VILLAGE OF ALSIP

BICYCLE & PEDESTRIAN PLAN

FINAL PLAN REPORT

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GLOSSARY

Active Transportation: Any form of human-powered transportation, such as walking, cycling, using a wheelchair, inline skating, or skateboarding.

Annual Average Daily Traffic (AADT): Average daily vehicle traffic on a roadway.

Bicycle Parking: Facilities such as bike racks or lockers provided to secure bicycles at destinations.

Bikeway: A generic term for any road, path, or way that is specifically designated for bicycle travel, whether exclusively or shared with other modes.

Commuting: The act of traveling from one's place of residence to their place of work or study, typically on a regular basis. This term encompasses all modes of transportation used for this purpose, including walking, biking, driving, and public transit.

Complete Network: A transportation network that integrates all modes of travel, ensuring that routes for walking, cycling, public transit, and driving are interconnected and accessible.

Complete Street: A street that is designed to support all modes of transportation

Complete Street Policy: A transportation policy that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation.

Connectivity: The degree to which streets, paths, and other transportation infrastructure are linked to provide direct, continuous routes for non-motorized travel.

Crosswalk: A designated area for pedestrians to cross a road, typically marked by painted lines or other surface treatments to enhance visibility and safety.

Mode Share: The percentage of travelers using a particular type of transportation, such as walking, biking, driving, or public transit, out of the total number of travelers.

Non-Motorized Transportation: Any form of transportation that does not involve motorized vehicles, including walking, cycling, and the use of personal mobility devices like scooters and wheelchairs.

Public Transportation: A system of transport for passengers in shared vehicles available for use by the general public. This includes buses, trains, subways, trams, para-transit, and dial-a-ride.

Road Diet: The reallocation of road space to better accommodate all users, often involving the reduction of vehicle lanes to create space for bike lanes, wider sidewalks, and transit lanes.

Off-street Path: A multi-use path located adjacent to a roadway but separated from it, providing a safe route for bicyclists and pedestrians away from vehicle traffic.

Streetscape: The visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees, and open spaces, collectively forming the street's character.

Traffic Calming: Physical design features or strategies implemented on roads to reduce vehicle speeds. Common examples include speed bumps, road narrowing, and raised crosswalks.

Universal Mobility: Establishing sidewalks in every feasible location, allowing every resident to be travel throughout the Village by walking or rolling, regardless of age or ability.

Walkability: The measure of how friendly an area is to walking. Factors influencing walkability include the presence of sidewalks, pedestrian crossings, safety, and the proximity of destinations.

Wayfinding: Information systems, such as signs or maps, designed to guide travelers along routes or through unfamiliar environments.

ACKNOWLEDGEMENTS

We are deeply grateful to our elected officials for their invaluable guidance throughout the planning process of the Alsip Bicycle & Pedestrian Plan. Your leadership and vision have been instrumental in shaping this project. We also express our sincere appreciation to the Chicago Metropolitan Agency for Planning (CMAP) for their generous funding and the dedicated staff who have been pivotal in driving this initiative forward. Additionally, we thank our partner agencies for their unwavering support and insightful input, which have greatly enriched this endeavor. Finally, we are deeply grateful to the residents of Alsip for their meaningful feedback and active participation, ensuring that this plan truly reflects the needs and aspirations of our community.

VILLAGE BOARD

- Mayor John Ryan
- Trustee Jennifer Cahill
- Trustee Richard S. Dalzell
- Trustee William Love
- Trustee Christine L. McLawhorn
- Trustee Christopher W. Murphy
- Trustee David A. Perretta

VILLAGE STAFF

- Michael Fraider (Public Works Director)
- Becky Smith (Assistant to the Mayor)
- Geoff Aggen (Village Engineer)

CONSULTING TEAM

- Epstein

PARTNER AGENCIES

- Chicago Metropolitan Agency for Planning (CMAP)
- Illinois Department of Transportation (IDOT)
- Cook County Department of Transportation & Highways
- Pace Suburban Bus
- Alsip Park District
- Alsip Chamber of Commerce
- Alsip Industrial Association
- Alsip-Hazelgreen-OakLawn School District 126
- Atwood Heights School District 125
- The Major Taylor Cycling Club
- Worth Township
- Neighboring Municipalities (Robbins, Crestwood)
- Friends of the Cal-Sag Trail
- Active Transportation Alliance
- Ride Illinois
- Coca-Cola
- Landis-Berry Plastics
- Crown Cork & Seal
- Greif Containers

LETTER FROM THE MAYOR

I am writing to extend my heartfelt gratitude for your active participation and invaluable contributions to the planning process that has shaped the future of Alsip's transportation network. Your engagement and feedback have been instrumental in developing a plan that prioritizes safety, accessibility, and sustainability for all members of our community.

Our collective efforts have highlighted the importance of creating a transportation system where walking and bicycling are not only viable options but also safe and enjoyable experiences. As we move forward, I am committed to realizing a vision of Alsip where residents of all ages and abilities can navigate our streets with confidence and ease. This vision includes creating a well-connected network that ensures the safety and comfort of pedestrians and bicyclists alike.

I would like to thank our partner agencies, including the Cook County Department of Transportation and Highways, the Illinois Department of Transportation, and various local organizations, for their steadfast support and collaboration throughout this process. Your expertise and resources have been critical in advancing our shared goals.

Together, we are building a future where active transportation options contribute to the health, well-being, and vibrancy of our community. I look forward to continuing our work together to make Alsip a model of safe and accessible transportation for all.

With sincere appreciation,

Mayor John Ryan

EXECUTIVE SUMMARY

The Village of Alsip Bicycle & Pedestrian Plan will serve as the Village's blueprint for improving their bicycle and pedestrian networks, creating a community that is safe and comfortable for all road users, regardless of age and ability.

The planning team gathered information about Alsip's existing bicycle and pedestrian networks through public engagement and data collection. Public engagement included attending events, gathering feedback through public surveys, biking and walking tours, and steering committee meetings. Residents and visitors shared their experiences, safety concerns, ideas for the future, facility preferences, and their opinions about recommendations. Data collection involved analyzing the existing facilities, existing plans and policies, barriers, crashes, and equity within the Village.

Through public engagement and data collection, the planning team was able to identify key areas to focus on:

- **Improved pedestrian facilities and accessibility**
- **Safer crossings**
- **Improved bicycle facilities**
- **Complete important trail connections**

Several corridors were identified including 115th Street, 119th Street, 123rd Street, Pulaski Road, and Cicero Avenue. Additionally, several intersections and the completing trail connections with the Cal-Sag Trail were also important.

Upon reviewing public engagement, existing conditions, and several notable design guides, the planning team made infrastructure recommendations to improve the Village's bicycle and pedestrian networks. Recommendations included bicycle facilities, new sidewalk, and improved intersections for bicyclist and pedestrian safety.

Overall, the plan recommends 19.2 miles of new bicycle facilities. These recommendations include 3.5 miles of bicycle boulevards, 1.5 miles of bike lanes, and 14.1 miles of shared use path.

Additionally, the plan recommends two bicycle/pedestrian bridges on Laramie Avenue and 119th Street to connect riders of the tollway and railway, respectively.

For sidewalks, the plan recommends near universal mobility or establishing sidewalks in every feasible location in Alsip. This would add around 57.4 miles of new sidewalk to the already existing 63.5 miles of sidewalk in the Village.

Recommendations to improve intersection safety include, high-visibility crosswalks, ADA ramps, pedestrian refuge islands, bump outs, traffic signals, and reducing the turning radii.

Finally, a road diet is recommended for 115th Street.

In addition to infrastructure recommendations, the plan recommends numerous policies and programs to help create and foster and more bikeable and walkable Alsip. These policies and programs will serve as powerful tools for the Village to enact change within the community, helping to shape the built environment. Recommended polices and programs include:

- **Vision Zero Policy**
- **Bike Parking Ordinance**
- **Encourage Divvy Expansion**
- **Bike Month Declaration**
- **No Right on Red**
- **ADA Transition Plan**
- **Implementing Design Standards on Village Roads**
- **Auto Enforcement Strategies**
- **Loaner Locks at Public Libraries**
- **Bike Rodeos**

By implementing recommendations in this plan, the Village of Alsip will be able to become a more bikeable and walkable community. The recommendations will help create a safer, more accessible, and more sustainable active transportation network for all users, regardless of age and ability.

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VISION & GOALS

VISION & GOALS

This plan envisions Alsip as a place where walking and bicycling within the Village is safe and comfortable for people of all abilities making walking or bicycling the most desirable choice for residents.

GOAL 1: IMPROVE EQUITY AND ACCESSIBILITY

Improving equity and accessibility ensures that all community members, regardless of income, ability, or location, have safe and convenient access to active transportation options. This involves addressing disparities in infrastructure quality and availability, particularly in underserved areas. By prioritizing inclusivity, the plan aims to create a transportation network that benefits everyone, fostering greater social and economic equity.

GOAL 2: IMPROVE PEDESTRIAN INFRASTRUCTURE

Enhancing pedestrian infrastructure focuses on creating safer, more accessible, and connected walkways and crossings. This includes the installation of sidewalks, pedestrian signals, and safe crosswalks, especially in high-traffic and school areas. Improved pedestrian facilities encourage walking as a viable mode of transportation, promoting health and reducing vehicle congestion.

GOAL 3: INCREASE BICYCLE INFRASTRUCTURE

Increasing bicycle infrastructure aims to expand and enhance the network of bike lanes, paths, and parking facilities to encourage cycling as a primary mode of transportation. This goal involves creating safe, continuous, and well-maintained routes that connect key destinations such as schools, workplaces, and recreational areas. By doing so, the plan seeks to reduce traffic congestion, reduce speeding on roadways improve air quality, and promote a healthier lifestyle.

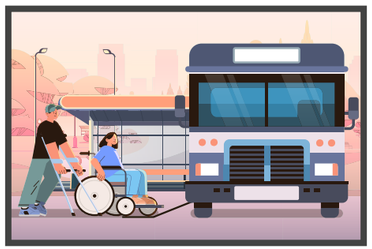
GOAL 4: IMPROVE PUBLIC TRANSPORTATION INFRASTRUCTURE

Improving public transportation infrastructure focuses on enhancing the accessibility, efficiency, and connectivity of transit services. This includes upgrading bus stops, shelters, and routes to ensure they are safe, comfortable, and convenient. Other benefits of this goal include reducing reliance on personal vehicles, lowering traffic congestion, and increasing mobility for all residents.

BENEFITS OF PEDESTRIAN AND BICYCLE FRIENDLY COMMUNITIES

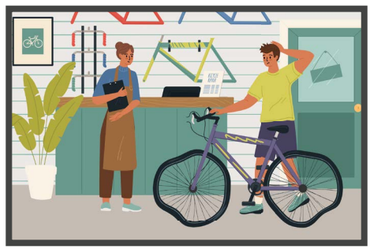
Safety for Vulnerable Road Users

Vulnerable road users include pedestrians, bicyclists, and road users that are young, aging or have a disability. For these road users the biggest threat they face is drivers. Creating a safe experience for these users includes mitigating these risks. This can be done by providing a separate path, slowing down traffic speeds, providing crosswalks, and more.



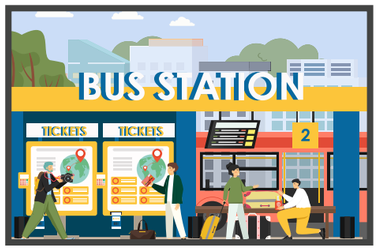
Increased Accessibility for All Residents

Creating an accessible experience means that all people can use transportation infrastructure. Creating accessible infrastructure includes ADA ramps, paths, and sidewalks that are continuous, smooth, and traversable by users with wheelchairs or walkers. A specific challenge in Alsip is sidewalks that are not continuous, creating dead ends for users.



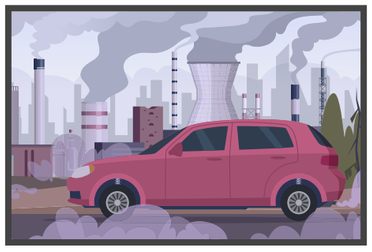
Economic and Community Benefits

There are numerous economic benefits to increased walking and bicycling infrastructure. This infrastructure is known to increase property values, quality of life, and local tourism. In Alsip, this would include visitors to the Cal-Sag trail. Quality of life can be improved by decreasing health care costs through increased physical activity, improved sense of community enhanced by more interactions between neighbors, and more.



Reduced the Financial Burdens of Transportation

Local walking and biking infrastructure can encourage and enable residents to leave their cars at home for some trips which reduces the car operating costs. With robust regional walking and biking networks paired with reliable public transit systems residents can reduce the number of vehicles they need or go car free completely. This reduces or eliminates the largest portion of transportation cost, car ownership.



Reduced Emissions from Transportation

On-road passenger transportation accounts for 13.4% of greenhouse gas emissions in Alsip. Shifting transportation mode away from cars and towards active transportation is a key strategy to reduce these emissions. Reducing emissions is an important step to mitigating global climate change and improving air quality. On a local level global climate change will result in more days with extreme heat in the summer and increased rain in the spring. Not preventing this could result in flooding and increased cases of heat related illness.

Increased Physical Activity

The U.S. Department of Transportation's webpage for “Physical Activity From Transportation” recommends that adults exercise for 150 minutes per week which is just over 20 minutes per day. In 2008 fewer than 5% of adults exercised for more than 30 minutes per day. In Cook County walking trips are most commonly between 0 to 20 minutes and bike trips are most commonly between 0 to 30 minutes. Adding walking and biking trips to a weekly routine can help adults reach the recommended amounts of physical activity.

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PUBLIC ENGAGEMENT

GATHERING FEEDBACK

Gathering feedback as part of the planning process is crucial to ensure that the bike and pedestrian plan meets the needs of the entire community. To ensure engagement is equitable bilingual materials were used to reach a diverse audience and ensure that Spanish speakers can fully participate. By attending community events and actively engaging with residents where they are, the project team can incorporate feedback from a wide range of voices, including those who are often underrepresented. By prioritizing inclusivity and ongoing dialogue, the plan is committed to creating a plan that truly reflects the aspirations of all community members.

FIGURE 1: SIGNS PROMOTING SURVEY ALONG CAL-SAG TRAIL | **Source: Epstein**

Public engagement took place in three phases to ensure community feedback was front and center throughout the process. The first phase gathered experiences from residents using the current infrastructure and learns about their vision for the Village's future. The second phase gathered preferences on locations and types of strategies to be recommended throughout the Village. The final phase of engagement gave people the opportunity to provide feedback on the recommendations in the draft plan.

Public engagement took many forms. The largest and most robust source of feedback was the online surveys. These surveys were supplemented with walking/biking tours and community events. These engagement methods combined to provide both quantitative and qualitative data regarding transportation throughout the Village, which was incorporated into this plan.

A steering committee was formed to help guide the planning process. The committee was made up of Village staff and employees of other government agencies.

FIRST PHASE

- **Community Survey**
- **Trail Signage Placement**
- **Bicycle Tour**
- **Walking Tour #1**
- **Virtual Map Exercise**
- **FunFest**
- **Steering Committee #1**

SECOND PHASE

- **Student Survey**
- **Design Preference Survey**
- **Walking Tour #2**
- **Steering Committee #2**

THIRD PHASE

- **Policies & Programs Survey**
- **Alsip Business Expo**
- **Steering Committee #3**

KEY FINDINGS

Throughout the planning process, residents and visitors provided valuable insight, concerns, and ideas to the project team. Several key themes were identified to help improve the bicycle and pedestrian network in Alsip.

IMPROVED PEDESTRIAN FACILITIES AND ACCESSIBILITY

Throughout the public engagement phases, residents and visitors to Alsip discussed the desire for an improved pedestrian experience, including more sidewalks and the ability to access more amenities by walking or rolling. In the student survey, more sidewalks were selected as the top choice to encourage walking or rolling to Alsip schools. Issues of accessibility and the lack of/condition of pedestrian facilities, were cited as reasons that people choose not to walk or roll more often.

SAFER CROSSINGS

One common theme throughout the public engagement process was the desire for safer crossings for both pedestrians and bicyclists. Residents and visitors said they felt unsafe when having to cross busy intersections throughout the Village. The addition of high-visibility crosswalks and other intersection improvements were cited by participants.

IMPROVED BICYCLE FACILITIES

Many people said they would like to see an increase in both on-street and off-street bicycle facilties, to improve safety and connectivity for riders. Shared-use paths were a common facility mentioned throughout the engagement phases. People identified shared-use paths as a desireable bicycle facility that would improve accessibility and safety fo residents and visitors.

COMPLETE IMPORTANT TRAIL CONNECTIONS

Residents and visitors cited a desire to complete trail connections in the Village, specifically the Cal-Sag Trail. Completing connections to the Cal-Sag Trail and other trails was viewed as an important opportunity to create safe, connected places for people to bike. Addtionally, people cited improvements to Cal-Sag Trail connectivity as having the ability to increase the likelihood of them using the trail.

GO TO APPENDIX A.1 TO SEE FULL PUBLIC ENGAGEMENT RESULTS

3

EXISTING CONDITIONS

INTRODUCTION

The Village of Alsip sits in southern Cook County, 26 miles from downtown Chicago, and 11 miles west of the Indiana border. The Cal-Sag Channel runs along the southern border of the Village. History has shown that transportation systems are a driving force for changes in population, land use, and development in municipalities. Understanding the people, places, and current transportation systems in Alsip enables planners to develop systems that support the community.

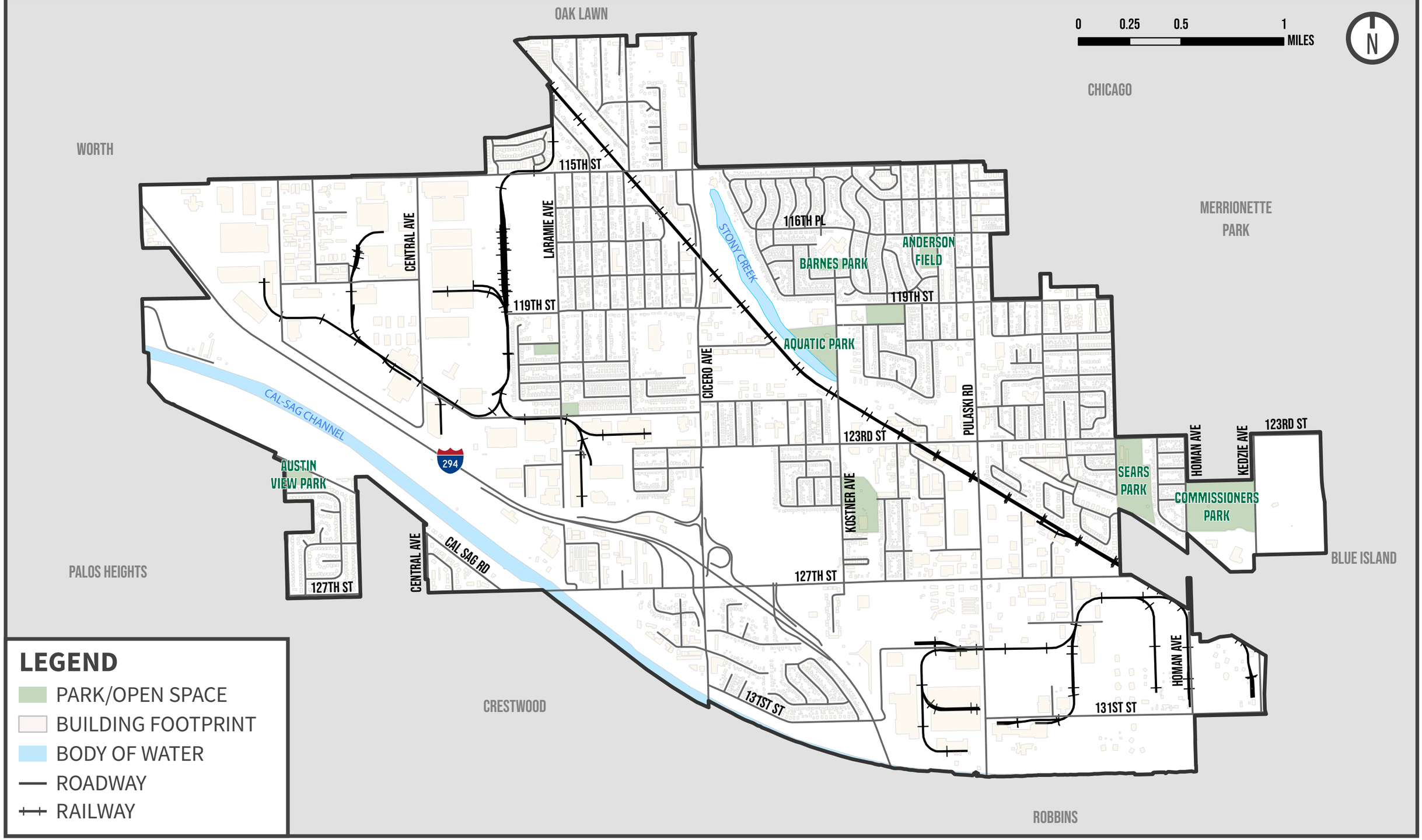
The Village of Alsip has a rich history shaped by its transportation infrastructure. The Village was settled in the 1830s and was named after brickyard owner Frank Alsip. The completion of the Cal-Sag Canal in 1922 and the subsequent population boom from 1930 to 1950 were pivotal moments in Alsip's growth. The 1950s saw further expansion with the widening of the Cal-Sag Canal and the initial construction of Interstate 294, tripling the population by 1970.

FIGURE 2: BUILDING THE CAL-SAG CANAL | Source: MWRD

Today, transportation continues to play a crucial role in shaping the community, but the focus has shifted towards enhancing quality of life. Modern transportation improvements prioritize safety, reducing traffic congestion, and expanding mobility options. The Cal-Sag Canal, a key industrial artery, has be upgraded to also accommodate recreational activity, with 13 miles of completed trails and plans for an additional 13 miles. By prioritizing bicycle and pedestrian infrastructure, Alsip is creating safer transportation options, reducing traffic, and fostering a more connected community.

Today, Alsip is a village that balances its rich industrial past with modern suburban living. The community enjoys a mix of residential neighborhoods, commercial areas, and green spaces, making it an attractive place to live, work, and play.

FIGURE 3: MAP OF ALSIP



PEOPLE

This section provides a detailed overview of the demographic composition of the area, highlighting key population characteristics such as age, income levels, and ethnic diversity. Following the demographic overview, an equity analysis is conducted to assess how transportation policies and infrastructure impact different community groups, ensuring that planning and development efforts are inclusive and equitable.

DEMOGRAPHICS

As of the 2020 Census, Alsip's population stands at 19,063, reflecting a slight decline since 2000. According to the American Community Survey (ACS) 2021 5-year estimates, the median age has risen to 39.2, with adults aged 50 and over now representing 36.2% of the population. The racial and ethnic makeup has shifted significantly: White residents now constitute 47.1% of the population, down from 76.7% in 2000, while Black and Hispanic or Latino populations have grown to 23.5% and 24.6%, respectively. The median household income is $59,123.

HOUSEHOLD DATA

Alsip has 7,692 households, with 61.9% owning their homes and 38.1% renting. Owner-occupied households average 2.7 people, while rental households average 2.03. Renters typically spend a higher percentage of their income on housing compared to homeowners.

CAR OWNERSHIP

In Alsip, 5.4% of households lack access to a car, and 46.5% have one car. Car access is more limited among renters, with higher percentages of households having either no car or one car available.

EMPLOYMENT

Residents commonly work in downtown Chicago, Alsip, and Bedford Park, which influences commute modes and times. Nearly 87% of residents work in the private sector, with the top industries being health care and social assistance (14.9%), retail trade (10.9%), and education (8.8%). Retail trade workers are the most likely to use public transit, while no manufacturing workers use it.

COMMUTE

Cars are the dominant mode of transportation, with 87.8% of workers driving or riding to work. Walking and biking are minimal at 2.3%, while 5.5% use public transit. The average commute time is 32.2 minutes, with more than 30% of workers commuting more than 45 minutes. Public transit riders face significantly longer commutes, with 95.8% traveling 45 minutes or more. Lower-income residents are less likely to drive alone and more likely to carpool or use transit, with less than 60% of those earning under $10,000 driving alone, compared to over 80% of those earning above $75,000.

PEOPLE WHO WORK IN ALSIP

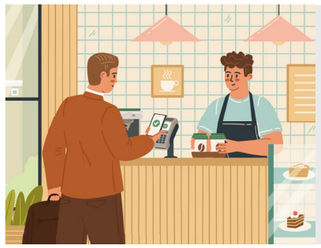
Workers commute to Alsip from across Cook County and beyond, with the most common zip codes being 60803 (Alsip), 60453 (Oak Lawn), and 60629 (Chicago communities near Midway Airport). However, these areas represent only 10.8% of the total workforce in Alsip.

GO TO APPENDIX B.1 TO SEE A MAP WHERE RESIDENTS WORK

KEY DEMOGRAPHIC FINDINGS

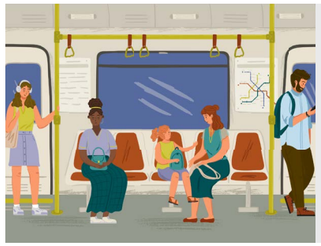
ALSIP IS AN AGING COMMUNITY, WITH A GROWING NEED FOR PEDESTRIAN AND TRANSIT FACILITIES.

The median age in Alsip has risen to 39.2 years, with 17.5% of the population aged 65 and over, both higher than the national demographics. This aging population underscores the need for accessible pedestrian infrastructure, particularly near residential areas, health facilities, and shopping centers.



ALSIP'S WORKFORCE IS MORE CONCENTRATED IN LOWER-WAGE INDUSTRIES.

The top industries for Alsip residents are health care and social assistance (14.9%), retail trade (10.9%), and education (8.8%). These sectors often employ lower-wage workers with non-traditional working hours. These employees may benefit from having low cost transportation options.



ALSIP RESIDENTS HAVE LONG COMMUTES AND LONGER PUBLIC TRANSIT TRIPS.

The average commute time for Alsip residents is 32.2 minutes, with a significant portion (95.8%) of public transit commuters traveling 45 minutes or longer. These commuting averages and trip times are higher than its neighbors and the regional average.

CAR OWNERSHIP IN ALSIP IS NOT A GUARANTEE, AND NOT AN OPTION FOR MANY RESIDENTS.

Approximately 457 households (5.4%) in Alsip do not have access to a vehicle, 3,385 households (46.5%) have one vehicle. The higher percentage of Alsip households with limited or no vehicle access, compared to the county and region indicate a greater need for additional transportation options.

ALSIP IS A DIVERSE COMMUNITY AND GETTING MORE DIVERSE.

In Alsip, the Black and Hispanic or Latino populations have increased to 23.5% and 24.6% of the population. With the community diversifying transportation improvement should be targeted to ensure there are no racial or ethnic disparities.

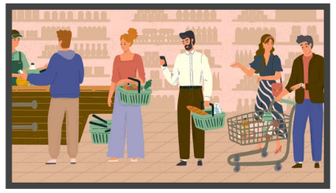
EQUITY ANALYSIS

Equity in transportation planning is crucial to ensure that all community members, particularly those from marginalized or underserved groups, have fair access to mobility options. This is essential for connecting individuals to essential services, employment opportunities, and social activities, thereby improving overall quality of life and reducing social inequities. Prioritizing equity in transportation planning also addresses historical imbalances where transportation impacts have disproportionately impacted marginalized communities. Remedying or alleviating these inequities is imperative for all planning work moving forward.

Although numerous metrics can assess transportation equity, this plan structures the equity analysis into three key categories: *Demographic Representation and Population Needs*, *Accessibility and Connectivity*, and *Affordability and Financial Accessibility*.

DEMOGRAPHIC REPRESENTATION AND POPULATION NEEDS

Demographic representation and population needs analyzes the population in a way that looks for groups that may have additional needs in order to travel throughout the community safely. These population groups include those with disabilities, children, and adults over 75.



ACCESSIBILITY AND CONNECTIVITY

Accessibility and connectivity looks at how accessible and available amenities are to the population, and how this impacts the population's mode of transportation. Job accessibility is analyzed by looking at the number of jobs that can be reached via a 30-minute public transit ride. Walk Score is used to determine the density of amenities that are close enough to walk to.

AFFORDABILITY AND FINANCIAL ACCESSIBILITY

Transportation costs look at how much of a person's income is being spent on transportation. Transportation costs include purchasing a car along with all ongoing costs such as insurance, gas, registration, and more. In areas where residents are reliant on cars, unexpected costs such as maintenance can put financial strain on a household or reduce their mobility.

GO TO APPENDIX B.2 FOR FURTHER EQUITY ANALYSIS

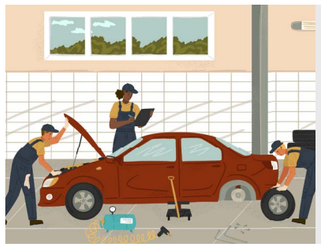
KEY EQUITY FINDINGS

ALSIP'S POPULATION WITH A DISABILITY IS GROWING.

Alsip's percentage of residents with disabilities (11.5%) is comparable to Cook County's average but lower than in Robbins and Merrionette Park. This highlights the need for ADA-compliant infrastructure, including accessible sidewalks, crosswalks, and transit options, to support these residents.

A LACK OF TRANSIT CONNECTIVITY AND CONSISTENCY PREVENTS RESIDENTS FROM ACCESSING JOBS.

Alsip offers access to 68,644 jobs within a 30-minute transit ride, which is higher than in Crestwood and Palos Heights. Enhancing transit options could improve job accessibility for Alsip residents, making it easier for them to reach employment opportunities without a car.



AUTOMOBILE DEPENDENCY DRIVES A HIGH TRANSPORTATION COST FOR MANY HOUSEHOLDS.

Owning a car has the largest impact on household transportation costs. Annual transportation costs for Alsip households are $14,370 (20% of total household costs). Reducing this financial burden required efficient public transit and safer infrastructure for biking and walking.

ALSIP'S DIVERSITY IS ONE OF ITS GREATEST ASSETS, BUT REQUIRES DIVERSE ENGAGEMENT.

Alsip has a more diverse racial and ethnic composition compared to several neighboring communities. This diversity suggests a need for culturally inclusive community planning and services that reflect the needs of all residents.

ALSIP'S WIDE RANGE OF AGES UNDERSCORES NEED FOR MORE ACTIVE TRANSPORTATION FACILITIES.

The skew towards both very young and older adults in Alsip suggests that active transportation options could greatly benefit these age groups, promoting mobility and independence while enhancing safety.

PLACES

Given the size of Alsip, trips that begin and end within the Village limits are the ideal distance for walking, biking, and rolling, but roadway design often makes driving the only safe option. Identifying common destinations for residents will help prioritize where safety improvements would have the largest impact.

LAND USE

The predominant land use in Alsip is industrial, occupying nearly 28% of the Village land, primarily along the Tollway in the west, northwest, and southeast. The emphasis on accommodating heavy machinery and vehicle traffic in these areas often results in challenges for non-motorized travel, making it difficult to integrate safe routes for pedestrians and cyclists. Single-family residential land accounts for just over 19% of the land use, with the largest sections in north and northeast Alsip, consisting of 4,678 units. Multifamily housing, which makes up 3% of the land use, provides 3,262 housing units and uses 15% of all residential land while housing 41% of households. The multifamily housing is scattered throughout the Village, often adjacent to industrial land. Alsip also contains three cemeteries—Restvale, Burr Oak, and First Evangelical—covering 180 acres and accounting for 4% of the land. Additionally, there are five cemeteries bordering the Village that are not open to through traffic. The main commercial corridors are along Pulaski and Cicero, with businesses predominantly catering to car traffic, such as gas stations, fast food outlets, and big box stores.

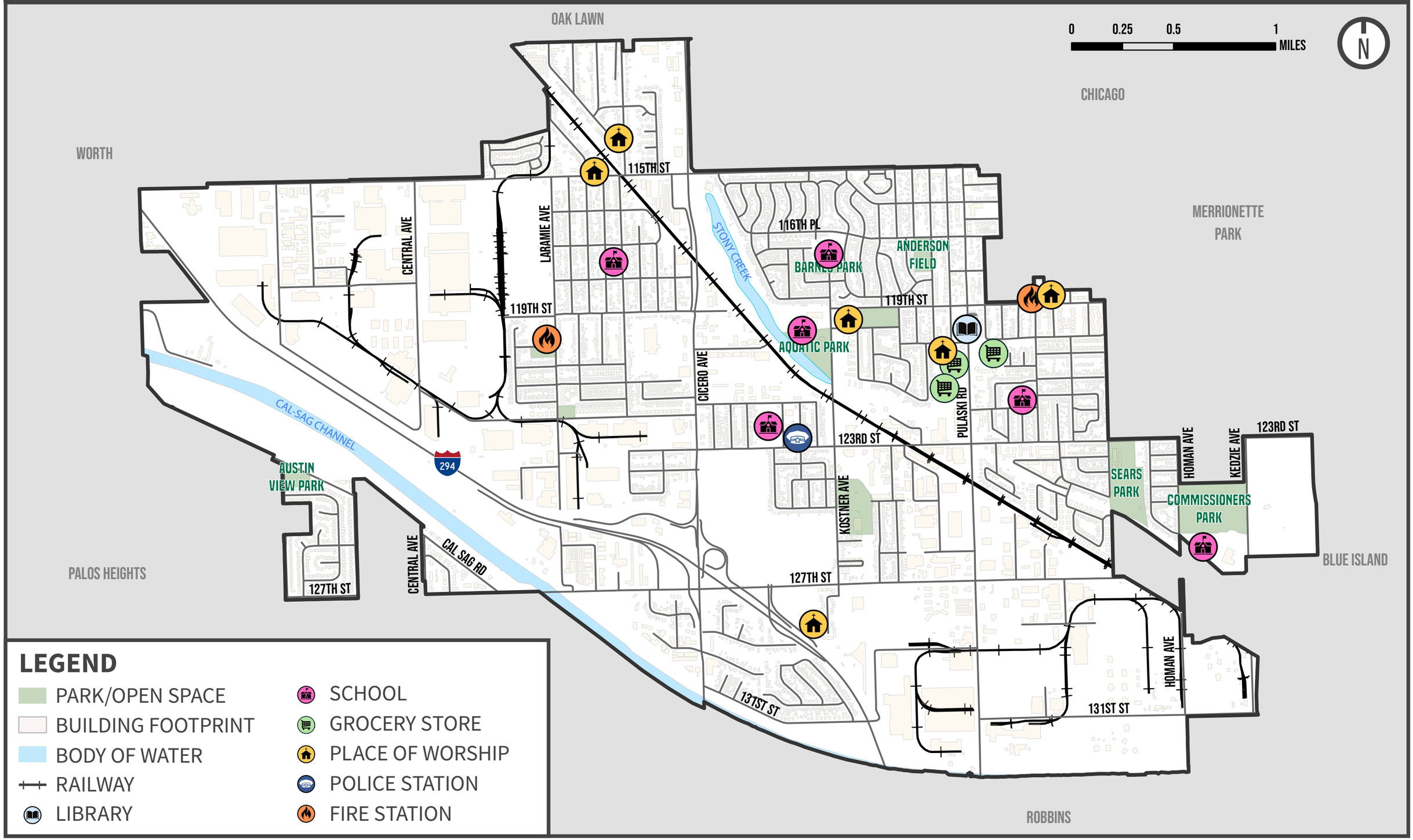
AMENITIES

Most of Alsip's open space lies in the westernmost and easternmost parts of the Village, comprising 8% of the land, contributing to a more livable and accessible community. Green spaces can include paths that enhance pedestrian and bicyclist connectivity. Identifying and ensuring connectivity to amenities such as parks, schools, healthcare facilities, and recreational centers is crucial for enhancing residents' quality of life and promoting equitable access to essential services. By mapping these amenities and improving connectivity, urban planners can encourage sustainable transportation, reduce traffic congestion, and promote active lifestyles. Addressing gaps and barriers in the transportation network through community feedback ensures that all residents can conveniently reach the amenities they need.

GO TO APPENDIX B.3 FOR FURTHER LAND USE ANALYSIS

BICYCLE TOUR, ALSIP, IL

FIGURE 4: VILLAGE & NEIGHBORING AMENITIES



TRANSPORTATION SYSTEMS

Transportation systems are built to move people and goods around. Within Alsip, the transportation system is comprised of a combination of roads, sidewalks, trails, public transportation, and rail.

A community's transportation network is a complex system that includes various modes of transport to ensure smooth and efficient movement for all residents. Roads form the backbone; connecting neighborhoods and facilitating the movement of private vehicles, public buses, and freight. Well-maintained roads with clear signage, traffic signals, and designated lanes for different types of vehicles enhance safety and reduce congestion. In addition to roads, rail systems provide an essential mode of transport for longer commutes and industrial cargo.

Pedestrian and bicycle facilities are integral parts of transportation networks, promoting active transportation and reducing reliance on motor vehicles. Pedestrian and bicycle facilities make it safer and more convenient for residents to walk or cycle to their destinations. These facilities must be designed to ensure accessibility for people of all ages and abilities. Well-connected pedestrian and bicycle networks allow people of all abilities to travel via the mode of their choice.

Public transit facilities, including buses and light rail services provide critical connectivity within the community and to surrounding areas. Efficient public transit systems should have frequent, reliable services with well-placed stops and shelters to protect passengers from the elements. Comprehensive transit networks reduce traffic congestion, lower greenhouse gas emissions, and provide equitable transportation options for all residents, including those who do not own private vehicles.

Ensuring the safety of all transportation modes through proper infrastructure, maintenance, and enforcement of traffic laws is essential for creating a sustainable and inclusive transportation network.

FIGURE 5: BRIDGE OVER THE CAL-SAG CANAL | Source: @Properties

ROADWAYS

The Village of Alsip has 80 miles of roadway.

Jurisdiction defines which government entity is responsible for the road. The Village of Alsip is responsible for 72.4% of Village roadways. The State of Illinois has jurisdiction over 13.5% followed by Cook County at 6.9% and private roads at 6.7%. Due to the different road jurisdictions creating and maintaining a well-connected bicycle and pedestrian network requires intergovernmental collaboration.

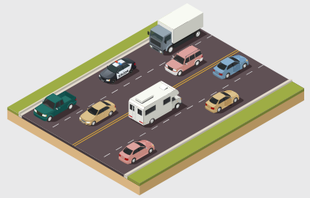
Cicero Avenue and Pulaski Road are either completely or mostly operated by the State. These two streets are key north-south routes in the Village, connecting the southern border to the northern border. South of 127th Street (another State route), Pulaski Rd. is under Cook County Jurisdiction.

The only privately owned and operated roadway is the Tri-State Tollway (I-294). The tollway connects Alsip to Indiana in the east and Wisconsin to the north through Lake County. The Tollway still has an negative impact on bicycle and pedestrian connectivity. The tollway can be challenging to cross requiring a longer route and additional infrastructure. Bridges and underpasses used to cross the tollway may not be comfortable or safe for pedestrians.

Roads also have functional classifications which defines the type of traffic they see. Cicero Ave, 127th Street, and Cal-Sag Road are all principal arterials moving traffic to the Tri-State Tollway. Ridgeland and Pulaski are minor arterials. Major collectors include 115th Street, 123rd Street, 119th Street, 122nd Street, and Kostner Avenue.

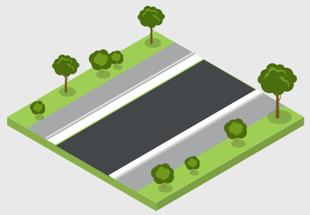
EXPRESSWAYS AND ARTERIALS

Interstates are divided roads intended only for vehicle traffic providing good connectivity for long distance travel throughout the country. Principal arterials move a large volume of traffic and are built to connect different types of land uses and municipalities. They are used for longer trips rather than shorter trips within the Village.



COLLECTOR ROADS & STREETS

Major collectors can run through residential areas and connect them to commercial and industrial areas. They have higher speeds than local roads but more signals to allow for the road to collect cars from the local roads. Non-major urban collectors are a type of major collector that run through rural areas, serving county seats and larger towns. Minor collectors are similar to major collectors however are used on roads with less residential and commercial density.



LOCAL ROADS

Local roads are meant to provide access to all the adjacent land uses. There are frequent driveways and roads allowing people to reach all land uses. They are meant to direct users to larger roads rather than be used for through traffic.

