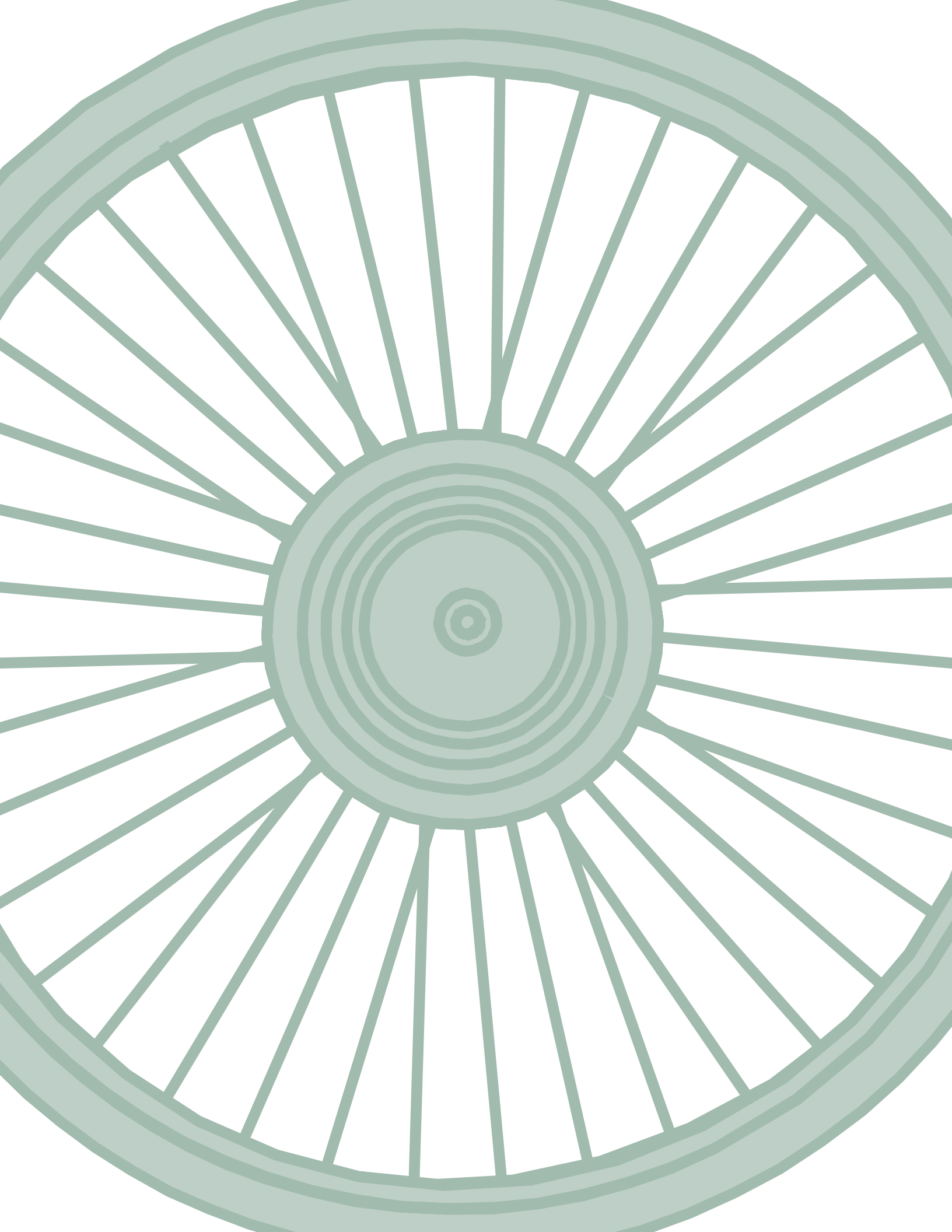
SCHAUMBURG

BIKEWAYS

PLAN

APRIL 1999

VILLAGE OF SCHAUMBURG



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1 INTRODUCTION

Bicycling has changed. Today, people know bicycling is not only fun, but plays an important role in the transportation system. Its status has evolved during the last three decades.

In the 1970s, the bicycle's popularity grew as energy shortages and high gasoline prices forced people to find reliable, low cost ways to get around. During the 1980s, increasingly health conscious Americans viewed bicycling as an important form of daily exercise. By 2000, bicyclists in the United States are expected to number around 90 million.

As the nation approaches the 21st century, experts predict continued growth in the number of bicyclists. Public frustration with traffic congestion has increased, and the Clean Air Act Amendment of 1990 requires a reduction in automobile use in metropolitan areas, such as Chicago. The bicycle, an environmentally friendly alternative form of transportation, plays a strong role in addressing this concern.

In 1979, The Village of Schaumburg recognized the need to accommodate and encourage bicycle riding in the community. Accordingly, the Board of Trustees created the Bikeways Advisory Committee (BAC) to address bicycle issues. The BAC guides the development of the Bikeways Element of the Schaumburg Comprehensive Plan. Members include four Schaumburg residents, one Hoffman Estates resident and one member each from the Village Zoning Board of Appeals, the Plan Commission, the

Schaumburg Park District Board, and the Schaumburg Township School District 54 Board. Schaumburg's Planning, Engineering, Public Works and Police Departments provide staff support.

