

BICYCLE PLAN *for* WAYNE TOWNSHIP



APRIL 2015

BICYCLE PLAN *for* WAYNE TOWNSHIP

INTRODUCTION	5	IMPLEMENTATION	53
1.1 Vision of Bikeability	6	5.1 Phasing	55
1.2 Bicycle Plan Goals	9	5.2 Coordination	65
1.3 Planning Process	11	5.3 Progress Measurement	66
1.4 How to Read This Plan	15	5.4 Funding	67
BICYCLE NETWORK	17	APPENDIX	69
2.1 Bicycle Network	19	Appendix A: Existing Conditions	70
2.2 Bicycle Destinations	22	Appendix B: Community Engagement Report	74
2.3 Bicycle Facility Types	24	Appendix C: Design Guidance	104
BICYCLE FRIENDLY POLICIES	41	Appendix D: Funding Sources	105
3.1 Complete Streets Policy	43	Appendix E: Policy Resources	106
3.2 Internal Design Policies	44	Appendix F: Programming Resources	107
3.3 Additional Policies and Procedures that Promote Cycling	45		
BICYCLE FRIENDLY PROGRAMS	47		
4.1 Community Education	49		
4.2 Encouragement	51		
4.3 Enforcement	52		

Acknowledgements

BICYCLE PLAN STEERING COMMITTEE

This plan represents the combined vision and goals of the steering committee that guided its development as well as residents and other key stakeholders. Thank you to these residents and the members of the steering committee for donating time to this project.

STEERING COMMITTEE MEMBERS:

Katie Bowman, Village Planner, Village of Hanover Park

Shannon Burns, Former Board Member, Forest Preserve District of DuPage County

Dan Dinges, Director of Public Works, Village of Bartlett

Martin McManamon, Highway Commissioner, Wayne Township Road District

Kurt Meissner, City Councilor, City of West Chicago

Laurie Nowak, Former Board Member, DuPage County Board

Wanda Skrzypczak, Bartlett Resident

Kristy Stone, GIS Specialist, Village of Bartlett

Ann Tigges, Trustee, Village of Wayne

Mary Ellen Weller, Manager of Landscape Architecture, Forest Preserve District of DuPage County

Terry Witt, Director of Advocacy, Spin Doctor Cyclewerks

ADDITIONAL INPUT WAS PROVIDED BY THE FOLLOWING STAKEHOLDERS:

Robert Guicco, Carol Stream resident

Andrea Hoyt, Director of Planning, Forest Preserve District of DuPage County

Jim Knudsen, Engineering Services Director, Village of Carol Stream

Jessica Ortega, Landscape Architect Supervisor, Forest Preserve District of DuPage County

Ed Reidy, Superintendent of Parks and Planning, Bartlett

Aaron Reinke, Trustee, Village of Bartlett

Daniel Thomas, Trails Coordinator, DuPage County Department of Transportation

ABOUT THE CONSULTANTS

The mission of Active Transportation Alliance is to make bicycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship, and resource conservation.

We are both Chicagoland's voice for better biking, walking, and transit and a premier consultancy. Our staff includes planning, policy, and education experts who developed many of the best practice programs and policies included in this plan. By partnering with us on this project, you not only get the best plan possible, you also support our mission to improve active transportation throughout the Chicagoland region.

ACTIVE TRANSPORTATION ALLIANCE PROJECT TEAM

Jacque Henrikson

Heather Schady

Nancy Wagner

INTRODUCTION

Bicycle Plan for Wayne Township

Municipalities within Wayne Township collaborating and coordinating to improve options for biking.

1.1 A Vision of Bikeability

Wayne Township will endeavor to make cycling commonplace, by developing an interconnected web of bikeways and bicycle facilities that provide residents a variety of options for accessing their favorite destinations, whether it be home, work, school, the regional trail system, or local businesses. Through changes to the built environment, bicycle-focused events, and involving community agencies and businesses, Wayne Township will strive to develop a visible and identifiable bike culture.

Wayne Township’s vision for bikeability is a statement about the future of biking in the community. It is intended to guide the communities within Wayne Township as they continue to develop a bicycle network, make policy changes, and provide programming to residents and visitors.

This statement, crafted with input from residents and community organizations, along with input from other residents in the community, shapes the recommendations included in this plan. The vision is supported by goals, objectives, and strategies. This structure provides actionable steps to implement as the Township works toward enacting its vision for bikeability.

VISION: A statement about the future of bikeability in the community

GOALS: Areas of focus for achieving the community’s vision

OBJECTIVES: Specific ways to achieve the community’s vision

STRATEGIES: Projects the community can complete to achieve its goals

Wayne Township includes all or portions of the municipalities Bartlett, Carol Stream, Hanover Park, Wayne, West Chicago, unincorporated St. Charles, as well as a large unincorporated area. The communities within Wayne Township pride themselves on a high quality of life, grounded in safe neighborhoods, excellent schools, independently owned businesses, bucolic streets, and a service-oriented government led by community involvement. The Township is a unifying entity for these communities that provides services to the indigent, assesses taxes, maintains roads and bridges, and provides senior, youth and family services. Situated in the northwest corner of DuPage County, Wayne Township has several regional trail connections and access to abundant forest preserves.

While this plan was officially contracted at the township level, coordination among the municipalities within Wayne Township will be key to the success of safe and fun bike development in the area.

Wayne Township already has a strong base of avid cyclists in the community and several bike trails, which provide pleasant places for recreational cycling. This plan will help guide Wayne Township across that “last mile” to a complete and safe bike network—one that can be used by all cyclists of all ages and abilities to not only reach destinations such as the Illinois Prairie Path, but also everyday needs met at local shopping centers, schools, and in residential areas. The result will be a network of fun and safe bicycle infrastructure which provides a healthy and sustainable alternative to the car.



Wayne Township Overview of Existing Trails and Trails Proposed in Other Plans

Produced by Active Transportation Alliance: 3/24/2015
 Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



Trails

- Existing
- Proposed

Transportation Infrastructure

- Roads
- +— Railroads

Land Use

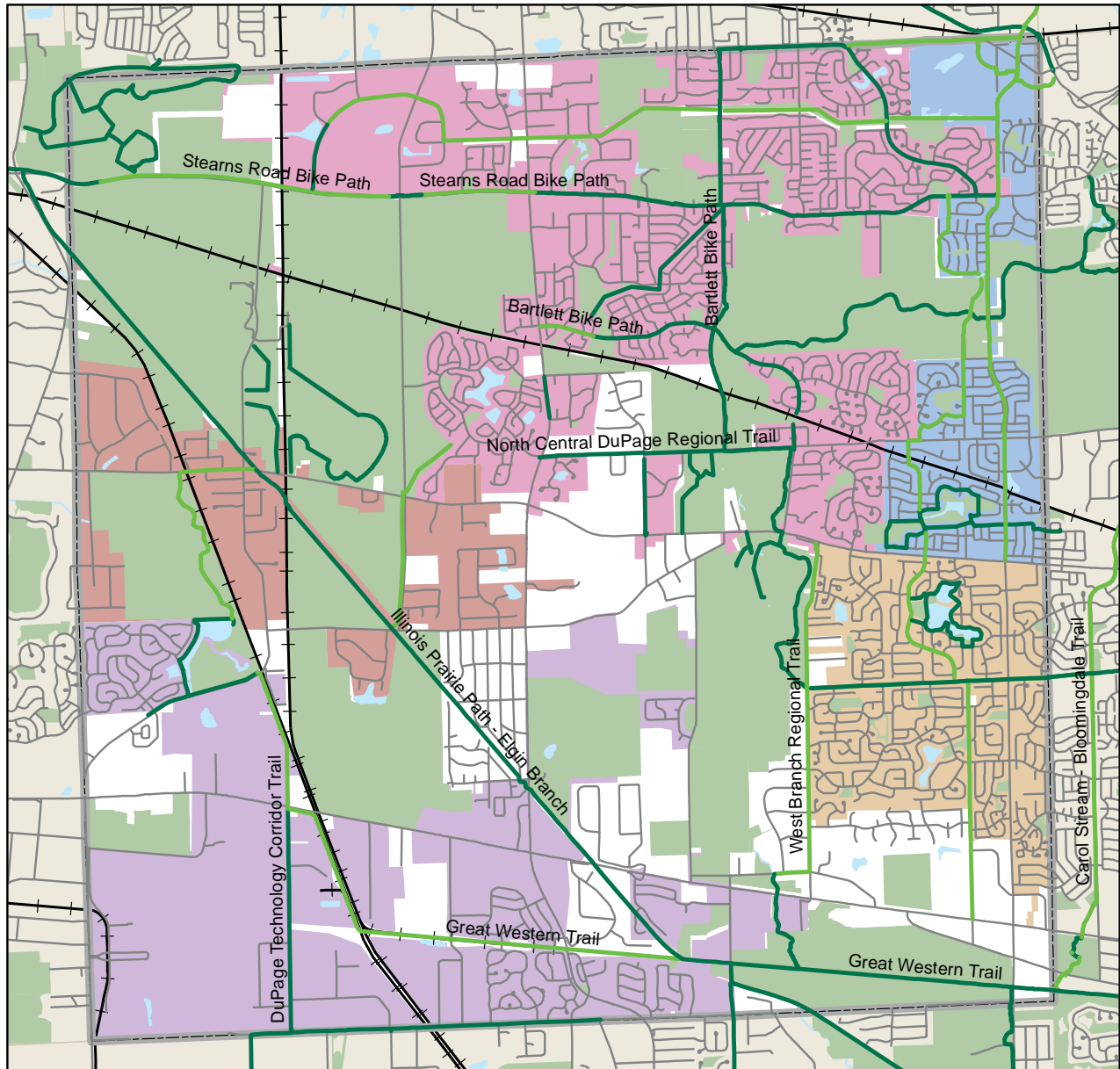
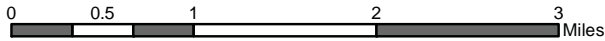
- Open Space
- Water

Township Boundary

- Neighboring Township
- Wayne Township

Municipality

- Bartlett
- Carol Stream
- Hanover Park
- Wayne
- West Chicago



1.2 Bicycle Plan Goals

The Wayne Township Bike Plan provides practical recommendations to support biking in the area. These recommendations will help focus the Township's transportation investments on the network connections that matter to the community. The plan also communicates the Township's priorities to local, regional, and state transportation entities like the Illinois Department of Transportation (IDOT), Metra, Pace, municipalities within Wayne Township, and the DuPage County Division of Transportation.

NETWORK

The Township will have a multi-year vision with both short-term and long-term goals for an interconnected system of bicycle facilities that provide cyclists access to local amenities, destinations, and regional trails. These network objectives include:

OBJECTIVE: ONE

Build a bicycle network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.

OBJECTIVE: TWO

Connect cyclists in and around Wayne Township to key destinations.

OBJECTIVE: THREE

Create a context-specific, diverse, and comprehensive network of bike facilities.

POLICIES

The policies of the Township will reflect a commitment to designing roadways for all users, regardless of age or ability. These policy objectives include:

OBJECTIVE: ONE

Adopt a Complete Streets policy in cooperation with county, state, and municipal Departments of Transportation to ensure all roadways are designed for all users.

OBJECTIVE: TWO

Develop internal design policies for Complete Streets design and implementation.

OBJECTIVE: THREE

Developing policies and procedures that contribute to continued use of bicycle facilities year-round.

PROGRAMMING

People of all ages and abilities will have the tools to feel safe and confident while cycling. Residents will bike to fulfill daily needs and make last-mile connections. These programming objectives include:

OBJECTIVE: ONE

Educating the public about cycling

OBJECTIVE: TWO

Encouraging the use of cycling

OBJECTIVE: THREE

Enforcing safe travel behaviors

IMPLEMENTATION

The Township will have an interagency collaborative support system that facilitates effective implementation of bike network enhancements, policies, and procedures.

These implementation objectives include:

OBJECTIVE: ONE

Implement the network recommendations.

OBJECTIVE: TWO

Coordinate with agencies affected by the implementation of this plan.

OBJECTIVE: THREE

Develop a series of metrics to measure progress of the plan.

GOAL: FOUR

Strategically pursue funding for implementation of projects identified on Township controlled roads in this plan.



1.3 Planning Process

This plan is the result of an eight-month process to create community-supported recommendations and priorities. Active Transportation Alliance and the community created the following process to ensure that the Bicycle Plan reflects the goals and visions of Wayne Township and the encompassed municipalities.



1.3.1 ESTABLISHED A STEERING COMMITTEE

The steering committee, appointed by the Township, represented stakeholders in the community and the interests of residents, businesses, agencies, and organizations that serve the municipal community. They guided the work of the consultants as they fashioned public input, field research, and data analysis into a prioritized list of infrastructure, policy, and program recommendations. Their time, insight, and unique and informative perspectives shaped the recommendations included in this plan. A complete list of steering committee members is available in the Acknowledgements section of this plan.

Steering committee members contributed to the development of the plan in the following ways:

Developed the vision and goals for the plan

Participated in a “Get to Know Wayne Township” bike ride with the consulting team, where the participants were able to identify places that were challenging for cyclists and pedestrians

Engaged the communities they represented in the planning process by distributing information about meetings and events for this plan, posting electronic flyers on their organization’s websites, and distributing flyers and links to an online survey

Reviewed the research and recommendations made by the consulting team to ensure that the plan was reflective of their group’s priorities for bicycling

“GETTING TO KNOW WAYNE TOWNSHIP” BIKE RIDE WITH STEERING COMMITTEE MEMBERS

1.3.2 ENGAGE THE COMMUNITY IN A VARIETY OF VISIONING ACTIVITIES

Wayne Township residents, invited to a Community Open House Event on July 16, 2014 at the Wayne Township Senior Center, shared their expertise on biking and proposed improvements, which laid the foundation for the recommendations in this plan. They have grounded this plan's framework in the places important to them, connected by their preferred routes. They identified challenging routes in the community and voted on preferred education, encouragement, enforcement, bicycle amenity and facility prioritization, and policy priorities for the community. Their partnership will be appreciated and will be a necessary component in implementation of this plan.

In addition to the Open House Event, there was a Wayne Township Online Survey to assess bicycle deficiencies and ideas for improvement. More than 40 residents responded to the survey, indicating the level bikability of roads within the Township, desired facilities, enforcement strategies, destinations, and streets in need of bike facilities.



THE PROJECT TEAM Steering Committee members and consultant collaborating on the bicycle network

1.3.3 DEVELOPED AN IN-DEPTH UNDERSTANDING OF THE EXISTING TRANSPORTATION NETWORK

The consultant team also conducted an existing conditions analysis which involved creating a system of maps to analyze bicycle crashes, existing and planned bike infrastructure, roadway jurisdiction, roadway width, average daily traffic, and local and regional transportation plans. Using this analysis and a toolbox of best practices in bicycle design the consultants prepared a draft network recommendation of bicycle infrastructure in the Township. Based on public engagement and Steering Committee feedback the consultants also prepared policy, program and implementation recommendations. The Steering Committee reviewed the recommendations and provided valuable feedback that guided the final plan.



RESIDENTS attend a community meeting about bicycling in Wayne Township.



STAKEHOLDER Lauren Nowak, Steering Committee and DuPage County Board member, learns about Complete Streets and participates in the Bicycle Plan.

Wayne Township Online Survey Results

Roadways in Need of Bicycle Facilities

Produced by Active Transportation Alliance: 3/24/2015
 Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



Online Survey Votes

- 1 - 3
- 4 - 8
- 9 - 10
- 11 - 17

Trails

- Existing
- Proposed

Transportation Infrastructure

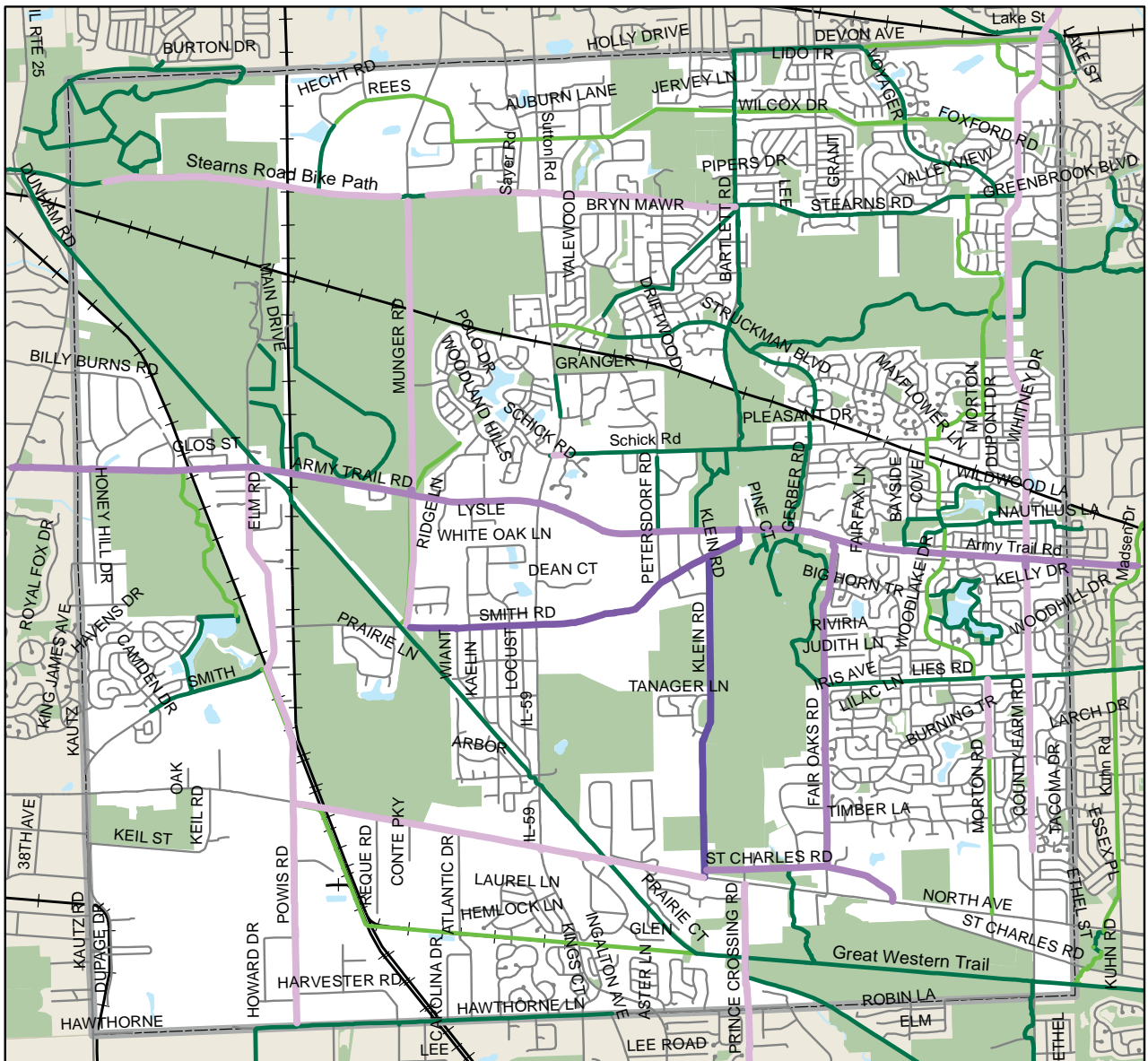
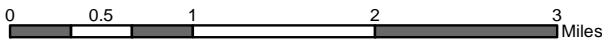
- Roads
- + Railroads

Land Use

- Open Space
- Water

Township Boundary

- Neighboring Township
- Wayne Township



Wayne Township Online Survey Results

Roadways in Need of Bicycle Facilities

Produced by Active Transportation Alliance: 3/24/2015
 Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County

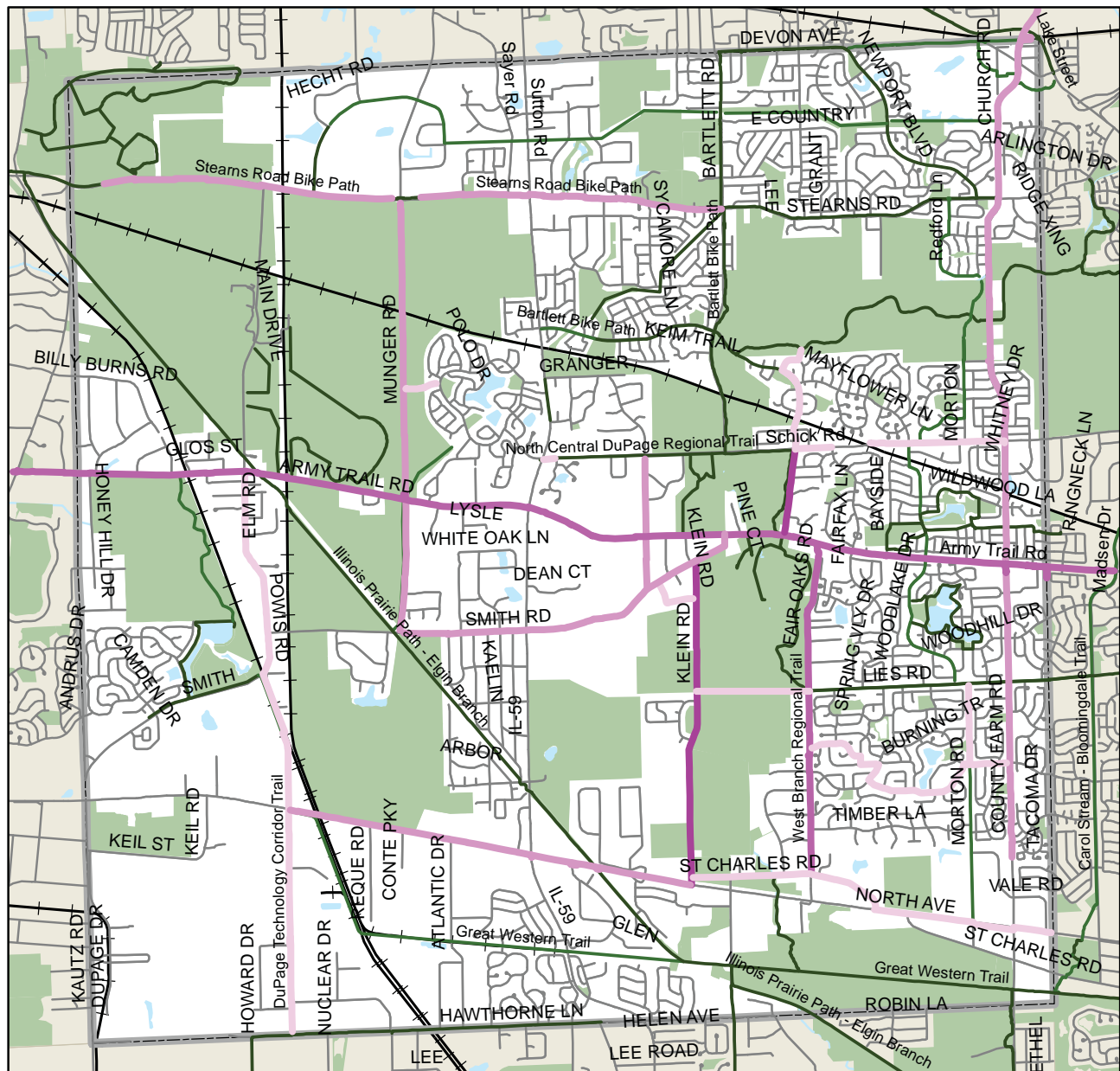
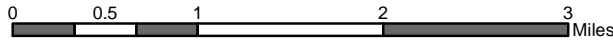


Challenging or Desired Routes Transportation Infrastructure

- 1 - 2
- 3 - 5
- 6 - 8
- 9 - 11

- ### Trails
- Existing
 - Proposed

- ### Transportation Infrastructure
- Roads
 - Railroads
- ### Land Use
- Open Space
 - Water
- ### Township Boundary
- Neighboring Township
 - Wayne Township

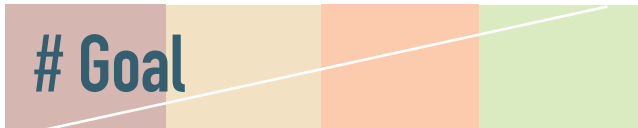


1.4 How to Read This Plan

This plan is organized into chapters based on the goals, objectives and recommendations for improving bicycling in Wayne Township.

Within each chapter there are several objectives that support the chapter's goal. And for each objective there are recommendations, actions or specific strategies and tools that can be used to reach the objective.

#	GOAL
##	OBJECTIVE
###	RECOMMENDATION/ACTION
	TOOL/STRATEGY
###	MAP (NETWORK AND INTERSECTIONS)

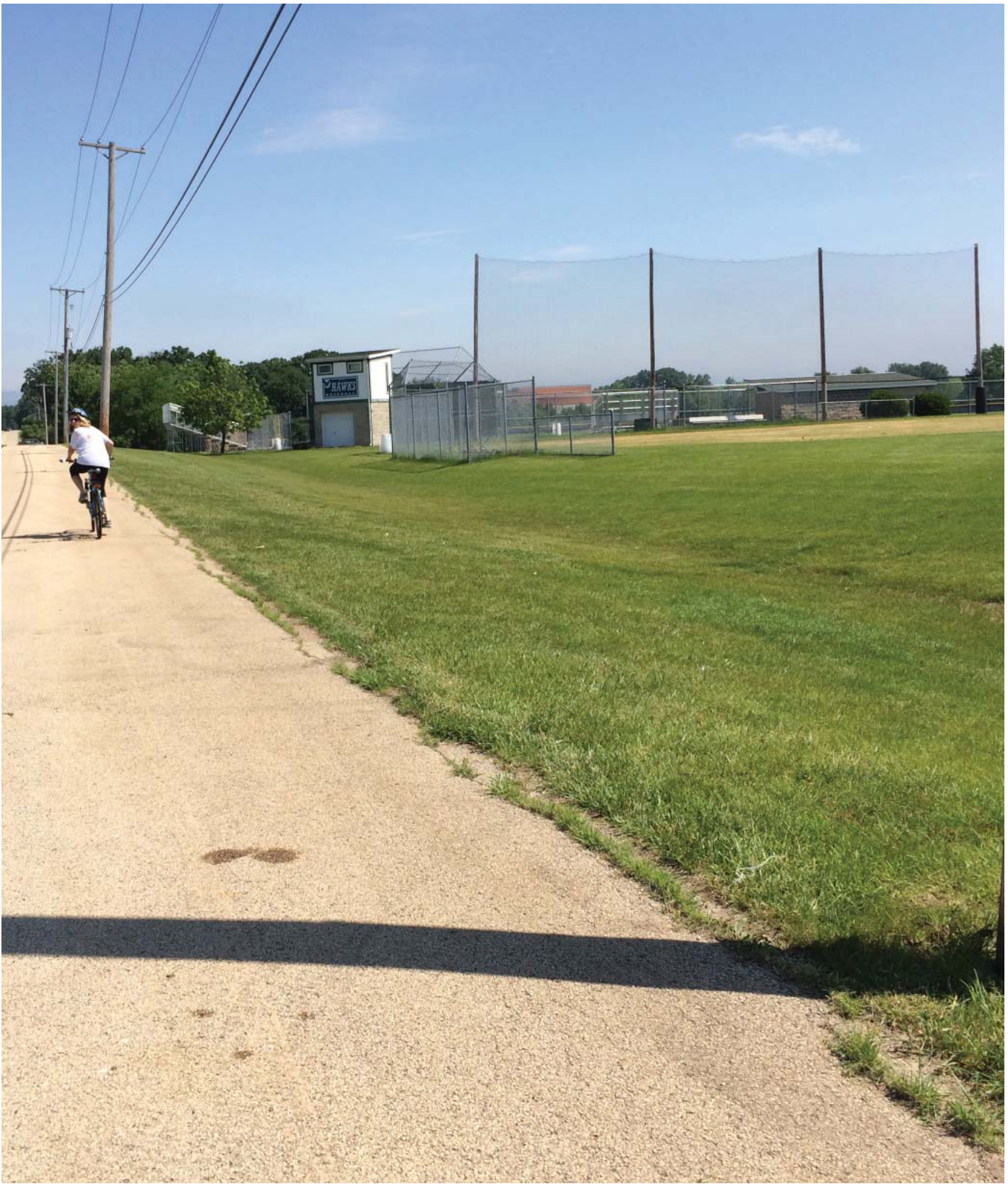


Goal

Objective

RECOMMENDATION/
ACTION

TOOL/STRATEGY



BICYCLE NETWORK

2

Network Goal

The Township will have a multi-year vision with both short-term and long-term goals for an interconnected system of bicycle facilities that provide cyclists access to local amenities, destinations, and regional trails.

