WEBSITES:

Pedestrian & Bicycle Information Center (PBIC) www.pedbikeinfo.org www.bicyclinginfo.org www.walkinginfo.org

National Center for Bicycling & Walking (NCBW) www.bikewalk.org www.activelivingresources.org

US DOT FHWA Bicycle & Pedestrian Program http://www.fhwa.dot.gov/environment/bikeped/index.htm

US DOT FHWA Highway Safety Research http://www.tfhrc.gov/safety/pedbike/index.htm

International Bicycle Fund www.ibike.org

The League of American Bicyclists www.bikeleague.org

The League of Illinois Bicyclists www.bikelib.org

America Bikes http://www.americabikes.org

Bikes Belong http://www.bikesbelong.org

Association of Pedestrian and Bicycle Professionals (APBP) http://www.apbp.org

The Thunderhead Alliance <u>http://www.thunderheadalliance.org/</u>

Rails to Trails Conservancy http://www.railtrails.org/index.html

trailnet.org

http://www.trailnet.org/transport_why.php?PHPSESSID=b61ab62d456b08cb384 b9717e787e279

Chicagoland Bicycle Federation www.biketraffic.org

CMAP (CATS) Bicycle and Pedestrian Plan

http://www.solesandspokes.com/

National Highway Traffic Safety Administration

http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.810acaee50c651189ca8e41 0dba046a0/ and

http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.dfedd570f698cabbbf308110 60008a0c/

Center for Disease Control http://www.cdc.gov/healthyplaces/

DOCUMENTS (BOOKS, ARTICLES, FACTSHEETS, ETC.):

CMAP

"Soles & Spokes Bicycle and Pedestrian Plan Task 2 Report: Existing Conditions and Regional Trends" (Link: <u>http://www.solesandspokes.com/current_home.html</u>) See especially pp. 46 ff.

CMAP

"Soles & Spokes Bicycle and Pedestrian Plan Task 3 Draft Report: Best Practices" (Location on CMAP Network: O:\Shared\Planning\PlanDevelopment\Bikeped\regionalbikepedplan\task3\ Task3Draft4parts1to4.pdf)

CMAP

"Regional Transportation Plan" (Capital Elements Update, 2007) (Link: <u>http://www.sp2030.com/2030_RTP_Capital_Element_Update.pdf</u>) See Bicycle and Pedestrian Strategic System, pp. 54-57.

American Association of State Highway Officials (AASHTO)

"Guide for the Development of Bicycle Facilities, 3rd Edition"

(Link: <u>https://bookstore.transportation.org/item_details.aspx?ID=106</u>)

Provides information on the development of new facilities to enhance and encourage safe bicycle travel. Planning considerations, design and construction guidelines, and operation and maintenance recommendations are included.

American Association of State Highway Officials (AASHTO)

"Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition" (Link: <u>https://bookstore.transportation.org/item_details.aspx?ID=119</u>)

Provides guidance on the planning, design, and operation of pedestrian facilities along streets and highways. Specifically, the guide focuses on identifying effective measures for accommodating pedestrians on public rights-of-way. Appropriate methods for accommodating pedestrians, which vary among roadway and facility types, are described in this guide. The primary audiences for this manual are planners, roadway designers, and transportation engineers, whether at the state or local level, the majority of whom make decisions on a daily basis that affect pedestrians. This guide also recognizes the profound effect that land use planning and site design have on pedestrian mobility and addresses these topics as well.

"Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities: An Institute of Transportation Engineers (ITE) Proposed Recommended Practice"

(Link: http://www.ite.org/bookstore/RP036.pdf)

"Whose Roads? Defining Bicyclists' and Pedestrians' Right to Use Public Roadways" By Todd Litman, Victoria Transport Policy Institute (November 2004) (Link: <u>http://www.vtpi.org/whoserd.pdf</u>)

"Pedestrian and Bicycle Planning: A Guide to Best Practices"

By T. Litman, R. Blair, B. Demopoulos, N. Eddy, A. Fritzel, D. Laidlaw, H. Maddox, K. Forster (October 2002) (Links: http://www.vtpi.org/nmtguide.doc and Appendices, http://www.vtpi.org/nmtappen.doc)

"Cycling Safety on Bikeways vs. Roads"

By John Pucher, Transportation Quarterly, vol. 55, no. 4, 2001 (Link: <u>http://www.vtpi.org/puchertq2.pdf</u>)

