
VILLAGE OF WHEELING

EXISTING CONDITIONS AND COMMUNITY ENGAGEMENT REPORT

for the
WHEELING ACTIVE TRANSPORTATION PLAN
IMPROVING OPTIONS FOR BIKING, WALKING, AND TRANSIT ACCESS

prepared by



The Village of Wheeling is partnering with Active Transportation Alliance and TranSystems to produce an Active Transportation Plan for the Village in order to improve options for walking, biking and transit access in Wheeling.

The plan will build upon Wheeling's 2003 Comprehensive Plan, the 2010 Northwest Municipal Conference Bike Plan and other recent bicycle and pedestrian planning efforts in order to help the Village achieve its vision for active transportation.

The Village of Wheeling will have a complete, safe, attractive network of transportation options for residents and visitors. The network will allow people to travel throughout Wheeling and connect to adjacent communities on foot or bike. The users of this network will benefit from the health, safety and economic opportunities provided by being able to access parks, schools, trails, businesses and other destinations on foot or bike.

The following report is a summary of the existing transportation network and community input on priorities for making Wheeling a more bicycle and pedestrian friendly community.

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Existing Transportation Network



Main Roads

Importance

Arterial and collector streets, also known as major and secondary roads, generally provide the quickest, shortest paths between destinations for longer trips. Arterials commonly carry the highest traffic volume, followed by collectors and then local streets. Arterials and collectors are often characterized by a greater number of travel lanes and higher speeds. Most destinations are located along these streets such as workplaces, shopping centers, restaurants, educational institutions, and medical facilities. If deemed safe by bicyclists, these streets are optimal for long bike trips.

Existing Network

The Wheeling street network's arterials are:

- East-west: Dundee Road (IL 68), Lake-Cook Road, Palatine Road
- North-south: Buffalo Grove Road, Elmhurst Road (IL 83), McHenry Road, Milwaukee Avenue (US 45 / IL 21), Wolf Road

Wheeling's collector roads are:

- East-west: Camp McDonald Road, Hintz Road
- North-south: Schoenbeck Road, Wheeling Road

While Wheeling has jurisdiction over Wheeling Road, the other main roads are under the jurisdiction of either Illinois Department of Transportation or Cook County (see map).

Active Transportation Conditions

The majority of main roads in Wheeling have sidewalks (see map). Many streets have some areas with gaps in sidewalk coverage or only a sidewalk on one side. None of the main roads have bicycle facilities. Cyclists are permitted to use the sidewalk in Wheeling, but bicycling in places with a high frequency of driveways and intersections, and little room for cyclists and pedestrians to pass each other is unsafe. Current accommodations are not enough for a safe, comfortable biking and walking environment as there are often wide intersections to cross. While Dundee Road has sidewalks along both sides of the road for almost its entire length in Wheeling, it also has the highest rate of pedestrian and bicycle crashes.

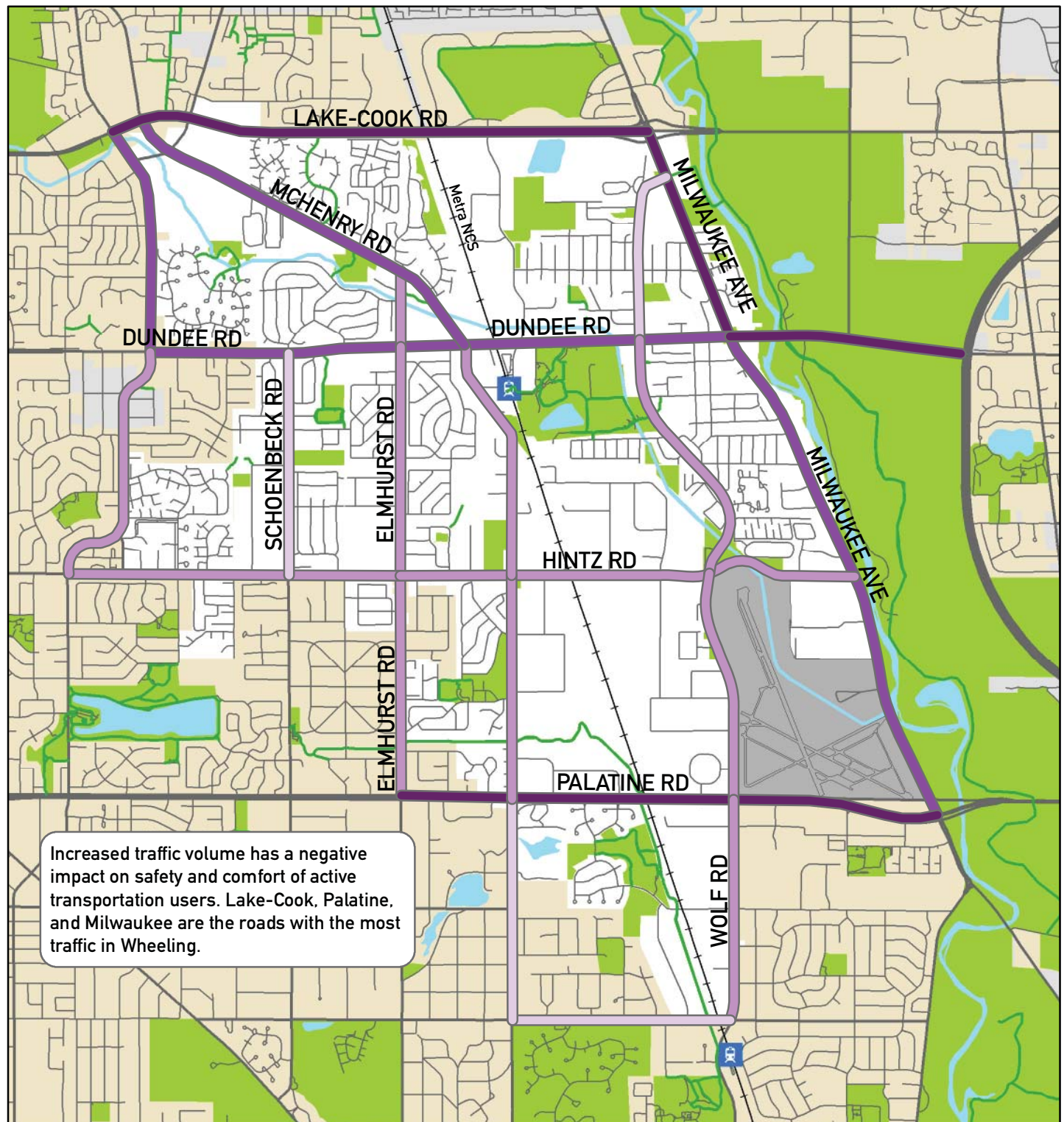
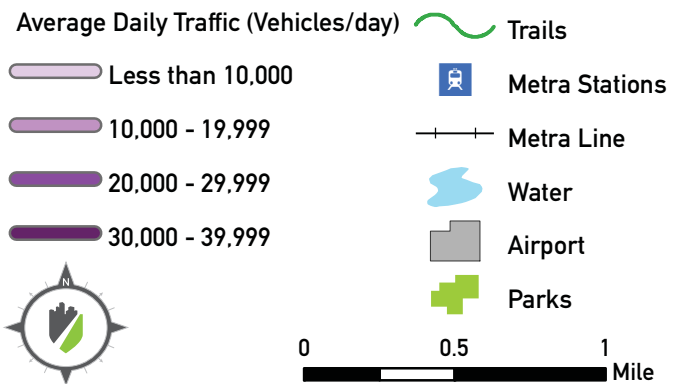
Planned Projects

A side path is planned along Dundee Road to provide an increased level of pedestrian and bicycle comfort over the smaller sidewalk that currently exists. It is scheduled to begin construction in 2013.

WHEELING

Traffic Volume

Prepared By: Active Transportation Alliance and TranSystems
7/3/2012
Data Source: IDOT

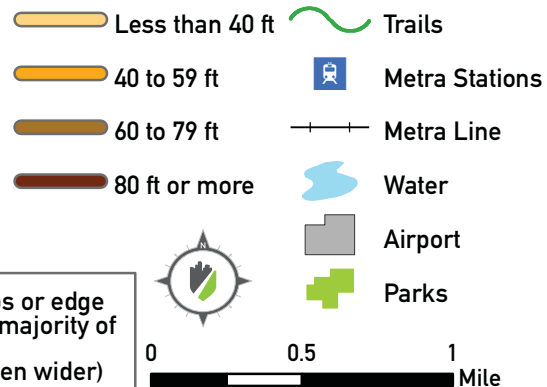


WHEELING

Width of Paved Travel Way for Main Roads*

Prepared By: Active Transportation Alliance and TranSystems
7/3/2012
Data Source: Village of Wheeling, Field review

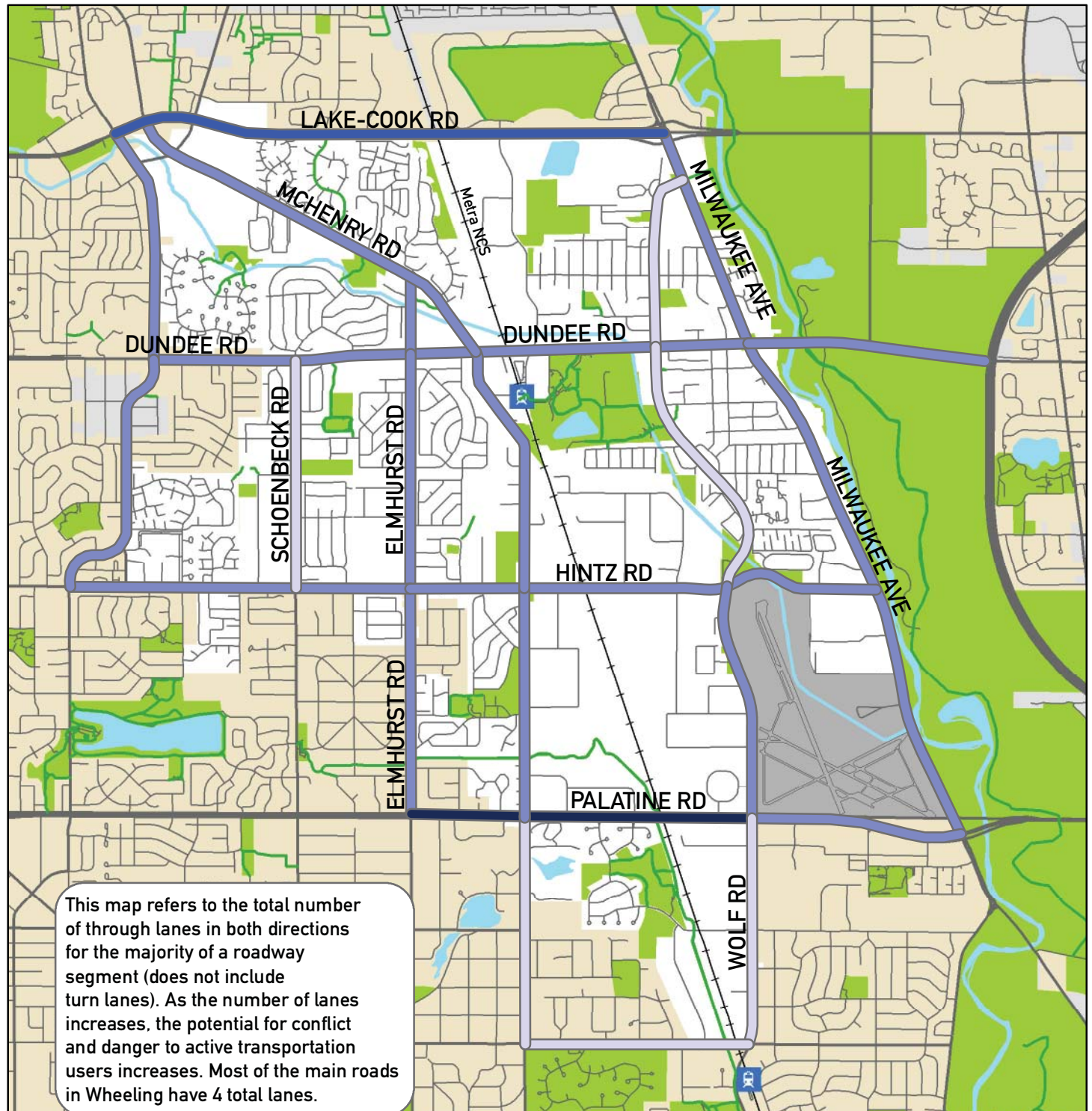
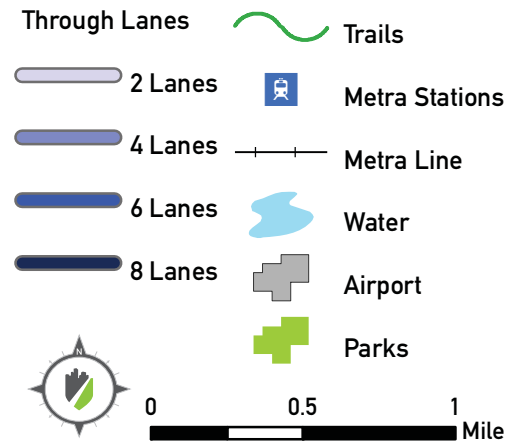
*Width between curbs or edge lines, in feet, for the majority of roadway segment.
(Intersections are often wider)



WHEELING

Through Lanes on Main Roads

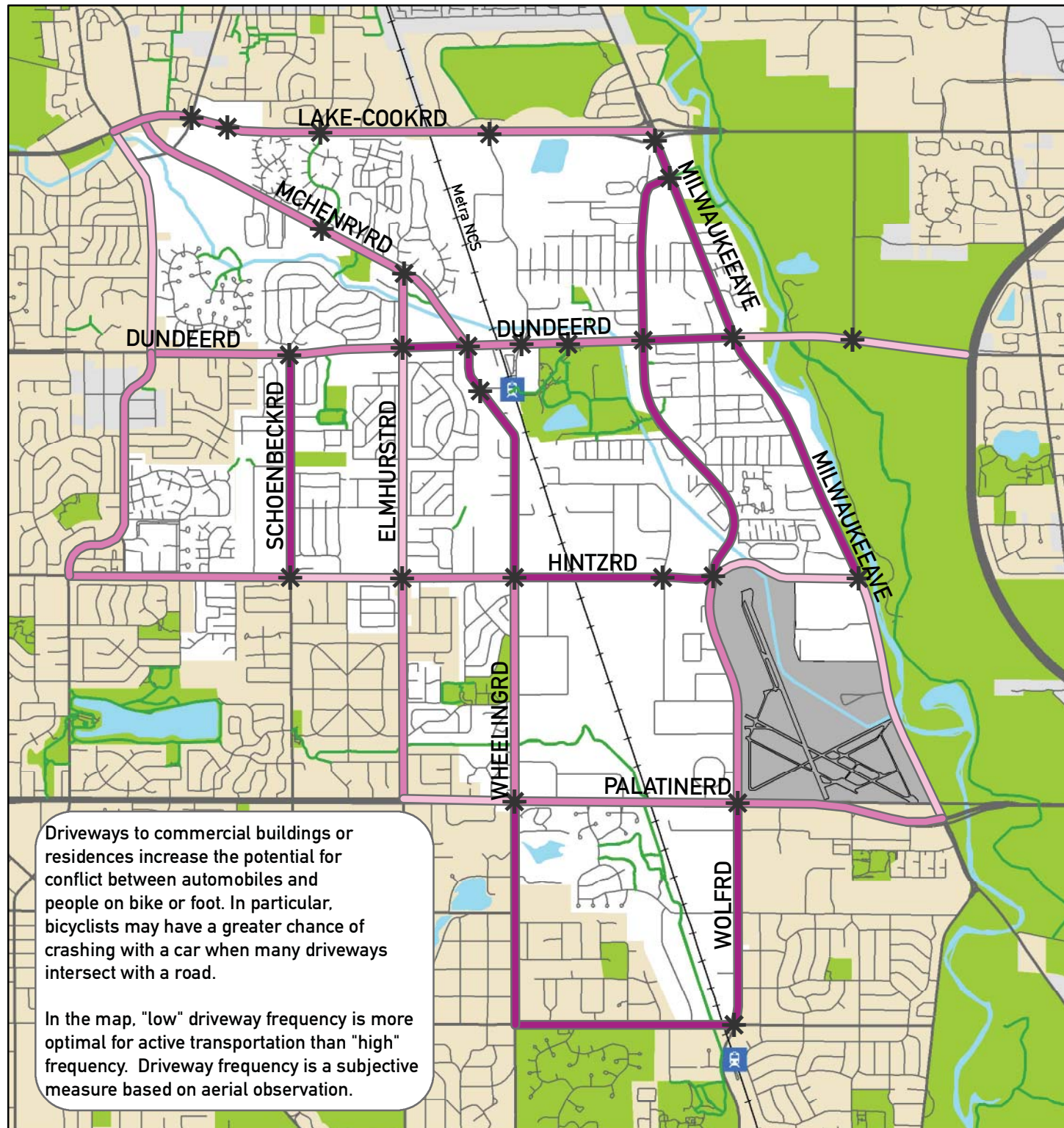
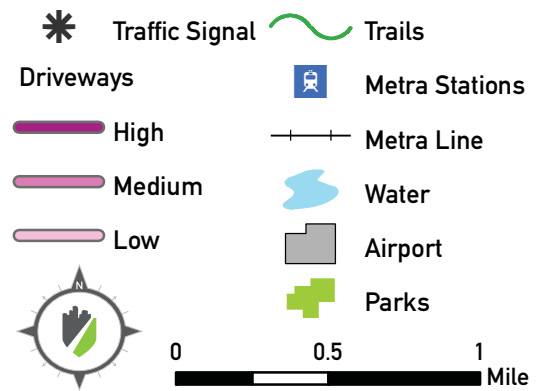
Prepared By: Active Transportation Alliance and TranSystems
5/3/2012
Data Source: Field review