In February 1980, the Village Board approved Schaumburg's first Bikeways Plan, which called for adoption of a bikeways system. This plan was updated in 1987, 1993, and 1999.

The last version of the Bikeways Plan guided bicycle planning in the Village by setting goals and suggesting policies and programs for bicycle advocacy. By evaluating successful municipal bikeway plans nationwide, and drawing on Schaumburg's 19 years of local bikeways planning experience, the new Plan addresses bicycle transportation issues in even more depth. While earlier plans focused on the physical design of bikeways planning, this document stresses policies on education, enforcement and encouragement. The new Plan also recognizes and affirms bicycling as a commuting option. Together, these elements combine to help Schaumburg achieve a cycling environment unmatched in Northern Illinois.

2 CORNERSTONES

The objectives of this Plan provide a foundation for the policies and programs presented throughout this document. Adopted by the Village Board and based on a recommendation of Schaumburg's Bikeways Advisory Committee, they are:

1. Develop a comprehensive bikeways system, including both on and off-street routes, that makes bicycle riding a feasible, safe, and enjoyable mode of transportation and form of recreation in Schaumburg.

2. Work with surrounding municipalities and regional governing bodies to provide connections with bicycle routes and create a regional bicycle path network.

3. Ensure the construction of bicycle paths in all new developments, provide connections to regional open space and significant environmental areas, and link residential areas with major activity and work centers, as well as to local destinations.

4. Seek non-Village sources of revenue through grant programs. Where local funds are required, expenditures should be carefully programmed through the respective Capital Improvement Program and the Village of Schaumburg Park District.

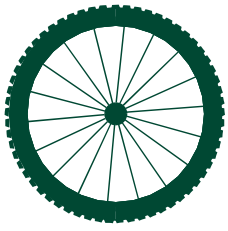
5. Maintain and further develop the role of the Bikeways Coordinator, who shall be a staff person in the Transportation Planning Division of the Planning Department.

6. Inform residents on the status of bikeways planning in the Village through such methods as publishing a bikeways map and periodic articles in local publications.

7. Educate cyclists and motorists to share the road safely. Improve the traffic behavior of cyclists and motor vehicles through more aggressive enforcement of bicycle related laws.

8. Encourage increased use of bicycles as a commuter form of transportation and advocate the transport of bicycles on public transit vehicles.

9. Make implementations of the Schaumburg Bikeways Plan a cooperative effort between the Village of Schaumburg and the Schaumburg Park District.



Schaumburg's Comprehensive Plan

By establishing and defining land and transportation policies, Schaumburg's comprehensive plans guide the development and the overall future character of the Village. The plans include the 1996 Comprehensive Plan, Concept plans, and the Bikeways Plan. While no individual transportation plan exists as an element of the Comprehensive Plan, recommendations for roadway improvements, mass transit, and non-motorized transportation are discussed in each transportation section within each concept plan and within the 1996 Comprehensive Plan.

In each Concept Plan's transportation section, there are provisions for improving the Village's mulitmodal transportation systems, which are designed to enhance the Village's strength and stature. The transportation sections recognize bikeways as an essential component of the transportation network.

Although Schaumburg does not have a formal Open Space Plan, the Bikeways Plan includes direction for the use of open space and recreational facilities. The bikeways system provides direct access to Park District and open space areas in the Village. The system also creates recreational facilities by transversing through open space and natural areas, such as the bicycle path along the West Branch of Salt Creek.

Schaumburg's Transportation System

A comprehensive transportation system is vital to maintain and strengthen Schaumburg's economic base. Coordinating land use development with transportation development ensures the transportation system accommodates planned growth. Schaumburg's multimodal system combines roadways, bus and rail transit, an airport and heliport, and bicycle and pedestrian facilities.

To enhance the overall system, bicycles must be considered in the planning process of all transportation-related projects. Future road improvements require the installation of planned bikeways where designated. Similarly, with the installation or upgrade of traffic signals, inclusion of pedestrian signals is essential to accommodate bicyclists and pedestrians.

As noted, one important element of Schaumburg's transportation system is transit. The Village of Schaumburg has an extensive suburban oriented transit system with Pace Suburban Bus Service, Metra commuter rail, and the Village's own Dial-A-Ride Transportation system. However, bicycles are not allowed on these mass transit vehicles. Other communities, including Phoenix, Arizona, Ithaca, New York and Seattle, Washington, operate transit systems which allow bicycles on buses and trains. Through its Bikeways Plan, the Village of Schaumburg endorses the concept of allowing bicycles on mass transit.

Financing

The Village of Schaumburg adds bikeways incrementally each year. It accomplishes this task through several long-established financial policies which draw on public and private resources.

Schaumburg requires bikeways designated for vacant properties be constructed by the developer as the properties develop. The Village seeks federal, state, and Cook County funding when possible. Sources of funding include the Illinois Department of Transportation and the Illinois Department of Natural Resources.

