# Chicago Make Way for Play Guide

Cover image is of a 2012 Play Streets event in Chicago Lawn community, implemented by the Chicago Department of Public Health, LISC Chicago, Active Transportation Alliance, World Sport Chicago, and the Southwest Organizing Project. Photo credit: Tony Giron.

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# CONTENTS »


**CHAPTER 1 INTRODUCTION 01**

PARK ACCESS, PHYSICAL ACTIVITY AND HEALTH
FACTORS AFFECTING PHYSICAL ACTIVITY AND PARK ACCESS
MAKING WAY FOR PLAY

**CHAPTER 2 PARK ACCESS POLICIES 07**

MAKE WAY FOR PLAY POLICY
RELATED POLICY DOCUMENTS

**CHAPTER 3 PROGRAMS 11**

EDUCATION AND OUTREACH
PUBLIC SPACES FOR ACTIVE LIVING

**CHAPTER 4 ENFORCEMENT PRACTICES 13**

TRAFFIC SAFETY
PERSONAL SAFETY

**CHAPTER 5 USING INFRASTRUCTURE TO INCREASE PHYSICAL ACTIVITY 17**

DESIGN TREATMENT TOOLKIT
GARFIELD PARK CASE STUDY

**CHAPTER 6 COLLABORATION, IMPLEMENTATION, AND EVALUATION 71**

COLLABORATION
IMPLEMENTATION
EVALUATION
ANNUAL REPORT

**APPENDICES 77**

APPENDIX A: PUBLIC INVOLVEMENT
APPENDIX B: PROGRAMMING EFFORTS
APPENDIX C: ENFORCEMENT STRATEGIES
APPENDIX D: FINDING THE WAY TO PARKS
APPENDIX E: HISTORIC PARKS

CHAPTER 1

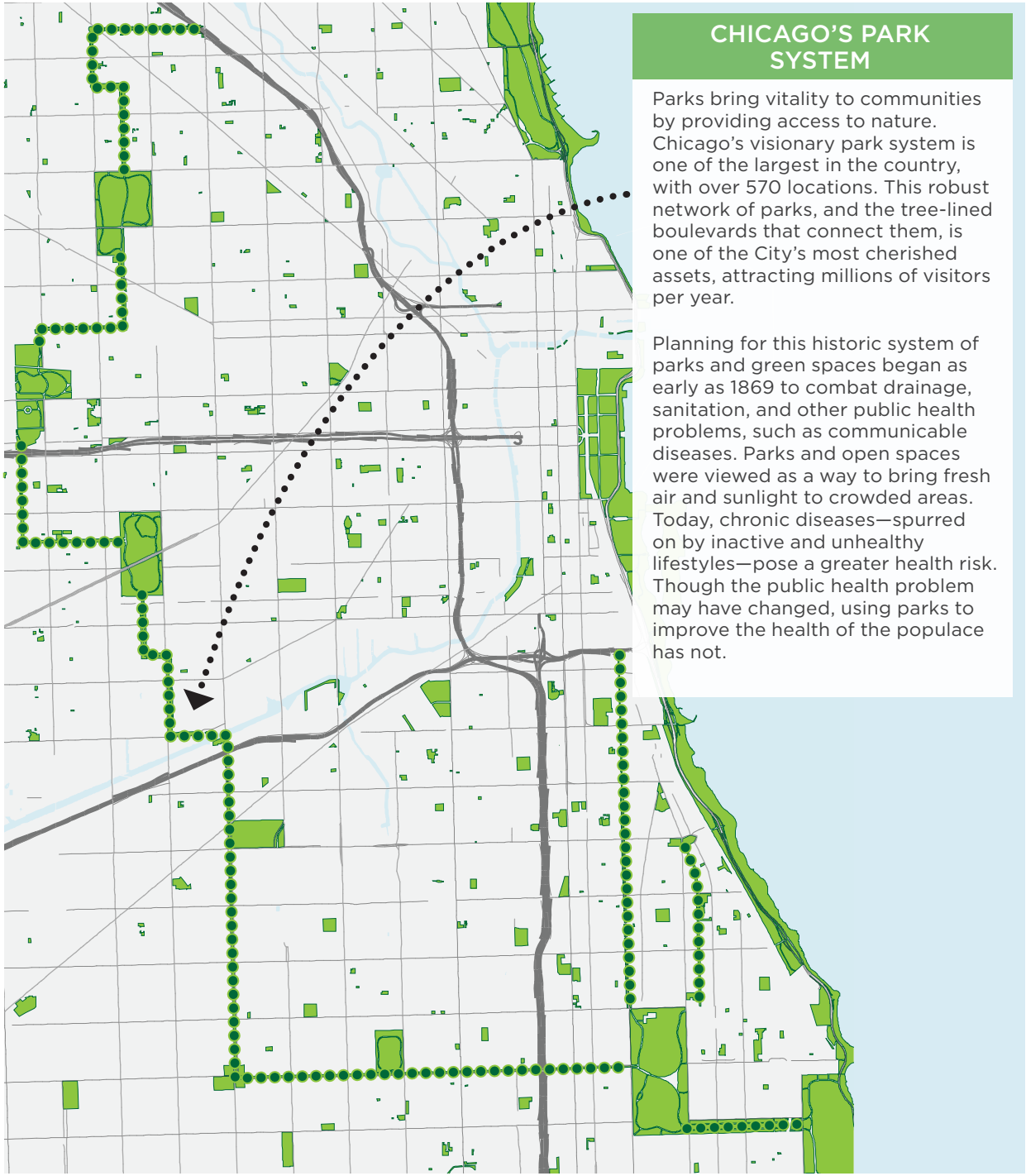
# INTRODUCTION

The Make Way for Play Guide was developed to help give all Chicagoans safe and convenient opportunities for active transportation and recreation. It is intended to be a resource for public agencies, aldermen, advocacy groups and concerned residents interested in increasing public health by improving pedestrian, bicycle and transit access to Chicago's parks, and maximizing the use of the public way to promote active living.

In Chicago, "approximately 3,000 crashes occur annually between motor vehicles and pedestrians, which has led to an average of 50 fatalities per year" (Transportation Commissioner Gabe Klein, 2012). The Chicago Department of Transportation (CDOT) has a stated "Zero in Ten" goal that is committed to eliminating pedestrian deaths from the City's roadways in the next ten years. The Make Way for Play Guide complements this "Zero in Ten" goal. These strategies fall into into the broad categories of "non-infrastructure" and "infrastructure."

The Guide's non-infrastructure strategies include policies, programs and enforcement, discussed in Chapters 2 - 4. Policies can help elevate visibility and prioritize the Guide's recommendations. Programs range from outreach efforts to special events that encourage people to be active. Enforcement strategies recognize that personal safety concerns— whether related to traffic or crime — can discourage park usage and enjoyment of the public way.

Infrastructure refers to street design that can support active travel to, within and through parks. The *Design Toolkit* in *Chapter 5* serves as a reference for the development of road projects that affect parks, offering a selection of potential treatments tailored to address the needs of different park, roadway and intersection contexts. Many of the design ideas can also



## CHICAGO'S PARK SYSTEM

Parks bring vitality to communities by providing access to nature. Chicago's visionary park system is one of the largest in the country, with over 570 locations. This robust network of parks, and the tree-lined boulevards that connect them, is one of the City's most cherished assets, attracting millions of visitors per year.

Planning for this historic system of parks and green spaces began as early as 1869 to combat drainage, sanitation, and other public health problems, such as communicable diseases. Parks and open spaces were viewed as a way to bring fresh air and sunlight to crowded areas. Today, chronic diseases—spurred on by inactive and unhealthy lifestyles—pose a greater health risk. Though the public health problem may have changed, using parks to improve the health of the populace has not.

be used to reconfigure neighborhood streets to better support play and physical activity, regardless of park proximity.

The Chicago Complete Streets Policies and Procedures Guide recommends street sections that are appropriate for park contexts. The Make Way for Play Guide complements these recommendations by offering a selection of potential design treatments that have been tailored to address the needs of different park, roadway and intersection contexts. The recommendations contained herein were crafted through international research, stakeholder and public outreach, and coordination with other City planning projects.

## PARK ACCESS, PHYSICAL ACTIVITY AND HEALTH

The Consortium to Lower Obesity in Chicago Children, the Chicago Park District and the Chicago Department of Transportation collaborated to develop the Make Way for Play Guide to offset the health risks associated with sedentary lifestyles through the encouragement of physical activity and play in parks and the public way.

In the last four decades there has been a dramatic increase in childhood obesity. In 2008, 20 percent of all 6 to 11 year olds were obese. The situation is even more dire in Chicago. Physical inactivity increases risk factors for chronic illnesses such as heart disease and diabetes, and is, by itself, a leading cause of death, claiming more than 200,000 lives annually. The federal Center for Disease Control and Prevention (CDC) estimates "that creating and improving places to be active can result in a 25 percent increase in the percentage of people who exercise at least 3 times per week." Those with access to built and natural facilities were 43% more likely to exercise than those with poor access. Because those who walk and bike to parks engage in more physical

## THE MAKE WAY FOR PLAY GUIDE:

- Offers ideas for creatively using the public right-of-way to promote active living.
- Provides tools to improve pedestrian, bicycle and transit access to Chicago's parks.
- Complements Chicago's bicycle, pedestrian and complete streets planning.
- Provides policy recommendations to improve collaboration between multiple stakeholders

**"When people have access to parks, they are more likely to exercise, which can reduce obesity and its associated problems and costs"** *-The Trust for Public Land, The Health Benefits of Parks (2006)*

activity once they have arrived, safe, convenient walking, cycling and transit options to parks can help combat inactivity and obesity.

## FACTORS AFFECTING PHYSICAL ACTIVITY AND PARK ACCESS

Although Chicago has an extensive and growing park system, many residents do not or cannot take advantage of this invaluable resource. This has many possible quality of life implications, including reduced opportunities for physical activity. Project research and public involvement suggest that park access can be affected by non-infrastructure and infrastructure related challenges, such as:

- Personal safety concerns, especially in neighborhoods with high gang activity
- Underused and poorly maintained parks that invite unwanted behavior
- Insufficient park options (the park district is working towards the goal of having a park within a 1/2 mile of every resident).
- High traffic volumes and/or speeds on roads leading to or bordering parks
- Intersection conflicts caused by lack of yielding, long crossing distances, and/or crossing times that are too short for slower travelers
- Poorly maintained and non ADA compliant sidewalks and curbcuts
- Lack of bicycle accommodations leading to and within a park

The ease with which people can safely and comfortably reach a specific park can have a significant impact on that park's overall use. This holds especially for vulnerable roadway users—those who choose to walk, bicycle and ride transit.

### NON-INFRASTRUCTURE BARRIERS

Underused facilities, lack of social cohesion, and crime are social obstacles that challenge the city to respond with remedies that look beyond built solutions and extend to community oriented solutions. Policy, programming, and enforcement recommendations are discussed in *Chapter 2: Park Access Policies* on page 7, *Chapter 3: Programs* on page 11, and *Chapter 4: Enforcement Practices* on page 13.

### INFRASTRUCTURE BARRIERS

Infrastructure barriers include concerns that can be traced to the built form of parks and streets.

*Hazardous / Fast Moving Traffic:* Heavily traveled roadways adjacent to parks can serve as a significant obstacle to park users. There is a commonly held perception that walking or bicycling on, or across, these streets is unsafe.

*Universal Design:* Routes to parks often present obstacles for persons with disabilities, such as gaps in the sidewalk network, or a lack of curb cuts at intersections. By removing accessibility obstacles, the Chicago Park District is making it possible for parks to be enjoyed by a greater number of people.

*Lack of Park Space:* Currently, 90 percent of Chicago's residents live within 1/2 a mile of a park. Most Chicagoan's are well-served by neighborhood parks and open space, but there is still work to be done to achieve the Chicago Park District's goal of a park within a 1/2 mile of *every* resident.

*Park Design:* The focus of park design should go beyond matters of internal traffic circulation and access to adjacent roadways. It should be done with consideration for the user and neighborhood context.

## WHO IS THE MAKE WAY FOR PLAY GUIDE FOR?

***Public Agencies:*** Design, programming and enforcement issues related to park access cross departmental lines. This guide will help shape policies and practices within each agency and facilitate collaboration among them.

***Elected Officials:*** This Guide will inform elected officials about options for serving the park access and play needs of constituents.

***Community Groups:*** The Guide provides information about efforts planned and underway in Chicago, existing best practices, and examples from other communities. This will help inspire and equip local groups to advocate for and organize projects that will increase active recreation in their communities.

Nearly **25 percent of Chicago's land area is public way,** including roads, alleys, and sidewalks. These are areas that can be reimagined as play and active living spaces, especially for those who do not live within easy walking distance of a park.

photo credit // Serge Lubomudrov

*Transit:* The location of stops should always be safe, comfortable and intuitive.

Recommendations on how to overcome physical barriers are described in *Chapter 5: Using Infrastructure to Increase Physical Activity* on page 17.

## MAKING WAY FOR PLAY

Public health research has been examining the success of infrastructure development, outreach, and education programs for their ability to stimulate pedestrian and bicycle activity. What is becoming clear, is that a range of physical and educational strategies is the most promising way to encourage physical activity and get people walking and biking. Acknowledging this, many types of strategies are recommended in this guide. Specific strategies are categorized into four chapters: Policies, Programs, Enforcement and Using Infrastructure to Increase Physical Activity. »

A well-used park is one where everyone can be active while feeling welcome and safe

## GUIDE DEVELOPMENT PROCESS

Local experts, key stakeholders and the general public were critical in shaping the Make Way for Play Guide. These groups identified key challenges regarding access to play and physical activity, shared information about existing plans and projects, and provided suggestions for potential strategies. Input was solicited through stakeholder meetings and focus groups, a survey and online mapping tool at *makewayforplay.net* and a public meeting. Through this process, these themes emerged:

- Support for using the public way for events that promote physical activity
- Roads and sidewalks should be designed to make it easier to walk, bike and take transit to parks
- Concerns about personal safety on the way to and within parks
- Park access should be thought of in the broadest terms, encompassing people of all ages, abilities and communities
- Chicago has strengths in the area of active transportation and existing opportunities to build upon

photo credit // Deborah McCoy

A group of neighbors re-purposes a local street for a block party to celebrate summer and community

CHAPTER 2

# PARK ACCESS POLICIES

Difficult choices about funding projects are made easier when there is strong policy support. The Chicago Department of Transportation (CDOT), the Chicago Park District (CPD) and the Chicago Department of Public Health (CPDH) already have in place, or under development, many policies that support the Make Way for Play Guide.

The Make Way for Play policy recommendation (*right*) is proposed as a way to shape the City of Chicago's multi-disciplinary efforts to increase active transportation and physical activity. It is intended to help CDOT, CPD and CPDH develop agency-specific goals, policies, and priorities, related to these issues and also to facilitate coordination amongst interested organizations.

## RELATED POLICY DOCUMENTS

This section briefly describes City plans and policies that relate to Make Way for Play.

### COMPLETE STREETS

A "complete street" is a street designed and operated for all users, such that pedestrians, transit riders, bicyclists, and motorists are able to safely move along and across the street. The City of Chicago has an adopted complete streets policy:

*"Pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right of way."*

## MAKE WAY FOR PLAY POLICY RECOMMENDATION

The *City of Chicago, in recognition of the importance of active living to the health of its residents and visitors, 1) accommodates and promotes safe and pleasant pedestrian, bicycle and transit access to, within and through parks for people in all neighborhoods and of all ages and abilities, and 2) maximizes the use of the public way to facilitate play, walking, bicycling and other forms of physical activity. To these ends, the city:*

- *Provides outreach on the benefits of active transportation and physical activity, as well as the risks associated with sedentary activities.*
- *Encourages the use of parks and the public way for active transportation and play.*
- *Enforces traffic and personal safety laws to, within and through parks.*
- *Increases walking, bicycling and transit use to, within and through parks via the planning, design, construction and maintenance of parks and complete streets that are safe and attractive for people of all ages and abilities.*
- *Encourages collaboration among City departments, County, State and Federal agencies, as well as private developers and civic partners, to improve the health of Chicago residents through the implementation and evaluation of this and other related policy documents.*

## PEDESTRIAN PLAN

The Chicago Pedestrian Plan 2012 was developed to strengthen Chicago's already robust pedestrian environment. The City's vision is:

- The people of Chicago cultivate, encourage, and enjoy mutual respect on our streets.
- People choose to be pedestrians because the experience is the safest, most connected, accessible, and above all, the most enjoyable.
- Because we are committed to a strong pedestrian environment as an essential part of our complete transportation system, we are a healthier, more livable city.

## ACADEMIC RESEARCH

More evidence based research is needed to understand the effect of strategies to address barriers to walking and cycling.

There is also a growing understanding that coordinated **implementation of multi-faceted and mutually reinforcing policies and programs is needed in order to create successful pedestrian and cycling environments.**

*- Krizek, Forsyth, and Baum (2009) Walking and Cycling International Literature Review, Final Report. State of Victoria.*

## STREETS FOR CYCLING 2020 AND BIKE 2015 PLAN

The Streets for Cycling Plan 2020 includes the development of protected bike lanes and neighborhood greenways to make bicycling a safe and easy option for all Chicagoans. Public input for the Streets for Cycling Plan included the identification of key destinations, such as parks, schools, transit, jobs and shopping. The Bike 2015 Plan includes a goal for establishing a bikeway network that serves priority destinations. It outlines a multi-faceted approach to increasing bicycle use and safety.

## MAKE WAY FOR PEOPLE

Chicago's Make Way for People initiative creates public spaces that cultivate community and culture in Chicago's neighborhoods through place-making. Make Way for People supports innovation in the public way by opening Chicago's streets, parking spots, plazas and alleys to new programming and marketing opportunities via public and private partnerships. In addition to improving street safety and promoting walkable communities, this initiative supports economic development for Chicago's local businesses and Chicago's neighborhoods. See: http://www.cityofchicago.org/city/en/depts/cdot/supp_info/make_way_for_people.html

## CHICAGO PARK DISTRICT MISSION

The Make Way For Play Guide is consistent with the District's mission to:

- Enhance the quality of life in Chicago by becoming the leading provider of recreation and leisure opportunities.
- Provide safe, inviting and beautifully maintained park and facilities.
- Create a customer-focused and responsive park system.

## CHICAGO PARK DISTRICT FRAMEWORK PLANS

A framework plan creates a long term plan for a specific park that responds to diverse neighborhood needs as well as the park's historic context. Each plan provides a vision for improvements to the park over time and serves as a planning tool for the community and the Park District. The Park District has completed several Park Framework Plans, including Lakefront Harbor Park, Lincoln Park, and Washington Park. These plans are fine examples of ways to address the challenges presented at parks citywide as they make recommendations to:

- Link to available transportation resources, other agencies, and the general community.
- Support transit, pedestrian, and other non-vehicular modes **to** and **within** parks.
- Enhance safety through reductions in speed, conflicts, and congestion.

## CHICAGO FORWARD

The Chicago Department of Transportation released an action agenda in May 2012. A key element of this document is its commitment to eliminating all pedestrian, bicycle, and overall traffic crash fatalities within 10 years. There are many other goals and performance measures related to Make Way for Play as well:

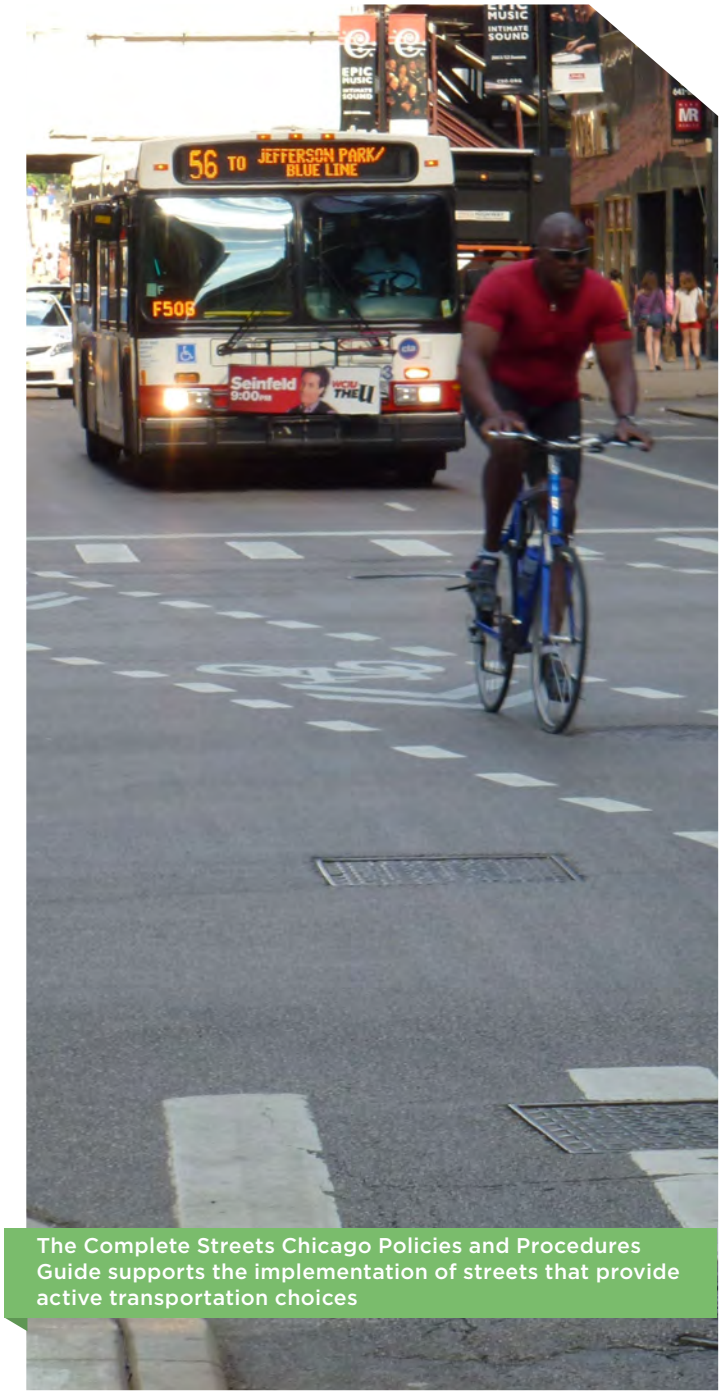
- Make Chicago the best big city in America for cycling and walking.
- More fully and consistently implement Chicago's Complete Streets Policy.

- Gather and use data to assess the root causes of transportation safety hazards and address them in a systematic and sustainable way.
- Develop standards and complete designs to ensure the safety of all users, including pedestrians, cyclists, motorists, children, seniors, and people with disabilities.
- Partner with sister agencies to focus enforcement efforts to protect the safety of all users, particularly the most vulnerable.
- Promote awareness to all residents and travelers on safe habits to decrease transportation risks and increase safe, efficient, and enjoyable travel in the city.

## SHARED USE BEST PRACTICES

Especially in neighborhoods with limited access to parks, the use of private or quasi-public spaces for recreation should be pursued. There may be privately owned industrial land suitable for play as well. Conversations among community members who control access to land can lead to creative and complementary uses, such as BMX courses in vacant industrial spaces. School auditoriums or gyms provide play spaces in the winter, while playgrounds are used for after school and weekend activities all year round.

While new schools in Chicago already open themselves up for community use, other public and private organizations can be encouraged to do the same. Funding should be pursued for converting schoolyards to playgrounds for the mutual benefit of the school district and the community. Chicago would benefit from a formalized policy to make school and community investments easier.




The Complete Streets Chicago Policies and Procedures Guide supports the implementation of streets that provide active transportation choices

> **Children don't know how to play. There is increasing concern that today's children have lost the ability to use their imaginations, cannot self-entertain, and do not know what to do when given the option to play freely.**
>
> *–The State of Play in Chicago's Communities (2009)*

CHAPTER 3

# PROGRAMS

Programs increase people's enthusiasm about active transportation through a mix of education, outreach and events. Program recommendations in this chapter fall into two categories:

*Education and Outreach:* Increase people's enthusiasm and knowledge about active transportation and recreation, ranging from large scale media campaigns to individualized outreach.

*Public Spaces for Active Living:* Stage events that use the public right of way for physical activity by temporarily or permanently restricting motor vehicle access.

## EDUCATION AND OUTREACH

Education, marketing and encouragement programs can help Chicago residents find ways to:

- Embrace active lifestyles.
- Learn about new and improved facilities.
- Develop skills needed to integrate walking and bicycling into their everyday lives.
- Receive positive reinforcement for these choices.

In Chicago, myriad efforts related to active living are underway or planned. For a list of programming activities used in the City of Chicago and elsewhere, see *Appendix B: Programming Efforts.*

## POLICY BASED RECOMMENDATIONS FOR EDUCATION AND OUTREACH

Ways to increase awareness and enthusiasm:

- Provide and distribute **marketing materials** describing the benefits of active transportation and physical activity, as well as the risks associated with sedentary activities.
- **Advertise** active living events and activities in parks and in the public way.
- **Brand** Chicago as a city that has year-round opportunities for active living—for residents and visitors.
- **Site-based programs** that address topics such as bicycle maintenance and use.
- Offer **instruction, programming and facilities** for children, parents, seniors, and people with disabilities in schools, parks, and other community centers, on topics such as walking or biking to school safely or playing outside with other kids.
- Use **Transportation Demand Management** strategies to promote transit, bicycle and pedestrian travel to parks and public events. Provide bicycle parking at the main entries to large park and public events.