FIGURE 6: FUNCTIONAL CLASS

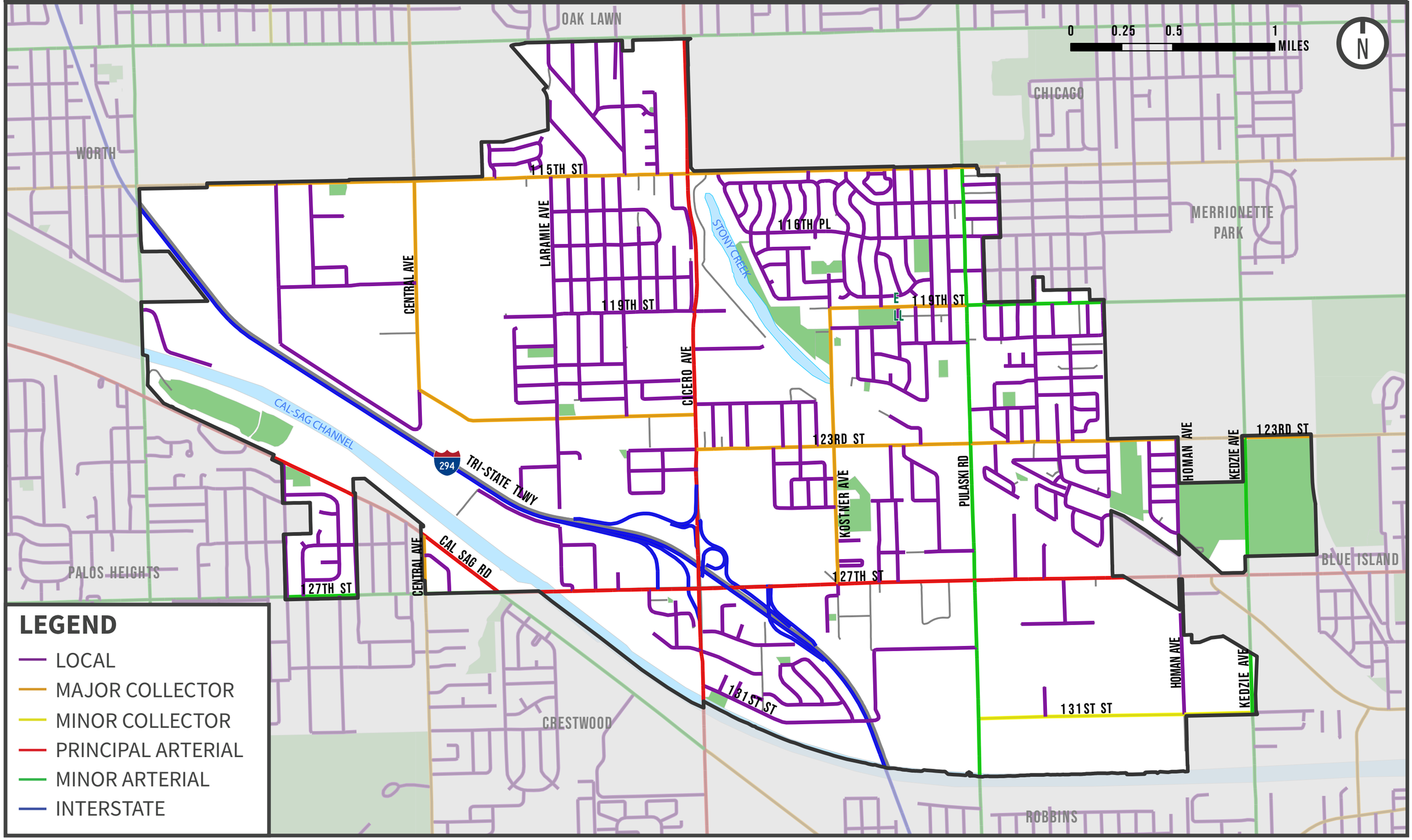
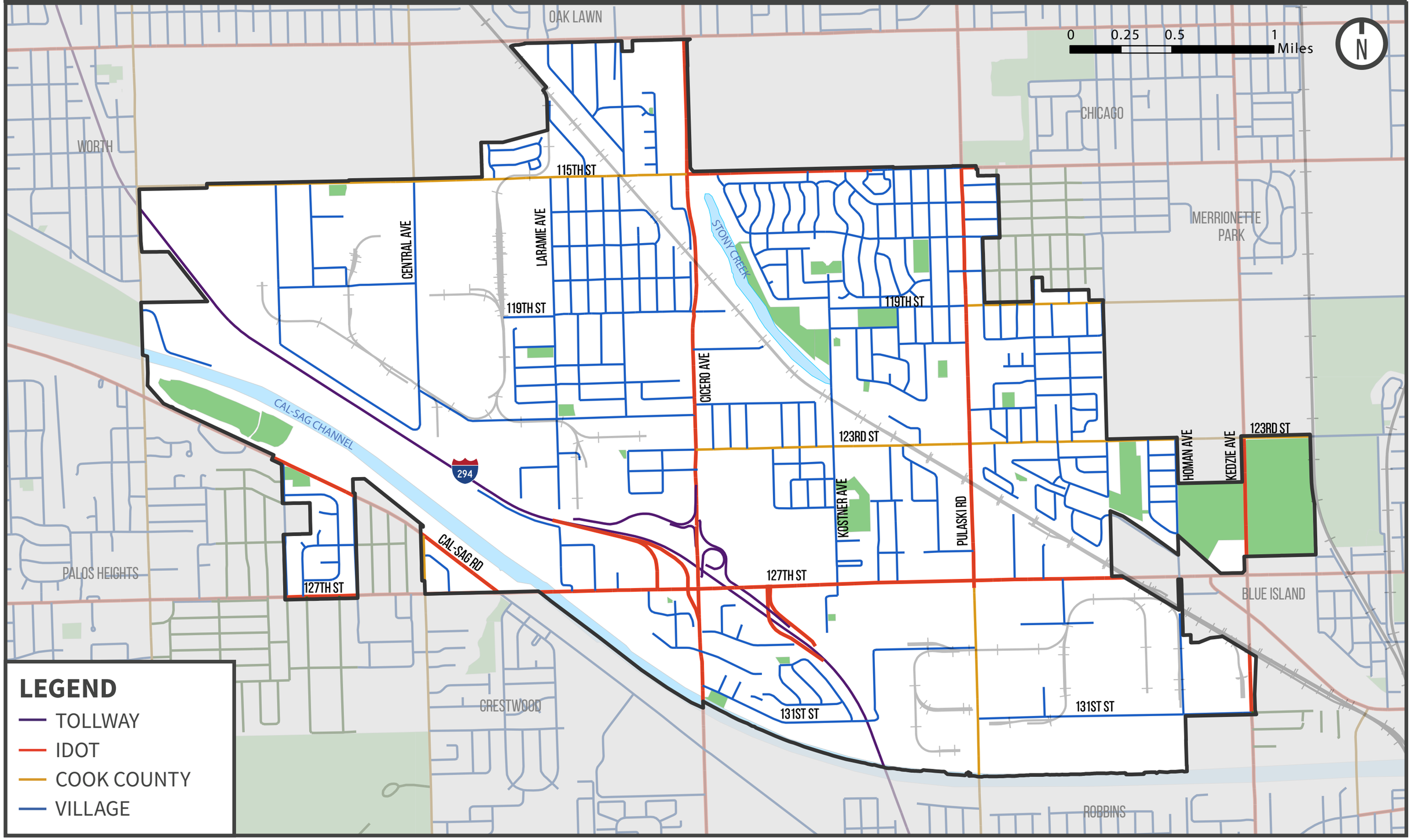


FIGURE 7: ROADWAY JURISDICTION



ACTIVE TRANSPORTATION FACILITIES

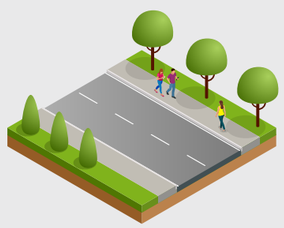
EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities in Alsip are inconsistent. Some neighborhoods have complete sidewalk networks, crosswalks, and trees. Other neighborhoods have incomplete sidewalks that start and stop without warning leaving pedestrians with the options of walking across grass or on the road. Sidewalks are often lacking completely in industrial areas making those work places hard to access by foot.

Crosswalks are present at large intersections but the high number of lanes and volume of traffic still make the intersections stressful to cross. With a large number of lanes and a priority of moving cars down the road pedestrians may feel rushed while crossing the street or threatened by cars trying to turn right on red.

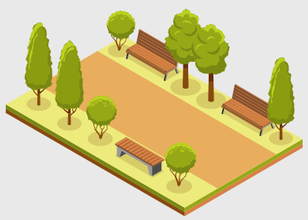
While there are some instances of street furniture - such as benches - those instances are few and far between. This is uninviting to pedestrians and may result in shorter trips by foot.

GO TO APPENDIX B.4 FOR WALKABILITY ANALYSIS



SIDEWALKS

Sidewalks are paved paths typically located alongside roads, providing a designated space for pedestrians to walk safely away from vehicle traffic. They are essential for ensuring pedestrian safety and accessibility in both residential and commercial areas. Sidewalks often include features like curb ramps, tactile paving, and street lighting to enhance usability for all users, including those with disabilities.



SHARED USE PATH

Shared use paths are off-road trails designed to accommodate various non-motorized users, including pedestrians, bicyclists, and sometimes skaters or joggers. These paths are generally wider than sidewalks to allow for safe passing and are often located in parks, greenways, or along rivers and scenic routes. Shared use paths provide a safe, recreational, and transportation route that is separated from motor vehicle traffic.

CROSSING FACILITIES

Crossing facilities are infrastructure elements such as crosswalks, pedestrian signals, and pedestrian bridges or underpasses that help pedestrians and bicyclists safely cross roads. These facilities are crucial in high-traffic areas, intersections, and near schools to reduce the risk of accidents and enhance accessibility. Crossing facilities often include features like traffic signals, raised medians, and curb extensions to improve visibility and safety for all users.

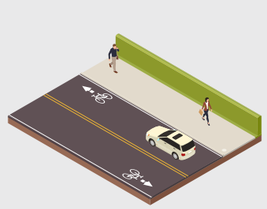
EXISTING BICYCLE FACILITIES

In Alsip, the existing bicycle infrastructure is reflective of a typical suburban community, where a mix of facility types is utilized to accommodate both recreational and commuter bicyclists. The network includes marked bike routes, shared lane markings (sharrows), shared use paths, and regional trail connections. These facilities collectively aim to enhance connectivity and safety, facilitating access to local amenities such as parks, schools, and commercial districts.

The composition of Alsip's cycling infrastructure, while effective in covering key areas, is representative of the gradual development of bike-friendly amenities in suburban landscapes. Unlike urban centers with dense populations that might require more extensive segregated cycling lanes, suburban areas like Alsip often develop their bicycle networks in stages, starting with shared use paths and marked routes that require less modification to existing roadways.

Enhancing this network with additional facilities such as dedicated lanes or cycle tracks could further improve safety and usage rates, yet the current setup provides a functional baseline that supports a growing cycling culture within the community.

GO TO CHAPTER 4, COMFORT FOR BICYCLE LEVEL OF ANALYSIS



SHARED LANE/MARKED BIKE ROUTE

Shared lane markings, commonly known as sharrows, are road markings that indicate a lane is shared by both bicyclists and motor vehicles. These markings guide bicyclists on where to position themselves on the road and remind drivers to expect and share the lane with bicyclists. Sharrows should be used on low volume residential streets.

BIKE LANES

Bike lanes are designated lanes on roads where biking is encouraged. These lanes are typically marked with painted lines, symbols, and sometimes colored pavement to distinguish them from general traffic lanes. The quality of bike lanes differs; with a curb protected bike lane providing physical separation while painted lanes creates more predictable interactions between bicyclists and motorists but no physical barrier to protect bicyclists.

REGIONAL TRAIL

Regional trails are extensive networks of interconnected pathways that span across multiple cities or regions, providing long-distance routes for recreation and commuting. These trails are designed for a variety of non-motorized users, including bicyclists, walkers, and runners, and often link parks, natural areas, and urban centers.

FIGURE 8: EXISTING PEDESTRIAN NETWORK

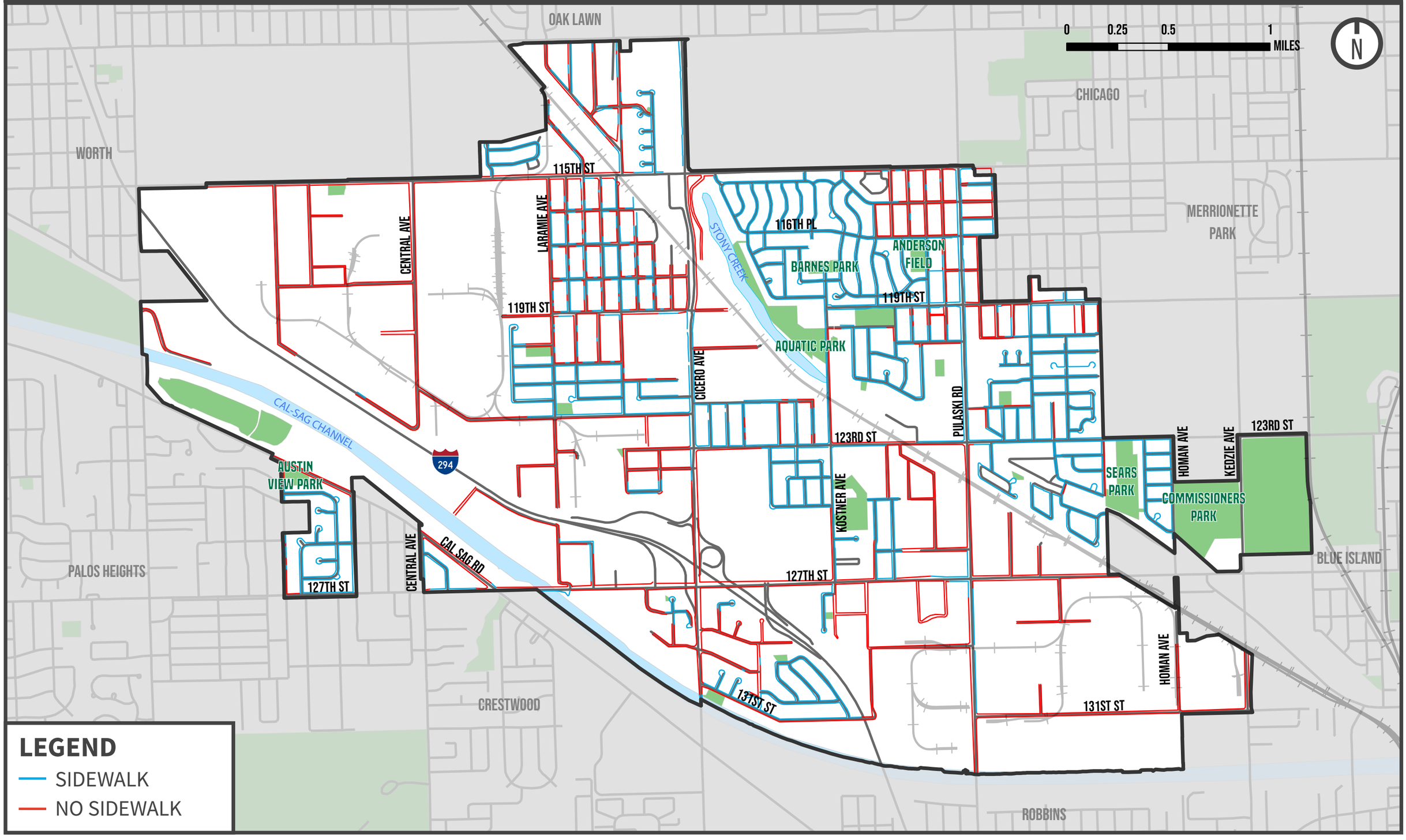
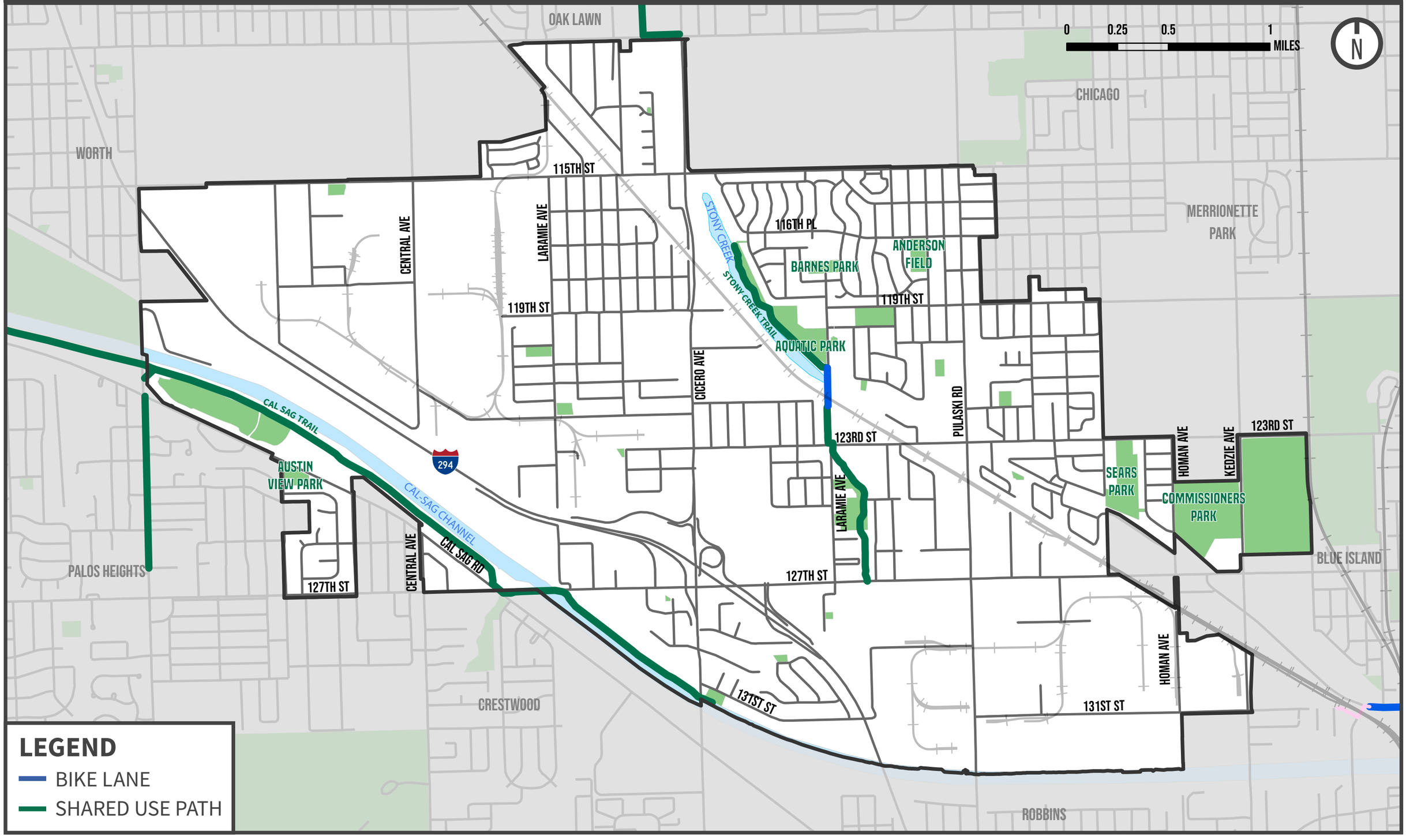


FIGURE 9: EXISTING BICYCLE NETWORK



PUBLIC TRANSPORTATION

Public transportation is a vital service that offers shared mobility options, including buses, trains, and other vehicles, to help people move efficiently and affordably across urban and suburban areas. While Metra and Chicago Transit Authority (CTA) do not have direct operations within the Village, they are accessible near its borders, providing crucial links for residents who need to travel across the region. Many Alsip residents rely on these services to connect to broader transit networks, making regional travel to Chicago and surrounding areas more convenient.

Within Alsip itself, the primary public transportation service is provided by Pace Suburban Bus, which operates two key routes through the Village. The #383 bus route is particularly important, as it connects the CTA Orange Line station at Midway Airport with Oak Forest, running through Alsip along Cicero Avenue. This route offers half-hourly service on weekdays and hourly service on weekends, making it a reliable option for daily commuters and weekend travelers alike.

The #385 bus route is another crucial link, connecting the CTA Orange Line station at Midway with the Rivercrest Shopping Center in Crestwood. This route travels through Alsip along Pulaski Road and 127th Street, providing hourly weekday service and ensuring that residents have access to important shopping and employment centers.

There are a total of 41 bus stops within the Village. The majority of stops do not have any amenities. Only four of these stop have benches and three of those four stops also have shelters.

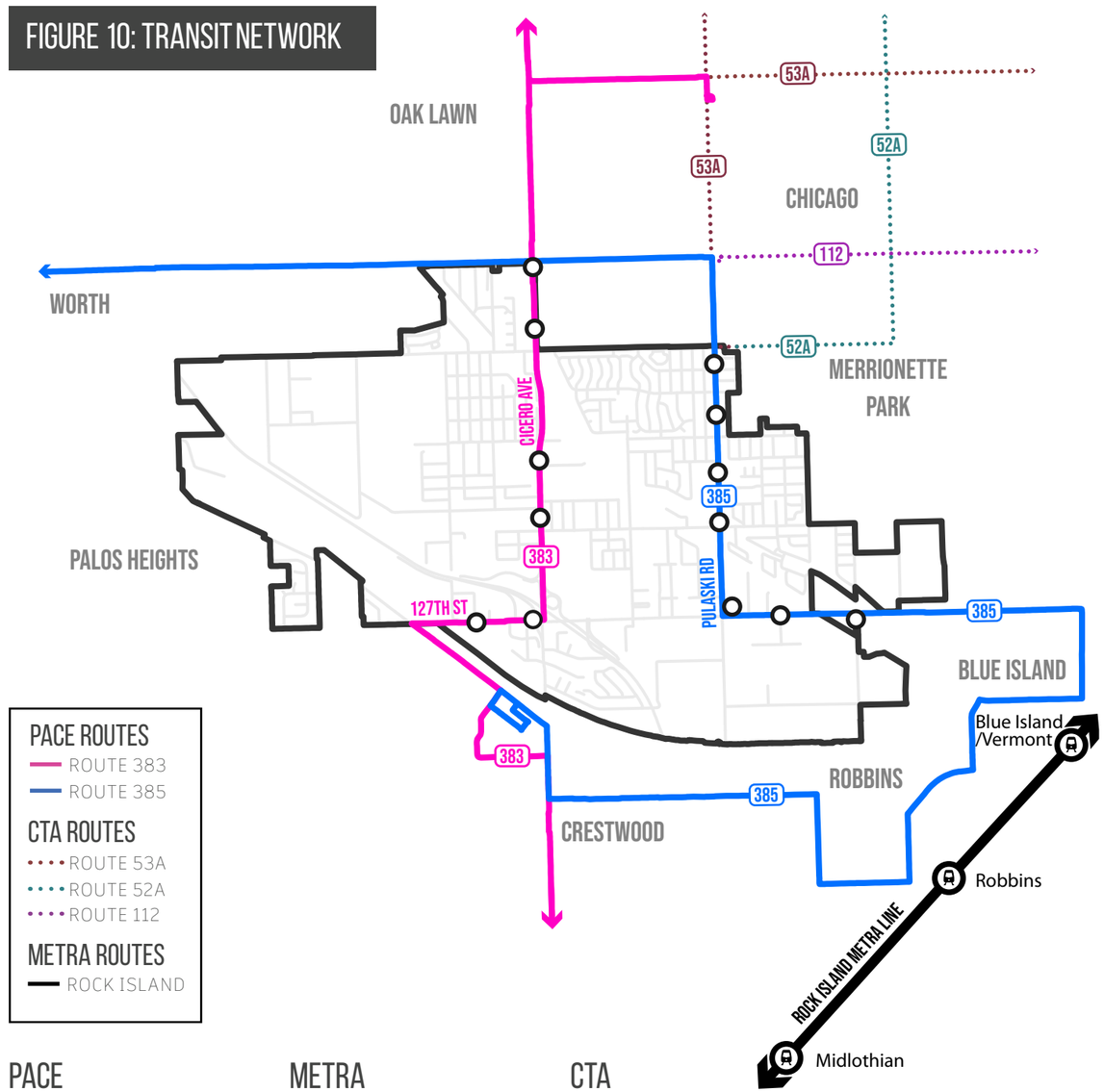
Additionally, the CTA bus route 53A, which has its southern terminal at 115th Street and Pulaski Road, provides a valuable connection for Alsip residents to the Wrightwood Metra Station and the Kedzie Orange Line station. This route runs east on 115th Street and then turns north on Kedzie Avenue, offering access to both local and regional transit options.

A CASE STUDY IN ALSIP TRANSIT CONNECTIVITY

Consider Maria, a fictitious Alsip resident who works downtown Chicago and relies on public transportation for her daily commute. Maria's journey starts with catching the Pace Route 385 bus, which stops less than half a mile from the Blue Island Metra station. Despite her efforts to plan ahead, the earliest bus arrival at the Metra stop is at 7:09 AM, leaving her with a 16-minute wait for the next Metra train departing at 7:25 AM towards downtown Chicago. This wait time, combined with the 30-minute Metra ride, results in a total commute time of at least 45 minutes. The disjointed scheduling between Pace and Metra services means that Maria often experiences longer wait times, contributing to an inefficient and frustrating commute.

Additionally, the financial burden on Maria is significant. A one-way trip using both Pace ($2) and Metra ($3.75) costs $5.75, while monthly passes for Pace ($60) and Metra ($75) amount to $135. Maria would need to take at least 24 one-way trips per month for the monthly passes to be cost-effective. The alternative of using the SouthWest Service (SWS) line from the Worth Metra station involves even longer wait times, sometimes up to 30 minutes, while the Metra Electric (ME) line offers a shorter wait of 9 minutes but an extended travel time of one hour.

FIGURE 10: TRANSIT NETWORK



PACE

PACE is the suburban transit provider for the Chicago Metropolitan area. They have two routes that travel through the Village of Alsip.

METRA

Metra is the suburban rail provider for the Chicago Metropolitan area. There are no routes that travel through the Village. There is one route that travels past Alsip to the north with a station in Worth and one to the south with a station in Blue Island.

CTA

CTA is the Chicago Transit Authority. They provide both rail and bus service to the city of Chicago. Since Alsip borders Chicago their buses are accessible to some residents.

RAILWAYS

The IHB Railroad is the one active rail line that travels through Alsip. It travels northwest along the Stoney Creek and has two spurs. One spur breaks off west of Homan Ave entering the industrial corridor. The second breaks off at Chapel Hills Gardens Cemetery and travels south across 115th Street and into the eastern industrial corridor. 36 freight trains per day use the main tracks. The crossings at 123rd Street and 115th Street results in 108 and 144 vehicle hours delay per weekday respectively. The main tracks have at-grade crossings at 123rd Street, S Kostner Avenue and 115th Street. The southern spur has at grade crossings at Pulaski Road, 129th Street and 131st Street. The northern Spur has at-grade crossings at 115th Street, 122nd Street, Central Avenue and Laramie Avenue.

While these rail crossings cause delays for vehicles they also provide benefits to the Village. They are a more sustainable way of moving freight when compared to trucks. Trucks are a major source of carbon emissions and particulate emissions.

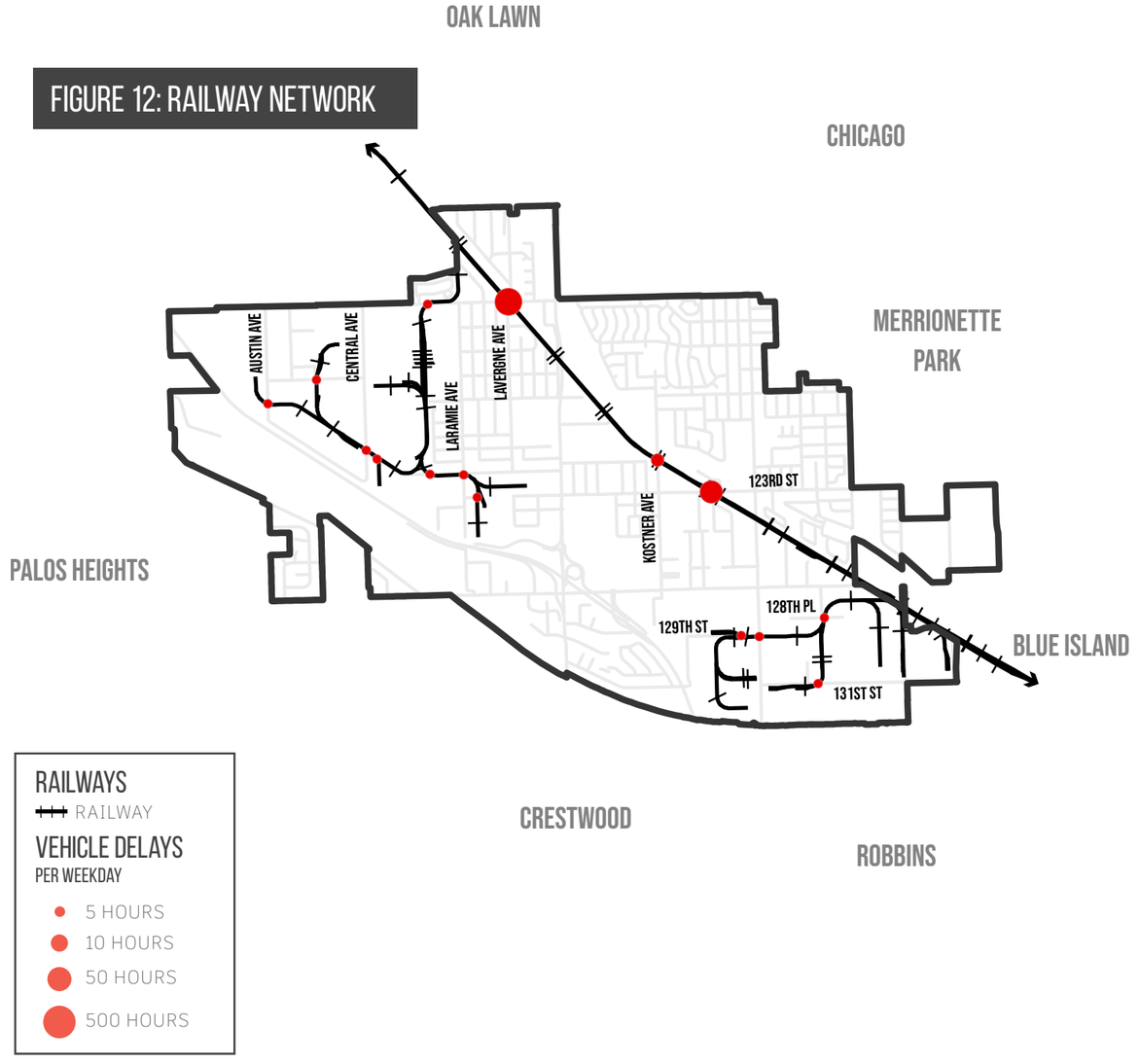
The difference between truck traffic and rail traffic is flexibility. Trucks can more easily stop and move out of the way for other vehicles such as ambulances or be rerouted. Trains are on a set path and can not quickly be stopped or rerouted in response to a local emergency.

FIGURE 11: AT GRADE RAIL CROSSING
Source: Illinois Commerce Commission

WHY IS RAIL SAFETY IMPORTANT TO ACTIVE TRANSPORTATION PLANNING?

Rail safety is crucial to active transportation planning because it ensures the safe coexistence of trains with pedestrian and bicycle networks, preventing crashes and promoting a secure environment for all users. Well-designed rail crossings, clear signage, and effective barriers help protect pedestrians and bicyclists, reducing the risk of collisions and injuries. Integrating rail safety measures into transportation planning fosters a seamless, connected network that encourages active transportation while maintaining the efficiency and reliability of rail services.

FIGURE 12: RAILWAY NETWORK



RAIL LINES TRAVELING THROUGH ALSIP

The tracks running through Alsip are owned by Indiana Harbor Belt (IHB). The main track saw an average of 36 trains per day in 2023.

TOTAL VEHICLE DELAY IN ALSIP

There are 282 hours of vehicle delay caused by the at-grade rail crossings in Alsip. These all occur at the 3 intersections along the main track when crossing 123rd Street, Kostner Avenue and 115th Street.

ROAD JURISDICTION AT RAIL CROSSINGS

All of the at-grade railroad crossings occur on either county or local roads. Where the rail intersects with state roads there are bridges to allow both trains and vehicles to move simultaneously.

PLANS, POLICIES & PROGRAMS

Plans, policies, and programs collectively reflect the Village's past, current, and future goals and visions. Historical plans document previous strategies, current policies guide daily decisions, and future programs outline long-term visions for sustainable growth and enhanced quality of life. Together, they create a cohesive roadmap aligning efforts and resources toward the Village's aspirations.

PLANS

Plans play a critical role in guiding the development and improvement of infrastructure within the Village, particularly for bicycles and pedestrians. These plans vary in scope, with some focusing narrowly on specific infrastructure, while others address broader areas and topics, offering comprehensive strategies for enhancing mobility and connectivity. Although many of these plans were created over a decade ago, they provide valuable recommendations for bicycle and pedestrian infrastructure. It is essential to regularly assess these plans to evaluate their implementation and the impact of changes within the Village.

POLICIES

Policies serve as a powerful tool for Village trustees and elected officials to enact change within the community. Through ordinances, zoning changes, and other regulatory mechanisms, policies can influence the design and development of infrastructure, ensuring that considerations for bicycles and pedestrians are integrated into roadways, land use, and urban planning. These policies help shape the built environment.

PROGRAMS

Programs are essential for fostering a culture of active transportation within the Village. Managed by the Village and its partners, these initiatives aim to encourage residents to adopt new behaviors, such as walking or biking more frequently. Examples include incentive programs like discounts at local stores for those who walk or bike, as well as events like Bike to School or Work days.

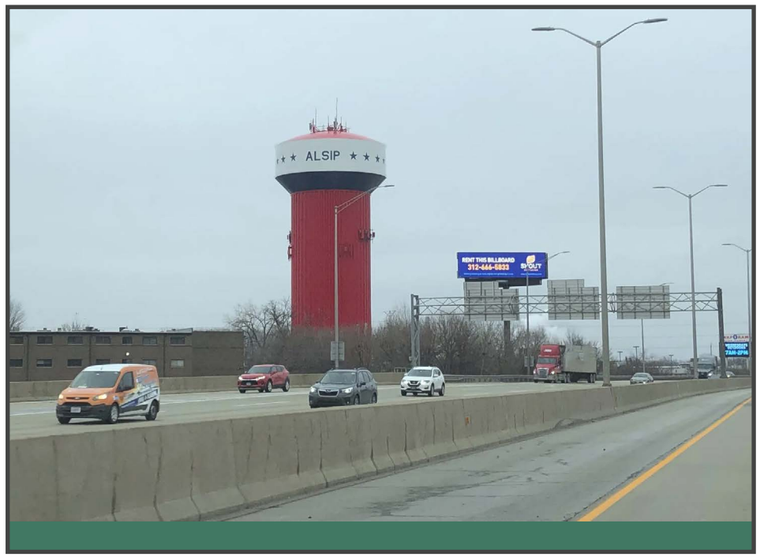


FIGURE 13: ALSIP WATER TOWER| Source: Chicago Tribune

EXISTING PLANS & POLICIES

APPROVED PREVIOUS PLANS

Many plans were completed for Alsip and the region over ten years ago. These plans include the Alsip Park District Bicycle Plan (2011), the Southwest Conference of Mayors Bicycle Plan (2012), the Comprehensive Plan (2013), and the Cicero Avenue Corridor Plan (2014).

The Alsip Park District Bicycle Plan (2011) is focused exclusively on bicycle-related issues, identifying best practices and policies for infrastructure improvements. It also specifies streets where new bicycle infrastructure, such as shared lanes or concrete-protected bike lanes, should be implemented.

The Southwest Conference of Mayors Bicycle Plan (2012) is a regional initiative aimed at improving bicycling infrastructure across the southwest suburban region through collaboration and planning among local governments. The plan identifies 18 potential corridors for bicycle infrastructure and categorizes them into priority tiers. It also advocates for the adoption of policies and additional infrastructure to encourage bicycling throughout the region.

The Alsip Comprehensive Plan (2013) is a broader, long-term strategic document that outlines the community's vision, goals, and policies for growth and development. While it includes strategies for pedestrian and bicycle improvements, these are less specific compared to other plans, focusing instead on supporting existing plans and fostering regional connectivity.

The Cicero Avenue Corridor Plan (2014) is focused on improving the Cicero Avenue corridor from 115th Street to 127th Street, with specific recommendations for enhancing safety and connectivity. This includes a proposed grade-separated crossing at 111th Street and efforts to connect the Stoney Creek Trail and add a new path along 115th Street, integrating the corridor into the broader regional trail network.

EXISTING VILLAGE POLICIES

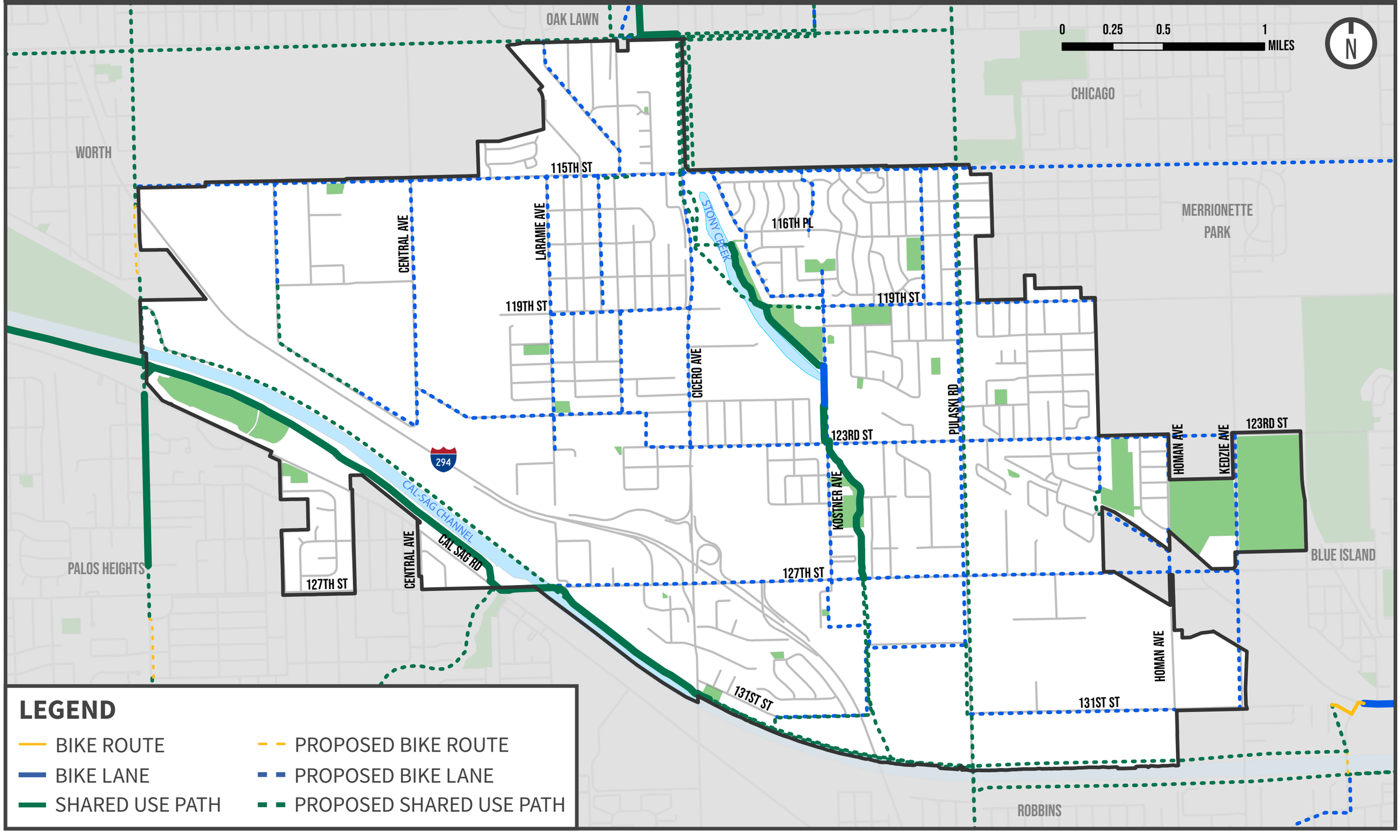
In 2019, the Village adopted its Complete Streets Policy, which mandates that all transportation infrastructure projects accommodate all users, including pedestrians, bicyclists, motorists, and transit riders, regardless of age or ability. This policy is integrated into public and private projects, ensuring the inclusion of elements like parkway trees, signage, ADA ramps, and street lighting, with any exceptions requiring Village board approval.

Additionally, the Village has an ordinance that prohibits bicycles on sidewalks within business districts.

HOW DO PREVIOUS PLANS COEXIST WITH THE CURRENT PLAN?

Previous plans, such as the Alsip Park District Bike Plan, Southwest Conference of Mayors Bicycle Plan, Alsip Comprehensive Plan, and Cicero Avenue Corridor Plan, play a crucial role in informing the current plan by highlighting evolving funding opportunities, gauging resident support for new recommendations, and incorporating successful past recommendations. These plans provide a historical context and insights into how funding landscapes have shifted, allowing for strategic adjustments to secure necessary resources. They also reflect community feedback and engagement, demonstrating a growing resident appetite for enhanced infrastructure and amenities. By adopting and building on previous recommendations, the current plan ensures continuity, leverages past successes, and addresses ongoing community needs in a dynamic and responsive manner.

FIGURE 14: PLANNED & PROGRAMMED FACILITIES



4

NEEDS ASSESSMENT

INTRODUCTION

Many types of infrastructure, land uses, buildings, and people come together to make up the Village. The previous chapter examined these individual components. This chapter will explore how these components fit together; in some places, there is a symbiotic relationship while in others, conflict arises. Different methods to reduce conflict are also discussed.

The Village has areas where positive connections enhance the community's livability. For example, schools located in the heart of residential neighborhoods help keep students close to their educational institutions, fostering a sense of community and safety. The Village also benefits from it's large industrial zones, which are strategically grouped together. This clustering minimizes the impact of industrial activities on residential areas by concentrating pollution, truck traffic, and other associated burdens away from residential areas.

Conflicts within the Village arise in various locations, creating challenges for residents. One significant issue is the presence of large roads designed to move heavy traffic through the Village rather than with the residents and businesses in mind. These roads often act as barriers for residents, separating neighborhoods from schools, parks, and other essential amenities. These roads not only divide the community but also create safety concerns, particularly for pedestrians and bicyclists who must navigate these busy corridors. Additionally, the industrial corridor, while effectively grouped, occupies land along the river that is currently being rehabilitated for recreational use, leading to a conflict between industrial activities and the desire to create a more accessible, natural space for residents.

FIGURE 15: PERSON WALKING DOWN THE CENTER OF 115TH | Source: Epstein

Vehicle crashes show that conflict points exist. These incidents are especially dangerous for pedestrians and bicyclists, who are more vulnerable when sharing the road with vehicles.

CONNECTIONS

Key connections in the Village make transportation systems work better for people. This section looks at how various parts come together. Some locations have infrastructure that allows for movement of people while in others there are barriers.

CONNECTIONS TO SCHOOL

Bicycle and pedestrian facilities are essential for safe and accessible routes to schools, promoting walking and biking among students, and reducing traffic congestion during school hours. Key considerations include the installation of well-maintained sidewalks, clearly marked crosswalks, and dedicated bike lanes to ensure the safety of young commuters. Traffic calming measures, such as speed bumps and pedestrian signals, are also critical around school zones to protect students. Additionally, providing bike racks and organizing walking school buses or bike trains can encourage more families to choose active transportation, fostering healthier lifestyles and greater independence for students.

CONNECTIONS TO WORK

Creating robust bicycle and pedestrian connections to workplaces enhances commuting options, lowers commuting costs, and supports sustainable transportation goals. Integrating bike lanes and pedestrian pathways into the broader transportation network ensures that employees have convenient and safe routes to work, reducing reliance on personal vehicles and contributing to lower carbon emissions. Employers can further support this by offering secure bike parking, locker rooms, and shower facilities. Additionally, developing bike-sharing programs and providing incentives for active commuting can increase the adoption of these modes, promoting a healthier workforce and reducing overall traffic congestion.

CONNECTIONS TO AMENITIES

Bicycle and pedestrian facilities play a vital role in connecting residents to local amenities such as parks, shops, and community centers. Continuous, well-lit pathways and clearly marked bike lanes are essential to ensure safe and enjoyable travel. Wayfinding signage helps navigate routes, while connectivity to public transit expands access to those traveling longer distances. These facilities should be designed to accommodate all users, including those with disabilities, ensuring inclusivity. By enhancing these connections, communities can encourage more active lifestyles, increase foot traffic to local businesses, and create a more vibrant and accessible environment for all residents.

BARRIERS TO SCHOOL CONNECTIONS

The Village is covered by three different school districts and is home to six schools (Figure 43); four elementary, one upper grade, and one junior high. All six schools are public. Despite all residential areas appearing to be within walking or biking distance of school the disjointed school districts results in some students attending a school further away from their home.

Hazelgreen Elementary School, despite being located in a walkable area, the school is not easily accessible on foot for all of its students. The residential area it serves includes a section north of 115th Street, a four-lane road with a speed limit of 40 mph. To cross with a traffic signal students would have to walk an additional quarter mile to Cicero Avenue which may deter walking or encourage unsafe crossing. Additionally, the school serves a neighborhood south of both I-294 and the Cal-Sag canal which are both major barriers to getting to school.

Stoney Creek Elementary School serves neighborhoods bounded by 115th Street, the railroad tracks, Pulaski Road, and Cicero Avenue. While there are fewer major transportation barriers within this area, some streets still lack complete sidewalk coverage on both sides. The school also serves students from Oak Lawn who live north of 111th Street, requiring them to cross both 111th and 115th Streets. These are four-lane roads with 40 mph speed limits and limited stoplights, making crossings hazardous. Additionally, these students must navigate around St. Casimir Cemetery via Cicero Avenue, which further complicates the route.

Lane Elementary School primarily serves neighborhoods bounded by the railroad tracks, 127th Street, Pulaski Road, and Cicero Avenue. While there are limited major transportation barriers within these boundaries, many streets lack complete sidewalk infrastructure. The school also serves two additional neighborhoods to the west of Cicero Avenue. Many students must cross at Cicero and 123rd Street (one of the most dangerous intersections in the Village) or at Cicero Avenue and 122nd Street.

