BICYCLE PLAN
WINFIELD

IMPROVING OPTIONS FOR BIKING, WALKING, AND TRANSIT ACCESS

DECEMBER 2013

ACTIVE TRANSPORTATION ALLIANCE

BICYCLE PLAN
WINFIELD

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Acknowledgements

BICYCLE PLAN STEERING COMMITTEE

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

WINFIELD BICYCLE PLAN STEERING COMMITTEE MEMBERS:

Curt Barrett, Village Manager

Erik Spande, Village President

Deborah Birutis, past Village President

Malcolm Boyle, Village Bikeways Planning Group, Co-Chair

Mary Lee Geraghty, Village Bikeways Planning Group, Co-Chair

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ABOUT THE CONSULTANTS

This plan was produced by Active Transportation Alliance. The mission of Active Transportation Alliance is to make bicycling, walking, and public transit safe, convenient, and fun.

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INTRODUCTION

Winfield Bicycle Plan

Improving options for biking in and around the Village of Winfield

1

1.1 Vision for Biking

The Village of Winfield will have safe streets for all levels of bicyclists to move within the Village. The system will link to nearby communities, trails and along the West Branch DuPage River. Residents and visitors to Winfield will feel encouraged to use bicycling as a way to get around. Winfield will be the most bike friendly community in the Chicago region.

Winfield's vision for active transportation is a statement about the future of biking in Winfield. It is intended to guide the Village as it continues to develop its transportation network, make policy changes, and provide programming to residents and visitors.

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

As you continue reading, please keep in mind the following structure:

VISION: A statement about the future of biking in Winfield

GOALS: Areas of focus for achieving Winfield's vision for biking

STRATEGIES: Projects and recommendations to help the Village achieve its goals

THE WINFIELD BICYCLE PLAN
is a plan for bicyclists of all ages and abilities.

1.2 Goals for Biking

The following goals are established to support the Village's vision for biking:

NETWORK.

Create a network of safe, easily identifiable bike routes that connect to key places in Winfield and surrounding communities.

POLICIES.

Develop and adopt policies that can be used by the Village to plan for and implement bikeways.

PROGRAMMING.

Have an ongoing program to build safety and awareness for bicycling.

IMPLEMENTATION.

Build on existing bicycle connections to continuously improve existing bike routes.

1.3 Planning Process

This plan is the result of a process designed to result in community supported recommendations and priorities. Active Transportation Alliance and the Village created the following process to ensure that the Winfield Bike Plan reflects the goals and visions of the community.

1.3.1 ESTABLISHED A STEERING COMMITTEE

The steering committee for the Winfield Bike Plan included members of the Village's Bikeways Planning Group who represent the community and the interests of residents, businesses, agencies, and organizations that serve the Winfield community. A complete list of steering committee members is available in the Acknowledgements section of this plan.

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

Organized a public workshop in 2009 to kick-off the bike planning process in the Village

Participated in a tour of Winfield's premier biking destinations

Helped to develop a program and spread the word about the spring 2013 public workshop and online survey

Attended working sessions to develop, prioritize, and review recommendations based on the communities feedback

A BRAINSTORMING EXERCISE
was conducted to get help residents vocalize their wish list for biking in Winfield

1.3.2 PROVIDED INFORMATION TO RESIDENTS ABOUT KEY WAYS TO GET INVOLVED

The project team applied a variety of strategies to get the word out about Winfield's bike planning process. To reach the widest audience, the following strategies were used:

Gained media coverage in the Winfield Word, the Winfield Post, and the Village's utility bill mailings

Posted meeting notices and fliers throughout the community

Identified and targeted groups that are not on the steering committee but are key parts of the Winfield community through email solicitations to take the online survey

WINFIELD RESIDENTS attend a community meeting about Village bikeway priorities.

1.3.3 ENGAGE THE COMMUNITY IN A VARIETY OF VISIONING ACTIVITIES

The project team employed a variety of strategies to engage Winfield residents in the planning process:

INITIAL PUBLIC EVENT

A Winfield Town Hall "brainstorming workshop" was held June 11, 2009. The project tasks were outlined and bikeway types described. Over a dozen attendees individually marked maps with trail ideas and specific road corridors preferred for the bike network. The results of the maps were compiled into a summary map that was color-coded by the number of attendees marking each route. Attendees identified priorities for various destinations within the Village. The meeting input was used to narrow the focus of routes for further study, and the results of this Town Hall were used to form the basis for the Bikeways Plan. Local members of the League of Illinois Bicyclists and the Winfield Riverwalk Committee contributed. All suggestions were considered and many of the ideas became recommendations in this plan.

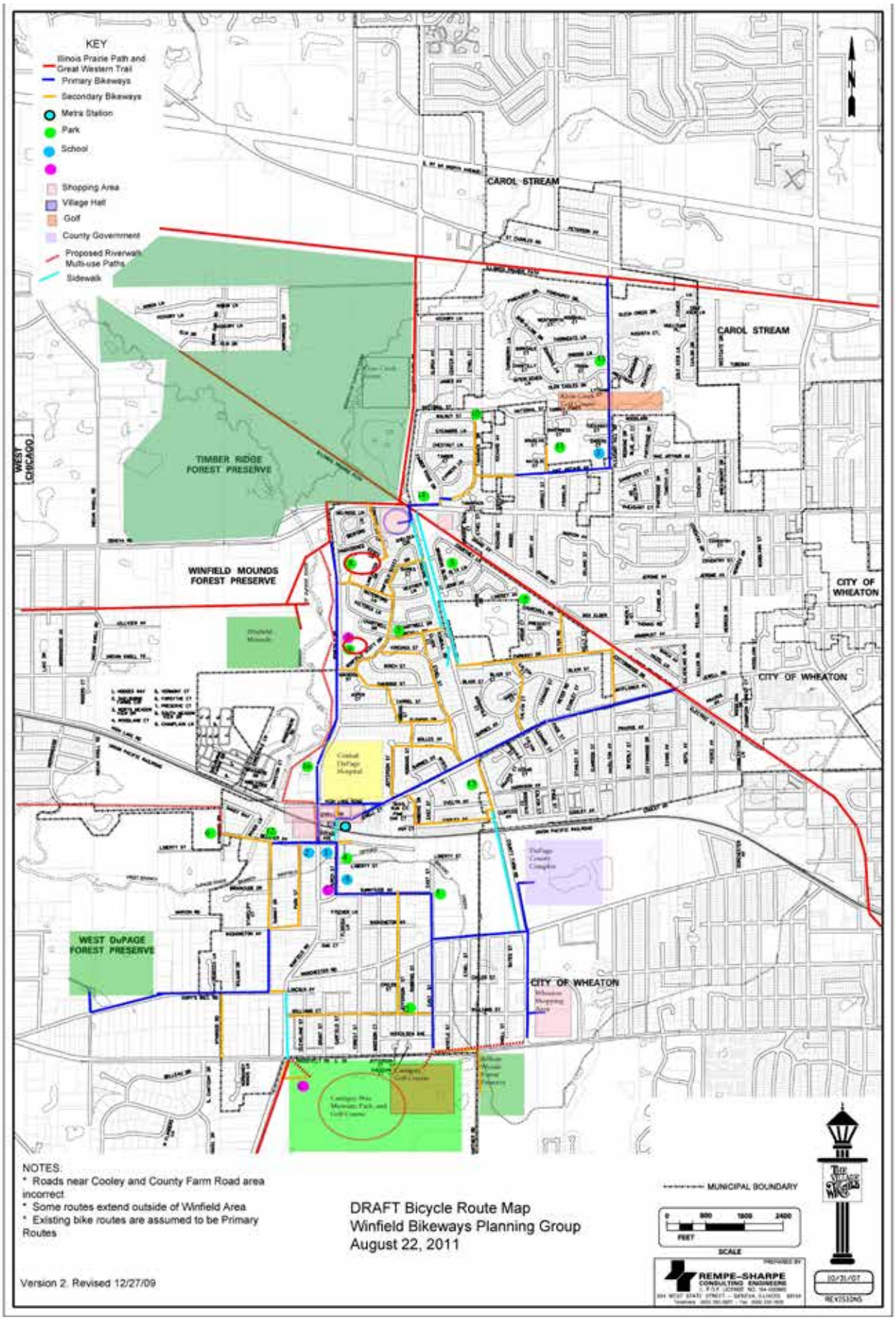
WINFIELD BIKE PLAN WORKSHOP

In March of 2013, Active Transportation Alliance and the Village of Winfield Bikeways Planning Group hosted an additional public workshop to explore the results of the 2009 event and further develop the goals and recommendations of the Village Bike Plan. The workshop was held on March 19th and was attended by 20 residents. The workshop featured an educational presentation and opportunities for residents to share their priorities for the creation of a bicycle network. Residents were asked about their preferences for types of bikeways, places to ride, streets that needed improvements, as well as policy and programming efforts.

ONLINE SURVEY

An online survey was launched to garner additional input from Winfield residents on biking in the Village. The survey was live from February 2013 through April 2013. Similar to the second workshop, participants were asked to provide feedback on places they would like to ride and issues they would like the plan to address. Over 80 residents responded to the survey.

1.3.4 2009 BIKEWAY WORKSHOP SUMMARY MAP



BIKEWAY NETWORK

2

Network Goal

Create a network of safe, easily identifiable bike routes that connect to local destinations and surrounding communities.

2.1 Viewing the Plan in a Regional Context

The Winfield Bike Plan will improve individuals' abilities to bicycle within the community and to strengthen connections to regional trails and adjacent communities. To do so, the Plan needs to develop within the context of existing and planned regional trails in the area. Regional trails in DuPage County are maintained and coordinated by the DuPage County government.

