



Active Transportation Plan

Policy & Programming

Village of Tinley Park

Adopted June 5, 2012

Acknowledgments

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Special thanks to those that went above and beyond in the contribution to the plan: Mary Dobyns, Sgt. Charles Faricelli, Kevin Workowski, Chris King, Dale Schepers, Tom Mahoney, and Trustee Greg Hannon.

The Village of Tinley Park Active Transportation Plan is a product of the hard work and effort of those listed above, as well as many others. We would like to thank the members of the public who gave their time and energy in the development of this Plan, especially those who participated in the open house and public meetings, the web survey, the workshop, and the many others who provided written and verbal input to village staff.

On behalf of the Planning Department and all those who contributed to the Plan, it is our hope that the Active Transportation Plan provides the Village of Tinley Park and its partners with the tools and guidance necessary to improve conditions for active transportation and thus take a significant step forward in becoming an exemplary bike and pedestrian friendly community.

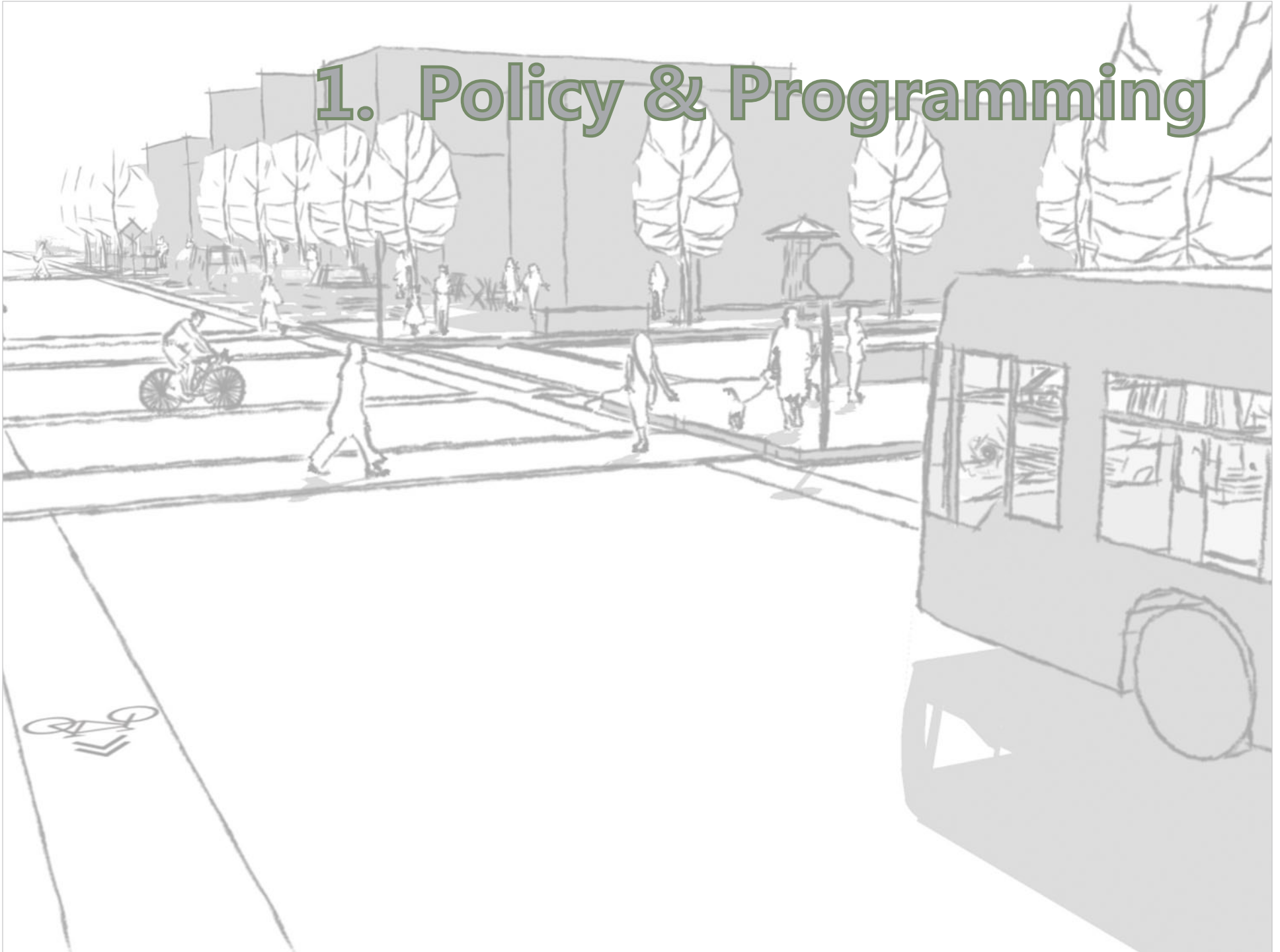
1. Policy & Programming

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1. Policy & Programming



This section lays out policy recommendations that will enhance the environment for active transportation in Tinley Park. In addition to design and planning guidance, policy strategies can improve the transportation environment in ways that infrastructure cannot, largely through prioritizing safety through legislation and law enforcement.

1.1.1 Enact Impact Fees for Park District

Objective:

Provide funds for active transportation improvements.

Description:

Tinley Park requires impact fees for many new developments. However, new non-residential developments do not pay an impact fee to the Park District. The expansion of the impact fee ordinance to these developments will help ensure that all property owners are supporting all important community resources. The revised fee schedule will provide funds for active transportation improvements within and to the parks.

1.1.2 Ensure Pedestrian Accommodations in Construction Zones

Objective:

Protect pedestrians within construction zones.

Description:

Tinley Park sets the standard of quality for construction in the

Definition: Impact Fee

A fee charged to developers as reimbursement for the cost of providing additional facilities or services needed as a result of new development.

region. Yet, there are no standards to ensure pedestrian and bicycle accommodation through construction zones. The community can benefit from ensuring that all construction zones remain safe and accessible for all persons. See Appendix 2.X for a list of current resources.

1.1.3 Extend Bicycle Parking Requirements

Objective:

