City of Elgin

SIDEWALK GAP & TRANSIT STOP STUDY

January 2014

FINAL REPORT

CITY OF ELGIN
SIDEWALK GAP AND TRANSIT STOP STUDY

ELGIN
THE CITY IN THE SUBURBS™

December 2013

Prepared by:

TranSystems®

with

ACTIVE TRANSPORTATION ALLIANCE

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We would like to acknowledge and thank members of the Steering Committee for their guidance, energy, and effort in overseeing the ***Sidewalk Gap and Transit Stop Study***.

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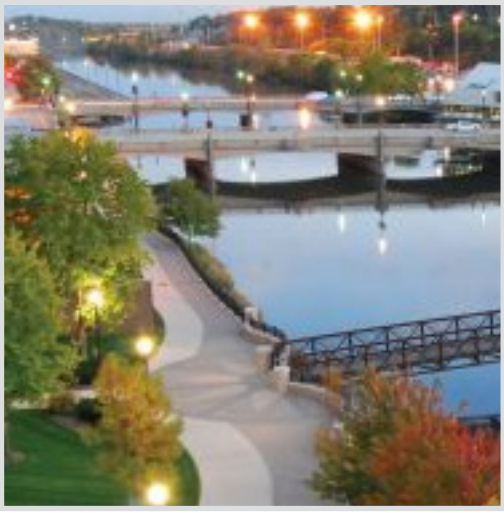

This material was prepared in consultation with CMAP, the Chicago Metropolitan Agency for Planning. Find out more at http://www.cmap.illinois.gov.

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INTRODUCTION

The City of Elgin Sidewalk Gap and Transit Stop Study aims to improve conditions for pedestrians and transit riders throughout the community. Public input and evaluation are valuable steps to understanding the needs of the community. An inventory of sidewalks, intersections, and bus stops established a baseline from which to suggest improvements. This report outlines phased pedestrian and transit access improvements that can enhance the City of Elgin.

BENEFITS OF AN IMPROVED PEDESTRIAN AND TRANSIT NETWORK

Creating a complete, connected and safe pedestrian network and easy to access transit network can greatly benefit the people, businesses and institutions in Elgin. Many people in Elgin[1] already walk and use transit to go to work, but the benefits of walking and transit extend far beyond providing a means of transportation to work. Walking can be both a recreational activity as well as a means to travel around the city. Transit can extend pedestrian trips across the city and connect people to other parts of the Chicago region. Walking and taking transit are also easy ways to get physical activity, have no or very low impacts on air quality, and allow for more social interactions through chance encounters on the street.

SAFETY, COMMUNITY AND ACCESSIBILITY

Some people choose to walk or take transit, while others walk because they do not have another choice due to their age, income or ability. By providing a connected sidewalk network with crosswalks, curb ramps and other pedestrian accommodations, the City of Elgin is providing a safe place for everyone to travel around the city. Installing sidewalk along roadways that do not currently have sidewalk significantly reduces crashes involving pedestrians[2], crosswalks increase awareness for places where pedestrians are likely to cross, and curb ramps make it easier for people with disabilities or strollers to cross the street.

TRANSPORTATION AFFORDABILITY FOR RESIDENTS

Owning, maintaining and driving a car can cost 12 times as much as commuting by transit[3]. In Elgin, a typical household spends nearly 25 percent of their income on transportation, yet it is recommended that a household spend only 15 percent of their income on transportation[4]. By having a complete, connected sidewalk and transit network, people have the opportunity to use a less expensive mode of travel and instead can spend their money on other parts of the household budget.

TRANSPORTATION AFFORDABILITY FOR THE CITY

When a person switches from a car trip to a walking or transit trip, they are allowing for a decrease in traffic congestion and decreasing demand for parking. Many Chicago suburbs have recently built parking garages in their downtowns. In 2004, the Village of Downers Grove constructed a municipal parking garage at a cost of 22 million dollars, and in the Village of Palatine a municipal parking garage was constructed for 17 million dollars[5]. With a complete, connected sidewalk network and easily accessible transit, Elgin is less likely to need a large municipal parking garage. Additionally, these project examples illustrate that pedestrian infrastructure investments are relatively low-cost in comparison to the cost of building parking garages.

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[1] *According to the American Community Survey (2011), 5% of Elgin residents walk, bike or take transit to work.*

[2] *Federal Highway Association, Crash Reduction Factors accessed: http://safety.fhwa.dot.gov/tools/crf/resources/briefs/pedissuebrief.cfm*

[3] *Chicago Metropolitan Agency for Planning (CMAP) GO TO 2040, accessed: http://www.cmap.illinois.gov/about/2040/regional-mobility/public-transit*

[4] *CMAP and Center for Neighborhood Technology accessed: http://www.cmap.illinois.gov/documents/10180/102881/Elgin.pdf*

[5] *Parking strategies to support Livable Communities, CMAP accessed: http://www.cmap.illinois.gov/documents/10180/57858/Parking+2012.pdf/c31f6573-37d3-4bec-989b-bcebe3e120ae*

PEDESTRIANS IN DOWNTOWN ELGIN

Downtown Elgin is a dense, walkable neighborhood with thriving retail, highly utilized transit stations and civic buildings. The City has recently completed pedestrian improvements to the area which include wider sidewalks, updated curb ramps, artistically paved crosswalks and countdown pedestrian signals. However, these walk signals are demand actuated, meaning that if a pedestrian wanted to cross the street, they must push a button to activate the walk signal, creating a "beg for walk" situation where they have to ask permission to cross the street. To continue to promote this area as a walkable neighborhood, the "beg buttons" should be removed and a walk signal should turn on automatically.

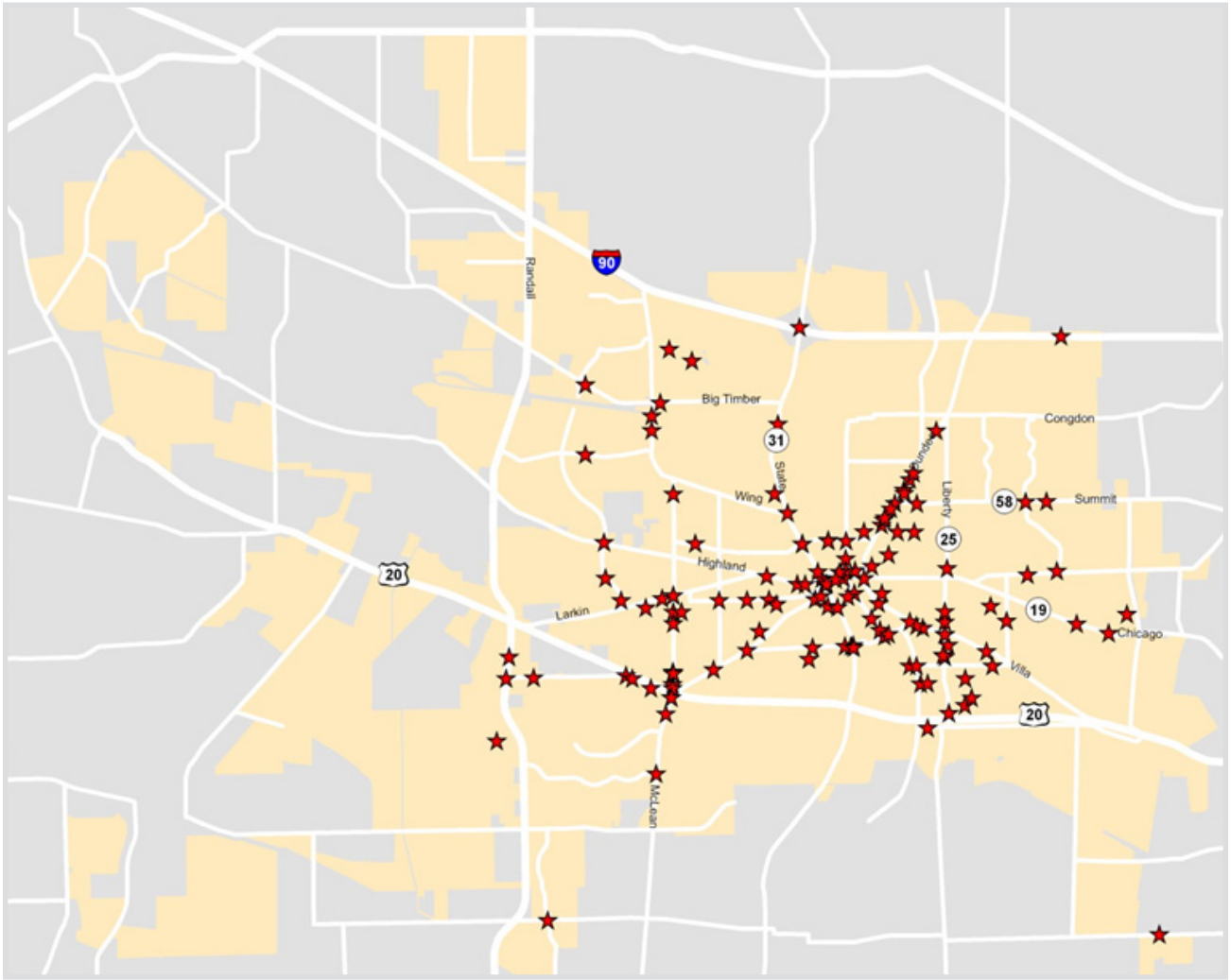
DATA COLLECTION

Data was collected and mapped prior to inventorying the pedestrian and transit facilities in the City. This information included pedestrian crash data, community facilities, and transit stops and facilities and is described below.

PEDESTRIAN CRASHES

Pedestrian crash data from Illinois Department of Transportation (IDOT) was reviewed in order to understand safety conditions throughout the City. Crash locations also indicate where pedestrians are often present and subsequently, indicate where pedestrian infrastructure should be enhanced. Between 2006-2010 there were 142 pedestrian crashes (see Figure 1). Most pedestrian crashes in Elgin occurred on arterial roadways, and a large portion of pedestrian crashes occurred at intersections. Note that these crashes represent pedestrians walking and not on a bicycle.

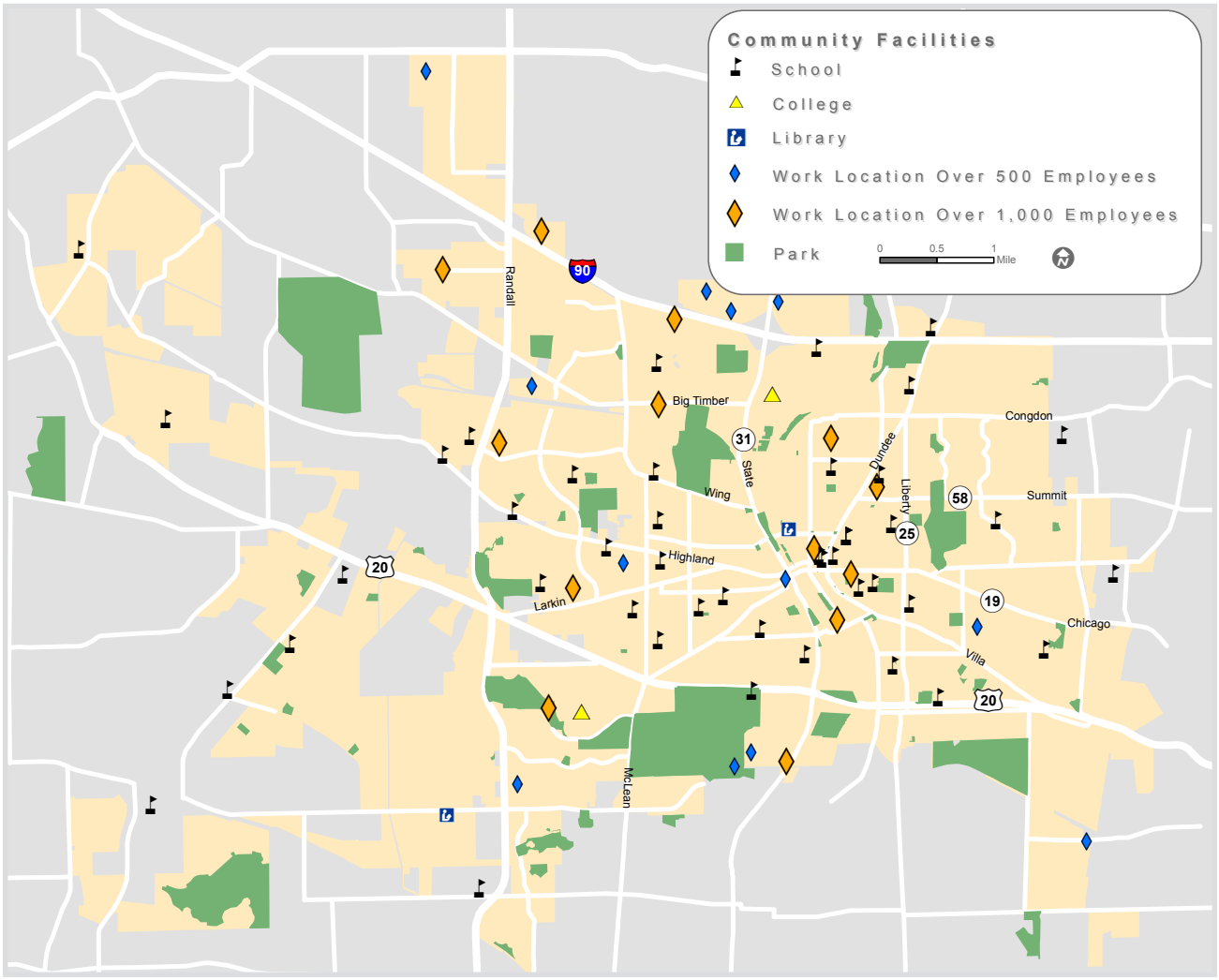
Figure 1: Pedestrian Crashes 2006-2010 (source: IDOT)



COMMUNITY FACILITIES

Residents and visitors may desire to walk to locations such as schools, colleges, libraries, parks, and places of employment throughout the City of Elgin. These facilities, displayed in Figure 2, provide an indication of where pedestrians in Elgin may be currently traveling. In cases where sidewalks do not exist near a destination, residents may want to walk but feel they do not have the option of doing so.