2.1.1 DUPAGE COUNTY TRAILS

For many years, DuPage County officials have planned bike routes throughout the county. The intention is to develop an interconnecting regional pathway network for recreation, transportation, and shopping. Many of the feasibility studies are complete. The proposed routes, when complete, will consist of a variety of bikeways. Concrete sidewalks, limestone trails, asphalt paths, paved shoulders and on-street bikeways will combine to provide connectivity to the regional trail systems. Additional information regarding the County's Plan is posted at the following website:

HTTP://WWW.DUPAGECO.ORG/EDP/BIKEWAYS_AND_TRAILS/1150/

THE FOLLOWING REGIONAL TRAILS MOST DIRECTLY AFFECT WINFIELD:

- Illinois Prairie Path, Elgin Branch
- Illinois Prairie Path, Geneva Spur
- Forest Preserve District of DuPage County trails through Winfield Mounds forest preserve
- The Great Western Trail
- The West Branch DuPage River Trail and the Riverwalk (once it is completed)

CYCLISTS USE REGIONAL TRAILS for training and longer touring rides.

THE ILLINOIS PRAIRIE PATH

The 62-mile Illinois Prairie Path extends from Cook County through DuPage County and into eastern Kane County. Each year, more than 400,000 hikers, dog walkers, joggers, bicyclists, cross-country skiers, horseback riders, and other self-propelled outdoor adventurers use the trail, which is open every day of the year. The trail surface is mostly crushed limestone with some short distances of asphalt. Drinking fountains, informational kiosks, chairs, and rest rooms are conveniently stationed along the path. There is no fee to use the trail, which the DuPage County Department of Transportation maintains with assistance from an active group of volunteers.

The main stem of the path has its eastern terminus at First Avenue in Maywood. From Maywood, the path extends west 15 miles to Volunteer Park in Wheaton, where it forks. The 14-mile northwesterly fork connects to the Fox River Trail in Elgin. The 13-mile northeasterly fork connects to the Fox River Trail in Aurora.

Two segments called "spurs" extend from the two main forks. The Geneva Spur splits from the Elgin fork and extends 11 miles through Winfield and West Chicago to connect with the Fox River Trail in Geneva. The Batavia Spur splits from the Aurora fork and extends 6 miles into Batavia.

In Winfield, the main access for the Illinois Prairie Path, Geneva Spur and the Elgin Branch is available at the northwest corner of County Farm Road and Geneva Road, where there is a trail sign and limited parking.

ILLINOIS PRAIRIE PATH is not plowed during winter months

THE FOX RIVER TRAIL is a regionally significant trail that connects to many bike touring destinations, like the Grand Victoria Casino in Elgin.

FOX RIVER TRAIL

The 35-mile-long Fox River Trail follows the Fox River from Crystal Lake in McHenry County through St. Charles, Geneva, Batavia, and Aurora in Kane County and to Oswego in Kendall County. Conceptual plans exist to extend the trail to Yorkville. The Forest Preserve District of Kane County maintains the Fox River Trail system, which is a locally and regionally popular bikeway. North of Crystal Lake, the trail veers away from the river and becomes the Prairie Trail.

From Winfield, bicyclists can access the Fox River Trail via the westbound Illinois Prairie Path Geneva Spur or the Elgin Branch.

GREAT WESTERN TRAIL DUPAGE COUNTY

The eastern trailhead of the Great Western Trail is in Villa Park 1 block north of the Illinois Prairie Path at Villa Avenue. The western trail head is north of Kline Creek Farm in Timber Ridge Forest Preserve in West Chicago. The trail extends 11.4 miles through DuPage County and is mostly crushed limestone with some short distances of asphalt.

In Winfield, access to the Great Western Trail is available on County Farm Road about 0.25 miles north at Kline Creek Farm.

The trail, which connects the east and west sides of the county, is mostly flat and constructed of limestone screenings maintained by the DuPage County Department of Transportation. With the exception of the bridge over Interstate-355, most crossings are unprotected for hikers and bikers. At its western terminus, trail use can continue along the Illinois Prairie Path Elgin Spur or Geneva Spur or enter Kane County at Leroy Oakes Forest Preserve in St. Charles, from which the trail extends through Wasco, Lily Lake, and Virgil, ending in Sycamore.

2.2 Bike Network and Destinations

Winfield's bike network connects people to places so that people throughout Winfield can safely and conveniently bike everywhere in the Village.

2.2.1 PLACES TO BIKE

A complete bikeway network not only provides safe streets for people to bike on, it also connects to the places people want to go. Winfield residents and the Steering Committee identified many local resources that should be a priority for bike access. These are some of the places for priority connections:

- Cantigny Park
- Central DuPage Hospital
- Downtown Winfield
- DuPage County Complex
- Great Western Trail
- Illinois Prairie Path, Elgin Fork and Geneva Spur
- Klein Creek Farm
- Metra Station
- Parks
- Schools
- St. James Farm
- Village Hall
- Wheaton
- Winfield
- Winfield Mounds

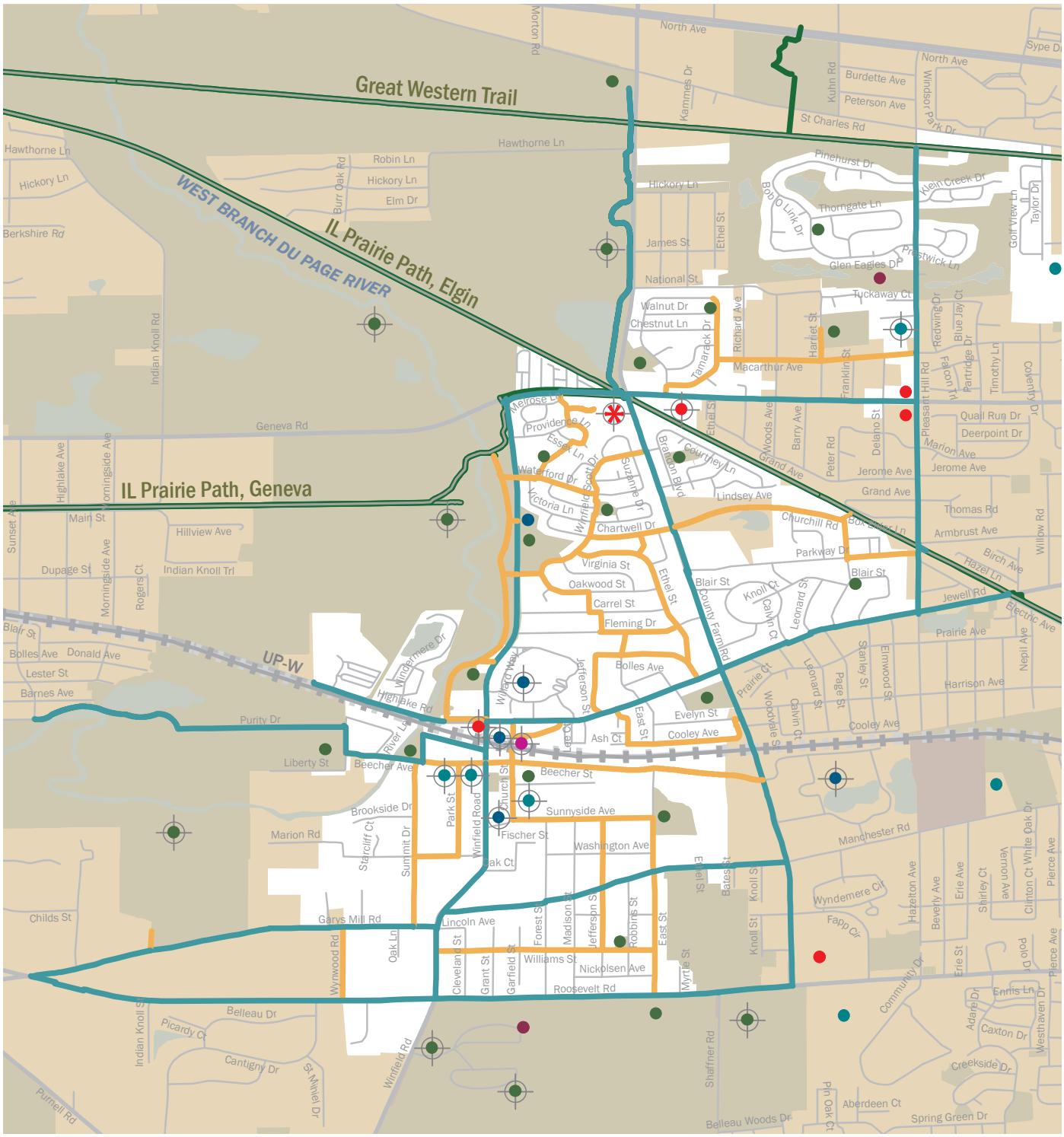
2.2.2 NEIGHBORHOOD ROUTES

Winfield's Neighborhood Routes are family friendly streets that connect the Villages residential neighborhoods to parks, schools, trails, and shopping areas. Neighborhood Routes are ideal for a quiet ride around the Village, stopping by to see a friend, or connecting up with your favorite trail.

2.2.3 VILLAGEWIDE ROUTES

Villagewide Routes form the core of the bikeway network. They link Winfield neighborhoods and destinations to each other and to surrounding communities. Making improvements to the Villagewide Routes will also address existing barriers within the bikeway network.

2.2.4 MAP OF BIKEWAY NETWORK



Winfield Bicycle Plan
Bicycle Network & Destination Map

0 0.125 0.25 0.5 0.75 1 Miles

Destination Types

- Park
- School
- Institution
- Metra
- Entertainment
- Shopping
- Bike Repair/Shops
- Priority

Bikeway Network

- Villagewide Route
- Neighborhood Route
- Unpaved Trails
- Paved Trails

December 2013

Prepared by Active Transportation Alliance
Data sources: Active Transportation Alliance, CMAP, Village of Winfield, and Navteq

2.3 Bikeway Types

The planning and analysis process included collecting data to inventory existing regional and Winfield bikeway networks. The Winfield Bikeways Planning Group also determined the locations of new or changing bikeways. The latter effort was critical to understand and integrate regional bicycle-planning efforts that affect Winfield. This inventory consisted of multiple field survey, Bicycle Level of Service analysis, side path suitability analysis, a review of existing transportation and planning data, and multiple meetings with stakeholders such as the Forest Preserve District of DuPage County, the DuPage County Division of Transportation, Winfield Village staff, local bicyclist organizations, and residents.