George Washington Elementary School is situated on the eastern border of Alsip. Students living just west of the school benefit from a good connection via a path through Sears Park. However, students living in the area bounded by 127th Street, Crawford Avenue, and the tollway face significant challenges; they would have to travel along 127th Street, which lacks complete sidewalks on either side, limiting safe access to the school.

Meadow Lane School serves students from the northeast corner of Alsip. These students face challenges in reaching the school as the most direct route is east along 119th Street. The presence of a cemetery and a commercial area further reduces connectivity and complicates access to the school. Addressing these challenges would require coordination between Alsip and Merrionette Park.

Nathan Hale Primary School serves students living in the area bounded by the tollway and the Cal-Sag Canal. The Cicero Avenue bridge over the canal lacks pedestrian or bike facilities, making it difficult for students to cross safely. Alternatively, students could take the Cal-Sag Trail to 127th Street and then use residential roads to reach the school. However. this route requires crossing Cal-Sag Road, a minor arterial, which may still pose safety concerns.

Chippewa Elementary School, located in Worth, serves a small neighborhood of Alsip. This neighborhood is very close to the school, with residential streets offering good sidewalk coverage and paths connecting cul-de-sacs to the school. However, one apartment complex is separated from this neighborhood by Cal-Sag Road, a principal arterial, which could create a significant barrier for students walking or biking to school.

Looking at the service areas for each school will be vital to ensuring all students have safe access to their school when walking and biking.

BARRIERS TO WORK CONNECTIONS

The majority of residents in Alsip drive to work rather than taking public transit, walking, or biking.

There are many barriers to using public transportation for commuting. The built infrastructure presents itself as a major barrier. There are 41 Pace bus stops in Alsip, a quarter of which lack sidewalk connections, making them unsafe to access, especially for those with mobility devices. Additionally, many connected stops do not have pavement extending to the curb, and only three stops have shelters. The lack of amenities creates an unwelcoming experience for transit users.

Bus routes are the second largest barrier preventing commuters from using public transportation. The buses run through the Village along Cicero Avenue, Pulaski Road, and 127th Street. These routes run through the commercial areas of the Village but not the industrial areas. The final leg of the route will be completed either by walking or biking.

The Village's industrial areas are difficult to access by walking or biking due to their separation by major thoroughfares and lack of pedestrian and bicyclist facilities. These facilities are important for both workers who want to take public transit and those who want to walk or bike to work. Currently, 16.1% of workers are local; either living in Alsip or the surrounding zip code. These workers are within biking distance.

Improving connectivity in these areas could make walking, biking, and public transit more appealing for those who work in Alsip.

BARRIERS TO AMENITY CONNECTIONS

Rather than a centralized downtown or large shopping mall, Alsip has commercial corridors. Commercial corridors concentrate amenities, such as the library and grocery stores, along a major road. While this provides direct access for vehicles, the corridor can act as a barrier for pedestrians and bicyclists – due to high vehicle speeds and often insufficient pedestrian infrastructure. For example, a desire path between 120th Street and the Jewel-Osco parking lot shows that the current connections do not align with vulnerable road users' needs.

Residents have ample access to green spaces, such as parks. Alsip has 4.46 acres of accessible park per 1,000 residents. This is higher than Cook County at 3.57. These parks are well distributed throughout residential neighborhoods.

Within these parks there are numerous trails. These trails can be used both for travel and recreation. The Stony Creek Trail is a combination of off-street paths and on street bike lanes that ends just north of Prairie Junior High School. This trail picks up again in Oak Lawn but the connection along Cicero or another parallel route does not currently exist. On the east side of the Village, the Sears Park path and Commissioners Park path are connected via a short section on a residential street. Both trails have multiple entrances and exits giving nearby residents good access.

There is room for improvement to increase access to parks and trails outside of a resident's neighborhood. Accessing these parks and trails would require crossing barriers such as at-grade railroad tracks, high speed roads, and high traffic volumes.

A regional amenity for Alsip is the current terminus of the Cal-Sag trail. The terminus of the Cal-Sag Trail in Freedom Park is not easily accessible to most resident in Alsip. Residents must cross the tollway, which can be done using an underpass which leads them into an industrial section of the Village. Residents could travel north to 127th Street and meet up with the Stoney Creek Trail, but a gate in the parking lot, no safe crossing, and the Apollo trail not continuing all the way to the street are all barriers for riders.

DIRT PATH FROM 120TH ST TO JEWEL-OSCO PARKING LOT, ALSIP, IL

COMFORT

The Comfort section assesses the ease and stress levels associated with navigating the transportation network, utilizing analyses to gauge the quality of travel experiences for all road users. These analyses help identify areas where improvements can enhance user satisfaction and safety, particularly for non-motorized travelers.

SAFETY & COMFORT ANALYSES

In planning, safety and comfort for bicyclists and pedestrians are often determined through two key analyses: Intersection Level of Traffic Stress (ILTS) and Bicycle Level of Service (BLOS).

Intersection Level of Traffic Stress (ILTS) Analysis focuses on the specific stress points that bicyclists and pedestrians encounter at intersections. This analysis evaluates factors such as traffic signal timing, intersection design, visibility, and crossing distances to determine how these elements contribute to or alleviate stress. Understanding these stress levels is crucial for redesigning intersections to be safer and more accommodating, thus improving the overall travel experience for non-motorized users.

Bicycle Level of Service Analysis (BLOS) measures the quality of the cycling environment along roadways and dedicated bike paths. By examining aspects such as lane width, traffic volume, surface conditions, and proximity to moving traffic, this analysis provides a graded assessment that helps pinpoint areas needing improvement. Enhancements based on this analysis aim to increase the safety and enjoyment of cycling, encouraging more people to choose biking as a preferred mode of transport

Additional comfort elements include streetscaping features that enhance the aesthetic and functional appeal of roadways for pedestrians and bicyclists. Elements such as shaded pathways, benches, ample lighting, and barrier-protected bike lanes not only improve safety but also contribute to a more pleasant and engaging street environment. These features are integral to transforming streets into welcoming spaces that support active travel and enrich the community fabric.

FIGURE 16: PRAIRIE PATH DEAD END IN SEARS PARK | Source: Epstein

BICYCLE LEVEL OF SERVICE

Below are the various levels of the Bicycle Level of Service (BLOS), which assess the quality and safety of cycling environments. The breakdown also includes the percentage of roadways within the Village that fall within each BLOS category, highlighting the current conditions for bicyclists in the area. *This assessment was based on the National Association of Transportation Officials' Bicycle Level of Service (BLOS) methodology.*

Excellent

6.1% OF ROADWAYS WITHIN ALSIP

Excellent bicycle level of service offers wide bike lanes or dedicated paths, low traffic volume, and calm speeds, making it suitable for all types of bicyclists including beginners.

Good

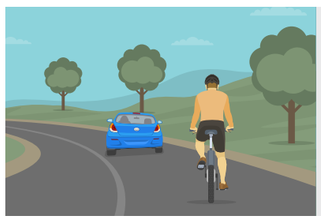
64.4% OF ROADWAYS WITHIN ALSIP

Good bicycle level of service provides adequate bike lanes, moderate traffic, and reasonable speeds, comfortable for the majority of bicyclists.

Fair

1.9% OF ROADWAYS WITHIN ALSIP

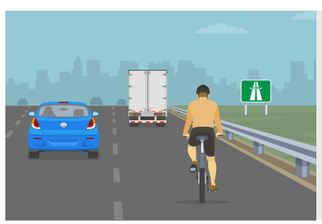
Fair bicycle level of service features basic bike facilities, higher traffic volumes, and speeds, suitable for regular bicyclists with some experience.



Poor

3.4% OF ROADWAYS WITHIN ALSIP

Poor bicycle level of service has minimal bike facilities, high traffic, and faster speeds, only advisable for more experienced bicyclists.



Very Poor

24.3% OF ROADWAYS WITHIN ALSIP

Very Poor bicycle level of service has no bike facilities, high traffic, and faster speeds. These roads are not advisable for any bicyclists.

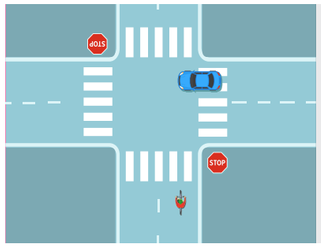
INTERSECTION LEVEL OF TRAFFIC STRESS

Below are the various levels of the Intersection Level of Traffic Stress (ILTS), which evaluate the stress and safety conditions that bicyclists and pedestrians experience at intersections. The breakdown also details the percentage of Village intersections that fall within each ILTS category, providing insight into the current stress levels and safety for non-motorized users at these critical points. *This assessment was based on the Montgomery County Planning Level of Service (BLOS) methodology.*

Low Stress

51.0% of Intersections in Alsip

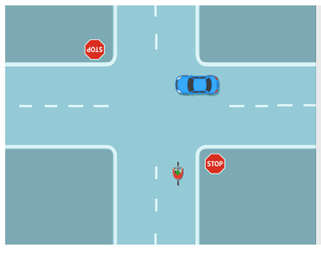
Low stress intersections have low traffic volumes and all directions have stop control to clearly provide time for a cyclist or pedestrian to cross the street.



Moderate Stress

2.7% of Intersections in Alsip

Moderately stressful intersections have low to moderate traffic volumes and marked crossings but the cross street does not have stop control, making a cyclist or pedestrian wait for traffic gaps.



High Stress

2.7% of Intersections in Alsip

High stress intersections have moderate to high traffic volumes. There is no marked crossing and the cross street does not have any stop control.

Very High Stress

43.5% of Intersections in Alsip

Very high stress intersections have high traffic volumes and multiple travel lanes. Long crossing distances, turning movements, and a lack of median islands leave cyclists and pedestrians exposed to conflicts with vehicles while they cross.

INTERSECTION OF S. PULASKI ROAD & W. 115TH STREET, ALSIP, IL

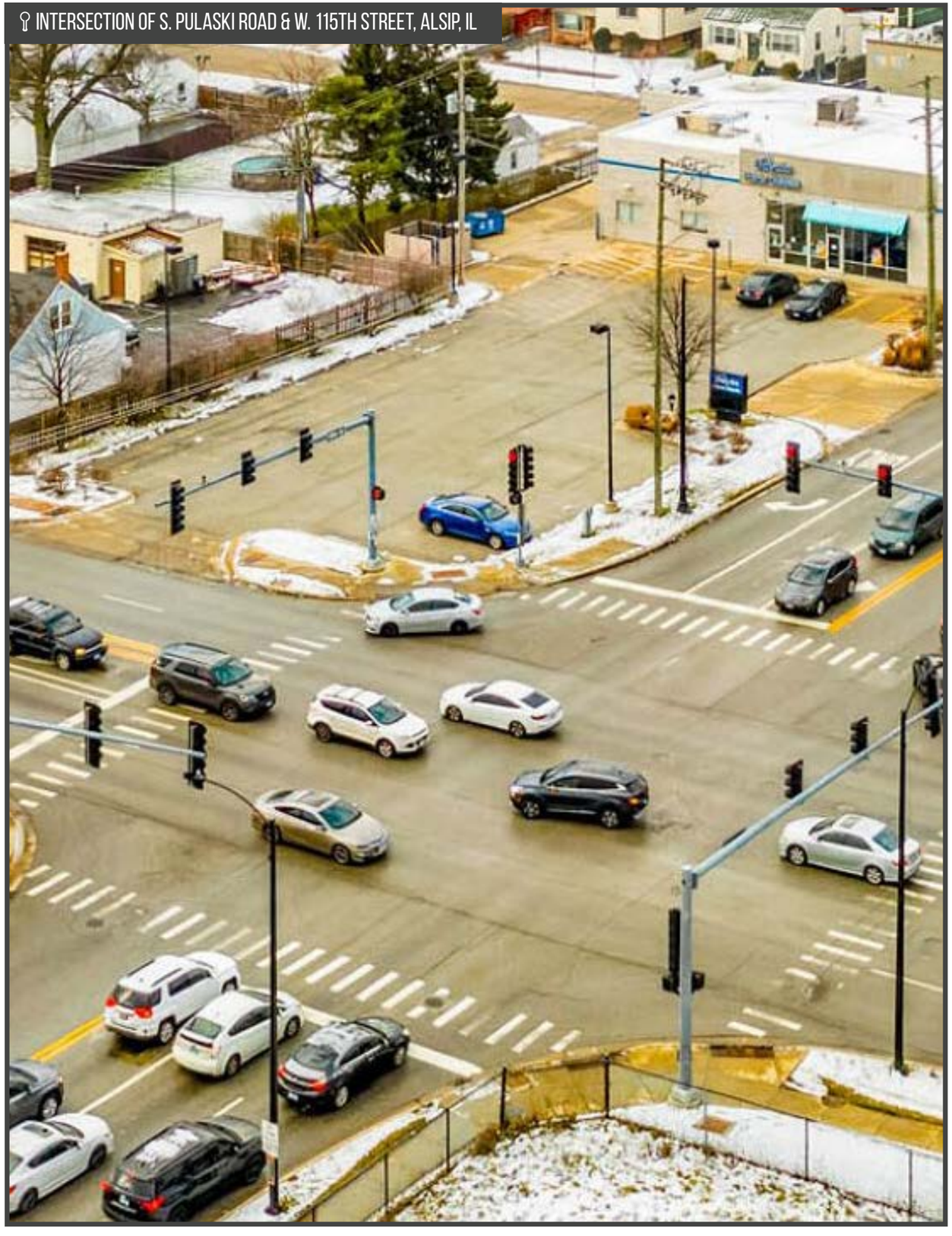
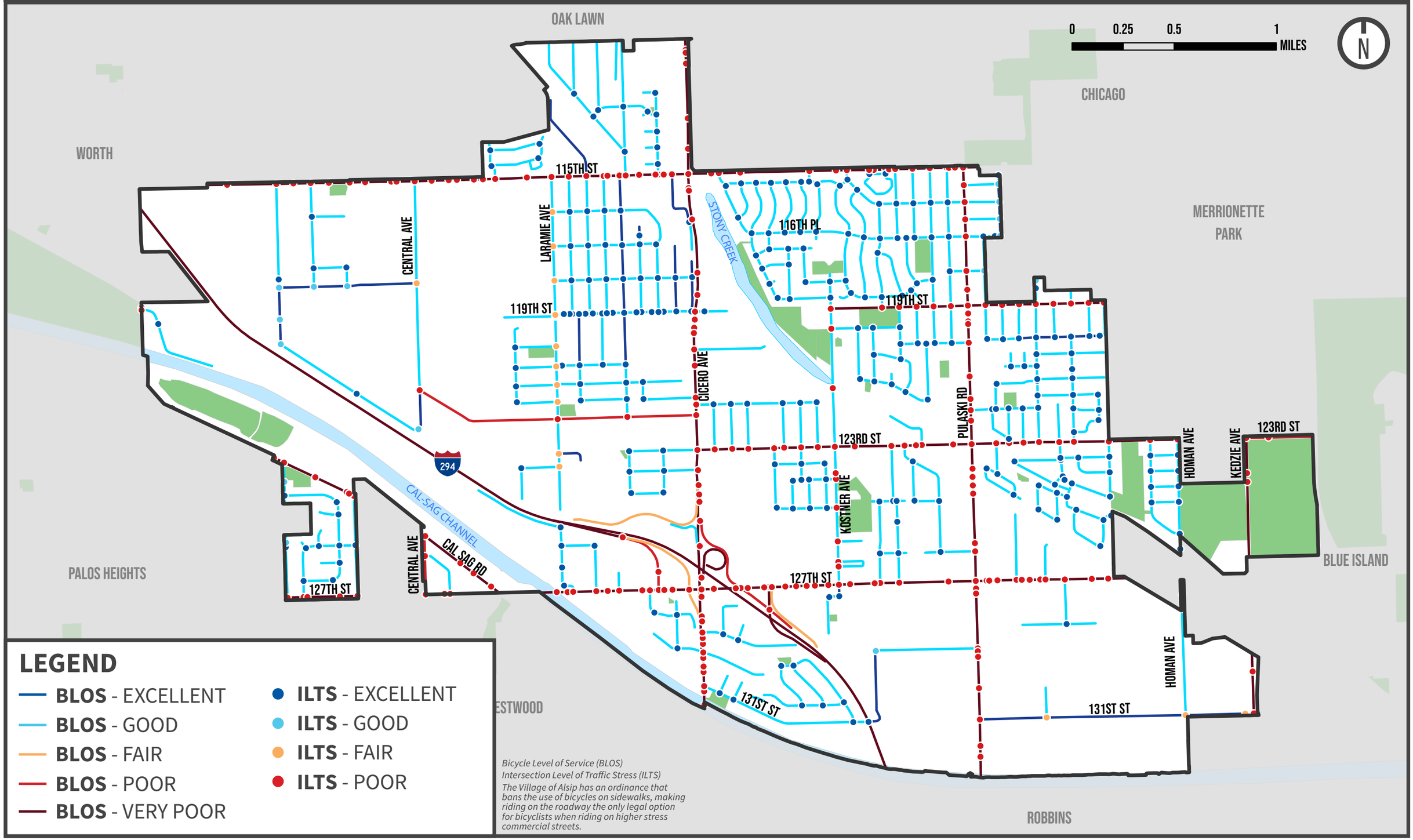


FIGURE 17: INTERSECTION LEVEL OF TRAFFIC STRESS & BICYCLE LEVEL OF SERVICE



SAFETY

This analysis focuses on identifying and understanding key areas that impact safety and functionality on roadways for non-motorized users. Detailed crash analysis explores high-incident areas, incorporating data from truck routes, high Annual Average Daily Traffic (AADT) regions, and high-speed roadways. Additionally, land and infrastructure barriers that impede walking and bicycling are examined, highlighting the need for targeted improvements to enhance safety and accessibility.

CRASH ANALYSIS

Crash analysis can identify crash trends to determine locations that need safety improvements and the contributing factors that need to be addresses through a change of design, signage, or enforcement. By analyzing detailed crash data, locations with high incidences are identified, revealing common hazardous patterns such as poorly designed crosswalks, inadequate traffic signals, and areas where pedestrian and cyclist paths intersect with heavy vehicle traffic. These insights guide the implementation of targeted safety measures such as enhanced signage, improved pavement markings, and optimized traffic signal timing. The objective is to address specific safety deficiencies that contribute to incidents, thereby reducing crashes and enhancing road safety for everyone.

BARRIERS TO SAFETY

In Alsip, the primary safety barriers for pedestrians and bicyclists stem from high-speed, wide roads that accommodate heavy traffic volumes, including freight vehicles. These elements combine to create a challenging environment for non-motorized users. The wide roads and high speeds facilitate rapid vehicle movement but often lack adequate safety provisions such as pedestrian crossings, bike lanes, and traffic calming measures.

The analysis of these issues in Alsip focuses on identifying specific locations where the integration of high-speed traffic and heavy truck flows most significantly impact pedestrian and cyclist safety. By examining traffic patterns, accident data, and roadway design, this analysis aims to pinpoint critical areas needing infrastructure improvements.

FIGURE 18: CAR CRASH | Source: Fasig | Brooks

CRASH ANALYSIS

VEHICLE CRASHES

Between 2018 and 2022, Alsip recorded 3,759 vehicle crashes, resulting in 1,089 injuries and 7 fatalities. Most crashes occurred on principal arterials such as Cicero Avenue, 127th Street, and Cal-Sag Road.

Injury types in traffic crashes range from minor to fatal and are categorized by severity to guide emergency response and safety improvements. Fatal injuries involve loss of life, while A, B, and C injuries range from severe incapacitation to moderate visible harm and minor or possible injuries.

The fatalities occurred on the interstate, major collectors, and other principal arterials. Injuries were most common on principal arterials, followed by the interstate and minor arterials, while the fewest injuries were recorded on non-urban major collectors and roads with a median barrier.

Crashes were most likely to occur in daylight, with peak times between 2 PM and 4 PM, aligning with the times when driving is most common according to CMAP's travel survey. Although there were fewer crashes between midnight and 4 AM, the number of crashes during these hours was disproportionately high compared to the lower volume of drivers on the road.

CRASHES INVOLVING PEDESTRIANS AND BICYCLISTS

Out of the 3,759 crashes in Alsip, 31 involved pedestrians and 11 involved bicyclists. Pedestrian crashes resulted in 30 injuries and 1 fatality, while cyclist crashes led to 10 injuries and no fatalities. 95% of crashes involving pedestrians or bicyclists resulted in injuries, compared to 20% of all crashes. The majority of pedestrian and cyclist crashes occurred during daylight hours, with failure to yield the right of way being the leading cause. Most cyclist crashes occurred at locations with traffic signals, whereas pedestrian crashes were more likely to happen in areas without traffic controls.

CRASHES INVOLVING TRAINS

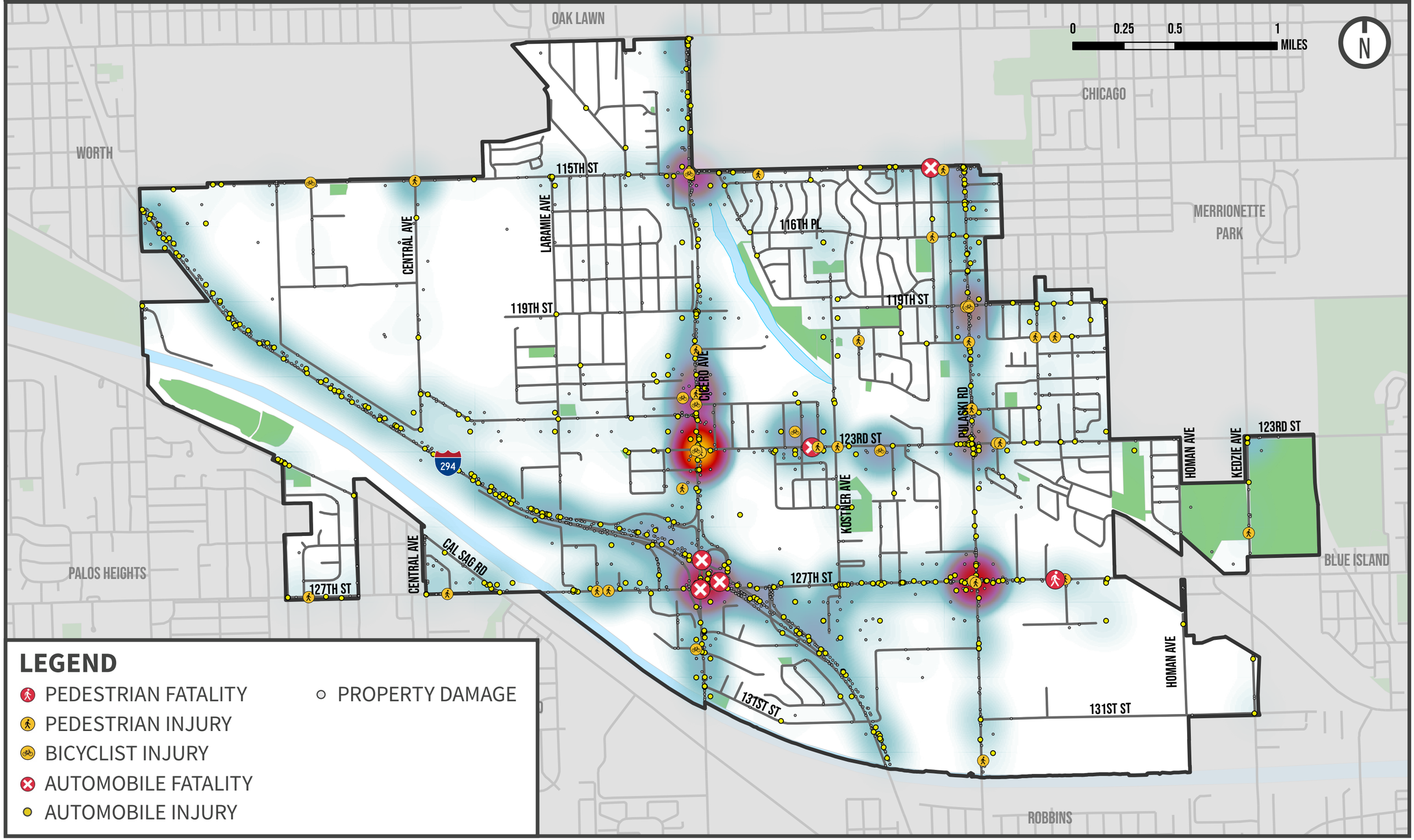
From 2018 to 2022, there were five crashes in Alsip involving trains, two of which resulted in injuries. According to a report by the Cook County Department of Transportation & Highways, Alsip was identified as a hotspot for train-related incidents within Cook County. From 2012 to 2021, there were seven incidents involving either pedestrians or vehicles and trains, resulting in six fatalities. These fatalities are separate from the already mentioned 7 fatalities.

HOW DO CRASHES AFFECT THE PERCEIVED AND ACTUAL ACTIVE TRANSPROTATION EXPERIENCE?

Crashes can significantly deter active transportation by creating a perception of danger, which discourages residents from walking or biking, especially in areas with a history of frequent or severe accidents. When pedestrians and bicyclists are involved in crashes, it often highlights the inadequacies in existing infrastructure, such as the lack of safe crossings, poorly marked bike lanes, or insufficient traffic calming measures. These incidents can lead to a decrease in the number of people willing to use active transportation modes due to fear of injury or worse. Over time, this can result in lower physical activity levels within the community, increased reliance on cars, and a decline in the overall vibrancy and connectivity of the area.

Consider the hypothetical case of Maria, a resident of Alsip who lives in one of the multifamily housing units near an industrial zone. Maria used to bike to work every day, enjoying the exercise and the opportunity to reduce her carbon footprint. However, after witnessing a severe crash at a busy intersection she crosses daily—where a cyclist was struck by a speeding car—Maria became increasingly anxious about her own safety. The intersection, which lacks proper bike lanes and has heavy truck traffic, now feels too dangerous for her to navigate. As a result, Maria has stopped biking altogether and now drives to work, even though it's a shorter distance by bike. This shift not only increases her transportation costs and contributes to traffic congestion, but also diminishes her overall well-being and connection to the community. Maria's experience reflects how crashes can have a profound impact on residents' transportation choices, pushing them away from healthier, more sustainable modes of travel due to safety concerns.

FIGURE 19: CRASH ANALYSIS



BARRIERS TO SAFETY

BARRIER OVERVIEW

Barriers to safety, such as truck routes, high-volume roads, wide streets, and railroad crossings, hinder safe movement for pedestrians and bicyclists.

Truck routes, designed for the efficient transport of goods, often cut through areas where pedestrians and bicyclists navigate. The presence of large, fast-moving trucks on these routes presents substantial safety risks, particularly for vulnerable road users. Trucks have larger blind spots and require longer stopping distances.

High volume roadways, characterized by a large number of vehicles, further exacerbate safety concerns for non-motorized users. The sheer number of cars, combined with higher speeds, increases the likelihood of crashes. The constant flow of traffic can make it difficult for pedestrians to find safe gaps to cross. These roads are identified using by AADT counts.

Wide roadways, designed for more traffic lanes, create significant safety challenges for pedestrians and bicyclists by increasing crossing distances and encouraging higher vehicle speeds.

Railroads reduce the mobility in the Village. State routes in Alsip have bridges allowing traffic to move uninhibited and therefore attracting a high volume of vehicles. Routes pedestrians and bicyclists more commonly use have at-grade crossings subjecting them to long wait times. Without adequate crossing points pedestrians and bicyclists many try to cross where safety infrastructure is not present.

The physical design of railroad tracks can also be problematic for bicyclists and wheelchair users, as the gaps and uneven surfaces can cause wheels to become trapped, leading to falls or collisions.

IMPLICATIONS FOR ACTIVE TRANSPORTATION

The presence of these barriers often forces pedestrians and bicyclists to take longer, less direct routes to avoid hazards, reducing the overall efficiency and appeal of walking and biking. This can lead to lower levels of physical activity and a higher reliance on motor vehicles, contributing to traffic congestion and environmental issues. The perception of danger can also discourage walking and cycling.

Addressing these safety concerns is crucial for fostering a more inclusive, active, and connected urban environment where all modes of transportation can coexist safely and efficiently.

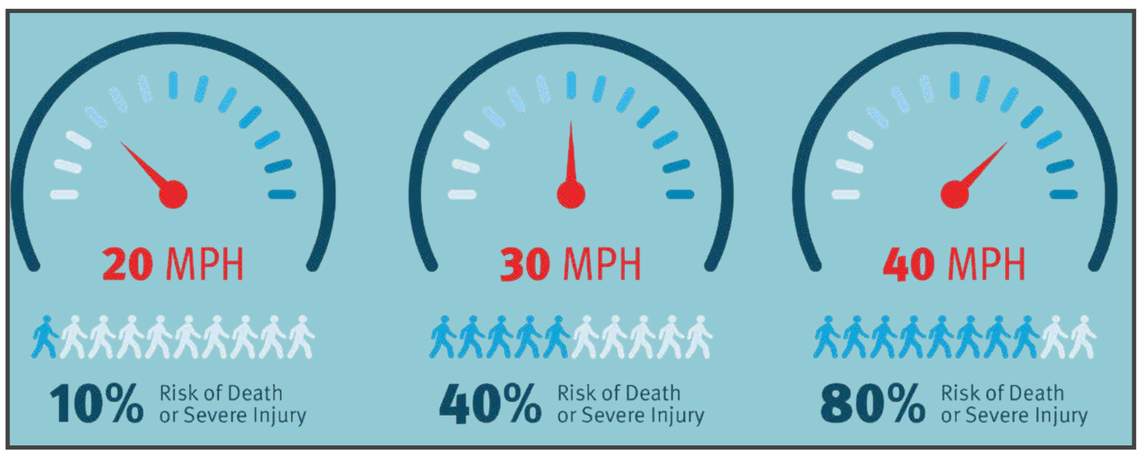


FIGURE 20: SEVERE INJURY OR DEATH RISK AT VARYING VEHICLE MPH
Source: Chicago Department of Transportation

SAFETY KEY FINDINGS

LOW LIGHTING OR DARK CONDITIONS IS A THROUGH LINE IN MANY CRASHES RESULTING IN INJURIES OR FATALITIES.

A significant number of fatal crashes occurred during low-light conditions, such as early morning or night, even when roads were lighted. This highlights the need for enhanced visibility measures during these hours to improve safety. Currently, all residential street lights in Alsip have been retrofitted to LED.

VULNERABLE ROAD USERS EXPERIENCED WORSE OUTCOMES THAN AUTOMOBILE DRIVERS OR PASSENGERS.

The crash analysis revealed that crashes involving unprotected road users (pedestrians, bicyclists, and motorcyclists) were disproportionately fatal or resulted in severe injuries.

RURAL AND UNMARKED HIGHWAYS WERE PARTICULARLY DANGEROUS, ESPECIALLY FOR PEDESTRIANS.

Crashes on rural and unmarked highways within Alsip, particularly those involving pedestrians, were often severe. This finding suggests that these roads require better traffic control measures.

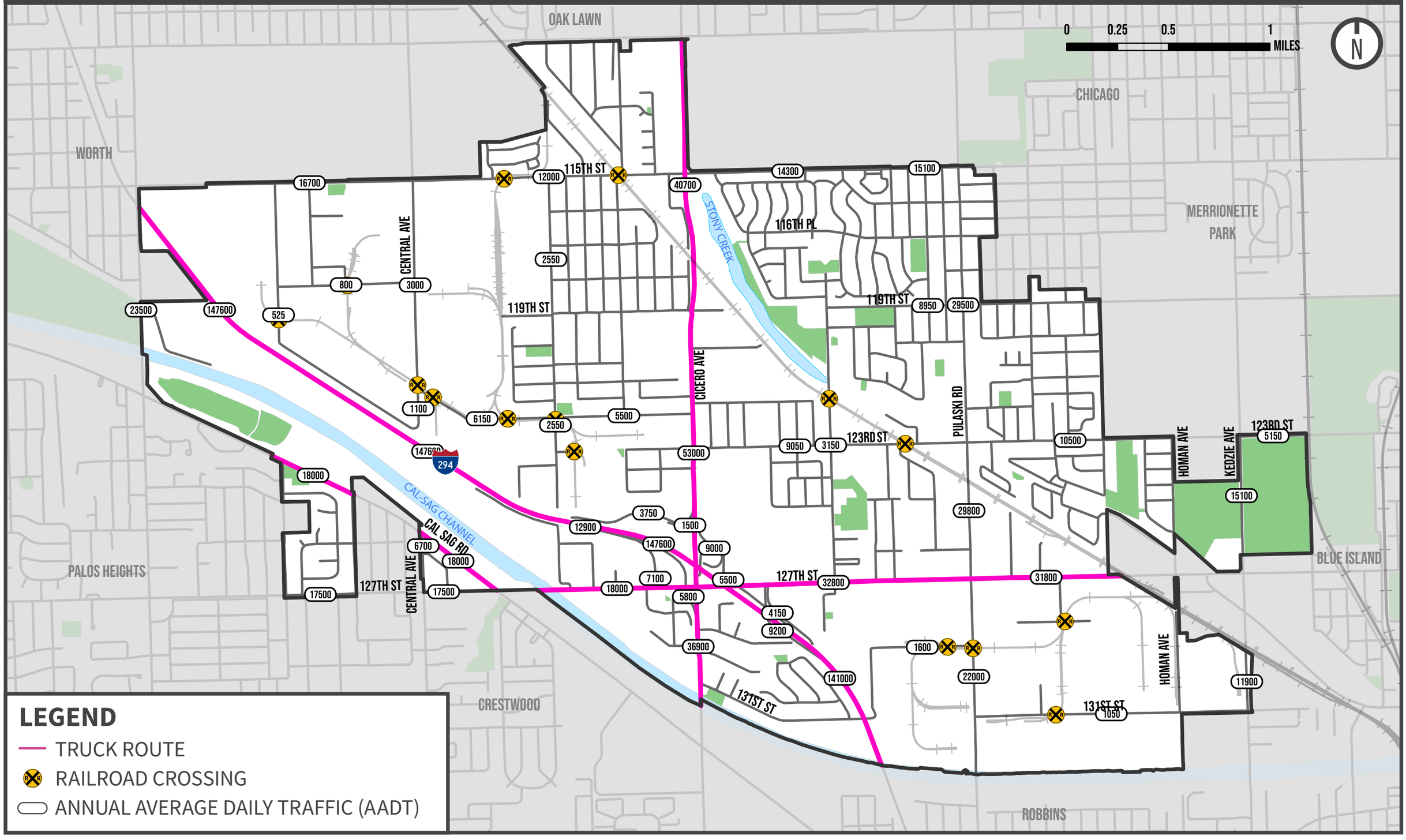
HUMAN ERROR AND POOR DRIVING BEHAVIOR HAD DEADLY CONSEQUENCES.

A significant number of crashes were attributed to human errors, such as failure to reduce speed, improper lane usage, and disregarding traffic signals.

MAJOR COLLECTORS WERE MAJOR ISSUES FOR ALSIP RESIDENTS AND TRAVELERS.

Major collector roads in Alsip were identified as frequent sites of severe crashes, particularly those involving turning movements and rear-end collisions, suggesting that these roads pose specific dangers.

FIGURE 21: TRUCK ROUTES AND ANNUAL AVERAGE DAILY TRAFFIC



5

DESIGN TOOLKIT

DESIGN GUIDANCE

The Design Guidance section provides a framework for implementing safe, comfortable, and accessible bicycle and pedestrian infrastructure based on national best practices. Using established design guides such as the NACTO Urban Bikeway Design Guide, AASHTO Guide for the Development of Bicycle Facilities, and the MUTCD, this chapter outlines key principles for facility selection, intersection treatments, and accessibility considerations.

Design guides act as comprehensive manuals that demonstrate the best safety measures, practices, and designs to create a network that is for users of all ages and abilities. The design guides offer uniformity in their guidelines for engineers, policymakers, and planners to maintain consistency in the design and implementation across different facilities.

There are numerous design guides for decision makers to consult. Several notable design guides are from the National Association of City Transportation Officials (NACTO), which include the “Urban Bikeway Design Guide” and the “Urban Street Design Guide.” NACTO’s guides provide guidance on the most up-to-date facility and street designs, which provide decision makers with the necessary designs that will balance the needs of all roadway users to create more safe, accessible, and sustainable communities. Other notable design guides come from the American Association of State Highway and Transportation officials (AASHTO). These include the “Guide for the Development of Bicycle Facilities” and the “Guide for the Planning, Design, and Operation of Pedestrian Facilities.” The design guides are rooted in different case studies and research, providing a variety of design solutions, ranging from low-cost, short-term projects to comprehensive, long-term facilities.

Consulting design guides ensures that engineers and planners are relying on proven designs that have been reviewed for efficiency and safety, and have been implemented elsewhere. Additionally, the guides provide design solutions that are able to fit specific local contexts, allowing decision makers to adapt the designs to the different, unique opportunities and challenges that may arise in different communities. Finally, design guides promote multi-modal networks, prioritizing bicyclists and pedestrians, making sure they fit into the transportation network.

In addition to the design guides, the design toolbox is useful for decision makers to understand what types of facilities are options and are useful on different roadways. By consulting the design toolkit, planners, policy makers, and engineers are able to decide which types of facilities are best for different roadways.

The toolkit takes into account several different factors to consider such as AADT, roadway speed, and roadway classification. Additionally, the toolkit provides some base level costs, as well as maintenance requirements and other operational factors that should be considered.

DESIGN GUIDES

Design guides are useful tools that provide design and engineering guidance to decision makers. They provide important information such as bike lane and sidewalk widths, street marking guidance, and traffic signage requirements. Not every guide is suitable for every project, so it is important to know which guide is necessary for each project.

TABLE 1: DESIGN GUIDES

GUIDE	AGENCY	DESCRIPTION	APPLICABILITY	LINKS
Manual on Uniform Traffic Control Devices (MUTCD)	FHWA	National standard for traffic control devices used on all public roads in the U.S. Provides guidelines for traffic signs, road markings, signals, etc.	Designing or evaluating traffic control devices; ensuring uniformity and compliance with federal regulations.	**Link**
FHWA Bikeway Selection Guideance	FHWA	Provides methodologies for selecting appropriate bicycle facilities based on factors sch as traffic volume, speed, and roadway configuration.	Planning and designing new or upgraded bicycle facilities; evaluating existing facilities for potential improvements.	**Link**
PROWAG (Public Rights-of-Way Accessibility Guidelines)	U.S. Access Board	Guidelines and standards to ensure that public rights-of-way are accessible to all, including those with disabilities. Covers accessibility aspects.	Designing or renovating public rights-of-way; ensuring ADA compliance.	**Link**
Small Town and Rural Multimodal Networks Guide	FHWA	Design guidance for small towns and rural communities to develop transportation systems. Includes solutions to support walking, bicycling, and transit.	Developing or improving transportation networks in small towns or rural areas; designing multimodal facilities.	**Link**
IDOT Bureau of Local Roads and Streets Manual	IDOT	Guidelines for the planning, design, construction, and maintenance of local roads and streets in Illinois.	Planning, designing, or maintaining local roads and streets; ensuring compliance with state standards.	**Link**

TABLE 1: DESIGN GUIDES CONTINUED

GUIDE	AGENCY	DESCRIPTION	APPLICABILITY	LINKS
IDOT Bureau of Design and Environment (BDE) Manual	IDOT	Comprehensive guide for the planning, design, and environmental considerations of transportation projects in Illinois.	Designing or evaluating transportation projects in Illinois; ensuring compliance with state regulations.	**Link**
AASHTO Guide for the Development of Bicycle Facilities	AASHTO	Guidelines for the planning, design, operations, and maintenance of bicycle facilities. Addresses various types of facilities, promoting safety and accessibility.	Designing, operating, or maintaining bicycle facilities; ensuring alignment with national standards.	**Link**
NACTO Urban Bikeway Design Guide	NACTO	Innovative solutions for the planning and design of urban bicycle infrastructure. Includes best practices and guidelines tailored for urban environments.	Designing urban bicycle infrastructure; implementing user-friendly facilities.	**Link**
NACTO Urban Street Design	NACTO	Strategies and design principles for creating functional and aesthetically pleasing urban streets. Includes guidance on layout, intersections, public transit, etc.	Designing or renovating urban streets and public spaces; creating multimodal and aesthetically pleasing urban areas.	**Link**
NACTO Designing for All Ages and Abilities Guide	NACTO	Best practices and guidelines to create cycling environments for all ages and skill levels. Includes design solutions and strategies for inclusivity.	Designing inclusive bicycle facilities; creating an inclusive cycling culture.	**Link**
NACTO Bike Share Station Siting Guide	NACTO	Guidelines and best practices for planning and designing bike share stations. Includes insights into location selction, layout, spacing, accessibility, etc.	Planning and designing bike share stations; implementing or expanding bike share programs.	**Link**

TABLE 2: DESIGN TOOLBOX

FACILITY TYPE	DESCRIPTION	WHERE APPLICABLE	ROADWAY TYPE				MAX SPEED (MPH)	MAX AADT	COST PER MILE (USD	MAINTENANCE REQUIREMENTS	KEY OPERATIONAL CONSIDERATIONS
			LOCAL	*ARTERIAL*	*COLLECTOR*	*FREEWAY*					
BICYCLE FACILITIES											
Marked Bicycle Route	A low-speed street prioritizing bicycle movement, marked by wayfinding signage.	Best for low-traffic commercial areas with limited ROW and a desire to preserve parking.	✔				25	1,500	$20,000	Periodic sign and paint refreshment.	Wayfinding signage to direct bicyclists is required.
Bicycle Boulevard	A low-speed street prioritizing bicycle movement.	Best for residential and low-traffic areas.	✔				25	1,500	$30,000	Periodic sign and paint refreshment.	Traffic calming measures and wayfinding signage often required.
Bicycle Lane	A portion of roadway designated by striping and signage for preferential or exclusive use of bicycles.	Useful on arterial and collector roads, schools, shops.	✔	✔	✔		35	15,000	$50,000	Regular paint upkeep, debris removal.	Paint, bollards, or other separators may be used.
Buffered Bicycle Lane	A bicycle lane with a buffer space separating it from the adjacent motor vehicle lane.	Ideal for higher-speed or higher-traffic roads.		✔	✔		35	11,000	$200,000	Regular paint upkeep, debris removal.	Buffer can be enhanced with bollards, planters, or curb extensions.
Protected Bicycle Lane	A bicycle lane separated from motor traffic by physical barriers like curbs, planters, or parked cars.	Busy urban areas, especially downtown and commercial districts.		✔	✔		35	15,000	$650,000	Barrier maintenance, street cleaning.	Requires regular maintenance and may necessitate changes in street cleaning.
Two-Way Cycle Track	A bicycle path that allows bicyclists to move in both directions and is separated from motor traffic.	Dense urban areas with limited road space.		✔	✔		35	20,000	$3,600,000	Signage upkeep, debris removal.	Requires signage and signal phasing for side intersections.
PEDESTRIAN FACILITIES											
Sidewalk	A paved path for pedestrians alongside a road.	Universal applicability, often in residential and commercial areas.	✔	✔	✔		N/A	N/A	$450,000	Regular surface inspections, ADA upkeep.	Regular maintenance and ADA compliance required.
BICYCLE & PEDESTRIAN FACILITIES											
Shared Use Path	A multi-use path located adjacent to a roadway separated by a buffer or barrier.	Any area where extra separation from motor vehicles is desired.	✔	✔	✔		55	20,000	$1,300,000	Regular pathway upkeep, debris removal.	Requires clear delineation and may intersect with driveways.
Pedestrian Bridge	A bridge designed exclusively for pedestrians and in some cases, bicyclists.	Over highways, rivers, or other barriers to pedestrian movement.				✔	N/A	N/A	$2,000,000+	Structural inspections, surface upkeep.	Accessibility, signage, and connection to other paths are key.

