

NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org



*A Regional Association of Illinois
Municipalities and Townships
Representing a Population of Over One Million*

**Northwest Municipal Conference
Bicycle-Pedestrian Committee**

Agenda

October 15, 2019

10:30 a.m.

NWMC Offices

1600 East Golf Road, Suite 0700

Des Plaines, IL 60016

(map/parking permit attached)

- MEMBERS**
- Antioch
- Arlington Heights
- Bannockburn
- Barrington
- Bartlett
- Buffalo Grove
- Deer Park
- Deerfield
- Des Plaines
- Elk Grove Village
- Evanston
- Fox Lake
- Glencoe
- Glenview
- Grayslake
- Hanover Park
- Highland Park
- Hoffman Estates
- Kenilworth
- Lake Bluff
- Lake Forest
- Lake Zurich
- Libertyville
- Lincolnshire
- Lincolnwood
- Morton Grove
- Mount Prospect
- Niles
- Northbrook
- Northfield
- Northfield Township
- Palatine
- Park Ridge
- Prospect Heights
- Rolling Meadows
- Schaumburg
- Skokie
- Streamwood
- Vernon Hills
- West Dundee
- Wheeling
- Wilmette
- Winnetka

President
Daniel DiMaria
Morton Grove

Vice-President
Kathleen O'Hara
Lake Bluff

Secretary
Dan Shapiro
Deerfield

Treasurer
Ray Keller
Lake Zurich

Executive Director
Mark L. Fowler

- I. Call to Order/Introductions**
- II. Approval of September 24, 2019 Meeting Minutes (Attachment A)**
Action Requested: Approve of Minutes
- III. Local Project Updates**
Action Requested: Informational/Discussion
- IV. NWMC Multimodal Transportation Plan Steering Committee (Attachments B and C)**
Staff from Sam Schwartz Engineering will review the final draft alignments and prioritization criteria for the priority bicycle corridors. The project team will also lead a discussion on the contents of the implementation toolbox, which will include a summary of potential funding sources and conceptual site designs.
Action Requested: Discussion
- V. Other Business**
- VI. Next Meeting**
The next meeting of the NWMC Bicycle and Pedestrian Committee will take place on Tuesday, November 19, 10:30 a.m. at the NWMC Offices.
- VII. Adjourn**

NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org



*A Regional Association of Illinois
Municipalities and Townships
Representing a Population of Over One Million*

MEMBERS

Antioch
Arlington Heights
Bannockburn
Barrington
Bartlett
Buffalo Grove
Deer Park
Deerfield
Des Plaines
Elk Grove Village
Evanston
Fox Lake
Glencoe
Glenview
Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth
Lake Bluff
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Township
Palatine
Park Ridge
Prospect Heights
Rolling Meadows
Schaumburg
Skokie
Streamwood
Vernon Hills
West Dundee
Wheeling
Wilmette
Winnetka

President
Daniel DiMaria
Morton Grove

Vice-President
Kathleen O'Hara
Lake Bluff

Secretary
Dan Shapiro
Deerfield

Treasurer
Ray Keller
Lake Zurich

Executive Director
Mark L. Fowler

**Northwest Municipal Conference
Bicycle and Pedestrian Committee
Tuesday, September 24, 2019
Meeting Minutes**

Attendance:

Derek Peebles, City of Des Plaines (co-chair)
Nellie Beckner, Village of Mount Prospect (co-chair)
Jim Baxa, Village of Northbrook
Mike Hankey, Village of Hoffman Estates
Marcy Knysz, Village of Wheeling
Rick Willman, Pace
Dan Randolph, Village of Niles
A.C. Buehler, Village of Northbrook
Patrick Knapp, Village of Schaumburg
Matt Lawrie, Village of Mount Prospect
Briget Schwab, Village of Arlington Heights
Peter Dirks, Cook County Department of Transportation and Highways
Benet Haller, Cook County Department of Transportation and Highways
Adrianna Webb, Village of Glenview
Jonathan Lloyd, Illinois Department of Transportation (on phone)
Laura Linehan, Village of Fox Lake (on phone)
Kelly Conolly, Sam Schwartz Engineering
Larry Bury, Northwest Municipal Conference
Josh Klingenstein, Northwest Municipal Conference
Kendra Johnson, Northwest Municipal Conference

I. Call to Order/Introductions

Mr. Peebles called the meeting to order at 8:31 a.m. and those present gave introductions.