In order to build a complete bikeway network, Winfield will need to use a set of tools specially designed for pedestrians and cyclists. Some of these tools are already in use in Winfield, most are used in peer local communities in the Chicagoland region and are recommended as best practices by national authorities to make transportation safe for cyclists, pedestrians and drivers.

2.3.1 BIKEWAY DESIGN GUIDANCE

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

FEDERAL GUIDANCE

Manual on Uniform Traffic Control Devices (MUTCD)

American Association of State Highway and Transportation Officials (AASHTO)

The Pedestrian Right of Way Accessibility Guidelines (PROWAG)

SUPPLEMENTAL GUIDANCE

National Association of City Transportation Officials (NACTO)

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

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

2.3.2 RECOMMENDED BIKEWAY TYPES FOR WINFIELD

To ensure the safety and integration of cyclists within Winfield's Bikeway Network, a special set of tools can be used. These tools are intended to accommodate cyclists of all ages and abilities. Some of these tools create awareness for cyclists on shared roadways, other tools help to create space for cyclists separated from traffic, but still on the roadway, while others create a shared space for cyclists and pedestrians off the roadway.

The following series of tools will help make a complete, connected bicycle network in Winfield

SIGNED BIKE ROUTE with distance, destination, and direction indicated

ON-STREET TOOLS

Because cyclists often move significantly faster than pedestrians and because cyclists are more visible to drivers on the roadway, bicycling on a street can often be safer than bicycling on a sidewalk. The following tools can be applied on a street, between the curbs or shoulders of a roadway.

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

SIGNED ROUTES

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

SHARED LANE MARKINGS reinforce where a cyclist should be riding.

MARKED SHARED LANES

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

BIKE BOULEVARDS are a place to bike.

BIKE BOULEVARDS

Bike boulevards, also called neighborhood greenways, are created by modifying a local street to give priority to bicyclists while maintaining access for local traffic. Traffic-calming measures reduce motor vehicle speeds and through trips; traffic controls limit conflicts between motorists and bicyclists, giving priority to bicyclists' through-movement. Some bike boulevards replace stop signs with mini-circles and mini-roundabouts to reduce stopping for cyclists. Bike boulevards and neighborhood greenways also include provisions for crossing intersecting arterial corridors. They are good options for low-volume, low-speed corridors. They also can play a prominent role in a bicycle network by serving as viable alternatives to major arterials, linking important community places, and connecting multiple intersecting bike routes.

PAVED SHOULDERS are a place to bike.

PAVED SHOULDERS

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

BIKE LANES

Bike lanes create a dedicated space for cyclists on a roadway. They are appropriate on streets with moderate to heavy traffic. Bike lanes are indicated by on-street markings, which can be supplemented with signs. Bike lanes reinforce proper roadway etiquette, raise the visibility of bicyclists, and help both bicyclists and drivers behave predictably when sharing road space. For safe cycling, bike lanes should be 4'-6' wide. If more than 6' is available, consider buffered or protected bike lanes.

BIKE LANES designate a place on the roadway exclusively for cyclists.

BUFFERED BIKE LANES (PAINTED SEPARATION)

Buffered bike lanes use a painted buffer area to separate the vehicle travel lane from the bike lane. This buffer, usually 2 to 3 feet wide, can provide sufficient separation to improve cyclists' comfort and safety on heavily traveled arterial corridors. Where there is sufficient space within the curb-to-curb area, buffered bike lanes provide a more affordable solution than a shared-use path. Buffers also can be used between the bike lane and on-street parking, to separate the lane from the door zone.

BUFFERED BIKE LANES have a painted buffer between cars and cyclists.

PROTECTED BIKE LANES (PHYSICAL SEPARATION)

Protected bike lanes (also called cycle tracks or green lanes) are bike lanes separated from vehicle traffic by a curb, rail, or bollards, providing dedicated space for bicyclists who are not comfortable riding on busy streets. Cycle tracks typically are wider than bike lanes, allowing cyclists to ride side-by-side or to pass each other.

PROTECTED BIKE LANES have a physical separation between cars and cyclists.

ROAD DIETS

Road diets use the existing roadway, without expanding the paved surface, they reconfigure the lane width to add multimodal capacity, on-street parking and/or a turn lane.

OFF-STREET TOOLS

Sometimes, the best way to accommodate cyclists is by creating a separate path or trail that is shared with pedestrians. The following are a set of tools that can be used to accommodate pedestrians and cyclists, separate from the roadway.

SIDE PATHS accommodate cyclists and pedestrians.

SIDE PATHS

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

CUT-THROUGHS provide a shortcut for people walking and on bicycles.

CUT-THROUGHS

Cut-throughs offer pedestrians and cyclists shorter and more direct routes to adjacent residential neighborhoods, schools, or parks. They are usually short sections of sidewalk or side path.

PAVED TRAILS provide car-free connections for recreation and transportation.

PAVED TRAILS

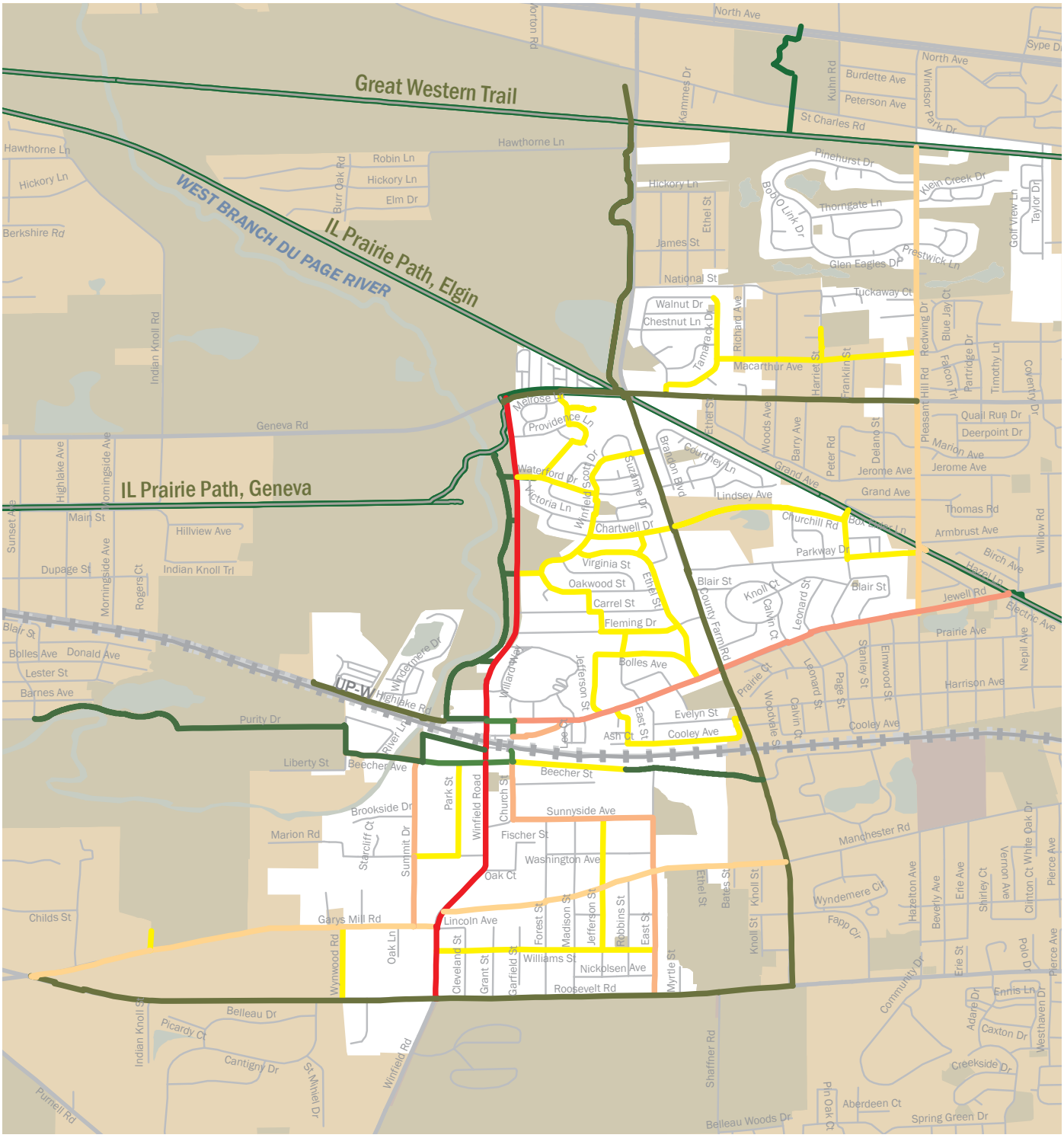
Paved trails are off-street paths, usually not paralleling a roadway. Trails should be at least 8 feet wide with 2 feet of clearance on either side. However, a 10- to 12-foot paved trail with additional clearance is recommended. A yellow centerline stripe may be used on this type of trail. The stripe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

TRAILS WITH CRUSHED LIMESTONE provide a quality riding surface with less maintenance and costs then asphalt.

UNPAVED TRAILS

Unpaved trails are typically the same width as paved trails, but instead of concrete or asphalt, surfaced with crushed limestone. This ensures accessibility for people with disabilities. Dirt trails (such as Des Plaines River Trail in the Wheeling area) do not meet those requirements.