Chapter 2 Overview

The Wayne Township Bicycle Plan provides recommendations that will focus the Township’s transportation investments on the network connections that matter to the community. The plan also communicates the Township’s priorities to local, regional, and state transportation entities like the Illinois Department of Transportation (IDOT), Metra, Pace, municipalities within Wayne Township, and the DuPage County Division of Transportation.

OBJECTIVE: ONE

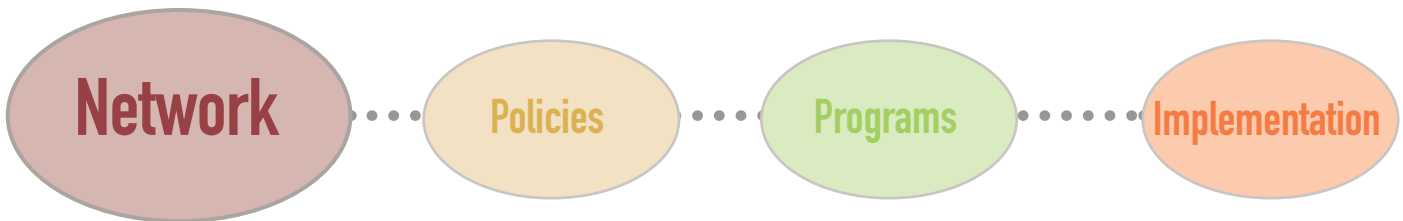
Build a bicycle network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.

OBJECTIVE: TWO

Connect cyclists in and around Wayne Township to key destinations.

OBJECTIVE: THREE

Create a context-specific, diverse, and comprehensive network of bike facilities.



2.1 Bicycle Network

Objective: Build a bicycle network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.



PETERSDORFF ROAD

The Wayne Township bicycle network is designed to improve access from residents' homes to neighborhoods, trails, and important places and to encourage residents to consider cycling as a fitting mode of transportation for local trips. With older adults choosing to age in place, with youth seeking independence, and with the ever-increasing cost of car travel, a complete bicycle network is designed to accommodate the many residents of Wayne Township.

The plan identifies on-street bike routes that are currently appropriate for cyclists ages 8 to 80 and provides suggested improvements to streets and intersections that are critical corridors for cyclists to access area destinations.

While the project team performed the necessary fieldwork, data gathering, and analysis, and community stakeholders and staff guided the work, the foundation for the network and its recommendations was laid by the residents themselves. These recommendations provide a beginning framework for Wayne Township to make cycling a viable choice for many daily trips.

Given the regional nature of this plan, the recommendations laid out in this chapter will require partnership between multiple agencies and jurisdictions. Some of the streets and right-of-way are controlled by Wayne Township, but many are not. Coordination with the DuPage County Department of Transportation, the Forest Preserve District of DuPage County, the Illinois Department of Transportation (IDOT), the Villages of Wayne, Bartlett, Carol Stream, Hanover Park, and the City of West Chicago, as well as with neighboring municipalities and residents is essential for carrying out the recommendations in this plan. For these projects, this plan communicates the priorities of the Township and its residents to those agencies and the region and serves as a guide for coordination on future roadway projects.

Wayne Township's bicycle network map is included on the following page. An additional map depicting network recommendations by jurisdiction is pictured as well. Detailed descriptions of the proposed bicycle facilities and intersection improvements are listed in section 2.3 of the plan.

Wayne Township Proposed Bicycle Network and Intersection Improvements

Produced by Active Transportation Alliance: 3/24/2015

Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County

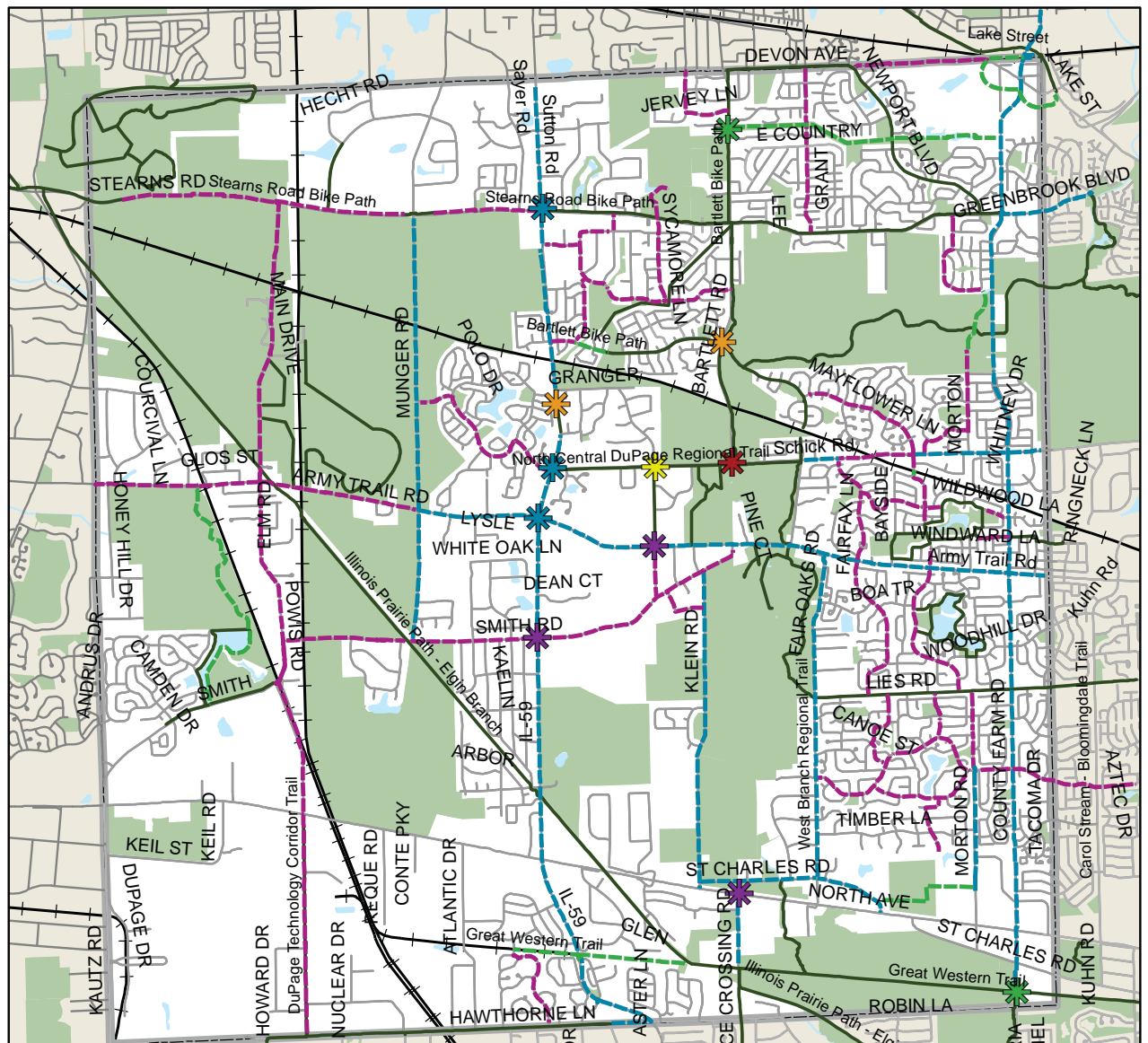
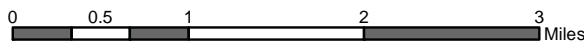


Bicycle Facilities

- On-Street Bike Route, Proposed
- Sidepath, Proposed
- Trail, Proposed
- Trail, Existing

Proposed Intersection Improvements

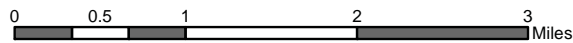
- Bicycle Loop Detector
- Bicycle/Pedestrian Push Button
- RRFB
- Roundabout
- Bicycle/Pedestrian Crossing Warning Signs
- School Zone Improvements



Wayne Township Proposed Bicycle Network by Jurisdiction

Produced by Active Transportation Alliance: 3/24/2015

Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



Bicycle Facility Recommendation

- ● ● On-Street Bike Route, Proposed
- ■ ■ Sidepath, Proposed
- ▲ ▲ ▲ Trail, Proposed

Roadway Jurisdiction

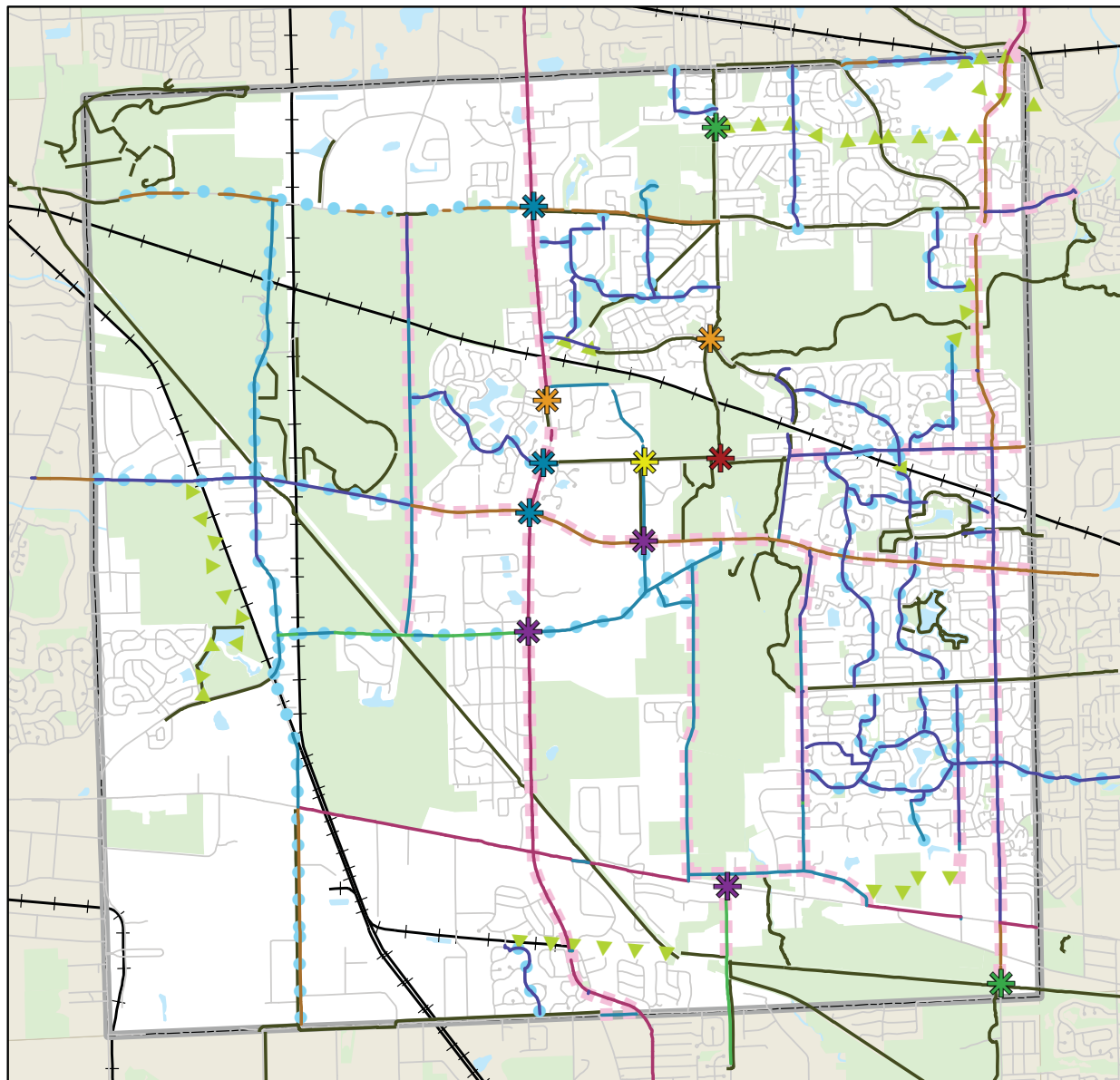
- Interstate
- IDOT
- County
- Township
- Municipality

Proposed Intersection Improvements

- ✱ Bicycle Loop Detector
- ✱ Bicycle/Pedestrian Push Button
- ✱ RRFB
- ✱ Roundabout
- ✱ Bicycle/Pedestrian Crossing Warning Sign
- ✱ School Zone Improvements

Existing Bicycle Facilities

- Trail



2.2 Bicycle Destinations

Objective: Connect cyclists in and around Wayne Township to key destinations such as the Forest Preserve District of DuPage County Land, local parks, Metra stations, shopping areas, schools, neighborhood bike routes, and regional bike routes.



DOWNTOWN WAYNE

The proposed bicycle network and facilities will help residents reach their favorite parks, trails, restaurants, shops, friends, schools, and jobs from their doorstep, by bike, enabling Wayne Township to re-define cycling as a form of transportation. Putting places first will help integrate sustainable, efficient, and healthy living into community life. Wayne Township residents and the Wayne Township Bikeways Steering Committee identified many local trails and institutions that should be a priority for bike access.

These are some of the places for priority connections that were considered when developing the bikeways network:

BICYCLE NETWORK AND DESTINATIONS IN AND AROUND WAYNE TOWNSHIP:

Forest Preserve District of DuPage County lands, including Pratt's Wayne Woods, Dunham, James Pate Phillips State Park, West Branch, Hawk Hollow, Timber Ridge, Mallard Lake, and Wayne Grove.

Local parks, such as Evergreen Lakes Recreational Park, Tallgrass Park, Heritage Park, and Jirsa Park.

Schools, including Bartlett High School, Prairieview Elementary School, and Wheaton Academy

Metra Stations, including Hanover Park, Bartlett, and West Chicago

Retail and shopping districts

Local and regional trails such as the Illinois Prairie Path and the Bartlett Bike Path.

Wayne Township Network and Destinations

Produced by Active Transportation Alliance: 3/24/2015

Data Sources: Active Tran
CMAP, IDOT, Forest Preser
e, NAVTEQ,
Page County

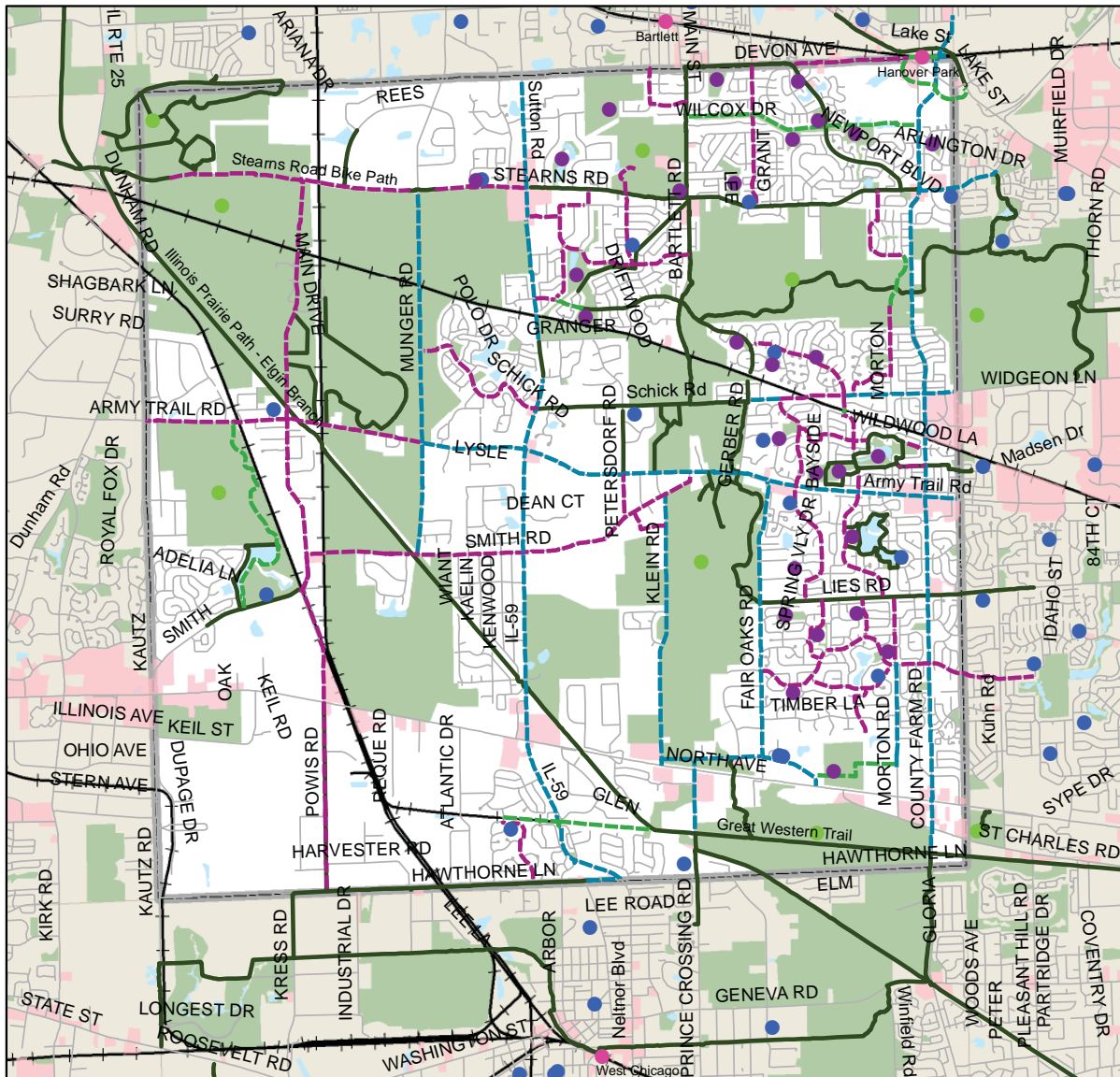
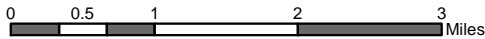


Destinations

- Local Park
- Forest Preserve District
- Metra Station
- School
- Retail or Office
- Trail

Recommended Bicycle Facilities

- On-Street Bike Route, Proposed
- Sidepath, Proposed
- Trail, Proposed



2.3 Bicycle Facilities

Objective: Create a context-specific, diverse, and comprehensive network of bike facilities based on roadway typology and needs of the cyclists that will foster bicycling as a form of transportation and recreation.

To ensure the safety and integration of cyclists within the community's bicycle network, a special set of tools can be used. These tools are intended to accommodate cyclists of all ages and abilities. Some of these tools create awareness for cyclists on shared roadways, other tools help to create space for cyclists separated from traffic, but still on the roadway, while others create a shared space for cyclists and pedestrians off the roadway. The recommendations are tailored to the unique conditions present on each street. A variety of factors were considered, such as average daily traffic on a road, marked speed limit, number of lanes, and available right-of-way, to determine appropriate on-street and off-street recommendations.

The following sections are meant to illustrate the most commonly used tools for cyclists. For additional technical guidance the following guidelines are recommended:

FEDERAL GUIDANCE

Manual on Uniform Traffic Control Devices (MUTCD)

American Association of State Highway and Transportation Officials (AASHTO)

The Pedestrian Right of Way Accessibility Guidelines (PROWAG)

SUPPLEMENTAL GUIDANCE

National Association of City Transportation Officials (NACTO)

Complete Streets, Complete Networks: A Manual for the Design of Active Transportation

See Appendix B for a more complete listing of design guidance and resources.

2.3.1 ON-STREET TOOLS

Bicycling on a street can often be safer than bicycling on a sidewalk, as cyclists move significantly faster than pedestrians and are more visible to drivers when traveling on the road. On roads with lower traffic volumes, slower speeds, and fewer lanes, this plan recommends on-street facilities. The following tools can be applied on a street, between the curbs or on shoulders of a roadway.

It should be noted that youth cyclists are encouraged to ride on the sidewalk, while adult cyclists are encouraged to ride in the street, when conditions are safe, and obey traffic laws.

A map of recommended on-street routes for Wayne Township is included on the next page.

The on-street tools recommended for Wayne Township include:

Signed Routes

Marked Shared Lanes

Paved Shoulders

SIGNED ROUTES

Many streets are comfortable for cyclists who possess a moderate tolerance for traffic. These routes include streets with wide outside lanes and paved shoulders, as well as low-traffic residential streets. However, many residents and most visitors are unaware of local bike-friendly routes.

Bike route signs raise all users' awareness and acceptance of cycling. They make all residents aware of the most bike-friendly routes in their communities. They are appropriate for any roadway that provides an essential link in a bicycle system, and can offer important, affordable motorist education and traffic calming. However, signs are no substitute for installation of an appropriate infrastructure to support safe cycling. Instead of posting simple "Bike Route" signs, the best solution is to implement a system of wayfinding signs that provide directions and distances to specific destinations. These types of bikeway signs provide useful information and directions for cyclists, drivers, and pedestrians alike. The most effective bike route signs include distance, direction, and destination.



SIGNED BIKE ROUTE with distance, destination, and direction indicated

MARKED SHARED LANES

Marked shared lanes use a double chevron and bicycle marking, or "sharrow," in a lane intended for the joint use of motorized and bicycle traffic. Chevron symbols direct bicyclists to ride in the safest location within the lane, outside of the door zone of parked cars and areas where debris is likely to collect. Generally, marked shared lanes are a low-cost treatment suitable for lightly travelled collector and arterial roads. These can be used in conjunction with route signage to encourage cyclists and drivers to share the road.



SHARED LANE MARKINGS reinforce where a cyclist should be riding.

PAVED SHOULDERS

Paved shoulders are the paved areas adjacent to motor vehicle travel lanes. They can be considered for corridors that cannot accommodate 5-foot bike lanes, or as an interim step for corridors where funding has not yet been secured to add bike lane markings and signs. Paved shoulders also can be considered on roads where demand for bike lanes is limited, or on rural roads where shoulders are shared with pedestrians. For safe cycling, paved shoulders must be at least 4 feet wide. Several paved shoulders are already in use by cyclists in the area and can be enhanced by bike route signage.



WIDE PAVED SHOULDERS provide a more comfortable place to bike.

Wayne Township Recommended On-Street Bicycle Routes

Produced by Active Transportation Alliance: 3/24/2015
 Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



Bicycle Facilities

- On-Street Bike Route, Proposed
- Trail, Existing

Transportation Infrastructure

- Roads
- Railroads

Township Boundary

- Neighboring Township
- Wayne Township

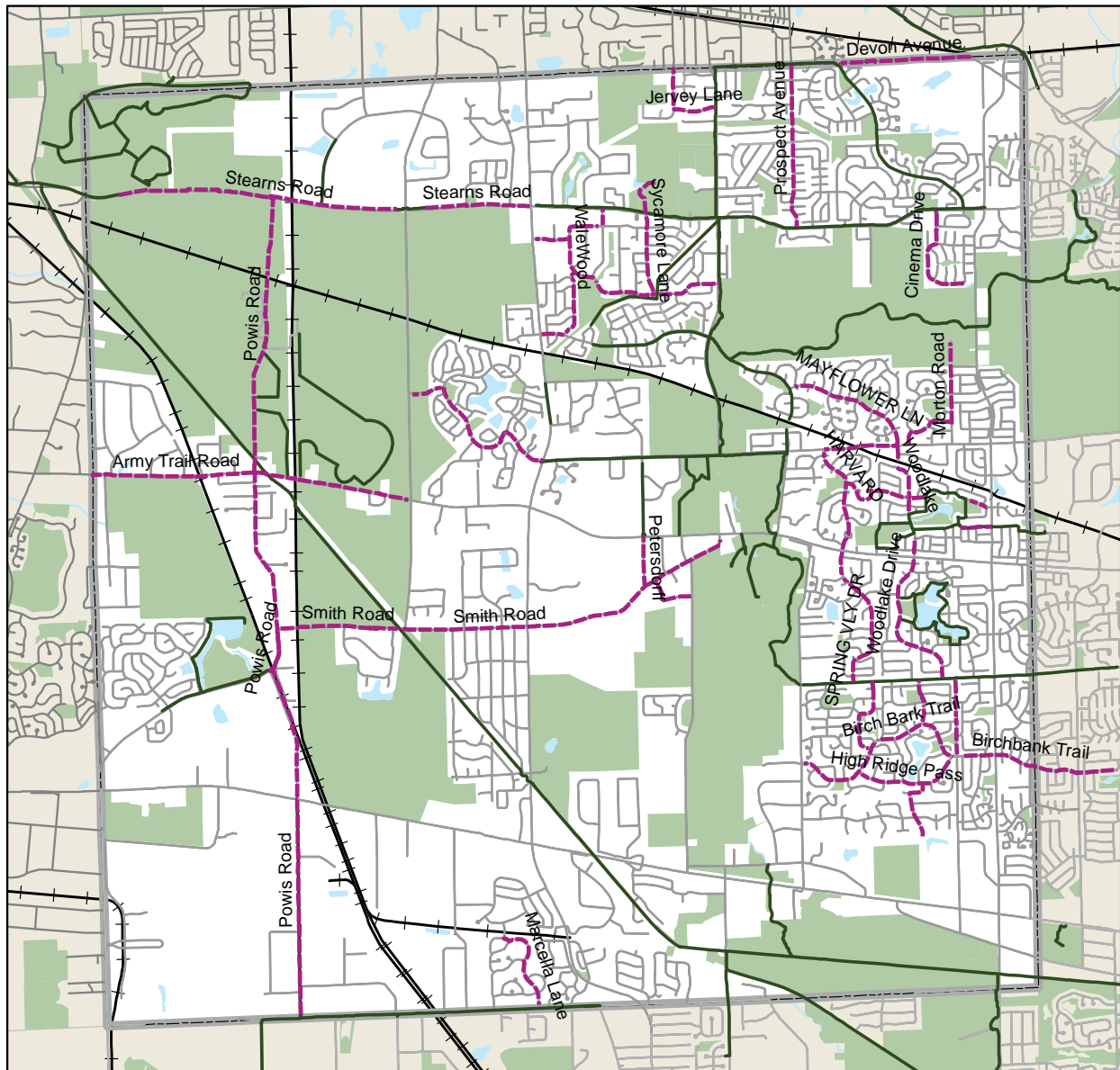
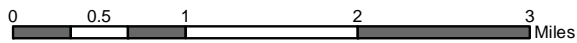


