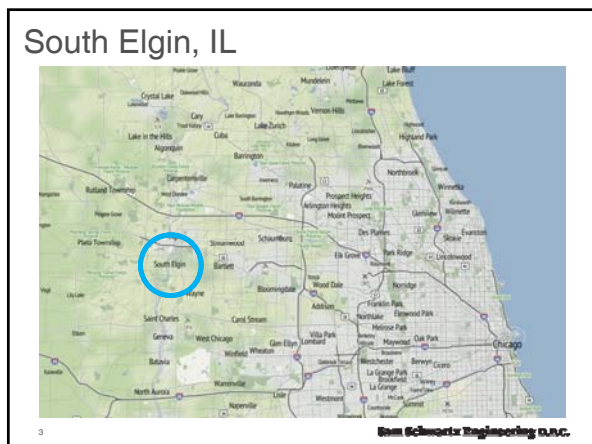




Planning Process

- Defining Bicycle and Pedestrian Mobility
 - What is the true network?
 - How do we measure mobility?
- Stakeholder & Public Outreach
- Developing Recommendations
 - Bikeway network
 - Sidewalk network
 - Crossing recommendations

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Defining the network



4

Defining the network

Vehicle Network = roadway network

Bike Network = (roadways) - (4-lane roads) + (off-street trails)

Vehicles



Bikes

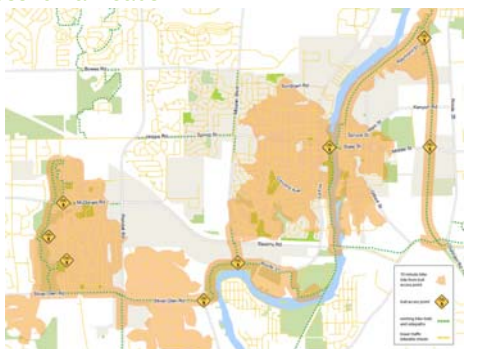


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Measuring accessibility

Access to trailheads



6

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Network-Wide Analysis

What is a bike penalty?

$$\text{Bike Penalty} = \frac{(\text{area accessible by car}) - (\text{area accessible by bike})}{(\text{area accessible by car})}$$

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Network-Wide Analysis

What is a bike penalty?

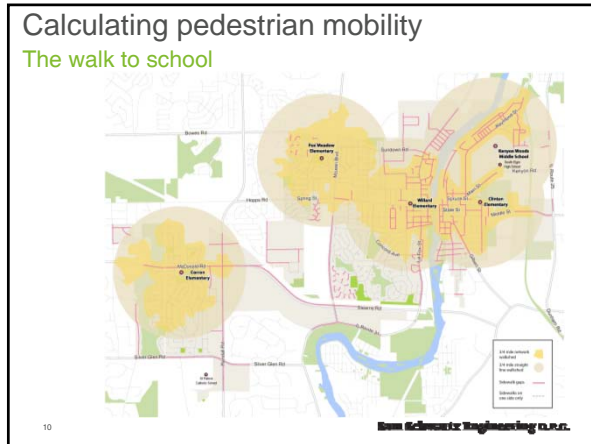
$$\text{Bike Penalty} = \frac{(\text{area accessible by car}) - (\text{area accessible by bike})}{(\text{area accessible by car})}$$

35 other squares reached by car
 17 other squares reached by bike
 $(35 - 17) = 18$ fewer squares
 $= 50\%$ bike penalty

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Village-Wide Bike Penalty

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Public & Stakeholder Outreach