WHEELING

Frequency of Driveways on Main Roads

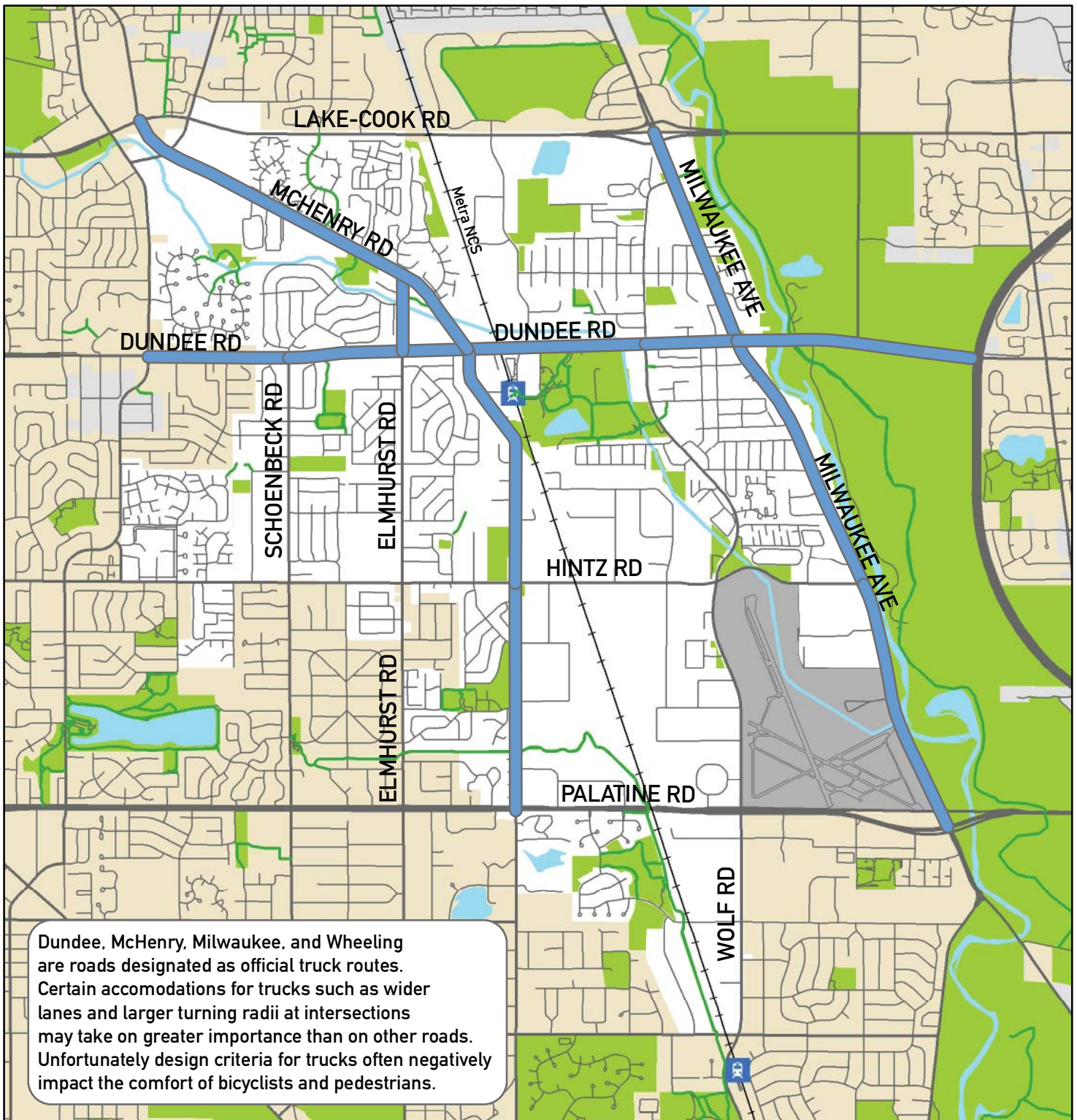
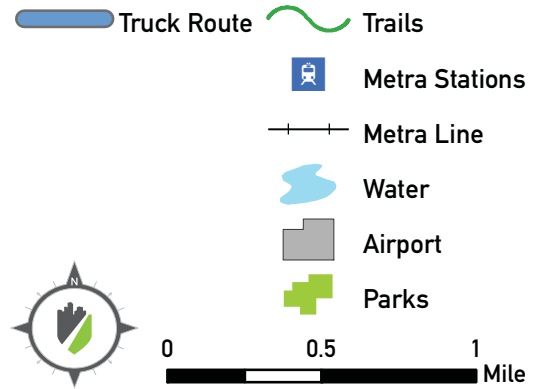
Prepared By: Active Transportation Alliance and TranSystems
5/3/2012
Data Source: Field review



WHEELING

Designated Truck Routes on Main Roads

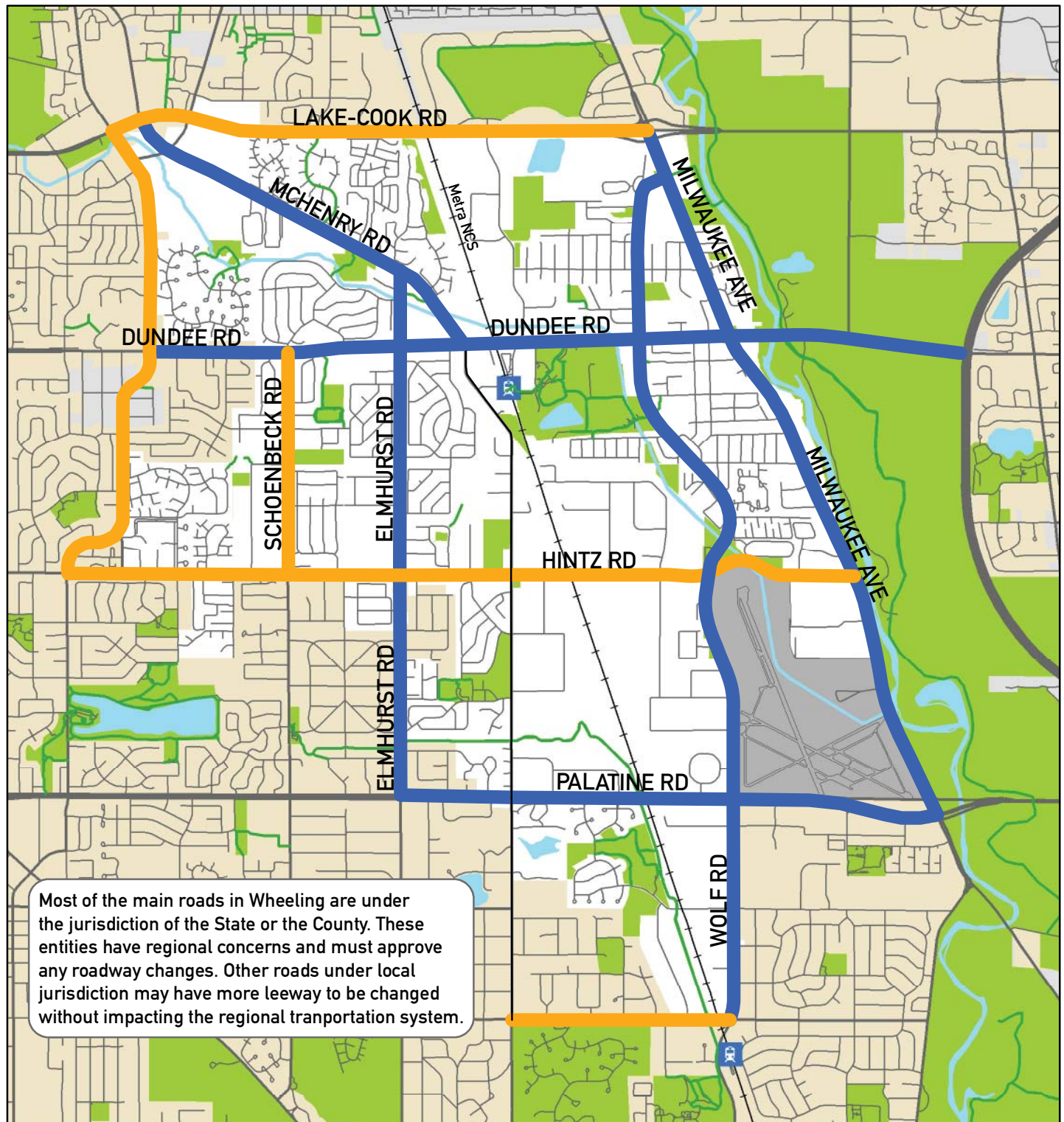
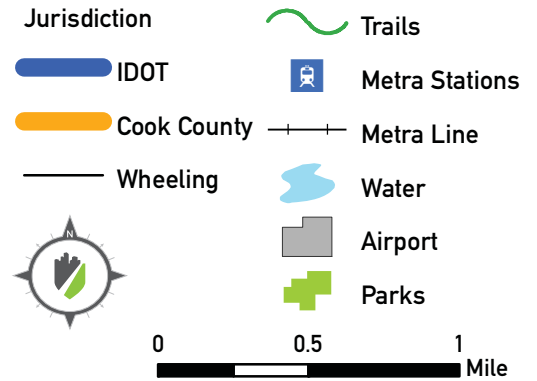
Prepared By: Active Transportation Alliance and TranSystems
7/3/2012
Data Source: IDOT



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Roadway Jurisdiction

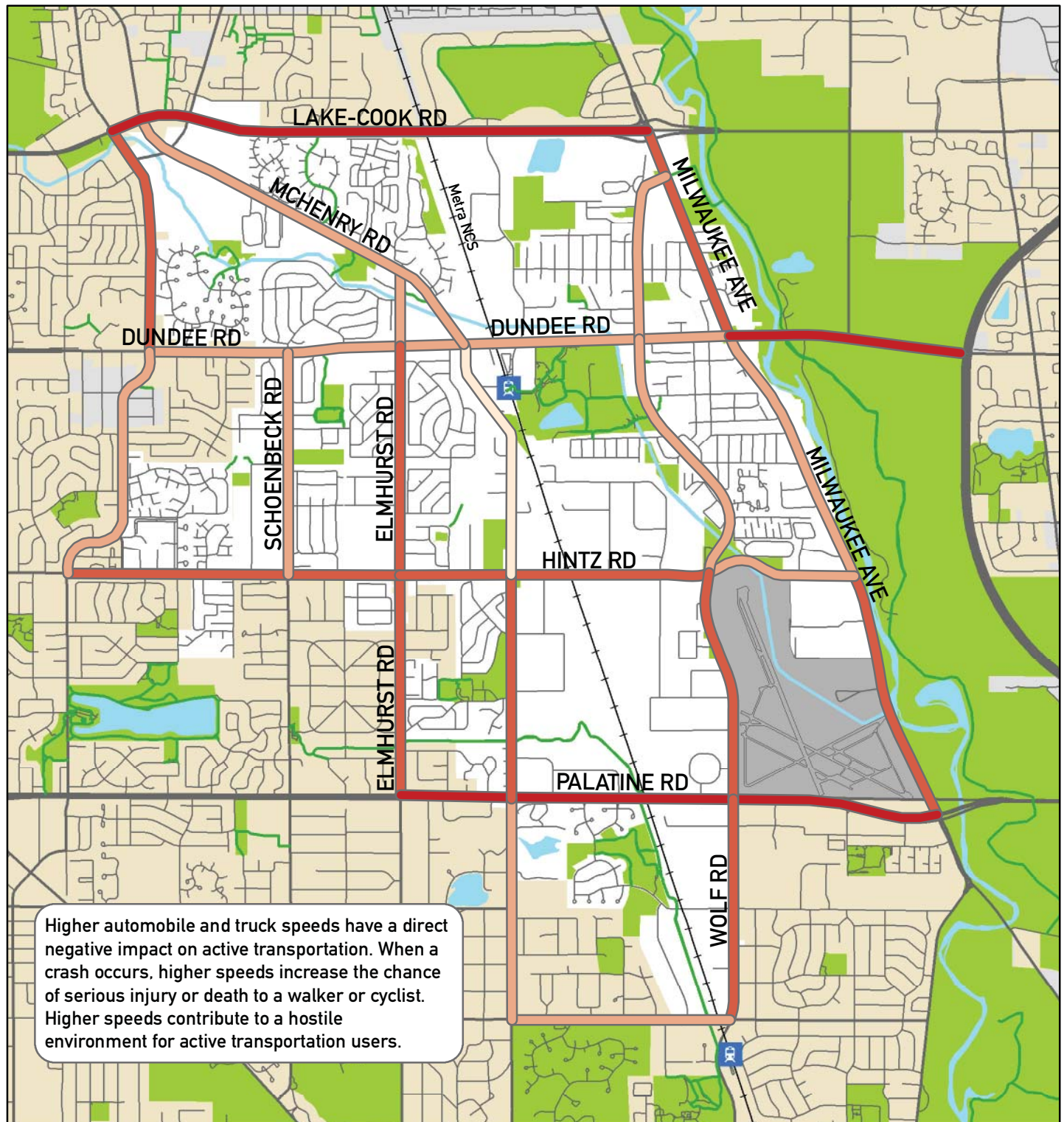
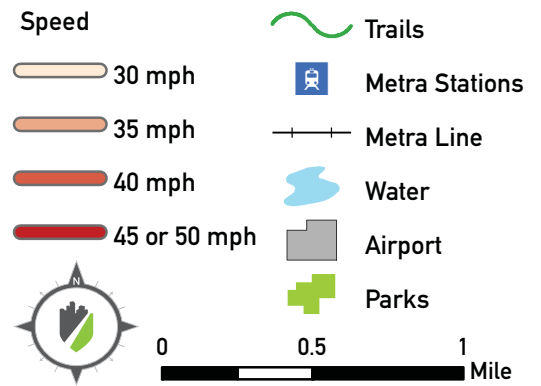
Prepared By: Active Transportation Alliance and TranSystems
7/3/2012
Data Source: Village of Wheeling, ESRI, IDOT



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Posted Speed Limits on Main Roads

Prepared By: Active Transportation Alliance and TranSystems
7/3/2012
Data Source: Field review



Intersections

Importance

Intersections represent critical points within the active transportation network. Without safe intersection crossings for cyclists and pedestrians, bicycle and pedestrian improvements along roadways do little to effectively connect residents to destinations throughout the community.

Active Transportation Conditions

Because traffic volumes and vehicle speeds are high on major roadways in Wheeling, intersections with traffic signals are typically the only place for pedestrians and cyclists to safely and comfortably cross major roads. Signalized crossings occur approximately every half mile on major roadways in Wheeling. Most main intersections in Wheeling provide an intimidating experience for a person on foot or bike. The sheer number of lanes to cross is the most significant hazard, such as the seven lanes at the Dundee/Milwaukee intersection. Generally the number of lanes increases at intersections because turn lanes are added to accommodate automobile and truck traffic flow. However, this negatively impacts the real and perceived danger to pedestrians and bicyclists. Most signalized intersections are connected to sidewalks and include curb cuts for people in wheelchairs or with strollers. On the other hand, many intersections do not have crosswalks on all legs and although most have a pedestrian signal where crosswalks exist, no intersections have pedestrian countdown signals. Intersections are the main barrier for people who currently want to walk or cycle through Wheeling.

High Crash Locations

Intersections are often the most dangerous locations for pedestrians and cyclists. Many crashes in Wheeling occurred within 200 feet of an intersection. Between 2006-2010, the Elmhurst/McHenry intersection had the highest number of pedestrian crashes (3). The Dundee/Milwaukee intersection had the highest number of bicyclist crashes (4). Two intersections had multiple pedestrian and bicyclist crashes: Dundee/Schoenbeck and Dundee/Wolf, each with 2 pedestrian and 3 bicyclist crashes.

