

Ride Illinois – Suggested Complete Streets Design Policy Guidelines

Suggested Bicycle Accommodation in Road Designs

Minor urban 25-30 mph roads			
	No parking	Sparse (<10%) parking	Significant parking
Local Residential	None	None	None
(Preferred route)	SLM-4	CBPL	SLM-11
Minor Collector	None	None	None
(Preferred route)	SLM-4 (or BL-5*)	CBPL	SLM-11 (or BL-5*)

Arterial or Major Collector (Urban unless noted)			
	2000-8000 ADT	8000-15000 ADT	Over 15000 ADT
<35 mph	BL-5	BL-5 (or BL-6*)	BL-6 (or SP) Note A
35-40 mph	BL-5 or SP [Note A]	SP (or BL-6) Note A	SP (or BL-6) Note A
>40 mph	SP	SP	SP
55 mph rural	SH-4 (or SH-6*)	SH-6 (or SH-8*)	SH-8

- (Parentheses) indicate the secondary recommendation, if certain conditions are met.
- An asterisk* indicates the secondary recommendation may be used at the higher ends of a range and/or where the need is greater.

SLM-4: Shared Lane Markings 4' from curb faces. MUTCD D1 or D11 wayfinding signage preferred as a supplement.

SLM-11: Shared Lane Markings 11' from curb faces (on-street parking present). D1 or D11 wayfinding signage preferred as a supplement.

CBPL: Combined Bike/Parking Lanes, solid stripes 7-8' from curb faces. Parking permission indicated with signage. D1 or D11 wayfinding signage preferred as a supplement.

BL-5 or BL-6: Bike Lanes of width 5 or 6 ft, respectively, with pavement stencils and signage per AASHTO. Where there is no parallel on-road parking next to the bike lane, indicate through signage that parking is not permitted in the bike lane.

SP: Off-road sidepath trail designed per AASHTO, on at least one side of road.

SH-4, SH-6, or SH-8: Paved shoulders of width 4, 6, or 8 ft, respectively. Any rumble strips should have longitudinal breaks and a minimum 4 ft clear zone for bikes.

Note A: As the frequency of crossings (side streets, commercial entrances, driveways) increase, the choice of bike lanes or sidepath moves closer to bike lanes.

Federal Highway Administration’s Guidelines for New Sidewalk Installation

Roadway Classification and Land Use	Sidewalk Requirements	Future Phasing
Highway (rural)	Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Highway (rural/suburban - less than 2.5 d.u./hectare (1 d.u./acre))	One side preferred. Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Suburban Highway (2.5 to 10 d.u./hectare (1 to 4 d.u./acre))	Both sides preferred. One side required.	Second side required if density becomes greater than 10 d.u./hectare (4 d.u./acre).
Major Arterial (residential)	Both sides required.	
Collector and Minor Arterial (residential)	Both sides required.	1.525 m (60 in)
Local Street (Residential - less than 2.5 d.u./hectare (1 d.u./acre))	One side preferred. Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Local Street (Residential - 2.5 to 10 d.u./hectare (1 to 4 d.u./acre))	Both sides preferred. One side required.	Second side required if density becomes greater than 10 d.u./hectare (4 d.u./acre).
Local Street (Residential - more than 10 d.u./hectare (4 d.u./acre))	Both sides required.	
All Streets (commercial areas)	Both sides required.	
All Streets (industrial areas)	Both sides preferred. One side required.	

Note: *d.u. stands for dwelling unit*

Development Ordinances: Create development guidelines to help new developments contribute to efforts to become more pedestrian and bicycle-friendly. Possible topics:

Developments shall contribute to the City efforts to become more pedestrian and bicycle friendly. This includes:

- *Considering bicycle and pedestrian traffic and facilities during the traffic impact analysis process.*
- *Installing bikeways as part of any required roadway improvements, per the table above, and consulting the city’s Bicycle Master Plan for specifically-defined bikeway improvements.*
- *Installing sidewalks (with a minimum preferred width of 5 ft.) according to FHWA New Sidewalk installation guidelines, above.*
- *Considering pedestrian and bicycle access within the development as well as connections to adjacent properties.*
- *Considering connectivity between developments for pedestrians and bicyclists to minimize short-distance trips by motor vehicles. These can be provided as “cut through” easements in suburban cul-de-sac developments, and as part of connected street grids in traditional neighborhood development.*
- *Building out pedestrian and bicycle facilities concurrent with road construction, or in an otherwise timely manner, to prevent gaps due to undeveloped parcels.*