The Village systematically completes the remainder of the bikeways through its Capital Improvement Program (CIP). Non-operating expenditures are programmed each year in the CIP, over a fixed number of years, to meet infrastructure needs of the community. In balancing competing pressures for limited funds, the CIP assigns money based on the community's priorities. The CIP allows the Village to stage construction to serve areas most in need, and to fill critical bikeway gaps not provided by the private sector.

The current federal transportation bill, the Transportation Equity Act for the 21st Century (TEA-21), passed in 1998. It continues to increase funding for bikeways from external sources. TEA-21 requires States to spend at least 10 percent of the federal highway fund on non-motorized transportation facilities in the Transportation Enhancement Program, and earmarks funds specifically for bicycle and pedestrian facilities in the Congestion Mitigation and Air Quality Improvement Program. The Illinois Department of Transportation (IDOT), the regional metropolitan planning organization known as the Chicago Area Transportation Study (CATS), and the CATS Northwest Council of Mayors define the funding allocation process. Project eligibility and application procedures are decided by these agencies.

Other public funding sources include the Illinois Department of Natural Resource's Bike Path Grant Program. The Village also plans to develop joint grant applications with the Schaumburg Park District and other interested public agencies.

The Bikeways Coordinator will closely monitor these, and other potential funding sources.

Intergovernmental Cooperation

To achieve maximum results in reducing traffic congestion and air pollution, as well as increase recreational benefits, bikeway planning must be a regional effort rather than a local one. The following agencies and governments have agreed, in concept, to consider linking their bikeways to the Schaumburg system:

Cook County Forest Preserve	Village of Palatine
Elk Grove Village	Palatine Park District
Village of Hanover Park	Village of Roselle
Village of Hoffman Estates	Village of Streamwood

The Villages of Roselle and Hanover Park began preliminary planning of their own bikeway systems in the early 1990s.

Schaumburg should take additional steps to connect its system with larger bikeway networks, such as the Illinois Prairie Path and surrounding forest preserves. Continued cooperation between the Village of Schaumburg and the Schaumburg Park District will provide future local path development and link existing paths.

Schaumburg recommends the exchange of information and ideas through conference meetings to encourage the development of a regional bikeways system.

3 Education, Enforcement, & Encouragement

Bikeway planners stress the three E's—Education, Enforcement, and Encouragement—as critical elements in any successful bikeways plan. Education is important because many bicyclists and motorists are unaware of bicycle-related opportunities and rules of the road. Enforcement is essential to curtail non-compliant behavior by bicyclists.

Historically, overlapping roles of education and enforcement have dominated policy recommendations. Too often, the simple and proactive initiative of encouraging bicycle riding has been lost.

Therefore, the Village of Schaumburg recommends the following policies that highlight all three of the E's—Education, Enforcement, and Encouragement.

Education

Poor design or absence of bicycle paths are only part of the reason for bicycle accidents. The actions of motorists and, particularly, bicyclists are the main causes. Educating the public about bicycle-related laws is important to prevent accidents. These efforts must target child and adult cyclists and motorists.

Educating Children

The bicycle has traditionally been regarded as a toy, and this attitude encouraged unsafe bicycle riding. Recently, the bicycle has become a main form of transportation for children. Children frequently hear too little about the importance of bicycle safety, or forget the safety lesson while learning technique. Often, safety instructions rely on children to memorize the Bicycle Rules of the Road. Unfortunately, many children fail to remember those rules in actual practice.

The Bikeways Plan supports the following:

- Design a bicycle education program for all children. The Schaumburg Police Department conducts a bicycle education program for second grade children. Under the Officer Friendly Program, police visit schools and give presentations on bicycle safety, including helmet usage. Lessons need continual reinforcement. Schools and the Police Department should institute a training program for children through junior high school. It is recommended this program have classroom and outdoor training with close student-teacher interaction.
- Make information available to parents and acquaint them with the types of accidents involving young cyclists. The information, developed by the Police Department, should include preventive measures.
- Develop an informational flyer on educational needs of grade-school-age cyclists for distribution to schools, teachers, and parent organizations.
- Enlist the support of local newspapers to run articles on the materials and school programs. Of course, the Police Department's enforcement policies

serve as an indirect educational tool for many young people. The Department employs Bicycle Safety Officers to patrol Schaumburg's bikeways. The duties of the Bicycle Safety Officer include stopping riders who violate the law, and explaining how the law was violated. Riders are given a copy of the Secretary of State's Bicycle Rules.

Educating Adults

Many time, adults ride illegally because of the prevailing attitude that bicycles are recreational objects. Educating adults is more difficult because they are not always receptive to safety training. One of the most effective ways of reaching adults is for a police officer to issue a traffic citation. However, overzealous enforcement may breed public resentment and discourage bicycle riding altogether.

To help with bicycle education, the following policy improvements are recommended:

- Encourage local bicycle clubs to support members in obtaining Effective Cycling Certification.
- Update existing bicycle education programs to include information on accident types, hazard recognition, emergency procedures and helmet use.
- Develop pamphlets on helmet use and effective cycling skills in formats suitable for adults. Police also should include bicycle registration information in these pamphlets to help reduce theft and increase recovery rates of stolen bicycles.