TABLE 2A RECOMMENDED ON-STREET BICYCLE ROUTES

	Existing Conditions and Facility Recommendation					
	From	To	Adjacent Community	Existing Condition	Jurisdiction	Bikeway Recommendation
S Prospect Avenue	Devon Avenue	Stearns Road	Bartlett	Sidewalk on east and west sides, signals at Devon and Stearns, 2 lanes plus left turn lanes, connects to Bartlett Bike Path	Bartlett	Signed Route
Jervey Lane	Bartlett Road	Western Avenue	Bartlett	2 lane residential street	Bartlett	Signed Route
Western Avenue	Jervey Lane	Devon Avenue	Bartlett	2 lane residential street	Bartlett	Signed Route
Sycamore Lane	Foster Avenue	Apple Orchard Golf Course	Bartlett	Signal on Stearns, 2 lane residential street, connects to Bartlett Bike Path	Bartlett	Signed Route
Cuyahoga Drive	Stearns Road	Bryn Mawr Avenue	Bartlett	Stop sign on Stearns, 2 lane residential street	Bartlett	Signed Route
Bryn Mawr Avenue	Valewood Drive	Cuyahoga Drive	Bartlett	2 lane residential street	Bartlett	Signed Route
Valewood Drive	Bryn Mawr Avenue	Foster Avenue	Bartlett	2 lane residential street	Bartlett	Signed Route
Foster Avenue	Valewood Drive	The Bartlett Trail	Bartlett	2 lane residential street	Bartlett	Signed Route
Independence Drive	Congress Drive	The Bartlett Trail	Bartlett	2 lane residential street	Bartlett	Signed Route
Woodland Hills Drive	Schick Road	Forest Preserve Drive	Bartlett	2 lane residential street	Bartlett	Signed Route
Schick Road	Woodland Hills Drive	Route 59	Bartlett	2 lane, residential street	Bartlett	Signed Route
Fairfax Lane	Army Trail Road	Schick Road	Bartlett	2 lane residential street	Bartlett	Signed Route
Harvard Lane	Waterfall Lane	Fairfax Lane	Bartlett	2 lane residential street	Bartlett	Signed Route
Mayflower Lane	Schick Road	Struckman Boulevard	Bartlett	2 lane residential street	Bartlett	Signed Route
Forest Preserve Drive	Woodland Hills Drive	Munger Road	Bartlett	Residential street	Bartlett	Signed Route
Birch Bark Trail	Fair Oaks Road	Kuhn Road	Carol Stream	2 lane street, 30 mph	Carol Stream	Signed Route
Evergreen Drive	Birch Bark Trail	Birch Bark Trail	Carol Stream	2 lane residential street	Carol Stream	Signed Route
Lance Lane	Birchbark Trail	New Britton Road	Carol Stream	2 lane residential street	Carol Stream	Signed Route
New Britton Road	Lance Lane	Rose Avenue	Carol Stream	2 lane residential street	Carol Stream	Signed Route
Rose Avenue	Lance Lane	Lies Road	Carol Stream	2 lane residential street	Carol Stream	Signed Route
Spring Valley Drive	Lies Road	Army Trail Road	Carol Stream	2 lane residential street	Carol Stream	Signed Route
Woodlake Drive	Lies Road	Bayside Drive	Carol Stream	2 lane residential street	Carol Stream	Signed Route

TABLE 2A RECOMMENDED ON-STREET BICYCLE ROUTES, CONTINUED

	Existing Conditions and Facility Recommendation					
	From	To	Adjacent Community	Existing Condition	Jurisdiction	Bikeway Recommendation
Stearns Road	Route 59	Dunham Road	Forest Preserve District, Bartlett	4 lanes, wide paved shoulders frequently used by cyclists.	DuPage County	Signed Route
Army Trail Road	Munger Road	Dunham Road	Wayne Township, Bartlett, Forest Preserve District	2 lane street, varying speeds Traffic volumes on the street are increasing. May be suitable for a sidepath in the long-term.	DuPage County & Wayne	Signed Route
Cinema Drive	Lemon Lane	Redford Lane	Hanover Park	2 lane residential street	Hanover Park	Signed Route
Redford Lane	Cinema Drive	Stearns Road	Hanover Park	2 lane residential street	Hanover Park	Signed Route
Woodlake Drive	Army Trail Road	Waterfall lane	Hanover Park	2 lane residential street	Hanover Park	Signed Route
Wildwood Lane	Waterfall Lane	County Farm Road	Hanover Park	2 lane residential street	Hanover Park	Signed Route
Morton Road	Schick Road	Lawrence Avenue	Hanover Park	2 lane residential street	Hanover Park	Signed Route
Edinburgh Lane	Camden Lane	Schick Road	Hanover Park	Residential street	Hanover Park	Signed Route
Camden Lane	Edinburgh Lane	Morton Road	Hanover Park	Residential street	Hanover Park	Signed Route
Waterfall Lane	Wildwood Lane	Harvard Lane	Hanover Park and Bartlett	2 lane residential street	Hanover Park & Bartlett	Signed Route
Devon Avenue	Liberty Street	Church Road	Hanover Park	No sidewalk, 2 lane road, 30 MPH speed limit	Hanover Park, Bartlett, & DuPage County	Signed Route
Petersdorff Road	Smith Road	Schick Road	Wayne Township	Residential street	Wayne Township	Signed Route
Cambridge/Canterbury Drive	Smith Road	Klein Road	Wayne Township	Residential Street	Wayne Township	Signed Route
Smith Road	Army Trail Road	Powis	Wayne Township & Bartlett	2 lane residential street, no sidewalks	Wayne Township & IDOT	Signed Route
Powis Road	Stearns Road	Hawthorne Lane	Wayne, Wayne Township, Forest Preserve District, DuPage County	2 lane street, 30 mph	Wayne Township, Wayne, West Chicago	Signed Route
Willow Creek Drive	Hawthorne Lane	Marcella Lane	West Chicago	2 lane residential street with sidewalks	West Chicago	Signed Route
Marcella Lane	Willow Creek Drive	Thomas Drive	West Chicago	2 lane residential street with sidewalks	West Chicago	Signed Route
Thomas Drive	Marcella Lane	Sassafras Drive	West Chicago	2 lane residential street with sidewalks	West Chicago	Signed Route
Sassafras Drive	Thomas Drive	Hemlock Lane	West Chicago	2 lane residential street with sidewalks	West Chicago	Signed Route
Hemlock Lane	Sassafras Drive	Snowberry Lane	West Chicago	2 lane residential street with sidewalks	West Chicago	Signed Route

2.3.2 OFF-STREET TOOLS

Sometimes, the best way to accommodate cyclists is by creating a separate path or trail that is shared with pedestrians. The following are a set of tools that can be used to accommodate pedestrians and cyclists, separate from the roadway. The off-street tools recommended for Wayne Township include:

Sidepaths

Trails

Bicycle Parking



SIDE PATHS
accommodate cyclists
and pedestrians.

SIDE PATHS

Side paths are paved concrete or asphalt paths wide enough to accommodate both pedestrians and cyclists. They are typically a minimum of 8-feet wide with 2 feet of clearance on either side of the path. Side paths offer cyclists a safe place to bike off-street when there is no space for a bike lane, or it is unsafe to bike on the street. They should be installed parallel to arterial and collector streets in areas where there are only a limited number of driveways. Typically sidepaths do not have a centerline stripe.

There are many existing sidepaths in Wayne Township, including Petersdorff Road and Schick Road. Additional sidepaths can be constructed to increase access to community destinations and trails and to develop a complete network for cyclists.

Wayne Township Recommended Off-Street Sidepaths

Produced by Active Transportation Alliance: 3/24/2015

Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



Bicycle Facilities

- Sidepath
- Trail, Existing

Transportation Infrastructure

- Roads
- Railroads

Township Boundary

- Neighboring Township
- Wayne Township

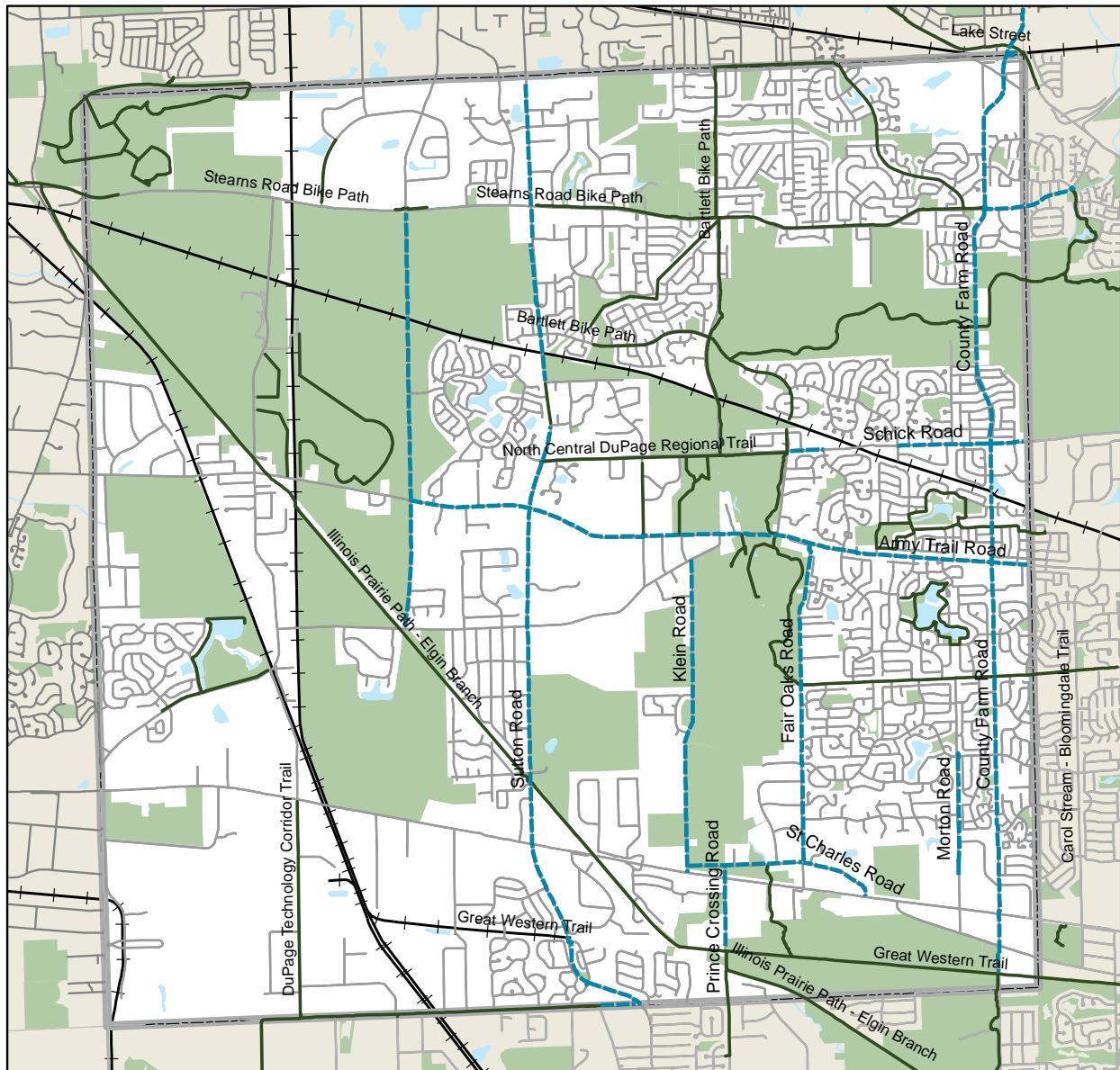
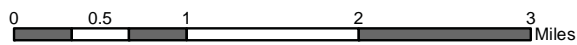


TABLE 2B RECOMMENDED SIDEPATHS

	Existing Conditions and Facility Recommendation					
	From	To	Adjacent Community	Existing Condition	Jurisdiction	Bikeway Recommendation
Munger Road	Stearns Road	Rail Road Tracks	Forest Preserve District & Wayne	2 lane, rural street, 35 mph	Bartlett	Sidepath
Schick Road	Gerber Road	County Farm Road	Forest Preserve District, Carol Stream, Bartlett	2 lanes, center turn lane, 40 MPH	Carol Stream, Bartlett	Sidepath
Morton Road	Birchbark Trail	Wheaton Bible Church	Carol Stream, Wayne Township	2 lane, rural street, 40 mph speed limit	Carol Stream, Wayne Township	Sidepath
Army Trail Road	County Farm Road	Munger Road	Hanover Park, Carol Stream, Bartlett	4 lanes, 45 mph	DuPage County	Sidepath
County Farm Road	Devon Avenue	Great Western Trail	Hanover Park, Carol Stream, Wayne Township	4 lane high traffic street	DuPage County, Carol Stream, Hanover Park	Sidepath
Route 59/Sutton Road	Hawthorne Lane	Devon Avenue	West Chicago, Wayne Township, Bartlett, Forest Preserve District	4 lanes, 45 mph	Illinois Department of Transportation	Sidepath
Prince Crossing Road	Hawthorne Lane	North Avenue	West Chicago, Wayne Township, Forest Preserve District	2 lanes, 45 mph	Illinois Department of Transportation	Sidepath
Fair Oaks Road	St Charles Road	North Avenue	Wayne Township, Forest Preserve District	2 lane street	Wayne Township	Sidepath
Klein Road	St Charles Road	Smith Road	Forest Preserve District, Wayne Township	2 lanes, rural street	Wayne Township	Sidepath
Munger Road	Rail Road Tracks	Smith Road	Bartlett & Forest Preserve District	2 lane street, 35 mph	Wayne Township	Sidepath
Fair Oaks Road	Army Trail Road	St Charles Road	Wayne Township, Carol Stream, Forest Preserve District	2 lane street, 35 mph	Wayne Township, Carol Stream	Sidepath

TRAILS

Trails are a place for recreation as well as transportation. Wayne Township has many highly used regional trails, including the Illinois Prairie Path and the Great Western Trail as well as short local trails that provide connections through parks and open space. The Forest Preserve District of DuPage County has plans to expand its trail system in Wayne Township over the next several years. This plan supports the planned expansion and seeks to ensure that on-street facilities provide greater connectivity to the expanded system.

PAVED TRAILS

Paved trails are off-street paths, usually not paralleling a roadway. Trails should be at least 8 feet wide with 2 feet of clearance on either side. However, a 10- to 12-foot paved trail with additional clearance is recommended. A yellow centerline stripe may be used on this type of trail. The stripe should be dotted where there is adequate sight distance for passing, and solid where passing should be discouraged.

UNPAVED TRAILS

Unpaved trails are typically the same width as paved trails, but instead of concrete or asphalt, surfaced with crushed limestone. This ensures accessibility for people with disabilities and enables equestrian use. Dirt trails do not meet these requirements.



PAVED TRAIL



TRAIL WITH CRUSHED LIMESTONE

Wayne Township Recommended Off-Street Trails

Produced by Active Transportation Alliance: 3/24/2015
 Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



Bicycle Facilities

- Off-Street Trail
- Trail, Existing

Township Boundary

- Neighboring Township
- Wayne Township

Transportation Infrastructure

- Roads
- +— Railroads

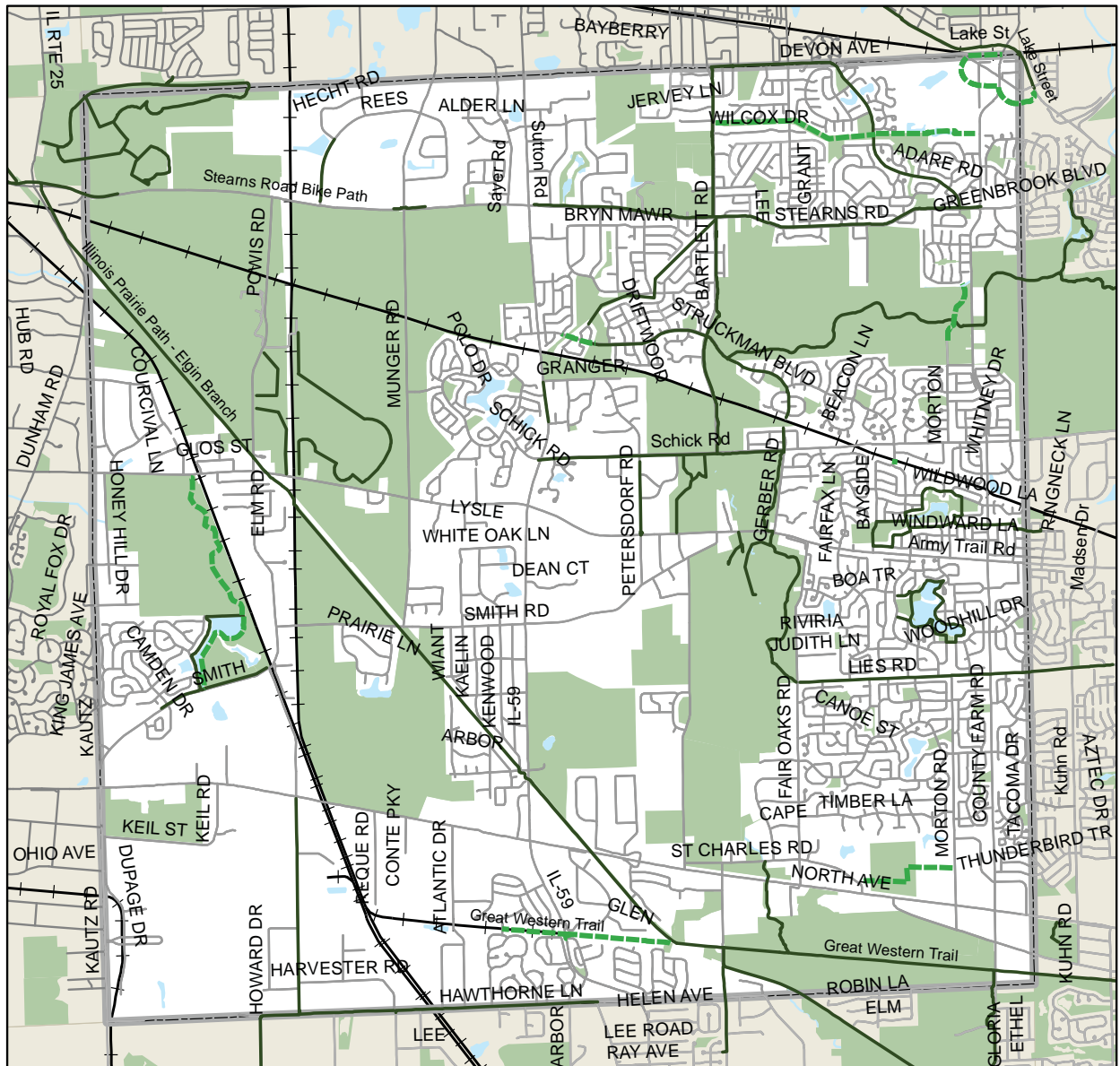
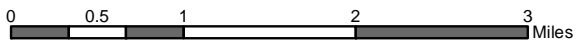


TABLE 2C RECOMMENDED TRAILS

	Existing Conditions and Facility Recommendation					
	From	To	Adjacent Community	Existing Condition	Jurisdiction	Bikeway Recommendation
Trails End Park Trail	Newport Boulevard	County Farm Road	Bartlett and Hanover Park	Open Space	Bartlett and Hanover Park	Trail
Great Western Trail	North Avenue	Sassafras Drive	West Chicago, Wayne Township	Railroad Right-of-Way	DuPage County	Trail
Morton Road Spur	Morton Road	Cinema Drive	Bartlett & Forest Preserve District	Open Space	Forest Preserve District	Trail
DuPage Technology Corridor Trail	Army Trail Road	DuPage Technology Corridor Trail	Forest Preserve District	Open Space	Forest Preserve District	Trail
Devon/Lake Path	Devon Avenue	Lake Street	Hanover Park	Private Land	Hanover Park	Trail
St Charles Road	Klein Road	Fair Oaks Road	Wayne Township & Forest Preserve District	2 lane street, 30 mph	Wayne Township	Trail
Wheaton Bible Church Path	Morton Road	St Charles Road	Wayne Township	Private land and McCaslin Park	Wayne Township & Wheaton Bible Church	Trail

"U" BIKE RACKS are ideal for short-term bike parking, and covered bike racks are ideal for longer-term bike parking.



BIKE INTERSECTIONS

Bicyclists are particularly susceptible to crashes at intersections because motor vehicles are slowing down, speeding up, and turning. There are special treatments that can be used at intersections to improve bicycle safety. Tools like thru-bike lanes, intersection marking and dashing, bike boxes, and bike turn lanes all can make the bicyclist more visible and thus less likely to be hit in intersections. Appendix C provides design resources that can be used for intersection improvements for bicycles.

BIKE PARKING

Having a safe, secure place to leave a bike is an important part of traveling by bicycle. Racks should be located within clear view of the destination entrance way, preferably as close as the closest motor vehicle parking space, and no more than 50 feet away from the entrance. If multiple racks are clustered in a visible and signed location, they can be sited up to 100 feet away from the entrance. If racks are placed further away than this, cyclists are likely to ignore the racks and look for a closer place to lock up.

Bicycle parking should be located throughout the community on every block with stores or restaurants, at every school, park, and recreational facility and at every place of employment. For destinations frequently visited by cyclists or where bicycles will be parked for a longer period of time, such as at a train station, covered bicycle parking should be considered in addition to racks. A bike parking policy should cover design, placement, and other bike parking standards like those listed below.

Bicycle rack selection is important. A good rack has the following qualities:

Support the bicycle upright by its frame in two places

Prevent the wheel of the bicycle from tipping over

Enable the frame and one or both wheels to be secured

Support bicycles without a diamond-shaped frame with a horizontal top tube (e.g. a mixte frame)

Allow front-in parking: a U-lock should be able to lock the front wheel and the down tube of an upright bicycle

Allow back-in parking: a U-lock should be able to lock the rear wheel and seat tube of the bicycle

The rack element should resist being cut or detached using common hand tools, especially those that can be concealed in a backpack. Such tools include bolt cutters, pipe cutters, wrenches, and pry bars.

2.3.3 INTERSECTIONS FOR TARGETED IMPROVEMENT

Community members identified several intersections in need of improved facilities to help cyclists cross streets at signalized and unsignalized intersections. The targeted intersections are included in the map and table at the end of this section.

ROUNDBABOUTS

Crossing busy streets at both signalized and unsignalized intersections can present a challenge for cyclists and drivers alike.

Roundabouts direct users through intersections in a predictable manner at slow speeds. Roundabouts provide simple pedestrian crossings, set a tone of cautious driving, and reduce all crashes by 50% or more compared to traffic signals.



DOUBLE LANE ROUNDABOUT

RECTANGULAR RAPID FLASHING BEACONS

Rectangular rapid flashing beacons are extremely visible, using flashing yellow LED lights to supplement standard pedestrian crossing warning signs at mid-block and other unsignalized crossing locations. These user-activated beacons are FHWA-approved and promote increased yield rates and improved pedestrian safety.



PEDESTRIAN BEACONS flash when a user activates them.

IN-PAVEMENT BICYCLE LOOP DETECTORS

Traditional in-pavement detector loops for demand-actuated traffic signals do not detect most bicycles. All demand-actuated signals should be designed to detect a normal bike with metal rims, through loop detectors or alternative detection methods, such as video or microwave detectors. Additionally, pavement markings should show bicyclists where to position themselves to actuate in-pavement detectors. Bicycle-actuated signals are equally effective and beneficial for motorcyclists.



BICYCLE LOOP DETECTORS enable cyclists to trigger signals when vehicles are not present. Image Credit: NACTO

ACCESSIBLE PEDESTRIAN SIGNALS aid cyclist crossings at signalized intersections along trails and sidepaths.



PUSH BUTTONS

An accessible pedestrian signal (APS) provides audio and vibro-tactile cues to identify the push button location and indicate the WALK interval for pedestrians with visual disabilities. To ensure ease of use, these devices must be installed in accessible locations, immediately adjacent to the sidewalk at the crosswalk area.

SCHOOL ZONE IMPROVEMENTS

HIGH VISIBILITY CROSSWALKS

Install and restripe high visibility crosswalks. Crosswalks in high-use areas, such as school and trail crossings, should be upgraded to “zebra-stripe” or “ladder style” per 2009 MUTCD, and install where missing. These crosswalk styles are significantly more visible to drivers than the traditional parallel line crosswalks.

SCHOOL ZONE SIGNAGE

Place advanced warning crossing signs are placed ahead of school crossings prior to intersections to remind drivers to stop for students at key school crossings and school crossing signs adjacent to marked crosswalks.

SCHOOL CROSSING SIGN



HIGH VISIBILITY CROSSWALK



TRAIL SYSTEM CROSSING IMPROVEMENTS

BICYCLE AND PEDESTRIAN CROSSING WARNING SIGNS

Crossing warning signage can alert drivers where they are most likely to expect cyclists or pedestrians crossing a roadway. Typically, warning signs are installed in combination with a marked crosswalk in order to raise awareness of the crosswalk or bike crossing. These signs are most effective when they also include an arrow pointing down to the crosswalk. An advanced warning sign can also be used on roadways with higher speed traffic or when the crossing is on the edge of town.

WAYFINDING SIGNAGE

At intersections of trails, sidepaths, and major roads, wayfinding markers could be placed to help cyclists identify which trail they are travelling on, the cross street, and the name of the intersecting trail or path.