"Active Transportation Policy Issues: Backgrounder"

By T. Litman, Victoria Transport Policy Institute (April 2003) (Link: <u>http://www.vtpi.org/act_tran.pdf</u>)

"Quantifying the Benefits of Nonmotorized Transportation for Achieving Mobility Management Objectives"

By Todd Litman, Victoria Transport Policy Institute (November 2004) (Link: <u>http://www.vtpi.org/nmt-tdm.pdf</u>)

"Making Walking and Cycling Safer: Lessons from Europe"

By J. Pucher and L. Dijkstra, Department of Urban Planning, Rutgers University (Feb. 2000)

(Link: http://www.vtpi.org/puchertq.pdf)

"Promoting Safe Walking and Cycling to Improve Public Health: Lessons from The Netherlands and Germany"

By J. Pucher and L. Dijkstra, <u>American Journal of Public Health</u>, Vol. 93, No. 9, September 2003 (Link: http://www.vtpi.org/AJPHpucher.pdf)

"Cycling Improvements: Strategies to Make Cycling Convenient, Safe and Pleasant"

Transportation Demand Management (TDM) Encyclopedia (Link: <u>http://www.vtpi.org/tdm/tdm93.htm</u>)

"Economic Value of Walkability"

By T. Litman, Victoria Transport Policy Institute (October 2004) (Link: <u>http://www.vtpi.org/walkability.pdf</u>) **"Network Evaluation Tool to Improve Real and Perceived Bicycle Safety"** By M. Klobucar and J. Fricker, CD-ROM, TRB, 2007 (Link:<u>http://ntlsearch.bts.gov/tris/search.do?b1=1&f1=0&t1=kw%3Abicycling&r=1&d=tr&</u> <u>p=7&z=1&s=yr&o=1&new=n</u>)

Bicycles offer a promising transportation alternative to private motor vehicles, especially in areas with congestion, poor air quality, and high fuel prices. The study on which this paper is based sought

rational methods for evaluating the benefits of incorporating bicycle-friendly features into highway project designs. Data on recent bicycling fatalities and other collisions involving bicyclists in Indiana were analyzed to determine factors that could help to explain the incidents and offer insights into countermeasures or remedies. A Bicycle Network Analysis Tool was developed to assess the level of service offered to bicyclists in a study area. The tool uses route length and measures of perceived safety to quantify the bicycle friendliness of a street network. The tool can be used to compare networks and assist in the selection of locations for bicycle facility improvements.

"Testing the Effectiveness of Bicycle and Pedestrian Access Improvements in Reducing Commute Vehicle Trips"

By W. Loudon, M. Roberts, and S. Kavage, CD-ROM, TRB, 2007 (Link:<u>http://ntlsearch.bts.gov/tris/search.do?b1=1&f1=0&t1=kw%3Abicycling&r=1&d=tr&</u> p=9&z=1&s=yr&o=1&new=n)

DKS Associates has led the development of the tool called the TDM Effectiveness Evaluation Model (TEEM) to help the Washington State Department of Transportation evaluate transportation demand management (TDM) strategies. DKS has included in TEEM a method for evaluating the effect of improving bicycle and pedestrian access to employment sites through physical improvements. The tool was based on research conducted by DKS and OTAK on the existing level of bicycle and pedestrian accessibility for all employers in King County that are participating in the State's Commute Trip Reduction program. The research team developed an index of accessibility for both bicycle access and pedestrian access based on the extent of physical infrastructure to accommodate commuting by the two modes. Data on commute mode to work for all of the employees in the CTR database for King County was then correlated with the index values to produce a functional relation between the two. Estimates were also developed for the costs per acre of raising an index value one unit for an area. With these research results, it is possible to estimate the change in walk and bicycle commute mode shares that would result from a specified percentage increase in the index values and the cost of doing that. The new tool has been used to test the cost-effectiveness of bicycle and pedestrian improvements relative to other TDM options in the I-405 corridor of the Central Puget Sound region.