2.3.3 MAP OF BIKEWAY RECOMMENDATIONS



Winfield Bicycle Plan
Bikeway Type Recommedations

0 0.125 0.25 0.5 0.75 1 Miles

Bikeway Types

- Multi-Use Path/Trail
- Bike Route - Shared
- Bike Lane - Road Diet
- Multi-Use Path
- Paved Shoulder
- Bike Lane
- Protected Bikeway
- Marked Shared Lane
- Unpaved Trails

December 2013

Prepared by Active Transportation Alliance
Data sources: Active Transportation Alliance, CMAP, Village of Winfield, and Navteq

2.4 Corridor Recommendations

A variety of bikeways exist in Winfield. Some of the routes are side paths along arterial and collector streets. These bikeways include the Illinois Prairie Path as well as the Geneva Spur, which links to several forest-preserve systems. Other routes, such as the Riverwalk, when it is completed running along Winfield Road. All of these bikeway facilities will be part of the Winfield Bikeway System.

2.4.1 EXISTING/PROPOSED ROADWAY CONDITIONS AND PHASING

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

NEAR-TERM

Near-term corridors are either suitable for riding in their existing condition, with opportunities for wayfinding improvements, or projects that are already programmed for funding in the near-term. A near-term recommendation for the following corridors is to identify safe, bicycle ready, routes, and install bicycle safety signs per MUTCD guidance. This step will be undertaken using a grant provided by Cadence and the assistance of Active Transportation Alliance.

2.4.1.1 BEECHER AVENUE (EAST) FROM CHURCH STREET TO BEECHER AVENUE GREENWAY

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Passes: Winfield Metra Station

Bikeway Recommendation: Shared Lane

2.4.1.2 BOLLES AVENUE TO JEFFERSON STREET TO JEWELL ROAD

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Bikeway Recommendation: Shared Lane

2.4.1.3 CHURCHILL ROAD (EAST) TO COUNTY FARM ROAD

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Bikeway Recommendation: Shared Lane

2.4.1.4 CONCORD LANE (SOUTH) FROM GENEVA ROAD VIA WINFIELD SCOTT PARK PATHWAYS TO WATERFORD DRIVE

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Passes: Winfield Scott Park

Bikeway Recommendation: Shared Lane

2.4.1.5 HARRIET STREET (NORTH) FROM MAC ARTHUR AVENUE

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Passes: Heritage Pleasant Hill Park

Bikeway Recommendation: Shared Lane

2.4.1.6 JEFFERSON STREET (SOUTH) FROM SUNNYSIDE AVENUE TO WILLIAMS STREET

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Passes: Indian Grove Park

Bikeway Recommendation: Shared Lane

2.4.1.7 MAC ARTHUR AVENUE (EAST) FROM TAMARACK DRIVE TO PLEASANT HILL ROAD

No sidewalks. Route well traveled by students walking and biking to Pleasant Hill School.

Automobile traffic: Appears fairly light.

Bikeway Recommendation: Shared Lane

Additional Recommendation: Sidewalks for youth to travel to school

2.4.1.8 OAKWOOD STREET FROM WINFIELD ROAD TO ROBBINS STREET TO FLEMING DRIVE TO ETHEL STREET

There is a sidewalk along the south side of Jewell Road.

Automobile traffic: Light.

Passes: Central DuPage Hospital, Winfield Village Hall/Police Department, Metra Train Station

Bikeway Recommendation: Shared Lane

2.4.1.9 PARK STREET (SOUTH) TO WASHINGTON ROAD

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Passes: Winfield Scott Middle School

Bikeway Recommendation: Shared Lane

2.4.1.10 PARKWAY DRIVE (EAST) FROM COUNTY FARM ROAD TO PLEASANT HILL DRIVE

No sidewalk exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Bikeway Recommendation: Shared Lane

MACARTHUR AVENUE is an example of a residential street good for shared lane biking.

2.4.1.11 ROBBINS STREET (SOUTH) FROM FLEMING TO BOLLES AVENUE TO ETHEL STREET

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Bikeway Recommendation: Shared Lane

2.4.1.12 ROBBINS STREET (SOUTH) FROM JEWELL ROAD TO COOLEY AVENUE TO COUNTY FARM ROAD

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Bikeway Recommendation: Shared Lane

2.4.1.13 TAMARACK DRIVE (NORTH) FROM SYCAMORE AVENUE MACARTHUR AVENUE TO TIMBER RIDGE DRIVE TO GENEVA ROAD

No sidewalks

Automobile traffic: Appears fairly light.

Passes: Timber Ridge Park

Bikeway Recommendation: Shared Lane

2.4.1.14 VIRGINIA STREET (SOUTH) TO ETHEL STREET TO JEWELL ROAD

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Bikeway Recommendation: Shared Lane

2.4.1.15 WATERFORD DRIVE (EAST) FROM WINFIELD ROAD TO WINFIELD SCOTT DRIVE AND WINFIELD SCOTT DRIVE TO COUNTY FARM ROAD

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Bikeway Recommendation: Shared Lane

2.4.1.16 WILLIAMS ROAD (EAST) FROM WINFIELD ROAD TO EAST STREET

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Bikeway Recommendation: Shared Lane

2.4.1.17 WINFIELD SCOTT DRIVE (SOUTH) FROM WATERFORD DRIVE TO OAKWOOD STREET TO WINFIELD ROAD

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Bikeway Recommendation: Shared Lane

2.4.1.18 WYNWOOD ROAD (SOUTH) FROM GARY'S MILL ROAD TO ROOSEVELT ROAD

No sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Bikeway Recommendation: Shared Lane

MID-TERM

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

2.4.1.19 BEECHER AVENUE (WEST) FROM SUMMIT DRIVE TO WYNWOOD ROAD.

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Passes: Wynwood Fields Park

Bikeway Recommendation: Marked Shared Lane

2.4.1.20 BEECHER AVENUE (WEST) FROM CHURCH STREET TO SUMMIT DRIVE

Sidewalks exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Passes: Winfield Elementary School, Winfield Metra Station

Bikeway Recommendation: Protected Bike Lane

2.4.1.21 CHURCH STREET (SOUTH) FROM HIGH LAKE ROAD TO SUNNYSIDE AVENUE

Sidewalk exists.

Automobile traffic: Appears fairly light.

Passes: Creekside Park, St. John's School, Winfield Public Library

Bikeway Recommendation: Marked Shared Lane, with Protected Bike Lane From High Lake Road to Beecher (connecting through Metra underpass)

CHURCH STREET creates an important north-south connection in the Village

2.4.1.22 EAST STREET (SOUTH) FROM SUNNYSIDE AVENUE TO ROOSEVELT ROAD

No sidewalk exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Passes: East Street Park

Bikeway Recommendation: Marked Shared Lane

2.4.1.23 HIGH LAKE ROAD (WEST) FROM CHURCH STREET TO WINFIELD ROAD.

There is a sidewalk along the south side of Jewell Road.

Automobile traffic: Heavy at times.

Passes: Central DuPage Hospital, Winfield Village Hall/Police Department, Metra Train Station

Bikeway Recommendation: Protected Bike Lane

2.4.1.24 JEWELL ROAD (WEST) FROM THE HIGH LAKE ROAD TO CHURCH STREET.

There is a sidewalk along the south side of Jewell Road.

Automobile traffic: Heavy at times.

Passes: Central DuPage Hospital, Winfield Village Hall/Police Department, Metra Train Station

Bikeway Recommendation: Marked Shared Lane

WINFIELD ROAD north of Beecher is a good candidate for a bike lane.

2.4.1.25 MANCHESTER ROAD (EAST) FROM WINFIELD ROAD TO COUNTY FARM ROAD

No Sidewalks

Automobile traffic: Fairly heavy

Bikeway Recommendation: Paved Shoulder

2.4.1.26 PLEASANT HILL ROAD (NORTH) FROM MAC ARTHUR AVENUE TO THE ILLINOIS PRAIRIE PATH (GREAT WESTERN TRAIL)

There is a sidewalk along the west side of the road.

Automobile traffic: Fairly heavy

Passes: Klein Creek Golf Course, Park on the Green, and Pleasant Hill School

Bikeway Recommendation: Paved Shoulder

2.4.1.27 SUMMIT DRIVE (SOUTH) TO WASHINGTON TO GARY'S MILL ROAD TO WEST DUPAGE FOREST PRESERVE

No sidewalks

Automobile traffic: Appears fairly light.

Bikeway Recommendation: Marked Shared Lane

2.4.1.28 SUNNYSIDE AVENUE (EAST) FROM CHURCH STREET TO EAST STREET

No sidewalk exist, bicycle travel is on the paved road, shared with automobiles.

Automobile traffic: Light.

Bikeway Recommendation: Marked Shared Lane

2.4.1.29 WINFIELD ROAD (SOUTH) FROM GENEVA ROAD TO BEECHER AVENUE

A sidewalk exists on the east side of Winfield Road. When the Riverwalk is completed a trail will run parallel to Winfield Road on the west side.

Automobile traffic: Heavy at times.

Passes: Winfield Mounds, Winfield Scott Park, Oakwood Park, Riverside Park, CDH. Winfield Village Hall/Police Department, Winfield School (elementary), Winfield Scott Middle School

Bikeway Recommendation: Bike Lane

LONG-TERM

Long-tem bikeways are corridors that require installation of an off-streets trail, side path, or a potential reconstruction of a road. These projects typically require more coordination with external agencies.

2.4.1.30 BEECHER AVENUE GREENWAY EXPANSION

No path exists from Beecher Ave to County Farm Road. There is also an opportunity for extending the street for vehicular access. The Beecher Street Extension should include a side path extending from Beecher Street to the east to promote transit/transportation between the hospital, Town Center, and DuPage County.

Passes: Winfield Metra and DuPage County Complex

Bikeway Recommendation: Trail/Side Path

2.4.1.31 GENEVA ROAD TO COUNTY FARM ROAD AND THE ILLINOIS PRAIRIE PATH (NORTH TO ELGIN AND SOUTH TO WHEATON)

There is a sidewalk along the south side of the road, no sidewalks on the north side of the Geneva Road.

Automobile traffic: Heavy.

Bikeway Recommendation: Side Path

2.4.1.32 JEWELL ROAD/HIGH LAKE ROAD (WEST) FROM THE ILLINOIS PRAIRIE PATH TO CHURCH STREET.

There is a sidewalk along the south side of Jewell Road.