II. Approval of August 27, 2019 Meeting Minutes

Mr. Baxa asked that the minutes be revised to show that the intergovernmental agreement between the Village of Northbrook and Cook County had not been finalized.

The minutes were approved as amended on a motion by Trustee Buehler, seconded by Mr. Hankey.

III. IDOT Mid-Block Crossing Guidelines

Ms. Conolly gave an overview of the discussion format and asked the group how familiar they were with the IDOT uncontrolled crossing policy. Next, she walked through the policy document and explained how to use the design

matrix. She then opened up the discussion to the group for a question and answer session with IDOT staff.

Mr. Hankey asked Mr. Lloyd if there is a required width for pedestrian refuges. Mr. Lloyd said that there is no specific width, but that refuges are defined as raised medians or pedestrian refuge islands. Mr. Hankey then asked if there was any consideration of eye-height when developing pedestrian sight guidelines. Mr. Lloyd said that eye-height was not considered. Ms. Conolly asked about the logistical procedure to request an IDOT site visit. Mr. Lloyd said that any local agency can approach the department about an uncontrolled crossing, and that IDOT may be able to quickly identify if some sort of crossing would be feasible or not. Ms. Conolly asked for clarification that most municipalities approach IDOT for guidance after an uncontrolled crossing has already been designed. Mr. Lloyd said that this is true, but that IDOT could also assist in the planning stage if necessary.

Mr. Peebles clarified that most municipalities approach IDOT only in cases where work is being done on an IDOT route, or where federal or state funds are being used. Ms. Conolly asked if municipalities generally take the lead on uncontrolled crossing projects. Mr. Peebles said that this is true, and that IDOT generally is not focused on initiating standalone crossing projects of this nature. Mr. Lloyd confirmed that most projects involving the construction of an uncontrolled crossing are initiated and designed by the local agency before seeking IDOT concurrence. Mr. Lawrie asked if most municipalities work with IDOT permits when designing uncontrolled crossings. Mr. Lloyd responded that municipalities would work with the permits department if the project is using local funds, or with local roads if MFT or federal funds are being used.

Mr. Randolph asked what type of work would trigger a complete streets policy. Mr. Lloyd stressed that his department does not administer the Complete Streets policy, but that the policy would generally be triggered if a roadway was being reconstructed or lanes were being added. He said that pavement preservation projects would normally not trigger the policy.

Mr. Peebles asked about the use of HSIP funds on IDOT routes. Mr. Lloyd noted that this has been a topic of discussion at District 1, and said that there have been situations where local HSIP funds have been used on state routes. However, he said that generally it is preferred that local HSIP funds be used on local roads. He also noted that, in these situations, the local agency needs to approach IDOT and receive concurrence from the District. Mr. Randolph noted that one such project had been initiated in Niles.

Mr. Peebles asked if there was flexibility in terms of the recommended design treatments for uncontrolled crossings outlined in the policy, based off of posted speed, number of lanes, and ADT. Mr. Lloyd said that the design could

differ from the recommendations in some cases, but that generally the department advises local agencies to follow the guidelines. Mr. Lawrie asked for confirmation that the policy applies to all uncontrolled crossings, including intersections. Mr. Lloyd said yes and noted that this could make intersection design more difficult in some cases. Mr. Lawrie said that some of the devices and signage recommended in the policy may not make sense at intersections, and he urged local agencies to reach out to the state before designing uncontrolled crossings at intersections.

Mr. Peebles asked if the document would be sent out as part of a circular letter. Mr. Lloyd said he was unsure if a circular letter had already been sent out, but he noted that the district is working on a memo that will be sent out to local agencies in the near future. Mr. Dirks asked how the policy applied to one-way roadways. Ms. Conolly noted that on page 2, the policy states that one way streets should be considered as one side of a multi-lane road with refuge. Mr. Lloyd also pointed out that there might be further guidance on site-specific design for roadways that fall outside of the categories for which specific design recommendations have been created. However, he said that this guidance is not yet available.

IV. Funding Programs Update

Mr. Klingenstein said that the 2020-2024 CMAQ and 2020-2022 TAP-L programs was approved by the CMAP Transportation Committee on September 20, and that the programs need to be approved by the MPO Policy Committee on October 10 before becoming official. He reported that approximately \$278 million is programmed in total, with 10% of that going toward bicycle facility projects. He then reviewed specific bicycle facility projects in the NWMC area, noting which will be funded through CMAQ and which through TAP.