While crash statistics are important to consider, they paint a limited picture regarding active transportation. Perceived danger is a powerful barrier to someone considering walking or biking. A dangerous intersection may not have any pedestrian or bicyclist crashes because people may avoid that location if at all possible.

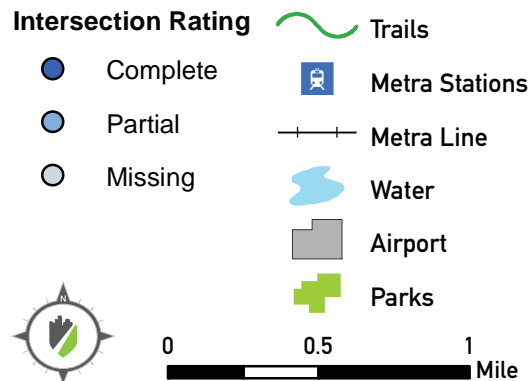
Planned Projects

Traffic signals are planned on Dundee Road at two locations: Community Boulevard and Portwine Road. Community Boulevard is the entrance to Heritage Park and Village offices. Portwine Road provides access to the Potawatomi Woods forest preserve and Des Plaines River Trail. These signals will increase safety for walkers and bicyclists to key destinations in Wheeling.

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Intersection Ratings on Main Roads

Prepared By: Active Transportation Alliance and TranSystems
7/3/2012
Data Source: Field review



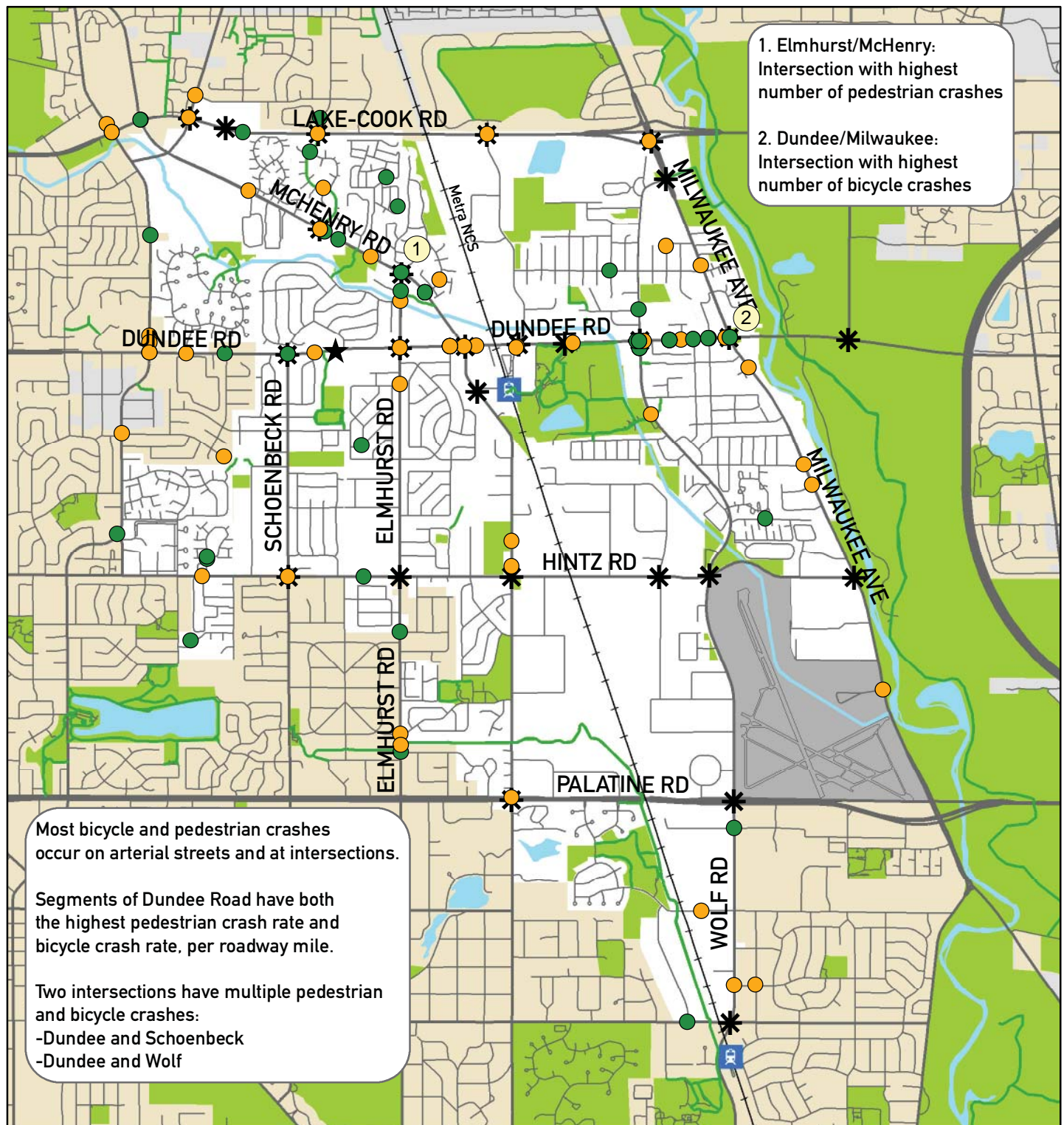
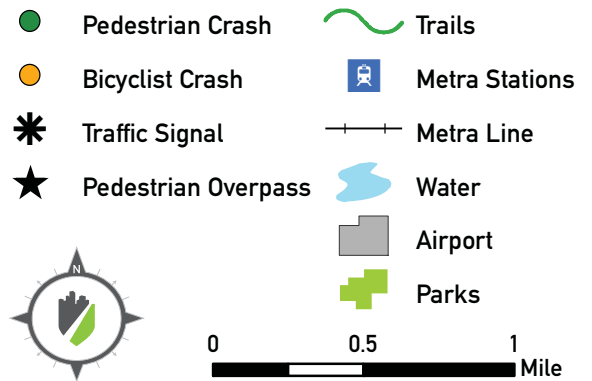
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Pedestrian and Bicycle Crashes on Main Roads

Prepared By: Active Transportation Alliance and TranSystems

7/3/2012

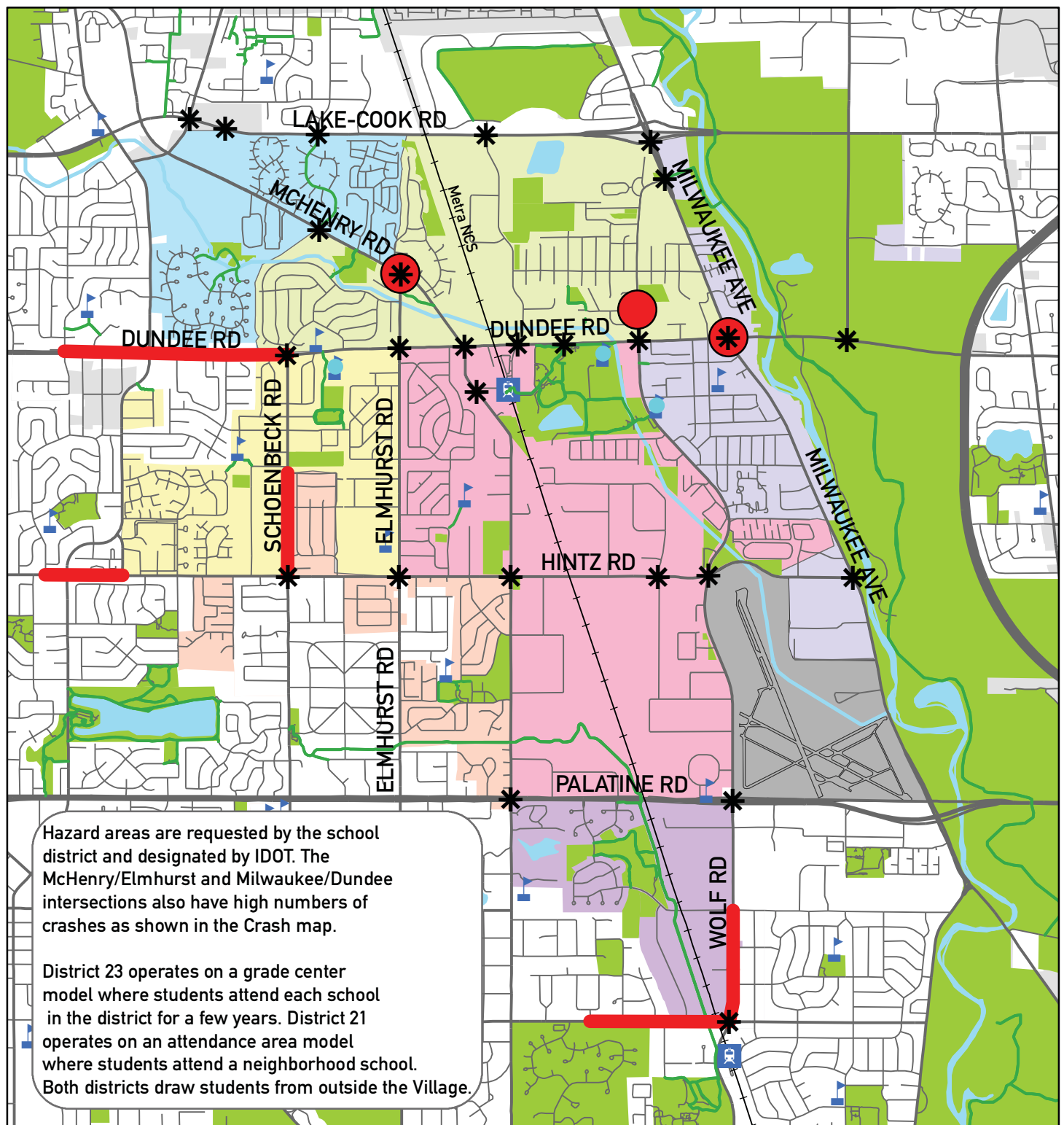
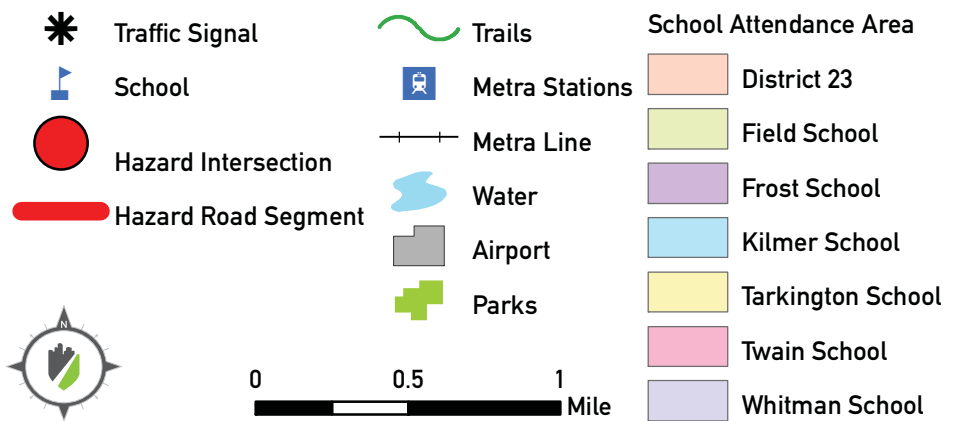
Data Source: Active Transportation Alliance, IDOT, Village of Wheeling



WHEELING

Designated School Hazard Areas

Prepared By: Active Transportation Alliance
and TranSystems
7/3/2012
Data Source: School Districts 21 and 23



Local Roads

Importance

In the street hierarchy, local roads (also known as residential streets) are designed to accommodate light traffic at low speeds. These streets typically have two travel lanes as well as parking lanes on both sides of the street. On-street parking is not often used in Wheeling since most homes have driveways or parking lots. Local roads usually provide direct access to homes, elementary schools, and neighborhood parks. These roads are good for short trips and for novice cyclists with a low level of traffic tolerance.

Street Connectivity

Wheeling's local roads are typified by suburban development patterns that include long, winding roads and separate land uses. Residential areas are often bunched into subdivisions that provide little connectivity to other residential areas. Office and industrial buildings can be located on local roads as well. These street and land use patterns help keep traffic volumes low on local roads. However, the distance required to travel to destinations increases, thereby increasing the likelihood that someone will choose to drive rather than choose active transportation.

Active Transportation Conditions

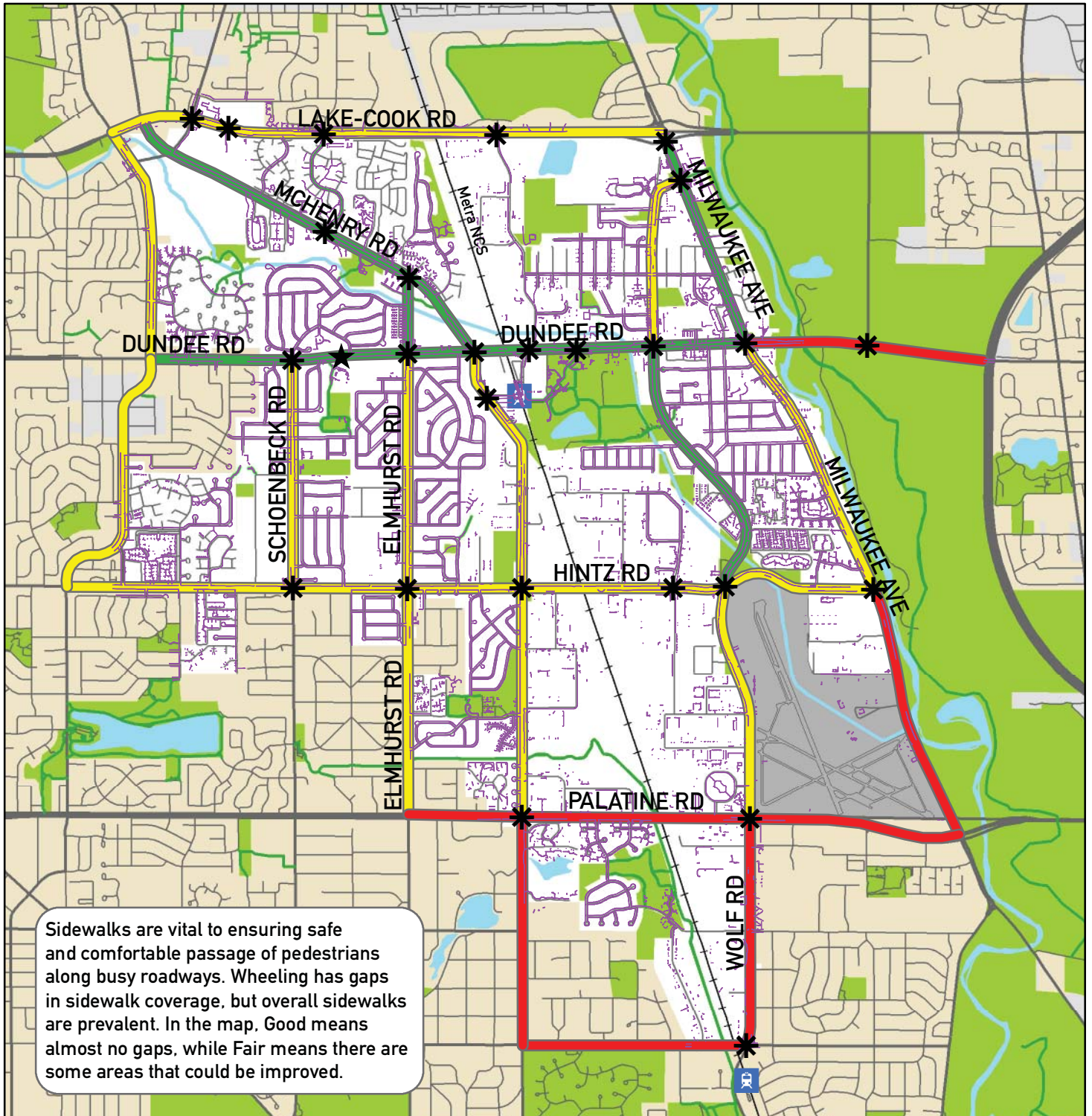
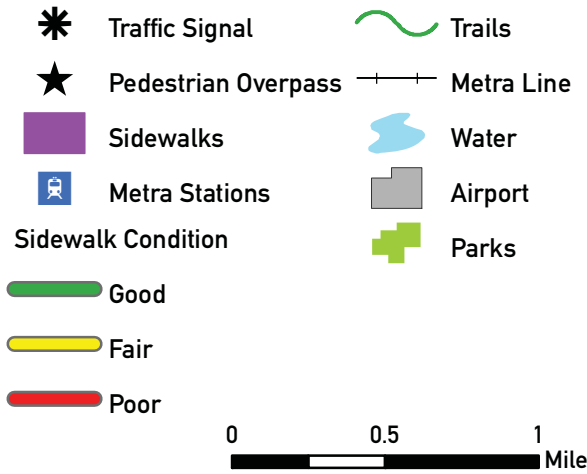
The large majority of local roads in Wheeling have sidewalks. Additionally, a number of parks within neighborhoods have direct access from adjacent local roads. Lexington Drive has bike lanes that were recently installed. Most residential streets are comfortable to walk or bike on and to cross safely. Most pedestrian and bicycle crashes in Wheeling occur on main roads, not on local streets within neighborhoods.

