

ELK GROVE VILLAGE BICYCLE PLAN

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Village of Elk Grove Village
Elk Grove Park District
Friends of Cycling in Elk Grove

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1 Introduction

The Village of Elk Grove is located approximately 22 miles northwest of downtown Chicago and adjacent to O'Hare International Airport. The Village's land area is 10.9 square miles, with a large majority of the area in Cook County and some in DuPage County. Neighboring communities include Des Plaines, Mount Prospect, Arlington Heights, Schaumburg, Roselle, Itasca, Wood Dale, Bensenville and Chicago via O'Hare Airport. The Village's population as of the 2010 U.S. census is 33,127.

Elk Grove Village has excellent transportation access for residents, businesses, employees and visitors. The Village is surrounded by a network of regional highways including Interstate 90 bordering the northeast, Interstate 290 on the west side, and proximal access to the Elgin-O'Hare Expressway/Illinois 390, as well as Interstates 355 and 294. Pace bus service routes 223, 616, and 757 provide connections to outside communities including Chicago public transit. Major roads serving the Village include Arlington Heights Road, Biesterfield Road, Devon Avenue, Meacham Road and state routes 53, 72 and 83.

Elk Grove Village is home to the Busse Woods Forest Preserve, a popular destination for recreational cycling. The Busse Woods Trail System has long been recognized by the Village as a key asset to our residential and business community for recreational and commuter use. Additionally, the trail system draws more than 2.5 million visitors a year. The Village has demonstrated significant commitment to getting residents and area cyclists safely to these recreational paths. This commitment has manifested in the construction of three bicycle/pedestrian bridges to provide safe crossing over major roads.

During the mid-1990s, the Village was instrumental in the construction of the first trail overpass of Higgins Road west of Arlington Heights Road. In 2002, Elk Grove Village took a major step to provide safe access to the Busse Woods trail system from the west by constructing an overpass at I-290/Illinois Route 53 north of Biesterfield Road (the "Community Bridge"). Most recently, the Village secured federal funding to construct a national award winning second bridge over Higgins Road at I-290, which was completed in 2013.

In addition to these bicycle-friendly infrastructure improvements, Elk Grove Village strongly developed and embraced cycling culture by hosting the Tour of Elk Grove for 8 consecutive years. In its final year, the Tour of Elk Grove was the number one ranked cycling tour in America east of the Rocky Mountains. Athletes from around the world came to compete in 15 professional & amateur events. In addition, the Tour of Elk Grove featured four community cycling events: Mayor's Challenge Race and Time Trial, Village Trustees' Fun Ride, and Children's Big Wheel Race.

Early in the summer of 2014, Friends of Cycling in Elk Grove, the official Village-recognized cycling organization, approached the Village and Park District to discuss the creation of a bicycle plan for the Village that focused not only on recreational cycling, but on providing safe and convenient routes for casual cyclists and commuters to reach common destinations in and near Elk Grove Village. These meetings led to the creation of the Elk Grove Bicycle Plan Task Force, with the directive to create a Bicycle Plan for the future of cycling in Elk Grove. The Task Force included members from Friends of Cycling, the Elk Grove Park District and Elk Grove Village. This document is the result of the work of the Elk Grove Bicycle Plan Task Force.

In creating this plan, the Task Force focused on primarily creating a safe and inviting environment for casual cyclists. The Elk Grove Bicycle Plan serves to formalize the Village's commitment to improving its existing bicycle network and creating a safe environment for cyclists. It is the hope of the Task Force that

this plan will encourage residents to consider cycling not just as a source of recreation, but also as a viable means of transportation.

It is important to note that this is a long-term plan. Many of the proposed infrastructure projects and improvements present significant challenges in both funding and engineering. Sidepaths are costly to construct. And due to the existing infrastructure, in some areas their creation may require the removal of significant landscaping and trees, as well as the relocation of utility poles, regrading of land, etc. This Bicycle Plan creates a vision for the future that can be implemented as the opportunities arise, such as major road reconstruction and grant opportunities.

Additionally, plans such as this typically have a life span of approximately ten years. As conditions change, such as cyclist demand, completion of projects, new road standards, etc, a re-evaluation of the plan and the future of cycling in Elk Grove may be necessary. Possible projects that are not considered by this plan may become feasible, and preferred alternatives to currently recommended projects may arise. This Bike Plan is meant to act as a guide, rather than a strict directive, for the future of cycling in Elk Grove Village.

Chapter 2 of the plan describes the types of bikeways considered for the Bike Plan: these include multi-use trails, signed bike routes and sidepaths. Signed bike routes can be used to guide cyclists along preferred routes that are suitable for cycling. Sidepaths are a suitable alternative to on-street riding on major roadways in the Village. While potential multi-use trails are identified in the bicycle plan, the major challenges to implementation of these trails are discussed in Chapter 3.

Chapter 3 lays out the recommendations for the bicycle network in the Village. These include sidepaths along major roads and signed routes on roads recommended for bicycle travel. The needs of commuter cyclists and connections to surrounding communities are also addressed, along with addressing the limited viability of potential multi-use trails in the Village. The chapter includes maps showing proposed routes, as well as a project list describing the various proposed route segments.

Chapter 4 details infrastructure-related recommendations along bicycle routes, as well as for cyclists in general. Wayfinding signage would help cyclists locate key destinations as well as to confirm where they are headed. Bicycle parking is noted to be a useful resource for the promotion of bike-friendliness. Possible treatments for sidepath crossings are explored, along with the possible need for bicycle-actuated signals for on-street crossings. Additionally, the chapter explores a few specific issues identified in the bicycle plan process and identifies the online Service Request System as an appropriate method for reporting these issues.

Chapter 5 explains the benefits of education, encouragement and enforcement. Various events and activities are identified as methods for encouragement and education, including courses on bike safety and bike etiquette. The chapter also suggests a week-long enforcement campaign, as well as the coordination of some of these various activities to create an Elk Grove Bike Week.

Chapter 6 proposes methods for implementing the bike plan, acknowledging that many projects are long-term by nature, but that gathering information and pursuing smaller projects can help keep the plan moving forward. Information can be used to help support larger projects, and referring to this plan as a guide will help ensure that all reasonable opportunities for implementation are pursued.

2 Bikeway Types in the Elk Grove Village Plan

The existing infrastructure in Elk Grove Village influenced the types of bikeways that could be considered for implementation. For instance, the width of lanes on major roads in the Village does not meet the legal minimums to allow restrictive markings regarding bicycle traffic, including bike lanes. On such streets, sidepaths are the only feasible way to create safe conditions for cyclists.

On residential collector streets, the road width and traffic volume create an atmosphere favorable for cycling without any necessary alterations to the roadway. On these roads, signed bike routes can provide awareness for motorists and direction for cyclists. Trails on utility right-of-ways were also considered; however, the infrastructure challenges and frequent controlled crossings of the two primary candidates for these trails, made these unlikely candidates for future projects.

The three bikeway types considered in this plan are explained below.

Sidepaths

Sidepaths are paths that run parallel to a roadway, essentially a widened sidewalk. According to the American Association of Highway and Transportation Officials Guide for the Development of Bicycle Facilities (AASHTO Bicycle Facilities Guide), sidepaths are appropriate choices for faster, busier roads without lots of crossings. These types of roads are the main thoroughfares in Elk Grove Village, and they often present the most direct or only possible route to destinations within the Village. There are currently only a few sidepaths in the Village, one of which is the sidepath along the east side of Rohlwing Road.

Sidepaths are ideal for transportation due to their proximity to major roadways. It is important to note that though the physical separation from traffic provided by sidepaths provides cyclists with a sense of safety, driveways and intersections are inherent conflict points. This type of bikeway raises visibility and awareness issues with motorists. For these reasons, roads with frequent driveways or crossings are poor candidates for sidepaths. Possible treatments for mitigating these issues are explored in Chapter 5.

Trails

Multi-use trails are similar to sidepaths except that users are more distant from traffic, and they encounter traffic only at road crossings. Like sidepaths, trails are used by both pedestrians and cyclists, but they are more often used for recreation than for transportation purposes. Examples near Elk Grove Village include the Busse Woods Trail and the Salt Creek Trail.

Signed Bike Routes

A signed bike route is an on-street route identified by wayfinding signage that indicates the road as a preferred route for cyclists. The reason for the preference may be low traffic volume, lower speed limit, wider lanes, access to popular destinations, directness of route, or other miscellaneous advantages. Signage for these routes serves multiple purposes, including providing wayfinding for cyclists, increased awareness by motorists that they may encounter cyclists, and encouragement for potential cyclists by increasing awareness of cycling routes in the community. Wayfinding signage will be discussed in more detail in Chapter 5.

3 Bicycle Network Recommendations

Establishing a complete bicycle network is one of the most important components of a bike plan. The network provides routes for cyclists to reach popular destinations and directs cyclists safely across barriers. Although cyclists can use all village roads and sidewalks, the bikeway network directs cyclists to favorable routes—those which lessen potential conflicts with both motorists and pedestrians.

Gathering Public Input & Information

The Elk Grove Village bicycle network was developed through the use of a variety of resources:

Public Survey: The Task Force created an online survey to solicit public input on the creation of a bike plan for the Village. On August 14, the Task Force distributed and promoted the online Bike Plan Survey through a variety of channels, including newsletters, e-mail lists, websites and Facebook. The survey was available for just under 4 weeks. A total of 582 responses was received. The survey was designed to reveal cycling attitudes and behavior of residents and non-residents. Respondents also identified cycling destinations and issues facing cyclists within the community. The survey results were analyzed to guide the bike planning process. (A summary of these results is provided in Appendix 1.)

Public Meeting/Mapping Exercise: On September 4, the Task Force held a public meeting on the Bike Plan. Approximately 30 people attended to provide input on routes they use in the Village, identify cycling barriers and recommend improvements to navigating the Village by bike. Attendees were divided into groups of equal size to mark up large Village maps with this information. The mapping activity involved placing stickers to indicate various spots of concern and markings to demonstrate potential biking routes or segments. Note cards were available for detailed explanations on any noted issues. The meeting concluded with further discussion and final thoughts from the public. (A composite of the proposed routes is provided in Appendix 2).

Review of Bike Plans of Surrounding Communities: Elk Grove Village is committed to connecting residents and visitors to the regional bike networks through or near the Village. Current bike plans and future projects from neighboring communities were reviewed to identify possible connections with the Elk Grove Village Bike Plan. Potential links were identified at the intersection of Park Boulevard and Devon Avenue for improved access to Itasca, and the Busse Road underpass at the Jane Addams Tollway to reach Arlington Heights and Mount Prospect.

Guiding Principles

The information collected above was reviewed and analyzed by the Bike Plan Task Force (Appendix 3). The evaluation of possible routes emphasized casual adult cyclists and families. The bicycle network proposed by this plan attempts to identify comfortable routes that can be implemented to encourage this target group to consider cycling as a viable form of transportation for trips within the community. One of the goals of the Task Force in developing this network was, as much as possible, to ensure that residential subdivisions have safe access to at least one route connection to the bicycle network.

The potential to make on-street modifications or direct cyclists to low traffic areas was constrained by the curvilinear road network the narrow road widths within the Village, as well as the narrow roads within the Village. Major roads in the Village are not wide enough to meet legal minimums to allow

restrictive markings regarding bicycle traffic, including bicycle lanes. The curvilinear street design, especially on the west side of the Village, where subdivisions have limited entry points that discourage cut-through traffic, make it difficult to direct cyclists onto residential streets with lower traffic volumes.

Routes proposed at the Bike Plan Public Meeting were reviewed by the Task Force to produce a recommended network of side paths and on-street routes to connect Elk Grove residents to destinations within the Village. Additionally, input from the public survey helped determine common obstacles to cycling identified by respondents.

The following guidelines were used in identifying the recommended network:

1. Where possible, use residential collector streets as alternatives to major streets.
2. When major streets cannot be avoided, side paths should be recommended.
3. While sidewalks are legal to ride on, they are not desirable as bike routes, especially in areas with heavy pedestrian traffic.
4. Routes should cross major streets at controlled intersections, with either stop signs or traffic lights to guide crossings.

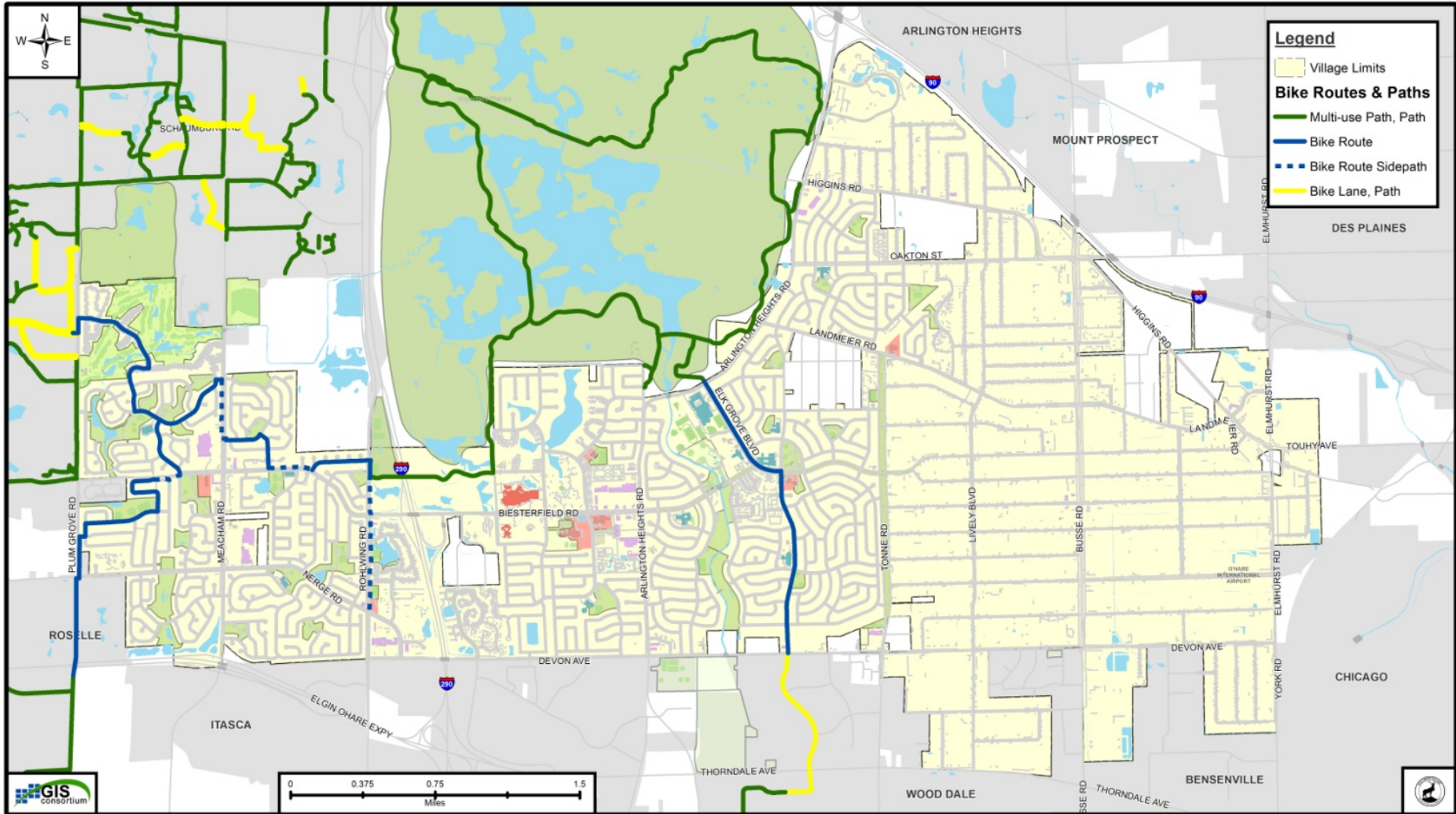
Proposed Bicycle Network

The maps below show the existing and proposed bike network in Elk Grove Village, with types of bikeways identified by a solid or dashed line. In the map of proposed routes, each proposed bike route or path is color coded by priority. The three projects listed to provide access to Busse Woods and the Community Athletic Fields, which are shown under “Bike Plan Features,” are also color-coded by priority.