Educating Motorists

Motorists often do not understand the rights of bicyclists on the road. Methods to counteract this include:

- Encourage the School District to include bicycle-related segments in high school driver's education programs.
- Encourage the placement of bicycle safety questions on State driver's license examinations through advocacy efforts of the Bikeways Advisory Committee, the Schaumburg Police Department and the Village. The Village also should work with bicycle organizations such as the Chicagoland Bicycle Federation to promote a pro-bicycling agenda to state legislators.
- Include articles about bicycle and motorist safety in the Village's *Cracker Barrel* newsletter. Pamphlets developed may be included as inserts.

Enforcement

Education is but one part of reducing accidents. Enforcement of bicycle laws must continue to be promoted in the Village.

The Village Code creates the position of the Bicycle Safety Officer. These officers are usually college students who work summers to enforce the bicycle regulations of the Village and State. The Bicycle Safety Officer team makes contact with more than a thousand riders during the summer and, in the process, educates them about bicycle safety.

These officers are empowered to issue citations to send an offender to bicycle court. At bicycle court, the judge or prosecutor from the Police Department usually requires a guilty offender to write a short essay about bicycle safety. Schaumburg believes the punitive nature of the court helps dissuade riders from committing further traffic violations. Using a proactive approach, the officers also stop cyclists who exhibit good cycling practices to commend them on their skill.

Encouragement

It's recommended the Village encourage bicycling as a form of recreation and a means of commuting. Bicycles are frequently an appropriate transportation mode for running local errands. Greater use of bicycles for such errands and commuting will decrease the number of cars on the road, reduce traffic congestion and improve air quality. An even larger, personal benefit is that bicycle riding provides an enjoyable form of exercise, which contributes to better health through stress reduction and cardiovascular improvement.

Other recommended methods for encouraging bicycle riding include:

- Encourage bicycle riding through construction of bikeways that are safe and accessible to all areas of the Village. Information campaigns will make residents more aware of the bikeways system. Promotions and community events such as Bike to Work Week and Fahrrad Tour von Schaumburg should be continued and expanded. Staff should promote these activities in the *Cracker Barrel* and through the local media.
- Target the work place for bicycle commuting programs. Zoning regulations should continue to encourage accommodations for cyclists.
- Offer businesses incentives to encourage bicycle commuting. Awards or other benefits given to employees will encourage them to use their bicycles. For example, the Village may run competitions during Bike to Work Week with prizes awarded to companies with the most participating bicyclists.
- Make cycling safer and more convenient to increase bicycle usage. One of the greatest impediments to bicycle riding is the failure to provide riders with secure, accessible parking. The first step is implementation of the parking and security measures detailed in the Design Chapter of this plan. The Village should provide secure bicycle parking in public places and continue to require, in the Village's Zoning Ordinance, the provision to provide secure bicycle racks or lockers on private property.
- The Clean Air Act Amendment of 1990 will continue to be a catalyst to encourage bicycle riding. The Act mandates a reduction in vehicle emissions. To accomplish this, the law mandates a reduction in automobile use in the Chicago area. This will work to make the bicycle a more attractive commuting option.

4 DESIGN GUIDELINES

This Chapter of the Bikeways Plan describes the physical design of bikeways that promote safe and easy bicycling within the community. Design categories include bikeways classifications, traffic control devices and signage design, general standards and parking facility details.

Bikeways Classifications

A bikeway is defined as any facility that provides for bicycle travel. In Schaumburg, bikeways* are divided into three classifications:

Off-street Bike Path

A bike path is a bikeway physically separated from motorized vehicular traffic by an open space or barrier. A bike path is located within the street right-of-way or within an independent right-of-way. Bike paths reduce traffic conflicts with pedestrians and motorists. Appendix B depicts a typical bike path.

The standard pavement width of a bike path with moderate bicycle usage is eight feet. The typical right-of-way width is ten feet. Bike paths are considered ideal for recreational cyclists. They are usually located on publicly-owned land such as parks, school sites, watersheds, or road rights-of-way.

Bike Route

A bike route is a segment of a system designed with appropriate directional and informational markers for bicycle and pedestrian usage. When bike paths are physically and economically impractical, and bike lanes are considered unsuitable due to heavy automobile traffic and high travel speeds (typically found on arterial roadways), this type of bike route should be used. One possible version of a bike route is an eight foot wide sidewalk. This type of bike route should only be considered when no other suitable alternatives are available.

On-Street Bike Lane

A bike lane is a portion of a roadway which has been designated by striping, signing, and/or pavement markings. A bike lane is usually four feet wide and is designed for the preferential or exclusive use of bicyclists. (Bike lanes may be five feet wide if no curb exists.) Bike lanes are designated by a painted line on the roadway pavement on each side of the street. Automobile parking is usually allowed.