SELECTION GUIDANCE

The project team for Alsip's Bicycle and Pedestrian Plan have provided the community with custom selection guidance tool, drawing inspiration from the *Federal Highway Administrations (FHWA) Bicycle Selection Guidance* resource. This tool aims to eliminate subjectivity from the decision-making process.

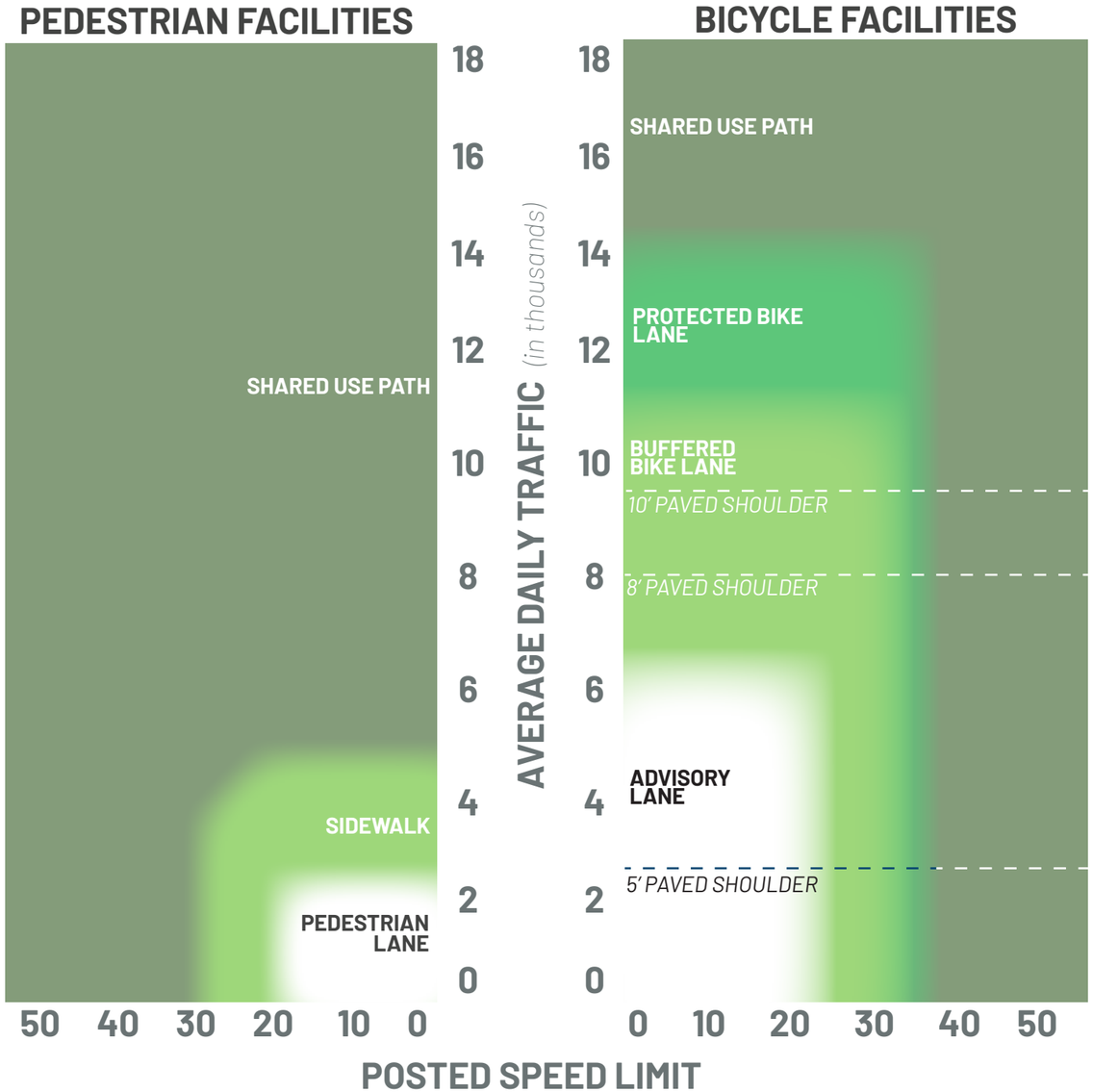
This custom selection guidance tool (Figure 21) will provide a clear, systematic approach for evaluating roadway conditions and selecting appropriate bicycle and pedestrian facilities. Developed using principles from the FHWA's resources, the tool will help Village staff assess key factors such as traffic volume, vehicle speed, pedestrian demand, and roadway characteristics to determine the best infrastructure solutions. By offering a structured, data-driven approach, this tool will enhance decision-making by ensuring facility selection aligns with the specific needs of each project, reducing uncertainty and promoting consistency.

The tool will reflect the Village's commitment to improving bicycle and pedestrian infrastructure by prioritizing safety, accessibility, and project-specific needs. It will integrate guidance for both bicycle and pedestrian facility selection, allowing staff to evaluate mobility and accessibility holistically. This comprehensive approach will ensure that improvements support a balanced, well-connected transportation network that serves all users, whether walking, biking, or rolling.

Using the tool will be straightforward: staff will start by identifying the speed limit and Average Annual Daily Traffic (AADT) for a roadway segment under consideration. These two factors will guide the selection process by determining the most suitable facility type. For example, if the Village evaluates a 40 mph roadway with an AADT of 15,000, the tool will direct them to the corresponding facility recommendation, such as a shared-use path. This evidence-based approach will ensure that infrastructure improvements align with roadway conditions, enhancing safety and usability for all residents.

Beyond individual project evaluations, the tool will serve as a long-term planning resource, helping the Village develop a cohesive, multimodal network that aligns with broader transportation and sustainability goals. By consistently applying the tool across projects, the Village will be able to identify gaps in connectivity, prioritize improvements in high-need areas, and ensure that future infrastructure investments support a safe, efficient, and accessible transportation system for all users.

FIGURE 22: SELECTION GUIDANCE



Source: FHWA

CROSSWALK COUNTERMEASURE SELECTION

The guidance provides countermeasures to enhance visibility, reduce crashes, and address additional safety concerns. Table 3 categorizes the specific safety issues each countermeasure can address. Table 4 offers initial countermeasures options for different roadway conditions, but agencies should consider factors like surrounding development, pedestrian travel patterns, effectiveness, and costs when selecting countermeasures.

For multilane road crossings with high traffic volumes, marked crosswalks alone may not suffice, necessitating more substantial treatments. Table 14 advises agencies to pair marked crosswalks with other countermeasures based on specific conditions. It also encourages integrating multiple countermeasures, such as combining Pedestrian hybrid Beacons with advance stop markings and signs or implementing road diets with pedestrian refuge islands and curb extensions, while considering roadway geometry and the Manual on Uniform Traffic Control Devices (MUTCD) guidelines.

TABLE 3: SELECTING COUNTERMEASURES AT UNCONTROLLED PEDESTRIAN CROSSINGS

PEDESTRIAN CRASH COUNTERMEASURE FOR UNCONTROLLED CROSSINGS	SAFETY ISSUES ADDRESSED				
	CONFLICTS AT CROSSING LOCATIONS	*EXCESSIVE VEHICLE SPEED*	*INADEQUATE CONSPICUITY/ VISIBILITY*	*DRIVERS NOT YIELDING TO PEDESTRIANS IN CROSSWALKS*	*INSUFFCIENT SEPARATION FROM TRAFFIC*
1 High-Visibility Crosswalk	☑		☑	☑	
2 Raised Crosswalk	☑	☑	☑	☑	
3 Advance Yield Here to (Stop Here For) Pedestrian Sign	☑		☑	☑	☑
4 In-Street Pedestrian Crossing Sign	☑	☑	☑	☑	
5 Curb Extension	☑	☑	☑	☑	☑
6 Pedestrian Refuge Island	☑	☑	☑	☑	☑
7 Rectangular Rapid-Flashing Beacon (RRFB)	☑		☑	☑	☑
8 Road Diet	☑	☑	☑	☑	☑
9 Pedestrian Hybrid Beacon	☑	☑	☑	☑	
Parking Restriction on Crosswalk Approach	☑		☑	☑	
Improved Nighttime Lighting	☑		☑	☑	

The field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations, developed by the Federal Highway Administration (FHWA), aids transportation professionals in enhancing pedestrian safety at uncontrolled crossings. It systematically assesses factors like traffic volumes, speeds, pedestrian demand, and roadway characteristics to recommend effective countermeasures. These measures include visibility enhancements, warning signs, markings, pedestrian islands, curb extensions, and warning beacons, each with its benefits and limitations.

TABLE 4: SELECTING COUNTERMEASURES AT UNCONTROLLED PEDESTRIAN CROSSINGS

LAND USE	SAFETY ISSUE ADDRESSED								
	AADT < 9,000			*AADT 9,000- 15,000*			*AADT > 15,000*		
	<30 MPH	*35 MPH*	*>40 MPH*	*<30 MPH*	*35 MPH*	*>40 MPH*	*<30 MPH*	*35 MPH*	*>40 MPH*
2 Lanes (1 Lane in Each Direction)	● 2,4,5,6	● 5,6,7,9	● 4,5,6 # 7 9	● 4,5,6	● 5,6,7,9	● 5,6 # 7 9	● 4,5,6,7,9 # 1	Custom	Custom
3 Lanes with Raised Median (1 Lane in Each Direction)	● 2,4,5,6 # 1	● 5,6,7,9 # 1 3	5 # 1 3 7 9	5,6 # 1 3	5,6 # 1 3 7 9	5,6 # 1 3 7 9	4,5,6,7,9 # 1 3	5,6,7 # 1 3 9	5,6,7 # 1 3 9
3 Lanes with Striped Median or Left Turn Lane (1 Lane in Each Direction)	● 2,3,4,5, 6,7,9 # 1	● 5,6,7,9 # 1 3	5,6 # 1 3 9	3,4,5,6, 7,9 # 1	5,6 # 1 3 7 9	5,6 # 1 3 9	4,5,6,7 # 1 3 9	5,6 # 1 3 9	5,6 # 1 3 9
4+ Lanes with Raised Median (2 or more Lanes in Each Direction)	● 5,6,7,8,9 # 1 3	● 5,6,7,8,9 # 1 3	5,6,8 # 1 3 9	5,6,7,8,9 # 1 3	5,6,7,8 # 1 3 9	5,6,8 # 1 3 9	5,6,7,8,9 # 1 3 9	5,6,8,9 # 1 3 9	5,6,8,9 # 1 3 9
4+ Lanes W/O Raised Median (2 or more Lanes in Each Direction)	● 5,6,7,8,9 # 1 3	● 5,6,7,8,9 # 1 3	5,8 # 1 3 6 9	5,7,8,9 # 1 3 6	5,7,8 # 1 3 6 9	5,8 # 1 3 6 9	5,8 # 1 3 6 9	5,8 # 1 3 6 9	5,8 # 1 3 6 9

● **RECOMMENDED INFRASTRUCTURE**
Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgement at a marked uncontrolled crossing location.

 # CANDIDATE INFRASTRUCTURE
Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

1 HIGH-VISIBILITY CROSSWALK
2 RAISED CROSSWALK
3 YIELD/STOP LINE
4 IN-STREET PEDESTRIAN CROSSING SIGN
5 CURB EXTENSION
6 PEDESTRIAN REFUGE ISLAND
7 RRFB
8 ROAD DIET
9 PEDESTRIAN HYBRID BEACON

6

CAPITAL IMPROVEMENTS

RECOMMENDATIONS

Recommendations for infrastructure improvements are crucial to the bicycle and pedestrian planning process. The projects recommended in this chapter are not just ideas, they are carefully thought out, representing the desires and needs of the Village, the planning process, and the goals of this plan. These improvements are an effort to create a more sustainable, accessible, and safe bicycle and pedestrian network in Alsip.

FIGURE 23: SHARED USE PATH IN RALEIGH, NC | Source: RaleighNC.gov

A thoughtful and well-rounded approach was used to develop these recommendations, ensuring that the proposed infrastructure serves all people, regardless of age or ability. These improvements are designed to encourage more walking, biking, and rolling among residents and visitors, bringing many benefits to the Village. By promoting active transportation, the Village is supporting more sustainable and environmentally friendly travel options while also contributing to healthier lifestyles.

Investing in bicycle and pedestrian infrastructure also strengthens the local economy and community connections. Making it easier and safer to walk, bike, and roll can attract more visitors, support local businesses, and improve access to key destinations. Safer intersections and crossings help residents and visitors move around comfortably, while increased opportunities for active transportation foster stronger connections between neighbors.

Although these projects are important for creating a safer and more accessible Alsip, their completion is not guaranteed. Implementation depends on several factors, including funding availability, community support, and alignment with the Village's long-term goals. Additionally, some recommended improvements are on roadways outside the Village's jurisdiction, making collaboration with other government agencies essential for success.

INFRASTRUCTURE RECOMMENDATIONS

For bicycle facilities, this plan recommends 3.5 miles of bicycle boulevards at an estimated cost of $53,000, 1.4 miles of bike lanes at an estimated cost of $102,000, 0.2 miles of bicycle/pedestrian bridges at an estimated cost of $400,224, and 14.1 miles of shared use paths, at an estimated cost of $12,645,000. These facilities would help create a more safe, accessible, and interconnected bicycle network for all bicyclists, regardless of age and ability.

The plan also recommends 57.4 miles of additional sidewalks ($21,197,000) for the Village, filling in the gaps and creating near universal mobility throughout the Village for pedestrians. To improve intersection safety, the plan recommends several treatments including bulb outs, high-visibility crosswalks, bike crossings, traffic signals, pedestrian refuge islands, bicycle/pedestrian bridges, and ADA ramps

Additionally, the plan recommends a road diet on 115th Street to improve bicycle and pedestrian safety, as well as five grade separated railroad crossings, to improve safety and alleviate roadway congestion due to passing freight trains.

TABLE 5: OVERALL INFRASTRUCTURE RECOMMENDATIONS

FACILITY TYPE	EXISTING	PROPOSED	TOTAL COST
BICYCLE FACILITIES			
Bike Lane	0.1 mi	1.4 mi	$102,000
Bicycle/Pedestrian Bridge	0.0 mi	0.2 mi	$5,000,000
Bicycle Boulevard	0.0 mi	3.5 mi	$53,000
Shared Use Path	3.7 mi	14.1 mi	$12,645,000
SIDEWALKS			
Sidewalk	63.5 mi	57.4 mi	$21,197,000
ROADWAY, INTERSECTION, AND RAIL CROSSING FACILITIES			
Turning Radius Reduction	N/A	2	N/A
ADA Ramps	N/A	130	N/A
High-Visibility Crosswalks	N/A	65	N/A
Traffic Signals	N/A	2	N/A
Pedestrian Refuge Island	N/A	10	N/A
Marked Bike Crossing	N/A	9	N/A
Road Diet	N/A	1	N/A
Railroad Crossing	N/A	5	N/A
Bike Ramp	N/A	1	N/A
Bicycle/Pedestrian Bridge	N/A	1	N/A
Bump Outs	N/A	31	N/A

BICYCLE RECOMMENDATIONS

To achieve the goals and objectives in this plan, implementing new bicycle facilities is necessary. The plan recommends 42 different bicycle facilities to be implemented within Alsip, making up nearly 19.2 miles of new facilities. These new facilities will help the Village become a more bikeable community, by creating a more safe, sustainable, and accessible bicycle network for Alsip residents and visitors. The recommended facilities were selected through a careful evaluation, which looked at a variety of criteria, such as public input, cost effectiveness, safety, and connectivity to amenities.

Key projects include several shared use paths along important corridors such as 115th Street, 119th Street, 123rd Street, Pulaski Road, and 131st Street. The goal of these paths is to connect residents and visitors to a variety of destinations including schools, neighborhoods, local businesses, and local trails.

One of the shared use paths would connect students to Prairie Junior High School on 119th Street, traveling from the Cal-Sag River to Kedzie Street outside of the Village. Additionally, a bicycle/pedestrian bridge and bicycle boulevard are recommended west of the shared use path to Laramie Avenue, filling a major connectivity gap in the transportation network.

Another path would serve as a connector for Cal-Sag Trail riders, navigating them from the end of the trail along a bike lane on 131st street to a shared use path on 131st Street east of Pulaski Road, via bike lanes on 130th Street and 129th Street, and a shared use path on Pulaski Road.

Other recommended facilities include bicycle boulevards, a second bicycle/pedestrian bridge across the Tri-State Tollway, and additional bike lanes and shared use paths.

TABLE 6: BICYCLE INFRASTRUCTURE RECOMMENDATIONS

FACILITY TYPE	EXISTING (MI)	PROPOSED (MI)	TOTAL MILEAGE	PERCENT INCREASE
Bike Lane	0.1	1.4	1.5	1,300%
Bicycle/Pedestrian Bridge	0.0	0.2	0.2	N/A
Bicycle Boulevard	0.0	3.5	3.5	N/A
Shared Use Path	3.7	14.1	17.8	381%
Total	**3.8**	**19.2**	**23.0**	**405%**

FIGURE 24: RECOMMENDED BICYCLE FACILITIES

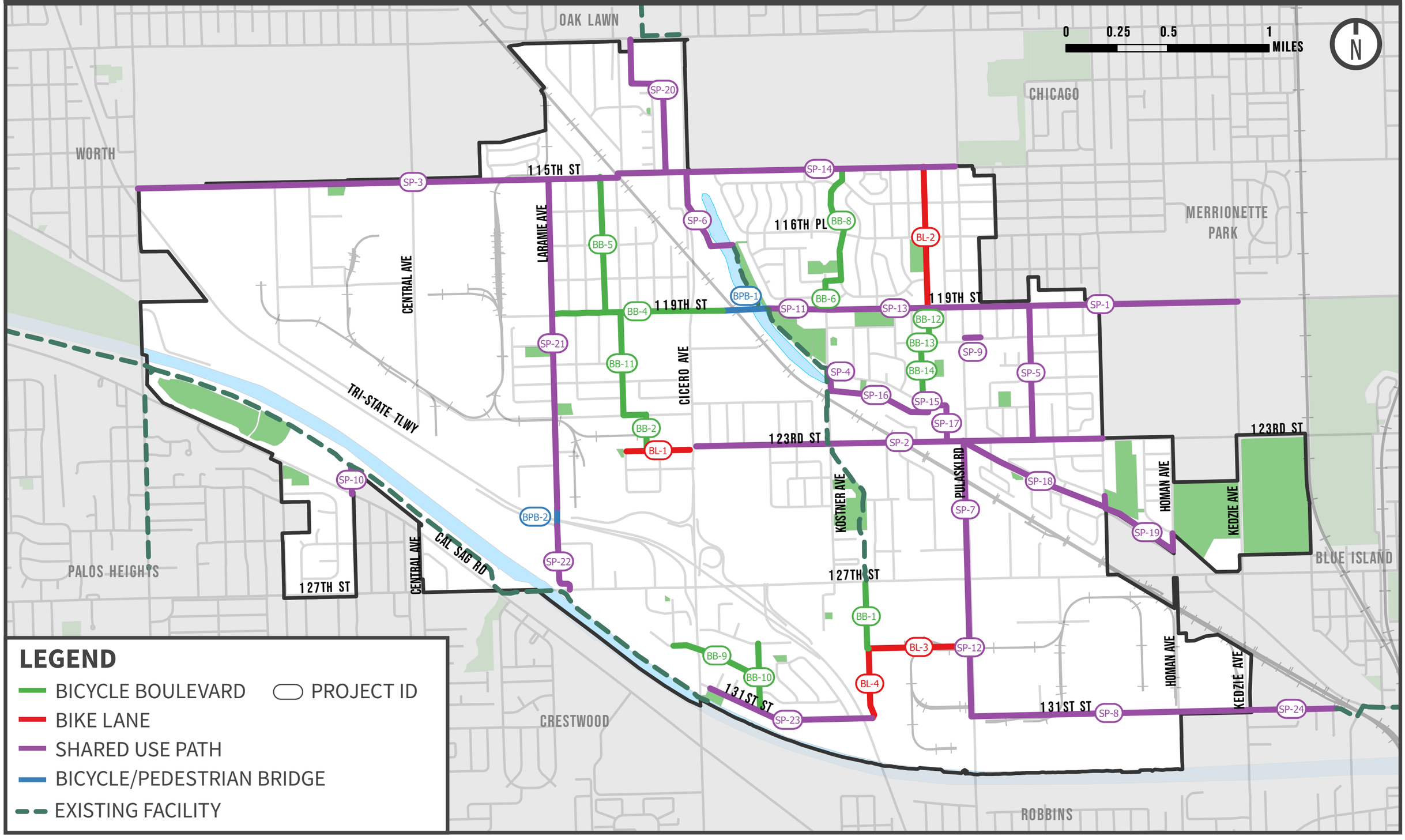


TABLE 7: RECOMMENDED BICYCLE FACILITIES

ID	NAME	FACILITY TYPE	FROM	TO	LENGTH (MILES)	COST
BL-1	123rd Street	Bike Lane	Lavergne Avenue	Cicero Avenue	0.23	$17,000
BL-2	Karlov Avenue	Bike Lane	115th Street	119th Street	0.52	$38,000
BL-3	129th Street	Bike Lane	Kolin Avenue	Pulaski Road	0.37	$27,000
BL-4	130th Street	Bike Lane	129th Street	131st Street	0.26	$19,000
BPB-1	119th Street	Bike Ped Bridge	West of Train Tracks	Stony Creek Trail	0.17	$3,000,000
BPB-2	Laramie Avenue	Bike Ped Bridge	600’ south of 123rd Place	Platner Drive	0.06	$2,000,000
BB-1	Kolin Avenue	Bicycle Boulevard	127th Street	129th Street	0.24	$4,000
BB-2	Lamon Avenue	Bicycle Boulevard	122nd Street	123rd Street	0.13	$2,000
BB-3	122nd Street	Bicycle Boulevard	Lavergne Avenue	Lamon Avenue	0.08	$1,000
BB-4	119th Street	Bicycle Boulevard	Laramie Avenue	Train Tracks	0.63	$9,000
BB-5	Lawler Avenue	Bicycle Boulevard	115th Street	119th Street	0.50	$7,000
BB-6	Kostner Avenue	Bicycle Boulevard	118th Street	119th Street	0.10	$2,000
BB-7	118th Street	Bicycle Boulevard	Kostner Avenue	Kolin Avenue	0.06	$1,000
BB-8	Kolin Avenue	Bicycle Boulevard	115th Street	118th Street	0.45	$7,000
BB-9	128th Place	Bicycle Boulevard	La Crosse Avenue	Loveland Street	0.33	$5,000
BB-10	Loveland Street	Bicycle Boulevard	128th Street	131st Street	0.25	$4,000
BB-11	Lavergne Avenue	Bicycle Boulevard	119th Street	122nd Street	0.38	$6,000
BB-12	Karlov Avenue	Bicycle Boulevard	119th Street	120th Street	0.12	$2,000
BB-13	120th Street	Bicycle Boulevard	Van Beveren Drive	Karlov Avenue	0.03	$500
BB-14	Van Beveren Drive	Bicycle Boulevard	120th Street	Termunde Drive	0.21	$3,000
SP-1	119th Street	Shared Use Path	Pulaski Road	Kedzie Avenue	1.01	1,177,000
SP-2	123rd Street	Shared Use Path	Cicero Avenue	Central Park Avenue	1.50	1,810,000

TABLE 7: RECOMMENDED BICYCLE FACILITIES CONTINUED

ID	NAME	FACILITY TYPE	FROM	TO	LENGTH (MILES)	COST
SP-3	115th Street	Shared Use Path	Ridgeland Avenue	Cicero Avenue	2.03	$2,566,000
SP-4	300’ north of Stony Creek	Shared Use Path	Kostner Avenue	Kildare Avenue	0.08	$62,000
SP-5	Hamlin Avenue	Shared Use Path	119th Street	123rd Street	0.49	$255,000
SP-6	Cicero Avenue	Shared Use Path	115th Street	Stony Creek Trail	0.37	$208,000
SP-7	Pulaski Road	Shared Use Path	123rd Street	127th Street	0.51	$308,000
SP-8	131st Street	Shared Use Path	Pulaski Road	Kedzie Avenue	1.01	$755,000
SP-9	120th Street	Shared Use Path	Pulaski Road	Harding Avenue	0.06	$28,000
SP-10	Menard Avenue	Shared Use Path	Cal Sag Trail	Cal Sag Road	0.10	$73,000
SP-11	119th Street	Shared Use Path	Stony Creek Trail	Kostner Avenue	0.21	$146,000
SP-12	Pulaski Road	Shared Use Path	127th Street	131st Street	0.51	$442,000
SP-13	119th Street	Shared Use Path	Kostner Avenue	Pulaski Road	0.50	$270,000
SP-14	115th Street	Shared Use Path	Cicero Avenue	Pulaski Road	1.00	$990,000
SP-15	680’ north of 123rd Street	Shared Use Path	Van Beveren Drive	Pulaski Road	0.10	$87,000
SP-16	Stony Creek	Shared Use Path	Kostner Avenue	Pulaski Road	0.46	$386,000
SP-17	380’ west of Pulaski Road	Shared Use Path	Trail (SP-15)	123rd Street	0.13	$106,000
SP-18	Stony Creek	Shared Use Path	Pulaski Road	Central Park Avenue	0.60	$475,000
SP-19	Stony Creek	Shared Use Path	Central Park Avenue	Homan Avenue	0.36	$277,000
SP-20	Stony Creek	Shared Use Path	111th Street	115th Street	0.60	$537,000
SP-21	Laramie Avenue	Shared Use Path	115th Street	600’ south of 123rd Place	1.21	$1,111,000
SP-22	Laramie Avenue	Shared Use Path	Platner Drive	127th Street	0.26	$162,000
SP-23	131st Street	Shared Use Path	Cicero Avenue	130th Street	0.62	$267,000
SP-24	131st Street	Shared Use Path	Kedzie Avenue	70’ east of Sheridan Avenue	0.33	$148,000

SIDEWALK RECOMMENDATIONS

While bicycle facilities are crucial for improving the active transportation network, improved sidewalk facilities are equally important for serving the residents of Alsip and creating a more accessible and connected community. The main objective for the recommended pedestrian facilities is to provide the Village with near universal mobility or establishing sidewalks in every feasible location. By establishing this goal, the Village is committing to help make the community safer, and more accessible for all residents and visitors, regardless of age and ability.

A total of 281 sidewalk projects have been recommended, totaling 57.4 miles of new sidewalks. The new sidewalks would bring Alsip to a total of 120.9 miles of sidewalks throughout the community.

The proposed sidewalks help create a strategy for a safer, more accessible, and more sustainable pedestrian network in Alsip. Regardless of the destination residents and visitors are walking or rolling to, schools, work, local businesses, or other amenities, the recommended sidewalks will provide pedestrians with a more enjoyable experience.

Through the increase of sidewalks, the Village of Alsip is able to enhance universal mobility and the overall quality of life for residents. The presence of sidewalks promotes a safe and convenient walking and rolling environment, helping to promote an active and healthier lifestyle for residents and visitors alike. An increase in sidewalks and pedestrians can help reduce automobile traffic, resulting in lower air pollution. Pedestrian-friendly areas are also capable of building community, as people walking or rolling are more likely to have interactions with other people.

It is also necessary that all recommended sidewalks be ADA-compliant. Accessible sidewalks are important for many residents and visitors, including people with disabilities, parents with young children, and older people. A pedestrian network that does not meet the needs of everyone, does not meet the needs of the community. To have a truly effective pedestrian network, it must be accessible for all.

Wherever sidewalks are implemented, the Village should also analyze whether or not additional lighting will be needed and feasible. All lighting should follow best practices to ensure that the lighting is environmentally friendly.

TABLE 8: PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

FACILITY TYPE	EXISTING MILEAGE	PROPOSED MILEAGE	TOTAL MILEAGE	PERCENT INCREASE
Sidewalks	63.5	57.4	120.9	90%

INTERSECTIONS, ROADWAYS, AND RAIL CROSSINGS

The final infrastructure recommendations are for intersections, roadways, and rail crossings. While having accessible bike facilities and sidewalks is important for improving an active transportation network, creating safe crossing conditions is crucial to creating a complete network.

Overall, the plan recommends 25 different intersection projects, one road diet project on 115th Street, and five grade separated rail crossing projects.

Intersection treatment recommendations include pedestrian refuge islands, marked bicycle crossings, high-visibility crosswalks, traffic signals, and bump-outs.

The five grade separated rail crossing projects are located on 115th Street near Lawler avenue, Kostner Avenue north of 123rd Street, 123rd Street near Lombard Avenue, Central Avenue near 122nd Street, and Pulaski Road, near 129th Street.

TABLE 9: INTERSECTION RECOMMENDATIONS

ID	LOCATION	TREATMENT(S)
1	Lawler/119th	Bump Outs/High-Visibility Crosswalks/ADA Ramps
2	Lawler/118th	Bump Outs/High-Visibility Crosswalks/ADA Ramps
3	Lawler/117th	Bump Outs/High-Visibility Crosswalks/ADA Ramps
4	Magnolia/115th	Bump Outs/High-Visibility Crosswalks/ADA Ramps
5	Kolin/127th	Bicycle/Pedestrian Bridge
6	Cicero/123rd	Reduce Turning Radius/High-Visibility Crosswalks/ADA Ramps
7	Pulaski/120th	High-Visibility Crosswalks/ADA Ramps
8	Marist Parking Lot/115th	Traffic Signal
9	Cicero/127th	High-Visibility Crosswalks/Pedestrian Refuge Island/ADA Ramps
10	Pulaski/127th	Reduce Turning Radius/High-Visibility Crosswalks/ADA Ramps
11	Cicero/115th	Pedestrian Refuge Island/ Marked Bike Crossing
12	Cicero/111th	Pedestrian Refuge Island/ Marked Bike Crossing
13	Hamlin/123rd	High-Visibility Crosswalks/Pedestrian Refuge Island/ADA Ramps
14	Kostner/123rd	Marked Bike Crossing
15	Cicero/119th	Traffic Signal/High-Visibility Crosswalks/ADA Ramps
16	Kostner/119th	Marked Bike Crossing
17	Kolin/115th	Bump Outs/High-Visibility Crosswalks/Marked Bike Crossing/ADA Ramps
18	Karlov/115th	High-Visibility Crosswalks/ Pedestrian Refuge Island/ ADA Ramps
19	Cicero/128th	High-Visibility Crosswalks/ ADA Ramps
20	Kostner	Bike Ramp
21	Pulaski/123rd	High-Visibility Crosswalks/ Pedestrian Refuge Island/ Marked Bike Crossing/ADA Ramps
22	Pulaski/119th	Bump Outs/High-Visibility Crosswalks/Marked Bike Crossing/ADA Ramps
23	Lawler/115th	High-Visibility Crosswalks/ Pedestrian Refuge Island/ RRFB/ADA Ramps
24	Pulaski/131st	Pedestrian Refuge Island/ Marked Bike Crossing
25	111th	Bump Outs/High-Visibility Crosswalks/Pedestrian Refuge Island/ADA Ramps

FIGURE 25: RECOMMENDED PEDESTRIAN FACILITIES

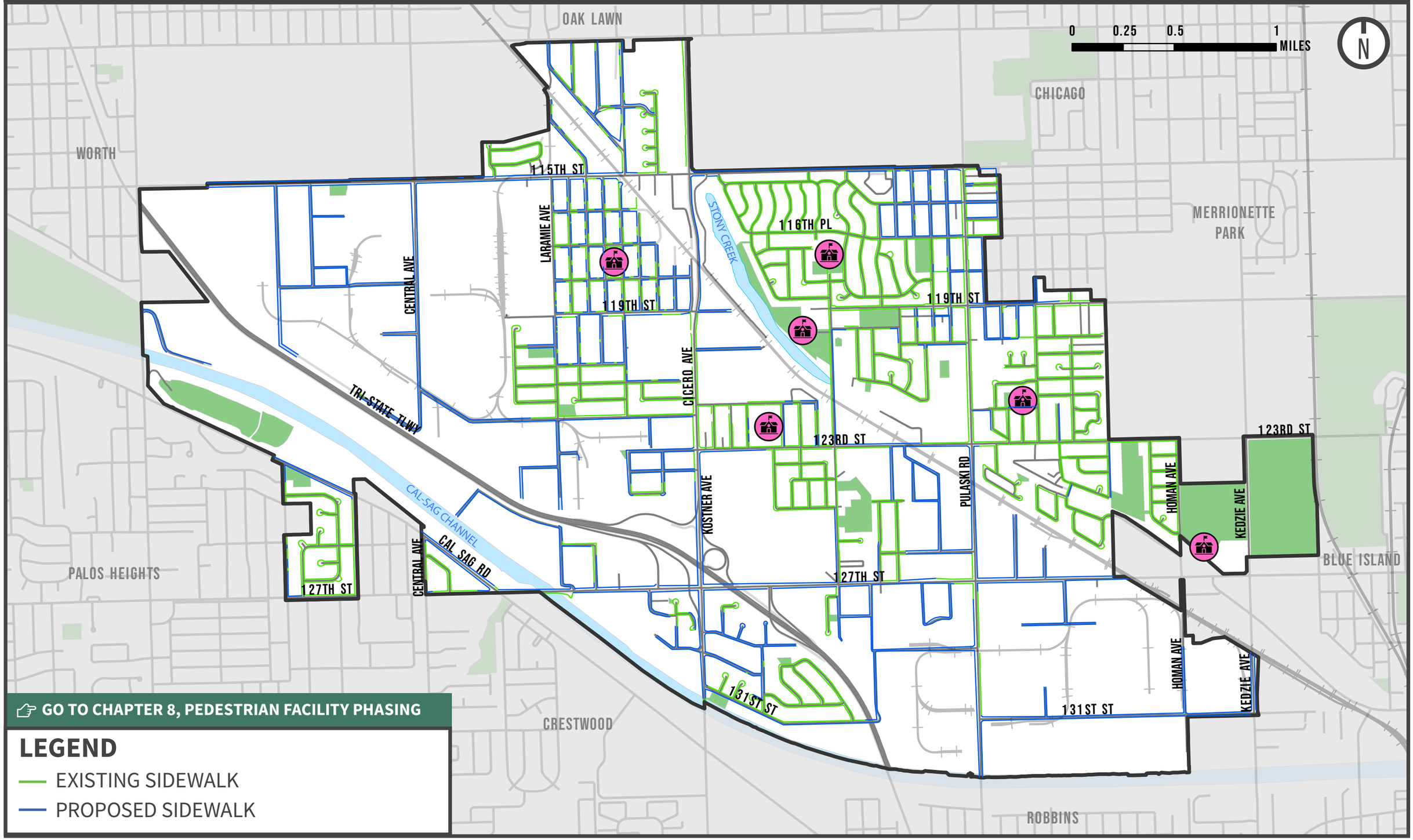
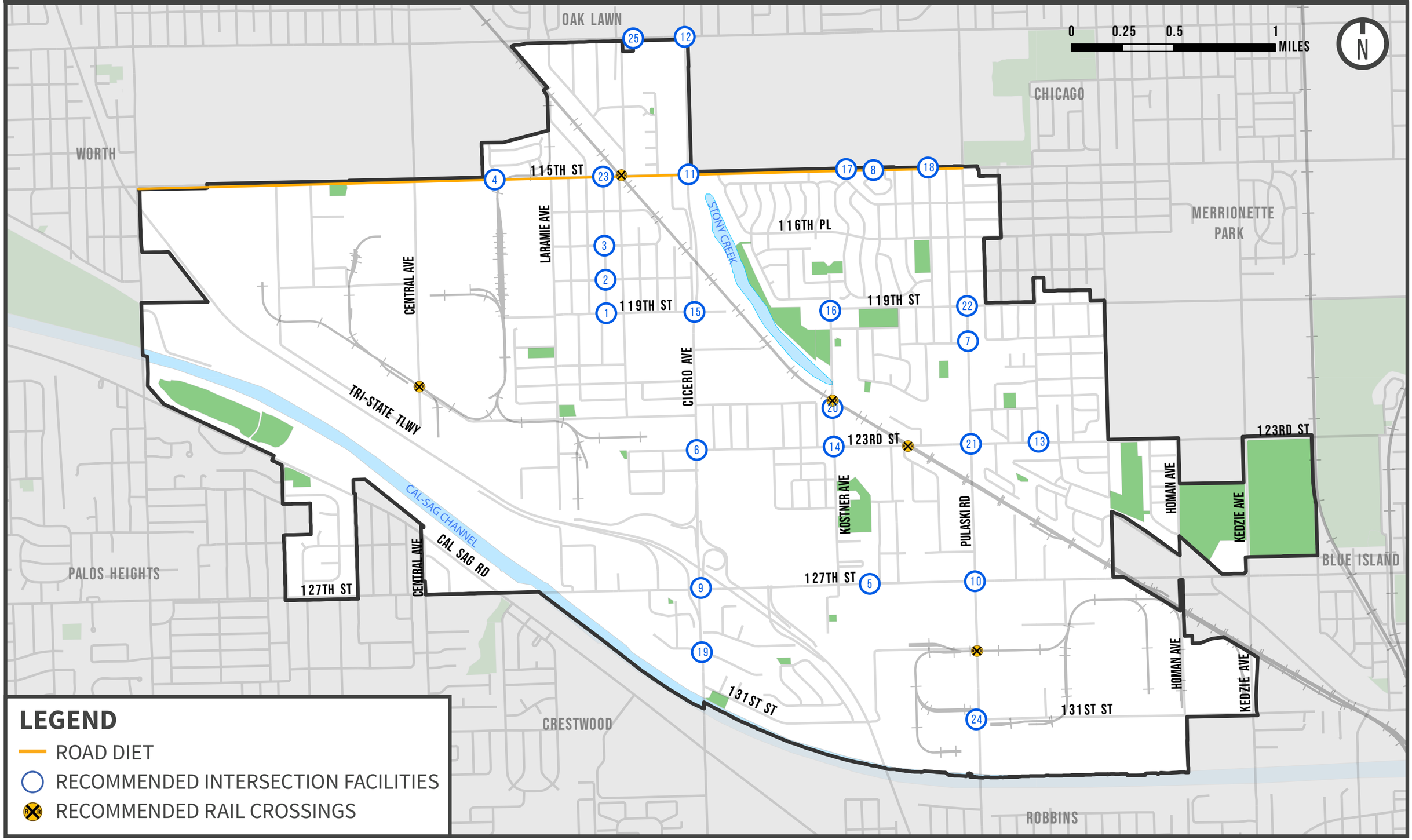


FIGURE 26: RECOMMENDED INTERSECTION, ROADWAY, AND RAIL CROSSING IMPROVEMENTS



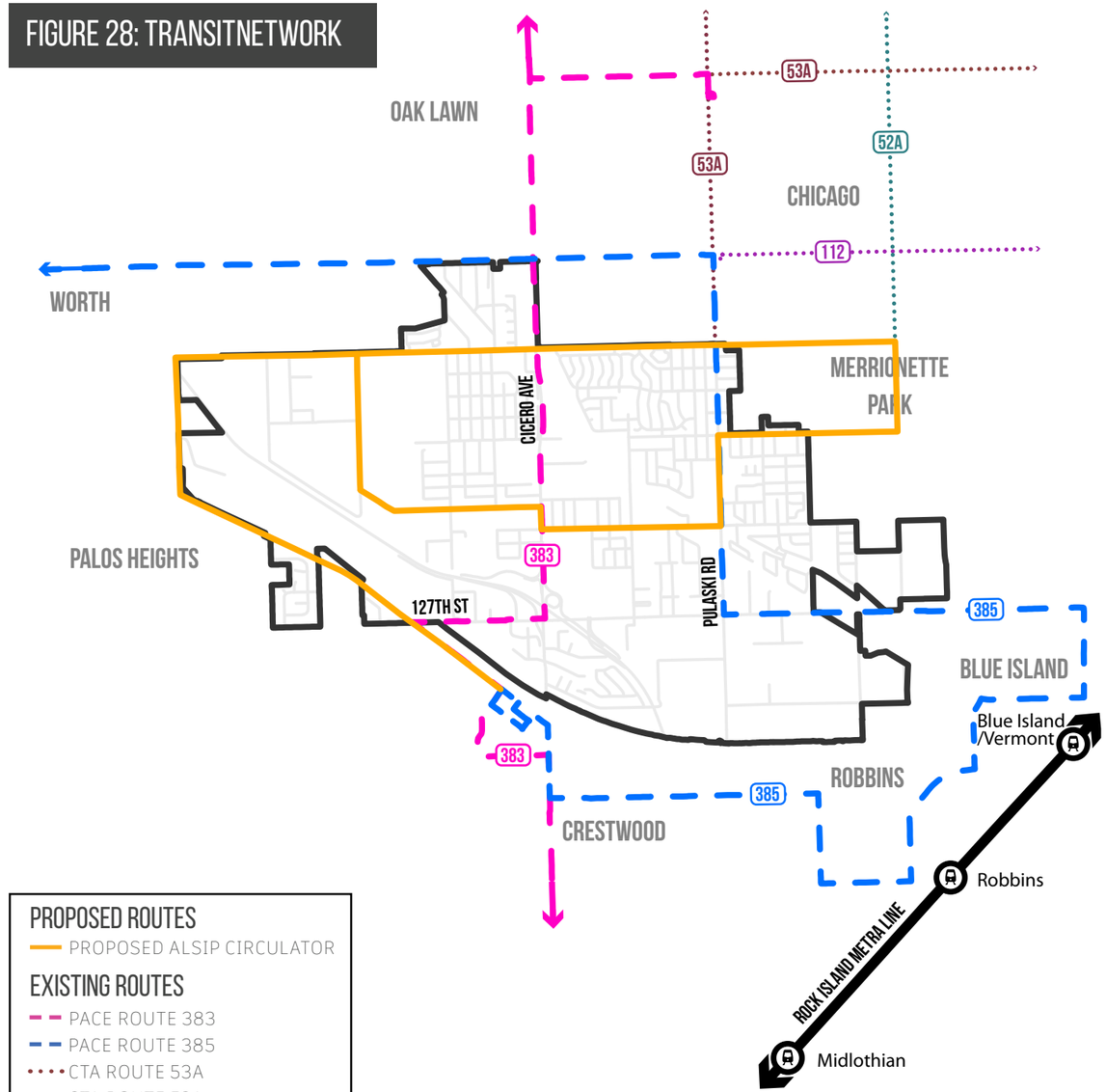
PUBLIC TRANSPORTATION RECOMMENDATIONS

While the main focus of the plan's recommendations is for bicyclists and pedestrians, it is important that the plan does not ignore public transit in Alsip. Public transit serves as a regional transportation option for residents. It allows people to travel to different amenities outside of Alsip. Currently, Pace is in the process of revising their bus network through the Pace ReVision project. Pace is evaluating several network concepts based on potential future funding, ridership, and coverage.

In addition to the concepts from Pace ReVision, this plan recommends an additional circulator route to serve Alsip residents. This route would operate almost entirely within the Village and would form a loop around the Village along key routes such as 115th Street, Kedzie Avenue, 119th Street, Pulaski Road, 123rd Street, 122nd Street, and Central Avenue. Additionally, the loop would branch off to Rivercrest Shopping Center via Harlem Avenue and Cal-Sag Road.

