

## 5.2 Coordination

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



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

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

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

---

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

---

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

---

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

---

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

---

## 5.3 Progress Measurement

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



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

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

---

Miles of bicycle network implemented

---

Miles of paths and trails built

---

Bicycle friendly policies adopted

---

Educational events and encouragement opportunities offered

---

Enforcement events held

---

Other bicycle improvements

---

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

---

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

---

Coordinate with DuPage County on Illinois Prairie Path bike counts.

---

## 5.4 Funding

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

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

---

Dedicate funding towards bicycle facilities

---

Integrate recommendations into the Township's CIP

---

Pursue outside funding opportunities

---

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

**TABLE 5C FEDERAL FUNDING SOURCES FOR TRANSPORTATION PROJECTS**

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

# APPENDIX

# 6

# Appendix A: Existing Conditions

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

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

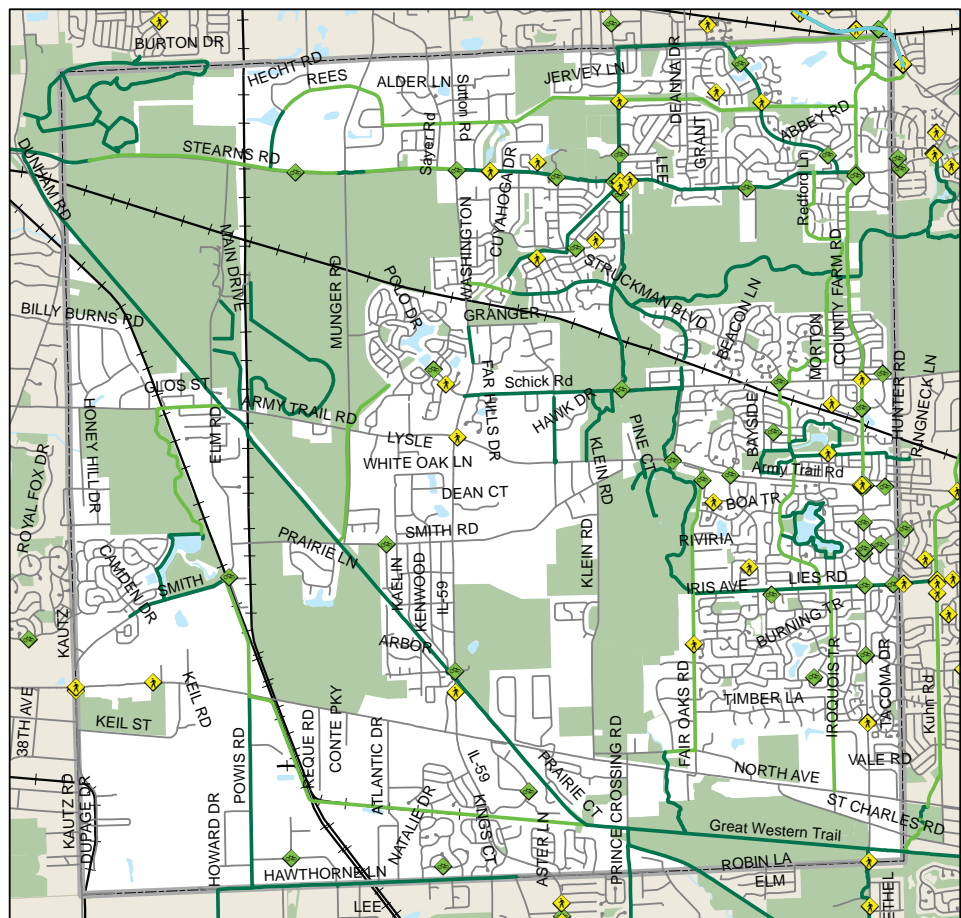
## Wayne Township Bicycle and Pedestrian Crashes

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



- |                         |                                      |
|-------------------------|--------------------------------------|
| <b>Pedestrian Crash</b> | <b>Transportation Infrastructure</b> |
| Pedestrian Crash        | Roads                                |
| <b>Bicycle Crash</b>    | Railroads                            |
| Bicycle Crash           | <b>Land Use</b>                      |
| <b>Trails</b>           | Open Space                           |
| Existing                | Water                                |
| Proposed                | <b>Township Boundary</b>             |
|                         | Neighboring Township                 |
|                         | Wayne Township                       |

0 0.5 1 2 3 Miles











# Appendix A: Existing Conditions

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

Municipal and Township boundaries.

