

## COMPLETE STREETS POLICY

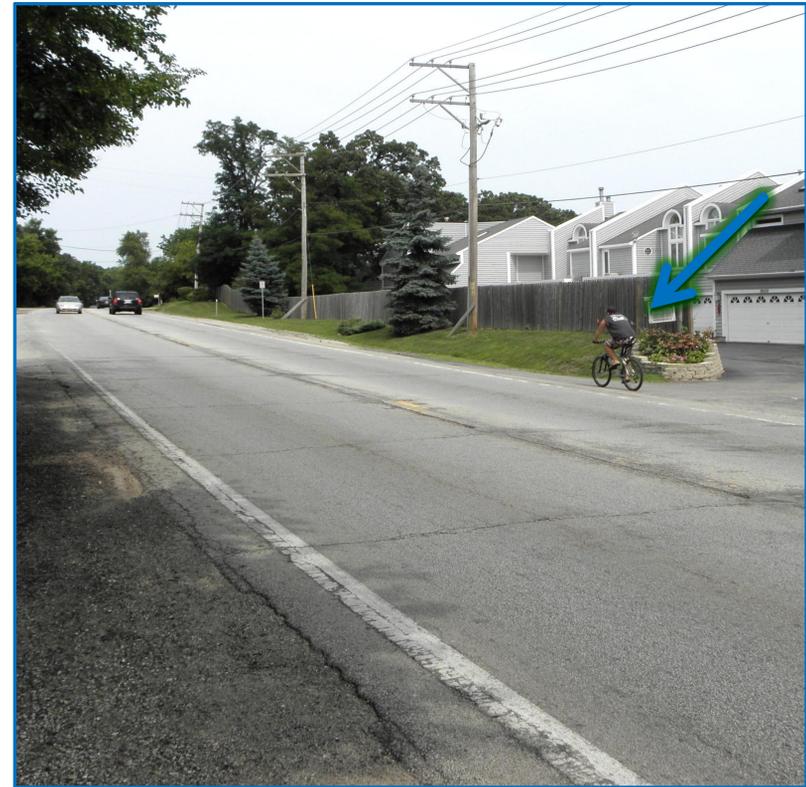
- The IDOT Complete Streets Policy implementation was finalized in June 2010.
- Revisions to IDOT design criteria comply with the Illinois Complete Street Law.
- The Illinois Complete Street Law (Illinois Highway Code; Sec. 4-220) states the following:  
*“Bicycle and Pedestrian ways shall be given full consideration in the planning and development of transportation facilities.”*  
*“In or within one mile of an urban area, bicycle and pedestrian ways shall be established in conjunction with construction, reconstruction or other change of any State transportation facility.”*
- The **new IL 60/83** accommodates pedestrians and bicyclists and is designed to include ALL roadway users.

## WHY AN OFF-STREET PATH?

- **SAFETY** is of the utmost priority for pedestrians and bikes.
- IL 60/83 has very high traffic volumes (> 15,000 vehicles per day).
- IL 60/83 is classified as a High Speed Urban Roadway (Speed > 35mph).
- IL 60/83 has high truck traffic volumes.
- Recommended accommodation for pedestrians and bikes is an **off-street shared-use path** for the above stated conditions on IL 60/83.

An off-street path supports the IL 60/83 Purpose and Need by backing the remediation goals including safety, mobility and access while accommodating bicyclists and pedestrians.

