



Schaumburg Bikeways Plan - Updated February 2012



SCHAUMBURG BIKEWAYS NETWORK TOOLKIT



« **Bike lane**
Establishes space on road exclusively for bicycle travel. Bicycle lanes are striped and marked with a bicycle symbol and an arrow.



« **Curb extensions**
Slows traffic and provides shorter crossing distance for pedestrians.



« **Buffered Bike lane**
Provides protected space for bicyclists with a buffer from motor vehicles.



« **Raised/tabled crosswalk**
Makes pedestrians more visible, works as a traffic-calming tool and alerts drivers to high-priority pedestrian areas.



« **Shared Use Path**
Protected space for bicyclists and other users in an off-road setting.



« **Speed bump**
An isolated or series of raised surfaces to slow traffic.



« **Through lane**
Continuing a bike lane through an intersection helps the bicyclists and motorists understand where the bike should travel.



« **Lighting**
Increases personal safety and makes pedestrians more visible to drivers. Indicates high-priority pedestrian areas and supports business districts.



« **Marked crosswalk**
Uses a visual cue to designate space for pedestrian crossings and alert drivers to priority crossing areas.



« **Signage**
Provides awareness and education for all road users.



« **Raised median island**
Provides buffer and protection for cyclists and pedestrians while crossing wide or busy streets. Adds space for green infrastructure.



« **Curb cut, tactile pad**
Provides ramp access to sidewalk for wheelchair users. Tactile pad provides cue for people who are visually impaired.

Schaumburg Bikeways Plan

Presented by Active Transportation Alliance, February 2012



ACTIVE TRANSPORTATION
ALLIANCE

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Executive Summary

Since the 1970's, the Village of Schaumburg has applied a multi-modal approach to transportation planning. This forward looking approach has helped Schaumburg become nationally recognized as one of the leading communities for cycling. For over a decade, the Village has retained a coveted Bicycle Friendly Community status from the League of American Bicyclists.

Schaumburg is a vibrant community housing regional destinations for employment, education, retail and recreation. It also is home to around 80,000 diverse residents who enjoy the safe neighborhoods. Traversing the Village is easy with a network of scenic trails and other routes unmatched in northeast Illinois. Village residents and visitors also benefit from some of the most cycling-friendly policies and programs in the country.

This 2012 update to the Schaumburg Bikeways Plan introduces enhancements to the bikeways network. The plan incorporates the most recent national best practices to improve the safety of Schaumburg's roadways. It also recommends the utilization of enhancements that make it more comfortable and convenient to ride a bike.

Any comprehensive transportation plan recognizes that infrastructure alone is not sufficient. Community leaders need to champion effective policies and innovative programs. This plan brings up to date the municipal ordinances governing traffic safety and enforcement. It also recommends a series of education, encouragement and enforcement initiatives prioritized for implementation. Together, these strategies will continue the community's vision for cycling.

The suggested updates to the Bikeways Plan was led by the people who know the Bikeways best – the cyclists who live and work in Schaumburg. They provided critical oversight to ensure that the plan reflects local values and is supported by the community. Guided and informed by these experts, the implementation of this plan will continue to sustain and improve the award-winning Bikeways network. The village staff of Schaumburg and the Schaumburg Park District have successfully collaborated for years to maintain this national recognition.

Bikeways Network

This plan proposes updates to the Bikeways network to better connect people to their destinations with improved comfort and higher level of safety. The Places identified in the planning process are enhanced with a toolkit of best practice improvements to the Bikeways network. Highlights of the network include:

- Improved connections to local businesses and civic facilities
- Enhanced connections to regional destinations
- Better integration with neighboring municipalities
- New travel options within Schaumburg neighborhoods

Municipal Ordinances and Procedures

Increasing the use of the Bikeways network can be accomplished by implementing a series of recommended modifications to municipal code and procedures: :

- Update street design policy
- Update bicycle parking ordinance
- Update off-street bicycle facilities ordinance
- Protecting access to bike lanes
- Allowing cyclists access to all Bikeways
- Reduce speed limits to promote safety
- Establish traffic calming goal

Education, Encouragement and Enforcement

The plan recommends the implementation of a toolkit of easily executed education, encouragement and enforcement strategies. They include:

Education

- Continuing public engagement
- Sponsoring bicycle ambassador program
- Offering bike mechanic and traffic skills classes
- Providing youth and teen education programs

Encouragement

- Increased promotion of community bike rides
- Establishing new biking groups
- Launching Bike & Dine events
- Hosting Open Streets events
- Updating Schaumburg Bikeways map
- Engaging in a media outreach campaign
- Securing continued national recognition for the Bikeways program

Enforcement

- Provide additional training for police
- Targeting enforcement efforts to protect cyclists

Higher Education

- Sponsoring higher education bike encouragement campaign
- Offering college level cycling education program

Implementation

The planning process does not end with the acceptance of this plan. The plan includes a timeline for implementation, suggested goals and benchmarks, and tools for oversight. The appendices include further resources for implementation.

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1

Introduction

The Village of Schaumburg has been nationally recognized as a preeminent municipal leader in Bikeways planning for more than thirty years. During the 1970's the Village adopted a multi-modal approach to transportation planning with the integration of bicycling as one of the key components to create a more livable community. This commitment was reinforced in the current Bikeways Plan (dating to 1999) and the Comprehensive Green Action Plan.

The Village prides itself on offering a high quality of life, grounded in safe neighborhoods, excellent schools and universities, commercial centers, business parks, quiet residential streets, and service-oriented and accessible municipal government. Schaumburg's pledge to a comprehensive multi-modal transportation system is a critical underpinning for the continued success of Schaumburg as a livable community, able to attract new residents and businesses and overall investment for years to come.

Schaumburg houses a diversity of uses including residential, industrial, office parks, tourism and retail space which contribute to the livability of the Village. The Schaumburg Park District provides the community with versatile leisure opportunities. Schaumburg residents have direct access to three Cook County Forest Preserve recreational attractions; making it a major destination for cyclists. With regional commercial centers such as Woodfield Mall and Streets of Woodfield, Schaumburg is considered to be one of the most successful commercial centers in northeast Illinois. Schaumburg's Convention Center and Hotel also puts the Village on the map for tourism. Institutions like Roosevelt University enroll thousands of students, making Schaumburg the largest center for higher education in the northwest suburbs. The Village is also home to the busiest Metra stop on the Milwaukee West Line outside of Chicago. All of these features contribute to the livability of Schaumburg.

Schaumburg's national recognition as a Bicycle Friendly Community stems from its extensive on-road, shared use path and trail network of facilities that connect the many neighborhoods and destinations. The Village is also well known for having some of the most cycling-friendly policies and programs.

Implementing the recommended updates to Schaumburg's Bikeways Plan will help guide the Village across the last mile to 21st Century livability standards—place-based economic development, active lifestyle options and sensible environmental stewardship—just as much as it guides the community across the last mile connections to Busse Woods, Town Square and Poplar Creek. Indeed, closing one gap helps to bridge the other.



1.1 A Vision for Livability

The Village of Schaumburg is a vibrant and healthy community with a safe and accessible Bikeways network that links to schools, parks and businesses. Biking is a viable means of transportation and a fun activity for people of all ages. People are able to bike comfortably throughout Schaumburg. The Village utilizes regional on-street and trail connections to neighboring communities.

This vision of the plan articulated by the Bikeways Advisory Committee and residents will help drive the “Cornerstones” listed in the 1999 Schaumburg Bikeways Plan by opening up more opportunities for bicycling and promoting increased usage of the Bikeways by residents and visitors. Similar to the underlying emphasis made in previous Bikeways plans, an updated plan will continue to address bicycle transportation issues through education, encouragement and enforcement.

A solid foundation of three decades of planning has led to Schaumburg’s national recognition as a forward-looking and award-winning bicycle program by the League of American Bicyclists.

This plan is a 21st century roadmap to sustain Schaumburg’s ongoing commitment to increasing awareness and usage of the Bikeways by all cyclists such that they are able to access any desired destination in the community. The implementation of the recommended strategies of this plan will achieve the primary goal of connecting people to places and solidify Schaumburg’s reputation as a livable community.

1.2 Goals of the Plan

The Schaumburg Bikeways Plan provides practical recommendations to support livability. Recommendations for active transportation will help focus the Village’s transportation investments on accessibility to key places that have been prioritized by the community; following best practices in “place-based planning.” The plan also communicates the Village of Schaumburg’s priorities to regional and state transportation jurisdictions including Illinois Department of Transportation, Metra, Pace and the Cook County Highway Department.

The following goals have been prioritized by the Steering Committee to serve as a guide in updating the Bikeways Plan.

- **Active Transportation Infrastructure:** Provide a comprehensive transportation network that prioritizes biking, walking and transit use. Emphasize the creation of dedicated routes and amenities to foster active transportation.
- **Health and Safety:** Build a walking, biking and transit network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.
- **Green Connections:** Provide a comprehensive network that connects residents to parks, open space and regional trails.
- **Institutional Connections:** Adopt policies that encourage agency collaboration between the schools, the parks, the Village and the private sector to make it safer and easier for residents to enjoy the Bikeways network.
- **Economic Development:** Encourage residents to shop at local businesses by improving biking, walking and transit accessibility at important places in the community.
- **People Connections:** Support biking and walking in the community through education and encouragement programs for residents.

1.3 Planning Process

This plan is the creation of the people most impacted by the recommended strategies – the everyday users of the Bikeways network. From visioning to goal setting to network development to strategy review, Schaumburg cyclists provided critical oversight over all aspects of the plan development. An extensive array of public engagement strategies was utilized to ensure that the diverse needs of village residents and visitors were addressed. The following summarizes the public engagement activities that inform the update to Schaumburg’s Bikeways Plan. For more information on these activities, please see the Schaumburg Bikeways Plan Public Engagement Report in Appendix A.

1.3.1 Schaumburg Bikeways Steering Committee

In order to sustain a successful plan in the community, the plan consultants worked with the Village of Schaumburg to gather public input from key stakeholders in order to better assess the current needs of the community. By utilizing Schaumburg’s Bikeways Plan as leverage, the consultants built upon an existing network during the public engagement process.

The Schaumburg Bikeways Plan Steering Committee shared their goals and visions for biking in Schaumburg; prioritized facilities and amenities for an updated Bikeways plan; and chose programs of interest to increase education, encouragement and enforcement. A mapping session was held with the steering committee, Schaumburg’s Bicycle Club and Schaumburg’s Bikeways Advisory Committee, to analyze existing bikeways network and programming. They identified their preferred destinations and desired enhancements.

1.3.2 Community Open House

Residents and interested parties came together at an open house to share their experience and local expertise on biking in the community as well as propose solutions for enhancements. Participants in the open house received education on how to create a great Bikeways plan, engaged in a survey about current conditions and goals, and helped create the new Bikeways network through an interactive mapping exercise.

1.3.3 Additional Outreach and Focus Groups

One of the goals of this update to Schaumburg’s Bikeways Plan is to create a network that serves *all users* of the road and provide alternate options for transportation to the community. In an effort to gather extensive public input an online survey was published and received 130 responses. The questions in the online survey mimicked the questions at the community open house. The combined responses were used as a representation of community goals, needs and desires.



Members of the Steering Committee mapped their existing and desired routes to their destinations in Schaumburg



Open house participants work on their group's recommendations for the plan

1.4 How to Use This Plan

A successful bike plan is built around the 5E's: engineering, education, encouragement, enforcement and evaluation. The Schaumburg Bikeways Plan sets forth an ambitious but achievable workplan to use these strategies to realize local goals.

Section 2 of this plan provides an overview of the places that are the current and desired destinations of Schaumburg cyclists. A series of recommendations on how to improve access to these places are included.

Section 3 of this plan outlines a collection of ordinance and procedure enhancements whose implementation will further enhance conditions for cycling in Schaumburg. The policy agenda builds on a foundation of strong existing municipal ordinances, policies and practices.

Section 4 presents a series of strategies designed to educate people about cycling's benefits, encourage more cycling and facilitate enforcement of traffic safety. The events, programs and practices included here will foster a cycling-friendly community.

Section 5 concludes the plan with a timeline for implementation, metrics for evaluation and a stratagem for continued oversight. To assist these efforts, numerous resources are included in a series of appendices.

1.4.1 Timeframe

The recommendations are divided into three categories: near-term, mid-term and long-term. These categories may help the Village coordinate these efforts with staffing plans, finances and work plans.

Near-term Priorities

Network: Near-term network recommendations are generally corridors and intersections that are currently bikeable but may be aided by some low-cost improvements.

Ordinance, Procedure and Program Enhancements: Near-term ordinance, procedure and program enhancements projects involve little to no start-up costs or long-term organization. Many education and encouragement initiatives are proposed for near-term implementation to build support for later projects.

Mid-term Priorities

Network: Mid-term network recommendations are corridors and intersections where current conditions could be easily improved—with a moderate construction budget—to become more bikeable.

Ordinance, Procedure and Program Enhancements: Some mid-term projects involve more planning and start-up costs. Others are scheduled for this time period as continuation of near-term projects.

Long-term Priorities

Network: Long-term network recommendations are often complicated by jurisdictional issues or the balancing of regional network priorities. These recommendations may have other feasibility issues, such as high average daily traffic, or restricted road width or right-of-way.

Ordinance, Procedure and Program Enhancements: These projects frequently depend on the completion of earlier projects and local support.

1.4.2 Opportunistic Implementation

While this plan offers a guide to prioritizing these recommendations as near-, mid- or long-term priorities, the Village can actively seek out opportunities to coordinate implementation with private development and public projects. Private development can often trigger the need to improve the corridor frontage areas, and state and county construction and maintenance priorities can overlap with this plan's recommendations. Implementing agencies could monitor these opportunities and seek to coordinate the implementation of this plan with parallel county and regional efforts



Public art installation in the Town Square district

Bikeways Network

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2.1 Network Context

The Schaumburg Bikeways network is designed to make cycling trips from residents' homes to destinations safe, convenient and enjoyable. With older adults choosing to age in place, with youth seeking independence and with the ever-increasing cost of motorized travel, a complete active transportation network is necessary to accommodate the diverse needs of Schaumburg residents.

2.1.1 The Network Defined

Schaumburg is an award-winning community for cycling. There are already more than 80 miles of signed bike routes, an array of multi-use trails, and bike parking at key destinations. The recommendations in this plan build on the existing Bikeways Plan for Schaumburg and the efforts underway by the Schaumburg Park District, the Village of Schaumburg and its Bikeways Advisory Committee.

This plan was developed with residents and community leaders to foster local livability goals. Because Schaumburg has one of the largest employment bases in the metropolitan area, major shopping centers and significant open spaces, recommendations also address Schaumburg's role as a hub of regional activity. The recommendations in this plan coordinate with the existing bike plan in Hoffman Estates and the regional bike plan produced by Northwest Municipal Conference. A full build out of the network will provide Schaumburg residents and visitors with multiple transportation choices for local and regional access.

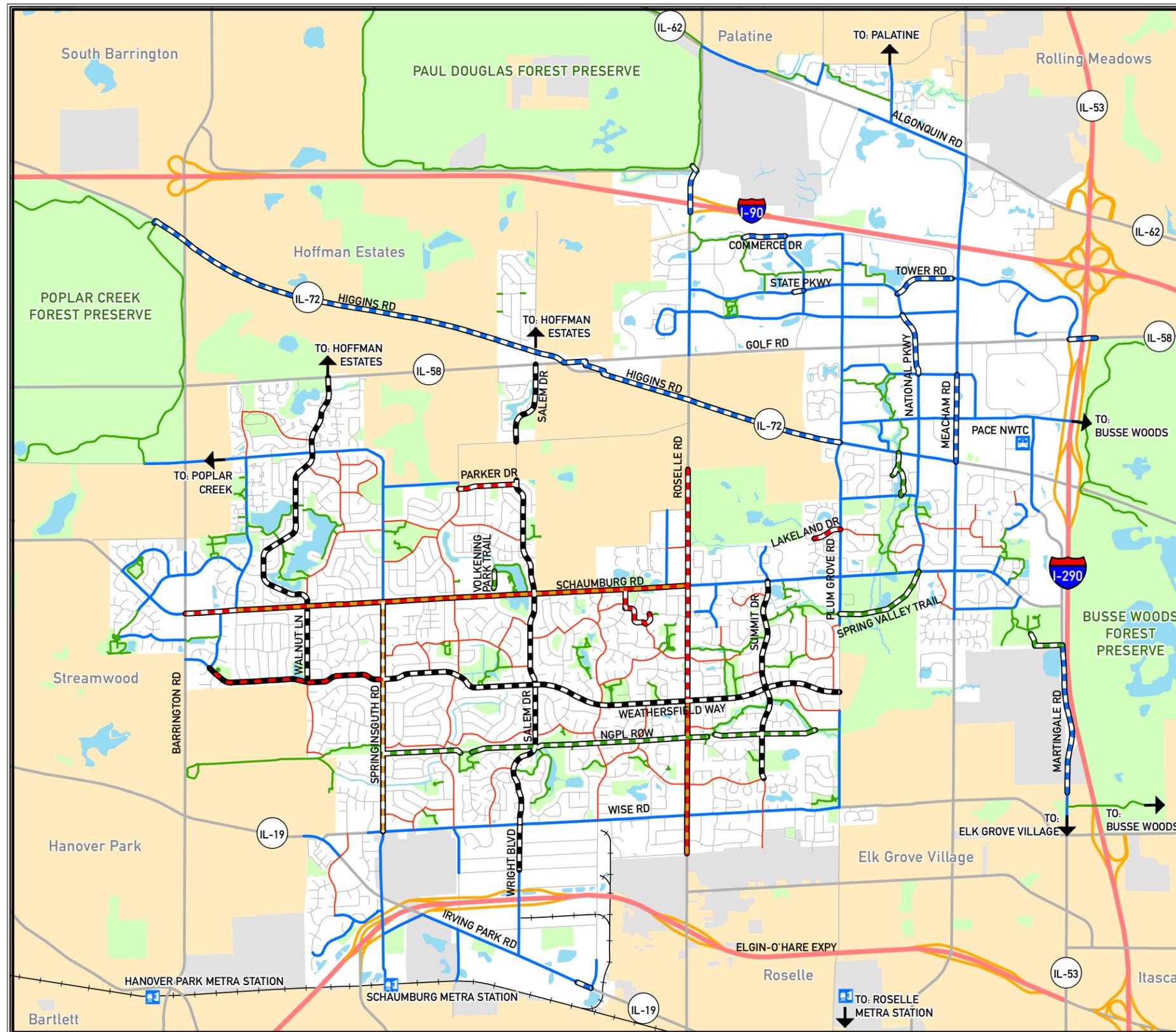
2.1.2 Building the Bikeways Network

The recommendation for updates to Schaumburg's current Bikeways Plan flow from a place-based planning process. The intended users of the Schaumburg Bikeways network were asked about their priorities for destinations and routes. Connecting people to the places where they eat, learn, shop and enjoy the outdoors is the priority. Putting places first in the consideration of biking improvements will help integrate sustainable, efficient, and healthy living into residents daily activities.