Workshops and events encourage people to bicycle year round.

## PUBLIC SPACES FOR ACTIVE LIVING

Chicago has a rich history of preserving public spaces for play and active living—from the "forever open, clear and free" lakefront on its eastern edge to the "emerald necklace" of grand parks and boulevards that link diverse neighborhoods. However, there remain areas that either lack a park within easy walking distance or have barriers to existing parks.

Streets can perform multiple functions, at any given moment operating as a transportation corridor, loading zone, playground, outdoor café seating area, and informal social space. Cities around the country, including Chicago, are finding creative uses of the public way to stimulate activity, provide opportunities for social interaction, and increase options for active living. In other words, bringing the parks to the people.

Neighborhood Festival Permit applications are processed by the Department of Cultural Affairs and Special Events, with a $25 per street per day cost. Recreational street closures for block parties should be submitted, with a petition supporting the event by affected neighbors, to the alderman's office 30 days in advance. For more information, contact the local Alderman's office or visit the site ***here***

## POLICY BASED RECOMMENDATIONS FOR ACTIVATING PUBLIC SPACE

Develop and/or support events that use the public way for active recreation and play for residents and visitors of all ages, abilities and backgrounds. Examples include:

- Open Streets/Ciclovias
- Play Streets
- Block Parties
- Mobile playgrounds
- Private running and cycling events

Support temporary or permanent driving restrictions to increase space and opportunities for active recreation and transportation, such as:

- Car free zones or charge for vehicle entries to discourage driving
- Restricted vehicle access to streets within parks, such as closing streets to car traffic on weekends.
- Reallocate on-street parking for parklets, bicycle parking, or other non-vehicular uses.
- Simplify and publicize permitting and other requirements for programs and events in the public way.

CHAPTER 4

# ENFORCEMENT PRACTICES

Achieving zero traffic-related fatalities will depend, in part, on the enforcement of laws and regulations that protect pedestrians and bicyclists from severe collisions. Law enforcement personnel — in partnership with city agencies, departments of transportation, schools, community groups and the media — can play a strong role in fostering an environment that supports physical activity.

According to the National Highway Traffic Association's Highway Safety Program Guideline No. 14, essential components of law enforcement to increase pedestrian and bicycle user safety include:

- Developing a reporting and evaluation system to better understand pedestrian and bicycle involved collisions.
- Providing communication and education support via direct outreach as well as through earned and paid media.
- Training officers in the pertinent statutes and ordinances that affect safety of bicyclists and pedestrians.
- Enforcing pedestrian and bicycle laws, as well as other laws that affect the safety of vulnerable users, such as those aimed at aggressive or distracted drivers.
- Developing creative strategies to promote safe pedestrian, bicyclist, and motorist behavior (e.g., citation diversion classes for violators).

## PEER CITY EXAMPLE

Mayor Antonio Villaraigosa and the Gang Reduction and Youth Development office implemented a new approach to fighting gang violence: parks programming. The Summer Night Lights program extended nighttime hours in eight parks in troubled neighborhoods — keeping lights on until midnight, and sponsoring nighttime movies and family-oriented activities four nights a week. According to the mayor's office, the program was responsible for a **17 percent decline in crime rates and an astounding 86 percent decline in homicides** for those areas.

The City has built upon this success by doubling the size of Summer Night Lights to sixteen parks in blighted areas. The park activities have become even more important in light of California's budget troubles, as local schools have been forced to cut summer programs, leaving kids with more free time and less structure. L.A. plans to serve 350,000 free dinners over the course of the summer, and will offer a variety of programming focused on families and youth. Options include: basketball and soccer leagues, safe skateboarding programs, screening of local films, and acting, dance, hip-hop, and fashion workshops.

*- Lighting up L.A. to fight crime and build community. (Credit: L.A. Times)*

## POLICY BASED ENFORCEMENT RECOMMENDATIONS

Use innovative enforcement strategies to increase traffic and personal safety within and on routes to parks:

- Use a data driven process to create targeted enforcement initiatives focused on traffic and criminal violations near parks.
- Use automated enforcement in Children's Safety Zones.
- Consider whether reduced speed limits and use of red light cameras in Park Zones could address collision patterns and improve safety.
- Use park access as a factor in considering project funding for Safety Zone enforcement.
- Support community policing in and near parks.

## TRAFFIC SAFETY

The City of Chicago takes a multi-faceted approach to increasing the safety of its transportation network and public spaces, including parks.

### SAFE STREETS FOR CHICAGO

Safe Streets for Chicago is a combined effort of the Chicago Police Department, the Chicago Department of Transportation and the Office of Emergency Management and Communication. Its initiatives include:

- Deployment of a team of traffic officers who target enforcement efforts on locations and behaviors identified as priorities by accident data, complaints from aldermen, and recommendations from District Commanders.
- Radar speed gun speed enforcement.
- Creation of a Mayor's Pedestrian Advisory Council and Bicycle Advisory Council.
- An extensive public-awareness campaign focused on crosswalk awareness.

### CHICAGO BICYCLE AND SAFE ROUTES AMBASSADORS PROGRAMS

In partnership with the Chicago Police Department and CDOT, the Bicycle Ambassadors and Safe Routes Ambassadors are seasonal programs designed to provide information about staying safe on public roads. Ambassadors engage Chicagoans in a variety of bicycle safety and encouragement topics and educate bicyclists and motorists about safe and responsible road use via classroom visits, community events and high use and/or conflict areas.

### AUTOMATED ENFORCEMENT AT RED LIGHTS

Chicago installs red light cameras at high crash intersections. Tickets are issued automatically to drivers who fail to stop at red lights. As with any targeted enforcement activity, a coordinated public awareness campaign is key to increasing perceived and actual safety for pedestrians and cyclists.

> **"We want pedestrian safety to be at the forefront of everything we do. Everyone in the city is a pedestrian."**
>
> *- Gabe Klein, CDOT Commissioner*

### CHILDREN'S SAFETY ZONES

In early 2012 Chicago adopted a "Children's Safety Zones" Ordinance to reduce speeding and improve safety around schools and parks. Children's Safety Zones extend 1/8 of a mile around all parks and schools in Chicago. Within the safety zone, traffic speeds are restricted to 20 mph Monday-Friday from 7am to 4pm at schools and 30 mph every day when adjacent to parks. The ordinance allows, but does not require the enforcement of speeds using automated cameras.

### SAFE PARK ZONES

The Illinois Park Zones law (625 ILCS 5/11-605.3) is codified by ordinance in Chicago, increasing safety near parks by providing the opportunity to lower speed limits on streets adjacent to or within parks. Revenue from fines can be used to fund Chicago Park District safety improvements.

The use of automated enforcement technology near parks can increase safety for all road and park users

## PERSONAL SAFETY

Personal safety concerns — real and perceived — can be a deterrent to park use. Some parks may be located in areas with high levels of drug-related, and sometimes violent, criminal activity. Community based anti-crime and anti-gang initiatives that reduce incidence and fear of crime and violence can complement targeted enforcement actions.

### CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Crime Prevention through Environmental Design uses park design to discourage criminal and intimidating activity and engender feelings of safety. It is discussed further in *Appendix C: Enforcement Strategies.*

### CLEARMAP

CLEARMAP is a geo-spatial mapping service that is provided for free through the Chicago Police Department. This tool educates the community about where high crime areas are located and the category of crime that is most prevalent. This tool can be promoted as a planning tool, so Chicagoans addressing access to parks can plan routes that avoid known hot spots.

### FACILITY MAINTENANCE

Some parks may be underutilized because they are perceived as unsafe. Good lighting and maintenance can help people feel safer and create a better experience for users. Uniformed maintenance staff with clearly marked vehicles, welcome signs, rigorous rule enforcement, clean restrooms and regular trash removal and prompt repair of broken equipment helps increase park use and enjoyment by residents.

For a list of additional strategies aimed toward improving traffic and personal safety at parks see *Appendix C: Enforcement Strategies.*

Well-maintained park environments encourage activity

Mushrooms and more...

CHAPTER 5

# USING INFRASTRUCTURE TO INCREASE PHYSICAL ACTIVITY

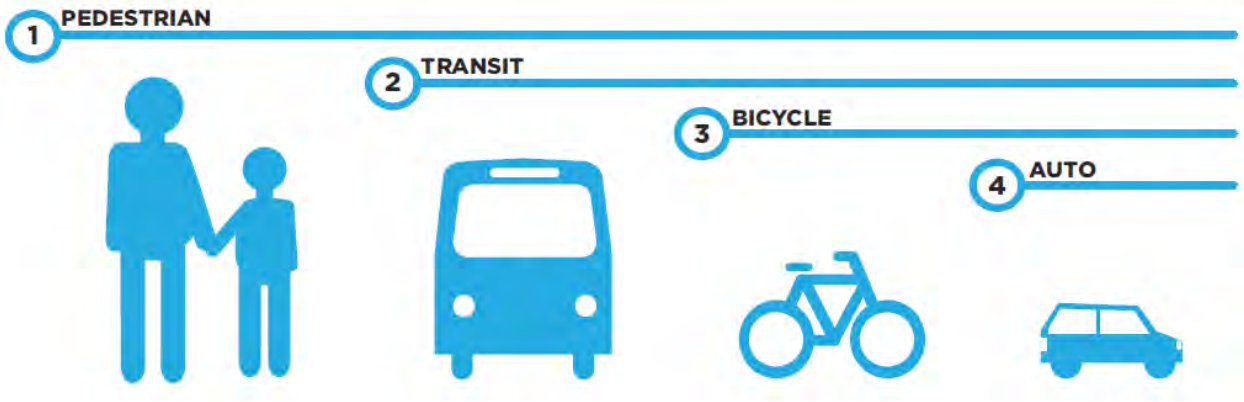
In this chapter, opportunities to facilitate active transportation within and between parks are explored. These strategies seek to develop safe, accessible, attractive and seamless connections between parks and the people who want to use them, and include:

- Coordinating park entryways with transit, bicycle and walking network.
- Improving street crossings, by enhancing the visibility of crosswalks and reducing crossing distances.
- Improving roadway segments to separate pedestrians and cyclists from motor vehicles.
- Using traffic calming techniques for reducing travel speeds and cut through traffic.
- Employing "road diets" to reduce motor vehicle lanes and reallocate the roadway space.
- Enhancing the space with public art, street furniture and street trees.
- Improving transit stops and stations to be comfortable and inviting.
- Providing informational and wayfinding signs that help people reach their destination.

## DESIGN TREATMENT TOOLKIT

The Make Way for Play Guide builds upon the Complete Streets Chicago: Design Guidelines and the Chicago Park District Design Standards by recommending potential facility treatments to improve design of different classes of parks, street and intersections. The toolkit provides suggestions for reducing barriers to parks, including pedestrian and bicycle amenities, points of entry and wayfinding.

The Make Way for Play Guide introduces a typology to better understand the park, roadway, and neighborhood context. It should be used when the complete streets process identifies a nearby parks land use. Like the Complete Streets Chicago: Design Guidelines, this guide prioritizes users based on the following hierarchy:




Source: Complete Streets Chicago

## POLICY BASED PLANNING AND DESIGN RECOMMENDATIONS FOR PARKS

- Increase opportunities for active recreation through the design and construction of park features.
- Increase the number of safe and accessible parks and playgrounds, particularly in underserved and low-income communities.
- Include a variety of amenities in parks to increase park use and opportunities for impromptu exercise.
- Create Framework Plans for all parks that, among other issues, address:

  a) Safe and pleasant pedestrian, cycling and transit access to, within and through the park.

  b) Programming and facilities that encourage active recreation for people of all ages, abilities and backgrounds.
- Provide wayfinding and promotional signage to highlight transit and other connections to parks.

## GUIDE APPLICATION

When CDOT is doing work near parks, and CPD is doing work near roads, this guide can provide a useful point of overlap for decision making. A simple inventory of park proximity relative to a CDOT project, for example, will be a useful starting point for setting the project context and this should be completed for all CDOT projects. Similarly, a simple inventory of the street network in proximity to a CPD project is essential.

The project manager should:

- Refer to the Complete Streets Chicago Policies and Procedures Guide to determine what type of street and/or intersection describes the project location.
- Use the modal hierarchy established in the Complete Streets Chicago: Design Guidelines to determine the appropriate building and roadway form and function, and intersection type that describes the project location. Project managers can make the case for another hierarchy if desired.
- Identify appropriate cross sections for different types of streets near parks, as documented in the Complete Streets Chicago Policies and Procedures Guide. Understand that dimensions are determined through engineering and planning judgment, which often requires tradeoffs within limited rights-of-way.
- Use the Make Way for Play Guide to select design treatments.

The Make Way for Play Guide provides assistance in choosing treatments at different types of parks. It does not provide comprehensive design details. Instead, it provides a short description of each treatment followed by its impact to park access and the appropriate park, street and intersection context for its use. Resources such as the Chicago Streets for Cycling Plan, ADA standards, the Complete Streets Chicago Policies and Procedures Guide and the Chicago Pedestrian Plan are referenced where appropriate. For information on wayfinding, please see *Appendix D: Finding the Way to Parks.*

*The Treatment Impact section illustrates how the specific treatment addresses issues related to pedestrian and bicyclist access.*

*Typical Applications alerts the practitioner to the appropriate use of the treatment in specific park, street and intersection contexts.*

## PARK TYPOLOGIES

In the toolkit, a parks typology based on a park's existing classification and the distance of a park's draw, or number of park users is used to help determine the appropriate intensity and investment of the engineering treatments that are recommended.

- Low Draw parks are neighborhood-oriented, typically drawing users from a 1/4 mile radius or less.
- The Medium Draw parks are community parks that draw users from up to 3/4 mile radius.
- The Large Draw parks are regional destinations, typically drawing visitors from across the city and region.

Once a park has been identified as Low, Medium, or High Draw, the next step is to identify the adjacent street types or intersection types. Potential treatments by park and street, or intersection contexts are listed in the street and intersection matrices.

Many treatments, such as sidewalks, high visibility crosswalks and street trees are appropriate in all park contexts. The treatments that have been identified in as suitable for all parks do not appear in the streets or intersections matrices. Instead, 'All Park Contexts' treatments have been provided with an individual page that describes the treatment's impact on park access. Each of the boxes for Typical Applications has been shaded blue to reinforce the idea that the treatment is an important part of improving park safety, comfort and access regardless of existing land use and street characteristics.

## THE TOOLKIT HELPS IDENTIFY POTENTIAL TREATMENT SOLUTIONS FOR IMPROVED PARK ACCESS

Intersection crossing markings aid bicyclists across complex intersections

Two-stage bicycle turn boxes help bicyclists transition to cross streets more easily

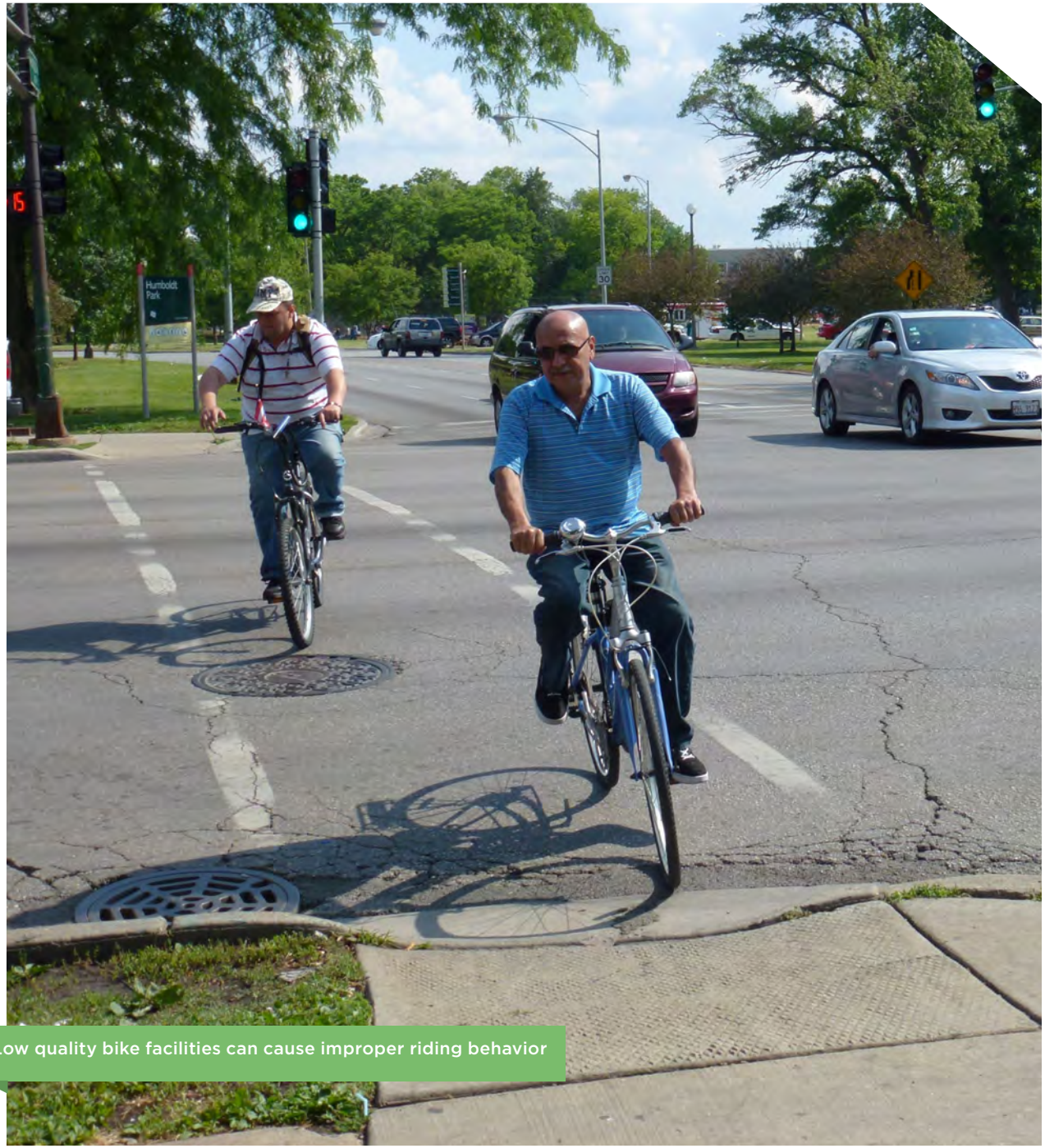
In-street 'Stop for Pedestrians' signs improve pedestrian safety and motorist compliance

Curb extensions reduce motor vehicle turn speeds and increase pedestrian visibility

## POLICY BASED PLANNING AND DESIGN RECOMMENDATIONS FOR STREETS

Increase opportunities for walking, bicycling and transit use to, within and through parks through the design and construction of complete streets that are safe and attractive for people of all ages and abilities.

- Give pedestrians, bicyclists, and transit users highest priority near and within parks.
- Use Complete Streets design standards (see design matrix and Chicago's Complete Streets Policies and Procedures)
- Create and maintain high level pedestrian, cycling and transit entries from the roadway and surrounding community to, through and within parks.
- Work with transit agencies to locate stops as close as practicable to entry points of a park.
- Consider street redesign projects that repurpose the right-of-way in areas that are underserved by parks.
- Modify project checklists to ensure CPD parks planners and CDOT planners are referred to Make Way for Play Guide.
- Conduct active transportation audits for parks




Low quality bike facilities can cause improper riding behavior

## PARKS WITH HISTORIC SIGNIFICANCE

Chicago has over 100 historic parks and 23 historic boulevards and squares. These sites have been documented and historically listed, with their preservation entrusted to the Park District, the Commission on Chicago Landmarks, and the Illinois Historic Preservation Agency.

Balancing a desire for improved access with the design review necessary with historic resources can present challenges for planners, engineers, and designers. When a planner coordinates with the appropriate agencies from the outset, design can achieve both historic preservation and transportation goals. An initial review by the CPD will help to determine the subsequent design process. Reference to available resources will help build an understanding of what elements contribute to the historic significance of the site. The final project outcome should achieve both historic preservation and transportation goals.

When any project affects a CPD property on the National Register of Historic Places (NRHP) or Chicago Landmarks list, the Chicago Park District will perform a review.  The nature and extent of the review and the subsequent design process is determined on a case by case basis, depending upon in which registry the location is listed.

Specific procedures have been created, both legal and institutional, to ensure that physical improvements made to these sites are appropriate and do not negatively impact historic landscapes, structures and other elements.

### AVAILABLE RESOURCES

The reviewing bodies of proposals in Chicago's historic parks and boulevards, which include the Chicago Park District, the Commission on Chicago Landmarks, and the Illinois Historic Preservation Agency (IHPA), use the following guidelines to inform their decisions. Project managers should use these two resources to understand the features and issues of the project in which the review bodies will likely show interest. Additionally, project managers should build time into their schedules for coordination and review at the project outset.

### THE SECRETARY OF THE INTERIOR STANDARDS - GUIDELINES FOR THE TREATMENT OF CULTURAL LANDSCAPES

This document offers treatment guidelines with a series of "recommended" and "not recommended" treatments for cultural landscapes in the following areas: Spatial Organization & Land Patterns, Topography, Vegetation, Circulation, Water Features, Structures, Furnishings, and Objects, and Special Considerations.

### THE CHICAGO PARK DISTRICT DESIGN GUIDELINES & STANDARDS

The CPD's internal Design Guidelines and Standards describes procedural methods specific to CPD properties. This manual outlines responsibilities and procedures for historic preservation design and review.

A more detailed flow chart of this procedure is found in *Appendix E: Historic Parks.*

The entrance to Central Park prior to access improvements

A high visibility crosswalk and bicycle intersection markings were added to improve pedestrian and bicyclist safety and comfort

CHICAGO

# MAKE WAY *for* PLAY!

SAFE PARK ACCESS DESIGN TOOLKIT

# BEGIN HERE »

For users that access the Make Way for Play Toolkit online, this document is ***interactive***. Links and buttons, similar to those found on a website, are in place to enhance navigation through the document. The diagram below identifies the interactive elements of the document and their intended use.

Clicking a treatment will reveal specific details about it.

