alliance, Navteq,
Pace & the City of Countryside

Distance from Transit



Countryside

Distance From Tranist

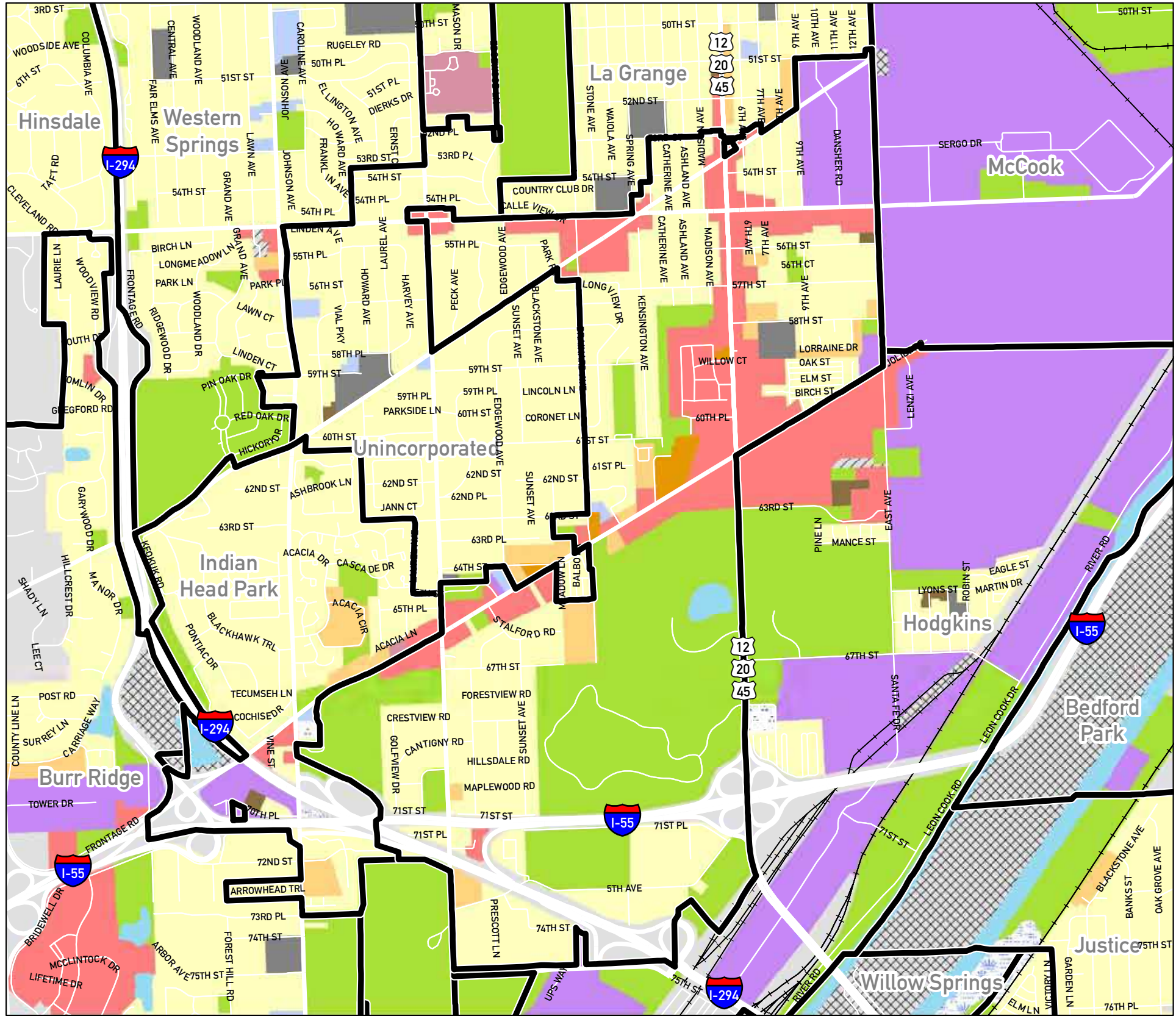
- Transit Buffer — Highway
- 1/8 Mile — Arterial
- 1/4 Mile — Streets
- 3/8 Mile — Rail
- 1/2 Mile — Water