Section 2.2 provides an overview of the objectives established by the Bikeways Steering Committee. Each objective section contains a description of the places (districts and corridors) that can be leveraged to achieve the stated goal.

The sections that follow (2.3-2.5) provide the definitions and technical specifications for the recommendations outlined in Section 2.2 (Place Connections). The specifications are grouped by the type of facility: Active Intersections (Section 2.3), Bikeways and Amenities (Section 2.4), and Transit Connections (Section 2.5). This toolkit of strategies can be used to improve the Places listed in Section 2.2 to ensure a complete Bikeways network. Additional guidance for technical improvements can be found in Appendix C.

Cyclists are like any other travelers. They want safe and convenient transportation options throughout a community and to neighboring towns. The Village of Schaumburg and its partners will benefit from using the technical specifications in this document as a guide for improvements to future roadway projects as well as the specific locations identified in this plan.



Existing & Proposed Bikeways

- | Proposed Enhancements | Roads |
|------------------------------|---------------|
| Bike Lane | Highway |
| Bike Lane & Shared Use Path | Ramp/Frontage |
| Buffered Bike Lane | Arterial |
| Buffered Bike Lane/Bike Lane | Local Street |
| Road Diet w/Bike Lane | Railroad |
| Shared Use Path | PACE Facility |
| Trail | Metra Station |
| Existing Bikeways | Park |
| Bike Lane | Water |
| Shared Use Path | |
| Trail | |



Prepared By: Active Transportation Alliance 1/26/2012
 Data Source: Active Transportation Alliance, CMAP, Navteq, & The Village of Schaumburg

2.2 Place Connections

Schaumburg is a vibrant community offering a multitude of places to live, shop, eat, work and play. The large number of destinations required the plan consultants to organize the places into districts and corridors. Each district is a regionally-important center of activity that facilitates one or more goal objectives. The districts are connected by a series of roadway and trail corridors. The sections that follow highlight important places in Schaumburg. These districts and corridors can be enhanced with facility and amenity improvements graphically represented in the Schaumburg Bikeways Network Toolkit (see inside front cover). This section of the Schaumburg Bikeways Plan also contains additional recommendations pertinent to the individual places.

2.2.1 Local Businesses and Civic Facilities

OBJECTIVE: Enhance the existing Schaumburg Bikeways network to ensure door-to-destination connectivity for Schaumburg residents to local businesses and civic facilities.

DESCRIPTION: The Village benefits from an extensive existing Bikeways network that provides numerous alternative routes for people bicycling in Schaumburg. These routes, coupled with proposed enhancements, provide safe cycling access to all districts within the Village. The Bikeways network is focused around connections to key districts and individual destinations within Schaumburg. The following places are the focal points of door-to-destination connectivity in Schaumburg.

D1. Barrington Road/Schaumburg Road District

The locally-oriented businesses located on Barrington Road near Schaumburg Road are clustered in a district that has close proximity to several residential communities. Safe cycling opportunities are available on a variety of east-west streets that connect to Barrington Road.

D2. Town Square District

The Village Center houses a combination of regional and local businesses. Several restaurants are located in the Town Square. There are also prominent civic buildings including the municipal center, public library and arts center. The area is generally walkable but there are few dedicated facilities for cyclists.

D3. Volkening Park/Schaumburg High School District

Schaumburg High School is located adjacent to one of the Village's largest parks. Close by are numerous other recreational facilities and the businesses in the Town Square district.



Town Square is a center of civic and shopping activity



Volkening Lake is a focal point of recreation

2.2 Place Connections (Continued)

Near-term Recommendations to Improve Access to Local Businesses and Civic Facilities

Bike Parking: Coordinate with private businesses in the districts to ensure that bike parking is available, visible and readily accessible. Install bike parking at key civic destinations.

Library Access: Immediately south of Schaumburg Road are several low-traffic local roadways with gaps in their existing bike lanes. Completing these gaps will provide improved access to the public library located in the Town Square district.

Lakeland Drive: A short stretch of Lakeland Drive, west of Plum Grove Road, is missing bicycle facilities. Installing bike lanes will provide for continuation of the bike lane network already in existence east of Plum Grove Road.

Mid-term Recommendations to Improve Access to Local Businesses and Civic Facilities

Intersections: At intersections of bike lanes with priority corridors, install through-bike lanes and dedicated turn lanes to provide safe passage through the intersections.

Signage: Schaumburg and Roselle roads in the Town Square district could benefit from signage alerting motorists to the presence of pedestrians and encouraging slower travel.

Schaumburg High School Trail: There is an existing “goat trail” that persons have created to walk from the high school to the neighboring park. The school and park districts can work together to provide a dedicated space for bicyclists and pedestrians.

Commerce Drive: A short stretch of Commerce Drive is missing a shared use path. Filling in this gap will provide better access to the employers in this area.

State Parkway: A short stretch of State Parkway is missing a shared use path. Filling in this gap will provide better access to the employers in this area.

Long-term Recommendations to Improve Access to Local Businesses and Civic Facilities

Schaumburg Road: Coordinate with Cook County Highway Department to provide dedicated travel space for bicyclists. Lane width reduction could provide space for on-street bike lanes or shared lanes. Off-street space can also be provided.

2.2.2 Regional Destinations

OBJECTIVE: Provide on-bike connections for Schaumburg residents and visitors to regional destinations.

DESCRIPTION: Schaumburg residents benefit from their close proximity to recreation, retail and employment centers. Although bicycle access is possible to these destinations, there are enhancements that will make cycling safer and more convenient.

D4. Poplar Creek District

Located just past the northwest corner of Schaumburg is one of the region’s recreational gems – Poplar Creek Forest Preserve. Through enhancements to Schaumburg’s Bikeways network, residents will gain better access to the facility. The recommendations in this plan are designed to also provide connectivity with Hoffman Estate’s Bikeways network. Finally, the planned enhancements will provide better north-south connectivity for those persons going to other locations on Golf Road and neighboring communities.



Poplar Creek Forest Preserve

2.2 Place Connections (Continued)

D5. Greater Woodfield District

With three prominent shopping centers, numerous office parks, a convention center, and several university campuses, this district has a large employment base. More than 70,000 people a day commute into Schaumburg, most to the Greater Woodfield area. All these people provide a large customer base for the businesses. The district also abuts Busse Woods Forest Preserve. Pace has a large intermodal transportation center at Woodfield and a dedicated shuttle service operates in the district. The plan recommendations will provide better connections from the west side of Schaumburg and to/from municipalities to the north and south. The Village has a unique opportunity to work with the private business owners to enhance connectivity to and within the facilities in the Greater Woodfield district.

D6. Metra Station District

The Schaumburg Metra station houses extensive protected and outdoor bicycle parking. Adjacent to the station is the baseball stadium. Bicyclists leaving the station can easily travel to other districts via Spriningsuth Road and any of the several east-west corridors

D7. Industrial Park/Centrum District

The southern sector of Schaumburg houses many industrial and other employment centers. The close proximity to Metra stations allows for easy multi-modal commutes for employees.

Near-term Recommendations to Improve Access to Regional Destinations

Bike Parking: Coordinate with businesses in the Metra Station/Centrum and Greater Woodfield districts to ensure that bike parking is available, visible and readily accessible.

Mid-term Recommendations to Improve Access to Regional Destinations

Intersections: At intersections of bike lanes with priority corridors, install through-bike lanes and dedicated turn lanes to provide safe passage through the intersections.

Crossing Improvements: At critical intersections in the Woodfield district, curb extensions can be installed to slow traffic and provide safer travel for people in this busy area. For more information on curb extensions see Section 2.3.1.

Bike Parking at Schaumburg Metra Station: There is sufficient existing bike parking at the Schaumburg Metra station. It may need to be replaced in the mid-term timeframe.

Martingale Road: Coordinate with Elk Grove Village to provide safe cycling space from Schaumburg to the overpass to Busse Woods Forest Preserve.

National Parkway: A short stretch of roadway immediately south and north of Golf Road is missing a shared use path. This gap is proposed to be completed.

Long-term Recommendations to Improve Access to Regional Destinations

Higgins/Golf Roads: Coordinate with other jurisdictions to ensure that these regional corridors are enhanced to provide safe cycling spaces to the regional shopping and employment centers. These improvements could include better traffic signals, signage alerting motorists to the presence of active transportation users, reduced vehicle speeds and re-designed crosswalks.

Spring Valley Nature Center: The Village of Schaumburg can consult with the Schaumburg Park District to explore enhanced cycling opportunities at the Spring Valley Nature Center. These could include installation of a trail connecting Plum Grove Road to National Parkway via the Nature Center. This trail will provide north-south bicyclists an alternative route to National Parkway without cycling on Schaumburg Road. It will also shorten the distance to the Greater Woodfield district for people coming from the west..

2.2.3 Local Roads as Regional Connections

OBJECTIVE: Enhance regional connectivity for Schaumburg residents and visitors with enhanced local roads.

DESCRIPTION: The Bikeways network promotes regional connectivity by integrating the local network with neighboring communities via priority corridors. Specifically, this plan takes into account the existing and planned Hoffman Estates Bikeways network and the 2010 Bike Plan produced by the Northwest Municipal Conference. Most of the regional roads are under the jurisdiction of Cook County Highway Department or Illinois Department of Transportation.

This plan proposes both enhancements to the regional corridors and nearby alternatives. This approach provides for cycling opportunities for people of all ages and abilities. The grid-like arrangement of the priority corridors also ensures that virtually all Schaumburg residents are within ½ mile of a north-south or east-west corridor. These routes provide the fastest and most direct connections to regional destinations. However, some

2.2 Place Connections (Continued)

cyclists cannot or will not use regional corridors. For them, nearby local roads provide appropriate alternatives.

C1. Springinguth Road

This corridor was recently re-surfaced. It has relatively low traffic counts and provides a safe route to the Schaumburg Metra station and baseball stadium. Shared use paths exist on the north and south ends of the corridor.

C2. Salem Drive

Salem provides for one of the best routes for cyclists traveling north-south in Schaumburg. The corridor has existing bike lanes. Salem is a primary corridor connecting to Hoffman Estates' Bikeways network.

C3. Summit Drive

Summit is a north-south street connecting to the Town Square district along Schaumburg Road. Summit is also a good alternative to Plum Grove Road.

C4. Roselle Road

Roselle is an arterial road connecting Roselle, Schaumburg and Hoffman Estates. Roselle is centrally located within Schaumburg and forms one of the major corridors in the Town Square district. The roadway is under the jurisdiction of the Cook County Highway Department.

C5. Meacham Road

Meacham is also an important north-south arterial road. It provides southern access to Elk Grove Village, and northern access to employment centers in Hoffman Estates and Rolling Meadows. It also provides back-door access to the Greater Woodfield district and the Pace Northwest Transportation Center.

C6. Walnut Lane

Walnut Lane is one of the primary north-south routes through Schaumburg's residential neighborhoods. It provides good connections to the Poplar Creek area and Golf Road.

Near-term Recommendations to Improve Regional Connectivity

Bike Parking: Coordinate with local businesses to ensure that bike parking is available, visible and readily accessible.

Mid-term Recommendations to Improve Regional Connectivity

Salem Drive Buffered Bike Lanes: Salem Drive has adequate space to upgrade the existing bike lanes to provide buffers north of the Elgin-O'Hare Expressway. Changes to Salem Drive will enhance connectivity to Hoffman Estates. The southern stretch of Wright Boulevard (roadway continuation of Salem south of Wise Road) lacks space for a buffer and is proposed for shared use paths to provide access across the Elgin-O'Hare Expressway.



Salem Drive is a primary north-south cycling route in Schaumburg

2.2 Place Connections (Continued)

Summit Buffered Bike Lanes: Summit has adequate space for buffered bike lanes from Schaumburg Road south to a point just north of Wise Road where the buffered bike lanes will transition to conventional bike lanes. Summit could benefit from dedicated turn lanes at the northern and southern ends of the corridor.

Walnut Lane Buffered Bike Lanes: Walnut Lane also has sufficient space for buffered bike lanes. At the intersection of Walnut and Golf roads, a dedicated left-turn lane for cyclists should be maintained. The northern stretch of Walnut (due south of Golf) can be enhanced during the near-term phase as part of an existing planned project for this roadway.

Meacham Road: There is a short gap of shared use path along Meacham Road north of Higgins. Completing this gap will provide safe travel along this important regional corridor.

Crossing Improvements: At critical intersections on Summit and Salem roads and Walnut Lane, curb extensions can be installed to slow traffic and provide safer travel through the residential and recreational areas.

Long-term Recommendations to Improve Regional Connectivity

Springinsguth Road Lane Realignment: The low traffic counts on Springinsguth between Schaumburg and Wise roads could allow for a lane re-alignment providing a bi-directional turn lane, and dedicated through lanes and bike lanes in each direction. Thus, these improvements will probably occur only when further enhancements are made to the roadway.

Elgin-O'Hare Expressway Upgrades: Schaumburg will benefit from coordinating with the project designers on the Elgin-O'Hare Expressway project. The Village could pay attention to ensuring safe bike and pedestrian travel across the highway corridor and to any anticipated new transit stations.

Roselle Road: The Village of Schaumburg can work with Cook County Highway Department to provide on-street bike lanes and off-street shared use paths on Roselle Road.



A buffered bike lane will enhance Walnut Lane



The existing shared use path on Meacham accommodates bicyclists and pedestrians



Roselle Road is a busy corridor through Schaumburg's retail district

2.2 Place Connections (Continued)

2.2.4 Schaumburg Neighborhoods

OBJECTIVE: Improve travel options connecting Schaumburg neighborhoods.

There are many regional and local roads that are safe for cycling between Schaumburg neighborhoods. The enhancements in the Schaumburg Bikeways Network Toolkit (see inside front cover) and the following sections can improve neighborhood connectivity.

C7. Northern Gas Pipeline Right of Way (NGPL ROW)

Enhancements to NGPL ROW have been debated by the Village of Schaumburg for several decades. The NGPL ROW is currently open space. It provides significant right of way for a future trail. The location of this trail would provide a good east-west alternative to travel on Wise Road or Weathersfield Way. The corridor will also provide access to the Metra Station and Industrial Park/Centrum districts.

C8. Weathersfield Way

Weathersfield Way is a good east-west alternative to Schaumburg Road and Wise Road. It is a locally-owned roadway that provides access to regional corridors and key places.

C9. Schaumburg Road

Schaumburg Road is the major east-west corridor in the center of the community. It connects multiple districts and forms the artery through the Town Square. It is under the jurisdiction of the Cook County Highway Department.

C10. Wise Road

Wise Road has an existing shared use path between Plum Grove Road and Springinsguth Road. It serves as an alternative to other east-west corridors including Weathersfield Way. Wise is also the northern edge of the Industrial Park/Centrum district.

Near-term Recommendations to Improve Access to Neighborhoods

Bike Parking: Coordinate with local businesses to ensure that bike parking is available, visible and readily accessible.