## Wayne Township Municipalities

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



### Trails

- Existing
- Proposed

### Transportation Infrastructure

- Roads
- Railroads

### Land Use

- Open Space
- Water

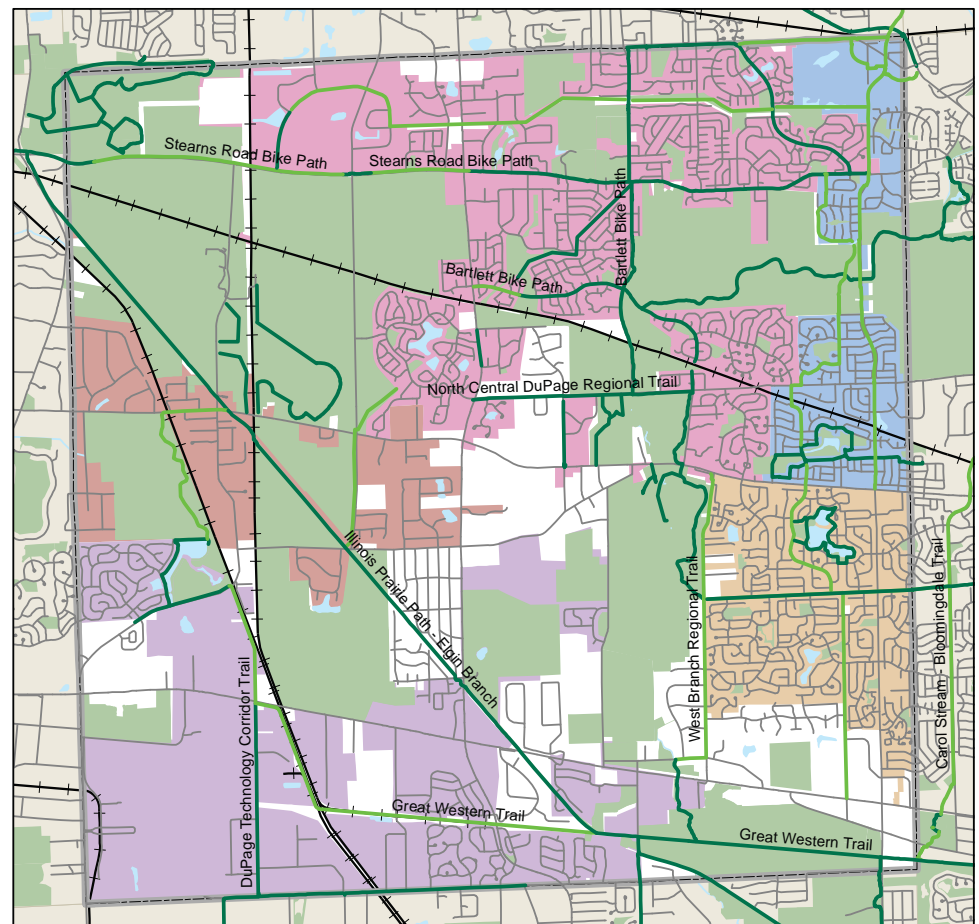
### Township Boundary

- Neighboring Township
- Wayne Township

### Municipality

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

0 0.5 1 2 3 Miles



# Appendix B: Community Engagement Report

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

## WAYNE TOWNSHIP BICYCLE PLAN

# PUBLIC ENGAGEMENT REPORT



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

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

## Public Engagement: Stakeholder Steering Committee

*Planning with the public in mind.*

### 1. What we did.

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

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

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

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

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

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

## **2. What we have gathered.**

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

## **3. How public outreach impacts the plan.**

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

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

## **Public Engagement: Community Open House Event** *Connecting people to places.*

### **1. What we did.**

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

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

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

## **2. What we have gathered.**

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

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

### Bicycle Network:

#### *Maps:*

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

#### *Polling Questions:*

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

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

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

### Policy and Programming:

#### *Education, Encouragement and Enforcement Poster Boards:*

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

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

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

## Community Engagement: Additional Outreach and Focus Group

*Engaging diverse populations adds depth to the plan.*

### 1. What we did.

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

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

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

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

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

### 2. What we have gathered.

*Wayne Township Online Survey Results:*

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

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

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

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

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

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

Attached to this document:

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



## WAYNE TOWNSHIP BICYCLE PLAN

# STEERING COMMITTEE GOALS SUMMARY



## Introduction

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

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

### STEERING COMMITTEE MEMBERS:

Katie Bowman, Village Planner, Village of Hanover Park

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

Dan Dinges, Director of Public Works, Village of Bartlett

Martin McManamon, Highway Commissioner, Wayne Township Road District

Kurt Meissner, City Councilor, City of West Chicago

Laurie Nowak, Board Member, DuPage County Board

Wanda Skrzypczak, Bartlett Resident

Kristy Stone, GIS Specialist, Village of Bartlett

Ann Tigges, Trustee, Village of Wayne

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

Terry Witt, Director of Advocacy, Spin Doctor Cyclewerks

Additional input was provided by the following stakeholders:

Robert Guicco, Carol Stream resident

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

Jim Knudsen, Engineering Services Director, Village of Carol Stream

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

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

Aaron Reinke, Trustee, Village of Bartlett

Daniel Thomas, DuPage County Department of Transportation

## Vision

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

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

The DRAFT vision for Wayne Township:

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

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

## Vision Statements

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

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

## Bicycle Plan Goal Priorities

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

The following goals guided the development of this plan.

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

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

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

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

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

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

## Bike Network Priorities

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

### *Bike Network*

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

### *Facilities and Amenities*

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

## Policy Priorities

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

## Programming Priorities

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

## Key Destinations

1. **Local trails**



# HELP IMPROVE SAFETY AND AWARENESS FOR BIKING IN WAYNE TOWNSHIP

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

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

## CAN'T MAKE IT TO THE MEETING?

Take our online survey:

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

or contact

Nancy Wagner at [nancy@activetrans.org](mailto:nancy@activetrans.org) or  
312.427.3325x383

Event hosted by:



With support from:

ACTIVE TRANSPORTATION  
ALLIANCE



Scan to take a  
survey about  
biking in  
Wayne  
Township

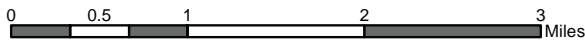


# Wayne Township Online Survey Results

## Roadways in Need of Bicycle Facilities

Produced by Active Transportation Alliance: 3/24/2015

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



### Challenging or Desired Routes



**Trails**  
 Existing  
 Proposed

### Transportation Infrastructure

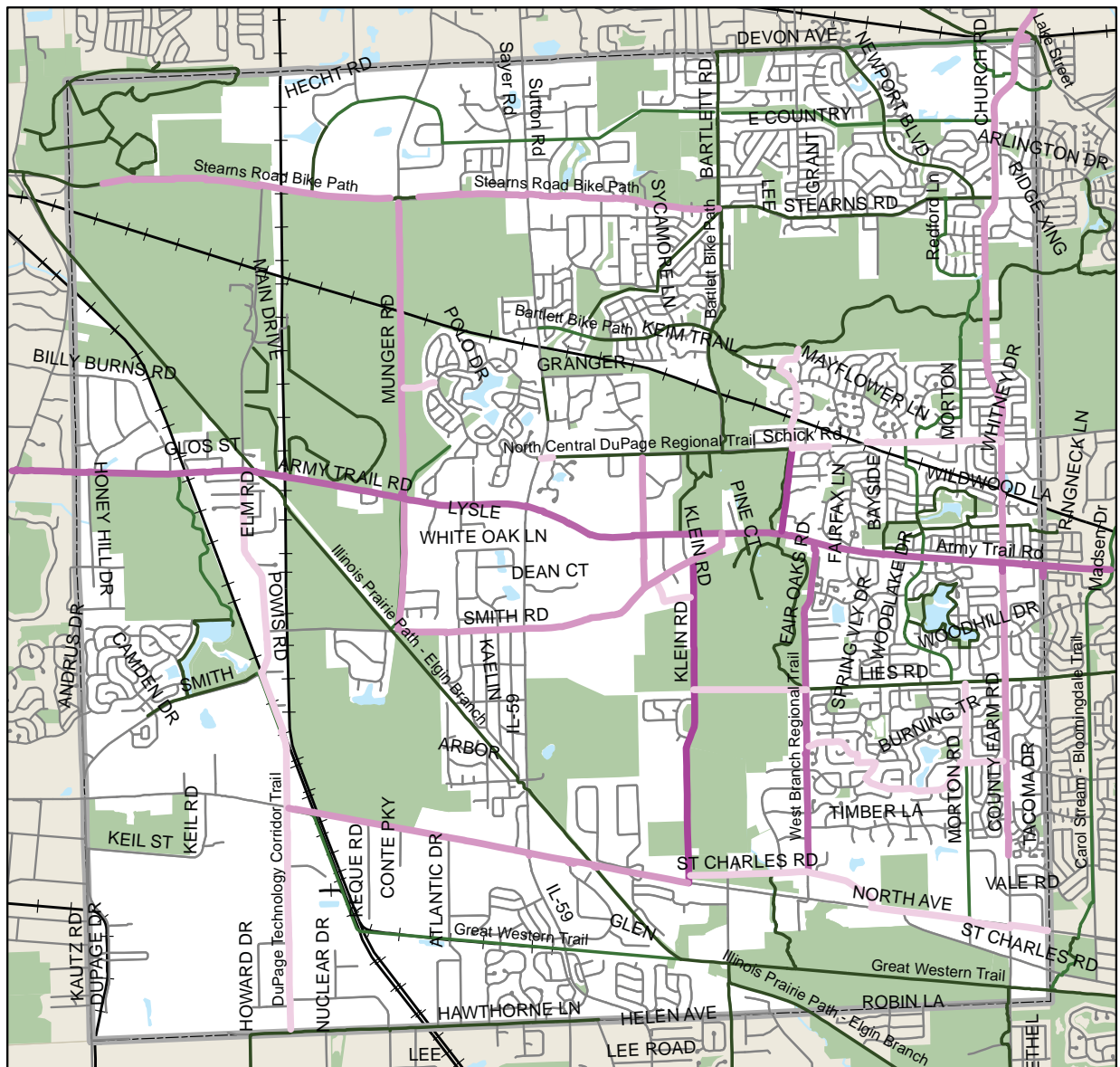
Roads  
 Railroads

### Land Use

Open Space  
 Water

### Township Boundary

Neighboring Township  
 Wayne Township





# Sign-in Sheet

## Name - e-mail

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



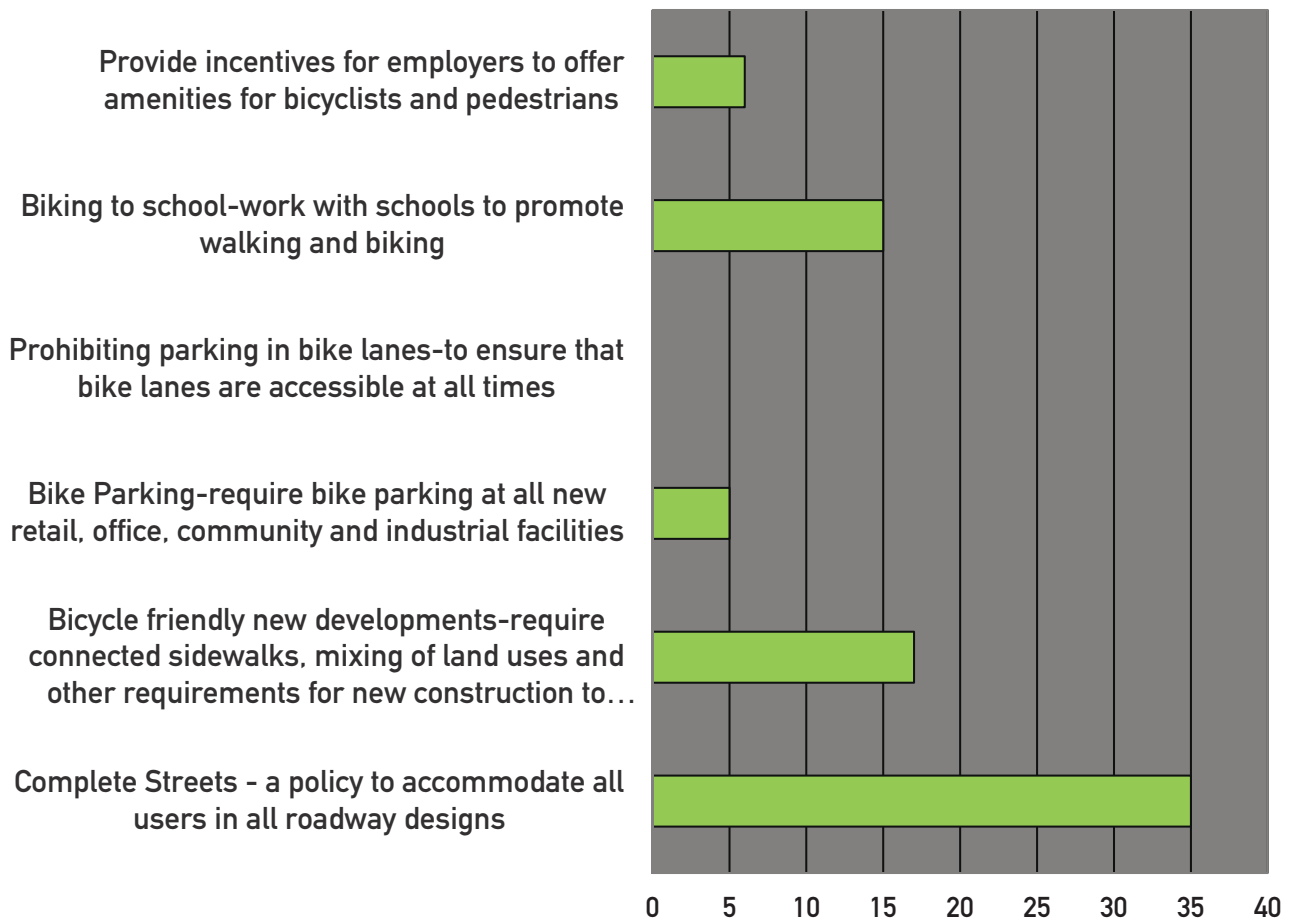
# Community Meeting Voting Exercise: Brainstorm