Local roads have a variety of positive attributes, for getting around within a subdivision. However, residents' ability to walk and bike through the greater Wheeling community is inhibited by a lack of connectivity between subdivisions. This often causes longer active transportation trips, and forces many of these trips onto main roads with limited facilities.

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Sidewalk Coverage on Main Roads

Prepared By: Active Transportation Alliance
and TranSystems
7/3/2012
Data Source: Wheeling, Field review



Trails

Importance

Wheeling's trails provide recreation and transportation for the people of Wheeling by making connections where roadways do not exist. Longer trails offer safe, uninterrupted walking, running or biking routes that connect to neighboring towns and key destinations, like Metra stations and job centers. Shorter trails connect neighborhoods by leading people on foot or bike through schoolyards and parks. Counts conducted by the Village of Wheeling show that in summer, more 1,000 people visit the trails on a typical weekend, and they are also in high use on weekdays.

Existing Trails

Wheeling has two major trails the Des Plaines River Trail and the Prospect Heights Bike Path. The Prospect Heights Bike Path is a 7 mile paved trail connecting the Prospect Heights Metra station, residential and industrial areas on the south side of Wheeling, and Lake Arlington to the west of Wheeling. This trail can be accessed from Camp McDonald Road, Willow Road, Palatine Road, Wheeling Road and Elmhurst Road. The trail is managed by the Prospect Heights Park District.

The Des Plaines River Trail, located just to the east of Wheeling, provides a north-south route through Wheeling and many other communities. The trail is part of a 40 mile trail through forest preserves connecting to the City of Chicago at the south terminus and the Wisconsin State Line on the north end. The trail is not continuous and unpaved in Cook County. There are two access points in Wheeling for this trail; one off Dundee Road, and the other at a parking lot off Milwaukee Avenue south of Wolf Road. The trail is on land managed by the Cook County Forest Preserve District.

In addition to the major trails, Wheeling has many paths connecting neighborhoods and parks. These paths usually begin at a dead end street or cul de sac and wind through adjacent parks, connecting to residential neighborhoods on the other end of the park.

Challenges

There are many challenges to accessing and using the trails in Wheeling. Most of the arterial and collector streets that cross the major trails lack bicycle or pedestrian facilities that facilitate access between homes and employment centers and the trails. Trail crossings typically are in the middle of a block and are not controlled with a stop sign or traffic signal. Many neighborhoods and subdivisions do not have local roads that connect, and are only connected by arterial streets that lack bicycle and pedestrian accommodations. Additionally, because many of the paths are at the end of a dead end street, only people living near a path are aware of its existence.

Planned Projects

There are several projects under development currently. A sidepath on Dundee Road between the Des Plaines River Trail and I-294 is funded and construction is expected for 2013. A project to improve accessibility to the Des Plaines River Trail near Potawatomi Prairie is approved and awaiting funding.

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Wheeling Trails and Bike Facilities

Prepared By: Active Transportation Alliance 7/2/2012

Data Source: Active Transportation Alliance, CMAP,

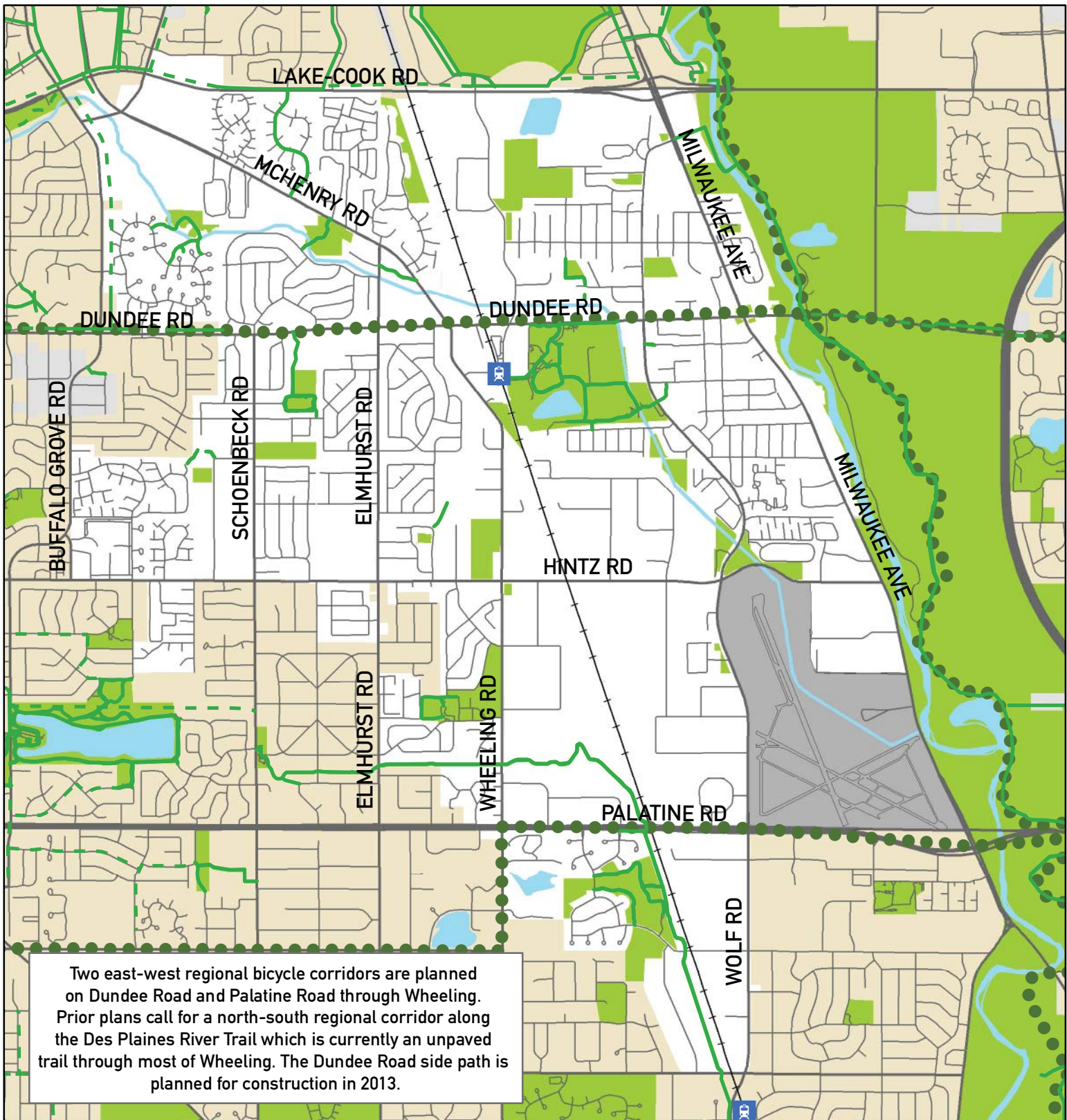
Navteq & the Village of Wheeling

- Existing Bike Facilities
- Planned Bike Facilities
- Planned Regional Bicycle Corridors

- Metra Station
- Metra Lines
- Water
- Airport
- Parks



0 0.25 0.5 0.75 1 Miles



Two east-west regional bicycle corridors are planned on Dundee Road and Palatine Road through Wheeling. Prior plans call for a north-south regional corridor along the Des Plaines River Trail which is currently an unpaved trail through most of Wheeling. The Dundee Road side path is planned for construction in 2013.

Transit

Importance

Connections between transit service and active transportation facilities help build a larger network of locations accessible using active transportation. For example, a bus or train can travel long distances but often may not drop riders off precisely at their destination. In order to travel the final mile from the bus to work, a 20-minute walk can become a 5-minute bike ride if a safe, comfortable route exists. In this way, a trip that a person could not reasonably take solely by bus or by bike turns into a trip that is possible.

Transit Network Assets

Metra

The Wheeling Metra station is located in the heart of the village near Dundee and Wheeling roads. According to Metra data, three other stations are used regularly by Wheeling residents: Prospect Heights, Mount Prospect, and Lake Cook Road.

Metra Station	% of Wheeling Residents Who Ride Metra Who Use This Station	Metra Line	Number of Trains Serving Station Per Day			One-Way Fare to Downtown Chicago	Daily Parking Rate
			Weekday	Saturday	Sunday		
Wheeling	54%	NCS	IB = 9 OB = 10	No service	No service	F - \$5.75	\$1.75
Mount Prospect	21%	UP-NW	IB = 23 OB = 26	IB = 12 OB = 12	IB = 7 OB = 8	D - \$4.75	\$1.50
Lake Cook Road	14%	Milw-N	IB = 24 OB = 29	IB = 10 OB = 10	IB = 9 OB = 9	E - \$5.25	not available
Prospect Heights	11%	NCS	Same as Wheeling station			E - \$5.25	\$1.75
*IB = Inbound to Chicago *OB = Outbound from Chicago							

Source: RTAMS, Metra

For residents of the northern portion of Wheeling, Lake Cook Metra station is approximately 3 miles to the east. Pace bus 634 provides rush hour service between Wheeling and the station. For residents of the southern portion of Wheeling, Mount Prospect Metra station is approximately 3 miles to the south. Pace bus 234 provides service throughout the day between Wheeling and the station.

As shown in the table, service is similar for the Wheeling and Prospect Heights stations along the Metra NCS line. However, a rider who travels downtown with a regular monthly pass could save approximately \$15/month using the Prospect Heights station rather than the Wheeling station because they are classified as different zones in Metra's fare structure.

The NCS line is served by approximately 10 trains per weekday in each direction, less than half of the service of nearby Metra lines. The Mount Prospect station on the UP-NW line and the Lake Cook Road station on the Milw-N line are served by approximately 25 trains per weekday in each direction.

By choosing the Mount Prospect station rather than the Wheeling station, a monthly pass holder could save approximately \$30/month on a train pass and another \$5/month on parking while getting more than twice the service frequency.

Pace

Five Pace bus routes serve Wheeling: 221, 234, 272, 626, and 634 (see map). None of the routes provide service on Sundays. Routes 272 and 234 provide the most coverage of Wheeling, with 272 running north-south along Milwaukee Ave and 234 traversing Milwaukee Ave, Dundee Rd, Hintz Rd, and Wheeling Rd. Pace has 12 stops in Wheeling that have shelters, most of which were installed in 2010.

Pace Route Service Frequency			Pace Ridership (April 2012)	
Route	Weekday	Saturday	Weekday	Saturday
221	Peak: 30 minutes Off-peak: none	None	826	None
234	Peak: 30 minutes Off-peak: 60 minutes	None	360	None
272	Peak: 30 minutes Off-peak: 60 minutes	60 minutes	722	362
626	Peak: 20-30 minutes Off-peak: none	None	422	None
634	Two morning trips, three evening trips	None	84	None

Challenges

The Wheeling Metra station is on the NCS line which has less than half of the service of other Metra lines. Pace fixed routes do not serve key destinations in Wheeling such as Target or Wal-mart on Lake Cook Road near McHenry Road.

Existing accessibility to transit via bicycling and walking

Metra trains and Pace buses allow bicycles on board, although bikes are not allowed on Metra during peak hours. As sidewalk coverage is widespread throughout Wheeling, walking to the Wheeling Metra station and Pace bus routes is possible. However, intersections are often wide and carry fast-moving traffic on busy roads. So, crossing streets is often the largest impediment to accessing transit on foot. In regards to bicycling, many average residents would not feel comfortable biking to Metra or Pace stops due to the lack of safe bike routes and crossings throughout Wheeling.

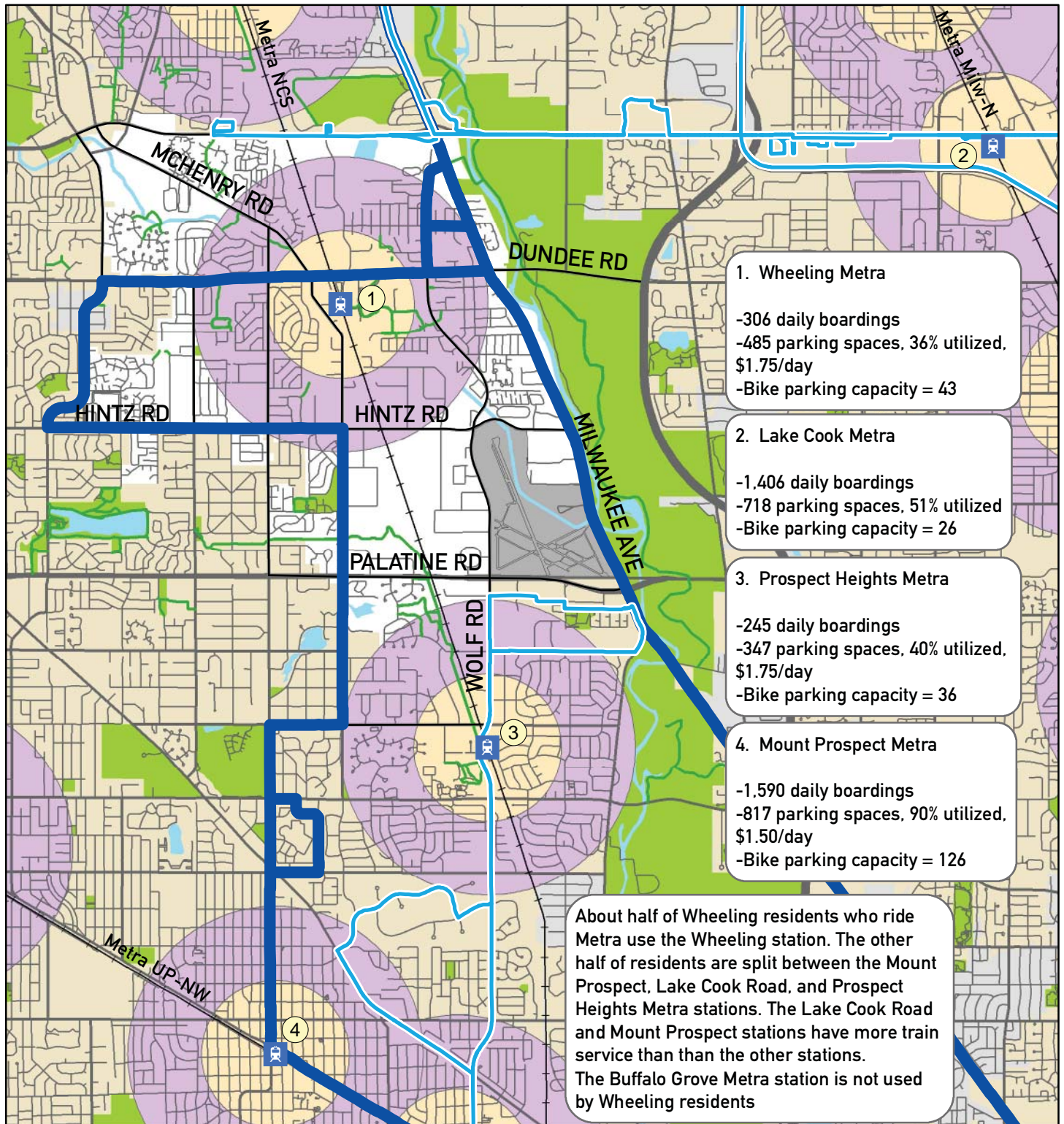
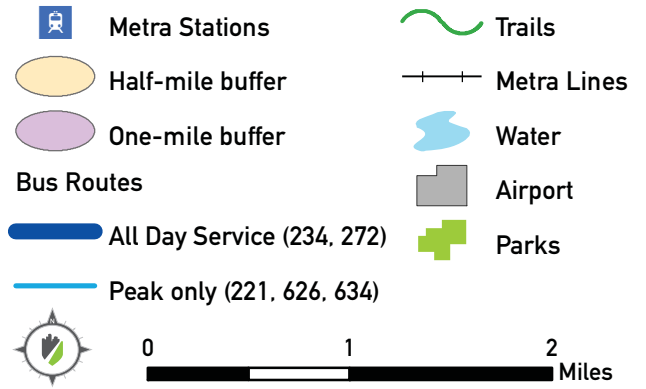
A reasonable walking distance for accessing transit on foot is about one quarter mile for buses, and one half mile for trains. A limited number of people live within that distance of a bus route or train station in Wheeling. While mode of access data does not exist for Pace riders, Metra has information from an access survey completed at stations. The table below shows that 6% of riders access Wheeling Metra station by walking and 1% do so by bus. A very small number of Metra riders ride a bike to access the station. Of nearby stations, Mount Prospect has the greatest proportion of people arriving by active transportation with 22% walking, 3% riding the bus, and 2% riding bicycles.