Mid-term Recommendations to Improve Access to Neighborhoods

Weathersfield Way Buffered Bike Lanes: Weathersfield Way has adequate space to upgrade the existing bike lanes to provide buffers. The installation of the buffered bike lanes will moderate traffic. This is important given the residential nature of the street. It is recommended that the section between Plum Grove Road and Springinsguth Road have 5' bike lanes, 3' painted buffers and 11' motor vehicle lanes in each direction. The striped parking will designate parking for the adjacent parks.

Long-term Recommendation to Improve Access to Neighborhoods

NGPL ROW: The inclusion of a suggested bike path in the NGPL ROW is a result of input from Steering Committee members and the public who participated in an open house. Locating a bike path in the NGPL ROW has traditionally faced strong opposition by residents living directly along this right-of-way, has not been endorsed by any public officials in Schaumburg or suggested by any Village of Schaumburg staff.

Schaumburg Road: The Village can work with the county to improve cycling facilities on the road and enhance critical intersections along the road.



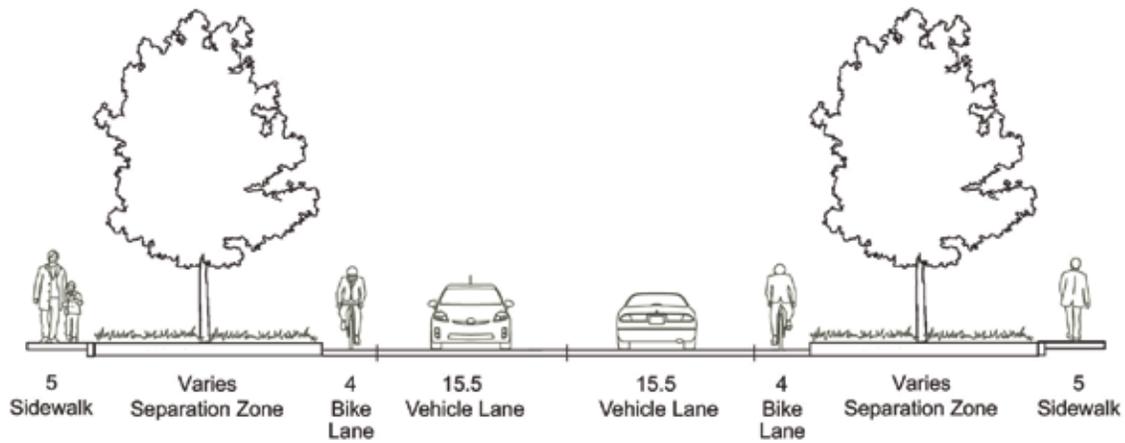
Weathersfield and Braintree provide bike routes for Schaumburg cyclists



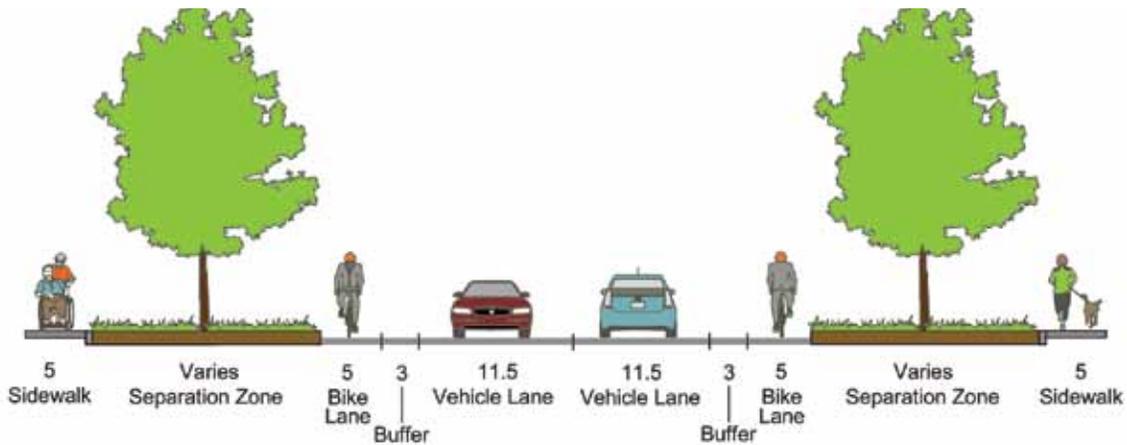
The NGPL ROW provides space for a future trail

2.2 Place Connections (Continued)

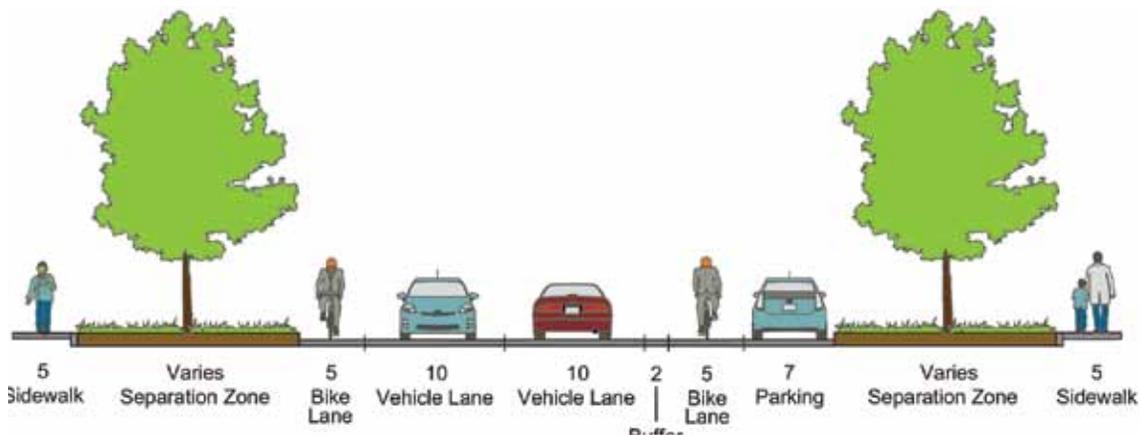
Cross Sections for 39' Curb to Curb Right of Way (Weathersfield Way)



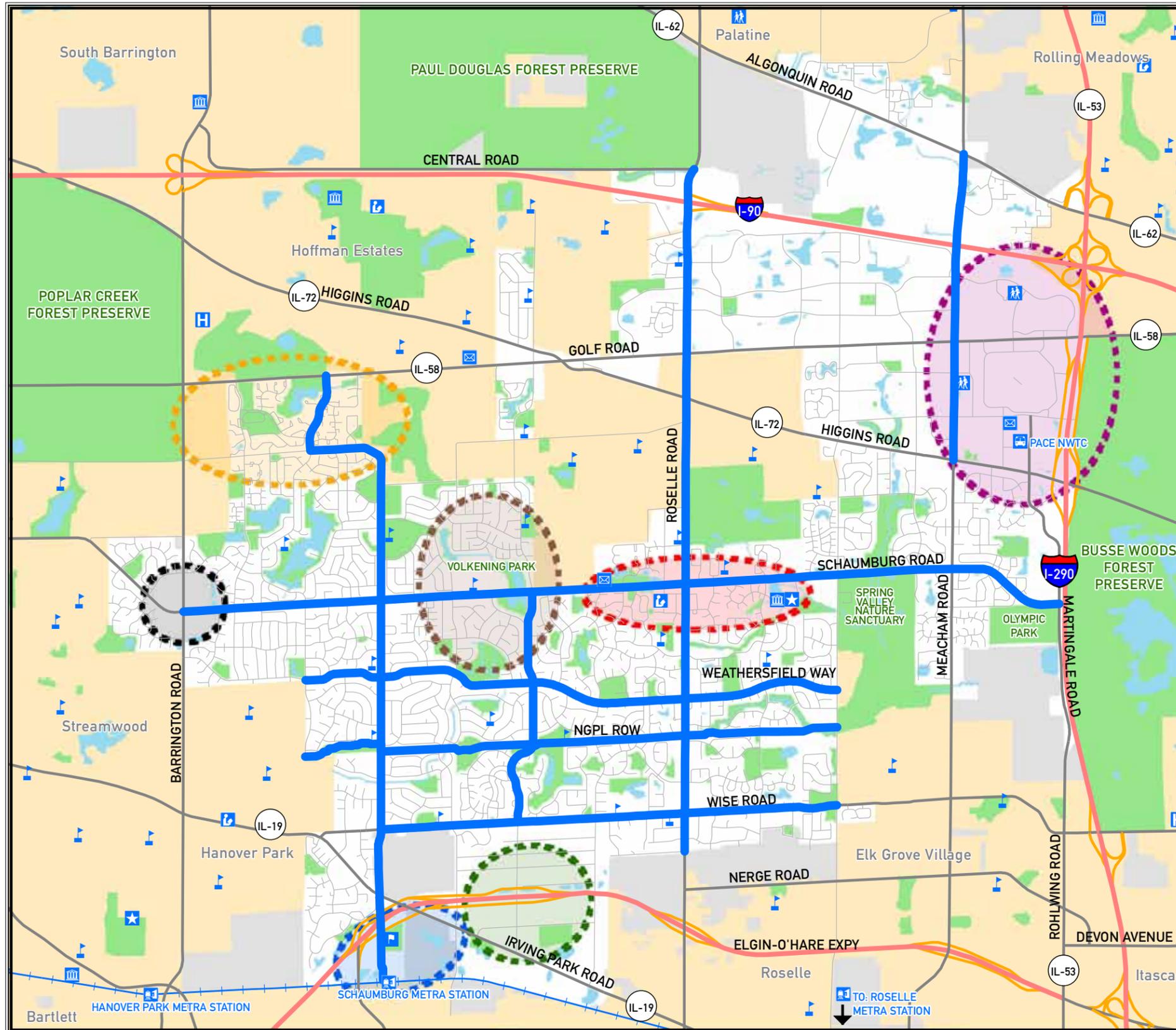
Typical Existing 39' ROW with Bicycle Lane (Weathersfield Way)



Proposed 39' ROW with Buffered Bike Lane and no Parking (Weathersfield Way)

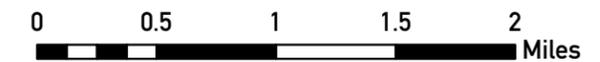


Proposed 39' ROW with Buffered Bike Lane and Parking (Weathersfield Way)



Places

- | | |
|-------------------------|---------------------------|
| Roads | Priority Corridor |
| Highway | Priority Corridor |
| Ramp/Frontage | Points of Interest |
| Arterial | Community Center |
| Local Street | Village Hall |
| Metra | Post Office |
| Districts | Hospital |
| Barrington/Schaumburg | Baseball Field |
| Greater Woodfield | Higher Education |
| Industrial Park/Centrum | Library |
| Poplar Creek | PACE Facility |
| Metra Station | Metra Station |
| Town Square | School |
| Volkening Park/SHS | Park |
| | Water |



Prepared By: Active Transportation Alliance 1/26/2012
 Data Source: Active Transportation Alliance, CMAP, Navteq, & The Village of Schaumburg

2.3 Active Intersections

Active Intersections are those that are safe for cycling. They facilitate access to districts and other key places. They are designed, built and operated to ensure safety for all users of all ages and abilities. Priority locations for enhancements from the toolkit of best practices are indicated on the Active Intersections map (section 2.3.3). Additional critical locations can also be upgraded to foster a complete network.

2.3.1 Crossing Improvements

OBJECTIVE: Upgrade the Bikeways network with best practices traffic control devices.

DESCRIPTION: A near miss by a car or long waits to cross an intersection safely will quickly discourage a person from choosing active transportation. Improving crossings is a cost-effective strategy to encourage walking, biking and transit use. They also save lives. These simple improvements are recommended at all of the network's critical intersections. Technical guidance for these recommendations can be found in the Manual on Uniform Traffic Control Devices.

Near-term Recommendations to Improve Crossings

High Visibility Crosswalks: All existing crosswalks at active intersections should be upgraded to “zebra stripe” or “ladder style” per the Manual on Uniform Traffic Control Devices, and new crosswalks should be installed where missing. These crosswalk styles are significantly more visible to drivers than the traditional parallel line crosswalks. Priority crosswalks include those in areas of high pedestrian traffic including the intersections in the Town Square and Woodfield districts.

Mid-term Recommendations to Improve Crossings

Through Bike Lanes: At wide intersections and busy turns, the installation of through bike lanes and dedicated turn lanes can improve safety for cyclists. Through bike lanes direct cyclists in a safe corridor through an intersection. Dedicated turn lanes separate turning-cyclists from vehicles. The physical separation reduces the potential for crashes

Long-term Recommendations to Improve Crossings

Curb Cuts: Intersections can be equipped with bi-directional curb cuts and truncated domes in compliance with Americans with Disabilities Act standards. The curb cuts direct people with visual impairments through an intersection at a crosswalk. The curb cuts will not only benefit pedestrians but also bicyclists who use the shared use paths in the Schaumburg Bikeways network.

Curb Extensions: A curb extension reduces the width of the roadway to create a shorter crossing for pedestrians. The curb extension can also improve driver and pedestrian visibility, all while slowing vehicular traffic. Curb extensions are most valuable immediately prior to areas with high pedestrian traffic, especially children. These include intersections before parks and schools. Curb extensions will be useful in Schaumburg on the roads with 35 feet or more of right of way. The curb should not be extended if it will encroach on a bike lane.



High visibility crosswalks improve traffic safety



Curb cuts improve accessibility for all pedestrians

2.3 Active Intersections (Continued)

2.3.2 Network Connection Points

OBJECTIVE: Create a series of critical intersections to identify the active transportation network, help users connect between modes of transportation and guide this plan's implementation.

DESCRIPTION: Schaumburg residents enjoy a high quality of life. They also live in a community that is a regional center for recreation, shopping and employment. As such, the Village must cater to the needs of a large and diverse audience. This plan recommends two categories of network connection points to be considered when evaluating proposals for transportation improvements, gateways and hubs. These intersections are indicated on the Active Intersections map in section 2.3.3.

Gateways

Gateways identify an intersection as an entrance to a community and key districts. Gateways should be prioritized for network wayfinding signs and identity features. In addition to the standard treatments for Active Intersections, gateways will benefit from targeted additional strategies.

Gateway treatments include:

- Special landscaping and lighting to define the corridor
- Gateway signage and banners to identify and brand the district
- Decorative surfaces on all travel surfaces to visually connect the spaces
- Traffic calming measures to enhance safe travel in key districts
- Wayfinding signage to districts and key destinations

Hubs

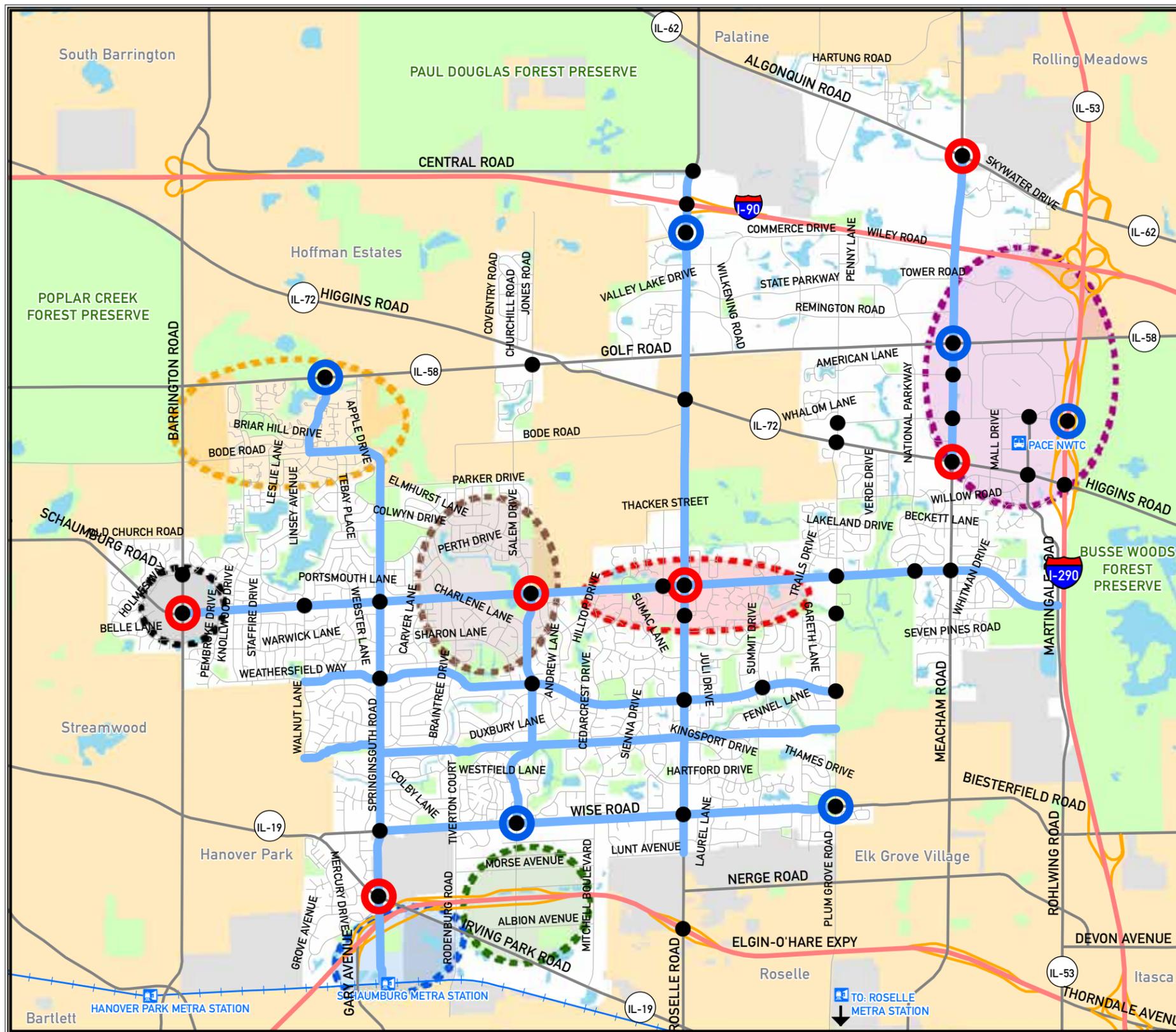
These are places along Bikeway routes that frequently are transitions between corridors and also the location of transit facilities. As the focal points of districts they have high anticipated bike, pedestrian and transit traffic. Hubs can benefit from amenities targeted at the needs of active transportation users.