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

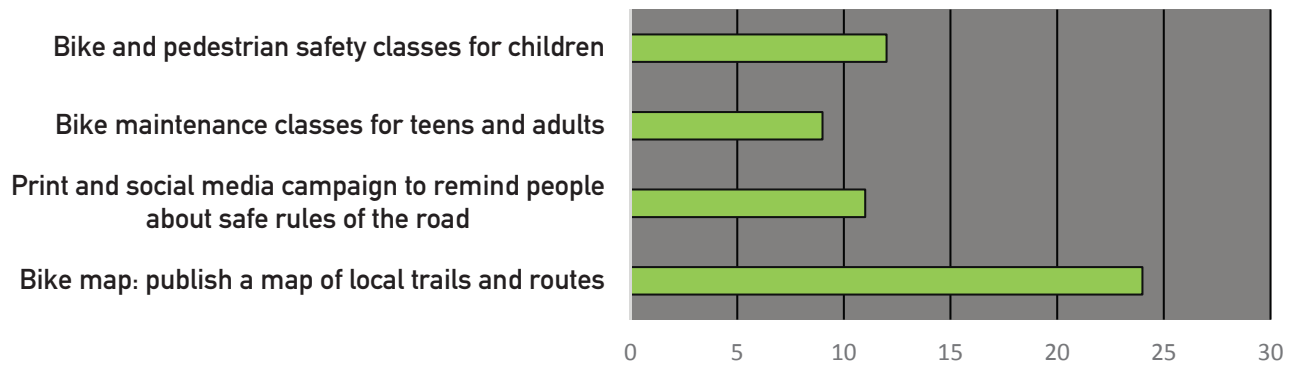
## Response Summary

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

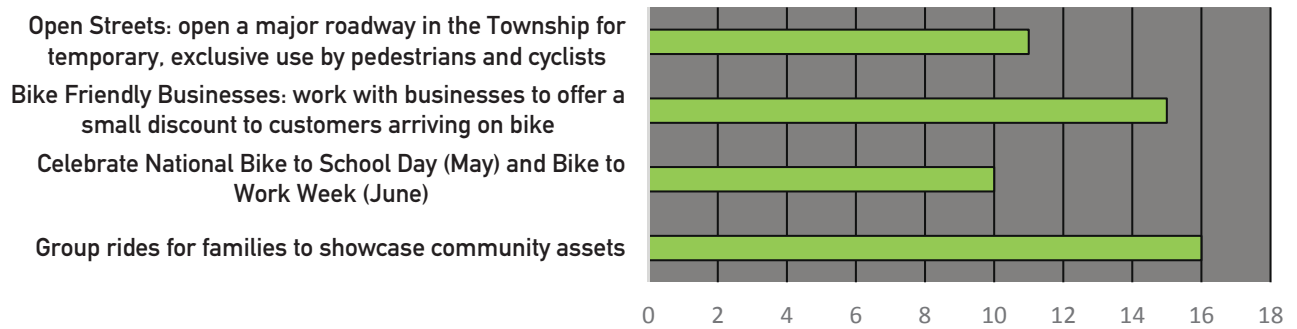
## Votes



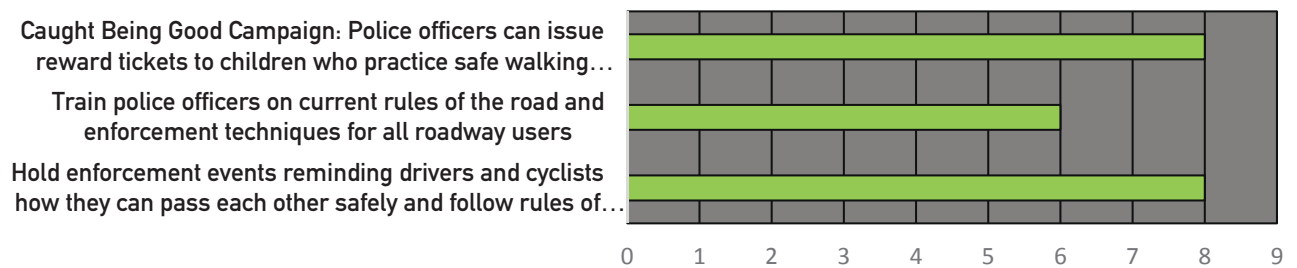
## Education Initiative Votes



## Encouragement Initiative Votes



## Enforcement Initiative Votes



## Turning Graphical Results by Question

Session Name: WayneTownship 7-16-2014 8-28 PM

Created: 7/17/2014 10:10 AM

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

	Responses	
Cubs	9	34.62%
White Sox	9	34.62%
Other	8	30.77%
<b>Totals</b>	<b>26</b>	<b>100%</b>