Bike lanes are best suited for streets that have a minimum width of 32 feet, with each traffic lane measuring at least twelve feet. In rare circumstances, it

**Motor vehicles are prohibited on all bikeways in Schaumburg.*

may be permissible to place a bike lane on streets as narrow as 28 feet wide. Under such circumstances, automobile traffic lanes should be no less than 11 feet wide with the minimum bicycle lane three feet wide. Appendix B depicts a typical bike lane.

Bike lanes are best suited for streets with low traffic volume and low speed limits. The suggested parameters are average daily traffic volumes of 4,000 or less, and speed limits of 25 miles per hour or less.

Off-street Bike Path

Bike Route

On-Street Bike Lanes

Traffic Control Devices & Signage

Traffic control devices include any sign, signal, or pavement marking installed for the benefit of bicyclists or motorists. They are designed to direct the safe and efficient movement of all vehicles, motorized or non-motorized, within the transportation network. This section will highlight signs and pavement markings used within the Village.

Traffic control signs, as listed in Appendix A, perform one of three functions: regulatory, warning, or guidance.

Where available, all traffic control device standards shall be from the Manual of Uniform Traffic Control Devices for Streets and Highways[1], or updated versions of this document.

Pavements Markings

Pavement markings reinforce signage. Because pavement markings are more directly in the bicyclist's normal range of vision, bicyclists generally benefit more than motorists from this traffic control device.

Pavement markings intended for motorists should be as large as the bikeway width will allow and worded in as few letters as needed. This offers instant recognition of the message. Pavement messages directed towards bicyclists or pedestrians may be reduced in size, but should keep their brevity.

Lane striping is necessary to demarcate the right-of-way for bike lanes. A single six inch wide line provides this delineation. A second lane line could separate the bike lane from a parking lane or roadway. Lane striping also can delineate the edges and center lines on bike paths.

Mid-Block Bicycle Path Crossings

In some locations, a bike path may intersect with the roadway in the middle of the block, rather than at an intersection. This may pose hazards for those who do not expect bicycling activities anywhere other than at four-way intersections. In Schaumburg, mid-block bicycle path crossings may be permitted under three scenarios:

- Where a bike path meets the top of a T-intersection
- Where a bike path meets an existing bike lane
- Where a bike path intersects a roadway

At all locations, the curb must be ramped to provide the bicyclist safe and efficient movement from path to street.

[1] United States Department of Transportation, 1988. Federal Highway Administration, Washington D.C.

Furthermore, the Village must comply with two sets of striping and signage rules, depending on street conditions. Based on policies developed by the American Association of State Highway and Transportation Officials (AASHTO)[2], Schaumburg considers traffic volume and speed when deciding which of the two striping and signage regulations apply. One set applies to roads with average daily traffic (ADT) volumes exceeding 4,000 and speeds in excess of 25 miles per hour; the other below. Residential streets are typically at or below these levels. Collector streets and arterials typically exceed these levels. All traffic control devices referenced are from the MUTCD.

The following design standards are for mid-block bicycle path crossings on streets with an ADT of 4,000 vehicles or less and a maximum posted speed of 25 miles per hour:

- Curbs shall be ramped where a bike path meets a bike lane or T-intersection
- A crossing sign (MUTCD W2-4) shall be placed on the bike path, on the approach to the crossing, and on the roadway 250 feet before the crossing
- A stop sign (MUTCD R1-1) shall be placed on the bike path at least four feet from the edge of the curb

Where ADT's of 4,000 or the speed limit of 25 miles per hour is exceeded, mid-block crossings shall follow the above listed guidelines, plus the following items:

- "BIKE XING" (see MUTCD Section 9C-5) shall be painted on the roadway with eight foot tall lettering, each word 32 feet apart and 100 feet before the crossing.
- The roadway shall be marked with two parallel lines eight feet apart with 45 degree diagonal striping, each six feet apart at the crossing location.

Appendix B includes a diagram of mid-block crossing standards.

General Design Standards

While Schaumburg's Bikeways Plan suggests methods for the proper use and identification of designated bikeways, it must be assumed that all roads will be used by bicyclists. The following are cost efficient ways to make roads more accommodating to bicycle traffic:

Traffic Signals

Most intersection signals equipped with vehicle detection systems are sensitive enough to detect a mass of metal as small as a bicycle. Fine tuning demand-actuated traffic signals will permit bicycle detection at intersections.

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[2] American Association of State and Highway Transportation Officials. 1991. Guide for the Development of Bicycle Facilities, Washington, D.C

Where a bike path crosses a major street or highway, the inclusion of pedestrian signals will allow safe crossing by bicyclists and pedestrians. Such crossing signals are especially needed when there are several specific signal phases. An all red clearance interval in a signal may offer a solution when pedestrian and bicycle-actuated options are unavailable.

Sight Distances

Bicyclists, like all vehicle operators, need certain sight distances to allow them to see and react to the unexpected. The ability to bring a bicycle to a stop is related to the skills of the bicyclist, the bicyclist's perception and speed. The following table (Table 1) provides minimum stopping distances for bicycles. These calculations should serve as a guide when planning bicycle facilities.