- Enhanced bike and pedestrian friendly lighting
- Wide crosswalks to accommodate transit riders and high-traffic pedestrian corridors
- Special paving at crosswalks to provide safe travel and high visibility
- Wayfinding signage to regional corridors, districts and other key places
- Shelters and benches for transit riders

Other Active Intersections

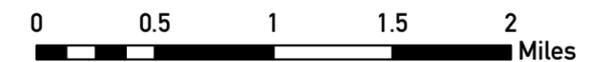
In addition to gateways and hubs, there are other critical Active Intersections. These are generally located at key crossings between corridors or near important destinations. The intersections can benefit from enhancements in the Schaumburg Bikeways Network Toolkit (see inside front cover).

2.3.3 Active Intersections



Intersections

- | | |
|-------------------|-------------------------|
| Roads | Intersections |
| Highway | Gateway |
| Ramp/Frontage | Hub |
| Arterial | Active Intersection |
| Local Street | Districts |
| Priority Corridor | Barrington/Schaumburg |
| Metra | Greater Woodfield |
| PACE Facility | Industrial Park/Centrum |
| Metra Station | Poplar Creek |
| Park | Metra Station |
| Water | Town Square |
| | Volkening Park/SHS |



Prepared By: Active Transportation Alliance 1/26/2012
 Data Source: Active Transportation Alliance, CMAP, Navteq, & The Village of Schaumburg

2.4 Bikeways and Amenities Improvements

The network of Bikeways and Active Intersections ensure that people have access to their desired destinations. Using the toolkit of enhancements in this section will ensure that the cyclists travel in the utmost comfort and convenience.

2.4.1 Utilize Residential Streets

OBJECTIVE: Build awareness among residents that bicycle routes begin at their front door.

DESCRIPTION: A street with low speeds and low traffic counts is appropriate for cycling without dedicated facilities. The existing Schaumburg Bikeways Map includes dozens of miles of such roadways in the community. Residents and visitors should be encouraged to use the most direct safe route to their destination.

2.4.2 Designate Bike Routes

OBJECTIVE: Create a near-term Bikeways network for Schaumburg by signing routes identified by local cyclists as being comfortable and having good connections.

DESCRIPTION: Many Schaumburg streets are comfortable for cyclists who possess a moderate tolerance for traffic. These routes include streets with wide lanes, as well as low-traffic residential streets. Signing the network provides immediate value and encouragement to cyclists while raising all users' awareness and acceptance of cycling within the village. Schaumburg has more than 80 miles of existing signed bike routes on streets and its local parks. A limited number of additional bike routes are proposed to fill in gaps in the existing network.



Bike route signs indicate corridors appropriate for safe cycling

2.4.3 Stripe Bike Lanes

OBJECTIVE: On collector and arterial streets with sufficient width and speeds 35 mph or less, establish five foot travel lanes for bicyclists' use.

DESCRIPTION: Bike lanes offer the highest level of comfort for drivers and cyclists on streets with heavy traffic. On high-traffic streets with sufficient width, establish five feet travel lanes exclusive for bicyclists' use. Bike lanes reinforce proper roadway etiquette, raise the visibility of cyclists, and help bicyclists and drivers behave predictably when sharing road space. Bike lanes are generally coupled with the installation of bike symbols and arrows in the bike lane to alert motorists to the protected space for bicyclists. Bike lanes have also been found to lower motor vehicle speeds, which results in fewer crashes and lower crash severity for all users. Bicycle lanes require regular sweeping to clear road debris. Existing bike lanes in Schaumburg are four feet in width. Bike lanes can be marked on the curb edge of a roadway or between an eight foot parking lane and motor vehicle travel lanes.



Schaumburg has an extensive network of existing bike lanes

2.4 Bikeways and Amenities Improvements (Continued)

2.4.4 Develop Shared Use Paths

OBJECTIVE: Install shared use paths in areas where there are currently sidewalk gaps along major streets with few driveway entrances and street intersections.

DESCRIPTION: Shared use paths are a good option for corridors that have higher traffic counts, higher vehicle speeds, and few driveway entrances and curb cuts. Shared use paths parallel a street, and are shared by pedestrians and bicyclists. They can provide a pleasant riding experience for a wide range of cyclists, including those with a low tolerance for sharing the road with motorized traffic, and they tie in well with regional trail networks. Driveway entrances and street intersections are particularly dangerous conflict points for cyclists; side path applications should minimize both. Many existing bike routes in Schaumburg are shared use paths. A few gaps in the network are recommended for improvement. When signing this type of facility, it would be beneficial to indicate that the recommended bicycle facility is off street, rather than on street.

If the shared use paths are only being constructed on one side of the street, a feasibility analysis should be conducted to assure that there is safe and ample crossing from the opposite side and pedestrian accommodations on the opposite side. These facilities should be a minimum of 8 feet wide, but preferably 10 - 12 feet. All shared use paths should be striped with a center lane if there is at least four feet of travel space on each side of the stripe.

2.4.5 Install Buffered Bike Lanes

OBJECTIVE: Install buffered bike lanes on streets that provide connectivity between districts and to neighboring communities.

DESCRIPTION: Buffered bike lanes are a cross between a bike lane and a side path. They provide separation from traffic and parked cars like sidepaths, and they create dedicated space exclusively for bicycles like bike lanes. A 5' bike lane is separated from the motor vehicle lanes by a 3' painted buffer zone. On Schaumburg roads with 35 feet of right of way, a buffered bike lane can be installed on one side of the road and a traditional 5' bike lane on the other side of the road. On Schaumburg roads with 39 feet of right of way, a buffered bike lane can be installed on both sides of the road. The buffer area (typically 3' in width) is painted to separate moving vehicles from bicycles. When necessary, the buffer space is available for emergency vehicle access. A buffered bike lane can be installed on a roadway with effective speeds up to 40 miles per hour.

2.4.6 Construct Trails

OBJECTIVE: Construct off-street trails to complete gaps in the active transportation network and provide connections to regional trails.

DESCRIPTION: When right of way is available, a trail should be constructed to provide additional connectivity for the active transportation network. Trails can provide important connections to regional trail systems and provide great opportunities for recreation and longer distance active transportation. Limited access and few intersections make trails useful local and regional connections within the active transportation network. All bike trails should be striped with a center lane if there is at least four feet of travel space on each side of the stripe.



Shared use paths accommodate cyclists and pedestrians



Trails can be used for recreation and transportation

2.4 Active Intersections

2.4.7 Utilize Bicycle Friendly Storm Grates

OBJECTIVE: Ensure safe cycling on roads with storm grates.

DESCRIPTION: Storm grates on roadways can trap the wheels on bicycles. Through low-cost retrofits, these roadways can become safe for cycling. For more information on bicycle-friendly storm grates see the AASHTO Guide for the Planning, Design and Operation of Bicycle Facilities.

2.4.8 Install Wayfinding Signage

OBJECTIVE: Sign the Schaumburg Bikeways network using signs that display destination, direction and distance.

DESCRIPTION: The *Manual on Uniform Traffic Control Devices* includes specifications for Bikeways network signs. In the near term, the Village should use the Bikeways Network map to guide which streets and major destinations to sign, focusing on existing routes that local cyclists identified as most comfortable for cycling. The longer-term portions of the active transportation network can be signed as they develop. The existing bike route signs in Schaumburg identify nearly all of the routes planned for the enhanced Bikeways network. New routes should be marked as they are completed. The Village is currently developing a wayfinding signage plan centered on the districts and key destinations indicated in this plan. Signs should include arrows directing cyclists at turns and indicating if the route is on-street or off-street.

2.4.9 Increase Bicycle Parking

OBJECTIVE: Place consistent markings at signalized intersections using vehicle detector loops to show cyclists where to place their bike for detection by demand-actuated signals.

DESCRIPTION: Description: Racks should be located within clear view of the destination's entranceway, preferably as close as the closest motor vehicle parking space, and no more than 50 feet away from the entrance. If multiple racks are clustered in a visible and signed location, they can be sited up to 100' away from the entrance. If racks are placed further away than this, cyclists are likely to ignore the racks and look for a closer place to lock up. The Village of Schaumburg has existing bike parking at several key destinations. Additional bike parking should focus on the key destinations identified in this plan. By choosing racks with a unique color or shape at high-visibility locations, the racks can add character to a community. Appendix D contains a report listing priority locations for more bike parking and recommended bike rack models.

2.4.10 Install Traffic Signal Detectors for Bicycles

OBJECTIVE: Place consistent markings at signalized intersections using vehicle detector loops to show cyclists where to place their bike for detection by demand-actuated signals.

DESCRIPTION: Unless properly positioned over an in-pavement detector loop, most bikes will not activate demand-actuated traffic signals. The *Manual on Uniform Traffic Control Devices* placement marking shows cyclists where to position their bicycle. Signal detectors are appropriate for the local and collector roads in Schaumburg at intersections with signalized collector and arterial roads. This list includes all of the Active Intersections indicated on the map in Section 2.3.3.



Signage directs people to key destinations



Schaumburg High School provides parking for bicycles

2.5 Transit Connections

Connections to transit are one of the primary functions of the Schaumburg Bikeways network. People are generally willing to bike up to ten minutes to a dependable and direct transit access point, roughly a two mile bike ride. Locating and planning for Hubs (see description in Active Intersections section) in the local Bikeways network can help coordinate the local system with regional transit service.

Schaumburg is served by commuter rail, local and regional bus services. In addition, there is an extensive network of specialized bus services for the Greater Woodfield district office and retail complexes.

2.5.1 Pace Northwest Transportation Center

OBJECTIVE: Enhance connections to the Pace Northwest Transportation Center.

DESCRIPTION: Currently six Pace bus routes serve the Northwest Transportation Center. See Section 2.2.2 for more information on the Greater Woodfield district and Northwest Transportation Center.

Near-term priority: Install wayfinding signage directing bicyclists to the Northwest Transportation Center.

Near-term priority: Coordinate with Pace to offer real-time bus departure times at the Northwest Transportation Center and enhanced transit and Bikeways network maps.

Mid-term priority: Complete infrastructure recommendations indicated in Section 2.2.2 to enhance access to the Northwest Transportation Center.



Schaumburg's Metra station is a busy transit center

2.5.2 Bus Routes

OBJECTIVE: Create awareness for routes and increase access to buses.

DESCRIPTION: Using more bicycle and pedestrian friendly design at bus stops and shelters will increase access to buses and encourage ridership.

Near-term priority: Complete sidewalk gaps adjacent to bus stops to improve pedestrian access to buses.

Near-term priority: Improve access to bus route timetables and routes maps by posting them at all stops and key civic and commercial facilities. Also, post instructions at shelters for how to put a bike on the bus.

Mid-term priority: Work with providers of the Dial-A-Ride service to ensure that all newly acquired vehicles are accessible to bicycles.

2.5.3 Metra Services

OBJECTIVE: Improve access to Metra stations.

DESCRIPTION: Schaumburg residents benefit from their close proximity to stations on the Metra Milwaukee District West Line (Schaumburg and Roselle). The existing and enhanced Bikeways network provides access to each of these stations. These stations have protected parking for bicycles and bikes are allowed on many Metra trains. The recommendations that follow will facilitate patronage of these stations.

Near-term priority: Use wayfinding signs to guide cyclists to the Schaumburg and Roselle Metra stations.

Long-term priority: Ensure continued access to Metra stations during and following any construction on the Elgin-O'Hare Expressway.

Long-term priority: Create bicycle access to any new transit stations on expressway corridors.

Municipal Ordinances and Procedures

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3.2 New Ordinances and Procedures	31

3.1 Existing Ordinances

This section lays out recommendations that will enhance the environment for cycling in Schaumburg. In addition to design and planning guidance, ordinance and procedure enhancements can improve the transportation environment in ways that infrastructure cannot, by prioritizing safety through legislation and law enforcement.

Schaumburg's award-winning bikeways network is complemented by a collection of current strategies that encourage safe cycling.

3.1.1 Continue Support for Existing Ordinances

Schaumburg has several existing ordinances that reflect national best practices for promoting cycling. These ordinances go a long way in protecting cyclists and encouraging active transportation. As such, the ordinances should be retained and aggressively enforced.

- Chapter 73: Contains model policies for operation of bicycles
- Chapter 75: Prohibits motor vehicle parking on off-street bicycle facilities
- Chapter 93: Prohibits depositing snow on public sidewalks and roadways
- Section 151.10.1: Mandates human-scaled lighting to ensure traffic safety
- Section 151.19.1: Requires developers to pay for sidewalks/shared used paths when they do not build them in new developments
- Section 154.126: Provides incentives for facility owners who implement transportation demand management initiatives.

Timeframe: Ongoing

3.1.2 Update Street Design Guidelines

Schaumburg has design guidelines in its municipal code that will be further enhanced by the network recommendations in this plan. The Village can benefit from regularly reviewing its design guidelines to ensure that roadways accommodate all users. See Appendix C for a list of current resources.

Timeframe: Near-term

3.1.3 Update Bicycle Parking Ordinance

Schaumburg has an existing requirement for provision of bicycle parking in certain facilities. The ordinance can be strengthened to provide for easier implementation and to ensure equitable standards. See Appendix E for a model ordinance.

Timeframe: Near-term

3.1.4 Update Off-Street Bicycle Facilities Ordinance

Schaumburg has a model ordinance (Section 154.125) that prohibits the use of motor vehicles on off-street bicycle facilities identified in the previous bike plan. The ordinance can be updated to include all new bicycle facilities.

Timeframe: Near-term



Village and park district staff maintain the 80+ mile bikeway network

3.2 New Ordinances and Procedures

Schaumburg cyclists could benefit from updates to municipal ordinances and procedures that reinforce the village's commitment to active transportation. These enhancements could include:

3.2.1 Maintain Bicycle Facilities

The wheels on bicycles are more delicate than those on motor vehicles. A little debris or snow/ice that causes no trouble for a motorist can be deadly for a cyclist. In addition, the slope of a roadway causes debris and snow/ice to accumulate on the right side where the bike lanes are located. The Village can protect cyclists by adopting an ordinance ensuring that all on-road bike facilities are maintained at an equal level to motor vehicle lanes.

Timeframe: Near-term

3.2.2 Allow Cyclists Access to All Bikeways

Schaumburg has an existing ordinance (Chapter 73.12) that requires cyclists to use off-road facilities when they are available. Off road facilities often have limited access points and don't always meet the transportation needs of a cyclist. Many cyclists may prefer or need to use on-road facilities. Dedicated facilities on-road (bike lanes) provides space for maneuvering, enhances visibility of the cyclists and allows for easy traffic through intersections. The current ordinance is not necessary for a community providing an extensive array of safe cycling facilities, therefore Schaumburg could consider repealing the ordinance.

Timeframe: Near-term



Snow, ice, debris or leaves on the road can endanger a cyclist.

3.2 New Ordinances and Procedures (Continued)

3.2.3 Reduce Speed Limits to Promote Safety

Speeding vehicles create a very dangerous environment for cyclists. If a moving vehicle is travelling 40 miles per hour or more there is an 80% likelihood that a cyclist who is hit will die. To keep bicyclists safe, this plan recommends a reduction in speed limit on key roadways. These changes will provide safe cycling in the existing and planned roadway configurations and are consistent with the land use conditions in the area. Priority roads for lowered speed limits include:

- Martingale Road from Higgins Road to Schaumburg Road (35 mph to 30 mph)
- Martingale Road from Schaumburg to southern limits of the Village (40 mph to 30 mph)
- Plum Grove Road from Higgins Road to Golf Road (40 mph to 35 mph)
- Meacham Road from Higgins Road to Algonquin Road (45 mph to 35 mph)

In addition, the Village can encourage Cook County Highway Department to lower speed limits on roadways under its jurisdiction. Critical intersections on Schaumburg and Roselle roads, make them priority roads for speed limits as low as 35 mph. Wise Road could also benefit from a 35 mph speed limit.