Automobile traffic: Heavy at times.

Passes: Central DuPage Hospital, Winfield Village Hall/Police Department, Metra Train Station

Bikeway Recommendation: Road Diet with Bike Lanes

GENEVA ROAD carries heavy traffic and is a good candidate for installing side paths.

JEWELL ROAD is a good candidate for a road diet. The village could remove the center turn lane and install bike lanes.

RIVERWALK PATH
will be built along the pastoral views of the West branch DuPage River

2.4.1.33 WEST BRANCH DUPAGE RIVER REGIONAL TRAIL & RIVERWALK PATH

A path is planned from Geneva Road to High Lake on the west side of Winfield Road along the West Branch of the DuPage River. An extension of the Riverwalk Path is planned south from High Lake Road along Winfield Road and then west into the West DuPage County Forest Preserve. The Riverwalk will extend along High Lake Road via a protected Bike Lane to connect to Church Street and the Winfield Metra.

Bikeway Recommendation: Trail and Protected Bike Lane

2.4.1.34 COUNTY FARM ROAD (SOUTH) FROM GENEVA ROAD TO ROOSEVELT ROAD.

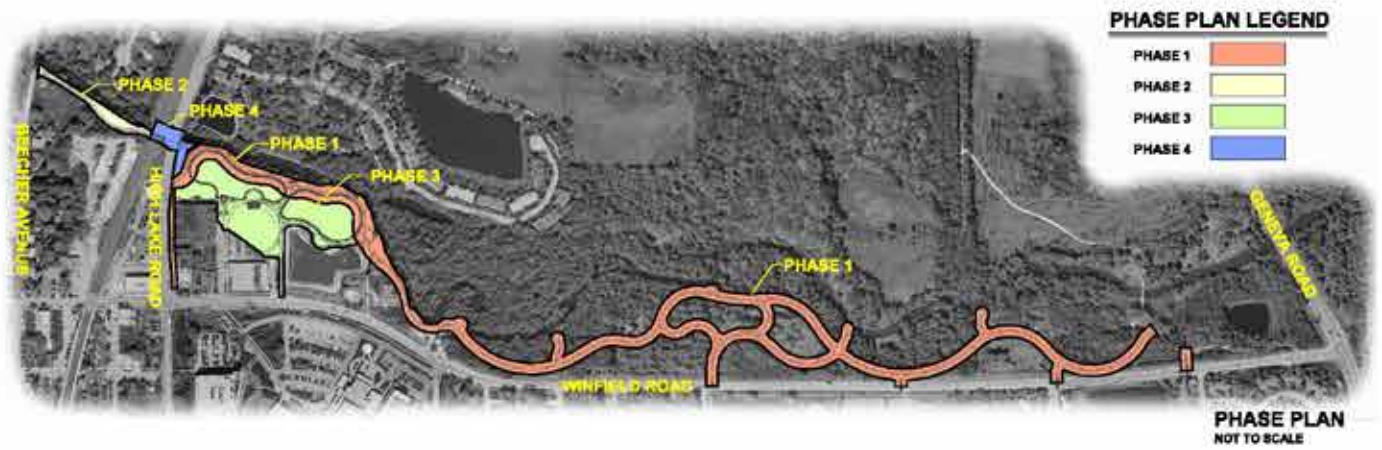
There is a sidewalk along the east side of County Farm Road from Geneva to Parkway Drive. There are no sidewalks Parkway Drive and between Jewell. A sidewalk exists on the both sides of County Farm Road from Jewell Road to Roosevelt Road.

Automobile traffic: Heavy.

Passes: Prairie Trail Shopping Plaza, Winfield Estate Park

Bikeway Recommendation: Side Path

THE RIVERWALK DESIGN DEVELOPMENT MASTER PLAN
shows connections to the many important local destinations east of Winfield Road, like parks, neighborhoods, and the historical museaum. Graphic below accessed at: http://www.villageofwinfield.com



2.4.1.35 ROOSEVELT ROAD (EAST) FROM EAST STREET TO SHAFFNER ROAD TO PLANNED BACK ENTRANCE TO CANTIGNY AND BELLEAU WOODS FOREST PRESERVE

No sidewalks exist

Automobile traffic: Heavy.

Passes: Cantigny and Belleau Woods Forest Preserve

Bikeway Recommendation: Side Path

2.4.1.36 WINFIELD ROAD (SOUTH) FROM BEECHER STREET TO CANTIGNY AND ST. JAMES FARM

No sidewalks exist, travel is on the paved road, shared with automobiles.

Automobile traffic: Heavy.

Passes: Cantigny Forest Preserve and St. James Farm and Blackwell Forest Preserve

Bikeway Recommendation: Bike Lane - may require a constrained 4-foot bike lane or a roadway reconstruction to move the curb

2.4.1.37 ROOSEVELT ROAD INTERSECTION IMPROVEMENTS/BIKEWAY OVERPASSES

Consider feasibility of bikeway overpasses/underpasses or other crossing improvements along Roosevelt Road near Shaffner Road and East Street, near Winfield Road, and at the West Branch DuPage River Regional Trail (west side of the DuPage River)

Automobile traffic: Heavy.

Passes: Cantigny Forest Preserve and St. James Farm and Blackwell Forest Preserve

Bikeway Recommendation: Bike Lane - may require a constrained 4-foot bike lane or a roadway reconstruction to move the curb

2.4.1.38 GENEVA ROAD AND COUNTY FARM ROAD INTERSECTION IMPROVEMENTS/BIKEWAY OVERPASSES

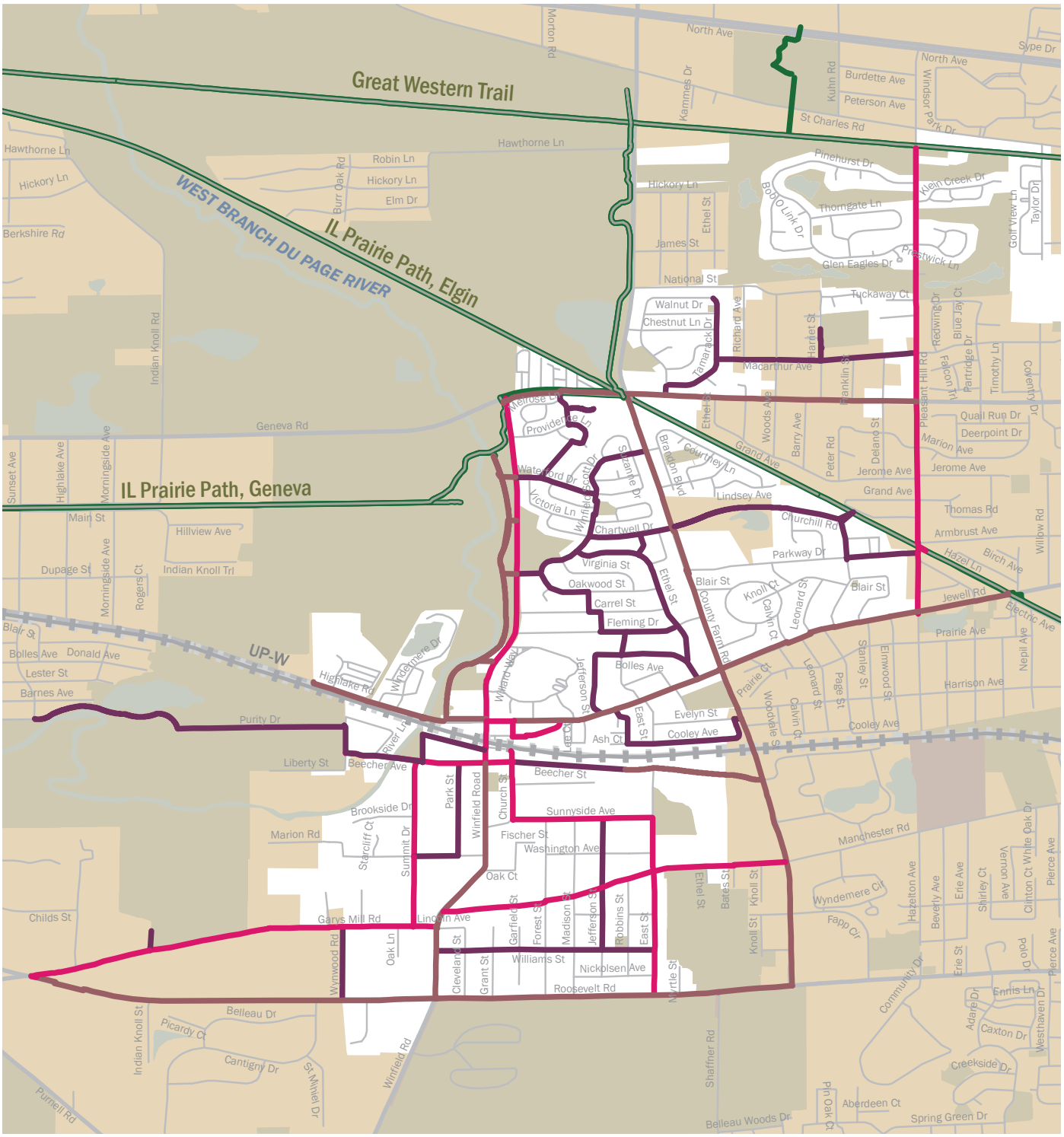
Consider feasibility of a bikeway overpass/underpass or other crossing improvements at the intersection of the Illinois Prairie Path, County Farm Road, and Geneva Road

Automobile traffic: Heavy.

Passes: Cantigny Park, Belleau Woods

Bikeway Recommendation: On-street and off-street connection recommendations

2.4.3 MAP OF PHASED BIKEWAY IMPLEMENTATION



Winfield Bicycle Plan
Bikeway Implementation

0 0.125 0.25 0.5 0.75 1 Miles

Bikeway Phasing

- Near Term
- Mid Term
- Long Term
- Paved Trails
- Unpaved Trails

December 2013

Prepared by Active Transportation Alliance
Data sources: Active Transportation Alliance, CMAP, Village of Winfield, and Navteq

BIKEWAY POLICY

3

Policy Goal

Develop and adopt policies that can be used by the Village to plan for and implement bikeways.

