

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

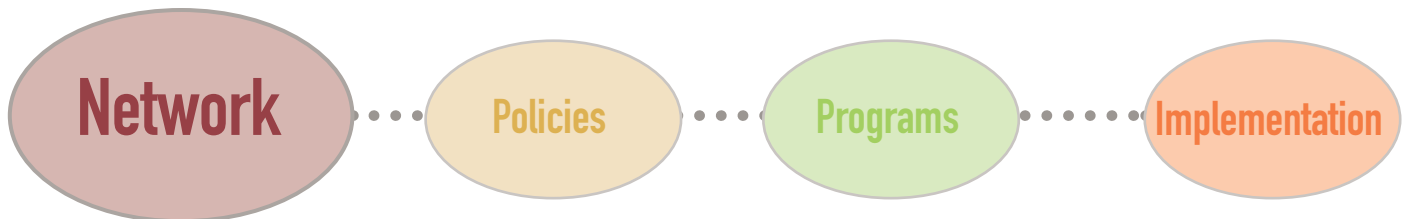
Build a bicycle network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.

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

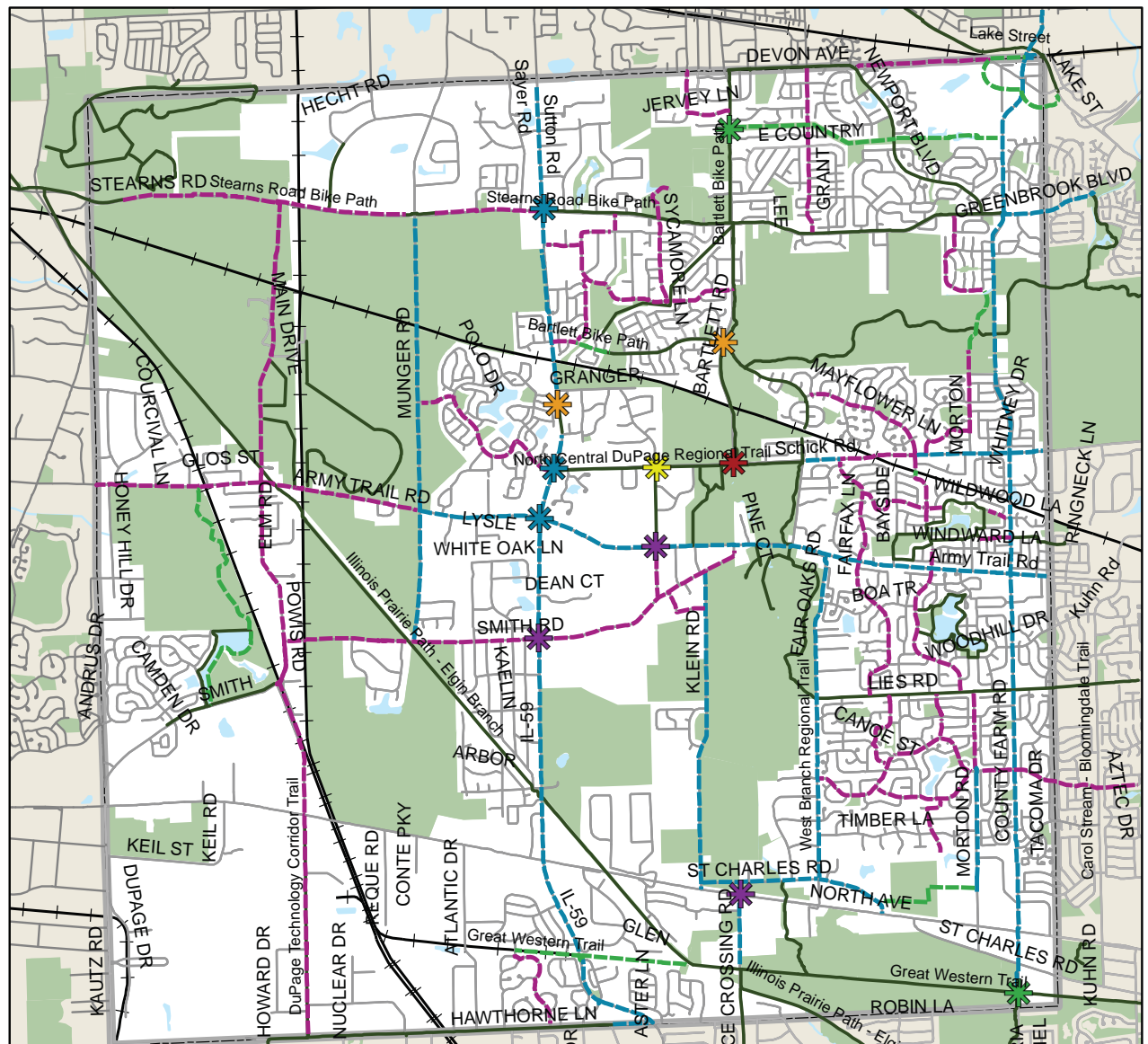
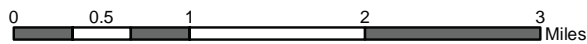