Provide sufficient bicycle parking so as not to discourage people from riding their bike to any destination.

Description:

Bicycle parking is an essential amenity for any non-motorized transportation network. Residents will not use bikeways to reach businesses unless they can lock their bikes securely at their destinations. Cyclists in the community will benefit if bicycle parking requirements similar to those in the Legacy Code - 0.2 spaces per 1,000 square feet, with a two space minimum - are extended to other business districts.

1.1.4 Adopt Snow Clearance Ordinance

Objective:

Ensure safe pedestrian travel, regardless of weather conditions.

Description:

The accumulation of snow and ice on sidewalks creates a major barrier to pedestrians, especially seniors and children. Tinley Park has an existing requirement for property owners to remove snow/ice from adjacent sidewalks. To ensure the safety of the active transportation network, Tinley Park can reduce the time-frame for removal to eight hours after a snowfall ends.



Figure 1.1 Shoveled sidewalks have always been important in Tinley Park

1.1.5 Enforce Distracted Driver Ordinance

Objective:

Minimize the amount of easily preventable vehicle-on-pedestrian accidents.

Description:

Traffic safety is a major component of active transportation, especially for children and seniors. Nationwide trends show that distracted driving is a major contributor to roadway tragedies, and many communities are targeting this behavior with tough penalties and targeted enforcement. Tinley Park should consider adopting and publicizing a distracted driver ordinance restricting the use of mobile phones while driving on local roadways. See Appendix 2.X for sample ordinance language.

1.1.6 Leverage Parking to Promote Active Transportation

Objective:

Optimize vehicle parking design to benefit active transportation.

Description:

Parking can be a resource to active transportation users by providing a buffer between moving vehicles and pedestrians. Roadways with parking also tend to have slower and more consistent moving traffic than other roadways. This results in fewer and less-serious crashes with other roadway users. Tinley Park can leverage its parking requirement to foster a safe environment. Specifically, the community can require:

- ▶ That any angled parking be arranged as back-in to reduce crashes as cars enter/exit the spaces
- ▶ Prohibit stopping, standing or parking in a bicycle lane



Figure 1.2 Example of Distracted Driver Enforcement Campaign Poster¹

1.2 Safe Routes to School

Safe Routes to School is a federally funded program that helps communities identify social and physical barriers to walking and bicycling to school. The program provides funding for education, encouragement, enforcement, and engineering projects aimed at making the trip to school safe, fun, and convenient for students in elementary and middle school. Safe Routes to School requires no local matching funds from communities.