## SAFE ACCESS TO PARKS TOOLKIT MATRIX

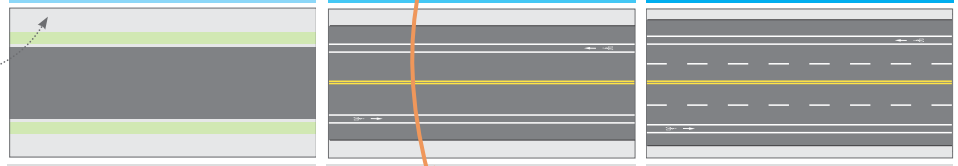
**STREETS**

1 Identify the park type

2 Identify the adjacent street type

3 Click treatment options for details about their use in and around parks*

**ADJACENT STREET TYPE BY CAPACITY**

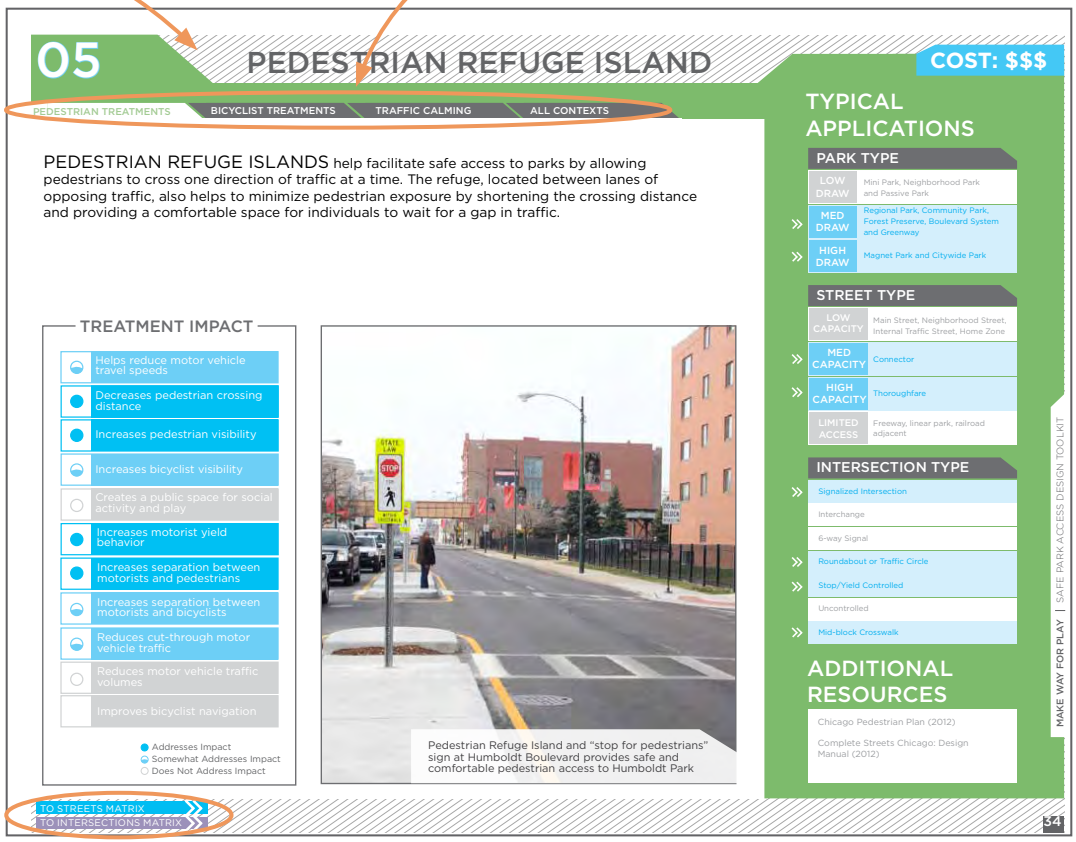


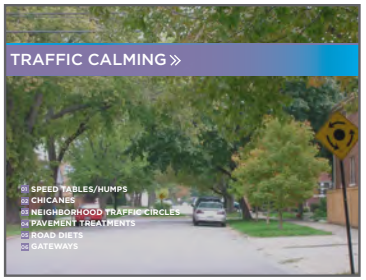
| PARK TYPE BY DRAW | LOW<br>Neighborhood Connector → Main Street | MEDIUM<br>City Connector → Connector | HIGH<br>Thoroughfare |
|---|---|---|---|
| LOW<br>Mini Park<br>Neighborhood Park<br>Passive Park | » Mid-Block Crosswalks (uncontrolled)<br>» Speed Tables/Humps<br>» Chicanes<br>» Pavement Treatments<br>» Neighborhood Traffic Circles<br>» Neighborhood Greenways<br>» Marked Shared Lanes<br>» Bike Lanes<br>» Contra-flow Bike Lane | » Mid-Block Crosswalks (uncontrolled)<br>» In-Road "Stop for Peds" Signs<br>» Median Refuge Islands<br>» Speed Tables/Humps<br>» Chicanes<br>» Pavement Treatments<br>» Neighborhood Traffic Circles<br>» Marked Shared Lanes<br>» Bike Lanes<br>» Bicycle-Bus Lanes | » Raised Crosswalks or Intersections<br>» Bump Out<br>» Median Refuge Islands<br>» Rectangular Rapid Flash Beacons<br>» Pedestrian Hybrid Beacons<br>» Gateways<br>» Road Diets<br>» Bike Lanes<br>» Bicycle-Bus Lanes<br>» Buffered Bike Lanes<br>» Protected Bike Lanes |
| MEDIUM<br>Regional Park<br>Community Park<br>Forest Preserve<br>Boulevard System<br>Greenway | » In-Road "Stop for Peds" Signs<br>» Mid-Block Crosswalks (uncontrolled)<br>» Speed Tables/Humps<br>» Chicanes<br>» Neighborhood Traffic Circles<br>» Neighborhood Greenways<br>» Marked Shared Lanes<br>» Bike Lanes<br>» Contra-flow Bike Lanes | » In-Road "Stop for Peds" Signs<br>» Raised Crosswalks or Intersections<br>» Bump Out<br>» Median Refuge Islands<br>» Mid-Block Crosswalks (uncontrolled)<br>» Rectangular Rapid Flash Beacons<br>» Chicanes<br>» Neighborhood Traffic Circles<br>» Road Diets<br>» Bike Lanes<br>» Bicycle-Bus Lanes<br>» Contra-flow Bike Lanes<br>» Buffered Bike Lanes | » Raised Crosswalks or Intersections<br>» Bump Out<br>» Median Refuge Islands<br>» Rectangular Rapid Flash Beacons<br>» Pedestrian Hybrid Beacons<br>» Gateways<br>» Road Diets<br>» Bike Lanes<br>» Bicycle-Bus Lanes<br>» Buffered Bike Lanes<br>» Protected Bike Lanes |
| HIGH<br>Magnet Park<br>Citywide Park | » In-Road "Stop for Peds" Signs<br>» Mid-Block Crosswalks (uncontrolled)<br>» Chicanes<br>» Neighborhood Traffic Circles<br>» Neighborhood Greenways<br>» Marked Shared Lanes<br>» Bike Lanes<br>» Contra-flow Bike Lanes | » In-Road "Stop for Peds" Signs<br>» Raised Crosswalks or Intersections<br>» Bump Out<br>» Median Refuge Islands<br>» Mid-Block Crosswalks (uncontrolled)<br>» Rectangular Rapid Flash Beacons<br>» Chicanes<br>» Pedestrian Hybrid Beacons<br>» Road Diet<br>» Gateways<br>» Bike Lanes<br>» Bicycle-Bus Lanes<br>» Buffered Bike Lanes<br>» Protected Bike Lanes | » Raised Crosswalks or Intersections<br>» Bump Out<br>» Median Refuge Islands<br>» Rectangular Rapid Flash Beacons<br>» Pedestrian Hybrid Beacons<br>» Road Diets<br>» Gateways<br>» Bike Lanes<br>» Bicycle-Bus Lanes<br>» Buffered Bike Lanes<br>» Protected Bike Lanes |

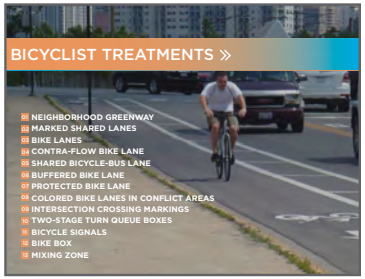
*These treatments represent a range of available facilities that can be considered for a specific context. Identification of a specific treatment as appropriate does not necessitate its application in every instance.

Link to a full list of Pedestrian, Bicyclist, Traffic Calming, or Treatments for All Contexts using the buttons at the top of the page.

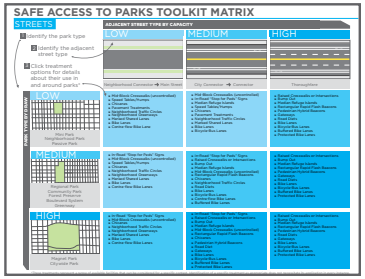
**CLICK AROUND!**
This document is ***interactive***

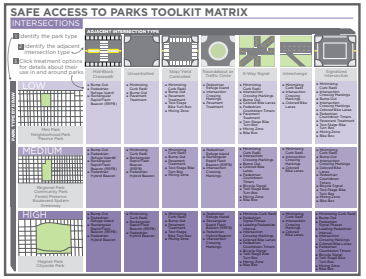




Link back to the Street or Intersection Matrices using the buttons in the lower left corner.



# GARFIELD PARK CASE STUDY

This section demonstrates how the Safe Park Access Toolkit is used to identify potential treatment solutions for improved park access to Garfield Park. An understanding of the existing park, roadway and intersection contexts helps pinpoint the range of park access solutions. Park typologies are based on the distance of a park's draw and the Low, Medium, or High draw designation corresponds with the total number of park users. Street typologies are based on roadway capacity. The existing conditions at Garfield Park allow for a wide range of possible park access improvements, as demonstrated in the highlighted cells at right.

## 1 IDENTIFY PARK CONTEXT

Garfield Park is classified as an Historic Magnet Park by the Chicago Park Department. A Magnet park is considered to be a HIGH DRAW park. Due to Garfield Park's Historic status, addtional design review is required. See *Appendix E: Historic Parks* for details about this process.

## 2 IDENTIFY STREET CONTEXT

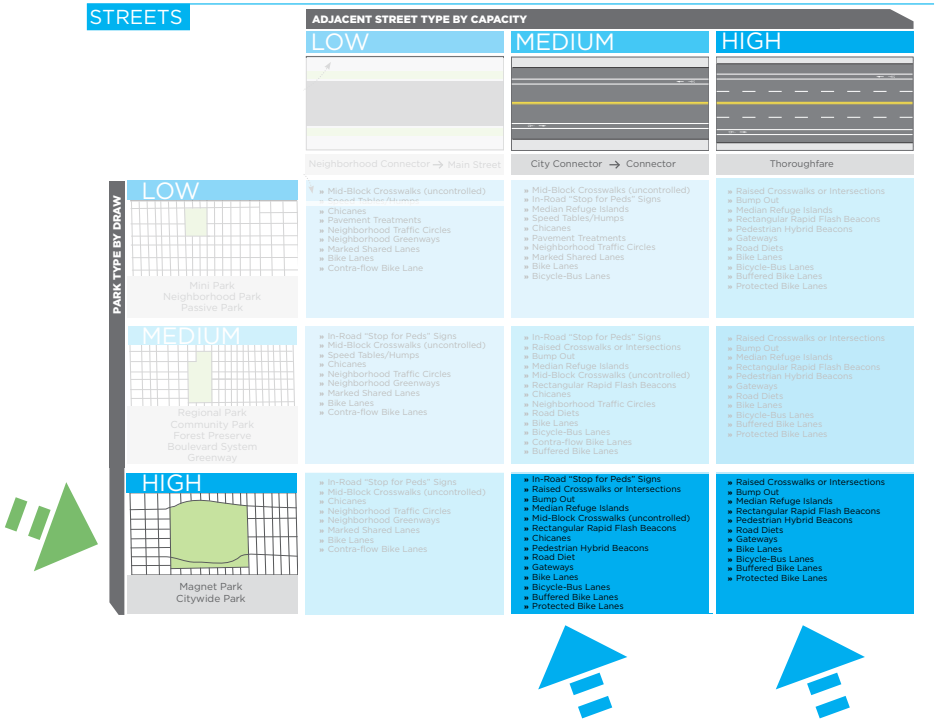
The streets that provide access to Garfield Park, Central Park Ave, Washington Blvd, Hamlin Blvd and Homan Ave are either MEDIUM or HIGH CAPACITY streets. The treatment matrix for streets is found on the following page.

## 3 IDENTIFY INTERSECTION TYPES

Intersections at the edge of the park are mainly signalized with existing crosswalks. Some intersections are controlled by stop signs. The treatment matrix for intersections is found on the following page.

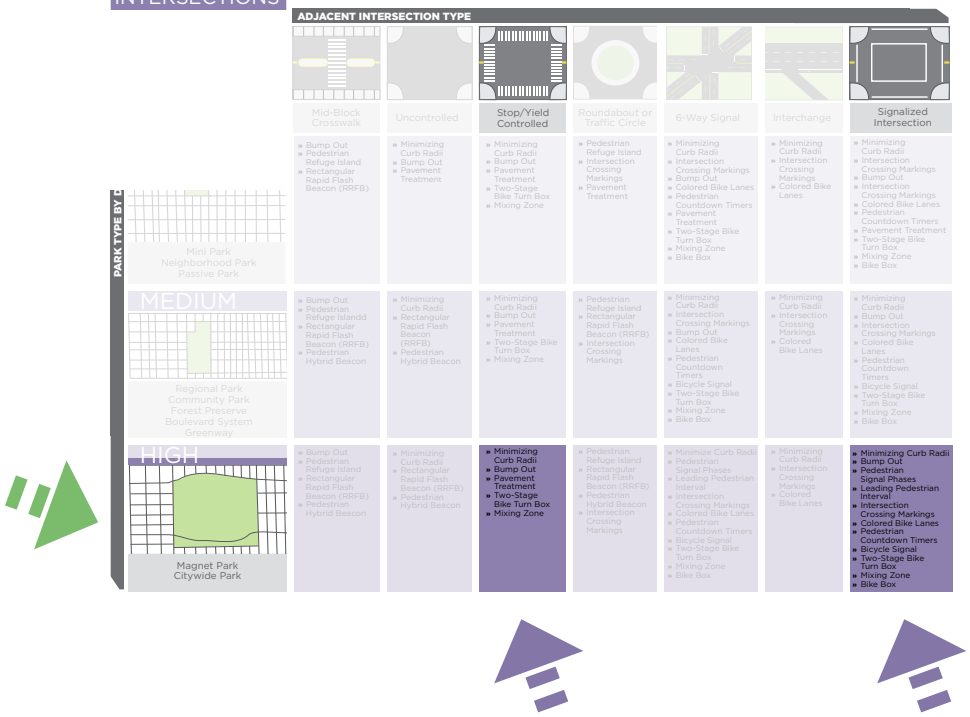
## SAFE ACCESS TO PARKS TOOLKIT MATRIX

STREETS




## SAFE ACCESS TO PARKS TOOLKIT MATRIX

INTERSECTIONS



## AVAILABLE TREATMENTS ON HIGH CAPACITY STREETS

In-Road "Stop for Peds" Signs
Raised Crosswalks or Intersections
Bump Outs
Pedestrian Refuge Islands
Mid-Block Crosswalks (uncontrolled)
Rectangular Rapid Flash Beacons
Chicanes
Pedestrian Hybrid Beacons
Road Diet
Gateways
Bike Lanes
Bicycle-Bus Lanes
Buffered Bike Lanes
Protected Bike Lanes

## AVAILABLE TREATMENTS ON MEDIUM CAPACITY STREETS

Raised Crosswalk or Intersection
Bump Outs
Pedestrian Refuge Islands
Rectangular Rapid Flash Beacons
Pedestrian Hybrid Beacons
Road Diets
Gateways
Bike Lanes
Bicycle-Bus Lanes
Buffered Bike Lanes
Protected Bike Lanes

## AVAILABLE TREATMENTS AT SIGNALIZED INTERSECTIONS

Minimizing Curb Radii
Bump Outs
Pedestrian Signal Phases
Leading Pedestrian Interval
Intersection Crossing Markings
Colored Bike Lanes
Pedestrian Countdown Timers
Bicycle Signals
Two-Stage Bike Turn Boxes
Mixing Zones
Bike Boxes

## AVAILABLE TREATMENTS AT UNSIGNALIZED INTERSECTIONS

Minimizing Curb Radii
Bump Outs
Pavement Treatments
Two-Stage Bike Turn Boxes
Mixing Zones
Bike Boxes

# SAFE ACCESS TO PARKS TOOLKIT MATRIX

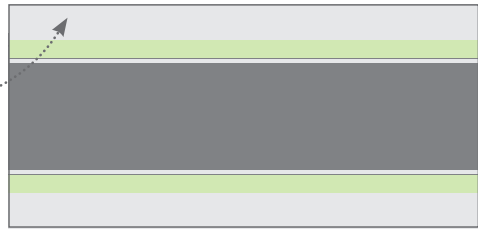
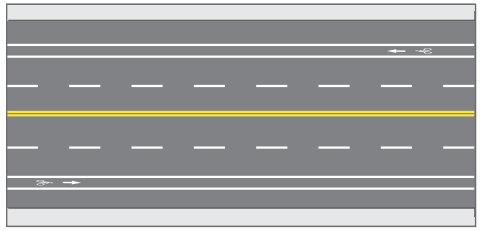
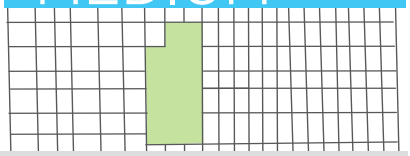
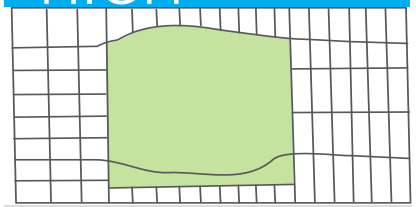
## STREETS

1 Identify the park type

2 Identify the adjacent street type

3 Click treatment options for details about their use in and around parks*

**ADJACENT STREET TYPE BY CAPACITY**

| | LOW | MEDIUM | HIGH |
|---|---|---|---|
| |  | |  |
| | Neighborhood Connector → Main Street | City Connector → Connector | Thoroughfare |
| **PARK TYPE BY DRAW** | | | |
| LOW<br> <br>Mini Park<br>Neighborhood Park<br>Passive Park | » Mid-Block Crosswalks (uncontrolled)<br>» Speed Tables/Humps<br>» Chicanes<br>» Pavement Treatments<br>» Neighborhood Traffic Circles<br>» Neighborhood Greenways<br>» Marked Shared Lanes<br>» Bike Lanes<br>» Contra-flow Bike Lane | » Mid-Block Crosswalks (uncontrolled)<br>» In-Road “Stop for Peds” Signs<br>» Pedestrian Refuge Islands<br>» Speed Tables/Humps<br>» Chicanes<br>» Pavement Treatments<br>» Neighborhood Traffic Circles<br>» Marked Shared Lanes<br>» Bike Lanes<br>» Bicycle-Bus Lanes | » Raised Crosswalks or Intersections<br>» Bump Outs<br>» Pedestrian Refuge Islands<br>» Rectangular Rapid Flash Beacons<br>» Pedestrian Hybrid Beacons<br>» Gateways<br>» Road Diets<br>» Bike Lanes<br>» Bicycle-Bus Lanes<br>» Buffered Bike Lanes<br>» Protected Bike Lanes |
| MEDIUM<br>  <br>Regional Park<br>Community Park<br>Forest Preserve<br>Boulevard System<br>Greenway | » In-Road “Stop for Peds” Signs<br>» Mid-Block Crosswalks (uncontrolled)<br>» Speed Tables/Humps<br>» Chicanes<br>» Neighborhood Traffic Circles<br>» Neighborhood Greenways<br>» Marked Shared Lanes<br>» Bike Lanes<br>» Contra-flow Bike Lanes | » In-Road “Stop for Peds” Signs<br>» Raised Crosswalks or Intersections<br>» Bump Outs<br>» Pedestrian Refuge Islands<br>» Mid-Block Crosswalks (uncontrolled)<br>» Rectangular Rapid Flash Beacons<br>» Chicanes<br>» Neighborhood Traffic Circles<br>» Road Diets<br>» Bike Lanes<br>» Bicycle-Bus Lanes<br>» Contra-flow Bike Lanes<br>» Buffered Bike Lanes | » Raised Crosswalks or Intersections<br>» Bump Outs<br>» Pedestrian Refuge Islands<br>» Rectangular Rapid Flash Beacons<br>» Pedestrian Hybrid Beacons<br>» Gateways<br>» Road Diets<br>» Bike Lanes<br>» Bicycle-Bus Lanes<br>» Buffered Bike Lanes<br>» Protected Bike Lanes |
| HIGH<br>  <br>Magnet Park<br>Citywide Park | » In-Road “Stop for Peds” Signs<br>» Mid-Block Crosswalks (uncontrolled)<br>» Chicanes<br>» Neighborhood Traffic Circles<br>» Neighborhood Greenways<br>» Marked Shared Lanes<br>» Bike Lanes<br>» Contra-flow Bike Lanes | » In-Road “Stop for Peds” Signs<br>» Raised Crosswalks or Intersections<br>» Bump Outs<br>» Pedestrian Refuge Islands<br>» Mid-Block Crosswalks (uncontrolled)<br>» Rectangular Rapid Flash Beacons<br>» Chicanes<br>» Pedestrian Hybrid Beacons<br>» Road Diet<br>» Gateways<br>» Bike Lanes<br>» Bicycle-Bus Lanes<br>» Buffered Bike Lanes<br>» Protected Bike Lanes | » Raised Crosswalks or Intersections<br>» Bump Outs<br>» Pedestrian Refuge Islands<br>» Rectangular Rapid Flash Beacons<br>» Pedestrian Hybrid Beacons<br>» Road Diets<br>» Gateways<br>» Bike Lanes<br>» Bicycle-Bus Lanes<br>» Buffered Bike Lanes<br>» Protected Bike Lanes |

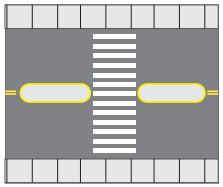
*These treatments represent a range of available facilities that can be considered for a specific context. Identification of a specific treatment as appropriate does not necessitate its application in every instance.

# SAFE ACCESS TO PARKS TOOLKIT MATRIX

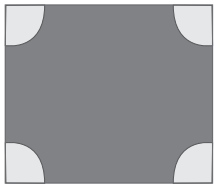
## INTERSECTIONS

1. Identify the park type
2. Identify the adjacent intersection type
3. Click treatment options for details about their use in and around parks

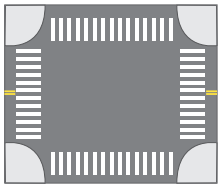
**ADJACENT INTERSECTION TYPE**



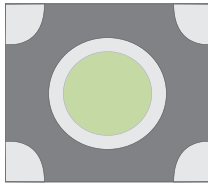
### Mid-Block Crosswalk



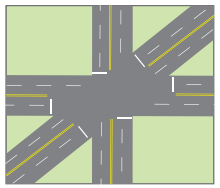
### Uncontrolled



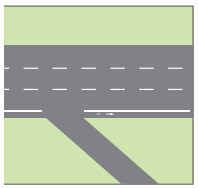
### Stop/Yield Controlled



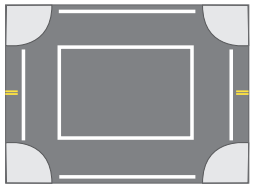
### Roundabout or Traffic Circle



### 6-Way Signal



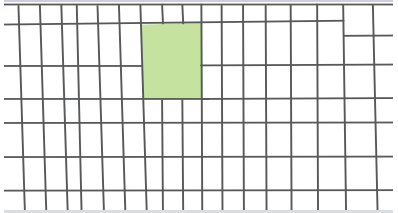
### Interchange



### Signalized Intersection

**PARK TYPE BY DRAW**

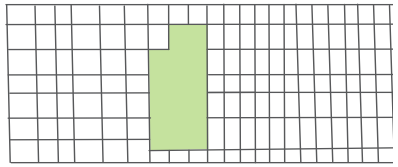
#### LOW



Mini Park
Neighborhood Park
Passive Park

| Mid-Block Crosswalk | Uncontrolled | Stop/Yield Controlled | Roundabout or Traffic Circle | 6-Way Signal | Interchange | Signalized Intersection |
|---|---|---|---|---|---|---|
| » Bump Outs<br>» Pedestrian Refuge Islands<br>» Rectangular Rapid Flash Beacons (RRFB) | » Minimizing Curb Radii<br>» Bump Outs<br>» Pavement Treatments | » Minimizing Curb Radii<br>» Bump Outs<br>» Pavement Treatments<br>» Two-Stage Bike Turn Boxes<br>» Mixing Zones | » Pedestrian Refuge Islands<br>» Intersection Crossing Markings<br>» Pavement Treatments | » Minimizing Curb Radii<br>» Intersection Crossing Markings<br>» Bump Outs<br>» Colored Bike Lanes<br>» Pedestrian Countdown Timers<br>» Pavement Treatments<br>» Two-Stage Bike Turn Boxes<br>» Mixing Zones<br>» Bike Boxes | » Minimizing Curb Radii<br>» Intersection Crossing Markings<br>» Colored Bike Lanes | » Minimizing Curb Radii<br>» Intersection Crossing Markings<br>» Bump Outs<br>» Intersection Crossing Markings<br>» Colored Bike Lanes<br>» Pedestrian Countdown Timers<br>» Pavement Treatments<br>» Two-Stage Bike Turn Boxes<br>» Mixing Zones<br>» Bike Boxes |

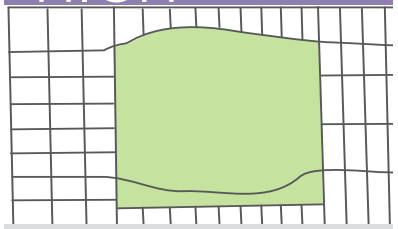
#### MEDIUM



Regional Park
Community Park
Forest Preserve
Boulevard System
Greenway

| Mid-Block Crosswalk | Uncontrolled | Stop/Yield Controlled | Roundabout or Traffic Circle | 6-Way Signal | Interchange | Signalized Intersection |
|---|---|---|---|---|---|---|
| » Bump Outs<br>» Pedestrian Refuge Islands<br>» Rectangular Rapid Flash Beacons (RRFB)<br>» Pedestrian Hybrid Beacons | » Minimizing Curb Radii<br>» Rectangular Rapid Flash Beacons (RRFB)<br>» Pedestrian Hybrid Beacons | » Minimizing Curb Radii<br>» Bump Outs<br>» Pavement Treatments<br>» Two-Stage Bike Turn Boxes<br>» Mixing Zones | » Pedestrian Refuge Islands<br>» Rectangular Rapid Flash Beacons (RRFB)<br>» Intersection Crossing Markings | » Minimizing Curb Radii<br>» Intersection Crossing Markings<br>» Bump Outs<br>» Colored Bike Lanes<br>» Pedestrian Countdown Timers<br>» Bicycle Signals<br>» Two-Stage Bike Turn Boxes<br>» Mixing Zones<br>» Bike Boxes | » Minimizing Curb Radii<br>» Intersection Crossing Markings<br>» Colored Bike Lanes | » Minimizing Curb Radii<br>» Bump Outs<br>» Intersection Crossing Markings<br>» Colored Bike Lanes<br>» Pedestrian Countdown Timers<br>» Bicycle Signals<br>» Two-Stage Bike Turn Boxes<br>» Mixing Zones<br>» Bike Boxes |

#### HIGH



Magnet Park
Citywide Park

| Mid-Block Crosswalk | Uncontrolled | Stop/Yield Controlled | Roundabout or Traffic Circle | 6-Way Signal | Interchange | Signalized Intersection |
|---|---|---|---|---|---|---|
| » Bump Outs<br>» Pedestrian Refuge Islands<br>» Rectangular Rapid Flash Beacons (RRFB)<br>» Pedestrian Hybrid Beacons | » Minimizing Curb Radii<br>» Rectangular Rapid Flash Beacons (RRFB)<br>» Pedestrian Hybrid Beacons | » Minimizing Curb Radii<br>» Bump Outs<br>» Pavement Treatments<br>» Two-Stage Bike Turn Boxes<br>» Mixing Zones | » Pedestrian Refuge Islands<br>» Rectangular Rapid Flash Beacons (RRFB)<br>» Pedestrian Hybrid Beacons<br>» Intersection Crossing Markings | » Minimize Curb Radii<br>» Pedestrian Signal Phases<br>» Leading Pedestrian Intervals<br>» Intersection Crossing Markings<br>» Colored Bike Lanes<br>» Pedestrian Countdown Timers<br>» Bicycle Signals<br>» Two-Stage Bike Turn Boxes<br>» Mixing Zone<br>» Bike Boxes | » Minimizing Curb Radii<br>» Intersection Crossing Markings<br>» Colored Bike Lanes | » Minimizing Curb Radii<br>» Bump Outs<br>» Pedestrian Signal Phases<br>» Leading Pedestrian Intervals<br>» Intersection Crossing Markings<br>» Colored Bike Lanes<br>» Pedestrian Countdown Timers<br>» Bicycle Signals<br>» Two-Stage Bike Turn Boxes<br>» Mixing Zones<br>» Bike Boxes |

# PEDESTRIAN TREATMENTS »

01 MINIMIZING CURB RADII
02 BUMP OUTS
03 MID-BLOCK CROSSWALK
04 IN-ROAD STATE LAW “STOP FOR PEDESTRIANS” SIGNS
05 PEDESTRIAN REFUGE ISLAND
06 RAISED CROSSWALK
07 RECTANGULAR RAPID FLASH BEACONS
08 PEDESTRIAN HYBRID BEACON
09 PEDESTRIAN COUNTDOWN TIMERS
10 LEADING PEDESTRIAN INTERVAL
11 PEDESTRIAN ONLY SIGNAL PHASE

# 01 MINIMIZING CURB RADII

COST: $$

PEDESTRIAN TREATMENTS » BICYCLIST TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

MINIMIZING CURB RADII provides more pedestrian area at the corner for curb ramps and waiting. Reducing curb radii at intersections near parks will help improve the overall pedestrian environment by reducing motor vehicle turning speeds and decreasing the crossing distance.