FIGURE 27: PACE BUS ROUTE #383 | Source: Streetsblog Chicago

FIGURE 28: TRANSITNETWORK



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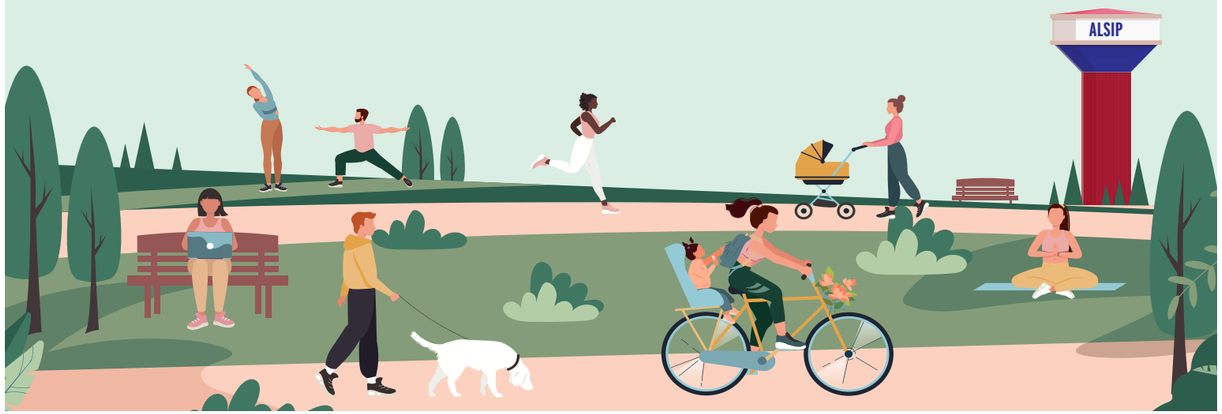
POLICIES & PROGRAMS



POLICIES

Policies serve as a powerful tool for Village trustees and elected officials to enact change within the community. Through ordinances, zoning changes, and other regulatory mechanisms, policies can influence the design and development of infrastructure, ensuring that considerations for bicycles and pedestrians are integrated into roadways, land use, and urban planning. These policies help shape the built environment.

FIGURE 29: BIKE PARKING | Source: HITSA

VISION ZERO POLICY

The Village of Alsip is encouraged to adopt a Vision Zero Policy, which establishes the goal of eliminating traffic fatalities and severe injuries on its roadways. This policy promotes a comprehensive approach to safety, emphasizing the protection of all road users, including pedestrians, cyclists, and drivers, rather than focusing solely on vehicle occupants. Vision Zero aligns with the Safe System Approach, a framework that addresses safety holistically through safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The Safe System Approach is guided by six key principles: death and serious injuries are unacceptable; humans make mistakes; humans are vulnerable; responsibility is shared; safety is proactive; and redundancy is crucial. These principles recognize that road systems must be designed to accommodate human error, protect the most vulnerable users, and proactively address safety risks before crashes occur. Adopting Vision Zero commits the Village to making decisions that safeguard all road users, providing extra layers of protection to account for inevitable mistakes.

Adopting a Vision Zero Policy would also position Alsip to qualify for federal Safe Streets and Roads for All (SS4A) Implementation Grants. One of the requirements for this funding is the completion or draft of a safety action plan, a criterion that the Cook County Safety Action Plan currently in progress fulfills.

Implementation Agency: Village of Alsip

Timeframe: 1-5 years

BIKE PARKING ORDINANCE

The Village of Alsip is encouraged to pass a bicycle parking ordinance to promote cycling as a viable mode of transportation. Providing secure and accessible bike parking is essential to encouraging residents and visitors to bike to destinations such as stores, restaurants, and workplaces. Without adequate bike parking, individuals may opt to drive instead, limiting the potential for sustainable transportation. While many existing bicycle parking policies focus on restrictions for where and how bikes cannot be parked, Alsip's ordinance should instead

establish clear standards for high-quality bicycle parking facilities.

A strong bicycle parking ordinance should include standards for the type, location, and quantity of bike racks. The best types of racks allow the bike frame to be locked in two different locations and are compatible with U-locks, offering increased security. Racks should be installed in highly visible and well-lit areas to ensure the safety of both the cyclist and their bike. Where possible, bike racks should also be covered, which is particularly important for long-term storage to protect bikes from weather-related damage.

Additionally, the ordinance should set a minimum number of racks required to accommodate the needs of residents, workers, and visitors.

For maximum effectiveness, the ordinance should establish tailored requirements based on the type of destination, ensuring that facilities are appropriate for varying levels of bicycle traffic.

Implementation Agency: Village of Alsip

Timeframe: 1-5 years

ENCOURAGE DIVVY EXPANSION

The Village of Alsip should advocate for expanding the Divvy bike share system to improve mobility and access to active transportation. Currently, Divvy operates within Chicago, which borders Alsip to the north, and the closest station is at Lawndale and 111th St. Expanding this system would provide bike access to residents who do not own a bike and offer a convenient way to travel within Alsip or between Alsip and Chicago. Ride data from the nearest station shows that most trips start and end at the same location, suggesting either recreational use or a lack of stations at key destinations. Additionally, 80% of trips were made by non-members, indicating that bike share programs reduce barriers to biking by eliminating upfront costs.

Case Study: Currently, Evanston is the only suburb where Divvy operates, launching with ten stations, eight funded through an Illinois Transportation Enhancement Program (ITEP) grant from IDOT. Evanston has since expanded to 14 stations, demonstrating a successful suburban bike share model. To implement a similar system, Alsip should collaborate with Chicago and neighboring municipalities to explore funding and regional expansion opportunities.

Implementation Agency: Village of Alsip and City of Chicago

Timeframe: 5 or more years

TABLE 10: BICYCLE PARKING RECOMMENDATIONS BY LAND USE

LAND USE	SHORT-TERM PARKING (VISITORS)	LONG-TERM PARKING (RESIDENTS/EMPLOYEES)	ADDITIONAL RECOMMENDATIONS
Residential	1 space per 10 units (minimum 2 spaces)	1 space per 3 units	Covered and secure racks in common areas or garages; provide additional spaces near entrances.
Office	1 space per 10,000 sq. ft.	1 space per 5,000 sq. ft.	Locate near building entrances, with sheltered options for employees.
Retail/ Commercial	1 space per 5,000 sq. ft. (minimum 2 spaces)	1 space per 12,000 sq. ft.	Highly visible, near storefronts; include spaces for cargo bikes near supermarkets.
Restaurants	1 space per 1,500 sq. ft. (minimum 2 spaces)	Not required	Place in well-lit, visible areas near entrances; consider covered options for dining districts.
Schools	1 space per 10 students	1 space per 10 employees	Prioritize covered racks; place near main building entrances or bike paths.
Parks and Recreation	1 space per 20 expected visitors (minimum 4 spaces)	1 space per 10 employees	Install near trailheads, playgrounds, and activity hubs; provide sturdy racks for longer visits.
Transit Station	1 space per 20 daily riders	1 space per 5 employees	Include lockers or secure bike shelters; ensure racks are well-lit and monitored.
Hotels	1 space per 20 rooms (minimum 2 spaces)	1 space per 20 rooms	Provide racks near guest entrances and employee areas; offer covered, secure options.
Mixed-Use Development	Combined requirements based on the land uses within the development	Combined requirements based on the land uses within the development	Centralized bike parking for shared use; ensure easy access for all tenants and visitors.

BIKE MONTH DECLARATION

It is recommended that the Village of Alsip officially recognize the month of May as National Bike Month, as designated by the League of American Bicyclists. This recognition provides an opportunity to promote cycling through community events and activities that encourage biking for transportation, recreation, and fitness.

Acknowledging National Bike Month aligns Alsip with a nationwide movement to support and celebrate cycling. This declaration serves as an impactful first step in fostering community engagement, raising awareness of biking benefits, and encouraging residents to embrace cycling as part of their daily lives. By taking this action, the Village can establish a foundation for future initiatives that further integrate biking into the community's culture and infrastructure.

Case Study: In 2024, Warrenville, IL, located in DuPage County, issued a Bike Month Proclamation. During the month they committed to promoting biking with educational programming, such as a bike rodeo to educate children about bicycle safety.

Implementation Agency: Village of Alsip

Timeframe: 1-5 years

NO RIGHT ON RED

To enhance pedestrian safety and reduce crashes, the Village of Alsip should implement a No Right Turn on Red (NRTOR) policy at key intersections, particularly near schools, commercial areas, and transit stops. Currently, drivers turning right on red often focus on oncoming traffic and may not see pedestrians crossing in front of them, creating a significant safety risk. With 25% of crashes in Alsip involving turning movements, many due to failure to yield, restricting right turns on red would help minimize conflicts, improve visibility, and create safer intersections for all road users.

Implementation Agency: Village of Alsip

Timeframe: 1-5 years

HOW MIGHT DIVVY BE USED IN ALSIP?

On a sunny Saturday afternoon, Carlos, a college student living in Alsip, decides to visit his friend in Chicago's Beverly neighborhood but doesn't own a bike. Instead of waiting for the bus, he opens the Divvy app, finds the nearest station and checks out a bike using his phone. With a few taps, he unlocks a bike and starts pedaling toward Beverly, enjoying the ride while avoiding traffic. Thanks to the well-placed Divvy stations, he docks his bike near his friend's apartment and continues his day without worrying about storage or maintenance.

Meanwhile, Aisha, a retail worker in Alsip, uses Divvy for her daily commute to a store near Pulaski Road. Without a car, she used to rely on long bus rides, but with a new Divvy station near her home, she now bikes to work in half the time. On rainy days, she can still take the bus, but on most mornings, she enjoys the convenience and flexibility of biking directly to her destination. By using Divvy's pay-as-you-go option, she avoids the cost of purchasing and maintaining a personal bike while still benefiting from an affordable and efficient travel option.

For John and Maria, a retired couple, Divvy provides a fun and active way to explore Alsip's parks and trails. On weekends, they check out bikes from a nearby station and ride along Cal-Sag Trail, stopping at local businesses for coffee or lunch. With multiple stations planned for the area, they look forward to being able to ride beyond their neighborhood and easily dock their bikes at new destinations.

ADA TRANSITION PLAN

An ADA Transition Plan would serve as Alsip's blueprint for ensuring the public right-of-way is accessible to all, including those with disabilities. This plan would identify barriers, such as noncompliant curb ramps and narrow sidewalks, and prioritize their replacement based on need and public input. An ADA Transition Plan demonstrates Alsip's commitment to inclusivity. It ensures compliance with federal standards, such as the Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG).

The benefits of an ADA Transition Plan are far-reaching. Accessibility improvements increase independence for individuals with disabilities and create a more navigable environment for families with strollers, older adults, and those with temporary mobility challenges. Enhanced accessibility also benefits businesses, as accessible infrastructure encourages more people to visit Alsip and participate in community events.

Implementation Agency: Village of Alsip

Timeframe: 1-5 years

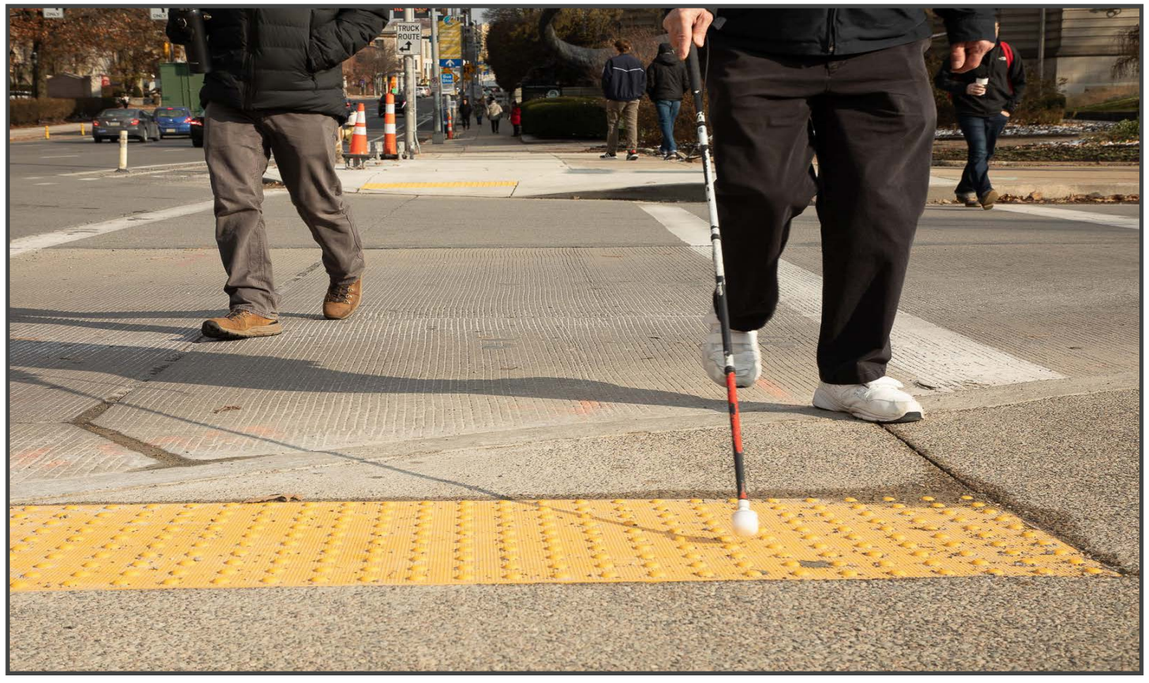


FIGURE 30: ACCESSIBLE CURB RAMP | Source: Medium

IMPLEMENT DESIGN STANDARDS ON VILLAGE ROADS

The Village of Alsip should create design standards for all local roads. These standards will complement bicycle and pedestrian infrastructure that is being recommended in this plan. Design standards should be implemented for both buildings and parking infrastructure. While we recommend design standards be implemented immediately, current properties would not have to be compliant unless the site is being redeveloped or newly developed. Major changes will take years to materialize therefore the earlier the design standards are set the earlier improvements will be seen. The LEED certificate for community development's requirements is a good resource to use as a starting point for standards.

Making buildings more accessible to foot and bike traffic along with using buildings to create a more engaging experience will encourage more walking and biking to these locations. Standards should include a maximum set back from the streets and a minimum percentage of windows on the street facing façade. Not only do these standards create a more engaging walking experience they also improve the visibility and therefore safety of pedestrians. These recommendations are most appropriate for commercial and industrial corridors.

Parking infrastructure includes the entrances and exits, the location and the total area. Based on the FHWA recommendations parking lots should be combined to reduce entrances and exits which will improve pedestrian safety and accessibility. Having fewer intersections between cars and the sidewalk makes walking along the corridor safer. The design standards in other municipalities require 25 to 40 ft between curb cuts for industrial and commercial lots. For parking lots themselves LEED recommends locating them behind or to the side of buildings with the buildings themselves located along the street. To achieve this, we recommend including a maximum setback. Finally, the total area of parking should be considered. LEED recommends only 20% of the area is parking, while this is too low for the current transportation share of Alsip setting a maximum parking area should be considered. One way to achieve this includes shared parking initiatives which enable businesses with different peak hours to share parking spaces.

Implementation Agency: Village of Alsip

Timeframe: 1-5 years

HOW MIGHT ROADWAY STANDARDS BE UTILIZED IN A COMMUNITY?

In a future scenario in Alsip, a new senior living facility is being planned for construction along by Greenfield Developers, a prominent development firm. During the initial review of the site plans, the Village's Public Works Department, notices that the developer has not included sidewalks or bike paths along the property's frontage. While the developer argues that adding these facilities would increase costs and were not originally considered, Alsip's newly established roadway standards provide clear guidance that sidewalks and bike paths must be included in new developments along collector roads.

These standards, adopted by the Village to promote active transportation and ensure accessibility for all residents, outline that any new development on roads classified as collectors must incorporate pedestrian and bicycle infrastructure. The clear and consistent guidelines give the Village the authority to require Greenfield Developers to revise their plans.

Residents in the surrounding neighborhood, including many who have advocated for safer pedestrian infrastructure, support the Village's stance. Longtime resident Carol Mitchell expresses her gratitude at a public meeting, noting that these facilities will benefit not only the senior residents but also the entire community. The developer, while initially hesitant, complies with the standards, and the project moves forward with the necessary improvements. This scenario highlights how Alsip's roadway standards can ensure that future developments incorporate active transportation facilities, making the community safer, more connected, and more accessible for all residents.

PROGRAMS

Programs are essential for fostering a culture of active transportation within the Village. Managed by the Village and its partners, these initiatives aim to encourage residents to adopt new behaviors, such as walking or biking more frequently. Examples include incentive programs like discounts at local stores for those who walk or bike, as well as events like Bike to School or Work days.

FIGURE 31: WAYFINDING SIGNAGE | Source: Main Street America

WAYFINDING SIGNAGE EXPANSION

The Village of Alsip should expand its wayfinding signage to improve navigation and enhance the community experience for residents and visitors. Wayfinding signage provides clear directions, reducing reliance on GPS and increasing awareness of nearby attractions. It also builds interest in local destinations and communicates designated routes for cyclists, making the Village more accessible and bike-friendly.

New wayfinding efforts should prioritize connections to and from the Cal-Sag and Stoney Creek Trails, helping trail users easily navigate to key destinations in Alsip. Additional signage should highlight parks, the library, schools, local restaurants, and other points of interest.

Implementation Agency: Village of Alsip

Timeframe: 1-5 years

AUTO ENFORCEMENT STRATEGIES

The implementation of automated speed enforcement and red-light cameras has been shown to reduce dangerous driving behaviors in targeted areas. Automated enforcement, such as speed cameras, offers a broader reach by maintaining constant monitoring and enforcement at specific high-risk locations.

Automated enforcement is particularly effective at intersections with high crash rates and along streets where conditions encourage higher speeds, such as near schools, municipal buildings, or stretches with minimal driveways and entrances. Deploying these measures in areas prone to speeding or collisions enhances safety, especially for vulnerable road users like children and pedestrians, and helps address concerns about dangerous driving behaviors.

Implementation Agency: Village of Alsip and Alsip Police Department

Timeframe: More than five years

FIGURE 32: BIKE RODEO | Source: Sonoma County Bicycle Coalition

LOANER LOCKS AT PUBLIC BUILDINGS

A loaner lock program at public buildings like libraries, city hall, and schools can encourage more residents to bike by providing short-term access to bike locks, even if they forgot or don't own one. Longer-term loans, such as those offered through a library lending program, allow individuals to experiment with biking beyond recreational trips, helping build confidence in cycling as transportation.

Case Study: For example, the Orland Park Public Library's "Library of Things" offers bike locks and repair kits for two-week checkouts, giving users the opportunity to maintain and securely lock their bikes.
Implementation Agency: Village of Alsip

Timeframe: 1-5 years

BIKE RODEOS

As a part of National Bike Month and in coordination with the Alsip Police Department and Alsip Park District, the Village should host a bike rodeo for younger residents. A bike rodeo teaches children essential bicycle safety skills. Bike rodeos can include activities such as helmet fitting, learning hand signals, and practicing safe biking techniques in a controlled environment. The event could be held at a local park or school parking lot, making it easily accessible for families.

The benefits of a bike rodeo extend to both children and the community. For young riders, it provides critical education on how to bike safely and confidently, reducing the risk of accidents. Parents gain peace of mind knowing their children are better prepared to navigate the roads. The community benefits as a whole from increased awareness of bike safety, fostering a culture of respect between cyclists and drivers.

Case Study: In Glen Ellyn, IL, the Glen Ellyn Park District has hosted several bike rodeos where they create offer fun activities and drills to teach children, ages 5-12, how to safely ride a bike.

Implementation Agency: Village of Alsip, Alsip Police Department, Alsip Park District

Timeframe: 1-5 years

8

FUNDING & IMPLEMENTATION

FUNDING & IMPLEMENTATION

Recommended infrastructure, policies, and programs are crucial in creating a more safe and accessible active transportation network. However, without the proper implementation strategy or funding sources, these recommendations are unable to become reality. Decision makers should have a clear, carefully thought out implementation strategy and an understanding of the different funding sources to achieve these goals.

FIGURE 33: BIKE PATH IMPLEMENTATION | Source: LADOT Bike Blog

IMPLEMENTATION STRATEGY

Not every project can be built at once, so having an implementation strategy which carefully considers and appropriately prioritizes the different projects is important. When creating the implementation strategy, the prioritization of projects based on the project's need and its expected impact must be considered. The main focus of project prioritization is enhancing active transportation safety. Recommendations which address pressing safety concerns, especially projects which are located at dangerous intersections or high crash areas, should be given the highest priority.

Community input is also necessary when prioritizing different projects. Throughout the plan development, residents have provided the project team with different locations where improvements are needed. The input provided from the public guided the prioritization of projects.

Finally, not every roadway is under Alsip jurisdiction, meaning Alsip will need to work with other agencies in order to complete some of the recommended projects. Because commitment from these entities will be crucial for project implementation, Alsip will need to lead the way in engaging these agencies and beginning the conversations.

FUNDING SOURCES

For the recommended projects to be implemented, selecting the proper funding source is required. The different funding sources help the projects in this plan come to fruition. These sources derive from a variety of different entities, including both public or private, local or national. Without funding, the projects are unable to be implemented. It is important for decision makers to understand the availability and requirements of different funding source to help determine priorities, project timeline, and feasibility.

Assessing the financial needs of projects and the different funding options that exist, ensures the project is realistic, implemented and maintained effectively, and aligns with the plan and the needs of the community.

TABLE 11: FUNDING SOURCES

PROJECT TYPE	BIKE PARKING	BRIDGES OR TUNNELS	EDUCATIONAL PROGRAMS	OFF-STREET BICYCLE FACILITIES	ON-STREET BICYCLE FACILITIES	PLANNING ACTIVITIES & TECHNICAL ASSISTANCE	SAFETY	SIDEWALKS	TRAFFIC CALMING	TRAFFIC SIGNALS
INFRASTRUCTURE FUNDING SOURCES										
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	✓	✓	✓	✓	✓		✓	✓		✓
Highway Safety Improvement Program (HSIP)	✓	✓	✓	✓	✓		✓	✓	✓	✓
Illinois Transportation Enhancement program (ITEP)				✓	✓		✓	✓	✓	
IDNR Bicycle Path Program				✓	✓					
Local Rail-Highway Crossing Safety Program		✓					✓		✓	
Open Space Lands Aquisition and Development (OSLAD)				✓		✓				
Railroad Crossing Elimination Program	✓						✓			
Recreational Trail Program				✓						
RTA Access to Transit	✓			✓	✓		✓	✓	✓	✓
Surface Transportation Prgoram (STP-L)		✓		✓	✓		✓	✓	✓	✓
Transportation Alternatives Program (TAP)				✓	✓			✓		
INFRASTRUCTURE AND NON-INFRASTRUCTURE FUNDING SOURCES										
AARP Livable Community Challenge	✓	✓		✓	✓		✓	✓	✓	✓
Better Utilizing investments to Leverage Development (BUILD)	✓	✓		✓	✓		✓	✓	✓	✓
Reconnecting Communities Program and neighborhood Access and Equity Grant		✓		✓	✓	✓	✓	✓		✓
Safe Routes to School (SRTS)	✓	✓	✓	✓	✓		✓	✓	✓	✓
Safe Streets and Roads for All		✓	✓	✓	✓	✓	✓	✓	✓	✓
NON-INFRASTRUCTURE FUNDING SOURCES										
RTA Community Planning Grant						✓				
Thriving Communities Program						✓				
Transit Oriented Development Pilot Program						✓				
Unified Work Program (UWP)						✓				

KEY PROJECTS AND PEDESTRIAN PHASING

The plan recommends several key projects that will serve and benefit the community by creating better connections, safer active transportation environments, and increase accessibility for all roadway users. These projects focus on creating connections for visitors and residents to access amenities throughout the Village, including schools, work, medical appointments, local businesses, and outdoor recreation such as parks and trails.

115TH STREET CORRIDOR

115th Street is a four-lane road with a speed limit of 40 mph, and lacks sidewalks for much of the corridor within Alsip. Combined, these conditions create harsh, unsafe conditions for bicyclists and pedestrians, restricting accessibility and creating connectivity gaps within the active transportation network in the community. To alleviate these dangerous conditions, this plan recommends constructing a shared use path along the entirety of the roadway in Alsip and a complete sidewalk on the opposite side of the street, offering residents and visitors a safe and accessible path to navigate the Village. Several intersection treatments are also recommended along the corridor such as improved pedestrian crossings, pedestrian refuge islands, bump outs, and a grade separated rail crossing. Finally, the plan recommends a road diet for 115th Street to reduce the number of travel lanes. These treatments would create safer crossing environments for all bicyclists and pedestrians.

119TH STREET CORRIDOR

The next key project recommendation would serve as a valuable connector for students and parents to both Prairie Junior High School and Meadow Lane School, located just outside of Alsip in Merrionette Park, IL. Currently, 119th Street is split into two sections by Stony Creek and the railroad. The western portion runs from the Village's water tower, just west of Laramie Ave, to the railroad and Stony Creek. The eastern portion begins just east of the creek at Prairie Junior High School to the Village's eastern border. The plan recommends constructing a shared use path on the eastern section of the road, extending past the Alsip border, to Meadow Lane School in neighboring Merrionette Park. The different sections of 119th Street would be connected by a bicycle/pedestrian bridge over the railroad and Stony Creek. The bridge would lead into a bicycle boulevard on the western section of the street. These facilities will help create a connection for residents west of the creek, to help them safely bike or walk to school and get to other parts of the Village.

To provide safer crossing experiences for people along 119th Street, the plan recommends improved bicycle and pedestrian crossings, bump outs, pedestrian refuge islands, and a stop light at the intersection of 119th Street and Cicero Avenue.

WHY IS IT IMPORTANT TO PRIORITIZE CERTAIN FACILITIES OVER OTHERS?

In a future scenario, the Village of Alsip faces growing demand from residents for safer and more accessible active transportation options. As the Village begins implementing its transportation plan, the need to prioritize certain projects becomes clear, especially around schools and key community amenities. For instance, Prairie Junior High School sees a significant number of students walking or biking to class, but the lack of sidewalks and safe crossings along nearby streets poses a serious risk. Recognizing this, the Village prioritizes filling in sidewalk gaps within a quarter-mile of all schools, ensuring that students have a safer route to and from school. This not only improves safety but also encourages more families to allow their children to walk or bike, reducing traffic congestion around schools during peak hours.

Similarly, the Village identifies the 115th Street Corridor as a top priority due to its high traffic volumes and the absence of pedestrian and bicycle facilities. With several parks, businesses, and medical offices located along this corridor, the need for safe and accessible routes is urgent. By prioritizing this project, Alsip ensures that residents can access essential services without relying on cars, particularly benefiting seniors, children, and those without access to a vehicle. The phased approach allows the Village to address the most critical safety concerns first, while securing funding and resources for subsequent phases.

Additionally, prioritizing the extension of the Cal-Sag Trail addresses a significant connectivity gap that hinders regional travel for cyclists and pedestrians. Completing this project early provides immediate benefits to the community by linking Alsip to a broader trail network, promoting outdoor recreation and sustainable transportation. By focusing on the most pressing needs first, the Village can efficiently allocate resources, enhance safety, and create a more connected and accessible transportation network for all residents.

FIGURE 34: CAL-SAG TRAIL | Source: Friends of the Cal-Sag Trail

CAL-SAG TRAIL EXTENSION

The third key project is an extension of the Cal-Sag Trail. Currently, the trail terminates in Alsip just east of Cicero Avenue at Freedom Park and begins again on the opposite side of the river in Blue Island. The recommended extension would take trail users off of the river front to a new shared use path along 131st Street which is currently in the early stages of engineering. Riders would then be directed to bike lanes traveling north on 130th Street and then east on 129th Street, near the Swap-O-Rama Flea Market. These bike lanes would lead to a shared use path on Pulaski Road, where riders would travel south to a shared use path on 131st Street. The 131st Street shared use path would continue to an existing bicycle boulevard and bike lane in Blue Island, which would connect trail users back to the Cal-Sag Trail.

Implementing this extension would fill a large gap in the trail network, that currently hinders riders from travelling to other parts of the region. By filling this trail gap, riders will be given a safe connection that will allow them to travel further into the region.

LARAMIE AVENUE CORRIDOR

In addition to several east-west projects, the plan also recommends several north-south projects. The plan recommends constructing a shared use path along Laramie Avenue from 115th Street to 127th Street and the Cal-Sag Trail. Currently, Laramie Avenue is separated by the Tri-State Tollway. The plan recommends constructing a bicycle/pedestrian bridge over the Tri-State Tollway to connect the separate sections of the shared use path.

This project would create a safe route for residents in western Alsip to access the Cal-Sag Trail. The Tri-State Tollway currently creates a large network gap for residents and visitors who wish to access the Cal-Sag Trail from the western part of the Village. The construction of this project would give riders a safer, quicker and more direct access to the trail, instead of rerouting them to other parts of the Village to access the trail.

PULASKI ROAD CORRIDOR

Pulaski Road is an important roadway in the Alsip transportation network. It is home to the Alsip Public Library, several grocery stores, restaurants, and other businesses. Currently, there are sidewalks on both sides of the road north of 123rd Street. However, these sidewalks end at 123rd Street where the roadway travels over the railroad tracks, creating a network gap for bicyclists and pedestrians. This gap makes it difficult for people to travel without a car to the

library and businesses on Pulaski Road north of 123rd Street. To fill in this network gap, the plan recommends creating a shared use path along Pulaski Road from 123rd Street to 131st Street.

Additional intersection treatments are recommended along Pulaski Road, including improved bicycle and pedestrian crossings, pedestrian refuge islands, an reducing the turning radius at the intersection of Pulaski Road and 127th Street.

This shared use path would create a key connection for residents and visitors travelling along Pulaski Road from the south, allowing people to be able to reach key amenities, such as grocery stores and the library, without the use of a car. This is especially important for people who do not have access to a car.

CICERO AVENUE CORRIDOR

Similar to Pulaski Road, Cicero Avenue serves as an important north-south route for the Village. Projects along the corridor include a portion of a 1 mile shared-use path, filling in existing sidewalk gaps, and several intersection improvements.

The shared use path will serve as a trail connection, connecting the Stony Creek Trail to 115th Street.

Intersection improvements along the corridor include high-visibility crosswalks, ADA ramps, marked bike crossings, and pedestrian refuge islands.

A traffic signal is recommended at the intersection of Cicero Avenue and 119th Street. At Cicero Avenue and 123rd Street, reducing the turning radius is recommended. Reducing the turning radius will help slow automobiles down and create a safer crossing environment for pedestrians.

RECOMMENDED PROJECT PHASING

Due to the large number of gaps in the existing sidewalk network, the plan recommends the work be broken into three project phases. Because implementing all of the sidewalks at once is not possible, prioritizing the sidewalk implementation will help the Village fund and fill in the most important gaps first. The plan recommends centering implementation around schools and the ability for students to walk or roll to school. Sidewalk gaps closest to schools will be of the highest priority. By prioritizing sidewalk implementation this way, the Village can prioritize student safety, encouraging students to walk to school.

- **Phase 1** consists of filling in all sidewalk gaps within ¼ mile of Alsip schools;
- **Phase 2** would fill in sidewalk gaps within ½ mile of Alsip schools and filling in at least one side of every street in Alsip; and
- **Phase 3** would fill in the rest of the sidewalk gaps in the Village.

POTENTIAL BARRIERS

When implementing the recommended projects, it is important for the Village to be aware of some of the potential barriers that may exist. These barriers may include, freeways (I-294), waterways, wetlands, railroads, narrow bridges that need widening, cemetreries, and right-of-way concerns. Solutions to these will vary from project to project. Solutions could include, purchasing right-of-way, bridge widening, and relocation of grave sites, among others.

In order to determine barriers and the necessary solutions, the Village should conduct feasibility studies for individual recommended projects. The studies will help the Village determine whether or not projects will be able to be implemented and what will need to be done to complete the projects.

AERIAL VIEW, ALSIP, IL

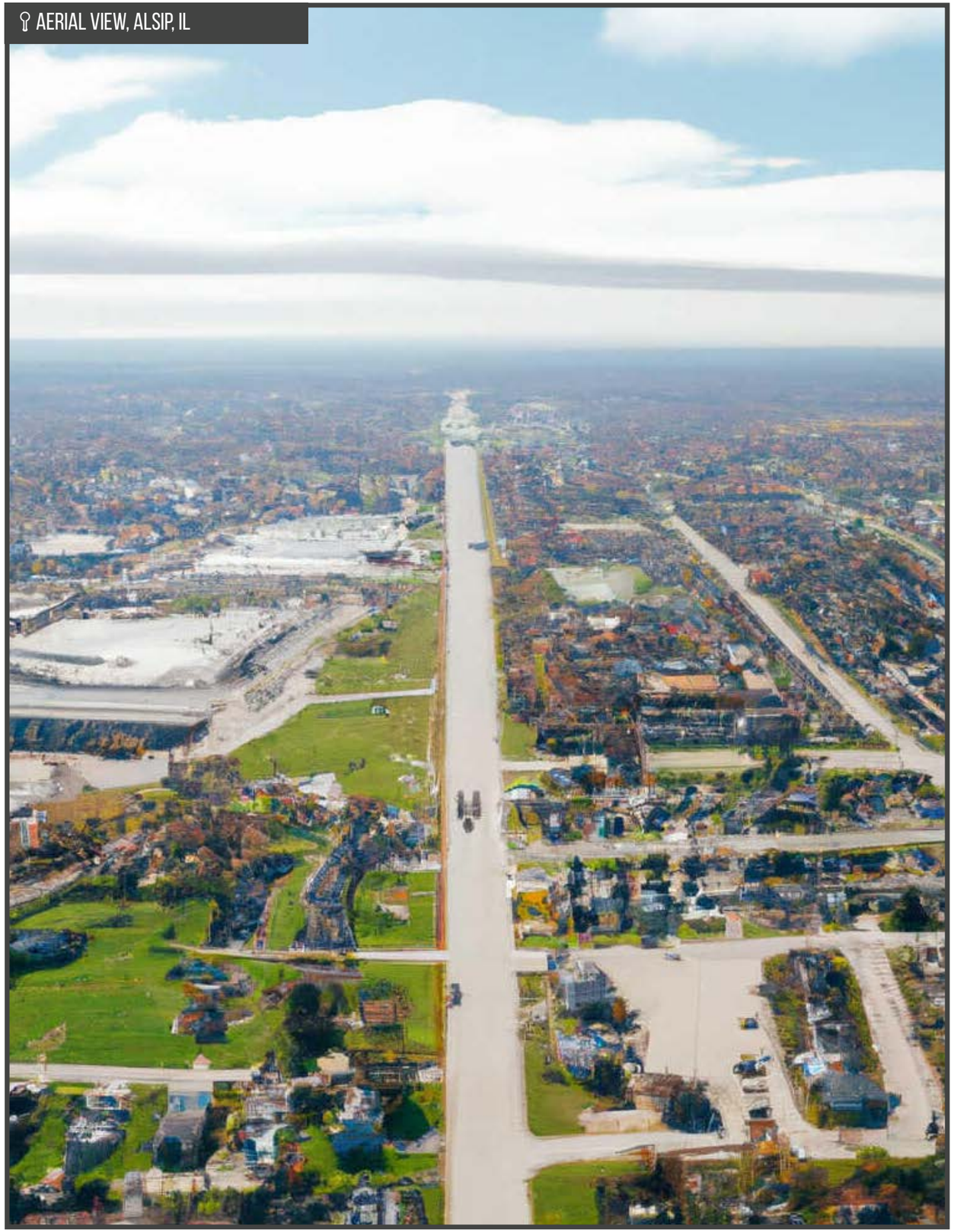


FIGURE 35: KEY BIKE PROJECTS

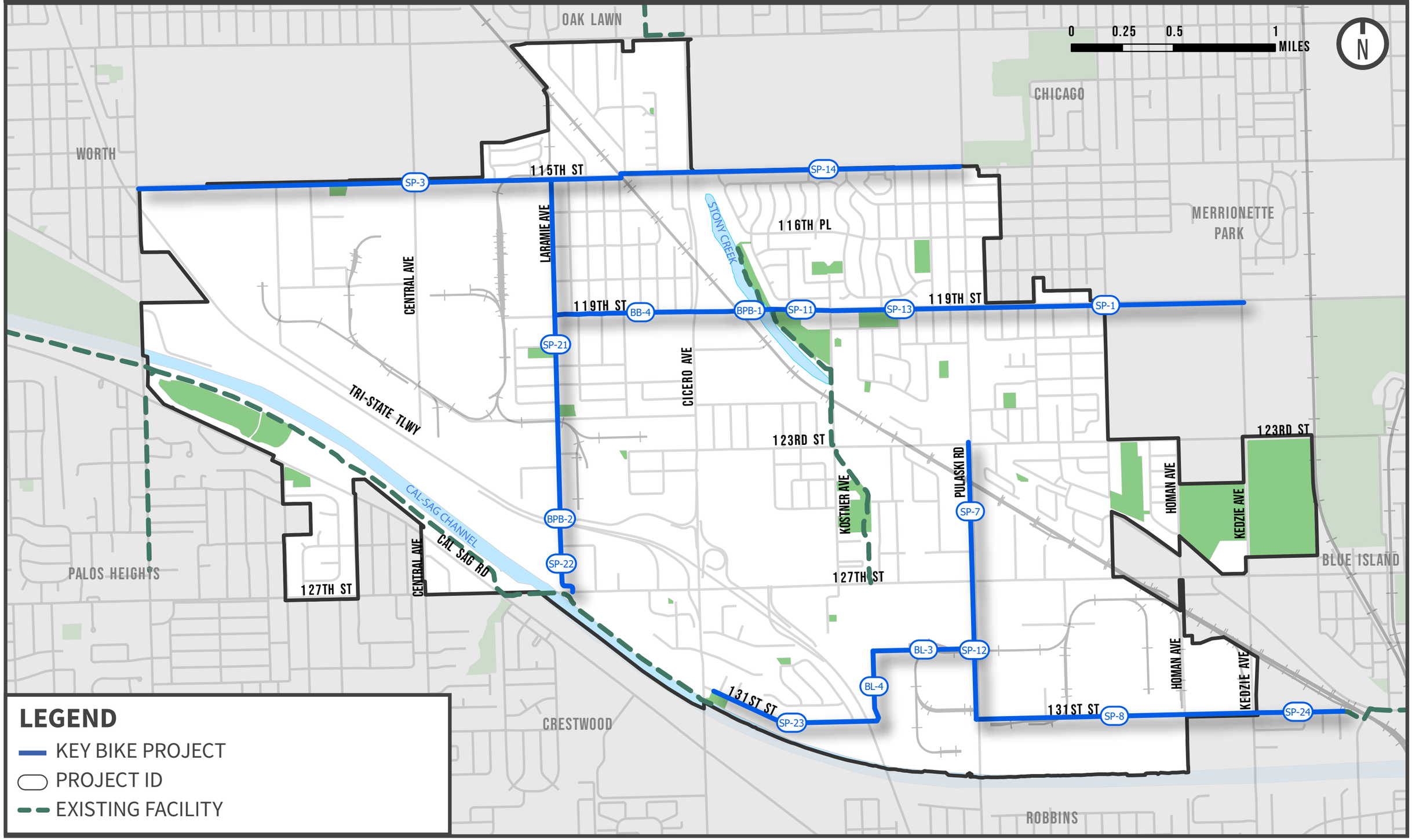
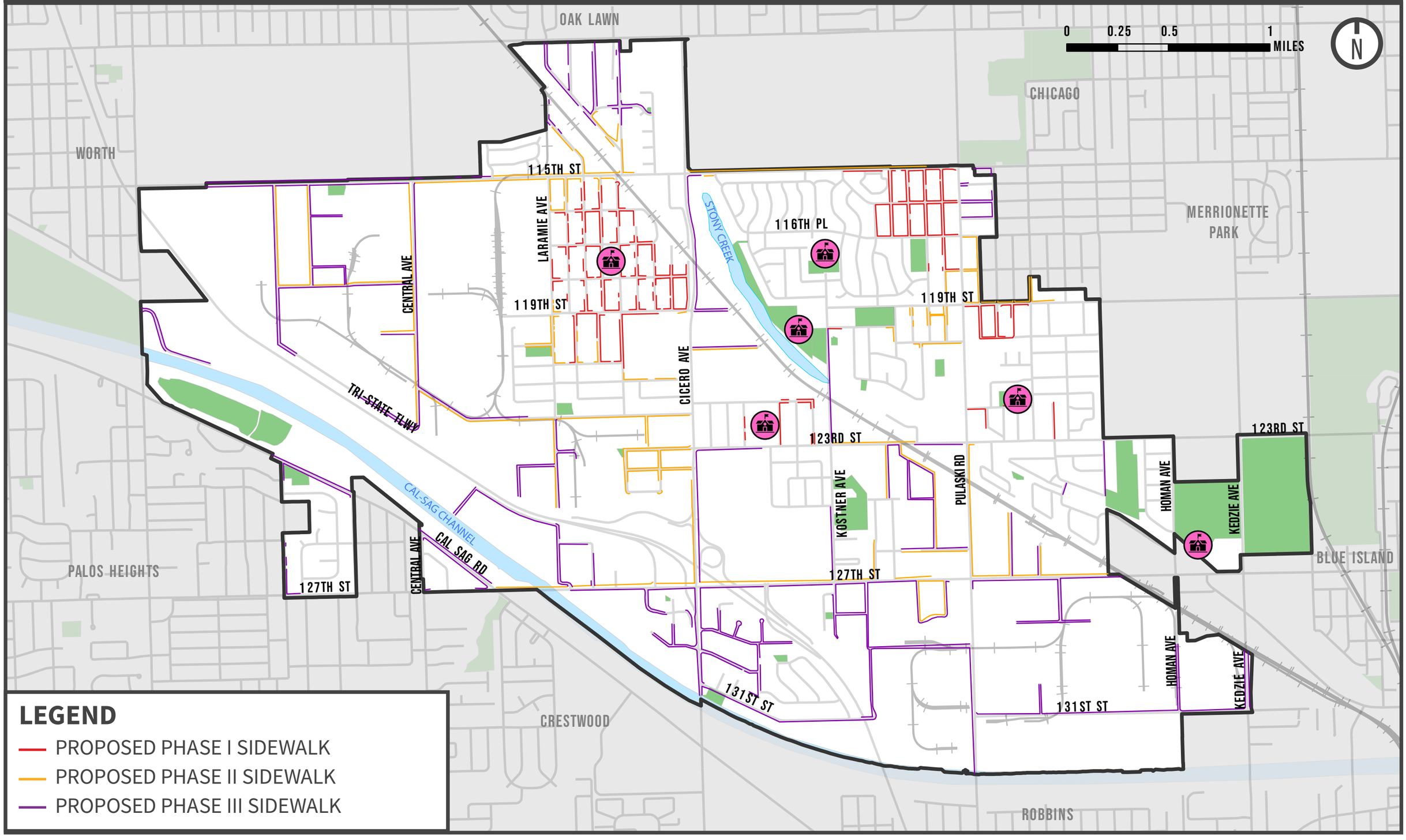


FIGURE 36: PEDESTRIAN FACILITY PHASING



APPENDICES

APPENDIX A: PUBLIC ENGAGEMENT

A.1 ENGAGEMENT PHASE OVERVIEW

A.2 PUBLIC SURVEY #1

A.3 PUBLIC SURVEY #2

A.4 STUDENT SURVEY

A.5 INTERACTIVE MAP

A.6 WEBSITE COMMENTS

APPENDIX B: FURTHER ANALYSIS

B.1 DEMOGRAPHIC ANALYSIS

B.2 EQUITY ANALYSIS

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B.4 WALKABILITY INDEX

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APPENDIX C: METHODOLOGY

C.1 BICYCLE LEVEL OF SERVICE (BLOS)

C.2 INTERSECTION LEVEL OF TRAFFIC STRESS (ILTS)

A.1 PHASE I

This section provides a detailed overview of the first phase of public engagement. The first phase consisted of public events, a steering committee meeting, and a public survey. This section highlights the different engagement events and the feedback provided by participants.