Bicycle Facilities

- 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



0 0.5 1 2 3 Miles

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

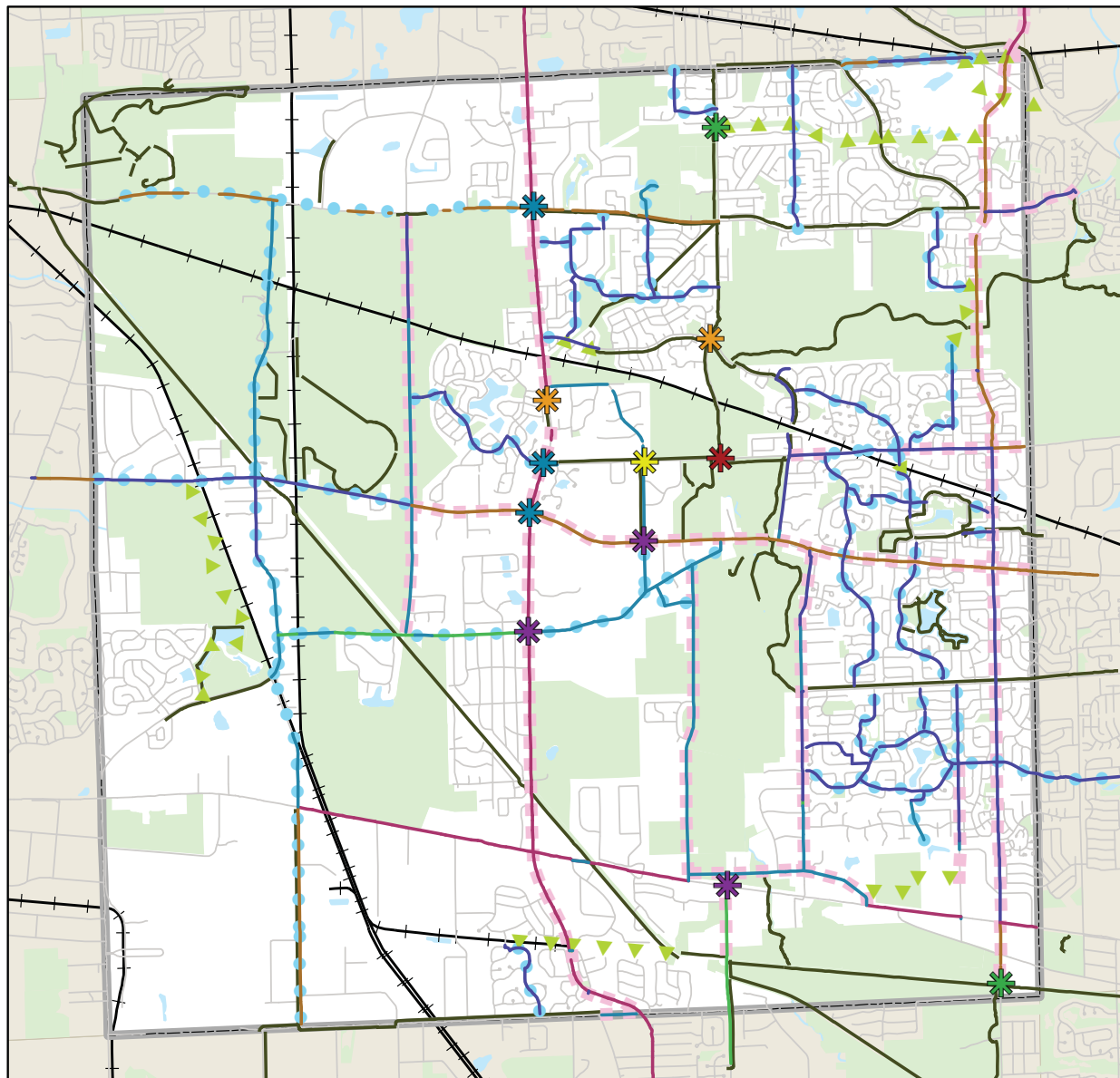
✱ Roundabout

✱ 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 Pres

e, NAVTEQ,
Page County

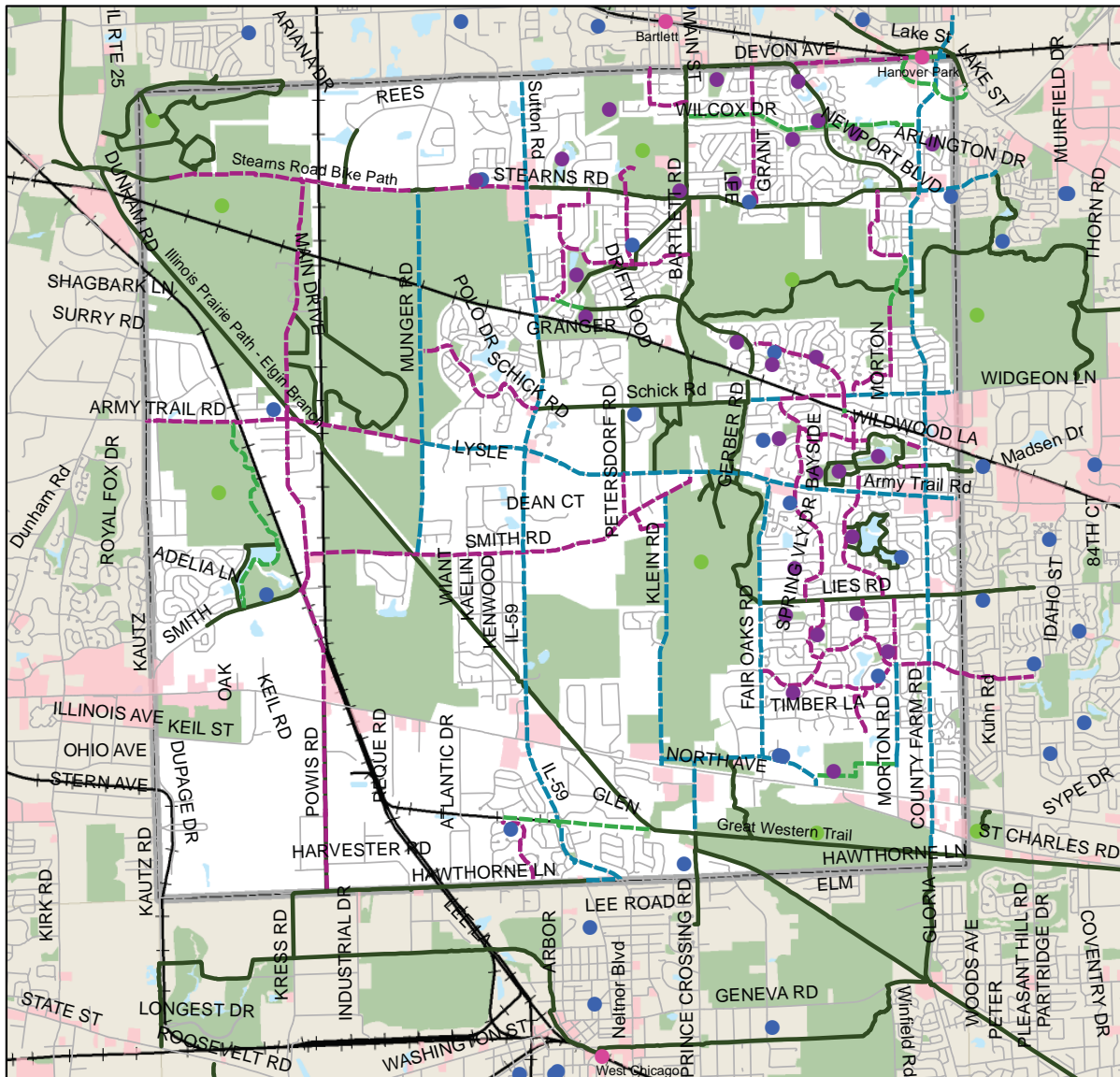
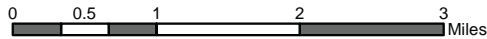


Destinations

- 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

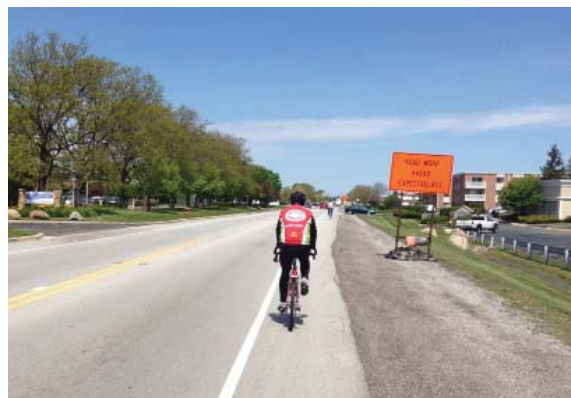
Marked shared lanes use a double chevron and bicycle marking, or "sharrow," in a lane intended for the joint use of motorized and bicycle traffic. Chevron symbols direct bicyclists to ride in the safest location within the lane, outside of the door zone of parked cars and areas where debris is likely 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