3.1 Adopt policies that promote coordination between and among government agencies

There are many levels of government that play a role in the transportation policy that impacts residents and visitors in Winfield. The Village can maximize the impact of this plan by coordinating its efforts with those of other government agencies and by leveraging other agencies' policies to support Winfield's efforts.

The Village of Winfield and its partners should leverage policies to develop a comprehensive active transportation network that is safe and inviting to all users. Having a strong set of policies in place will help to institutionalize support for active transportation. Policies ensure that as the Village's built environment changes, it will change in ways that support active transportation. Policies trigger the best solutions the first time a project or decision is considered, preventing the need for expensive retrofits in the future. Establishing policies sends a clear message to partner agencies that the Village wants people biking in Winfield.

WINFIELD VILLAGE HALL
is located right next to the Winfield Metra Station, creating opportunities for coordination with Metra on transit rider outreach.

3.1.1 ADOPT A COMPLETE STREETS POLICY.

More than 350 governments across the United States have enacted policies that pledge to accommodate all users, regardless of age, ability or travel mode, on all roadways. The Village of Winfield, through this plan, has demonstrated its commitment to multi-modal transportation. The enactment of a Complete Streets policy will codify this commitment into law. A Complete Streets policy will also establish Village priorities for the other agencies that manage roadways in the Village.

COMPLETE STREETS
at work.

3.1.2 ADOPT A MUNICIPAL DISTRACTED DRIVING ORDINANCE PROHIBITING THE USE OF CELLULAR PHONES WHILE DRIVING.

Distracted driving is one of the largest causes for vehicle crashes. A municipal policy prohibiting this behavior can save lives and make biking safe for all of Winfield's Residents.

3.1.3 ADOPT A MUST STOP FOR PEDESTRIANS REQUIREMENT IN ACCORDANCE WITH STATE LAW.

Illinois state law requires motorists and bicyclists to stop for pedestrians in crosswalks. The Village should adopt a similar local ordinance to empower Village police to enforce this safety requirement.

WALKING SCHOOL BUS organized by a walk to school committee in Mount Prospect.

3.1.4 CONTINUE TO WORK WITH LOCAL SCHOOL DISTRICTS TO ENHANCE BIKING.

School districts in Winfield are important places to provide connections to the Winfield Bikeway Network. The schools have the ability to foster active transportation among their employees, students and parents of students. The school districts should:

Encourage schools to develop and adopt school travel plans that identify education, encouragement, enforcement, engineering and evaluation strategies to support walking and biking to school

Encourage schools to consider approach to reduce costs by reducing hazard busing

Continue to encourage schools in Winfield to work with the Village to develop pick up and drop off procedures and maps to distribute to students and their families

3.1.5 ADOPT A POLICY REGARDING ABANDONED BICYCLES TO PERMIT POLICE AND CODE ENFORCEMENT OFFICIALS TO MONITOR BIKE RACKS AND REMOVE ANY BICYCLES THAT APPEAR ABANDONED.

Empowering local police officers to keep bike racks free and clear for new bikes can help encourage the use of bike parking areas and discourage users from locking to signs and poles.

3.2 Ensure that Village bikeways are maintained in a manner that promotes bicycling in all seasons.

Proactive design, construction and maintenance of facilities can lead to a comprehensive network of bikeways. Policy and procedure enhancements can further improve the transportation environment by prioritizing the public health and safety of the community. This objective focuses on strategies to improve safety, land use connections and other policies that facilitate active transportation.

3.2.1 ADOPT A POLICY TO MAINTAIN BIKEWAYS AT THE SAME LEVEL AS VEHICLE WAYS.

This plan sets forth an ambitious schedule to create a comprehensive biking network. In addition to completing the network, the Village must be committed to ensuring the network is maintained. The Village should consider a policy ensuring that bicycle facilities on property owned or managed by the Village will be maintained at the same level as facilities for motorized vehicles. This will ensure that bikeways and sidewalks are free of snow, ice, debris, potholes, hazardous sewer grates with slots parallel to the roads, and other obstacles to active transportation.

3.2.2 ADOPT A POLICY REGARDING CONSTRUCTION ZONES.

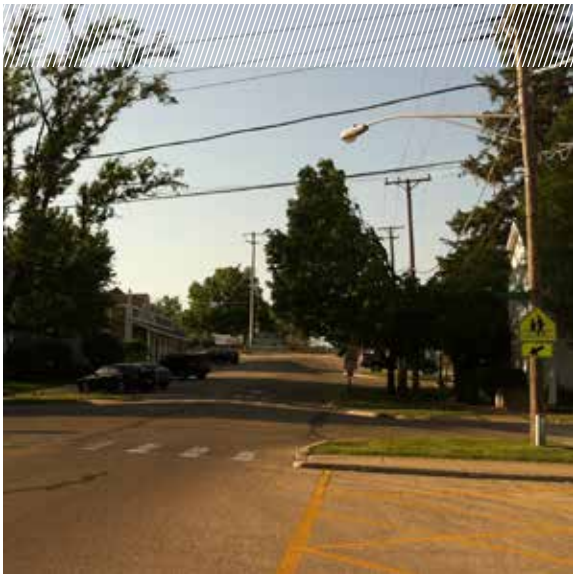
The Municipal Code establishes certain procedures for construction practices in the public right-of-way. There is no provision to ensure that pedestrian and bicycle facilities in construction zones are maintained during the period of construction. The Village should ensure the availability of the transportation network for pedestrians and cyclists by requiring safe pedestrian and bicycle access through construction zones. National manuals for highway construction practices provide guidance on this issue. See Appendix B for guidance.

RESIDENT WALKING on Williams Court in the winter.

3.2.3 ADOPT A POLICY REGARDING TARGET SPEEDS FOR ROADWAY DESIGN.

The Village of Winfield has established posted speed limits that are safe for active transportation on many local roads. However, the effective speeds (speed at which most vehicles are driven) on several of these roads are higher than the posted limits. This is because the roadways have been designed to support speeds higher than the posted speed limits. The Village should adopt a policy directing its staff and consultants to design, construct and operate all roadways in a manner that encourages travel at a target speed.

EXISTING SCHOOL ZONE CROSSING on Church St.



3.3 Provide safe accommodations for cyclists and pedestrians in all new development.

Winfield is a community that is largely, but not completely, built out. The Village has an opportunity to enhance active transportation by ensuring that all new development, as well as future redevelopment, accommodates bicyclists.

3.3.1 ENSURE STREET CONNECTIVITY WITHIN AND BETWEEN SUBDIVISIONS.

Existing subdivision development standards seek to create model places to live. However, the standards have the unintended consequences of isolating some communities. Small changes to the subdivision regulations could ensure that the neighborhoods are connected to each other. This would reduce travel times between neighborhoods and reduce traffic on collector and arterial roads. The regulations should also ensure that the subdivisions maximize street connectivity within the community to facilitate emergency access and minimize travel times.

3.3.2 UPDATE PARKING REQUIREMENTS FOR NEW DEVELOPMENTS.

The Village's existing parking requirements ensure adequate minimum parking in all developments. However, the requirements do little to encourage use of bikes in exchange for reduced use of motorized transportation. The Village should reduce parking requirements for developments that provide bicycle facilities beyond those required by current law. The Village should also reduce parking requirements for businesses that demonstrate how they can feasibly share parking with other facilities. Village staff and the Plan Commission should regularly review parking requirements to ensure conformity with current best practices. Updates could include:

- Reducing the required number of car parking spaces for new developments
- Allow further reduction of car parking space by offsetting with bike parking and pedestrian amenities
- Encouraging businesses to share parking spaces
- Set parking maximums for new developments

3.3.3 UPDATE THE BICYCLE PARKING ORDINANCE.

The existing bicycle parking requirements for Winfield ensure the availability of parking for bicycles. However, the standards do not fully reflect national best practices for the design and installation of bike parking. Simple changes to the standards will ensure that the best-designed bike parking is available in Winfield. Examples of possible changes to the ordinance include considering bike parking for both short and long term use, including major remodels as a trigger for bike parking installation, accommodation of bike parking during construction, and offering substitution of bike parking spaces for motor vehicle parking. See Appendix C for resources.

3.3.4 UPDATE SIDEWALK REQUIREMENTS.

The Village of Winfield should update sidewalk width requirements to 10′ in commercial areas Areas with heavy pedestrian traffic benefit from wider sidewalks. Areas around schools and parks may be considered for six-foot-wide sidewalks. In addition, a minimum five-foot buffer between a sidewalk or side path and roadway is recommended.

3.3.5 ENCOURAGE BEST USE OF DRIVEWAYS.

There are many parcels in Winfield that have limited demand for driveways. The Village should ensure the most efficient use of land by requiring complementary facilities to consolidate and share driveways when feasible.

3.3.6 ENACT A FORM-BASED CODE FOR COMMERCIAL AREAS.

The environment for pedestrians could be enhanced if the businesses in this area were built and operated in a manner to encourage bicycle access. Enacting form-based design requirements will help the Village create a pedestrian-focused built environment.

3.3.7 DEVELOP AND MAINTAIN AN UP-TO-DATE TRANSPORTATION PLAN

The Village should consider developing a transportation plan that addresses needs and priorities for all users of the roadway; bicyclists, pedestrians, motorists, and transit riders. The recommendations of this plan can be incorporated into a Village Transportation Plan and the Bicycle Plan is a first step in developing a transportation network that accommodates all users.

BIKEWAY PROGRAMS

Goal for Education, Encouragement, and Enforcement Programs

Have an ongoing program to build safety and awareness for bicycling.