0 0.25 0.5 0.75 1 Mile

Prepared By: Active Transportation Alliance 12/2/2011
Data Source: Active Transportation Alliance, Navteq,
Pace & the City of Countryside

Land Use



Countryside

Land Use

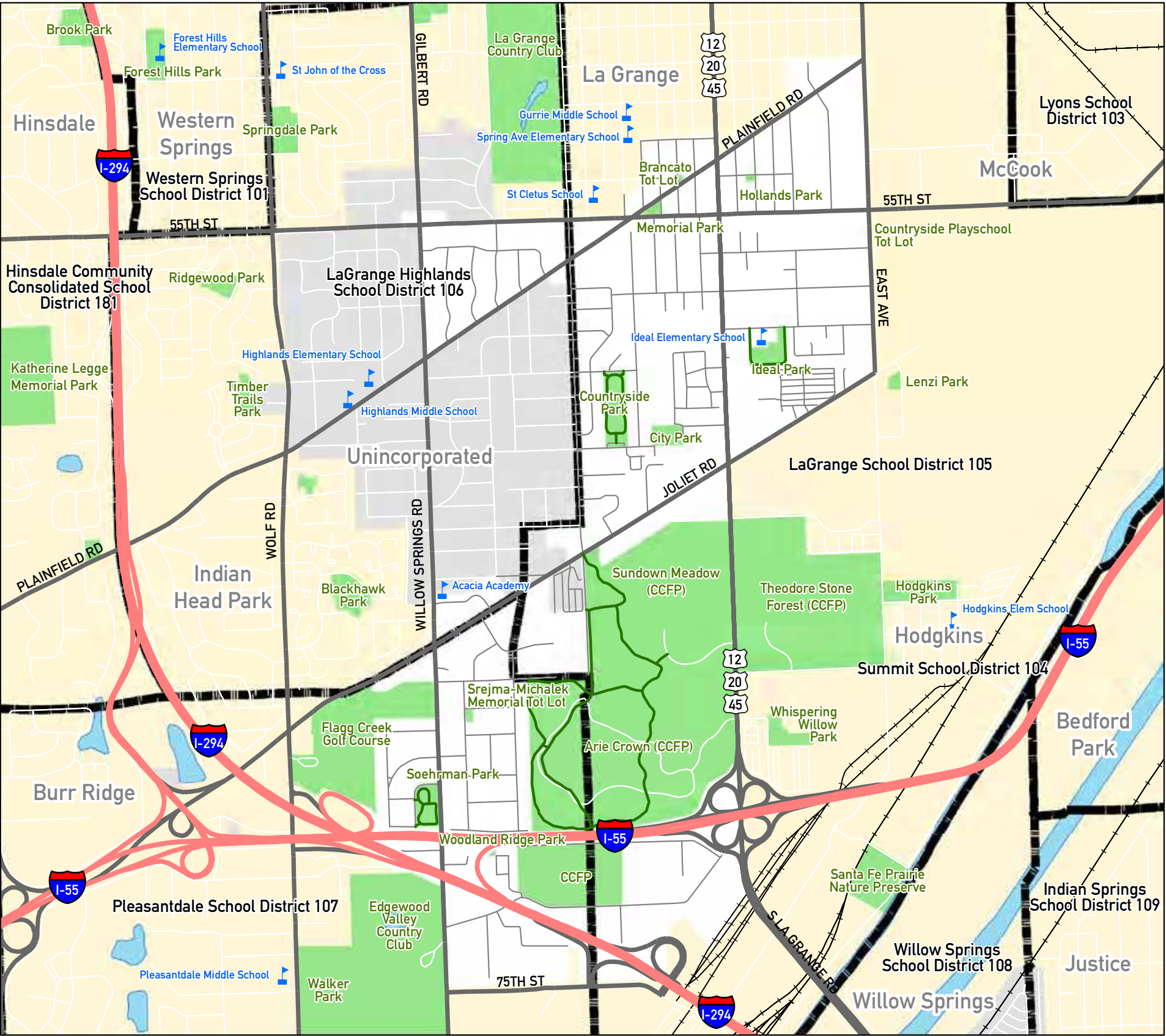
- Land Use
- Single Family Housing
 - Multi-Family Housing
 - Hotel/Motel
 - Office or Retail
 - Medical and Health Care
 - Industrial
 - Education
 - Government or Institution
 - Religious Facility
 - Private/Public Open Space
 - Water
 - Wetland
 - Cemetery
 - Communication and Utilities
 - Under Construction