Timeframe: Long-term

3.2.4 Establish a Traffic Calming Goal

In addition to posted speed limits, the built environment can have a significant impact on driver behavior and speed. Design elements related to lane width, curb extensions and speed bumps promote neighborhood safety and encourage compliance with the law. The Village can establish a goal that all roadways will be planned, designed, built and operated to support the posted speed limit. For existing roadways, this would entail the traffic calming measures outlined in the Network section of this plan. New standards for designing to target speed should be incorporated into the planning and design process for new roadway projects. Citizens can help the Village to identify problems and provide input on the solutions.

Timeframe: Mid-term

Education, Encouragement and Enforcement

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Education, Encouragement and Enforcement

Education, encouragement and enforcement programs will motivate residents and visitors to enjoy the vibrant and healthy community of Schaumburg by means of the safe and accessible Bikeways network that links to schools, parks and businesses. Cycling in the Village of Schaumburg is a viable means of transportation and a fun activity for people of all ages. Maintaining this vision for Schaumburg requires an on-going concerted effort to educate community members on bike, pedestrian and motorist safety issues as well as about the Bikeways network with the goal of increasing awareness and usage of Schaumburg's Bikeways.

- Community 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 Schaumburg Bikeways.
- Community encouragement programs are designed to encourage increased usage of the Bikeways by helping residents think about bicycling as an easy way to get around their community.
- Community enforcement programs are critical to promote the safety of all users of the Bikeways and all users of the overall transportation network.

Programming is a powerful tool for promoting healthy and safe behaviors. The Schaumburg Bikeways users need to be aware of how to safely and respectfully share the network with all roadway users. Youth, teens, and adults alike benefit from programs focusing on transportation safety and the rules of the road. The following recommendations are designed to reach all community members and include messages tailored to each specific audience. Additional resources to assist in implementing these programming recommendations can be found in Appendix F.



Cyclists reviewing Bikeways Map

4.1 Education

Education programming is designed to teach residents about the benefits of biking and walking and help them learn the skills necessary for safely and confidently navigating the Schaumburg Bikeways.

4.1.1 Continue Public Engagement

During the public engagement process of the plan, more than 60 residents expressed interest in staying involved with the Bikeways planning process. The Village could set up a Facebook page to capture the excitement of these residents and to enable them to get involved with the biking initiatives of Schaumburg. These residents along with the Bikeways Advisory Committee members could participate at community events to increase awareness of the Bikeways plan and build a community of biking advocates in Schaumburg.

Timeframe: Ongoing

4.1.2 Establish a Bicycle Ambassador Program

Self-identified members of the Bikeways Advisory Committee, Steering Committee and others could create a bicycle ambassador program to promote cycling safety at village events, schools, day camps, after-school programs, and other community gatherings. Bicycle ambassadors are safety specialists who educate the public through direct outreach, presentations, and distributions of educational materials approved by the Village.

Timeframe: Mid-term

4.1.3 Offer Bike Mechanic and Traffic Skills Classes

The Village of Schaumburg and the ambassadors could encourage the development of bicycle training for youth, teens and adults. The Schaumburg Park District could design classes for the community at large. Ken Alley Safety Park of the Park District already provides an excellent educational program for Schaumburg's youngest residents. School District 54 could design after school programs for students. The Campanelli YMCA could offer classes to the members. Youth and adults will benefit from classes on bicycle and pedestrian safety and skills building. Bicycle mechanics should be offered to both youth and adults. On-bike education classes can be made available for middle and high school districts and adults.

Timeframe: Mid-term

4.1.4 Sponsor Youth Education Program

The Village of Schaumburg and its education partners can foster the next generation of cyclists by sponsoring age-appropriate cycling safety education programs. These can include curricular-based and supplementary learning opportunities. A variety of free and low-cost educational resources are included in Appendix F.

Timeframe: Near-term

4.1.5 Provide Teen Education Opportunities

Most teenagers receive driver education through a high school course focused on theory and practical skills of motorist safety. This curriculum can be expanded to include a focus on bicycling skills and protecting the safety of bicyclists. High school students are also frequently involved in volunteer activities. These students can be utilized to be volunteer mentors to younger students, assisting in the youth education strategies of this plan.

Timeframe: Mid-term



A program at Ken Alley Safety Park educates the youngest cyclists of Schaumburg

4.2 Encouragement

Encouragement programming is designed to encourage increased use of the biking network by helping residents think about bicycling as an easy way to get around their community.

4.2.1 Increase Promotion of Community Bike Rides

Community events centered on active transportation will continue to create awareness of Schaumburg Bikeways and encourage residents, who do not often bike, to start doing so. These events also provide opportunities for community members to come out and get to know their neighbors, shop locally, and explore their community. The Septemberfest, Schaumburg Bike to Work Day and the Fahrrad Tour Von Schaumburg are all wonderful events that encourage the residents to walk and bike. A community bike ride and pedestrian walk of the updated network would be a wonderful addition to the existing bike rides in the Village. A route could be selected that showcases planned network improvements. Schaumburg Park District Triathlon, Duathlon and Youth Duathlon all promote active movement of their residents.

Timeframe: Ongoing



The Schaumburg Bicycle Club promotes the award-winning Bikeways network

4.2.2 Establish Biking Groups

Biking groups meet on a regular basis, often weekly for rides or walks. People can enjoy the updated Bikeways network more while engaged in group physical activity. These groups can target specific populations such as older adults or families.

Timeframe: Near-term

4.2.3 Launch Bike & Dine Events

Bike & Dine events invite cyclists to enjoy a progressive dinner by bike at restaurants throughout Schaumburg. A select bicycle tour of these establishments for groups of 30 or less can garner media attention for local businesses and raise the profile of cycling as a way to encourage and enjoy local patronage. The route can also highlight new or potential improvements to the bike route network.

Timeframe: Near-term

4.2.4 Host Open Streets Events

Open Streets occur when local streets are closed to vehicles and open for walking, bicycling and informal play. Schaumburg could combine an Open Streets event with Septemberfest and close down a street or intersection. This event creates a safe public space where communities can connect, families and friends can play and everyone can experience Schaumburg in a new and exciting way. Unique activities and special offers from area restaurants, retail destinations and cultural institutions can be offered.

Timeframe: Mid-term

4.2.5 Update Schaumburg Bikeways Network Map

The distribution of an updated map will educate residents about the Bikeways and encourage the patronage of the key places identified in the plan. Schaumburg could choose to work with the Bikeways Advisory Committee and the Schaumburg Bicycle Club on the redesign of the map adding new features. Large employers and local businesses could be approached for sponsorship of the map. This map could be included in new resident welcome packages.

Timeframe: Near-term

4.2 Encouragement (Continued)

4.2.6 Sponsor Media Outreach Campaign

Members of the Bikeways Advisory Committee and the Schaumburg Bikeways Plan Steering Committee could be interviewed on the local cable TV channel providing an overview of Schaumburg’s biking opportunities and how the Bikeways provides a safe biking experience and encourages the use of biking as an important means of transportation. Members could also submit articles to local newspapers on the health impact of cycling and bike safety issues and biking and walking events in the village. A community media campaign could be designed to educate residents about the accrued benefits of walking and biking for a healthy individual lifestyle and for the environment overall.

Timeframe: Mid-term

4.2.7 Secure Continued National Recognition for Schaumburg Bikeways Plan

A history of previous bikeway planning, dating back to 1979 has led to Schaumburg’s national recognition as a forward-moving Bicycle Friendly Community by the League of American Bicyclists. Schaumburg established its vision for a cycling-friendly community with the “Cornerstones” in the 1999 version of Schaumburg Bikeways Plan. The new strategies in this plan will help achieve those goals and help Schaumburg compete for higher-level recognition as a Bicycle Friendly Community.

Timeframe: Near-term



Schaumburg Town Square District could host an Open Streets event

4.3 Enforcement

Successful implementation of this plan will result in an increase in residents biking. This change in transportation patterns can also create new law enforcement challenges. It is important for motorists, bicyclists, and pedestrians to understand the rules of the road. However, many members of the community are unaware of the rights and responsibilities of non-motorized users. A variety of educational opportunities are necessary to promote safer interactions by all road users.

4.3.1 Offer Training for Police

Police in Illinois are required to participate in annual professional development opportunities. Schaumburg's Police Department can require that all officers engaged in traffic safety enforcement receive introductory training on bicycle and pedestrian safety, followed by semi-annual refresher sessions. Information can be provided in live sessions, online or by video. Officers can receive practical training focused on:

- Rules of the road
- Illegal motorist behaviors that endanger bicyclists
- Most dangerous types of bicycling behaviors
- Most common causes of bicycle-related crashes
- Best ways to prevent bicycle theft
- Best practices for policing by bicycle
- Transportation, health and environmental benefits of bicycling

Timeframe: Near-term

4.3.2 Sponsor Targeted Enforcement Efforts

No police department can aggressively enforce all laws in all locations at all times. Schaumburg can use existing crash data to identify the most dangerous locations and target enforcement at those sites. Stings focused on reckless behavior by motorists have proven particularly successful in other communities.

Police enforcement is not always about catching violators. The police can sponsor a "caught good" campaign. Cyclists, especially children and teens, who are following the rules of the road and wearing a helmet, should be rewarded. Even a small reward will significantly increase good behavior and encourage more people to engage in safe cycling.

Police could issue "tickets"—in this case, the fine could be free rewards to resident cyclists "caught" following the rules of the road. "Tickets" can be issued for any number of good biking behaviors including wearing a helmet, stopping at stop signs and red lights, and crossing the street at a permitted location. This program would be most effective if conducted after a bike education event. It will reinforce lessons learned by rewarding children for putting their new skills into practice.

Timeframe: Mid-term

4.4 Higher Education Campuses

Schaumburg is a center for higher education in the northwest suburbs of Chicago. Higher education institutions are ideal settings for promoting active transportation due to their campus settings, large workforces, and ripe opportunities for education and encouragement. The Bikeways Steering Committee held a focus group at Roosevelt University to gain insight and understanding of the transportation needs of the colleges in Schaumburg.

The infrastructure needs of the campuses are addressed in the Greater Woodfield district recommendations in Section 2.2.2. In addition, there are several education, encouragement and enforcement strategies that could benefit the campuses.

4.4.1 Launch Higher Education Bike Encouragement Campaign

The higher education institutions in the Greater Woodfield district can support active transportation by launching encouragement campaigns targeted to the needs of their employees and students. These can include:

- Producing and distributing a Greater Woodfield district Bike, Walk and Run Map. Students could be involved with the design and fundraising to produce a specific active transportation map for their students.
- Launch a bike sharing program to allow for easy, quick trips to nearby destinations.
- Encourage students and staff to participate in an annual Bike to Work Week.

Timeframe: Near-term

4.4.2 Sponsor College Level Cycling Education Program

Several of the campuses in Schaumburg are promoting livability. Bicycling is of course a means to achieve the goals of the sustainability movement. Higher education facilities offer opportunities to educate people about the goals of livability. The campuses in Schaumburg can:

- Develop educational materials about active transportation to be included in orientation packets.
- Offer Bike Safety education course and campus-wide lectures with the assistance of Schaumburg's Bikeway Advisory Committee and Active Transportation Alliance.
- Provide educational opportunities to conduct research necessary for the evaluation and implementation of this plan.

Timeframe: Mid-term



Roosevelt University has a cycling-friendly campus in Schaumburg

Implementation

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5

5.1 Evaluation and Oversight

A plan as comprehensive as this one requires vigorous oversight to ensure its effective implementation. The strong support for bicycling by the Village of Schaumburg and the Bikeways Advisory Committee provide a basis for continued support for the implementation of this plan.

5.1.1 Continue Support for the Bikeways Advisory Committee

Schaumburg's Bikeways Advisory Committee (BAC) served as the foundation of the newly formed Bikeways Steering Committee for the development of this plan. The BAC will continue their monitoring and oversight function of an updated Schaumburg Bikeways Plan. One of the major responsibilities will be to work with Village staff to prioritize and facilitate the chosen education and encouragement recommendations.

Evaluating the annual progress of Schaumburg's Bikeways Plan is the foundation of the implementation strategy. A more detailed annual work plan is needed to guide those who will implement the Bikeways Plan. This annual work plan could be developed by village staff with the advice of the BAC.

This work plan would measure the success in implementing the recommendations set out in the plan, identify changes in directions and priorities for the upcoming year, and confirm budget needs. The implementation program for each year, including the specific routes and programs proposed to be implemented, would be presented for consideration during the preparation and review of the annual departmental budgets.

5.1.2 Provide a Staff Liaison to Bicycling Community

Users of the Bikeways network benefit from having access to village staff. The village administration can demonstrate their continued support for bicycling by continuing to assign staff as liaisons to the BAC, and serve as a point of contact for residents and visitors. The staff could also be charged with seeking funding for implementation of the plan and creating partnerships with neighboring governments in the region.

5.1.3 Use Evaluation Tools to Measure Implementation of the Bikeways Plan

Data analysis is imperative to measuring the impact of the active transportation plan. The findings of a good analysis can help to guide safety initiatives and the prioritization of future infrastructure projects, while supporting program funding efforts. The BAC and village staff could be charged with collecting baseline data and conducting an annual analysis to identify trends in the number of network users, and trends in the numbers, types and locations of motor vehicle crashes involving pedestrians and bicyclists.

Many free and low-cost datasets are available to assist with evaluation including Bicycle Friendly Community data from League of American Bicyclists, traffic crash reports from the Illinois Department of Transportation, and the data compiled by the consultants for this plan. The National Center for Safe Routes to School offers a free student traffic count tool and free data analysis.

5.2 Implementation

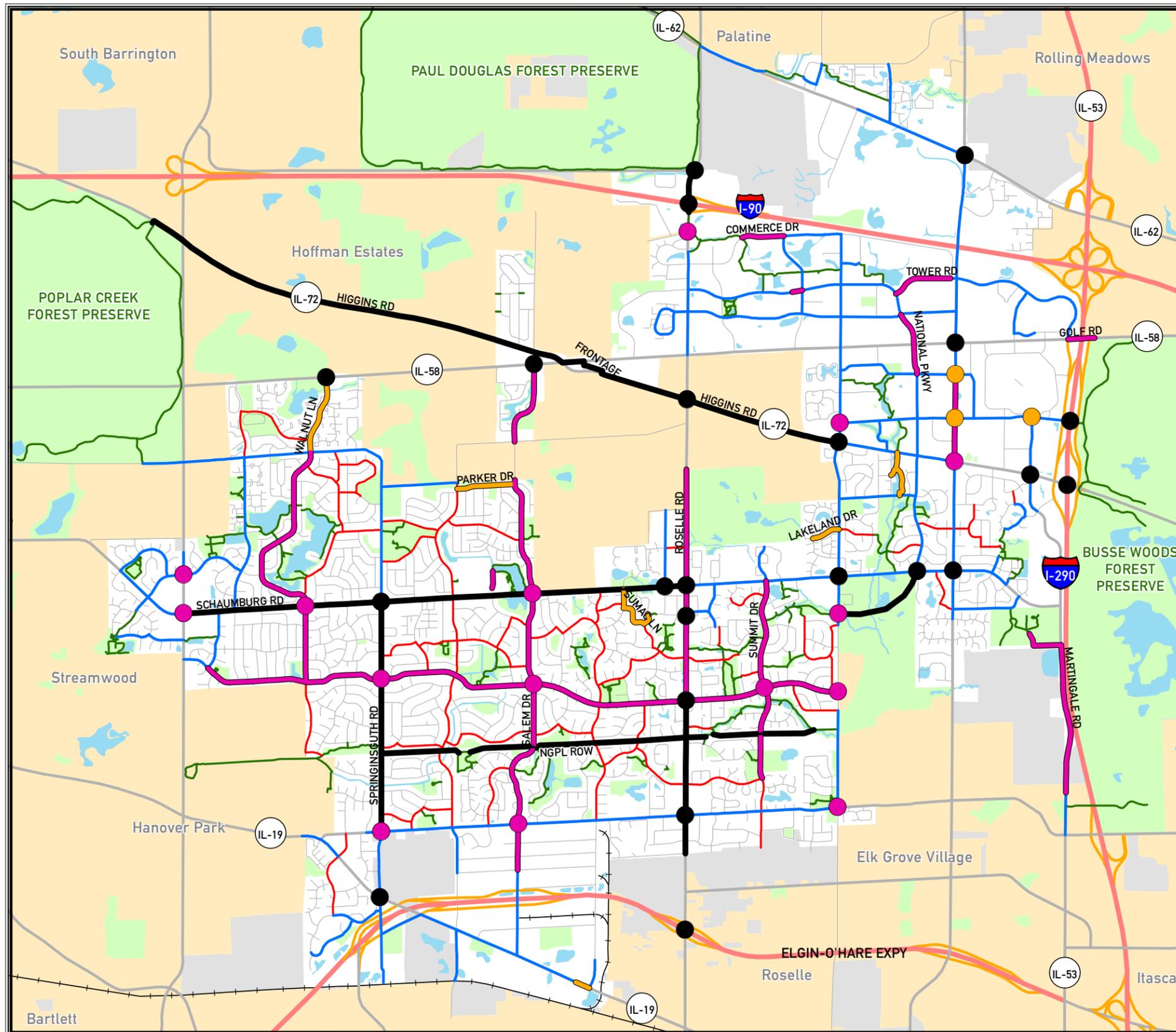
Full implementation of the recommendations of this update will take years to accomplish. It will require internal and external direction and cooperation with other jurisdictions and private entities.

