

Policies and Programs

Pedestrian and Bicycle Transportation Policies Adopted by Federal and State Governments and by the Region

A number of plans have established policies for bicycle and pedestrian transportation. A sample of these is discussed below.

Pedestrian and Bicycle Transportation in the State Transportation Plan

The transportation plan identifies anticipated trends, needs, and issues that will affect transportation service and demand in the next 25 years. In addition, the plan sets long-range goals, priorities and policies for developing future transportation programs with specific projects within the parameters of realistic funding resources.

Connecting Illinois: the Illinois State Transportation Plan identifies the following goals, among others:

- Ensure mobility and access to the transportation system for individuals with disabilities as contained in the Americans with Disabilities Act.
- Maintain the performance of the Illinois transportation system at a high level of safety to ensure the safety of all users of the system, including transportation operators, passengers, shippers, and pedestrians.
- Promote safe and convenient travel facilities for pedestrians and bicyclists.
- Encourage programs to reduce the use of single occupant vehicles where other options are feasible and can be made available.
- Evaluate all potential transportation systems and modes, singularly and in combination, to solve transportation problems.
- Ensure that the design of new facilities includes evaluation of the potential for accommodating multiple modes to assure future flexibility for intermodal development.
- Promote use of public transportation, railroads, carpools, vanpools, bicycles, walking, and telecommunications to reduce transportation-related energy consumption.
- Maintain a transportation funding structure that provides adequate resources for demonstrated transportation needs, incorporating federal, state, local, and private revenue sources; and one that provides equitable funding for all transportation modes and jurisdictions.¹³⁷

The 2030 Regional Transportation Plan for Northeastern Illinois

Shared Path 2030, the process to develop the 2030 Regional Transportation Plan for northeastern Illinois, proceeded concurrently with the development of this report. The concurrent development process facilitated information being shared between the two processes. Hence, some of the themes raised in scoping the *Soles and Spokes Plan* have been adopted as strategic guidance for the transportation system in northeastern Illinois. A number of strategies were officially adopted as part of the *2030 Regional Transportation Plan* that could directly affect the

¹³⁷ Illinois Department of Transportation. May 1995. pp. 20-28.



environment for bicycle and pedestrian travel. Adopted “community strategies” that promote local community quality include:

- “A variety of transportation choices will be offered to all communities at an appropriate level of service.
- “Transportation improvements will be coordinated with community development activities to offer efficient transportation service.
- “Transportation improvements should support the functions of existing and planned adjacent land uses.
- “Transportation improvements should be designed, managed and operated to encourage compact land development.
- “Plans and designs for transportation improvements should be sensitive to community context” (see inset at right).
- “Transportation improvements should be consistent with official historic, cultural and/or agricultural plans.”
- The RTP also recommends that special emphasis be placed on the land-use principles of “transit oriented development” (see inset below).

Context-sensitive solutions (Excerpt from 2030 Regional Transportation Plan for Northeastern Illinois, pp. 84-85):

The RTP recommends sensitivity to the effects transportation facilities have on the environment and communities. New and better ways of designing transportation facilities are evolving based on growing interest in better integrating these facilities into the communities they serve.

Most communities host transportation facilities that serve a regional function. The process of planning, designing, constructing and improving these facilities should involve early and intensive involvement with community stakeholders to preserve and enhance the human and natural environment in the project area. Important principles of context-sensitive solutions include:

Safety for both travelers and the community is paramount.

Transportation’s harmony with the environmental, scenic, aesthetic, historic, and natural resource values of the area are as important as improved mobility and accessibility.

Information resources of all involved parties should be efficiently and effectively used.

Transportation should minimally disrupt community quality.

Transportation should be seen as adding lasting value to the community.

Transit-oriented Development (Excerpt from 2030 Regional Transportation Plan for Northeastern Illinois, pp. 85-87):

Transit-oriented development (TOD) is the design and development of land around transit stations and bus stops that encourage people to use public transportation. The purpose of transit-oriented development is to build active and convenient communities that link people to their jobs as well as to commercial, retail and entertainment centers, in addition to reducing the need for multiple, longer-distance trips.

Separate transit-oriented developments connect each other, contributing to a more vital region overall. Successful transit-oriented development requires a high level of transit service that will accommodate a variety of travel purposes. To sustain a high level of transit service, transit-oriented development should provide compact building densities, mixed land uses, adequate (but not excessive) parking, ample quality bicycle storage and comfortable and secure pedestrian accommodations.

The RTP recommends that transit-oriented development be pursued in all major capital projects and new transit service. The RTP also encourages communities to embrace transit-oriented development principles to support existing transit service and to encourage additional transit investment.

In addition, transit oriented development should foster development in a manner that consistently locates services (retail, medical, social services, and recreational) in close proximity to where the elderly and disabled live. Also, facilities that house seniors and people with disabilities, such as assisted living centers, retirement homes and senior housing developments should be designed in a manner that facilitates the use of public transportation.

The RTP also recommends a variety of strategies to improve safety. General safety strategies include the following:

- “Separation of conflicting modes in the design of high-volume access-control facilities.
- “Routine accommodation of safe and comfortable pedestrian and bicycle use in arterial facility design.
- “Special attention to correcting and avoiding hazards created by vehicular traffic in community settings and on shared-use facilities.
- “Special attention to ensuring the safety of children, seniors and persons with disabilities while using or adjacent to transportation facilities.”¹³⁸

In addition, the RTP also recommends pursuing several strategies specifically oriented at the bicycle and pedestrian transportation, including Safe Routes to School, encouraging community members and government officials to “work together to make streets safer for pedestrians and bicyclists along school routes, while encouraging both parents and their children to enjoy the health and community benefits of walking and biking.”¹³⁹ The RTP also calls for special attention to the safety needs of seniors and people with disabilities.¹⁴⁰ Shared use multi-modalism, providing transportation choice in a safety-conscious environment, is also recommended (see box at right).

Shared use design and pedestrian safety (Excerpt from 2030 Regional Transportation Plan for Northeastern Illinois, p. 98):

When programming funds for arterial improvements, special attention should be paid to addressing locations where pedestrian injuries and fatalities frequently occur. Roadway improvement funds should be devoted to improving pedestrian safety where necessary. In addition, discretionary transportation funds should be directed toward providing a variety of safe and convenient pedestrian options. Shared-use arterial design should include safe and inviting sidewalks and crosswalks for pedestrians. Other examples include traffic calming techniques, such as curb bulb-outs and traffic circles in key places.

Shared Use Principles, from “Strategic Systems” (Excerpt from 2030 Regional Transportation Plan for Northeastern Illinois, p. 107)

Improvements pursued under each of the strategic regional systems: arterials, transit, bicycle and pedestrian and freight should subscribe to the following principles of “shared-use” in their design and implementation.

- The purpose of the facility is to move people and goods.
- The safety of pedestrians and bicyclists is as important as the safe accommodation of vehicles.
- Community use requires small-scale design considerations.
- Convenient pedestrian access to buses encourages transit use.
- Offering traffic priority to transit vehicles encourages transit use.

In addition, pedestrian and bicycle transportation have been incorporated into a “Bicycle and Pedestrian Strategic System.” Important elements of the strategic system include routine accommodation, mechanisms to facilitate non-motorized travel, non-motorized access to transit, travel information for pedestrian and bicycle travel, promotion of biking and walking, and support for the development of the *Soles and Spokes Plan*.

¹³⁸ Ibid., p. 94.

¹³⁹ Ibid., pp. 95-96.

¹⁴⁰ Ibid., pp. 96-98.