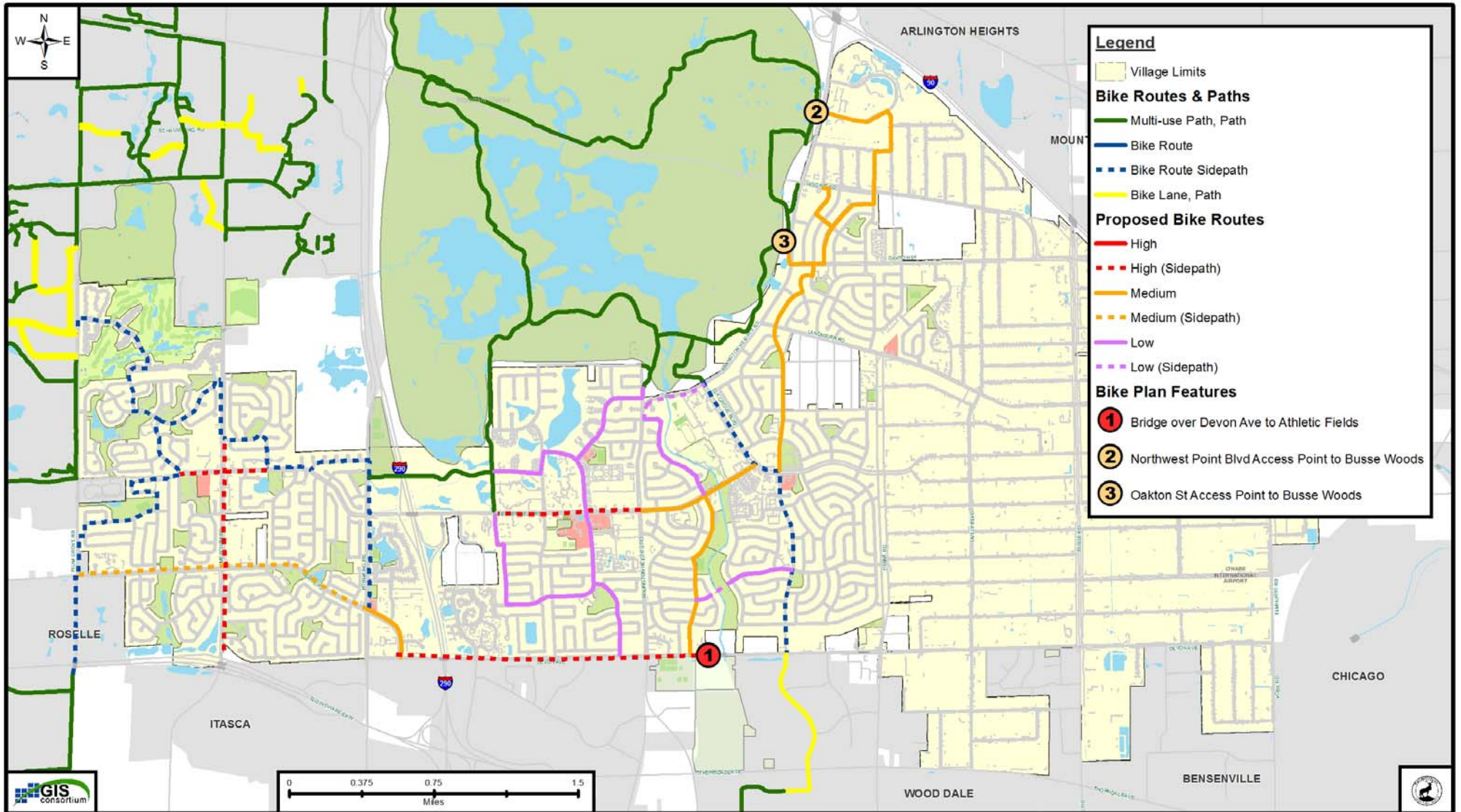
While some proposed routes/projects in the maps below are listed as high priorities (such as side paths along Devon Avenue and Meacham Road and a bridge to safely access the Community Athletic Fields), it is important to note that this does not mean they are expected to be completed in the short term. Both projects have significant costs; and engineering, land acquisition and other obstacles must be addressed prior to their completion. A complete list of projects shown in the maps is provided in Appendix 6, along with additional information about the justification for each segment, considerations for implementation and projected implementation timeframe.

Bicycle Network Maps

Existing Bike Network



Proposed Bike Network



Surrounding Communities/Commuter Cyclist Accommodations

Due to the focus on casual/family cyclists, the above routes do not venture through the industrial park with its heavy truck volumes or through high traffic areas and barriers that present significant challenges. Such challenges, regardless of accommodation, will tend to deter all but the most advanced or dedicated cyclists. However, given the needs of commuter cyclists, including cyclists of need without the option of automotive transportation who traverse these barriers, the Bicycle Plan Task Force felt it important to include possible accommodations that could ease riding comfort and safety for trips outside the community.

As an alternative to wayfinding signs that would encourage the use of industrial roads as general cycling paths, the Task Force recommends that an online resource could be created for cyclists to share commuting recommendations and experiences. Cyclists within the Village could find roads recommended by other cyclists for getting through areas, including the industrial park.

Since confident cyclists are more likely to use a more direct route, the Task Force felt the most reasonable infrastructure accommodation would be to focus on two major connections to surrounding communities that were identified as areas of need at the Public Meeting:

Busse Road/I-90

I-90 presents a significant barrier for cyclists looking to travel northeast from Elk Grove Village. This crossing would provide access from the East side of the Village to the Mount Prospect/Arlington Heights/Des Plaines area. The Busse Road I-90 underpass is slated for reconstruction, which will include more comfortable accommodation for cyclists and pedestrians. This crossing is also a logical connector to the north as it brings cyclists within a mile of the shared use trail on ComEd right-of-way in Mount Prospect. In order to safely bring cyclists to this underpass, side path accommodations along Busse Road and Oakton Street are necessary, as shown below.



The proposed sidepath on Oakton Street is shown extending only as far west as Wildwood. This is because west of Wildwood there are a significant number of residential driveways that would intersect with

a sidepath, creating a potentially unsafe environment. Extending the sidepath to Wildwood would allow cyclists to access destinations north and south of Oakton Street through safer residential streets. If access to the Busse Woods Trails is later created at Oakton Street/Arlington Heights Road, further consideration may be necessary.

The proposed sidepath on Busse Road is shown extending only as far south as Touhy Avenue. Though there are no objections to a sidepath continuing further south along Busse Road, there are currently no connections to bike routes to the south. This sidepath gets cyclists south of Landmeier Road, the only major crossing before Busse/Devon. This provides commuters with access to the sidepath from less busy streets within the business park.

Devon/Park Boulevard

Devon Avenue presents a barrier for cyclist wishing to go south to Itasca. There is currently only the marked Salt Creek Trail across Devon at Ridge. A crossing at Park Boulevard would provide a more direct route for those traveling to the Itasca Metra station.

There is a traffic light at Devon/Park Boulevard, which is suitable for on-street riding, but south of Devon, Park Boulevard becomes a busier street. Collaboration with Itasca may be needed to consider appropriate accommodations, so as to provide easier access to the Park Boulevard crossing, especially once the Devon Avenue side path is constructed.

Multi-Use Trails

Through the bike plan process, two possible trails were identified within the Village. Trails that are physically separated from motor vehicle traffic are strongly preferred by cyclists and increase the comfort of the rider. Both identified trails (shown in purple), however, have obstacles to their future construction.

The first possible trail location is the Salt Creek Trail alongside the creek. The great expense of constructing such a trail, as well as the previous objections by homeowners along Salt Creek, makes the relocation of this trail from the current marked and comfortable location along Ridge Avenue within the Village an unlikely project in the near future.

The second possible trail location is along the ComEd right-of-way along Tonne Road from Devon north to Landmeier continuing northeast toward Oakton. Other communities in the area, including Mount Prospect in a ComEd right-of-way directly to the north, have had success in building trails in cooperation with the utility. However, the right-of-way down the middle of Tonne Road includes very frequent intersections that would inhibit both the safety and enjoyment of a cyclist along such a path.

Due to the issues presented above, the Task Force does not currently recommend pursuing the construction of these multi-use trails. They are included here as possible considerations for a future bicycle plan update.

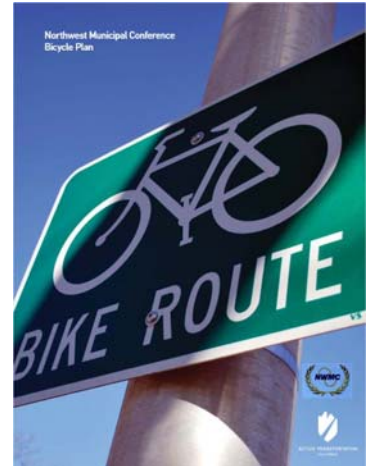
4 Bicycle Infrastructure Recommendations

The following section addresses bicycle-related infrastructure recommendations for use on the bicycle network. Additionally, this section identifies the appropriate method for reporting bicycle-related issues, and goes over a few issues reported through the public input gatherings.

Wayfinding Signage

Various guiding sources were reviewed to plan for wayfinding signage along bicycle routes. Recommendations from the Northwest Municipal Conference (NWMC) Bike Plan, national federal standards, and other local bike plans were taken into consideration. These sources assisted in the development of the three components for signage identified in the plan and include determining distance between signs, usage of destinations and mileage markers, and prioritizing proposed destinations for the inclusion on signs.

To determine the preferred and maximum distance between signs, it is important to have sufficient signage to guide cyclists to destinations, but not so many as to add clutter to the streets. The Manual on Uniform Traffic Control Devices (MUTCD) suggest bike route signage should be placed at intervals frequent enough to assure the cyclist remains on the bike route. Mid-block signs are also known as confirmation signs.



The Northwest Municipal Conference (NWMC) Signage Plan, commonly used by many north and northwest Chicagoland communities is a standardized design for bike signage to which it would be wise to conform. To that end, the Task Force bikeway network will incorporate suggestions from NWMC on destination guidance, sign layout, design and sign placement.

Distance Between Signs: The approach chosen and adopted by NWMC derives from AASHTO, which proposes that signs be placed approximately every 0.25 mile, after every turn in a route, unless the next turn is 0.125 mile away or less, after signalized intersections and within 160 feet after an intersection. The proposed distances may be too frequent, particularly on residential streets where sign pollution should be avoided to maintain the residential characteristic of the neighborhood. The Task Force recommends referring to the AASHTO signage distance standards as a guideline, while taking into account the type of street being signed and the level of need for guidance of cyclists.

Destinations/Mile markers: It is recommended that Elk Grove Village follow the NWMC Signage Plan guidelines in its wayfinding signage for both on-road and off-road bicycle routes. The NWMC Signage Plan uses national and state standards to specify sign layout, design, destination guidance and appropriate locations.

The signage plan was used to help determine common and pertinent destinations from among those identified from the results of the Bike Plan Survey and Public Meeting. The Task Force considered all the destinations mentioned from these sources and sorted them into priorities. The destinations from the NWMC signage



plan included Parks/Trails, Schools, Civic/Community, Commercial Centers, Hospitals, and Adjacent Communities. The following list can be used to consider possible destinations for inclusion on bicycle signage as signage is implemented.