Tinley Park has already engaged with local school districts on Safe Routes to School initiatives. In 2010, the village hosted the Safe Routes to School National Course and provided a Safe Routes to School parents' training at Millennium School. Several Tinley Park schools participated in International Walk to School Day in 2011.

The village can help encourage more walking and biking trips to school by partnering with the school districts on Safe Routes to School initiatives and applying for future Safe Routes to School grants. Strategies that may be implemented by Tinley Park and its school districts include:

1.2.1 Educational Materials

- ▶ Provide bicycle and pedestrian education to students enrolled in K-8 schools.
- ▶ Provide information to parents about the benefits associated with walking and biking to school.
- ▶ Provide information to motorists about safe driving in school zones.



Figure 1.3 School District 146 celebrates Walk to School Day

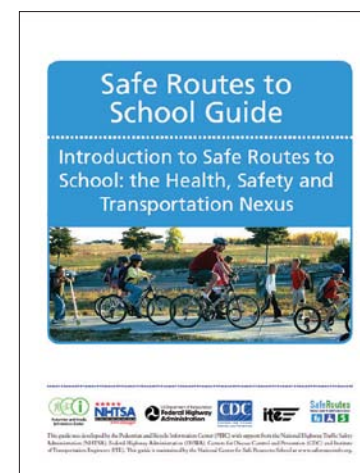


Figure 1.4 Example of educational materials ²



Figure 1.5 Speed feedback sign

1.2.2 Encouragement

- ▶ Create a mileage tracking program to encourage students to walk and bike to school.
- ▶ Provide incentives to students who regularly walk and bike to school or who demonstrate safe behavior when walking or biking.
- ▶ Create preferred walking route maps and distribute them to parents.

1.2.3 Enforcement

- ▶ Purchase speed feedback trailers or signs.
- ▶ Enforce laws that impact student safety, such as the “must stop for pedestrians” law, school zone speeding, and cell phone use in school zones.

1.2.4 Engineering

- ▶ Install directional signage along school walking/biking routes.
- ▶ Fill in sidewalk gaps along school walking/biking routes.
- ▶ Stripe crosswalks along school routes.



Figure 1.6 Existing wayfinding signage along Oak Park Ave.

1.3 Education

Education is a powerful tool for promoting healthy and safe behaviors. Users of an active transportation network need to be aware of how to protect themselves and others. As more people walk and bike for transportation and health, education should come in a variety of forms to reach all network users. Youth, teens, and adults alike benefit from education programs focusing on pedestrian and bicycle safety and the rules of the road. The following recommendations are meant to reach all community members and include messages tailored to each specific audience:

1.3.1 Media Outreach

Incorporate active transportation information into the Tinley Park Exchange, the village's quarterly newsletter. Articles could help educate drivers about sharing the road with active transportation users, inform residents about existing resources, facilities, and programs, as well as spark enthusiasm for new active transportation projects.

In addition to the village newsletter, Tinley Park can help identify writer(s) to contribute a weekly or monthly "Walk and Bike Tinley Park" column to Tinley Park Junction and Patch newspapers. Residents would therefore have online and printed resources for topics such as walking and biking rules of the road, tricks and tips, local cycling and walking events, and issues for discussion or action.

1.3.2 Safe Cycling Class for Kids at Community Events

For little cost (approximately \$100 week), the village can hire a safe cycling instructor to offer cycling instruction and helmet fitting to children at community events such as the Farmers Market or prior to concerts or movies in Zabrocki Plaza. Kids can learn and practice safe cycling skills such as scanning over their shoulder while riding, hand signals, emergency stop, and how to cross streets safely. The program can be



Figure 1.7 The Tinley Park Exchange Newsletter



Figure 1.8 Bike Rodeo at Forest Park, IL



Figure 1.9 Driver's Education Program³

supplemented with a “license” awarded to children who complete a certain number of sessions. In addition, educating children on safe cycling has shown to also raise their parents’ bicycling IQ.