0 0.25 0.5 0.75 1 Mile

Prepared By: Active Transportation Alliance 12/2/2011
Data Source: Active Transportation Alliance, CMAP, & Navteq.
Land use layer based on 2005 imagery from CMAP

Parks & Schools



Countryside

Parks & Schools

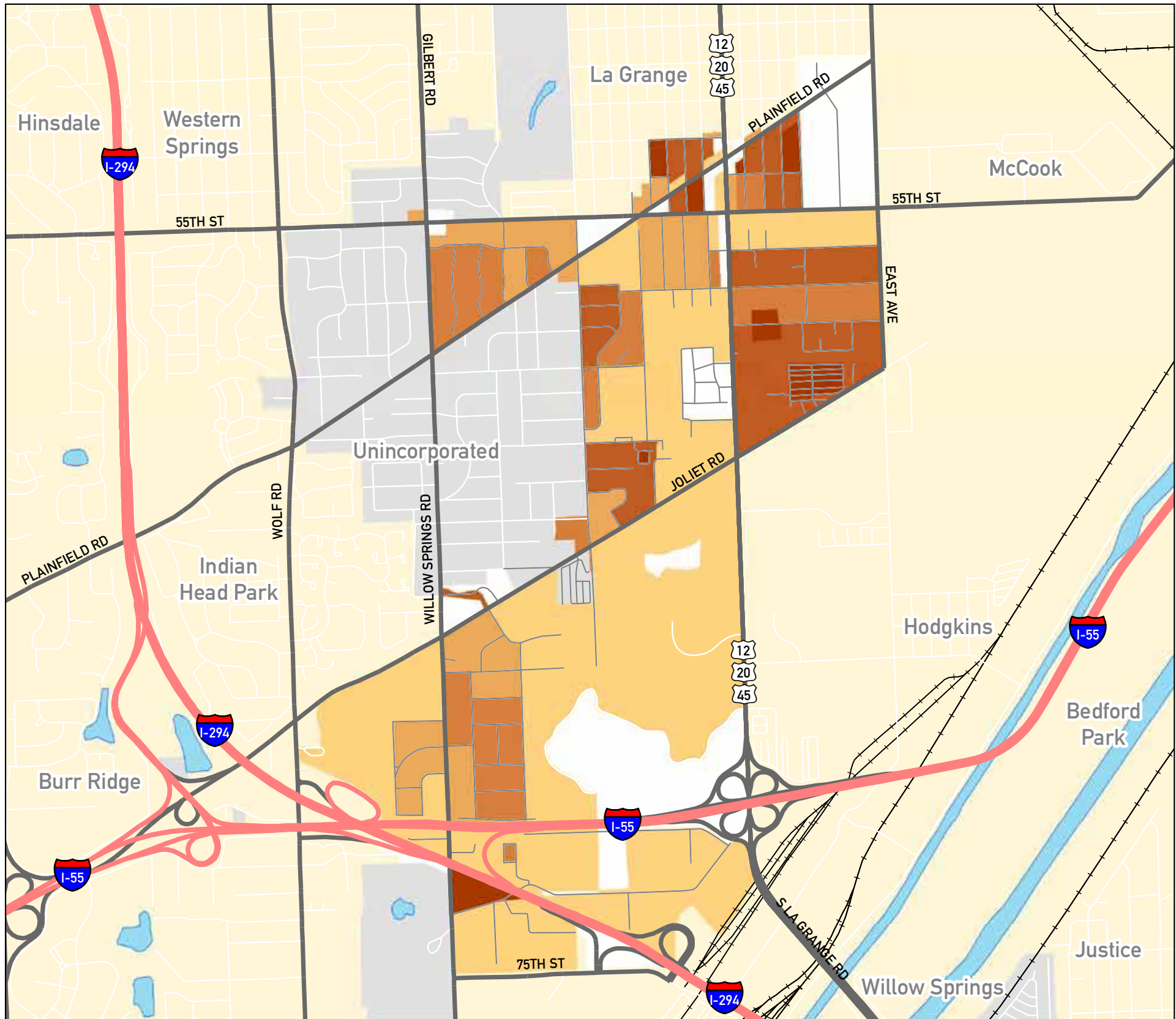
- Highway
- Arterial
- Streets
- Multiuse Path
- Rail
- Park
- Water
- School
- Elementary School District Boundary