Tea-21/FHWA

To implement the non-motorized provisions of the Transportation Equity Act for the 21st Century (TEA-21) this, the Federal Highway Administration has released policy guidance at <http://www.fhwa.dot.gov/environment/bikeped/guidance.htm>. Among the guidance is the following policy statement (<http://www.fhwa.dot.gov/environment/bikeped/design.htm#d4>):

Policy Statement -- US Dept. of Transportation, February 28, 2000

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:
 - bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
 - the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
 - where sparsity of population or other factors indicate an absence of need. For example, the Portland Pedestrian Guide requires "all construction of new public streets" to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.
2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day, as in States such as Wisconsin. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.
Rumble strips are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of four feet in which a bicycle may safely operate.
3. Sidewalks, shared use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
 - planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case.
 - addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
 - getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
 - designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO *Guide for the Development of Bicycle Facilities*, AASHTO's *A Policy on Geometric Design of Highways and Streets*, and the ITE Recommended Practice "*Design and Safety of Pedestrian Facilities*".

Other policy guidance is located at the former Web address.



Implementation Policies and Programs

For IDOT and county agencies, a survey was conducted in mid-2002 that solicited information regarding their programs and policies to implement bicycle and pedestrian accommodations on roads over which they have jurisdiction (funding and operating control). What follows is a summary of their responses, or where they did not respond, material that was available in printed or electronic format.

IDOT¹⁴¹

Basic IDOT policy regarding bicycle and pedestrian accommodations is contained in the Bureau of Design & Environment (BDE) manual. The manual is complex; complexity made summaries in earlier drafts of this document prone to error. Hence, excerpts of the 2002 Manual are included as reference in an accompanying document “Documentation of IDOT Policy.”

Many sections of the manual related to design of pedestrian and bicycle accommodation demonstrate deep understanding at IDOT regarding best practices for accommodations. Section 17-2 in particular shows that, given the resources, IDOT can design facilities appropriate for all road users. However, other sections of the manual, particularly the parts of Section 5 requiring local agency cost participation, may result in uneven results for sidewalks and bicycle facilities, like those shown in Table 40 and in the BLOS/PLOS maps in Figures 26-33.

IDOT has recently awarded a contract for “a feasibility study to evaluate the existing bicycle system and establish prioritized listings of improvements for each district.”¹⁴²

County Highway and Transportation Division Policies and Activities

Cook County Highway Department¹⁴³

Pedestrian activities

Plan

The Cook County Highway Department does not have a pedestrian plan. There are a number of subregional and local plans throughout the county.

Sidewalk Policy

As of October 25, 2002, Cook County Highway Department has a written policy related to inclusion of sidewalk additions/improvements as part of widening and resurfacing or reconstruction projects. The practice of Cook County Highway Department is to solicit local input on the inclusion of such items as part of project development. Sidewalks can also be constructed via permit. The maintenance is the responsibility of the local agency.

Intersection Policy

Cook County Highway Department considers pedestrian signals and push buttons where there is known pedestrian traffic and the provision of sidewalks.

¹⁴¹ Material taken from electronic sources.

¹⁴² <http://www.dot.state.il.us/press/r012104.html> (accessed March 2, 2004).

¹⁴³ Interview, 2002.



Special ped projects

Unknown

Bicycling activities

Plan

Cook County Highway Department does not have a bicycle plan. There are a number of subregional and local plans throughout the county.

Bikeways Policy

Cook County Highway Department solicits input on bicycle accommodations from local agencies and the Forest Preserve District of Cook County. Inclusion of accommodations is considered on a case-by-case basis. With regard to design, CCHD follows IDOT/AASHTO design. CCHD does not have a cost participation policy with regard to bike lanes or paths.

Special Bike Projects

Unknown

DuPage County Divisions of Transportation¹⁴⁴

Pedestrian activities

Plan

DuPage County does not have a stand-alone pedestrian plan. However, they do have a countywide bikeway plan that contains policies related to pedestrian activities and recommended pedestrian improvement projects. They also have a ten-year Roadway Improvement Plan.

Sidewalk policy

The county's policy is to provide for pedestrian needs when engineering or constructing roads. For sidewalks on county roads, there is no cost sharing with municipalities. Instead, the county pays the entire cost including removals, relocations, etc. DuPage County has a written policy related to sidewalks, stating that 5-foot wide sidewalks will be constructed in developed areas or areas with significant pedestrian activity. In rural areas or areas with low expected pedestrian activity, other accommodations are provided (carriage paths or wide paved shoulders).

Intersection policy

The bikeway plan recommends improvement projects including the installation of pedestrian signalheads.

Special Pedestrian Projects

The County has funded 3 separate pedestrian improvement projects in the last 5 years totaling 16 miles with an expenditure of \$2,079,073. These are sidewalks exclusively (e.g., this does not include multi-use paths or trail projects).

¹⁴⁴ Survey response, 2002.



Bicycling related activities

Plan

DuPage County has a Regional Bikeway Plan, and publishes a periodic implementation status report. The DuPage County Regional Bikeway Plan now includes 637 miles with 282 miles constructed to date. Working with all bikeway agencies, the plan identifies priorities for bikeway improvements. The county also publishes the 2002 DuPage County Trail Guide and 2002 Existing and Proposed Bikeways in DuPage County. The county places an emphasis on system expansion and improvement projects, but hopes to be able to devote more time to promotion and education over the next year.

Bikeways Policy

The county has a written bikeways policy. The goal is to develop municipal and regional bikeway systems that provide a coordinated countywide system for non-motorized transportation. The county's policy is to consider bicycle needs, where feasible, when engineering or constructing roads.

Special Bike Projects

The 1996 countywide bikeway plan identified 21 high priority projects sponsored by different agencies, including the DuPage County Division of Transportation.

Kane County Division of Transportation¹⁴⁵

Kane County also has a Bicycle/Pedestrian Planning Committee.

Pedestrian activities

Ped Plan

Kane County has a Bicycle and Pedestrian Plan (2002). Facility and land use strategies for encouraging walking are discussed. The 2030 Transportation Plan and 2030 Land Resource Management Plan contain pedestrian elements (adoption is expected in Fall, 2004).

Sidewalk policy

There is not a written sidewalk policy. Cost-sharing is determined on a case-by-case basis. The county strongly encourages the building and connection of sidewalks, and urges municipal provision of sidewalks.

Intersection policy

Kane County has a policy of consideration of installation of at-grade or grade separated crossings and pedestrian signal heads on major arterial roads. The county is studying arterial roads for possible crossings and safety enhancements of crossings.

Special Ped Projects

Kane County took a leading role in organizing and executing the 2001 Walkable Communities Workshop in Batavia. The county anticipates assisting other communities as these workshops are developed in the future.

¹⁴⁵ Survey response, 2002.



Bicycling Activities

Plan

Kane County has a Bicycle and Pedestrian Plan (2002). The 2030 Transportation Plan and 2030 Land Resource Management Plan contain pedestrian elements (adoption is expected in Fall, 2004).

Bikeway Policy

An on/off street bikeway network is discussed and outlined in the Bicycle Plan, and an Action Plan for both planning and facility implementation is included. The county's policy is to include some level of bicycle accommodations during all road improvement projects. Options include paved shoulders, sidepaths and crossings. They have produced the Kane County Bicycle Map (2003). In the next five years, the county hopes to incorporate Bicycle Level of Service (BLOS) standards into all road projects. The county has used BLOS so far to develop two editions of the Kane County Bicycle Map (2003 and 2004). The planning map has also been approved by the County Board. It is the county's position that bicycles should be accommodated on all local streets.