STEERING COMMITTEE

The first steering committee meeting took place on May 22, 2024. Members of the steering committee discussed their experiences, concerns, and suggestions for how to improve the bikeability and walkability of Alsip:

- **Participants highlighted the need for safer pedestrian routes and additional sidewalks, particularly on critical streets such as 115th, 119th, and Pulaski. Specific intersections of concern included 123rd and Pulaski, 119th and Pulaski, and the railroad crossing on 123rd just west of Pulaski.**
- **There was a strong focus on completing and connecting trails, such as the Cal-Sag Trail and along Stoney Creek. Enhancements for public transit users were also discussed, including the need for infrastructure to support future PACE routes.**
- **Creating healthy and sustainable community environments was emphasized. Benefits for seniors, particularly those living in Heritage Apartments, were mentioned, along with the need for safe routes for children to get to school. Specific areas of concern included Hamlin Avenue from 115th to 123rd.**
- **Several dangerous intersections and bridges were identified, including those at Pulaski and Cicero, and the need for better signage and wayfinding was highlighted. Safety concerns around train tracks and the intersection near Aldi were also mentioned. Issues with young and parent drivers near schools, particularly around 115th and Pulaski, were noted.**

PUBLIC EVENTS

The first public engagement phase consisted of three different public events:

- **Walking Tour (June 5, 2024)**
- **Biking Tour (June 15, 2024)**
- **Alsip Fun Fest (June 15, 2024)**

Several participants expressed a desire for enhanced accessibility and safety throughout the Village. People have the desire to walk to local businesses, grocery stores, and other destinations. Residents mentioned the desire increased accessibility and safety for students to be able to bike, walk, or roll to different schools in Alsip. People also said they would like improved safety at intersections with infrastructure such as pedestrian refuge islands, as well as improved visibility by maintaining trees near intersections. Creating connections to the Cal-Sag trail was an important topic for several people.

Additional suggestions included beautification, bicycle amenities, improved public transit, and traffic during school drop off and pick up.

SURVEYS

The first public survey was open to the public from May 17, 2024 to July 8, 2024 and received 194 responses. A Spanish version of the survey was also available and received 5 responses. The majority respondents lived in Alsip (73%), identified as female (63%), aged 35-54 (50%), and had an income of greater than $85,001 (55%).

BICYCLE TOUR, ALSIP, IL

PHASE II

This section provides a detailed overview of the second phase of public engagement. The second phase consisted of public events, a steering committee meeting, and two survey, one of which was for Alsip students. This section highlights the different engagement events and the feedback provided by participants.

STEERING COMMITTEE

The second steering committee meeting took place on August 21, 2024. At the meeting, the committee discussed public engagement, an overview of data analysis, and potential project locations.

The committee was asked about the types of facilities they would like to see on specific streets:

On 115th St, 119th St, and 127th St, more sidewalks were the preferred facility, while shared use paths were the preferred facilities on Kostner Ave and Pulaski Rd.

Members said unsafe intersections should have the highest priority when making improvements, followed by school sidewalks, residential sidewalks, the Cal-Sag Trail, street bike facilities, grade separated rail crossings, and transit improvements.

PUBLIC EVENTS

The second public engagement phase consisted of one public event:

- **Walking Tour (October 8, 2024)**

Discussion at the event was about the safety and accessibility of 115th Street and the safety of Marist High School students.

SURVEYS

During Phase II there were two surveys:

- **Student Survey: (September 25, 2024 - November 26, 2024, 114 responses)**
- **Public Survey #2 (October 7, 2024 - November 15, 2024, 21 responses):**

In the student survey, students were asked questions about how they travel to school, parks, and friends, their thoughts on biking, walking, or rolling to school, and their preferences for improved active transportation safety. 40% of respondents said they currently get to school by car, while 29% walk to school, and 16% take the school bus. 8% said they bike to school. However, 41% said they would like to walk to school, 30% said they would like to take a car, and 20% said they would like to bike.

More sidewalks (41%), slower cars (22%), and bike lanes (19%) were the most popular choices to encourage students to walk or bike around Alsip more. Students said crossing guards, raised crosswalks, and RRFBs would make them feel the safest at crosswalks, while curb protected bike lanes, shared use paths, and buffered bike lanss would make them feel the safest when biking.

In the second public survey, respondents were asked to rank specific infrastructure recommendations that they would prefer to see in the Village. The majority of respondents lived in Alsip (61%), identified as either male or female (50% each), aged 25-54 (70%), and had an income of greater than $100,000 (52%).

WALKING TOUR, ALSIP, IL

PHASE III

This section provides a detailed overview of the third phase of public engagement. The second phase consisted of a policies and programs survey and a steering committee meeting. This section highlights the different engagement events and the feedback provided by participants.

STEERING COMMITTEE

The third steering committee meeting was held on March 26, 2025. At the meeting the Steering Committee discussed the results of the school survey, the second public survey, and the policies and programs survey.

The project teeam also shared the infrastructure recommendations and the policies and programs recommendations with the steering committee.

Other topics disccusesed by the steering committee included the need for 115th Street to remain a priority, pick-up and drop-off traffic on 115th Street at Marist High School, and whether or not bikes should be allowed to be ridden on sidewalks.

PUBLIC EVENTS

The third public engagement phase consisted of one public event:

- **Business Expo (April 5, 2025)**

Discussion at the event was about the proposed bicycle, pedestrian, and intersection recommendations in the plan. Overall, visitors expressed positive feedback about the recommended facilities.

SURVEYS

The final survey was a Policies & Programs survey to gather feedback from respondents about the proposed policies and programs in the plan. The surey was open to the public from February 17, 2025 to April 7, 2025 and received 18 responses. The majority of respondents lived in Alsip (76%), identified as either male or female (53% and 47% respectively), aged 45 and older (71%), and had an income of greater than $75,000 (59%).

ALSIP BUSINESS EXPO, ALSIP, IL

A.2 PUBLIC SURVEY #1

TABLE 12: PUBLIC SURVEY #1 RESULTS (INCLUDES BOTH ENGLISH AND SPANISH RESPONSES)

No.	Question	Answer	Responses	Percentage
1	How often do you use the following modes of transportation? (Automobile)	Daily	154	77.8%
		5-7 times per week	37	18.7%
		Once per week	4	2.0%
		Once or twice per month	1	0.5%
		Never	2	1.0%
2	How often do you use the following modes of transportation? (Carpooling (automobile))	Daily	20	11.0%
		5-7 times per week	6	3.3%
		Once per week	22	12.1%
		Once or twice per month	22	12.1%
		Never	112	61.5%
3	How often do you use the following modes of transportation? (Bicycling)	Daily	17	9.4%
		5-7 times per week	23	12.7%
		Once per week	31	17.1%
		Once or twice per month	46	25.4%
		Never	64	35.4%
4	How often do you use the following modes of transportation? (Walking/rolling)	Daily	74	41.6%
		5-7 times per week	43	24.2%
		Once per week	26	14.6%
		Once or twice per month	20	11.2%
		Never	15	8.4%
5	How often do you use the following modes of transportation? (Public Transportation)	Daily	6	3.4%
		5-7 times per week	2	1.1%
		Once per week	2	1.1%
		Once or twice per month	13	7.3%
		Never	156	87.2%
6	What transportation modes do you combine most often on a single trip?	Walking/rolling and automobile	94	50.8%
		Bicycling and automobile	21	11.4%
		Walking/rolling and bicycling	11	5.9%
		Walking/rolling and public transportation	2	1.1%
		Bicycling and public transportation	1	0.5%
		Automobile and public transportation	5	2.7%
		No combination of transportation modes	51	27.6%

TABLE 12: PUBLIC SURVEY #1 CONTINUED (INCLUDES BOTH ENGLISH AND SPANISH RESPONSES)

No.	Question	Answer	Responses	Percentage
7	Which factor(s) discourage you from bicycling more often?	Traffic speed	54	11.8%
		Traffic volume	66	14.4%
		Driver behavior	81	17.7%
		Lack of bicycling facilities	57	12.4%
		Weather	35	7.6%
		Topography (i.e., hills)	3	0.7%
		Distance to destinations	20	4.4%
		I travel with small children	40	8.7%
		I have to carry things	24	5.2%
		Limited bicycling ability	20	4.4%
		Lack of end-of-trip facilities (showers, etc.)	3	0.7%
		Lack of bicycle parking at destinations	24	5.2%
		Other	31	6.8%
8	Which factor(s) discourage you from walking, running, or rolling more often?	Physical effort/hilly terrain	9	2.7%
		Lack of pedestrian facilities (e.g., lack of sidewalks)	79	24.1%
		Familiarity with sidewalk coverage	17	5.2%
		Sidewalk conditions	48	14.6%
		Personal safety and security	48	14.6%
		Distance to destinations	34	10.4%
		Intersection safety	47	14.3%
		Limited mobility or disability	8	2.4%
		It's too challenging to travel with my children	16	4.9%
		Other	22	6.7%
9	What are the main reasons you choose to walk, bicycle, or roll?	Transportation	20	7.8%
		Exercise	131	51.4%
		Leisure	81	31.8%
		Saving money	15	5.9%
		I don't walk, bike, or roll	8	3.1%
10	What are the most common destinations you walk, bicycle, or roll to?	Work	16	4.4%
		School	23	6.3%
		Medical appointments	6	1.6%
		Grocery store	25	6.9%
		Shopping (other than grocery store)	23	6.3%
		Dining	15	4.1%
		Place of worship	3	0.8%
		Parks/nature preserves	104	28.6%
		Trail network	69	19.0%
		Social gatherings	28	7.7%
		Transit stops (Metra, Pace Bus)	2	0.5%
		Municipal buildings (libraries, Village Hall)	30	8.2%
		I don't walk, bicycle, or roll	10	2.7%
		Other	10	2.7%

TABLE 12: PUBLIC SURVEY #1 CONTINUED (INCLUDES BOTH ENGLISH AND SPANISH RESPONSES)

No.	Question	Answer	Responses	Percentage
11	What destinations do you wish that you could walk, bicycle, or roll to?	Work	15	3.8%
		School	25	6.3%
		Medical appointments	10	2.5%
		Grocery store	50	12.6%
		Shopping (other than grocery store)	39	9.8%
		Dining	34	8.6%
		Place of worship	10	2.5%
		Parks/nature preserves	64	16.1%
		Trail network	58	14.6%
		Social gatherings	29	7.3%
		Transit stops (Metra, Pace Bus)	10	2.5%
		Municipal buildings (libraries, Village Hall)	25	6.3%
		I can access my desired destinations via these modes.	23	5.8%
		Other	5	1.3%
12	How would you rate the existing bicycle and pedestrian network within Alsip?	Excellent	3	2.0%
		Good	22	14.8%
		Neither good or bad	72	48.3%
		Bad	24	16.1%
		Poor	28	18.8%
13	Do you use public transit?	Yes	9	6.1%
		No	139	93.9%
14	What are the most common destinations you take transit to?	Work	3	20.0%
		School	2	13.3%
		Medical appointments	0	0.0%
		Grocery store	0	0.0%
		Shopping (other than grocery store)	0	0.0%
		Dining	0	0.0%
		Place of worship	0	0.0%
		Parks/nature preserves	1	6.7%
		Trail network	1	6.7%
		Social gatherings	2	13.3%
		Transit stops (Metra, Pace Bus)	5	33.3%
		Municipal buildings (libraries, Village Hall)	1	6.7%
		I don't take transit	0	0.0%
		Other:	0	0.0%

TABLE 12: PUBLIC SURVEY #1 CONTINUED (INCLUDES BOTH ENGLISH AND SPANISH RESPONSES)

No.	Question	Answer	Responses	Percentage
15	What destinations do you wish you could access via transit?	Work	2	8.7%
		School	0	0.0%
		Medical appointments	1	4.3%
		Grocery store	1	4.3%
		Shopping (other than grocery store)	2	8.7%
		Dining	2	8.7%
		Place of worship	3	13.0%
		Parks/nature preserves	2	8.7%
		Trail network	1	4.3%
		Social gatherings	2	8.7%
		Transit stops (Metra, Pace Bus)	3	13.0%
		Municipal buildings (libraries, Village Hall)	2	8.7%
		I can access my desired destinations via transit	1	4.3%
		Other:	1	4.3%
16	What mode of transportation do you typically take to get to a transit stop?	Walk/Roll	4	44.4%
		Automobile	3	33.3%
		Bicycle	1	11.1%
		Carpool	1	11.1%
17	How could the Village improve biking, walking, and rolling to transit stops?	See Table 13		
18	How often do you use the Cal-Sag Trail?	Daily	11	7.6%
		Several times per week	17	11.8%
		Once per week	12	8.3%
		Once per month	13	9.0%
		A few times per year	49	34.0%
		Never	42	29.2%
19	What is the purpose of your trips on the Cal-Sag Trail? (Check all that apply).	Exercise	92	42.2%
		Leisure	72	33.0%
		Travel throughout the region	11	5.0%
		I do not use the Cal-Sag Trail	40	18.3%
		Other:	3	1.4%
20	How would you rate the condition of the Cal-Sag Trail?	1	11	8.9%
		2	5	4.1%
		3	44	35.8%
		4	36	29.3%
		5	27	22.0%
21	How would you rate connectivity to the Cal-Sag Trail?	1	33	23.4%
		2	20	14.2%
		3	47	33.3%
		4	20	14.2%
		5	21	14.9%

TABLE 12: PUBLIC SURVEY #1 CONTINUED (INCLUDES BOTH ENGLISH AND SPANISH RESPONSES)

No.	Question	Answer	Responses	Percentage
22	How likely would you be to use the Cal-Sag Trail more if you had better connectivity via walking, biking, and rolling to the trail?	0	6	4.3%
		1	0	0.0%
		2	2	1.4%
		3	4	2.8%
		4	2	1.4%
		5	14	9.9%
		6	6	4.3%
		7	12	8.5%
		8	20	14.2%
		9	15	10.6%
		10	60	42.6%
23	What safety concerns do you have when it comes to walking, biking, and rolling in Alsip?	See Table 13		
24	What ideas do you have for fixing these safety concerns?	See Table 13		
25	In what particular areas of the Village do you have safety concerns when it comes to walking, biking, and rolling?	See Table 13		
26	What ideas do you have to better improve the safety concerns in these areas?	See Table 13		
27	Are there any specific intersections that could benefit from safety improvements?	See Table 13		
28	What improvements would you like to see at these intersections?	See Table 13		

TABLE 12: PUBLIC SURVEY #1 CONTINUED (INCLUDES BOTH ENGLISH AND SPANISH RESPONSES)

No.	Question	Answer	Responses	Percentage
29	What is your age group?	Under 18	1	0.8%
		18-24	6	4.8%
		25-34	22	17.6%
		35-44	35	28.0%
		45-54	27	21.6%
		55-64	23	18.4%
		65 and over	11	8.8%
30	How would you describe your gender identity?	Male	40	32.0%
		Female	78	62.4%
		Non-binary/non-conforming	1	0.8%
		Prefer not to say	5	4.0%
		Prefer to self-describe	1	0.8%
31	What is your connection to Alsip?	I live in Alsip	110	72.4%
		I work in Alsip	18	11.8%
		I visit Alsip	15	9.9%
		I go to school in Alsip	4	2.6%
		I own a business in Alsip	0	0.0%
		Other	5	3.3%
32	What is your gross annual household income?	Less than $25,000	7	6.2%
		$25,001-$45,000	7	6.2%
		$45,001-$65,000	18	15.9%
		$65,001-$85,000	19	16.8%
		$85,001-$125,000	35	31.0%
		Greater than $125,000	27	23.9%

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
7	Which factor(s) discourage you from bicycling more often?	Other: I donÂ't like that they put the bike lane on the street		
		Other: Lack of dedicated protected bike lanes...like the ones you see in downtown Chicago or high traffic volume areas.		
		Other: Safety, drivers are idiots		
		Other: Lack of designated bike paths. Specifically, I would like a path that surrounds the cemetery 115th and Cicero		
		Other: Cars parking on the sidewalk		
		Other: Personal time		
		Other: No safe area to ride on 115th		
		Other: Lack of a continuous bike trail. It's dangerous going on Cicero riding.		
		Other: Lack of sidewalk of 127th from Pulaski to Cicero		
		Other: No sidewalks and not as much biking areas.		
		Other: AGE		
		Other: No designated bike lanes for riding with traffic		
		Other: DonÂ't know how to bike too much		
		Other: There are not enough sidewalks from 120th to 115th in the Hazelgreen area		
		Other: No side walks on Cicero Ave to ride bikes on		
		Other: No sidewalks in a lot of area		
		Other: I just don't like to ride a bike		
		Other: Aging is a factor		
		Other: Bicycling only for pleasure. However, driver behavior by the two pedestrian signs near Prairie JR High and train tracks is horrible. People see you crossing and instead of slowing down, they accelerate. It is absolutely absurd. I witnessed a kid almost get hit in that section.		
		Other: No sidewalks on 115th from Ridgeland to Pulaski , no sidewalks on Central from 111th to 115th		
		Other: Bums, drunks and crackheads that Alsip lets roam the streets instead of jailing		
		Other: RODENTS/RATS are everywhere in Alsip		
		Other: 18 wheelers that own Alsip's thoroughfares		
		Other: Lack of bike lines		
		Other: Lack of riding partners		
		Other: No bike lanes on main roads		
		Other: even walking is frustrating. most streets have no sidewalks.		
		Other: Cicero and Pulaski traffic and dangerous drivers		
		Other: Lack of sidewalk/ bike path		
		Other: The condition of the existing path often has taking my bike to other towns with better maintained paths.		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
8	Which factor(s) discourage you from walking, running, or rolling more often?	Other: Weather		
		Other: Cars blocking sidewalk		
		Other: Homeless living under the bridge		
		Other: Time		
		Other: Automobiles blocking the sidewalk.		
		Other: Glass near business or on grown. Others not picking up dog poop is common over here		
		Other: AGE		
		Other: I walk daily		
		Other: Having 3 young kids do not feel safe traveling on streets especially busy ones like lavergne, Laramie, Lawler and 119th		
		Other: Most of the places we frequent are outside of Alsip		
		Other: Hazelgreen area needs sidewalks!!!! Alsip has the highest property tax rate and we donÂ't have sidewalks!!!		
		Other: No sidewalks		
		Other: I don't want my kids in the street. Especially closer to Marist where there are new drivers. Sidewalks would be nice.		
		Other: Lighting on the street		
		Other: No sidewalk		
		Other: Rats!!! Alive and dead on trails and in the community		
		Other: N/A		
		Other: Loose dogs		
		Other: Not alot of bike paths		
		Other: People not having their dogs properly restrained		
		Other: Unsafe drivers		
10	What are the most common destinations you walk, bicycle, or roll to?	Other: School bus stop		
		Other: Just within neighborhood side streets to exercise		
		Other: Exercise		
		Other: Around neighborhood		
		Other: Walk my dog		
		Other: Just in the area for exercise		
		Other: We enjoy walking to school (Hazelgreen) but the lack of sidewalks from my house towards hazelgreen and the amount of traffic on Lavergne and 119th is hard with 3 young kids		
		Other: No destination		
		Other: Leisure		
		Other: Friends houses		
11	What destinations do you wish that you could walk, bicycle, or roll to?	Other: 127th & Cicero - Crestwood shopping center		
		Other: Just walk my dog		
		Other: All		
		Other: Coffee shop		
		Other: Connections to longer trails.		
15	What destinations do you wish you could access via transit?	Other: Metra		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
17	How could the Village improve biking, walking, and rolling to transit stops?	more access		
		Improve the paths leading to transit stops. They oftentimes lack proper sidewalks in addition to being unsafe and heavily littered. As well as adding more bus shelters.		
		Implementing a rodent eradication plan like similar communities. The RATS are huge an over populating. Pet owners really need to clean up after their animals.		
		More transit spots (especially in residential areas) so that people wonÂ't have to travel so far to get to a transit spot. More bus routes and stops could also help with this, and also by expanding transit schedules so that people have more options besides waiting for public transport that comes just every hour. Designated bikes lanes and improved sidewalks so that people feel safer cycling or walking to transit stops.		
		Make it safer. Cars are a problem!		
		It is good		
		Sidewalks along 115th street		
19	What is the purpose of your trips on the Cal-Sag Trail?	Other: Too hard to make access to the trail on bike. Only a small section of Alsip has access to the cal sag trail the other sections of Alsip itÂ's much to dangerous to access unless you drive which is hard to do with bikes		
		Other: Work		
		Other: See more nature		
23	What safety concerns do you have when it comes to walking, biking, and rolling in Alsip?	Seguridad		
		a		
		We have limited sidewalks in our part of the village. My children have to stay in our driveway or ride on the street where cars race down, driving close to 40lbs sometimes.		
		Personal safety regarding bad drivers & bad people.		
		Homeless people under influence of drugs		
		Crossing kedzie to go to eisenhower hs. Crossing 127j on the cal sag trail.		
		Drivers and buses speeding on residential streets. Cars parked on both sides of streets with no sidewalks available > difficult to visualize walkers/bikers. Buses turning around in driveways because of narrow areas when cars parked on both sides.		
		"The tree walk path needs to be fixed. I walk everyday, I've tripped a few times on uneven path. Homeless drunk people on bench on the tree path. The way they cut the grass on the tree path. When sports are in season you can not walk on tree path parents sit on path, are rude, they won't move and neither will there children and they leave so much trash on the path and grass. Signs on Kostner one for children crossing and on for deer crossing."		
		I live by stony creek and there not a lot of side walks in certain areas. I want to be safe when walking with my children. Cars drive by very fast at times		
		crossing the main artery streets in Alsip such as Cicero, Pulaski, Kedzie, 127th and 115th		
		There are no sidewalks to get to Hazelgreen school		
		We do not have sidewalks. There's kids in the neighborhoods that have to walk to and from school in the street due to no sidewalks. Cars speed up and down the street where kids walk or play or ride bikes . It's a safety issue.		
		The traffic before and after school is a lot and the fact that there are no sidewalks down the busiest streets (119th street) and (Lawler from 117th to 119th) near Hazelgreen. I would feel much safer with my kids walking or riding bikes if there were sidewalks		
		Cars, animals, terrain		
		Not enough sidewalks to travel with small children safely		
		Need sidewalks near Hazelgreen school		
		Traffic while riding on streets where sidewalk or paths aren't available .		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
23 Continued	What safety concerns do you have when it comes to walking, biking, and rolling in Alsip?	From Cicero to Laramie on 119th, there is a lot of Traffic. If there is a train and people go around they use 119th to get to Cicero. Additionally, Lavergne, which is the street Hazelgreen is on has 0 sidewalks from 120th to 115th. Having those main streets sidewalked would mean more kids being able to safely walk to school. The benefits of walking before school are both physical and mental.		
		There arenÂ't sidewalks to safely take my kids to school.		
		Some intersections doesn't have stop sings		
		I don't like the bike lanes in the street and ack of sidewalks on some streets		
		Sidewalks are extremely uneven		
		Drunk drivers Speeding drivers Young drivers Distracted drivers Lack of paved sidewalks Lack of lighting		
		Cars going too fast. Personal safety.		
		Getting hit by a car		
		Crossing the busier intersections and unpredictable drivers. There are lots of cars that blow stop signs in the neighborhood by Laramie Park, so pedestrians and bikers need to be super cautious.		
		Not enough sidewalks. It's not safe for kids.		
		I live on the east side of Pulaski. There is no safe way to walk to Apollo, the pool or the library or parks. There is a lack of sidewalks and safe intersections. 123 is not safely walkable.		
		The way people drive and the sidewalks arenÂ't great		
		Traffic density and speed		
		Mostly fast cars driving by, even in our neighborhood. We don't have sidewalks. Also, how dark it can be.		
		Poor lighting		
		Lack of sidewalks in areas. Poor lighting at night.		
		Thus far, I've not experienced any trouble or problems on the CalSag trail.		
		Crossing major intersections along Pulaski Rd. Lack of continuous sidewalks in some of the residential areas. Public sidewalks are sometimes not cleared of snow so pedestrians resort to walking or biking on Pulaski Rd in the winter months.		
		Homeless camps and trash.		
		Limited bike lane more bike		
		Lack of designate paths along 115th street		
		Bushes and trees need to be cut away from the past so there's less blind turns cracks in the asphalt. Need to be repaired and Trey needs to be cleaned from debris. Specially large branches. People need to understand the rules of the road if youÂ're not walking, you shouldnÂ't be on the path for example people stopping in text messaging or doing their music dangerous Also the bridge going over the Cal in Elsa is only one person can cross at a time that should be widen and if you canÂ't widen it and the potholes that are on there need to be fixed		
		Cars on the sidewalk are not safe for kids and for people with disabilities. On school days by stony I don't see police or someone who direct the traffic for kids who walk to shepher to stony and cars are crowded		
		When some people park on both their drive way and the sidewalk, its hard to see the lights, which makes it hard to see if the car will move soon or not.		
		The network of trails is great, but getting to it can be tough.		
		Accessibility, not damage to sidewalk or trail and proper lighting		
		Homeless under the bridge at Freedom Park. Have been there for over 3 Months. I have talked to the police. They know they are there.		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
23 Continued	What safety concerns do you have when it comes to walking, biking, and rolling in Alsip?	1. Crossing the RR tracks on 123rd by Buck's Farmstead. 2. Getting to Commissioner's Park from the North, East and South. 3. Figuring out where to go when you hit the cul-de-sac by 127th Street when you ride the trail behind Apollo Park. 4. Knowing where to lock my bike when grocery shopping on Kedzie (Food 4 Less, Aldi, Jewel, Family Dollar, Walgreens), restaurants (McDonald's, Taco Bell, Sonic, Burger King, Mr. Sub, Dairy Queen), etc.. 5. Figuring out some plausible way to go South on Cicero Ave south of the big train overpass (about 115th St) without getting killed by car traffic. 6. Getting to the library from the East side of town. 7. Figuring out how the heck to navigate "K-town" on the N. end of town. I always get lost over there! 8. Being able to safely bike or walk to the Doubletree by Hilton on 127th St. 9. Having some shelter/ seating when waiting for buses in town (PACE 383 and 385)		
		Traffic control, also lack of sidewalks especially along 123rd. Cannot walk from Pulaski to connect to bike trail, also should try to connect trails to Cal Sag Trail		
		Paths were under construction		
		Safe riding I have to use 115th to get anywhere on my bike.		
		As it relates to Cal Sag connectivity, 127th is extremely challenging with all of the traffic.		
		Drivers speed, no bike lane/sidewalk		
		Traffic, no bike lanes available.		
		Lack of connected sidewalks means pedestrians need to go onto the road, which can be unsafe.		
		People smoking mariguana		
		Not all streets have sidewalks so I walk on the streets and some drivers donÂ't like to stop at stop signs or don't look around. Also the bike lane on Kostner ends abruptly and sometimes drivers rac down Kostner so I have to bike ride close to the edge.		
		Traffic		
		Lack of sidewalks, lack of bike lanes, intersections without left turn lights.		
		Lack of sidewalk		
		Cleaner roads. No glass or garbage. Especially by living areas.		
		Lack of sidewalks and stop signs. Lack of dog friendly facilities		
		Not enough sidewalks. Do not want to walk on the street, too dangerous with all the traffic.		
		119th Street between Pulaski and Central Park is too dangerous for use. I know that 119th between Hamlin and Central Park is Alsip municipal, NOT Garden Homes. Conditions east of Central Park are even worse and completely dangerous with steep ditches and bad driving. Even pedestrian traffic is dangerous. That is Worth Township territory. Why aren't these matters being treated like violation of the 1990 American with Disabilities Act that they are?		
		Homeless people allowed to camp out under bridges		
		Lighting and security		
		Don't think there are well-mark paths from the residential areas to safely get to the Cal-Sag trails. Especially residents north of 127th st. From Homan to Rt 83, 127th st doesn't seem to have a safe place to cross to get to bike trails.		
		Mainly traffic. I'm usually biking with my middle school aged kids. Trying to safely do so on our streets where there are no bike lanes and/or sidewalks makes me nervous.		
		Either more stop signs by school bus stop or any type of sign to slow down/ yield for students. Especially on 123rd and benck drive		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
23 Continued	What safety concerns do you have when it comes to walking, biking, and rolling in Alsip?	lighting. stop signs. speed zones potholes. crosswalks		
		Speec		
		No connections from north of 127th to south 127Th, flea market has the gates locked you canÂ't bike through.		
		Crime		
		Robbery		
		The speed and blatant disregard to stop signs by drivers		
		Traffic, dangerous drivers, criminals, no sidewalks, paths, bridges.		
		No bike lanes, or sidewalks.		
		Non stop at stop signa		
		Traffic and lack of access to trails		
		Lack of sidewalks along major streets makes it impossible to consider walking or biking as a viable mode of transportation. In neighborhoods where there are sidewalks, continuity and condition makes it difficult to safely travel on the sidewalks. Additionally, cars blocking the sidewalk arent ticketed and the lack of stop signs/ prevalence of speeders makes it impossible , and TRUCKS TRUCKS and more TRUCKS		
		Lack of sidewalks, cars blow stop signs in our area		
		Lack of side walks		
		The criminals from south chicago and over east.		
		Car speeding through neighborhoods and not stopping for stop signs		
		Traffic & afraid to get harassed		
		"Riding down 115th to Ridgeland ave Is very uncomfortable"		
		Cycling past flea market on weekend mornings - congestion and lack of bike lanes		
		The trail in the tree park is bumpy.		
		No sidewalks on some busy streets like 115th or 123rd where I donÂ't feel safe on a bike with kids as well		
		Car volume, stroads, litter like glass, spiny weeds, blacked paths.		
		Busy intersections		
		No sidewalks and reckless drivers		
		Trail system is my preferred method of travel on my bike. Biking along roadways not worth risk to me. Use Cal-Sag trail west extensively. Do not like the crossing at 83/127th at all. I prefer not to cross over the for the short distance to the end of the trail in Alsip.		
		Well maintenance sidewalks that everyone can safely use & a wheel chair friendly environment.		
		None		
		Not enough lights near sidewalks		
		The lack of designated bikes lanes makes me nervous as a cyclist because I feel unsafe sharing the roads with drivers, especially those who either arenÂ't aware of or disregard cyclistsÂ' physical safety. It also gets confusing for both cyclists and drivers when everyone is on the same road. Additionally, there is no barrier between the road and sidewalk, so pedestrian safety is also at risk.		
		Where sidewalks are not existent, walkers/bikers are sharing the road with drivers who aren't always the most attentive. When existing sidewalks are in poor condition, they become tripping hazards and arenÂ't easily accessible for strollers or those in a wheel chair.		
		crossing 127 th street at Cicero		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
23 Continued	What safety concerns do you have when it comes to walking, biking, and rolling in Alsip?	There are homeless living in the green dense areas near the trails. A few living by the PJH trail. One of the men that lives there is usually drunk or high. If you take a few steps off the trail, there are usually used needles, broken glass beer bottles, which is unacceptable for many reasons and dangerous.		
		I was informed homeless sleep on the trail.		
		No sidewalks or any bicycle lanes to keep us safe, especially while traveling with kids either to meet at a local park or to take a trip down to the local plaza to catch a bite to eat without having to drive there necessarily.		
		No sidewalks or bicycle lanes so it makes it less safe to travel especially with children.		
		Cars speeding, through neighborhoods, the all day long blocking of side walks by vehicles in driveways , no sidewalks along numerous streets in Alsip, people driving around school buses on 115th		
		No dedicated bike or pedestrian access on main roads..... ie..... Pulaski Cicero 115th st.		
		Lack of lighting on designated paths early morning or in the evening, especially in the fall when the sun sets earlier.		
		No concerns @ the moment		
		Groups of teens in roadway		
		Traffic is to close and some points		
		Not Alsip, just walking alone in general.		
		Alsip is fairly safe considering the city and similar communities. However, I think the trails should be used in pairs or groups for safety.		
		The horrible traffic and the no sidewalks		
		There are some areas where there are no sidewalks. The main arteries to get to Cal Sag have heavy traffic and can be unsafe certain times of the day to get there.		
		For the past 12 years I feel very comfortable in Alsip.		
		Driver behavior and safety		
		The Street conditions, sidewalk conditions being poor. Loose dogs		
		Concerns about personal safety in certain parts of neighborhoods and on Pulaski. Traffic concerns crossing Pulaski and cicero, as well as walking on Pulaski and Cicero.		
		The side walks are very in even hard to move a wheelchair		
		Crossing busy streets to get to any paths that alsip does have available.		
		The condition of the path behind Apollo Park and much of the northern section behind Chateau Bu-Sche are in terrible condition and pose a safety risk whether walking or riding.		
24	What ideas do you have for fixing these safety concerns?	More sidewalks		
		Bike lane		
		a		
		Add sidewalks on Lawler		
		Add lighting snd sidewalks.		
		Staying off the trail		
		Perhaps bike lanes and even reflectors or lights		
		Protected intersections and bike lanes		
		More neighborhood watch/ police on the streets.		
		They need mental help and place to stay		
		dedicated sidewalks to eisenhower and an overpass or underground tunnel at 127.		
		Limit parking to one side of street , especially in areas WITHOUT sidewalks. Enforce speed limits.		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
24 Continued	What ideas do you have for fixing these safety concerns?	Paving the path, placing signs, cop patrol		
		More sidewalks and speed bumps		
		By adding sidewalks.		
		Adding sidewalks		
		The traffic before and after school is a lot and the fact that there are no sidewalks down the busiest streets (119th street) and (Lawler from 117th to 119th) near Hazelgreen. I would feel much safer with my kids walking or riding bikes if there were sidewalks		
		More sidewalks with proper drainage! What sidewalks there are, are flooded after a rain.		
		Adding more sidewalks specifically around the hazel green school area		
		Put sidewalks in everywhere, not just the newer parts with new construction.		
		Need sidewalks		
		Putting sidewalks in on busy streets near Hazelgreen, ie; Lawler(from 120th to 115th) Lavergne (from 120th to 115th), 119th (from Cicero to Laramie. Not to discount the many other streets that have no sidewalks on the Hazelgreen side of Alsip.		
		Add more sidewalks		
		Speed limits and better traffic signs		
		Don’t put the bike lane in the street and add a sidewalk towards the jewel by the train tracks on 123rd		
		Hoa needs to do a better job picking up garbage and make sure thereÂ’s no poop on ground, or people driving on the grass instead of using roads. Also fix the open electrical wires hanging out. On apartment buildings, houses, ext.		
		More sidewalks and bike lanes, left turn lights		
		For walking my area, we need sidewalks!!!		
		Marking clear pedestrian and bicycle lanes and adding speed bumps near cross sections of roads		
		I used to see police periodically on the trail, but not any in the last few years. It would make me feel safer if police would periodically travel the trail.		
		Sidewalks, protected bike lanes, raised medians / raised pedestrian refuges islands, explore the use of TIF dollars to fund pedestrian/bike safety along Pulaski Rd		
		No idea, it’s a problem everywhere		
		More bike lane		
		bike path along the length of 115th would make getting around safer for many bikers and walkers		
		Filed down all the bombs in the surface and have a truck that comes around and cleans off the path from the debris and keeps the branches and bushes off the head of the track so it doesn’t hit bikers		
		Not to aloud cars to park on the sidewalk Have an officer to make sure kids are crossing the street safety before and after school		
		Don't let people park on the side walk, only their driveway.		
		The trail behind the Jr High and east of Kostner is great but it ends at 127th and you need to either ride in the grass or street (Which is dangerous on 127th) to get to the light at Kostner. It would be nice if a sidewalk/trail went over to the light at Kostner. Also it would be nice if the trail behind the Jr High continued Northwest along the creek (or tracks) to get to 115th by the banquet hall		
		Authorities have difficult job, but ignoring it and hoping it will fix itself does not always work.		
		It's hard with 294 between Kostner and Cal Sag. Maybe a bridge for walking/ bike riding		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
24 Continued	What ideas do you have for fixing these safety concerns?	1. Crossing the RR tracks on 123rd by Buck's Farmstead. <--Provide a side path that crosses the tracks at a 90° angle so bikes and peds are not forced to navigate car traffic in a terribly dangerous way. (Bikes, wheelchairs and strollers need to cross those tracks at a right angle... forcing them INTO moving traffic that is pinched due to the island). Sertoma is right there, too! 2. Getting to Commissioner's Park from the North, East and South. <--Add side paths along Kedzie 3. Figuring out where to go when you hit the cul-de-sac by 127th Street when you ride the trail behind Apollo Park. <--provide signage and an alternate route to get ppl over to the intersection at Kostner 4. Knowing where to lock my bike when grocery shopping on Kedzie (Food 4 Less, Aldi, Jewel, Family Dollar, Walgreens) and food (McDonald's, Taco Bell, Sonic, Burger King, Mr. Sub, Dairy Queen). This is going to be a problem for the new restaurants that are opening up over there as well. I could expand this to add along Cicero, but I rarely bike there because of traffic <--add bike racks 5. Figuring out some plausible way to go South on Cicero Ave south of the big train overpass (about 115th St) down toward Crestwood without getting killed by car traffic. There are jobs that are south on this street and along 127th that are only accessible via this route if you don't have a car. <--Add sidewalks at least. This is a TERRIFYING area to bike or walk, yet I see people doing it on the regular. 6. Getting to the library from the East side of town. <---you are forced to ride the sidewalks because traffic is way too scary here. But I've been nearly hit on several occasions around Aldi, Food 4 Less and Walgreens by cars turning right and not expecting a cyclist. I do not feel comfortable walking here, either, for the same reason. 7. Figuring out how the heck to navigate ""K-town"" on the N. end of town. I always get lost over there! <--wayfinding signs 8. Being able to safely bike or walk to the Doubletree by Hilton on 127th St. <--I just don't know the answer to this one... ppl actually take the bus here because they work here, either at the hotels in the area--also along Cicero (Doubletree, Motel 6, Baymont, Red Roof)--and at other businesses (Midwest Car Exchange, Servepro, etc). I feel like there should minimally be a sidewalk along the N. side of 127th Street. 9. Having some shelter/seating when waiting for buses in town (PACE 383 and 385). <---have PACE install bus shelters! Alsip should add a concrete pad and benches when possible so ppl don't need to stand in mud or weeds. Note: every stop along 127th sucks, but *this* bus stop is f'in criminal! The bus stop is BEHIND a guard rail for God's sake. But notice the ""goat path"" as you so quaintly named it in our bike ride... https://maps.app.goo.gl/ECndTsXsPHp4BAru6		
		More bike paths, better crossings across Pulaski and Cicero		
		Continue to maintain them		
		Put a sidewalk on 115th.		
		I'm not sure. I'm open to the creation of an underground well lit tunnel to provide better connectivity.		
		Create better walkways or bike lanes especially in higher traffic areas to help people walk/ride in safety		
		More bike lanes. The Cal-Sag bike trail was severely damaged after the extensive road work on Cals_sag and 127th, and no repairs were made.		
		Connect the sidewalks so there is an unbroken route from residential areas to municipal buildings.		
		Add additional sidewalks or designated bike lanes.		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
24 Continued	What ideas do you have for fixing these safety concerns?	More police patrol Better and more sidewalks Working street lights		
		More sidewalks. Pedestrian friendly intersections.		
		More police presence by Laramie Park to stop people from blowing the stop signs.		
		Dedicated walking/biking path on busy streets		
		I do not have any ideas but I'm sure someone who gets paid can figure that out & better than I can.		
		Do not allow people to camp out under bridges		
		Adding some extra lights and possibly a bicycle police patrol		
		Right now, Freedom Park seems to be the only real entry point to the Cal-Sag bike paths and there needs to be a safe way for residents north of 127th st can get there. Maybe a bike path around or thru Burr Oak cemetery with an added crossing at 127th and Cicero can create a safe crossing. As well as a connecting path to get from 127th and Cicero to Freedom Park.		
		More bike lanes/sidewalks and additional traffic patrols.		
		Change bus route or place signs to yield or to stop		
		speedbumps. increased lamposts speedzone signs		
		More lighting. And safety check pints		
		Cameras on stop signs, more police patrol at known hot spots (128th Pl & Loveland)		
		More sidewalks through Alsip, pedestrian bridges over Cicero.		
		Add lanes signage		
		safer alternative to more accessible would be helpful		
		Grants, sidewalk partnership programs, police details (tickets issued will cover cost of extra patrol). My ideas have been consistently dismissed		
		Sidewalks everywhere, less uncontrolled intersections		
		Adding sidewalks that connect from one corner to the next. Also the condition of sidewalks.		
		Keep the criminals out of our town.		
		Post speed limit signs maybe add speed bumps		
		Better sidewalks / bike trails, more bike cop visibility		
		Some kind of path down 115th To Ridgeland ave		
		Repave the trail		
		Restructure roads in order to reduce the large volume of speed and amount of cars in heavily walked areas. Make the stroads less stressful to navigate. Add trash cans and to reuse litter.		
		Brighten up the crosswalks and make signs more noticeable		
		Fix sidewalks		
		Slow traffic down in certain areas in Pulaski and Cicero to help with safety.		
		Perhaps start with adding sidewalks that connect local residents with biking or walking to any local shops or parks and having to cross through parking lots which makes it more likey to get into an accident any type of bridge to bike around Alsip and towards crestwood.		
		mirar policía en el estacionamiento Esta bonito pero muy solo		
		Police need to pull people over more for traffic violations and fix the sidewalks		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
24 Continued	What ideas do you have for fixing these safety concerns?	More sidewalks in residential areas. Cannot even access Laramie Park without children walking or biking in the streets. It is too dangerous for pedestrians as well as drivers when people are walking or biking in the road with no respect to cars driving.		
		Culverts, clearance of vegetation on Worth Township land that will allow access		
		Adding more lights and sidewalks		
		Implementing designated bike lanes on the streets WITH raised barriers/pavement (so that cars wouldn't just drive in the bike lane like they often do when the bike lane is just lines painted on the road). Improving connectivity to businesses, schools, the Cal Sag Trail, etc via these bike lanes and more sidewalks. Connectivity to the Cal Sag is especially crucial because itÂ's a hassle and almost dangerous to even get there by bike or foot, which is ironic considering it is a trail for cycling and running. Expanding the width of sidewalks (and thus, decreasing the number of lanes for cars) may be a drastic decision but I think could help alleviate safety concerns for pedestrians, encourage walking and physical activity and less reliance on cars, and make Alsip more aesthetically pleasing and a leader in pedestrian-friendly city planning.		
		Investing in sidewalk repair.		
		bike . pedestrian bridge over 294 at Central . like other communities have crossing 294		
		The area should be patrolled more often. The homeless should not be allowed to hangout in public areas where there are young kids and young girls running or walking.		
		Police patrol		
		Sidewalks,bicycle paths, pedestrian bridges(over or under) anything that helps prevent people or families From having to walk in the street or uneven ground(grass) making it harder to travel.		
		To spend the money on roads and sidewalks and not on a parking lot park by the boat launch noones going to use.		
		More of a police presence in the neighborhood, start issuing tickets for these violations		
		Sidewalks!		
		Add might path lighting.		
		Guard rails Improvements on trails. More trails		
		Adding safety stations (press button for emergency like college campuses) and solar lights		
		Maybe making another path close to laramie		
		Install sidewalks in more places and maybe have a dedicated bike lane?		
		bike or auto police patrol are good		
		Police presence on trails		
		The pavement needs to be removed and replaced. There is crumbling asphalt, holes, cracks and buckles in the pavement that will throw you off your bike along with a few holes that will twist an ankle. Someone could also trim the bush that has grown over the sidewalk along Kostner between the pool and the tracks.		
25	In what particular areas of the Village do you have safety concerns when it comes to walking, biking, and rolling?	"From 127 cal sag- Cicero-hazelgreen area From 127 cal sag-police department, pool, Apollo rec center and library."		
		Main streets		
		a		
		Around Hazelgreen school going south to 119th and up and down 119th.		
		Our block (no sidewalks) and busy streets like cicero. Also, the train crossing can be scary- I always reminds my kids to be extra cautious of trains.		
		Apartment buildings.		
		Cal sag		
		Cal sag trail		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
25 Continued	In what particular areas of the Village do you have safety concerns when it comes to walking, biking, and rolling?	123 from kedzie to the library. 115th same. 119th same. 123 same. Crossing 127 to get to sears park.		
		Any place without sidewalks, but especially 119th between Laramie and Cicero. Constant speeding.		
		The tree walk		
		Around stony creek		
		Hazelgreen area		
		Areas around Hazelgreen surrounding parks, convenient stores, most of all the neighborhoods in Alsip.		
		Intersections without lights		
		West of Cicero		
		Hazelgreen school area 119th		
		Near Hazelgreen elementary, along 115th, 113th and Avon where cars race to go around the train tracks.		
		Near Hazelgreen school		
		I live near 120th and Leamington and while there are sidewalks in the 2 blocks near me towards 122nd, there are nearly 0 going towards Hazelgreen.		
		The back path of prairie		
		Mayor Avenues example Pulaski/cicero		
		Yes		
		Cicero to Kedzie, 115th to 123rd		
		I most often use Pulaski through Alsip. So many stores donÂ't have turn in center lanes. I think this might help.		
		Alsip near gas n wash		
		Laramie park, Cicero avenue		
		Freedom Park.		
		At Freedom Park, and under bridges.		
		Along Pulaski Rd, along Kedzie Rd from 119th street to 127th street, along 119th street from Pulaski Rd to Kedzie Rd, access to Pualski commercial corridor from east side of town through residential neighborhood near the rear of the commercial corridor, Hamlin Ave from 119th to 123rd - cars don't fully stop at stop signs and speed, overall limited safe east to west access in certain areas of the village both on the east side and west side of town.		
		Wherever I'm forced onto roads with cars. For example, no great trail or sidewalk on 127th approaching cal-sag from the south.		
		none		
		Drive down the path and youÂ'll see what needs to be fixed and what needs to be trimmed		
		Streets and school zone		
		Places that don't have a sidewalk, like Cicero or Pulaski roads.		
		See comment above abbout getting across 127th st to get to the cal sag trail. I have seen people try to cross at the the end of trail and get stopped at the high curb on the south side		
		Commissioners walking path needs to be cleared snow and ice in the winter. It is dangerous and icy.		
		Intersections! Kedzie + 127th; Pulaski and 119th; Pulaski and 115th; *anything* on Cicero; 111th over by El Gallo Tapatio and Riddles Club; Ridgeland and 115th; 127th and Kostner; 127th and Pulaski. I feel safe from crime in Alsip--but I fear traffic. 119th could use some improved lighting at night.		
		127th from Pulaski to Cicero		
		123rd Street, 115th Street. Almost impossible to take straight path on major thoroughfares between 115th and 127th		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
25 Continued	In what particular areas of the Village do you have safety concerns when it comes to walking, biking, and rolling?	Under pass connection by the flee market		
		115th street		
		Cicero to get to Freedom Park		
		119th between western and Pulaski 115th between western and Pulaski		
		All main streets like Pulaski, Cicero, 127th, etc.		
		Between my house and the library.		
		Linecrest heading east to Pulaski.		
		127 and cicero		
		Hazelgreen		
		123rd. 119. There is no safe way to access the rest of Alsip by foot/bike because of the expressway.		
		Traffic around the schools; mostly Marist		
		Getting across 127th and kostner into apple blossom orchard		
		127th and Cicero, access to the Cal-Sag trail is impossible		
		Apollo park area and behind Prairie Jr High		
		Mainly any major roadway. However, even on side streets, people are speeding and no stopping at stop signs. People also using 123rd St middle turn lane as a passing lane.		
		123rd pl and benck drive		
		all down 122nd street and 122nd /lavergne		
		Flea market area		
		Secluded areas		
		128th Pl & Loveland. Only road to make left onto Cicero. Heavy traffic, people speed down Loveland to make the light. Absolutely NO ONE stops at the stop sign at 128th Pl & Loveland. Not to mention their speed!		
		Cicero Avenue, 115th Street, Pulaski		
		Crossing Cicero		
		Pulaski from 123rd to 127th. Cicero from 115th to 127th. 115th from Pulaski to Ridgeland. 123rd from Pulaski to Cicero. 127th from Pulaski to Ridgeland.		
		115th Pulaski to Ridgeland, all of David Estates, Cicero		
		122nd and Cicero is very dangerous, Hazelgreen needs more sidewalks.		
		Cal Sag		
		Blitz BAMA blitz		
		We live in the Chippewa Ridge area of Alsip. We would also like to get better access to the bike trails over here it's very dangerous to cross Route 83 with small children to get on to the bike trail		
		Pulaski from 115 to 127 and on 123rd. Lack of sidewalks on 123rd no sidewalks 115th between cicero & pulaski		
		115th		
		By flea market and only weekend mornings		
		The stroad along South Pulaski Road, West 123rd street which connects to South Pulaski Road,		
		Park at Cicero & 131st st		
		Hazelgreen area...west of Cicero between 111th and 115th		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
25 Continued	In what particular areas of the Village do you have safety concerns when it comes to walking, biking, and rolling?	123rd and pulaski and all the way down 123rd both directions. No safe way to cross to get to sears park. The sidewalks down 123rd to cicero are very poor		
		By schools and parks and Linecrest Dr needs speed bumps		
		The subdivision across from Apollo park		
		See above. Laramie needs sidewalks, as well as the streets around Hazel Green School. Too dangerous for children walking in the streets.		
		This is the worst by far		
		The park/baseball field by 119th keeler. I walk around there and noticed not all the posts have working lights and tends be too dark.		
		Sidewalks throughout most of the Cicero to Pulaski neighborhoods are in poor shape.		
		crossing Cicero biking east and west		
		Where there is density of trees. I am not saying the trees should be cut down, not at all, as it is, the service hired to trim the Alsip Tree walk did a horrible job with the trims. Please stop cutting trees. Any tree in anybodyÂ's way is cut and never replaced.		
		Bike paths behind prarie		
		West of Cicero Ave. and along 115th from Pulaski to Ridgeland Avenue		
		Lack of bike and pedestrian lanes on busy roads		
		Sears Park, Commissioners Park		
		All, especially Kostner Ave		
		When riding my bike on Cicero or Pulaski up or down the hill, we need better sidewalk conditions and better protection from cars getting to close.		
		None		
		Off of cicero		
		115ht and cicero to freedom park		
		I have not had any		
		All		
		Apartments behind McDonaldÂ's. Pulaski and Cicero. Both traffic and personal safety.		
		When it comes to the path behind Apollo my safety concerns would be the areas to need to be repaired and replaced. Other areas of concern is crossing main streets like 127th near Kostner and crossing 127th at Rte 83 when IÂ'm trying to access and use the Cal Sag Trail.		
26	What ideas do you have to better improve the safety concerns in these areas?	I'm suggesting to have a weekly glow bike ride. It would bring residents together. And, it would be nice to watch groups riding during the evening with bike lights.		
		Communication like this are good Letting us know or have us participate in some of the activities or opinions		
		Police Presence		
		Fix sidewalks and speed bumps		
		Increased law enforcement, better traffic management.		
		Add sidewalks		
		a		
		The traffic before and after school is a lot and the fact that there are no sidewalks down the busiest streets (119th street) and (Lawler from 117th to 119th) near Hazelgreen. I would feel much safer with my kids walking or riding bikes if there were sidewalks		
		I personally educate my children but when it comes to the drivers, maybe monitor speeding vehicles. I think reflecting lights are good too even if they were installed on the streets.		
		Mas vigencia de policía		
		Patrolling.		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
26 Continued	What ideas do you have to better improve the safety concerns in these areas?	More Police activity		
		Enforce speed limits. Sidewalk.		
		More side walks and speed bumps		
		Adding side walks and speed bumps.		
		Put in street lights		
		Center lanes I think		
		Adding sidewalks and maybe even stop signs		
		Speed bumps or something to slow down the racing cars.		
		Put sidewalks in where children are most likely to walk. Where I can see the appeal of having a walking path towards the CalSag trail, most people wanting to go there are adults. LetÂ's do where kids would enjoy walking/biking, which is near their homes.		
		More attentive government		
		Sidewalks!!		
		Better access to bike on or cross Cicero		
		Ask for more and better Lighting in these areas		
		Add lights and sidewalks		
		Speed bumps		
		Maybe opportunities to volunteer		
		Have police clearing out homeless people & gang type in these areas.		
		Safe routes via traffic calming, sidewalks, protected bike lanes and other recommendations from the planning team.		
		Stop signs		
		You should have a regular person maintaining this area and not having citizens reported has a full service staff so you know what needs to be fixed what needs to be trimmed what needs to be repaired		
		Maybe we can try to build more sidewalks or make more accesible walking paths.		
		See comment above. A sidewalk or trail along 127th to get to the light would help		
		115th is actually a pretty bike able street. I use it to get to Chicago Ridge, Worth, Moraine Valley Community College. By Marist there is hardback gravel to the North. When you get farther West, you do need to deal with traffic, but the 4 traffic lanes (that have CRAZY speeding cars) at least make it easy to be seen if you take the lane, and traffic is generally light enough that drivers go around you. I have a friend who bikes to the Crossfit place and the Ball hockey rink there. I'm assuming lots of folks work in the huge number of businesses to the south there. But 115th could be much better if there was a side path available--and there seems to be plenty of space to add an 8 ft wide asphalt "trail"		
		Better well lit sidewalks		
		Path and or sidewalks		
		Put a sidewalk in on the south side of 115th		
		Bike lane/ side walk in high traffic areas		
		Bike lanes		
		Connect the sidewalks		
		Add a sidewalk.		
		Bridge to seperate traffic		
		Pedestrian walkways or safe alternative route		
		Construct sidewalks or bike paths to keep pedestrians off the streets.		
		A dedicated sidewalk or path for bicycles and pedestrians		
		I would say bike lanes but traffic in that area is too dangerous		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
26 Continued	What ideas do you have to better improve the safety concerns in these areas?	Would like a bike lane or path down 123rd that would be separated by some sort of barrier from the auto traffic. That would allow a connection to the bike path running from 127th to 115th. If we could then figure a safe way to cross 127th and have a bike path to the Cal-Sag trail, would be fantastic!		
		Pedestrian walking sign		
		Speed bumps!!!! Cameras and more police patrolling		
		Sidewalks, pedestrian bridges, more policing of drivers on Cicero.		
		Bike bridges		
		Pedestrian bridge over 127th		
		Create a bike lane or more pedestrian lane is		
		Same as above		
		More police on 122nd with all of the semi's and people driving to the industrial area. It is 25, but people regularly go 40/45		
		More walking paths		
		Speed bumps maybe some more safety patrol through here and a crosswalk to cross Route 83 to be able to access the bike trail		
		Get sidewalks and more bike cop visibility		
		Make a path		
		Bike lane or signs to share the road		
		Make the stroad less uncomfortable, Reduce litter, Add a sidewalk.		
		Bicycle police patrol and lightning		
		Have it enforced to remove those who are camping out		
		You do a fine job in the rest of town.		
		Speed bumps....officers ticketing		
		Add lightbulbs? I see the posts		
		Invest in sidewalk repairs.		
		longer cross walk times . more signage warning drivers of pedestrians ?		
		More Police activity.		
		Cameras maybe, More police		
		If you were to make a new pathway for bikes or walking to make sure it has safety barriers on the side facing the street to make us feel more at ease also some emergency poles to contact authorities in case on a emergency.		
		I would like to see sidewalks along 127th street and all down Cicero. We have the 294 entrances and itÂ's hard to get by safely walking or biking. Maybe some kind of overpass bridge? Just for pedestrians and cyclists. I would love to be able to walk to the parks like Laramie or ride our bikes to the pool. We canÂ't access those areas safely so we almost never go.		
		Sidewalks along 115 , Pulaski to Ridgeland both sides of the street widen 115th with street lights , fix the flooding problem on 115th		
		Sidewalks!		
		Add more path lighting and a few emergency phones		
		Improvements in safety and redoing of sidewalks and paths		
27	Are there any specific intersections that could benefit from safety improvements?	No		
		a		
		117th lavergne		
		All of the above		
		Cicero and 119th > out of a traffic light.		
		Kostner by Prarie junior high		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
27 Continued	Are there any specific intersections that could benefit from safety improvements?	119th and Lawler		
		Cicero 119th is a very busy intersection that needs a light post for traffic and speeding cars.		
		117th lawler		
		Cicero and 115th		
		"119 and Pulaski 123 and Pulaski"		
		All the intersections down 119th from cicero to Laramie.		
		123rd and Kostner		
		Along 123rd and along Pulaski Rd.		
		122 and Cicero, 120 and Cicero		
		Not sure		
		Cicero and 122nd		
		127th and Cicero		
		Karlov & 115, 119 & Pulaski		
		127th and rt 83 - feels exposed when waiting for light to cross on the trail especially with traffic turning at a high rate of speed		
		123rd and Pulaski, 120th and Cicero, 115tj and Cicero		
		Intersection of Rt 83 & 127th St. There is a sign stating Â“no turn on redÂ”. However, vehicles are still turning right off 127th on to Rt 83 on a red light.		
		119th & Pulaski Rd, 115th & Pulaski, 123rd & Cicero Ave, 122nd & Cicero Ave, 123rd & Kostner		
		115th and Cicero and 111th and Cicero		
		Busy roads.		
		See comment above about needing an easy way to get across 127th		
		See earlier responses.		
		127th and kedzie has no sidewalk access		
		Cicero! From 120- cal sag! Especially the intersection on 127th and Cicero. I can't ever bike to the cal sal trail if I don't drive the the park. But cannot fit 4 bikes in my truck. Maybe a bridge?		
		Not that I can think of.		
		Foot traffic and bicycle crossings		
		127th and Cicero, 127th and Pulaski.		
		The intersection by gas n wash has a cross walk ???? that makes me really happy		
		120th and Leamington		
		127th Cicero		
		Streets near Marist		
		Change the light by the swap make it an turning arrow		
		West 127th Street between the Recreation Center and the Swap-O-Rama that connects to Cal Sag. The intersection between the mcdonald's/library and the Sonic Drive In.		
		122nd Cicero (IÂ'm afraid to let my teenager bike over there), 115th Cicero		
		Cicero y el rio		
		No safe paths in direction at 127th/Cicero, 127th/Pulaski		
		122nd & Springfield and any along Cicero.		
		Student will definitely benefit from it. WonÂ't need to worry about getting hit by a car		
		128th Pl & Loveland		
		Cicero and 123rd, Cicero and 115th, Cicero and 122nd, Pulaski and 115th...		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
27 Continued	Are there any specific intersections that could benefit from safety improvements?	115th/122nd/123rd & Cicero also Kostner & 127th		
		122nd and Cicero		
		Laramie from 125th Street south to park, and 119th Street from Laramie to Cicero. These streets are very busy with traffic and very dangerous to pedestrians.		
		127th and Cal Sag		
		Route 83 and all of Mansfield Street from 127th all the way through to Route 83		
		123 & pulaski, 115 and cicero		
		115th Cicero		
		Read above		
		127 & Cicero		
		123rd street and Kostner		
		Mentioned above		
		Lawler and Avon....Lawler and 113th		
		123rd and pulaski		
		115 and cicero		
		122nd and Cicero left turning lane		
		115th and cicero all the way south		
		122nd and Cicero 123 and 127 and cicero		
		122 Cicero		
		123rd and Pukaski		
		Most of them along busy streets		
		Every intersection from Pulaski to Ridgeland along 115th		
		127 Cicero definitely is not pedestrian safe or cyclist safe.		
		"From 127 cal sag- Cicero-hazelgreen area From 127 cal sag-police department, pool, Apollo rec center and library."		
		127 th and calsag		
		Bicycle path that takes to Prairie Jr. High, nobody respects the neon yellow yield signs, some people accelerate as you cross the street. Perhaps installing solar flashing lights on signs, or a camera with heavy fines to violators.		
		127th Cicero , 123rd Cicero , 115th Cicero .		
		127th and Rte 83.		
28	What improvements would you like to see at these intersections?	Sidewalks		
		Add crosswalks, Reduce car volume.		
		Safer crossing		
		Not sure		
		Appropriate sidewalks, cleanup and tree maintenance		
		A better crosswalk		
		Sidewalks.		
		Lights!		
		Sidewalks on lawler		
		Street lights .		
		Sidewalks to Hazelgreen		
		Traffic light, especially for making left turns		
		Pedestrian crossing		
		.		
		Some barriers to protect pedestrian and bikers		
		a		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
28 Continued	What improvements would you like to see at these intersections?	Less accidents		
		4 way stop signs and more patrols. People do 40+ mph through this intersection with a lot of little children in the area.		
		Separate traffic with pedestrian		
		Increase police presence.		
		Better viable signage/ crossing for foot traffic and bikes		
		Actual sidewalks and larger pedestrian signals to make drivers aware people are crossing		
		Need WAY better crosswalks and pedestrian accommodations. Provide a bit more time to cross. Maybe start peds and bikes a few seconds earlier than cars.		
		Freedom Park garbage collection more often in the summer.		
		See comment above about how to get to the light at 127th and Kostner		
		Probably one of those machine things that are attached to traffic lights that let people know when you're going to cross the streey.		
		Longer time to get across the street		
		ADA compliance, better marked pedestrian crosswalks, traffic calming and other recommendations from the planning team.		
		"Maybe place a flashing light on the sign that states Â“No Turn on RedÂ”. And for a time, could a police officer be placed at that intersection? If some tickets were issued, maybe vehicles will learn to STOP."		
		A bridge. A special timed crossing light?		
		Pedestrian crosswalks and lights that allow for walkers.		
		Make the light on kostner by the cemetery a green arrow light		
		Mentioned above		
		Make it feel safe		
		Read above		
		Not sure, more signs		
		Speed bumps. And posted speed limit signs		
		A crosswalk with flashing lights to lead to a walking path		
		The only thing I can think of is less semi trucks.		
		Change in signal timing, very clearly delineated crosswalks, red light cameras, police enforcement for signal violators		
		Sidewalks or trails		
		Make them safer for drivers and pedestrians		
		SPEED BUMPS!!!		
		Any type of crossing sign or stop sign.		
		There is a bush on the southeast corner of 122nd & Springfield that blocks driver's vision coming from Springfield onto 122nd. When it comes to Cicero, not sure how to make improvements there. It's simply a race track for everyone.		
		Speed bumps		
		Sidewalks or bike paths up and down entire streets, not just intersection problem.		
		Walking paths to intersection, good crosswalks.		
		A more detailed signs to direct traffic		
		Bike lanes and sidewalks		
		Longer red lights for north and south bound vehicles so pedestrians can cross without rushing to get across		
		Better visibility for left turns. Drivers tend to break traffic rules when they see a train down 123rd.		
		Na		