High Priority Destinations for Signage:

- Audubon Park (Local Park/Trail)
- Busse Woods (Regional Park/Trail)
- Community Athletic Fields (Local Park/Trail)
- Elk Grove High School (School)
- Elk Grove Village Public Library (Community/Civic)
- Fountain Square Park (Local Park/Trail)
- Itasca (Adjacent Community)
- Mount Prospect (Adjacent Community)
- Rainbow Falls (Local Park/Trail)
- Roselle (Adjacent Community)
- Salt Creek Trail (Regional Park/Trail)
- Schaumburg (Adjacent Community)
- Village Hall (Community/Civic)
- Wood Dale (Adjacent Community)

Medium Priority Destinations for Signage:

- Alexian Brothers Medical Center (Hospital)
- Byrd School (School)
- Clearmont School (School)
- Clark Park (Local Park)
- Devon Avenue Shopping Center (Commercial Center)
- Elk Crossing (Commercial Center)
- Elk Grove Town Center (Commercial Center)
- Elk Grove Woods Plaza (Commercial Center)
- Grove Junior High (School)
- Link School (School)
- Lions Park (Local Park/Trail)
- Mallard Crossing (Commercial Center)
- Mead Junior High (School)
- Pavilion (Local Park/Trail)
- Pirates Cove (Local Park/Trail)
- Post Office (Community/Civic)
- Queen of the Rosary School (School)
- Strawberry Hills Plaza (Commercial Center)
- Turner Plaza (Commercial Center)

Low Priority Destinations for Signage:

- Debra Park (Local Park/Trail)
- Elk Park (Local Park/Trail)
- Marsh Park (Local Park/Trail)
- Windemere Park (Local Park/Trail)

An important goal in choosing destinations is having a safe bike route to get cyclists to these locations. For instance, Community Athletic Fields is listed as a high priority destination; but until a safe crossing of Devon can be implemented, this destination would not be an appropriate inclusion on bicycle signage.

Additionally, as this plan recommends the implementation of both on-street and sidepath bicycle routes, transitions from on-street to sidepath cycling should be given special consideration. Casual cyclists will follow bicycle signage if they are given clear directions on how to safely proceed.

Bicycle Parking

The availability of locations to park bicycles is an important component of a bicycle network, because it creates a practical and secure way for cyclists to lock up bicycles at destinations. Proper bike rack design and location are important considerations when installing bicycle parking.



The AASHTO Bicycle Facilities Guide recommends inverted U bike racks, as shown on the right, as a simple and effective form of short-term bicycle parking. The rack supports two bikes and can be grouped to create additional parking. Additional information on bicycle parking recommendations can be found in Chapter 6 of the AASHTO Bicycle Facilities Guide.

The following recommendations lay the groundwork for the future of bicycle parking in Elk Grove Village:

Gather Information: The Village should create a method to collect bicycle parking requests from the public. Additionally, bicycle counts can be conducted periodically to track bicycle traffic along bike routes. Compiling information on bicycle traffic and public requests will help build a database of public demand that can be used to encourage businesses and other destinations to install bicycle parking.

Capitalize on Route Implementation: As bike routes are implemented, destinations from this bike plan should be considered as possible locations for bicycle parking. As part of the opening of bike routes, the Village can reach out to these businesses or other destinations to offer them information about the benefits of bicycle parking and the opportunity for publicity if bike racks are installed to coincide with public route openings.

Future Possibilities: If the information gathering indicates significant public demand and receptiveness by businesses, grant funds can be pursued to support the purchase of community bicycle racks. Additionally, if annual bicycle counts and other methods indicate a strong use of bicycle routes and need for bicycle parking, bicycle parking could be included as a goal or requirement for commercial and residential developments, where appropriate.

There are a variety of methods that can be used to determine the appropriate amount of bicycle parking when determining goals or requirements for land use, including a percentage of automobile parking, a ratio to square footage and a ratio to units such as number of employees or residential units. The Association of Pedestrian and Bicycle Professionals (APBP) publishes a bicycle parking guide which can be used as a reference when determining the desired amount of bike parking according to land use type.

Sidepath Crossing Treatments

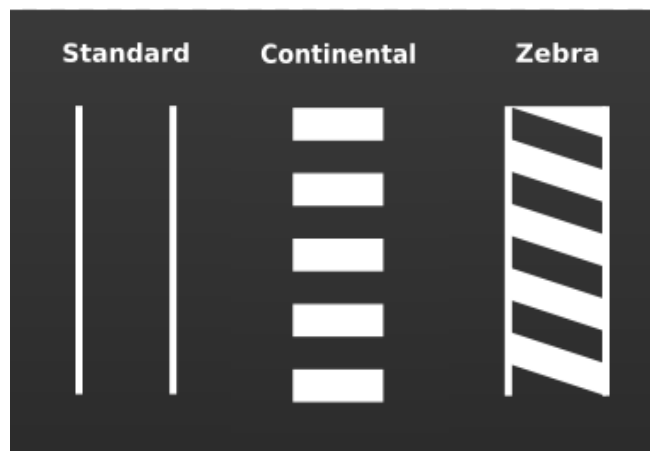
While sidepaths provide safe separation from traffic for cyclists, intersections are a natural conflict point for this type of bikeway, particularly with turning vehicles. Motorists know to expect pedestrian traffic on sidewalks, but cyclists who share sidepaths move at higher speeds and must be anticipated sooner than pedestrians. For this reason, it is important to both plan for ways to improve the safety and visibility of cyclists to motorists at intersections, and educate cyclists on the appropriate speed and caution with which to approach an intersection.

Prior to installing the treatments below, individual analysis of intersections, including pedestrian and cyclist counts, should be conducted. Effectiveness of signage in particular is greatly reduced if motorists continually encounter signs that warn of hazards that are rarely encountered.

Signage: One effective method of increasing visibility of cyclists is through signage. Below are two examples of signs to draw attention to bicycle crossings. Signs would be appropriate for use at major intersections with heavy cyclist/pedestrian use. The sign with a bicycle and pedestrian symbol has come into more common usage in the area, and easily identifies the users of sidepath crossings. The “Turning Vehicles Yield” sign is a non-standard sign for possible use in the future.



Crosswalk Striping: Crosswalk striping is another method to draw attention to cyclists and pedestrians. Standard crosswalks are used for low volume pedestrian and shared-use crossings. Continental crosswalks are used for schools and heavy pedestrian crossings. Zebra crosswalks are used for heavily traveled bicycle crossings.



Pedestrian Countdown Timers: Pedestrian countdown timers are another method for improving the safety of cyclists and pedestrians at intersections. They provide another method to remind motorists to be aware of crossings, and also provide cyclists and pedestrians with information for safe crossing decisions.

Countdown timers are appropriate for use at signalized intersections on high traffic roads with heavy pedestrian/cyclist use. The intersection of Elk Grove Boulevard and Arlington Heights Road is a prime example.



Bicycle Actuation of Traffic Signals

For on-street bike routes, cyclists generally need little additional accommodation, as they are expected to act as regular road-users. However, some on-street crossings of major roads can present difficulties because of the nature of existing detectors of bicycles.

This is especially apparent at intersections where bicyclists are using a minor street to cross a major road, such as Ridge Boulevard across Devon Avenue. While Illinois now has a law by which bicyclists and motorcyclists may treat stoplights like stop signs, after two minutes of not being detected, this may be an unsafe alternative when crossing high volume roads.

Two possible types of bicycle-activated signal can address this issue. The first, which would require significantly less funding to complete, is displayed below. A button, accessible from the street, allows cyclists to activate the signal.



The second method involves installing a more sensitive detector designed to detect the metal in bicycles to activate the signal. This method is not effective for all bicycles, would require tearing up the road to install, and would require that bicycles stop on the correct spot.

The Task Force recommends the installation of a bicycle actuated traffic signal at Ridge/Devon for southbound cyclists on Ridge Avenue. Coordination with the City of Wood Dale to ensure similar actuation for northbound cyclists should be considered.

Additionally, at access points to the Busse Woods trail, where crosswalk signals exist at the end point of a multi-use trail, it is recommended that, if possible, crosswalk activation buttons be placed on the right-hand side of the path, where cyclists can more logically access the button.

Reported Cycling Issues

As part of the Bike Plan process, a number of issues were identified by residents and area cyclists, creating a wealth of information which Village staff reviewed. The more prominent issues are addressed briefly below. The Task Force understands that various issues will confront Village cyclists in the future.

The Task Force recommends that cyclists be encouraged to use the existing online Service Request System, available through the Village website (www.elkgrove.org) to report these issues as they arise. The existing Service Request System helps direct the request to the appropriate department and ensures that residents get a timely response to their requests/reported issues. The service request system would be an appropriate method to report the issues explored below.



Challenging Intersections: Through the Bike Plan Survey and Public Meeting, a number of intersections in the Village were identified as presenting challenges to cyclists. A list of these intersections is provided in Appendix 5. The Task Force recommends that Village staff review these complaints and consider possible solutions such as the possible sidepath crossing treatments identified above, with a focus on intersections on existing routes, and on proposed routes as those routes are being planned, constructed and implemented.

Sidewalks: While current and proposed bike routes in this plan focus on sidepaths and on-street routes, sidewalks are legal to ride on, and can be the only way to reasonably traverse certain roads in the Village. Common complaints reported by the public include bush overgrowth and poor sidewalk conditions.

Specific reports of either of these issues should be submitted through the online Service Request System. Additionally, the Task Force recommends educating property owners about their responsibility to trim bushes so that they do not encroach on public sidewalks, possibly through a future newsletter article.

Path Etiquette: Many cyclists reported issues with trail users in Busse Woods, and vice versa. While the Busse trail is outside the jurisdiction of this bike plan, this is an issue that will need consideration when the Village begins to construct proposed sidepaths. Common complaints include discourtesy, inattention and other unfamiliarity with path rules and etiquette.

The Task Force recommends sharing educational resources such as the Cook County Forest Preserve “#sharethetrail” website through a future newsletter and online communication. Additionally, as new sidepaths are implemented, it is recommended that this opportunity be used to promote safe and respectful use of paths by all users.

Clearmont Bridge: This bridge, part of a proposed bicycle route, raised two issues: the unevenness of the planks and the yellow bollard blocking vehicular traffic. The wooden planks were replaced recently and are in good condition. Without a complete redesign of the bridge, the periodic swelling

of planks due to weather cannot be mitigated.

The entrances to Clearmont Bridge are 8 feet wide, with yellow bollards in the middle to prevent vehicular traffic. This was identified as a potential obstacle for cyclists pulling trailers and less skilled cyclists . The posts are integrated into bridge structure, and fencing makes a relocation of the posts to a more open area difficult. Though most cyclists, even those pulling trailers—that travel at moderate speeds are able to access the bridge safely, this issue could also be considered in the future if the bridge is redesigned.

Cutter Lane Route Change: The Task Force discussed in detail the recent route modification from Schooner lane to Cutter Lane, southwest of Biesterfield Road and Michigan Lane. The previous route was more direct, but invited cyclists to make a sharp left turn and cut across a private driveway apron to access the on-street bicycle route. The current reroute that takes cyclists via Cutter Lane instead is a less direct route, but it avoids the need for a mid-block crossing where there are visibility concerns.

The Task Force acknowledges that recommends that signage routing cyclists from the sidewalk east of Vine Lane, to an on-street route west of Vine Lane be clarified, indicating that the route continues on-street and on-sidewalk respectively. Improved signage will help guide cyclists safely along this route. It is also recommended that the Village coordinate with surrounding communities, such as the Village of Roselle, to revise the routes they show on signage and publications.

5 Other Recommendations

This section will cover recommendations that go beyond improvements to roads and other infrastructure. To create a successful and vibrant cycling community, it is not just facilities that matter, but also participation, safety and courtesy. The following recommendations cover programs and events that can be implemented as part of bicycle education, encouragement and enforcement.

Education and Encouragement

The goal of this section is to determine the ways to teach bike safety and etiquette to cyclists of all ages and abilities. Effective outreach methods reduce the risk of injury and promote safe cycling behavior for cyclists and safe driving behavior for motorists. Many resources are available to support bike education, including curriculum developed by the League of American Bicyclists (LAB). It is preferred that League Cycling Instructors (LCI) teach official bike education classes. There is a wide network of LCIs in the Chicagoland area that are insured by LAB. The Park District offers Smart Cycling classes and Friends of Cycling in Elk Grove (FCEG) discusses bike safety with residents and visitors at Village events and other appearances. The Village can also use resources such as the Village Newsletter, website, electronic signs, and EGTV to promote bicycle programs and offer bike safety tips.

Education and encouragement should be combined to provide residents and visitors with opportunities and incentives to get out on a bike more often. The recommended focus is encouragement in order to promote and support a bike-friendly environment.



The following classes, activities and events are included as possibilities to encourage and educate the public about the benefits of cycling, obeying traffic laws and developing safe cycling habits.

Bicycle Education Opportunities:

- **Traffic Skills 101:** 5-hour class that focuses on vehicular cycling for ages 16 and up. This class includes 8 on-bike drills, a road ride to practice vehicular cycling, and a written test. This class is the foundation of the League of American Bicyclists (LAB) education program.
- **Bike Ed for Kids Club:** 30 minute session for grade school students enrolled in after school programming through the Park District.
- **Student/Scout Safety:** 1-hour classroom session for students, Cub Scouts, and Girl Scouts to teach safe cycling skills to school age children. Could also include on-bike drills.
- **Group Riding Safety Skills:** 2-hour class that teaches cyclists to safely ride in a group. On-bike drills and effective communication are the foundation of this class.
- **Confident Commuter:** 3-hour class that focuses on commuting (to work or school) and running errands by bike.
- **Bike Maintenance:** 2-hour class that focuses on basic bike maintenance. This class could be offered through Park District or at Village CycleSport.

- BikeSafetyQuiz.com: free online course developed by the League of Illinois Bicyclists (LIB). There are three courses available: adult cyclist, child cyclist, and motorist. Some communities use this as a substitution for traffic school for motorists who are issued a ticket for endangering cyclists.
- Bike Safety Sessions at Elk Grove Library: Schedule sessions that focus on bike safety skills, communication, proper attire and basic maintenance.

Bicycle Encouragement Opportunities:

- Bike with the Mayor: Community bike ride led by Mayor Johnson.
- Ride of Silence: Community bike ride recognizing cyclists that have been killed or injured while cycling. This event takes place on the 3rd Wednesday in May each year.
- Busse Woods Bike Pit Stops: FCEG volunteers set up along the trail at Busse Woods to fit helmets, fill tires, lube chains, pass out stickers, serve refreshments, and discuss bike safety, trail etiquette and basic maintenance.
- FCEG Group Rides: monthly group rides for adults and families organized by FCEG ride leaders.
- EGV Park District program: Tour de EGV Parks in May 2015 – residents will be encouraged to bike to local parks and engage in a social media campaign. The goal for participants is to visit 5 or more parks during the month in order to earn incentives such as free bicycle safety classes.
- EGHS Bike to School Day: Encourage high school students to bike to school. This event is held in May.
- EGV Farmers Market: FCEG volunteers have a booth at the event and discuss bike safety and the benefits of cycling to attendees.
- Little Boots Rodeo: FCEG volunteers have a booth at the event and discuss bike safety and the benefits of cycling to attendees.
- Hometown Parade: FCEG will maintain a bicycle presence in parade.