5.2.1 Adopt an Implementation Plan

Throughout this update to the Bikeways Plan, the consultants have provided recommendations for implementation of the various recommendations. This updated plan advocates for a comprehensive set of network, policy, program, enforcement, and evaluation improvements staggered over several years. The use of the Bikeways network will increase more if the plan's recommendations for education, encouragement, and enforcement are implemented in a timely manner in conjunction with the improvements to the network. On the following pages are maps showing recommended implementation priorities for the network and a timeline for policy and programming implementation.

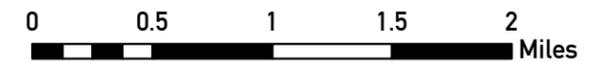
5.2.2 Establish a Commitment to Funding

Implementation of suggested updates will will require a commitment to funding over an extended period of years. It will be important for Schaumburg to continue to anticipate and plan for projects in advance of grant funding cycles, and to have committed matching funds through its annual budget process. The Village could include recommended bicycle accommodations in the design and budgeting for any scheduled street maintenance and rehabilitation projects.



Implementation

- | | |
|------------------------|-----------------|
| Implementation | Roads |
| Intersections | — Highway |
| ● Near-term | — Ramp/Frontage |
| ● Mid-term | — Arterial |
| ● Long-term | — Local Street |
| Proposed Routes | — Railroad |
| — Near-term | — Park |
| — Mid-term | — Water |
| — Long-term | |
| Existing Routes | |
| — Bike Lane | |
| — Shared Use Path | |
| — Trail | |



Prepared By: Active Transportation Alliance 1/26/2012
 Data Source: Active Transportation Alliance, CMAP, Navteq, & The Village of Schaumburg

5.2 Implementation (Continued)

5.2.4 Ordinances, Procedures, and Programming Implementation Table

Section	Ordinance and Procedure Enhancements	Near Term	Mid Term	Long Term
3.1.1	Continue Support for Existing Policies	X	X	X
3.1.2	Update Street Design Guidelines	X		
3.1.3	Update Bicycle Parking Ordinance	X		
3.1.4	Update Off Street Bicycle Facilities Ordinance	X		
3.2.1	Maintain Bicycle Facilities	X		
3.2.2	Allow Cyclists Access to All Bikeways	X		
3.2.3	Reduce Speed Limits to Promote Safety			X
3.2.4	Establish a Traffic Calming Goal		X	
Section	Program Recommendations: Education	Near Term	Mid Term	Long Term
4.1.1	Continue Public Engagement		X	
4.1.2	Establish a Bicycle Ambassador Program	X		
4.1.3	Offer Bike Mechanic and Traffic Safety Skills Classes	X		
4.1.4	Sponsor Youth Education Program		X	
4.1.5	Offer Teen Education Opportunities	X		
Section	Program Recommendations: Encouragement	Near Term	Mid Term	Long Term
4.2.1	Increase Promotion of Community Bike Rides	X		
4.2.2	Establish Biking Groups	X		
4.2.3	Launch Bike & Dine Events	X		
4.2.4	Host Open Streets Events		X	
4.2.5	Update Schaumburg Bikeways Network Map	X		
4.2.6	Sponsor Media Outreach Campaign		X	
4.2.7	Secure Continued National Recognition for Schaumburg Bikeways Plan	X		
Section	Program Recommendations: Enforcement	Near Term	Mid Term	Long Term
4.3.1	Train Police on Bike and Pedestrian Safety and Enforcement Techniques		X	
4.3.2	Conduct Targeted Enforcement Campaigns	X		
Section	Program Recommendations: Education Campuses	Near Term	Mid Term	Long Term
4.4.1	Enforce Sidewalk Clearing Ordinance	X		
4.4.2	Reward Youth for Obeying Pedestrian and Bicycle Laws		X	

5.3 The Planning Team

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

5.3.1 Bikeways Steering Committee

Richard Bascomb, Village of Schaumburg

Scott Kasper, Village of Schaumburg

Marisa Warneke, Village of Schaumburg

Bob Pautsch, Bikeways Advisory Committee (BAC)

Freda Brown, BAC and the Schaumburg Bicycle Club

Neil Carlberg, BAC

Burke MacDonald, BAC

David Utley, BAC and Plan Commission

Carol Hall, BAC and Zoning Board

David Burisek, Campanelli YMCA

Mike Bryson, Roosevelt University

Kenton Franklin, Roosevelt University

Cliff Johnson, Woodfield

Charlotte Kegarise, School District #54

Kathy Kolar, CBRE

Jeanette Magdaleno, Friendship Village

Barb Mueller, Friendship Village resident

David Adams, Manulife Financial

Bob Schmidt, Schaumburg Park District

Marc Strich, Taubman Centers

5.3.2 About the Consultants

The mission of Active Transportation Alliance is to make cycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship, and resource conservation.

We are both Chicagoland's voice for better biking, walking, and transit and a premier consultancy. Our staff includes planning, policy, and education experts who developed many of the best practice programs and policies included in this plan. By partnering with us on this project, you not only get the best plan possible, you also support our mission to improve active transportation throughout the Chicagoland region.

Shafaq Choudry

Barb Cornew

Patrick Knapp

Paul Lippens

Daniel Persky

5.3.3 Project Funding Credit

This plan was made possible through funding from the Department of Health and Human Services: Communities Putting Prevention to Work (CPPW) grant. CPPW is a joint project between the Cook County Department of Public Health and the Public Health Institute of Metropolitan Chicago.

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SCHAUMBURG BIKEWAYS PLAN

PUBLIC ENGAGEMENT REPORT



The Village of Schaumburg partnered with Active Transportation Alliance (Active Trans) to update Schaumburg's Bikeways Plan- a vision for biking and walking in Schaumburg. The following report summarizes public engagement in the planning process.

Schaumburg's public engagement opportunities facilitated understanding of the community's desire to update their bikeways thereby creating more sustainable decisions, and identifying critical decisions early.

Physical designs of bikeway planning as well as programs on education, encouragement and enforcement in the community are the primary focuses of this plan. The following summarizes the public engagement activities that inform the update to Schaumburg's Bikeways Plan.

Stakeholder Steering Committee

Planning with the public in mind.

1. What we did.

In order to sustain a successful plan in the community, Active Trans worked with the Village of Schaumburg to gather public input from key stakeholders in order to better assess the current needs of the community. By utilizing Schaumburg's Bikeways Plan as leverage, Active Trans built upon an existing network during the public engagement process. The update to Schaumburg's Bikeways Plan included the following phases:

Form a Steering Committee: Active Trans worked with Richard Bascomb, The Village of Schaumburg's Senior Transportation Planner, to identify keys stakeholders representing public, private and community interests in Schaumburg to form a strong committee. Local media outlets and harder to reach audiences were also identified in order to conduct a widespread effort in public outreach.

Gather local knowledge: Schaumburg's Bikeways Steering Committee played an active role in providing local knowledge on current bicycle issues and presented possible solutions to enhance the existing network.

Inform the public: Active Trans, the Village of Schaumburg and steering committee members publicized the update to Schaumburg's Bikeways Plan through social media, local media outlets, municipality and community center websites, and mass distribution of hard copy fliers at key places in Schaumburg. Residents and interested parties were encouraged to provide feedback by participating and sharing an online survey on biking issues in Schaumburg or attending the community's Open House Event.

2. What we have gathered.

Steering Committee: Once formed, members of the Steering Committee shared their goals and visions for biking in Schaumburg; prioritized facilities and amenities for the updated bikeways plan; chose programs of interest to increase education, encouragement and enforcement; and identified key destinations in the community. A mapping session was held with the steering committee, Schaumburg's Bicycle Club and Schaumburg's Bikeways Committee on July 13th 2011, to delve into the existing bikeways network and programming. Key destinations in Schaumburg, hazardous intersections and roadways, desired bicycle routes to destinations and areas that require infrastructural improvements were identified. *Results from the mapping exercise can be found in (PE-1) Steering Committee Report.*

6.1 Appendix A: Public Engagement Report (Continued)

Local knowledge: With guidance from the Steering Committee, Active Trans gathered background information and field work in the community prior to the Open House event. In addition, Active Trans staff rode Schaumburg's bicycle network with Freda Brown and Bob Pautsch from the Schaumburg Advisory Committee to better assess current conditions.

Please refer to following documents:

(PE-1) Steering Committee Report

3. **How public outreach impacts the plan.**

Schaumburg's Steering Committee Report summarizes the goals and priorities for the updated bikeways plan determined by Steering Committee members. Goals were ranked from high to low priority: (1) Active Transportation Infrastructure, (2) Health and Safety, (3) Green Connections, (4) Institutional Connections, (5) Economic Development, and (6) People Connections. In addition, a strong and locally relevant vision was derived from Steering Committee's vision statements, forming the community's "Vision for Schaumburg." Lastly, key destinations and desired bicycle routes in the community were identified, creating the "Place Connections" section of the plan. *Please refer to (PE-1) Steering Committee Report for further reading on the vision statement, goals and priorities identified.*

Active Trans utilized effective strategies for public engagement by reaching out to leaders in the community, organizations and institutions that are working to push Schaumburg's vision for biking forward. Maintaining public involvement and interest in the bikeways network is a key component to increasing ridership and eventually leads to a plan that has strong public support.

A collaborative effort between various stakeholders representing the needs of public and private sectors in the community formed Schaumburg's Steering Committee:

Village of Schaumburg, Bikeways Advisory Committee, Schaumburg Bicycle Club, Schaumburg Park District, Friendship Village, Zoning and Bikeways Advisory Committee, Roosevelt University, Woodfield, Taubman, Manulife Financial, CBRE, Campanelli YMCA, School District # 54, Schaumburg Business and Hoffman Estates Village Trustee.

Community Open House Event

Connecting people to places.

1. **What we did.**

On Monday, July 25th, 2011, residents and interested parties gathered at Schaumburg Prairie Center for the Arts to share their experience and local expertise on biking in the community as well as propose solutions for enhancements.

Richard Bascomb, the Village of Schaumburg's Transportation Planner, kicked off the event by sharing the exciting efforts the village is taking to update Schaumburg's Bikeways Plan. Shafaq Choudry, Active Trans' Community Planner, elaborated on project funding under the Communities Putting Prevention to Work grant that was awarded by the Centers for Disease Control for prevention in obesity. She made the connection between public health and transportation issues by raising awareness on the benefits that come from active transportation and how it increases opportunities for active lifestyles in the community. Dan Persky, Active Trans' Director of Education and Policy, presented an interactive educational piece on "place-based planning" along with major components that can enhance Schaumburg's existing bikeways network. Barb Cornew, Active Trans Suburban Coordinator, kept participants engaged with a polling exercise throughout the presentation; which showed immediate visual results on where the community stands on biking issues today. *Please refer to (PE-2) Open House Polling Results.*

6.1 Appendix A: Public Engagement Report (Continued)

After providing context to the importance and components of active transportation, participants broke into groups for the event’s highlight- the mapping exercise. The exercise began with the public identifying “places” or key destinations in Schaumburg which provides the basis for the plan. With the existing bikeways network included on the map, groups went a step further by examining which crossings, intersections and streets are currently hazardous; and act as barriers to reaching the destinations with comfort and convenience. Finally, existing and desired bicycle routes were marked and set the framework for updating the plan. *Please refer to (PE-3) Open House Map Results.*

2. What we have gathered.

Public input gathered from Schaumburg’s Open House Event directly influences the plan by incorporating the following data collected: Mapping Exercise, Polling Results, Wish Lists and the Education, Encouragement and Enforcement (3Es) Poster Boards which formed the preliminary network as well as recommendations for policy and programming.

PE-2) Open House Maps

- a. Destinations Tally Map*
- b. Barriers/Hazards Map*
- c. Bicycle Route Tally Network Map*
- d. Pedestrian Route Tally Map*

PE-3) Open House Audiences Polling Results

PE-4) Schaumburg’s Wish List

PE-5) 3Es Boards

PE-6) Open House Promotional Materials

PE-7) Schaumburg’s Bikeways – Staying Involved

3. How the *Open House Event* impacts the plan.

Maps:

Key destinations identified by the public and the steering committee became “Place Connections” of the plan which the bicycle network is centered around. Hazardous crossings, intersections and streets enhancements guide infrastructural recommendations in the plan. A client working session is held to review a draft version of the plan and divided recommendations between near-term, mid-term, or long-term goals. A tally of desired bicycle routes marked by each group is incorporated into a single preliminary network map.

1. *Schaumburg’s Destinations Map* shows that the following areas are considered to be key places to walk and bike for the community:

Destination Corridors

Schaumburg Rd
Springinsguth Rd
Golf Rd
Higgins Rd
Irving Park Rd

Plum Grove Rd
Roselle Rd
ComEd Corridor
Weathersfield Way

Destination Places

Regional Bike/ Ped Connections

The Poplar Creek Bike Trail
Busse Woods Bicycle Trail
Elgin O’hare Expressway Area

Transit

Schaumburg Metra Station
Northwest Transportation Center

6.1 Appendix A: Public Engagement Report (Continued)

Parks and Open Spaces

Busse Woods- Olympic Park
Poplar Creek
Volkening Lake
Gray Farm Park
Atcher Park
Lancer Creek Park
Community Recreation Center
Water Works Indoor
Spring Valley Nature Sanctuary
Prairie Center for the Arts
Campanelli Park

Commercial

Town Square
Woodfield Mall

Streets of Woodfield
Barrington Road
Springinguth Rd and Wise Rd
Commercial Center

Municipal Offices

Civic Center

Schools/Institutions

Harper College
Roosevelt University
Campanelli Elementary School
Conant High School
Schaumburg High School

Medical

St. Alexius Medical Center

2. *Schaumburg's Hazards Map* demonstrates areas that ranked the highest as barriers to destinations in the community:

Hazardous North/ South Corridors

Barrington Rd
Roselle Rd
Plum Grove Rd
Rohwing Rd
Meacham Rd

Hazardous East/ West Corridors

Central Rd
Schaumburg Rd
Hassell Rd
Woodfield Rd
Wise Rd

Hazardous Intersections

Rohwing Rd and Biesterfield Rd
Schaumburg Rd and Meacham Rd
Schaumburg Rd and Plum Grove Rd
Schaumburg Rd and Salem Rd
Schaumburg Rd and Barrington Rd
Plum Grove Rd and Wise Rd
Roselle Rd at I-90 Expressway

Roselle Rd and Higgins Rd
Roselle Rd and Elgin O'hare Expressway
Gold Rd, Salem Rd and Higgins Rd
Schaumburg Metra Station
Barrington Rd and Bode Rd
Barrington Rd and I-90 Expressway

3. *Schaumburg's Bicycle Route Map* shows the following streets in the city as the most desired areas to bike:

North/ South Corridors

Rohwing Rd
Meacham Rd
Plum Grove Rd
Roselle Rd
Jones Rd
Salem Rd
Barrington Rd

East/ West Corridors

Hill Crest Blvd
Hasselle Rd
Moon Lake Blvd
Higgins Rd
Schaumburg Rd
Walnut Ave
ComEd Corridor

6.1 Appendix A: Public Engagement Report (Continued)

Polling Questions:

Participants at the open house were asked a series of questions regarding bicycle and pedestrian issues. Polling results indicate the level of bike-ability, walkability, and accessibility to transit by bike or foot, which helps determine where enhancements to the bikeways network need to be made. A set of questions also asked to prioritize bicycle and pedestrian amenities and facilities; demonstrating immediate needs in the community. *Please refer to (PE-3) Open House Audience Polling Results.*

The following facilities and amenities were chosen as the highest priority for improving the biking, walking and access transit conditions in Schaumburg:

- *Biking enhancements:* “Off-street Bike Lanes” gained nearly half the vote at 40% closely followed by “On-street Bike Lanes” at 32%.
- *Walking enhancements:* “Crossings and Intersections” ranked the highest at 46% followed by “Raising Driver Awareness” at 23%.
- *Transit conditions:* Participants were divided on the connectivity to the Metra Station by biking or walking. 42% voted that it’s “Moderately Connected”; 38% voted “Poorly Connected”; 21% voted “Well Connected.”
- *Place-based Planning:* More than half of the participants voted that they would consider biking or walking to their daily destinations.

Wish Lists:

Each participant recorded streets or intersections that are currently require attention and are difficult to bike or walk on. Along with marking the hazards and concerns, they are also asked to think of possible solutions, for example, install a separated bike lane. Similar to the mapping exercise, locations identified as barriers to destinations in the community are considered in the plan. Locations that were repeatedly listed were the following:

Biking Hazards/Concerns: Roselle Rd and I-90, Plum Grove Rd, Meacham Rd, and Schaumburg Rd. Concerns involved high speeds, traffic, no bike path or sidewalks and lack of signals. The good news is that the majority of the audience chose Schaumburg to be “Moderately Walkable” gaining 63% of the vote. However, the update of the bikeways plan will jump Schaumburg’s vote up to 100% as a “Very Bikeable” community.