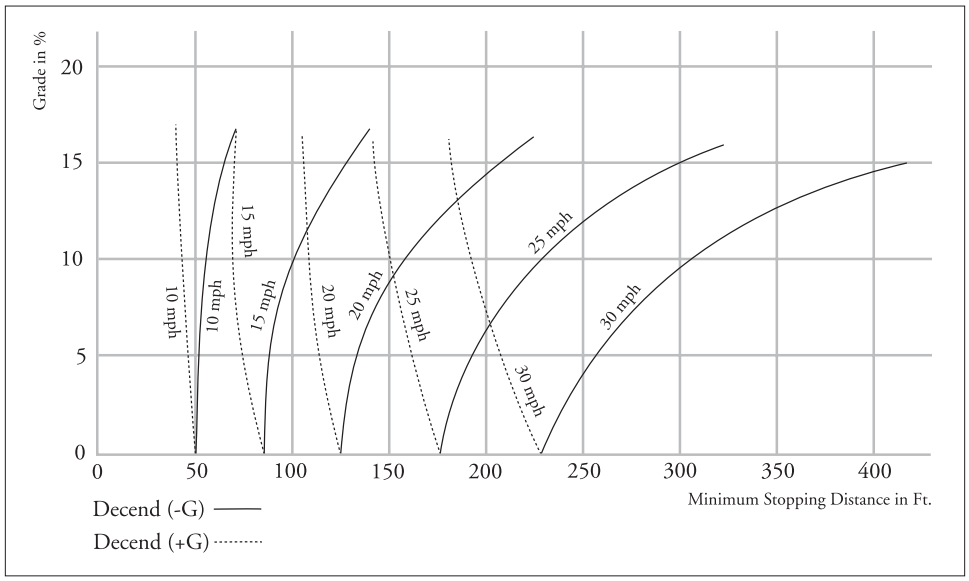


Table 1- Minimum sight stopping distances for bicyclists.

Pavement Structure

The Village of Schaumburg requires eight foot wide asphalt bicycle paths with new bike path construction. Where there are plans to include a bike path, where a sidewalk already exists, the Village's policy is to widen the sidewalk with concrete to eight feet. Curb cuts must be ramped to provide safe access.

Grade

Good bicycle path design should keep grades to a minimum—below five percent wherever possible. Schaumburg's flat, prairie terrain means this usually does not present a problem. The horizontal pitch on bicycle paths should be 0.25 inches per foot, to provide sufficient drainage.

Additional Bikeways Structures

Often it is difficult to find appropriate crossing points for bicyclists because of traffic volumes, grades, availability of land, and safety issues. In densely developed areas, the Village encourages the provision of overpasses and underpasses for major roads. These two methods for separating bicycles and pedestrians from motorists have advantages and disadvantages.

Overpasses and underpasses provide safe and uninterrupted movement for bicyclists and pedestrians and, in some cases, offer the only satisfactory means for crossing a wide arterial. However, both are costly to construct and present safety concerns. An overpass must provide adequate clearance over the roadway and offer some type of emergency access. It also should be enclosed with heavy duty wire mesh—at a minimum—to better insure safety and prevent objects from falling to the road below. Open overpasses must be accessible to snow removal equipment.

Underpasses may be less expensive to build in some situations. For example, when the path is at grade and may be located under a raised highway, the use of a culvert may reduce costs. Underpass design must provide adequate lighting, drainage and security.

Bicycle Parking Facilities

Safe and convenient bicycle parking facilities are essential to encourage bicycle riding. Four elements need consideration when planning bicycle parking:

Security

Bicycle parking facilities, at a minimum, should permit simple locking of the bicycle frame and both wheels to a permanent fixture. Ideally, parking facilities should allow riders to securely stow bicycle accessories. The parking system

should require only a simple padlock, U-lock, or cable to secure the bicycle. To reduce theft, parking areas should be in busy areas, highly visible and well lit.

Convenience

Parking facilities should be on a bicyclist's route and near his or her destination. If the location is not convenient, bicyclists will sometimes ignore the facilities, in favor of sign posts and trees. As a rule of thumb, bicycle parking should be within 100 feet of the destination for short-term, and 300 feet for long-term parking.

Stability

Today's bicycles are expensive, sophisticated machines. The traditional school yard rack in which bicyclists lock only the front wheel is not a viable option for long-term parking. The bicycle can easily fall and be damaged. Aside from the security considerations, the parking rack should secure all types of bicycles in a stable, upright position.

Weather Protection

To encourage the use of the bicycle as a serious mode of transportation, destinations should consider offering weather protection for parking facilities. For long-term and regular-use parking, the Village recommends fully enclosed bicycle lockers. High security racks suffice for less frequent or short-term use, however a shelter to cover the racks is preferred.

Clear signage for all bicycle parking facilities is necessary. Directional signs will help guide bicyclists to parking facilities, especially if the parking area is not immediately obvious.

Article VII of the *Schaumburg Zoning Ordinance*, Off-Street Parking and Loading, provides minimum bicycle parking space requirements.