## TREATMENT IMPACT

- ● Helps reduce motor vehicle travel speeds
- ● Decreases pedestrian crossing distance
- ◒ Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ○ Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

A tight curb radius keeps motor vehicle turn speeds low at an intersection with marked crosswalks

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 02 BUMP-OUTS

COST: $$

PEDESTRIAN TREATMENTS » BICYCLIST TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

BUMP OUTS minimize pedestrian exposure by shortening crossing distance and giving pedestrians a better chance to see and be seen. They are appropriate for any crosswalk where it is desirable to shorten the crossing distance and there is a parking lane adjacent to the curb. Reducing crossing distances is especially important at park entrances that children and the elderly often access.

## TREATMENT IMPACT

- ◒ Helps reduce motor vehicle travel speeds
- ● Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ◒ Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

A bump out combined with a bioswale improves pedestrian visibility and comfort while filtering stormwater

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| » LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| » LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- » Stop/Yield Controlled
- Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 03 MID-BLOCK CROSSWALK (uncontrolled)

COST: $$

PEDESTRIAN TREATMENTS » BICYCLIST TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

**MID-BLOCK CROSSWALKS** provide a designated crossing opportunity where many people want to cross but intersections are spaced far apart. These facilities use a high visibility crosswalk and warning signs to inform drivers of the approaching crossing. Mid-block crosswalks may be used where park entrances are not located at an intersection.

## TREATMENT IMPACT

- ◒ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ◒ Increases motorist yield behavior
- ● Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

photo credit // Michelle Stenzel

A mid-block crosswalk improves a crossing for pedestrians between intersections

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 04 IN-ROAD STATE LAW "STOP FOR PEDESTRIANS" SIGNS

COST: $

PEDESTRIAN TREATMENTS » BICYCLIST TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

**IN-ROAD STATE LAW "STOP FOR PEDESTRIANS" SIGNS** are flexible plastic "paddle" signs installed in the center of a roadway to enhance a crosswalk at an uncontrolled crosswalk. At park entrances with heavy pedestrian use in-road pedestrian signs can help improve motorist yield behavior by reinforcing the law.

## TREATMENT IMPACT

- ◒ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ● Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

In-road state law stop for pedestrian signs improve motorist yield behavior

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- » Roundabout or Traffic Circle
- Stop/Yield Controlled
- » Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 05 PEDESTRIAN REFUGE ISLAND

COST: $$$

PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

**PEDESTRIAN REFUGE ISLANDS** help facilitate safe access to parks by allowing pedestrians to cross one direction of traffic at a time. The refuge, located between lanes of opposing traffic, also helps to minimize pedestrian exposure by shortening the crossing distance and providing a comfortable space for individuals to wait for a gap in traffic.

## TREATMENT IMPACT

- ◒ Helps reduce motor vehicle travel speeds
- ● Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ◒ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ● Increases separation between motorists and pedestrians
- ◒ Increases separation between motorists and bicyclists
- ◒ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

Pedestrian Refuge Island and "stop for pedestrians" sign at Humboldt Boulevard provides safe and comfortable pedestrian access to Humboldt Park

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- Interchange
- 6-way Signal
- » Roundabout or Traffic Circle
- » Stop/Yield Controlled
- Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 06 RAISED CROSSWALK

COST: $$$

PEDESTRIAN TREATMENTS » BICYCLIST TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

RAISED CROSSWALKS are designed to heighten driver awareness of pedestrian crossings and assign priority to pedestrians. The raised crosswalk also helps to reduce motor vehicle speeds, which increases motorist yield behavior. Raised crosswalks at park entrances can significantly improve the pedestrian crossing experience.

## TREATMENT IMPACT

- ● Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ◒ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ● Increases separation between motorists and pedestrians
- ◒ Increases separation between motorists and bicyclists
- ◒ Reduces cut-through motor vehicle traffic
- ◒ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

A raised crosswalk at a mid-block crossing reduces motor vehicle speeds on the approach

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- » Stop/Yield Controlled
- Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 07 RECTANGULAR RAPID FLASH BEACON

**COST: $-$$**

PEDESTRIAN TREATMENTS » BICYCLIST TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

RECTANGULAR RAPID FLASH BEACONS (RRFBs) are an active warning beacon that is designed to alert motorists to the presence of a pedestrian waiting to cross. RRFB's are activated by a pedestrian via a push button mounted on a post. The amber lights in an RRFB are high-intensity, similar to those used on emergency vehicles and the flashing pattern is irregular to better attract motorists' attention.

## TREATMENT IMPACT

- ◒ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ◒ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ● Increases separation between motorists and pedestrians
- ◒ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

The amber lights on an RRFB flash in an erratic pattern to increase yielding

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 08 PEDESTRIAN HYBRID BEACON

COST: $$$

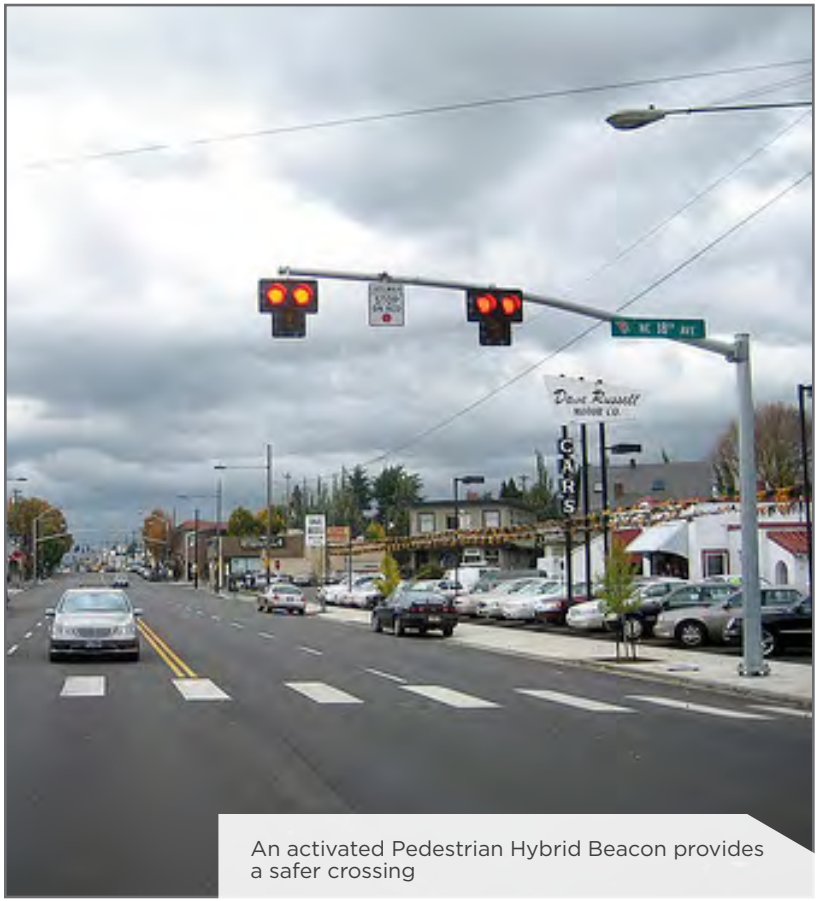
PEDESTRIAN TREATMENTS » BICYCLIST TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

PEDESTRIAN HYBRID BEACONS are demand-responsive pedestrian or bicycle signals commonly used to assist in crossing high traffic volume streets. For the demand-responsive signal, a push button or imbedded loop detector actuates the pedestrian/bicycle phase. A Pedestrian Hybrid Beacon is a combination of a beacon flasher and traffic control signaling technique for marked crossings. The beacon signal consists of a traffic signal head with a red-yellow-red lens. The unit is off until activated.

## TREATMENT IMPACT

- ○ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ● Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ● Increases separation between motorists and pedestrians
- ● Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ● Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact




An activated Pedestrian Hybrid Beacon provides a safer crossing

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- » Roundabout or Traffic Circle
- Stop/Yield Controlled
- » Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 09 PEDESTRIAN COUNTDOWN TIMERS

COST: $-$$

PEDESTRIAN TREATMENTS » BICYCLIST TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

PEDESTRIAN COUNTDOWN SIGNALS are particularly valuable for pedestrians, as they indicate how much time is left to cross the street before the pedestrian phase ends. All traffic signals should be equipped with pedestrian signal indications except where pedestrian crossing is prohibited by signage.

## TREATMENT IMPACT

- ○ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ◒ Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ◒ Increases motorist yield behavior
- ◒ Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

Pedestrian countdown signal heads allow pedestrians to make an informed decision about how much time is left to cross the street

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 10 LEADING PEDESTRIAN INTERVAL

COST: $

PEDESTRIAN TREATMENTS » BICYCLIST TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

LEADING PEDESTRIAN INTERVALS (LPIs) are commonly used at intersections where there are conflicts between turning vehicles and pedestrians. At an LPI, pedestrians are given a "walk" designation a few seconds before the green phase begins, increasing their visibility in the crosswalk.

## TREATMENT IMPACT

- ○ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ● Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

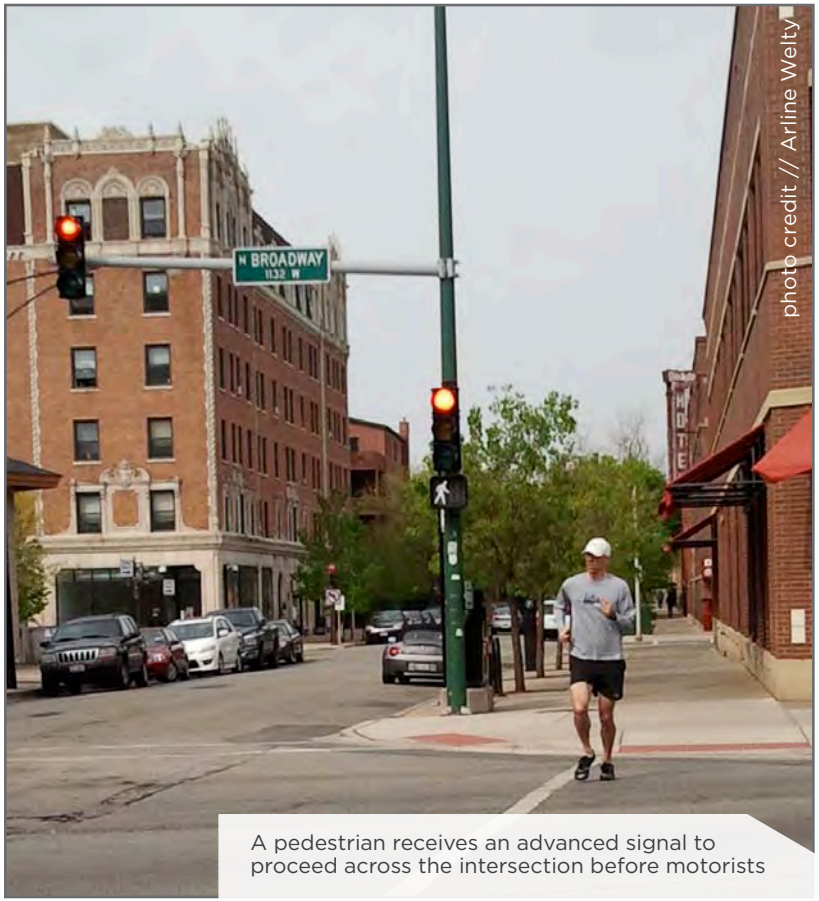



photo credit // Arline Welty

A pedestrian receives an advanced signal to proceed across the intersection before motorists

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- Interchange
- » 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 11 PEDESTRIAN ONLY SIGNAL PHASE

COST: $$

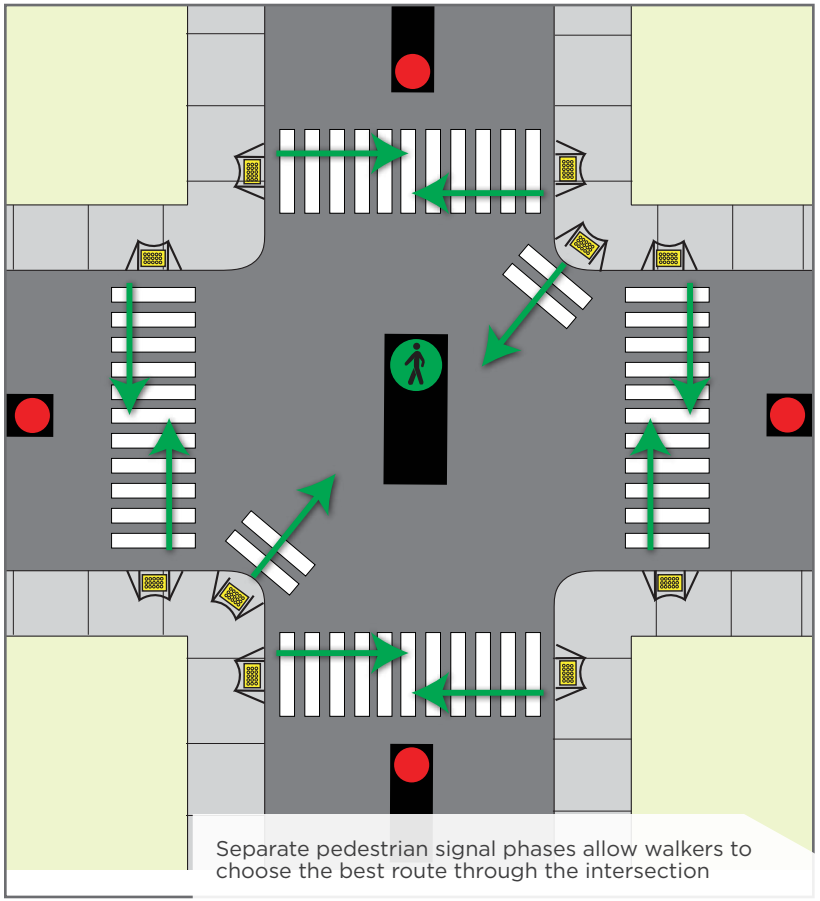


PEDESTRIAN ONLY SIGNAL PHASES are typically used in areas with very heavy pedestrian traffic, such as the entrance to Buckingham Fountain. An all-pedestrian signal phase gives pedestrians free passage to move straight or diagonally through the intersection while all motor vehicle traffic movements are stopped.

## TREATMENT IMPACT

- Helps reduce motor vehicle travel speeds
- Decreases pedestrian crossing distance
- Increases pedestrian visibility
- Increases bicyclist visibility
- Creates a public space for social activity and play
- Increases motorist yield behavior
- Increases separation between motorists and pedestrians
- Increases separation between motorists and bicyclists
- Reduces cut-through motor vehicle traffic
- Reduces motor vehicle traffic volumes
- Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact



Separate pedestrian signal phases allow walkers to choose the best route through the intersection

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- Interchange
- » 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# BICYCLIST TREATMENTS »

01 NEIGHBORHOOD GREENWAY
02 MARKED SHARED LANES
03 BIKE LANES
04 CONTRA-FLOW BIKE LANE
05 SHARED BICYCLE-BUS LANE
06 BUFFERED BIKE LANE
07 PROTECTED BIKE LANE
08 COLORED BIKE LANES IN CONFLICT AREAS
09 INTERSECTION CROSSING MARKINGS
10 TWO-STAGE TURN QUEUE BOXES
11 BICYCLE SIGNALS
12 BIKE BOX
13 MIXING ZONE

# 01 NEIGHBORHOOD GREENWAY

**COST: $-$$-$$$**

BICYCLIST TREATMENTS » PEDESTRIAN TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

NEIGHBORHOOD GREENWAYS are low-volume streets where motorists and bicyclists share the same space. However, traffic calming and other treatments along the corridor optimize these streets for pedestrian and bicycle travel by reducing vehicle speeds and volumes. This creates a more comfortable environment for all users. Neighborhood greenways may be most appropriate at parks where access is provided via low local traffic streets.

## TREATMENT IMPACT

- ● Helps reduce motor vehicle travel speeds
- ◒ Decreases pedestrian crossing distance
- ◒ Increases pedestrian visibility
- ◒ Increases bicyclist visibility
- ● Creates a public space for social activity and play
- ◒ Increases motorist yield behavior
- ◒ Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ● Reduces cut-through motor vehicle traffic
- ● Reduces motor vehicle traffic volumes
- ● Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

Neighborhood Greenways prioritize pedestrian and bicycle travel over other modes

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| » LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| » LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection (see Streets for Cycling 2020 Facilities Guide for additional guidance)
- Interchange
- 6-way Signal
- » Roundabout or Traffic Circle
- » Stop/Yield Controlled
- Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 02 MARKED SHARED LANES

COST: $

BICYCLIST TREATMENTS » PEDESTRIAN TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

MARKED SHARED LANES delineate specifically where bicyclists should operate within a shared vehicle/bicycle travel lane. Park entrances adjacent to streets can gain improved bicyclist access through shared lane markings where a conventional bike lane may not fit.

## TREATMENT IMPACT

- ◒ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ◒ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ○ Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ◒ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ◒ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

Marked shared lanes indicate where bicyclists should ride in the travel lane - a safe distance from the parking lane

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| » LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| » LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- Interchange
- » 6-way Signal
- » Roundabout or Traffic Circle
- » Stop/Yield Controlled
- » Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 03 BIKE LANES

COST: $

BICYCLIST TREATMENTS » PEDESTRIAN TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

BIKE LANES are designated exclusively for bicycle travel. Bike lanes are separated from vehicle travel lanes with striping and pavement stencils. Bike lanes are most appropriate on arterial and collector streets where higher traffic volumes and speeds warrant separation. Bike lanes increase bicyclists' comfort and reduce wrong-way riding.

## TREATMENT IMPACT

- Helps reduce motor vehicle travel speeds
- Decreases pedestrian crossing distance
- Increases pedestrian visibility
- Increases bicyclist visibility
- Creates a public space for social activity and play
- Increases motorist yield behavior
- Increases separation between motorists and pedestrians
- Increases separation between motorists and bicyclists
- Reduces cut-through motor vehicle traffic
- Reduces motor vehicle traffic volumes
- Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

photo credit // Michelle Stenzel

Bike lanes provide separation from vehicles on the way to parks

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 04 CONTRA-FLOW BIKE LANE

COST: $

BICYCLIST TREATMENTS » PEDESTRIAN TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

CONTRA-FLOW BIKE LANES provide two-way travel for bicyclists along a roadway that is one-way for automobile traffic. This treatment can provide direct access and connectivity for bicyclists, avoiding detours and reducing travel distances for cyclists. Contra-flow bike lanes can provide access to park entrances that may be otherwise difficult to access by bike.

## TREATMENT IMPACT

- ◒ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ◒ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ○ Increases motorist yield behavior
- ◒ Increases separation between motorists and pedestrians
- ◒ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ◒ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

A contra-flow bike lane provides access to a park where few existing alternative routes exist

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| » LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| » LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- Interchange
- » 6-way Signal
- Roundabout or Traffic Circle
- » Stop/Yield Controlled
- » Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 05 SHARED BICYCLE-BUS LANES

COST: $

BICYCLIST TREATMENTS » PEDESTRIAN TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

SHARED BICYCLE-BUS LANES are used where width is available for a bus lane, but not a bus and bike lane. This treatment provides a dedicated space for both bicycles and buses outside of the motor vehicle travel lane. The facility may be most appropriate on streets adjacent to parks where there is a constrained right-of-way and existing priority transit service.

## TREATMENT IMPACT

- ○ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ◒ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ○ Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ◒ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ◒ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

photo credit // Michelle Stenzel

A shared bicycle-bus lane in operation on a bus mall provides an important connection when space does not permit separate lanes

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- » Interchange
- » 6-way Signal
- Roundabout or Traffic Circle
- » Stop/Yield Controlled
- » Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 06 BUFFERED BIKE LANE

COST: $$

BICYCLIST TREATMENTS » PEDESTRIAN TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

BUFFERED BIKE LANES are designed to increase the space between the bike lane and the travel lane or parking lane. Bike lanes on high-volume or high-speed roadways can be dangerous or uncomfortable for cyclists, as automobiles pass or are parked too close to bicyclists. Adding a 2' to 3' painted buffer to a standard bike lane helps increase bicycle user comfort and safety.

## TREATMENT IMPACT

- ● Helps reduce motor vehicle travel speeds
- ◒ Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ◒ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ◒ Increases separation between motorists and pedestrians
- ● Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ● Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

This buffered bike lane on Lake near Central Park helps bicyclists feel more comfortable

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- » Interchange
- » 6-way Signal
- Roundabout or Traffic Circle
- » Stop/Yield Controlled
- » Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 07 PROTECTED BIKE LANE

COST: $$-$$$

BICYCLIST TREATMENTS » PEDESTRIAN TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

PROTECTED BIKE LANES are on-street bikeway facilities that provide the safety and comfort of a bicycle path within the road right-of-way. Added protection, in the form of a physical barrier, separates motor vehicles and bicyclists where travel speeds and/or motor vehicle traffic volumes are high. This type of facility appeals to a wider range of bicycle users than a conventional bike lane.

## TREATMENT IMPACT

- ● Helps reduce motor vehicle travel speeds
- ◒ Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ◒ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ◒ Increases separation between motorists and pedestrians
- ● Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ● Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

A protected bike lane provides quality bicycle access.

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- » Interchange
- » 6-way Signal
- Roundabout or Traffic Circle
- » Stop/Yield Controlled
- » Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)

TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 08 COLORED BIKE LANES (only conflict areas)

COST: $-$$

BICYCLIST TREATMENTS » PEDESTRIAN TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

**COLORED BIKE LANES** are used in conflict areas where motorists and cyclists must cross each other's path (e.g., at intersections or merge areas). The colored pavement typically extends through the entire bicycle/vehicle conflict zone (e.g., through the entire intersection, or through the transition zone where motorists cross a bike lane to enter a dedicated right turn lane). On heavily trafficked routes to parks, colored bike lanes increase motorists' awareness of bicyclists.

## TREATMENT IMPACT

- ◒ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ● Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ● Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ● Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

Green pavement markings indicate the conflict zone between bicyclists and motorists

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| » LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| » LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- » Interchange
- » 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 09 INTERSECTION CROSSING MARKINGS

COST: $-$$

BICYCLIST TREATMENTS » PEDESTRIAN TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

**INTERSECTION CROSSING MARKINGS** delineate the path that bicyclists should take through an intersection or across a driveway or ramp. At large or complex intersections adjacent to parks, these facilities provide cues for correct bicycle positioning, reduce conflicts between pedestrians and cyclists, and increase driver awareness of bicyclists.