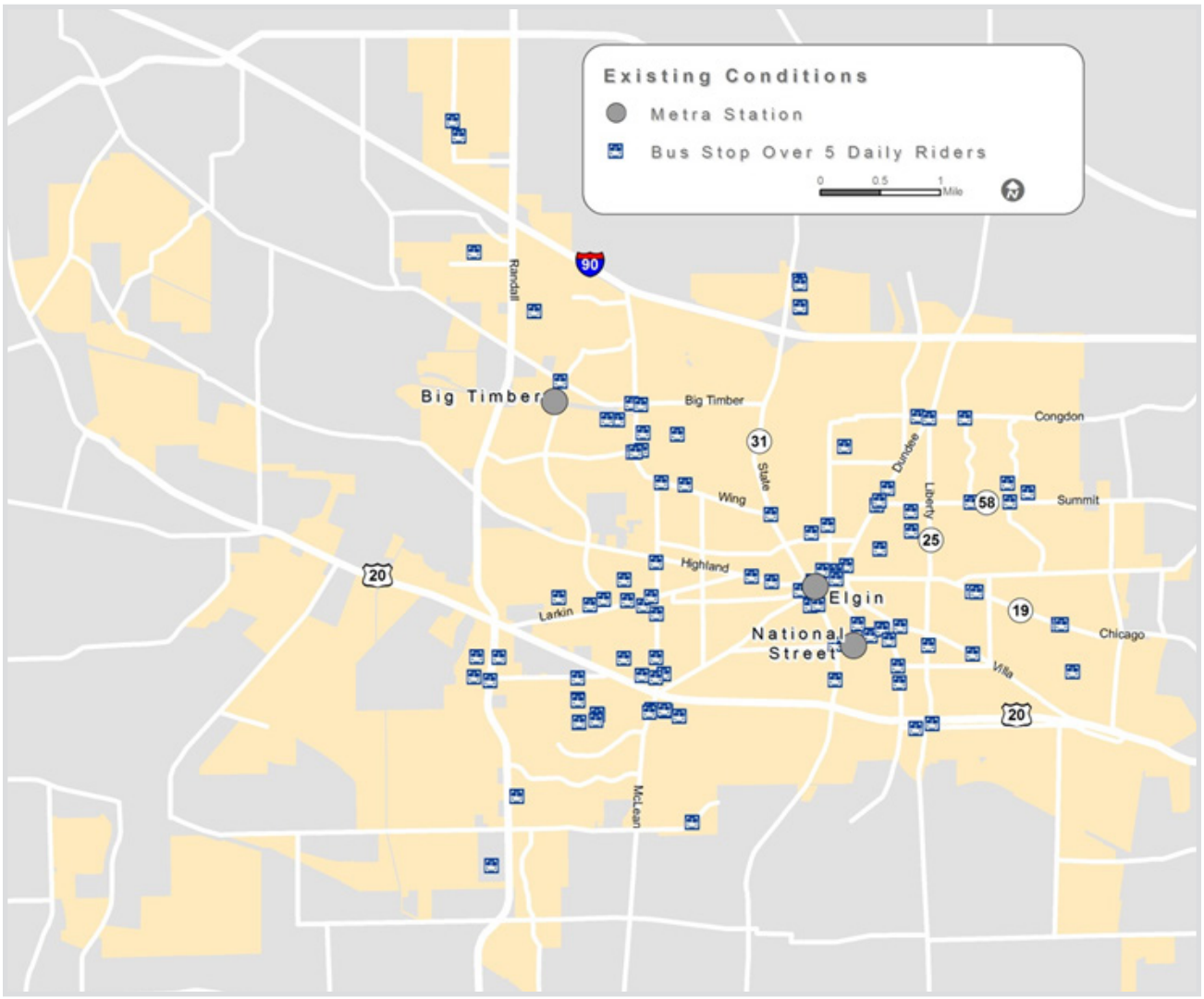
Figure 2: Community Facilities (source: City of Elgin; U.S. Census)



TRANSIT FACILITIES

Access to transit facilities may be a key issue for pedestrians if sidewalks are not present. Elgin has three Metra train stations on the Milwaukee District West Line - National Street, Chicago Street and Big Timber. Pace utilizes a “flag stop” system which allows a bus to stop at every intersection along a bus route where it is safe to stop. (Pace is moving toward a network in which all stops will one day be consolidated and posted with a bus stop sign). In Elgin, approximately 185 bus stops currently have at least five people boarding or alighting on an average day (displayed in Figure 3).

Figure 3: Transit Facilities (source: Pace; Metra)



INVENTORY AND ASSESSMENT

While pedestrian crashes, community destinations, and transit ridership provide important data valuable for planning future improvements, an inventory of pedestrian facilities (i.e. sidewalks and multi-use paths) does not exist. Additionally, Pace does not have complete data regarding types of amenities provided at every bus stop. This study obtained this data through extensive field work as described in detail below.

WALK AUDIT

The scope involved a walk audit in order to determine missing sidewalk segments throughout the City. Inventory field sheets and instructions were created to utilize as part of the walk audit. On July 25, 2012, an initial walk audit was held with city officials, community members, and study team staff in order to "test" the inventory process. This event was held to ensure that relevant field work issues were discussed and understood by everyone.

SIDEWALKS, PATHS, AND INTERSECTIONS

After the walk audit, the study team spent several days walking, biking, and driving the streets throughout Elgin with inventory and assessment sheets in hand. Sidewalk/Path data collection included:

- Type of facility
- Gap (if no facility present)
- Width
- Buffer (i.e. parkway at least three feet wide)

While the sidewalk/path inventory included all streets in Elgin, the intersection inventory focused on arterial and collector streets. Intersection field sheets including information regarding:

- Curb ramps
- Crosswalks
- Traffic signals
- Pedestrian walk signals

TRANSIT ACCESS

In conjunction with the sidewalk, path, and intersection field work, the study team also inventoried conditions of all bus stops which have at least one person boarding or alighting on an average day. Data collection at these 350 bus stops included:

- Location of Stop (nearside, farside, midblock)
- Sign
- Shelter
- Bench
- Bus Pad

In addition, features of the adjacent sidewalk and intersections were confirmed similar to the sidewalk and intersection inventories.

AMERICANS WITH DISABILITIES ACT (ADA) CONSIDERATIONS

While this study is not an ADA audit of facilities, the inventory process inherently contains considerations for those with disabilities. In inventorying pedestrian and transit stop conditions, ADA considerations include whether a travel way is of sufficient width, approaches to intersections have appropriate detectable ramps, and whether a transit stop has level boarding and alighting. In many cases, ADA compliance is achieved through improvements for all users. In particular, improvements which are needed for sight impaired users include tactile warnings on curb ramps and ideally, audible countdown signals. The plan outlined at the end of this report provides the opportunity to simultaneously provide sidewalks, intersections, and transit stop facilities that improve the pedestrian environment for people with disabilities and all others as well.

SIDEWALK/PATH RESULTS

The sidewalk/path inventory revealed that approximately two-thirds of roads in Elgin have pedestrian facilities.

City-Wide Sidewalk/Paths

- Sidewalks/Paths present = 73%
- Gap = 27%

When broken down to see the subset of arterial/collector roads (thereby excluding residential streets), the results differ. Almost half of arterial/collector roads in Elgin do not have pedestrian facilities on both sides of the road.

Arterial/Collector Roads (sub-set of city-wide)

- Sidewalks/Paths present = 54%
- Gap = 46%

One key point of the sidewalk/path results is:

- Main roads (arterials/collectors) have a greater proportion of gaps than residential roads do.

Appendix A contains maps of the results.

INTERSECTION RESULTS

Many intersections on main roadways do not have crosswalks or curb ramps on all legs. Given the way the intersections were inventoried, the results show that the majority of intersections on arterials/collectors in Elgin need some type of treatment upgrade.

Elgin is limited in certain circumstances regarding infrastructure improvements on main roads since jurisdiction is in some cases under Illinois Department of Transportation, Cook County, or Kane County.

BUS STOP RESULTS

Of the approximately 350 bus stops with at least one person boarding or alighting on an average day, approximately 98 have bus stop signs. Fifteen stops have bus shelters. A majority of bus stops have sidewalks immediately adjacent. Thirteen additional stops have bus signs but no one using the stop on an average day, according to ridership data.

Appendix B contains a table of the bus stop inventory results.

PUBLIC INPUT

The study team engaged the public throughout the project through the Elgin Bicycle and Pedestrian Advisory Committee (BPAC). This group of citizens, advocates, and businesspeople attended four project meetings to provide input throughout the process.

On November 15, 2012, a public meeting open to all was held at the Centre of Elgin Heritage Ballroom. An open house was held between 5:00-7:00 pm with presentations at 5:30 and 6:30p.m.

Attendees at the November 15th Public Meeting were asked for input on which factors should be considered when prioritizing locations for improvements. The factors community members supported include considerations for various types of destinations, roadway classifications and safety. Public meeting attendees also got an opportunity to review several maps of the field work inventories and assessments. The attendees indicated that the majority of the field work results matched their personal experience of what it is like to walk around their neighborhoods.

RECOMMENDATIONS

PRIORITIZATION

Potential recommendations were prioritized based on public input and available data. The top considerations included: location along a main road; areas near pedestrian crashes; and areas in close proximity to schools. Other considerations, identified in tables below, include locations near Metra stations; bus stops with over five average daily passengers, parks, libraries, colleges, and job locations. The distance chosen for pedestrian crash vicinity was 200 feet which is appropriate for crash studies. The distance chosen for close proximity to destinations was a quarter-mile, which amounts to approximately a five minute walk.

SIDEWALK AND INTERSECTION RECOMMENDATIONS

Based on the field inventory, public input, and community data, recommendations were made for high priority locations. The tables of top improvements identify locations that are under City of Elgin jurisdiction and can feasibly be implemented over the next several years. Some improvements, such as repainted crosswalks or pedestrian signage, can be implemented immediately. Other improvements, such as a road diet on Dundee Avenue, require additional study and public outreach prior to implementation. Top sidewalk recommendations are displayed in Table 1. Top intersection recommendations are identified in Table 2. Figure 4 shows the location of the top ten sidewalk and intersection improvements.

Table 1: Top Ten Sidewalk Improvement Recommendations

ID	Street	Limits	Length of Gaps (ft)	Length of Improvements to Existing Sidewalks (ft)	Pedestrian Crash within 200 ft	Destination Within 1/4 mile									Number of Jobs[6]	Number of Residents[7]	Arterial / Collector?	Jurisdiction	Planning-Level Cost
						Metra Station	Bus Stops Over 5 Daily Passengers	Elementary School	Middle School	High School	Private School	Parks	Library	College					
1	Mclean Blvd	Between Spartan Dr & Wing St	1,200	4,000	15	0	23	4	1	1	0	1	0	1	Medium	341	Arterial	City of Elgin	$130,000
2	Highland Ave	Between McLean Blvd & Randall Rd	12,800	290	1	0	2	1	0	0	2	0	0	0	Medium	957	Arterial	City of Elgin	$330,000
3	Villa St	Between Prairie St & Varsity Dr	0	2,600	7	0	9	1	1	0	1	2	0	0	High	1,367	Arterial	City of Elgin	$65,000
4	Larkin Ave	Between Weston Ave & Airlite St	3,100	1800	4	0	9	2	0	1	0	1	0	0	High	389	Arterial	City of Elgin	$120,000
5	Wing St	Between McLean Blvd & Wing Park Blvd	0	2,270	0	0	2	1	0	0	0	1	0	0	Medium	834	Collector	City of Elgin	$55,000
6	Lawrence Ave	Between Fox River Bridge & McLean Blvd	620	1,200	3	0	5	1	1	0	0	1	1	0	Low	302	Collector	City of Elgin	$45,000
7	South St	Between Randall Rd & Weld Rd	6,300	0	2	0	9	0	0	0	0	1	0	0	Medium	136	No	City of Elgin	$160,000
8	Weld Rd	Between South St & McLean Blvd	2,260	0	5	0	0	0	0	0	0	0	0	0	Medium	0	No	City of Elgin	$60,000
9	2nd St Fleetwood Dr Shepard Dr	Between Weld Rd & Fleetwood Dr Between 2nd St & McLean Blvd Between Weld Rd & Fleetwood Dr	7,400	0	6	0	17	0	0	0	0	2	0	1	Medium	0	No	City of Elgin	$185,000
10	Holmes Rd	Entire length around McLean	9,400	0	0	0	0	0	0	0	0	0	0	0	Medium	117	No	City of Elgin	$235,000
																		Estimated Total Cost:	**$1,385,000**

*[6] Number of Jobs is a general assessment of U.S. Census data from the "OnTheMap" web application (http://onthemap.ces.census.gov/). Jobs were assessed within 0.25 mile of an intersection project or from the center of a corridor project. For the purpose of this study, the following general classifications were used: **High** = Over 500 jobs; **Medium** = 50-500 jobs; **Low** = Under 50 jobs.*

[7] Number of residents were assessed within 0.25 mile of the noted limits.