- SWOT Analysis
- Visioning Exercise
- Online Survey
- Pop-up Meetings

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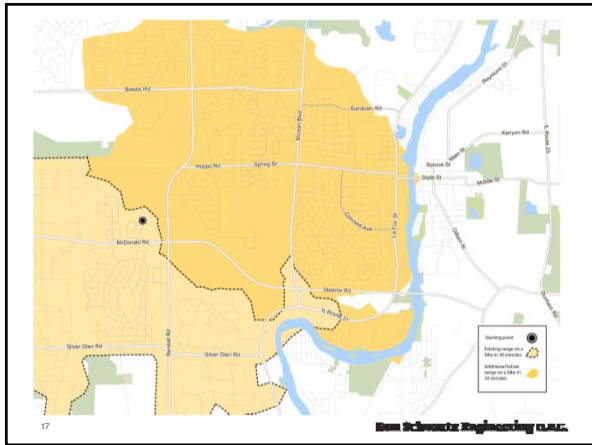
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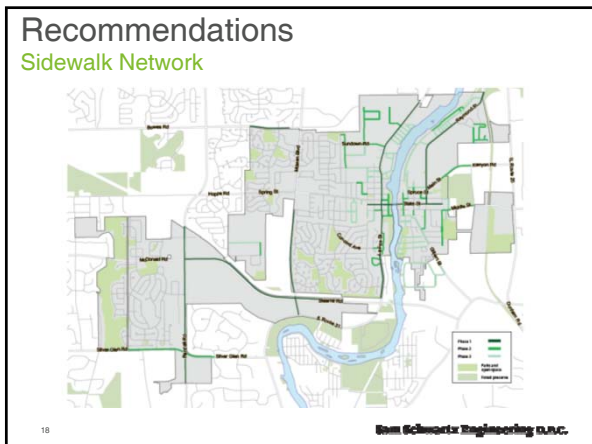
The Village of South Elgin supports the healthy lifestyles of its residents through an easy to use, well-connected, multi-modal transportation system where people of all physical abilities can choose to walk or bike.

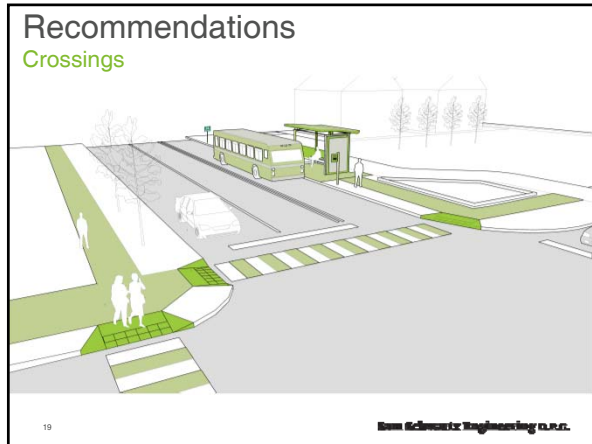
12

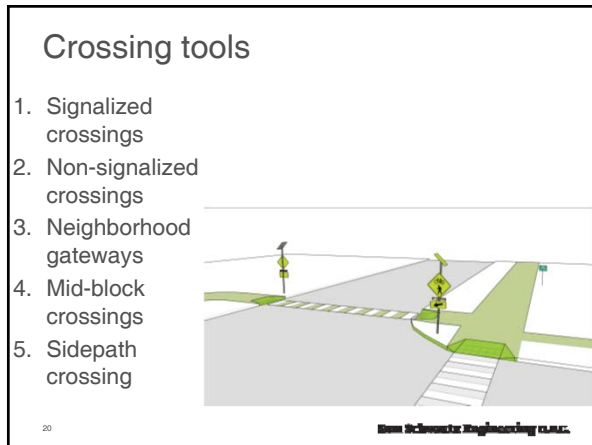
Don Schmidt Engineering LLC

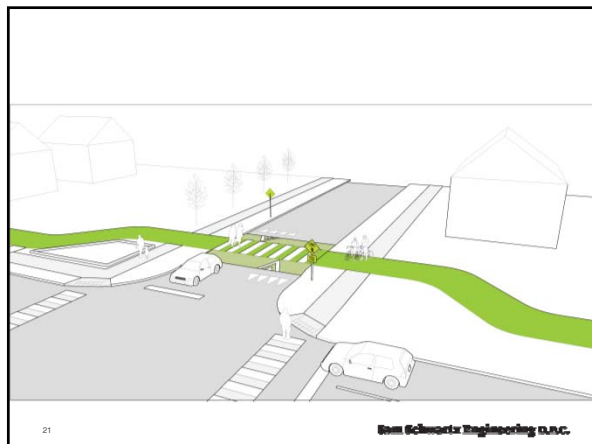












Calculating pedestrian mobility Comparing proposed subdivisions



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Questions?



New York - Newark - Chicago - Washington D.C. - Tampa - Los Angeles