## TREATMENT IMPACT

- ○ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ● Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ● Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

Intersection crossing markings provide a continuous bikeway at intersections

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| » LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- » Interchange
- » 6-way Signal
- » Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 10 TWO-STAGE TURN QUEUE BOXES

COST: $

BICYCLIST TREATMENTS » PEDESTRIAN TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

**TWO-STAGE TURN QUEUE BOXES** allow bicyclists to better navigate left or right turns at intersections, which are often difficult in heavy vehicle traffic. Parks that must be accessed by a left or right turn across multiple lanes would benefit from the placement of a dedicated turn box at the intersection. Bicyclists will make the turn in two stages.

## TREATMENT IMPACT

- ○ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ◒ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ○ Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ◒ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ● Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

The existing crosswalk was realigned to make room for this right-turn box at a busy intersection

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- Interchange
- » 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 11 BICYCLE SIGNALS

**COST: $$-$$$**

BICYCLIST TREATMENTS » PEDESTRIAN TREATMENTS | TRAFFIC CALMING | ALL CONTEXTS

**BICYCLE SIGNALS** can be used to provide additional guidance to bicyclists and other roadway users. At some intersections bicyclists have different needs than other roadway users (e.g. bicycle only movements; conflicts with motorists, transit, or pedestrians). In these areas, bicycle signals are used in combination with conventional traffic signals and use standard green, yellow, red lenses with the addition of a bicycle stencil. Busy or complex intersections near parks may benefit from separate bicycle phases indicated through a bicycle signal.

## TREATMENT IMPACT

| | |
|---|---|
| ○ | Helps reduce motor vehicle travel speeds |
| ○ | Decreases pedestrian crossing distance |
| ○ | Increases pedestrian visibility |
| ◒ | Increases bicyclist visibility |
| ○ | Creates a public space for social activity and play |
| ◒ | Increases motorist yield behavior |
| ● | Increases separation between motorists and pedestrians |
| ● | Increases separation between motorists and bicyclists |
| ○ | Reduces cut-through motor vehicle traffic |
| ○ | Reduces motor vehicle traffic volumes |
| ● | Improves bicyclist navigation |

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

A separate bicycle signal phase allows bicyclists to move without conflict with motor vehicles

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

| | |
|---|---|
| » | Signalized Intersection |
| | Interchange |
| » | 6-way Signal |
| | Roundabout or Traffic Circle |
| | Stop/Yield Controlled |
| | Uncontrolled |
| | Mid-block Crosswalk |

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# BIKE BOXES

COST: $$



BIKE BOXES create a more comfortable and safe environment for cyclists by increasing their visibility to motorists and providing them a way to get ahead of queued traffic. This facility moves back the stop bar for vehicles at signalized intersections in order to create a designated area for bicyclists to wait during the red signal phase. Bike boxes are especially effective at reducing right-hook conflicts and help transit drivers see queuing bicyclists better.

## TREATMENT IMPACT

- ◒ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ◒ Increases pedestrian visibility
- ● Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ◒ Increases separation between motorists and pedestrians
- ● Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ● Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

Bike boxes provide a safer place to wait at traffic signals

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| » LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- Interchange
- » 6-way Signal
- Roundabout or Traffic Circle
- » Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# MIXING ZONES

COST: $$



MIXING ZONES are used where a protected bicycle lane merges with a motor vehicle turn lane. Pavement markings are used to assign priority to bicyclists through the mixing zone. This treatment reduces vehicle speeds on the intersection approach and helps create predictable movements between motorists and bicyclists.

## TREATMENT IMPACT

- ● Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ◒ Increases pedestrian visibility
- ● Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ◒ Increases separation between motorists and pedestrians
- ◒ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ● Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

photo credit // NACTO Urban Bikeway Design Guide

Mixing zones alert bicyclists and motorists to potential conflicts.

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Streets for Cycling Plan 2020 Facilities Guide (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# TRAFFIC CALMING »

01 SPEED TABLES/HUMPS
02 CHICANES
03 NEIGHBORHOOD TRAFFIC CIRCLES
04 PAVEMENT TREATMENTS
05 ROAD DIETS
06 GATEWAYS

# 01 SPEED TABLES/HUMPS

**COST: $$**

TRAFFIC CALMING » PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | ALL CONTEXTS

SPEED TABLES/HUMPS are rounded raised areas of the pavement requiring approaching motor vehicles to reduce speed. These devices also discourage through vehicle travel on a street when a parallel route exists. Maintaining lower vehicle speeds on routes to parks improves the overall pedestrian and bicycle environment.

## TREATMENT IMPACT

- ● Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ◒ Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ◒ Reduces cut-through motor vehicle traffic
- ● Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

Speed tables and humps increase safety by reducing vehicle speeds

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| » LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 02 CHICANES

COST: $$

TRAFFIC CALMING

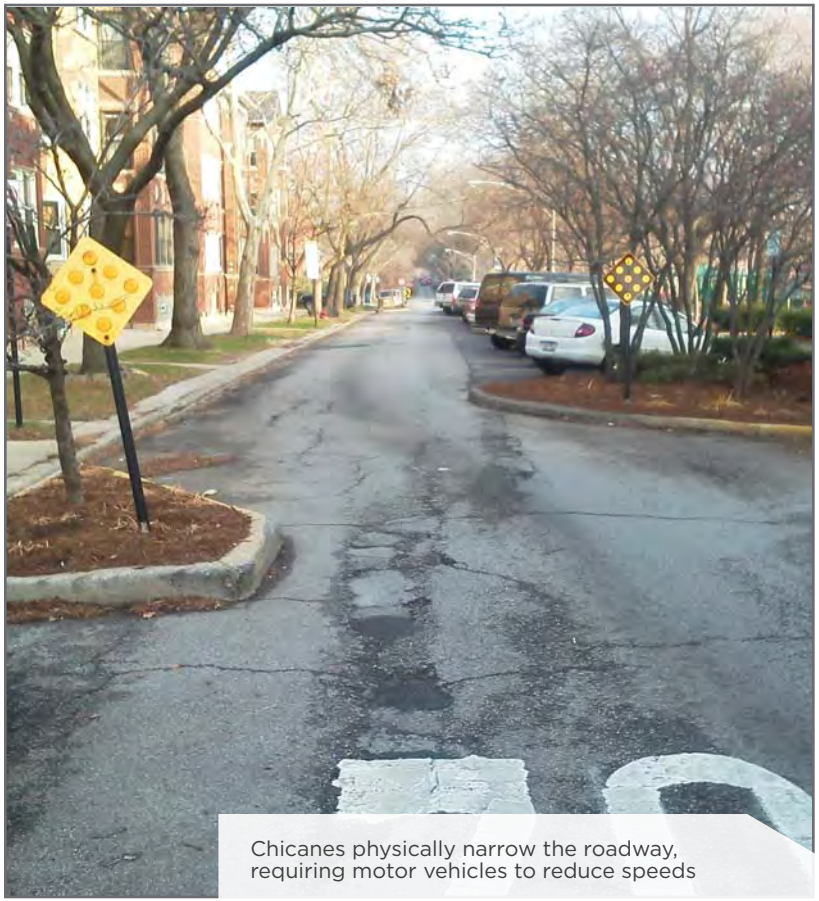
PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | ALL CONTEXTS

CHICANES are a series of raised or delineated curb extensions on alternating sides of a street forming an S-shaped curb, which reduce vehicle speeds through narrowed travel lanes. Internal park streets or adjacent low capacity streets with speeding issues may benefit from the installation of chicanes.

## TREATMENT IMPACT

- ● Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ◒ Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ● Reduces cut-through motor vehicle traffic
- ● Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact



Chicanes physically narrow the roadway, requiring motor vehicles to reduce speeds

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 03 NEIGHBORHOOD TRAFFIC CIRCLES

COST: $$

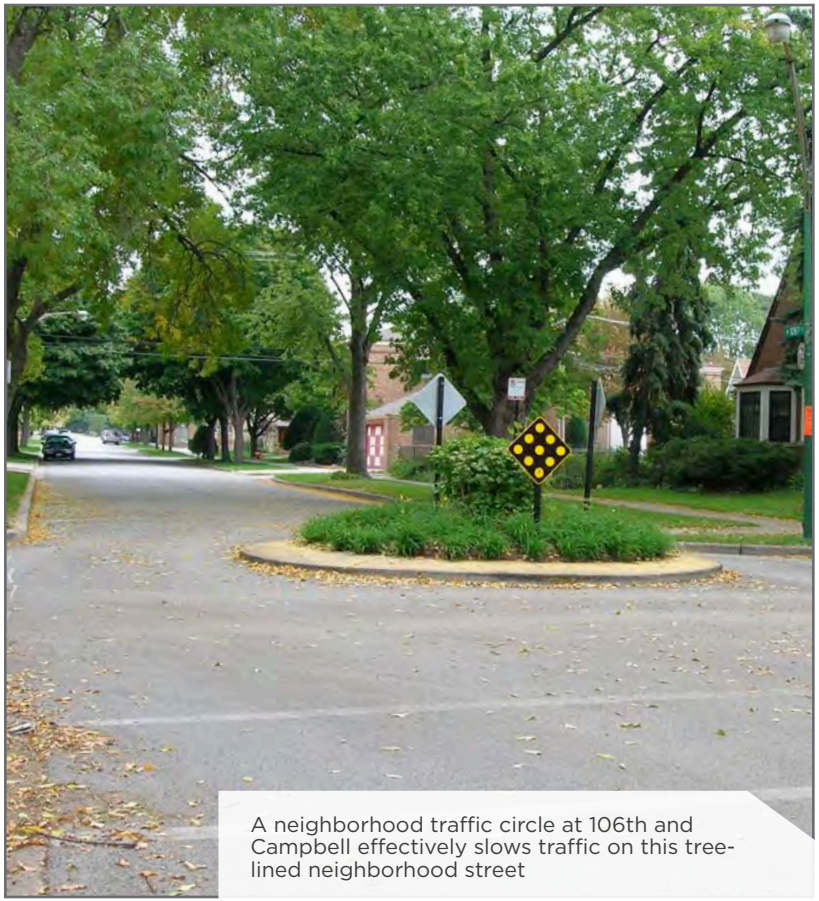
TRAFFIC CALMING | PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | ALL CONTEXTS

NEIGHBORHOOD TRAFFIC CIRCLES are raised or delineated islands placed at intersections, reducing vehicle speeds through tighter turning radii and narrowed vehicle travel lanes. These devices can effectively slow vehicle traffic while allowing all turning movements at an intersection. Where main park entrances are at an unsignalized intersection, neighborhood traffic circles can create more comfortable crossing for all users, increasing the likelihood of motorists to stop for crossing pedestrians without requiring a stop when no pedestrians are present.

## TREATMENT IMPACT

- ● Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ◒ Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ● Reduces cut-through motor vehicle traffic
- ● Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact



A neighborhood traffic circle at 106th and Campbell effectively slows traffic on this tree-lined neighborhood street

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| » LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| » LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- » Roundabout or Traffic Circle
- » Stop/Yield Controlled
- » Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 04 PAVEMENT TREATMENTS

COST: $$

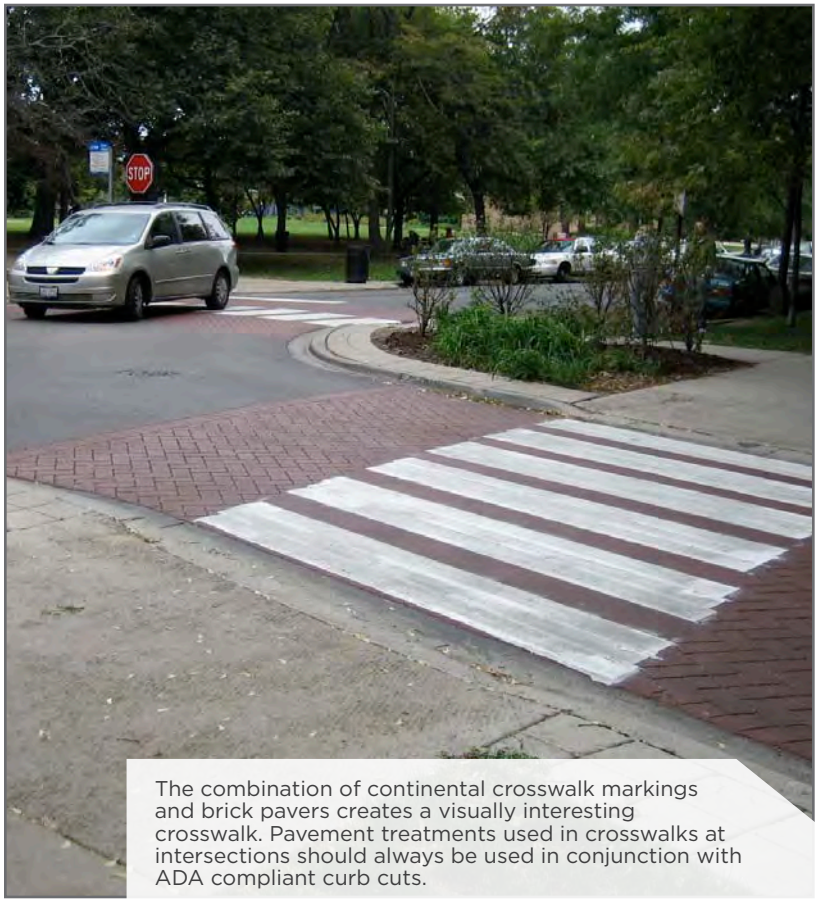
TRAFFIC CALMING | PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | ALL CONTEXTS

**PAVEMENT TREATMENTS** consist of colored pavers, imprinted asphalt, or other adhesive patterns to provide added emphasis at intersections. Intersections that also serve as gateways to neighborhoods, parks, schools, or commercial centers are common recipients of this type of treatment. Pavement treatments can act as a traffic calming device and also enhance the look and feel of an intersection.

## TREATMENT IMPACT

- ◒ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ● Increases motorist yield behavior
- ● Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ◒ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact




The combination of continental crosswalk markings and brick pavers creates a visually interesting crosswalk. Pavement treatments used in crosswalks at intersections should always be used in conjunction with ADA compliant curb cuts.

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 05 ROAD DIET

COST: $$$

TRAFFIC CALMING | PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | ALL CONTEXTS

ROAD DIETS typically require narrowing travel lanes or removing a parking lane or motor vehicle travel lane to add bikeways. More narrow, or fewer lanes also have a traffic calming effect on the street, which improves pedestrian comfort. Parks with streets that are built to a higher capacity than there is existing demand for may be good candidates for a road diet.

## TREATMENT IMPACT

| | |
|---|---|
| ● | Helps reduce motor vehicle travel speeds |
| ◒ | Decreases pedestrian crossing distance |
| ◒ | Increases pedestrian visibility |
| ◒ | Increases bicyclist visibility |
| ◒ | Creates a public space for social activity and play |
| ◒ | Increases motorist yield behavior |
| ◒ | Increases separation between motorists and pedestrians |
| ● | Increases separation between motorists and bicyclists |
| ◒ | Reduces cut-through motor vehicle traffic |
| ◒ | Reduces motor vehicle traffic volumes |
| ◒ | Improves bicyclist navigation |

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

The Humboldt Park Road Diet allowed for the placement of a median refuge island crossing

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- » Signalized Intersection
- » Interchange
- » 6-way Signal
- » Roundabout or Traffic Circle
- » Stop/Yield Controlled
- » Uncontrolled
- » Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 06 GATEWAYS

**COST: $$**

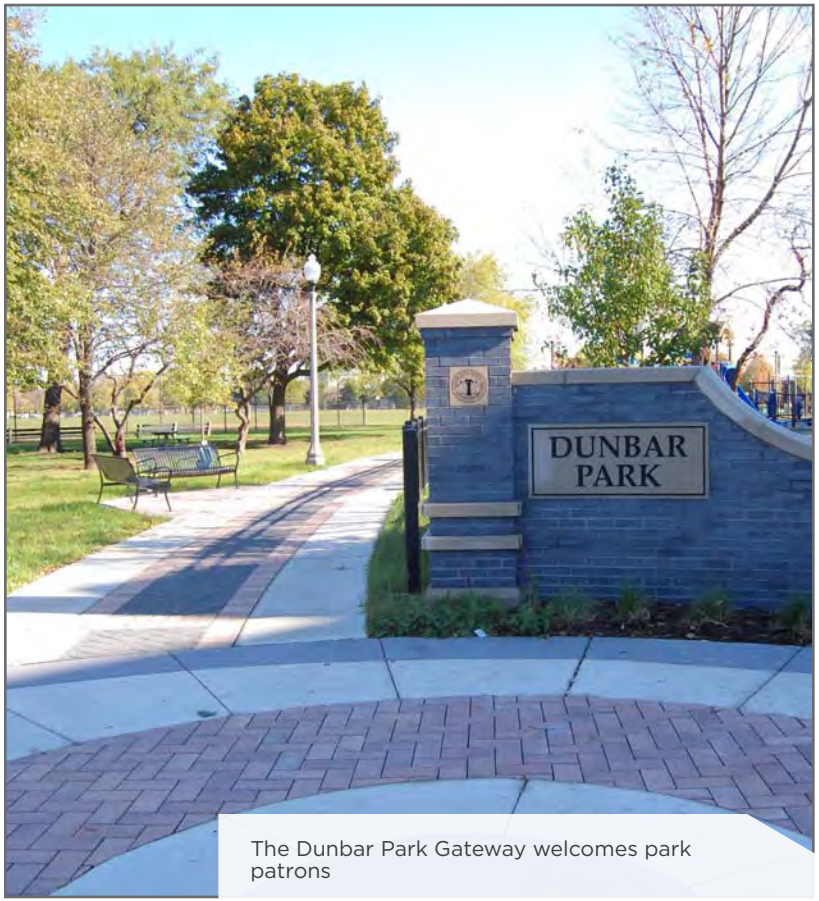
TRAFFIC CALMING | PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | ALL CONTEXTS

GATEWAYS visually enhance the street and clearly demarcate the entrance to a neighborhood, commercial center, park or school. The elements that are used to create a gateway vary widely because they often incorporate signage and street art that captures the spirit and values of the place being entered. However, gateways will always have some kind of traffic calming associated with them. Parks with rich historical, regional, or community importance may benefit from the development of a gateway.

## TREATMENT IMPACT

| | |
|---|---|
| ● | Helps reduce motor vehicle travel speeds |
| ◒ | Decreases pedestrian crossing distance |
| ● | Increases pedestrian visibility |
| ◒ | Increases bicyclist visibility |
| ● | Creates a public space for social activity and play |
| ◒ | Increases motorist yield behavior |
| ◒ | Increases separation between motorists and pedestrians |
| ◒ | Increases separation between motorists and bicyclists |
| ◒ | Reduces cut-through motor vehicle traffic |
| ◒ | Reduces motor vehicle traffic volumes |
| ◒ | Improves bicyclist navigation |

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact




The Dunbar Park Gateway welcomes park patrons

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| » MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| » HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| » MED CAPACITY | Connector |
| » HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

| | |
|---|---|
| » | Signalized Intersection |
| | Interchange |
| | 6-way Signal |
| » | Roundabout or Traffic Circle |
| » | Stop/Yield Controlled |
| | Uncontrolled |
| | Mid-block Crosswalk |

## ADDITIONAL RESOURCES

Chicago Pedestrian Master Plan Design Guidelines (2012)

CDOT Streetscape Design Guidelines

Chicago Complete Streets Design Manual



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

photo credit // Gordon Walek

**Temporary street closures can link parks and connect people**

# ALL CONTEXTS »

01 BIKE PARKING
02 PARKING CONTROL/CORNER CLEARANCE
03 SIDEWALKS
04 PEDESTRIAN AMENITIES
05 PEDESTRIANS AT TRANSIT STOPS
06 HIGH VISIBILITY CROSSWALKS
07 STREET TREES

# 01 BIKE PARKING

COST: $

ALL CONTEXTS

PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | TRAFFIC CALMING

BIKE PARKING at parks encourages visitors to ride their bikes to access the park. Providing secure and abundant bike parking options inside parks allows visitors to enjoy their desired park activities free from worry about theft and vandalism to their bicycle. On-street bike corral parking may also be considered in areas of commercial activity that are on the park's periphery, or where space within the park is constrained. Bike parking should be provided as close to park amenities and destinations as possible. Care should be taken to ensure that proper sidewalk clearance is maintained adjacent to bike parking.

## TREATMENT IMPACT

- ○ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ○ Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ● Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

Designated bike parking encourages riders to park out of the way of other patrons

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

APBP Bike Parking Guidelines

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 02 PARKING CONTROL/CORNER CLEARANCE

COST: $

ALL CONTEXTS

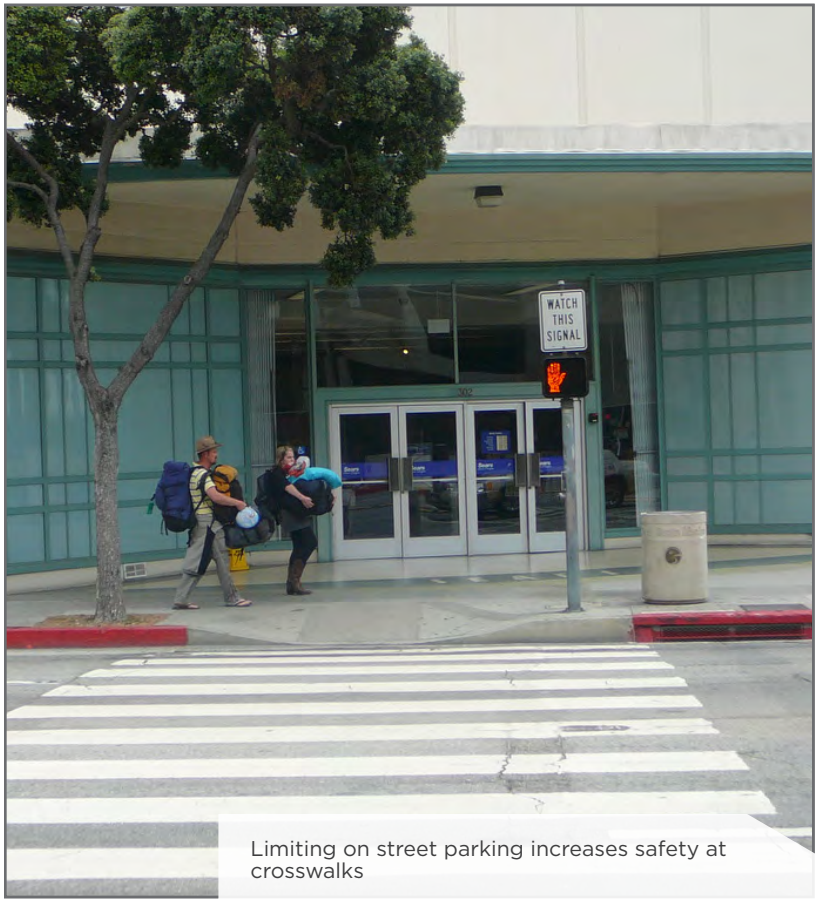
PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | TRAFFIC CALMING

PARKING CONTROL/CORNER CLEARANCE improves visibility between pedestrians and motorists in the vicinity of the crosswalk. To increase pedestrian safety, on-street parking can be set back 25' to 30' from intersections that are adjacent to park entrances.

## TREATMENT IMPACT

- ○ Helps reduce motor vehicle travel speeds
- ◒ Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ◒ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ◒ Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact




Limiting on street parking increases safety at crosswalks

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Street and Site Design Standards



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 03 SIDEWALKS

COST: $$$

ALL CONTEXTS

PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | TRAFFIC CALMING

SIDEWALKS are the most fundamental element of the walking network. Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb or gutter, landscaping, and on-street parking. All parks should benefit from a high quality sidewalk network within the park and across the park frontage to the street. Sidewalks with ADA compliant curb ramps ensure access and enjoyment for everyone.

## TREATMENT IMPACT

- Helps reduce motor vehicle travel speeds
- Decreases pedestrian crossing distance
- Increases pedestrian visibility
- Increases bicyclist visibility
- Creates a public space for social activity and play
- Increases motorist yield behavior
- Increases separation between motorists and pedestrians
- Increases separation between motorists and bicyclists
- Reduces cut-through motor vehicle traffic
- Reduces motor vehicle traffic volumes
- Improves bicyclist navigation

Addresses Impact
Somewhat Addresses Impact
Does Not Address Impact

photo credit // Deborah McCoy

Sidewalks are the backbone of safe park access

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 04 PEDESTRIAN AMENITIES

COST: $-$$



PEDESTRIAN AMENITIES within, and on the route to, parks are important for creating a safe and comfortable atmosphere for people. Pedestrian scale lighting, benches, wayfinding signs, and trash receptacles spaced appropriately and thoughtful landscaping features can significantly improve the park environment.