Table 2: Top Ten Intersection Improvement Recommendations

ID	Intersection	Type of Intersection	Improvements Needed (Items to be Installed)	Pedestrian Crash within 200 ft	Destination Within 1/4 mile									Number of Jobs[8]	Number of Residents[9]	Arterial / Collector?	Jurisdiction	Planning-Level Cost
					Metra Station	Bus Stops Over 5 Daily Passengers	Elementary School	Middle School	High School	Private School	Parks	Library	College					
11	South St & Lillian St South St & Edison Ave	Unsignalized Unsignalized	Ladder crosswalk, MUST STOP FOR PEDS signage, new/improved curb ramps	1	0	2	1	0	0	0	1	0	0	Medium	416	No	City of Elgin	$4,000
12	Wing St & Garden Crescent Dr Wing St & Aldine Ave	Unsignalized Unsignalized	Ped Refuge Island in center lane (no turn needed on east leg), ladder crosswalk, MUST STOP FOR PEDS signage, new curb ramps Ped Refuge Island in center lane (no turn needed on west leg), ladder crosswalk, MUST STOP FOR PEDS signage, new curb ramps	0	0	2	1	0	0	0	1	0	0	Medium	480	Wing - Collector	City of Elgin	$30,000
13	Larkin Ave & Lyle Ave	Signalized	Ladder crosswalks, pedestrian countdown displays, improve curb ramps	1	0	5	0	0	0	0	0	0	0	High	140	Larkin - Arterial; Lyle - Collector	City of Elgin	$20,000
14	McLean Blvd & Larkin Ave	Signalized	Ladder crosswalks, pedestrian countdown displays	4	0	6	1	0	1	0	0	0	0	Medium	441	Arterials	City of Elgin	$13,000
15	National St & Grove Ave	Signalized	Ladder crosswalks, pedestrian countdown displays, improve curb ramps	4	1	8	0	0	0	0	1	0	0	High	304	National - Arterial; Grove - Collector	City of Elgin	$20,000
16	Larkin Ave & Jane Dr	Unsignalized	Ladder crosswalks, improve curb ramps, reduce lane widths to install pedestrian refuge island across Larkin	1	0	7	0	0	1	0	0	0	0	High	364	Larkin - Arterial	City of Elgin	$20,000
17	McLean Blvd & Lillian St	Signalized	Ladder crosswalks, pedestrian countdown displays, improve curb ramps	3	0	6	1	0	0	0	0	0	0	Medium	756	McLean - Arterial	City of Elgin	$20,000
18	Duncan Ave & Trout Park Blvd	Unsignalized	Ladder crosswalk, MUST STOP FOR PEDS signage (connection between Fox River Trail and Trout Park)	0	0	0	1	0	0	0	2	0	0	Low	130	Duncan - Collector	City of Elgin	$1,000
19	Bent St & Raymond St	Unsignalized	Ladder crosswalks, MUST STOP FOR PEDS signage	2	0	4	1	0	0	0	0	0	0	Medium	1,051	Collectors	City of Elgin	$1,000
Road Diet Consideration on City of Elgin Roadway																		
20	Dundee - between Franklin Blvd & Slade Ave	13 Unsignalized, 2 Signalized	Existing sidewalks are adequate, but this is high pedestrian crash area. Consider a 3-lane road diet in order to significantly increase crossing safety for pedestrians.	10	0	12	1	1	0	5	2	0	0	High	733	Arterial	City of Elgin	$200,000
																	Estimated Total Cost:	**$329,000**

[8] *Number of Jobs is a general assessment of U.S. Census data from the OnTheMap web application (http://onthemap.ces.census.gov/). Jobs were assessed within 0.25 mile of an intersection project or from the center of a corridor project. For the purpose of this study, the following general classifications were used:* ***High*** *= Over 500 jobs;* ***Medium*** *= 50-500 jobs;* ***Low*** *= Under 50 jobs.*

[9] *Number of residents were assessed within 0.25 mile of the noted intersection or corridor project.*

TRANSIT RECOMMENDATIONS

Transit stop improvements at closely spaced locations are suggestions based on existing ridership. Pace has been a partner in this study and has been consulted on the following recommendations but all improvements are subject to approval by Pace and in collaboration with the City of Elgin and the community before being implemented. Funding sources for these improvements have not been identified.

Table 3 displays bus stops recommended to receive bus shelters. These stops currently serve over 10 people who board or alight on an average day. Concurrent with implementation of bus shelter, these stops should receive bus signs and level boarding pads in order to provide optimal benefit to riders at these higher utilized bus stops. Additional transit recommendations are included on the maps on the following pages.

Table 3: Top Bus Stop Recommendations

Stop ID	Stop Name	Shelter	Bus Sign	Pad
16725	Airport/Hampton Inn/Cracker Barrel	Recommended	Currently in place	Recommended
17667	Buena Vista Apts./Burnham Manor	Recommended	Recommended	Recommended
16942	Chicago/Poplar Creek	Recommended	Currently in place	Recommended
15820	Congdon/Morton	Recommended	Recommended	Recommended
16054	Dundee/Summit	Recommended	Currently in place	Recommended
16291	Elgin Mall	Recommended	Recommended	Recommended
15917	Grove/National	Recommended	Currently in place	Recommended
16654	Larkin/Jane	Recommended	Recommended	Currently in place
16653	Larkin/Pace Sign	Recommended	Recommended	Recommended
16583	Mark/Ruth	Recommended	Currently in place	Recommended
33854	N. Grove/Gail Borden Public Library	Recommended	Currently in place	Recommended
15905	National/Grove	Recommended	Currently in place	Currently in place
17687	Otter Creek/Target	Recommended	Recommended	Recommended
15851	Park/Gifford	Recommended	Currently in place	Recommended
16576	Royal/McLean	Recommended	Currently in place	Recommended
15836	Shady Oaks/Stillwater	Recommended	Recommended	Recommended
16244	Orange/State	Recommended	Currently in place	Recommended
16728	Tollgate/Airport	Recommended	Recommended	Recommended
35234	Wal-Mart/S. Randall	Recommended	Recommended	Currently in place
16560	Wing/Garden Crescent	Recommended	Currently in place	Recommended

FULL BUILD OUT

While the top recommendations outlined thus far are feasible and desirable for near-term implementation, the study team also created phased recommendations that lead to full build out of pedestrian infrastructure throughout the City of Elgin once funding becomes available. Maps of improvements to full build out are displayed on the following pages. See Figures 4-8.

Figure 4:

Phase 1: Improvements to Full Build Out

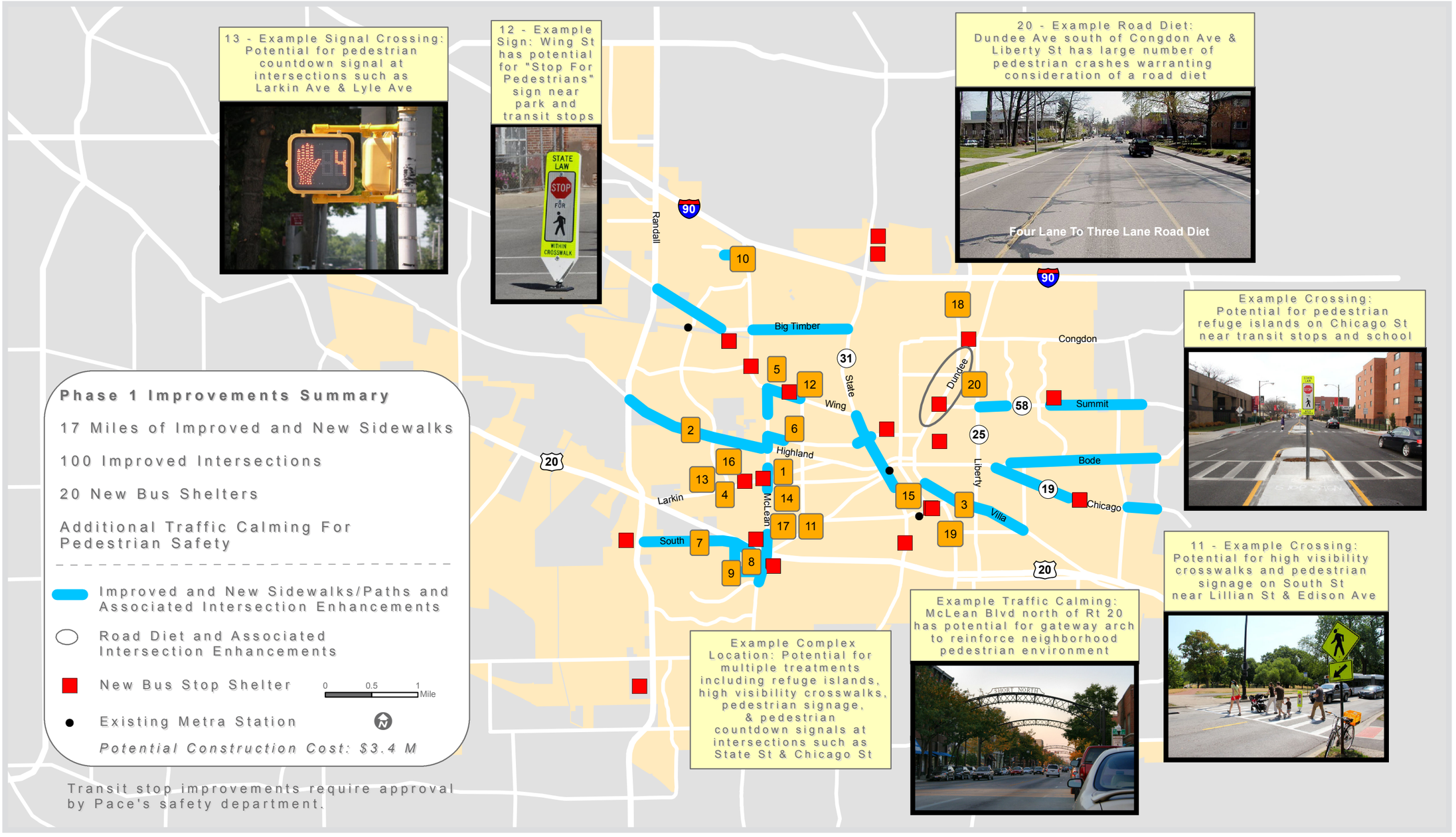


Figure 5:

Phase 2: Improvements to Full Build Out

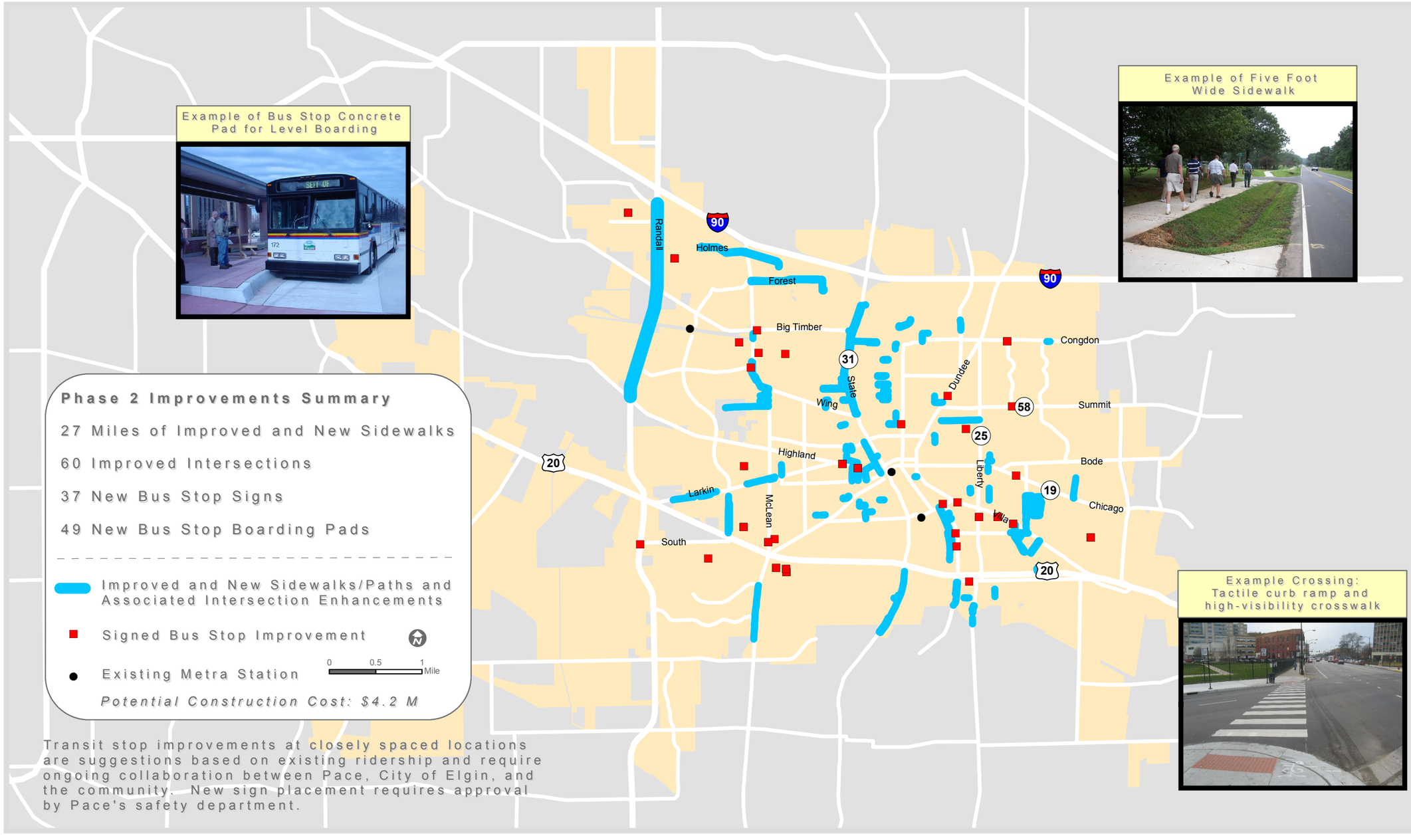


Figure 6:

Phase 3: Improvements to Full Build Out

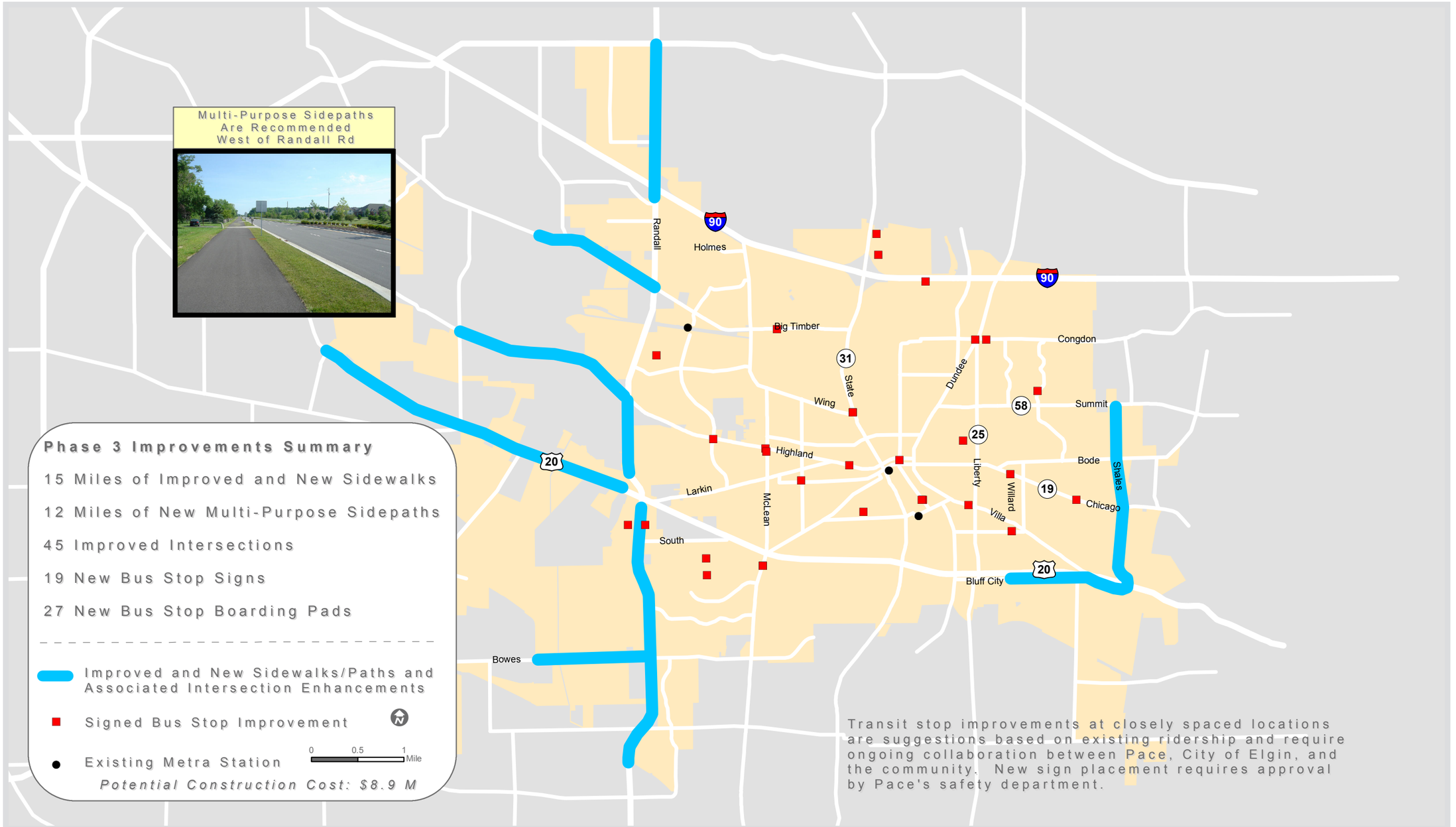


Figure 7:

Phase 4: Improvements to Full Build Out

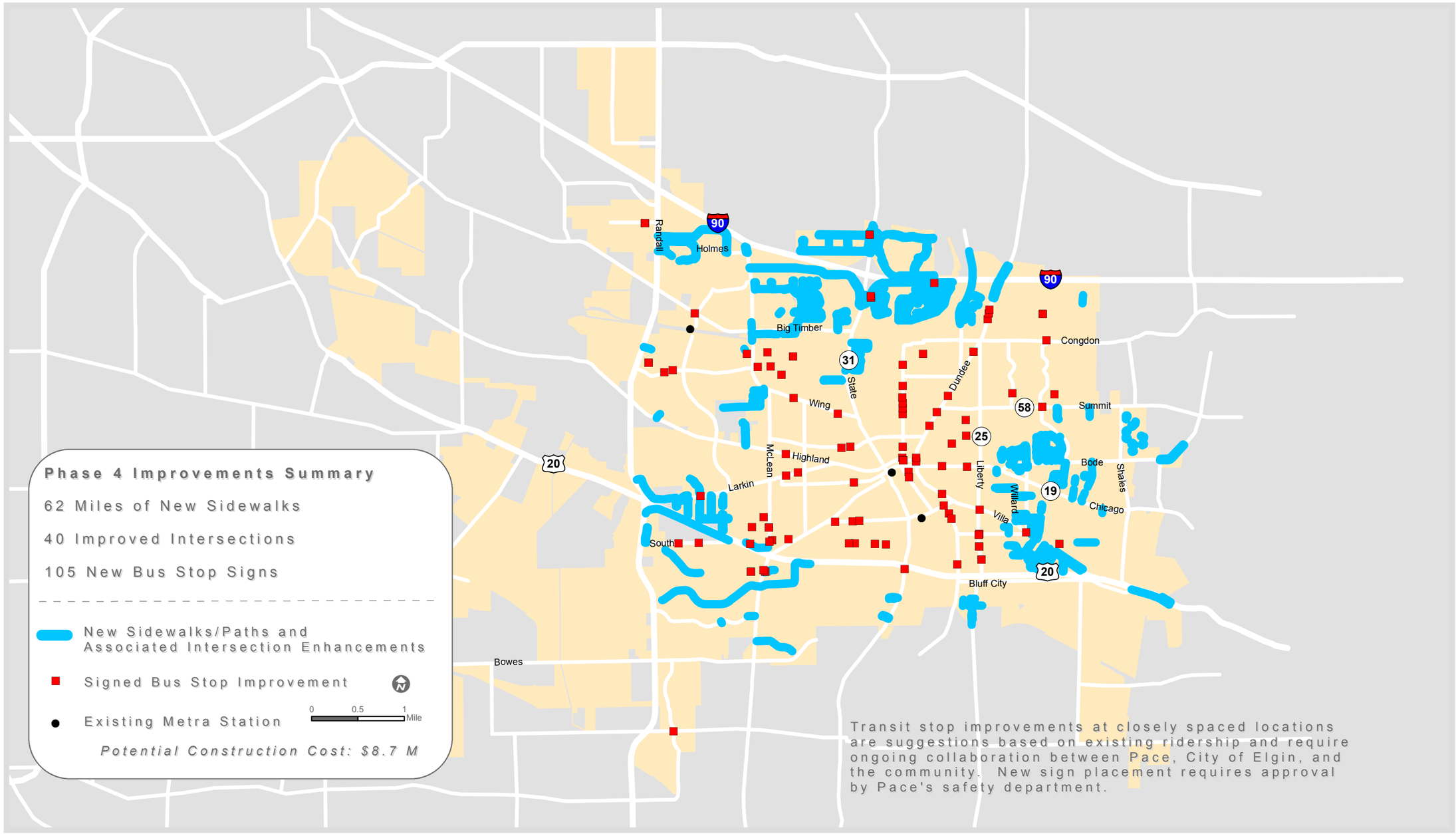
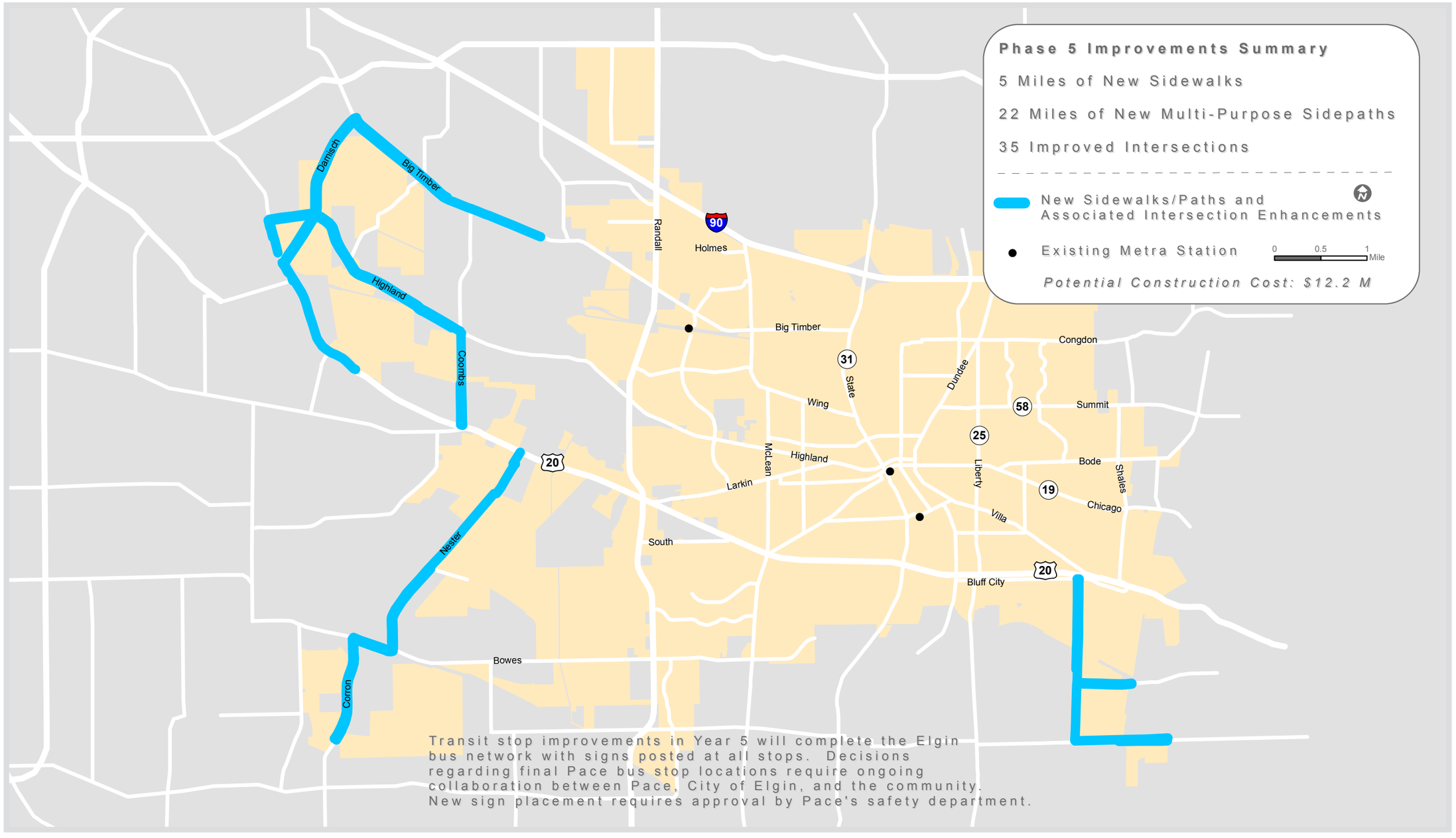


Figure 8:

Phase 5: Improvements to Full Build Out



POLICY AND PROGRAMMING

In order to implement the infrastructure recommendations, there are various policy and programming recommendations for the City as described on the next several pages.

POLICY

SIDEWALK CONSTRUCTION

Constructing new sidewalk can appear to be a costly endeavor, but by implementing one or more of the strategies listed below construction can be funded incrementally and can be focused on constructing sidewalks in the highest priority areas first.

Cost sharing with a 50/50 Sidewalk Program

Description: The 50/50 sidewalk assistance program is designed to help property owners install or replace sidewalks in poor condition. Property owners and the City equally share the cost of sidewalk replacement in the public right of way, adjacent to a property. The property owner pays their half of the cost and the city installs the new sidewalk. Successful sidewalk cost sharing programs are able to double the amount of sidewalk replaced by leveraging funds from property owners for improvements that will directly affect their quality or life and/or business.

Status: In the past, City budget has been allocated for this program, but has seen limited participation by property owners. Currently no money is budgeted for the program.

Next Steps: City should consider whether or not to put funding back into the program and assigning a staff person to promote the program.

Impact Fee with Building Permit

Description: Development projects and building permits are often charged with impact fees to offset any additional demand on facilities associated with the new development. To help fund sidewalk construction the City should assess a capital project fee for all new construction and significant redevelopment projects. The fee should be assessed on either a sliding scale or a flat fee depending on the type of building permit. New subdivisions and major new construction projects in areas with no sidewalk should be assessed the highest fees and change of use that generates additional pedestrian trips would be assessed the lowest fees.

Status: Some projects are required to participate in the Kane County Road Improvement Impact Fee Program. The City requires a copy of a receipt from this program prior to issuance of a building permit. This program can be used to model a local program, or potentially expanded to include more local sidewalk projects.

Next Steps: The City has a development impact fee currently in place, although not specific to the installation of sidewalks. The City should consider developing a fee policy as described above.

Value Capture Financing in Areas with Significant Sidewalk Gaps

Description: In larger areas or neighborhoods with missing sidewalk, the City should consider working with property owners and local businesses to help fund sidewalk construction through Special Service Areas (SSA). Value capture financing strategies can fund upfront infrastructure costs through projected increases in revenues that result from the improvements.

Status: In April of 2002, Elgin established a central area value capture district to fund redevelopment of the downtown area. The fund has been used to install streetscaping, jumpstart the River's Edge Development, and create live/work housing.

Next Steps: Based on the assessment in this report, areas around the highest priority sidewalk projects should be considered for inclusion in a SSA. Further analysis would need to be conducted to identify which of the improvements are candidates for value capture financing.

MAINTENANCE

In addition to building new facilities that complete gaps in the existing sidewalk network, existing facilities should to be maintained at a usable level. To ensure that the sidewalk is accessible year-round, Elgin can consider policies that encourage regular sidewalk maintenance.

Snow Removal

Description: Clear sidewalks are important for everyone, but they are especially important for seniors, people with disabilities and children. Snow or ice-covered sidewalks force people to travel in the street—a clear safety risk and hazard. Snow covered sidewalks may even discourage people from walking at all. People who need to walk for transportation may be prevented from making a trip to the doctor's office, the grocery store, or a job.

Status: The City of Elgin's Municipal Code does not currently require property owners to shovel sidewalks, nor does the City provide encouragement or incentives for property owners that do shovel.

Next Steps: To encourage residents and business owners to shovel sidewalks, the City should provide incentives and encouragement by using "thanks for shoveling" door hangers. People can print or pick up a hanger at community buildings and give to their neighbors. Contests on social media should be held where residents post photos of shoveled sidewalks. If one does not already exist, a program should be established for property owners unable to shovel, where youth would shovel their sidewalk. The City should involve the Mayor's Volunteer Program.