Special Bike Projects

An on/off street bikeway network is discussed and outlined, and an Action Plan for both planning and facility implementation is included.

Lake County Division of Transportation¹⁴⁶**Pedestrian activities**

Plan

Lake County does not have a pedestrian plan.

Sidewalk Policy

The county is willing to accommodate sidewalks if the local government pays.

Intersection Policy

The county pays for crosswalk markings when warranted and requested. Pedestrian signals are decided on a case-by-case basis.

Special ped projects

Unknown

Bicycling activities

Plan

Lake County has adopted a long range bicycle facilities plan.

Bikeways Policy

Unknown

¹⁴⁶ Survey response and interview, 2002.



Special bike projects

Lake County included 27 bikeway projects in its current five-year Highway Improvement Plan. Over the next five years, the county plans on continuing its construction of bike lanes and multi-use paths. They have produced a bikeways map and GIS database, and have constructed bike lanes and multi-use paths.

McHenry County Highway Department¹⁴⁷

Pedestrian activities

Plan

The county has no stand-alone pedestrian plan. The county has a 2010 Transportation Plan (adopted in 1995) which highlights work being done by the McHenry Conservation District on creating trails. The plan recommends unspecified bikeway improvements on several roads, mainly rural arterials, to supplement the trails. No specific pedestrian recommendations are made. The plan also mentions the possibility for integrated land use-transit planning along the IL 47 corridor. Follow through on these projects is unclear, as the current Five Year Plan does not include implementation of any bike or pedestrian-specific projects. The county has a 2010 land use plan.

Sidewalk Policy

There are no known pedestrian related projects or written policies by McHenry County.

Intersection Policy

Unknown

Special ped projects

Unknown

Bicycle activities

Plan

In 1996, The County produced a Subregional Bicycle Plan, prepared for the McHenry County Council of Mayors. The plan notes that the establishment of an ongoing bicycle planning advisory committee is critical to the plan's implementation. As of today, there has been no establishment of this committee.

Bikeways Policy

The McHenry County Bicycle Plan lists a number of "bicycle planning implementation policies," including the elimination of hazards to bicycle travel and the construction and enhancement of facilities.

Special Bike Projects

McHenry County has implemented the Miller Road Bike Path and Lawrence Road's bike crossing and RR crossing.

¹⁴⁷ Survey response and interview, 2002.



Will County Highway Department¹⁴⁸***Pedestrian activities***

Plan

The county has no stand-alone pedestrian plan. The transportation plan has mention of “multimodal” (pedestrian/bike) transportation, but makes no recommendations on any non-motorized modes besides expanding sidewalk access. The county intends to produce an update in the next five years that deals directly with pedestrian and bicycling accommodations.

Sidewalk Policy

The transportation plan mentions expanding the sidewalk network. At this juncture, sidewalk cost-sharing is done on a case-by-case basis.

Intersection Policy

Will County deals with pedestrian accommodations at intersections on a case-by-case basis.

Special ped projects

Will County has not undertaken any special pedestrian projects in the last five years.

Bicycling activities

Plan

The county has no stand-alone bicycling plan. The transportation plan has mention of “multimodal” (pedestrian/bike) transportation, but makes no recommendations on any non-motorized modes besides expanding sidewalk access. The county intends to produce an update in the next five years that deals directly with pedestrian and bicycling accommodations.

Bikeways Policy

Will County has no written policy related to bikeways.

Special Bike Projects

Will County has not undertaken any special bicycling projects in the last five years.

¹⁴⁸ Interview, 2002.



Municipal Policies and Activities

A detailed study of all of the policies and activities of the 272 municipalities in northeastern Illinois was beyond the scope of *Soles and Spokes Plan*. However, within the scope of the *Soles and Spokes Municipal Survey*, we gained an overview of municipal activities within northeastern Illinois. Table 42 shows the municipal population with municipalities indicating that they have various programs, services and policies, weighted by population.

As shown by Table 42, the most common northeastern Illinois municipal bicycle and pedestrian activities with positive survey responses, weighted by population, are:

- school crossing guards;
- a requirement that developers build sidewalks with new development and redevelopment;
- sidewalk reconstruction/replacement programs;
- planned bicycle facilities; and
- planned sidewalks or paths.

Least common activities, indicated by positive survey response and weighted by population, are:

- bicycle detection at traffic signals;
- child bicycle helmet ordinance or regulation;
- intention to adopt/update ADA Transition Plan in the near future;
- pedestrian transportation plans; and
- pedestrian safety education.

Among different sorts of activities, we can see the most common and least common positive survey responses indicating activities by or in the respondent municipality:

Pedestrian planning activities:

- most common: planned sidewalks or paths,
- least common: having a pedestrian transportation plan.

Pedestrian design and construction activities:

- most common: a requirement that developers build sidewalks with new development and redevelopment;
- least common: an electronic sidewalk inventory.

Pedestrian education and promotion:

- most common: school crossing guards;
- least common: pedestrian safety education activities.

Bicycle Planning Activities:

- most common: planned bicycle facilities;
- least common: comprehensive plan including bicycle elements.

Bicycle Implementation Activities:

- most common: off-street bicycle facilities;
- least common: on-street facilities and marked routes.

Bicycle education and promotion:

- most common: bicycle parking;
- least common: bicycle detection at traffic signals.

Transit-oriented activities:

- most common: bicycle parking at rail stations
- least common: improved walking access to transit.



Table 42
Percent of Municipal Population
In Municipalities with Various Pedestrian and Bike Programs
Northeastern Illinois, 2002, in Reverse Order

Program or Activity	Chicago	Suburban Cook	Collar Counties	Total
School crossing guards	100%	75%	70%	83%
Requirement that developers build sidewalks with new development or redevelopment	100%	71%	72%	82%
Sidewalk Reconstruction/Replacement Program	100%	74%	68%	82%
Planned bicycle facilities	100%	57%	62%	75%
Planned sidewalks or paths	100%	59%	60%	75%
Process to accommodate pedestrian crossings in roadway design	100%	60%	58%	75%
Pedestrian phase in traffic signals or pedestrian-activated signals	100%	64%	53%	74%
Sidewalk Construction Program	100%	60%	53%	73%
Bicycle Parking	100%	64%	47%	73%
Existing off-street bicycle routes	100%	51%	56%	71%
Bike parking at transit stations	100%	51%	41%	67%
Bus passenger shelters	100%	50%	32%	64%
Bicycle safety education	100%	47%	31%	63%
Park or recreation plan including pedestrian elements	100%	34%	38%	61%
Park or recreation plan with bicycle elements	100%	33%	37%	60%
Bicycle Transportation Plan	100%	29%	37%	59%
Process to accommodate bicycles in roadway design	100%	30%	32%	58%
Adopted strategies, policies, or goals and objectives for bicycle transportation	100%	30%	31%	57%
Promotion of bicycle travel	100%	35%	23%	56%
Electronic map of bicycle facilities	100%	29%	30%	56%
Transportation plan including bicycle elements	100%	27%	28%	55%
Existing on-street marked routes	100%	18%	34%	54%
Transportation plan including pedestrian elements	100%	24%	28%	54%
Existing on-street bicycle facilities	100%	16%	35%	54%
Improved biking access to transit	100%	18%	31%	53%
Program to promote walking	100%	19%	16%	49%
Improved walking access to transit	0%	50%	39%	28%
Comprehensive including bicycles	0%	39%	49%	27%
Comprehensive plan including pedestrian elements	0%	36%	50%	26%
Enforcement of pedestrian right-of-way laws by police	0%	38%	36%	23%
Adopted strategies, policies, or goals and objectives for pedestrian transportation	0%	27%	37%	20%
Adopted transition plan to comply with Title II of ADA	0%	32%	29%	19%
Electronic Sidewalk Inventory	0%	23%	28%	16%
Pedestrian safety education	0%	23%	21%	14%
Pedestrian transportation plan	0%	8%	31%	12%
Intention to adopt/update ADA Transition plan in near future	0%	20%	12%	10%
Child bicycle helmet ordinance or regulation	0%	14%	9%	7%
Bicycle detection at traffic signals	0%	1%	2%	1%

Prepared by the Chicago Area Transportation Study, February, 2004. Source: *Soles and Spokes Municipal Survey*. Results based on percent of municipalities responding that they have such programs, weighted by the municipality's population.