BICYCLE AND
PEDESTRIAN
CROSSING
WARNING SIGN

Wayne Township Proposed Bicycle Network and Intersection Improvements

Produced by Active Transportation Alliance: 3/24/2015

Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



Bicycle Facilities

- On-Street Bike Route, Proposed
- Sidepath, Proposed
- Trail, Proposed
- Trail, Existing

Proposed Intersection Improvements

- Bicycle Loop Detector
- Bicycle/Pedestrian Push Button
- RRFB
- Roundabout
- Bicycle/Pedestrian Crossing Warning Signs
- School Zone Improvements

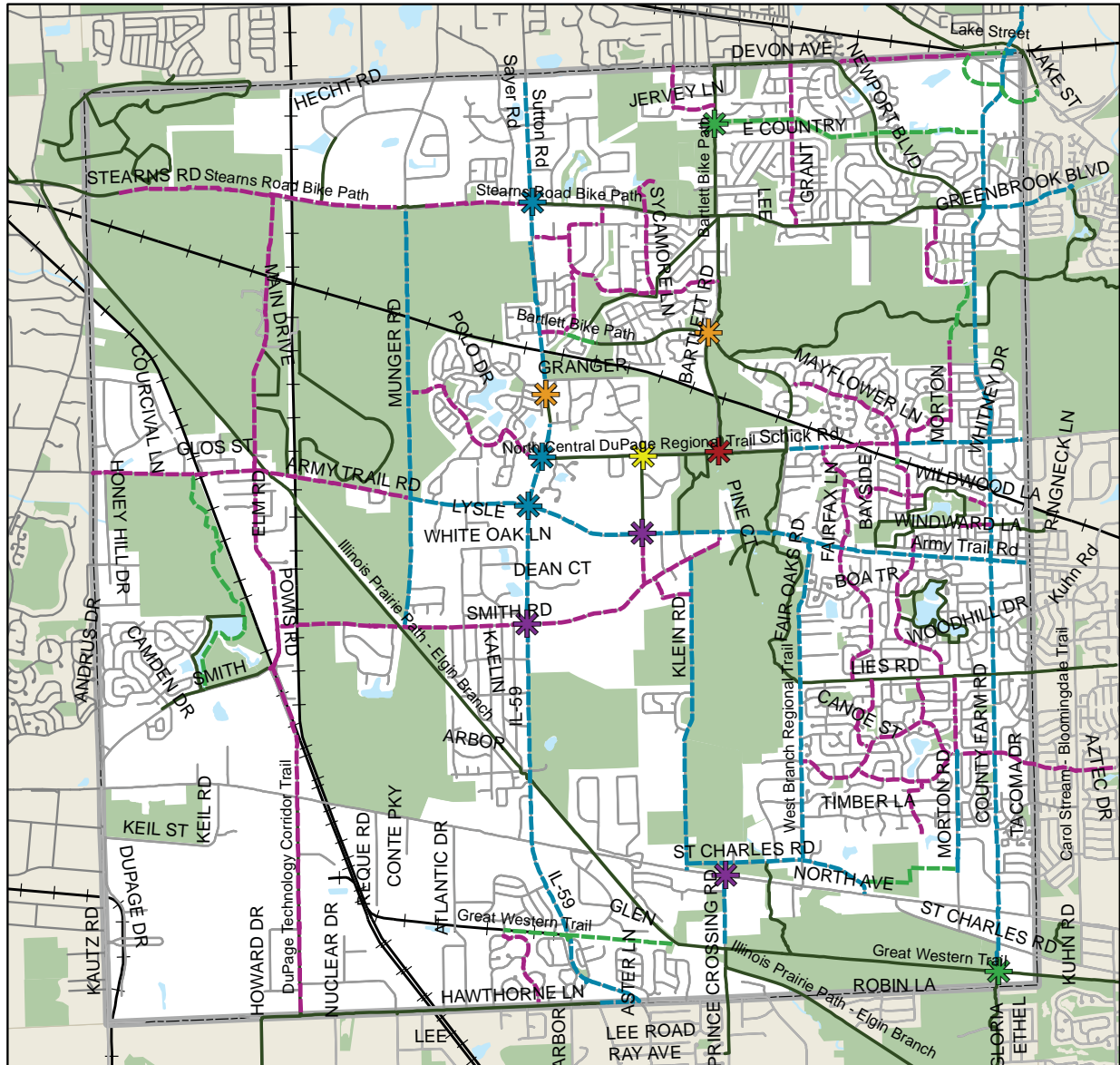
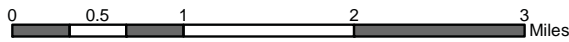


TABLE 2D RECOMMENDED INTERSECTION IMPROVEMENTS

	Recommended Improvement		
	Jurisdiction	Community	Recommended Intersection Improvement(s)
Prince Crossing Road and North Avenue	IDOT	West Chicago	Bicycle Loop Detection
Smith Road and Sutton Road	IDOT & Wayne Township	Wayne & Wayne Township	Bicycle Loop Detector
Stearns Road and Sutton Road	Bartlett, IDOT	Bartlett	Bicycle/Pedestrian Push Button
Schick Road and Sutton Road	Wayne Township, IDOT, Bartlett	Bartlett & Wayne Township	Bicycle/Pedestrian Push Button
Army Trail Road and Sutton Road	IDOT & DuPage	Bartlett & Wayne Township	Bicycle/Pedestrian Push Button
E Country Road and Bartlett Road	DuPage County & Bartlett	Forest Preserve District & Bartlett	RRFB
Great Western Trail and County Farm Road	IDOT, DuPage County, Carol Stream	Wayne Township	RRFB
Bartlett Road and Schick Road	IDOT, DuPage County, Bartlett	Forest Preserve District & Bartlett	Roundabout
Route 59 and Woodland Hills Parkway	Bartlett/IDOT	Bartlett	Bicycle/Pedestrian Crossing Warning Sign
Army Trail Road and Petersdorff Road	Dupage County & Wayne Township	Bartlett & Wayne Township	Bicycle/Pedestrian Crossing Warning Sign
Bartlett Road and Struckman Boulevard	DuPage County & Bartlett	Forest Preserve District & Bartlett	Bicycle/Pedestrian Crossing Warning Signage
Petersdorff Road and Schick Road	Wayne Township	Wayne Township	School Zone Improvements

BICYCLE FRIENDLY POLICIES

3

Policy Goal

The policies of the Township will reflect a commitment to designing roadways for all users, regardless of age or ability.

Chapter 3 Overview

A unified policy goal amongst the jurisdictional authorities within Wayne Township is vital to successful implementation of this plan. Many of the network recommendations rely on municipal-level support with Township coordination. The below objectives will leverage Township policies and procedures to institutionalize the design, consideration, and construction of bicycle facilities in the Township through policies and procedures.

OBJECTIVE: ONE

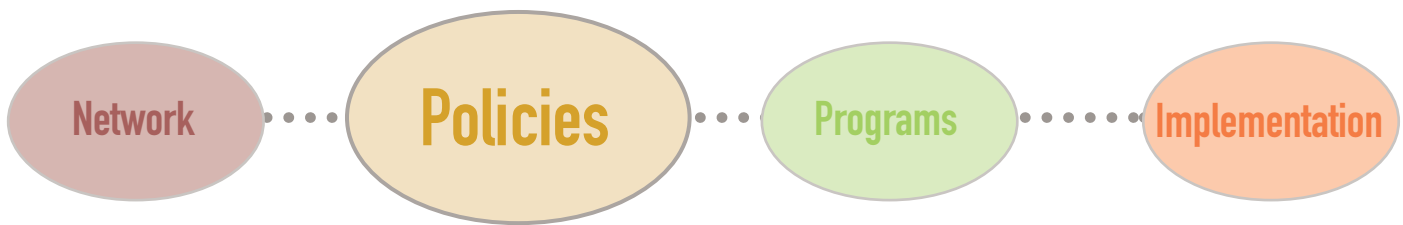
Adopt a Complete Streets policy in cooperation with county, state, and municipal Departments of Transportation to ensure all roadways are designed for all users.

OBJECTIVE: TWO

Develop internal design policies for Complete Streets design and implementation.

OBJECTIVE: THREE

Developing policies and procedures that contribute to continued use of bicycle facilities year-round.



3.1 Complete Streets Policy

Objective: Adopt a Complete Streets policy in cooperation with county, state, and municipal Departments of Transportation to ensure all roadways are designed for all users.



COMPLETE STREETS ARE DESIGNED TO ACCOMMODATE ALL USERS OF THE ROAD.

Following accepted best practices, the design recommendations throughout this plan are based on a Complete Streets philosophy. Complete streets are designed to enable safe access for all users of the transportation network regardless of age, ability, or travel mode. A complete street has no predefined facilities requirements, but is optimized within its surrounding context to promote safe, convenient active transportation options for the community.

To ensure that these principles play a lasting role in the development of the local transportation network, Wayne Township should adopt a Complete Streets policy. This means committing to the accommodation of bicyclists, pedestrians, and transit users as well as motor vehicles in all new transportation construction and maintenance projects whenever appropriate.

Both the State of Illinois and DuPage County have adopted Complete Streets policies. It is recommended that Wayne Township develop the policy based on national best practices. See Appendix E for a list of resources on Complete Streets policy development.

3.2 Internal Design Policies

Objective: Develop internal design policies for Complete Streets design and implementation

The Wayne Township Highway Department sets the standard of quality for roadway construction in the community through its adopted roadway design guidelines. The agency should update these guidelines to incorporate the principles of Complete Streets, ensuring a consistent standard for projects completed by the Township or private developers.

Incorporate nationally accepted best practices in bicycle facilities design that relate to the infrastructure recommended in this plan.

These guides may include:

AASHTO's Green Book

FHWA's Equestrian Design Guidebook for Trails, Trailheads and Campgrounds

NACTO's Cities for Cycling

MUTCD

A complete listing of guidelines is included in the Appendix.

3.3 Additional Policies and Procedures

Objective: Develop additional policies and procedures that contribute to continued use of bicycle facilities year-round.



PROCEDURES CAN BE ADOPTED TO SUPPORT CYCLING THROUGHOUT THE YEAR.

3.3.1 ADOPT A POLICY TO MAINTAIN BICYCLE FACILITIES

This plan sets forth an ambitious schedule to create a comprehensive biking network. In addition to completing the network, the Township must be committed to ensuring the network is maintained. By adopting a policy that ensures that bicycle facilities on property owned or managed by the Township will be maintained at the same level as facilities for motorized vehicles, the Township will provide bikeways that are free of snow, ice, debris, potholes, and other obstacles.

3.3.2 DEVELOP BIKE PARKING SELECTION STANDARDS

Bike rack siting begins first with identifying the exact number of sites and racks for each facility. When bicycle parking is properly sited, cyclists will not lock to trees, signs, or other items, thereby improving the accessibility for all users and the aesthetic quality of the facility.

These basic guidelines for the efficient bicycle parking were considered and documented:

Racks should be easily accessible from the street

Racks should be located along the “desire line” or the path cyclists are most likely to travel from the bikeway to the destination entrance

Racks should be within 50 feet of an entrance

Racks need to be in a high visibility area

Racks need weather protection where possible

Racks need to be protected from motor vehicles

Where possible racks should be placed near an attended area

Racks should not impede pedestrian traffic

Racks should not block access to buildings

These guidelines encourage the highest usage of bicycle parking.



BICYCLE FRIENDLY PROGRAMS

4

Goal for Education, Encouragement, and Enforcement Programs

People of all ages and abilities will have the tools to feel safe and confident while cycling. Residents will bike to fulfill daily needs and make last-mile connections.

Chapter 4 Overview

Education, encouragement, and enforcement are a powerful tools for promoting healthy and safe behaviors. Users of a bike network need to be aware of how to protect themselves and others, be compelled to use the network because they see it as safe and fun, and know that there are safeguards in place to protect them. Education, encouragement, and enforcement are tied together and are necessary to create a bicycle network that is utilized by all. As more people bike for transportation and health, bicycle education, encouragement, and enforcement should come in a variety of forms to reach all network users. Youth, teens, and adults alike benefit from these programs. The below objectives and recommendations on the following pages are meant to reach all community members and include messages tailored to each specific audience.

OBJECTIVE: ONE

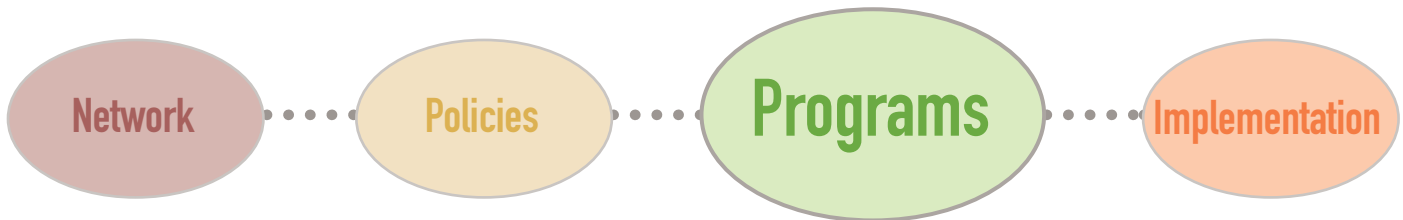
Educating the public about cycling

OBJECTIVE: TWO

Encouraging the use of cycling

OBJECTIVE: THREE

Enforcing safe travel behaviors



4.1 Community Education

Objective: It is important for motorists, cyclists and pedestrians to understand the rules of the road, however many are unaware of the rights and responsibilities of non-motorized users. A variety of educational opportunities are necessary to promote safer interactions by all road users. Wayne Township should partner with bicycle and pedestrian education to provide education and outreach on bicycle and pedestrian safety and sharing the road at community events and/or recreation programs.

4.1.1 SAFE ROUTES TO SCHOOL

This program involves identifying safe passages for students from their homes to school by identifying roadways with adequate sidewalks, safe bike routes, and crossings. Through this program the community can determine specific places for improvement and seek funding for the projects. The Township can Partner with District 303, Benjamin School District 25, Community Consolidated School District 93, and School District U-46 to provide a safe environment for students to achieve Safe Routes to School goals, for example:

Start a Safe Routes to School committee at each school or within each district to promote walking and biking to school

Celebrate International Walk and Bike to School Day in October

Provide annual on-bike or in-class bicycle education to students in third or fourth grade

4.1.2 DEVELOP A TOWNSHIP BIKE MAP

A user-friendly bike network map would encourage use of the improved bicycle network and patronage of the key places identified in this plan. Wayne Township should work with local volunteers, ambassadors, or a contractor to produce and distribute a free bike network map that includes safe routes to key places and safety tips. Large employers and local businesses could be approached for sponsorship of the map. This map should also:

Highlight bicycle facilities, including side paths, bike lanes, and local and regional trails

Mark popular destinations and local restaurants

Include bicycle safety tips and education

4.1.3 EDUCATE THE PUBLIC ON TIPS AND TRICKS FOR BIKING TO WORK

The route and method for biking that recreational cyclists may use on trails or weekend rides could be different than the route to work. This encouragement could reach and inform a ridership who had previously thought that biking to work would be too difficult.



SAFE ROUTES TO SCHOOL
for elementary school students

4.1.4 DEVELOP A DRIVER/ CYCLIST/EQUESTRIAN “SHARED RESPONSIBILITY CAMPAIGN”

Develop materials and marketing information to educate drivers and cyclists about sharing the road and cyclists and equestrians about trail etiquette. The materials could be distributed at Township offices, local events, included in water bills, or posted at trail heads.



BIKE RODEO
for children

4.1.5 BIKE RODEO

The police departments within Wayne Township could hold an annual Bike Safety Rodeo to offer a kid-friendly bike course focused on how to navigate potential hazards such as stop lights and railroad crossings. This could be a community education and encouragement event to draw in families.



WAYFINDING
Wayne Township could create a bicycle network map

4.1.6 BIKE SAFETY QUIZ

Promote the Bike Safety Quiz produced by the League of Illinois Bicyclists and the Secretary of State, available at www.bikesafetyquiz.com.

4.2 Encouragement

Objective: Community events centered on biking will create awareness for active transportation and encourage residents who do not often bike to start doing so. These events also provide opportunities for community members to come out and get to know their neighbors, shop locally and explore their community.

4.2.1 SOCIAL EVENTS

Events that provide residents a comfortable and supportive place to bike increase use of active transportation and the overall bike network.

Informal events held once or twice monthly create a relaxed atmosphere for physical activity. Work with community organizations to schedule small events that target specific age groups and interests.

4.2.2 LOCAL BUSINESS SPOTLIGHT EVENTS

SHOP BY BIKE: Encourage residents to bike when making short errands to local shops. Partner with local businesses to provide discounts and promotions for encouragement.

BIKE & DINE EVENTS: Feature local restaurants with a progressive dinner by bike.

HOUSING HUNTING BY BIKE: Work with local real estate agents to hold a bike tour of homes for sale throughout Wayne Township.

4.2.3 COMMUNITY FEATURE EVENTS

CAR-FREE DAYS: Designate and publicize one day each year for special programming that encourages residents to leave their car at home and bike instead.

COMMUNITY BIKE RIDES: Organize a large scale bike ride event in Wayne Township, this can make a great fundraiser and bring visitors from neighboring townships.

OPEN STREETS: Arrange for special events where local streets are closed to vehicles and open for walking, biking and informal play. This can nicely complement local parades or farmers markets, such as West Chicago Railroad Days or the Bartlett Farmers Market.

BIKE TO WORK WEEK: Host bicycle commuter celebrations at Metra Stations or local restaurants during the regional Bike to Work Week celebration.

LOCAL PARADES: Invite youth to decorate bikes and participate in local parades

4.2.4 BIKE PARKING

Another way to encourage biking is to provide infrastructure such as bike racks at destinations throughout the community. Bike racks should be placed in clear view and close to the entrance of destinations to make it a more convenient and easier option for residents.



PARTNERING AND COLLABORATING with the local police departments to provide programming



PROVIDE EASY BICYCLE PARKING at community events

4.3 Enforcement

Objective: Continue to support biking encouragement and education by collaborating with the local police departments



GROUP RIDES are a safe way for newcomers to try bicycling on roadways

4.3.1 CAUGHT BEING GOOD PROGRAM

Police officers can issue reward tickets to children who practice safe walking and biking behavior.

4.3.2 TRAINING OPPORTUNITIES

Identify training opportunities for local police departments that highlight Share the Road safety tips.

4.3.3 POLICE AND NEIGHBORHOOD PARTNERSHIPS

The police departments could work with neighborhood groups that are interested in promoting safe bicycling and walking behaviors.

IMPLEMENTATION

5

Implementation Goal

The Township will have an interagency collaborative support system that facilitates effective implementation of bike network enhancements, policies, and procedures.

Chapter 5 Overview

Wayne Township can coordinate with municipalities, DuPage County, the Forest Preserve District, and the Illinois Department of Transportation to carry out the goals, objectives, and recommendations contained in this plan with coordination between multiple agencies and jurisdictions to foster growth in community bicycle ridership.

Wayne Township can coordinate with municipalities, DuPage County, the Forest Preserve District, and the Illinois Department of Transportation to carry out the recommendations in this plan.

OBJECTIVE: ONE

Implement the network recommendations.

OBJECTIVE: TWO

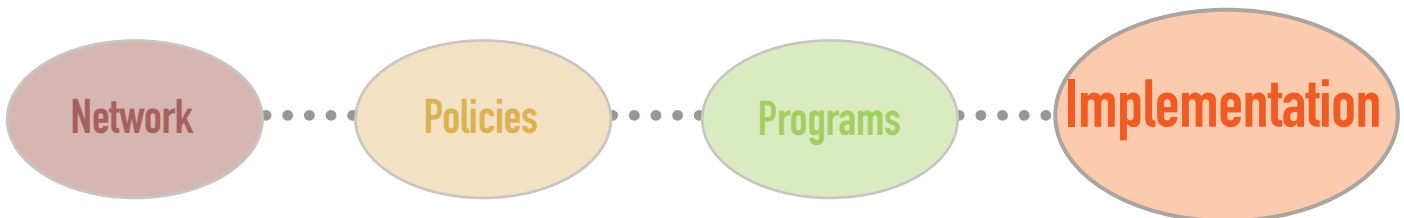
Coordinate with agencies affected by the implementation of this plan.

OBJECTIVE: THREE

Develop a series of metrics to measure progress of the plan.

GOAL: FOUR

Strategically pursue funding for implementation of projects identified on Township controlled roads in this plan.



5.1 Phasing

Objective: Implement the network recommendations.



Plan implementation will require coordination with Multiple Jurisdictions

While some of the recommendations in the plan can be immediately implemented other recommendations require more resources. A timeline that phases the recommendations can build towards an ideal bicycle network in the long-term while still providing improvements and options in the short-term.

Implementation recommendations were based on community priorities identified in the planning process. Prioritization is based on five factors:

COORDINATION

Represents the general amount of time and coordination from the community as well as cooperation with outside agencies needed from project initiation to project completion

COST

Represents a rough estimate of the dollars necessary to plan, design, construct and/or execute a specific strategy

COMMUNITY INPUT

Represents the preference of community members based on feedback received during the community engagement phase of the planning process

SAFETY

Represents the change in the level of safety for cyclists and pedestrians after implementation of the strategy

IMPACT

Represents an estimate of usage of a particular strategy

5.1.1 PROPOSED ROADWAY CONDITIONS AND PHASING

Based on input from more people that attended the two public events and completed the online survey, the following corridor specific recommendations and phasing priorities were developed. The network was designed to provide safe and convenient routes to all of the places identified as priorities for biking in Wayne Township.

NEAR-TERM

Near-term corridors are either suitable for cycling in their existing condition, with opportunities for wayfinding improvements, or projects that are already programmed for funding in the near-term. A near-term recommendation for the following corridors is to identify safe, bicycle-ready, routes, and install bicycle safety signs per MUTCD guidance.

MID-TERM

Mid-term corridors are corridors that are mostly locally controlled and are recommended for installation of on-street bikeways that do not require reconstruction activities.

LONG-TERM

Long-term bikeways are corridors that require installation of an off-street trail, sidepath, or a potential reconstruction of a road. These projects typically require more coordination with external agencies.

5.1.2 OPPORTUNISTIC IMPLEMENTATION

While this plan offers a guide to prioritizing these recommendations as near-, mid-, or long-term priorities, the Township should actively seek out opportunities to coordinate implementation with private development and public projects. Private development can often trigger the need to improve the corridor frontage areas, and state, county and municipal construction and maintenance priorities can overlap with this plan's recommendations. Implementing agencies should remain aware of these kinds of opportunities and seek to coordinate the implementation of this plan with parallel municipal, county, and regional efforts. (See the Appendix for funding and programmatic resources.)

TABLE 5A RECOMMENDED BICYCLE FACILITY

	Phasing and implementation Considerations					
	From	To	Adjacent Community	Jurisdiction	Bikeway Recommendation	Phasing
Schick Road	Woodland Hills Drive	Route 59	Bartlett	Bartlett	Signed Route	Long-Term
Munger Road	Stearns Road	Rail Road Tracks	Forest Preserve District & Wayne	Bartlett	Sidepath	Mid-Term
S Prospect Avenue	Devon Avenue	Stearns Road	Bartlett	Bartlett	Signed Route	Near-Term
Jervey Lane	Bartlett Road	Western Avenue	Bartlett	Bartlett	Signed Route	Near-Term
Western Avenue	Jervey Lane	Devon Avenue	Bartlett	Bartlett	Signed Route	Near-Term
Sycamore Lane	Foster Avenue	Apple Orchard Golf Course	Bartlett	Bartlett	Signed Route	Near-Term
Cuyahoga Drive	Stearns Road	Bryn Mawr Avenue	Bartlett	Bartlett	Signed Route	Near-Term
Bryn Mawr Avenue	Valewood Drive	Cuyahoga Drive	Bartlett	Bartlett	Signed Route	Near-Term
Valewood Drive	Bryn Mawr Avenue	Foster Avenue	Bartlett	Bartlett	Signed Route	Near-Term
Foster Avenue	Valewood Drive	The Bartlett Trail	Bartlett	Bartlett	Signed Route	Near-Term
Independence Drive	Congress Drive	The Bartlett Trail	Bartlett	Bartlett	Signed Route	Near-Term
Woodland Hills Drive	Schick Road	Forest Preserve Drive	Bartlett	Bartlett	Signed Route	Near-Term
Fairfax Lane	Army Trail Road	Schick Road	Bartlett	Bartlett	Signed Route	Near-Term
Harvard Lane	Waterfall Lane	Fairfax Lane	Bartlett	Bartlett	Signed Route	Near-Term
Mayflower Lane	Schick Road	Struckman Boulevard	Bartlett	Bartlett	Signed Route	Near-Term
Forest Preserve Drive	Woodland Hills Drive	Munger Road	Bartlett	Bartlett	Signed Route	Near-Term
Trails End Park Trail	Newport Boulevard	County Farm Road	Bartlett and Hanover Park	Bartlett and Hanover Park	Trail	Long-Term
Birch Bark Trail	Fair Oaks Road	Kuhn Road	Carol Stream	Carol Stream	Signed Route	Near-Term
Evergreen Drive	Birch Bark Trail	Birch Bark Trail	Carol Stream	Carol Stream	Signed Route	Near-Term
Lance Lane	Birchbark Trail	New Britton Road	Carol Stream	Carol Stream	Signed Route	Near-Term
New Britton Road	Lance Lane	Rose Avenue	Carol Stream	Carol Stream	Signed Route	Near-Term
Rose Avenue	Lance Lane	Lies Road	Carol Stream	Carol Stream	Signed Route	Near-Term
Spring Valley Drive	Lies Road	Army Trail Road	Carol Stream	Carol Stream	Signed Route	Near-Term

TABLE 5A RECOMMENDED BICYCLE FACILITY, CONTINUED

	Phasing and implementation Considerations					
	From	To	Adjacent Community	Jurisdiction	Bikeway Recommendation	Phasing
Woodlake Drive	Lies Road	Bayside Drive	Carol Stream	Carol Stream	Signed Route	Near-Term
Stearns Road	Route 59	Dunham Road	Forest Preserve District, Bartlett	DuPage County	Signed Route	Near-Term
Army Trail Road	Munger Road	Dunham Road	Wayne Township, Bartlett, Forest Preserve District	DuPage County & Wayne	Signed Route	Near-Term
Cinema Drive	Lemon Lane	Redford Lane	Hanover Park	Hanover Park	Signed Route	Near-Term
Redford Lane	Cinema Drive	Stearns Road	Hanover Park	Hanover Park	Signed Route	Near-Term
Woodlake Drive	Army Trail Road	Waterfall lane	Hanover Park	Hanover Park	Signed Route	Near-Term
Wildwood Lane	Waterfall Lane	County Farm Road	Hanover Park	Hanover Park	Signed Route	Near-Term
Morton Road	Schick Road	Lawrence Avenue	Hanover Park	Hanover Park	Signed Route	Near-Term
Edinburgh Lane	Camden Lane	Schick Road	Hanover Park	Hanover Park	Signed Route	Near-Term
Camden Lane	Edinburgh Lane	Morton Road	Hanover Park	Hanover Park	Signed Route	Near-Term
Waterfall Lane	Wildwood Lane	Harvard Lane	Hanover Park and Bartlett	Hanover Park & Bartlett	Signed Route	Near-Term
Waterfall Lane	Wildwood Lane	Harvard Lane	Hanover Park and Bartlett	Hanover Park & Bartlett	Signed Route	Near-Term
Devon Avenue	Liberty Street	Church Road	Hanover Park	Hanover Park, Bartlett, & DuPage County	Signed Route	Near-Term
Fair Oaks Road	St Charles Road	North Avenue	Wayne Township, Forest Preserve District	Wayne Township	Sidepath	Near-Term
Petersdorff Road	Smith Road	Schick Road	Wayne Township	Wayne Township	Signed Route	Near-Term
Petersdorff Road	Smith Road	Schick Road	Wayne Township	Wayne Township	Signed Route	Near-Term
Cambridge/Canterbury Drive	Smith Road	Klein Road	Wayne Township	Wayne Township	Signed Route	Near-Term
St Charles Road	Klein Road	Fair Oaks Road	Wayne Township & Forest Preserve District	Wayne Township	Trail	Near-Term
Smith Road	Army Trail Road	Powis	Wayne Township & Bartlett	Wayne Township & IDOT	Signed Route	Near-Term
Fair Oaks Road	Army Trail Road	St Charles Road	Wayne Township, Carol Stream, Forest Preserve District	Wayne Township, Carol Stream	Sidepath	Near-Term
Willow Creek Drive	Hawthorne Lane	Marcella Lane	West Chicago	West Chicago	Signed Route	Near-Term