Tree Trimming and Landscaping

Description: Properly maintained landscaping adjacent to sidewalks will allow pedestrians to easily walk without obstruction from vegetation. Shrubs and other landscape materials that encroach onto the sidewalk create a hazardous walking environment.

Status: Within the City of Elgin's Municipal Code, there are several sections that discuss obstructions within public rights-of-ways. Specifically **Section 13.20.050 Hazardous or Obstructing Trees** which requires a minimum clearance of 10' (vertical) above the sidewalk and **Section 13.04.090 Obstructions** which states that no person, firm or corporation to cause, create or maintain any obstruction of any street, alley, sidewalk or other public right-of-way.

Next Steps: Continue to enforce municipal codes.

Pedestrian Accommodations During Construction

Description: When construction zones encroach on sidewalks or crosswalks, pedestrians may suddenly find they have to make detours that are unsafe, difficult to navigate, or both. They may be forced to choose between picking their way through the construction site or walking in a busy street. Projects that are built in phases and construction zones that change weekly or even daily add complexity regarding these impacts.

Status: Elgin requires developers and contractors to file a "Right-of-Way Encroachment License" agreement for all projects that impact the roadway. This form should be modified to add specifications for the maintenance of the pedestrian realm during construction.

Next Steps: The City can work with contractors and inspectors to remind them of the current practices for accommodating pedestrians during all phases of construction.

ZONING AND DESIGN GUIDELINES

Description: Building a pedestrian friendly community means more than just including a sidewalk on every street and crosswalks at every intersection. It also means constructing buildings and permitting land uses that support and encourage walking.

Status: Elgin's Comprehensive Plan and Design Guidelines illustrate ways in which Elgin should be designed and built as a more walkable community.

Next Steps: The City of Elgin should continue to emphasize to developers the goals and objectives of the 2005 Comprehensive Plan and Design Guidelines. In addition, the City should investigate form-based codes. A form-based code focuses on how development relates to the context of the surrounding community, especially the relationship between buildings and streets, pedestrian and vehicles, and public and private spaces. For more information, visit *www.cmap.illinois.gov/livability/land-use-zoning/form-based-codes*.

PEDESTRIAN SIGNS

Pedestrian safety signs alert and warn drivers that they are approaching a pedestrian crossing and to watch out for people on foot. Recommendations previously listed include pedestrian signage at crossings.

Must Stop for Pedestrians

Description: Illinois State Law 625 ILCS 5/11-1002 requires drivers to come to a complete stop and yield the right-of-way to pedestrians attempting to cross the street within a marked crosswalk where no traffic signal is present. However, in spite of the law, drivers rarely stop for pedestrians attempting to cross the street at one of the many unsignalized marked crosswalks. Non-compliance to this law is a serious threat to the health and safety of the most vulnerable road users – pedestrians. Enforcing the "Must Stop" law will make Elgin a more walk-friendly community.

Status: Elgin's Bicycle and Pedestrian Advisory Committee has drafted a policy that will allow community members to petition for installation of this sign.

Next Steps: Implementation of this policy should be adopted by the City and shared with community groups.

Crossing Warning Signs

Description: The Manual of Uniform Traffic Devices (MUTCD) outlines options for warning sign placement to improve visibility at pedestrian crossing locations. The W11-2 and W11-15 warning signs can be placed at crossings and in advance of crossings. These signs can also be used in combination with high visibility beacons like rapid rectangular flashing beacons (RRFB) and pedestrian hybrid beacons (HAWK signals).

Status: Elgin should consider using these treatments at high priority intersections. Elgin's Bicycle and Pedestrian Advisory Committee has drafted a policy that will allow community members to petition for installation of the "Must Stop for Pedestrians" sign, but the policy is unclear on whether or not other types of pedestrian safety signage should be included.

Next Steps: To allow the City more flexibility in pedestrian safety signage, the City should modify the draft "Must Stop for Pedestrians" policy to include other types of pedestrian safety signage.

COMPLETE STREETS

By building streets that accommodate all users of all modes, all ages and all abilities, Elgin will be providing transportation for all community members. To facilitate construction of streets that include all modes of travel, the following policies and design guidance should be developed.

Complete Streets Policy

Description: Complete Streets are those that can be safely crossed, traveled upon and alongside by all users of the roadway regardless of their age, ability or travel mode. A Complete Streets policy is a commitment by a municipality to accommodate all users of the roadways, including pedestrians, bicyclists, transit users and motorists in all new transportation projects whenever appropriate, including the design of new facilities and the improvement and maintenance of existing facilities.

Status: BPAC drafted a Complete Streets Policy focusing on considering bicycle and pedestrian accommodations in all roadway projects.

Next Steps: The City should refine the draft policy and circulate it to relevant staff for comments. Once a final draft of the policy is complete, the City should formally adopt the policy and include it in the Comprehensive Plan update.

Design Guidance and Street Typologies

Description: Communities adopting a Complete Streets policy should review their design policies to ensure their ability to accommodate all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances. Elgin's Comprehensive Plan designates three major street categories; local, transitional, and regional, as well as several sub-categories. These categories include recommended right of way and suggested allocation of right of way width for each mode of travel. Elgin's Municipal Code, sections 18.24.020 and 18.28.050, designates seven different road types with a minimum right of way and curb to curb pavement width, but no guidance on how that right of way can be allocated for each mode.

Status: The Comprehensive Plan was adopted in 2005. Since that time, innovations in roadway design such as buffered bike lanes and IDOT's Complete Streets Policy haven been developed.

Next Steps: Consider any modifications to comprehensive plan standards to allow for a more flexible design process that allows for new and innovative roadway designs to be applied. Once the Comprehensive Plan update is complete and adopted, revise the municipal code accordingly.

Typical Intersection Treatments

Description: Crossing intersections are a critical and sometimes hazardous part of a pedestrian trip. Crossing wide intersections or roadways without proper pedestrian accommodations can deter a person from taking a trip on foot. Nationally, 35 percent of crashes involving pedestrians occur at intersections. Intersections can be particularly complicated because often more than one transportation agency is involved in roadway design.

Status: Elgin's Comprehensive Plan as well as other planning documents outline preferred intersection treatments, but do not establish a set of specific treatments based on land use, pedestrian counts or roadway type.

Next Steps: Elgin should develop some specific intersection treatments based on roadway types established in their Comprehensive Plan. Guidance should be provided on relating land use and street typology to pedestrian crossing treatments such as sidewalks, roundabouts, gateway signage, pedestrian countdown clocks, curb ramps, bump outs, high visibility crosswalks, and raised pedestrian medians. See Figure 7.

Figure 7: Examples of Transportation Improvements

WHAT ARE COMPLETE STREETS?

Complete Streets are streets for everyone. *They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.*

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.

source: Smart Growth America
Making Neighborhoods Great Together

ADA Transition Plan

Description: Sidewalks, street crossings, and other elements of the public rights-of-ways present unique challenges to accessibility for which specific guidance is considered essential. To ensure that people with disabilities are accommodated in the public right of way, federal guidance has been established[10]. ADA transition plans illustrating a community's intent to fix areas of non-compliance by showing priority, cost and schedule are encouraged to be developed.

Status: This report can supplement Elgin's ADA Transition Plan.

Next Steps: The City should work with the Chicago Metropolitan Agency for Planning (CMAP) to identify what is required for an ADA Transition Plan[11].

COORDINATION WITH OTHER AGENCIES

In addition to the City of Elgin, State, county and local agencies affect the transportation network in Elgin.

IDOT, Cook County, Kane County Coordination

Description: Roadways in Elgin, which form a single transportation network, are owned and maintained by several agencies, each with different design standards and policies for accommodating pedestrians. Some jurisdictions design all roads with pedestrian accommodations, while other jurisdictions only install pedestrian accommodations when requested.

Status: New roads constructed in Elgin by developers are required to build sidewalks, but roads that are constructed or reconstructed by other agencies may not necessarily add pedestrian accommodations unless requested by the city.

Next Steps: Elgin should adopt a Complete Streets Policy to clarify to all agencies owning roads within the City that Elgin is interested in creating a complete and connected pedestrian network. This type of policy is an official statement that the City wants to accommodate all roadway users, pedestrians, cyclists, transit and automobiles, on all roadways in the City. A designated City staff member is already charged with working with other jurisdictions to ensure that all the roadways in Elgin are Complete Streets. IDOT has already adopted a Complete Streets Policy so this policy is in place on roads in Elgin under IDOT jurisdiction.

Additionally, Elgin should reach out to all other agencies that build or maintain roads within the municipality to ensure that those agencies have copies of this study as well the City's other long range transportation plans. Elgin should continue to coordinate design of roadways in accordance with applicable standards.

[10] *Available at http://www.access-board.gov/prowac*

[11] *More information can be found at http://www.cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/ada-transition-plans*

Partners Within Elgin

Description: Because many of the sidewalk gaps and intersections identified in this study are located on roadways not under the City's jurisdiction, or on land adjacent to another public agency, the City should partner with other agencies to make improvements to the pedestrian network. This should include KDOT's improvements on Randall Road with respect to bus stops. Other examples of partnerships should include the following:

- School District U-46 and School District-301: *Work with the school district to install sidewalk along any designated walking routes or walking school bus routes.*
- Elgin Parks and Recreation: *Include sidewalks in any park upgrades or reconstruction projects*
- Pace Suburban Bus: *Work with Pace to install or upgrade shelters and paved waiting areas at high-use bus stops.*

Status: Potential partners have been identified in this report.

Next Steps: The City should share a summary of this study with local partners to create awareness for the need to complete Elgin's pedestrian network. The City should also review capital improvement plans for potential partners and identify any opportunities to work together.

POTENTIAL FUNDING SOURCES

There are numerous funding sources available to support the implementation of sidewalk and pedestrian improvements.

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. The Chicago Metropolitan Agency for Planning (CMAP) is the administrator of the program.

Safe Routes To School (SRTS)

SRTS is a federal-aid program that is part of the Transportation Alternatives Program and administered by IDOT. These funds support infrastructure and non-infrastructure improvements within two miles of K-8 schools. These federal funds aim to enable and encourage children to walk and bike to school.

Community Development Block Grant (CDBG) Funds

CDBG funds can be used for public improvements within qualified areas.

Congestion Mitigation and Air 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 Kane/Kendall Council of Mayors (KKCOM). STP supports improvements to local roads that benefit the federal highway network. Among other uses, STP funds are used for traffic calming, pedestrian facilities and bike routes. Each council of mayors has its own procedures for evaluation 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 are 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.

Other Federal Funds

Federal agencies sometimes make grants available for energy efficiency, sustainability or obesity-prevention projects that should include active transportation initiatives[12].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 should 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 fund projects. School districts and the Forest Preserve District of Kane County are also be sources of funds.

Private and Alternative Funding Sources

Outside of traditional transportation funding sources, fabrication and installation of bike route signage may be eligible for some creative funding sources. Hospitals and public health agencies may offer small grants to communities for projects that have a public health benefit.

[12] *An up to date listing of all federal grants is available at www.grants.gov.*

PROGRAMMING

Programming is a powerful tool for promoting healthy and safe roadway behaviors. Educating the community on their rights and responsibilities, encouraging people to get out and walk, and enforcing safe roadway behaviors will enable people of all ages to feel safe and confident while walking in Elgin.

EDUCATION

Pedestrian Awareness Campaign

Description: New sidewalks being built, new research on the benefits of walking, new traffic laws and changes to transit routes are just some examples of information residents should receive on walking. By reminding community members about the benefits of walking, it is likely that they will walk more.

Status: This would be a new program for Elgin that should be promoted by BPAC.

Next Steps: Identify a few local outlets such as local newsletters, blogs, or Facebook groups that can help share news about the benefits of walking and updates on Elgin's non-motorized network. As information and updates are available, be sure to share them.

ENCOURAGEMENT

Walking Route Maps

Description: Similar to a city bike map, walking route maps show all the places to walk and major walking destinations such as business districts and parks. Walking route maps should also be developed around specific themes, like a historic route or a tour of parks. The map should include information about destinations along the route and mileage.

Status: Elgin is currently in the process of developing a bike route map, and should consider creating one for walking.

Next Steps: The City should partner with community groups such as the Elgin Area Historical Society and the Elgin Garden Club to develop walking route maps.

Programs Sponsored by the Centre

Description: The Centre, Elgin's community center, holds several programs to encourage community members to get outside and walk. The Centre includes an indoor track for walking inside during inclement weather.

Status: The following programs are offered:

- Hawthorne Hill Hiking Club – Community members meet weekly to hike.
- Hike 'n Story – Families with pre-school age children meet monthly for a hike and story time.
- Walk with the Mayor at the Centre – These walks are open to everyone and are held once per month as a way to encourage exercise and talk with the mayor.

Next Steps: The Centre should partner with other community groups and activities as opportunities arise.

Pace Suburban Bus Encouragement Programs

Description: Pace Suburban Bus provides several programs to increase awareness for transit and encourage ridership. These programs include a general marketing campaign to encourage ridership as well as targeted campaigns for students, corporations and people with disabilities. Pace is also available to provide text for newsletters and websites as well as appear at community events to promote use of their bus transportation system.

Status: Pace is available to work with the City on promoting bus ridership at the regional or a more localized level.

Next Steps: In addition to providing enhanced pedestrian access to transit stops, the City should work with Pace to encourage community members to use the bus. For more information on working with Pace, the City should contact Pace's Marketing and Promotions Supervisor.

ENFORCEMENT

"Caught Being Good" Campaign

Description: Elgin should reward children for good walking behaviors. When officers observe these behaviors they should reward children by "pulling them over" and giving them a reward "ticket" such as a coupon for a free ice cream. Working with local businesses to donate rewards provides sustainability to this program and encourages children to walk safely around Elgin. This program should also be applied to biking behaviors.

Status: This program has worked successfully in other communities including Wilmette and Homewood, and should be an opportunity to foster new relationships between the police and business community.