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

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

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

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

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

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

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

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

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

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

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

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

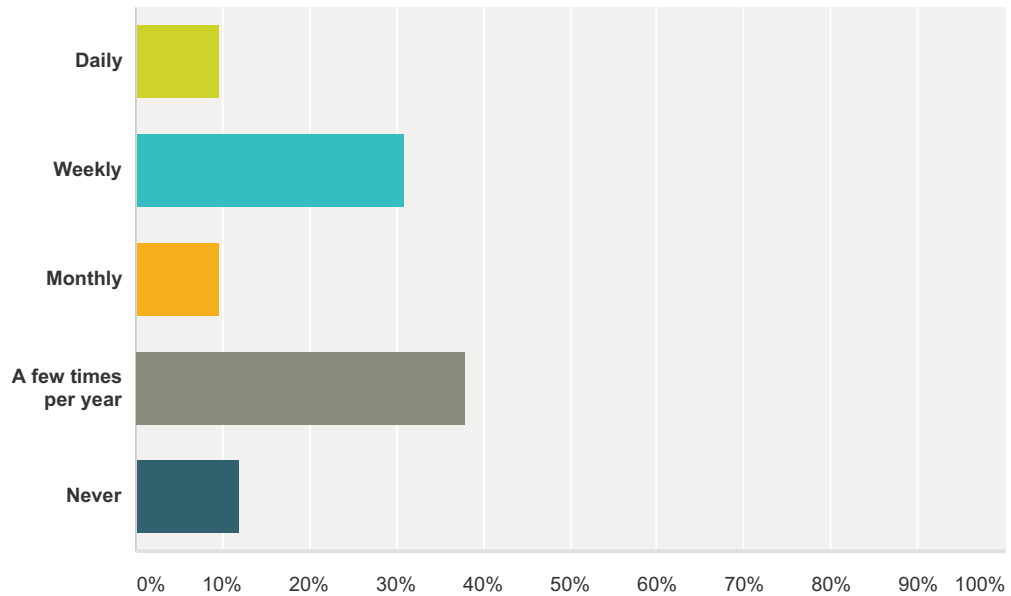
**8.) What policies would help to make your biking experience better in Wayne Township? (multiple choice)**

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

## Wayne Township Bike Plan

### Q1 How often do you ride a bicycle?

Answered: 42 Skipped: 0



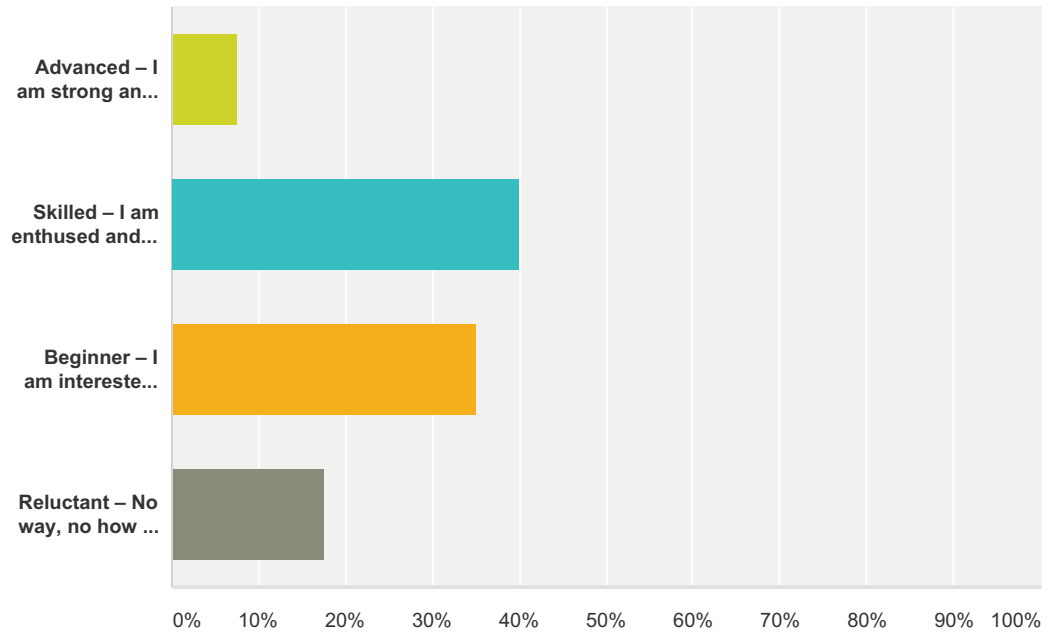
Answer Choices	Responses
Daily	9.52%
Weekly	30.95%
Monthly	9.52%
A few times per year	38.10%
Never	11.90%
Total	