5 CONCLUSION

For more than twenty years, the Village of Schaumburg has led the suburbs in bikeways planning. The unmatched dedication of its elected and appointed officials allowed Schaumburg to develop its existing 85 miles of bikeways and programs. Soon, Schaumburg will boast 90 miles of bicycle paths.

As completion of the bikeways system nears, Schaumburg must adjust its focus toward programs to increase its use and maintain this uncommon asset.

It is recommended Village assist communities that wish to promote bicycling by offering information on the Bikeways Plan.

Schaumburg should encourage the development of a cohesive regional bikeways network.

Schaumburg also should consider future efforts to expand the bikeways system by making all roads bicycle friendly.

The programs recommended in the Bikeways Plan will increase the number of bicyclists and improve the bicycle's safety and convenience, affirming the bicycle as a legitimate means of transportation. Beyond travel, many believe the health and environmental benefits of bicycling justify the expenditures proposed.

With the Village's continued dedication and commitment to bicycling, Schaumburg will remain a leader in bikeway planning well into the next century.

6 READING LISTS

Selected Reading List

Metropolitan Region Bike plan
Bike Plan Study Team, Perth, Australia, 1988

Bikewest: Guidelines for the Design of Bicycle Facilities
Department of Transportation, Western Australia, 1988

Transportation Planning
Earthwood, Issue No. 4 EOS Institute, California, 1992

Bicycle Transportation
Forester, John MIT Press, 1983

Illinois Bicycle Rules
Illinois Secretary of State, George H. Springfield, Illinois, 1992

Comprehensive Bicycle Plan for Orange, Seminole and Osceola Counties
Orlando Urban Area, Metropolitan Planning Organization, Tri County, Florida, 1990

Comprehensive Bicycle Plan
Pinellas County Planning Metropolitan Planning Organization, Florida 1985

Bicycle Access to Public Transportation: Learning from Abroad
Replogle, Michael, Institute of Transportation Engineers. A special issue of Innovative Efforts to Improve Mobility. Volume 62, No. 12. pp. 15-21, December 1992

Safe Bicycling in Illinois
Illinois Secretary of State, Safety Publication

7 ORGANIZATIONS

Bicycle Organizations and Advocacy Agencies

Bicycle Federation of America
1506 21st St. NW
400 W. Madison Street
Washington, DC 20009
Chicago, IL 60606
202/463-6622
www.bikefed.org

Rails-to-Trails
1100 17th St. NW
Washington, D.C. 20036
202/331-9696
www.railtrails.org

League of American Bicyclists
1612 K St., Suite 401
Washington, DC 20006-2802
202/822-133
www.bikeleague.org

Illinois Prairie Path
PO Box 1086
Wheaton, IL 60187
630/752-0120
www.ipp.org

Chicago Cycling Club
PO Box 577136
Chicago, IL 60657
773/509-8093
www.suba.com/

DuPage County Regional Planning Commission
421 North County Farm Road
Wheaton, IL 60187
630/682-7230
www.co.dupage.il.us/develop/

League of Illinois Bicyclists
417 South Dearborn, Room 1000
Chicago, IL 60605-1120
708/481-3429
www.LincolnNet.net/LIB

Bicycle Helmet Safety Institute
4611 Seventh St., South
Arlington,VA 22204-1419
www.bhsi.org

Surface Transportation Policy Project
1100 17th St., Northwest
10th Floor
Washington, D.C. 20036
202/466-2636
www.istea.org

Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764
www.dot.state.il.us

Federal Highway Administration United States Department of Transportation
400 Seventh St., Southwest
Washington, D.C. 20590
www.fhwa.dot.gov

Federal Transit Administration United States Department of Transportation
400 Seventh St., Southwest
Washington, D.C. 20590
www.fta.dot.gov

8 APPENDIX

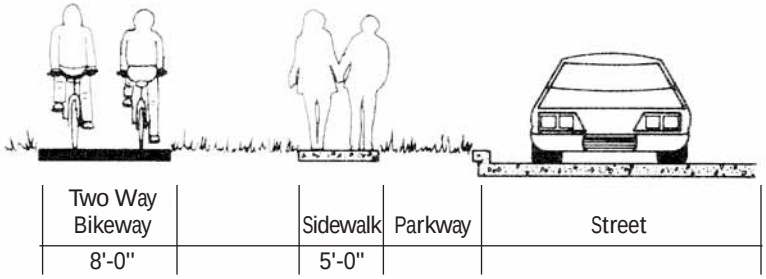
Appendix A
Bicycle Signs

Sign	Purpose	Status	Size	Legend
Guidance 	Identification of predetermined bikeway over any safe and and suitable surfaces.	OFFICIAL: manda--tory as designed in the Manual of Uniform Traffic Control Devices (MUTCD-D11-1)	24" x 18"	White on green w/border: 3" Series C letters w/bicycle symbol
Guidance 	Identification of directional changes in designated route.	OFFICIAL: for use as required (MUTCD-M7-1...7	24" x 9"	White on green w/border
Regulatory 	Direct bicyclists to BIKEWAY from areas where route designation is not possible.	For use as required: (MUTCD-M4-13)	TO marker 24" x 6" BIKE ROUTE 24" x 18"	White on green w/border White on green w/border
Regulatory 	Identification of end or beginning of safe, suitable BIKEWAY.	For use as required: (MUTCD-M4-11,12)	END marker 24" x 6" BEGIN marker 29" x 6"	White on green w/border 24" x 6"
Guidance 	Identification of parking/storage facilities.	OFFICIAL: (MUTCD-D4-3)	12" x 18"	Green on white w/border