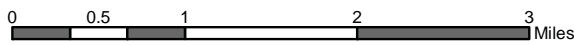
TABLE 5A RECOMMENDED BICYCLE FACILITY, CONTINUED

	Phasing and implementation Considerations					
	From	To	Adjacent Community	Jurisdiction	Bikeway Recommendation	Phasing
Marcella Lane	Willow Creek Drive	Thomas Drive	West Chicago	West Chicago	Signed Route	Near-Term
Sassafras Drive	Thomas Drive	Hemlock Lane	West Chicago	West Chicago	Signed Route	Near-Term
Hemlock Lane	Sassafras Drive	Snowberry Lane	West Chicago	West Chicago	Signed Route	Near-Term
Thomas Drive	Marcella Lane	Sassafras Drive	West Chicago	West Chicago	Signed Route	Near-Term
Sassafras Drive	Thomas Drive	Hemlock Lane	West Chicago	West Chicago	Signed Route	Near-Term
Hemlock Lane	Sassafras Drive	Snowberry Lane	West Chicago	West Chicago	Signed Route	Near-Term
Morton Road	Birchbark Trail	Wheaton Bible Church	Carol Stream, Wayne Township	Carol Stream, Wayne Township	Sidepath	Mid-Term
DuPage Technology Corridor Trail	Army Trail Road	DuPage Technology Corridor Trail	Forest Preserve District	Forest Preserve District	Trail	Mid-Term
Munger Road	Rail Road Tracks	Smith Road	Bartlett & Forest Preserve District	Wayne Township	Sidepath	Mid-Term
Wheaton Bible Church Path	Morton Road	St Charles Road	Wayne Township	Wayne Township & Wheaton Bible Church	Trail	Mid-Term
Powis Road	Stearns Road	Hawthorne Lane	Wayne, Wayne Township, Forest Preserve District, DuPage County	Wayne Township, Wayne, West Chicago	Signed Route	Mid-Term
Schick Road	Gerber Road	County Farm Road	Forest Preserve District, Carol Stream, Bartlett	Carol Stream, Bartlett	Sidepath	Long-Term
Army Trail Road	County Farm Road	Munger Road	Hanover Park, Carol Stream, Bartlett	DuPage County	Sidepath	Long-Term
Great Western Trail	North Avenue	Sassafras Drive	West Chicago, Wayne Township	DuPage County	Trail	Long-Term
County Farm Road	Devon Avenue	Great Western Trail	Hanover Park, Carol Stream, Wayne Township	DuPage County, Carol Stream, Hanover Park	Sidepath	Long-Term
Morton Road Spur	Morton Road	Cinema Drive	Bartlett & Forest Preserve District	Forest Preserve District	Trail	Long-Term
Devon/Lake Path	Devon Avenue	Lake Street	Hanover Park	Hanover Park	Trail	Long-Term
Route 59/Sutton Road	Hawthorne Lane	Devon Avenue	West Chicago, Wayne Township, Bartlett, Forest Preserve District	Illinois Department of Transportation	Sidepath	Long-Term
Prince Crossing Road	Hawthorne Lane	North Avenue	West Chicago, Wayne Township, Forest Preserve District	Illinois Department of Transportation	Sidepath	Long-Term
Klein Road	St Charles Road	Smith Road	Forest Preserve District, Wayne Township	Wayne Township	Sidepath	Long-Term

Wayne Township Bicycle Network Implementation and Phasing

Produced by Active Transportation Alliance: 3/24/2015

Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



Bicycle Facilities

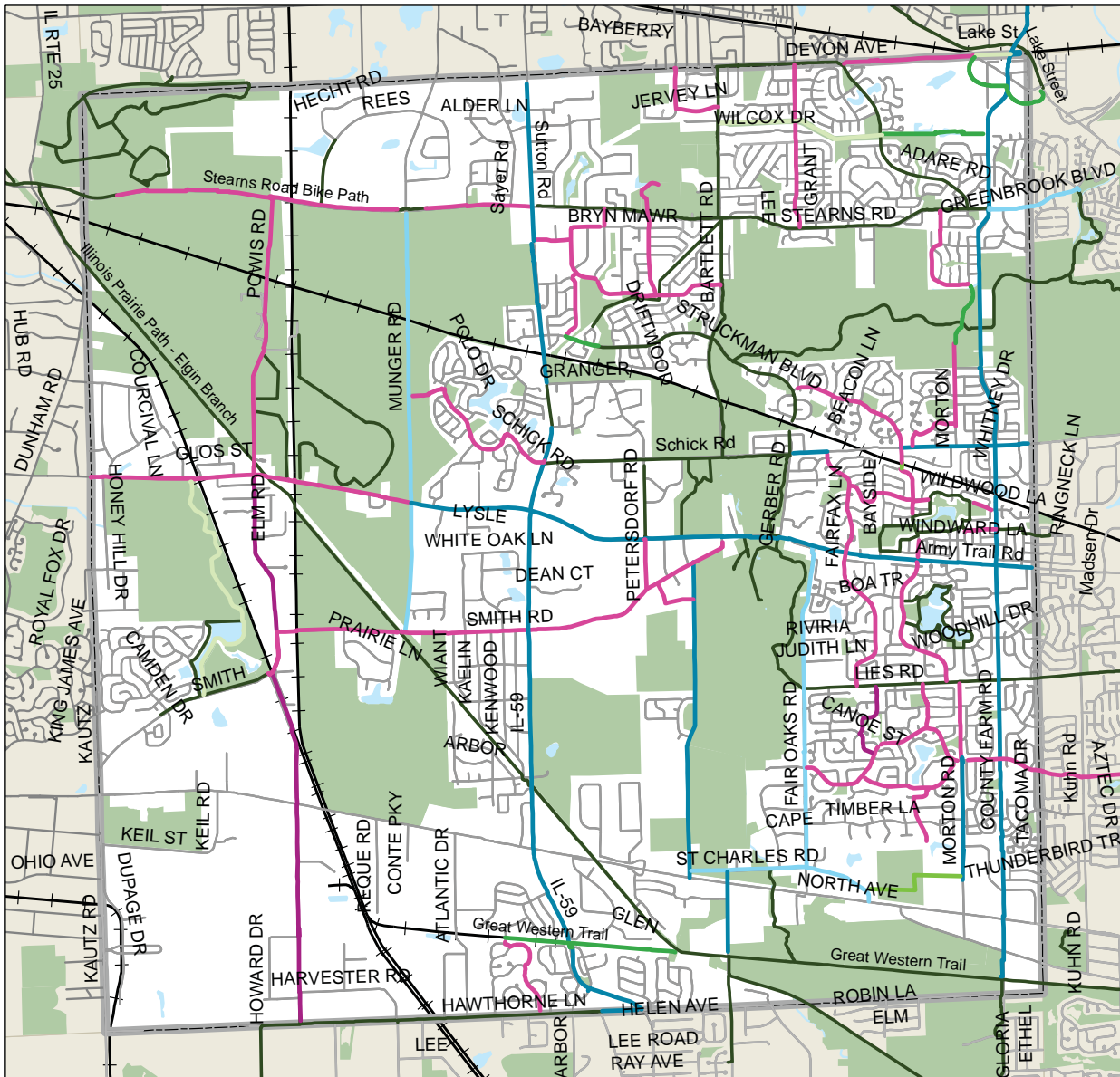
- Mid-Term, Bike Route
- Near-Term, Bike Route
- Long-Term, Path
- Near-Term, Path
- Long-Term, Land-based Greenway
- Mid-Term, Land-based Greenway
- Near-Term, Land-based Greenway
- Trail, Existing

Transportation Infrastructure

- Roads
- +— Railroads

Township Boundary

- Neighboring Township
- Wayne Township



Wayne Township Intersection Implementation and Phasing by Jurisdiction

Produced by Active Transportation Alliance: 3/24/2015

Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



Facility Type, Phasing

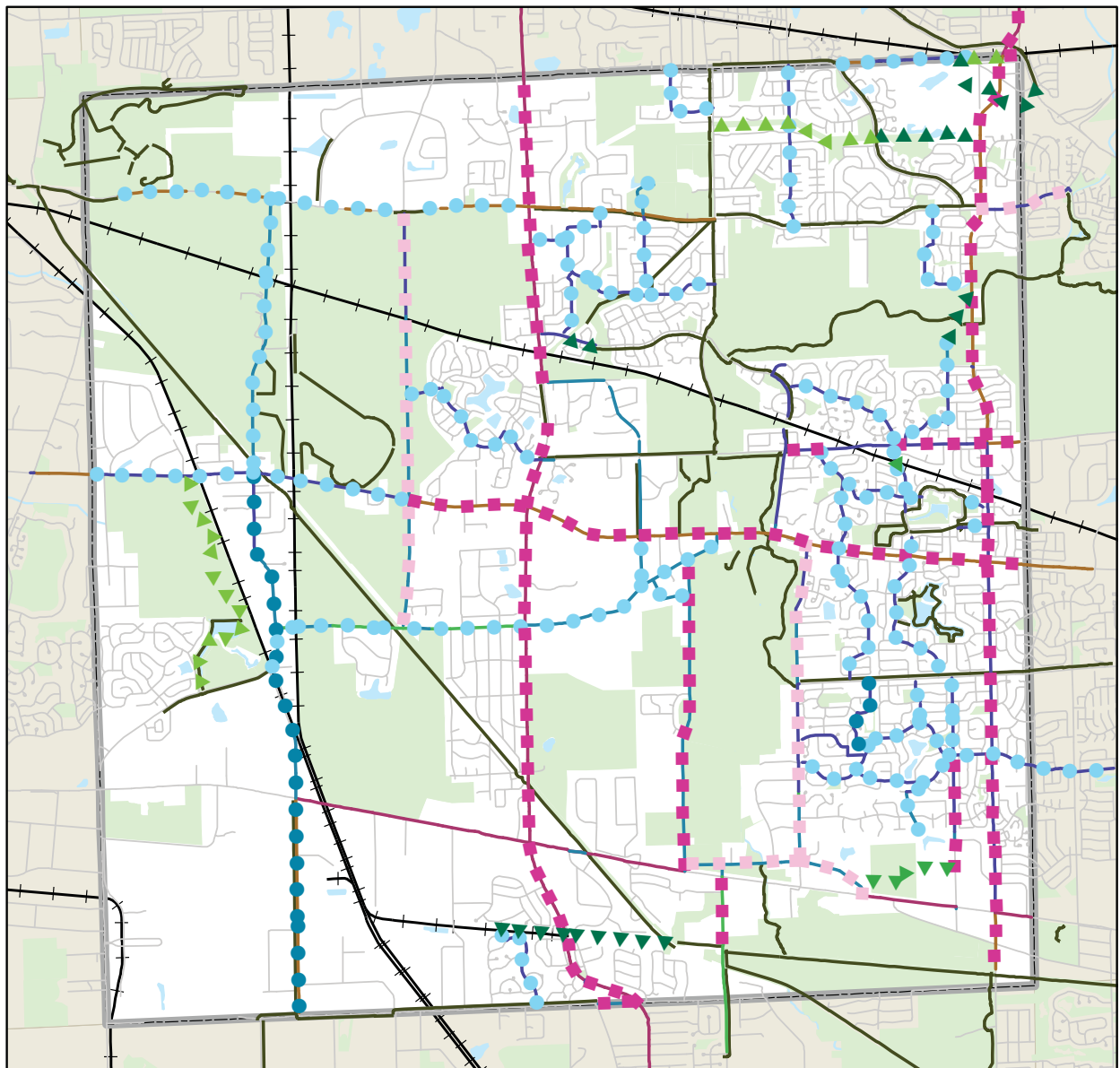
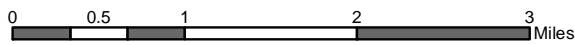
- Bike Route, Mid-Term
- Bike Route, Near-Term
- Path, Long-Term
- Path, Near-Term
- ▲ Land-based Greenway, Long-Term
- ▲ Land-based Greenway, Mid-Term
- ▲ Land-based Greenway, Near-Term

Roadway Jurisdiction

- Interstate
- IDOT
- County
- Township
- Municipality

Existing Bicycle Facilities

- Trail



5.1.3 PROPOSED INTERSECTION CONDITIONS AND PHASING

Based on input from the people that attended the two public events and completed the online survey, the following corridors specific recommendations and phasing priorities were developed. The intersection recommendations are designed to provide safe and convenient crossings at intersections identified as barriers by the community.

NEAR-TERM

Near-term intersections are currently bikeable but may be aided by some low-cost improvements, such as network signage or crossing improvements.

MID-TERM

Mid-term intersections for improvement can easily be improved—with a moderate construction budget—to become more bikeable. Examples are corridors with low average daily traffic (ADT) and ample width to add bike lanes or shared lane markings, and intersections that are currently signaled but could be improved by curb extensions, transit shelters, local sidewalk completion, and other network amenities, such as benches and identity features.

LONG-TERM

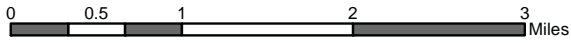
Long-term intersection recommendations are often complicated by jurisdictional issues or the balancing of regional network priorities. These recommendations may have other feasibility issues, such as high ADT or restricted road width or right-of-way.



TABLE 5B RECOMMENDED INTERSECTION IMPROVEMENTS	Recommended Improvement			
	Jurisdiction	Community	Recommended Intersection Improvement(s)	Implementation
Sutton Road and Woodland Hills Parkway	Bartlett/IDOT	Bartlett	Bicycle/Pedestrian Crossing Warning Sign	Mid-Term
Stearns Road and Sutton Road	Bartlett, IDOT	Bartlett	Bicycle/Pedestrian Push Button	Near-Term
Schick Road and Sutton Road	Wayne Township, IDOT, Bartlett	Bartlett & Wayne Township	Bicycle/Pedestrian Push Button	Long-Term
Army Trail Road and Sutton Road	IDOT & DuPage	Bartlett & Wayne Township	Bicycle/Pedestrian Push Button	Long-Term
Army Trail Road and Petersdorff Road	DuPage County & Wayne Township	Bartlett & Wayne Township	Bicycle/Pedestrian Crossing Warning Sign	Near-Term
Bartlett Road and Schick Road	IDOT, DuPage County, Bartlett	Forest Preserve District & Bartlett	Roundabout	Long-Term
E Country Road and Bartlett Road	DuPage County & Bartlett	Forest Preserve District & Bartlett	RRFB	Mid-Term
Bartlett Road and Struckman Boulevard	DuPage County & Bartlett	Forest Preserve District & Bartlett	Bicycle/Pedestrian Crossing Warning Signage	Near-Term
Smith Road and Sutton Road	IDOT & Wayne Township	Wayne & Wayne Township	Bicycle Loop Detector	Long-Term
Great Western Trail and County Farm Road	IDOT, DuPage County, Carol Stream	Wayne Township	RRFB	Mid-Term
Petersdorff Road and Schick Road	Wayne Township	Wayne Township	School Zone Improvements	Near-Term
Prince Crossing Road and North Avenue	IDOT	West Chicago	Bicycle Loop Detection	Mid-Term

Wayne Township Intersection Implementation and Phasing by Jurisdiction

Produced by Active Transportation Alliance: 3/24/2015
 Data Sources: Active Transportation Alliance, NAVTEQ,
 CMAP, IDOT, Forest Preserve District of DuPage County



Proposed Intersection Improvements

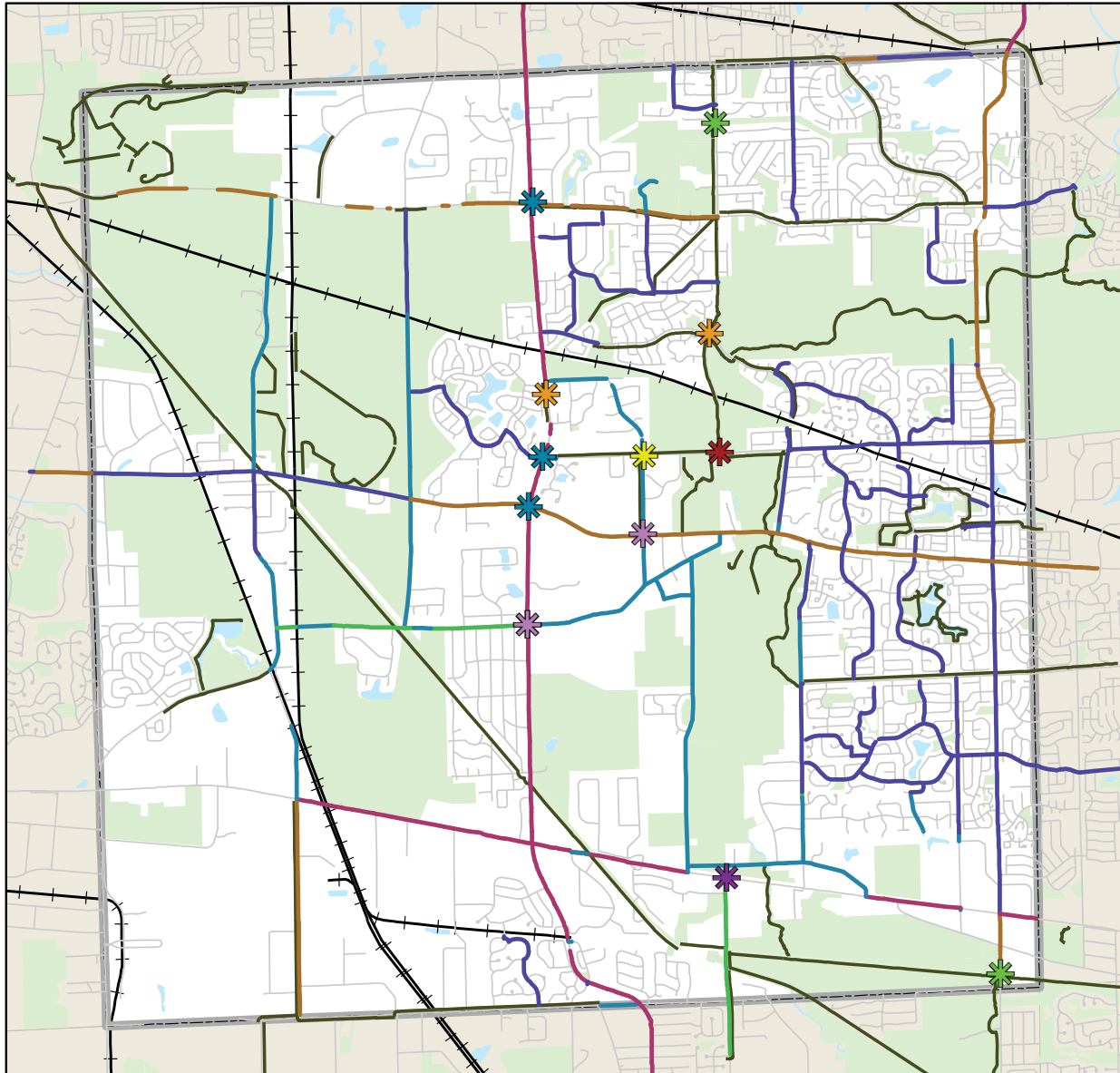
- Bicycle Loop Detector, Long-Term
- Bicycle Loop Detector, Mid-Term
- Bicycle/Pedestrian Push Button, Long-Term
- RRFB, Long-Term
- RRFB, Mid-Term
- Roundabout, Long-Term
- Bicycle/Pedestrian Crossing Warning Signs, Near-Term
- School Zone Improvements, Near-Term

Roadway Jurisdiction

- Interstate
- IDOT
- County
- Township
- Municipality

Existing Bicycle Facilities

- Trail



5.2 Coordination

Objective: Coordinate with agencies affected by the implementation of this plan.



Multiple communities and jurisdictions lie within Wayne Township's boundaries. In order to fulfill the recommendations in this plan, Wayne Township can continue to convene a group of stakeholders to discuss priorities and pursue projects, or facilitate a Bicycle Advisory Committee

Made up of jurisdictions that maintain roadways within the Township boundaries to coordinate the funding, planning, design, and maintenance of future roadway and bikeway projects, the committee could take on such coordination activities as:

Synchronizing Capital Improvement Programs to ensure the development of uninterrupted bikeways throughout the Township.

Partnering on funding applications to implement recommendations made in this plan.

Adopting unified bicycle facilities design standards, particularly for wayfinding signage.

Encouraging municipalities to apply for Bicycle Friendly Community status through the League of American Bicyclists.

Identifying community members interested in taking the lead on education and encouragement initiatives.

5.3 Progress Measurement

Objective: Develop a series of metrics to measure progress of the plan.



NUMBER OF MILES OF NEW BICYCLE FACILITIES IS ONE WAY TO TRACK IMPLEMENTATION OF THIS PLAN

Progress measures help communities track projects and better understand the impact of bicycle facilities on community health and travel patterns. There are many ways to track performance, some steps include:

Miles of bicycle network implemented

Miles of paths and trails built

Bicycle friendly policies adopted

Educational events and encouragement opportunities offered

Enforcement events held

Other bicycle improvements

Review and analyze crash data annually to identify high crash area locations.

Review and analyze publicly available user data collected by smart phone applications to gain an understanding of the rate of use of various roadways throughout the Township.

Coordinate with DuPage County on Illinois Prairie Path bike counts.

5.4 Funding

Objective: Strategically pursue funding for implementation of projects identified on Township controlled roads in this plan.

Some projects recommended in this plan are on Township-controlled roads and land. In these cases, the Township should identify priority projects and seek funding to complete the recommendations. The following steps could be taken to see these projects through:

Dedicate funding towards bicycle facilities

Integrate recommendations into the Township's CIP

Pursue outside funding opportunities

See the chart on the following page for types of funding sources and selection criteria.

TABLE 5C FEDERAL FUNDING SOURCES FOR TRANSPORTATION PROJECTS

	Transportation Enhancements (TE)	Congestion Mitigation and Air Quality (CMAQ)	Surface Transportation Program (STP)	Safe Routes to School (SRTS)	Recreational Trails Program (RTP)	Highway Safety Improvement Program (HSIP)	Section 402-State and Community Highway Safety Grant Program
Program Purpose	To foster cultural, historic, aesthetic and environmental aspects of our transportation infrastructure	To improve air quality and reduce traffic congestion in areas that do not meet air quality standards.	To fund state and local road and transit projects.	To enable and encourage children to walk and bike to school through the 5 Es.	To develop and maintain recreational trails and trail related facilities for both non-motorized recreational trail users.	To fund highway infrastructure safety projects aimed at reducing highway fatalities and serious injuries.	To create safety programs aimed at reducing traffic crashes.
Eligible Projects	Bike lanes, paved shoulders, network signage, path/ trail, bike racks on busses, bike parking, trail/ highway intersection improvements, bike storage, sidewalks, crosswalks, signal improvements, curb cuts, helmet promotion, educational materials, and training	All bike/ped infrastructure, active transportation plans, helmet promotion, educational materials, bike/ ped maps, bike/ ped coordinator position, safety/ education position, and training.	All bike/ped infrastructure, active transportation plans, bike/ ped coordinator position, safety/ education position, bike/ ped maps, enforcement campaign, helmet promotion, educational materials, and training.	Bike lanes, paved shoulders, network signage, path/ trail, bike parking, bike/ ped maps, trail/ highway intersection improvements, bike storage, sidewalks, crosswalks, signal improvements, curb cuts, helmet promotion, educational materials, bike/ ped coordinator position, safety/ education position and training	Trails/paths, Trail/Highway intersection improvements, trailheads, educational materials, and training.	Bike lanes, paved shoulders, Trail/Highway intersection improvement, crosswalks, signal improvement, and curb cuts.	Bike/ped maps, Safety/education position, enforcement campaigns, helmet promotion, educational materials, and training.
Key Project Requirements	Must relate to surface transportation	1) Must be spent in non-attainment and maintenance areas. 2) Will be evaluated on air quality emissions.	N/A	Only be spent within 1 ½ miles of a school.	30% spent on non-motorized trail project, 30% for motorized, 40% for diversity of trail use	Must address goals written in State Highway Safety Plan	Must address goals written in State Highway Safety Plan
Application Process	Irregular schedule at call of IL Dept. of Transportation	Generally, an annual call for proposals	Varies	Irregular schedules at call of IDOT	Irregular schedules at call of Illinois Department of Natural Resources	Generally every year there is an update to the Plan at call of IDOT division of Traffic Safety	Generally each summer at call of IDOT division of Traffic Safety
Local Match Required	Typically 20%	Typically 20%	20%	20%	Typically 20%, some 50%	10%	No match required
Who Can Apply	Local Government	Local or state government agency	Local government	Any government entity or non-profit	Any government entity or non-profit	Any government entity or non-profit	Any government entity or non-profit

APPENDIX

6

Appendix A: Existing Conditions

The Existing Conditions Maps summarize the analysis conducted while developing the Bicycle Plan.

The crash map (right) is just one of a series of maps and information generated to inform recommendations made in this plan.

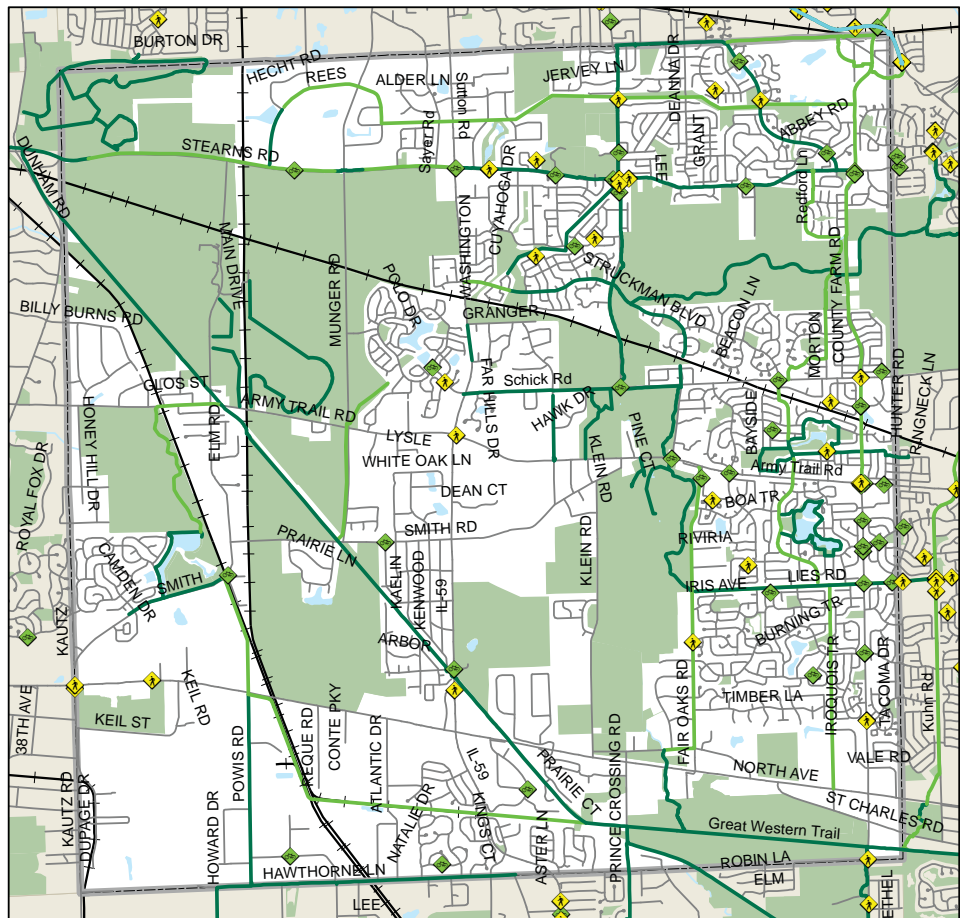
Wayne Township Bicycle and Pedestrian Crashes

Produced by Active Transportation Alliance: 3/24/2015
 Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



- | | |
|-------------------------|--------------------------------------|
| Pedestrian Crash | Transportation Infrastructure |
| ◆ Pedestrian Crash | — Roads |
| Bicycle Crash | + Railroads |
| ◆ Bicycle Crash | Land Use |
| Trails | ■ Open Space |
| — Existing | ■ Water |
| — Proposed | Township Boundary |
| | ■ Neighboring Township |
| | □ Wayne Township |

0 0.5 1 2 3 Miles



Appendix A: Existing Conditions

The Existing Conditions Report is a PDF attachment that summarizes the analysis and outreach conducted while developing the Bicycle Plan.