## Wayne Township Bike Plan

### Q2 What best describes your cycling ability?

Answered: 40 Skipped: 2

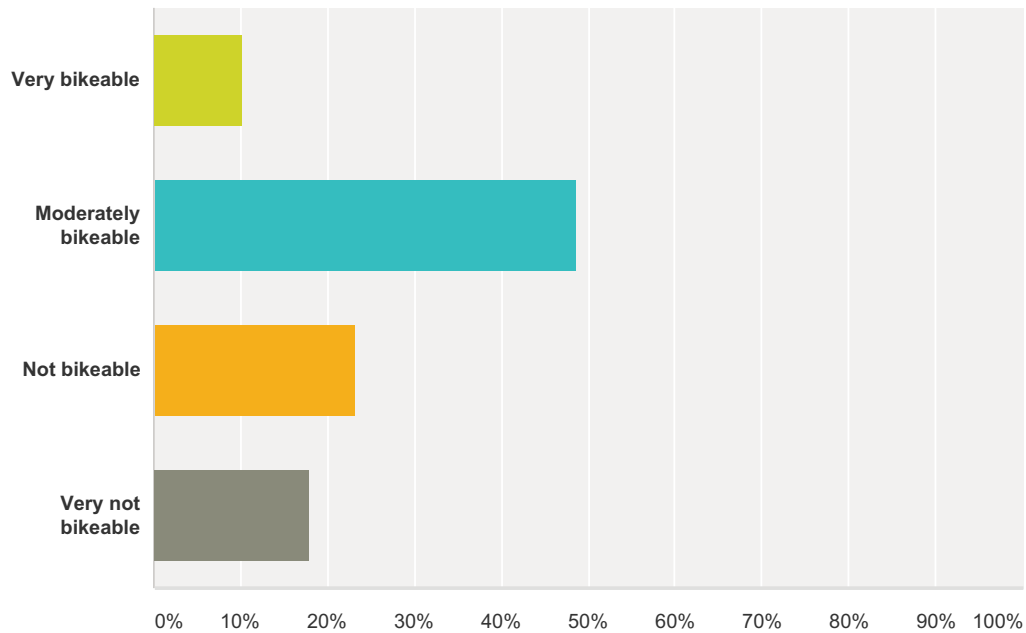


Answer Choices	Response
Advanced – I am strong and fearless. I ride on all roads and in almost all weather conditions.	7.50%
Skilled – I am enthused and confident. I will ride when there is some traffic on the road.	40.00%
Beginner – I am interested but concerned. I ride sometimes but I generally only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

## Wayne Township Bike Plan

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

Answered: 39 Skipped: 3



Answer Choices	Responses
Very bikeable	10.26%
Moderately bikeable	48.72%
Not bikeable	23.08%
Very not bikeable	17.95%
<b>Total</b>	

## Wayne Township Bike Plan

### Q4 What barriers keep you from biking more often?

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

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

## Wayne Township Bike Plan

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

Answered: 26 Skipped: 16

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

## Wayne Township Bike Plan

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

Answered: 30 Skipped: 12

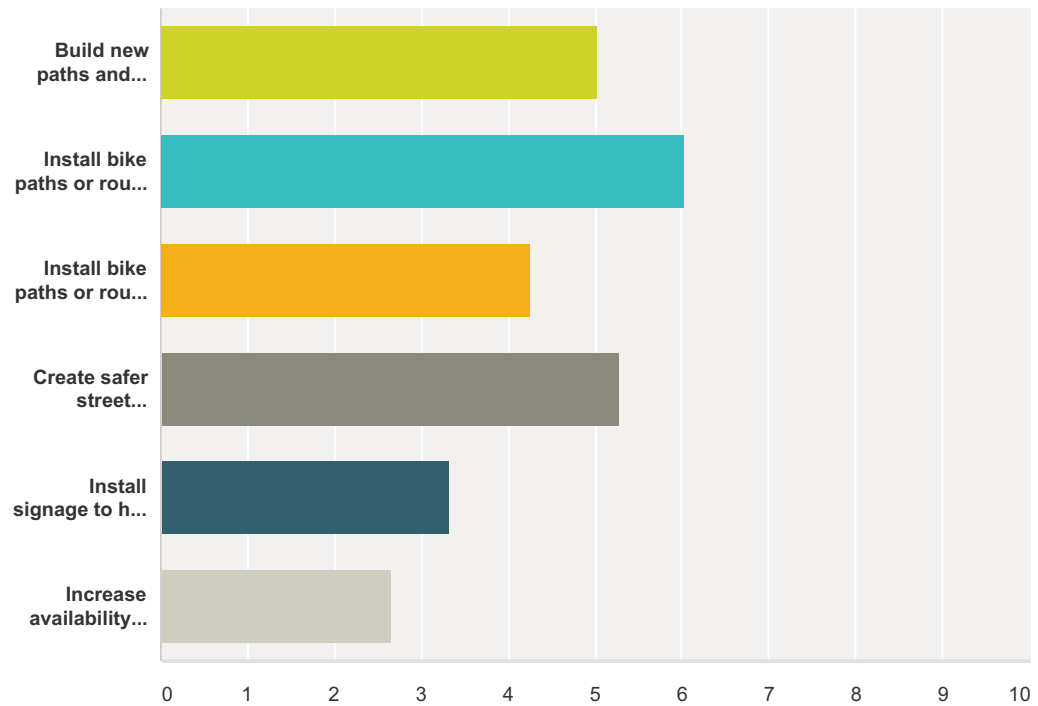
Answer Choices	Responses
Street in need of bicycle accommodations	100.00%
Street in need of bicycle accommodations	76.67%
Street in need of bicycle accommodations	46.67%



## Wayne Township Bike Plan

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

Answered: 34 Skipped: 8

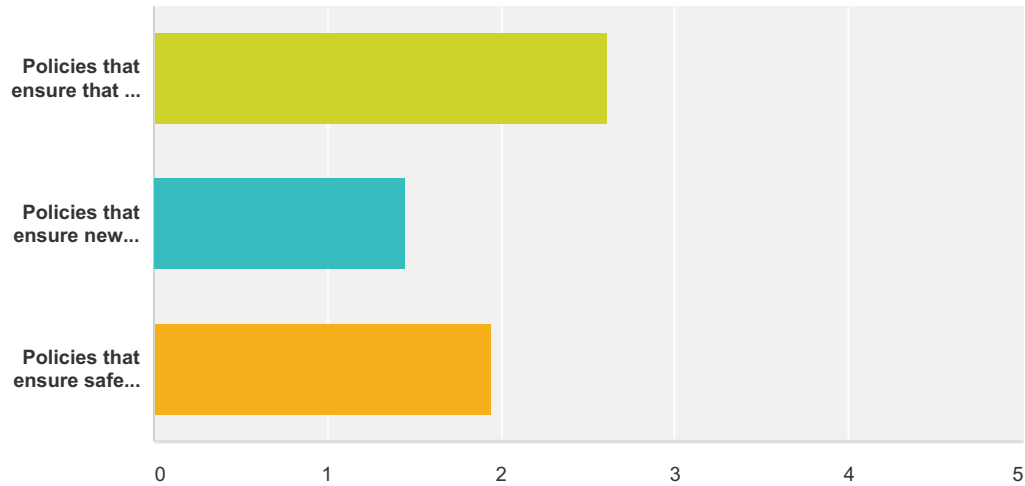


	Highest Priority	(no label)	(no label)	(no label)	(no label)	(no label)	Lowest Priority	Total	A F
Build new paths and trails in parks and public property	13.33% 4	26.67% 8	26.67% 8	20.00% 6	10.00% 3	3.33% 1	0.00% 0	30	
Install bike paths or routes parallel to major streets	38.71% 12	51.61% 16	3.23% 1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