Walking Hazards/Concerns: Roselle Rd, Schaumburg Rd, Meacham Rd, Higgins Rd, Barrington Rd, Woodfield Rd. Concerns involved lack of crosswalks, signals, insufficient time for peds to cross large intersections, high speeds, and a walking path to major commercial areas. Overall, the walking environment needs to be enhanced for pedestrians trying to reach their destinations comfortably. According to audience polling at the event, 7% voted Schaumburg as “Not Walkable,” 41% said “Moderately Walkable,” and 52% said “Very Walkable.”

Transit Hazards/Concerns: Lack of connectivity to Roselle and Schaumburg Metra Stations. Both these locations were marked as “destinations” in the mapping activity, making it a priority in the plan. Possible solutions written by the public includes cooperating between county and Roselle to improve access to their station as well as completing bike paths to the Schaumburg Metra Station.

The Wish List also asks participants to continue to stay involved through the implementation of their community’s plan. This enables the public to take an active role in the process and the plan gains strong backing and support.

6.1 Appendix A: Public Engagement Report (Continued)

Please refer to *PE-4) Schaumburg's Wish List* for a complete list of hazards and solutions and *PE-7) Schaumburg's Bikeways – Staying Involved*.

Education, Encouragement and Enforcement Boards:

Young and elderly alike enjoy this visually appealing board displaying a wide array of options for programming in education, encouragement and enforcement. The public has the option of choosing which program they are interested in bringing to their own community by placing a sticker on images. Their selections are then reflected in the “Education, Encouragement, and Enforcement” section of the plan.

The 3Es Poster Board demonstrates high interest in the following programs: Community Education, Community Feature Events and Must Stop for Pedestrians at Crosswalks.

Additional Outreach and Focus Groups

Engaging diverse populations adds depth to the plan.

1. What we did.

The update to Schaumburg’s Bikeways Plan is to create a network that serves *all users* of the road and provide alternate options for transportation to the community. In an effort to gather extensive public input, additional outreach is conducted to add depth to the plan.

Schaumburg’s Bikeways online survey received 130 responses as well as hard copy surveys that were distributed around the community. Active Trans reached a diverse population during the planning process including community centers and institutions like Friendship Village, Campanelli YMCA, Schaumburg Township District Library, Roosevelt University and Harper College.

Active Trans produced an online survey for those who were unable to attend the Open House and also raise awareness on updating Schaumburg’s Bikeways Plan. The following media avenues were used to distribute the online survey and promote the Open House event: the Active Trans blog, Facebook pages and local media outlets including the Trib Local, Schaumburg’s E-news Letter and Schaumburg’s Sustainable Future blog.

2. What we have gathered.

Schaumburg’s Online Survey Results:

Due to successful media outreach and coverage of the update to Schaumburg’s Bikeways Plan, over 130 online surveys were compiled. Highlights of the survey are listed below.

Bicycle Issues

Priority for improving biking conditions in Schaumburg:

- 1) Off-street trails and paths (55%)
- 2) On-street bike facilities and Raising Driver Awareness (tied- 18%)

Pedestrian Issues

Priority for improving walking environment in Schaumburg:

- 1) Sidewalks (34%)

6.1 Appendix A: Public Engagement Report (Continued)

- 2) Crossings and Intersections (26%)

Transit issues

Connectivity by biking or walking to Metra Station:

- 1) Moderately Connected (60%)
- 2) Well and Poorly Connected (tied- 20%)

Consider biking to work at some point in commute:

- 1) Yes (45%)
- 2) Maybe (27%)

Respondents were also asked to write where they usually walk or bike to, what streets they use, and what intersections they consider to be hazardous for pedestrians and cyclists. This information helps us further identify key destinations and streets that require attention. Please see *PE-8) Online Survey Results and Comments* for further detail.

Schaumburg's Survey Groups:

Campanelli YMCA
Schaumburg Township District Library
Harper College

Schaumburg's Focus Groups:

1. *Schaumburg Bikeways Plan Steering Committee*

**Please refer to PE-1) Steering Committee Report*

2. *Roosevelt University*

**Please refer to PE-8) Online Survey Results and Comments, PE-9) Survey Groups , PE-10) Roosevelt University*

3. How additional outreach impacts the plan.

Additional public outreach in Schaumburg served as a means to raise awareness on updating the plan and connecting with the larger community. Additional outreach was undertaken before and after the Open House Event to ensure that a diverse range of residents or interested parties had an equal opportunity to voice their opinion on the plan. More importantly, streets, crossings and intersections that might have been missed at the Open House and online survey were identified and included into the plan.

The following documents are included in the PDF format of the *Public Engagement Report*:

PE-1) Steering Committee Report

PE-2) Open House Audiences Polling Results

PE-3) Open House Maps

- a. Destinations Tally Map*
- b. Barriers/Hazards Map*
- c. Bicycle Route Tally Network Map*

PE-4) Schaumburg's Wish List

PE-5) 3Es Boards

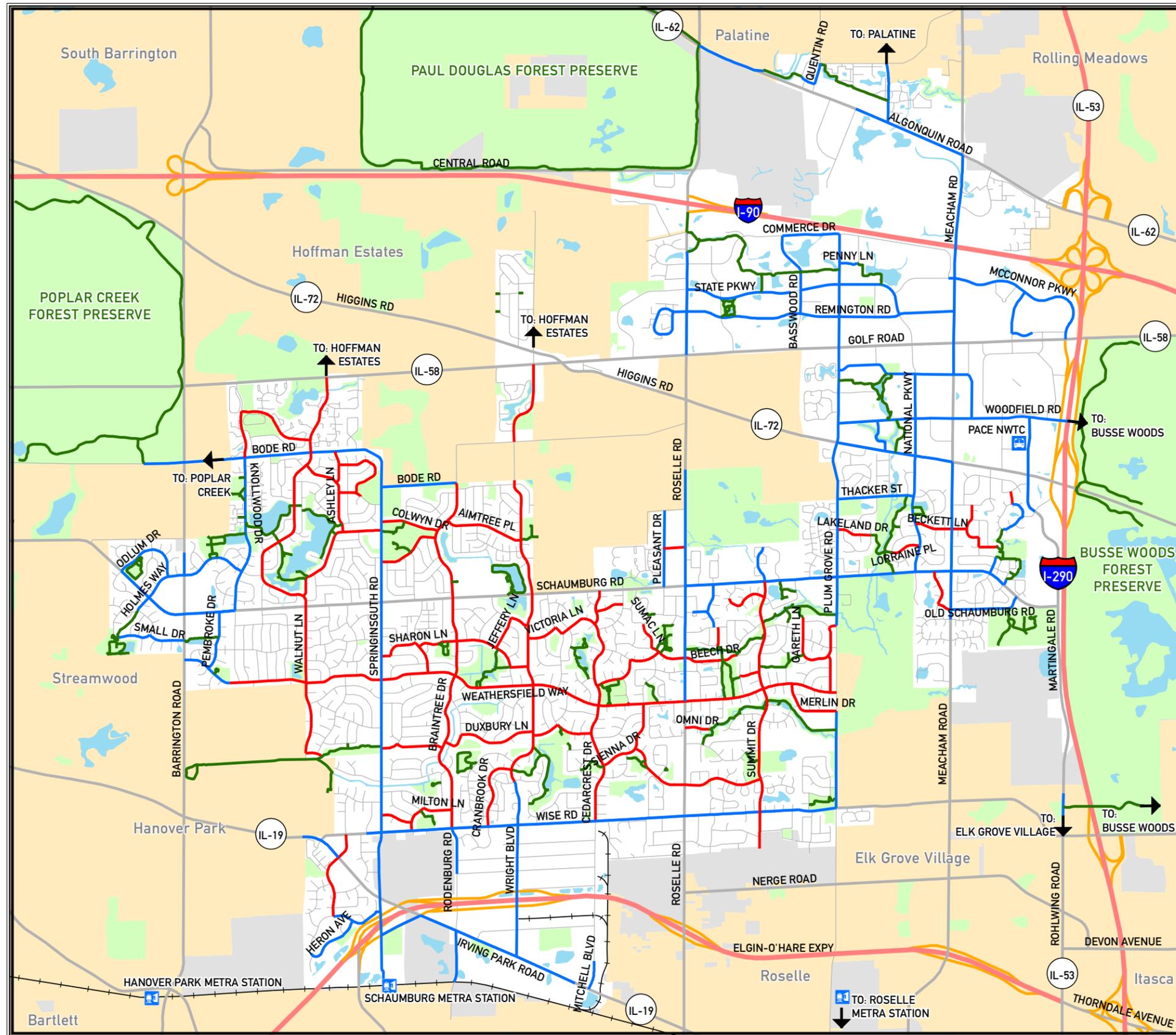
PE-6) Open House Promotional Materials

PE-7) Schaumburg's Bikeways – Staying Involved

PE-8) Online Survey Results and Comments

PE-9) Survey Groups

PE-10) Roosevelt University



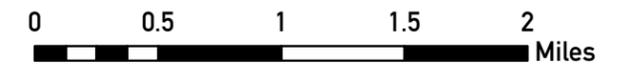
Existing Bikeways

Existing Bikeways

- Bike Lane
- Shared Use Path
- Trail

Roads

- Highway
- Ramp/Frontage
- Arterial
- Local Street
- Railroad
- + PACE Facility
- + Metra Station
- Park
- Water



Prepared By: Active Transportation Alliance 1/26/2012
 Data Source: Active Transportation Alliance, CMAP, Navteq, & The Village of Schaumburg

6.3 Appendix C: Bicycle Facilities Technical Resources

Most roadway projects in Schaumburg will be subject to the standards set by the Illinois Department of Transportation due to the ownership of the roadway or the funding source for the project. However, the Village of Schaumburg has a role in the project as well. The Village can benefit from using these nationally-recognized manuals for design guidance.

Guide for the Development of Bicycle Facilities, 3rd Edition
American Association of State Highway and Transportation Officials (AASHTO), 1999
<http://www.transportation.org>

Urban Bikeway Design Guide
National Association of City Transportation Officials, 2011
<http://nacto.org/cities-for-cycling/design-guide/>

Bike Lane Design Guide
City of Chicago and Pedestrian and Bicycle Information Center, 2002
http://www.chicagobikes.org/pdf/bike_lane_design_guide.pdf

Bicycle Parking Design Guidelines
Association of Pedestrian and Bicycling Professionals, 2010
<http://www.apbp.org/?page=Publications>

Manual on Uniform Traffic Control Devices
Federal Highway Administration, 2009
<http://mutcd.fhwa.dot.gov/>

Bureau of Design & Environment Manual
Illinois Department of Transportation, 2011
<http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf>

Other Resources

National Complete Streets Coalition
<http://www.completestreets.org>

Pedestrian and Bicycle Information Center
<http://www.pedbikeinfo.org>

ACTIVE TRANSPORTATION ALLIANCE

SCHAUMBURG BIKE PARKING REPORT



PURPOSE

The Village of Schaumburg, located in northern Cook County is an award winning Bicycle Friendly Community. The Village has more than 80 miles of signed bike routes and some racks. In Spring 2011, the Village was awarded a grant to continue supporting its strong bicycle culture with additional bike racks. This report is a summary of existing conditions and strategies for improving bike parking.

Village of Schaumburg Bike Parking Report was made possible through funding from the Department of Health and Human Services: Communities Putting Prevention to Work (CPPW) grant. CPPW is a joint project between the Cook County Department of Public Health and the Public Health Institute of Metropolitan Chicago.

ISSUE

In order to facilitate the use of bicycling for transportation, the Village of Schaumburg will be installing additional bike racks to provide a safe, convenient place to park and lock bicycles. Consultants from Active Transportation Alliance visited schools, parks, community centers, and shopping destinations in Schaumburg to identify locations for additional bike parking and locations where bike parking is insufficient.

This report discusses selecting guidelines for:

- Ideal placement of bike racks
- Bike rack style selection

Marissa Dolin and Steven Vance explored Spring Valley Nature Center, Prairie Center for the Arts, Village Hall, Town Square Shopping Center, Schaumburg Township District Library, Volkening Park, Schaumburg High School, Hoover School, Hoover Park, Gary Farm Park, Blackwell Elementary, the fields at 2354 Holmes Way, and shopping centers at Schaumburg Road and Barrington Road on September 16, 2011.

EXISTING CONDITIONS

The Village has several opportunities to improve bike parking by installing new and additional bike racks as well as using higher-quality bike racks. The consultants encountered bike parking in several locations throughout the Village. The wave and grill, style racks (photo) were found. These types of racks are often difficult to secure using U locks, the most secure type of lock, and are potentially damaging to bicycles. Several parks, community centers and shopping areas were found to lack bicycle parking.



Grill Rack

The following locations were visited and determined to have sufficient bike parking: Village Hall, Town Square Shopping Center. The attached table illustrates all other locations visited and recommended sites.

6.5 Appendix D: Bike Parking Report (Continued)

IDEAL PLACEMENT OF BIKE RACKS

All bike racks should be placed within 50' of the destination they are meant to serve. For businesses, community centers, and schools this distance is measured from the main entrance or a frequently used side door. For parks, this distance is measured from a playground or playfield. Racks should be visible from the entrance, but not block egress.

Typical bicycle dimensions are 72" (6 feet) long and 24" (2 feet) wide.

Surface

Bike racks with baseplates that must be mounted on the surface can only be installed on concrete.

Asphalt becomes soft and malleable in the summer. Bike racks on rails can be anchored to concrete, asphalt, or pavers.

Right of Way

Bike racks should only be installed on property for which the Village has permission, and can be maintained by the Village. When surveying a location for required clearance, though, space outside the public right-of-way can be considered, especially if managed by another public agency such as schools and park districts. Examples of such locations include the plaza near the Prairie center for the arts or the patio/walkway near the Library. The sidewalk is usually part of the public right-of-way.

Clearance

A minimal amount of clearance around a bike rack is necessary to ensure that bikes can easily be parked without blocking sidewalks or entrances.

- 10' minimum sidewalk width. Exceptions may be made in areas with low foot traffic.
- If sidewalk is no greater than 10', site bike racks parallel to curb
- If sidewalk is greater than 10', bike racks can be sited either parallel or perpendicular to curb. Perpendicular is preferred because it allows more bike racks to be installed in the same space.
- At least 4' from general utilities, including fire hydrants and sewer covers; also from ramps, curb
- Cuts, or crosswalk flares (racks should not be placed at corners)
- At least 3' from curb, fence or wall; also from newsracks/newspaper boxes
- At least 2' from edge of tree planter basins and benches
- At least 5" from sidewalk cracks

Always install bike racks on the curb side of a sidewalk, and not against buildings. Do not install bike racks in valet or loading zones.

Spacing

Measure from the center of the rack's baseplate:

- When placing racks end-to-end, parallel to curb: minimum 60"
- When placing racks perpendicular to curb, parallel to each other: minimum 36"

Bike racks should be installed within 50 feet of the target/intended business.

Quantity

Two racks should not be installed when only one is necessary. Start by installing a conservative number of racks and gradually install additional racks over time if there is a demonstrated need. In the location list below, you will see some locations with 2 or more bike racks recommended. This represents the maximum that can fit there.

6.5 Appendix D: Bike Parking Report (Continued)

BIKE RACK STYLE SELECTION

All racks installed should meet the following basic criteria:

- Support the bicycle upright by its frame in **two** places
- Prevent the wheel of the bicycle from tipping over
- Enable the frame and one or both wheels to be secured
- Support bicycles without a diamond-shaped frame with a horizontal top tube (e.g. a mixte frame)
- Allow front-in parking: a U-lock should be able to lock the front wheel and frame of a bicycle
- Allow back-in parking: a U-lock should be able to lock the rear wheel and frame of a bicycle

Rack Type 1: U- rack

Typical U-racks that meet the rack selection criteria park two bikes.



Source: Saris Bike Dock



Source: Dero Hoop Rack



Source: Dero Swerve Rack



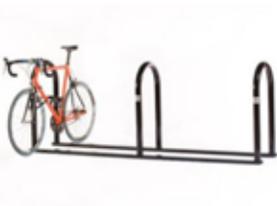
Source: Madrax 'UX' rack



Source: Madrax Orion

Rack Type 2: Rail Mounted Rack

Rail mounted are generally the same shape as U- racks but allow for higher parking capacity. Racks can be ordered with 3-6 hoops. One hoop parks 2 bikes.



Source: Saris Stadium Rack



Source: Dero Swerve Rack



Source: Dero Campus Rack



Source: Madrax Square "U-racks on Rails

Other rack selection notes:

Do not remove existing racks. Locations without bike racks should be prioritized above locations with existing racks. Bike racks that serve popular biking destinations such as schools and parks should be replaced with recommended rack types as capacity or maintenance demands.