Attendance at and participation in these events and activities will increase or meet expectations if the Village, Park District and FCEG promote them. Online promotion, as well as a regular bicycle-themed portion of the Village and Park District newsletters would provide additional awareness and encouragement to interested residents.

Enforcement

The Task Force recognizes the importance of enforcement as part of a comprehensive bike plan. Enforcing traffic laws for cyclists and motorists serves several purposes. Policing erratic and unsafe cyclists and motorists can reduce the number of accidents between the two modes of transportation. It can also help to improve the negative image of cyclists and motorists that is formed when traffic laws are broken. A variety of ideas is presented to promote enforcement in an effort to become more bike-friendly. The focus will be a weeklong campaign during National Bike Month in May.

Enforcement Campaign:

- Set up electronic traffic signs (or temporary signs) with bicycle safety messages to increase awareness for cyclists and motorists
- Implement motorist enforcement stings for blocking crosswalks and right turn on red violations.
- Distribute bicycle safety pamphlets at traffic stops and at other events/locations throughout the month. These materials can include the Illinois State Police Bicycle Safety Guide and the online Bicycle Safety Quiz developed by the League of Illinois Bicyclists (LIB).



A successful enforcement campaign can produce a positive outcome in partnership with the education and encouragement components of the plan. Effective enforcement can produce an improved relationship between cyclists and drivers, raise awareness of the Rules of the Road and show that cyclists and motorists can share the same space peacefully—thus providing a safer cycling experience in Elk Grove Village.

Elk Grove Bike Week

May is National Bike Month, and as part of this month, a week could be chosen in May to promote the events, activities and other opportunities for education and enforcement discussed above. Focusing on one week will provide a concentrated time frame to really encourage residents to ride bikes more often, to ride safely and legally and to raise awareness of cyclists and motorists in the community.

The Task Force recommends that a week be chosen for official observation of National Bike Month, and that the Bike with the Mayor event be included as the kick-off or finale to the week. The Park District Tour de EGV Parks could also begin that week, and FCEG could schedule some Busse Woods Bike Pit Stops. The Task Force recommends that these organizations coordinate their events and outreach to promote cycling during a designated week in May.

6 Plan Implementation

The Bike Plan Task Force has created this plan to serve as a guide for the future of cycling in Elk Grove Village. Implementation of many of the projects discussed above requires significant funding and presents engineering and logistical challenges. This is a long-term plan. The focus of this plan is to have plans and goals in place for guidance as opportunities arise—through construction projects, grant programs, etc. The smaller projects and recommendations in the plan, which include education and encouragement programs, wayfinding signage, and implementation of on-street routes, can be evaluated for implementation in the near future.

This plan will help ensure that opportunities are not missed and make sure that future projects are eligible for possible grant funding. The recommendations below lay the groundwork for successful implementation of plan recommendations.

Gather Information

Data about usage of and demand for bicycle facilities is an important source for justifying projects recommended in this plan. The Task Force recommends collecting information in a variety of ways, including participation in bicycle education classes and programs, collection of bicycle parking requests via the Village website and annual bicycle counts at locations within the Village and Village events. Crossing guards could provide annual bicycle counts from weekdays with moderate weather as could volunteers on weekends. The first bicycle counts could be conducted as part of Village Bike Week.

Pursue External Funding Opportunities

Many bicycle-related projects qualify for state and federal grant guidelines. Grants can provide partial funding that help make otherwise cost-prohibitive projects a reality. These grants, however, are normally very competitive. The Task Force recommends selecting the most eligible project proposals and actively pursuing grant opportunities. Potential funding sources are explored in Appendix 6.

Consult Bicycle Plan in Project Planning

As the Village plans projects such as road reconstruction, or when the County or State begin projects in the Village, the Task Force recommends that this Bicycle Plan be consulted to identify opportunities for full or partial implementation of Bike Plan projects. When any such projects overlap with issues or locations identified within this plan, plan recommendations should be deliberated and implemented wherever feasible. Construction creates a suitable opportunity for moving forward with the Bike Plan and making Elk Grove more bicycle-friendly, one project at a time.

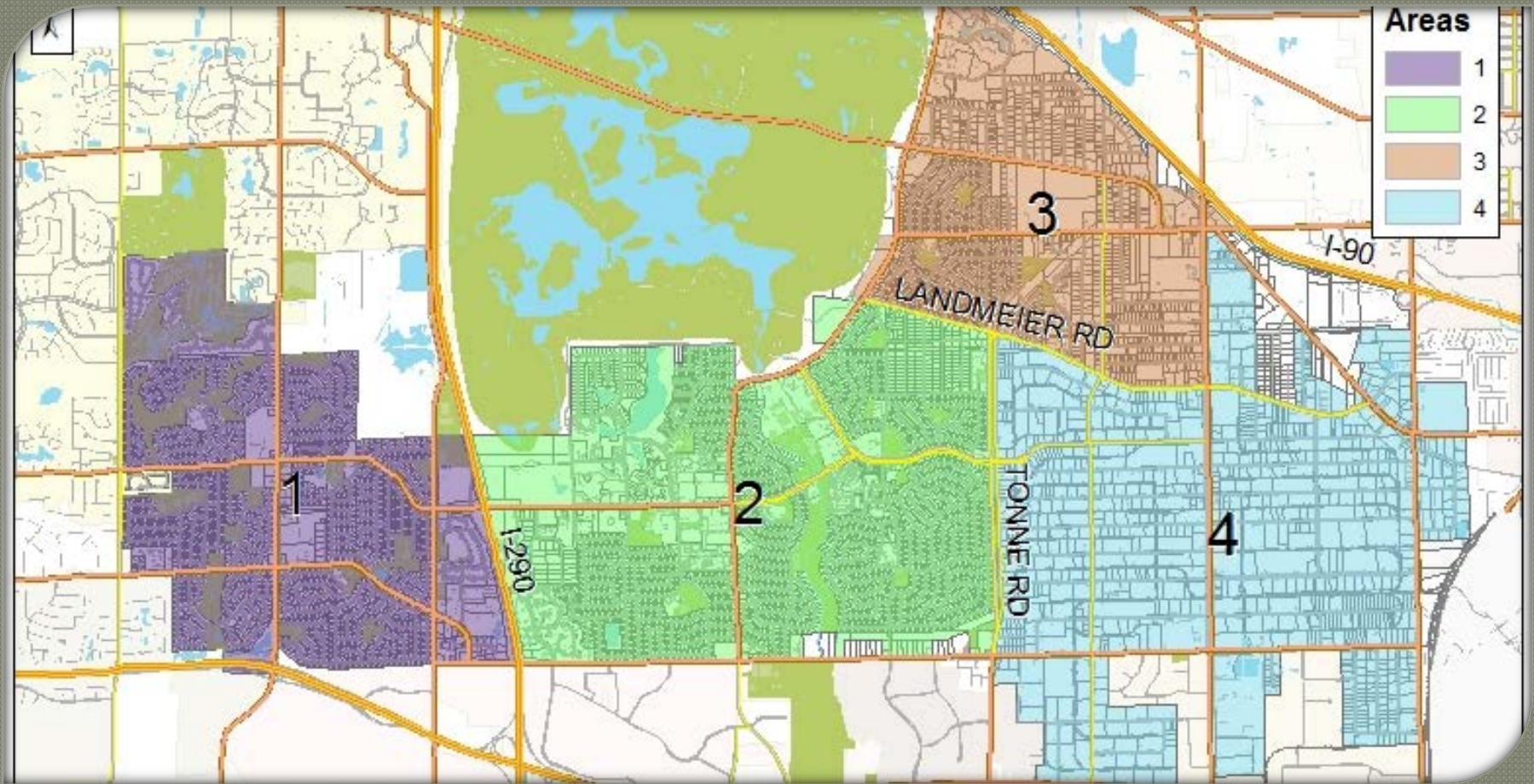
Communicate on Progress and Possibilities

Friends of Cycling in Elk Grove, the Elk Grove Park District and the Village of Elk Grove have all been a part of this planning process, and all three have roles in moving forward with recommended events and projects. The Task Force recommends that a member of each organization be appointed as the contact person for bicycle related activities, events, opportunities and issues. This will ensure that there is a clear channel of communication between the organizations and that information reaches the necessary individuals in a timely manner. FCEG is the official Village-recognized cycling

organization, and it will continue to be an essential resource for cycling-related matters, as well as an important advocate for cycling in the community.

Appendix 1: Bike Plan Survey Results





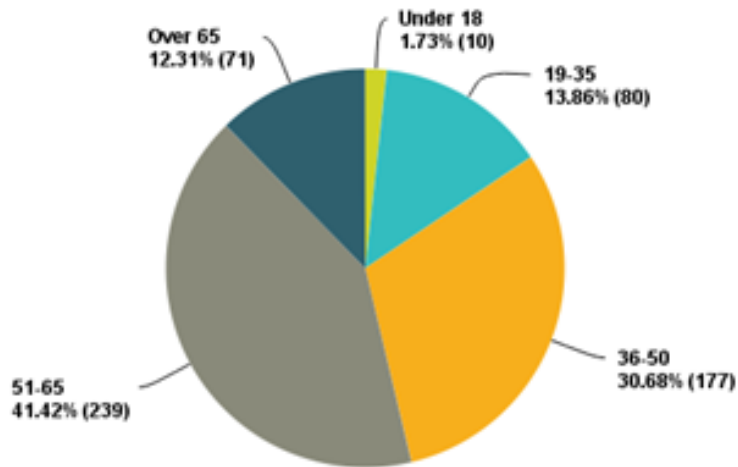
Elk Grove Residency

- 1. 17.56%
- 2. 43.37%
- 3. 5.34%
- 4. 1.38%
- 5. 32.36% (Do not live in EGV)

Age and Gender

Q2 What is your age?

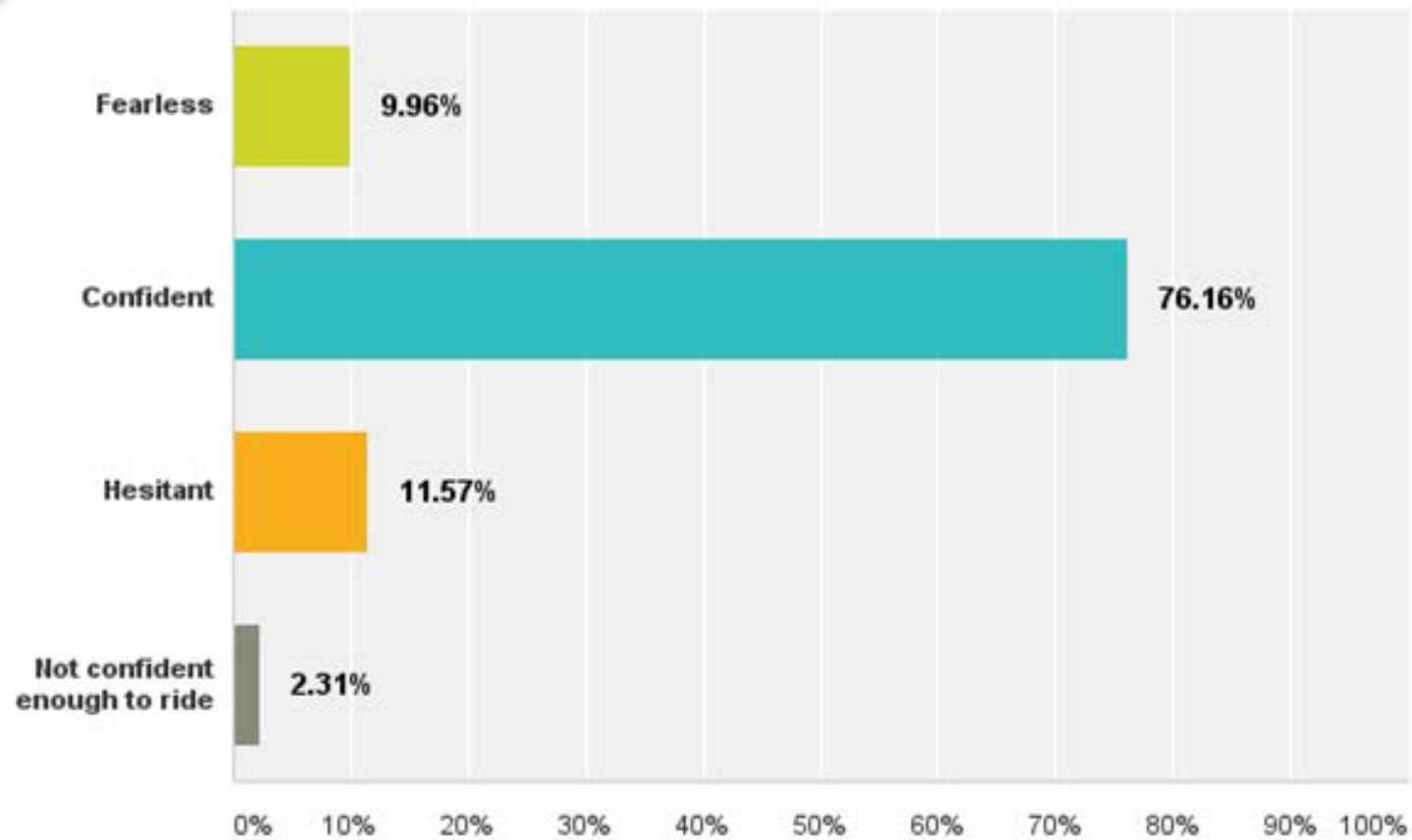
Answered: 577 Skipped: 5



Q3 What is your gender?