TABLE 13: PUBLIC SURVEY #1 OPEN ENDED QUESTIONS CONTINUED (ENGLISH AND SPANISH)

No.	Question	Answer	Responses	Percentage
28 Continued	What improvements would you like to see at these intersections?	Arreglar mas el camino para el lado este		
		Sidewalks , road widening ,street lights , sewers		
		Crosswalks, bridge, sidewalks		
		An actual safe pathway without having to feel like I have to risk my life to try and get to where IÂ'm going safely and I usually travel with my pack so safety for my family is key.		
		Easier crossing		
		See above statement.		
		better visuals that pedestrians and bicyclist are present at the intersection		
		A different way to get from one side of the intersection to the other. If thatÂ's not possible than the police need to better enforce speeding and the no turn on red violators.		
31	What is your connection to Alsip?	Other: Family		
		Other: Garden Homes		
		Other: My children attend alsip schools		
		Other: I live in Palos Heights.		
		Other: Ive lived in Alsip my whole life and plan on staying here my whole life. Raising my kids here. Having them attend schools in Alsip.		

A.3 PUBLIC SURVEY #2

TABLE 14: PUBLIC SURVEY #2 RESULTS

No.	Question	Answer	Responses	Percentage/ Score
1	Which of these bicycle facility options would you prefer to be implemented in Alsip?	Shared-Use Path	16	30
		Buffered bike lane	10	13
		Protected bike lane	10	12
		Bike lane	4	4
		Bicycle boulevard	2	4
		None of these options	0	0
2	Which of these bike parking options would you prefer to be implemented in Alsip?	Bike racks	16	27
		Bike shelter	19	26
		Bike lockers	3	5
		Elevated bike parking	3	4
		None of these options	1	1
3	Which types of amenities would you prefer to be implemented on the Cal-Sag Trail?	Trail lighting	17	33
		Wayfinding signage	9	12
		Bicycle repair stations	6	6
		Tree maintenance	4	5
		Under-bridge mural	4	4
		None of these options	0	0
4	Which of these infrastructure changes would you prefer to see implemented at the intersections in Alsip?	High-visibility crosswalk	17	25
		Painted bike crossing	7	11
		Refuge islands	6	9
		Artistic crosswalk	4	8
		Accessible pedestrian signals	5	6
		Raised crosswalk	1	1
		Bump-outs	0	0
		None of these options	0	0
5	Which of these public transit improvements would you prefer to be implemented in Alsip?	Sidewalk connections to bus stops	18	31
		Bus shelters	13	17
		More bus stops	8	10
		None of these options	1	2
6	What modes of enforcement would you like to see in Alsip?	Increased police patrols	19	28
		None of these options	11	17
		Speed cameras	8	11
		Red light cameras	2	4
7	Which of these options would you like to have added to crossings on busy streets like Cicero, Pulaski, 115th, 123rd, and 127th?	High-visibility crosswalk	18	28
		Refuge island	12	18
		Accessible pedestrian signals	6	7
		Artistic crosswalk	4	7
		Bump-outs	0	0
		None of these options	0	0

TABLE 14: PUBLIC SURVEY #2 CONTINUED

No.	Question	Answer	Responses	Percentage/ Score
8	Which of these options would you most like to see added to busy streets like Cicero, Pulaski, 115th, 123rd, and 127th?	Shared-use path	17	26
		New sidewalks or wider sidewalks	16	25
		Protected bike lanes	6	8
		None of these options	1	1
		Bike lanes	0	0
9	Which of these options would you most like to see on neighborhood streets?	Sidewalks	17	31
		Bike lanes	10	13
		Speed humps	4	6
		Bike route markings ("sharrows")	5	5
		Bump-outs	2	3
		None of these options	2	2
		Chicanes (creating road curves)	0	0.0%
10	How interested would you be in widening the bridges on Pulaski Road to accommodate sidewalks and bike lanes or shared-use paths?	1	0	0.0%
		2	0	0.0%
		3	0	0.0%
		4	0	0.0%
		5	0	0.0%
		6	0	0.0%
		7	1	5.3%
		8	1	5.3%
		9	1	5.3%
		10	16	84.2%
11	Reduce the number of driving lanes	1	7	35.0%
		2	3	15.0%
		3	4	20.0%
		4	2	10.0%
		5	4	20.0%
12	Relocate street parking to a parking lot in commercial areas	1	2	10.0%
		2	0	0.0%
		3	6	30.0%
		4	6	30.0%
		5	6	30.0%
13	Remove street parking in residential areas	1	9	45.0%
		2	2	10.0%
		3	4	20.0%
		4	1	5.0%
		5	4	20.0%
14	Use imminent domain to acquire private property for additional road space	1	7	35.0%
		2	2	10.0%
		3	3	15.0%
		4	3	15.0%
		5	5	25.0%
15	Please submit any comments or questions you have about the survey, plan, or other ideas!	Sidewalks to get to lane school by the public works building!!!		
		I don't like bikes on streets especially kids it feels unsafe		

TABLE 14: PUBLIC SURVEY #2 CONTINUED

No.	Question	Answer	Responses	Percentage/ Score
16	What is your age group?	Under 18	0	0.0%
		18-24	0	0.0%
		25-34	6	30.0%
		45-54	5	25.0%
		35-44	5	25.0%
		55-64	3	15.0%
		65 and over	1	5.0%
17	How would you describe your gender identity?	Male	10	50.0%
		Female	10	50.0%
		Non-binary/non-conforming	0	0.0%
		Prefer not to say	0	0.0%
		Prefer to self-describe	0	0.0%
18	What is your connection to Alsip?	I live in Alsip	19	61.3%
		I work in Alsip	6	19.4%
		I visit Alsip	4	12.9%
		I go to school in Alsip	2	6.5%
		I own a business in Alsip	0	0.0%
		Other	0	0.0%
19	What is your gross annual household income?	Less than $24,999	0	0.0%
		$25,000-$49,999	1	5.3%
		$50,000-$74,999	4	21.1%
		$75,000-$99,999	4	21.1%
		$100,000-$124,999	5	26.3%
		Greater than $125,000	5	26.3%

A.4 STUDENT SURVEY

TABLE 15: STUDENT SURVEY RESULTS

No.	Question	Answer	Responses	Percentage/ Score
1	How do you currently get to school?	School bus	25	15.9%
		Car	63	40.1%
		Bike	12	7.6%
		Walk	46	29.3%
		Scooter	5	3.2%
		Other	6	3.8%
2	How do you currently get to the park or to visit friends?	School bus	1	0.5%
		Car	57	29.7%
		Bike	38	19.8%
		Walk	79	41.2%
		Scooter	14	7.3%
		Other	3	1.6%
3	What would make you walk or bicycle more around Alsip?	More sidewalks	87	40.9%
		Bike lanes	40	18.8%
		Crossing guards	14	6.6%
		Slower cars	47	22.1%
		More friends/family bicycling or walking with me	20	9.4%
		Nothing! I already do it	5	2.4%
		I don't want to walk or bicycle	0	0.0%
4	How do you feel about walking to school? Please rate your feelings.	Good	36	36.7%
		Neither good or bad	43	43.9%
		Bad	19	19.4%
5	How do you feel about bicycling to school? Please rate your feelings.	Good	34	35.8%
		Neither good or bad	36	37.9%
		Bad	25	26.3%
6	Look at the pictures of these crosswalks. Which one would make you feel the safest? Rank from most safe to least safe.	Crossing Guard	65	110
		Raised Crosswalk	44	65
		Rapid Flashing Beacon (RRFB)	44	62
		High-Visibility Crosswalk	37	51
7	Look at the pictures of these bike facilities. Which one would make you feel the safest? Rank from most safe to least safe.	Curb Protected Bike Lane	69	107
		Shared Use Path (Off-Street)	62	98
		Buffered Bike Lane	30	49
		Bike Lane	30	37
8	Please list any locations in Alsip that make you feel unsafe and/or you avoid while bicycling, walking, or driving	See Table 16		

TABLE 16: STUDENT SURVEY OPEN ENDED QUESTIONS

No.	Question	Answer	Responses	Percentage
8	Please list any locations in Alsip that make you feel unsafe and/or you avoid while bicycling, walking, or driving	119th from Pulaski to Kostner		
		Hazelgreen and Main streets. You only put sidewalks in for 2 blocks in Hazelgreen. Not sure how that is helpful. I still have to walk in the street except for those two blocks.		
		All of Koster between 119th and 123th people speed way to much		
		115th street!! For Marist students! This is ridiculous. Walking down 115th street from Pulaski to Cicero... Especially past the Marist fields, so dangerous! People speeding left and right. It's too dark, no lights. Unbelievably unsafe! I almost get hit at least once as week!!! Nightmare waiting to happen. This needs to be fixed!		
		Cicero south of 123rd to Rt83. Pulaski Rd south of 123 to 130th. 115th St Ridgeland to Pulaski Rd.		
		119th street		
		123rd and Lawndale (going to Seats Park), 119th & Hamlin, Pulaski Rd,		
		By swap o Rama.		
		Going to school around Hazelgreen.		
		Hazelgreen School District barely have sidewalks for children to get there and back from school. It isn't safe for kids to walk to school or bike on the street and have cars speed up and down . We need sidewalks, for people walking with children ,walking their dogs or simply seniors taking their daily walk. We need sidewalks for everyone's safety.		
		122nd St. from Pulaski to Hamlin itÂ's like a drag strip over here.		
		119th from Cicero to Laramie Busy residential street with kids and adults having to walk to street. Also inner streets from 119th to Hazelgreen school need sidewalks		
		119th street east of Ridgeway. No way is it ADA compliant. Bicycling is actually more dangerous		
		All the streets without sidewalks		
		Connecting the trail behind Apollo Center to the Cal-Sag trail		
		Walking to Hazelgreen School is dangerous because we currently are forced to walk in the street with all the school traffic and buses. (Lawler Ave from Hazelgreen to 120th)		
		115/Pulaski		
		The crossing at127th and cal sag		
		125 and Menard, people pass Stop sign all the time and speed through like crazy		
		High volume of traffic around schools		
		RT83 AND Down 126th street to Ridgeland		
		I live pretty close to the bike trails along the cal sag water near rt 83 by austin. There isnt any nearby access or way to ride by rt 83 to get to it without my mom trying to put my bike in the car and bring me. Also my friend got hit by a car on 124th st in chippewa. There are so many cars and they dont slow down even with the little speed bump cars dont slow down. We need more speed bumps reminders to slow down. And cant cross the street cauae our blocks are long and the crosswalk and stop signs are way down at the corner but my friends are across the street. Thats all i think. Thanks		
		127 CalSag		
		College dr		
		Neighborhoods between Pulaski and Kedzie, all 119th. Kedzie going to Eisenhower		
		Cicero Ave, 115th Street, anywhere in the Hazelgreen neighborhood that doesn't have sidewalks		
		Cicero Ave, Pulaski, 127th, 115th		
		115 and Pulaski		
		115th between Pulaski and Cicero because you have to work on the side of a two lane road with minimum lighting. I also avoid 115th and Cicero heading South because again there is the absence of a sidewalk. The scarce piece of concrete on the side of the road is not safe to walk on, too many cases of cars being to close to me while walking.		
		The land by the public works building by lane school needs a sidewalk.		

TABLE 16: STUDENT SURVEY OPEN ENDED QUESTIONS CONTINUED

No.	Question	Answer	Responses	Percentage
8 Continued	Please list any locations in Alsip that make you feel unsafe and/or you avoid while bicycling, walking, or driving	123rd by the train tracks by Walgreens		
		11500 s Pulaski		
		Kostner from 117th to 119th is very dangerous. There are cars lined down Kostner, with busses coming through, and onand mornings		
		Any area without a sidewalk		
		Our sidewalks on the west side of 44th court are very uneven and need to be fixed. I've seen multiple kids fall off bikes and scooters and get really hurt from the sidewalks being so uneven.		
		Lawler Ave and Avon 111th to 115th street.		
		Avon Ave and area around it with no sidewalks		
		My mom and dad donÂ't have a car and I go to hazelgreen and my sister goes to prarie and if we do after school activities we have to ride bikes or walk or if we want to go to the pool or library we take 127 Cicero which is very scary. I wish we had a bike and waking path or bridge.		
		117th & Carolyn Lane		
		115th Pulaski to ridgeland		
		Cal sag bridge		
		119th street west of Cicero..ppl drive too fast and barely stop at stop signs		
		Entire neighborhood West of Cicero. Behind home depot. Kids dodging cars while walking and riding bikes.		
		1119th and Tripp. Speeders and no bike lanes		
		111th Lawrence . No sidewalks. No lights. No speed bumps		
		111th and Lawler. No sidewalks. No street lights. No traffic light. No speed bumps		
		Laramie from 115-122		
		Leamington between 120 place and 119th street and lawler between 120pl and 118th		
		Cicero Avenue		
		The sidewalk I front of mine and my neighbors houses is unsafe for me and my friends to ride our scooter. The concrete is raised and we trip and fall all the time.		
		Near Hazelgreen school.. sidewalks are missing on most streets		
		122nd and Cicero. 115th and Cicero		
		People drive to damn fast in the neighborhoods!!!		
		Cicero and 128		
		ThereÂ's a part on 119th that whole rode basically doesnÂ't have a sidewalk at all as well as 115th between Pulaski and Cicero. I walk with a stroller and itÂ's always a concern and struggle for me especially difficult for Marist students when theyÂ're walking		
		Avon Ave		
		119th between Kedzie and Pulaski. Down Kdezie between 119 and 127 to walk to Eisenhower HS. Also Harding Ave when walking towards jewel Osco		
		N/a		
		Lawler ave there no side walks to the school and car speed down that street		
		119th kildare		
		Lawler ave we need sidewalks to get to school .the car speed down this street		
		115th - walking into Pulaski and Cicero.. there are currently no sidewalks on 115th		
		115th Street/Pulaski to Ridgeland. Cicero Ave		

TABLE 16: STUDENT SURVEY OPEN ENDED QUESTIONS CONTINUED

No.	Question	Answer	Responses	Percentage
8 Continued	Please list any locations in Alsip that make you feel unsafe and/or you avoid while bicycling, walking, or driving	By the pool area		
		Behind Prairie Jr high or anywhere in Alsip after dark. Especially from 119th to 117th Kaminsky and by Anderson fields		
		115th St		
		115th st.		
		kostner next south side of rxr tracks due west to guard rail /street		

A.5 POLICIES & PROGRAMS SURVEY

TABLE 17: POLICIES & PROGRAMS SURVEY RESULTS

No.	Question	Answer	Rating	Responses	Percentage
1	Please rank the below programs on a scale of 1 to 10 stars, with 10 stars indicating the most impactful and urgent initiatives you would like to see implemented first. This will help the Village prioritize the most effective actions to improve safety and mobility.	Vision Zero	1 Star	3	16.7%
			2 Star	0	0.0%
			3 Star	0	0.0%
			4 Star	1	5.6%
			5 Star	3	16.7%
			6 Star	0	0.0%
			7 Star	1	5.6%
			8 Star	3	16.7%
			9 Star	0	0.0%
			10 Star	7	38.9%
		Bike Parking Ordinance	1 Star	2	11.1%
			2 Star	0	0.0%
			3 Star	1	5.6%
			4 Star	1	5.6%
			5 Star	3	16.7%
			6 Star	1	5.6%
			7 Star	2	11.1%
			8 Star	1	5.6%
			9 Star	4	22.2%
			10 Star	3	16.7%
		Encourage Divvy Expansion into Alsip	1 Star	5	27.8%
			2 Star	1	5.6%
			3 Star	2	11.1%
			4 Star	1	5.6%
			5 Star	1	5.6%
			6 Star	1	5.6%
			7 Star	0	0.0%
			8 Star	3	16.7%
			9 Star	1	5.6%
			10 Star	3	16.7%

TABLE 17: POLICIES & PROGRAMS SURVEY RESULTS CONTINUED

No.	Question	Answer	Rating	Responses	Percentage
1 Continued	Please rank the below programs on a scale of 1 to 10 stars, with 10 stars indicating the most impactful and urgent initiatives you would like to see implemented first. This will help the Village prioritize the most effective actions to improve safety and mobility.	Bike Month Declaration	1 Star	3	16.7%
			2 Star	0	0.0%
			3 Star	0	0.0%
			4 Star	0	0.0%
			5 Star	3	16.7%
			6 Star	1	5.6%
			7 Star	3	16.7%
			8 Star	5	27.8%
			9 Star	0	0.0%
			10 Star	3	16.7%
		No Right on Red	1 Star	7	38.9%
			2 Star	1	5.6%
			3 Star	1	5.6%
			4 Star	2	11.1%
			5 Star	3	16.7%
			6 Star	2	11.1%
			7 Star	0	0.0%
			8 Star	0	0.0%
			9 Star	0	0.0%
			10 Star	2	11.1%
		ADA Transition Plan	1 Star	1	5.9%
			2 Star	0	0.0%
			3 Star	1	5.9%
			4 Star	2	11.8%
			5 Star	3	17.7%
			6 Star	1	5.9%
			7 Star	1	5.9%
			8 Star	1	5.9%
			9 Star	3	17.7%
			10 Star	4	23.5%
2	Do you have any comments on the proposed list of policies?	Great plans!			
		I suggest looking at the active transportation program that was proposed in 2010. Full of good bicycle and pedestrian travel plans for the whole village			
		I think no turn on red can really back up traffic on our already bad traffic flow. I would rather a bike tunnel, or button for cross be activated when need.			
		No turn on red will create more traffic than usual. Isted i propose turn right permitted when is safe and no pedestrian crossing. I'm against divvy bikes because. It won't be beneficial for the village it will use public space and it will create a mess if users don't put them back on designated areas. Vision zero no. Thank you, i believe this system uses an outside vendor who will install traffic cameras everywhere. It has been proven in other cities that traffic cameras don't make any difference in accidents.			
		Close the gaps in connection— 127th to Cal-Sag Trail 123rd the few blocks leading east to Kenzie Around Marist HS Along Cicero Ave Crossing Kedzie by Jewel, Aldi, library and McDonald's			

TABLE 17: POLICIES & PROGRAMS SURVEY RESULTS CONTINUED

No.	Question	Answer	Rank	Responses	Percentage
2 Continued	Do you have any comments on the proposed list of policies?	Instead of additional legislation, responsibility of safety needs to be in part put on the pedestrian as well. Drivers should be able to turn right on red after making sure it is safe to do so.			
		I see a divvy bikes that get left all over in other neighborhoods. It's not a good look.			
		Alsip is a high density			
		Alsip is a truck transportation and shopping hub. Not a place for bikes and ADA			
3	Are there other policies that the Village should consider that could positively impact walking, bicycling, accessibility, or transportation safety?	The "entrance" to jewel parking lot through 119 & Harding Ave. If it could be more accessible. Also that block has a lot of foot traffic and it is a very dark block. There is no sidewalk and people walk in the middle of the street (understandable) but it is a risk when there are cars coming through, especially in the dark.			
		Would like to see better access to the cal sag Trail from Western Alsip. In the form of bridge extension of Central over the expressway. And or Bike Path along 115th between Cicero and Ridgeland. Perhaps along the cemetery.			
		Bike tunnels, cross walk buttons that change the light for pedestrians, bike paths			
		Are pedestrian islands an option on Pulaski and Kedzie? Crossing those streets can be uncomfortable.			
		Remove homeless from parks.			
4	Please rank the below programs on a scale of 1 to 10 stars, with 10 stars indicating the most impactful and urgent initiatives you would like to see implemented first. This will help the Village prioritize the most effective actions to improve safety and mobility.	Wayfinding Signage	1 Star	0	0.0%
			2 Star	0	0.0%
			3 Star	1	5.9%
			4 Star	1	5.9%
			5 Star	2	11.8%
			6 Star	1	5.9%
			7 Star	1	5.9%
			8 Star	0	0.0%
			9 Star	2	11.8%
			10 Star	9	52.9%
		Auto-enforcement strategies	1 Star	9	52.9%
			2 Star	1	5.9%
			3 Star	0	0.0%
			4 Star	0	0.0%
			5 Star	0	0.0%
			6 Star	0	0.0%
			7 Star	2	11.8%
			8 Star	0	0.0%
			9 Star	3	17.7%
			10 Star	2	11.8%
		Loaner locks at public buildings	1 Star	4	23.5%
			2 Star	0	0.0%
			3 Star	0	0.0%
			4 Star	0	0.0%
			5 Star	1	5.9%
			6 Star	2	11.8%
			7 Star	3	17.7%
			8 Star	1	5.9%
			9 Star	2	11.8%
			10 Star	4	23.5%

TABLE 17: POLICIES & PROGRAMS SURVEY RESULTS CONTINUED

No.	Question	Answer	Rating	Responses	Percentage
4 Continued	Please rank the below programs on a scale of 1 to 10 stars, with 10 stars indicating the most impactful and urgent initiatives you would like to see implemented first. This will help the Village prioritize the most effective actions to improve safety and mobility.	Bike Rodeo	1 Star	0	0.0%
			2 Star	0	0.0%
			3 Star	0	0.0%
			4 Star	1	5.9%
			5 Star	1	5.9%
			6 Star	0	0.0%
			7 Star	2	11.8%
			8 Star	3	17.7%
			9 Star	4	23.5%
			10 Star	6	35.3%
5	Do you have any comments on the proposed list of programs?	Speed cameras for the sake of pedestrians, will is create animosity from drivers			
		I cannot red light or speed cameras			
		Additional cameras could be good if enforced properly. Are the speed limits reasonable? Not ticketing drivers who stop but happen to be slightly over the line..			
		Loaner Lock description was missing.			
6	Are there other policies that the Village should consider that could positively impact walking, bicycling, accessibility, or transportation safety?	Remove homeless underneath the bridge.			
7	What is your age group?	Under 18		0	0.0%
		18-24		0	0.0%
		25-34		5	29.4%
		35-44		0	0.0%
		45-54		6	35.3%
		55-64		4	23.5%
		65 and over		2	11.8%
8	How would you describe your gender identity?	Male		9	52.9
		Female		8	47.1
		Non-binary/non-conforming		0	0.0%
		Prefer not to say		0	0.0%
		Prefer to self-describe		0	0.0%
9	What is your connection to Alsip?	I live in Alsip		13	76.5%
		I work in Alsip		2	11.8%
		I visit Alsip		2	11.8%
		I go to school in Alsip		0	0.0%
		I own a business in Alsip		0	0.0%
		Other		0	0.0%
10	Do you own a bike?	Yes		15	88.2%
		No		2	11.8%
11	What is your gross annual income?	Less than $24,999		1	5.9%
		$25,000-$49,999		2	11.8%
		$50,000-$74,999		4	23.5%
		$75,000-$99,999		3	17.7%
		$100,000-$124,999		6	35.3%
		Greater than $125,000		1	5.9%

A.6 INTERACTIVE MAP

TABLE 18: INTERACTIVE MAP POINTS

Map Point	Location	Category	Title	Description
1	41.68377427856951, -87.7322046976243	I feel unsafe bicycling here	115th	there needs to be a sidewalk/pathway from Cicero to Pulaski on 115th. So many ppl walking on the rocks
2	41.68362963590229, -87.73467951296955	I feel unsafe bicycling here	needs to be walk/bike friendly	the traffic is always heavy especially on days Marist school pickup/drop off. You cant bike/walk from Pulaski to Cicero on 115th. Creating a path would be great. Might even help alleviate some of the traffic jam marist creates.
3	South Pulaski Road & West 123rd Street, S Pulaski Rd & W 123rd St, Alsip, IL 60803, USA	I feel unsafe bicycling here	South Pulaski Road & West 123rd Street	There is no path or sidewalk to cross the bridge, extremely unsafe for pedestrians or bicyclists.
4	West 115th Street & South Pulaski Road, W 115th St & S Pulaski Rd, Alsip, IL 60655, USA	I feel unsafe walking here	West 115th Street & South Pulaski Road	This is an intersection with a lot of car traffic but also serves as an important intersection for pedestrians but the infrastructure here prioritizes the speed and space requirements of cars over pedestrian safety.
5	West 120th Street & Van Beveren Drive, W 120th St & Van Beveren Dr, Alsip, IL 60803, USA	I have an idea for this location	West 120th Street & Van Beveren Drive	The East side of Van Beveren Dr at 120th had an ada sidewalk that was accessible if we crossed the street from the driveway on the north side of 120th. This sidewalk has now been removed. Now, to access Van Beveren we can still cross the street via that driveway, but instead of accessing the sidewalk we now have to be in the street on Van Beveren until we make it to the first house and up the driveway, or use the sidewalk on 120th, past Van Beveren to Keeler to Prairie to Termunde to Van Beveren. A very long roundabout way to access Van Beveren Dr.
6	41.676699373802606, -87.7146218678885	I feel unsafe walking here		

A.7 WEBSITE COMMENTS

TABLE 19: WEBSITE COMMENTS

Date	Method	Comment
4/3/2024	Website	I would appreciate a sidewalk/bike path along 115th between Cicero and ridgeland. I have seen many people walking and biking on this street and it seems unsafe for drivers. I have seen students try to walk to and from Shepard High School. Also, by Coca-Cola factory and the industry area there has many workers walking from work to dunkin donuts, subway, and white castle on their breaks. It can be dangerous for trucks if people are on the road. I would love to walk to Lake Katherine with a sidewalk down 115th. AND safely down Cicero to Aldi or Target. In the neighborhood near Hazelgreen, there should be more sidewalks for students walking to school. Some of the streets don't have sidwalks
4/5/2024	Website	There is no safe or easy way for the residents of the subdivision on the south side of 111th to walk or bike across to the Mariano's shopping center. The traffic on 111th is so heavy and the only cross walk is at the light at Cicero, but you cannot get to there from Lawler, Leclaire etc, unless you walk along the 111th, where there is no sidewalk. This makes biking, walking or pushing a stroller across to the shopping center rather dangerous.
4/7/2024	Website	I am an avid cyclist; I ride almost daily when the weather permits. I used to ride the CalSag trail but road construction closed it for nearly 2 years (now it'll be closed again for bridge work). It only goes west. My opinion is that Alsip is not a bike friendly community. It has become a cut-through community. I can name all the streets where I have felt unsafe; 123rd, 122nd,127th, Pulaski, Cicero, 119th, Kostner (where there is the only bike lane in Alsip), Joalyce; to only name a few. I can't bike anywhere in the village safely. I used to get to the Cal-Sag trail by taking the bike path behind Commissioners Park, cross 127th (very scary) and cut through the flea market. One bike lane in the entire village (Kostner) and I was almost hit by someone speeding and using it to pass. Speed cameras near all the parks and schools would stop that. I usually end up in Mt. Greenwood because the streets are safer. But getting there through Alsip is darn near suicidal.
4/10/2024	Website	Hi thank you for this! I live on 119th & Harding, I would love sidewalks in our neighborhood, especially on 119th. Also, it's hard seeing high schoolers walking to school through Kedzie which has no side walks when it's wet or snowing. I appreciate initiative to make our city safer and promote healthy lifestyles.
4/12/2024	Website	This is great news that there are efforts being made to improve the walkability of Alsip! I would be very happy to see more sidewalks on my street (Komensky)as well as throughout the community and in high-traffic areas such as Pulaski and 115th. Cars from Marist and the Chicago apartments are constantly using Komensky and Karlov as a shortcut to beat the light on 115th and Pulaski. Providing consistent sidewalks on both sides of 117th street west of Pulaski as there are a lot of children who walk to school there and 117th street provides no protection for pedestrians. Providing a bike path/walking path for Marist students to walk on would be beneficial on both sides of 115th street. Speed bumps throughout the community would also help to slow traffic on side streets. I'm hoping that there is focus on the neighborhoods east of Cicero as it seems like this area is often ignored infrastructurally. I am also suggesting talking to Marist about restructuring how cars enter and exit the school parking lot, and having some type of agreement as to when and how loud their sound system can be. There seems to be no regard for residents who live here with the way they drive through my neighborhood. Perhaps they should extend their parking lot to exit on Cicero to ease some of that congestion.
4/14/2024	Website	While this bike/pedestrian path plan may generate excitement in the village, I think that a bigger picture needs to be addressed. When is something going to be done about the excessive rates of speed that vehicles are traveling at through the neighborhoods? I can't even ride my bike in my own neighborhood (north Hazelgreen) because I am terrified that I'll be hit by a speeding car. The problem is made worse by everyone who is cutting through this neighborhood to avoid Cicero and the frequent trains. These guys are traveling at speeds in excess of 40-50mph, blowing through stop signs, and they KNOW that there are never squad cars, much less radar control. If on the rare chance there is a squad, they sit in the church parking lot in full sight of the offenders. We have had people riding our bumpers, trying to pass on these narrow, one-lane streets, blow their horns, flipping us off and swearing because we are following the speed limit and stop signs. There are a lot of kids in this area, and the only place safe for them is in their back yards. So to ride my bike, I'd have to get a hitch for my vehicle, take the time to load it, and drive to a site? Just to take a bike ride? How about we deal with the safety issues at hand and make a concerted effort to make our neighborhoods safe for our kids, pedestrians, bikers, and the safe drivers?
4/19/2024	Website	As an avid biker and 38-year Alsip resident, I'm thrilled that Alsip is taking this initiative. I have 2 suggestions. 1. There is a pertinent editorial in the Trib today: "To prevent cyclist injury, death, we need stop-and-yield law." I would urge Alsip to support the passage of this law, which would make it legal for cyclists to yield at a stop sign, rather than come to a full stop. 2. The path behind Prairie Jr. Hi is one of our favorite walking and biking routes. It is in need of repaving.
5/6/2024	Website	Would like to see safer access to the canel path, as it is now you cant safely cross the 127th and Cicero area. 115th between Central and Ridgeland is a very dangerous area where especially in bad weather people have to walk and bike down the middle of the street. Thank you for letting us have input on this.
5/22/2024	Website	2things: 1) would be nice if near Lake Katherine (approx 2 miles of path) had benches & cleared out vegetation areas. So we could sit on the bench in a cleared area & enjoy the calsag. 2) along the path, bush & tree branches are growing over the path in places. Need regular trimming to cut back growth, so path is clear
5/24/2024	Website	Private dog park please.