Metra Station	Walk	Bike	Bus	Drive Alone	Carpool	Dropped Off	Taxi
Wheeling	6%	0%	1%	68%	3%	20%	2%
Mount Prospect	22%	2%	3%	54%	4%	14%	1%
Lake Cook Road	3%	0%	1%	84%	2%	9%	0%
Prospect Heights	13%	0%	0%	69%	1%	17%	0%
Source: RTAMS, 2006 Metra Survey "Zero percent" may mean that some people did use that mode when the survey was conducted but it was a very small number.							

WHEELING

Metra Service

Prepared By: Active Transportation Alliance and TranSystems
7/3/2012
Data Source: RTAMS, Metra



WHEELING

Pace Bus Service

Prepared By: Active Transportation Alliance
and TranSystems
7/3/2012
Data Source: Pace - Fall 2011

0 0.5 1
Mile



Stops with more than 5 boardings/alightings per day

- 5 - 10 passengers
- 10 - 20 passengers
- 20 - 30 passengers

Bus Routes

- All Day Service (234, 272)
- Peak only (221, 626, 634)



Bus Stop Shelters

— Trails



Metra Stations

— Metra Lines

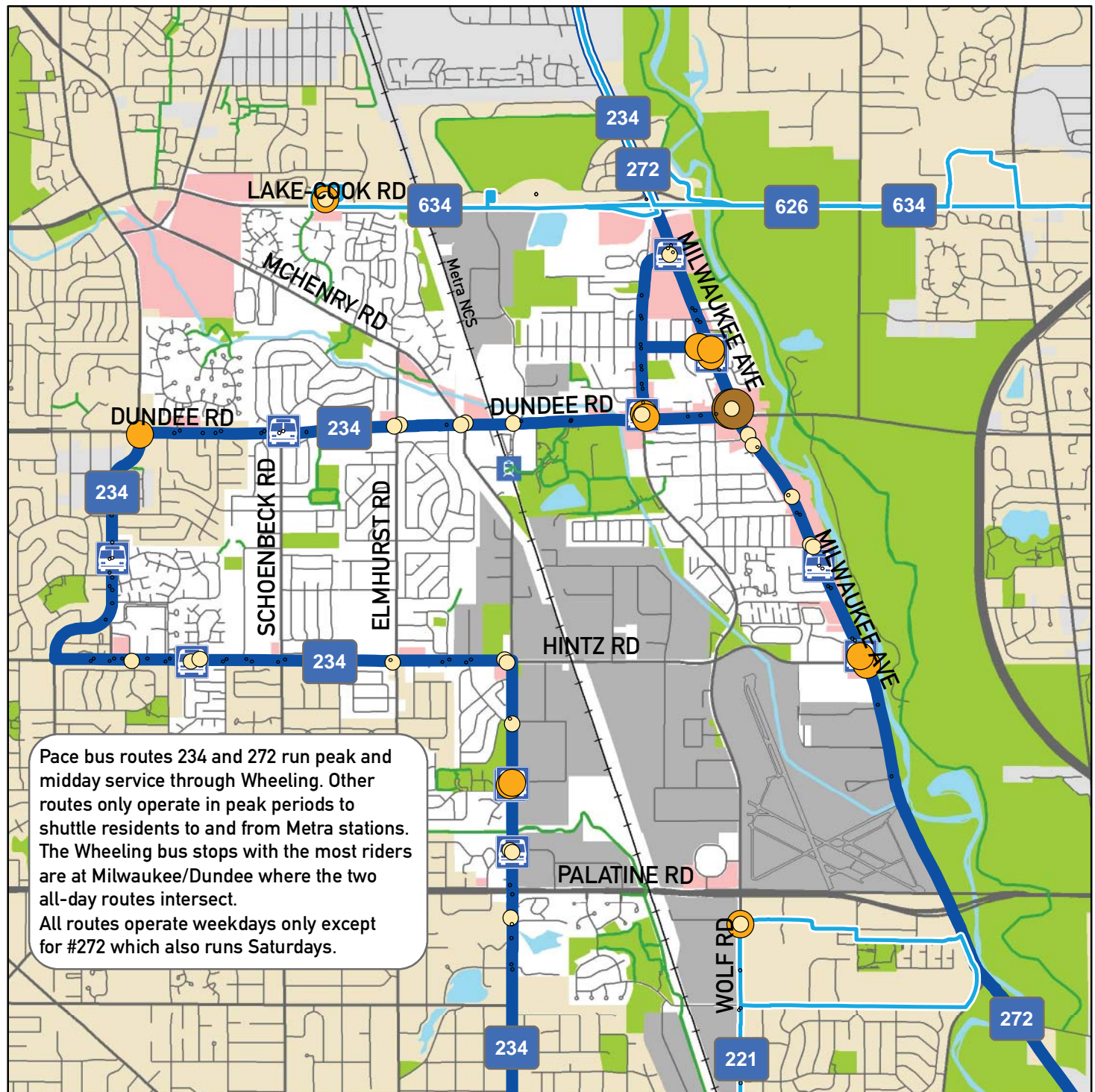
— Water

— Industrial

— Park

— Commercial

XXX Route Number



Community Engagement



Communities Engaged

Community engagement is the organized, interactive partnership between the Village of Wheeling and its residents. Community engagement opportunities facilitate the understanding of the community's desire to improve safety and awareness for walking and biking in Wheeling.

Every community is different and every community deserves a plan that reflects its goals, visions and resources. The true experts are the people who live, work and play every day in Wheeling. A community-centered approach to planning includes extensive public engagement in all stages of the planning process. Active Transportation Alliance and Village of Wheeling sought to understand and engage the various communities of Wheeling. Active Trans and the Village designed a community engagement plan that listened, digested and integrated community goals with field work, best practices and the a vision for active transportation in Wheeling in order to ensure successful design and implementation of Wheeling's Active Transportation Plan.

Community is the group of stakeholders with an interest in the outcome of the planning process. The following are stakeholders in Wheeling's active transportation network:

- Residents
- Commuters that work in Wheeling
- Owners of commercial enterprises
- Owners of retail establishments
- Users of the trails in Wheeling
- School Districts- School District 21, School District 23, High School District 214
- Park Districts- Wheeling Park District, Prospect Heights Park District
- Governmental bodies- The Village Board, The Plan Commission
- Adjacent communities- Northbrook, Buffalo Grove, Arlington Heights, Prospect Heights

Strategies

Active Transportation Alliance and the Village employed the following strategies to ensure that Wheeling's Active Transportation Plan reflects the goals and visions of the community.

1. Established a Steering Committee.
2. Communicated planning process by providing access to the information that citizens need to get involved.
3. Engaged the community in a variety of specific activities where they are able to provide input.
4. Celebrate with the community and encourage people to stay involved.



1. Established an Active Transportation Plan Steering Committee

The Steering Committee represents stakeholders in this community with members from: Wheeling Village Planning, Wheeling Public Works, Wheeling Police Department, Wheeling Community Development, Wheeling Plan Commission, Wheeling Park District, Prospect Heights Park District, Community Consolidated School District 21, Wheeling High School District 214, SuperDawg, AccuFab Inc., Wheeling Wheelmen Bicycle Club, Northwest Municipal Conference, and Chicago Metropolitan Agency for Planning.

The steering committee wrote a vision for active transportation in Wheeling:

The Village of Wheeling will have a complete, safe, attractive network of transportation options for residents and visitors. The network will allow people to travel throughout Wheeling and connect to adjacent communities on foot or bike. The users of this network will benefit from the health, safety and economic opportunities provided by being able to access parks, schools, trails, businesses and other destinations on foot or bike.

Steering committee members also contributed in the following ways:

- Participated in Get to Know Wheeling Bike Ride on April 27th: Village Staff and Wheeling Wheelmen Bike Club.
- Publicized information about the community meeting by posting electronic flyers on websites and distributed hard copy flyers.

And will contribute to contribute to the plan's development by:

- Reviewing results of research and public engagement
- Reviewing recommendations made by Active Trans and TranSystems



2. Communicated with Wheeling residents

Media Coverage

Gained coverage in the local newspapers, on social media, and on various web sites:

- Facebook page accessible at <http://www.facebook.com/WheelingBikeWalkPlan>
- Blog post at ActiveTrans.org
- Daily Herald article on 5/18/12
- Trib Local article on 5/21/12
- Wheeling Journal and Topics article on 5/11/12
- Wheeling Journal and Topics article on 7/2/12

Attended Community Events

Provided a representative to engage residents with mapping exercise and surveys at events sponsored by members of the steering committee:

- Participated at Wellness Fair for School District 21 on April 14
- Participated at District 214 Community Resource Fair on May 5
- Participated at the Bike Safety Rodeo sponsored by Police Department on June 16
- Participated at Family Learning Program Celebration /El Programa de la familia aprende on June 28

Posted meeting notices, surveys and fliers throughout the community

Identified groups that are not on the steering committee but can help spread the word about the community meeting and the survey to a wider audience including:

- Indian Trails Public Library
- Wheeling Pavilion Senior Center
- Wheeling based Korean Resource and Cultural Center
- Wheeling/Prospect Heights Chamber of Commerce including the Restaurant Row Hospitality Group and the Wheeling Industrial Network
- Carnicerias Jimenez Grocery Store and 8 tiendas on Wolf and Dundee.
- Flyers were also sent to PACE and Metra.



3. Engaged community in a variety of activities

Active Transportation Plan Community Meeting

Tuesday, May 22nd 7:00 p.m.

Indian Trails Public Library

To get the word out, promotional flyers were distributed by the steering committee members, the Village of Wheeling, Active Transportation Alliance and community groups. Flyers were translated into Spanish and Korean. Flyers were also distributed at the Metra station. Posters were placed at three locations on the Des Plaines River Trail.

The meeting educated people about active transportation and offered opportunities for attendees to share their opinions on active transportation in Wheeling. A presentation of components of an active transportation plan kicked off the meeting. Interactive polling questions at the meeting mirrored the on-line survey questions. The community meeting was attended by 30 people. Five activity stations enabled attendees to be heard:

1. Challenges you face when biking and walking
2. Good routes for walking and biking
3. Education and encouragement programs,
4. Policies regarding biking and walking conditions
5. Brainstorming activity

Surveying

Online and hard copy surveys were distributed throughout the community to better understand current practices and ideas for future improvements to active transportation in Wheeling. Questions on both surveys were identical. Data collected included age and residence zip code. More than 250 surveys were collected. 104 surveys were completed on-line. 150 surveys were completed at community events. The hard copy survey in Spanish and Korean was distributed at grocery stores, faith based institutions and at the Family Learning Celebration. The on-line survey was open from April 16th through June 26th .

Hard copy surveys were distributed by various community groups or at events:

- Wheeling Park District
- Prospect Heights Park District
- School Districts 21 and 214
- Chamber of Commerce
- Russian Recreation Center
- Indian Trails Public Library
- Wheeling Metra station
- Wheeling Bike Rodeo
- Family learning event with District 21

Interactive Maps and Surveys

Interactive Maps and Surveys were set up at two community destinations. The materials from the May 22nd Community Meeting were scaled down to be displayed and used by community members at two locations; Indian Trails Public Library and the Park District Rec Center. The display allowed people to provide feedback by marking the map and signing up as residents interested in improving safety and awareness for walking and biking in Wheeling. Surveys were also completed at each of these Do-It-Yourself Displays.

Targeted Focus Groups

The Wheeling Bike and Pedestrian Task Force meeting on June 21st was a focus group session of stakeholders most committed to biking and walking in Wheeling. The results from the Community Meeting were presented to the attendees. They were asked to prioritize what was gathered regarding hazards, routes, programs, policies and implementation.

Individual Key Stakeholder Interviews

A set of questions were developed for meetings with elected officials, representatives from the large employers in Wheeling and with interested parties from adjacent communities. Wheeling staff and Active Trans prioritized what organizations to interview. Appointments were held with the following organizations: SuperDawg, Bob Chinns, Candlewood Suites, Chevy Chase Country Club, Lynfred Winery, and Durable Packaging. Interviews with the Village of Wheeling and the municipal staff of Arlington Heights and also with a representative of Cook County Forest Preserve are being sought for July by Active Trans.

Social Media

Wheeling Active Transportation Plan Facebook page has been established. It can be accessed at <http://www.facebook.com/WheelingBikeWalkPlan>. To date, 18 people have “liked” the page. Advertisements for the page and online survey ran on Facebook in early June. Ads received 52,000 impressions, and yielded several fans to the Facebook page and online survey responses. The Facebook page will be maintained throughout the planning process and be updated as the plan progresses.

Outreach to Elected Officials

Wheeling Village Trustees and Plan Commissioners and Park District Trustees have been well represented at both the Community Meeting and the Wheeling Bike and Pedestrian Task Force focus group meeting. Active Trans is seeking feedback from Village staff to determine if there are other opportunities to present to decision makers in the community.

4. Celebrate with community and encourage residents to stay involved

Active Trans continues to gather names of those that wish to stay involved with the development and implementation of the plan. A community bike ride is planned prior to adoption of the Wheeling Active Transportation Plan. The ride is meant to introduce community members to ideas and recommendations contained in the plan.

Vision, Goals and Objectives

The vision, goals and objectives of this plan were developed by the Wheeling Active Transportation Plan Steering Committee, a group of stakeholders representing local schools, park districts, businesses, and many of the departments at the Village. They were then reviewed and commented on by Wheeling's Bicycle and Pedestrian Advisory Committee. The Village's vision represents the future state of active transportation in Wheeling. Goals are aspirational statements supporting the community's vision. Objectives are action steps to achieve the goals. The Project Team will use the vision, goals, and objectives to guide developing recommendations for the Village's active transportation plan.

Vision

The Village of Wheeling will have a complete, safe and attractive network of transportation options for residents and visitors. The network will allow people to travel throughout Wheeling and connect to adjacent communities on foot or bike. The users of this network will benefit from the health, safety and economic opportunities provided by being able to access parks, schools, trails, businesses and other destinations on foot or bike.

Active Transportation Plan Goals

In order to achieve the Village's vision, we will:

Network: Increase transportation options, accessibility and connectivity for people walking, bicycling and riding transit.

Policies: Leverage municipal policies to develop a comprehensive active transportation network that is safe and welcoming of all users.

Programming: Provide education, encouragement and enforcement programs for active transportation users.

Implementation: Implement recommendations contained in this plan.

Active Transportation Network Objectives

1. Increase access to recreation, employment and commercial centers
2. Develop safe routes appropriate for users of all ages and all abilities
3. Make it possible to travel on or parallel to major roads
4. Make it easier to cross all streets on foot or bike

Policy Objectives

1. Leverage support of key government agencies to foster active transportation
2. Ensure Village of Wheeling policies reflect best practices for promoting active transportation
3. Provide for cyclists and pedestrians in all new development

Programming Objectives

1. Educate the public about active transportation:
 - a. Benefits of active transportation
 - b. Safety
2. Encourage the use of active transportation by:
 - a. Providing incentives for active commuting
 - b. Hold organized rides, tours and events
3. Enforce safe travel behaviors

Implementation Objectives

1. Regularly review and report on progress
2. Pursue outside funding opportunities
3. Involve businesses, community organizations, residents
4. Integrate recommendations into the Capital Improvement Program (CIP)
5. Monitor participation and usage rates of active transportation
6. Prioritize based on cost, safety, and feasibility
7. Coordinate projects with other agencies in Wheeling and adjacent communities
8. Dedicate funding towards active transportation

Bicycle and Pedestrian Advisory Comittee Voting Exercise

Directions: Each person received 5 stickers for each goal. They used the stickers to indicate which objectives they would like to see in Wheeling, and added their own examples.

Goal	Objective	Votes	Examples
Network: Increase transportation options, accessibility and connectivity for people walking, bicycling and riding transit.	Increase access to recreation, employment and commercial centers	20	Paths directly to bike racks
			Identify centers and prioritize
			Connect to parks and businesses
			Riverwalk
	Develop safe routes appropriate for users of all ages and all abilities	6	Widen sidewalks
	Make it possible to travel on or parallel to major roads	16	Widen sidewalks
			Keep curb line free of debris
			Widen sidewalks
			Milwaukee Ave path
Policy: Leverage municipal policies to develop a comprehensive active transportation network that is safe and welcoming of all users	Make it easier to cross all streets on foot or bike	18	Need more crosswalks with ped lights at more locations-especially major thoroughfares
			Stop autos turning left as pedestrians crossing
			Dundee road!
	Leverage support of key government agencies to foster active transportation	21	Monorail E-W on Lake Cook or Palatine from Edens to 53
			Need agencies and adjacent municipalities to create a good plan
	Ensure Village of Wheeling policies reflect best practices for promoting active transportation	19	
	Provide for cyclists and		Either bike lanes or widen sidewalks and

Bicycle and Pedestrian Advisory Committee Voting Exercise

Directions: Each person received 5 stickers for each goal. They used the stickers to indicate which objectives they would like to see in Wheeling, and added their own examples.

