



LOCAL POLICY PLATFORM

Our goal is for every suburban community in the Chicagoland region to adopt the following six platform items. By creating a more favorable policy environment with mechanisms in place for biking and walking initiatives to thrive, individual projects to build or improve trails, bike lanes, sidewalk, intersections and transit access are much more likely to become a reality.

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- **Complete Streets Policy:** Complete Streets are designed to support users of all modes of transportation. Passing a Complete Streets Policy can help ensure that all road users are considered in future transportation plans and projects. The policy should set a strong vision, establish performance metrics with measurable outcomes, and identify steps for implementation.
 - **Active Transportation Plan:** An Active Transportation Plan lays out a vision of a connected network of low-stress bikeways, trails, sidewalks and transit access to help prioritize infrastructure improvements and policies. Development of the plan should include a health and equity review, crash and safety analysis, community input and a framework for implementation. Mapping out improved options for biking, walking, and transit sets the stage for improving community safety, health, and equity.
 - **Bike/Ped Funding and Budget Allocation:** Projects that have funding are the projects that usually get priority. Funding, staff, and other resources in a community should be fairly allocated to biking and walking projects. Communities may adopt a transportation budget that include line items for Complete Streets and Active Transportation projects. Funding opportunities from federal, state, and regional levels should be identified and sought after. Additional support for low and moderate resource communities should be provided by regional, state, and federal governments.
 - **Bike/Ped Implementation and Prioritization:** The implementation of biking and walking improvements should be tracked through project prioritization and performance metrics. By developing a methodology and mapping out a plan for implementing infrastructure changes, a city or village can use these guidelines for upgrading the roadways to benefit people who bike and walk. Furthermore, an oversight entity can be established to ensure that projects are completed and reported-on.
 - **Bicycle and Pedestrian Advisory Committee:** An Advisory Committee is made up of both resident advocates and public officials who are responsible for advising and holding the municipality accountable for bicycle and pedestrian projects and policies. The Committee should create an annual Complete Streets Report Card that includes metrics and an evaluation of the municipality's progress towards their plan and policy goals.
 - **Vision Zero:** Vision Zero is an international traffic safety movement guided by the principle that no loss of life on our streets is acceptable. Municipalities should commit to eliminating traffic fatalities as part of existing plans and dedicate funding to implementing proven crash prevention measures on high-crash corridors.