0 0.25 0.5 0.75 1 Mile

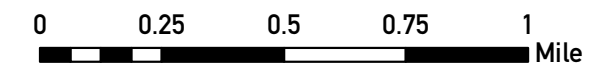
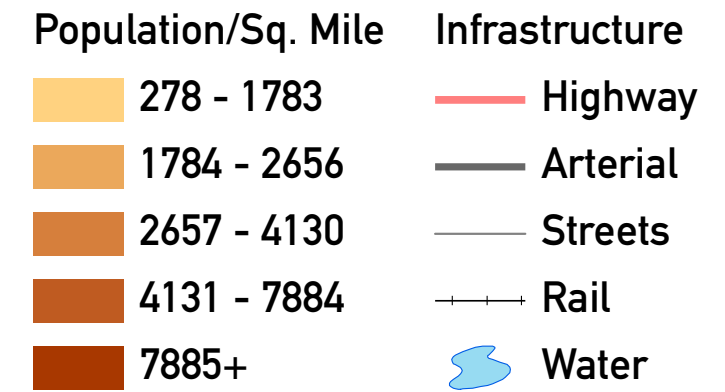
Prepared By: Active Transportation Alliance 12/2/2011
Data Source: Active Transportation Alliance, CMAP, IDOT
Navteq & the City of Countryside

Population Density



Countryside

Population Density



Prepared By: Active Transportation Alliance 1/6/2012
Data Source: Active Transportation Alliance,
IDOT, & Navteq.
Population Data from Census 2010

5.3. Appendix C: Pedestrian and Bicycle Facilities Guidance

Pedestrian Facilities

Guide for the Planning, Design, and Operation of Pedestrian Facilities

American Association of State Highway and Transportation Officials (AASHTO), 2004
<http://www.transportation.org>

Designing Sidewalks and Trails for Access
U.S. DOT Federal Highway Administration
<http://www.fhwa.dot.gov/environment/sidewalks/index.htm>

Bicycle Facilities

Guide for the Development of Bicycle Facilities, 3rd Edition
American Association of State Highway and Transportation Officials (AASHTO), 1999
<http://www.transportation.org>

Urban Bikeway Design Guide
National Association of City Transportation Officials
<http://nacto.org/cities-for-cycling/design-guide/>

Bike Lane Design Guide
City of Chicago and the Active Transportation Alliance, 2002
http://www.chicagobikes.org/pdf/bike_lane_design_guide.pdf

Bicycle Parking

Association of Pedestrian and Bicycling Professionals
Bicycle Parking Design Guidelines
<http://www.apbp.org/?page=Publications>

Bike Parking for Your Business
Active Transportation Alliance, 2003
http://www.chicagobikes.org/pdf/bike_parking_business.pdf

Other Resources

Active Transportation Alliance
<http://www.activetrans.org>

National Complete Streets Coalition
<http://www.completestreets.org>

Manual on Uniform Traffic Control Devices
Federal Highway Administration, 2009
<http://mutcd.fhwa.dot.gov/>