We have discussed some planning activities in previous sections. Below we discuss specifics of other types of programs, implemented by all levels of government.

Safety Programs

Communities in northeastern Illinois offer a variety of pedestrian and bicycle safety programs. The goal of pedestrian and bicycle safety programs is to reduce injuries to people of all ages from crashes on streets, paths, and intersections and sidewalks (see the first section of the Task 2 report for information on injuries). Of respondents to the *Soles and Spokes Municipal Survey*, 87 of the 186 respondents (47%) said they had a bicycling safety program. 39 of the 186 respondents (21%) said they had a pedestrian safety program. *Soles and Spokes* contacted these municipalities by both phone and email. From these contacts and people to whom we were referred, we assembled a list of programs from around the region.

For this analysis, bicycle and pedestrian safety programs have been categorized into four areas:

- Youth programs
- Adult programs
- Motorist programs
- Enforcement programs

A summary of the results in each area are presented here. The full survey results are found in Appendix J. This appendix presents a table listing these categories, followed by the names of the specific programs and where they take place. Also provided are contact persons for these programs, followed by a phone number and/or email address and a short statement on the activity in the program. Where possible or applicable, the inventory lists information on the annual cost of the program, the funding source, and the annual clients.

Youth Programs

Of the 270 municipalities in the region, our inventory found 30 (11%) with youth safety programs. These programs have been divided into school programs, park or day camp programs, bicycle rodeos, Officer Friendly programs, and “other” programs.

School Programs

Police departments administer 14 of the 18 school programs we found. These programs usually take the form of officers making presentations in classrooms. Many school programs are structured to reach a certain age group every year. For example, the Wilmette Police Department currently concentrates on the 2nd grade, and every year, comes into schools and talks to children about staying safe while walking and biking.

Park or Day Camp Programs

Our inventory found 7 municipalities with pedestrian and bicycle safety instruction as a part of park or day camp programs. The Chicago Park District has a significant number of summer programs. These are usually referred to as “bike days”, “wheels days” or “bike parades”. Sometimes, kids are encouraged to bring along whatever kind of “wheels” they have, whether it’s a bicycle, rollerblades, or skateboard. A wide variety of activities take place at these events, depending upon who is administering the program. Obstacle courses are a popular activity, as



are the bike parades, which usually occur in conjunction with helmet or bicycle decoration with stickers and streamers.

We found five municipalities with a “Safety Town” or “Safety Village”, a park area with scaled down roads and intersections for practicing pedestrian and bicycling safety. For example, Elk Grove Village has a “Safety Village” complete with lanes, stop signs, stoplights, crosswalks, and miniature housing. During the spring and summer, children go there on class trips to learn the basics of staying safe on their bicycles.

Bike rodeos

“Bike rodeos” are a popular type of program. Our inventory found 15 municipalities with such programs. Bike rodeos typically include a presentation by a police officer, a bicycle inspection, bicycle registration, and an obstacle course. At the 15th District Bicycle Rodeo on the west side of Chicago, the police department supplied 150 helmets for giveaway, assembled an obstacle course, and had Mayor Daley’s Bicycling Ambassadors fit the helmets and provide safety information and literature.

Officer Friendly programs

In addition to bike rodeos, there are other special events operated by police departments, which are categorized in this inventory as “Officer Friendly” programs. We found 7 municipalities participating in Officer Friendly programs, which range from “Bike with a Cop” rides to giveaways of redeemable certificates as a way to encourage helmet use and good safety skills. In the village of Grayslake, the police give out \$15 gift certificates for new helmets, with two local bike shops taking part in the promotion.

Written Materials

The Illinois Department of Transportation distributes “Kids on Bikes in Illinois.” It is posted at <http://www.dot.state.il.us/bikemap/kidsonbikes/kidsbike.pdf>.

Adult Programs

Our inventory found 5 municipalities with adult safety programs. There are several publications targeted to adult cyclists. *Safe Bicycling in Chicago* and *Safe Bicycling in Illinois* are produced by the City of Chicago Department of Transportation and the Illinois Department of Transportation and are the most widely distributed.¹⁴⁹

Three municipalities offer instructional classes addressing bike handling and how best to avoid crashes. In Chicago, Mayor Daley’s Bicycling Ambassadors have conducted a Lakefront Path campaign on how to safely share the trail.

We found no municipal safety education programs for senior citizens, disabled or other adult pedestrians, although in Chicago, Mayor Daley’s Bicycling Ambassadors have targeted seniors as being in need of further training. During the summer of 2002, the Ambassadors gave a safety and encouragement presentation to the Metro Seniors in Action group. In 2003, they visited six senior centers, including a presentation to a “packed room” at the Copernicus Center.¹⁵⁰

¹⁴⁹ These documents are available online at <http://www.dot.state.il.us/bikemap/safekids/safebike.pdf>.

¹⁵⁰ Chicagoland Bicycle Federation. *Mayor Daley’s Bicycling Ambassadors 2003 Report*. Prepared for the City of Chicago, Department of Transportation. P. 19. Total estimated attendance at the six events was 272 (p. 28).



Pedestrian and Bicycle Safety Education for Motorists

Another component to bicycling and pedestrian safety programs is education of automobile owners and professional drivers of taxis, buses and trucks. Typically, this kind of education occurs as a module in a driver's education or professional driving safety course.

Drivers' education teachers in Illinois normally teach from the "Rules of the Road", although the material tends to vary from class to class. The Secretary of State is updating its "Rules of the Road" publication and license exams to include subject matter related to sharing the road.

Enforcement Programs for Pedestrian and Bicycle Safety

There are several communities in the region where the police actively monitor and ticket motorists who endanger bicyclists by blocking bike lanes. In Chicago, the Department of Revenue has begun an enforcement effort with the goal of making streets safer for bicyclists. The DOR's "Parking Enforcement Aides" can issue citations (\$100) to motorists parked in bike lanes.

There are also communities where bicyclists are counseled or ticketed for endangering the welfare of themselves or those around them. Schaumburg has a "Bicycle Safety Patrol" program where verbal "warnings" and at times, citations, are written to bicyclists who fail to follow the rules of the road. In Schaumburg, the bicycle safety patrol is educated about crash types and ways to avoid them.

Several communities were identified that had an ordinance of some kind related to helmets for children.¹⁵¹ The intention of these types of programs is to decrease the number of injuries related to crashes.

At this point, there is no indication that any communities in the region are actively monitoring and quantifying crash types. In addition, we did not find any enforcement programs that raise police officer awareness of pedestrian vulnerability to motorists. Efforts to raise officer awareness to the danger to bikes of motorist behavior is limited to bike lane enforcement.

Model programs

Several pedestrian and bicycle safety programs make excellent model programs because of their originality and effectiveness.