Ms. Johnson then provided an update on the ITEP call for projects that was postponed from October 2019 until late summer/early fall 2020. She said that the call was postponed so that the department can develop new program guidelines to account for additional money provided by the capital bill. She also noted that Phase I engineering will be eligible for funding through the 2020 call for projects, even though it would not have been eligible for the 2019 call. Mr. Peebles asked if a ranking system for ITEP will be developed and released as part of the 2020 call for projects. Mr. Klingenstein said that NWMC staff will look into the matter.

V. Local Project Updates

Mr. Knapp said that that Roselle bike bridge is nearing completion, and that a ribbon-cutting ceremony will be held sometime in mid-October. Ms. Schwab noted that design engineering has been completed on the Buffalo Creek

Multi-Use Trail. Mr. Klingenstein asked if CMAQ funds for that project will be used for construction. Ms. Schwab said that they will. Mr. Randolph said that the design phase for the North Branch Trail Connector was completed. Mr. Hankey noted that the Phase I study for the Beverly Road bike path project is underway, and reported that the Shoe Factory Rd. bike path project was let on November 20. Mr. Baxa also provided an update on construction of the Shermer Road bike path.

Mr. Peebles asked about the public meeting for the Skokie Valley Trail that was held over the summer. Ms. Webb said that some Northfield residents are seeking an alternative alignment for the trail, but also noted that many are in support of the trail as a whole.

VI. Other Business

Mr. Hankey asked the group if they had ever held a discussion about bicycle detection at signals. Members indicated that such a discussion had not been held before at a committee meeting. Mr. Klingenstein and Ms. Johnson said that they would look into the issue.

VII. Next Meeting

Mr. Peebles reported that the next committee meeting is scheduled for October 15, 2019. He also noted that this meeting will serve as the final meeting of the NWMC Multimodal Plan steering Committee.

VIII. Adjourn

The meeting was adjourned on a motion by Trustee Buehler, seconded by Ms. Webb.

Funding Sources for NWMC Multimodal Plan

The following are funding sources that are applicable to sidewalk, bikeway, and access to transit projects. Note that only parts of the grant description that are relevant to these projects have been included.

Community Development Block Grants

Program Purpose

- To fund community development projects in low and moderate income communities

Program Administrator

- Arlington Heights, Des Plaines, Hoffman Estates, Mount Prospect, Palatine, Schaumburg, Skokie, Cook County, Lake County

Available Funding Level

- Varies depending on geography. Note that \$115m in CDBG funds come to the region each year, with \$78m of those to the City of Chicago. The City has not historically used its funds on infrastructure. Grantees typically use 20 percent of funds on administration and up to 15 percent on public services. Note that CDBG can be used on many things, including planning, public services, and housing.

Eligible Applicants

- Local governments and non-profits, though note that a community cannot apply for County or State CDBG funds if it already receives CDBG funds from HUD locally.

Eligible Projects

- Sidewalk improvements

Application Requirements

- Phase I engineering substantially complete

Application Process and Timeline

- The call cycle is annual, though the process, timing, and timeframe for each administrator varies.

Local Match Requirement

- Depends on the administrator. May not be required, but match funds may mean a project is more likely to be funded.

Congestion Mitigation and Air Quality Improvement (CMAQ)

Program Purpose

- To improve air quality and reduce traffic congestion in areas that do not meet air quality standards

Program Administrator

- Chicago Metropolitan Agency for Planning (CMAP)

Available Funding Level

- \$264.4 million five-year program

Eligible Applicants

- Local, state or regional governments with taxing authority (private or non-profits agencies may apply with a public sponsor)

Eligible Projects

- Bicycle facilities

- Access to transit

Application Requirements

- Phase I engineering substantially complete

Application Process and Timeline

- Applications accepted biannually (odd years) January through March; projects selected by MPO Policy Committee in October

Local Match Requirement

- Minimum 20% non-federal funds

FTA Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

Program Purpose

- To support transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

Program Administrator

- Regional Transportation Authority (RTA)

Available Funding Level

- \$3.5 million (2019)

Eligible Applicants

- Transit agencies, local governments, non-profit organizations

Eligible Projects

- Eligible projects include those that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities including building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features.