## TREATMENT IMPACT

| | |
|---|---|
| ○ | Helps reduce motor vehicle travel speeds |
| ○ | Decreases pedestrian crossing distance |
| ◒ | Increases pedestrian visibility |
| ○ | Increases bicyclist visibility |
| ● | Creates a public space for social activity and play |
| ○ | Increases motorist yield behavior |
| ○ | Increases separation between motorists and pedestrians |
| ○ | Increases separation between motorists and bicyclists |
| ○ | Reduces cut-through motor vehicle traffic |
| ○ | Reduces motor vehicle traffic volumes |
| ○ | Improves bicyclist navigation |

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

Two couples enjoy a comfortable afternoon

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 05 PEDESTRIANS AT TRANSIT STOPS

COST: $$

ALL CONTEXTS

PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | TRAFFIC CALMING

AMENITIES FOR PEDESTRIANS AT TRANSIT STOPS encourage transit use. In order to be attractive, transit service must be frequent, reliable, convenient, comfortable and affordable. A hard flat surface is required for safe boarding, alighting, waiting and accessibility. A covered seating area, bench, trash receptacle, wayfinding information, and up-to-date transit route information improve the likelihood that Chicagoans will view transit as a viable transportation mode to take to parks and other important destinations.

## TREATMENT IMPACT

- ○ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ● Creates a public space for social activity and play
- ○ Increases motorist yield behavior
- ○ Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

A bus shelter complete with seating and transit information is an asset for park-goers

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 06 HIGH VISIBILITY CROSSWALKS

COST: $

ALL CONTEXTS >>

PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | TRAFFIC CALMING

**HIGH VISIBILITY CROSSWALKS** help orient pedestrians across a complex intersection, show pedestrians the shortest route across traffic with the least exposure to potential vehicle conflicts and help position pedestrians where they can best be seen by oncoming traffic. All crossings near parks should have continental style crosswalks.

## TREATMENT IMPACT

- ◒ Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ● Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ○ Creates a public space for social activity and play
- ◒ Increases motorist yield behavior
- ● Increases separation between motorists and pedestrians
- ◒ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

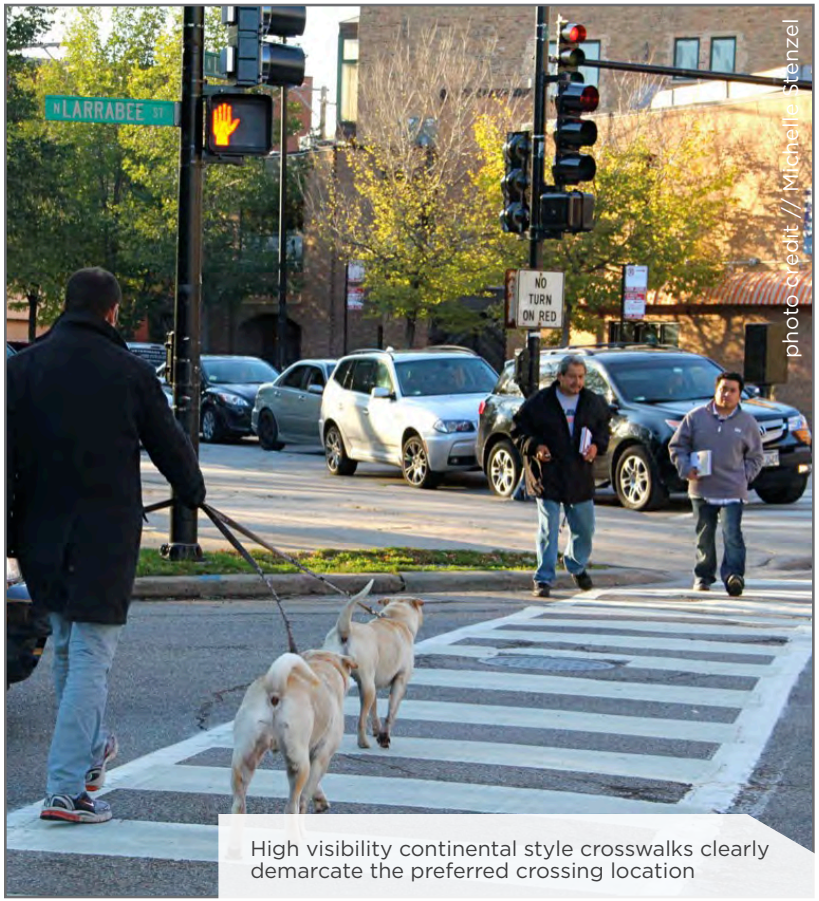



photo credit // Michelle Stenzel

High visibility continental style crosswalks clearly demarcate the preferred crossing location

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
| LOW DRAW | Mini Park, Neighborhood Park and Passive Park |
| MED DRAW | Regional Park, Community Park, Forest Preserve, Boulevard System and Greenway |
| HIGH DRAW | Magnet Park and Citywide Park |

### STREET TYPE

| | |
|---|---|
| LOW CAPACITY | Main Street, Neighborhood Street, Internal Traffic Street, Home Zone |
| MED CAPACITY | Connector |
| HIGH CAPACITY | Thoroughfare |
| LIMITED ACCESS | Freeway, linear park, railroad adjacent |

### INTERSECTION TYPE

- Signalized Intersection
- Interchange
- 6-way Signal
- Roundabout or Traffic Circle
- Stop/Yield Controlled
- Uncontrolled
- Mid-block Crosswalk

## ADDITIONAL RESOURCES

Chicago Pedestrian Plan (2012)

Complete Streets Chicago: Design Manual (2012)



TO STREETS MATRIX
TO INTERSECTIONS MATRIX

# 07 STREET TREES

COST: $$

ALL CONTEXTS » PEDESTRIAN TREATMENTS | BICYCLIST TREATMENTS | TRAFFIC CALMING

STREET TREES have been shown to reduce motor vehicle traffic speeds, which improves safety and comfort for pedestrians. This benefit is provided because tree-lined corridors visually narrow the street, causing drivers to slow down. In addition, street trees add visual interest and natural green space to the built environment while serving an ecological benefit.

## TREATMENT IMPACT

- ● Helps reduce motor vehicle travel speeds
- ○ Decreases pedestrian crossing distance
- ○ Increases pedestrian visibility
- ○ Increases bicyclist visibility
- ◒ Creates a public space for social activity and play
- ○ Increases motorist yield behavior
- ◒ Increases separation between motorists and pedestrians
- ○ Increases separation between motorists and bicyclists
- ○ Reduces cut-through motor vehicle traffic
- ○ Reduces motor vehicle traffic volumes
- ○ Improves bicyclist navigation

● Addresses Impact
◒ Somewhat Addresses Impact
○ Does Not Address Impact

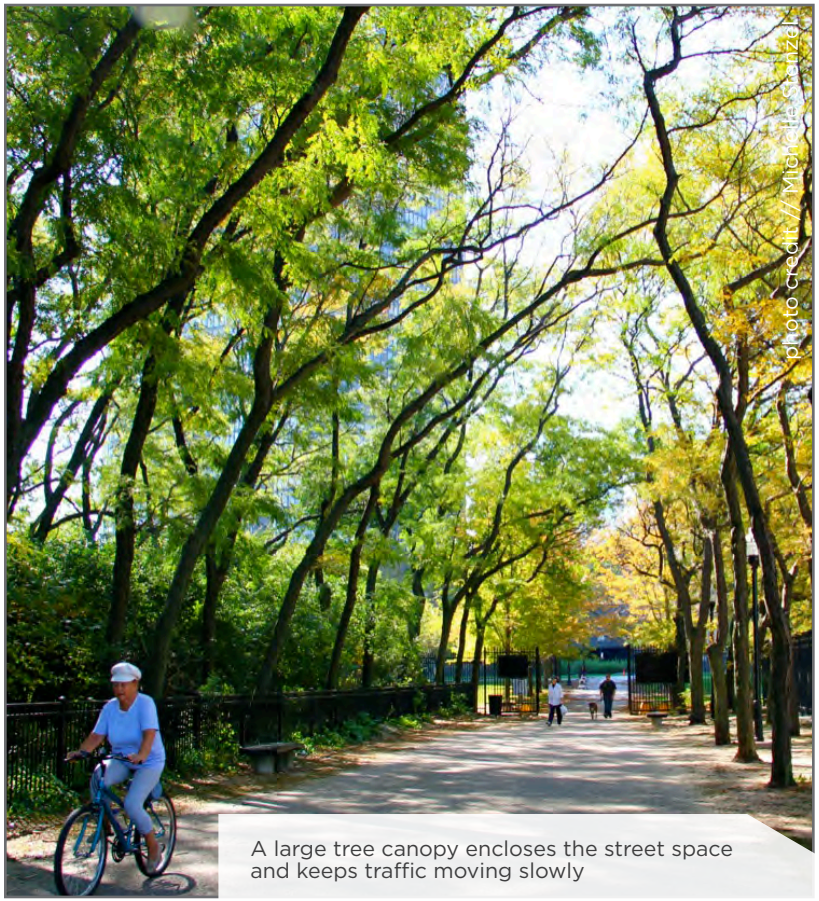


photo credit / Michelle Sanzo

A large tree canopy encloses the street space and keeps traffic moving slowly

## TYPICAL APPLICATIONS

### PARK TYPE

| | |
|---|---|
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## ADDITIONAL RESOURCES

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TO STREETS MATRIX
TO INTERSECTIONS MATRIX

CHAPTER 6

# COLLABORATION, IMPLEMENTATION AND EVALUATION

A coordinated effort between public agencies and concerned stakeholders will make it easier to develop and implement strategies that effectively target:

- Increasing active transportation.
- Reducing traffic hazards.
- Improving personal safety.

This section provides ideas for increasing collaboration on project and program development, prioritization and funding using existing city resources.

## COLLABORATION

Due to barriers to park access being both structural and perceptual in nature, and potential solutions being either infrastructure or programs based, there are many stakeholders. Ongoing discussions among people concerned about public health, parks, land use, law enforcement, and transportation can elevate the importance of considering physical activity as one measure of project quality.

The Chicago Park District, the Chicago Department of Transportation, and the Chicago Public Health Department should collaboratively adopt a shared policy statement for the purpose of increasing physical activity through improved access to parks. Such a partnership would support the organizational changes needed to implement the Guide for the long term, and provide the institutional framework that continues as staff and organizational changes occur. The partnership would benefit from regular meetings of key staff members to focus on relevant project identification, prioritization, delivery and evaluation.

### PROJECT IDENTIFICATION

Projects are typically initiated by CPD and CDOT through scheduled maintenance, plan implementation, public complaints, aldermanic priorities, and in response to identified personal and traffic safety issues. A partnership with public health advocates will help to identify proposals that impact health and improve quality of life by removing obstacles to active transportation and recreation choices.

### PROJECT PRIORITIZATION

Future project selection and funding criteria may need to be adjusted to include the City's park access and physical activity goals. One way to do this is to include the anticipated potential public health benefits of each project. Existing prioritization methods are described below.

## POLICY BASED COLLABORATION RECOMMENDATIONS

The relationship between land use, transportation and health is complicated. Programs and projects focused on increasing physical activity can benefit from collaboration.

- Collaboratively adopt a shared policy statement that formalizes a partnership between multiple agencies, for the purpose of encouraging physical activity through improved access to and maintenance of parks and public ways.
- Create multi-department project development teams for parks projects in close proximity to the public way and public works projects close to parks.
- Enter into joint use agreements to increase children's access to community sites for indoor and outdoor recreation.
- Work with community members and other stakeholders to identify desirable programming and infrastructure improvements in local parks.
- Distribute information to the public about existing and planned programming activities in City parks.
- Support research on how parks promote overall health and activity in the community.

*Children's Safety Zones Model (CDOT)*

An example of a prioritization framework already in use is CDOT's methodology for implementing enforcement and capital projects in Children's Safety Zones. This priority model uses total crashes, crash severity and youth, bicycle or pedestrian involvement, and areas of the city with high youth populations as evaluation factors. These factors allow the City to select zones that have the most pressing needs for enforcement and engineering improvements.

*CDOT Projects*

All CDOT projects, from smaller retrofits and maintenance activities to larger reconstruction projects, can benefit from a review to see if it can be modified to encourage active transportation. The parks typologies in this guide are to be used in conjunction with the complete streets typologies, and relevant design standards particular to each project location. The available budget may require the project manager to scale the improvements to match existing funds. However, by simply identifying the opportunities for increased physical activity near parks, the project charter can document where additional improvements should be considered when more funding becomes available.

*Chicago Park District*

The Chicago Park District currently draws on framework plans to develop a phasing strategy. Priorities are assigned based on ease of implementation (determined by feasibility or cost), high public support, great value, and improvements driven by ongoing/scheduled projects. This guide is a resource for improving both infrastructure projects and special events and programs that have already been prioritized by CPD.

## NEW PARK RECOMMENDATIONS

The acquisition of parks through the Planned Unit Development Process is described in the Park District's Guidelines. The District may wish to consider revision of the functional guidelines related to size, roadway adjacency, and draw, as they limit the potential for expanded recreational space.

A context sensitive analysis of any PUD or discretionary land development application, regardless of size, should consider:

- Existing congestion and safety concerns.
- Surrounding existing and planned bicycle, walking, and transit facilities.
- Analysis of opportunities for improving pedestrian and bicyclist access adjacent to existing parks.
- Potential to merge backyards in new developments to create a shared common space for the benefit of PUD residents.
- Identification of a dedicated source of funding for maintenance.

The completion of Framework Plans should be standard for new parks, and considered for all large and mid-draw parks as a way to document and address challenges to pedestrian, bicycle, and transit access.

### PROJECT PRIORITIZATION USING HEALTH IMPACT ASSESSMENTS

Park proximity predicts both physical activity generally and the likelihood of using active transportation to get to parks. When resources permit, public health specialists should be recruited to evaluate the potential health effects of proposed transportation projects on any route to a park, as well as on all park projects. This evaluation should occur prior to project funds being distributed. To inform the decision-making process, typical health parameters, such as obesity, physical activity, asthma, injuries, and social equity can be assessed in a rapid Health Impact Assessment (HIA). The rapid HIA methodology is also useful for informing policy makers about the potential health benefits of proposed projects relative to their cost, regardless of location.

*Amenity Variety*

Parks should be designed with support from the local community, to complement its cultural preferences and to accommodate a range of ages and abilities so that all feel welcome and can be simultaneously engaged in their preferred activities. Features such as lighting, seating, restrooms, concessions, and play facilities need to be accessible and appealing for users from a wide range of ages, backgrounds, interests, and abilities.

*Points of Entry*

The park perimeter and adjacent sidewalks are gateways that serve as the initial impression and starting point for the user experience. Wherever possible, park access points should be distributed equally throughout the park. Figure 1 (below) illustrates a situation where park access is inadequate for serving the adjacent neighborhood. Residents living in the **a.** part of the neighborhood can enter the park with greater ease than those in location **b.**

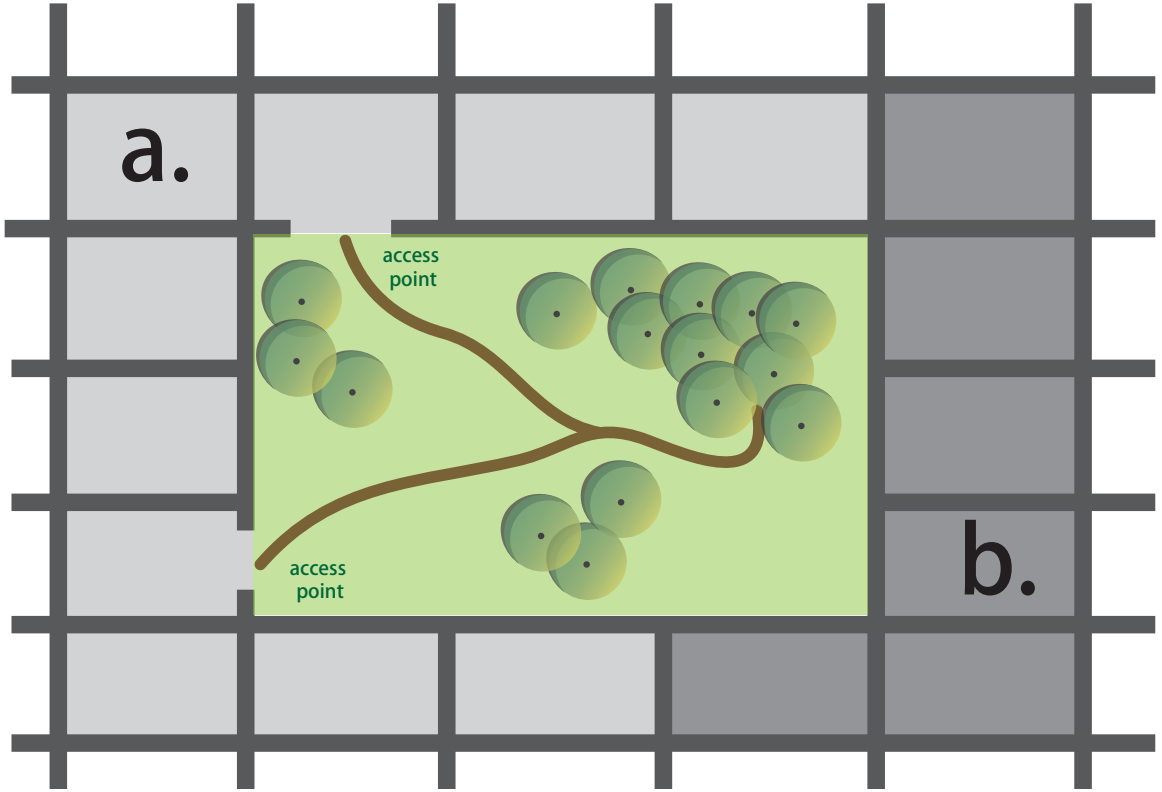



FIGURE 1. Inadequate Park Entry Access

## IMPLEMENTATION

Parks and transportation compete for funding, and staff are often faced with high demand, high use, and maintenance needs that outpace the supply of dedicated revenues. To reduce competition and need for new projects, the premise of the Make Way for Play Guide is to take advantage of funded and scheduled projects as opportunities to improve access as much as possible.

### FUNDING

The Chicago Park District is an independent taxing authority and collects local property taxes to pay for parks. A variety of other funding sources are also tapped, such as at Millennium Park, which is funded through a public/private partnership. A range of funding options, including public, private and public/private partnerships should be explored to support recommendations in this Guide.

### RESOURCES FOR PUBLIC HEALTH, TRANSPORTATION AND PARKS FUNDING

Parks foundations are a common resource for securing private funding for park redevelopment, creating park connectivity, land acquisitions, and capital projects. For program and enforcement activities, a variety of funding options are available, but most are the result of public/private partnerships. Transportation projects are typically funded with public dollars. Public Health efforts are sustained by state and federal grants including those provided by the Prevention and Public Health Fund and the CDC.

Local resources that could be considered for the multi-agency projects suggested in this guide include bonds, sales taxes, utility/street tax, community foundation grants,

general funds, developer dedications, and leverage of bigger projects. State resources include bonds, sales tax, lottery funds, license/registration fees, and state transportation or parks funds. Federal sources include Federal Highway Administration funding, Community Transformation Grants, and Communities Putting Prevention to Work. Contributions from non-profit or private organizations can range from the operation of sporting or other organized activities, to supporting corporate cleanup days or other special events. Based on review of other large cities, Table 1 shows how a variety of funding streams could be tapped to support the additional costs of improving park access in Chicago.

## PEER COMMUNITY FUNDING STRATEGIES

Most cities use a variety of resources to fund community priorities for park development and safety. Though the focus of the Make Way for Play Guide is on safe park access, the funding strategies used in peer cities can serve as an example for how increased collaboration within the city can result in innovative financing and promotion of new projects and programs. Cleveland, OH – ParkWorks, a local nonprofit organization, focuses its philanthropic efforts on linking community and economic revitalization with park rehabilitation, green space development, recreational opportunities, environmental education, citizen involvement, technical assistance and stewardship.

- Minneapolis, MN – The Minneapolis Park and Recreation Board has a tax authority collected through local property taxes to pay for parks. This dedicated revenue stream is mixed with local government aid and on-site revenue sources.
- New York City, NY – The Bryant Park Restoration Corporation is a private, non-profit management company and business improvement district formed to restore and manage Bryant Park so it continues to be attractive with safe,

| | PROJECT TYPE | | | | | | |
|---|---|---|---|---|---|---|---|
| **FUNDING SOURCE** | Maintenance | Programs | Enforcement Activities | Park Infrastructure | Special Events | Street Infrastructure | New Park Construction |
| Parks or other Charitable Foundation | | ● | | | ● | | ● |
| Advocacy Organizations or Clubs | | ● | | ● | | | ● |
| Business Improvement Districts | ● | | | | ● | | ● |
| Business/Private Sponsorships (Health Care, Local Businesses) | ● | | ● | ● | ● | | ● |
| Tax Increments from Sales/Property/Hotel Taxes or Bonds | | | | ● | | ● | ● |
| Federal or State Improvement Plans or Competitive Grants | | | ● | ● | ● | ● | ● |
| Tax Allocation or Community Based Assessment | | | | | | ● | ● |
| Asset linked (such as parking or facility fees) | ● | | ● | ● | ● | | ● |
| Transportation Department | ● | | | | | ● | ● |
| Parks and/or Recreation Department | ● | | ● | ● | ● | | ● |
| Public Health Department | | ● | | | ● | | |

TABLE 1. Potential Funding Sources by Project Type

## POLICY BASED IMPLEMENTATION RECOMMENDATIONS

- Use presence of parks nearby as a criterion for deciding where to focus infrastructure maintenance and expansion.
- Prioritize funding for bicycle, pedestrian and transit projects and programs that increase physical activity.
- Prioritize the creation and maintenance of parks, greenways, and playgrounds that are easily accessed by bicycling, walking, and transit.
- Look for opportunities to provide safe and attractive opportunities for active lifestyles for all Chicago residents.

clean well-lighted streets, creating an attractive and welcoming environment.

- St. Louis, MO – The Great Rivers Greenway District is funded by a sales tax in the City of St. Louis, St. Louis County and St. Charles County. Generating $10 million annually, it is being used to develop the River Ring, connecting greenways, parks and trails, linking parks, residential areas, nature reserves, commercial areas, civic amenities, cultural institutions, and historic sites.

- Mecklenburg County, NC – A high level of community support for an integrated network of greenways connecting community destinations, including parks, acted as a catalyst for developing a new funding mechanism — Parks and Recreation Bonds. Unfortunately, these bonds were never issued and key trails were later funded by the American Recovery and Reinvestment Act of 2009.

Parks can benefit from a variety of funding sources needed to provide high quality staffing, maintenance, management and programming. Non-profit organizations can help fund park projects and many of the recommendations provided in the Make Way for Play Guide.

### FEDERAL FUNDING

On June 29, 2012 a transportation bill (MAP-21) was passed that will lead to many changes to the funding of bicycle, pedestrian and transit improvements. SAFETEA-LU, the previous legislation contained dedicated programs including, Transportation Enhancements, Safe Routes to School, and Recreational Trails — all commonly tapped sources of funding to make non-motorized capital and programmatic improvements related to the surface transportation system nationwide. MAP-21 combines these and other programs into a single source called 'Transportation Alternatives.'

It will take some time to fully understand all of the implications of MAP-21 while this new program is getting up and running. Relevant to the funding of programs and projects recommended by this guide are that the Recreational Trails Programs will continue, and the Sarbanes Transit in Parks Program has been eliminated.

For current information about the federal funding landscape, see http://www.fhwa.dot.gov.

## EVALUATION

Monitoring and evaluating the success of this guide in increasing physical activity could become burdensome given limited financial and human resources. Therefore, this guide recommends the use of performance measures and evaluation tools that are already in place or under consideration by the City and its partner agencies. For example, safety, mode share, and other evaluation measures are already described in the Complete Streets Chicago Guide, the Pedestrian Plan, and the Chicago Forward Agenda. The Chicago Park District conducts patron surveys and could add a question about mode choice of patrons as a way of tracking travel changes over time. Park usage figures and periodic visual inspection of bicycle parking utilization, bicycle and pedestrian counts at park entries, and intercept surveys can also be informative for determining the impact of right of way and park facility improvements on mode choice. Additional evaluation measures that should be considered by the Department of Public Health are obesity and crime rates in close proximity to parks.

### LOCAL FUNDING SUCCESS

The wide range of amenities provided in Millennium Park is the result of a successful effort to finance the $430 million project with City supported construction bonds, tax increment finance bonds, and private efforts.