Saint Charles

The City of Saint Charles offers a variety of interesting programs that help deliver the message of pedestrian and bicycle safety. One of these programs is called Safety Town. Safety Town is a

¹⁵¹ The ordinance for Skokie reads as follows: "(d) Helmets. Every person under the age of sixteen (16) years shall wear a protective helmet that meets the standards promulgated by either; the American National Standards Institute, the American Society for Testing or the Snell Memorial Foundation, Inc., whenever that person is upon a public highway, sidewalk, bicycle path or other public right-of-way within the corporate limits of the Village and is riding or being carried on any bicycle or any carrier attached to or pulled by a bicycle."

The *Soles and Spokes Municipal Survey* also identified the following communities with ordinances or regulations requiring bicycle helmets for children on bikes: Barrington, Blue Island, Country Club Hills, Crystal Lake, Deerfield, Evergreen Park, Fox Lake, Grayslake, Hainesville, Highland Park, Hoffman Estates, Inverness, La Grange, La Grange Park, Lansing, Lynwood, Melrose Park, Niles, Northfield, River Forest, Steger, Streamwood, University Park, and Vernon Hills



two week program for preschool/kindergarten age kids that covers many aspects of pedestrian and bicycle safety. Typically they cover traffic signs, hand signals, helmet use, crossing at the corner, looking both ways etc. Safety Town is funded by a grant by the American Legion.

The St. Charles Police Department also sponsors a Bicycle Helmet Safety Program. This program consists of officers handing coupons for free ice cream to kids for wearing their helmets when they are spotted around town. The ice cream is donated by Colonial, a local restaurant.

The St. Charles Police Department DARE officers have also done bicycle rodeos on a limited basis for schools that ask for it. The rodeos are usually done in conjunction with a big end-of-the-year bike trip that the class takes.

Lemont

Lemont also runs a “Safety Village” for children, with a mini walking area and stop signs. The Village was built through donations, the land was donated by Metropolitan Water Reclamation District and Lemont leases the land for \$1.00 per year. The Lemont Safety Village program is notable for its efforts to galvanize support for its construction. The Lemont Women’s Club and Lemont Jaycees held fundraisers to collect money for the construction of the Safety Village. The Village also established a budget line item to assist in construction costs of the project, and Lemont now owns the building and is responsible for maintenance and operating costs.

Analysis and Conclusions

We found no comprehensive school-based pedestrian or bicycle safety program that insures that all students are presented bicycle and pedestrian safety information at some time during elementary or middle school. We found no current pedestrian safety education programs for senior citizens, disabled or other adults.

We found that most law enforcement agencies have no pedestrian and bicycle safety program. There appears to be no regular training or certification on pedestrian or bicycle safety for instructors, educators, and police officers.

We found no programs in the region – either civilian safety education or driver or law enforcement training – that base their curriculum and enforcement countermeasures on an analysis of crash data. There are no programs that measure crashes over time to determine program effectiveness.

One of the primary problems with safety programs is assessing effectiveness. Pedestrian and bicycling crash and injury data can be difficult to track accurately. There are significant gaps in terms of reporting such incidents to the police, and most police departments do not organize and clarify this data well enough to demonstrate trends. If this information were available on a local level, it might be possible to ascertain the effectiveness of safety programs by drawing connections between local implementation of safety measure to reduce specific crash types and actual reductions in those types of crashes.

The Chicagoland Bicycle Federation is currently in the midst of developing a bicycling crash and injury database for Chicago, which might comprise data from police reports, hospital reports, and independent surveys of bicyclists in the city. CBF hopes to break down such data not only by age, sex, date and time, but also by location or street intersection, weather and driving



conditions, and type of crash. An insistence on detail will help educators and police departments better understand the prime causes of crashes in their region, and may help tailor their efforts with safety education. No such effort is underway for pedestrian safety.

Children tend to be targeted most intensely for safety programs. Once children reach high school, the amount of safety education drops off significantly. There appears to be a significant gap in the efforts by police departments, safety educators, pedestrian and bicycling clubs and other associations to effectively reach adults.

National standards and curricula exist for teaching pedestrian or bicycling safety. The U.S. Department of Transportation publishes the *National Strategies for Advancing Bicycling Safety*, designed to be a road map for educators and policy makers as they undertake efforts to increase safe bicycling.¹⁵² Other existing curricula include the League of American Bicyclists' "Bike Ed."¹⁵³ However, some widespread education strategies, particularly for pedestrians, may be inappropriate. For example, the admonition to "look left, look right, then left again" is not only problematic when intersection danger frequently comes from behind and from odd angles, but may be ignored anyway.¹⁵⁴

Thus, based on limited research, it appears that there may be gaps in the materials, methods, effectiveness, availability, and efficiency of bicycle and pedestrian safety education in northeastern Illinois. Additional research and experimentation seem to be called for to answer questions about these issues.

Encouragement Programs

This section will describe and analyze programs that primarily encourage greater levels of bicycling and walking. Some encouragement programs also have safety education elements similar to the programs described in the previous section. The goal of encouragement programs is to give people the motivation to choose pedestrian and bicycle modes as a means of transportation in daily life.

Programs have been divided into youth and adult categories.

Youth Programs

There are two primary types of programs in the region that encourage youth to bike or walk. The two types of encouragement programs we have identified are school-based and low-income programs.

¹⁵² This document is posted at http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/bicycle_safety/.

¹⁵³ <http://www.bikeleague.org/educenter/education.htm>.

¹⁵⁴ Generally, see http://www.nccc.org/Health/look_left.right.html. A very good study was conducted by MacGregor, Smiley and Dunk of the University of Waterloo and Human Factors North, "Identifying Gaps in Child Pedestrian Safety: Comparing What Children Do to What Parents Teach." *Transportation Research Record 1674*. Transportation Research Board. Paper 99-0724. pp 32-40. They showed that the visual scan necessary to avoid danger was rarely taught to and very rarely practiced by children.



School-based Programs

Chicago offers a safety and encouragement program called “Safe Routes to School”. The Chicagoland Bicycle Federation administers the program to parent groups, teachers, students, community leaders and government agencies. The program identifies the conditions preventing students from walking and bicycling into school, surveys students, presents safety information, maps out safe routes, and encourages communities to bike and walk together in so-called “riding and walking school buses”.

In May of 2002, the Chicago Area Transportation Study offered a “Safe Routes to School” workshop to planners, engineers, school officials, parents, students, and advocates. The goal was to discuss traffic calming measures, initiatives, and programs that might help increase the number of children walking or bicycling to school.

The inventory found fourteen municipalities participating in “Walk to School Day”. Evergreen Park involves eight different schools in their program. Besides building a sense of community among children, parents, teachers, and civic leaders, “Walk to School Day” programs can have the effect of encouraging communities to keep themselves “walkable”, and consider adoption of policy that ensures the upkeep of pedestrian accommodations like sidewalks and crosswalks. The Village of Hinsdale’s day was very popular with residents. Coincident with the October, 2002 event, new policy was enacted in Hinsdale to construct nearly seven miles of new sidewalks specifically providing access to schools and parks.

Low-income Programs

The inventory found several programs that encourage low-income youth to bicycle. The program at Urban Bikes, a bicycle shop on the north side of Chicago, offers neighborhood youth an opportunity to “work for parts” and learn maintenance skills. Blackstone Bicycle Works on Chicago’s south side offers a similar type of program. Joliet Bicycle Club uses funds they raise from their group ride events to donate bikes & helmets to 25 underprivileged children in the area. South Elgin’s “Trips for Kids” program and XXX Racing’s “Juniors Program” focus on the goals of promoting recreational and transportation cycling to disadvantaged youth.