Goal	Objective	Votes	Examples
Programming: Provide education, encouragement and enforcement programs for active transportation users.	Educate the public about active transportation	22	Open houses-village hall, library
			Publicize signs
			Provide a local bus route in the Village with a nominal fee
	Encourage the use of active transportation	25	Signs
			More bike racks
			Bike racks, signage, how to get places by bike
	Enforce safe travel behaviors	12	Citizen patrol training-police
			Continue to add to bike rodeo/training
			Reminder signs for drivers
Implimentantion: Implement recommendations contained in this plan.	Regularly review and report on progress	3	
	Pursue outside funding opportunities	11	
	Involve businesses, community organizations, residents	11	
	Integrate recommendations into the CIP and TIP	4	
	Monitor participation and usage rates of active transportation	2	
	Coordinate projects with other agencies in Wheeling and adjacent communities	12	
	Dedicate funding towards active transportation	9	

Survey Results

To better understand the needs and priorities of people in Wheeling, Active Trans surveyed more than 250 people about their perception of walking, biking and transit in the community. They were asked about how often they use active transportation and their priorities for improving existing conditions. Surveys were available online, distributed at community events and at community centers between April and June 2012.

Based on this input the top concerns in Wheeling are:

Lack of sidewalks

The need for bike facilities along major roadways

Bicycle and pedestrian connections between neighborhoods

Specific roads and crossings along the roads cited for improvement

Dundee

Milwaukee

Route 83/Wheeling/McHenry Road

Lake Cook

Wolf

Hintz

Schoenbeck

Elmhurst

Northgate

Summary of survey results

Walking

Wheeling residents walk often, 86% of respondents walk at least weekly with 56% of respondents walking daily. The top priority for improving walking in Wheeling was installing more sidewalks and improving existing, this was reflected in the survey questions as well as numerous written comments from survey respondents. Safer crossing at intersection also was a high priority for pedestrians in Wheeling. Other issues specifically mentioned by respondents were poor lighting conditions making walking at night unsafe, poor and too narrow sidewalks, not enough sidewalks, unsafe drivers, and no crossing guards at school intersections. Many roads and intersections were also mentioned as problems, largely the same ones reported in regard to cycling.

Bicycling

People in Wheeling often ride their bicycle, with 60% riding daily or weekly. Yet most people perceive the Village to be only moderately bikeable. Top priorities for biking improvements indicate a need for new bike paths or routes, especially parallel major roads. Written comments indicated a desire for more paths, trails and routes, especially trails through the forest preserve, along major roadways, and connecting neighborhoods. Several people requested better connections to Buffalo Grove and Prospect Heights. Many people indicated several roads or intersections that were particularly difficult to cross. Most of these were the same points as those indicated by people seeking pedestrian improvements. Routes and crossings along Dundee and Milwaukee were most frequently cited as places most in need of improvement. People would also like to see better maintenance of existing routes.

Transit

Transit, overall, does not seem to be a major concern for survey respondents. Very few people said they take public transit, 77% reported that they use transit a few times a year or not at all. When asked how to improve access to Metra and Pace people responded with a demand for more paths and improved sidewalks. In respondent's written entries, the need for increased frequency of Metra and Pace service was most frequently mentioned, with emphasis on weekend arrivals. Additionally, many people requested better bicycle connections to Metra and across railroad lines.

Policies and Programs

Beyond the built environment, policies and programming support the Village's vision for active transportation. Respondents would like to see policies that ensure a safe, well maintained network of bicycle and pedestrian facilities, with clear sidewalk and bike routes in all seasons, and all roadways accessible to all users. Enforcement programming was the most popular option among respondents when asked about programs. Enforcement of safe behavior for drivers received 30% of respondent's votes and enforcement of safe behavior for cyclists and pedestrians received 18% of votes. The other votes were nearly evenly split between encouragement programming, with 23% of responses and education programming for youth and adults, with 26% of all votes.

Businesses

In addition to residents, businesses also affect transportation in Wheeling. Active Trans interviewed business owners and managers. The businesses included restaurants, hotels, and industrial/manufacturing businesses. People interviewed showed a strong interest in connecting their business to trails, the Metra station, and improving sidewalks and bus routes to help both their employees and customers access their business. Many mentioned that few customers or employees visit the business on foot, bike, or transit because there are limited sidewalks connecting to the businesses. Several business owners indicated an interest in more information, such as a bike route map and signs for employees and customers on ways to access businesses using active transportation. Business owners located on Restaurant Row cited crossing Milwaukee Ave as a major challenge for their employees and customers to access their business.



WALKING AND BIKING IN WHEELING SURVEY

The Village of Wheeling wants your input on walking and biking in your community. Please help us enhance your experience as a walker, biker, and transit rider.

Please circle one answer to each of the following questions:

Walking

- 1) Except for getting into or out of a car, how often do you walk outside?
 - A. Daily
 - B. Weekly
 - C. Monthly
 - D. A few times per year
 - E. Never
- 2) The level of *walkability* is defined by how safe, convenient, and accessible places are to walk to in your community. Rate the walkability of Wheeling.
 - A. Very walkable
 - B. Moderately walkable
 - C. Not walkable
 - D. Very not walkable
- 3) What is your top priority for improving the walking environment in Wheeling?
 - A. Repair cracked, broken or inadequate sidewalks
 - B. Install missing sidewalks
 - C. Create safer street crossings at intersections
 - D. Enhance lighting
 - E. Install benches, drinking fountains, trees, and plantings
 - F. Other _____
- 4) What barriers keep you from walking more often?

Biking

- 5) How often do you ride a bicycle?
 - A. Daily
 - B. Weekly
 - C. Monthly
 - D. A few times per year
 - E. Never
- 6) The level of *bikeability* is defined by how safe, convenient, and accessible places are to walk to in your community. Rate the bikeability of Wheeling.
 - A. Very bikeable
 - B. Moderately bikeable
 - C. Not bikeable
 - D. Very not bikeable
- 7) What is your top priority for improving the biking conditions in Wheeling?
 - A. Upgrade existing paths and trails
 - B. Build new paths and trails in parks and forest preserves
 - C. Install bike paths or routes parallel to major streets
 - D. Install bike paths or routes through neighborhoods
 - E. Create safer street crossings at intersections
 - F. Install signage to help me find destinations
 - G. Increase availability of bike racks at businesses and public places
 - H. Other _____
- 8) What barriers keep you from biking more often?



Access to Transit

- 9) How often do you take public transit?
- A. Daily
 - B. Weekly
 - C. Monthly
 - D. A few times per year
 - E. Never
- 10) How easy is it for you to walk or bike to Metra and Pace?
- A. Very easy
 - B. Moderately easy
 - C. Not very easy
 - D. Impossible
- 11) What is your top priority for making it easier to walk or bike to Metra and Pace in Wheeling?
- A. Install or improve sidewalks connecting to Pace stops
 - B. Improve the paths, routes and sidewalks leading to the Metra station
 - C. Allowing bikes on Metra at more times
 - D. Helping me find real-time information for routes and arrival times
 - E. Better Pace routes to my destinations
 - F. Other _____
- 12) Which places in Wheeling are most in need of improvement in order to make your biking and walking experience better?
- A. _____
 - B. _____
 - C. _____

Learn more about this plan by attending:

Wheeling Active Transportation Plan
Community Open House
Tuesday, May 22 at 7pm
Indian Trails Public Library
355 S. Schoenbeck Road,
Wheeling, IL

Policies and Programs

- 13) Which of these policies would you like the Village of Wheeling to pursue to make your biking and walking experience better?
- A. Policies that ensure that all users have access to all roadways
 - B. Policies that ensure clear sidewalks and bike routes in all seasons
 - C. Policies that ensure new buildings and subdivisions accommodate walkers and cyclists
 - D. Other _____
- 14) Programming can educate, encourage, and enforce safe walking and biking behavior. What programs would you most like to see in Wheeling?
- A. Education programs for youth
 - B. Education programs for adults
 - C. Encouragement for using active transportation
 - D. Enforcement of safe roadway behaviors for drivers
 - E. Enforcement of safe travel behaviors for cyclists and pedestrians
 - F. Other _____
- 15) What is your age?
- A. 18 and under
 - B. 19-34
 - C. 35-49
 - D. 50-64
 - E. 65+

- 16) What is your Zip Code?
- _____

- 17) Any Other Comments:
- _____
- _____
- _____
- _____
- _____
- _____

Survey Results Summary																								
Question	Survey Location																							
	TOTAL Responses		Online*		Open House*		District 21 School Wellness Fair		District 214 Resource Fair		Recreation Center		Russian Rec Center		Library		Metra Station		Bike Rodeo		El Programa de la Familia aprende		Bob Chins in English	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
0) When you were a child how did you usually get to school?																								
walk or bike	22	100%	0	#DIV/0!	23	100%	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!
driven in a car	1	4%		#DIV/0!	1	4%		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
school bus	1	17%		#DIV/0!	4	17%		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
public transportation	1	4%		#DIV/0!	1	4%		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
other	0	0%		#DIV/0!	0	0%		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
0) How do the children in this community get to school today?																								
walk or bike	23	100%	0	#DIV/0!	23	100%		#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!
driven in a car	1	4%		#DIV/0!	1	4%		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
school bus	2	9%		#DIV/0!	2	9%		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
public transportation	1	4%		#DIV/0!	1	4%		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
other	0	0%		#DIV/0!	0	0%		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
1) Except for getting into or out of a car, how often do you walk outside?																								
Daily	129	56%	51	49%	15	63%		#DIV/0!	5	100%	16	100%	15	100%	23	100%	2	100%	10	100%	12	100%	14	100%
Weekly	70	30%	40	38%	6	25%		#DIV/0!	5	100%	4	25%	4	27%	5	22%	0	0%	0	0%	4	24%	2	14%
Monthly	14	6%	8	8%	0	0%		#DIV/0!	0	0%	0	0%	0	0%	0	0%	0	0%	1	10%	3	18%	2	14%
A few times per year	16	7%	5	5%	3	13%		#DIV/0!	0	0%	1	6%	0	0%	0	0%	0	0%	2	20%	1	6%	4	29%
Never	2	1%	1	1%	0	0%		#DIV/0!	0	0%	0	0%	0	0%	0	0%	0	0%	1	10%	0	0%	0	0%
2) Rate the walkability of your community.																								
Very walkable	44	17%	16	15%	2	8%	6	27%	0	0%	3	19%	0	0%	6	25%	0	0%	1	11%	5	31%	5	36%
Moderately walkable	164	65%	64	62%	17	65%	16	73%	5	100%	8	50%	12	80%	14	58%	2	100%	6	67%	11	69%	9	64%
Not walkable	30	12%	15	14%	6	23%	0	0%	0	0%	3	19%	2	13%	3	13%	0	0%	1	11%	0	0%	0	0%
Very not walkable	15	6%	9	9%	1	4%	0	0%	0	0%	2	13%	1	7%	1	4%	0	0%	1	11%	0	0%	0	0%
3) What is your top priority for improving the walking environment in Wheeling?																								
Repair cracked, broken or inadequate sidewalks	70	24%	21	20%	12	27%	6	26%	0	0%	4	16%	6	40%	7	22%	0	0%	4	33%	6	32%	4	29%
Install missing sidewalks	91	31%	26	25%	14	31%	9	39%	3	35%	6	24%	9	60%	14	44%	2	67%	8	67%	8	44%	6	43%
Create safer street crossings at intersections	71	24%	24	23%	15	33%	5	22%	1	17%	5	20%	0	0%	6	19%	1	33%	2	17%	6	32%	6	43%
Enhance lighting	29	10%	18	18%	1	2%	1	4%	0	0%	3	12%	0	0%	2	6%	0	0%	2	17%	1	5%	1	7%
Install benches, drinking fountains, trees	30	10%	14	14%	3	7%	1	4%	2	33%	5	20%	0	0%	2	6%	0	0%	0	0%	3	16%	0	0%
Other	6	2%					1	4%	0	0%	2	8%	0	0%	1	3%	0	0%	0	0%	1	5%	1	7%
5) How often do you ride a bicycle?																								
Daily	63	26%	21	21%	7	29%	4	18%	0	0%	5	31%	8	53%	11	46%	1	50%	2	22%	3	18%	1	7%
Weekly	83	34%	35	35%	6	25%	18	82%	4	80%	3	19%	7	50%	10	43%	0	0%	2	13%	2	11%	6	46%
Monthly	27	11%	11	11%	2	8%	4	18%	0	0%	1	6%	0	0%	0	2%	1	50%	1	11%	3	18%	2	14%
A few times per year	33	13%	19	19%	2	8%	5	23%	0	0%	0	0%	0	0%	1	4%	0	0%	1	11%	4	24%	1	7%
Never	41	17%	13	13%	7	29%	1	5%	1	20%	3	19%	4	27%	1	4%	0	0%	1	11%	3	18%	7	50%
6) Rate the bikeability (safe and convenient) of your community.																								
Very bikeable	19	8%	5	5%	0	0%	3	14%	1	20%	1	7%	0	0%	3	13%	1	50%	0	0%	3	19%	2	14%
Moderately bikeable	135	56%	43	43%	14	61%	18	82%	3	60%	7	50%	10	67%	14	58%	1	50%	8	89%	8	50%	6	46%
Not bikeable	57	24%	33	33%	6	26%	0	0%	1	20%	4	29%	1	7%	7	29%	0	0%	0	0%	3	100%	2	100%
Very not bikeable	28	12%	14	15%	3	13%	1	5%	0	0%	2	14%	4	27%	0	0%	0	0%	1	11%	2	13%	1	7%
7) What is your top priority for improving the biking conditions in Wheeling?																								
Upgrade existing paths and trails	41	13%	13	14%	4	9%	3	13%	2	17%	1	5%	6	40%	4	9%	1	50%	3	20%	3	17%	1	8%
Build new paths and trails in parks and forest preserves	66	22%	16	17%	6	13%	6	25%	3	25%	4	18%	3	20%	10	23%	1	50%	5	33%	10	56%	2	15%
Install bike paths or routes parallel to major streets	79	26%	18	18%	17	38%	10	42%	3	25%	6	27%	1	7%	14	32%	0	0%	2	13%	2	11%	6	46%
Install bike paths or routes parallel to neighborhoods	51	17%	16	17%	9	20%	0	0%	3	25%	4	18%	5	33%	6	14%	0	0%	5	33%	2	11%	1	8%
Create safer street crossings at intersections	34	11%	15	16%	7	16%	3	13%	1	8%	3	14%	0	0%	2	5%	0	0%	0	0%	1	6%	2	15%
Install signage to help me find destinations	12	4%	8	9%	1	2%	1	4%	0	0%	0	0%	0	0%	2	5%	0	0%	0	0%	0	0%	0	0%
Increase availability of bike racks at businesses and public places	17	6%	9	9%	1	2%	1	4%	0	0%	2	9%	0	0%	4	9%	0	0%	0	0%	0	0%	0	0%
Other	5	2%					0	0%	0	0%	2	9%	0	0%	2	5%	0	0%	0	0%	0	0%	1	8%
9) How often do you take the bus or train?																								
Daily	17	8%	8	9%	0	0%	2	10%	1	20%	1	6%	1	7%	2	8%	1	100%	1	11%	2	15%	0	0%
Weekly	17	7%	5	5%	1	4%	0	0%	0	0%	1	6%	7	47%	1	4%	0	0%	0	0%	2	15%	0	0%
Monthly	18	8%	5	5%	3	12%	1	5%	0	0%	0	0%	6	40%	2	8%	0	0%	1	11%	0	0%	0	0%
A few times per year	101	43%	38	42%	14	54%	11	52%	1	20%	6	38%	1	7%	16	64%	0	0%	4	44%	2	15%	8	57%
Never	81	34%	35	38%	8	31%	7	33%	3	60%	8	50%	0	0%	4	16%	0	0%	3	33%	7	54%	6	43%
10) How easy is it for you to walk or bike to Metra and Pace?																								
Very easy	53	24%	18	22%	7	29%	10	56%	0	0%	5	33%	0	0%	7	30%	0	0%	0	0%	0	0%	2	15%
Moderately easy	78	36%	30	36%	11	46%	5	28%	3	75%	5	33%	1	7%	9	39%	1	100%	4	44%	3	23%	6	50%
Not very easy	67	31%	28	34%	6	25%	3	17%	1	25%	2	13%	5	33%	7	30%	0	0%	5	56%	6	46%	4	33%
Impossible	19	9%	7	8%	0	0%	0	0%	0	0%	3	20%	9	60%	0	0%	0	0%	0	0%	0	0%	0	0%
11) What is your top priority for making it easier to walk/bike to Metra and Pace?																								
Install or improve sidewalks connecting to Pace stops.	38	18%	8	10%	2	9%	2	14%	2	50%	2	10%	5	33%	8	32%	0	#DIV/0!	11	100%	13	100%	2	15%
Improve the paths, routes and sidewalks leading to the Metra station.	96	44%	36	46%	13	57%	7	50%	0	0%	7	35%	8	53%	11	44%	0	#DIV/0!	6	55%	3	23%	5	38%
Allowing bikes on Metra at more times.	24	11%	9	11%	3	13%	2	14%	0	0%	2	10%	1	7%	2	8%	0	#DIV/0!	1	9%	3	23%	1	8%
Helping me find real-time information for routes and arrival times	26	12%	6	8%	3	13%	3	21%	2	50%	3	15%	1	7%	4	16%	0	#DIV/0!	1	9%	1	8%	2	15%
Better Pace routes to my destinations	17	8%	7	9%	2	9%	0	0%	0	0%	4	20%	0	0%	0	0%	0	#DIV/0!	0	0%	2	15%	2	15%
Other	16	7%	13	16%			0	0%	0	0%	2	10%	0	0%	0	0%	0	#DIV/0!	0	0%	0	0%	1	8%
13) Which of these policies would you like Wheeling to pursue?																								
Policies that ensure that all users have access to all roadways	81	34%	26	30%	9	39%	8	36%	3	75%	5	24%	13	87%	6	24%	1	50%	2	22%	4	25%	4	31%
Policies that ensure clear sidewalks and bike routes in all seasons	108	45%	35	40%	10	43%	11	50%	4	50%	11	52%	1	7%	13									

Destinations

Destinations are the beginning and end points of any trip. Wheeling's many destinations bring together members of the community to work, learn, play and socialize. Having access to all types of places in the Village on foot and bike will help the people of Wheeling and visitors get to the places they need to go safely on foot and bike. A complete, connected active transportation network will allow people to safely and easily access each of these destinations.