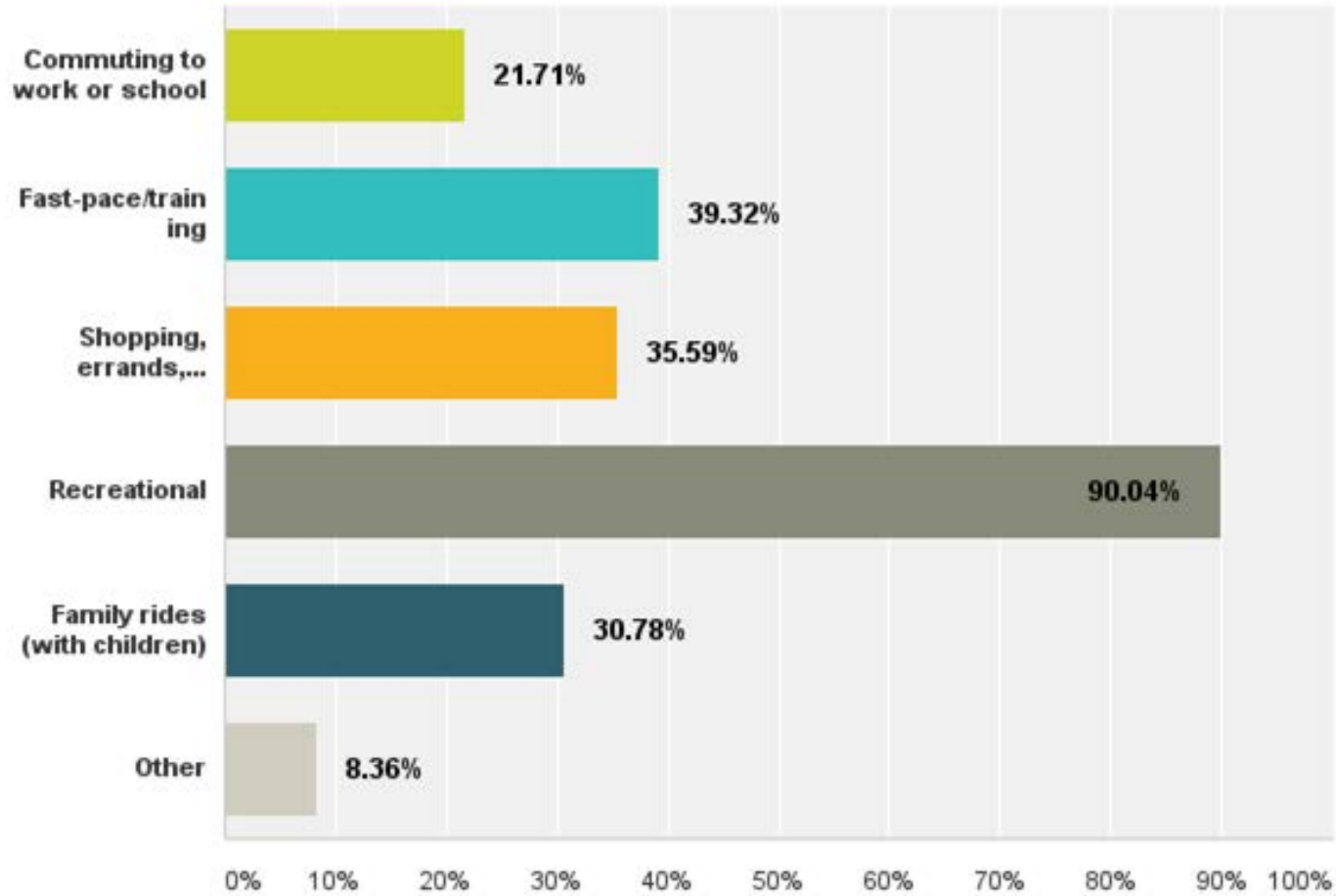
Answered: 573 Skipped: 9





Confidence in Biking

How confident a cyclist are you? Mark one box.

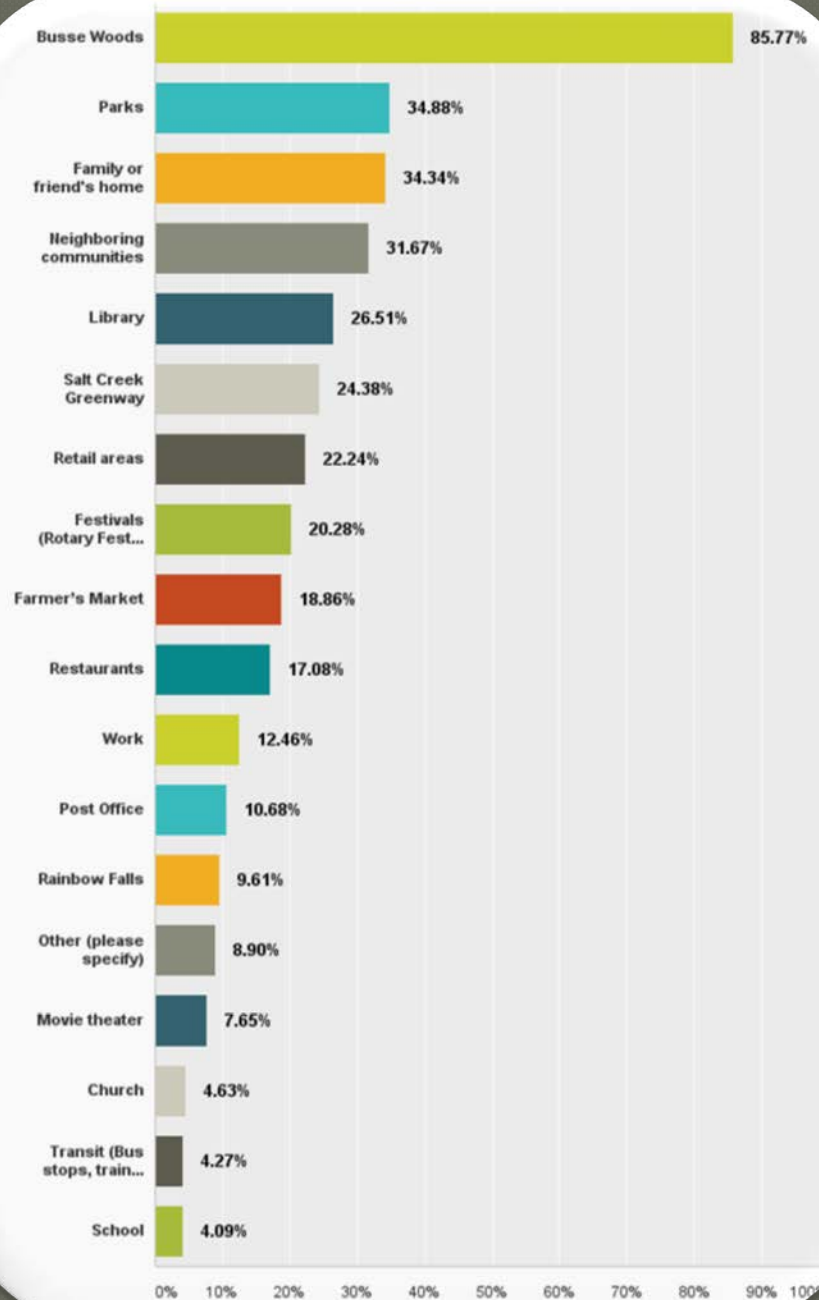


Types of Cycling

Please check all types of cycling that you do.

Other responses included mountain/trail, touring/long-distance, exercise, and bike group/clubs.

Biking Destinations

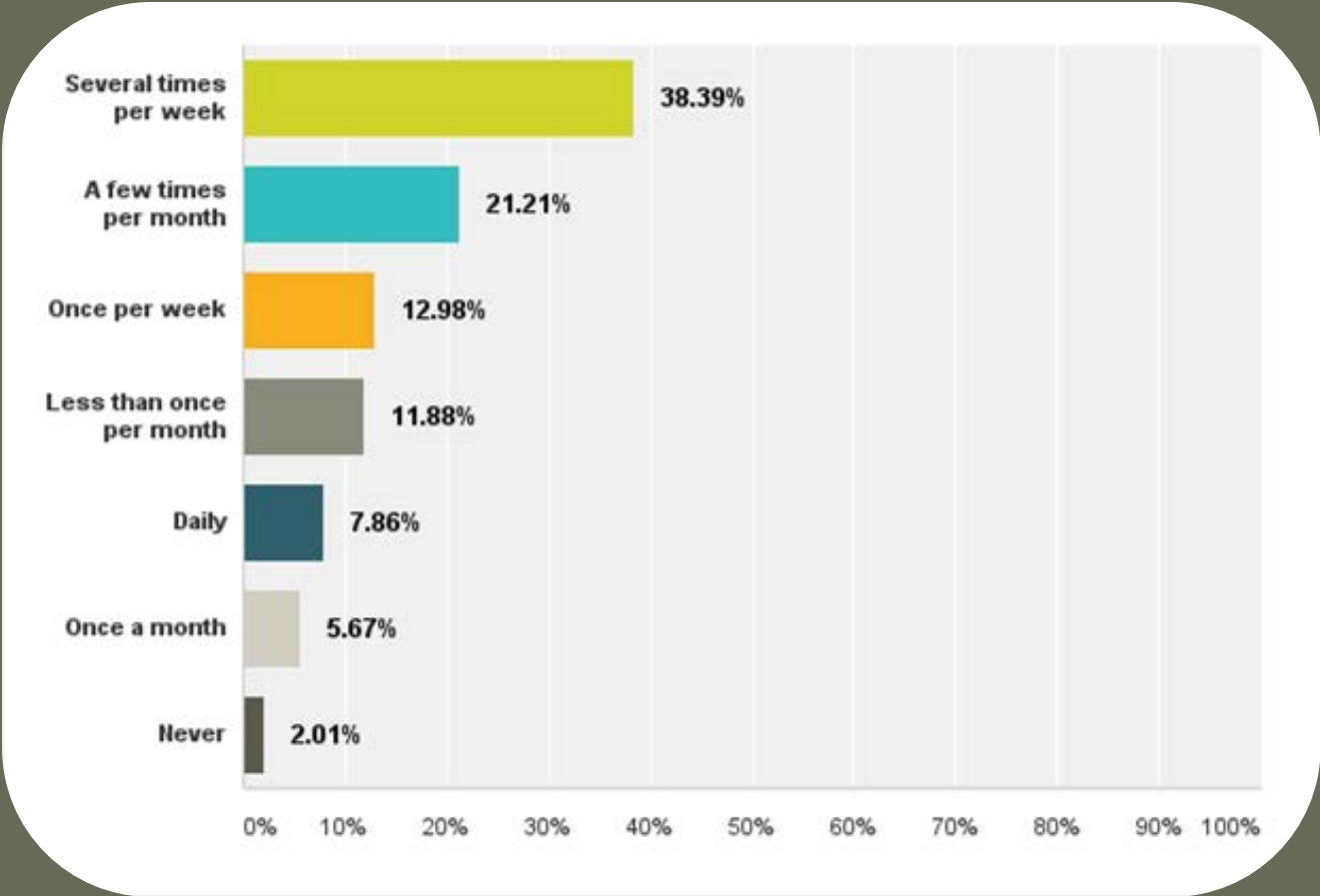


What destinations do you ride your bike to in/near Elk Grove Village?

Check all that apply.

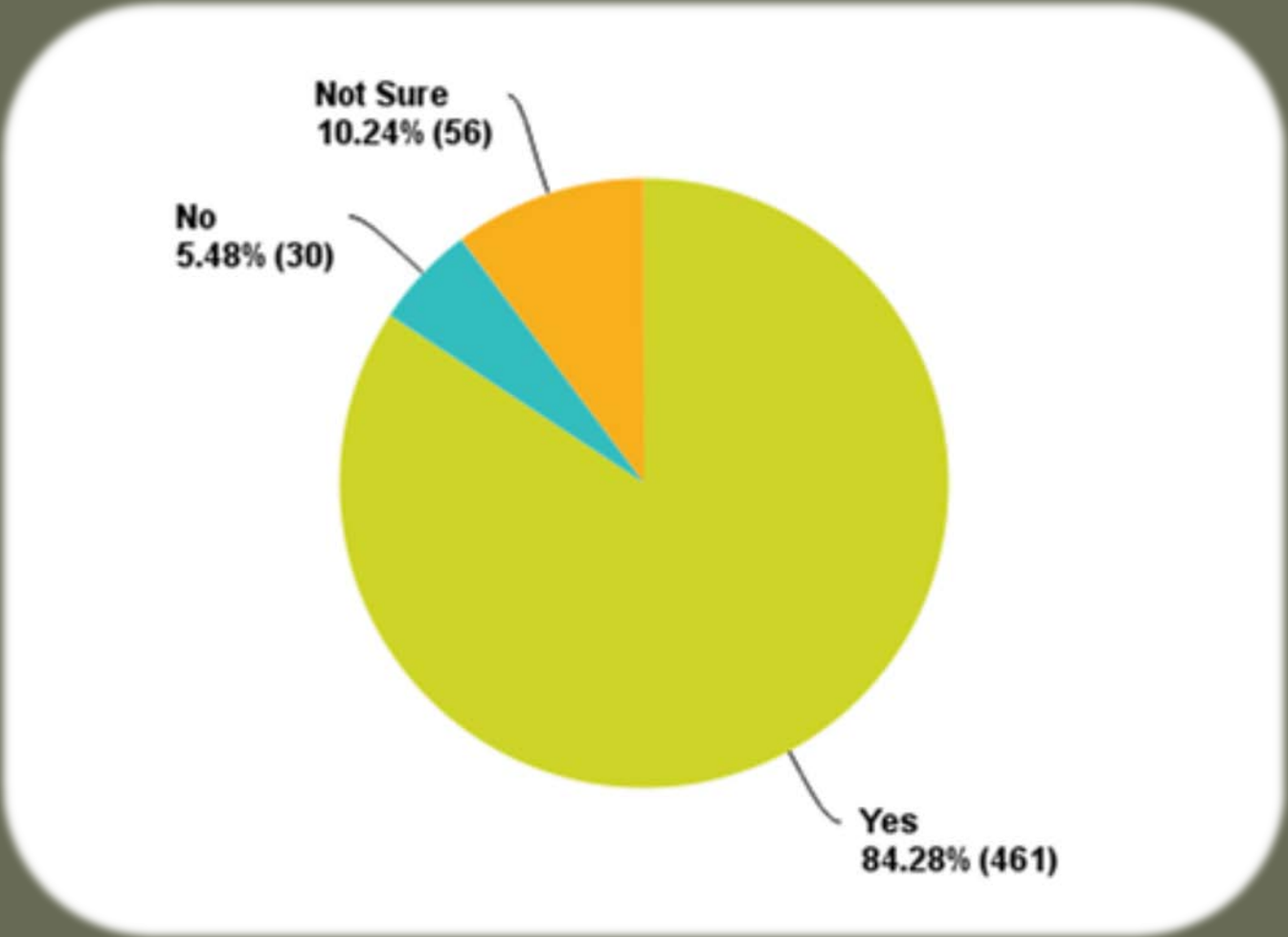
Biking Frequency

How often do you and members of your household ride a bike in Elk Grove Village?