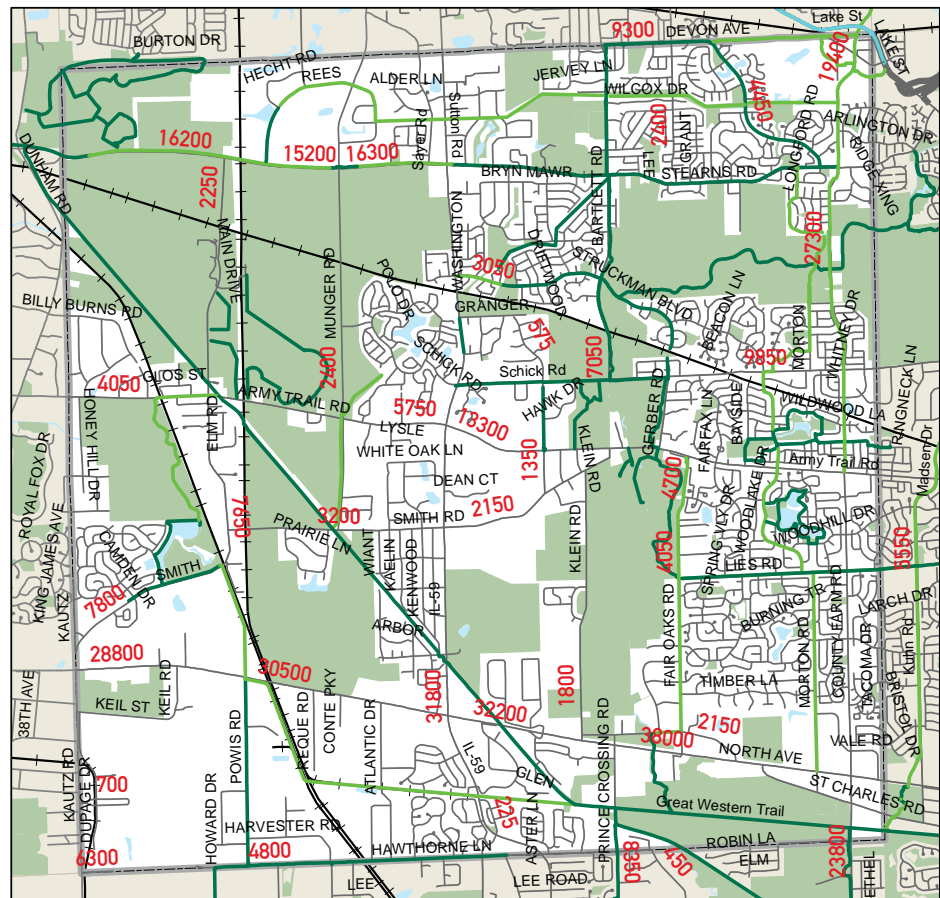
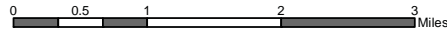
Average daily traffic on major roads in Wayne Township.

Wayne Township AADT

Produced by Active Transportation Alliance: 3/24/2015
 Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



- | | |
|--------------------------------------|--------------------------|
| Trails | Land Use |
| Existing | Open Space |
| Proposed | Water |
| Transportation Infrastructure | Township Boundary |
| Highway | Neighboring Township |
| Arterial/Collector Street | Wayne Township |
| Local Street | |
| Railroads | |



Appendix A: Existing Conditions

The Existing Conditions Report is a PDF attachment that summarizes the analysis and outreach conducted while developing the Bicycle Plan.

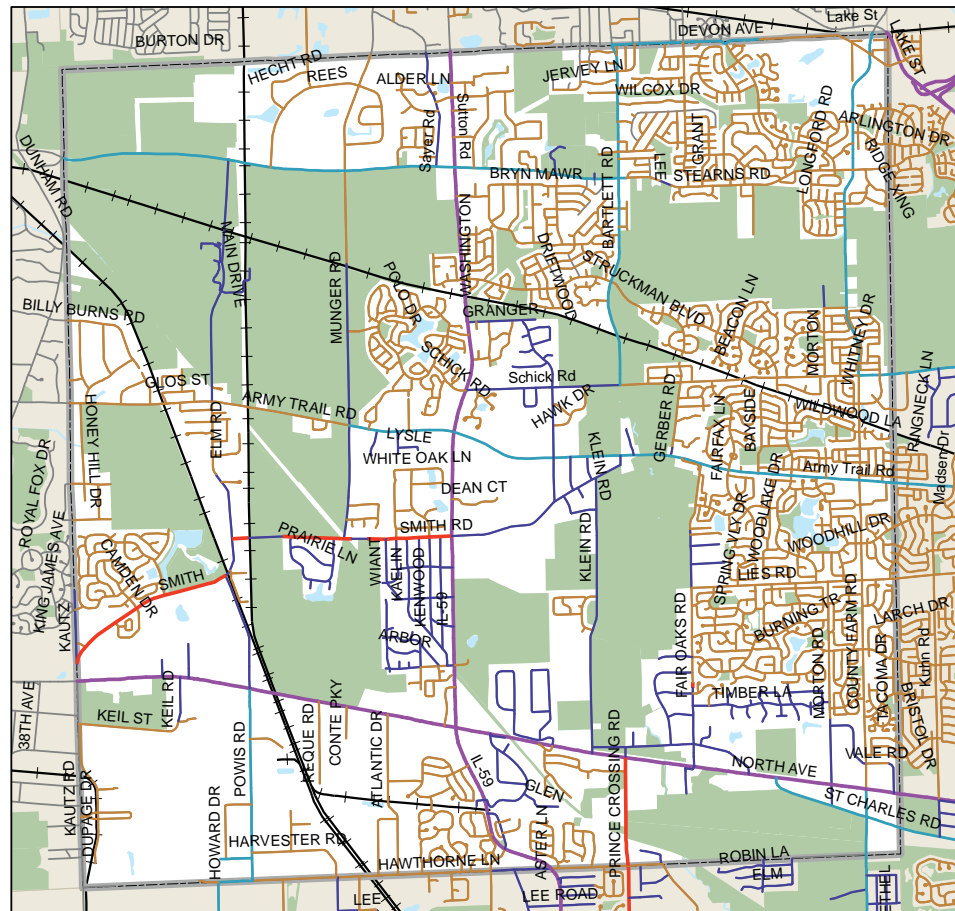
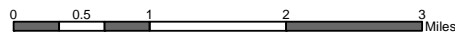
Jurisdictional authority over roadways in Wayne Township.

Wayne Township Roadway Jurisdiction

Produced by Active Transportation Alliance: 10/23/2014
 Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



- Illinois Road Jurisdiction**
- Interstate Highway
 - IDOT
 - County
 - Municipal
 - Township
- Transportation Infrastructure**
- Roads
 - Railroads
- Land Use**
- Open Space
 - Water
- Township Boundary**
- Neighboring Township
 - Wayne Township



Appendix A: Existing Conditions

The Existing Conditions Report is a PDF attachment that summarizes the analysis and outreach conducted while developing the Bicycle Plan.

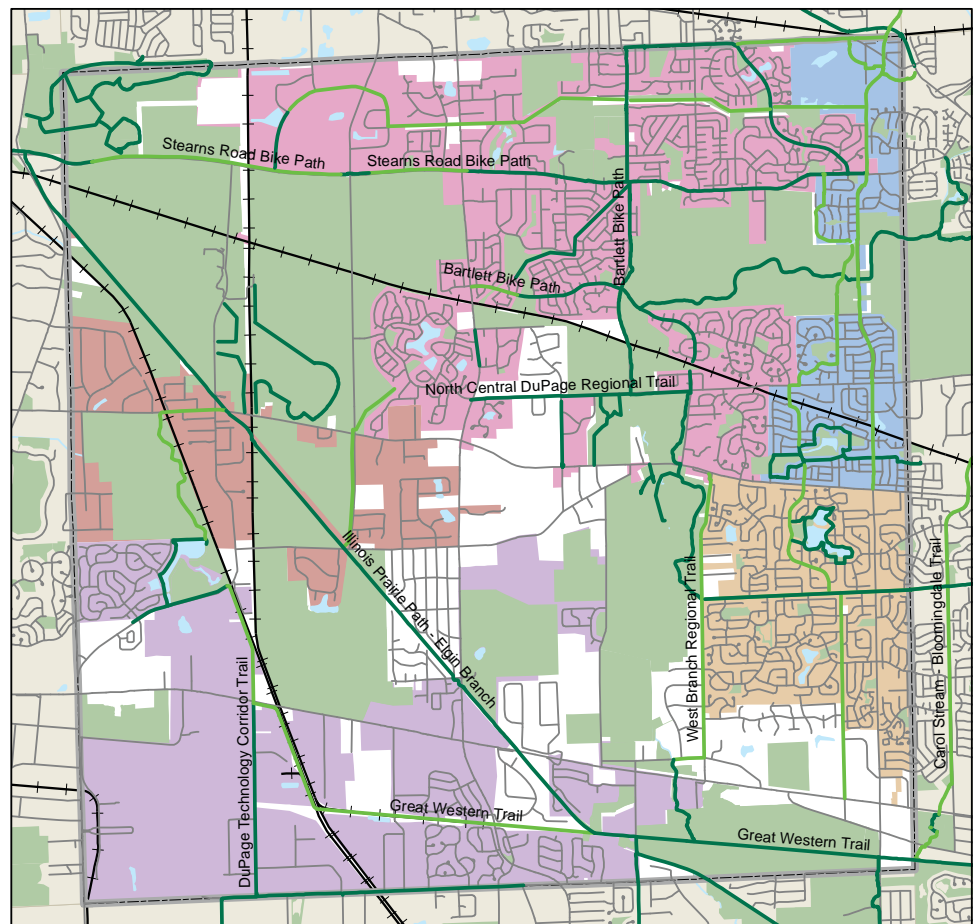
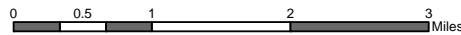
Municipal and Township boundaries.

Wayne Township Municipalities

Produced by Active Transportation Alliance: 3/24/2015
 Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



- | | | |
|-----------------|--------------------------------------|--------------------------|
| Trails | Transportation Infrastructure | Township Boundary |
| — Existing | — Roads | — Neighboring Township |
| — Proposed | — Railroads | — Wayne Township |
| Land Use | Municipality | |
| — Open Space | — Bartlett | |
| — Water | — Carol Stream | |
| | — Hanover Park | |
| | — Wayne | |
| | — West Chicago | |



Appendix B: Community Engagement Report

The Community Engagement Report is a PDF attachment that summarizes the analysis and outreach conducted while developing the Bicycle Plan.

WAYNE TOWNSHIP BICYCLE PLAN

PUBLIC ENGAGEMENT REPORT



Wayne Township partnered with Active Transportation Alliance to develop its first bicycle plan - a vision for creating safe, connected, and accessible bikeways within the Township's boundary.

The primary focus of this plan is on developing recommended bicycle facilities and amenities to increase the number of bicycle trips within the community and to inspire residents to consider bikes as a mode of transportation. The following summarizes the public engagement activities that inform this plan.

Public Engagement: Stakeholder Steering Committee

Planning with the public in mind.

1. What we did.

Creating and sustaining a plan to better a place involves gathering input and active involvement from those who already live in or have an interest in the area. In order to plan for improved biking conditions, we begin our planning process with the public. Public outreach for *Wayne Township's Bicycle Plan* included the following phases:

Form a Steering Committee: Identified key stakeholders representing public, private and community interests to form a strong steering committee that guided the plan. Identified local media outlets and harder to reach audiences in order to conduct a widespread effort in reaching the entire public.

The Steering Committee consisted of the following agencies and communities members:

- Wayne Township
- DuPage County
- Forest Preserve District of DuPage County
- Village of Wayne
- City of West Chicago
- Village of Bartlett
- Village of Carol Stream
- Residents of the Township

Gather local knowledge: Steering Committee members participated in the planning process by playing an active role in providing local knowledge on current bicycle issues and how conditions can be improved for the future. Members wrote and shared their vision for walking and biking in the Township; identified ways to create bicycle network connections; prioritized policy and programming; and identified key destinations in the community.

Inform the public: Steering committee members publicized the Township’s effort to create a Bicycle Plan through online social media, local media outlets, municipality and community center websites, and by distributing hard copy fliers around important places. Residents and interested parties were encouraged to give feedback by participating in an online survey or attending the Open House Event.

2. What we have gathered.

With assistance from Wayne Township’s Steering Committee, Active Trans. gathered background information on the community. This information allowed the Active Trans. team to identify key audiences and cater our public outreach to fit the needs of diverse populations including youth, seniors, and various cultural and racial backgrounds.

3. How public outreach impacts the plan.

Wayne Township’s Steering Committee Report (attached) is a summary of the Goals and Priorities Worksheet completed by every member of the committee in order to create a strong and locally relevant vision. Together, the vision statements form the community’s “Vision for Livability” and a “Vision for Wayne Township.” In addition, goals that drive the plan (i.e. Health and Safety, People Connections) are created based on input gathered from the committee. Key destinations in the community as well as areas for opportunities to improve walking and biking infrastructure, are identified by the steering committee and will form the basis of the plan. *Please refer to the Steering Committee Report for further reading on the vision statement, goals, and priorities identified.*

One strategy for effective public engagement was to reach out to leaders in the community and organizations that represent diverse populations in order built awareness on efforts to develop an active Bicycle Plan. Building on an ongoing commitment to raise awareness and interest in the plan will keep the momentum going and eventually lead to a plan that has public support.

Public Engagement: Community Open House Event

Connecting people to places.

1. What we did.

On Wednesday, July 16, 2014, residents gathered at the Wayne Township Senior Center to share their expertise on biking and propose solutions for improvements.

Township Highway Commissioner Martin McManamon opened the meeting, and then Active Transportation Alliance introduced the benefits and challenges to designing bicycle friendly communities. Directly following the presentation, the public was educated on the principles of Complete Streets and the components that create a successful bicycle network. The audience remained engaged throughout the presentation by responding to “what’s wrong with this picture” slides on incomplete streets and audience participation tools that showed ratings on bike-ability, programs, and policies.

Participants then broke into groups for a mapping exercise and identified challenging routes in the community. They also voted on preferred education, encouragement, enforcement, and policy priorities for the Township.

2. What we have gathered.

Wayne Township's Community Meeting provided our team of planning experts with information necessary to assess the biking needs of the community. The following data and information collected from the event included: Maps, Polling Results, Wish Lists and the Education, Encouragement and Enforcement (3Es) Poster Boards which formed the preliminary network as well as recommendations for policy and programming for Wayne Township.

3. How the *Open House Event* impacts the plan.

Bicycle Network:

Maps:

A tally of desired or challenging bicycle routes from the public are incorporated into a single preliminary network map.

Polling Questions:

The audience was asked questions after each educational piece of the bike network. Polling results (also gathered from Wayne Township Online Survey) on how the community rated the level of bike-ability and accessibility determines what type of network is lacking and needs improvement. A set of questions also ask to prioritize bicycle amenities and facilities which allows our team to assess immediate needs in the Township.

The following facilities and amenities were considered the highest priority for improving the conditions for cyclists in Wayne Township.

- Infrastructure Improvements: Install bike paths parallel to major roads and on-street routes on residential streets.

Policy and Programming:

Education, Encouragement and Enforcement Poster Boards:

Young and elderly alike enjoy this visually appealing board displaying a wide array of options in education, encouragement, and enforcement programs. The public has the option of choosing which program they are interested in bringing to their own community by placing a sticker on images. Their selections are then reflected in the "Education, Encouragement, and Enforcement" section of the plan.

The 3Es Poster Board demonstrates that the community's interests are focused on community education campaigns, social events on walking and biking as well as enforcement. The following Es were prioritized by participants:

- Education: Publish a map of local trails and routes.
- Encouragement: Organize group rides for families to showcase community assets.
- Enforcement: Hold enforcement events reminding drivers and cyclists how they can pass each other safely and follow rules of the road and develop a Caught Being Good Campaign where police officers can issue reward tickets to children who practice safe walking and biking behavior.
- Policy: Develop a Complete Streets Policy accommodates all users in all roadway designs.

Community Engagement: Additional Outreach and Focus Group

Engaging diverse populations adds depth to the plan.

1. What we did.

The Bicycle Plan is created to serve all users of the road and provide alternate options for transportation to all residents of the community. In an effort to gather public input, additional outreach is conducted to add depth to the plan. We engaged youth, seniors, and a range of agencies that live or work in the city.

Additional input on walking, biking, and transit was collected from the following sources:

- Wayne Township’s Online Survey
- Stakeholder interviews with Forest Preserve District of DuPage County and DuPage County Transportation Department staff.

To allow for additional feedback opportunities Active Transportation Alliance produced an online survey and distributed the link through various media avenues, including the Active Trans blog, Facebook pages, and local media outlets. More than 40 residents responded to the online survey.

(PE-8) Wayne Township Online Survey Results and Written Comments

2. What we have gathered.

Wayne Township Online Survey Results:

More than 40 online surveys were compiled. Highlights of the survey are listed below.

Bicycle Issues: Nearly 49% of respondents consider Wayne Township to be moderately bike-able. Almost 40% of respondents want to install bike paths parallel to major streets and roads, and 32% want to see safer crossings and intersections designed for bicycle travel. More than half of respondents identified enforcement of safe cyclist and motorist behavior as a high priority.

Respondents were also asked to write where they usually bike to, what streets they use, and what intersections they consider to be hazardous for cyclists. This information helps us further identify key destinations and streets that require attention. Some of the key destinations identified by respondents include:

1. Trails (28%)
2. Illinois Prairie Path (13%)
3. Local Parks (10%)
4. West Branch Forest Preserve (10%)
5. Local Shopping Areas (10%)
6. Great Western Trail (8%)
7. Fox River (5%)
8. Sunny Acres Farm (5%)

Respondents identified streets that are most in need of bicycle facilities. These include:

1. Klein (48%)
2. Smith (25%)
3. St. Charles (20%)
4. Army Trail (18%)
5. Fair Oaks (15%)
6. North (8%)
7. Prince Crossing (5%)
8. Powis (%)
9. Route 59 and Shick (5%)
10. Stearns and Route 59 (3%)
11. County Farm (3%)
12. Morton (3%)
13. Munger (3%)
14. Stearns (3%)

Attached to this document:

- PE-1) Steering Committee Report*
- PE-2) Open House Flyer*
- PE-3) Wayne Township Public Meeting Results Map*
- PE-4) Open House Event Sign-in Sheet*
- PE-5) Community Meeting Brainstorm*
- PE-6) Community Meeting Policies Activity*
- PE-7) Community Meeting Programs Activity*
- PE-8) Community Meeting Programs Activity*
- PE-9) Community Meeting Polling Results Activity*
- PE-10) Wayne Township Online Survey Results*
- PE-11) Wayne Township Online Survey Map Results*

WAYNE TOWNSHIP BICYCLE PLAN

STEERING COMMITTEE GOALS SUMMARY



Introduction

This summary document presents the basis for the creation of a bicycle plan for Wayne Township. It summarizes the initial visioning meeting held on May 22, 2014, by the Bicycle Plan Steering Committee that was convened to guide the city in the creation of the plan. Creating a vision and outlining goals helps to make sure that the plans recommendations are tailored towards creating more livable places, as expressed by the community. Defining the plans vision and goals will also help the City when updating the plan, which should be done periodically as new development occurs. The City can revisit the vision and goals to help guide future active transportation planning processes.

The vision was completed with the guidance of the Wayne Township Bicycle Plan Steering Committee:

STEERING COMMITTEE MEMBERS:

Katie Bowman, Village Planner, Village of Hanover Park

Shannon Burns, Board Member, Forest Preserve District of DuPage County

Dan Dinges, Director of Public Works, Village of Bartlett

Martin McManamon, Highway Commissioner, Wayne Township Road District

Kurt Meissner, City Councilor, City of West Chicago

Laurie Nowak, Board Member, DuPage County Board

Wanda Skrzypczak, Bartlett Resident

Kristy Stone, GIS Specialist, Village of Bartlett

Ann Tigges, Trustee, Village of Wayne

Mary Ellen Weller, Manager of Landscape Architecture, Forest Presrve District of DuPage County

Terry Witt, Director of Advocacy, Spin Doctor Cyclewerks

Additional input was provided by the following stakeholders:

Robert Guicco, Carol Stream resident

Andrea Hoyt, Director of Planning, Forest Preserve District of DuPage County

Jim Knudsen, Engineering Services Director, Village of Carol Stream

Jessica Ortega, Landscape Architect Supervisor, Forest Preserve District of DuPage County

Ed Reidy, Superintendent of Parks and Planning, Bartlett Park District

Aaron Reinke, Trustee, Village of Bartlett

Daniel Thomas, DuPage County Department of Transportation

Vision

Wayne Township prides itself on a high quality of life, grounded in safe neighborhoods, excellent schools, independently owned businesses, quiet residential streets, and service-oriented government led by community involvement.

This plan will help guide the Township and the municipalities it encompasses across that “last mile” to 21st Century livability standards—place-based economic development, active lifestyle options and sensible environmental stewardship. Indeed, closing one gap helps to cross the other.

The DRAFT vision for Wayne Township:

Wayne Township will endeavor to make cycling commonplace, by developing an interconnected web of bikeways and bicycle facilities that provide residents a variety of options for accessing their favorite destinations, whether it be home, work, school, the regional trail system, or local businesses. Through changes to the built environment, bicycle-focused events, and involving community agencies and businesses, Wayne Township will strive to develop a visible and identifiable bike culture.

This vision be the impetus for change that leads to more bicycling, characterized by fun events like, Bike and Dine, Shop by Bike, and Bike away from Work. Bicycling activities can bring neighborhoods and families together for fun and health. Achieving the vision for Wayne Township will require a concerted effort to educate community members on walking and biking safety. It will also require infrastructure improvements like bikeways, intersections, and even bike parking, to allow the community to access any location on bike and to connect people to places.

Vision Statements

The draft vision statement is based on the comments of the steering committee, as follows:

- Include and increase bike parking at all destinations in the Township.
- Increase trail connectivity through off-street facilities.
- Create designated on-street bike lanes where off-street trails are either not feasible or warranted.
- Connect children to schools and parks and people to work and train stations.
- Make biking to work an option.
- Increase connectivity and decrease dead-ends.
- Develop an integrated signage system for shared use paths and trails and on roads.
- Work with local businesses to purchase and maintain bicycle infrastructure.
- Get buy-in staff and elected officials from multiple jurisdictions.

Bicycle Plan Goal Priorities

The Wayne Township Bicycle Plan provides practical recommendations to support livability within its communities. These recommendations will help focus the area’s transportation investments on the places that matter to the community. The plan also communicates the Township’s priorities to regional and state transportation entities like the Illinois Department of Transportation (IDOT), Metra, Pace, and the DuPage County Division of Transportation.

The following goals guided the development of this plan.

Goal: • Health and Safety: Build a bicycle network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.

Goal: • Green Connections: Provide a comprehensive network that connects residents to parks, open space and regional trails.

Goal: • Bicycle Infrastructure: Provide a comprehensive bicycle network. Emphasize the creation of dedicated routes and amenities to foster bicycling as a form of transportation and recreation.

Goal: • Economic Development: Encourage residents to shop at local businesses by improving bicycle accessibility at important places in the community.

Goal: • People Connections: Support biking in the community through education and encouragement programs for residents.

Goal: • Institutional Connections: Adopt policies that encourage agency collaboration between the County, Forest Preserve District, municipalities, schools, parks, and the private sector to make it safer and easier for residents to enjoy the bicycle network.

Bike Network Priorities

The Goal Statements above were derived from a facilitated discussion between the consultant team and the steering committee. The steering committee indicated the highest ranking for the following priorities:

Bike Network

1. **Connectivity between existing off-street network of trails and sidepaths**
2. Parks and Open Spaces
3. Public Transportation
4. Jobs

Facilities and Amenities

1. **Increase connectivity (on- and off-street) between existing bikeways**
2. Install bicycle parking throughout the Township
3. Develop designated on-street bicycle facilities where feasible

Policy Priorities

1. **Multi-jurisdictional policy and construction coordination**
2. School Travel Plans
3. Complete Streets Policy

Programming Priorities

1. **Encouragement: Celebrate Bike to Work Week**
2. Education: Share the Road campaign
3. Education: Bicycle education in schools
4. Encouragement: Become a “Bike Friendly Community”
5. Encouragement: Develop a community bike map
6. Encouragement: Hold a community mileage competition

Key Destinations

1. **Local trails**



HELP IMPROVE SAFETY AND AWARENESS FOR BIKING IN WAYNE TOWNSHIP

Bicycle Plan Community Meeting
Wednesday, July 16, 7pm
Wayne Township Senior Center
27W031 North Ave, West Chicago

Hey Wayne Township! Come share your thoughts on how to improve biking conditions in the community. We want to know what will help you access destinations, feel safer while biking, and build awareness for routes. Your input will help Wayne Township build a strategy for improving biking in the community.

CAN'T MAKE IT TO THE MEETING?