4

4.1 Educate the community about active transportation.

Understanding the rules of the road is essential for traveling safely, regardless of which mode is chosen. However, many community members may be unaware of the rights and responsibilities of non-motorized users and how to safely interact. Educational opportunities promote safer interactions by all road users.

Education should come in a variety of forms to reach youth, teens and adults. The following recommendations are meant to reach all community members and include messages tailored to each specific audience.

Education, encouragement and enforcement programs are designed to motivate residents to ride a bicycle safely and confidently. As the Village of Winfield continues to build a complete, safe and attractive network of bikeway options, more and more residents will begin to bike throughout the community.

Programming is a powerful tool for promoting healthy and safe biking behaviors. Targeted programming will enable people of all ages, abilities and spoken languages to feel safe and confident while biking. Programming can be designed and implemented by many groups under the direction of the Village of Winfield. Potential partners include park districts, school districts, local bike shops, and other community groups. See Appendix C for resources on implementing programming recommendations.

4.1.1 PROVIDE EDUCATION TO THE ENTIRE COMMUNITY.

To reach the entire community, Winfield should partner with various bicycle and pedestrian education instructors including League Certified Instructors of League of Illinois Bicyclists, local educators from REI, or education staff from Active Transportation Alliance. These instructors could provide education and outreach on bicycle and pedestrian safety and sharing the road strategies. Examples of community education programs that are appropriate for all Winfield community members include:

WINFIELD CYCLISTS gear up for a ride.

BICYCLE EDUCATORS/AMBASSADORS

Winfield could create an ambassador program to promote walking and bicycling safety at Village events, schools, day camps, after-school programs and other community gatherings. Bicycle and pedestrian ambassadors are outreach specialists who educate the public through direct outreach, presentations, and distribution of educational materials approved by the Winfield Bikeways Planning Group. Members of the committee could become ambassadors or help identify other interested community members.

PEOPLE OF ALL AGES can learn bike skills.

SCHOOL BIKING MAPS

School districts currently have pick-up and drop-off procedures and maps for each school. The Village should work with the school district to produce preferred walking and biking route maps for each individual school site to be integrated with pick-up and drop-off maps. The maps could also provide child-friendly safety tips and destinations.

4.1.3 PROVIDE YOUTH AND TEEN BICYCLE AND PEDESTRIAN EDUCATION.

Youth and teen walking and cycling safety education will provide a basis for a lifetime of active transportation habits, and will address parents' concerns about safety. Beginning in elementary school, students should receive age-appropriate education on safe walking and biking habits. The Village of Winfield could seek partnership with School Districts. The Winfield Police Department and the proposed Bicycle Ambassadors can assist with various trainings.

PE CLASSES AND ASSEMBLIES

Provide a one class period on-bike safe cycling course to students as a prerequisite for the privilege of cycling to the elementary school and the junior high school. Include basic cycling skills, how to perform a bicycle safety check, helmet fit, and appropriate traffic skills such as biking on sidewalks, crossing roads and staying safe near driveways.

CURRICULAR EDUCATION MATERIALS

Encourage and equip teachers to integrate bicycle and pedestrian safety lessons and mobility education into existing subjects such as math, language arts, PE, and social studies. Free lesson books and teacher trainings are available for students in preschool through 12th grade from Active Transportation Alliance.

STUDENT-LED INITIATIVES

Once students reach middle school, the education should focus not only on safety but also on independence, the benefits of physical activity, how to safely navigate the bicycle and pedestrian network, and how to access public transportation. Contests and student-led initiatives can help inspire creative approaches to walking and cycling. Suggested projects include building a bike rack in a welding class or forming an after-school bike club.

ELEMENTARY SCHOOL STUDENTS participate in a class on bicycle safety.

WINFIELD SCHOOLS can provide bike education year round.

MOBILITY EDUCATION FOR TEENS

Include a module on how to safely share the road with cyclists and pedestrians in both school-based driver education programs and with private driver education programs.

4.2. Encourage use of active transportation

Encouragement programming is designed to increase the use of the active transportation network by helping residents understand how to safely navigate the network and urge residents to use active transportation.

4.2.1 PROVIDE THE COMMUNITY WITH INFORMATION ABOUT BIKING ROUTES IN WINFIELD.

Winfield already has many great places to bike, with more planned to be built in coming years. Yet many in the Winfield community are unaware of the Village's routes. To raise awareness for existing routes and provide information on new routes, the Village may consider providing the following information to the community.

BICYCLE ROUTE MAP

As recommended improvements are implemented, the design and production of a bikeway network map will create awareness for walking and biking routes throughout the whole community and encourage patronage of the key places identified in this plan. The Winfield Bike Advisory Committee should work to produce and distribute a free bike network map that includes safe cycling routes, destinations easily accessible by foot or bike and safety tips. The map should show existing routes. Large employers and local businesses could be approached for sponsorship of the map.

The map could be printed and distributed at key locations throughout the Village.

A CROSSING GUARD greets students biking to school.

4.2.2 ENCOURAGE STUDENTS TO BIKE TO SCHOOL.

Winfield should partner with school districts to encourage more students to walk or bike to school. Local initiatives can be led by parents and neighbors under the guidance of the school district.

INTERNATIONAL WALK TO SCHOOL DAY AND BIKE TO SCHOOL DAY

The community can promote walking and biking by hosting events such as International Walk to School Day, which is held on the first Wednesday of October, or Bike to School Day in May. Children in over 40 countries participate.

WALKING SCHOOL BUS

Launching a Walking School Bus program is one way to encourage children to walk to school. Some parents do not want their children walking alone to school. By recruiting parents and trusted community members to lead a group of children along a walking route, more parents and children will be apt to walk to school. This program could run one morning a week for six weeks after spring vacation. Development of preferred biking and walking maps will be helpful to build support for this initiative.

SAFE ROUTES TO SCHOOL

The National Center for Safe Routes to School (SRTS) assists communities in enabling and encouraging children in grades K–8 to walk and bike safely to school. The National Center has an informative website about the five E's of SRTS (education, encouragement, enforcement, engineering, and evaluation), including case studies, resources, data collection, and trainings. Parents and administration at school districts can use these resources to develop a school travel plan integrating the five E's, tailored to each school.

4.2.3 HOLD COMMUNITY EVENTS AND PROGRAMS TO GET PEOPLE OUT WALKING AND BIKING.

Community events and programs focused on walking and biking will create awareness of active transportation and encourage more residents to start biking in Winfield. These programs also provide opportunities for community members to come out and get to know their neighbors, shop locally, and explore their community.

WALKING AND BIKING GROUPS

Walking and biking groups meet on a regular basis, often weekly for rides or walks. People enjoy the active transportation network more while engaged in group physical activity. These groups can target specific populations such as seniors or families.

BIKE AND DINE EVENTS

Bike and dine events invite cyclists to enjoy a progressive dinner by bike at Winfield's restaurants. A bicycle tour of restaurants for groups of 30 or less will garner media attention for local restaurants and raise the profile of cycling as a way to encourage local patronage. The route could also highlight new or potential community improvements to the bicycle network.

MEMBERS OF A SUBURBAN BIKING GROUP have reasons to smile.

DOWNTOWN WINFIELD is a great destination for residents and visitors.

BIKE VALET
enhances community events.

BIKE PARKING AT COMMUNITY EVENTS AND FESTIVALS

The Village of Winfield should advertise and offer bike parking to encourage bicycling to community events. Temporary racks or permanent racks should be installed depending on where the event is held. Bike valet, a service that checks bikes into a secure area and provides claim tags, should also be offered.

COMMUNITY BIKE RIDES

Large-scale bike ride events are a great way to feature the active transportation network in Winfield. Routes should be selected to feature local businesses and any new or planned network improvements. Large events can also serve as fund-raisers for local projects and bring visitors from neighboring communities. Promoting the Winfield Bicycle Plan at the Winfield. Criterium could encourage participation in biking throughout the year and get residents excited to help implement the plan..

COMMUNITY BIKE RIDES
bring neighbors together.

COMMUNITY BIKE RIDES
can make stops at local attractions.

BIKE TO WORK WEEK AND COMMUTER CHALLENGE

The Bike Commuter Challenge is a great program to celebrate Bike to Work Week each June. Companies, Village departments, organizations, and non-profits can sign up teams of employees and log every trip made by bike during Bike to Work Week. This is a free encouragement program that motivates people to get out and try biking for at least one leg of their journey to work. Employers compete against similar-size organizations for recognition and prizes.

The Village should celebrate Bike to Work Week by installing a "pit stop" at the Winfield Metra Station.

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PROMOTION OF ACTIVE TRANSPORTATION BY LARGE EMPLOYERS

The Winfield Bikeways Planning Group should work with large employers to design customized walking and biking commuter routes or active loops for getting some exercise during the workday. The task force should also encourage businesses to participate in a transportation demand management program to reward employees for walking, biking or taking transit to work. The Bike Commuter Challenge should be the first step.

CENTRAL DUPAGE HOSPITAL is a potential workplace to engage in the Bike Commuter Challenge.

A PIT STOP during Bike to Work Week.

4.3 Enforce safe travel behaviors.

Successful implementation of this plan will result in an increase in people who choose to bike. This may create new law enforcement challenges. To promote the safety of all people using the transportation network, Winfield will continue to prioritize enforcement of traffic laws that deter reckless behavior by road users.

4.3.1 CONTINUE TO TRAIN POLICE ON RELEVANT BICYCLE LAWS.

Police in Illinois are required to participate in annual professional development opportunities. The Winfield Police Department should ensure that all officers are continually engaged in traffic safety training for bicycle safety, followed by semi-annual refresher sessions. Information can be provided in person or through free videos and online training.

