

COMPLETE STREETS FOR ALL USERS SHARED-USE PATH AND SIDEWALKS

COMPLETE STREETS POLICY

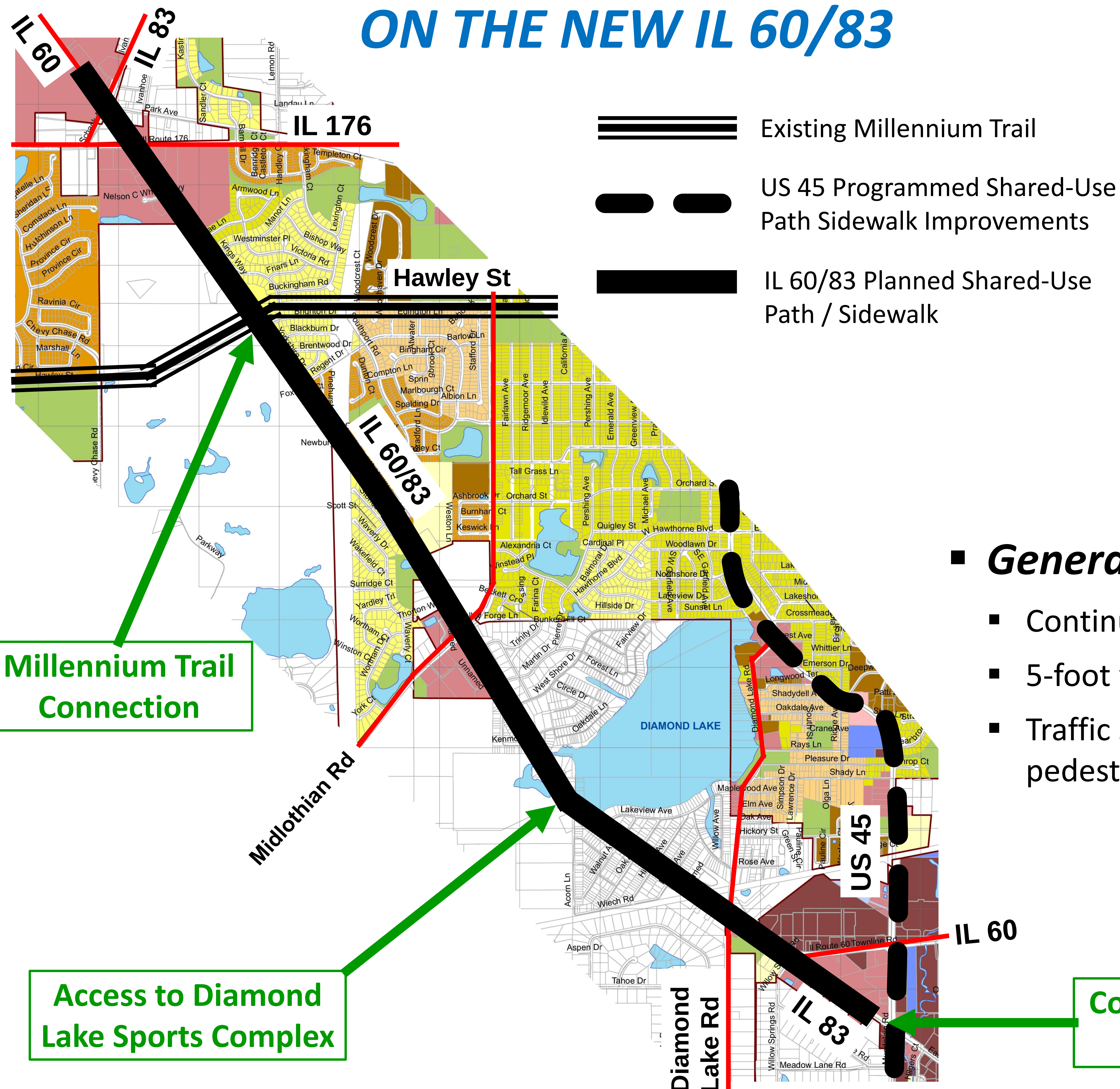
- The IDOT Complete Streets Policy implementation was finalized in June 2010.
- Revisions to IDOT design criteria comply with the Illinois Complete Street Law.
- The Illinois Complete Street Law (Illinois Highway Code; Sec. 4-220) states the following:
"Bicycle and Pedestrian ways shall be given full 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.

BIKE AND PEDESTRIAN ACCOMMODATIONS ON THE NEW IL 60/83



Bicyclists Are Roadway Users Also



Shared-Use Paths Encourage Alternative Modes of Transportation



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