0 0.5 1 2 3 Miles

Bicycle Facilities

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

Transportation Infrastructure

- Roads
- + + Railroads

Township Boundary

- Neighboring Township
- Wayne Township

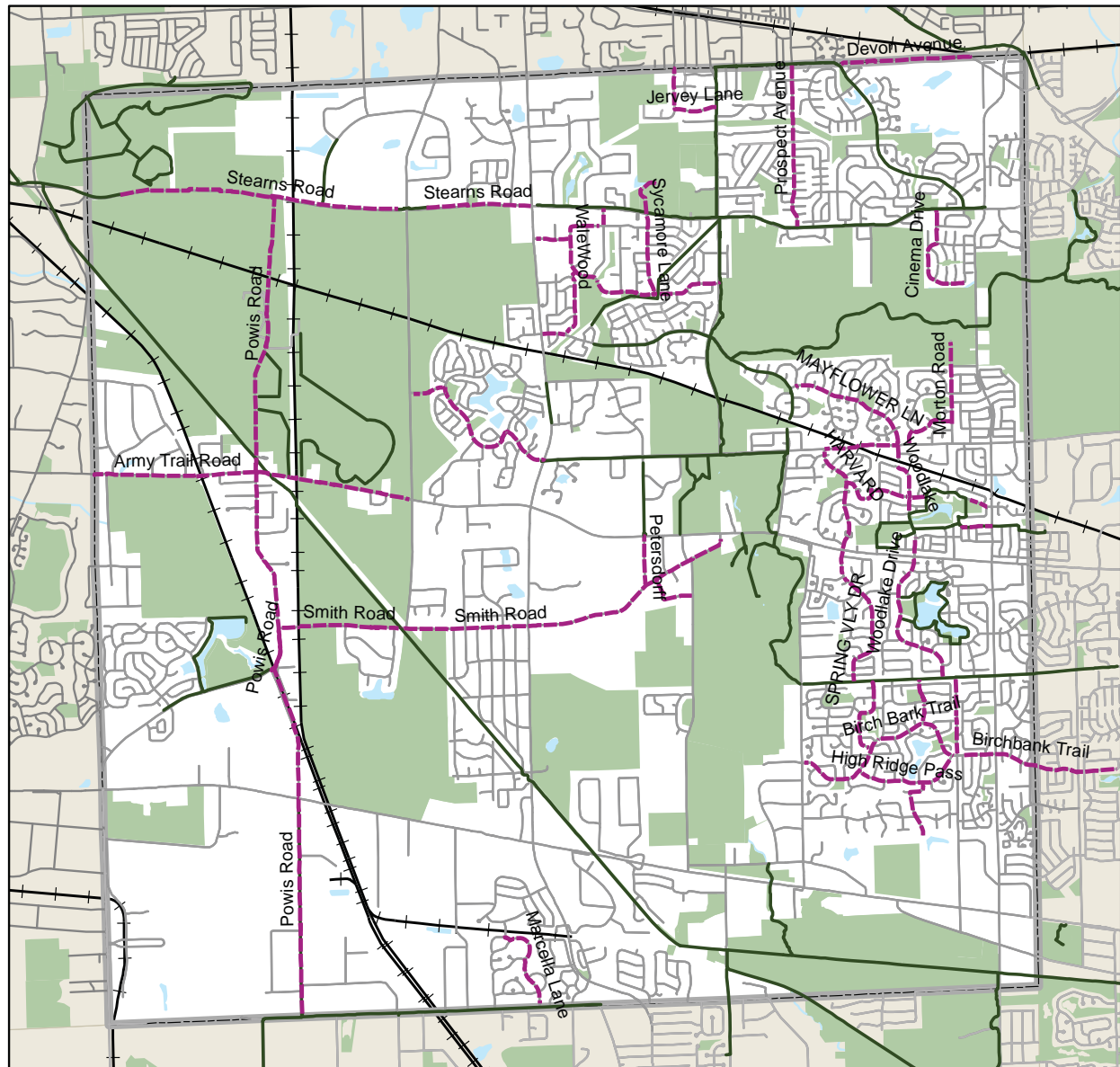


TABLE 2A RECOMMENDED ON-STREET BICYCLE ROUTES

	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