"Why--and How--Pedestrians and Bicycles Count"

By D. Ragland, Traffic Safety Center Online Newsletter Vol. 3, No. 3, 2006 (Link: <u>http://www.tsc.berkeley.edu/html/newsletter/fall2006/pedestrians.html</u>)

The director of the Traffic Safety Center at the University of California at Berkeley explains in this article the need for the California Department of Transportation (Caltrans) to better understand the role of human factors and driver behavior in pedestrian and bicycle injuries and fatalities. California has a higher percentage of pedestrian fatalities per overall traffic fatalities than the national percentage. The state also has a disproportionate share of pedestrian fatalities compared to its mileage. The director proposed the state undertake a variety of research, including pedestrian exposure, He also described a pedestrian volume crash map analysis of Oakland that showed that the rate of pedestrian crashes decreased as pedestrian volume increased, a phenomenon that needs more understanding.

"Walkability Improvements: Strategies to Make Walking Convenient, Safe and Pleasant"

Transportation Demand Management (TDM) Encyclopedia (Link: <u>http://www.vtpi.org/tdm/tdm92.htm</u>)

"Walking and Cycling Encouragement: Strategies That Encourage People To Use Nonmotorized Transportation"

Transportation Demand Management (TDM) Encyclopedia (Link: <u>http://www.vtpi.org/tdm/tdm3.htm</u>)

US EPA, TRAQ Technical Overview Transportation Air Quality Center "Transportation Control Measures: Bicycle and Pedestrian Programs" (Link: <u>http://www.epa.gov/otaq/stateresources/rellinks/docs/S98002.pdf</u>)

Surface Transportation Policy Project "From the Margins to the Mainstream: A Guide to Transportation Opportunities in Your Community"

(Link: <u>http://www.transact.org/PDFs/margins2006/STPP_guidebook_margins.pdf</u> – See especially *Livability Opportunity #3: Improve Multi-modal Transportation and Public Health through Bicycling and Walking*, pp. 53-55)

Surface Transportation Policy Project

"Americans' Attitudes toward Walking and Creating Better Walking Communities" (Link: <u>http://www.transact.org/report.asp?id=205</u>)

PedSafe: Pedestrian Safety Guide and Countermeasure Selection System US DOT, FHWA (FHWA-SA-04-003), September 2004

How to Develop a Pedestrian Safety Action Plan US DOT, FHWA (FHWA-SA-05-12), February 2006

Center for Disease Control "Urban Sprawl and Public Health" By H. Frumkin, MD, DrPH (May-June 2002) (Link:<u>http://www.cdc.gov/healthyplaces/articles/Urban%20Sprawl%20and%20Public%2</u> 0Health%20-%20PHR.pdf)

Improving Conditions for Bicycling and Walking: A Best Practices Report Rails-to-Trails Conservancy and APBP for FHWA, January 1998 (Link: <u>http://www.walkinginfo.org/task_orders/to_5/intro.pdf</u>)

Pedestrian and Bicycle Information Center – bicyclinginfo.org "Policy and Planning : Benefits of Bicycling" (Link: http://www.bicyclinginfo.org/pp/benefits/printerversion.cfm)

Pedestrian and Bicycle Information Center – walkinginfo.org "Policy and Planning : Benefits of Walking" (Link: http://www.walkinginfo.org/pp/benefits/printerversion.cfm)

Factsheet: The Economic Value of Active Transportation By Ryan Snyder Associates (RSA), LLC (Link: http://www.rsa.cc/images/EconomicValueOfActiveTransportation.pdf)

League of American Bicyclists

Action Plan for Mayors of Bicycle-friendly Communities (Link: <u>http://www.bicyclefriendlycommunity.org/symp_actionplan.htm</u>)

British Medical Journal (BMJ) – Articles on Cycling and Health (Link: <u>http://www.bmj.com/cgi/content/full/320/7239/888</u>)</u>

Toronto, Ontario – York University, Faculty of Environmental Studies "The Bicycle and Urban Sustainability (2003)" (Link: http://www.yorku.ca/fes/research_pub/pubs/pdf/david_tomlinson.pdf)

University of Minnesota – Hubert Humphrey Institute of Public Affairs Comprehensive Bibliography of Bicycle Benefit and Cost Research (Links: <u>http://www.hhh.umn.edu/centers/slp/bike/index.html</u> and <u>http://www.hhh.umn.edu/centers/slp/bike/bibliography.html</u>)

University of Minnesota – Hubert Humphrey Institute of Public Affairs "The Benefits of Bicycling in Minnesota" (Link: http://www.lrrb.org/pdf/200450.pdf)

"Analysing the Benefits and Costs of Bicycle Facilities via Online Guidelines" By K. Krizek, G. Poindexter, G. Barnes & P. Mogush