Adult Programs

Adult encouragement programs are categorized into:

- maintenance instruction
- health-based programs
- cycling clubs
- events
- commuter encouragement

Maintenance Instruction

The inventory found three programs that educate bicycle riders on how to properly maintain their bicycles. The Windy City Cycling Club is a primarily gay and lesbian bicycle club that, along with bicycle rides and social events, teaches maintenance to students of its “Bike Academy,” and offers lessons on changing flats, and adjusting brakes and gears. Each class is offered once a year, free of charge, usually to about 20-30 students. The goal of this type of program is to increase ridership through giving people the tools to maintain their own bicycles.



Health-Based Programs

The inventory found eight health-based encouragement programs. These are usually organized walks or rides that encourage people to get outside, exercise, and consider walking or bicycling more as a means of transportation. The “High Steppers” Walking Club in Park Forest is one example.

Cycling Clubs

Cycling clubs are another kind of encouragement program, offering scheduled group riding events and sometimes clinics on bike maintenance or safety concerns. Sixteen municipalities in the region have an active cycling club. These clubs range anywhere from 10 to 100 members and offer as many as 50 club rides per year. Sometimes these clubs go a step further by reaching out beyond members to encourage cycling. As mentioned previously, the Joliet Bicycle Club uses proceeds from group rides to provide bikes & helmets for local children.

Events

The inventory found 1 daily, 2 monthly and 1 seasonal bicycle encouragement events. Chicago’s “Bike Winter,” organized by local advocates and grassroots activists, holds a series of events to promote winter bike riding, and gives people the opportunity to socialize with other cyclists and learn winter cycling skills. The City of Chicago’s “Bike Month” offers rides, classes, “Books and Bikes” library events for children, and seminars on topics such as commuting to work. Arlington Heights also has a “Bike Month” and “Bike Commuter Appreciation Day”.

Commuter Encouragement

Commuter encouragement programs educate and encourage people to find alternative ways of commuting to work. These range from “bike and ride” programs in conjunction with public transportation (CTA’s Bike to Transit and Bikes on Trains program) to “Bike Pools” where members of a community join up and ride into work together. The inventory found six different specific commuter encouragement programs, which include programs like Naperville’s Commuter Bicycle Lockers and CBF Bike School’s Biking to Work or School class.

Model Program

In Chicago, Mayor Daley’s Bicycling Ambassadors have as one of their primary goals the creation of more livable neighborhoods through helping more people to bicycle. The audience for this campaign consists of people of all ages from across the city. The primary messages are: learning how to carry things on your bike, choosing the safest routes, and using the Chicago Bike Map. The Ambassadors teach people how to commute to work, shop by bike, and use their bicycles more as a means of transportation and exercise.

Mayor Daley’s Bicycling Ambassadors give presentations and attend events in the city, talking to people about the benefits of using bicycles more. They sometimes talk to the public at area grocery stores and encourage people how to shop by bike by demonstrating different mechanisms for carrying things. They successfully reach and encourage nearly 1000 adults and children over the course of a season.

Analysis and Conclusions

The goal of encouragement programs is to increase the number of people who choose to walk or bicycle in their daily life. However, it is difficult to determine how effective these programs are



in reaching their goals, since these encouragement programs are not structured to correlate with existing data. General census data can help describe how many people tend to walk or use their bicycles for commuting to work, but it fails to describe other specific trip types, recreational or utilitarian. Thus, it does not capture all the trips which were potentially influenced by encouragement programs.

Census data does not provide information about motives for choosing a particular mode, so it is difficult to assess, for example, whether programs that encourage year-round cycling are addressing a key decision factor in mode choice. Further, although the census data offers commuting numbers, this data arises from only a particular time of year (late March), and does not tally bicycling or walking as a trip if done in conjunction with another mode (i.e. train or bus). The National Personal Transportation Study (NPTS), MCIC (Metro Chicago Information Center), and CATS have all compiled surveys which deal with more specific questions, but much of the data is hampered by weaknesses in sample size, or the kind and specificity of the questions. These data gaps suggest that the region should consider a new travel survey with continuous collection and information about not only behavior, but the exposure to information about travel decisions and perceived availability of travel choices.

Nevertheless, we have seen that there are a number of encouragement programs throughout the region. Further study and experimentation to monitor extent and effectiveness of various programs is warranted.

Non-motorized Access to Transit

Non-motorized access to transit has long been recognized in the Northeastern Illinois region as an essential piece of the regional transportation picture. The relationship between transit and non-motorized transportation is mutually beneficial and supportive. When many transit riders use non-motorized access and egress from transit vehicles, transit cost-effectiveness is enhanced by reduced parking costs. Non-motorized access and egress also enhance transit marketability by not requiring the additional user expense for parking and vehicle operation.

At the same time, the availability of transit enhances the walking and bicycling environment by providing an alternative to walking and bicycling when they are not feasible, again with less expense than car ownership and operating costs. The availability of transit expands the range of travel opportunities for those who seek to reduce their reliance on automobiles.

All three transit agencies in northeastern Illinois region and Amtrak provide some level of pedestrian and bicycle accommodation. Highway agencies and municipalities also provide facilities for non-motorized travelers leading to bus routes and train stations, encouraging transit use. Summary data regarding the relationship between non-motorized transportation and transit was presented in Section 2 of this report. Very detailed data is presented in the RTA's report *Non-Motorized Access to Transit* (1996). The following sections present a brief history and description of activities facilitating and promoting non-motorized access to transit.

Chicago Transit Authority

The Chicago Transit Authority is the nation's second largest public transit system, serving Chicago and 40 suburbs. Each weekday, the CTA provides 1.5 million rides across a network of seven rail lines and 148 bus routes. Service is provided at 144 rail stations and more than 12,000



posted bus stops¹⁵⁵ The CTA's operating environment centers on Chicago and near suburbs with very high sidewalk coverage rates (see Figure 34 in Section 3 of this report). The Chicago Transit Authority also provides bicycle parking and bicycle access to transit vehicles throughout their system. A marketing campaign has been implemented to promote these programs to CTA customers. This campaign consists of advertising cards in trains, buses and stations and a Bike and Ride brochure (available on-line¹⁵⁶ and in print at CTA rail stations). These programs have also been marketed in publications such as the Chicagoland Bicycle Federation's *BikeTraffic* and the City of Chicago's *Bike Month* brochure.

The CTA's current and future pedestrian and bicycle access planning covers bicycle parking, bicycle access to trains, wayfinding and improved pedestrian access to stations from the surrounding infrastructure.

Bike to Transit Program

The CTA's bicycle parking initiative originated in 1995 when the Chicago Department of Transportation (CDOT) arranged for the installation of bicycle parking racks at many CTA rail stations; this approach continues to this date as CDOT installs bicycle racks on City sidewalks outside CTA stations and at a limited number of major bus stops. The Bike to Transit Program was formally established in 2001. Intern staff was retained and protocols for inter-agency coordination between CDOT and CTA were established. As part of this joint CTA/CDOT partnership, CDOT provided bicycle parking consulting services and free bicycle racks. In order to achieve the program's goal of providing safe, secure and weather-protected bicycle parking, these racks were installed inside 20 CTA transit stations as "Phase I" of a pilot program. Phase II of this program involved installation of wall-mounted bicycle racks indoors at three transit stations. Usage of all bicycle parking racks at CTA transit stations has been documented with yearly counts. To date no formal initiative has been established to assess the need for bicycle parking at bus terminals and hubs. However, because of the apparent success of the indoor parking program, the CTA and CDOT continue to install indoor bike racks throughout the system. At the time of writing, 58 rail stations have indoor bike parking, including several that were installed by the CTA as part of rail reconstruction projects. The next phase of this program is the *Bike-to-Transit Project* another joint CTA/CDOT project which involves the use of CDOT-secured Congestion Mitigation and Air Quality (CMAQ) funding to design and install improved secure indoor bicycle parking at up to 5 CTA rail transit stations.