0 0.5 1 2 3 Miles

Bicycle Facilities

- Sidepath
- Trail, Existing

Transportation Infrastructure

- Roads
- + + Railroads

Township Boundary

- Neighboring Township
- Wayne Township

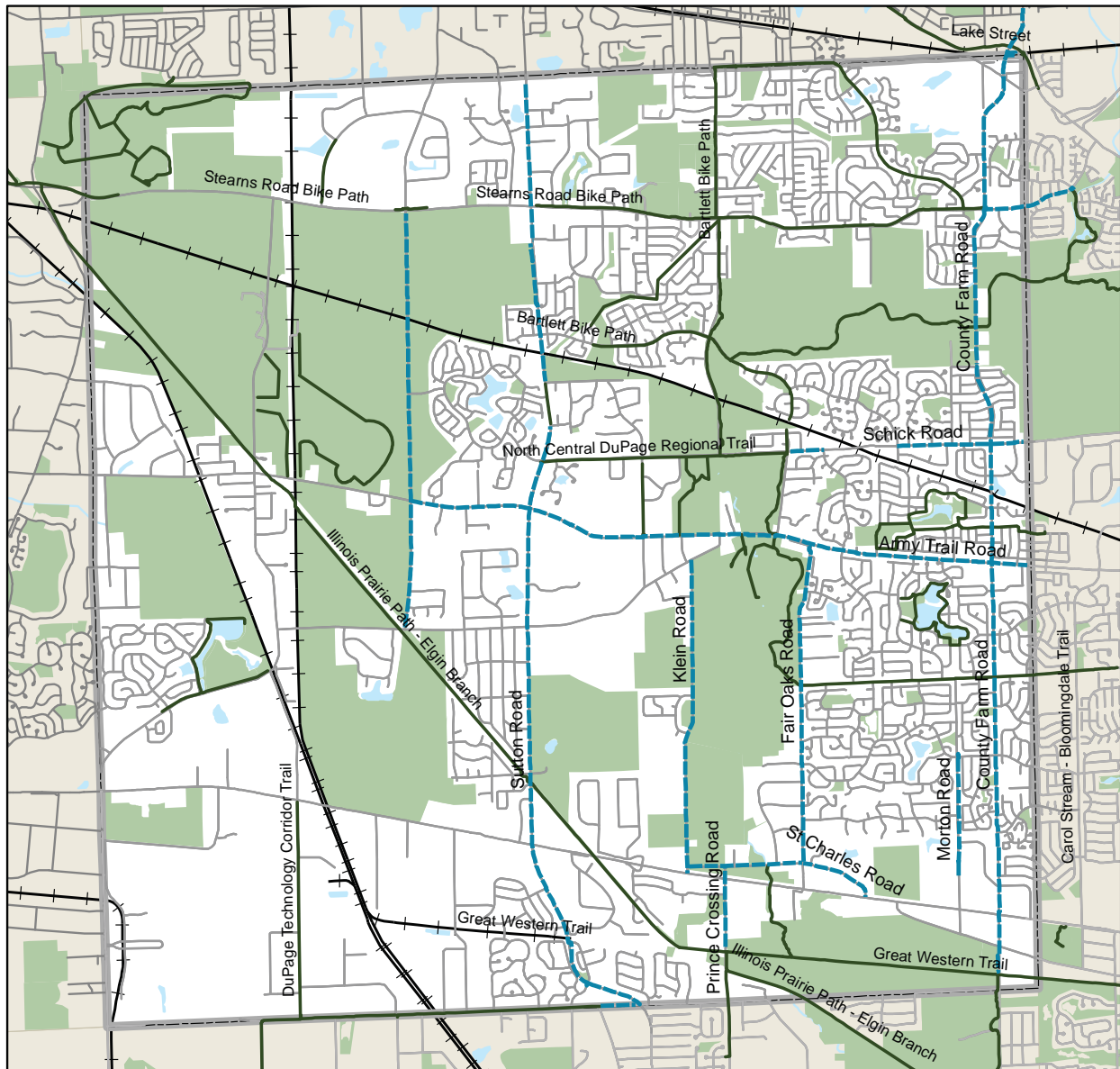


TABLE 2B RECOMMENDED SIDEPATHS

	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