Pedestrian and Bicycle Information Center
<http://www.pedbikeinfo.org>

Bicycle and Pedestrian Accommodations

Bureau of Design & Environment Manual – 2011 Edition
Illinois Department of Transportation
<http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf>

Safety Benefits of Raised Medians and Pedestrian Refuge Areas
Federal Highway Administration
http://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/

Safety Benefits of Walkways, Sidewalks, and Paved Shoulders
Federal Highway Administration
http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/

Primary Funding Sources for Local Transportation Projects

	Transportation Enhancements	High-Priority Projects	Congestion Mitigation and Air Quality Improvement	Surface Transportation Program	Safe Routes to School	Recreational Trails Program	Highway Safety Improvement Program	Section 402—State and Community Highway Safety Grant Program	Motor Fuel Tax
Program Purpose	To foster cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure	To fund key transportation projects deemed important by elected officials (earmarks)	To improve air quality and reduce traffic congestion in areas that do not meet air quality standards	To fund state and local road and transit projects	To enable and encourage children to walk and cycle to school through education, encouragement, enforcement, engineering, and evaluation strategies	To develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses	To fund highway infrastructure safety projects aimed at reducing highway fatalities and serious injuries	To create safety programs aimed at reducing traffic crashes	To fund state and local road and transit projects
Eligible Infrastructure	All bike/ped infrastructure that has a relationship to surface transportation (as opposed to recreation alone)	All bike/ped infrastructure or as dictated in the authorizing legislation	Most bike/ped infrastructure, including bike paths, lanes, racks, lockers, and bike sharing programs	All bike/ped infrastructure	All bike/ped infrastructure within a two-mile radius of a K-8 school	Bike trails, trailside, and trailhead facilities, both development and maintenance	Bike lanes, bike parking, crosswalks, and signage	None	Most bike/ped infrastructure
Eligible Non-Infrastructure	Safety and educational programs for pedestrians and cyclists	As dictated in the authorizing legislation	Most bike/ped safety and education programs	None	Encouragement, enforcement, and education activities, for children in grades K-8	Safety and environmental education; assessment of trail conditions; state program administration	States can spend 10% of their HSP funds on public awareness campaigns, education programs, and enforcement activities	Safety programs such as bike or pedestrian safety education, helmet distribution, or distribution of safety information	None
Key Project Requirements	Must relate to surface transportation	No official requirements	1) Must be spent in non-attainment and maintenance areas; 2) Will be evaluated on air quality	N/A	Requires a state-approved school travel plan	30% of state's funding must be used for nonmotorized trail projects; 30% for motorized; 40% for projects that encourage diversity of use of trail corridor, trailhead, etc.; projects encouraged to have environmental benefit and use youth conservation and service corps	Project must address goals written in State Highway Safety Plan	Project must address goals written in State Highway Safety Plan	Minor distinctions between allowable uses for counties, townships, and municipalities specified in statute
Application Process	Irregular schedule at call of Illinois Department of Transportation	Specified in federal surface transportation bill (may be change in annual appropriations)	Timing under review. Generally, an annual call for proposals by Chicago Metropolitan Agency for Planning	Varies at call of local council of governments	Irregular schedule at call of Illinois Department of Transportation	Irregular schedule at call of Illinois Department of Natural Resources	Annual updates to plan and calls for proposals by IDOT Division of Traffic Safety	Generally each spring at call of IDOT Division of Traffic Safety	Funds distributed by IDOT on monthly basis to counties and certain local governments on a formula basis
Local Match Required	Typically 20%	None	Typically 20%	20%	None	Typically 20%; some 50%	10%	Typically 20%	No match required but local government is required to have certain minimum tax rate
Who Can Apply?	Local government	Anyone	State or local government agency	Local government (some funds retained by IDOT)	Any government agency or non-profit entity	Any state or local government agency or non-profit entity	Any state or local government agency or non-profit entity	Any state or local government agency or non-profit entity	N/A

5.4 Appendix D: Funding Resources

What Program Is My Project Eligible For?															
															