To date, CDOT and CTA have recorded minimal operating problems as a result of the provision of bicycle parking. Outside station houses, the primary problem has been coordinating removal and reinstallation of racks during station house or track construction. Within stations, careful placement of bicycle racks has alleviated concerns with pedestrian and disabled passenger conflicts with parked bicycles. Signage placed at indoor racks clearly communicates both rack use and bicycle parking policies to CTA customers and staff.

In 2002, CTA began exploring another potential phase for its bike parking projects: installation of attended "bicycle station" facilities that would provide not only bike parking but a range of other services, such as bike repair, bike rental and transit system information. CTA conducted a public meeting to which potential stakeholder groups and operators were invited in order to

¹⁵⁵ <http://www.transitchicago.com/welcome/overview.html>

¹⁵⁶ <http://www.transitchicago.com/downloads/brochures/biketran.pdf>



assess community interest in the project. The CTA is awaiting successful implementation of the Bike-to-Transit Project, which will construct high-capacity, self-service parking facilities with no operating expenses beyond maintenance costs. Because of the operating subsidies required for full-service, staffed facilities, the CTA will only consider such projects after demonstrated success of the Bike-to-Transit Project.

Bike and Ride Program

Bikes on Trains

The CTA Bikes on Trains initiative began as a limited pilot program in the summer of 1999. For three months, riders were allowed to bring their bikes on any CTA train on weekends between the hours of midnight Friday and midnight Sunday, with certain holiday restrictions. The following year, the program was repeated with the same days and hours of service. In 2001, following the successful implementation of weekend service, bicycle access was expanded to seven days, excluding rush hours, defined at that time as 6 a.m. to 10 a.m. and 2 p.m. to 8 p.m. In 2002, the program was improved by limited the rush hour exclusion to 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. CTA has attempted to collect user data for this program through Customer Assistants with limited success.

Bikes on Buses Program

The CTA Bikes on Buses program began with pilot installation of bicycle racks on the front of the North Avenue and 63rd St. bus lines. Because existing market research has indicated that the largest regional demand for bike access to transit vehicles was for recreational use, the CTA chose two bus routes that accessed the City's Lakefront Path, a popular cycling destination. Since then, the CTA has installed front-mounted bicycle racks on the entire bus fleet.

Pedestrian Access Initiatives

The Chicago Transit Authority has a stated commitment to improving the safety and convenience of intermodal connections such as walking to transit. The CTA approached this goal through both minor station improvements to complete facility reconstruction. Two examples of programs through which CTA pursues pedestrian improvements are discussed below.

Americans with Disabilities Act Transition Plan

The Chicago Transit Authority has an ADA transition plan that addresses disabled – and by extension all pedestrian – access to its transit services. Adopted in 1992, the plan recommends improvements to CTA property only. It identifies 43 key stations to be brought into ADA compliance. As of this writing, 41 stations have been completed.

The CTA will continue to implement their ADA transition plan until completion. In addition, CTA planning conducts ongoing studies of system-wide obstacles to safe pedestrian access, such as mid-block crossings. These studies consider the inter-agency coordination challenges involved with improving the pedestrian environment surrounding CTA access.

Front Door Program

The CTA *Front Door Program* proposes improvements to train station entrances and their immediate surroundings and enhancements at station bus connections. Current program contracts include the installation of alternative approaches to stations with limited access, such as median expressway stations, and provision of mid-block crosswalks to link sidewalks and bus stops



opposite the station with the entrance. The project also provides for improvements such as station canopies and sheltered waiting areas for convenient pedestrian access to bus services.

Pace Suburban Bus Service

Pace provides bus transit service for Chicago's suburbs. Pace offers 248 fixed-route buses and nearly 500 vanpool routes throughout DuPage, Kane, Lake, McHenry, Will and suburban Cook counties, a service area 15 times the size of the City of Chicago. Pace's bicycle and pedestrian programs and activities have included installing bicycle racks on the front of all buses and providing transit shelters for pedestrians. Pace's programs are administered along with other planning duties by agency staff.

Pace engages in a proactive planning process that aims to improve the pedestrian and bicycle environment surrounding all its transit stop locations. This process has been articulated primarily in two planning documents, the *Pace Vision 2020* plan and the *Pace Development Guidelines*. Both documents provide for improved bicycle and pedestrian access to Pace services, so that an improved "first mile" and "last mile" of a Pace trip help attract users to the Pace system.

Both of these planning documents encourage significant improvements and specific development types in Pace's service area in order to enable bicycle access. Among the recommended improvements are bicycle parking at and bikeway access to transit centers and bus stops. Pace encourages the coordination of bikeways with local transportation agencies to provide access to their services. Further, Pace Development Guidelines encourage the type of residential, retail, office and industrial development that is bicycle-friendly: high-density areas with networks of connected streets and conveniently placed bicycle parking. Finally, by recommending mixed-use and transit-oriented development, Pace encourages the type of development that insures the short trip lengths favored by non-motorized modes.

Bicycle Access Initiatives

Pace is strongly committed to the intermodal connection between bicycles and buses. Aside from its proactive planning activities (see following section) Pace achieves this goal through its Bike Racks on Buses Program. In order to expand the catchment area of their fixed-route bus stops, Pace undertook a two-year program to install one bike rack on every fixed-route bus. The program was completed on April 1, 2002. Out of all the programs reported here, this one has perhaps the most rapid rise in usage after implementation. In August of 2002 – four months after implementation – Pace counted 2,641 users.

Pedestrian Access Initiatives

Pace, recognizing that walking is the largest mode of access to their services, has a stated goal of improving pedestrian access to its transit stops and hubs. To achieve this goal, Pace engages in proactive planning efforts, which will be discussed in a later section. Pace coordinates installation of pedestrian amenities such as bus passenger shelters, with partner communities. Pace has a program in place to furnish and install free-standing passenger shelters for communities that request them.

Many of the above planning activities also promote pedestrian access to Pace services. As mentioned above, dense, mixed-use and transit-oriented development produce short trip lengths especially favorable for walking. The primary infrastructure goals promoted by these documents are development of connected sidewalk networks and safe street crossings that access transit



centers and bus stops, provision of paved bus stop pads and passenger shelters and encouragement of site planning that favors safe pedestrian access.

Pace's planning process includes the offer of a no-cost development review for any private or public developer. Interested parties can submit development plans in order to have them evaluated for transit-friendliness and how well they serve future residents, workers and visitors by providing access to Pace services.

Metra Commuter Rail

The 495-mile Metra commuter rail system operates 11 different rail lines serving 230 stations in the counties of Cook, DuPage, Lake, Will, McHenry and Kane. Metra's bicycle and pedestrian activities have included bicycle parking, testing bike access to trains and providing for ADA-related station improvements and are administered along with other planning duties by Metra staff.

Bicycle Access Initiatives

Metra provides bicycle parking at a large number of their rail stations. From 2001 to 2003, Metra tested the applicability of bicycle access to its trains.