## Wayne Township Bike Plan

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

Answered: 33 Skipped: 9

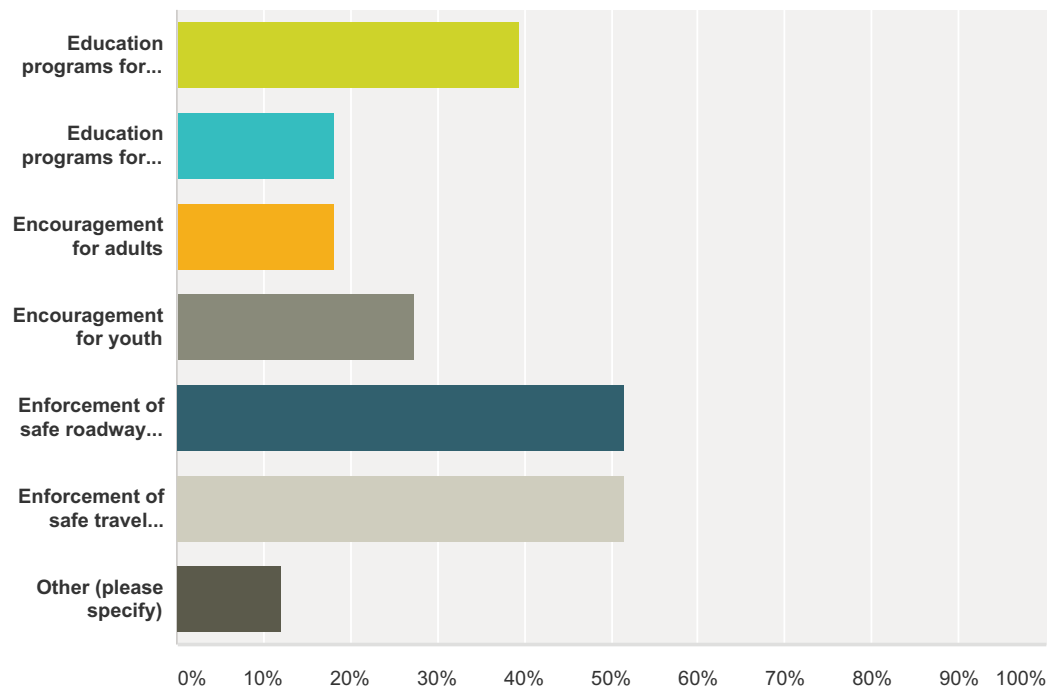


	1	2	3	Total	Average Rank
Policies that ensure that all new roads and roads that are being redone accommodate people on bikes	69.70% 23	21.21% 7	9.09% 3	33	
Policies that ensure new buildings and subdivisions accommodate cyclists	3.03% 1	39.39% 13	57.58% 19	33	
Policies that ensure safe travel to local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

## Wayne Township Bike Plan

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

Answered: 33 Skipped: 9



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

## Wayne Township Bike Plan

### Q10 Any Other Comments?

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

## Wayne Township Bike Plan

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

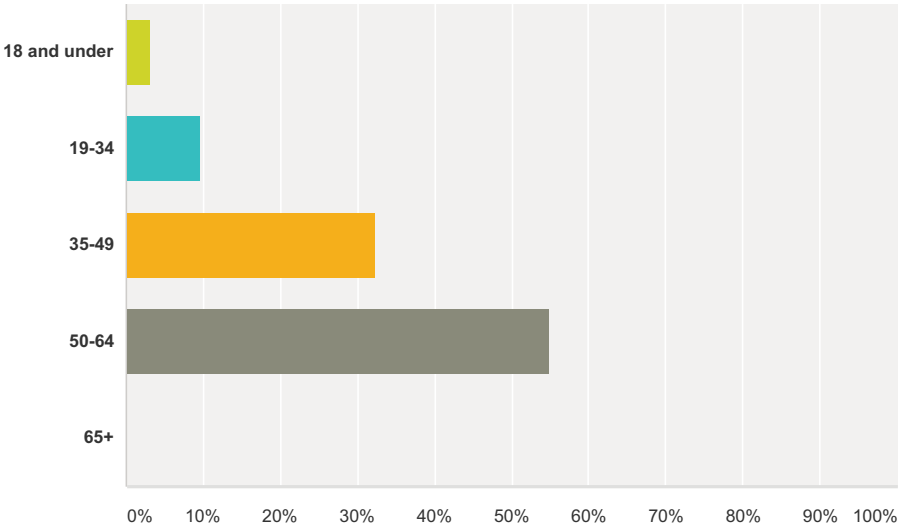
Answered: 21 Skipped: 21

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

Wayne Township Bike Plan

Q12 What is your age?