	Transportation Enhancements	Congestion Mitigation and Air Quality Improvement (CMAQ)	Surface Transportation Program	Safe Routes to Schools	Recreational Trails Program	Highway Safety Improvement Program (HSIP)	State and Community Highway Safety Grant Program (SCG)	National Highway System	Scenic Byways	Federal Lands Highway Program	Trans. and Community Development	State/Metropolitan Planning Funds (MPO)	Access to Jobs/Reverse Commute (AJRC)	Federal Transit Capital	Transit Enh.
Bicycle and pedestrian plan	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Bicycle lanes on roadway	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Paved shoulders	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Signed bike route	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Shared use path/trail	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Single track hike/bike trail	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Spot improvement program	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Maps	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Bike racks on buses	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Bicycle parking facilities	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Trail/highway intersection	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Bicycle storage/service center	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Sidewalks, new or retrofit	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Crosswalks, new or retrofit	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Signal improvements	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Curb cuts and ramps	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Traffic calming	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Coordinator position	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Safety/education position	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Police patrol	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Helmet promotion	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Safety brochure/book	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Training	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

Source: "FHWA Guidance: Bicycle and Pedestrian Provisions of Federal Transportation Legislation," <http://www.fhwa.dot.gov/Environment/bikeped/bp-guid/nmtltp4/> (Last Accessed 9/3/2010)

5.5 Appendix E: Municipal Policy Resources

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.1 Adopt a Complete Streets Policy

Complete Streets Policy Resource Guide

PURPOSE

This document serves as a resource for municipal officials, planners, and engineers who are interested in adopting a Complete Streets policy in their community. The materials referenced below can assist with formulating policy, supporting initiatives with facts about complete streets. Resources are divided into two categories: policy and opinion/research.

POLICY

McCann, Barbara, and Suzanne Rynne. Complete Streets: Best Policy and Implementation Practices. (Chicago: American Planning Association, 2010).

This publication of the American Planning Association's Planning Advisory Service includes case studies, model policies, and development strategies revolving around Complete Streets.

National Complete Streets Coalition. www.completestreets.org

NCSC has a very informative website. Among others, the following NCSC documents can be considered a good "jumping off" point for those unfamiliar with Complete Streets policy and design.

"Complete Streets Policy Elements." National Complete Streets Coalition. <http://www.completestreets.org/changing-policy/policy-elements>

Provides a framework by which Complete Streets policy can be designed and a basic outline of the elements of robust Complete Streets policy.

"Federal Policy Resources." National Complete Streets Coalition. <http://www.completestreets.org/federal-policy/federal-policy-resources>.

Knowing the trends in national policy concerning Complete Streets can help reinforce local policy initiatives. The NCSC website details past federal activity concerning Complete Streets, features legislative language, and has tips for getting the attention of lawmakers at the federal level.

RESEARCH

"Complete Streets Fact Sheets." National Complete Streets Coalition. <http://www.completestreets.org/complete-streets-fundamentals/factsheets>.

There are several topical fact sheets maintained by the NCSC on this site. The web version of each fact sheet contains several relevant statistics and principles along with links to supporting information. This is a great resource to help counter objections to Complete Streets on many different topics, including cost, safety, and transportation efficiency.

Gotschi, Thomas. "Costs and Benefits of Bicycling Investments in Portland, Oregon." *Journal of Physical Activity and Health* 8 (2011): S49-S58.

This research article by Thomas Gotschi from the University of Zurich details the health, safety, and overall cost benefits associated with different levels of non-motorized transportation funding using Portland, OR as a study area. Though most of the report is highly technical, special attention should be paid to the abstract and conclusion for solid information on the benefits of funding non-motorized transportation systems.