OFFICER TRAINING ON BICYCLE AND PEDESTRIAN BEHAVIORS

Officers should receive practical training focused on:

- Illegal motorist behaviors that endanger bicyclists and pedestrians. The police department should strictly enforce existing laws concerning car speeding, car turning and car parking.
- Dangerous types of bicycling behaviors
- Common causes of bicycle and pedestrian crashes
- Rules of the road for pedestrians and bicyclists
- Reporting bicycle and pedestrian crashes
- Investigating serious bicycle and pedestrian crash sites
- Ways to prevent bicycle theft
- Policing by bicycle
- Transportation, health and environmental benefits of bicycling

UPDATES ON LAWS RELATING TO ACTIVE TRANSPORTATION

Special consideration should be given to new and existing laws that impact bicycle and pedestrian safety, particularly in school zones. These laws include:

- Must stop for pedestrians in crosswalks
- Handheld device ban in school zones
- School zone fines

4.3.2 HOLD TARGETED ENFORCEMENT EFFORTS.

No police department can aggressively enforce all laws in all locations at all times. However, a targeted campaign and one-on-one conversations with a police officer can change behavior as well as educate community members.

USE CRASH DATA TO TARGET LOCATIONS FOR ENFORCEMENT.

The Winfield Police Department can use existing crash data to identify the most dangerous locations and target enforcement at those sites. Intersections are often the most dangerous locations for pedestrians and cyclists. Many crashes in Winfield occur within 200 feet of an intersection.

REVIEW ENFORCEMENT EFFORTS ON AN ANNUAL BASIS.

The Village of Winfield should review these enforcement efforts on an annual basis to ensure appropriate allocation of police resources.

POLICE OFFICERS and community members can work together to create a safe walking and biking environment.

THE POLICE DEPARTMENT CAN SPONSOR a Bike Safety Rodeo for children.

4.3.2 CONTINUE TO SUPPORT BIKING ENCOURAGEMENT AND EDUCATION BY THE POLICE DEPARTMENT.

The Winfield Police Department already makes an effort to educate residents and encourage bicycling behaviors. Through their officer bicycle training program. The police should continue those efforts and consider building upon those efforts.

BIKE RODEO

The police department could hold an annual Bike Safety Rodeo to offers a kid-friendly bike course, including stop lights and railroad crossings. This could be a community education and encouragement event to draw in families from throughout the community.

BIKE SAFETY TIPS

The police department website could provide safety education tips, like a "10 Steps to Bicycle Safety" fact sheet.

POLICE AND NEIGHBORHOOD PARTNERSHIPS

The police department could work with neighborhood group's that are interested in promoting safe bicycling and walking behaviors.

IMPLEMENTATION

5

Implementation Goal

Build on existing bicycle connections to continuously improve existing bike routes.

5.1 Implement ideas contained in this plan

This plan advocates for a comprehensive set of network improvements, policies and programs staggered over several years. When implemented, they will help Winfield reach its vision for active transportation.

The effective implementation of this plan will require leadership by Village staff and elected officials, and a continued partnership with the schools and community organizations in Winfield It will also require cooperation with neighboring municipalities, DuPage County, the Forest Preserve District, and the Illinois Department of Transportation.

The use of active transportation will only increase if this plan's recommendations are implemented in a timely manner. The following are ways to monitor implementation and measure progress towards achieving Winfield's vision for active transportation.

5.1.1 EMPOWER THE WINFIELD BIKEWAYS PLANNING GROUP OVERSEE PLAN IMPLEMENTATION.

The Winfield Bikeways Planning Group should continue working towards improving bicycling in the Village.

Through the planning process, new connections with individuals, agencies and organizations have been established. To continue this partnership, The committee could reach out to people who have indicated their interest in active transportation through participation in creating this plan.

To empower the Bikeways Planning Group, the Village should consider the following:

Provide the committee with a modest annual budget for implementation of this plan

Require the committee to present annual report highlighting accomplishments, future goals and recommendations for the following year

Responsibilities for the Winfield Bikeways Planning Group should include the following:

Facilitate outreach to the community at time of adoption of Winfield's Bike Plan and as parts of the plan are implemented. Task Force members can use their existing community and social networks to spread the word about upcoming active transportation projects.

Monitor implementation of the plan, along with the Public Works department and the Village Police Department.

Form partnerships with schools and community organizations to advance recommendations in this plan.

5.1.2 MONITOR BIKING PARTICIPATION AND USAGE RATES.

In addition to improving the built environment for active transportation, advancing policy, and holding programs that promote biking, it is important to monitor usage and safety of active transportation in Winfield. The following data-collection and analysis efforts should be made on a regular basis:

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

Develop and implement a counting system for assessing use of bike racks.

Conduct baseline and annual bicycle and pedestrian counts at key roadway and trail locations throughout the Village, including adjacent lands in DuPage County Forest Preserve.

Conduct an annual town hall meeting or open house focusing on Bike Plan Implementation, or participate in another event, that will allow a table or segment of the activities to focus on the bike plan

WINFIELD BIKEWAYS PLANNING GROUP can partner with Public Works and the Police Department to implement this plan.

5.1.3 STRATEGICALLY PURSUE FUNDING FOR IMPLEMENTATION OF THIS PLAN.

Although portions of this plan can be completed for little to no cost, this plan cannot be fully implemented without financial support. Many outside funding sources are available, and there are many opportunities to integrate active transportation into the Village's budget. A description of funding sources can be found in Appendix D. The following are suggestions for how to fund implementation of this plan:

Dedicate funding towards bicycle programming

Integrate recommendations into the CIP.

Pursue outside funding opportunities.

COUNTING USAGE RATES will show the importance and growth of walking and biking.

5.1.5 COORDINATE IMPLEMENTATION OF THIS PLAN.

Winfield's transportation network is part of a much larger network. Many recommendations in this plan are on roads or lands controlled by other agencies. To fully implement Winfield's bikeway network and to connect Winfield's transportation network with the larger regional and statewide transportation system, Winfield will need to coordinate projects with other agencies.

Partners to help implement projects within Winfield include, but are not limited to:

Winfield Park District

Winfield School Districts

Community Groups

The following agencies have been identified as partners to coordinate projects outside of Winfield:

DuPage County Department of Transportation

Illinois Department of Transportation (IDOT)

DuPage County Forest Preserves,

Neighboring communities

5.1.5 REVIEW AND REPORT ON PLAN IMPLEMENTATION.

Village of Winfield staff should regularly review and report on progress and implementation of this plan to the Bike and Pedestrian Task Force. The Village should establish performance metric's to include in the report. Recommended metric's include the following:

Number of bikeway projects completed including trails, bikeways, or intersection improvements.

Bicycle- and pedestrian-friendly policies adopted

Educational events and encouragement opportunities offered

Enforcement events held

Number of grants or funding sources committed to implementing the bike plan

APPENDIX

6

Appendix A: 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

Designing Sidewalks and Trails for Access
U.S. DOT Federal Highway Administration
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

Urban Bikeway Design Guide
National Association of City Transportation Officials
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

BIKE PARKING

Bicycle Parking Design Guidelines
Association of Pedestrian and Bicycling Professionals
HTTP://WWW.APBP.ORG/?PAGE=PUBLICATIONS

Bike Parking for Your Business
Active Transportation Alliance, 2003
HTTP://WWW.CHICAGOBIKES.ORG/PDF/BIKE_PARKING_BUSINESS.PDF

OTHER RESOURCES

Active Transportation Alliance
HTTP://WWW.ACTIVETRANS.ORG

National Complete Streets Coalition
HTTP://WWW.COMPLETESTREETS.ORG

Manual on Uniform Traffic Control Devices
Federal Highway Administration, 2009
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/DESENV/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/

Safety Benefits of Walkways, Sidewalks, and Paved Shoulders
Federal Highway Administration
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

Appendix B: Policy Resources

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

COMPLETE STREETS POLICY RESOURCES

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

ACTIVE TRANSPORTATION ALLIANCE

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

MCCANN, BARBARA, AND SUZANNE RYNNE

Complete Streets: Best Policy and Implementation Practices. (Chicago: American Planning Association, 2010).This publication of the American Planning Association's Planning Advisory Service includes case studies, model policies, and development strategies revolving around Complete Streets.

NATIONAL COMPLETE STREETS COALITION.

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

"Complete Streets Policy Elements." National Complete Streets Coalition. HTTP://WWW.COMPLETESTREETS.ORG/CHANGING-POLICY/POLICY-ELEMENTS/. Provides a framework by which Complete Streets policy can be designed and a basic outline of the elements of robust Complete Streets policy.

"Federal Policy Resources." National Complete Streets Coalition. 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.

POLICIES REGARDING CONSTRUCTION ZONES

The Village can reference standards in these manuals while developing its policy to maintain pedestrian and bicycle access in construction zones.

Public Rights-of-Way Accessibility Guidelines (proposed guidelines)

Manual on Uniform Traffic Control Devices, Chapter 6D (2009 edition)

MODEL BICYCLE PARKING ORDINANCE

An annotated model policy for bike parking was developed through the Public Health Law and Policy (name changed to ChangeLab Solutions) "Model Bike Parking Ordinance (with annotations)" HTTP://ACTIVETRANSPORTATIONPOLICY.ORG/NODE/121

Appendix C: Programming Resources

EDUCATION RESOURCES

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

ACTIVE TRANSPORTATION ALLIANCE

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

NATIONAL SAFE ROUTES TO SCHOOL PARTNERSHIP

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

NATIONAL COMPLETE STREETS COALITION

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

ENCOURAGEMENT RESOURCES

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

LEAGUE OF AMERICAN BICYCLISTS

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

ALLIANCE FOR BIKING AND WALKING

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

ASSOCIATION OF PEDESTRIAN & BICYCLE OFFICIALS

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

DRIVE LESS LIVE MORE

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

ENFORCEMENT RESOURCES

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

Appendix D: Funding Sources

There are numerous funding sources available to support the implementation of this plan. Most funding sources 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 pay for improvements at highway-railroad crossings. Eligible uses include pedestrian gates, pedestrian signals and grade separations.

OTHER FEDERAL FUNDS

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

COUNTY AND LOCAL FUNDING

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

IMPROVING OPTIONS FOR BIKING, WALKING, AND TRANSIT ACCESS

ACTIVE
TRANSPORTATION
ALLIANCE