Application Requirements

- Coordination aspects of the project should be noted in the project description and evidenced through other appropriate documentation, such as partnership agreements and cooperative operational arrangements
- Applicants are also encouraged to directly consult with the appropriate Service Board(s) on proposed projects that could affect existing transit operations or transit facilities.

Application Process and Timeline

- Irregular call cycle

Local Match Requirement

- 20% non-federal funds for capital and mobility

FTA Urbanized Area Formula Program (5307/5311)

Program Purpose

- Section 5307 and 5311 grants to Urbanized Areas for public transportation capital projects

Program Administrator

- Illinois Department of Transportation (IDOT)

Available Funding Level

- Formula funds allocated based on population and transit operation data

Eligible Applicants

- State and local governments and public transportation providers

Eligible Projects

- Bicycle routes to transit

Application Requirements

- Project must be part of the CMAP planning process-TIP and UWP

Application Process and Timeline

- Application is submitted through IDOT; due November of each year

Local Match Requirement

- 5% non-federal share (5307)
- 20% non-federal share (5311)

Highway Safety Improvement Program (HSIP)

Program Purpose

- To fund highway infrastructure safety projects aimed at reducing fatalities and serious injuries

Program Administrator

- Illinois Department of Transportation (IDOT)

Available Funding Level

- \$15 million annually

Eligible Applicants

- Local or regional governments

Eligible Projects

- Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands

Application Requirements

- Projects must address goals written in State Highway Safety Plan, be identified through a data-driven process, target an identified safety problem, and contribute to a reduction in fatalities and serious injuries
- The project must contain a location where a fatality or serious injury has occurred in the past and must show a benefit / cost ratio for the improvement of greater than 1.

Application Process and Timeline

- Applications must be submitted by March 1 of each year

Local Match Requirement

- Minimum 10% non-federal funds

Illinois Bicycle Path Grant Program (IBP)

Program Purpose

- To assist local units of government with the acquisition, construction, and rehabilitation of public off-road, non-motorized bicycle paths and directly related support facilities

Program Administrator

- Illinois Department of Natural Resources (IDNR)

Available Funding Level

- \$12.1 million annually; maximum \$200,000 per development project; no maximum for acquisition projects

Eligible Applicants

- Local governments

Application Process and Timeline

- Applications accepted annually January through March

Local Match Requirement

- Minimum 50% non-federal funds

Illinois Transportation Enhancement Program (ITEP)

Program Purpose

- To foster cultural, historic, aesthetic and environmental aspects of transportation infrastructure

Program Administrator

- Illinois Department of Transportation (IDOT)

Available Funding Level

- \$40 million annually; projects may apply for up to \$2million

Eligible Applicants

- Local and regional governments with taxing authority (private or non-profits agencies may apply with a public sponsor)

Eligible Projects

- Bicycle/pedestrian facilities

Application Requirements

- Change in application requirements; Phase I engineering no longer needs to be completed
- At least 25% of funding being directed toward projects in high-need communities

Application Process and Timeline

- Typically, notice of funding opportunity announced annually in the spring; applications accepted October through December. Note that for FY 2020, notice of funding opportunity will be delayed until late summer/early fall.

Local Match Requirement

- Determined on a sliding scaled based on community size, median income and total property tax base

Invest in Cook

Program Purpose

- To fund improvements consistent with the five priorities of Connecting Cook County: prioritize transit and other transportation alternatives; support the region's role as North America's freight capital; promote equal access to opportunities; maintain and modernize what already exists; and increase investments in transportation.

Program Administrator

- Cook County Department of Transportation and Highways (DOTH)

Available Funding Level

- \$7 million annually

Eligible Applicants

- Local governments within Cook County

Eligible Projects

- Transit improvements
- Cycling and pedestrian enhancements

Application Requirements

- Projects must be aligned with the goals of Connecting Cook County

Application Process and Timeline

- Notice of funding opportunity announced annually in January; project awards announced in July

Local Match Requirement

- Sliding scale based on need

Motor Fuel Tax (MFT) and Other Local Sources

- The Illinois Motor Fuel Tax (MFT) Fund is derived from a tax on the privilege of operating motor vehicles upon public highways and of operating recreational watercraft upon the waters of this State, based on the consumption of motor fuel.
- The motor fuel taxes that are deposited in the Illinois MFT Fund are:
 - 38.0 cents per gallon gasoline
 - 45.5 cents per gallon diesel fuel
- The Department of Transportation allocates these monies according to the provisions outlined in the MFT fund distribution statute, 35 ILCS 505/8 and initiates the process for distribution of motor fuel tax to the counties, townships, and municipalities. Each month a warrant is issued to each municipal treasurer in the amount of the municipality's share of Motor Fuel Tax Fund collected for the preceding month. Monthly distributions are posted on the department's website.