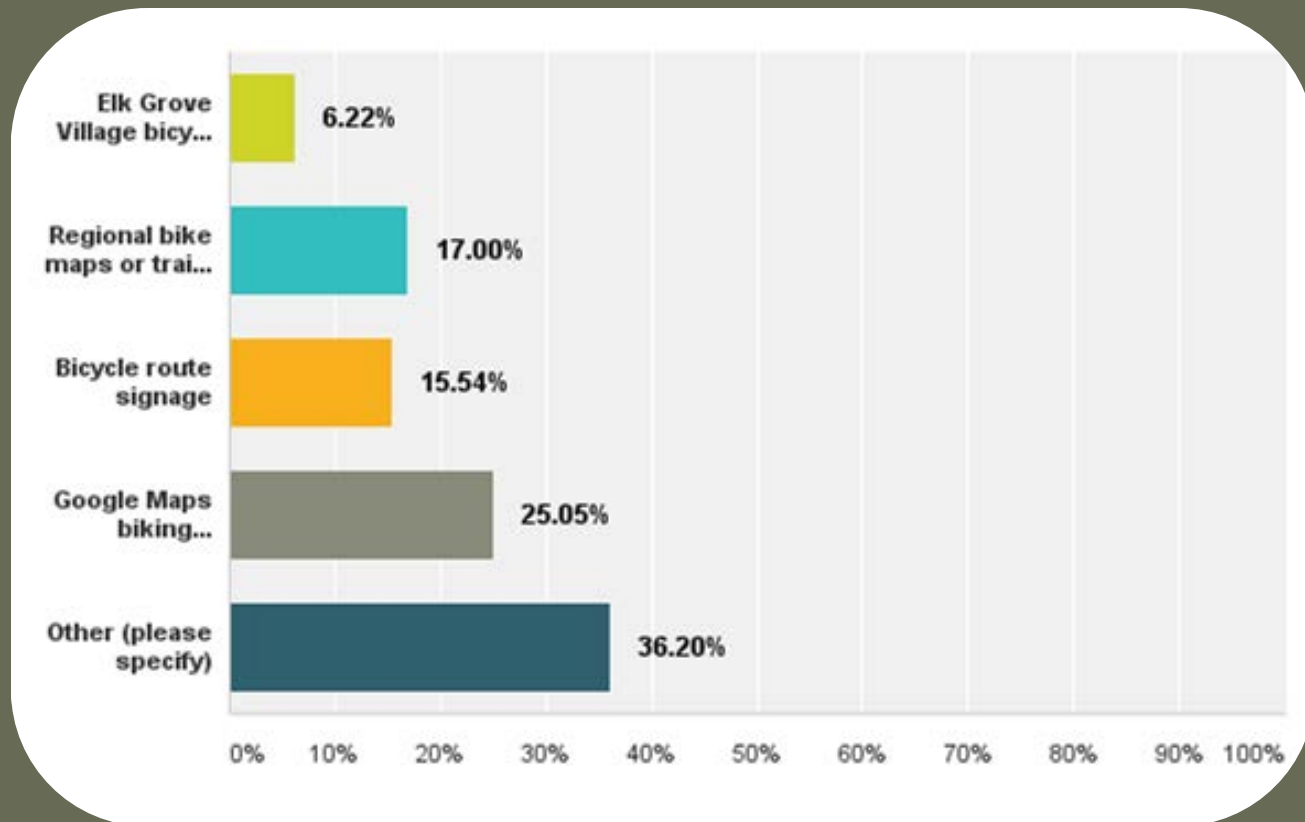
Biking Interest

Would you like to ride your bicycle more?



Route Planning

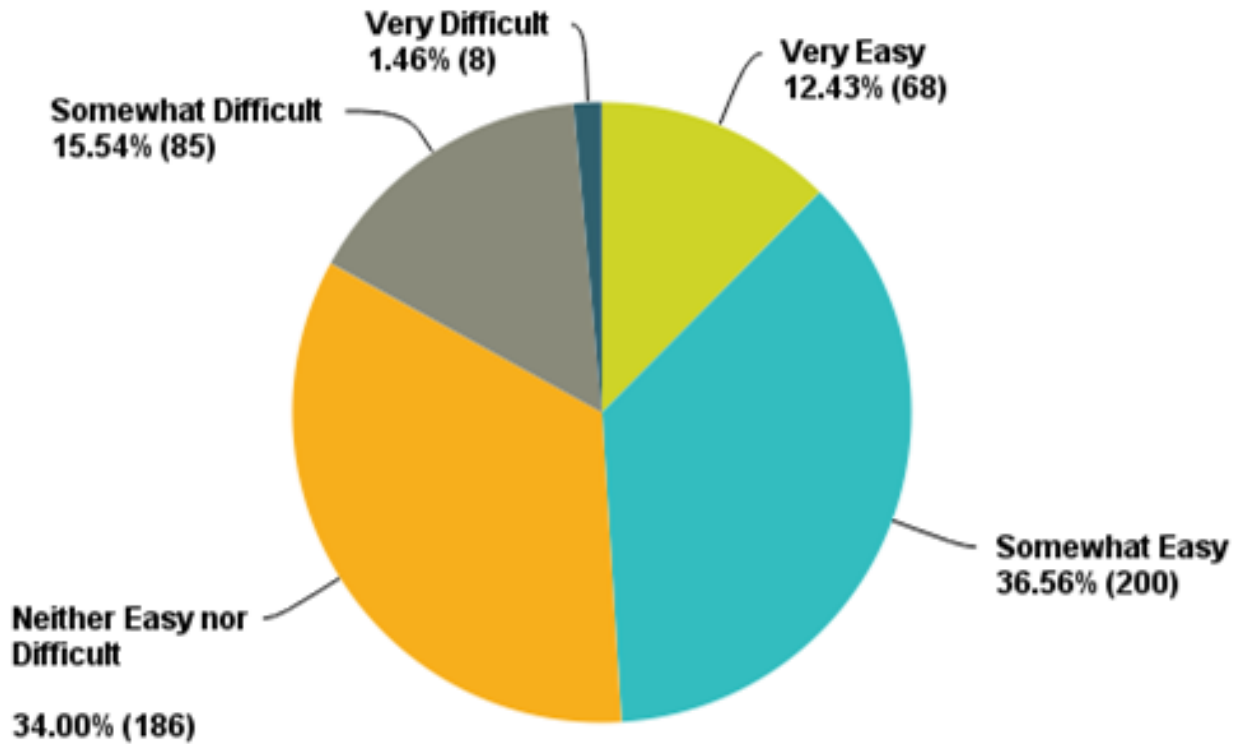
When you bike, what is the primary source you use to help plan your route?



The two most common “Other” responses were ‘none’ or ‘memory/familiarity.’

Ease or Difficulty to Bike

How easy or difficult is it to bicycle in Elk Grove Village?



Answer Choices	Responses	
Roads are too busy/too much traffic	55.39%	303
Sidewalks/sidepaths are not sufficient for riding	32.36%	177
Routes or trails do not connect to neighboring communities	31.63%	173
Insufficient bicycle parking/bike racks	20.84%	114
Too hot, rainy, or other weather related reasons	20.11%	110
Too busy, no opportunity	19.74%	108
Roads are too narrow	18.46%	101
Routes or trails are not signed well	16.82%	92
Don't know where routes or trails are located	15.36%	84
Don't know routes to places of interest	14.81%	81
Other (please specify)	13.35%	73
Routes or trails are too short	10.05%	55
Too few rest areas/water fountains along routes or trails	9.87%	54
Routes or trails are too far from our residence	9.32%	51
Routes or trails lack sufficient lighting	8.41%	46
Unsafe neighborhood/concerns about safety	3.66%	20
Disability/other health impairment	3.29%	18
I don't know how to ride or don't own a bike	1.10%	6
Total Respondents: 547		

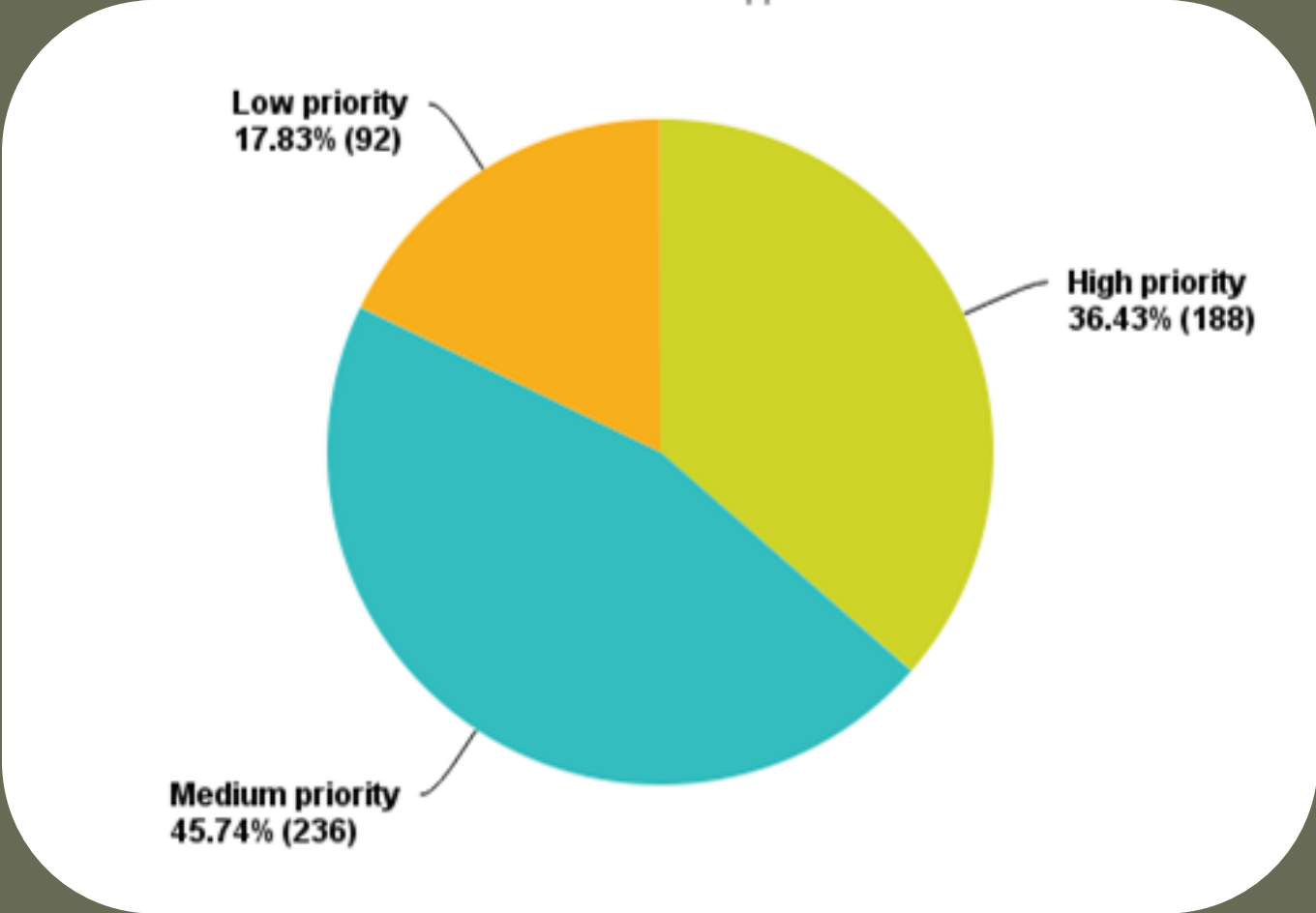
Barriers to Biking

- Please select all the reasons that keep you and members of your household from bicycling more often in Elk Grove Village.

Other answers listed include I-90, careless/aggressive bikers or drivers, busy or crowded streets or trails, lack of bike etiquette, laziness, etc.