Transportation Infrastructure

- Roads
- + + Railroads

Township Boundary

- Neighboring Township
- Wayne Township

0 0.5 1 2 3 Miles

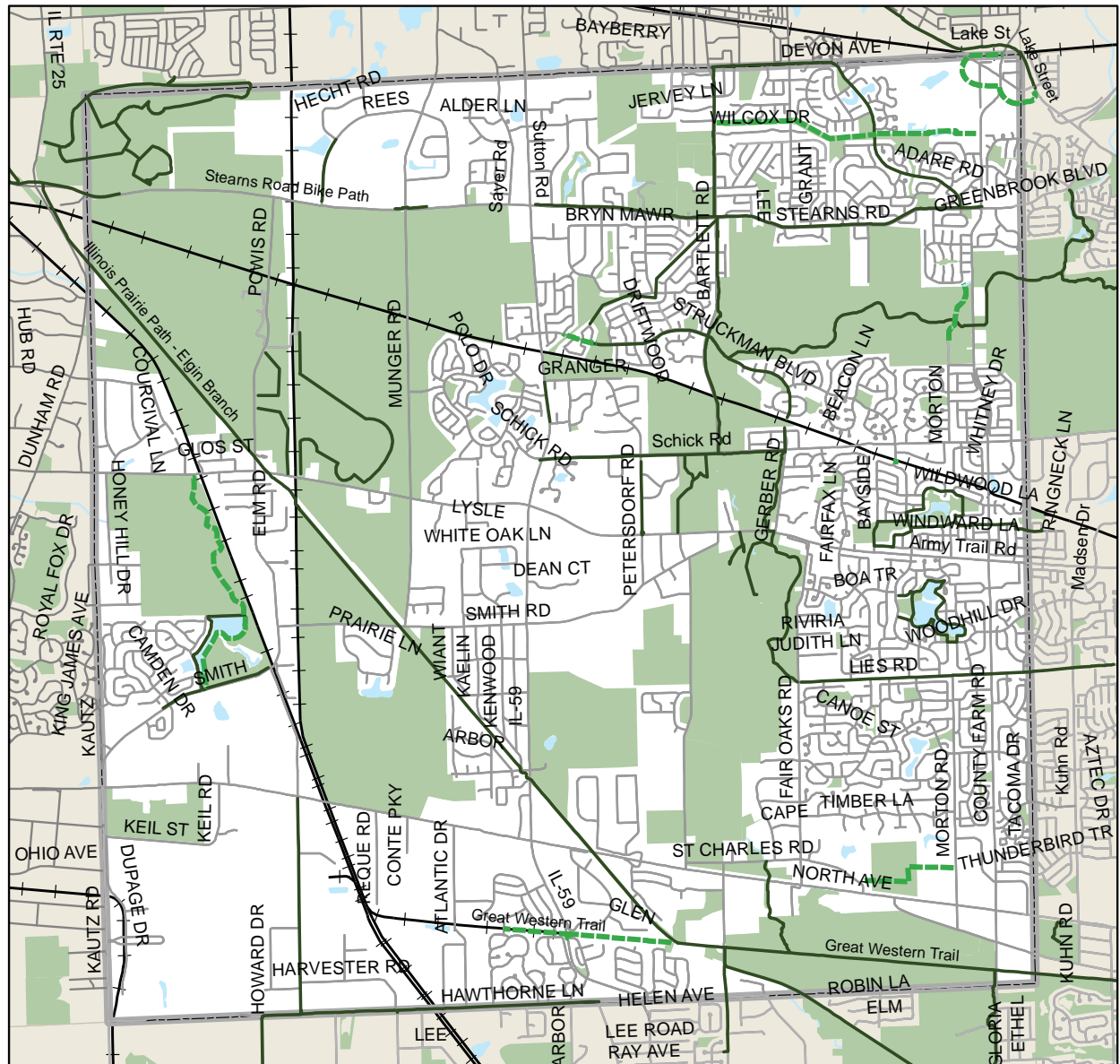


TABLE 2C RECOMMENDED TRAILS

	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
ROUNDBABOUT

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.