(Link: http://carbon.cudenver.edu/~kkrizek/pdfs/Benefits%20costs%20via%20guidelines.pdf)

Online Tool: Benefit-Cost Analysis of Bicycle Facilities

http://www.bicyclinginfo.org/bikecost/

"The Economic and Social Benefits of Off-Road Bicycle and Pedestrian Facilities" National Bicycle and Pedestrian Clearinghouse Technical Brief (Link: <u>http://www.imba.com/resources/science/econsoc_benefits.html</u>)

LOCAL PROGRAMS (EXAMPLES/SAMPLES):

City of Chicago (Bicycle and Pedestrian)

- Bike 2015 Plan (2006) <u>http://www.bike2015plan.org/</u>
- Chicago Bike Map <u>http://www.cityofchicago.org/Transportation/bikemap/keymap.html</u>
- Bike to Work Manual <u>http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/BT</u> Wmanual-1.pdf
- Safe Bicycling in Chicago Brochure http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/Safe Bicyclin in Chicago 1.pdf
- Chicago Bike Lane Design Guide <u>http://egov.cityofchicago.org/webportal/COCWebPortal/COC EDITORIAL/bike</u> <u>lane.pdf</u>
- Bikes on CTA <u>http://transitchicago.com/downloads/brochures/biketran.pdf</u>
- Complete Streets Policy Statement http://egov.cityofchicago.org/city/webportal/portalContentItemAction.do?BV_SessionID=@@@@1329603158.1179242691@@@@&BV_EngineID=ccceaddkleffihcefecelldffhdffn.0&contentOID=536948233&contenTypeName=COC_EDITORIAL&topChannelName=SubAgency&blockName=Chicago+Bike+Program%2FComplete+Streets+Policy%2FI+Want+To&context=dept&channelId=0&programId=0&entityName=Chicago+Bike+Program&deptMainCategoryOID=-536884032
- Chicago Bike Parking Program <u>http://egov.cityofchicago.org/city/webportal/portalDeptCategoryAction.do?BV_</u> <u>SessionID=@@@@1329603158.1179242691@@@@&BV_EngineID=ccceadd</u> <u>klefefjhcefecelldffhdffn.0&deptCategoryOID=-</u> <u>536884025&contentType=COC_EDITORIAL&topChannelName=SubAgency&</u> entityName=Chicago+Bike+Program&deptMainCategoryOID=-536884025
- City of Chicago Department of Transportation Pedestrian Program <u>http://www.chicagowalks.org/pfc.shtml</u>
- Walking Magazine's 'Best Walking Communities' (2000) <u>http://www.active.com/story.cfm?story_id=96</u>

Schaumburg (Bicycle)

- Schaumberg Bikeways Plan Map (2000) <u>http://northwestsuburbs.us/gwdb/gov/Community/Schaumburg/VillageofSchaum</u> <u>burg/Schaumburg-BikewaysMap_2000.pdf</u>
- Online (GIS) Map (including bikeways layer) <u>http://vhiis.ci.schaumburg.il.us/website/external/index.aspx</u>
- Bicycle Friendly Community Award http://www.bicyclefriendlycommunity.org/press_schaumburg.htm
- From Village of Schaumberg's Community Profile (2006):
 "85 miles of on-street and off-street bike paths exist within the Village."

and,

"In addition to its fine roadway and mass transit systems, Schaumburg has perhaps the most extensive bikeways network in the Chicago metropolitan region. This system currently contains approximately 85 miles of bike paths for the enjoyment of village residents. Approximately half of the total bikeway miles are Class I off-street paths and the other half are Class II on-street bike paths.

The bikeways network will further increase in future years, providing residents with an alternative form of transportation for travel to shopping and employment areas, or to simply relax and enjoy. To ensure the safety, and to maximize the enjoyment of bicyclists, over one-half of this network is to be comprised of off-street pathways that separate bicycle and motor vehicle traffic.