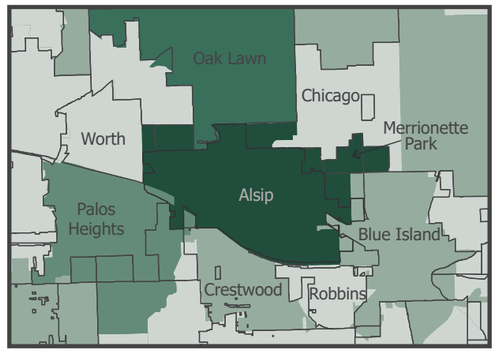
TABLE 18: WEBSITE COMMENTS CONTINUED

Date	Method	Comment
5/28/2024	Website	I think it would be great to somehow connect the path behind the Apollo Rec Center via Kolin Ave and 130th St to the Cal Sag Trail. That would provide a safe route for residents from the Kostner bike path to the Cal Sag Trail.
6/3/2024	Website	I grew up here and I'm 32 now. Everytime I come to this park or running trail there are two big issues, creeps lurking in/outside their vehicles and the geese . I don't have any other issues. I will even deal with the uneven trail to get these two issues fixed
6/3/2024	Website	Help to finish the Cal-Sag Trail between Freedom Park in Alsip and Blue Island
6/7/2024	Website	A safe designated bike path connecting the Alsip Trail at 127th St to the Cal Sag Trail. Creating a trail that links the Alsip Trail behind prairie jr high. Goes under Cicero at the train bridge then continues to follow the power lines and Stoney creek to wolf wild sanctuary and Mariano's.
6/19/2024	Website	Freedom Park - Stop ignoring the homeless under bridge. It has been over 3 months. Empty garbage cans more often in the summertime
7/6/2024	Website	Regarding the CalSag Trail, it would be much appreciated if periodic trimming of shrubbery along the trail was completed. Currently, bushes are growing over the path. Also, would be very nice if areas were cleared of shrub growth, and benches placed, so people could sit & enjoy looking at the water
7/22/2024	Website	Commissioners park pathway is extremely bumpy when going for a stroll with my baby on his stroller. Also bumpy / dangerous when roller skating or roller blading as all bumps are felt and coughy when wheels go over them
8/14/2024	Website	Please fix/replace the water fountains in the walking trail behind Prairie School and add a doggie water dispenser.
8/29/2024	Website	I am absolutely thankful for the Pike. Bike path and for the pool and for the access to everything on foot. And else up it's a slice of heaven right here by saint Terence, thank you, village of elsip.
9/3/2024	Website	Not sure if it's too late. I keep seeing the signs up. I can't seem to work this site so I'll just comment. Going north along the bike trail just past the Apollo rec there is a section I hope you are looking at. A large enough section is left to darkness and curves with uneven pavement. Its always a section I run past in hopes I also don't trip while getting away from even a simple racoon. Please look into more lights at the least. Also, perhaps a water fountain near the Apollo rec center park bike trail are
9/11/2024	Website	Why is there no sidewalks on the Alsip side of the cal sag canal along Cicero???? It's at most 200 feet of sidewalks to help your residents access a major shopping center. This should have been done 30 years ago.

B.1 DEMOGRAPHIC ANALYSIS

PEOPLE WHO WORK AND LIVE NEAR ALSIP

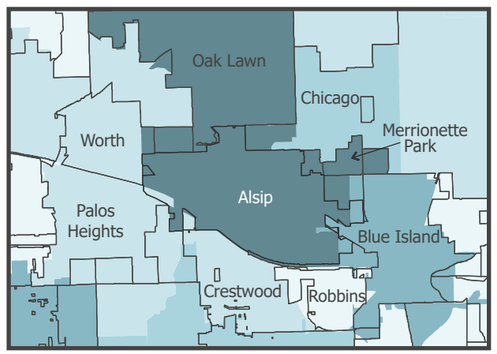
FIGURE 37: WHERE ALSIP RESIDENTS WORK



Number of employees who work in the area

0 — 476

FIGURE 38: WHERE ALSIP EMPLOYEES LIVE



Number of employees who live in the area

0 — 545

B.2 EQUITY ANALYSIS

Demographic Representation and Population Needs

Alsip's demographics reveal a unique profile compared to its neighboring communities. When looking at the percentage of population Alsip has the third lowest White population and second highest Hispanic/Latino population and Black population compared to surrounding communities.

The median age in Alsip is 39.2 years, which is younger than Crestwood and Palos Heights but older than Robbins and Blue Island. Over a quarter of Alsip's population is under 20 years old, comparable to Blue Island and Chicago (Mt. Greenwood). This younger demographic highlights the importance of safe routes to schools and recreational facilities. Children and teenagers needs a more forgiving environment as they are shorter making them less visible to drivers as pedestrians and cyclist. As new drivers they are still learning the risks of driving. Additionally, the 6.9% of residents aged 75 and older underscore the necessity for safe and accessible pedestrian paths for seniors.

The percentage of people with disabilities in Alsip (11.5%) is in line with Cook County's average but lower than in Robbins and Merrionette Park. This indicates that a substantial portion of the population requires accessible infrastructure. Ensuring that sidewalks, crosswalks, and transit options are ADA-compliant and safe for all users is critical.

The youth and individuals with disabilities populations require a dual focus in Alsip ensuring infrastructure that supports both youth mobility and accessibility needs.

TABLE 20: DEMOGRAPHIC REPRESENTATION, ALSIP & NEIGHBORING COMMUNITIES

Community	Race and Ethnicity Percentages			Median Age	Under 20 (percent of population)	75 and Older (percent of population)	Individuals with Disabilities (percent of Population)
	White	Black	Hispanic/ Latino				
Alsip	**47.1%**	**23.5%**	**24.6%**	**39.2**	**26.0%**	**6.9%**	**11.5%**
Crestwood	73.5%	10.8%	10.7%	47.5	17.4%	11.2%	13.2%
Palos Heights	87.0%	2.4%	8.2%	51.3	21.1%	13.4%	13.0%
Worth	74.1%	2.5%	16.9%	40.9	22.5%	6.6%	14.2%
Blue Island	21.1%	31.6%	45.9%	37.0	25.5%	4.5%	10.7%
Robbins	6.4%	87.2%	5.7%	32.6	23.1%	5.8%	14.3%
Merrionette Park	66.6%	8.4%	23.4%	41.3	17.0%	5.9%	13.7%
Chicago (Mt. Greenwood)	-	-	-	38.5	28.4%	5.7%	-
Cook County	41.6%	23.0%	25.6%	37.3	19.4%	5.2%	11.1%

ACCESSIBILITY AND CONNECTIVITY

Alsip's demographics, transportation habits and accessibility, reveal critical insights when compared to its neighboring communities. Roughly 5.5% of Alsip residents commute via public transit, which is comparable to neighboring Crestwood and slightly higher than transit rates in Palos Heights and Worth. However, transit use is higher in Blue Island, indicating an opportunity to improve public transit use in Alsip. Alsip's job accessibility within a 30-minute transit ride stands at 68,644 jobs, which is higher than Crestwood and Palos Heights, but significantly lower than Blue Island. This data highlights the need for enhanced transit options to improve job accessibility and equity, ensuring that residents can easily access employment opportunities without relying on private vehicles.

In terms of active transportation, 2.3% of Alsip residents commute via walking or biking, which is higher than in Crestwood and Robbins but lower than Palos Heights and Chicago (Mt. Greenwood). The Walk Score for Alsip is 47 out of 100, indicating a somewhat car-dependent community, similar to Robbins but less walkable than Worth and Palos Heights. This suggests that Alsip may need to invest in better pedestrian and bicycle infrastructure to promote safer and more accessible active transportation options. Enhancing walkability can also contribute to improved health outcomes and reduced transportation costs for residents.

The poor accessibility and connectivity in Alsip's bicycle, pedestrian and transit networks have significant equity implications. The low public transit usage and moderate walk score highlight the barriers faced by residents, particularly those without access to private vehicles, in accessing jobs and essential services.

These disparities can be addressed by adding bike lanes, improving sidewalk conditions, and ensuring safe crossings. These measures would not only support a more equitable transportation system but also foster a more inclusive community where all residents, regardless of income or physical ability, can move around safely and conveniently.

TABLE 21: COMMUTE SHARE AND AVAILABILITY, ALSIP & NEIGHBORING COMMUNITIES

Community	Commute Via Public Transit	Job Accessible in 30-Min. Transit Ride	Commute via Walking or Biking	Walk Score
Alsip	**5.5%**	**68,644**	**2.3%**	**47**
Crestwood	5.5%	44,225	1.3%	54
Palos Heights	5.2%	47,731	3.4%	79
Worth	4.2%	84,795	2.8%	87
Blue Island	10.7%	165,362	1.9%	63
Robbins	3.5%	42,290	0.8%	46
Merrionette Park	8.2%	49,290	2.5%	72
Chicago (Mt. Greenwood)	4.8%	-	3.5%	56
Cook County	15.8%	361,396	5.0%	-

HOUSEHOLD TRANSPORTATION COSTS

Alsip's economic and transportation demographics in comparison to its neighboring communities reveals significant insights into equity and safety planning for bicyclists and pedestrians. On average, Alsip's median household income of $59,123 is lower than Crestwood and significantly below Palos Heights, but higher than Blue Island and Robbins. Alsip residents spend 42% of their income on housing and transportation costs. The relatively high proportion of income spent on these essentials highlights the economic pressure on Alsip residents, making affordable and accessible transportation options crucial for ensuring equity.

The transportation costs in Alsip are significant, with residents spending 20% of their income on transportation alone, similar to Crestwood and Worth but higher than the county average. Alsip's annual transportation costs amount to $14,370, which is higher than Blue Island and Robbins, indicating a heavy reliance on personal vehicles. This is further evidenced by the annual vehicle miles traveled per household, which stands at 16,892 miles, higher than Blue Island and Robbins. These figures underscore the necessity for efficient public transit and safer infrastructure for biking and walking, reducing dependency on cars and alleviating financial stress on residents.

Considering these economic pressures, enhancing bicycle and pedestrian safety and connectivity becomes essential for Alsip. With an average monthly housing cost of $1,345, comparable to Worth but higher than Blue Island, many Alsip residents might find it challenging to afford additional transportation expenses. Improved walkability and bikeability can provide cost-effective alternatives to driving, promoting equity by making it easier for lower-income residents to access jobs, education, and services. Safe and accessible infrastructure, such as protected bike lanes and pedestrian crossings, can reduce transportation costs, promote healthier lifestyles, and enhance the overall quality of life, particularly for those who are economically disadvantaged.

TABLE 22: DEMOGRAPHIC COMPARISON BETWEEN ALSIP AND THE SURROUNDING COMMMUNITIES

Community	Median Household Income	Housing & Transportation Costs (% of Income)	Housing Costs (% of Income)	Transportation Costs (% of Income)	Average Monthly Housing Costs	Annual Transportation Costs	Annual Vehicle Miles Travels Per Household
Alsip	**$59,123**	**42%**	**22%**	**20%**	**$1,345**	**$14,370**	**16,892**
Crestwood	$65,074	39%	20%	19%	$1,199	$13,826	16,541
Palos Heights	$101,037	54%	33%	21%	$1,997	$14,746	17,369
Worth	$54,071	41%	22%	19%	$1,331	$13,801	15,888
Blue Island	$51,989	37%	19%	18%	$1,144	$13,064	14,961
Robbins	$34,760	35%	17%	18%	$1,038	$12,865	14,421
Merrionette Park	$45,100	34%	16%	18%	$950	$12,937	14,533
Chicago (Mt. Greenwood)	$106,538	-	-	-	-	-	-
Cook County	$72,121	44%	28%	16%	$1654	$11,705	12,720

B.3 LAND USE IN ALSIP

The land use patterns have a direct impact on the feasibility and appeal of active transportation modes such as walking and biking. The Village's significant industrial land use, which occupies nearly 28% of the land, primarily along the Tollway and in other industrial zones, creates substantial challenges for integrating pedestrian and cycling infrastructure. These areas are designed to accommodate heavy machinery and vehicle traffic, which often results in an environment that is inhospitable or even dangerous for non-motorized users. The focus on facilitating the movement of goods and large vehicles typically leads to wider roads, fewer pedestrian crossings, and a lack of dedicated bike lanes, all of which deter active transportation.

In contrast, the single-family residential areas, which make up just over 19% of the land use, are more conducive to walking and biking due to lower traffic volumes and slower speeds. However, these residential zones are often disconnected from key destinations like commercial areas or public transit hubs, which limits the practicality of walking or biking as a primary mode of transport. The location of multifamily housing, which accounts for 3.45% of the land use but houses 41% of households, presents another challenge. These higher-density residential areas, often located on the border of single family residential, result in less infrastructure to support safe and convenient active transportation, further discouraging residents from walking or biking.

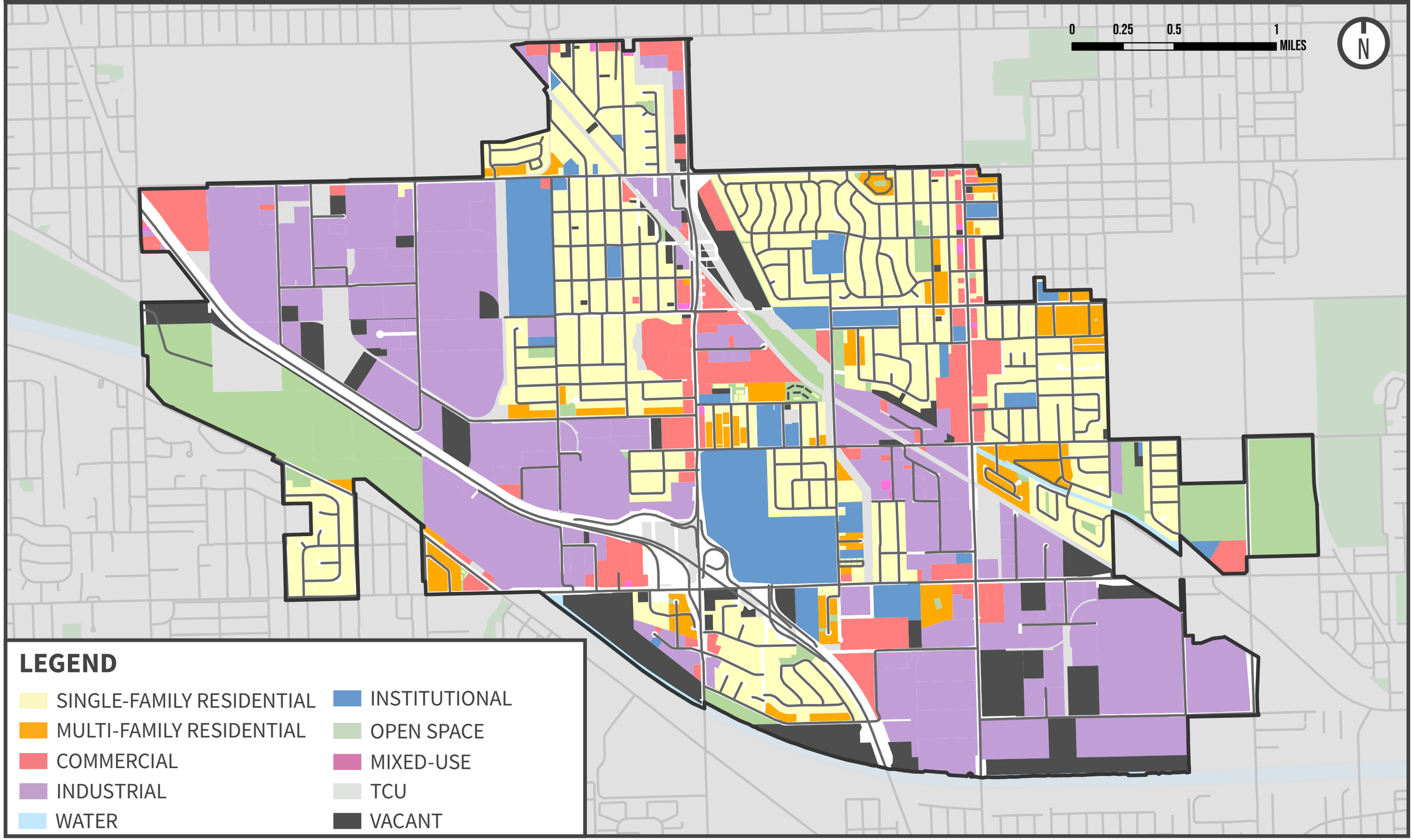
Commercial corridors along Pulaski Road and Cicero Avenue, dominated by businesses catering to car traffic, such as gas stations, fast food outlets, and big box stores, reinforce a car-centric culture. The design of these areas typically prioritizes vehicle access and parking over pedestrian and cyclist safety, making it difficult to integrate active transportation options. Wide roads, expansive parking lots, and few pedestrian crossings make these corridors less accessible and appealing for those on foot or bike.

Moreover, the presence of cemeteries, which occupy 4.2% of the land within Alsip and are often not open to through traffic, creates additional physical barriers that disrupt the continuity of pedestrian and cycling routes. The lack of throughfares in these areas forces pedestrians and bicyclists to take longer, less direct routes, which reduces the efficiency and appeal of active transportation. The challenge of navigating around these large, inaccessible spaces adds to the difficulties of creating a cohesive network of safe and convenient routes for non-motorized users.

Prioritizing connectivity and accessibility can foster a culture of active transportation. This can be achieved by integrating pedestrian and bike-friendly infrastructure into both new developments and existing industrial, residential, and commercial areas. For example, industrial zones could be designed with separated bike lanes and safe pedestrian crossings to ensure that residents can move safely between these areas and adjacent neighborhoods. In residential zones, particularly multifamily housing areas, infrastructure improvements such as sidewalks, bike lanes, and traffic calming measures could make active transportation a more viable and attractive option. Additionally, rethinking the design of commercial corridors to prioritize pedestrian access and safety over car traffic would help create a more balanced transportation environment that supports active modes of travel.

By addressing the disconnect between current land use patterns and the needs of pedestrians and bicyclists, Alsip can create a more integrated and sustainable transportation network. This would not only enhance safety and accessibility for all residents but also contribute to a healthier, more vibrant community by encouraging more people to choose walking and biking as part of their daily routines.

FIGURE 39: LAND USE



B.4 WALKABILITY INDEX

WALKABILITY INDEX

The EPA's Walkability Index is a comprehensive measure used to evaluate the walkability of a specific area, taking into account various factors that influence pedestrian accessibility and convenience. It considers elements such as population density, land use mix, and street connectivity. Population density is a key component, as areas with higher population densities typically support more amenities and services within walking distance, making them more walkable. This factor assesses the number of people living in a given area, reflecting the potential for pedestrian activity.

Land use mix is another critical aspect of the Walkability Index. This factor evaluates the diversity of land uses within a neighborhood, including residential, commercial, institutional, and recreational areas. A higher mix of land uses means that residents can access various destinations, such as grocery stores, schools, parks, and restaurants, without needing to rely on a car. The presence of diverse destinations within a short distance encourages walking as a convenient and practical mode of transportation.

FIGURE 40: LACK OF SIDEWALKS ON 119TH STREET | Source: Epstein

Street connectivity is also a fundamental component in calculating the Walkability Index. This factor assesses the directness and availability of routes within a neighborhood, including the presence of intersections, crosswalks, and pedestrian pathways. Highly connected street networks typically feature shorter block lengths and more intersections, providing multiple route options for pedestrians and reducing the distance between destinations. Good street connectivity facilitates easier and safer pedestrian movement, enhancing overall walkability.

Additional factors that may be considered in the Walkability Index include the quality of pedestrian infrastructure, such as sidewalks, lighting, and crosswalks, as well as safety from traffic and crime. The presence of well-maintained sidewalks, adequate lighting, and safe crossing points contributes to a more pedestrian-friendly environment. Furthermore, the perception of safety from traffic and crime can significantly impact walkability, as areas perceived as unsafe may discourage walking, regardless of other positive factors. Combining these elements, the Walkability Index provides a comprehensive assessment of how conducive a neighborhood is to walking, supporting urban planning and development aimed at enhancing pedestrian accessibility and quality of life.

The National Walkability Index scores block groups on a scale of 1-20 with four categories. The categories are Least Walkable (1-5.75), Below Average Walkable (5.76-10.50), Above Average Walkable (10.51-15.25), and Most Walkable (15.26-20).

CMAP WALKABILITY LAYER

CMAP maintains a separate, region-specific index called the Walkability Layer. This layer gives locations points based on home many amenities such as supermarkets, libraries, transit stops, and job locations. It also considers physical characteristics such as parcel size, tree canopy coverage, block size, and density. Finally, areas are penalized for having a high number of crashes and low population.

WALKABILITY IN ALSIP

According to the National Walkability Index, no block groups in Alsip are considered to be "Least Walkable." The block groups that are classified as "Below Average Walkable" are predominantly industrial areas. Only a few smaller industrial areas are within "Above Average Walkable" block groups. The Village's "Above Average Walkable" block groups tend to consolidate in one area. This area runs down the center of the Village, mostly between Cicero and Pulaski as seen in Figure 24. The only block group that is considered to be "Most Walkable" in the Village lies east of Pulaski and north of 123rd.

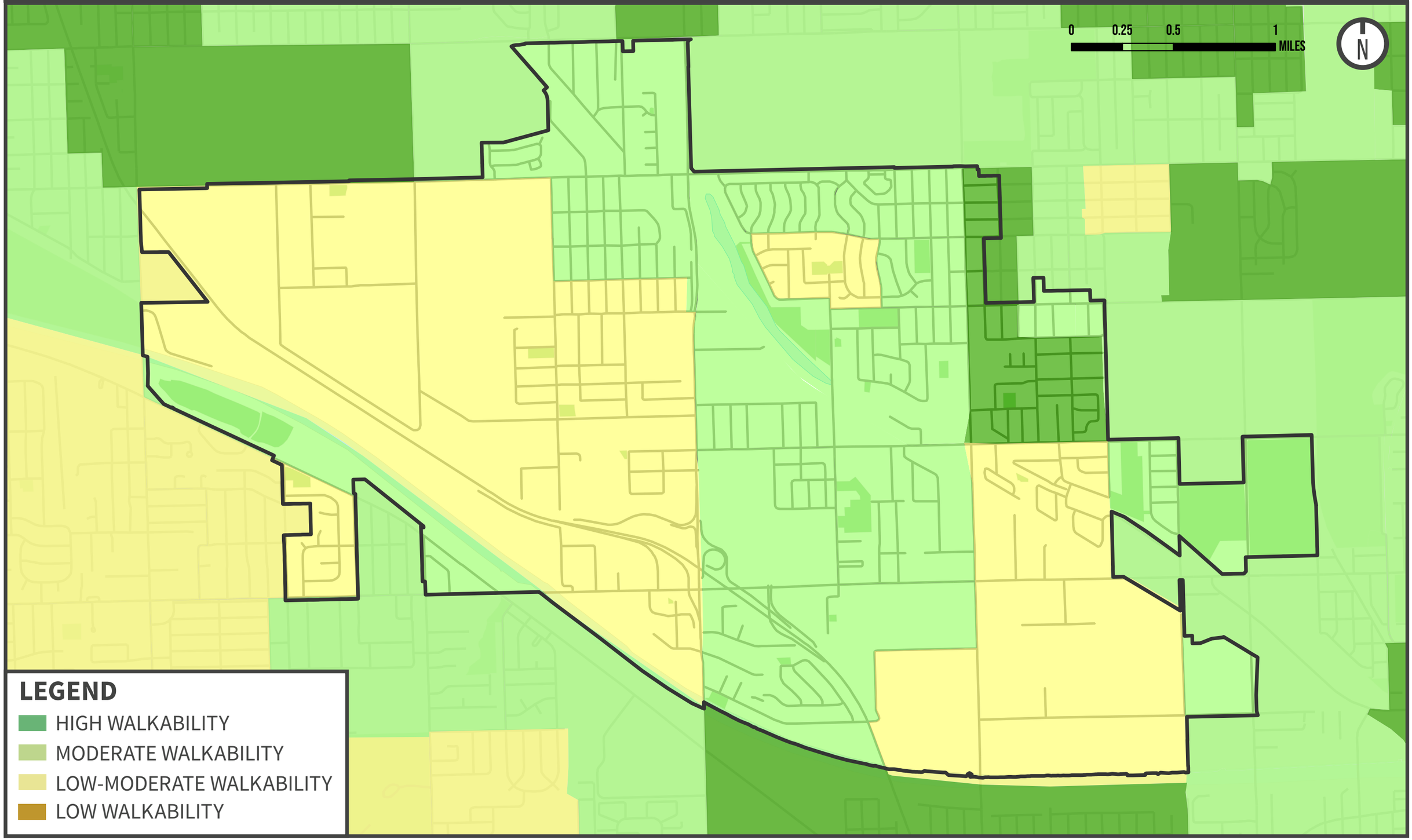
According to CMAP's walkability layer, Alsip has no high walkable areas as it relates to a person's work. 61.5% of the Village is considered to have moderate walkability and 38.5% has low walkability.

While these metrics provide good insight as to whether or not people can walk in these areas and how many amenities they can miss some of the smaller details that ultimately impact how frequently residents choose to walk. These missing details will be filled in through community engagement efforts.

TABLE 23: PEDESTRIAN ACCESS & WALKABILITY METRICS

Community	Walkability Index		
	High Walkability	Moderate Walkability	Low Walkability
Alsip	**0.0%**	**61.5%**	**38.5%**
Crestwood	0.0%	43.7%	56.3%
Palos Heights	0.0%	22.9%	77.1%
Worth	12.5%	78.6%	8.8%
Blue Island	45.6%	45.1%	9.3%
Robbins	0.0%	30.4%	69.6%
Merrionette Park	0.0%	100%	0.0%
Chicago (Mt. Greenwood)	90.1%	9.9%	0.0%
Cook County	67.8%	19.0%	13.3%

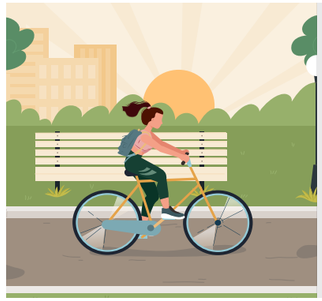
FIGURE 41: WALKABILITY



B.5 PREVIOUS PLANS & POLICIES

PAST APPROVED PLANS

Below is a summary of the previous plans involving the entirety of Alsip or specific corridors.



Alsip Park District Bike Plan

The Alsip Park District Bike Plan offers strategic recommendations to improve connectivity within the park district by developing a cohesive network of bike-friendly routes that link parks and recreational facilities. This plan is specifically focused on bicycle-related issues, outlining best practices and policies for effective implementation. It also highlights specific streets where bicycle infrastructure should be introduced, detailing the types of infrastructure needed, such as shared lanes or concrete-protected bike lanes.

Southwest Conference of Mayors Bike Plan

The Southwest Conference of Mayors is a Council of Mayors organization dedicated to regional collaboration and planning. It focuses on addressing common issues, such as transportation and infrastructure, to enhance the quality of life in the southwest suburban region.

This Plan is focused on bicycles only. It identified 18 different potential corridors in the region and placed them into tiers of priorities. The Cal-Sag trail fell in tier one and 111th Street was placed in tier two. It also encouraged policies and additional infrastructure that encourage bicycling around the region.

Alsip Comprehensive Plan

A comprehensive plan is a long-term strategic document that outlines a community's vision, goals, and policies for guiding growth, development, and land use decisions over an extended period.

This plan included many strategies involving pedestrian and bicycle improvements. These strategies were less specific given the broader nature of the plan. It focused on policies that will support the specific ideas of existing plans and continued efforts to create regional connections in the region.

Cicero Avenue Corridor Plan

This plan focused on Cicero from 55th Street to 127th Street. It included some specific recommendations at various intersections such as a grade separated crossing at 111th Street. It also includes regional perspective working to connect the Stoney Creek Trail and adding a path along 115th Street.

VILLAGE POLICIES

COMPLETE STREETS POLICY

The Village of Alsip adopted a **Complete Streets policy** in 2019. Complete Streets policies are guidelines that ensure transportation infrastructure is designed and operated to enable safe and convenient access for all users, including pedestrians, bicyclists, motorists, and transit riders, regardless of age or ability.

The Village's Complete Streets Policy mandates the accommodation of all road users, including pedestrians, persons with disabilities, bicyclists, transit users, and drivers, to foster better connectivity within the town and enhance access to trails, places of employment, and businesses. This policy is incorporated into all public and private projects, including new constructions, reconstructions, and maintenance, ensuring the gradual integration of complete streets principles. Specific elements such as parkway trees, signage, ADA ramps, and street lighting are considered in project implementations, with exceptions to the policy requiring Village board approval and documented justification.

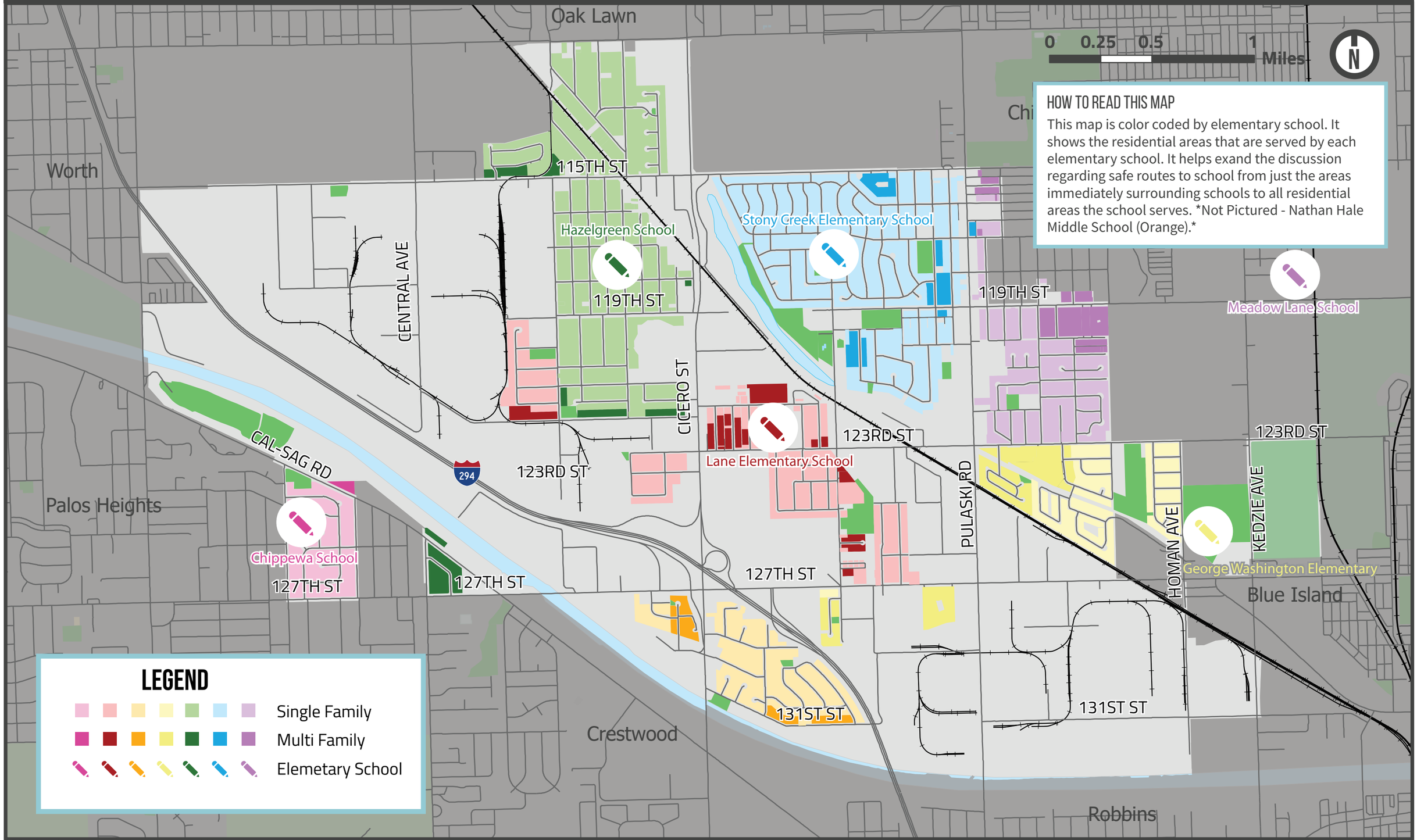
The policy also emphasizes the development of a connected network of complete streets that link essential community resources such as schools, parks, and business districts. It prioritizes safety, access, and mobility across various transportation modes and requires coordination with private entities and external agencies to align roadway improvements with comprehensive community standards. This collaborative approach aims to meet local and community needs effectively while fostering a robust sense of place.

Performance measures including the installation of sidewalks, traffic calming measures, and public lighting are set to evaluate the effectiveness of the Complete Streets Policy. These metrics are reviewed annually to assess progress and adjust strategies as necessary. Implementation responsibilities are designated to appointed Village officials and departments, who also undergo ongoing training in complete streets and active transportation policies to ensure a sustained and informed commitment to the policy's objectives.

BICYCLES ON SIDEWALKS

The Village has an ordinance that **bans the use of a bicycle on sidewalks** within business districts.

FIGURE 42: RESIDENTIAL LOCATIONS IN RELATION TO SCHOOLS



C.1 BLOS METHODOLOGY

OBJECTIVE

The primary goal of the BLOS is to categorize roadways into four distinct levels of service for bicyclists. This classification aids in identifying routes that are conducive to cycling for all ages and skill levels, and those that require improvements to enhance safety. It serves as a guide for infrastructure development, aiming to reduce traffic-related stress for bicyclists and encourage cycling as a safe, viable mode of transportation.

FORMULA

The BLOS score is calculated using a formula that considers several critical factors impacting cyclist safety and comfort:

BLOS = MAX (0, 10 – Speed Penalty – Traffic Penalty + Road Width Benefit + Shoulder Width Benefit – Parking Penalty)

Formula Components:

- **Speed Penalty:** Applies a stress increment for speeds over 30 mph, acknowledging that higher speeds increase risk and stress for bicyclists.
- **Traffic Penalty:** Increases stress for AADT (Annual Average Daily Traffic) above 3,000 vehicles, as heavier traffic poses greater danger.
- **Road Width Benefit:** Awards points for roads narrower than 25 feet, which typically have slower traffic and are perceived as safer by bicyclists.
- **Shoulder Width Benefit:** Adds points for each foot of shoulder width beyond 2 feet, providing a buffer zone that enhances cyclist safety.
- **Parking Penalty:** Deducts points for parking on either side of the road, accounting for potential hazards like dooring and reduced effective lane width.

CATEGORIES

The BLOS score categorizes roadways into five levels of traffic stress:

- **Excellent:** Routes in this category are ideal for all bicyclists, including children, families, and those who are inexperienced. They typically feature dedicated bike lanes or paths, low traffic volumes, slow vehicle speeds, and strong safety measures, making the cycling experience safe and enjoyable.
- **Good:** These routes are suitable for the majority of adult bicyclists. They may have some vehicle traffic but include adequate bike infrastructure, such as bike lanes or wide shoulders, and moderate traffic speeds. Most bicyclists will find these routes comfortable and manageable.
- **Fair:** Routes in this category are more appropriate for confident adult bicyclists who are comfortable with some challenges. These routes may involve riding alongside moderate traffic with limited bike infrastructure, requiring more vigilance and skill to navigate safely.
- **Poor:** These routes are only advisable for experienced bicyclists who are accustomed to navigating heavy traffic, higher vehicle speeds, and minimal bike infrastructure. They present significant challenges and are stressful for less experienced riders.
- **Very Poor:** This category represents routes with the highest level of risk and difficulty. They often lack any bike infrastructure and feature heavy, fast-moving traffic, making them generally unsafe for cycling. These routes are only suitable for the most experienced and confident bicyclists.

C.2 ILTS METHODOLOGY

OBJECTIVE

The main goal of the Intersection LTS is to classify intersections into distinct stress levels, from low stress that is suitable for all bicyclists, including children and inexperienced riders, to high stress that only the most experienced should navigate. This classification assists in pinpointing critical areas where interventions can make cycling safer and more accessible, thereby promoting cycling as a safe and practical mode of transportation across urban environments.

FORMULA

The Intersection LTS is calculated using a formula that incorporates various elements that influence how stressful an intersection is for bicyclists:

LTS = Base Score – Traffic Control Adjustment + Traffic Volume Adjustment – Crossing Distance Adjustment + Visibility Adjustment

Formula Components:

- **Base Score:** A starting point that reflects an average intersection's level of stress.
- **Traffic Control Adjustment:** Modifies the score based on the type of traffic control present (e.g., traffic lights, stop signs, roundabouts), with more predictable, cyclist-friendly controls contributing to a lower stress score.
- **Traffic Volume Adjustment:** Increases stress for higher traffic volumes, as more vehicles can make intersections more hazardous for bicyclists.
- **Crossing Distance Adjustment:** Deducts points for wider intersections, as longer crossing distances increase exposure to traffic and risk.
- **Visibility Adjustment:** Adds points for good visibility at intersections, decreasing stress when bicyclists and drivers can easily see each other.

CATEGORIES

The LTS scores classify intersections into four levels of traffic stress:

- **LTS 1 - Low Stress:** Represents intersections that pose minimal stress, suitable for bicyclists of all skill levels, including children.
- **LTS 2 - Moderate Stress:** Appropriate for most adult bicyclists, these intersections may have more complex layouts or higher traffic volumes but still maintain manageable stress levels.
- **LTS 3 - High Stress:** Suitable for experienced adult bicyclists who are comfortable navigating complex traffic situations and busier intersections.
- **LTS 4 - Very High Stress:** Advised only for very experienced bicyclists, these intersections typically involve multiple traffic lanes, high vehicle speeds, or poor visibility.