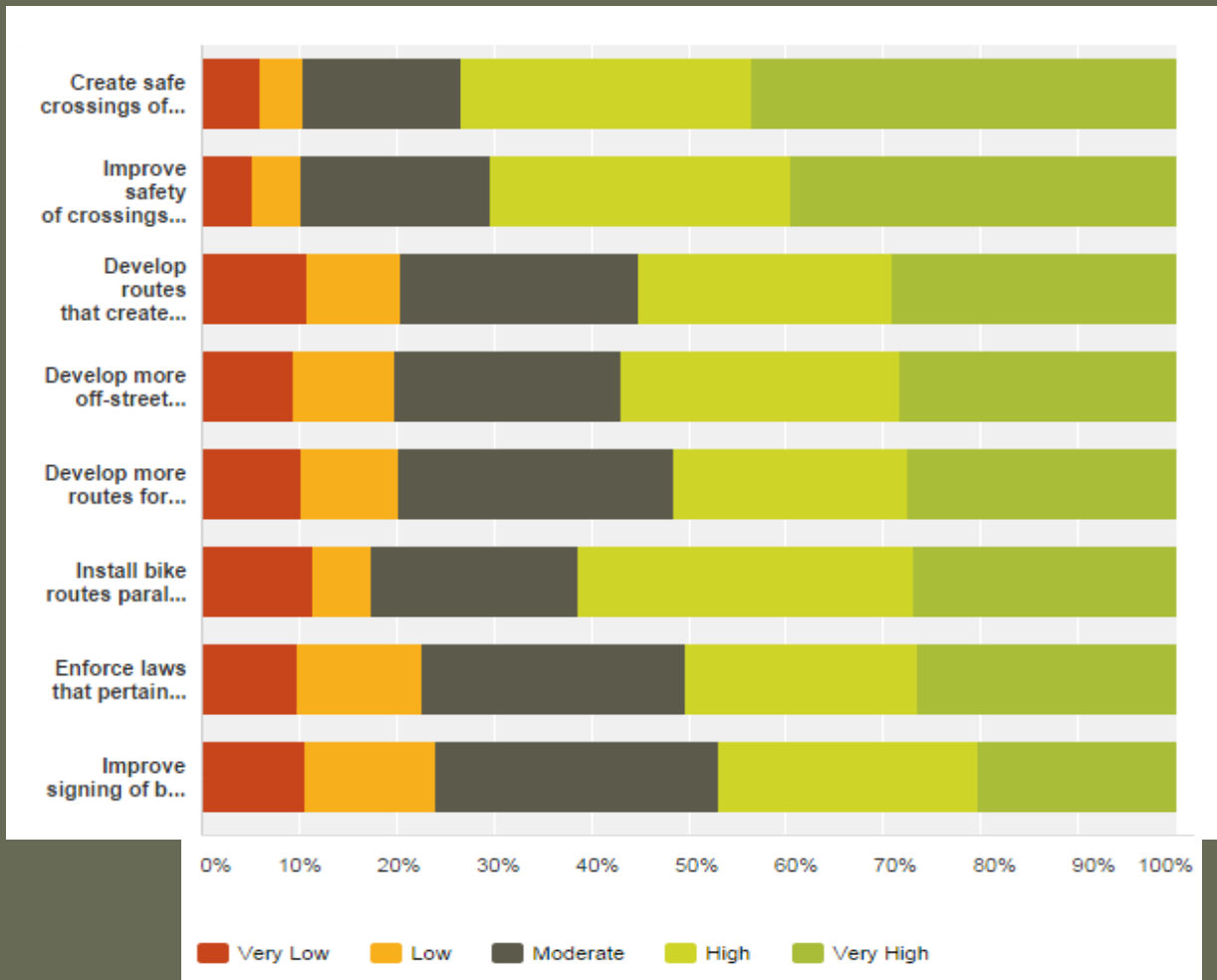
Importance to Improve

How much of a priority do you feel it is to make improvements to cycling in Elk Grove Village?

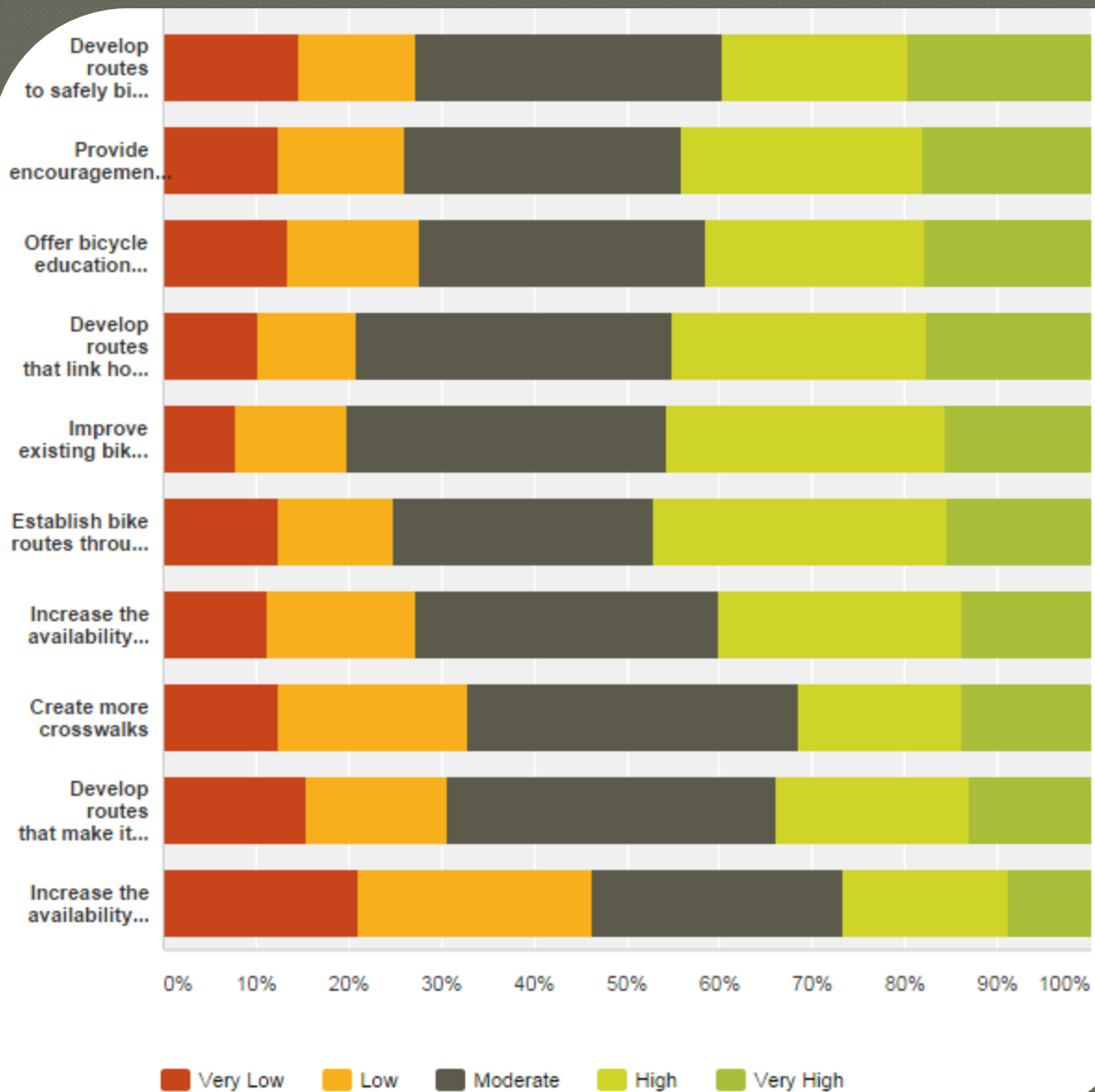


Priorities in Elk Grove Village

What priority would you give to these possible improvements to cycling in the Village?



1. Create safe crossings of major roads between far-spaced intersections
2. Improve safety of crossings at intersections
3. Develop routes that create more connections with other communities
4. Develop more off-street paved paths
5. Develop more routes for children to safely ride bikes to school
6. Install bike routes parallel to major streets
7. Enforce laws that pertain to cyclists and motorists
8. Improve signing of bike routes



9. Develop routes to safely bike to work

10. Provide encouragement and incentives to ride more

11. Offer bicycle education classes to kids and adults

12. Develop routes that link homes and businesses to restaurants, retail shops, etc

13. Improve existing bike routes through the village

14. Establish bike routes through neighborhoods

15. Increase the availability of bike parking at businesses and public places

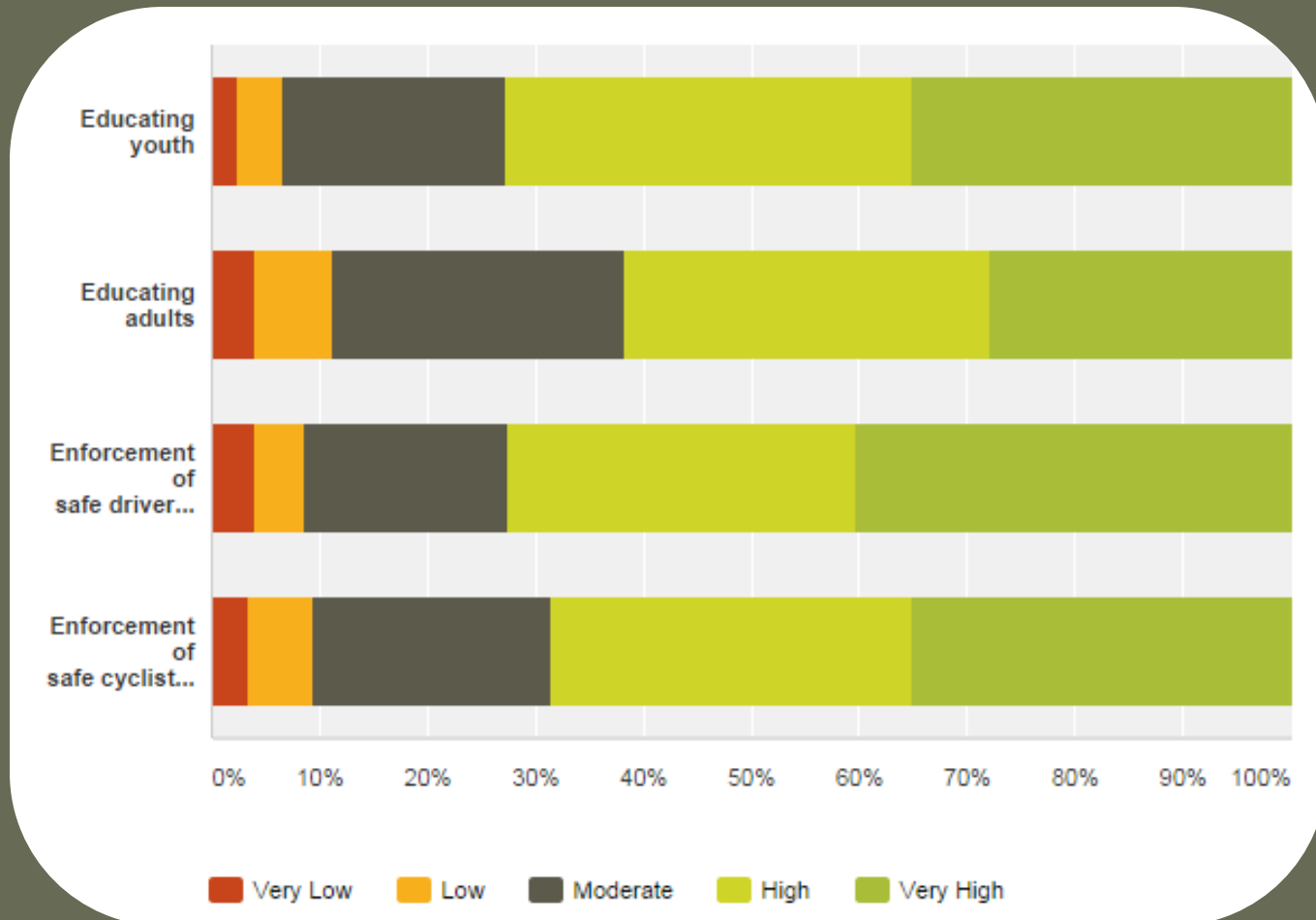
16. Create more crosswalks

17. Develop routes that make it safer and easier to bike to the business park

18. Increase the availability of water fountains

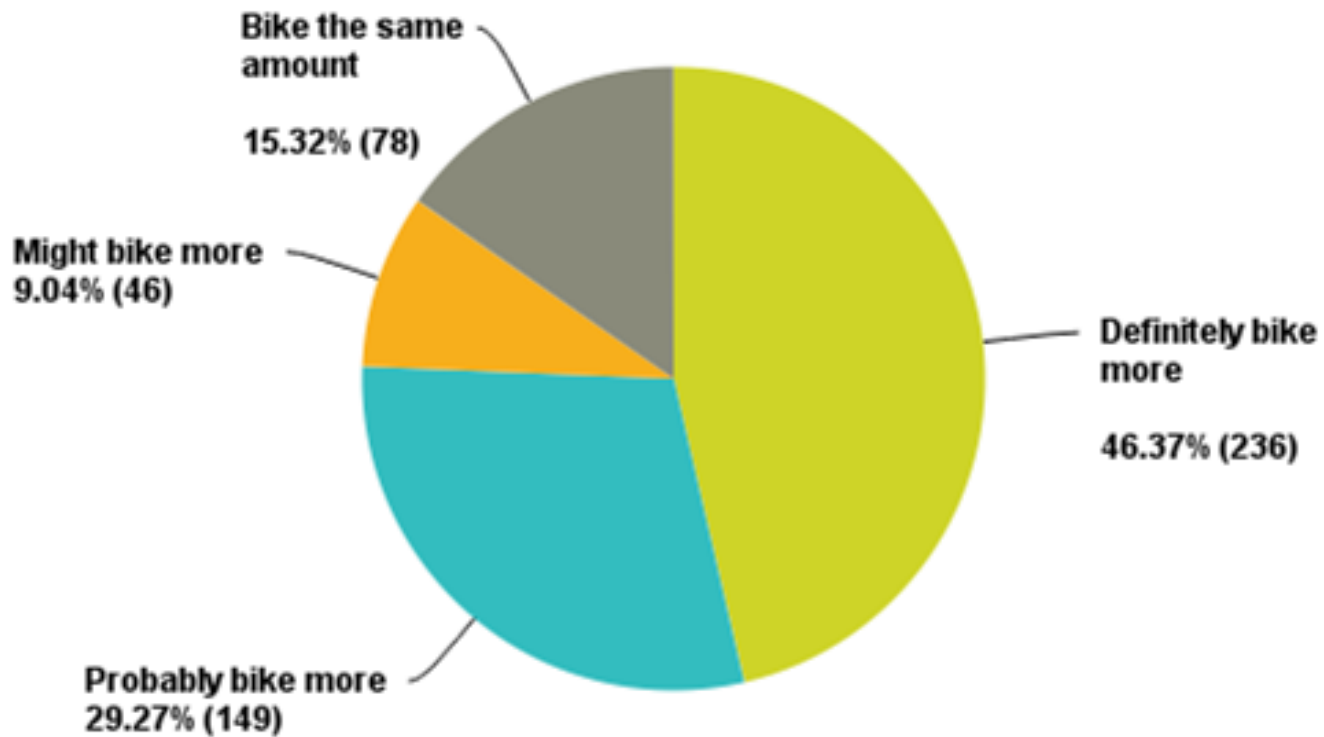
Education and Enforcement

What priority would you give to the following possibilities in promoting safe cycling?