Next Steps: If Elgin chooses to pursue a program like this, it should begin by meeting with interested businesses and working with police to identify ways they can participate.

Targeted Enforcement Events

Description: No police department can aggressively enforce all laws in all locations at all times. Elgin can use existing crash data and proposed locations for "must stop for pedestrians" signage to identify the most hazardous locations for pedestrians and target enforcement at those sites. Events focused on reckless behavior by motorists have proven particularly successful in other communities.

Status: Crash data was included as a part of this study.

Next Steps: Use the crash maps developed through this study to identify locations to target for enforcement events. Identify a strategy for how to hold the events. The City of Forest Park's Must Stop for Pedestrians events and the City of Chicago's Bicycling Ambassador enforcement events should both be used as models for events in Elgin. In addition, any revenue captured by enforcement activities could be dedicated to pedestrian safety improvements.

Additional Programming Resources are included in Appendix C.

APPENDIX A:
INVENTORY & ASSESSMENT MAPS

City of Elgin
Sidewalk Gap and Transit Stop Study

November 15, 2012

Sidewalk and Path Gap
- Gap (No Sidewalk or Path)

0 0.125 0.25 Mile

Transit Stops With Over 5 Boardings or Alightings Per Day
- 5 - 10 Riders
- 11 - 20 Riders
- 21 - 100 Riders
- Over 100 Riders

- Schools
- Metra Stations
- High Transit Use

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- Over 100 Riders

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- Metra Stations
- Elgin Boundary

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ELGIN
THE CITY IN THE SUBURBS

TranSystems

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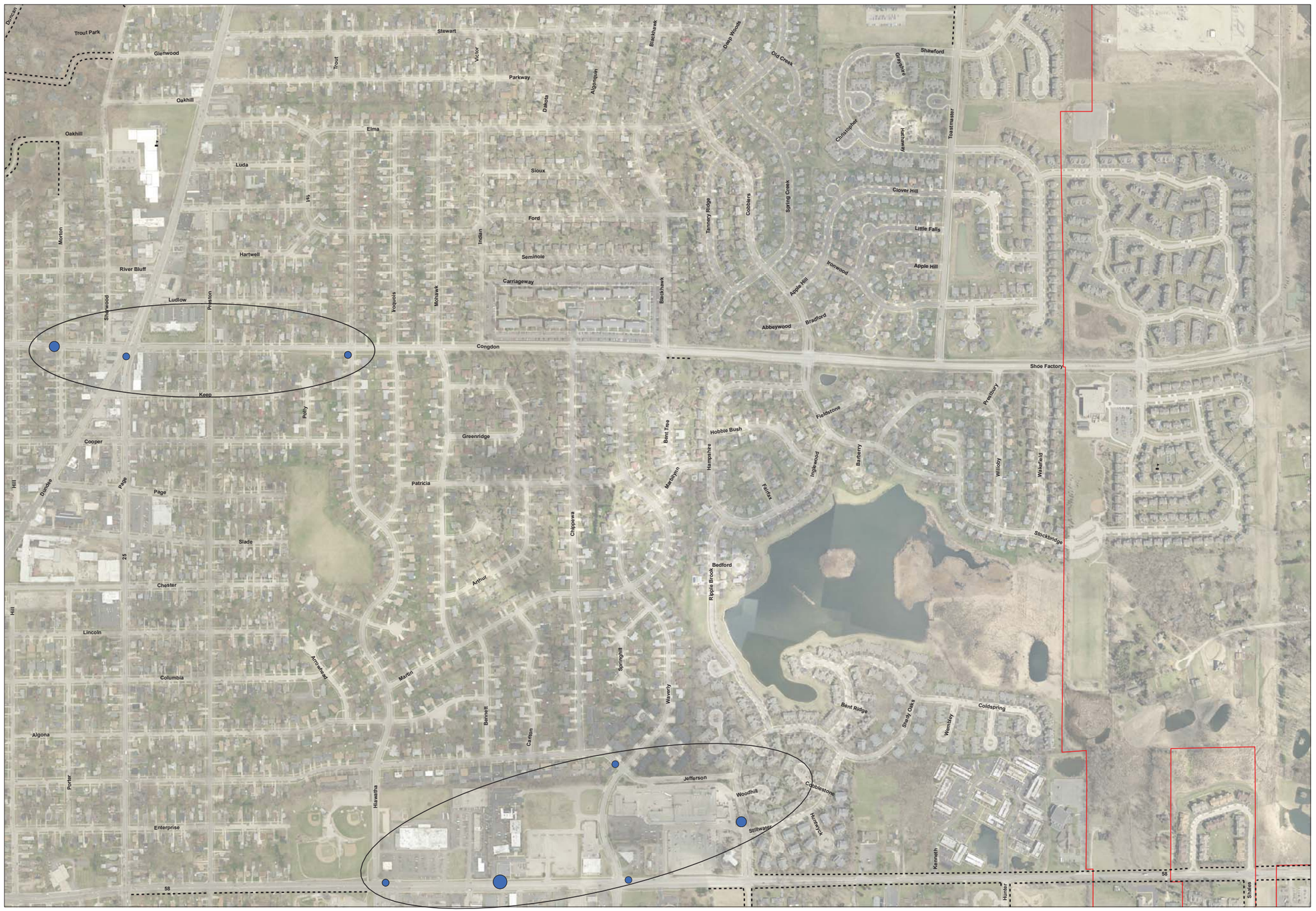

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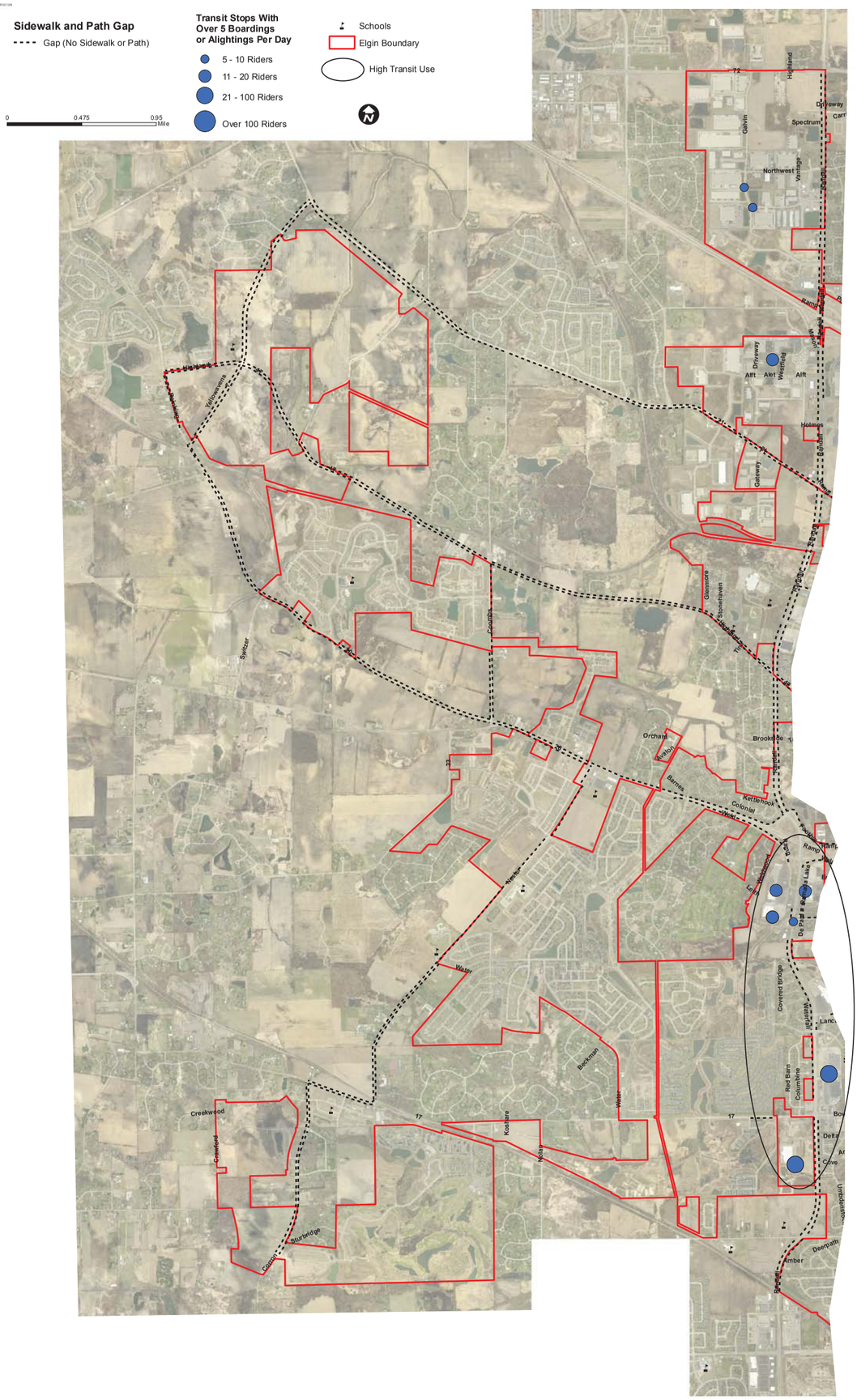
November 15, 2012



APPENDIX B:
BUS STOP INVENTORY

Route	Dir.	Stop ID	Stop Name	Average Weekday Boardings	Average Weekday Alightings	Sign?	Shelter?	Bench?	Sidewalk?	Pad?	Signal?	Ped sigs?	Stop sign?	Marked Crosswalk?
549	North	17625	Renner/Hoffer	43.0	3.7	Y	Y		Y	Y			Y	Y
549	Terminal	17694	Meijer	28.9	31.1	Y	Y	Y	Y	N				
542	Outbound	15917	Grove/National	28.7	46.9	Y	1		Y	N	Y	Y		Y
542	Inbound	15905	National/Grove	17.5	5.9	Y	3		Y	Y	Y	Y		Y
548	Terminal	29199	Provena St. Joseph Hospital	17.4	0.3	Y	Y	Y	Y	Y				
541	Outbound	33854	N. Grove/Gail Borden Public Library	16.4	21.2	Y	5		Y	N				N
554	West	16942	Chicago/Poplar Creek	16.2	4.7	Y	6		Y	N	Y	Y		Y
547	Inbound	16583	Mark/Ruth	15.8	0.0	Y	7			N				
546	Inbound	16228	Crystal/Locust	15.1	6.5	Y	Y		Y	Y				
543	South	16054	Dundee/Summit	12.8	5.9	Y	11			N	Y	Y		Y
549	North	17627	Second/Fleetwood	12.3	1.6	Y	Y		Y	Y			Y	N
552	South	16725	Airport/Hampton Inn/Cracker Barrel	12.2	5.0	Y	12			N				
547	Outbound	16560	Wing/Garden Crescent	11.3	16.8	Y	14		Y	N				
546	Outbound	16244	Orange/State	10.3	13.9	Y	18		Y	N				
547	Outbound	16576	Royal/McLean	10.2	10.6	Y	19		Y	N	Y	Y		Y
541	Inbound	15851	Park/Gifford	10.1	5.9	Y	20		Y	N			Y	Y
546	Inbound	16206	Lillian/Weston	9.6	1.0	Y	21		Y	N				
550	Terminal	17715	Chase Operations Center	9.1	17.1	Y	23		part				Y	
546	terminal	16296	Kathleen/Meyer	9.1	7.7	Y	24		Y	N			Y	
541	Inbound	15844	Hill/Fremont	8.9	9.8	Y	Y	N		Y				Y
547	Outbound	16573	Abbott/Adeline	8.5	11.8	Y	25		Y	N				
543	North	15996	Dundee/Congdon	7.9	3.2	Y				Y	Y	N		Y
547	Outbound	16582	Mark/Deborah	7.6	5.7	Y			Y	N				
541	Inbound	15840	Summit/Hiawatha	7.4	7.6	Y			Y	N	Y	N		N
		16235	State/Locust	6.6	37.1	Y	Y		Y	Y				
542	Outbound	15926	Raymond/Bent	6.5	6.1	Y			Y	N				
	South	16240	State/Walnut/National	6.1	5.3	Y			Y	N	Y	Y		Y
546	Inbound	16281	Second/Fleetwood/Elgin Community Col	5.7	0.0	Y	Y			Y			Y	
	South	16266	McLean/Lillian (SW)	5.6	9.4	Y			Y	Y	Y	Y		Y
547	Inbound	16513	Royal/McLean	5.5	0.8	Y			Y	N	Y	Y		Y
543	North	15978	Dundee/Summit	5.2	16.4	Y				Y	Y	Y		Y
549	North	29181	Bowes/Crispin/Elgin Rehabilitation Cente	5.1	0.6	Y	Y	Y	Y	Y				
	East	15911	Chicago/Spring	4.8	1.2	Y			Y	Y	Y	Y		Y
541	Inbound	15833	Jefferson/Waverly	4.6	5.8	Y			Y	N			Y	Y
541	Inbound	15849	Hill/Park	4.6	2.9	Y			Y	N			Y	Y
554	East	16741	Chicago/Poplar Creek	4.3	9.9	Y			Y	N	Y	Y		Y
548	Inbound	16613	Edison/Chicago	3.9	1.1	Y			Y	N			Y	
548	Inbound	16599	Lyle/Highland	3.9	3.7	Y			Y	N			Y	Y
548	Inbound	16605	Highland/McLean	3.8	2.0	Y			Y	N	Y	Y		Y
542	Outbound	15916	Grove/Grand Victoria Casino	3.4	9.1	Y			Y	N			Y	
550	South	17749	Big Timber/Todd Farm (E)	3.3	0.4	Y			N					
552	North	16699	Airport/Tollgate	3.1	13.2	Y				N	Y	N		N
	South	17771	State/Wing	3.0	2.0	Y			N		Y	N		N
546	Outbound	16255	Orange/Wilcox	3.0	3.0	Y			Y	N			Y	
546	Outbound	16265	Lillian/Weston	2.9	3.3	Y			Y	N				
549	South	17662	McLean/Larkin High School	2.8	2.0	Y			Y	N	N	N		N
541	Inbound	15837	Shady Oaks/Summit	2.7	3.6	Y			Y	N			Y	N
549	North	17623	Renner/South	2.7	0.5	Y			N					
543	South	16058	Dundee/Algona/Larsen Middle School	2.6	2.4	Y				N				
548	Inbound	16609	Highland/Aldine	2.6	0.5	Y			Y	N				
546	Inbound	16211	South/Edison	2.6	1.0	Y			Y	N				Y
541	Outbound	33858	Douglas/Cherry	2.5	1.9	Y			Y	N				Y