Program Purpose

- To improve, maintain, repair or construct local roads and highways and to enhance non-motorized infrastructure

Program Administrator

- Illinois Department of Transportation (IDOT)
- Regional Transportation Authority (RTA)
- Local Municipalities

Available Funding Level

- \$50 million for bicycle and pedestrian improvements to be awarded through the Illinois Transportation Enhancements Program (ITEP)

Eligible Projects

- Bicycle and pedestrian projects

Other Locally Enacted and Generated Fund Sources

- Program leverages federal funds and can be used as local match
- Tax Increment Financing (TIF)
- Parking fees
- Vehicle stickers

Application Requirements

- Use of MFT through the ITEP application process
- Applications vary with the other local funding sources

Application Process and Timeline

- For MFT, follow the ITEP schedule

Local Match Requirement

- Determined on a sliding scaled based on community size, median income and total property tax base

Recreational Trails Program (RTP)

Program Purpose

- To develop and maintain recreational trails and facilities for both motorized and non-motorized users

Program Administrator

- Illinois Department of Natural Resources (IDNR)

Available Funding Level

- \$1.5 million annually; maximum \$200,000 per project

Eligible Applicants

- Local, state or regional governments, non-profit organizations, for-profit organizations, small businesses, individuals

Eligible Projects

- Multi-use trails
- Trail/highway intersection improvements
- Trailheads

Application Requirements

- Phase I engineering substantially complete

Application Process and Timeline

- Applications accepted annually through March 1; awards announced within 180 days of application deadline

Local Match Requirement

- Minimum 20% non-federal funds

Safe Routes to School (SRTS)

Program Purpose

- To enable children to walk and bike to school through education, encouragement, engineering, enforcement, evaluation and equity

Program Administrator

- Illinois Department of Transportation (IDOT)

Available Funding Level

- \$6 million annually
- Infrastructure projects may apply for up to \$200,000; minimum is \$25,000
Non-infrastructure projects may apply for up to \$50,000; minimum is \$2,500

Eligible Applicants

- Local governments, park districts, school districts, schools

Eligible Projects

- (All projects must be completed within a 2 mile radius of the school)
- Sidewalk improvements
- Traffic calming/speed reduction improvements
- Traffic control devices
- Pedestrian and bicycle crossing improvements
- On and off-street bicycle facilities
- Secure bicycle parking facilities

Application Requirements

- Resolutions of Financial Commitment and Administration and Letters of Support must be obtained for all Safe Routes to School applications in order to be eligible for SRTS funds.
- The group who will be administering the project must apply as the Sponsoring Agency.
- Each applicant must be registered through the Grant Accountability and Transparency Act (GATA)

Application Process and Timeline

- Applications typically accepted in the fall with announcement of awards the following spring

Local Match Requirement

- No match required

Surface Transportation Program - Local (STP-L)

Program Purpose

- To fund transportation projects prioritized by subregional councils

Program Administrators

- City of Chicago Department of Transportation (CDOT)
- Northwest Councils of Mayors

Available Funding Level

- Dependent on each council; ranges from \$3 million to \$12 million annually in the councils

Eligible Applicants

- Local, state or regional governments with taxing authority (private or non-profits agencies may apply with a public sponsor) within the boundaries of each council or Chicago

Eligible Projects

- Project must be on a route classified as a collector or higher that is eligible for federal aid, meaning the route serves a regional purpose and more than a local access function, according to IDOT's road classification. Certain off-road facilities, such as regional trails, are also eligible. This is the most broadly eligible and most competitive program.
- Bicycle & pedestrian facilities utilitarian in nature that serve a transportation purpose

Ineligible Projects

- Sidewalks that are not located along a federal-aid eligible route
- Multi-use trail/path that serves only a recreational purpose, such as a "loop" trail

Application Requirements

- Dependent on each council

Application Process and Timeline

- Applications accepted biannually (even years) January through March.