Based on results of community input, the most popular destinations in Wheeling are:

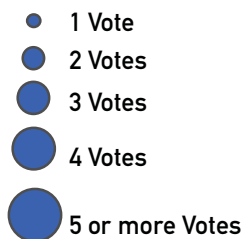
- Wheeling Metra Station
- Heritage Park
- Businesses near Milwaukee and Dundee Roads
- Indian Trails Public Library
- The Des Plaines River Trail
- The shopping centers located near McHenry, Lake Cook and Weiland Roads
- Schools, parks, and the Prospect Heights Bike Path are also common destinations

The following map illustrates all destinations suggested by survey respondents

WHEELING

Community Suggested Walking and Biking Destinations

All Resident Suggested Destinations



Prepared By: Active Transportation Alliance, 7/3/2012

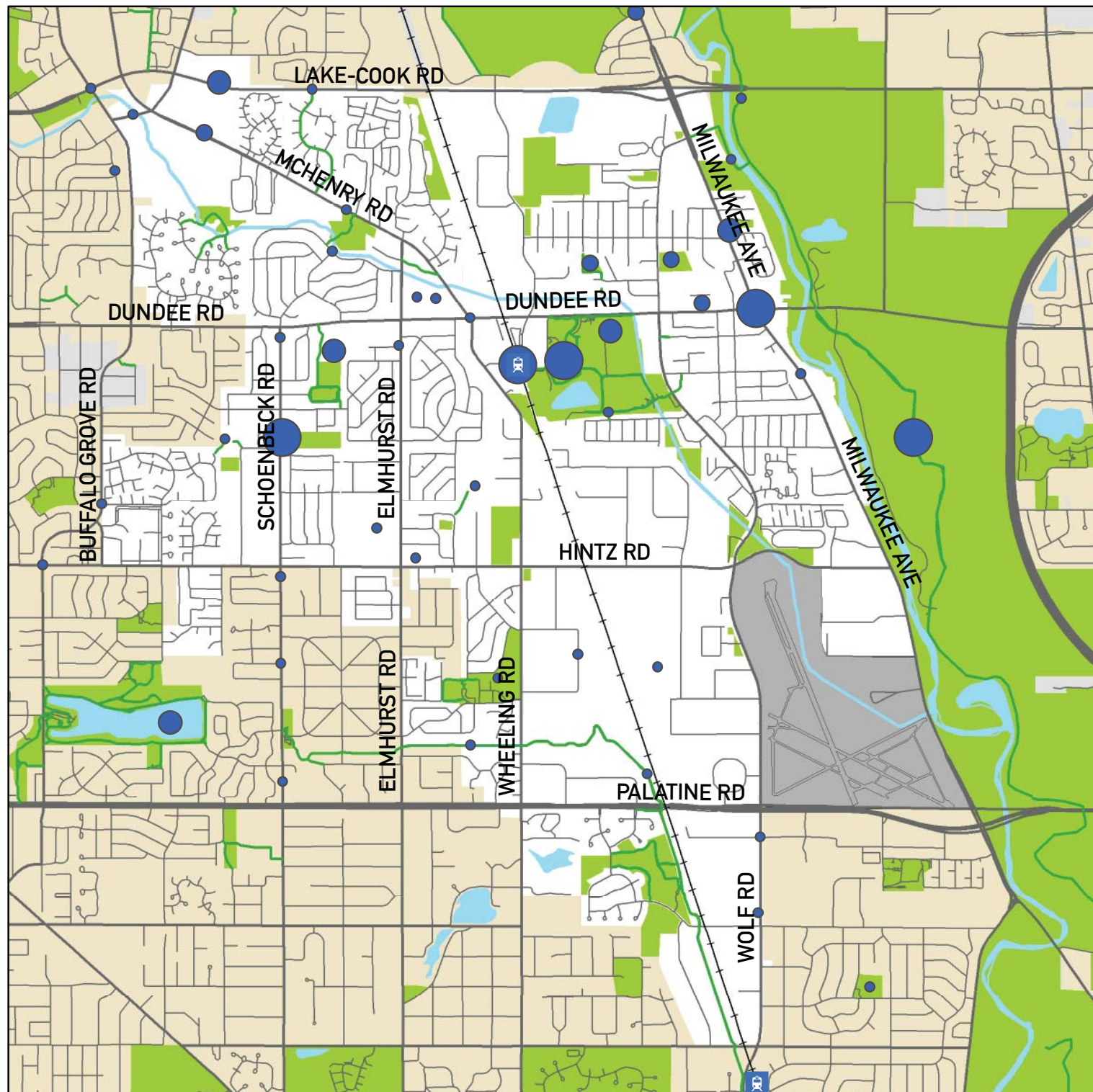
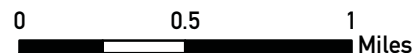
Data Source: Active Transportation Alliance,

Navteq & the Village of Wheeling.

Participants at Community Meeting, Bike Rodeo,

Posters from Indian Trails Public Library

and Wheeling Park District Recreation Center



Barriers

Barriers are the things and places that prevent people from using active transportation to get to their destination. They can be associated with the built environment, such as an intersection that lacks accommodations for pedestrians, or the current conditions such as a snowy sidewalk or uninformed drivers.

In Wheeling, the lack of bicycle and pedestrian facilities is perceived to be the biggest barrier to walking and biking. Missing sidewalk, hazardous street crossings, and no bike paths on major streets were observed by the project team and noted by survey takers as top priorities for improvements. Major roadways with high speed traffic and high traffic volumes were most frequently cited as barriers for walking, biking and crossing the street. Based on the results of community input, the most hazardous places in Wheeling to walk, bike or access transit are:

Major Roads:

- Dundee Road
- Milwaukee Avenue

Intersections and Crossings:

- Milwaukee and Dundee intersection
- Dundee and Portwine intersection
- Dundee and McHenry/Wheeling intersection
- Northgate Parkway and Lake Cook Road
- Trail crossings at Elmhurst and Wheeling Roads for the Prospect Heights Bike Path

Other barriers

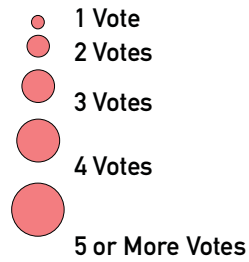
- Weather
- Time

WHEELING

Community Suggested Walking and Biking Challenges

Prepared By: Active Transportation Alliance, 7/2/2012
 Data Source: Active Transportation Alliance,
 Navteq & the Village of Wheeling,
 Participants at Community Meeting, Bike Rodeo,
 Posters from Indian Trails Public Library
 and Wheeling Park District Recreation Center.

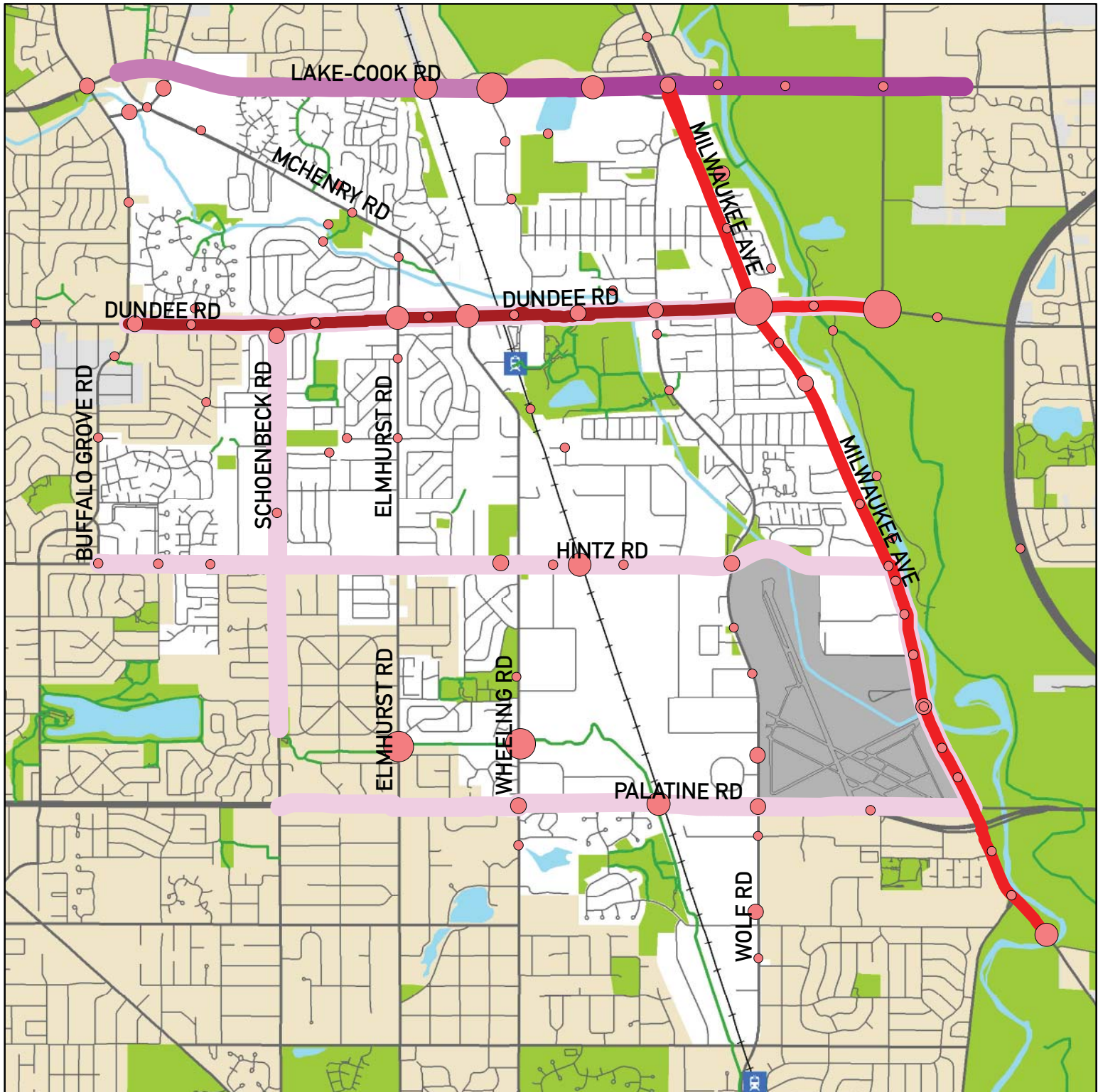
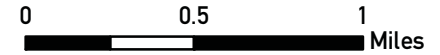
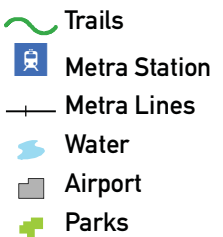
All Resident Suggested Hazards Interactive Posters



Resident Suggested Challenges-Community Meeting



BPAC Suggested Challenges

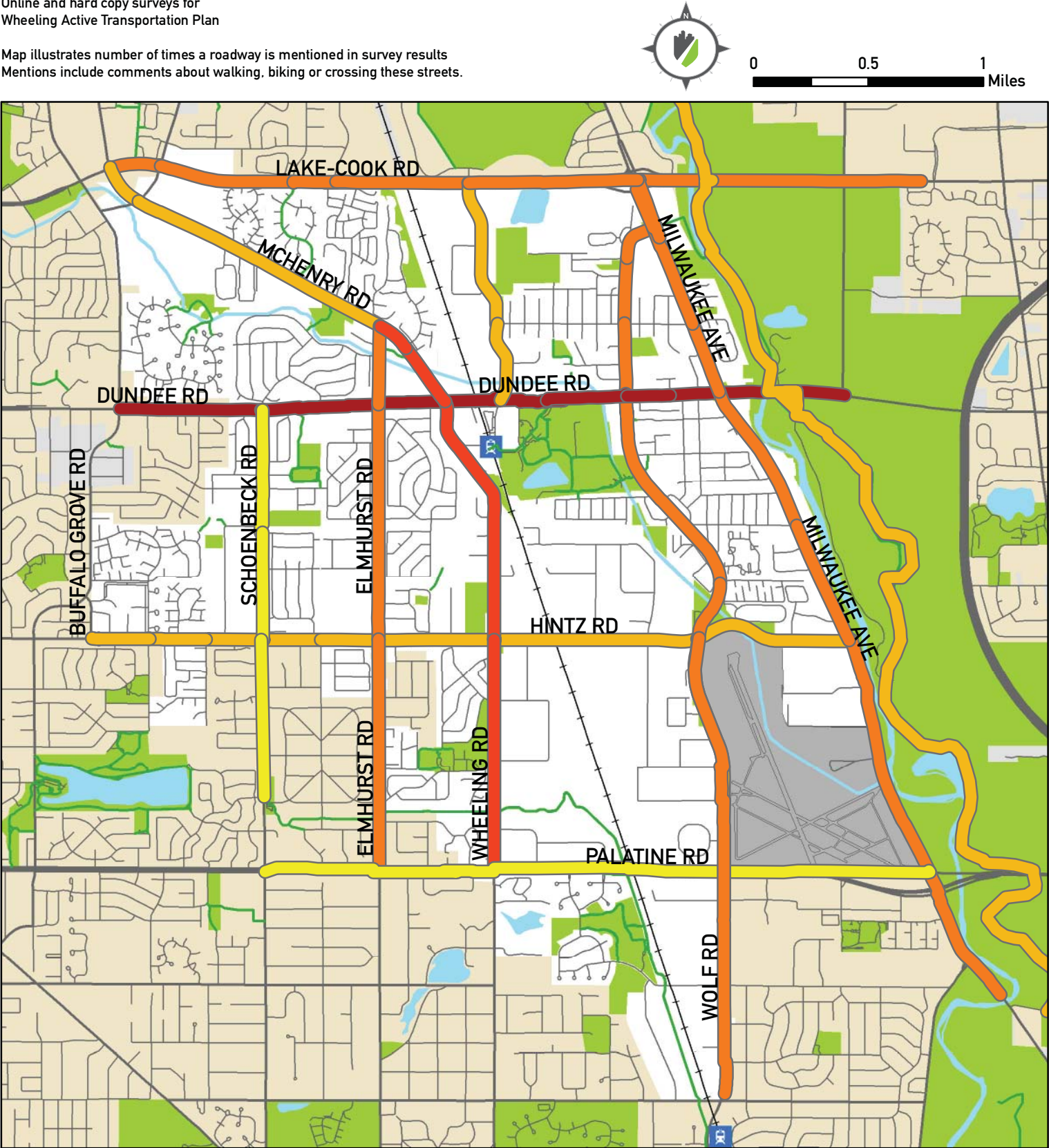
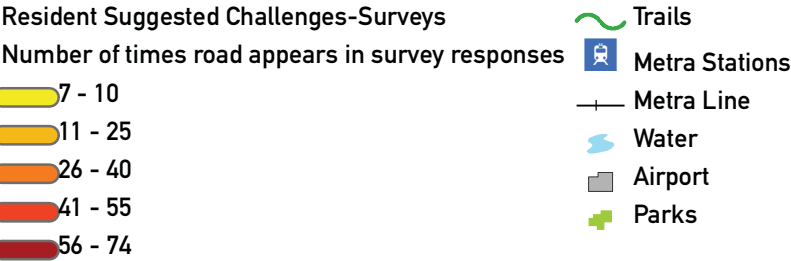


WHEELING

Survey Suggested Walking and Biking Challenges

Prepared By: Active Transportation Alliance, 7/3/2012
Data Source: Active Transportation Alliance,
Navteq & the Village of Wheeling.
Online and hard copy surveys for
Wheeling Active Transportation Plan

Map illustrates number of times a roadway is mentioned in survey results
Mentions include comments about walking, biking or crossing these streets.