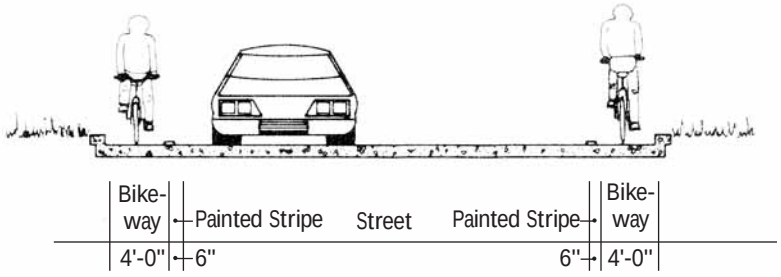
Sign	Purpose	Status	Size	Legend
Warning 	For use in advance of point where official bikeway crosses road.	OFFICIAL: for use as required (MUTCD-W11-1)	30" x 30" (diagonal position 24" x 18")	Black on yellow w/border
Warning 	For use where roadway or bikeway conditions are likely to cause a bicyclist to lose control.	OFFICIAL: (MUTCD-W8-10)	Roadway Signs 30" x 30" 24" x 18" Bicycle Sign 18" x 18" 12" x 9"	Black on yellow w/border
Regulatory 	Prohibition of bicycle riding in area.	OFFICIAL: (MUTCD-R5-6)	24" x 24" Roads 18" x 18" Sidewalks	Black on white w/border w/red circle
Regulatory 	Prohibition of motorized vehicles	OFFICIAL: (MUTCD-R5-3)	24" x 24"	Black on white w/border
Regulatory 	For use when bicy-clists are sharing the sidewalks with pedestrians.	OFFICIAL: (MUTCD-R9-6)	12" x 18"	Black on white w/border
Regulatory 	To call attention to bike lane and pos--sible presence of bicyclists.	OFFICIAL: (MUTCD-R3-16)	24" x 30"	Black on white w/border

Appendix B

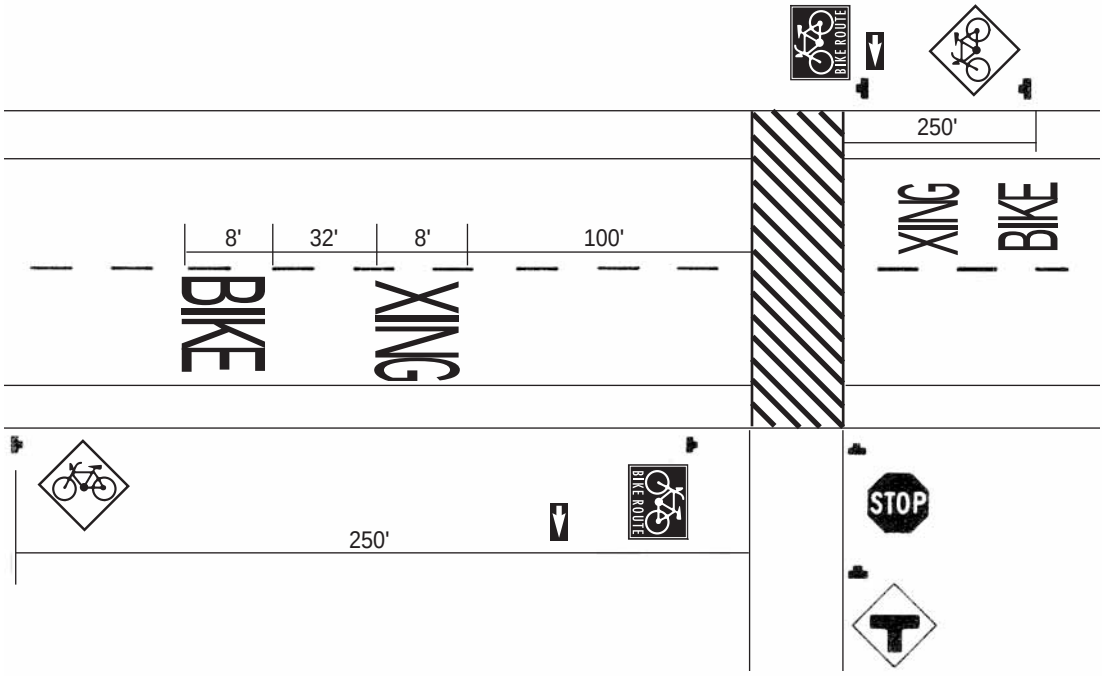
Bicycle Path



Bicycle Lane



Mid-block crossing



9 CREDITS

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