542	Outbound	15939	Liberty/Bluff City	2.5	11.3	Y			Y	N	Y	Y		Y
552	North	16691	West River/Willow Lake	2.4	4.7	Y	Y	Y	Y	Y				
554	East	16125	Chicago/Gifford	2.4	2.6	Y			Y	N	Y	Y		Y
550	North	17700	Big Timber/McLean	2.3	9.1	Y			Y	N	Y	N		N
543	North	15986	Dundee/Columbia/Bellevue	2.2	2.1	Y				Y				N
548	Inbound	16612	Edison/Larkin	2.1	0.6	Y			Y	N	Y	Y		Y
552	South	16712	Rt. 31/Big Timber	2.0	0.4	Y				N				
543	South	16066	Dundee/Slade	2.0	1.5	Y				N	Y	Y		Y
546	Outbound	16241	State/Washburn	1.9	2.4	Y			Y	N				
541	Outbound	15815	Congdon/Logan	1.9	1.2	Y			Y	N				
549	North	17615	South/~~Loyola~~DePaul	1.7	0.5	Y			Y	N				
550	South	33799	Fisher Corporate Center	1.6	2.1	Y		Y	N		Y	N		N
546	Outbound	16259	Commonwealth/South	1.5	2.2	Y			Y	N			Y	
541	Outbound	15818	Congdon/Duncan	1.5	1.4	Y			Y	N			Y	Y
547	Outbound	16566	Garden Crescent/Royal	1.5	2.2	Y			Y	N			Y	
547	Inbound	16585	Ruth/Royal	1.4	1.1	Y				N				
549	South	16883	McLean/Van	1.3	0.3	Y			Y	N				
547	Outbound	16586	Royal/Ruth	1.3	4.2	Y			Y	N			N	N
554	East	16126	Chicago/Channing	1.3	1.5	Y			Y	N	Y	Y		Y
542	Outbound	15914	Grove/Prairie	1.2	0.9	Y			Y	Y	N		Y	Y
552	North	16678	State/Schiller	1.2	1.0	Y			Y	Y			N	
549	South	17674	Renner/South	1.2	6.8	Y			N				Y	N
541	Inbound	15826	Hiawatha/Hiawatha Ct.	1.1	1.1	Y			Y	N				
552	North	16676	State/Kimball/Lawrence	1.1	0.2	Y			Y	Y	Y	Y		Y
550	North	17698	Big Timber/Todd Farm (E)	1.0	4.6	Y			Y	N				
552	North	16677	State/Wing	1.0	6.4	Y			Y	Y	Y	N		N
548	Outbound	16645	Highland/Aldine	1.0	2.2	Y			Y	N				
548	Outbound	16662	Lyle/Larkin	0.9	1.1	Y			Y	N	Y	Y		Y
543	North	15990	Dundee/Slade	0.9	1.5	Y				N	Y	Y		Y
552	South	16729	Rt. 31/Tollgate	0.7	2.1	Y			N		Y	N		N
	West	15860	Highland/Grove	0.7	11.9	Y				Y	Y	Y		Y
550	North	33796	Big Timber/Lyle-Big Timber Metra Statio	0.7	2.5	Y			Y	Y	Y	N		N
548	Outbound	16648	Highland/Weston	0.6	2.8	Y			Y	N				N
547	Outbound	16557	Wing/Wing Park	0.6	2.1	Y			Y	N				Y
552	North	16683	Rt. 31/Big Timber	0.5	1.8	Y			N		Y	N		N
541	Inbound	15842	Summit/Liberty	0.5	1.4	Y			Y	N	Y	Y		Y
549	South	16886	McLean/Erie	0.5	1.5	Y			Y	N				
554	East	16134	Chicago/Bode	0.5	1.1	Y			N					
548	Inbound	16629	Chicago/Crystal	0.3	5.4	Y			Y	N			Y	
552	North	17753	State/Elgin Discount Market	0.3	2.2	Y			N		Y	N		N
552	North	16685	Rt. 31/Davis/West River	0.2	1.2	Y				N	Y	N		N
541	Outbound	33864	Douglas/Lincoln	0.2	1.0	Y			Y	N				
801	South	17326	Rt. 31/Pace River Garage	0.1	1.5	Y			N					
542	Outbound	15915	Grove/Lake	0.1	1.5	Y			Y	N			Y	Y
550	North	17696	Big Timber/Morningside	0.1	4.3	Y			N					
554	West	16945	Chicago/Shales	0.1	1.2	Y			N		Y	Y		Y
543	North	16016	Dundee/Brandt	0.0	1.5	Y			N		Y	N		N
541	Outbound		Prospect/Congdon			Y			Y	N			Y	
546	Inbound		Orchard/Locust			Y			Y	N			Y	Y
546	Outbound		Orange/Orchard			Y			Y	N			Y	
546	Outbound		Orange/Commonwealth			Y			Y	N			Y	
542	Inbound		National/Wellington			Y			Y	N				
548	Inbound		Highland/Edison			Y			Y	N			Y	Y
549	South		Larkin/Monroe			Y			Y	N				
801	South		State/Orange			Y				N				

546	Outbound		State/Chicago			Y			Y	Y	Y	Y		Y
542	Outbound		Raymond/Bluff City			Y			Y	Y				
548	Outbound		Highland/Edison			Y			Y	Y			Y	Y
801	North		Rt. 31/Pace River Garage			Y			N					
548	Outbound	16659	Lyle/Grandstand	52.2	39.0	?	Y	?	Y	Y				
549	North	17613	Randall/South	5.2	0.7	?			Y	N	Y	N		N
554	East	16122	Chicago/Center/Villa	1.3	0.4	?			Y	Y	Y	Y		Y
548	Outbound	16922	Larkin High School	0.0	4.9	?				N				
		16232	Elgin Terminal	1068.5	917.5									
		15792	Elgin Terminal	570.0	542.0									
549	South	35234	Wal-Mart/S. Randall	27.0	31.3		2		Y	Y				
541	Inbound	15839	Summit/Fox Valley Professional Park	23.6	21.0		Y	Y	Y	Y	N			N
541	Inbound	15836	Shady Oaks/Stillwater	16.9	19.3		4		Y	N				Y
552	South	16728	Tollgate/Airport	15.1	2.0		8			N				
547	Inbound	16515	Wing/McLean	14.7	7.1		Y	Y	Y	Y	Y	Y		Y
549	South	17687	Otter Creek/Target	14.5	10.6		9			N				
549	North	17667	Buena Vista Apts./Burnham Manor	14.3	6.8		10		N					
548	Outbound	16653	Larkin/Pace Sign	11.5	14.9		13			N				
546	Outbound	16291	Elgin Mall	11.2	13.6		15		Y	N				
541	Outbound	15820	Congdon/Morton	11.1	13.0		16		Y	N				
548	Outbound	16654	Larkin/Jane	10.7	11.8		17		Y	Y				
542	Outbound	15927	Raymond/May	9.4	9.0		22		Y	N				
550	South	17727	Galvin/Technology	9.2	7.3		Y	Y	Y	Y				
549	NB & SB	17665	Buena Vista Apts./Loop Stop 1	8.4	9.9		26		N					
542	Terminal	15966	Elgin High School	8.1	9.1					N				
541	Inbound	15823	Congdon/Hiawatha	8.1	0.0				Y	N				Y
548	Outbound	16655	Jane/Maple	8.0	6.8					N				
546	Inbound	16883	McLean/Van (Larkin H.S.)	8.0	0.8					N			Y	
542	Inbound	15939	Bluff City/Liberty	7.7	0.0					N				
549	South	17667	Buena Vista Apts./Burnham Manor	7.6	6.3				N					
	Outbound	16634	Highland/Washington/Harvey/Leonard	7.1	10.2				Y	N				
542	Inbound	15952	Villa/Willard (north side of street)	7.1	10.8				Y	N				
549	North	17664	Buena Vista Apts./Clubhouse	6.8	2.2				N					
542	In & Outboun	15947	Liberty/Sherman	6.8	10.7				Y	N				
549	NB & SB	17666	Buena Vista Apts./Loop Stop 2	6.6	6.8				N					
550	South	33798	Sherman Hospital	6.4	0.6					N				
542	Inbound	15881	Villa/St. Charles	6.2	4.9				Y	N	Y	Y		Y
542	Outbound	15933	Bluff City/Elizabeth	6.1	10.8				Y	N				
547	Outbound	16571	Abbott/Getzelman	5.9	6.1				N					
542	Inbound	15904	National/Raymond	5.7	1.1				Y	Y	Y	Y		Y
554	West	16939	Chicago/Willard	5.7	2.7				Y	N	Y	Y		Y
543	North	15981	Dundee/Jefferson	5.5	5.5					Y				N
	Outbound	16637	Highland/Union/McClure	5.4	4.0				Y	N				
541	Inbound	15847	Hill/Franklin	5.3	2.6				Y	N			Y	Y
550	South	17747	Big Timber/McLean	5.2	0.9				Y	N	Y	N		N
549	North	17624	Renner/Berkley	5.2	2.5				N					
541	Outbound	15809	Slade/Center/Sherman Family Healthcar	5.2	4.8		Y	Y	Y	Y	N		Y	Y
541	Outbound	33857	Ann/Douglas	5.1	4.4				Y	N				
542	Terminal	15950	Sherman/Villa	5.0	3.7				Y	Y				
550	North	33798	Sherman Hospital	5.0	14.5					N				
548	Outbound	16649	McLean/Highland	4.9	6.1				Y	Y	Y	Y		Y
		16286	Fleetwood/McLean	4.7	1.2					N				
542	Inbound	15906	Grove/Grand Victoria Casino	4.6	1.9				Y	N				
554	East	16135	Chicago/Willard	4.6	7.6				Y	N	Y	Y		Y
549	South	17684	Frontage Rd./Aldi	4.6	12.0				N					

552	North	16696	Airport/Hampton Inn/Cracker Barrel	4.5	25.6					N				
542	Inbound	15880	Villa/Healy	4.4	2.8				Y	Y				
550	South	17729	Technology/Vantage	4.0	0.9		Y	Y	Y	Y				
549	South	17686	Otter Creek Shopping Center	3.8	12.4				Y	Y				
549	South	17672	Hoffer/Renner (ECC)	3.7	40.0				Y	Y			Y	Y
541	Outbound	33847	Douglas/Highland	3.6	0.5				Y	Y	Y	Y		Y
547	Inbound	16502	Fletcher/Millcreek	3.4	4.0					N				
552	South	16720	West River/Willow Lake	3.3	1.0					N				
542	Inbound	15890	Willard/Bent	3.2	3.1					N				
546	Inbound	16220	Orchard/Standish	3.1	2.5				Y	N			Y	
549	North	17645	Highland/Woodland	3.1	1.8					N				
541	Outbound	15822	Congdon/Preston	3.1	2.2				Y	N				Y
541	Outbound	15821	Condgon/Dundee	3.0	4.4				Y	N				
542	Inbound	15950	Sherman/Villa	3.0	3.0				Y	Y				
549	South	17673	Renner/Berkley	3.0	8.1				N					
549	South	16204	McLean/Meyer	3.0	9.3				Y	N				
547	Outbound	16563	Garden Crescent/Tivoli	2.9	2.5				Y	N				
542	Outbound	15920	Raymond/Watch	2.9	6.6				Y	N				
542	Outbound	15942	Liberty/Jay	2.9	2.6				Y	N				Y
550	South	33801	Big Timber/Lyle-Big Timber Metra Statio	2.7	6.4				Y	Y	Y	N		N
542	Outbound	15929	Raymond/Hastings	2.7	4.0				Y	N				
552	South	17773	State/Elgin Discount Market	2.6	0.7				Y	Y	Y	N		N
541	Inbound	15829	Hiawatha/Jefferson	2.5	4.3				Y	N				
542	Inbound	15897	Bent/Liberty	2.5	0.3				Y	N				
546	Inbound	16214	Walnut/Wilcox	2.5	3.5				Y	Y				
546	Inbound	16200	Meyer/Jane	2.5	1.3				Y	N				
547	Inbound	16533	Lawrence/Nelson	2.4	0.2					N				
547	Outbound	16551	McClure/Wing	2.4	3.3				Y	N			Y	Y
543	North	15969	Center/Division	2.4	1.1			Y		Y	Y	Y		Y
546	Inbound	16217	Walnut/Gertrude	2.4	2.5				Y	N				Sign/No paint
542	Inbound	15883	Villa/Gifford	2.4	0.5				Y	Y	Y	Y		Y
543	South	16057	Dundee/Jefferson	2.3	3.1					N				
547	Terminal	16594	Wal-Mart/Elgin	2.3	3.2					N				
549	North	16284	Fleetwood/Shepard	2.2	0.3					N				
546	Outbound	16252	Orange/Gertrude	2.1	2.0				Y	N				
546	Outbound	16248	Orange/Elm	2.1	0.9				Y	Y				
549	North	17622	South/Belmont	2.0	1.3				Y	N				
550	South	17717	Alft/Capital	2.0	0.1					N				
542	Outbound	15919	National/Raymond	2.0	7.8				Y	Y	Y	Y		Y
552	South	17755	Tollgate/Church	1.9	0.3					N				
547	Outbound	16581	Scott/Mildred	1.9	1.0				Y	N				
541	Outbound	15811	Prospect/Cooper	1.8	2.0				Y	N				Y
549	North	17628	McLean/Lillian	1.8	4.4				Y	N	Y	Y		Y
552	South	16715	West River/Judson College/Lindner Cen	1.8	0.5					N				
541	Outbound	33848	Douglas/Division	1.8	0.7				Y	Y				
541	Outbound	33862	Douglas/Jefferson	1.7	2.0				Y	N				
546	Outbound	16249	Orange/Moseley	1.7	1.7				Y	N				
541	Outbound	33850	Douglas/North	1.7	3.0				Y	Y			Y	Y
542	Outbound	15913	Spring/Fulton/Grove	1.7	2.5				Y	Y	Y	Y		Y
543	South	16087	Dundee/Oakhill/Elma	1.7	0.5					Y				
549	North	17635	Larkin/Alfred	1.7	0.3				Y	Y				
548	Outbound	16665	Larkin/Provena/Belmont	1.6	4.4					N				
543	North	16001	Dundee/Elma/Oakhill	1.6	1.9					Y				N
543	North	16000	Dundee/Luda	1.6	1.6					Y	Y	Y		Y
541	Inbound	15848	Hill/Addison	1.6	2.2				Y	N				Y