Take our online survey:

<https://www.surveymonkey.com/s/waynetownshipbikeplan>

or contact

Nancy Wagner at nancy@activetrans.org or 312.427.3325x383

Event hosted by:



With support from:

ACTIVE TRANSPORTATION ALLIANCE



Scan to take a survey about biking in Wayne Township



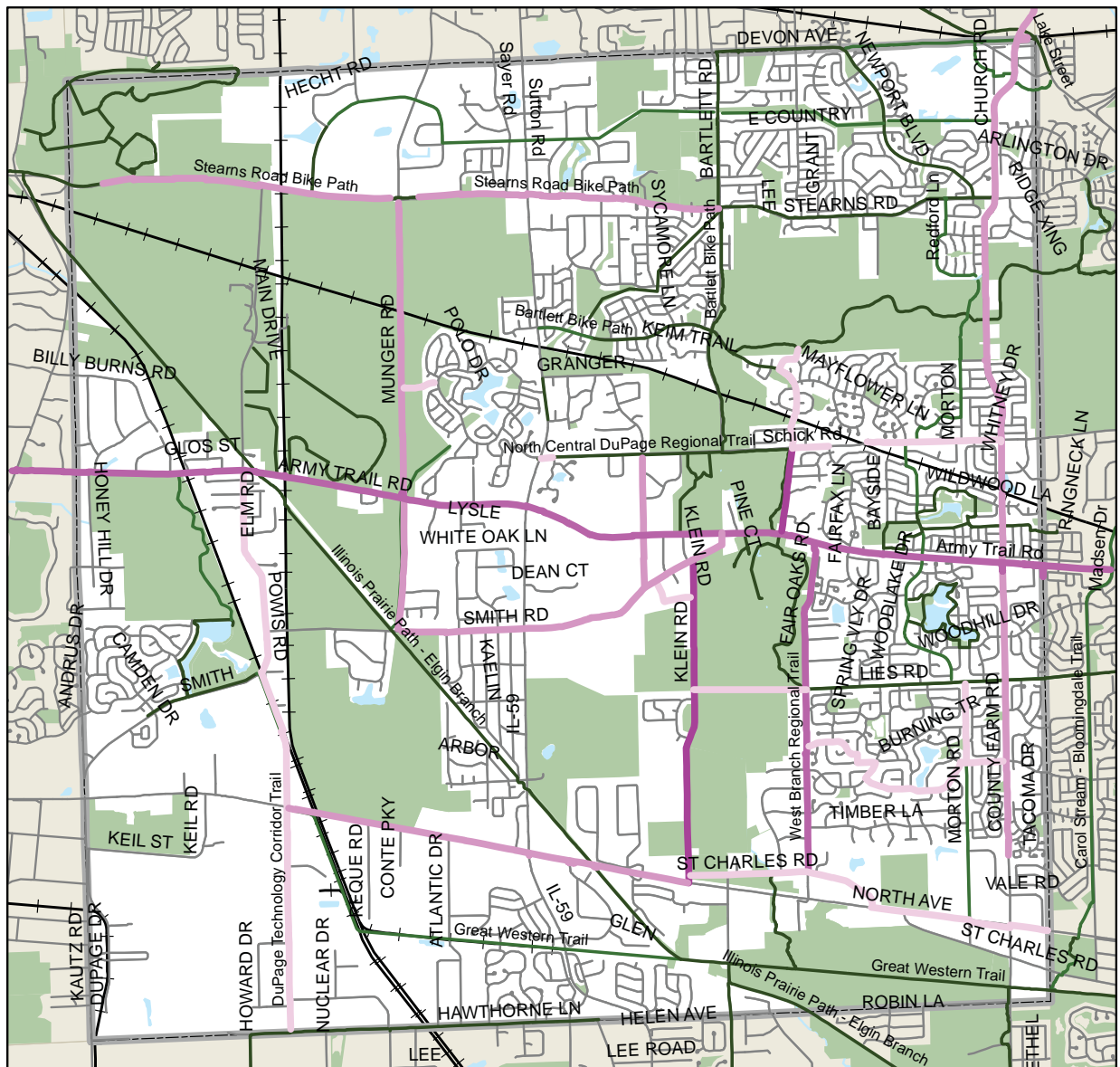
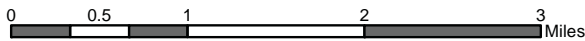
Wayne Township Online Survey Results

Roadways in Need of Bicycle Facilities

Produced by Active Transportation Alliance: 3/24/2015
 Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



Challenging or Desired Routes	Transportation Infrastructure
1 - 2	Roads
3 - 5	Railroads
6 - 8	Land Use
9 - 11	Open Space
Trails	Water
Existing	Township Boundary
Proposed	Neighboring Township
	Wayne Township



Sign-in Sheet

Name - e-mail

Brian Kenny	Bartlett	brianjkenny3@gmail.com
Jerry Negde	Bartlett	Jnegde@usscc.com
Shannon Burns	West Chicago	
April Murphy	West Chicago	
Terry Witt	Bartlett	
Linda Adduci	West Chicago	linda@asc-i.com
Karen Stornello	Bartlett	karenstornello@hotmail.com
Marie Harris	Bartlett	mhandrh@ad.com
Bob Harris	Bartlett	
Mary Ellen Weller	Forest Preserve District DuPage County	mweller@dupageforest.org
Sam Cesario	Bartlett	rallyeman@sbcglobal.net
Scott Wallenberg	West Chicago	scott@wallenberg.us
Deb Wallenberg	West Chicago	
Roscoe Rush	Bartlett	roscoe@roscoerush.com
Capt Joe Alfini	Bartlett	captainjo100@gmail.com
Jim Kussy	West Chicago	bernieandjimk@aol.com
Bernie Kussy	West Chicago	
Brandi Ramundo	West Chicago	abramundo@comcast.net
Lynn Desmidt	Bartlett	
Tim Bessette	Bartlett	drtim@bessettechiropractic.com
Mark Jatczak	Carol Stream	
Aanna Pechos	Bartlett	tpechous@sbcglobal.net
Josephine Caravello	Carol Stream	jcaravello@aol.com
Bill Taylor	Bartlett	billytsi98@sbcglobal.net
Martin McManamon	Wayne Township Highway Department	
Laurie Nowak	DuPage County Board	

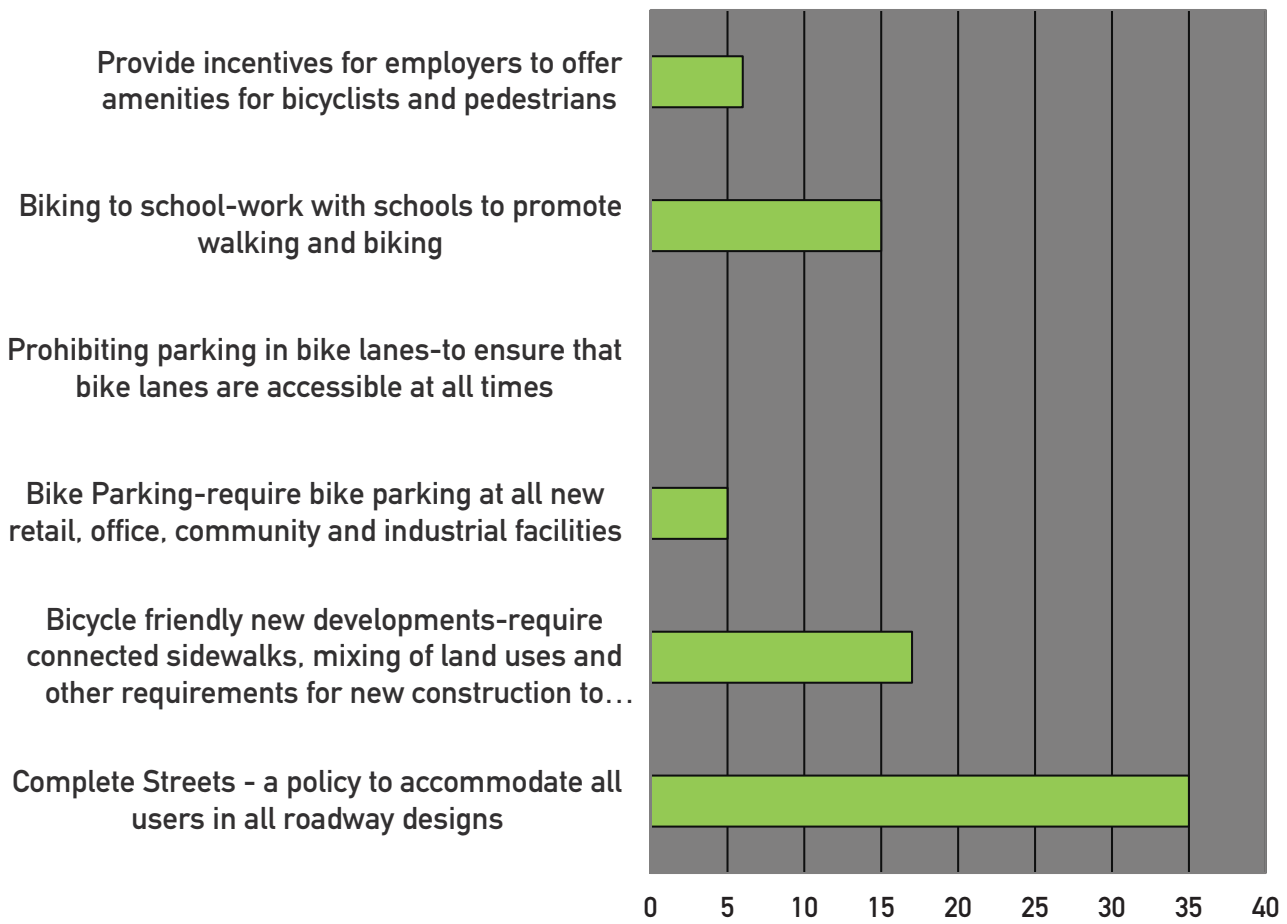
Community Meeting Voting Exercise: Brainstorm

Directions: Each person received two pieces of paper. On each piece, they wrote one idea for walking and biking in Wayne Township. After adding their own ideas, they looked at what other people wrote and used stickers to “like” other ideas.

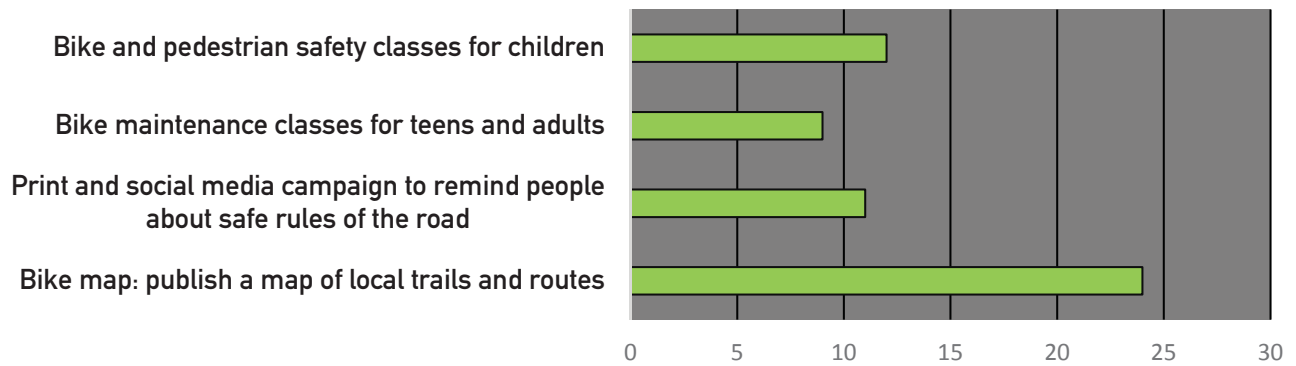
Response Summary

Idea
Connect Kline to Lies across Fen.
Education - stressing right ways and common consideration for cars, bikes, and peds
Asphalt path in West Branch Forest Preserve parallel to Klein using current construction path.
Asphalt path: Kline and Smith
Connect Pratt Wayne to Northwest
Path along DuPage River on east side of river by Old Wayne GC.
Path along Army Trail west to Fox River Trail.
Connect Lies to Kline, small bridge over river.
Bike bridge over Route 59, Army Trail where there are natural connection points, where it is aesthetically pleasing.
Put bike paths on major roads - Smith, Kline, Army Trail.
Bike to School Day Event each year in May. 63 participated, 4 from Wheaton.
Helmets on Heads (awards bike helmets).

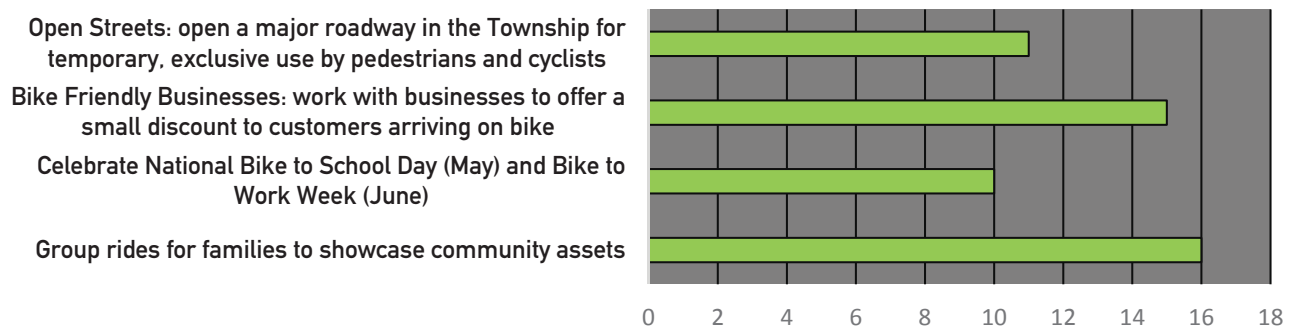
Votes



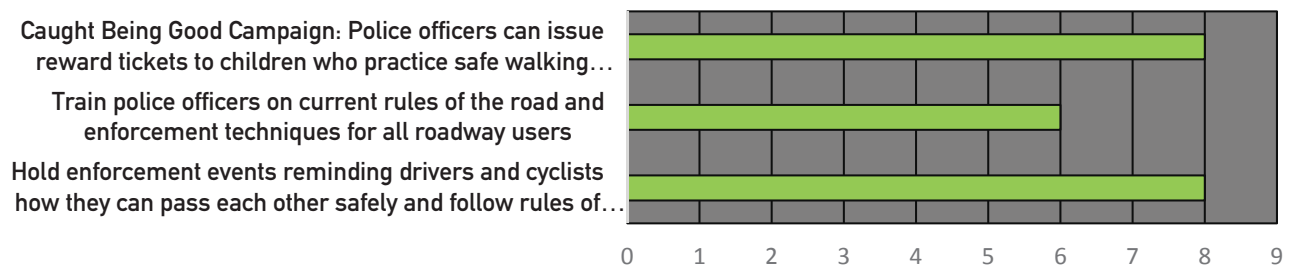
Education Initiative Votes



Encouragement Initiative Votes



Enforcement Initiative Votes



Turning Graphical Results by Question

Session Name: WayneTownship 7-16-2014 8-28 PM
 Created: 7/17/2014 10:10 AM

1.) What is your favorite baseball team? (multiple choice)

	Responses	
Cubs	9	34.62%
White Sox	9	34.62%
Other	8	30.77%
Totals	26	100%

2.) When you were a child how did you usually get to school? (multiple choice)

	Responses	
Walk or bike	19	76%
Driven in a car	2	8%
School bus	4	16%
Public transportation	0	0%
Other	0	0%
Totals	25	100%

3.) How do you think the children in Wayne Township get to school today? (multiple choice)

	Responses	
Walk or bike	0	0%
Driven in a car	4	16%
School bus	21	84%
Other	0	0%
Totals	25	100%

4.) How often do you ride a bicycle? (multiple choice)

	Responses	
Daily	2	7.14%
Weekly	9	32.14%
Monthly	5	17.86%
A few times per year	6	21.43%
Never	6	21.43%
Totals	28	100%

5.) Rate the bikeability of Wayne Township: (multiple choice)

	Responses	
Very bikeable	3	10.71%
Moderately bikeable	20	71.43%
Not bikeable	1	3.57%
Not very bikeable	4	14.29%
Totals	28	100%

6.) What are your top 2 priorities for improving the biking conditions in Wayne Township? (priority ranking)

	Responses	
Upgrade existing paths and trails	4	7.55%
Build new paths and trails in parks	12	22.64%
Install bike paths or routes parallel to major roads	13	24.53%
Install bike paths or routes through residential areas	10	18.87%
Create safer street crossings at intersections	6	11.32%
Install destination signage	6	11.32%
Increase bike racks at public places	2	3.77%
Totals	53	100%

7.) What programs would you most like to see in Wayne Township? (multiple choice)

	Responses	
Education programs	6	21.43%
Encouragement	9	32.14%
Enforcement of safe roadway behaviors for drivers	6	21.43%
Enforcement of safe travel behaviors for cyclists	7	25%
Totals	28	100%

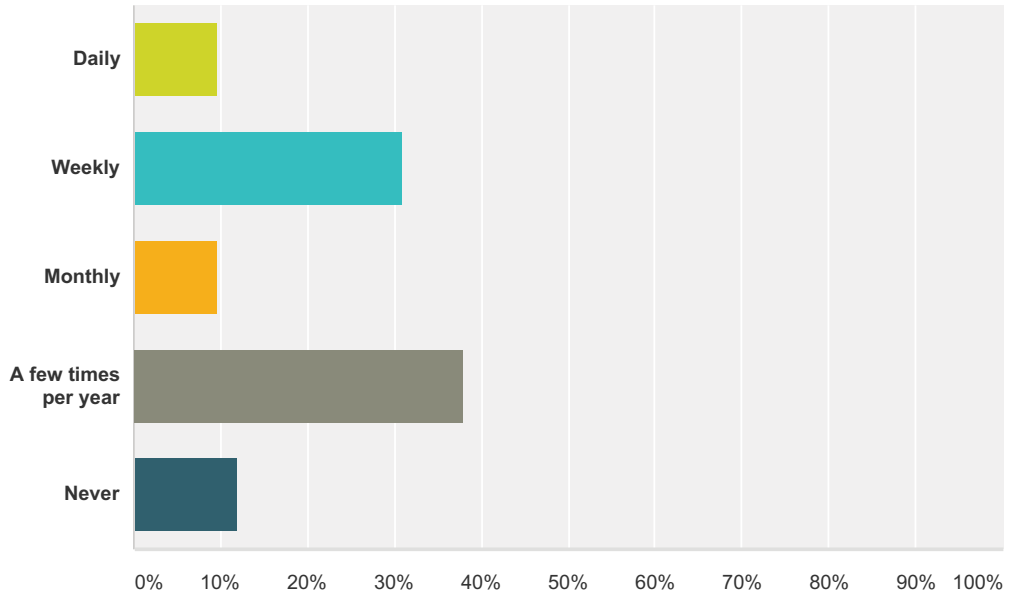
8.) What policies would help to make your biking experience better in Wayne Township? (multiple choice)

	Responses	
Policies that ensure all users have access to sidewalks	14	51.85%
Policies that enhance active transportation trails	9	33.33%
Policies that ensure new buildings and subdivisions are bike-friendly	4	14.81%
Totals	27	100%

Wayne Township Bike Plan

Q1 How often do you ride a bicycle?

Answered: 42 Skipped: 0

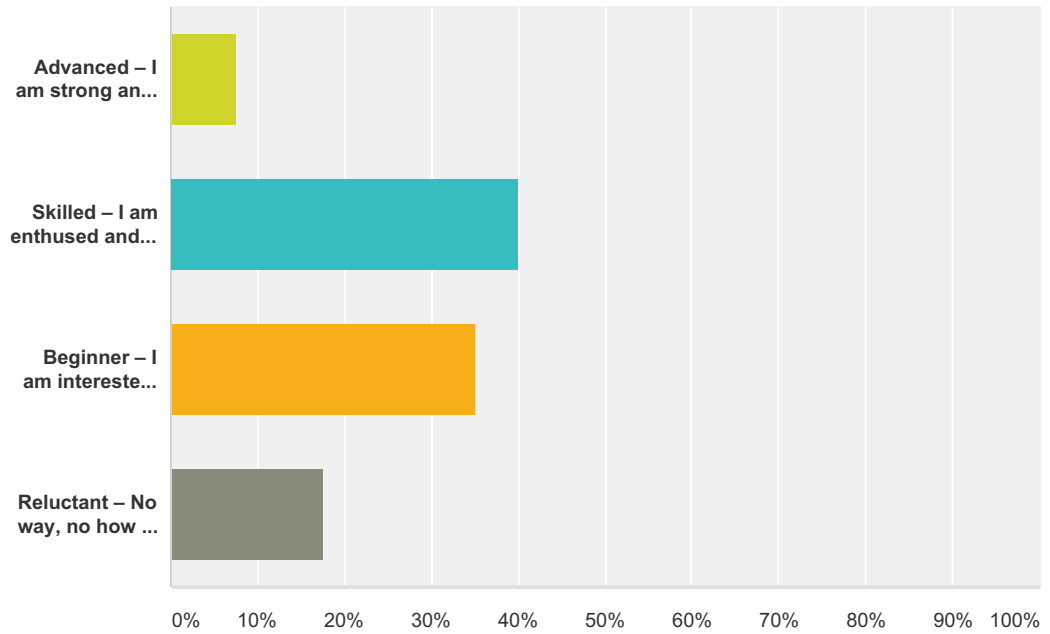


Answer Choices	Responses
Daily	9.52%
Weekly	30.95%
Monthly	9.52%
A few times per year	38.10%
Never	11.90%
Total	

Wayne Township Bike Plan

Q2 What best describes your cycling ability?

Answered: 40 Skipped: 2

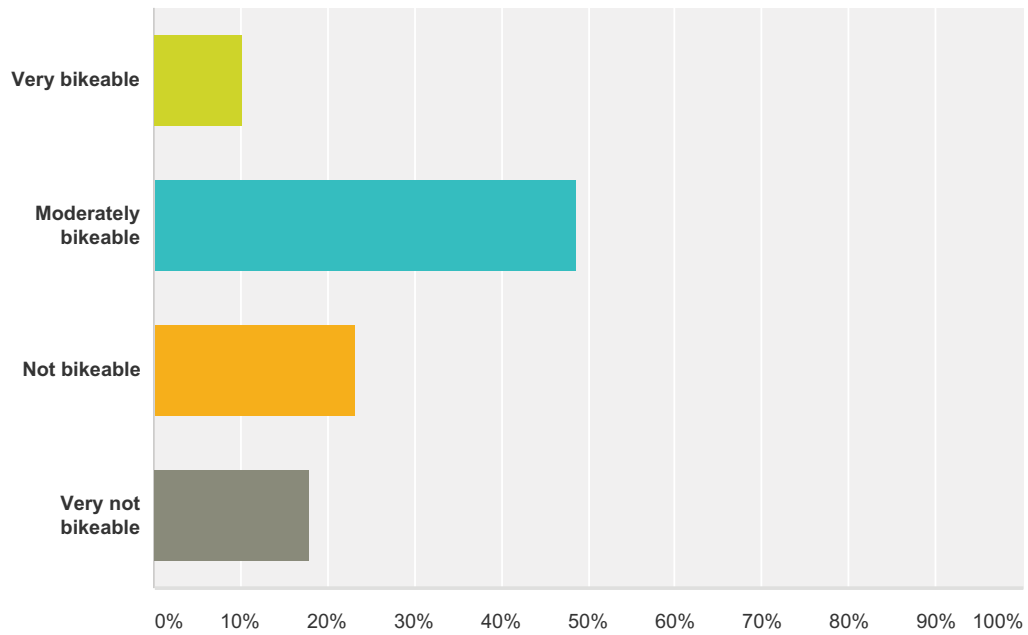


Answer Choices	Respc
Advanced – I am strong and fearless. I ride on all roads and in almost all weather conditions.	7.50%
Skilled – I am enthused and confident. I will ride when there is some traffic on the road.	40.00%
Beginner – I am interested but concerned. I ride sometimes but I generally only use local roads or trails.	35.00%
Reluctant – No way, no how am I riding on the street. I only ride on trails and usually get there by putting my bike in the car.	17.50%
Total	

Wayne Township Bike Plan

Q3 The level of bikeability is defined by how safe, convenient, and accessible places are to walk to in your community. Rate the bikeability of Wayne Township.

Answered: 39 Skipped: 3



Answer Choices	Responses
Very bikeable	10.26%
Moderately bikeable	48.72%
Not bikeable	23.08%
Very not bikeable	17.95%
Total	

Wayne Township Bike Plan

Q4 What barriers keep you from biking more often?

1	Time, good trails to ride as a family.
2	Weather, traffic
3	Traffic on the road.
4	Work, weather
5	I am not comfortable riding on main roads – drivers are distracted by so much these days and they don't need to worry about watching out for me – I wish that all bicyclists would ride on sidewalks or side roads only and avoid the main roads with speed limits above 30 mph. It would be much safer for drivers and bikers...
6	I live off of Fair Oaks. It is very dangerous to try to get to any trail to ride as the road is narrow has a lot of hills that cause blind spots and the cars are moving rather fast. The only way to get to any trails safely is to load up the bikes and drive someplace.
7	I live off of Fair Oaks Rd. and would love to ride my bike over to the bike path that goes through the Forest Preserve across from the end of our street. That would mean riding on Fair Oaks Rd. between Riviera Ct. and Judith Ln. where there is a metal barrier where the road goes over a creek. It is too scary to ride along there with any traffic. It's too narrow and no other way to get to the path.
8	Safety Concerns – When I was a kid there was less traffic and people weren't as distracted when driving. I see how people drive when I am driving and I think whoa I'm not certain whether biking is safe on the road with or against traffic it seems too often drivers are veering all over the place. Biking on nearby trails is the best but when trying to get from point A to point B they aren't direct and I would never bike alone since the trails can be remote and unpopulated and that is a concern.
9	RT 59, no safe way to cross, they built a new bike path along Schick Road yet it stops 1 block East of RT 59. Traffic too heavy, needs elevated bridge – not merely just crosswalk. Several of our neighbors agree. Please do not wait until a bicyclist or pedestrian is hurt trying to cross RT59.
10	Busy intersections without pedestrian push buttons (like trying to cross Route 59 or Route 64). Certain streets/roads (such as Fair Oaks Rd. in Carol Stream and Klein Rd.) have rural character and adjacent to public land, but traffic speeds down these roads and I feel it is not safe for cyclist, especially children.
11	Getting to and from the trails can be very dangerous via streets. Pot-holes, no street apron/berm and traffic. Of concern to me are impatient drivers that pass bikers on uphill grade by going into the other lane without being able to see over the crest of the hill.... There is going to be a car-car head-on accident. It is only a matter of time.
12	Klein Rd is not conducive to safe biking which makes it difficult to reach the bike paths. Too busy, obstructed vehicle views and speed. Have to drive to the paths which is counter intuitive to biking.
13	There isn't a bike Lane on key streets like Klein Rd, Smith Rd and Prince Crossing. Would be nice to have a dedicated bike Lane.
14	I don't want my child riding on Klein Rd and when the family wants to ride together we must pack the bikes and drive somewhere safe.
15	I'm of the opinion bikes belong on trails or in dedicated lanes on the roadway. Sharing roads with cars is unsafe and never should be allowable except when in extremely rural areas.
16	There is no path on Kline Road!!!
17	Lack of connecting bike paths
18	Politicians
19	There are great paths in the area, but there a sections not connected which makes it seem too dangerous to travel far. A trail is really needed down Munger road, along with a pedestrian bridge across route 59.
20	Bike lanes needed on major roads
21	I live in Meadowwood subdivision off of Klein Road. Klein road is very difficult to ride a bike or walk on. There are hills which make passing bikers in a car very dangerous, and biking on the hills is extremely difficult at my age (54). I love to ride, but cannot get out of my small neighborhood to connect to any trails.
22	Direct access to path – no sideways or path
23	I live off Klein Road, very hilly and curvy, very dangerous to run or bike on.
24	Busy schedule.

25	Needing to clean up after a ride to go to a meeting or to work. Time - its faster to take a car when I have multiple stops to make and a time line to keep.
26	Route 59 is difficult and dangerous to cross at Schick Road. My children want to bike to the pool, and they find it very scary to cross right there. Kids need to be able to get out and be active. We need safer crossings of the main roads.
27	Distance from home
28	Incomplete paths that just dead end. Lack of knowledge of routes, have to put bike in car to get to paths. Laziness!
29	Most roads don't have a paved shoulder to ride on.
30	I live off of Klein Road where the speed limit is 40-30 but no one obeys the speed limit and it would be wonderful if there was a bike lane or even a shoulder to bike on Klein Rd, St Charles Rd and Smith Road.
31	Long access to the Prairie Path; bored with same route.

Wayne Township Bike Plan

Q5 Which destinations (school, work, parks, shopping, bike trails, etc.) in Wayne Township do you usually visit while riding your bike? Please be specific.

Answered: 26 Skipped: 16

Answer Choices	Responses
Destination 1	100.00%
Destination 2	53.85%
Destination 3	38.46%
Destination 4	11.54%
Destination 5	7.69%

Wayne Township Bike Plan

Q6 Which streets in Wayne Township are most in need of additional accommodation such as an on-street bike lane or an off-street multi-use path to improve the conditions for bicycling on that street?