Naperville (Pedestrian and Bicycle)

- Bicycle and Pedestrian Transportation --<u>http://www.naperville.il.us/index_template.aspx?id=221</u>
- Bicycle Implementation Plan http://www.naperville.il.us/dynamic_content.aspx?id=1463#Background
- Bicycle Implementation Map (2006) http://www.naperville.il.us/emplibrary/BPACMapAugust0406.pdf
- School Walk Routes (and Maps) <u>http://www.naperville.il.us/dynamic_content.aspx?id=283#Maps</u>
- Naperville Strategic Plan Initiatives Transportation <u>http://www.ci.naperville.il.us/dynamic_content.aspx?id=779#Transportation</u>
- Walking Magazine's 'Best Walking Communities' (2000) <u>http://www.active.com/story.cfm?story_id=96</u>

DuPage County (Bicycle)

- Bikeways and Trails Website -- <u>http://www.dupageco.org/bikeways/</u>
- DuPage County Regional Bikeway Plan and Summary http://www.dupageco.org/bikeways/generic.cfm?doc_id=446
- DuPage County Trail System Improvement Plan http://www.dupageco.org/emplibrary/trailplanfinal2003.pdf
- Du Page County Bikeways Map <u>http://www.dupageco.org/emplibrary/TempBikewayMap.pdf</u>
- Du Page County Multi-use Trail System Map http://www.dupageco.org/bikeways/trailGuide.pdf

Lake County (Bicycle)

• Lake County Year 2020 Transportation Priority Plan:

Regional Bicycle Priorities Map – http://www.co.lake.il.us/dot/images/20year/Poster_p4.pdf

Lake County Bikeway Map – <u>http://www.co.lake.il.us/dot/maps/Lake02_back_Final.pdf</u>

PROGRAMS FROM AROUND THE COUNTRY (EXAMPLES/SAMPLES):

Berkeley, CA:

Bike Plan -

http://209.232.44.21/transportation/Bicycling/BikePlan/Introduction.html http://webserver.ci.berkeley.ca.us/transportation/Bicycling/BikePlan/plan.pdf http://www.bfbc.org/about/about.php

QUOTE:

Bicycling benefits everyone

Making Berkeley more bicycle-friendly is in the best interests of everyone:

- Merchants benefit because bicyclists are regular loyal customers who shop locally. People don't bike to Costco. Bicycles require only one-tenth the parking space of cars, enabling more customers to access stores.
- Children benefit from the freedom and independence to travel safely to school, a friend's house, everywhere.
- Parents benefit knowing their children are on safe bike routes.
- *Residents benefit from quieter, safer, friendlier streets.*
- Bicyclists benefit from their healthy, low-impact, inexpensive mode of transportation.
- Disabled people benefit from streets that are friendlier to nonmotorized traffic.
- *Motorists benefit from reduced traffic congestion and easier-to-find parking. Every bike on the road is one less car on the road to compete with.*
- EVERYONE benefits from cleaner air, reduced solid waste, reduced noise pollution, and reduced toxic runoff into our creeks and bays.

Some 15,000 people use bicycles for transportation in Berkeley, making about 100,000 trips each week that might otherwise be made by car. Surveys indicate that more people would switch from cars to bicyles if secure bike parking and safer bike routes were provided.

Madison, WI:

Bike Program –

http://www.cityofmadison.com/trafficEngineering/bicycling.cfm

Madison Transportation Plan -http://www.madisonareampo.org/Plan%20Elements/bike.pdf

Madison Plan: Bicycling Benefits -

http://www.ci.madison.wi.us/transp/Bicycle/sept2000/chapt2.pdf

Wisconsin State Bicycle Guidance -

http://ntl.bts.gov/DOCS/wbpg.html http://www.dot.state.wi.us/projects/bike.htm

QUOTE:

Why Encourage Bicycling

Bicycling is one of the most popular forms of recreation in America - in fact, it's number two over all. It's also one of the best types of aerobic exercise. According to the Bicycle Federation of America, more than 80 million Americans ride bicycles. Further, the bicycle is an economical non-polluting energy efficient means of transportation. Some communities have worked hard to support bike use and, as a result, significant percentages of their work forces commute by bike.

For example, more than 10% of the commute trips in Madison, Wisconsin are made by bike. Other big bicycle cities around the country include Palo Alto, California, Eugene, Oregon, Boulder, Colorado, Missoula, Montana and Gainesville, Florida. By encouraging bicycle use, these cities have reaped benefits, such as improved air quality, reduced traffic congestion, and a healthier citizenry. While some projects they have completed have been expensive, others have not. This brochure is about those mostly inexpensive - but good - ideas.