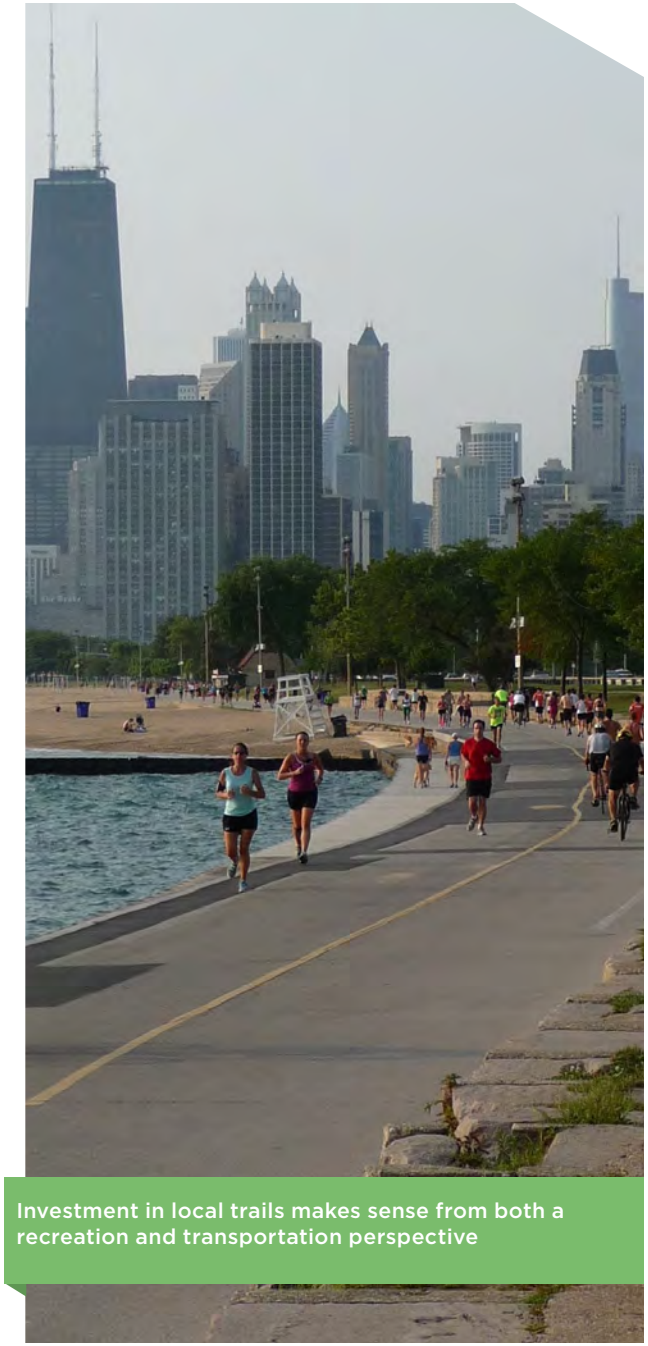
## MEASURING SUCCESS

In order to assess the effectiveness of the Make Way for Play Guide and other current initiatives to support bicycling and walking, it is important to track accomplishments. An evaluation should be conducted and include relevant walking and cycling metrics and may also include information on user satisfaction, public perception of safety and other qualitative data. This evaluation should be shared with funders, stakeholders, decision makers and the general public. Data to be considered for the evaluation should include:

- Connectivity maps demonstrating gaps and barriers between physical activity infrastructure and neighborhoods demonstrating poor health metrics.
- Mode share to park programs.
- Attitudinal survey of traffic and personal safety concerns.
- Crash maps displaying bicycle and pedestrian collisions near parks.
- Periodic walkability and bikeability assessments near parks.
- Number of workshops held by public health professionals educating planners, engineers, and decision makers about the link between safe streets, active transportation, parks and health.
- Number of transportation policies that improve safety and promote active transportation.
- Funding allocated to park access projects and programs.
- Number of open street events.
- Number of targeted enforcement patrols.
- Obesity and crime rates near parks and citywide.

## POLICY BASED EVALUATION RECOMMENDATIONS

- Regularly evaluate traffic safety, personal safety, and the use of walking, bicycling, and transit access to parks.
- Develop performance evaluation and benchmarking metrics related to increasing physical activity in the public way and in parks.
- Adopt evaluation strategies to measure the effect of parks and public way changes on physical activity.
- Incorporate bicycle, pedestrian, and transit service measures in park access projects.
- Consider using Health Impact Assessments when prioritizing projects for funding.



Investment in local trails makes sense from both a recreation and transportation perspective

APPENDIX A

# PUBLIC INVOLVEMENT

## IDENTIFYING CHALLENGES AND SHARING SOLUTIONS

Local  stakeholders and the public were critical to shaping the Make Way for Play Guide. They illuminated many of the challenges around access to play and physical activity, shared information about efforts already underway, and provided suggestions for other strategies. Input was solicited in the following ways:

### NOVEMBER 3, 2011 WALKABILITY MEETING

The Healthy Places campaign invited the Make Way for Play team to a "Walkability Booster Training." Attendees were representatives of local groups responsible for organizing residents to conduct walkability assessments around parks and schools in their neighborhoods. Discussions about street design, driver behavior and personal safety helped direct the initial stages of problem identification in the Make Way for Play project.

### JANUARY 31, 2012 STAKEHOLDER MEETING

Representatives from a variety of public agencies, civic organizations and user groups met to learn about the project and share expertise They were also asked to assist with reaching out to their constituencies to increase the range of public input.

### ONLINE PUBLIC INPUT TOOLS

The project website, makewayforplay.net, featured an interactive mapping tool which allowed visitors to note physical and non-physical barriers to local parks. There was also a survey which asked about travel to park habits, access to play concerns, and interest in public space programming.

### STAKEHOLDER INTERVIEWS

These were conducted in-person and over the phone with key stakeholders throughout April and May, 2012. Twenty five people were interviewed, representing 18 different City of Chicago departments, public agencies, and non-profit organizations.

### JUNE 12, 2012 PUBLIC AND STAKEHOLDER MEETING

Participants from earlier meetings and members of the general public met to provide feedback on the Guide's progress and offer additional content suggestions.

## MAJOR THEMES

Strong support for events that use the public way to promote active living:

- Active recreation events can improve the health of Chicagoans.
- Projects and programs should range in scale from neighborhood efforts such as Play Streets to a large scale ciclovia that links multiple communities and downtown.
- It should be easier to address the financial and logistical challenges associated with staging events and programs in the public way.
- Temporary and permanent street closures can facilitate play and exercise.
- Local streets should allow for the kind of informal play, such as playing catch, that previous generations enjoyed.

## STAKEHOLDER INTERVIEWS

The project team interviewed the following stakeholder groups:

- Active Transportation Alliance
- Chicago Dept. of Public Health
- Chicago Dept. of Transportation
- Chicago Park District
- Chicago Police Department
- Chicago Public Schools
- Community Alternative Policing (C.A.P.S.)
- Consortium to Lower Obesity in Chicago Children
- CTA, Metra
- Dept. of Housing and Economic Development
- Friends of the Parks
- Logan Square Neighborhood Association
- Mayor's Office for People with Disabilities
- Older Women's League

**Making our parks and streets safer for all roadway users**

## IMPROVEMENTS ARE NEEDED TO MAKE IT EASIER TO WALK, BIKE, AND TAKE TRANSIT TO PARKS

- Walking and cycling challenges along popular routes to parks are as significant as those at or near park entrances.
- Sometimes the shortest, most efficient routes to parks are along major roadways which are difficult to cross and walk or bike along.
- More flexible policies and practices are needed at the state level to address local concerns related to state routes and park access.
- Street design should prioritize the needs of the most vulnerable users while still accommodating those who are driving.
- Ultimately, increasing the amount of park space, as well as programming in public spaces, will reduce the travel distance to play opportunities, thereby increasing access.

## PERSONAL SAFETY CONCERNS NEED TO BE ADDRESSED

- Concerns about speeding and street crossings discourage walking and biking to parks.
- Parents are reluctant to let their children travel to parks or play outside, especially in areas with gang activity.
- Parks are sometimes contested gang territories.
- Foreclosures and vacant businesses lead to "fewer eyes on the street" and poor landscaping maintenance which can make walking and biking unpleasant and/or intimidating.

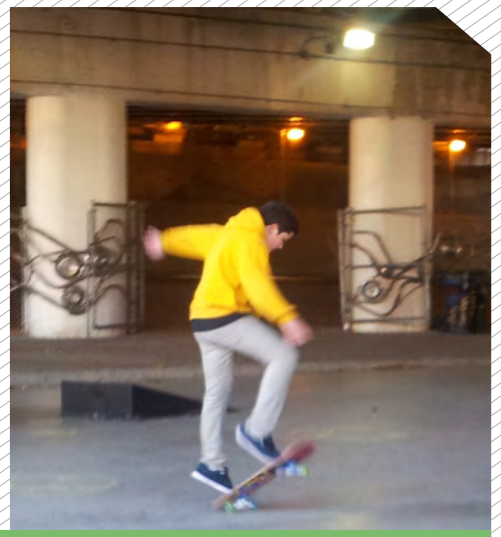
## PARK "ACCESS" SHOULD ENCOMPASS TRAVELERS OF ALL AGES, ABILITIES, AND COMMUNITIES

- Teens and young adults are too often discouraged from using public space due to worries about inappropriate behavior; their play needs may be different than younger children, but they are no less important.
- With the aging of our population, services and facilities are needed more than ever to help seniors stay active and involved in their communities.
- Social equity needs to be addressed, so that residents from all neighborhoods, income levels, and cultural backgrounds have access to play.
- In addition to streets and sidewalks, public events need to be accessible for people with disabilities.
- Events and play areas should allow for people with a diversity of abilities to play and be active together.

## WE HAVE STRENGTHS TO BUILD ON

Walking, often combined with transit, is already a common way to get around in Chicago. Cycling is growing in popularity, in large part due to recent and planned infrastructure improvements. Make Way for Play survey respondents indicated that walking is their preferred mode of travel when visiting their favorite park, and many choose bicycling as well. Proximity and ease of access are the primary determining factors in park usage, suggesting that minimizing barriers to access and pedestrian/bike connectivity is a key to enhancing park use and physical activity. Many comments also praised the availability of amenities in Chicago parks, and expressed enthusiasm for additional events and activities in public spaces.

The project website allowed for two way communication between staff and the public



The skate park at Western and Logan Blvd was identified as an asset , but access to it is challenging, especially for youth

**High visibility crossings and accessible curb ramps help make way for play**

APPENDIX B

# PROGRAMMING EFFORTS

## STRATEGIES FOR USING SPACE CREATIVELY

### PLAY STREETS AND BLOCK PARTIES

Play Streets and block parties are events where a city temporarily closes one or more blocks to create a space for active recreation and socializing. These events increase opportunities for structured and unstructured play, especially in neighborhoods that are underserved by parks and community centers. They are sometimes combined with existing parks that may not provide enough recreational space to meet demand. While open to people of all ages, Play Streets are particularly useful for children, who often have limited ability to travel to local parks. The City of Chicago Municipal Code grants the power of designating Play Streets in "neighborhoods where recreation space and playground facilities are not otherwise available, and such streets or parts of streets on which vehicular traffic is light."

**Find out more**

*The City of Chicago's Department of Public Health initiated a Play Streets pilot project in 2012. Neighborhood residents or organizations can seek a permit to host an event on a street within their ward. The alderman's office helps with the free permit request, which should note that the event will be a Play Street.*

### OPEN STREETS

Open streets events (also known as Summer Streets, Sunday Parkways, and Ciclovias) temporarily close long stretches of streets to automobile traffic and open them for cycling, walking, skateboarding, running and playing. Taking inspiration from the Ciclovias that began in Bogotá, Colombia in the 1970s, these events encourage health and wellness for participants of all ages. Open Streets can also be tourist attractions, providing a fun, active way to explore a city's neighborhoods. Non-profits and businesses often contribute financial and logistical support. Consistent timing, such as every Saturday morning, or the third Sunday of the month, also contributes to event success. As of mid-2012, there were over 80 active Open Streets projects throughout North America.

**Find out more**

*Chicago has held small Open Streets events in the past, through the support of community partners and the Active Transportation Alliance. The current efforts to connect Chicago residents with safe space for fun physical activity and community can be seen at the Active Transportation Alliance website: http://www.activetrans.org/openstreets/chicago. Bogota's ciclovia, which covers 70 miles, hosting 20 percent of its population every Sunday from 7am-2pm, serves as an inspiration. Activities such as outdoor yoga and aerobics classes line the routes, providing even more incentives for residents and visitors to come out and play. Visit http://cloud.tpl.org/pubs/ccpe- health-promoting-parks-rpt.pdf to download a report from The Trust for Public Land featuring a case study from Portland's Sunday Parkways.*

Chicago's Open Streets events invite active uses of downtown streets

## WHEEL-FRIENDLY SPACES

People-powered wheels come in forms different than traditional bicycles. Skateboards, BMX bikes, scooters, and rollerblades are also used for active transportation and recreation. Skateboarding is particularly popular amongst teens and young adults. These groups are often underserved in terms of recreational activities and discouraged from using public spaces to congregate. Cities such as Columbia, OH, Portland, OR and Grand Haven, MI allow skateboarders to use streets for travel, but conflicts can arise when skaters use plazas, sidewalks and parking lots for tricks and socializing. At the same time, their presence can lend a sense of security, especially at night, by adding "eyes to the street." In addition to building ramped parks for people on wheels, cities are exploring strategies to accommodate wheeled recreation, such as designating "Skate Spots," where infrastructure and street furniture are fortified to withstand wheeled tricks. Rotating mobile ramps to different neighborhoods allows skating in plazas and reduces the potential for pedestrian conflicts.

**Find out more**

*The Chicago Park District has five heavily used skate parks. Mobile skateboarding features have also been used as part of street closures, such as Open Streets on State. It is already legal to skateboard on roadways for transportation in Chicago; the city might consider adding skate spots in areas not served by skate parks.*

## VACANT LOT GREENING

Vacant lots are often seen as a negative presence in the community, attracting vandalism and crime and potentially lowering property values. Some groups have begun to see vacant lots as potential community resources, including pocket parks, playgrounds, and community gardens. Improvements not only enhance the space itself; they make the surrounding area more inviting, which can be especially important on routes to parks and schools. Vacant lot greening is primarily a nonprofit or community-led effort to revitalize private land and make it accessible for all as a public amenity. City agencies can support vacant lot greening in many ways, including through technical, legal, and permitting assistance.

**Find out more**

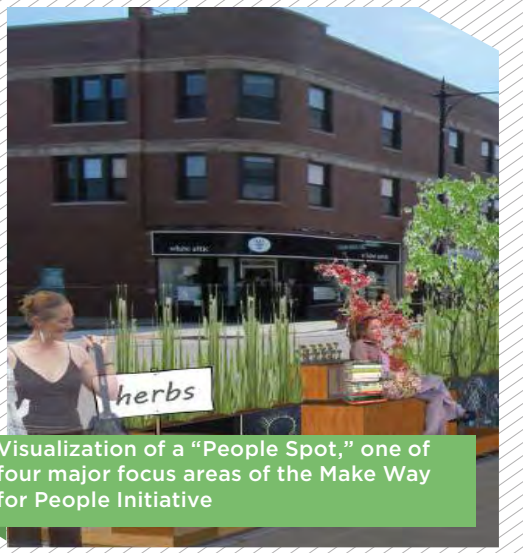
*Neighborspace is a non-profit in Chicago that helps community gardeners take ownership of vacant lots, if they are willing to work with the alderman's office and a Community Organizational Partner and commit to tending the land long term. Neighborspace helps secure property ownership and provides basic liability insurance. The community garden model could be modified to create long term temporary play areas in lots that are awaiting redevelopment. This type of program would send the message that the space is cared for, which in turn could help spark reinvestment.*

## MAKE WAY FOR PEOPLE

Chicago's Make Way for People project "supports innovation in the public way by opening Chicago's streets, parking spots, plazas and alleys to new programming and market opportunities via public and private partnerships."

The four major focus areas:

- **People Spots:** Platforms in parking lanes adjacent to sidewalks
- **People Streets:** Public spaces in "excess" asphalt areas
- **People Plazas:** Opportunities in existing CDOT malls, plazas, and triangles
- **People Alleys:** Temporary




Visualization of a "People Spot," one of four major focus areas of the Make Way for People Initiative

### CREATIVE ALLEY REUSE

Alleys have long been off-limits as part of the streetscape, due to perceptions of uncleanliness and personal safety. The cities of Chicago and Seattle (among others) are working to change that. With improvement, alleys can provide informal space for neighbors to chat and children to play, as well as serve as alternative routes for active travel.

**Find out more**

*Chicago's Green Alley program is focused on an environmental overhaul of the alley system, looking at options such as permeable concrete and bioswales to help with stormwater remediation. The upgrades also enhance the alley's appearance, and potentially act as traffic calming (for example, textured permeable surfaces can slow traffic speeds). http://www.cityofchicago.org/dam/city/depts/cdot/Green_Alley_Handbook_2010.pdf*

### HOME ZONES

Home Zones aim to improve safety, comfort, and livability on lightly traveled residential streets. This is accomplished through integration rather than segregation of users. By eschewing many of the traditional roadway treatments such as curbs, signs, and pavement markings, the distinction between modes is blurred. This introduces a level of "uncertainty" amongst street users that heightens their sense of awareness and requires caution and interaction with one another, while also slowing traffic. These factors help to create an environment that is more comfortable, particularly for vulnerable road users who benefit from slower motor vehicle travel speeds and more attentive motorists.

**Find out more**

*The Albany home zone was an aldermanic project completed in 2010 with assistance from the neighborhood and the Active Transportation Alliance. Recent research on 14 Home Zones in the UK, conducted by Biddulph (2010), quantified some of the benefits of Home Zones. The study compared before and after observations and residents' thoughts and found that motor vehicle speeds reduced, while perceptions of street safety and attractiveness increased.*

## ENCOURAGING ACTIVE TRANSPORTATION IN CHICAGO

These programs illustrate how public agencies, elected officials and community members encourage active transportation in Chicago. Additional projects from other communities that might be suitable for Chicago follow.

### AFTER SCHOOL MATTERS

This Chicago non-profit provides learning experiences for teenagers in various fields, including an apprentice program in bicycle repair and safety. See: www.afterschoolmatters.org

### BICYCLING AND SAFE ROUTES AMBASSADORS

The City of Chicago Bicycle Ambassadors Program is an education and encouragement effort that also addresses enforcement. The seasonal program seeks to help all road users better share the roads and off-street trails. These CDOT based initiative uses ambassadors to educate bicyclists and

Photo: Albanyhomezone.org

The Albany Home Zone creates a people-friendly street in Chicago's Logan Square Neighborhood

Photo: Mayor Daley's Bicycle Ambassadors

Bicycling Ambassadors demonstrate proper bicycle locking technique for youth in a Chicago park

motorists about safe and responsible road use via classroom visits, community events and high use and/or conflict areas. The Bicycling Ambassadors Program also functions as a professional development opportunity for teens and young adults. The Safe Routes Ambassadors address pedestrian safety and build on children's natural enthusiasm for active transportation, in the hope that these habits will carry on into adulthood, as well as encourage their parents to incorporate more walking and cycling into their lifestyles. See: www.bicyclingambassadors.org and http://saferoutesambassadors.org/

### B-BALL ON THE BLOCK

B-Ball on the Block brings people out of their homes and into the streets to enjoy food and healthy activities together. Each week of the summer, a different block in Little Village or North Lawndale is closed off to traffic to make way for basketball courts, a deejay booth, grills, arts & crafts tables, and many other activities. See: http://www.beyondtheball.org/programs_bbal.html

### BIKE CHICAGO

Over the last ten years, this City led initiative has grown from an annual Bike to Work Day Rally to an effort to promote bicycling year round. Bike Chicago provides marketing materials at special events, and supports premier events, such as Bike the Drive, organized by local non-profits and other organizations. These events are usually funded through public-private partnerships. See: http://www.explorechicago.org/city/en/supporting_narrative/events___special_events/special_events/mose/bike_chicago.html

### CHICAGO SHOVELS

Snow accumulation can be an impediment to pedestrians, especially those with mobility disabilities. Chicago Shovels is a "tool to help connect the public with City winter resources and empower neighbors to come together to help Chicago navigate winter." Many businesses and homeowners are not aware that keeping the sidewalks fronting their property clear of snow is a requirement. This City led effort helps educate property owners of their responsibilities, keeps the sidewalk network accessible in the winter, and encourages residents to help neighbors who might have physical impairments that keep them from shoveling. See: http://www.cityofchicago.org/city/en/depts/mayor/snowportal/chicagoshovels.html

### CHICAGO'S BIKE 2015 PLAN

The plan calls for focused efforts on achieving mode shifts for different types of trips, such as biking for errands and biking to school. Strategies include educating city staff from a variety of departments about implementing the plan, producing and distributing bicycle education and promotion materials, and staging events. Through projects like Bike Chicago, the City is making progress towards these goals. One of the planned initiatives is a Bike to the Park campaign to encourage bicycling to Chicago's parks and park events.

### GIRLS ON THE RUN

This 12-week program coaches elementary school girls for completion of a 5K run, while also helping them build confidence and develop healthy habits. Any school may apply to host the program, which relies on volunteer coaches. While the program is offered in schools serving all income levels, it strives to reach as many lower income girls as possible, in recognition that they often have fewer options to engage in athletics. Running is a relatively inexpensive and accessible form of physical activity. See: www.gotrchicago.org

### "IT'S UP TO YOU" PEDESTRIAN SAFETY CAMPAIGN

This CDOT led program, conducted in 2012, urged both drivers and pedestrians to pay more attention on Chicago's roads to improve safety. Campaign components included strong messages on street furniture and 32 mannequins were moved around the city to represent the previous year's pedestrian fatalities. See: http://chicagopedsafety. org/aboutcampaign

Each mannequin's shirt reads: "One of 32 pedestrians killed last year in Chicago

## INDIVIDUALIZED MARKETING

The City will soon be undertaking an individualized marketing campaign, providing customized travel information packets for residents of target areas with the goal of achieving mode shifts to walking, bicycling and transit. In addition to the customized information packet, the program will also host numerous encouragement activities such as group walks, guided bicycle rides, classes and workshops. Trained staff will appear at community or employer events to answer questions about walking, bicycling and transit use. The program could highlight park activities and events, as well as inform about active transportation options.

## BIKING WITH KIDS AND CARGO

Travelling with children and/or cargo is often cited as a barrier to cycling. The San Francisco Bicycle Coalition has published a Family Biking Guide in English, Spanish and Chinese for free download at: www.sfbike.org/?familybiking. In Chicago, grassroots efforts such as Kidical Mass and the Cargo Bike Roll Call help inspire and educate people to use bicycles to carry loads — from kids, to groceries, to kitchen cabinets.

Chicago's Kidical Mass is a free, informal bike ride that occurs monthly on Saturday mornings in three communities to date (Lincoln Square, Logan Square and Hyde Park). These community building events develop skills for young riders and raise awareness about the diverse ways families can bicycle with children. The Cargo Bike Roll Call is a periodic event, usually involving a street closure, to allow test rides of cargo bikes, trailers, tandems, etc. See: chicagokidicalmass.org/ and cargobikerollcall.tumblr.com/

## NO CHILD LEFT INSIDE

This national campaign encourages organizations and individuals to prioritize giving children ample time to be outdoors. The Chicago Wilderness Society is a resource that offers tips and programs and highlights other local efforts. For example, in honor of the 25th anniversary of the Indiana Dunes National Lakeshore designation, Chicago Wilderness and other organizations sponsored events to "familiarize the residents of Gary and beyond with the services and resources available at the Center, while making everyone more comfortable with outdoor play and exploration." The City of Chicago could support future events at city parks.

The Parent and Child Together in the Wild program, based at the Chicago Park District's North Park Village Nature Center, offers opportunities for families to explore the outdoors together. The program shows that specialized knowledge is not required to go outside with children.

## PARK DISTRICT CAMPS AND CLASSES

The Chicago Park District organizes an array of affordable programs related to physical activity. A side benefit of the programming is that it draws people to the parks, which can help create an overall atmosphere of security. The volunteer Park Advisory Councils are instrumental in serving as liaisons between the Park District and a park's surrounding community. They serve as a resource for programming activities such as:

- Year-round Nutrition and Fitness Programming at six Park District field houses
- Winter events
- Summer camps
- Senior activities

## SHARE THE ROAD

Share the Road is an outreach program focused on reducing conflicts between people on bikes and people in motor vehicles. Aldermen in multiple wards partner with local police commanders and the City of Chicago's Bicycling Ambassadors to distribute information about the rights and responsibilities of bicyclists and drivers. This effort creates a "collective awareness" of appropriate behavior and encourages self-policing.

## SHARE THE SHORE

This campaign educates lakefront trail users about trail etiquette and stewardship. It is a collaborative effort between the Chicago Area Runners Association, the Active Transportation Alliance and Friends of the Parks—each a representative of a key user group that often finds itself in conflict when sharing a heavily used facility. See: www.fotp.org/news/friends-of-the-lakefront-trail-launch-share-the-shore-initiative

## WEST TOWN BIKES

In addition to being one of the After School Matters service providers, this nonprofit based in Humboldt Park offers workshops and space for bicycle repair for riders of all ages. Projects, such as Girls Bike Club, build skills and confidence of low income youth. And when they ride home from the shop, they demonstrate to their peers that cycling can be a great tool for independence. See: http://westtownbikes.org/

Other youth oriented bicycle program providers throughout Chicago include: Blackstone Bicycle Works (south side), Recyclery (north side), and Albany Park Bikes.