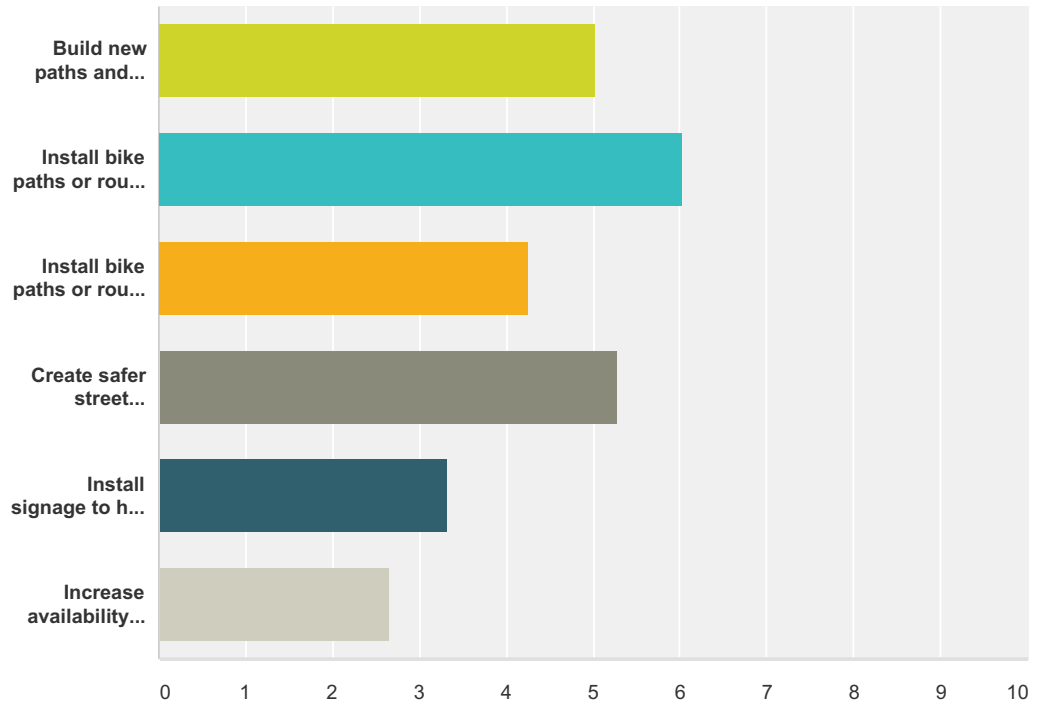
Answered: 30 Skipped: 12

Answer Choices	Responses
Street in need of bicycle accommodations	100.00%
Street in need of bicycle accommodations	76.67%
Street in need of bicycle accommodations	46.67%

Wayne Township Bike Plan

Q7 Please rank your top priorities for improving the biking conditions in Wayne Township.

Answered: 34 Skipped: 8

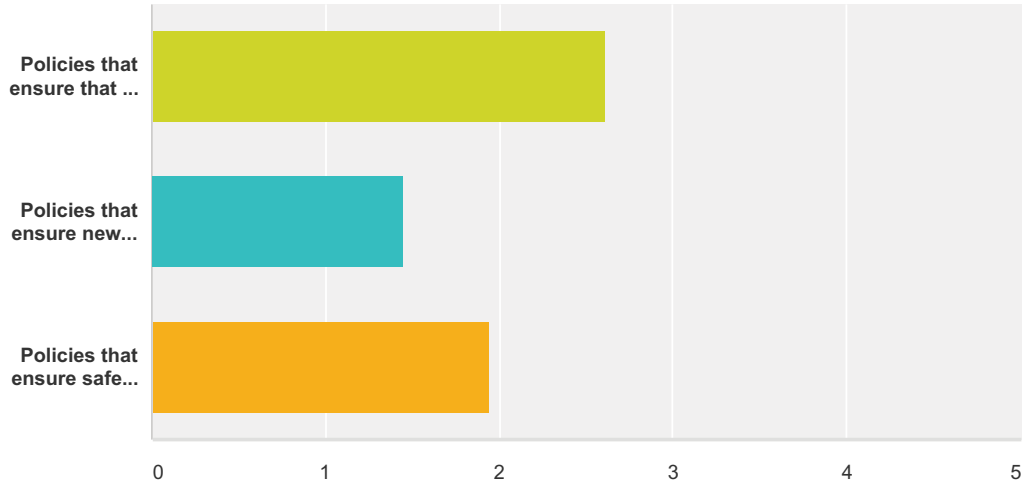


	Highest Priority	(no label)	(no label)	(no label)	(no label)	(no label)	Lowest Priority	Total	A F
Build new paths and trails in parks and public property	13.33% 4	26.67% 8	26.67% 8	20.00% 6	10.00% 3	3.33% 1	0.00% 0	30	
Install bike paths or routes parallel to major streets	38.71% 12	51.61% 16	3.23% 1	0.00% 0	0.00% 0	0.00% 0	6.45% 2	31	
Install bike paths or routes through neighborhoods	14.29% 4	7.14% 2	25.00% 7	17.86% 5	17.86% 5	14.29% 4	3.57% 1	28	
Create safer street crossings at intersections	32.14% 9	14.29% 4	28.57% 8	14.29% 4	0.00% 0	7.14% 2	3.57% 1	28	
Install signage to help me find destinations	3.57% 1	3.57% 1	10.71% 3	17.86% 5	35.71% 10	25.00% 7	3.57% 1	28	
Increase availability of bike racks at businesses and public places	0.00% 0	0.00% 0	9.38% 3	21.88% 7	15.63% 5	31.25% 10	21.88% 7	32	

Wayne Township Bike Plan

Q8 Which of these policies would you like the Wayne Township to pursue to make your biking better? Please rank the policies from 1 to 3, with 1 being most preferred and 3 being least preferred.

Answered: 33 Skipped: 9

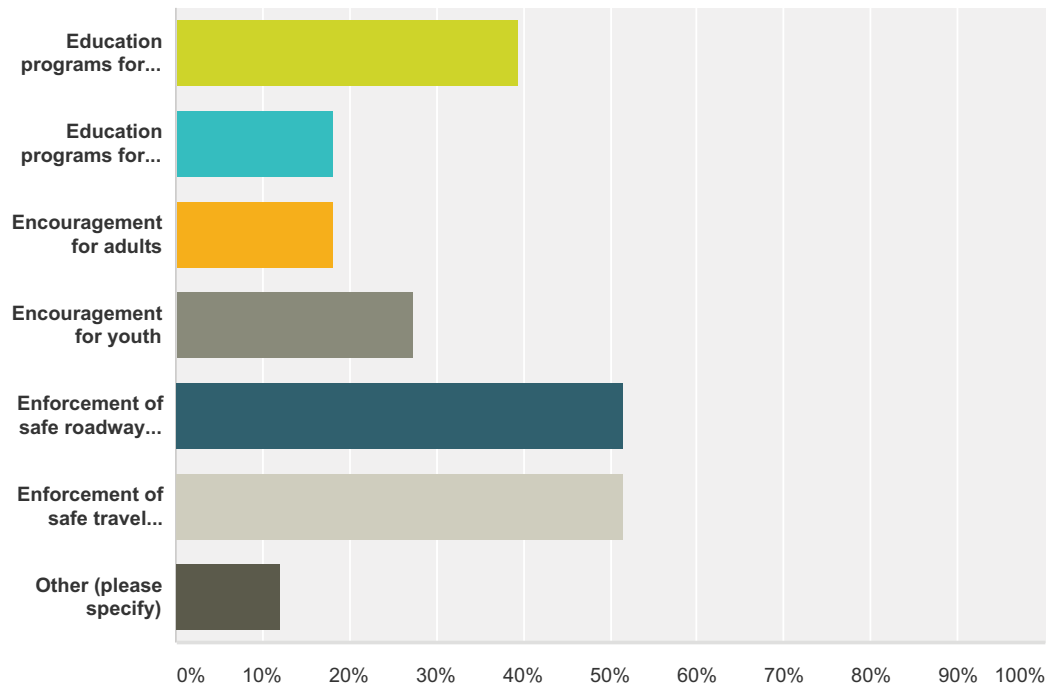


	1	2	3	Total	Average Rank
Policies that ensure that all new roads and roads that are being redone accommodate people on bikes	69.70% 23	21.21% 7	9.09% 3	33	
Policies that ensure new buildings and subdivisions accommodate cyclists	3.03% 1	39.39% 13	57.58% 19	33	
Policies that ensure safe travel to local schools	27.27% 9	39.39% 13	33.33% 11	33	

Wayne Township Bike Plan

Q9 Programming can educate, encourage, and enforce safe biking behavior. What programs would you most like to see in Wayne Township?

Answered: 33 Skipped: 9



Answer Choices	Responses
Education programs for youth	39.39%
Education programs for adults	18.18%
Encouragement for adults	18.18%
Encouragement for youth	27.27%
Enforcement of safe roadway behaviors for drivers	51.52%
Enforcement of safe travel behaviors for cyclists and pedestrians	51.52%
Other (please specify)	12.12%
Total Respondents: 33	

Wayne Township Bike Plan

Q10 Any Other Comments?

1	Muddy areas on existing trails need to be reroaked and leveled.
2	I would like to see a bike path along Fair Oaks Road, but I would also like to see signage that states that all bikers, runners, walkers, everything that is NOT a car would have to use the path or be fined. If we are going to spend the money on a path then ALL must use it especially bikers even though they might not be able to go as fast as they would like to because of people walking on the path and they would need to slow down. As a matter of safety we need to figure out a way to keep bikes off of the main roads where there is a lot of traffic. I know all the avid bikers will say they have every right to use the roads which I do not agree because most do not follow the rules of the road for stop signs or passing people. The bottom line is on the busy roads there is a greater chance of getting injured.
3	We have lived at our present address for almost 30 years. I have always been concerned for the safety of our children since there have never been paths or sidewalks in our area. It would be great to have more ways to get around our area via bicycles. I think more people would use their bikes if it was made safer.
4	Question #8 is broken and can only be ranked 1-2-3 top down when my ranking would be 3-2-1.
5	Please install elevated ped bridge across RT59 @ Schick
6	Getting to and from the trails can be very dangerous via streets. Pot-holes, no street apron/berm and traffic. Of concern to me are impatient drivers that pass bikers on uphill grade by going into the other lane without being able to see over the crest of the hill... There is going to be a car-car head-on accident. It is only a matter of time.
7	Please consider a path on Klein Rd or the adjacent preserve to safely accommodate bikes and connect with existing trails/paths
8	When Klein Rd was repaved the passing zones were eliminated. This creates a hazard for bicyclists as drivers grow impatient and ultimately pass on blind hills and curves.
9	I have seen protest signs on fair oaks road that are against a trail being made there and asking that it be taken to Klein road, I fully support this cause because Klein road is a death trap to ride a bike on with as many hills and blind spots there are on Klein. It needs an alternative for bikers.
10	Impose a "road use" tax on every bicycle in accord with the weight of the rider
11	Several communities along Klein Rd. lie "locked in" without access to safe walking or biking. Walkers and Bikers along Klein Rd. Currently endanger themselves and drivers when they ride together, walk or jog on the wrong side of the street going against traffic. Without even so much as a gravel shoulder, the situation is untenable, and has been for the past 20 years. It's high time we had money committed to this group of high tax paying residents. Thank you for your efforts in this regard. Meadowwood and it's residents strongly support a bike path along Klein Road.
12	Klein Road is extremely dangerous with many bikes and pedestrians. A path is really needed before someone gets injured.
13	Enforce helmet use for children. So few are wearing helmets, even when riding on busy streets.

Wayne Township Bike Plan

Q11 Please tell us about yourself, and leave your contact info if you'd like to be updated on the progress of the Wayne Township Bike Plan.

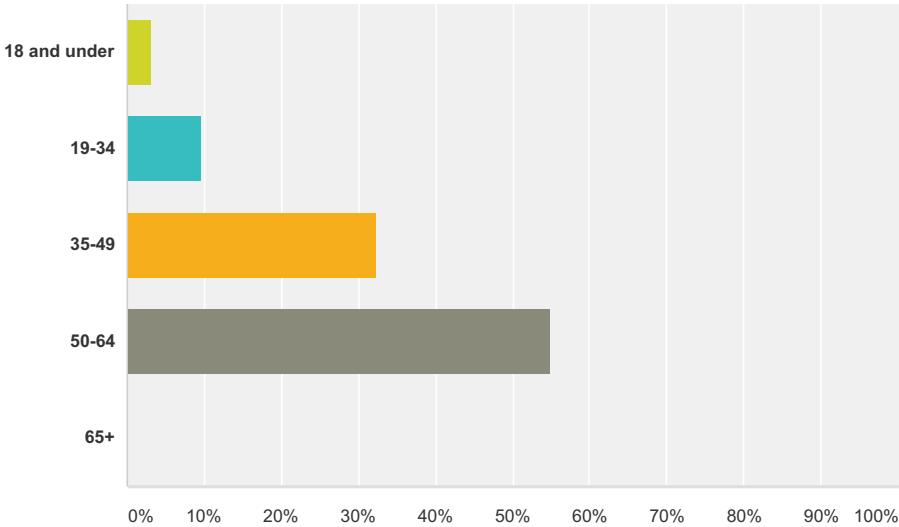
Answered: 21 Skipped: 21

Answer Choices	Responses
Name:	85.71%
Company:	0.00%
Address:	0.00%
Address 2:	0.00%
City/Town:	95.24%
State:	0.00%
ZIP Code (required):	100.00%
Country:	0.00%
Email Address:	76.19%
Phone Number:	38.10%

Wayne Township Bike Plan

Q12 What is your age?

Answered: 31 Skipped: 11



Answer Choices	Responses
18 and under	3.23% 1
19-34	9.68% 3
35-49	32.26% 10
50-64	54.84% 17
65+	0.00% 0
Total	31

Wayne Township Online Survey Results Roadways in Need of Bicycle Facilities

Produced by Active Transportation Alliance: 3/24/2015

Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County



Online Survey Votes

- 1 - 3
- 4 - 8
- 9 - 10
- 11 - 17

Trails

- Existing
- Proposed

Transportation Infrastructure

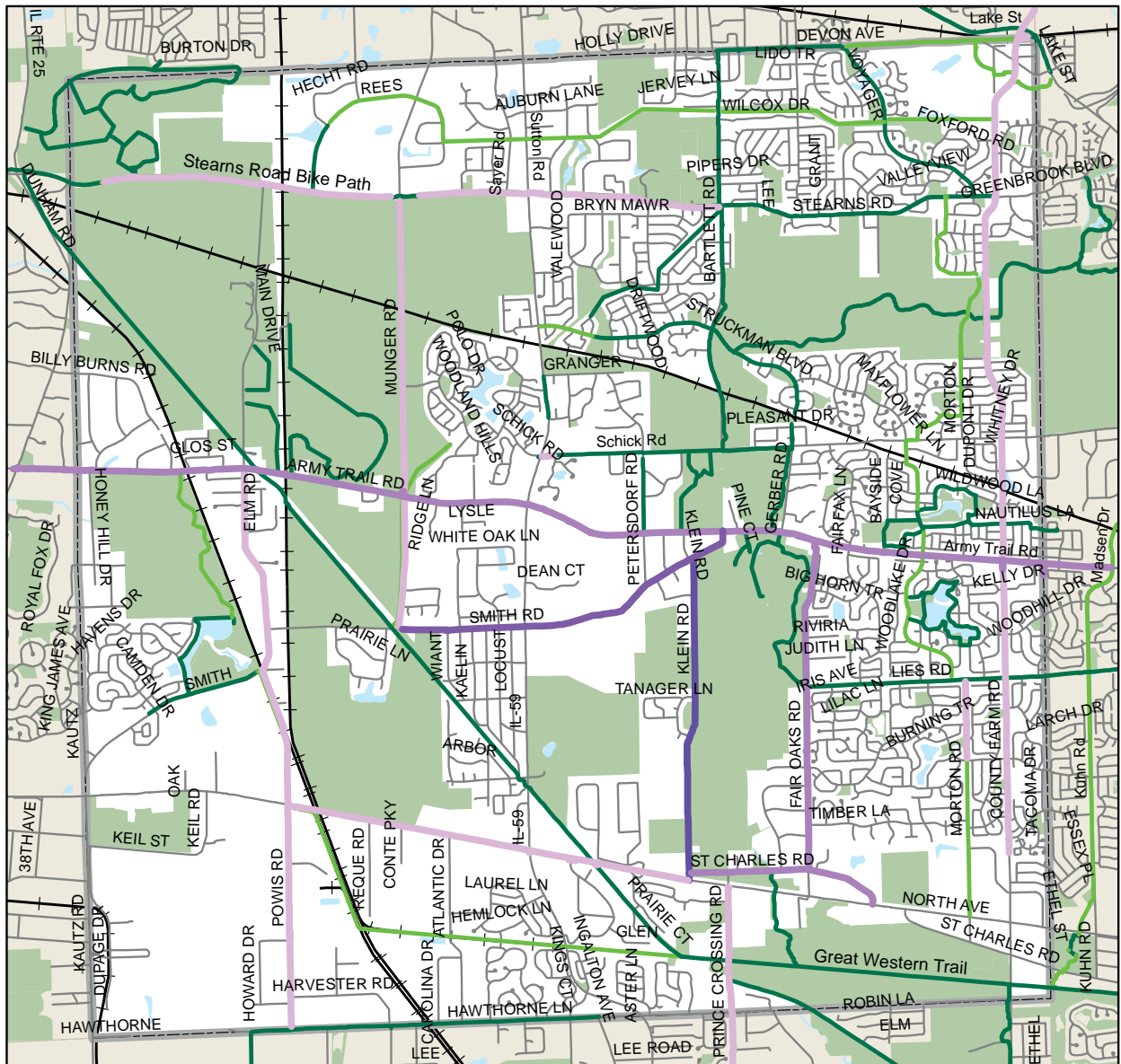
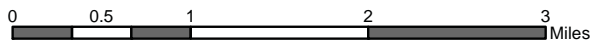
- Roads
- Railroads

Land Use

- Open Space
- Water

Township Boundary

- Neighboring Township
- Wayne Township



Appendix C: Design Guidance

BIKEWAY AND PEDESTRIAN FACILITIES DESIGN

Guide for the Planning, Design, and Operation of Pedestrian Facilities
American Association of State Highway and Transportation Officials (AASHTO), 2004
[HTTP://WWW.TRANSPORTATION.ORG](http://www.transportation.org)

Designing Sidewalks and Trails for Access
U.S. DOT Federal Highway Administration
[HTTP://WWW.FHWA.DOT.GOV/ENVIRONMENT/SIDEWALKS/INDEX.HTM](http://www.fhwa.dot.gov/environment/sidewalks/index.htm)

Guide for the Development of Bicycle Facilities, 4th Edition
American Association of State Highway and Transportation Officials (AASHTO), 2012
[HTTP://WWW.TRANSPORTATION.ORG](http://www.transportation.org)

Urban Bikeway Design Guide
National Association of City Transportation Officials
[HTTP://NACTO.ORG/CITIES-FOR-CYCLING/DESIGN-GUIDE/](http://nacto.org/cities-for-cycling/design-guide/)

Complete Streets Complete Networks: A Manual for the Design of Active Transportation
Active Transportation Alliance, 2012
[WWW.ATPOLICY.ORG/DESIGN](http://www.atpolicy.org/design)

BIKE PARKING

Bicycle Parking Design Guidelines
Association of Pedestrian and Bicycling Professionals
[HTTP://WWW.APBP.ORG/?PAGE=PUBLICATIONS](http://www.apbp.org/?page=publications)

Bike Parking for Your Business
Active Transportation Alliance, 2003
[HTTP://WWW.CHICAGOBIKES.ORG/PDF/BIKE_PARKING_BUSINESS.PDF](http://www.chicagobikes.org/pdf/bike_parking_business.pdf)

OTHER RESOURCES

Active Transportation Alliance
[HTTP://WWW.ACTIVETRANS.ORG](http://www.activetrans.org)

National Complete Streets Coalition
[HTTP://WWW.COMPLETESTREETS.ORG](http://www.completestreets.org)

Manual on Uniform Traffic Control Devices
Federal Highway Administration, 2009
[HTTP://MUTCD.FHWA.DOT.GOV/](http://mutcd.fhwa.dot.gov/)

Bicycle and Pedestrian Accommodations
Bureau of Design & Environment Manual
Illinois Department of Transportation, 2011 Edition
[HTTP://WWW.DOT.STATE.IL.US/DEENV/BDE%20MANUAL/BDE/PDF/CHAPTER%2017%20BICYCLE%20AND%20PEDESTRIAN.PDF](http://www.dot.state.il.us/deenv/BDE%20MANUAL/BDE/PDF/CHAPTER%2017%20BICYCLE%20AND%20PEDESTRIAN.PDF)

Safety Benefits of Raised Medians and Pedestrian Refuge Areas
Federal Highway Administration
[HTTP://SAFETY.FHWA.DOT.GOV/PED_BIKE/TOOLS_SOLVE/MEDIANS_BROCHURE/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/)

Safety Benefits of Walkways, Sidewalks, and Paved Shoulders
Federal Highway Administration
[HTTP://SAFETY.FHWA.DOT.GOV/PED_BIKE/TOOLS_SOLVE/WALKWAYS_BROCHURE/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/)

Parking Strategies to Support Livable Communities
Chicago Metropolitan Agency for Planning
[HTTP://WWW.CMAP.ILLINOIS.GOV/DOCUMENTS/20583/C224C06F-2735-4400-8281-D3C263CE5BA6](http://www.cmap.illinois.gov/documents/20583/C224C06F-2735-4400-8281-D3C263CE5BA6)

Appendix D: Funding Sources

There are numerous funding sources available to support the implementation of this plan. Most prefer funding projects contained in an active transportation plan.

TRANSPORTATION ALTERNATIVES

Transportation Alternatives is a federal grant program jointly administered by the state departments of transportation and metropolitan planning organizations in large metropolitan areas. The program funds a variety of bicycle and pedestrian improvement strategies including trail enhancements, pedestrian network improvements and bike facilities.

CONGESTION MITIGATION AND QUALITY PROGRAM (CMAQ)

The CMAQ program funds transportation projects that improve air quality. These include bicycle ways, pedestrian network improvements and transit facilities. Locally, the program is administered by the Chicago Metropolitan Agency for Planning which emphasizes projects of regional significance. CMAQ funds generally cannot be used for preliminary planning, design and engineering.

SURFACE TRANSPORTATION PROGRAM

These federal funds are distributed locally by the various councils of mayors. STP supports improvements to local roads that benefit the federal highway network. Among other uses, STP funds can be used for traffic calming, pedestrian facilities and bike routes. Each council of mayors has its own procedures for evaluation of project proposals. STP generally is one of the most flexible funding sources.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Illinois Department of Transportation provides grants to improve facilities with documented crash problems. These projects can be focused on auto crash locations, or those involving pedestrians or cyclists. HSIP generally provides 90% of the project funds with a 10% local match. Funding is usually available for all phases of the project.

GRADE CROSSING PROTECTION FUND

This fund, administered by the Illinois Commerce Commission, assists local governments in paying for improvements at highway-railroad crossings. Eligible uses include pedestrian gates, pedestrian signals and grade separations.

OTHER FEDERAL FUNDS

Federal agencies sometimes make grants available for energy efficiency, sustainability or obesity-prevention projects that could include active transportation initiatives. An up-to-date listing of all federal grants is available at www.grants.gov. The Legislative Research Unit of the Illinois General Assembly also publishes lists of state and federal grants.

COUNTY AND LOCAL FUNDING

Many federal and state funding sources require local match funds. Coalitions can be built between jurisdictions to prioritize the implementation of shared objectives. Many counties and local governments have access to motor fuel tax and other transportation revenue sources. They may also have economic development programs that can fund projects. School and park districts can also be sources of funds.

Appendix E: Policy Resources

This appendix provides resources to implement the policy recommendations in this plan.

COMPLETE STREETS POLICY RESOURCES

The materials referenced below can assist with formulating policy, structuring implementation developing performance criteria.

ACTIVE TRANSPORTATION ALLIANCE

Active Transportation Alliance has created a policy resource micro-site, WWW.ATPOLICY.ORG, with free access to Complete Streets Complete Networks: A Manual for the Design of Active Transportation, Complete Streets policy briefs, and implementation materials.

COMPLETE STREETS: BEST POLICY AND IMPLEMENTATION PRACTICES

McCann, Barbara, and Suzanne Rynne, Chicago: American Planning Association, 2010. This publication of the American Planning Association's Planning Advisory Service includes case studies, model policies, and development strategies revolving around Complete Streets.

NATIONAL COMPLETE STREETS COALITION.

NCSC has a very informative website. accessible at WWW.COMPLETESTREETS.ORG Among others, the following NCSC documents can be considered a good "jumping off" point for those unfamiliar with Complete Streets policy and design.

"Complete Streets Policy Elements." National Complete Streets Coalition. [HTTP://WWW.COMPLETESTREETS.ORG/CHANGING-POLICY/POLICY-ELEMENTS/](http://WWW.COMPLETESTREETS.ORG/CHANGING-POLICY/POLICY-ELEMENTS/). Provides a framework by which Complete Streets

policy can be designed and a basic outline of the elements of robust Complete Streets policies.

"Federal Policy Resources." National Complete Streets Coalition. [HTTP://WWW.COMPLETESTREETS.ORG/FEDERAL-POLICY/FEDERAL-POLICY-RESOURCES/](http://WWW.COMPLETESTREETS.ORG/FEDERAL-POLICY/FEDERAL-POLICY-RESOURCES/). Knowing the trends in national policy concerning Complete Streets can help reinforce local policy initiatives. The NCSC website details past federal activity concerning Complete Streets, features legislative language, and has tips for getting the attention of lawmakers at the federal level.

MODEL BICYCLE PARKING ORDINANCE

"MODEL BIKE PARKING ORDINANCE (WITH ANNOTATIONS)"

This annotated model policy for bike parking was developed through the Public Health Law and Policy (name changed to ChangeLab Solutions) [HTTP://ACTIVETRANSPORTATIONPOLICY.ORG/NODE/121](http://ACTIVETRANSPORTATIONPOLICY.ORG/NODE/121)

Appendix F: Programming Resources

EDUCATION RESOURCES

There are many organizations who offer free and low-cost resources to educate people about the benefits of active transportation. These include:

ACTIVE TRANSPORTATION ALLIANCE

WWW.ACTIVETRANS.ORG/EDUCATION

Offers free curricula, professional development for educators and other resources. Active Transportation Alliance also offers educational materials on Complete Streets at www.activetrans.org/completestreets.

NATIONAL SAFE ROUTES TO SCHOOL PARTNERSHIP

WWW.SAFEROUTESPARTNERSHIP.ORG

They offer an annotated bibliography of traffic safety curricula and other educational resources.

NATIONAL COMPLETE STREETS COALITION

WWW.COMPLETESTREETS.ORG

This initiative of Smart Growth America provides resources to help educate citizens, municipal staff and elected officials on the benefits of Complete Streets.

ENCOURAGEMENT RESOURCES

Marketing and promotion efforts are essential to any successful bikeways plan. These organizations provide resources to help encourage more cycling:

LEAGUE OF AMERICAN BICYCLISTS

WWW.BIKELEAGUE.ORG

They sponsor the Bicycle Friendly Community program and offer resources for encouragement campaigns. They also certify instructors to provide bike mechanic and traffic safety skills courses.

ALLIANCE FOR BIKING AND WALKING

WWW.PEOPLEPOWEREDMOVEMENT.ORG

They offer trainings to help develop a movement for cycling in your community.

ASSOCIATION OF PEDESTRIAN & BICYCLE OFFICIALS

WWW.APBP.ORG

They offer webinars and other resources for professionals who implement education and encouragement campaigns.

DRIVE LESS LIVE MORE

WWW.DRIVELESSLIVEMORE.COM

This campaign to encourage multi-modal transportation has numerous resources to encourage use of biking, walking and transit.

ENFORCEMENT RESOURCES

Active Transportation Alliance provides training for the law enforcement community including police, judges and prosecutors. The training focuses on best law enforcement practices to ensure traffic safety and an overview of current Illinois traffic safety laws. Active Transportation Alliance also provides free support services for victims of bicycle crashes.