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.2 Adopt a Safe Park Zones Ordinance

Sample Safe Park Zone Ordinance

[MUNICIPAL CODE CHAPTER AND SECTION] PARK ZONE STREETS AND SPEED LIMITS

A. On any day when children are present and within fifty (50) feet of motorized traffic, no person shall drive a motor vehicle at a speed in excess of twenty (20) miles per hour, or any lower posted speed limit, while traveling on a park zone street.

C. On any day when children are present and within fifty (50) feet of motorized traffic, no person shall fail to come to a complete stop at a stop sign or red light while traveling on a park zone street or at an intersection before turning right onto a park zone street.

D. A first violation of this section is a petty offense with a minimum fine of \$250.00. A second or subsequent offense is a petty offense with a minimum fine of \$500.00. In

addition, when a fine is imposed, the person who has violated this section will be charged an additional \$50.00, to be paid to the park district for safety purposes.

5.5 Appendix E: Municipal Policy Resources (Continued)

E. For purposes of this section and 625 ILCS 5/11-605.3, the following streets are designated park zone streets:

[Insert list of street segments]

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.3 Tailor Parking Requirements to Encourage Active Transportation

The following sample is modeled after that found in the Municipal Code of Chicago. It includes provisions for marked shared lanes, as well as exclusive bike lanes.

[Insert Municipal Code Chapter and Section] Driving, standing or parking on bicycle paths or lanes prohibited. The driver of a vehicle shall not drive, unless entering or exiting a legal parking space, or stand, or park the vehicle upon any on-street path or lane designated by official signs or markings for the use of bicycles, or otherwise drive or place the vehicle in such a manner as to impede bicycle traffic on such path or lane. The driver of a vehicle shall not stand or park the vehicle upon any lane designated by pavement markings for the shared use of motor vehicles and bicycles, or place the vehicle in such a manner as to impede bicycle traffic on such lane, except for drivers of buses stopping for the purpose of loading or unloading passengers at a designated bus stop. In addition to the penalty provided in [Section X] of this Code, any vehicle parked in violation of this section shall be subject to an immediate tow and removal to a city vehicle pound or authorized garage

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.4 Enact Bicycle Parking Ordinance

The following sample bicycle parking ordinance is modeled after that found in the Code of Ordinances for the City of Durango, Colorado.

[Insert Municipal Code Chapter and Section] Bicycle parking spaces.

(A) At least two (2) bicycle parking spaces or one (1) bicycle parking space for each ten (10) of the required off-street automobile parking spaces, whichever is greater, must be provided in all districts[, except districts...].

(B) No more than thirty (30) bicycle parking spaces shall be required on any one (1) property

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.5 Update Countryside Traffic Code to Current Standards

Bicycle and pedestrian-related sections of the Illinois Vehicle Code

625 ILCS 5/Ch. 11 ARTICLE X PEDESTRIANS' RIGHTS AND DUTIES

Sec. 11-1002. Pedestrians' right-of-way at crosswalks

Sec. 11 1003. Crossing at other than crosswalks

625 ILCS 5/Ch. 11 ARTICLE XV BICYCLES

Sec. 11-1505. Position of bicycles and motorized pedal cycles on roadways – Riding on roadways and bicycle paths

Sec. 11-1516. Low-speed bicycles

625 ILCS 5/Ch. 11 ARTICLE VII DRIVING ON RIGHT SIDE OF ROADWAY; OVERTAKING AND PASSING, ETC.

Sec. 11-703 (d) Overtaking vehicles on the left

625 ILCS 5/Ch. 11 ARTICLE VIII TURNING AND STARTING SIGNALS ON STOPPING AND TURNING

Sec. 11 806. Method of giving hand and arm signals

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.6 Enact a Distracted Driver Ordinance

Sample Distracted Driving Ordinance

[Municipal Code Chapter and Title] Use of electronic communication devices

(A) Definitions:

(1) For the purposes of this section, “electronic communication device” shall include but not be limited to mobile, cellular, analog wireless or digital telephones, personal digital assistants, or portable or mobile computers.