### WINTER PROGRAMMING

The Winter Cities initiative celebrates the winter season by encouraging activities such as cross-country skiing, sledding, and ice skating in the public way. In addition to improving overall livability, northern cities that use these principles hope to increase tourism by branding themselves as a fun, lively, and festive place to visit in the winter season. The Chicago Park District provides winter programming through its three "Polar Adventure Days," a one day "Winter Fest," ice skating rinks, and classes conducted in field houses throughout the city. The Chicago Park District also makes an effort to clear trails after snow storms. These efforts provide a solid base from which to further promote and facilitate physical activities in the winter.

## OTHER EDUCATION AND OUTREACH IDEAS

### BIKE RODEOS

A Bike Rodeo offers children a series of activity stations where they can practice bicycle riding skills, including using hand signals, riding in a straight line, stopping, and looking over their shoulder while bicycling. Bicycle laws and responsibilities are also covered, including sign recognition, intersection right-of-way laws, and helmet laws. Bike rodeos are often taught by fire departments, police departments, or bicycle clubs/organizations. Bicycle helmets can be offered at cost or for free at these events. They can be hosted at schools, through parks and recreation programs, or as part of community festivals and events. See: http://www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf and http://www.cyberdriveillinois.com/publications/pdf_publications/dsd_a97.pdf for bike rodeo guides.

### BICYCLE SKILLS COURSES

Some parks agencies, including the Chicago Park District, have begun installing permanent bicycle skills courses in parks. Bicycle skills courses include:

- Pump Tracks – Continuous dirt loops built with rolling hills and banked turns, enabling bicyclists to "pump" instead of pedal.
- Cyclocross Tracks – Mixed-terrain courses, such as "The Garden" in Clark Park near Addison and Rockwell feature pavement, dirt and/or grass trails, steep slopes, and obstacles that require bicyclists to dismount or jump over.
- Mountain Bike Skills Parks – Multi-element areas that may include pump tracks, dirt jumps, slalom courses, muddy trails, narrow boardwalks, and "North Shore" or "Freestyle" riding areas.

Modular skills courses can offer these benefits as a temporary, movable installation that can be taken to street fairs, open streets events, and parks. Often funded and constructed through volunteer efforts, skills courses provide recreational opportunities for bicyclists of all skill levels. Courses can be designed to work for both children and adults, outdoors or indoors. See: http://www.cyberdriveillinois.com/publications/pdf_publications/dsd_a97.pdf

## MODULAR PLAYGROUNDS

Imagination Playground is a portable, modular playground that can be installed in any open space. Children are invited to fashion their own play environments with a variety of connectable, modular foam blocks. The blocks lead to unstructured, child-directed play that fosters cooperative social interaction between the children using the structure. Modular playgrounds can be installed in parks, recreation centers, street festivals, open streets events, and other public spaces, and can be moved around frequently if desired to offer more children the opportunity to enjoy this type of active recreation experience. New York City piloted a playground and as of 2012, nine more were installed, covering every borough.

photo credit // MGrid Chicago

A Modular Playground at a Chicago Open Streets event

## DIVERSE RECREATION OFFERINGS IN DIVERSE COMMUNITIES

In diverse communities, a standard recreation offering may not be attractive to all community members. By offering a creative selection of recreation opportunities, programming will serve a wide range, from senior swimming to dog walking. Park department programming can also benefit from staff and activities representing different cultural backgrounds, reflective of the local community. Programming should be accompanied by multi-cultural public outreach.

## FITNESS ZONES

Gyms can be moved outside to make machine or apparatus based exercises available to all, at no cost. Tax based initiatives and grants can create Fitness Zones in parks to promote general and cardiovascular health, increased strength, flexibility and weight loss. The equipment can range from simple chin up bars to mechanical weather resistant equipment, and can be found through discovery along a walking path, or concentrated in specific areas. See: http://cloud.tpl.org/pubs/ccpe-health-promoting-parks-rpt.pdf

## FREE ZONE NEW YORK (JUMPING ZONES)

The Free Zone project, an art installation by Danish artists Rhone Bosch and Rune Fjord, encourages people to view the city through a new lens by inviting them to engage in "untraditional and humorous" behavior such as jumping in the "jump zone." The project mimics the graphic style and shape of city street signs, but instead of conveying traditional messages such as "Yield" or "Pedestrian Crossing," the reinterpreted signs illustrate people doing jumping jacks and other exercises with shopping bags—encouraging individuals to actively engage with their environment. The idea is to spark a discussion about health, transportation, and public space. See: http://www.rosanbosch.com/en/project/free-zone-new-york

## KABOOM

Kaboom is a national non-profit dedicated to sharing the knowledge and tools needed for anyone to find, improve, and/or build playgrounds on their own. Kaboom is working to build a broad movement driven by research, analysis, policy, and community engagement. See: http://kaboom.org/

## TEACHING PLAY

There is growing concern that the current generation of children lack basic skills in play, unless it is directed by adults. Playworks is a national non-profit that trains volunteers and school staff to show children how to make recess a positive physical and social experience. In England, children can learn from 'Super Rangers' who are skilled in specific outdoor activities. For example, Tree Man is a 6' 3" tree climbing expert who can scale 50 meter-high trees and Den-Boy is an outdoor hideaway-building champion. This approach could be adapted to urban parks and other public spaces. See: http://www.telegraph.co.uk/earth/earthnews/9201083/National-Trust-Super-Rangers-to-teachchildren-50-things-to-do-outdoors.html and www.playworks.org/make-recess-count/play/chicago

## URBAN GYM, LONDON

In London, streets, stairs and street furniture provide the setting for outdoor circuit training led by qualified instructors. Participants run a winding route that avoids main streets, stopping periodically for more static exercises, such as dips on benches and pull ups on railings. They discover new places while using the urban landscape as a gym. The London initiative is a commercial venture led by Rat Race Urban Gym, but the model is likely adaptable to other settings and funding models. Variations on this concept include "boot camp" fitness programs and other training regimes that use public ways. London Urban Gym: http://www.ratrace.com/training.aspx

## URBAN SCAVENGER HUNTS

Several agencies in Europe (including Barcelona and the Styrian region of Austria) have created scavenger hunts aimed at teenagers, with the goal of promoting transit use and active transportation. Participating teams sign up and receive a welcome packet that includes transit tickets as well as discounted or free entry tickets to popular youth destinations. Teams then have to solve puzzles and complete missions to earn prizes and points, and to unlock the subsequent missions. These extremely popular one-day events attract thousands of teenagers each year.

## AGE FRIENDLY PARKS

Efforts are underway in Philadelphia to make parks more welcoming to seniors. A checklist has been developed to assess and improve parks with age-friendly amenities such as shade, railings, nonslip pavement, and targeted programming. To start, Philadelphia's Parks and Recreation Department is prioritizing improvements near senior centers. See: pcacares.org/pca_learn_Agefriendly_parks.aspx

APPENDIX C

# ENFORCEMENT STRATEGIES

## TRAFFIC SAFETY STRATEGIES

### HIGH VISIBILITY ENFORCEMENT

High Visibility Enforcement (HVE) combines targeted enforcement efforts with public outreach through earned and paid media. A NHTSA funded study looked at the impact of a HVE campaign on distracted driving, which included targeted enforcement and a campaign tagline of "Phone in one hand, ticket in the other." Rates of observed violations of driving while using a phone were lower after the campaign, while overall awareness of the regulations and risks associated with distracted driving increased. High Visibility Enforcement campaigns can be developed in cooperation with other public agencies, the media and community organizations. See: www.distraction.gov/content/dot-action/enforcement.html

### DIVERSION CLASS

A diversion class can be offered to first-time offenders of certain walking-related or bicycle-related traffic violations, such as running a red light on a bike. It can be aimed at pedestrians, bicyclists, and/or motorists. In lieu of a citation and/or fine, individuals can take a one-time, free or inexpensive class instead. In Marin County (CA), interested citizens can take the class even if they did not receive a ticket. This program is a good way to educate road users about pedestrian and bicyclist rights and responsibilities, and can also increase public acceptance of enforcement actions against pedestrians and bicyclists.

### TRAFFIC GARDENS

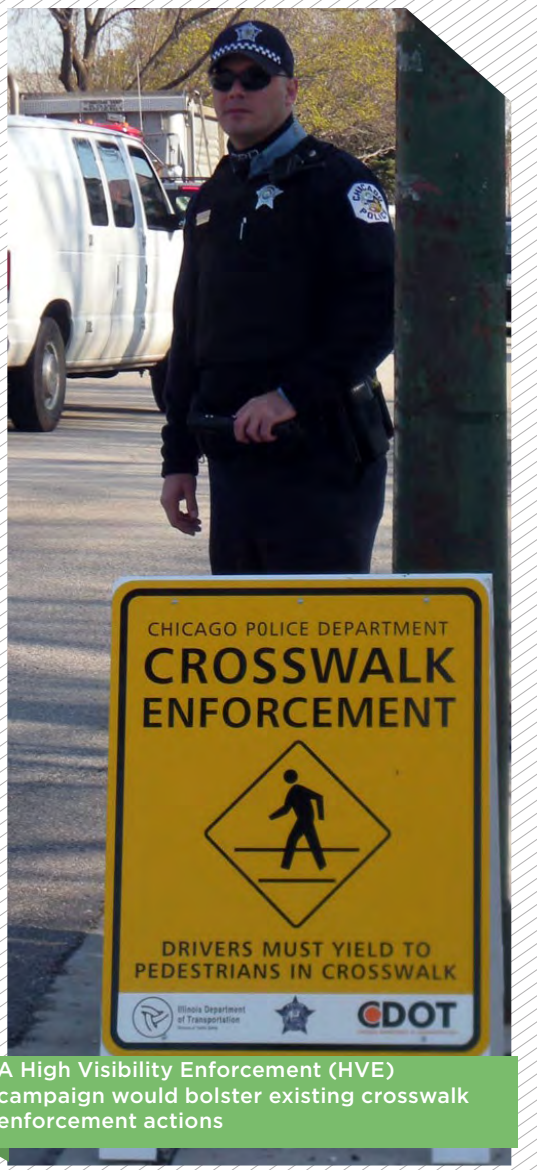
Vacant lots, excess right of way or park space can be used to create a permanent location for teaching children the rules and responsibilities of all roadway users. A creative installation of representative traffic control devices is constructed at child scale to educate youth, starting at the elementary school level. In Utrecht, the Netherlands a mini-streetscape provides the venue for children to drive pedal powered vehicles. This program has been operated, since the 1950s, by the Utrecht police department on City property. See: http://bikeportland.org/2009/08/20/utrechts-traffic-garden-helps-kids-become-responsible-road-users-22600.

### PARK POOLING

Walking or bicycling to school as a group is an effective method for addressing safety concerns about the journey to school. Transforming the concept of walking school buses and bike trains to active travel for children and adults to parks can be done relatively simply, either informally, with neighbors, or formally as an amenity offered with Parks programming activities.

### INTERAGENCY COLLABORATION AND OUTREACH/EDUCATION

CDOT, with funding support from the Illinois DOT Division of Traffic Safety, has developed a series of videos for use by the general public. Topics range from traffic laws affecting bicyclists (used as a training video for Chicago Police Officers) to why it is unwise and illegal to ride a bicycle on city sidewalks. Topics also include, why and how to light your bike and how best to share the road with bus traffic.




A High Visibility Enforcement (HVE) campaign would bolster existing crosswalk enforcement actions

## PERSONAL SAFETY STRATEGIES

### OUTREACH

In addition to enforcing safety laws, law enforcement personnel on streets and in parks are highly visible community members who educate as part of their job duties. This can be accomplished through example (officers walking and bicycling beats), or through more formalized programs in local schools.

### SAFE PASSAGES PROGRAMMING

The Chicago Public School system offers educational materials geared at ensuring safe travel to and from school. This effort could be expanded to increase safety between schools, parks, and residential areas by organizing volunteers and staff to monitor walkways and bikeways at designated times. See: www.cps.edu/Programs/Wellness_and_transportation/SafetyandSecurity/SafePassage/Pages/Safepassage.aspx

### PROBLEM ORIENTED POLICING

When a park reaches a "tipping point" of neglect and criminal activity, problem oriented policing has been effective at "taking back the park" for the enjoyment of law abiding visitors when traditional patrolling has failed. Problem oriented policing seeks to involve multiple stakeholders to tackle informal surveillance, and address design and maintenance issues that may invite criminal activity. This approach has been used successfully in Gill Park in the late 1990s as well as many communities outside of Chicago. See: http://www.popcenter.org/responses/urban_parks/

### PARK WATCH

A park watch program enlists neighbors and users to watch over park property, increasing the eyes on the park. Local residents often play a key role in deterring park crime by acting as official or unofficial park guardians. By helping keep the park clean, they demonstrate that the park is cared for. By being the "eyes and ears" of the park, they can develop a working relationship with the police to report problems. Chicago's Park Advisory Councils help play this role in the community.

In some communities, volunteers regularly stroll or bike through the park wearing distinguishing apparel and being on the watch for suspicious or illegal activity. A special telephone number is sometimes provided to report criminal activity or maintenance problems needing attention. Signs may also be posted indicating that the park is protected by Park Watch. However, as with all volunteer watch programs, generating and maintaining interest is a challenge. Moreover, in some areas, parks may have been taken over by drug dealers and gangs that pose legitimate safety threats. Volunteers should not handle these situations. See: http://www.pps.org/la-combats-gang-violence-with-positive-uses/

### SUMMER LIGHTS

Summer Lights is an effective parks program reducing gang violence in troubled neighborhoods in Los Angeles. Extended night time hours and sponsorship of night time activities has helped reduce crime and increase physical activity. Community stakeholders, including at-risk youth, can assist with creating and staffing events.

### CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Crime Prevention through Environmental Design (CPTED) is a holistic way of thinking about protecting public spaces through design; the goal is to prevent criminal activity, before having to react to it. The main principles to CPTED that are related to park use are:

- **Natural Surveillance.** Keeping the environment maintained so that people can easily see and be seen by other users, staff, and anyone who may pass by the park, trail or playground.
- **Natural Access Control.** Natural access ingress and egress should be controlled by some means, such as a fence or a flower bed. In other cases, a hedge or a path could work. The important thing is that something should signal "walk here" and "do not walk" there.
- **Territoriality.** Territorial reinforcement is used to distinguish public and private spaces. This can be done by a number of means, including signage, flower beds and mowing. The idea is to show that someone owns and cares about the space. A space that is not used for legitimate park entertainment can quickly be used for some illegitimate, illegal or unwanted activity.
- **Maintenance.** Parks should only build what they can maintain. Without maintenance, a public area is inviting criminal behavior.

From: http://www.americantrails.org/resources/safety/designcrime.html

APPENDIX D

# FINDING THE WAY TO PARKS

Chicago public agencies that handle parks and transportation (including but not limited to the Chicago Park District, Chicago Department of Transportation, and transit providers) have the opportunity to work together to ensure that parks – particularly high-draw parks – and active transportation facilities are highlighted within existing signage programs. This may include:

- Coordinating to ensure that regional (high-draw) parks continue to be included as priority destinations in bikeway signs.
- Working on any future neighborhood greenway signage plan, to ensure that all parks are featured prominently.
- Expanding the bikeway signage program to ensure that parks are featured on signs, and increase the number of signs that are installed throughout the city.
- Including bikeway information in CTA Neighborhood Area Maps.
- Collaborating with Metra and CTA on creating signs, sidewalk pavement markings, or pavement inlaid symbols that direct rail station users to the nearest park.

## PROMOTE ACTIVE TRANSPORTATION AND RECREATION IN PARKS THROUGH MARKETING MATERIALS

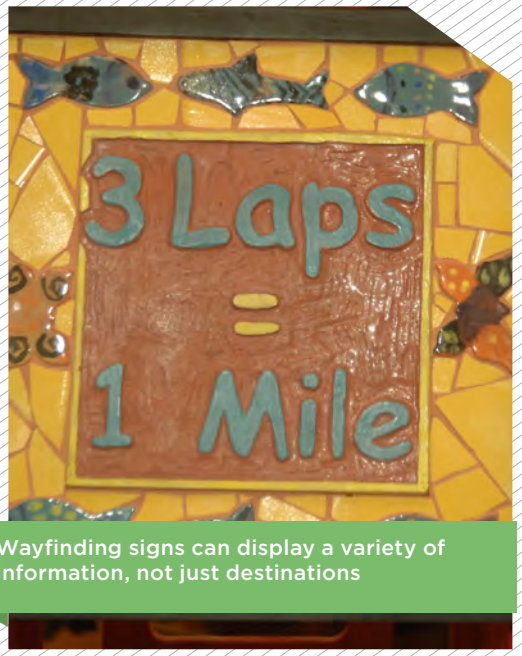
Chicago Park District staff should take advantage of opportunities to systematically review agency signs, maps, brochures, and websites for parks and add information about active transportation. This may include adding:

- Expanded park map area to show more of the surrounding neighborhood in order to better knit together neighborhood-level active transportation facilities and parks.
- The location of nearby transit stops, both rail and bus (not just showing rail lines, as is done today).
- The location of bikeways and shared-use paths that connect to the park.
- The location of any designated bicycle parking within the park, particularly if it is covered.
- The location of enhanced pedestrian crossing opportunities that serve the park (such as traffic signals).
- The presence of any active recreation facilities within the park (such as a walking trail), including mileage that people can use to meet their fitness goals.

## CREATE AN ACTIVE PARKS APP

An application for mobile devices would help residents and visitors access parks by biking and walking. Features might include:

- A “find my park” tool that allows users to select a walking or bicycling distance from their current location, and (optionally) desired recreation offerings, shows users the locations of parks that fit their search terms, and displays on-street bicycle routes and shared-use paths.
- A trip planning tool (potentially integrated with a search engine) to help users plan walking, bicycling, and transit trips to parks.
- Park site maps that show designated/sheltered bicycle parking, walking/running trails, and bicycling routes through parks.




Wayfinding signs can display a variety of information, not just destinations

- Integration with GPS features to tell users how long/how far they have walked or ridden and/or how many calories they have expended.

## CREATE PARK-THEMED WALKS AND RIDES

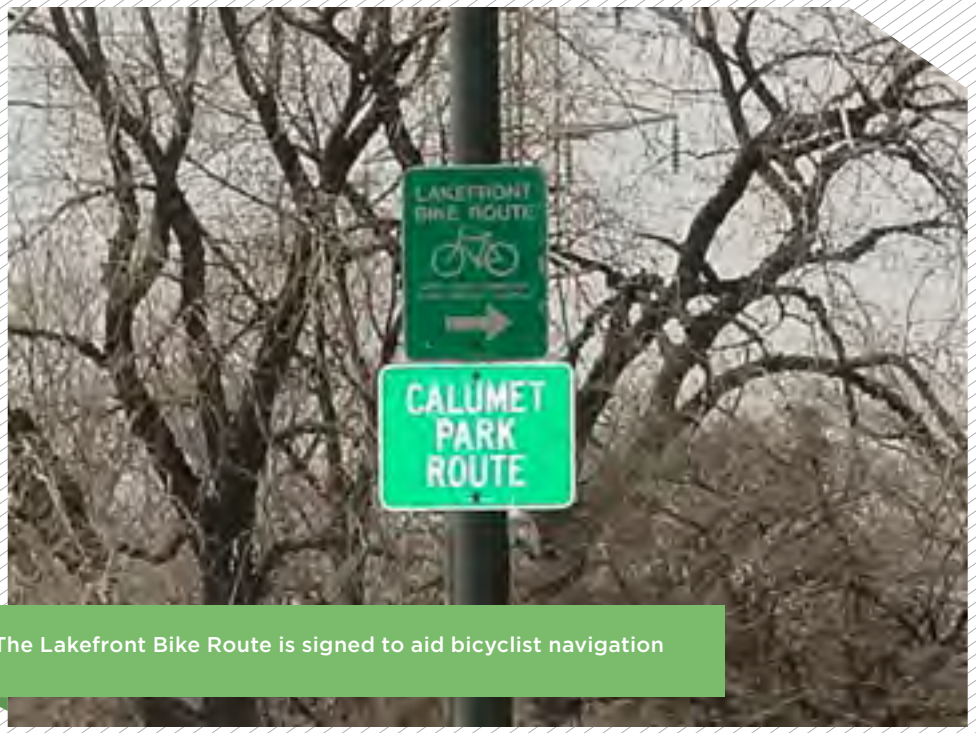
Local partners (such as Chicago Park District, CLOCC, and other partners), could create a series of self-guided rides and walks that highlight pleasant and popular walking and bicycling routes to and between parks. These routes should be created to offer something for everyone, and can be rated for their difficulty. Historic, natural, and cultural highlights along the route should be featured, and fitness information like mileage/calories/steps should be provided as well.

Once routes are created, they can be shared in a variety of ways:

- On the Chicago Park District website
- As downloadable PDFs
- Through the Active Parks app
- In a booklet or book
- In a series of guided walks and rides, offered to the public
- Distributed through the Bicycling and Safe Routes Ambassador programs

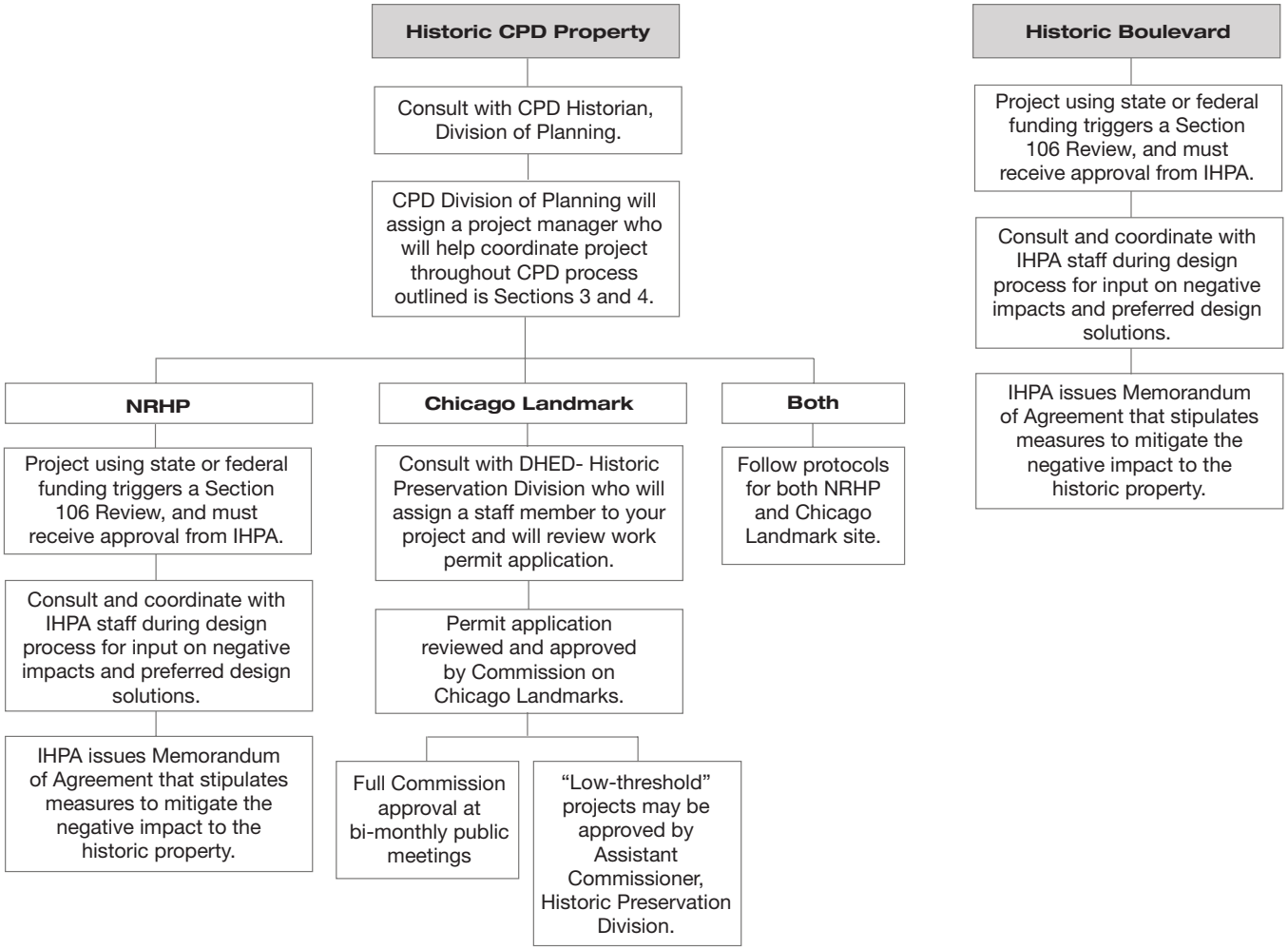
## CREATE WALK TO PARKS SIGNS

Transit planners often talk about solving the "first and last mile" problem of connecting people from their variable starting places to a fixed-location transit stop, and from the stop to their final destination. In the context of walking to parks, a similar "last few blocks" problem exists when encouraging neighbors to walk to parks. A creative, low-budget signage




The Lakefront Bike Route is signed to aid bicyclist navigation

APPENDIX E

# HISTORIC PARKS

Do proposed improvements affect a historic Chicago Park District property or historic boulevard? **Check Tables 2A and 2B**. If "yes" please follow organization chart below.