1.3.3 Partner with Local Driver’s Education Programs

Reinforcing the importance of safe driving behavior when sharing the road with active transportation users while students are preparing to receive their driver’s license will help build good driving habits for the future. Tinley Park can help by providing village-specific information and advice to students, such as how to negotiate a roundabout or where most in-town accidents occur.

1.3.4 Program Basic Bike Maintenance Classes

Programming classes through local bicycle shops or the Tinley Park Park District on basic bike maintenance — such as changing a flat tire, adjusting gear shifting and brakes — can eliminate almost all of the mechanical issues that discourage a person from cycling. In Tinley Park, a partnership between local bicycle shops for instruction and the Park District for venue would create a popular Park District program and provide a lot of value to the community by getting people to ride more often.

1.3.5 Issue “Tinley Park Drives with Care” Village Vehicle Stickers

Selecting a window sticker design with a safe driving message communicates Tinley Park’s commitment to a safe, high quality lifestyle to passersby while the car is parked. The Secretary of State’s Bicycle Rules of the Road publication could be included with village vehicle stickers.



Figure 1.10 Bike maintenance at a safe cycling class at Forest Park, IL

1.3.6 Provide Educational Materials at Popular Destinations

There is a substantial amount of free educational brochures available from a variety of state and federal agencies. Providing these types of instructional materials at oft frequented destinations within the village, such as Village Hall, the Post Office, Park District buildings, and Public Library, can help reach those residents and visitors who would normally not go out of their way for that type of information, but would find it helpful once they were introduced to it.

1.3.7 Increase Awareness of Bike Registration Program

The Tinley Park Police Department provides a free bike registration program that is available to all village residents. By simply providing a bike description and serial number residents can increase their chances that their bike will be recovered if stolen. The Police Department also issues a bike sticker to notify potential thieves that the bike is registered with the department.

Bike registration is also an excellent opportunity to provide residents with informational brochures discussed in 1.3.6.

1.3.8 Integrate Traffic Cycling Training for Participants in the MetLife Duathlon

The MS150, a national series of rides that raise funding for MS research, offers popular pre-ride traffic cycling and group cycling skills classes for participants. Offering safe cycling training within the context of a fun, exciting event boosts participation in those classes as well as reduces crashes and injury during the event.



Figure 1.11 Examples of Free Educational Materials



Figure 1.12 MetLife Duathlon ⁴

1.3.9 Implement a “Thanks for Shoveling” Campaign

Create a door card campaign that allows residents to thank their neighbors for shoveling their sidewalks by hanging a thank you message on their neighbors’ door. The card could be used as a coupon at a local merchant for a hot cup of cocoa or coffee, perhaps. A “Thanks for Shoveling” card will raise awareness about shoveling one’s sidewalk and enhance community pride.

Such a campaign could be organized by local community groups, such as boy scouts, who may also offer volunteer services to those who may have difficulty physically clearing their sidewalks.”

1.3.10 Film Village Employees Learning Basic Cycling Safety

The video can be distributed through public access and the village’s website. Showing village employees learning safe cycling raises the profile of cycling and traffic safety, and also will give officials insight into the needs of cyclists in Tinley Park.

1.4.1 Win Awards

Improving Tinley Park's active transportation network will make the village an even better place to live, work, shop, and play. National recognition of these efforts can generate commerce and increase property values. The Bicycle Friendly Community Program led by League of American Bicyclists provides incentives, hands-on assistance, and award recognition for communities that actively support cycling. To apply for recognition, a step-by-step guide is available through the League of American Bicyclists website. Walk Friendly Communities is a similar program the Pedestrian and Bicycle Information Center uses to honor pedestrian-friendly communities.

1.4.2 Publish a Tinley Park Bicycle Map

A bicycle map would promote existing on-street bicycle routes and identify bicycle-friendly routes to important and popular destinations like parks, schools, the library, and business districts. A bicycle map also is a signature feature of bicycle-friendly communities.