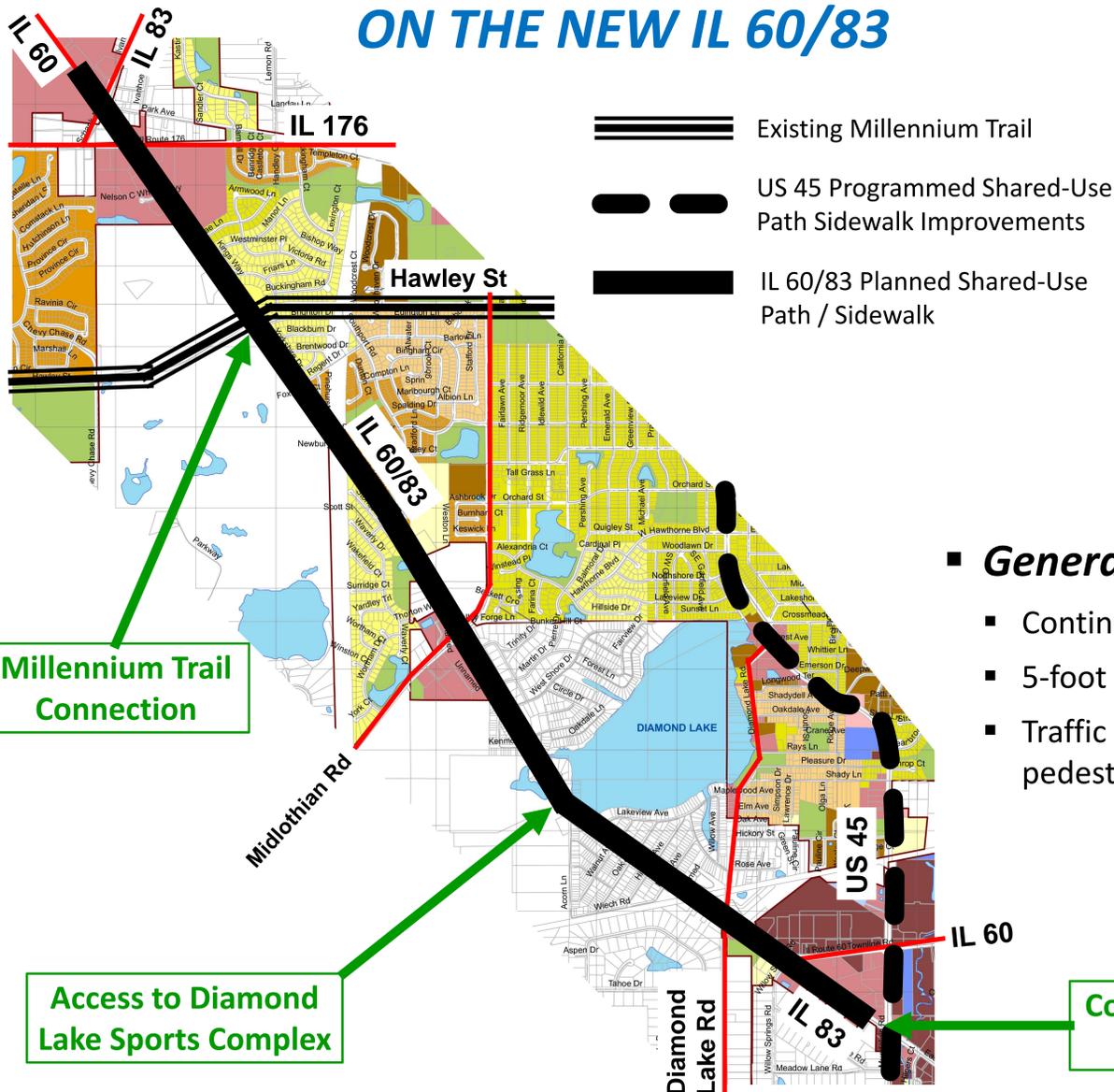
## Bicyclists Are Roadway Users Also



## Shared-Use Paths Encourage Alternative Modes of Transportation



## BIKE AND PEDESTRIAN ACCOMMODATIONS ON THE NEW IL 60/83



### General IL 60/83 Bike/Pedestrian Improvements

- Continuous 8 to 10-foot wide shared-use path
- 5-foot wide sidewalk (in most areas)
- Traffic signal modernization to include pedestrian countdown signals