Bicycle Parking

Metra fully supports secure bicycle parking at all stations. If there is interest in the community and if there is physical capacity at the station, Metra accommodates bicycle parking when rehabilitating stations. Bicycle racks (usually) and BikeLids® (locking enclosures that swing over the bike, covering it from the elements), have been installed by Metra at train stations in these cases. Metra has installed signage along with the BikeLids®, providing policies of use. These signs attempt to prevent abuse of the BikeLids® by warning users that their bikes may be removed if left overnight. Metra also works with communities who request additional bicycle parking at their host station when Metra is not rehabilitating a station. Factors, including ridership, station size, bicycle access, physical capacity of a station, and financial feasibility are all considered with these requests. It is possible that communities add parking at stations without Metra's assistance.

Bicycles on Trains

Metra allows collapsed folding bicycles to be carried onto Metra trains. Metra began testing bicycle access to their train system in 2001 during the months of August and September, offering accommodation on each of Metra's full-service diesel trains with weekend service. Each Saturday during those months one train outbound and one train inbound would offer limited service to bicyclists, providing boarding and detraining opportunities at only one station in each fare zone. The program was reservation-based and required users to board the ADA-equipped cars and remain with their bicycles, separate from other passengers. Metra partnered with the Chicagoland Bicycle Federation (CBF) to provide marketing and reservation services. Metra's test program continued in 2002 and 2003 during the summer. The program operated on eight designated Saturdays on two lines, offering bicycle access for four Saturdays on each of the lines. While the number of lines involved in the program was reduced, the boarding hours in each direction were expanded, including three trains in each direction on each of the designated Saturdays. In addition, on-line registration was added. No bikes-on-trains pilot program was initiated for 2004.



Pedestrian Access Initiatives

Metra has a stated commitment to improving pedestrian access to their transit stations. Metra's primary strategies for achieving this are through implementation of their ADA transition plan and ADA-related improvements as a part of their station rehabilitation program.

Key Station Accessibility Plan and Station Rehabilitation Program

Metra's *Key Station Accessibility Plan* was completed in 1992. To comply with the Americans with Disabilities Act, Metra identified 73 stations – serving 71% of all Metra riders – that required ADA-accessibility improvements. Seventy-two out of the 73 stations have been completed. The one station to be completed, the Jefferson Park Station on Metra's Union Pacific Northwest Line, is expected to be completed in 2005.

As of late 2002, Metra had 127 fully accessible stations and 34 partially accessible stations, the total of which represents 90% of Metra's customer base. Whenever Metra improves a station to provide for ADA accessibility, conditions for able-bodied pedestrians are also improved.

In addition to their ADA transition plan, Metra also rehabilitates 10-15 stations per year. Metra's stated goal is to make pedestrian improvements related to ADA compliance whenever permitted by the scope of the station improvement project.

It is important to note that all of these improvements are limited to Metra station property.

Planning Information and Assistance to Local Communities

Metra has long recognized the relationship between local development and transit ridership in station areas. Metra regularly provides information to communities about mutually supportive development activities in station areas. As part of this effort, Metra has developed the following brochures, each based on an extensive report laying out in detail the information supporting the recommendations:

- Metra and Northeastern Illinois Planning Commission. 1991. *Land Use in Commuter Rail Station Areas: Guidelines for Communities: Summary Recommendations and General Land-Use Patterns to Integrate Commuter Rail Stations with Surrounding Communities*.
- Metra. 1994. *Local Economic Benefits of Commuter Rail Stations for Communities and Businesses*. Prepared for Metra by Camiros and Valerie S. Kretchmer Associates, Inc.
- Metra. 2000. *Residential Development near Commuter Rail Stations: Strategies and Recommendations for Communities and Real Estate Professionals*. Prepared for Metra by S.B. Friedman & Co., et al.

Regional Transportation Authority

In the last eight years the RTA has conducted two primary planning studies related to non-motorized access to transit. The first is the 1995 *Bicycles on Transit – Peer Review Analysis*. The second is the 1996 *Non-Motorized Access to Transit* study.

Bicycles on Transit – Peer Review Analysis

This document compares the level of bicycle accommodation on local transit vehicles with those of a sample of peer properties in 1995. Examined in the study are Metra, CTA and Pace. While some results of the study are obsolete due to recent changes on the part of regional transit agencies, a number of key points still bear mentioning.

At the time of the study, none of Northeastern Illinois' transit providers allowed bicycles on their vehicles. Since the publication of this study, the CTA has come to resemble the sample of urban rail peer properties, which provided bicycle accommodation. By contrast, none of the sample of the CTA's bus peers provided access to their vehicles, predominantly because of perceived lack of demand and service delays associated with loading and unloading bikes. CTA has since implemented a pilot program for bikes on buses. Good results led to the extension of the program to its entire bus fleet (except buses marked for near-term retirement).

Likewise, at the time of the study, only one of the sample of Pace's peers offered bike racks on buses. Pace was the first regional transit agency in northeastern Illinois to experiment with on-vehicle bicycle accommodation in a pilot program. Successful results led Pace to expand the pilot bike racks on buses program to the entire fleet, with remarkable success.

Finally, at the time of the report the entire sample of Metra's peer properties allowed bicycles on trains during off-peak hours.¹⁵⁷ This service was provided in spite of the perception on the part of operations departments that loading and unloading bikes would cause service delays – a problem which never materialized. As of this writing, Metra's efforts in this area have taken the form of three pilot programs with limited hours on specified Saturdays only.

Finally, service changes by local transit providers suggest that the results of the 1995 peer review are obsolete. A second peer review may be valuable to update the region's transit agency progress relative to peers and to determine whether any lessons elsewhere are applicable to improving programs in northeastern Illinois.

Non-Motorized Access to Transit

This study was conducted by RTA as a means of determining the potential ridership increase benefit from investing in improvements to non-motorized access to transit. The study involved administering two survey instruments and the development of a model to predict demand for the different modes of access to transit. The study concluded that the greatest impact for diverting travelers from automobile trips would be to improve walking and bicycling conditions at Metra stations. The report further urged that cost effective solutions such as bicycle parking, bikeways, connective sidewalks, crosswalks and wayfinding would be the most beneficial improvements for non-motorized access.

Given the development of county and municipal bike plans in the areas surrounding many Metra stations, the results of this survey may no longer be entirely valid. A follow-up study employing the same methodology might help to prioritize areas still in need of facilities improvements.

¹⁵⁷ For commuter rail, the sample included Massachusetts Bay Transportation Authority (Boston), Long Island Railroad (New York), Metro-North Commuter Railroad (New York), New Jersey Transit (New York), and Southeastern Pennsylvania Transportation Authority (Philadelphia). A broader sample would have yielded somewhat different results. The South Shore Line (Gary/South Bend), Virginia Railway Express (Alexandria), Maryland Railroad Commuter (MARC, Baltimore/Washington) prohibit bicycles (except folding bicycles). Metrolink (Los Angeles), Tri-Rail (Palm Beach/Fort Lauderdale/Miami), Sound Transit (Seattle/Tacoma), Caltrain (San Francisco/San Jose), Altamont Commuter Express (Stockton/San Jose) and Coaster (San Diego) permit bicycles on board. The Alaska Railroad (Anchorage) and Shore Line East (New Haven/New York) allow bicycles on some routes or parts of routes. Sources: agency Web sites, printed material.



Improving Non-motorized Access to Commuter Stations in DuPage County

This study was an outgrowth of the 1996 RTA study and was intended primarily as a resource provided by the county to communities to assist them in improving non-motorized access to transit stations. The report contains a detailed inventory and analysis of the conditions for walking and bicycling around each transit station in the county and makes recommendations as to specific bicycle route and sidewalk improvements that would benefit non-motorized access. Of particular interest is the inventory of barriers such as pinch points under Metra viaducts.