Biking Expectations

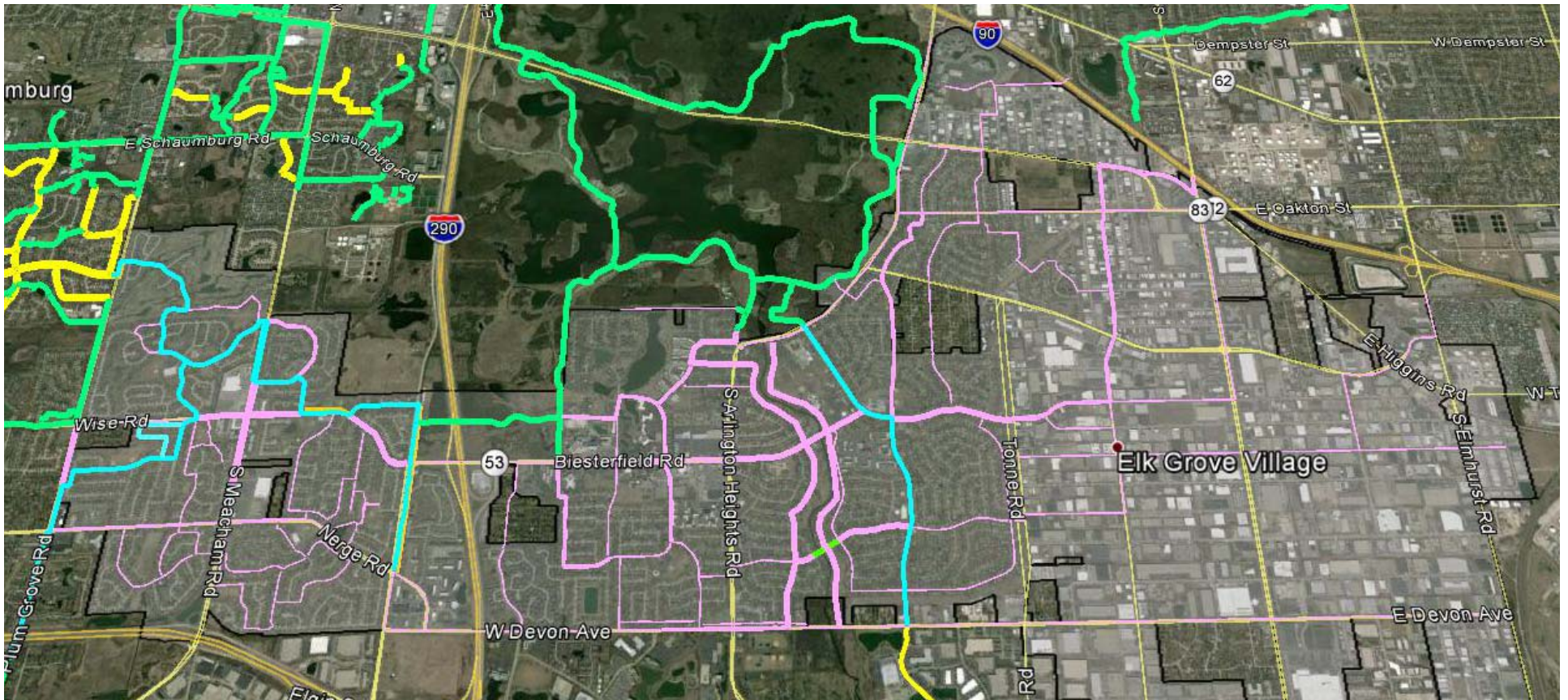
If the improvements were made that are most important to you and your household, do you think you will...



Appendix 2

Proposed Bike Routes from Public Meeting

Proposed Bike Routes from the Public Meeting mapping exercise are shown below in pink. The thickness of the line indicates the popularity of the route among the five groups. Existing bike routes are shown in blue, and existing trails are shown in green.



Appendix 3

Elk Grove Bicycle Plan Task Force

Elk Grove Village

Pat Feichter, Village Trustee

Maggie Jablonski, Assistant Village Manager

Alan Avitia, Administrative Intern

Matthew FioRito, Sergeant, Police Department

Dave Preissig, Deputy Director, Public Works

Friends of Cycling in Elk Grove

Dave Simmons, President

Lee Skinner, Treasurer

Elk Grove Park District

Mike Brottman, Executive Director

Leigh Ferstein, Wellness/Fitness Coordinator

Appendix 4

Recommended Bike Network				
Segment	Priority	Timeline	Route Type	Comments
Biesterfield - Arlington Heights to Beisner	HIGH	MID	Sidepath	Main thoroughfare in the center of town, important for passage & shopping; note that if using federal funds, 10 foot minimum sidepath with 5 ft separation from street is required; there is space for it here, but will require lots of tree removal.
Biesterfield - Wise Rd to Home Ave	HIGH	MID	Sidepath	More direct connection to community bridge and existing route, grade change at intersection and tight spacing by home depot present challenges to improvement of the current route.
Devon Ave, E of Carlisle - Bridge to Comm. Athletic Fields	HIGH	LONG	Crossing - Off-Street	Important crossing for getting kids safely to Community Athletic Fields; requires significant funding for land acquisition and engineering due to flood plain, creating feasible ramp to bridge, etc.
Meacham - California St to Roosa Ln	HIGH	LONG	Sidepath	Allows southwest Village to get to existing trail/shopping center, leads to Medinah Route. Sidepath would just fit in Right Of Way, would require removal of all trees and landscaping, also grade changes between road and properties present challenges; gap in unincorporated area should be addressed.
Devon - Nerge to Community Athletic Fields	HIGH	LONG	Sidepath	Major east-west route across Village. Issues include parking lots, current sidewalk is directly adjacent to street. Sidepath would fit but require major reengineering/funds.
Nerge - Plum Grove to Rohlwing	MED	LONG	Sidepath	Needed east-west connection for west side of village, but there are issues with fitting a sidepath; if all trees and landscaping are removed, it could just fit.
Nerge - Rohlwing to Devon	MED	LONG	On-Street	Connects Rohlwing to future Devon sidepath; sidepath may not fit, might have to consider using sidewalk for short stretch; makes more sense when Devon sidepath is complete.
JFK Blvd - Arlington Heights to Elk Grove Blvd	MED	SHORT	On-Street	Provides connection to Elk Grove Blvd ,leads to business park; issues at bridge, cypress and intersection with Elk Grove Blvd need to be addressed as part of this route.

Recommended Bike Network

Forest Ln/Briarwood - Evergreen to Higgins	MED	SHORT	On-Street	Access to shopping center; signage should reflect route spur ends at destination.
Ridge/Holly Ln/Evergreen/Gaylord St -EG Blvd to NW Point	MED	SHORT	On-Street	Issue with crossing at Landmeier without signal and where cars sometimes block intersection; otherwise provides on-street route that relatively parallels Arlington Height Road.
Oakton and Arlington Heights Road - Access to FPD Trail	MED	LONG	Off-Street	Provides additional crossing and access for bikes to Busse and discourages bikers from crossing at Edgeware; FPDCC has objected to this in the past and may not be willing to consider; sidepath would be necessary between Holly lane path and FPD bike path to justify.
NW Point Road and Arlington Heights Road - to FPD Trail	MED	MID	Off-Street	Provides additional crossing and access for bikes to Busse and discourages bikers from crossing at Edgeware; FPDCC is willing to discuss possibility.
Brantwood , Devon to JFK	MED	SHORT	on-street	Best North-South route between Salt Creek & Arlington Hts. Rd.; needs to be done in conjunction with JFK Blvd route.
Clearmont - Brantwood to Ridge	LOW	SHORT	On-Street	This route will connect Brantwood route to Ridge using the existing bridge across Salt Creek.
Arlington Heights Rd - Cosman to Elk Grove Blvd	LOW	LONG	Sidepath	Difficulties with widening sidewalk due to the private property line and bridge. With existing width, heavy pedestrian traffic makes it a currently poor choice to designate as part of a bike route. This route eventually could provide access to Elk Grove High School and those west of AH Rd can simply go north from Chelmsford on Cosman to the two spurs into Busse. No need to go to the light at AH Rd. & EG Blvd.
Arlington Heights Rd - Brantwood to Cosman	LOW	LONG	Sidepath	Same issues as above; could route cyclists along JFK to Elk Grove Boulevard instead.
Chelmsford/Wellington/Leicester/Gloucester	LOW	SHORT	On-street	Already known and popular, directs to Community Bridge.
Chelmsford - Wellington to Cosman	LOW	SHORT	On-street	
Wellington/Somerset, Devon to Chelmsford	LOW	LONG	On-street	Connects to Devon, will make more sense with Devon sidepath.
Brantwood/Carlisle - JFK to Arl Hts	LOW	LONG	On-Street	Best north-south route between Salt Creek & AH Rd; needs to connect with solution for AH road sidepath from Brantwood to Elk Grove Blvd.

Appendix 5

Intersections Identified for Review

Intersections on Existing Routes:

Ridge & Devon– 15 comments
Elk Grove & Arlington Heights – 8 comments
Rohlwing & Biesterfield– 7 comments
Ridge & Elk Grove– 1 Comment

Intersections on Proposed Routes:

Arlington Heights & Biesterfield – 32 comments
Meacham & Biesterfield – 11 comments
Beisner & Biesterfield – 6 comments
Cosman & Arlington Heights Road – 6 comments
Biesterfield & Wellington – 6 comments
Nerge & Meacham – 6 comments
Devon & Park – 4 comments
Cosman & Chelmsford – 3 comments
Devon & Arlington Heights – 2 comments
Brantwood & JFK – 1 comment
Devon & Nerge – 1 comment
Rev Morrison & Cypress – 1 comment
Landmeier & Holly – 1 comment
Oakton & Wildwood – 1 comment

Intersections not on Bicycle Routes:

Meacham and California - 2 comments
Rohlwing and Nerge - 1 comment
Arlington Heights and Higgins - 5 comments
Arlington Heights and Lonsdale -3 comments
Arlington Heights and I-90 - 4 comments
Arlington Heights and Clearmont - 1 comment
Arlington Heights and Landmeier - 1 comment
Arlington Heights and Bennett - 1 comment
Arlington Heights and Park and Shop - 1 comment
Biesterfield and I-290 - 7 comments
Busse and Devon - 1 comment
Landmeier and Wildwood - 1 comment
Meacham and I-390 Elgin/O’Hare - 2 comments
Plum Grove and Julie - 4 comments
Biesterfield and Leicester - 2 comments
Ridge and Walnut - 1 comment
Brantwood and AH Rd Walnut - 1 comment
Devon and Bay Walnut - 1 comment

Appendix 6

Grants and Funding Programs

Listed below are funding sources commonly used for bike planning projects. This funding can be used to assist the Village achieve its bike planning goals.

Congestion Mitigation and Air Quality (CMAQ)

- Federal source with 80% federal, 20% local cost.
- Administered by the Chicago Metropolitan Agency for Planning (CMAP).
- Typically, annual grant cycles with applications due at the end of January.
- Approval ratio of 3.5:1.
- Emphases on having a low cost-per-emission reduction ratio.

Medium-sized projects ranging from \$150,000 – \$400,000 may be better applicants. Subject to more rigorous standards and review processes.

Illinois Transportation Enhancements Program (ITEP)

- Federal source with 80% federal, 20% local cost.
- Administered by IDOT with annual grant cycles.
- Competitive application process.
- Emphasis on transportation potential and inclusion in a larger, officially-adopted plan.

With more stringent federal engineering standards and review processes, like CMAQ. Larger projects ranging from \$400,000 to \$1,000,000 have a better chance to qualify for ITEP than CMAQ. In part to accommodate the tremendous demand, medium- sized projects are usually funded more than very large projects.

CMAP Transportation Alternatives Program (CMAP-TAP)

- Federal source with 80% federal, 20% local cost.
- Emphases on projects implementing the Regional Greenways and Trails Plan, population and employment density, improvement over current conditions, completed right-of-way acquisition and engineering.
- Five of the proposed eight FY13-14 grants range from \$1.6 million to \$5.9 million, indicating a willingness to fund large, regionally significant projects.

Surface Transportation Program (STP)

- Federal source with 80% federal, 20% local cost.
- The costs are subject to a sliding scale adjustment
- Reviewed by CMAP and approved by the Council of Mayors

Among eligible projects are park and ride facilities, intersection improvements, traffic signalization projects. All projects must be on STP eligible routes, the routes are categorized to serve a regional purpose.

Illinois State Bike Grant Program

- State source with 50% state, 50% local cost shares and a \$200,000 grant limit.
- Reimbursement grant administered annually by IDNR.
- Only off-road trails and bikeways are eligible.

Good for simpler projects and those that can easily be phased. Many agencies prefer these over ITEP/TAP, even though the cost share is higher, due to grant administrative burden and costs.

Illinois Tomorrow Corridor Planning Grant Program

- State funds used to support planning activities.
- Promote the integration of land use, transportation, and infrastructure facility planning in transportation corridors.

Depending on the scope of a bike plan grants can range from \$20,000 for a simple study to \$500,000 for a comprehensive corridor plan.

Illinois Safe Routes to School program

- Administered by IDOT. Funding at 100% with no local match required
- 70% to 90% of the total allocated funds for Illinois will support infrastructure projects. 10% to 30% of funds will support non-infrastructure programs.
- Requires an approved Illinois School Travel Plan
- Only those projects and programs included in the corresponding School Travel Plan are eligible for funding.
- Multiple projects may be applied for by a single Sponsoring Agency, using a single application.
- School Travel Plans and funding applications are accepted only through an online application process.

Pedestrian and Bicycle Safety Program

- Applicants may apply for one grant category or any combination of the three Pedestrian and Bicycle Safety grant categories.
- Analyzing data to determine why and where crashes are occurring. A minimum of three (3) years of data must be used in the analysis. Projects are funded on a reimbursement basis.

Injury Prevention Program

- Funding for these types of programs is very limited;
- Current/past funding of a program does not guarantee funding in the future.
- Program applicants must provide clear data supporting the community need for the program and specific ways this program will utilize funding to improve problem areas.

Injury Prevention Program is designed to reduce fatalities and injuries sustained in traffic crashes through educational programs. Grantee staff provides educational presentations, coordinate public information campaigns and work with the media to raise public awareness of safe driving laws, use of occupant protection devices, helmets and designated drivers.