Popular Local Routes

Many routes and paths in Wheeling are already bicycle and pedestrian friendly. People use these routes every day to get to their favorite destinations. The routes people take are sometimes the most direct connections to destinations, while others may be less direct, but feel safer to cyclists and pedestrians. Some routes and cut-throughs are paved and clearly marked, while others are trails known only to locals, developed over time through high use. All of the routes were chosen because they are the most frequently used. Yet with additional improvements or awareness, all routes can become safer and more convenient for cyclists and pedestrians.

The following map illustrates all of these popular local routes for walking and biking. These routes will also be the focus of Wheeling's active transportation network.

WHEELING

Community Suggested Walking Routes

Prepared By: Active Transportation Alliance, 7/3/2012
Data Source: Active Transportation Alliance,
Navteq & the Village of Wheeling,
Wheeling Community Members

- Resident Suggested Walking Routes
- 1 Vote at Community Mtg

2 Votes at Community Mtg

3 Votes at Community Mtg

4 Votes at Community Mtg

5 Votes at Community Mtg

6 Votes at Community Mtg

BPAC Suggested Walking Routes
- Trails

Metra Stations

Metra Line

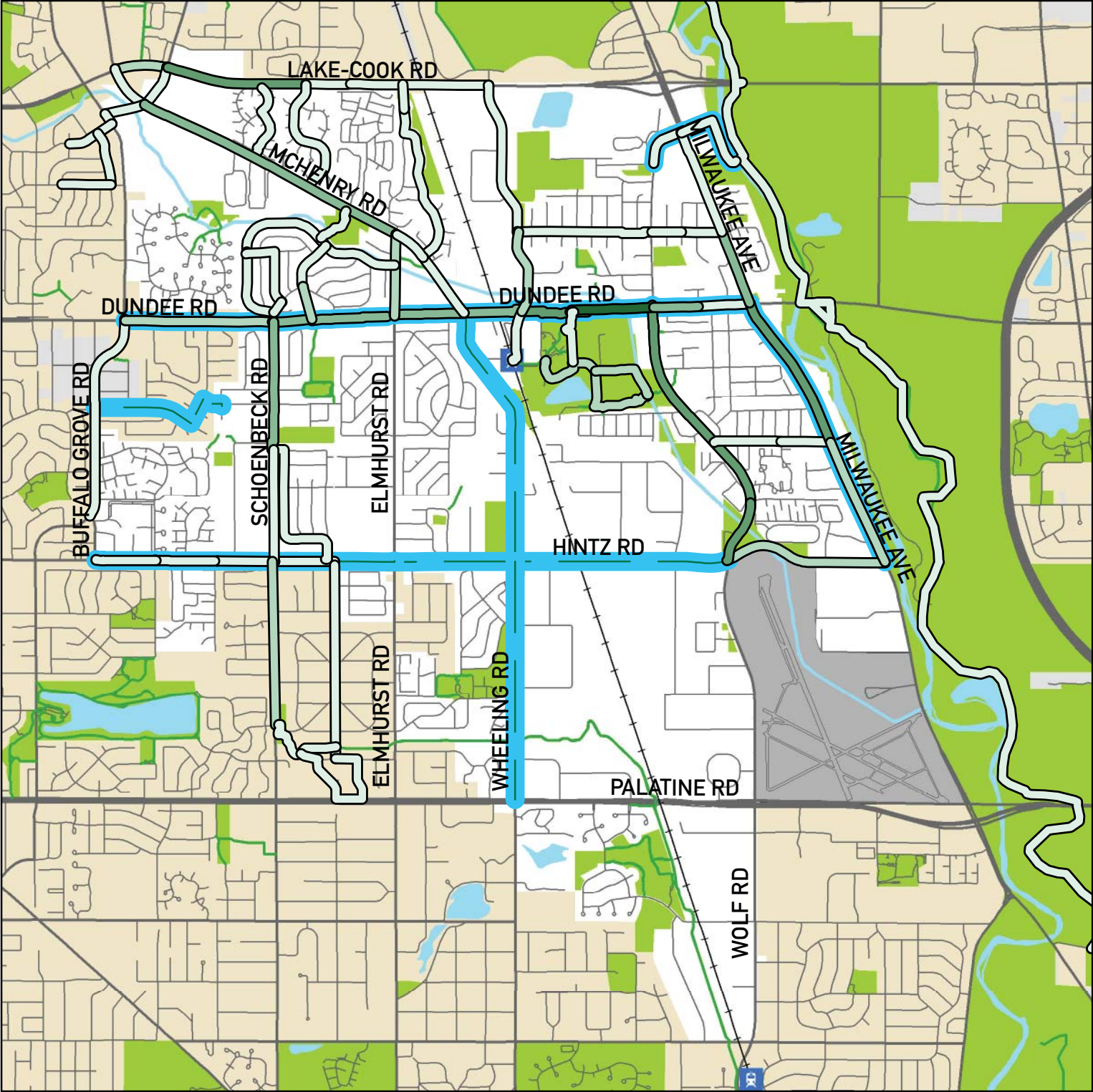
Water

Airport

Parks



0 0.5 1 Miles



WHEELING

Community Suggested Bike Routes

Prepared By: Active Transportation Alliance, 7/3/2012
Data Source: Active Transportation Alliance,
Navteq & the Village of Wheeling,
Wheeling Community Members

- Resident Suggested Biking Routes
- 1 Vote at Community Mtg

2 Votes at Community Mtg

3 Votes at Community Mtg

4 Votes at Community Mtg

5 Votes at Community Mtg

6 Votes at Community Mtg

BPAC Suggested Bike Routes
- Trails

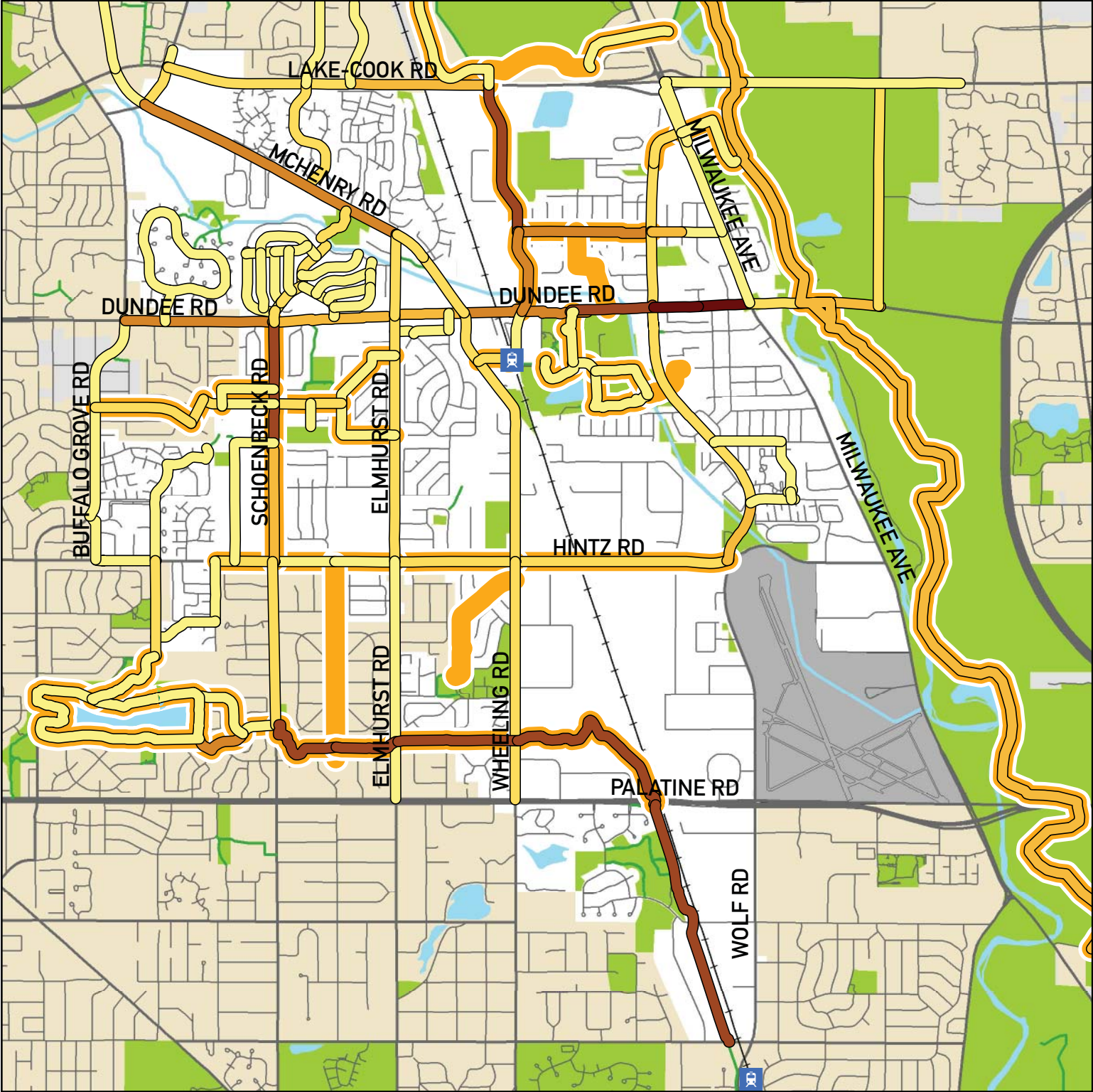
Metra Stations

Metra Line

Water

Airport

Parks



Policies

Policies ensure active transportation users and the active transportation network are considered at the institutional level. They support coordination with other agencies and developments as new buildings and roads are built or redeveloped in Wheeling.

Existing Policies

The Village of Wheeling municipal code contains many provisions that advance active transportation. These include low speed limits on certain Village roads (most roads use state-standard speed limits), and a requirement for bike parking at most newly constructed facilities.

There are several vehicle code provisions that are silent in the municipal code. These may need to be addressed in the non-motorized transportation plan. The silent code provisions are for use and blocking of bike lanes, use of hand-held electronic devices, and accommodation of bikeways and pedestrianways during construction.

It is still unclear what internal policies, if any the Village of Wheeling maintains to ensure that internal municipal procedures advance active transportation and complete streets. These critical policies include maintenance of bikeways and pedestrianways, allocation of law enforcement resources for traffic safety, and funding and selection criteria for transportation projects.

Policies related to land use and development can also affect the use of active transportation. The Village is currently considering a policy for prioritizing sidewalk installation and retrofits. The municipal code has limited design standards addressing street connectivity between subdivisions, or site design standards that support pedestrian access, such as limiting the number of driveways and size of setbacks. It does, however address parking lot design standards that encourage walkability.

Community Opinion

Based on feedback from community members, the people of Wheeling have two top priorities for the Village. Most importantly, they would like clear sidewalks and bike routes. Additionally, they would like to see a policy that supports complete streets so all roadway users (pedestrians, cyclists, automobiles and transit) are accommodated in all roadway designs. The community also showed strong support for policies that encouraged better street connectivity, new developments that were bicycle and pedestrian friendly, restriction on distracted driving, and bike parking.

Community Meeting Voting Exercise: Policies

Directions: Each person received 5 stickers. They used the stickers to indicate which policies they would like to see in Wheeling.

Policy Idea	Votes
Complete Streets -a policy to accommodate all users in all roadway designs	23
Snow clearance-ensure that sidewalks and bike facilities are kept clear of snow and ice	17
Street connectivity-encourage new streets to be built in a connected pattern so pedestrians and cyclists have a shorter distance to walk or bike	13
Bicycle and pedestrian friendly new developments-require connected sidewalks, mixing of land uses and other requirements for new construction to facilitate walking and biking	12
Distracted driving-restrict use of handheld mobile devices while driving	11
Bike Parking-require bike parking at all new retail, office, community and industrial facilities	10
Encourage transit oriented and mixed use development so people can live closer to shopping and transit	7
Provide incentives for employers to offer amenities for bicyclists and pedestrians	4
Reduce speed limits to under 30 mph on bicycle routes	3
Safe Park Zones-a policy to enforce low speed limits around parks, similar to a school speed zone	1
Prohibiting parking in bike lanes-to ensure that bike lanes are accessible at all times	1
Require new developments to show how bicyclists and pedestrians will be accommodated on the development site	

Other Ideas

Crosswalk time has to be increased on wide streets like Dundee and Milwaukee

Snow-weather 1-plowers block sidewalk, businesses don't shovel or homeowners

snow-weather 2-Enforcement of speeds from major roads as they enter Village of Wheeling

Adjust stop lights (signs) for blind spots for bikes and pedestrians

Programs

Programs build an active and safe population of active transportation users by encouraging people to walk, bike or take transit, by educating people on safe behaviors and benefits of active transportation, and ensuring that the rules of the road are followed by all users.

Education, encouragement and enforcement programs will motivate residents and visitors to enjoy the complete, safe and attractive network of transportation options in Wheeling. An on-going concerted effort to educate community members on bike, pedestrian and motorist issues will raise awareness about the biking and pedestrian networks and encourage more people to walk and bike.

Education programs are designed to teach residents about the benefits of active transportation and help them learn the skills necessary for safely and confidently navigating the pedestrian network and the bike network in Wheeling.

Encouragement programs are designed to encourage increased usage of the networks by helping residents think about bicycling and walking as easy and safe ways to get around Wheeling.

Enforcement programs are critical to promote the safety of all transportation users: motorists, cyclists and pedestrians.

Existing Programs in Wheeling

The Village and other groups in the community are already working to educate and encourage cyclists and pedestrians, while also enforcing safe behaviors.

- Wheeling established a Bike and Pedestrian Task Force in 2010 composed of stakeholders in the community.
- Wheeling has participated in Bike to Work Week's Commuter Challenge for the last two years. In 2012, the Village came in second place in the category of municipal governments with 100-499 employees. Village employees logged 310 miles during the week-long event.
- The Wheeling Wheelmen Bicycle Club, with nearly 300 members, organizes several bike rides each week, holds social events, informative meetings, and advocates for bicycling in the northwest suburbs.
- The Wheeling Police Department sponsors the annual Bike Safety Rodeo
- School District 21 offers bicycle parking at all its schools

Community Opinion

Based on feedback from the Wheeling community, residents were most interested in enforcement of safe behaviors for drivers and active transportation users, but were also interested in education and encouragement. Bike parking at community events and festivals, holding enforcement events reminding drivers and cyclists how they can pass each other safely and follow the rules of the road, conducting an analysis of bicycle and pedestrian crashes and prioritize those locations for increased traffic safety enforcement, and publishing a Bike Map of local trails and routes were some of the most popular ideas for programming in Wheeling. Although not specifically programming, community members also mentioned their interest in signs and maps to create awareness for how to get places on bike, and more bike racks. Business owners also showed support for increase awareness of how to access businesses by foot or bike.

Community Meeting Voting Exercise: Programs

Directions: Each person received 3 stickers. They used the stickers to indicate which programs they would like to see in Wheeling.

Program	Votes
Education	16
Bike map-Publish a map of local trails and routes	7
Bike and pedestrian safety classes for children	6
Bike maintenance classes for teens and adults	2
Bike ambassador program-a trained bicycle educator to visit camps and community events teaching bike safety	1
Print and social media campaign to remind people about safe rules of the road	0
Encouragement	19
Offer bike parking at community events and festivals	10
Group rides and walks for families to showcase community assets	5
Bike and dine events-progressive meals visiting restaurants on bike	3
Open Streets-limit access to streets on a temporary basis for the exclusive use of bicyclists and pedestrians	1
Enforcement	31
Hold enforcement events reminding drivers and cyclists how they can pass each other safely and follow rules of the road	9
Conduct an analysis of bicycle and pedestrian crashes and prioritize those locations for increased traffic safety enforcement	9
Sponsor enforcement events reminding drivers to stop for pedestrians in crosswalks	7
Train police officers on current rules of the road and enforcement techniques for all roadway users	3
Caught Good Campaign-Police officers can issue reward tickets to children who practice safe walking and biking behavior	3

Other Ideas

Education-part of High School Drivers ed

Education-reeducate drivers to stop before crossing sidewalk/crosswalk

Encouragement-Hold community Bike ride event

Encouragement-emphasize that you are on a bike/walk route...beautify...show your curb

prepared by
ACTIVE TRANSPORTATION ALLIANCE
AND TRANSYSTEMS
on 7.3.2012