Portland, OR:

Statewide and Regional -

http://www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml http://www.oregon.gov/ODOT/HWY/BIKEPED/docs/or bicycle ped plan.pdf http://www.metro-region.org/article.cfm?articleid=121 http://www.walknbike.org/site/why.html

Portland Bicycle Master Plan --

http://www.portlandonline.com/transportation/index.cfm?a=hbied&c=deibc http://www.portlandonline.com/shared/cfm/image.cfm?id=40414http://

QUOTE:

Why a bicycle-friendly community?

- Health and Physical Activity
- Improved Safety
- Reduced Traffic Congestion
- Affordable Mobility
- Improved Quality of Life
- Reduced Auto Dependency
- Conserve Fossil Fuels
- Increased Economic Vitality
- Connect the Community
- Bikes are FUN!

New York, NY:

New York City Bicycle Master Plan -

http://www.nyc.gov/html/dcp/html/bike/mp.shtml http://www.nyc.gov/html/dcp/html/bike/home.shtml

Transportation Alternatives Bicycle Blueprint – <u>http://www.transalt.org/blueprint/</u> <u>http://www.transalt.org/blueprint/chapter1/chapter1g.html</u>

Davis, CA:

Davis Bike Plan – http://www.cityofdavis.org/pw/pdfs/2006 BikePlan withMaps.pdf

- Davis Bike Program http://www.cityofdavis.org/topic/bicycles.cfm
- Paper "The Davis Model" (by David Takemoto-Weerts) http://www.bicyclefriendlycommunity.org/davis1.htm
- Davis: The Best Bicycle Town in North America http://www.worldchanging.com/archives/004676.html

Bike Signals in Davis – http://www.bicyclefriendlycommunity.org/davis7.htm

Palo Alto, CA

http://www.city.palo-alto.ca.us/transportation-division/bike-trans-plan.html http://www.city.palo-alto.ca.us/transportation-division/bike-index.html

Other Bike-friendly U.S. Cities:

Eugene, OR Corvallis, OR San Francisco, CA Boulder, CO Tucson, AZ

INTERNATIONAL PROGRAM (EXAMPLES/SAMPLES):

Muenster, Germany

http://www.geo.sunysb.edu/bicycle-muenster/index.html

QUOTE:

Why should a city or suburb encourage bicycle use?

• Reduce Production of CO₂ the anthropogenic greenhouse gas. "Covering just 2 percent of the Earth's surface, cities account for roughly 78 percent of the carbon emissions from human activities." <u>http://www.enn.com/enn-news-archive/1999/06/062899/cities_4026.asp</u>

- Reduce Brown Smog. Cyclists plug Santiago streets to protest smog
- Reduce Traffic. <u>Bogota breathes easy on a car-free day</u>
- Improve Physical Fitness and Health <u>An argument for bicycle commuting</u>

What does a city need to do to encourage bicycle use?

- <u>Provide Separate Bike Paths and an Extensive system of Bike Lanes along</u> <u>Major Streets</u>
- Place Informative Signs along Bike Ways
- Have Bike Safety Education and Bike Promotion Programs
- Provide Bike Racks or other Secure Bike Storage Spaces
- Vigorously Enforce <u>Well Thought Out Laws and Regulations Regarding</u> <u>Bicycle Use</u> on both Bicycles and Motorized Vehicles

AGENCIES AND ORGANIZATIONS IN THE CHICAGO REGION INVOLVED IN BICYCLE FACILITY PLANNING, PROMOTION, CONSTRUCTION, AND MAINTENANCE.

- Chicagoland Bicycle Federation
- League of Illinois Bicyclists
- Chicago Metropolitan Agency for Planning and the sub-regional Councils of Mayors
- County and municipal Departments of Transportation, Planning, Public Works, Engineering, Community Development, and Police.
- Illinois Department of Transportation
- Illinois Department of Natural Resources
- Forest Preserve and Conservation Districts
- State/regional Safe Routes to School Program (and Coordinators)
- Metropolitan Planning Council
- Center for Neighborhood Technology
- Congress for New Urbanism
- Sierra Club
- Openlands Project
- Friends of the Parks
- Break the Gridlock
- Transit agencies/providers and railroad companies
- Chicago Area Runners Association
- Consortium to Lower Obesity in Chicago Children
- Environmental Law and Policy Center
- Chicago Conservation Corp
- Clean Air Counts
- Delta Institute
- Local First Chicago
- Midwest Energy Efficiency Alliance