Street routes should be ranked by Bicycle Level of Service, a measurement of bicyclist's relative comfort level in traffic, so that cyclists can choose suitable routes. Parks, ball fields and trails should be prominently labeled along with local schools and other community amenities. Adding bicycle route information to an existing map when it is updated can save money.

1.4.3 Include Bicycling & Walking Materials in the New Residents Guide

Information can include a village bike map, directions and promotion of local trail use, and bicycling and walking rules of the road.



Figure 1.13 Walk Friendly and Bicycle Friendly Communities Programs



Figure 1.14 Example of a bicycle route map⁵



Figure 1.15 Tinley Park Public Library



Figure 1.16 PACE route 386 serves Midway Airport

1.4.4 Free Metra Rides between Oak Park Ave and 80th Ave for Library Card Holders

Until improvements for cyclists and pedestrians are made, which in some cases will take years, the routes between Tinley Park's historic downtown and its public library make most residents uncomfortable to walk or bike. Working with Metra to allow residents with library cards to ride between the two stations for free solves the car-free connection problem in the short-term. Also, it encourages library patronage as well as transit use.

1.4.5 Promote Tinley Park's PACE Bus Connection to Midway Airport

PACE's Route 386 bus will, for \$1.75, transport Tinley Park residents to and from Midway Airport. Tinley Park can promote the route as a benefit to residents and businesses through various channels. They can also actively encourage its patronage by establishing a Park & Ride facility along the route.

1.4.6 Provide Portable Bike Parking at the Farmers Market and other Outdoor Events

Portable bike parking is inexpensive and provides flexible and convenient parking services to guests and participants. They are integral to any efforts to encourage residents to bicycle to suitable events, and can themselves help promote attendance. When using portable bike parking, the village should strive to locate bicycle parking closer and more conveniently to the event than most drivers could expect to park. In some communities, a local youth or civic group provides "valet" service, providing peace of mind to the cyclist, particularly if one did not bring a lock.

1.4.7 Valet Park Bikes at Tinley Festivals and First Midwest Amphitheater Events

Using portable bike parking racks or simply cordoning off a “bike corral,” the village can partner with a local civic group—scouts are ideal—to provide valet parking at select village events and concerts. Valet bike parking adds another promotional component to events, removes some car trips, and makes the trip to and from the event part of the enjoyable experience instead of a cost and/or frustration to be borne.

The valet parking area should be as close to the event’s pedestrian entrance as possible — closer than drivers would be allowed to park to add a benefit to arriving by bike. The service must be well-promoted throughout the marketing of the event.



Figure 1.17 Tinley Park Farmers Market ⁶



Figure 1.18 Bike valet ⁷

To promote the safety of all people using the active transportation network, Tinley Park should prioritize enforcement of traffic laws that deter reckless behavior by road users.

1.5.1 Training for Police

Police in Illinois are required to participate in annual professional development opportunities. The Tinley Park Police Department should ensure that all officers engaged in traffic safety enforcement receive introductory training on bicycle and pedestrian safety, followed by semi-annual refresher sessions. Information can be provided in live sessions, online, or by video.

Officers should receive practical training focused on:

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

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

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



Figure 1.19 Police Bike Patrol in Forest Park, IL



Figure 1.20 Example School Zone signage

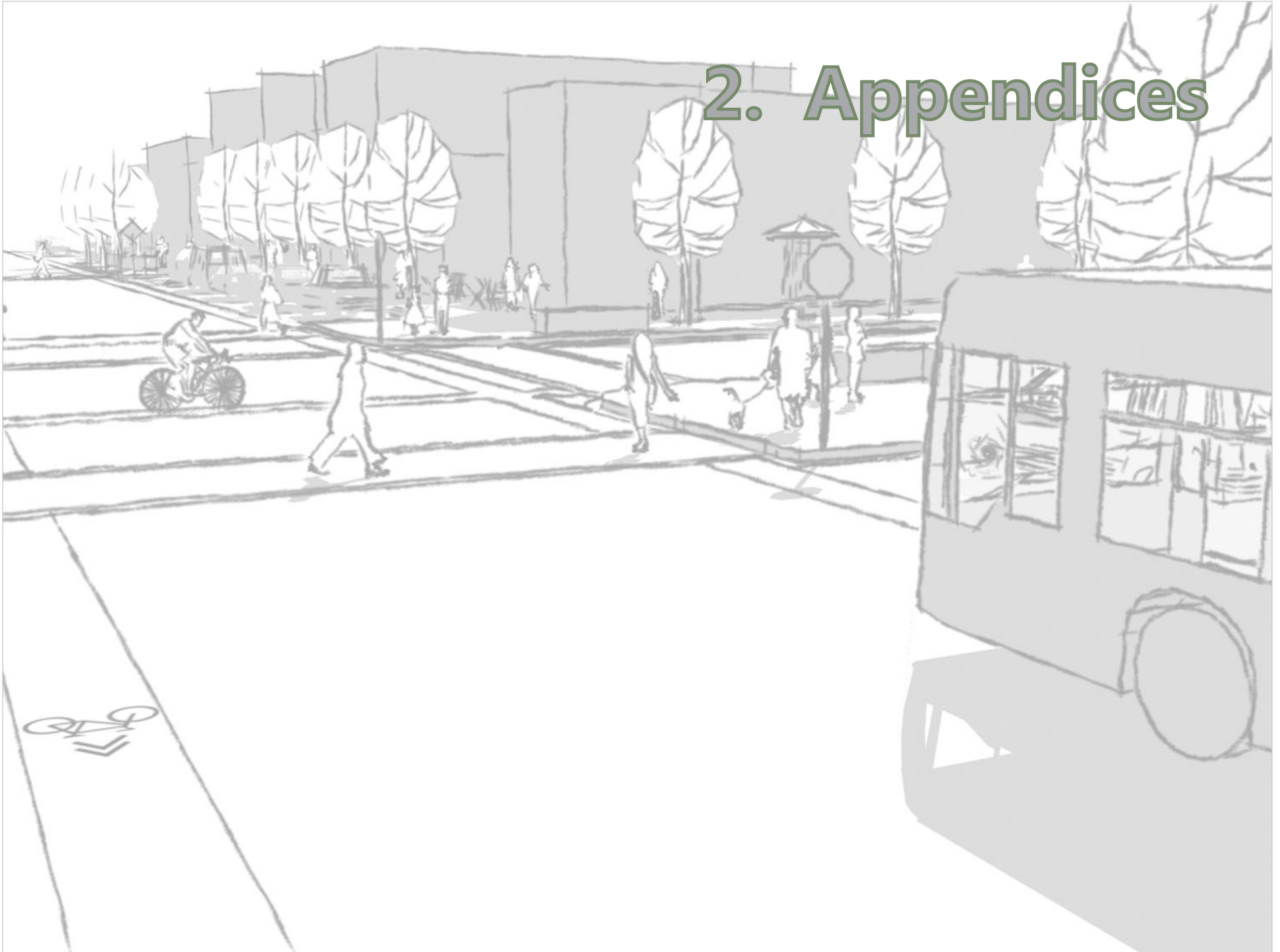
1.5.2 Targeted Enforcement Efforts

No police department can aggressively enforce all laws in all locations at all times. Tinley Park can use existing crash data to identify the most dangerous locations and target enforcement at those sites. "Reckless behavior stings" focused on improper motorist, bicyclist, and pedestrian behavior have proven particularly successful in other communities. Tinley Park should review these enforcement efforts on an annual basis to ensure appropriate allocation of police resources.

1.5.3 Regular Patrol Division Enforcement

The Police Department's Traffic Safety Unit, in conjunction with their other duties, would be the "primary" enforcement component. Based on their data, the Traffic Safety Unit can provide recommendations to the remainder of the patrol division for random enforcement.