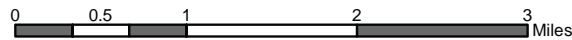


BICYCLE AND
PEDESTRIAN
CROSSING
WARNING SIGN

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

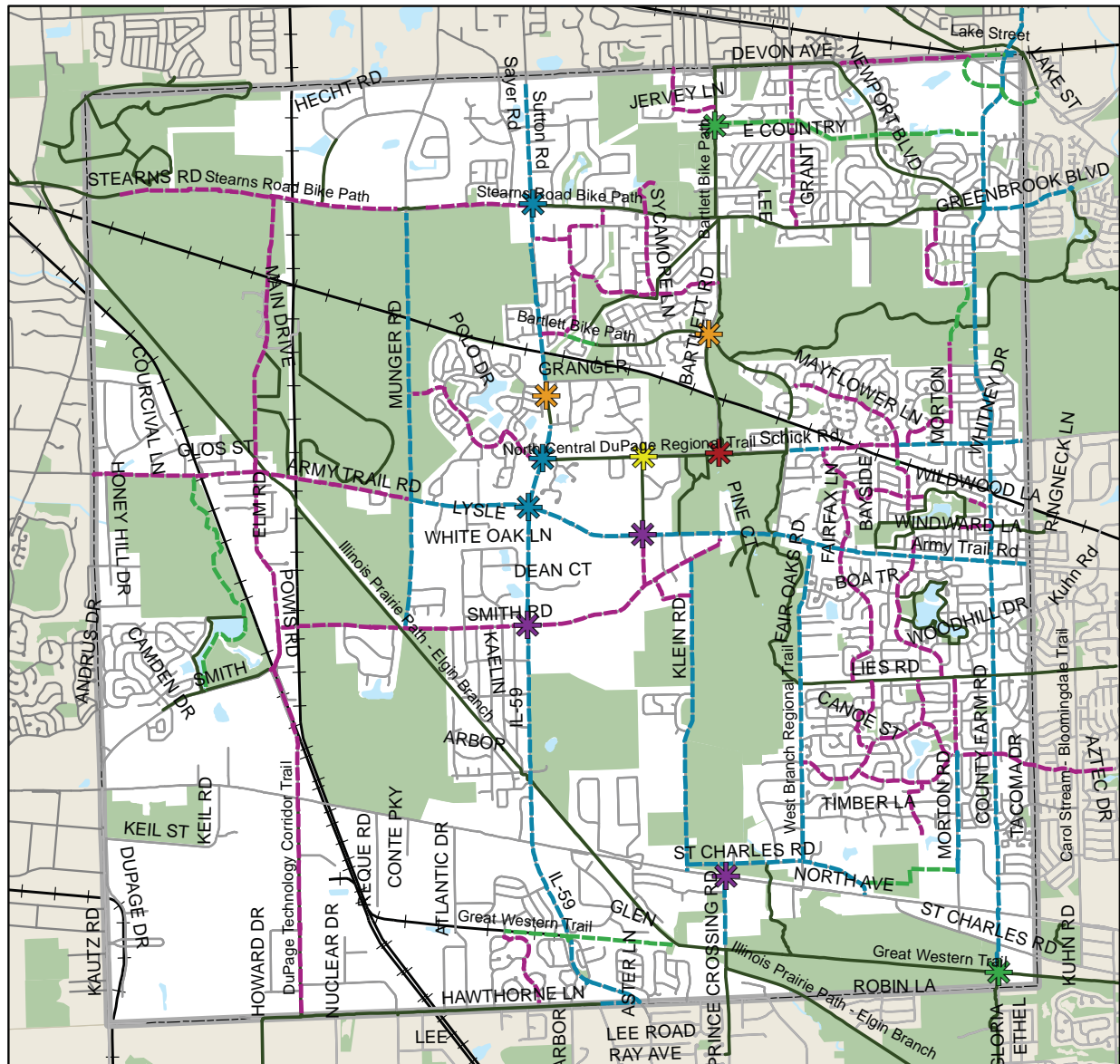


TABLE 2D RECOMMENDED INTERSECTION IMPROVEMENTS

	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

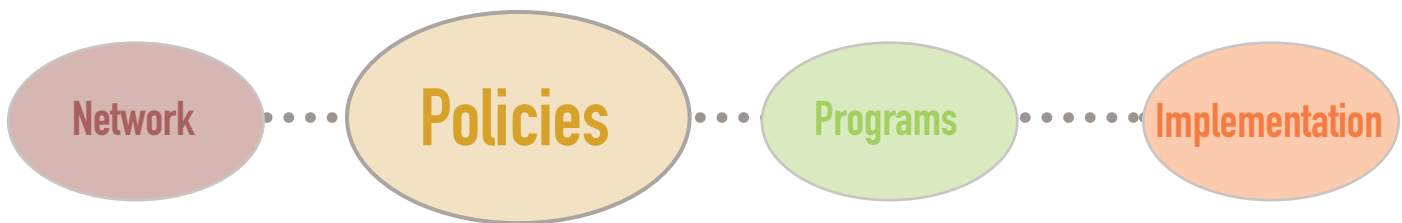
Adopt a Complete Streets policy in cooperation with county, state, and municipal Departments of Transportation to ensure all roadways are designed for all users.

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

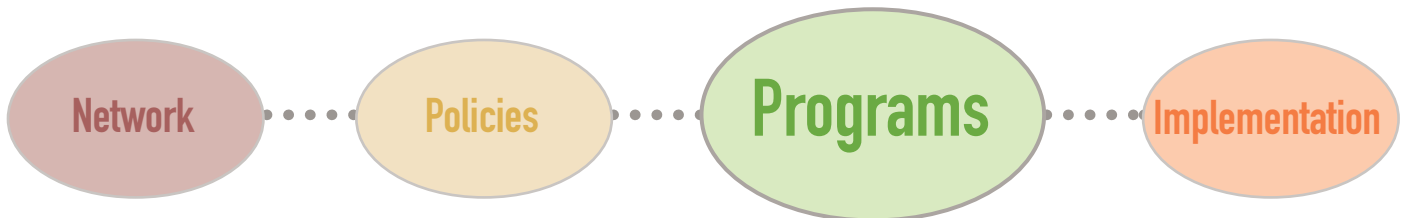
Educating the public about cycling

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.

4.3 Enforcement

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

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.



PARTNERING AND COLLABORATING with the local police departments to provide programming



PROVIDE EASY BICYCLE PARKING at community events



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

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

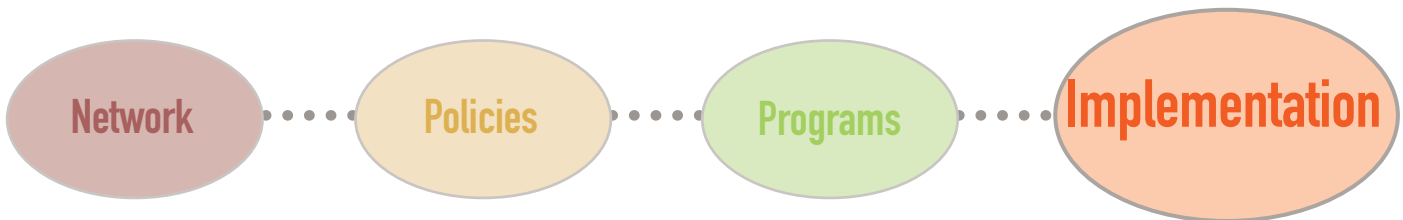
Coordinate with agencies affected by the implementation of this plan.