(2) For the purposes of this section, “using an electronic communication device” shall include, but not be limited to, the following activities: (a) talking or listening to another person on the telephone; (b) composing, sending, reading, or listening to a text message or other electronic message; or (c) browsing the Internet via mobile, cellular, analog wireless, or digital telephone.

(3) For the purposes of this section, “a hands-free device” is an internal software application, or an external device that allows the user to engage in a telephone call without touching the user's electronic communication device.

5.5 Appendix E: Municipal Policy Resources (Continued)

(B) Except as otherwise provided in subsection (C) of this section, no person shall operate a motor vehicle while using an electronic communication device.

(C) The provisions of this section shall not apply to:

(1) Law enforcement officers and operators of emergency vehicles, when on duty and acting in their official capacities.

(2) Persons using an electronic communication device with a hands-free device activated.

(3) Persons using a telephone to call 911 telephone numbers or other emergency telephone numbers.

(4) Persons using a telephone while maintaining a motor vehicle in a stationary parked position, and not in gear.

(D) Any person who violates the requirements of this section shall be subject to a fine of one hundred dollars (\$100.00), provided, however, that if a violation occurs at the time of a traffic crash, the driver shall be subject to an additional fine not to exceed five hundred dollars (\$500.00).

Safe Routes to School

National Center for Safe Routes to School:
www.saferoutesinfo.org

The National Center for Safe Routes to School (SRTS) assists communities in enabling and encouraging children in grades K–8 to walk and bike safely to school. The National Center has an informative website about the five E's of SRTS (education, encouragement, enforcement, engineering, and evaluation), including case studies, resources, data collection, and trainings.

SRTS Guide: <http://guide.saferoutesinfo.org/index.cfm>
The Safe Routes to School Online Guide is a comprehensive manual designed to support the development of an SRTS program.

Illinois SRTS:
<http://www.dot.il.gov/saferoutes/SafeRoutesHome.aspx>
The Illinois SRTS program is run by the Illinois Department of Transportation. Illinois has awarded \$11 million in federal funding for the program.

Walk to School Day

International Walk to School Day in the USA:
<http://www.walktoschool.org/>
The first Wednesday of October is International Walk to School Day. Children in over 40 countries participate. The website provides ideas and resources for planning an event.

International Walk to School:
<http://www.iwalktoschool.org/photos/index.htm>
The Official Website of International Walk to School features pictures, stories, best practices, downloads, resources, and who is walking around the world.

Bike and Dine

Celebrate the fun and ease of getting around by bike while sampling from local eateries.

Shop by Foot or Bike

Shopping by foot or bike makes everything along your route more accessible. It encourages local shopping and fosters a sense of community. Local businesses can provide incentives for customers who arrive on foot or by bike.

Municipal Staff Cycle Training

Municipal staff using bicycles for community travel is often cheaper and more effective than automobile transportation. Staff gets up close to areas than cannot be viewed by a vehicle. The municipality should provide annual training for all staff.

Targeted Enforcement

Police inform motorists of Illinois laws with warnings and educational materials, ensuring drivers uphold their duties as motorists. Targeted enforcement improves awareness of traffic laws, increasing compliance, safety, and awareness of pedestrians and bicyclists on the road.

Walk and Bike Friendly Recognition

Walk and bike friendly communities have shown a commitment to improving walkability, bikeability, and pedestrian and cyclist safety through comprehensive programs, plans, and policies.

Walk Friendly Communities: <http://www.walkfriendly.org/>

Walk Friendly Communities receive national recognition for their efforts to improve safety, mobility, access, and comfort. This site includes the application, resources, and information about how to get started.

Bicycle Friendly Community:
http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/getting_started.php

This site provides a step-by-step guide to turning your town into a Bicycle Friendly Community. The League of American Bicyclists provides resources, a bike friendly blueprint, and an explanation of how to apply for national Bicycle Friendly Community recognition.



ACTIVE
TRANSPORTATION
ALLIANCE

9 West Hubbard Street
Suite 402
Chicago, IL 60654-6545

T 312.427.3325

F 312.427.4907

info@activetrans.org

www.activetrans.org