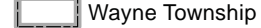
Answered: 31 Skipped: 11



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

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

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





# Appendix C: Design Guidance

## BIKEWAY AND PEDESTRIAN FACILITIES DESIGN

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

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

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

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

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

## BIKE PARKING

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

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

## OTHER RESOURCES

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

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

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

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

Safety Benefits of Raised Medians and Pedestrian Refuge Areas  
Federal Highway Administration  
[HTTP://SAFETY.FHWA.DOT.GOV/PED\\_BIKE/TOOLS\\_SOLVE/MEDIANS\\_BROCHURE/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/)

Safety Benefits of Walkways, Sidewalks, and Paved Shoulders  
Federal Highway Administration  
[HTTP://SAFETY.FHWA.DOT.GOV/PED\\_BIKE/TOOLS\\_SOLVE/WALKWAYS\\_BROCHURE/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/)

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

# Appendix D: Funding Sources

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

## TRANSPORTATION ALTERNATIVES

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

## CONGESTION MITIGATION AND QUALITY PROGRAM (CMAQ)

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

## SURFACE TRANSPORTATION PROGRAM

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

## HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

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

## GRADE CROSSING PROTECTION FUND

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

## OTHER FEDERAL FUNDS

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

## COUNTY AND LOCAL FUNDING

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

# Appendix E: Policy Resources

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

## COMPLETE STREETS POLICY RESOURCES

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

### ACTIVE TRANSPORTATION ALLIANCE

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

### COMPLETE STREETS: BEST POLICY AND IMPLEMENTATION PRACTICES

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

### NATIONAL COMPLETE STREETS COALITION.

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

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

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

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

## MODEL BICYCLE PARKING ORDINANCE

### "MODEL BIKE PARKING ORDINANCE (WITH ANNOTATIONS)"

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

# Appendix F: Programming Resources

## EDUCATION RESOURCES

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

### ACTIVE TRANSPORTATION ALLIANCE

[WWW.ACTIVETRANS.ORG/EDUCATION](http://WWW.ACTIVETRANS.ORG/EDUCATION)

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

### NATIONAL SAFE ROUTES TO SCHOOL PARTNERSHIP

[WWW.SAFEROUTESPARTNERSHIP.ORG](http://WWW.SAFEROUTESPARTNERSHIP.ORG)

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

### NATIONAL COMPLETE STREETS COALITION

[WWW.COMPLETESTREETS.ORG](http://WWW.COMPLETESTREETS.ORG)

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

## ENCOURAGEMENT RESOURCES

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

### LEAGUE OF AMERICAN BICYCLISTS

[WWW.BIKELEAGUE.ORG](http://WWW.BIKELEAGUE.ORG)

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

### ALLIANCE FOR BIKING AND WALKING

[WWW.PEOPLEPOWEREDMOVEMENT.ORG](http://WWW.PEOPLEPOWEREDMOVEMENT.ORG)

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

### ASSOCIATION OF PEDESTRIAN & BICYCLE OFFICIALS

[WWW.APBP.ORG](http://WWW.APBP.ORG)

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

### DRIVE LESS LIVE MORE

[WWW.DRIVELESSLIVEMORE.COM](http://WWW.DRIVELESSLIVEMORE.COM)

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

## ENFORCEMENT RESOURCES

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



## CITY OF WEST CHICAGO

### LIQUOR CONTROL COMMISSION AGENDA ITEM SUMMARY

**ITEM TITLE:**

Ordinance No. 16-O-0013 – Purchase of Non-alcoholic Goods from Package Liquor Stores

AGENDA ITEM NUMBER: 8.D.

FILE NUMBER: \_\_\_\_\_

COMMISSION AGENDA DATE: 2/15/16

COUNCIL AGENDA DATE: 3/21/16

**STAFF REVIEW:**

SIGNATURE \_\_\_\_\_

**APPROVED BY CITY ADMINISTRATOR:**

SIGNATURE \_\_\_\_\_

**ITEM SUMMARY:**

There currently is ambiguous language in the City Code regarding a retailer's ability to sell non-alcoholic goods to persons under the age of 21 if it possesses a package liquor license. The members of the Liquor Control Commission indicated that they found these sorts of sales acceptable, and directed staff to amend the City Code to provide for such. The attached Ordinance deletes the ambiguous language, leaving only the provision that persons under the age of 21 may not be employed in establishments that hold a package liquor license.

**ACTIONS PROPOSED:**

Consideration of Ordinance No. 16-O-0013.

**COMMITTEE RECOMMENDATION:**

The Liquor Control Commission unanimously recommended adoption of Ordinance No. 16-O-0013.



**ORDINANCE NO. 16-O-0013**

**AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF  
WEST CHICAGO – PURCHASE OF NON-ALCOHOLIC GOODS FROM  
PACKAGE LIQUOR STORES**

BE IT ORDAINED by the City Council of the City of West Chicago, Illinois, in regular session assembled as follows:

SECTION 1. That Section 3-27 of the Code of Ordinances of the City of West Chicago is hereby deleted in its entirety and the following language shall be substituted: “No person under the age of twenty-one (21) years shall be employed upon the premises or portion of the premises where liquor is sold.”

SECTION 2. All ordinances and resolutions, or parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, hereby repealed.

SECTION 3. That this Ordinance shall be in full force and effect ten (10) days from and after its passage, approval, and publication in pamphlet form as provided by law.

PASSED this 21<sup>st</sup> day of March 2016.

Alderman L. Chassee \_\_\_\_\_  
Alderman D. Earley \_\_\_\_\_  
Alderman L. Grodoski \_\_\_\_\_  
Alderman S. Dimas \_\_\_\_\_  
Alderman J.C. Smith, Jr. \_\_\_\_\_  
Alderman M. Edwalds \_\_\_\_\_  
Alderman J. Banas \_\_\_\_\_

Alderman J. Beifuss \_\_\_\_\_  
Alderman J. Sheahan \_\_\_\_\_  
Alderman A. Hallett \_\_\_\_\_  
Alderman M. Ferguson \_\_\_\_\_  
Alderman K. Meissner \_\_\_\_\_  
Alderman R. Stout \_\_\_\_\_  
Alderman N. Ligino-Kubinski \_\_\_\_\_

APPROVED as to form: \_\_\_\_\_  
City Attorney

ADOPTED this 21<sup>st</sup> day of March 2016.

\_\_\_\_\_  
Mayor Ruben Pineda

ATTEST:

\_\_\_\_\_  
City Clerk, Nancy M. Smith

PUBLISHED: \_\_\_\_\_