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

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



0 0.5 1 2 3 Miles

Facility Type, Phasing

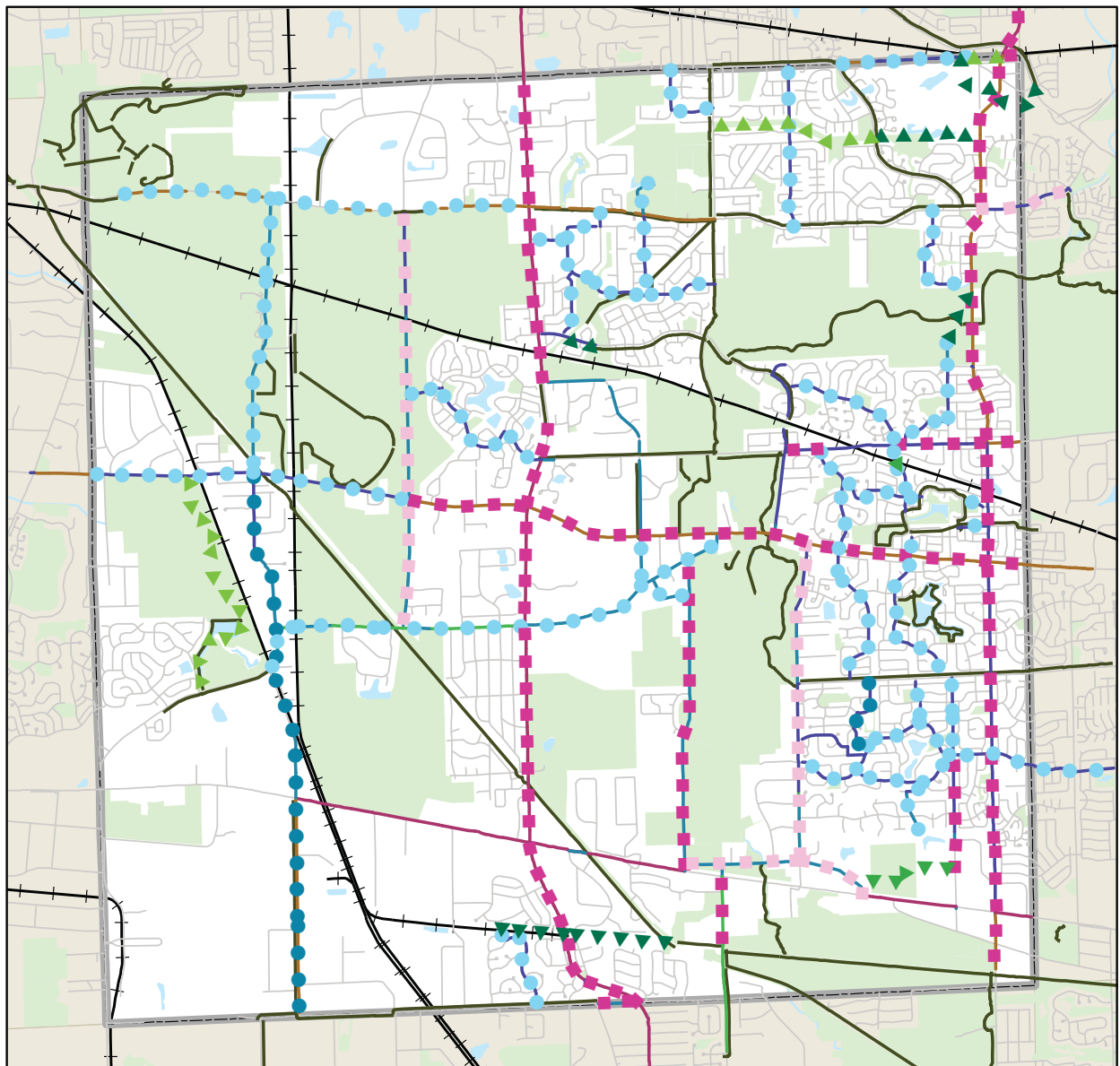
- Bike Route, Mid-Term
- Bike Route, Near-Term
- Path, Long-Term
- Path, Near-Term
- ▲ Land-based Greenway, Long-Term
- ▲ Land-based Greenway, Mid-Term
- ▲ Land-based Greenway, Near-Term

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			Implementation
	Jurisdiction	Community	Recommended Intersection Improvement(s)	
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