542	Outbound	15943	Liberty/May	1.6	2.1				Y	N				
801	North	35251	Hopps/Umbdenstock	1.5	0.4				Y	N				
554	West	16935	Chicago/Hill	1.5	0.7				Y	Y				
547	Inbound	16503	Fletcher/Royal	1.5	0.3					N			Y	N
543	South	16009	Elma/Blackhawk	1.5	0.0					N				
542	Inbound	15879	Villa/Liberty	1.5	0.4				Y	Y	Y	Y		Y
549	North	17633	Larkin/Melrose	1.4	0.9				Y	N				
541	Inbound	15845	Hill/Hickory	1.4	0.7				Y	N				
547	Outbound	16572	Abbott/Printpack	1.4	1.7				N					
547	Outbound	16590	Royal/Colorado	1.4	1.7				Y	N				
543	South	16078	Blackhawk/Congdon	1.3	1.4					N				
554	West	16931	Chicago/Gifford	1.3	0.7				Y	N	Y	Y		Y
547	Outbound	16567	Royal/Clayton	1.3	4.1				Y	N				
543	North	15975	Dundee/Ann	1.3	0.8					N				Y
546	Outbound	16293	Main/Lilac	1.3	2.6				Y	N				
542	Inbound	15952	Villa/Willard (south side of street)	1.3	1.3					N				
542	Outbound	15921	Raymond/Bartlett	1.3	2.3				Y	N				
543	North	15968	Center/Highland	1.3	1.7					Y	Y	Y		Y
552	South	17777	West River/Willow Lake (E)	1.3	1.5					N				
542	Outbound	15960	Varsity/Maroon	1.3	1.1					N				
541	Inbound	15838	Summit/Waverly	1.3	6.3				Y	Y	Y	Y		Y
546	Inbound	16218	Walnut/Jewett	1.3	0.3				Y	N				
541	Outbound	33863	Douglas/Lovell	1.2	1.8				Y	N				
543	South	16068	Dundee/Cooper	1.2	1.9					N				
547	Outbound	16570	Royal/Abbott	1.2	1.5				Y	N				
541	Outbound	33859	Douglas/Seneca	1.2	2.0				Y	N				
547	Outbound	16543	McClure/Lawrence	1.2	2.4				Y	N			Y	Y
543	South	16053	Dundee/Seneca	1.2	1.2					N				
542	Outbound	15945	Liberty/Bent	1.2	2.9				Y	N				
552	North	16686	West River/Judson College/Lindner Cen	1.2	0.9					N				
549	North	17620	South/Hawthorne	1.2	0.2				Y	N				
549	South	17664	Buena Vista Apts./Clubhouse	1.2	6.0				N					
546	Inbound	16202	Robert/Erie	1.1	0.3				Y	N			Y	
801	North	17219	State/Traffic Signal/Dominick's	1.1	0.2					N				
801	North	17306	State/Rt. 20	1.1	0.6					N				
547	Outbound	16569	Royal/Adeline	1.1	5.1				Y	N				
	West	15859	Highland/Douglas	1.1	9.3					Y	Y	Y		Y
547	Inbound	16520	Wing/Aldine	1.1	0.1				Y	Y				
541	Inbound	15834	Jefferson/Shady Oaks	1.1	2.3				Y	N				
541	Outbound	33860	Douglas/Summit	1.1	2.1				Y	N				
548	Inbound	16624	Chicago/Crescent/Woodland	1.1	0.7				Y	N				
546	Inbound	16205	Lillian/McLean	1.1	0.4				Y	N	Y	Y		Y
541	Inbound	15850	Park/Channing	1.1	1.2				Y	N				
546	Outbound	16263	Lillian/Melrose	1.1	1.3				Y	N				
541	Outbound	33865	Douglas/Slade	1.1	0.5				Y	N				
546	Outbound	16253	Orange/Wabash	1.0	0.7				Y	N				
548	Inbound	16608	Highland/Melrose	1.0	0.9				Y	N				Y
541	Outbound	33861	Douglas/Plum	1.0	0.9				Y	N				
542	Outbound	15953	Villa/Bent/Sadler	1.0	1.0				Y	N				
542	Outbound	15912	Spring/Dupage	1.0	2.5				Y	Y	Y	Y		Y
549	South	17895	McLean/Fleetwood	1.0	1.9					N	Y			
549	North	17663	McLean/Fleetwood	1.0	0.5					N				
549	North	16904	McLean/Meyer	0.9	3.3				Y	Y				
542	Outbound	15930	Raymond/Dwight	0.9	1.2				Y	N				
547	Inbound	16535	Lawrence/Crystal	0.9	1.0					N				

541	Inbound	15854	Park/Dundee	0.9	1.6				Y	N				
546	Inbound	16219	Walnut/Orchard	0.9	1.1				Y	N				
549	South	29181	Bowes/Crispin/Elgin Rehabilitation Cente	0.9	6.5	Y	Y	Y	Y	Y				
550	North	17725	Northwest/Galvin	0.9	2.6				Y	N				
542	Outbound	15932	Bluff City/Grace	0.9	1.6				Y	N				
548	Outbound	16660	Ecker Center	0.8	5.1					N				
547	Outbound	16592	Royal/Valley Creek	0.8	2.0				Y	N			Y	Y
554	East	16123	Chicago/Geneva	0.8	1.5				Y	N				Y
801	South	17324	State/Rt. 20	0.8	4.1					N				
542	Outbound	15928	Raymond/Jay	0.8	2.9				Y	N				
549	South	17670	Fleetwood/Second	0.8	10.2				N				Y	N
	West	15858	Highland/Spring	0.8	10.2					Y	Y	Y		Y
549	North	17646	Highland/Leonard/Harvey/Washington	0.8	1.5				Y	N				
549	South	17683	South/De Paul	0.8	3.9				N					
541	Outbound	15819	Congdon/Hill	0.7	1.1				Y	N				
549	South	17675	South/Belmont	0.7	1.6				N					
548	Outbound	16664	Larkin/Sherman West Court/Maple	0.7	2.0				N					
	South	15856	Center/Division	0.7	5.7					Y	Y	Y		Y
	South	15857	Center/Highland	0.7	3.0					Y	Y	Y		Y
543	North	15971	Dundee/North/Symphony	0.7	1.5					Y				N
554	East	16131	Chicago/Liberty	0.7	1.0				Y	N	Y	Y		Y
546	Outbound	16242	State/Oak	0.7	2.0				Y	N				Y
547	Outbound	16575	Adeline/Royal	0.6	1.8				Y	N				
546	Outbound	16239	State/Standish	0.6	2.4				Y	N				
546	Outbound	16290	Lillian/McLean	0.6	3.9				Y	N				
542	Inbound	33312	Liberty/Villa	0.6	1.0					N				
547	Outbound	16546	McClure/Wilson	0.6	2.2				Y	N				
543	South	16071	Dundee/River Bluff	0.6	1.3					Y				
549	South	17669	Fleetwood/Shepard	0.6	4.7					N				
549	South	17668	Fleetwood/McLean	0.6	1.4					N	Y			
546	Outbound	16260	South/Edison	0.6	1.2				Y	N				Y
548	Inbound	16622	Chicago/Union	0.6	2.0				Y	N				
554	East	16139	Chicago/Pace Sign/Ford	0.5	4.6					N				
542	Outbound	15922	Raymond/Yarwood	0.5	1.8				Y	N				
549	North	17630	McLean/Larkin	0.5	2.5				Y	N	Y	Y		Y
801	South	35280	Hopps/Umbdenstock	0.5	1.4				Y	N				
542	Inbound	24573	Spring/Fulton	0.5	1.2				Y	Y	Y	Y		Y
548	Outbound	16656	Maple/Lyle	0.5	2.1					N				
548	Outbound	16652	McLean/Larkin	0.5	2.8				Y	Y	Y	Y		Y
554	East	16128	Chicago/Rugby	0.5	1.6				Y	N				
550	North	17713	Alft/Capital	0.4	3.5					N				
543	South	16069	Dundee/Congdon	0.4	1.1					Y	Y	N		Y
549	South	17657	Larkin/Aldine	0.4	1.6				Y	N				
543	South	16051	Dundee/Ann	0.4	1.0					N				
547	Outbound	16577	Royal/Scott	0.4	1.7				Y	N			N	N
547	Outbound	16591	Royal/Fletcher	0.4	1.8				Y	N			N	N
548	Inbound	16595	Airlite/Lin-Lor	0.4	1.0					N				
546	Outbound	16280	Second/Berkley	0.4	1.2					N				
548	Inbound	16600	Highland/Thomas More Dr.	0.3	1.3				Y	N				
547	Outbound	16544	McClure/Pindar	0.3	1.1				Y	N				
549	South	17671	Second/Elgin Community College	0.3	11.0				Y	Y			Y	Y
552	South	17770	State/Kimball/Lawrence	0.3	2.1				Y	Y	Y	Y		Y
543	North	16013	Dundee/Stewart	0.3	1.2					Y				
549	North	17643	Highland/Union/McClure	0.3	1.1				Y	N				
554	East	16942	Chicago/Poplar Creek	0.3	7.8					N				

541	Inbound	15832	Jefferson/Chippewa	0.3	1.4				Y	N				
543	South	16050	Dundee/Franklin	0.2	1.6					N				
549	South	17659	Larkin/Clifton	0.2	2.5				Y	N				
549	South	17656	Larkin/Alfred	0.2	1.6				Y	N				
554	West	16199	Chicago/Villa/Center	0.2	2.9				Y	Y	Y	Y		Y
548	Outbound	16640	Highland/Commonwealth	0.2	1.1				Y	N				
543	North	15976	Dundee/Hickory	0.2	4.7					Y				N
548	Outbound	16636	Highland/Highland Apts.	0.2	2.2					N				
801	North	17315	State/Standish	0.2	1.8					N				
541	Outbound	33851	Douglas/Kimball	0.1	1.7				Y	Y	Y	Y		Y
549	South	17894	McLean/Fleetwood (NW)	0.1	5.4					N	Y			
549	North	17642	Highland/Crighton	0.1	1.5				Y	N				
549	South	17654	Larkin/Dubois	0.1	1.7				Y	Y				
548	Outbound	16646	Highland/Melrose	0.1	3.2				Y	N				Y
543	North	16011	Dundee/Parkway/Glenwood	0.1	1.4					Y				N
546	Inbound	16230	Crystal/Chicago	0.1	1.5				Y	N				
552	North	16700	Tollgate/Rt. 31	0.1	3.5					N				
549	South	17658	Larkin/Melrose	0.1	1.7				Y	N				
552	North	16679	State/Frazier	0.1	2.3				Y	Y			N	
548	Inbound	16628	Chicago/Jackson	0.1	1.5				Y	N				
543	North	15980	Dundee/Enterprise	0.1	1.3					N				N
546	Outbound	16251	Orange/Jewett	0.1	1.2				Y	N				
542	Inbound	24575	Spring/Chicago	0.1	2.1				Y	Y	Y	Y		Y
550	North	33795	Big Timber/Todd Farm (W)	0.1	2.8				Y	N				
550	North	17723	Northwest/Vantage	0.1	2.0				N					
550	North	17722	Randall/Northwest Pkwy.	0.1	1.2				N		Y	N		N
547	Outbound	16562	Garden Crescent/Pioneer Park	0.1	1.1				Y	N				
552	North	16681	State/Jerusha	0.1	1.1				N					
546	Outbound	16238	State/Oak Crest Residence/Atrium Apts.	0.1	1.2				Y	N				
549	North	17647	Highland/Lynch/Mountain	0.1	1.1					N				
552	North	16682	State/Belle	0.1	1.4				N					
543	North	15987	Dundee/Lincoln	0.0	1.1					Y				N
543	South	16085	Congdon/Dundee	0.0	4.2					Y				
801	North	17313	State/Washburn	0.0	1.3				Y	N				
543	North	15993	Liberty/Cooper	0.0	1.2					N				Y
550	North	17726	Galvin/Paslode/Duo-Fast	0.0	5.2					N				
801	North	17317	State/Westwind Tower	0.0	1.8					N				
549	South	17663	McLean/Fleetwood	0.0	3.6				N		Y			
546	Outbound	16281	Second/Fleetwood/Elgin Community Col	0.0	7.6		Y		Y	N			Y	N
541	Outbound	15823	Congdon/Hiawatha	0.0	6.9					N				
547	Outbound	16583	Mark/Ruth	0.0	7.5					N				
549	North	17650	Highland/State	0.0	2.0					N				
552	North	17759	Tollgate/Church	0.0	2.0					N				
546	Outbound	16281	Hoffer/Second/Fleetwood/Elgin Community College						Y	Y			Y	N
549	South	17675	South/Belmont	0.7	1.6				N					

APPENDIX C:
ADDITIONAL PROGRAMMING RESOURCES

Programming Resources Appendix

Education Resources

There are many organizations who offer free and low-cost resources to educate people about safety and the benefits of walking. 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.

National Safety Town Center
http://nationalsafetytown.com/
A program that teaches pre-school aged children about pedestrian safety and other child safety.

Encouragement Resources

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

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.

Pace Suburban Bus
www.pacebus.com
Pace offers numerous Targeted campaigns to encourage ridership.

Chicago Metropolitan Agency for Planning (CMAP)
www.cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/parking
CMAP has numerous resources to encourage walking including a toolkit for parking strategies that support livable communities.