2. Appendices



Except for the photographs listed below, all other photographs were provided by either Active Transportation Alliance or the Village of Tinley Park Planning Department:

1. "Posters (Law Enforcement)." *Distraction.gov: Official US Government Website for Distracted Driving*. Web. <<http://www.distraction.gov>>
2. "Safe Routes to School Guide." *National Center for Safe Routes to School*. Web. <<http://saferoutesinfo.org>>
3. Isger, Sonja. "Florida's Learner-Permit Driving Exam Returns Online, Raising Questions about Cheating." *Palm Beach Post*. 3 July 2011. Web. <<http://www.palmbeachpost.com>>
4. "Forums." *Beginner Triathlete*. Web. <<http://www.beginnertriathlete.com>>
5. "Evanston Area Bike Map." *City of Evanston*. Web. <<http://www.cityofeevanston.org>>
6. Dailing, Paul. "Families and Veggie Lovers Visit Last Farmers Market of the Year." *Tinley Park Patch*. 26 September 2010. Web. <<http://tinleypark.patch.com>>
7. "Effective Signage Redux." 1-2-3 *Eco-Logistics*. 9 June 2011. Web. <<http://www.eco-logistics.biz>>

STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CLERK'S CERTIFICATE

I, PATRICK REA, the duly elected and qualified Village Clerk of the Village of Tinley Park, Cook and Will Counties, Illinois, do hereby certify that attached hereto is a true and correct copy of the Resolution now on file in my office, entitled:

RESOLUTION NO. 2012-R-031

**RESOLUTION APPROVING THE POLICY AND PROGRAMMING
RECOMMENDATIONS FOR THE ACTIVE TRANSPORTATION PLAN
INCORPORATED IN THE COMPREHENSIVE PLAN OF THE VILLAGE**

which was passed by the Board of Trustees of the Village of Tinley Park at a regular meeting held on the 5th day of June, 2012, at which meeting a quorum was present, and approved by the President of the Village of Tinley Park on the 5th day of June, 2012.

I further certify that the vote on the question of the passage of the said Resolution by the Board of Trustees of the Village of Tinley Park was taken by the Ayes and Nays and recorded in the Journal of Proceedings of the Board of Trustees of the Village of Tinley Park, and that the result of said vote was as follows, to-wit:

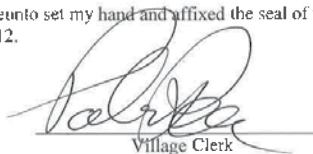
AYES: Seaman, Hannon, Maher, Staunton, Leoni, Grady

NAYS: None

ABSENT: None

I do further certify that the original Resolution, of which the attached is a true copy, is entrusted to my care for safekeeping, and that I am the lawful keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Village of Tinley Park, this 5th day of June, 2012.


Village Clerk

287300_1

RESOLUTION NO. 2012-R-031

**RESOLUTION APPROVING THE POLICY AND PROGRAMMING
RECOMMENDATIONS FOR THE ACTIVE TRANSPORTATION PLAN
INCORPORATED IN THE COMPREHENSIVE PLAN OF THE VILLAGE**

WHEREAS, this President and Board of Trustees has adopted an Active Transportation Plan (the "Plan") as a part of the Comprehensive Plan of the Village; and

WHEREAS, in the process of adopting the Plan certain recommendations were made for future implementation of the Plan, which recommendations are attached hereto and made a part hereof as Exhibit 1; and

WHEREAS, the President and Board of Trustees wish to express its desire to accomplish said recommendations from time to time as determined feasible.

NOW, THEREFORE, Be It Ordained by the President and Board of Trustees of the Village of Tinley Park, Cook and Will Counties, Illinois, as follows:

SECTION 1: The recommendations attached hereto as Exhibit 1 are hereby approved by this President and Board of Trustees as future goals to be implemented as determined feasible from time to time by this President and Board of Trustees in the future. Implementation of the recommendations will enhance the environment for active transportation, and such recommendations include educational and training opportunities, and suggested communication and media activities.

SECTION 2: That this Resolution shall take effect from and after its adoption and approval.

287300_1


APPROVED this 5th day of June, 2012, by the Corporate Authorities of the Village of Tinley Park on a roll call vote as follows:

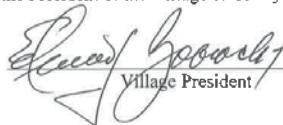
AYES: Seaman, Hannon, Maher, Staunton, Leoni, Grady

NAYS: None

ABSENT: None

APPROVED this 5th day of June, 2012, by the President of the Village of Tinley Park.

ATTEST: 
Village Clerk


Village President

287300_t