Local Match Requirement

- Minimum 20% non-federal funds; more for certain project phases or types dependent on each council

Transportation Alternatives Program (TAP-L)

Program Purpose

- To support non-motorized modes of transportation

Program Administrator

- Chicago Metropolitan Agency for Planning (CMAP)

Available Funding Level

- \$9 million annually; no project maximum

Eligible Applicants

- Local, state or regional governments with taxing authority (private or non-profits agencies may apply with a public sponsor)

Eligible Projects

- Bicycle and pedestrian facilities
- Focused on completing the Northeastern Illinois Regional Greenways and Trails Plan

Application Requirements

- Phase I engineering substantially complete

Application Process and Timeline

- Applications accepted biannually (odd years) January through March

Local Match Requirement

- Minimum 20% non-federal funds

NWMC Multimodal Toolbox

DRAFT OUTLINE FOR REVIEW

1. Tools for placemaking
 - a. Street Trees
 - b. Lighting
 - c. Center Medians
 - d. Gateway Treatments
 - e. Painted or textured intersections
 - f. Street Furniture
 - g. Parklets

2. Tools to calm traffic
 - a. Narrow Lanes
 - b. Chicanes and neckdowns
 - c. Roundabouts
 - d. Road Diet
 - e. Small Curb Radius
 - f. Access Management
 - g. Speed Feedback Signs
 - h. Eliminate right-turn on red slip lanes
 - i. No Turn on Red restrictions
 - j. Hardened centerlines and slow turn wedges
 - k. On-street parking

3. Tools for biking
 - a. Bike Facilities
 - i. Shared Lane Markings
 - ii. Bike Boulevard
 - iii. Advisory bike lanes
 - iv. Bicycle Lanes
 - v. Buffered Bicycle Lanes
 - vi. Separated Bicycle Lanes
 - vii. Off-Street Bicycle Paths
 - viii. Guidance Table
 - b. Intersection Treatments
 - i. Bike Boxes
 - ii. Bicycle Signals
 - iii. Two-Stage Turn Queue Box
 - iv. Lane Striping
 - v. Protected intersection
 - vi. Conflict markings (driveways)
 - c. Trail Crossings
 - i. Warning signage
 - ii. Rectangular Rapid Flashing Beacons

- iii. Pedestrian Hybrid Beacon
 - iv. Automated Cyclist Detection
 - v. Signalization
 - vi. Signage/markings/treatments on trail to indicate upcoming crossing
 - d. Wayfinding
- 4. Tools for walking and crossing the street
 - a. Sidewalks
 - b. ADA Curb Ramps
 - c. Crosswalks
 - d. Grid Connectivity & Block Size
 - e. Curb Extensions
 - f. Refuge Island
 - g. Mid-block Crossings
 - h. Raised crossings or speed tables
 - i. Rectangular Rapid Flashing Beacons
 - j. Pedestrian Hybrid Beacon
 - k. Signal Timing and Phasing
 - i. Increased Walk times, LPI, Lagging turn phasing, leading bike interval
 - l. Pedestrian countdown timers
 - m. Automated Pedestrian Detection
 - n. Stop for Pedestrians in-street signs
- 5. Tools for walking and biking to transit (mention Pace guidelines)
 - a. Bus stop location
 - b. Bus stop/landing pad configuration
 - c. Basic bus stop amenities
 - i. Shelter, seating, lighting
 - d. Additional bus stop amenities
 - i. Bike racks, newspaper boxes, trash, real-time technologies
 - e. Bus turnouts
 - f. Bus bulbs
 - g. Transit signal priority and queue jumps
 - h. Station and parking lot design
 - i. Sidewalk connection
 - i. Bike racks on buses (though CTA and Pace both already have them)
 - j. Mid-block crossings and access to stops/stations
 - k. Bike channels (at stairs)
 - l. Bus/bike conflicts (e.g., buffered or protected lane with bus stop)
 - m. Bike Parking
 - i. Bike Racks
 - ii. Bike corrals
 - iii. Covered Parking
 - iv. High capacity bike racks
 - v. Bike Locker
 - vi. Bike room
 - vii. Bike repair stands

6. Policy & Program (separate from Toolbox)
 - a. Snow removal
 - b. Expand sidewalk maintenance
 - c. School zone/speed limit audits and reductions
 - d. Senior safety zones
 - e. Safety Weeks
 - f. automated enforcement
 - i. Red Light Cameras
 - ii. Speed cameras
 - g. Youth driving
 - h. Data driven enforcement
 - i. Vision Zero committee
 - j. Safe Routes to School
 - k. Prioritize safety corridors and response to community requests