6.5 Appendix D: Bike Parking Report (Continued)

BIKE RACK MANUFACTURER CONTACTS

Dero, 1-800-891-9298

<http://www.dero.com>

Saris, 1-800-783-7257

<http://www.saris.com>

Peak Racks 1-805-235-8812

<http://www.peakracks.com/>

Madrax 1-800-448-7931

<http://www.madrax.com/>

ABOUT THE CONSULTANTS

The mission of Active Transportation Alliance is to make bicycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship and resource conservation.

We are both Chicagoland's voice for better biking, walking, and transit and a premier consultancy.

Our staff includes planning, policy, and education experts who developed many of the best practice programs and policies included in this plan. By partnering with us on this project, you not only get the best plan possible, you also support our mission to improve active transportation throughout the Chicagoland region.

This report was possible through funding from the Department of Health and Human Services: Communities Putting Prevention to Work (CPPW) grant. CPPW is a joint project between the Cook County Department of Public Health and the Public Health Institute of Metropolitan Chicago.

6.5 Appendix D: Bike Parking Report (Continued)

Site Name and Location	Rack Type	Recommended Quantity	Other Notes	Photo
Spring Valley Nature Center, East Entrance, near parking lot	rail mounted racks	2 racks on rails, 4-6 hoops per rack Total bikes parked: 16-24	Replace the existing grill racks with high capacity rail mounted racks. Locate in the same place as the current racks.	
Spring Valley Nature Center, Nature Center building entrance	U-rack	2 U-racks Total bikes parked: 4	Install a series of U-racks perpendicular to the wooden lattice	
Prairie Center for the Arts, east entrance	U-rack	1 U-rack Total bikes parked: 2	Install a U-rack perpendicular to the entrance, in front of the trash receptacle pictured.	

6.5 Appendix D: Bike Parking Report (Continued)

Site Name and Location	Rack Type	Recommended Quantity	Other Notes	Photo
Prairie Center for the Arts, east entrance	U-rack	2 U-racks Total bikes parked: 4	Place 2 U-racks in series at the edge of the pavement (right)	
Prairie Center for the Arts, east entrance	U-rack	2 U-racks Total bikes parked: 4	Place 2 U-racks parallel or perpendicular to the sidewalk edge close to the grass. A third bike rack could also be sited here, but is not necessary unless the racks are often full.	
Prairie Center for the Arts, west entrance	U-rack	2 U-racks Total bikes parked: 4	Place one U-rack parallel or perpendicular to the two bench/tree groupings closest to the west entrance of the Arts Center, under the tree at each bench/tree grouping, on the west side of the benches.	

6.5 Appendix D: Bike Parking Report (Continued)

Site Name and Location	Rack Type	Recommended Quantity	Other Notes	Photo
Schaumburg Township District Library, east entrance	U-rack	2 U-racks, one on each side of the stairs Total bikes parked: 4	Place rack parallel or perpendicular to pillars. For symmetry, place on both sides of the stairs.	
Schaumburg Township District Library, west entrance	U-rack or rail mounted racks	4-8 U-racks or 2 rail mounted racks with 4 hoops each Total bikes parked: 8-16	Place U-racks in a series parallel (pictured) or perpendicular to the wall, under the awning. The library has a sufficient quantity of bike parking at its main entrance, but the library is currently served by a rack-type that is not recommended. Moving the racks to a covered location and choosing a different rack-type will improve bike parking at this location.	
Volkening Park	U-rack	4 U-racks Total bikes parked: 8	Place rack on outside edge of picnic shelter (24in. from edge of pavement) parallel or perpendicular to pavement. Rack should be placed close to pillar. Can place one rack on each edge except for edges connecting to walkways.	

6.5 Appendix D: Bike Parking Report (Continued)

Site Name and Location	Rack Type	Recommended Quantity	Other Notes	Photo
Schaumburg High School, east entrance	Rail Mounted Racks	2 rail mounted racks, 4-6 hoops each Total bikes parked: 16-24	Replace as capacity, funding, or maintenance demands, each existing grill style rack with a rail mounted rack. Each rack should have 4-6 hoops.	
Schaumburg High School, west entrance	Series of Rail Mounted Racks	2 rail mounted racks, 4-6 hoops each Total bikes parked: 16-24	Replace as capacity, funding, or maintenance demands, each existing grill style rack with a rail mounted rack. Each rack should have 4-6 hoops.	
Hoover School	Series of Rail Mounted Racks	3 rail mounted racks, 4-6 hoops each Total bikes parked: 24-36	Replace as capacity, funding, or maintenance demands, each existing grill style rack with a rail mounted rack. Each rack should have 4-6 hoops. Racks can be moved closer together to allow a fourth, rail-mounted rack. Four racks can fit where three racks fit now.	

6.5 Appendix D: Bike Parking Report (Continued)

Site Name and Location	Rack Type	Recommended Quantity	Other Notes	Photo
Hoover Park	U-rack	2-6 U-racks per baseball field, 4-12 racks total. Total bikes parked: 8-24	Place up to 3 U-racks in series perpendicular to the backstop fencing (photo)Racks may be placed behind first base and third base side of the backstop at each of the 2 baseball fields.	
Gary Farm Park	U-rack	1-2 U-racks Total bikes parked: 2-4	Place rack on outside edge of picnic shelter (24in. from edge of pavement) parallel or perpendicular to pavement. Rack should be placed close to pillar. Can place one rack on any edge except for edges connecting to walkways.	
Blackwell Elementary	Rail Mounted Rack	1 rail mounted rack, 4-6 hoops Total bikes parked: 8-12	Replace as capacity, funding, or maintenance demands, the existing grill style rack with a rail mounted rack. Each rack should have 4-6 hoops.	

6.5 Appendix D: Bike Parking Report (Continued)

Site Name and Location	Rack Type	Recommended Quantity	Other Notes	Photo
Fields at 2354 Holmes Way	Rail Mounted Racks	2 rail mounted racks, 4-6 hoops each Total bikes parked: 16-24	Place the rail mounted racks on the paved surface between the football and baseball fields	
Jewel at Schaumburg Road and Barrington Road	U-rack	N/A	<p>Note: The shopping centers at Schaumburg Road and Barrington Road generally lack bicycle parking. It is recommended that the Village explore opportunities to install bike parking at these and other shopping centers.</p> <p>The following locations are examples of places where bike parking could be installed.</p> <p>Location 1: Pave the section with woodchips to the right of the pillar. Place 2 U-racks there.</p> <p>Location 2: Place 2 U-racks in front of the windows, parallel or perpendicular to the windows, where the white plastic chair is located in the photo.</p>	 <p style="text-align: right;">Location 1</p>  <p style="text-align: right;">Location 2</p>

6.6 Appendix E: Model Bicycle Parking Ordinance

PHLP is a nonprofit organization that provides legal information on matters relating to public health. The legal information provided in this document does not constitute legal advice or legal representation. For legal advice, readers should consult a lawyer licensed to practice law in Illinois.

September 2011.

[CITY/VILLAGE/TOWNSHIP] OF _____

ORDINANCE NO: _____

A draft ordinance based on this model may include “findings” of fact (“whereas” clauses) that support the need for the municipality to adopt the ordinance. The findings section is part of the ordinance, but it usually does not become codified in the local government code. The findings contain factual information supporting the need for the law – in this case, documenting the need for bicycle parking. An adopting body should select those findings it views as most significant for its community and add findings related to local conditions or concerns. The footnotes are provided in order to assist those who wish to understand the evidence for a given finding, and are not intended to be included in the adopted Ordinance.

FINDINGS. [The City/Village/Township] hereby finds and declares as follows:

1. WHEREAS, the [Adopting Body] has a goal of improving the health of its residents and the air quality of the community; and
2. WHEREAS, obesity has become a significant health concern for our nation, with overweight and obesity leading to increased risk of heart disease, diabetes, endometrial, breast, and colon cancers, high blood pressure, dyslipidemia, stroke, liver and gallbladder disease, sleep apnea and respiratory problems, osteoarthritis (a degeneration of cartilage and its underlying bone within a joint), and gynecological problems; and
3. WHEREAS, obesity is often caused in part by lack of sufficient physical activity; and
4. WHEREAS, bicycling is a safe, low-impact, aerobic activity, enjoyed by millions of Americans, which can provide an ideal opportunity to obtain physical exercise while traveling to work, shops, restaurants and many other frequent destinations; and
5. WHEREAS, bicycling is a feasible alternative to driving in many cases since 25 percent of all car trips are to destinations within 1 mile of home, 40 percent of all trips taken are two miles or less, and around 30 percent of the working population travels 5 miles or less to work; and
6. WHEREAS, replacing car trips with bicycle trips can also reduce pollution and congestion and increase air quality, given that transportation accounts for nearly one third of all carbon dioxide emissions in the United States and an average motor vehicle emits 8.8 Kilograms of carbon dioxide per gallon of gasoline that it burns, while biking emits none; and
7. WHEREAS, providing safe, convenient, and adequate bicycle parking is necessary to encourage increased use of bicycles as a form of transportation; and
8. WHEREAS, cities that have improved bicycle infrastructure, including parking, have seen a measurable increase in bicycle trips; and
9. WHEREAS, it is advisable, for all of the reasons stated above, to add new bicycle parking requirements designed to provide increased safe, convenient, and adequate bicycle parking;

6.6 Appendix E: Model Bicycle Parking Ordinance (Continued)

NOW THEREFORE, BE IT ORDAINED BY THE [City/Village/Township] as follows:

SECTION 1: THAT [TITLE AND/OR CHAPTER OF CODE] IS AMENDED BY A [AMENDING/ENACTING] A NEW CHAPTER [1] THEREOF, "BICYCLE PARKING REQUIREMENTS FOR NEW DEVELOPMENT AND MAJOR RENOVATIONS," TO READ AS FOLLOWS:

Chapter [1-1]: PURPOSE: The purpose of this [Title/Chapter] is to provide sufficient safe and convenient bicycle parking in new development and major renovations so as to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, pollution, wear and tear on roads, and fosters healthy physical activity.

[Comment: Municipalities may include additional reasons or tailor these reasons to their individual community.]

Chapter [1- 2]: DEFINITIONS: Unless the context clearly requires otherwise, the following terms shall have the following meanings:

(A) "Bicycle Parking Space": A physical space that is a minimum of [2.5] feet in width by [6] feet in length with a vertical clearance of at least [7] feet that allows for the parking of one bicycle.

(B) "Bike Rack": A device consistent with industry standards that (i) is capable of supporting a bicycle in a stable position, (ii) is made of durable materials, (iii) is no less than [36] inches tall (from base to top of rack) and no less than [2] feet in length, (iv) permits the securing of the bicycle frame and one wheel with a U-shaped lock, and (v) is of a character and color that adds aesthetically to the immediate environment.

[Comment: U-shaped locks are one of the most effective bike locks.]

(C) "Bike Locker": A lockable enclosure consistent with industry standards that (i) can hold one bicycle, (ii) is made of durable material, (iii) is designed to fully protect the bicycle against [insert specific local weather concerns, e.g.: rain, snow, ice, high winds], (iv) provides secure protection from theft, (v) opens sufficiently to allow bicyclists easy access, and (vi) is of a character and color that adds aesthetically to the immediate environment.

[Comment: If improper use of lockers is a concern in a particular community, this definition could be amended to expressly allow for an optional opening of up to 9 inches at the base of the locker to allow for security inspections.]

(D) "Short-Term Bicycle Parking": Bicycle parking primarily intended for bicyclists who need bicycle parking for 3 hours or less.

(E) "Short-Term Bicycle Parking Space": A Bicycle Parking Space that provides Short Term Bicycle Parking.

(F) "Long-Term Bicycle Parking": Bicycle parking that is primarily intended for bicyclists who need bicycle parking for more than 3 hours and is fully protected from the weather.

(G) "Long-Term Bicycle Parking Space": A Bicycle Parking Space that provides Long Term Bicycle Parking.

[Comment: Most bicycle parking laws enacted in recent years recognize the need to distinguish between the short-term bicycle parking needs of community residents out shopping, eating, attending appointments, etc., and the long-term bicycle parking needs of employees, multi-family housing residents, and students who park their bikes at work, school, or home for many hours or overnight. The critical difference between short-term and long-term bicycle parking is that the former is not required to protect bicycles from the weather while the latter must provide full weather protection. In addition, security is a heightened concern for long-term bicycle parking, while immediate proximity to the destination is somewhat less important.]

(H) "In-Street Bicycle Parking": A portion of a vehicle parking lane or other area on a roadway that is set aside for the parking of bicycles.

6.6 Appendix E: Model Bicycle Parking Ordinance (Continued)

Chapter [1-3]: BICYCLE PARKING SPACES REQUIRED: Short-Term and Long-Term Bicycle Parking Spaces shall be required for all new development, with the exception of single-family housing, in the amounts identified in the table below.

General Use Category	Specific Use	Number of Minimum Short-Term Bicycle Parking Spaces Required	Number of Minimum Long-Term Bicycle Parking Spaces Required
Residential	Multi-Family without private garages for each unit	[.05 -.1] per bedroom or [1] per [20] units	[.5] per bedroom or [1-4] per [4] units
Commercial	Office Building General Retail Restaurant/Grocery Indoor Parking Garage Outdoor Parking Lot	[1] per each [20,000] sq.ft. of floor area. [1] per each 5,000] sq.ft. of floor area. [1] per each [2,000] sq.ft. of floor area. none [1] per [20] motor vehicle spaces (min. 6)	[1- 1.5] per [10,000] sq.ft. of floor area. [1] per [10,000-12,000] sq.ft. of floor area [1] per [10,000-12,000] sq.ft. of floor area. [1] per [20] motor vehicle spaces (min. 6) none
Civic	Non-assembly cultural (library, government buildings) Assembly (Church, theater, stadiums, parks) Schools Colleges and Universities	[1] per each [8,000 -10,000] sq. ft. of floor area. Spaces for [2-5] per cent of maximum expected daily attendance. [1] per each [20] students of planned capacity. [1] space per each [10] students of planned capacity.	[1 -1.5] per each [10-20] employees [1- 1.5] per each [20] employees. [1] per each [10-20] employees and [1] per each [20] students of planned capacity for grades 6-12. [1] per each [10-20] employees and [1] per each [10] students of planned capacity or [1] per each [20,000] sq. feet of floor area, whichever is greater.
Industrial	Manufacturing and Production, Agriculture	Minimum [2] (can be increased at discretion of Planning Director/Zoning Administrator)	[1] per [12,000-15,000] sq. ft. of floor area.

6.6 Appendix E: Model Bicycle Parking Ordinance (Continued)

(A) Required Bicycle Parking Spaces:

(B) Unless otherwise stated, there shall be a minimum of [2] Short-Term and [2] Long-Term Bicycle Parking Spaces for each specific use category above.

(C) Where the calculation of total required spaces results in a fractional number, the nearest whole number shall be used. If the fraction is one-half, the number shall be rounded up to the next whole number.

(D) Up to half of the required Short-Term Bicycle Parking Spaces may be substituted with Long-Term Bicycle Parking Spaces.

(E) If the new building or facility is for a use not listed in the above table, the number of Bicycle Parking Spaces required shall be calculated on the basis of a similar use, as determined by the [Planning Director/Zoning Administrator].

[Comment: The number of spaces required typically varies by general land use (e.g. residential, commercial, industrial) as well as specific land use (e.g. restaurant, hotel, senior center), with the level of detail usually increasing as the size of the city increases. Cities usually link the number of spaces required to one or more of the following measurements that are already used in their zoning process: residential dwelling unit or number of bedrooms, square footage, building occupancy/number of employees, or automobile parking spaces. This allows for easy incorporation of bicycle parking into the planning process.

Thus, if a city's zoning law uses different measurements than those utilized in this table, the city may want to modify the above table to reflect the measurements used by its specific zoning law -- with one caveat. Linking bicycle parking spaces to the number of vehicle parking spaces is not recommended because if vehicle parking requirements decrease over time (because alternative transportation forms are encouraged and become more popular), this would perversely reduce the amount of bicycle parking available.

In some cities, the public schools, colleges, and/or universities may operate under a separate jurisdiction in which case the above requirements will not apply. Also some cities may prefer to address bicycle parking requirements for city-owned property by internal regulation.

The recommended number of required spaces in this table are based on the Bicycle Parking Guidelines, 2nd Ed., prepared by the Association of Pedestrian and Bicycle Professionals, as well as a review of bicycle parking ordinances adopted in various locales around the country. Where ranges are provided, the higher range is recommended for areas that are more urban or have (or anticipate having) high levels of bicycle use.]

Chapter [1-4]: MAJOR REMODELS OR RENOVATIONS:

(A) Major Remodels or Renovations over [\$1,000,000]. The requirements of this section shall apply to any proposed physical improvement of any existing structure that requires a building permit for which the proposed remodel or renovation has an estimated construction cost (excluding seismic or other structural safety retrofit costs) greater than [\$1,000,000].

(B) Major Remodels or Renovations between [\$250,000 - \$1,000,000]. The requirements of this section shall apply to any proposed physical improvement of any existing structure that requires a building permit for which the proposed remodel or renovation has an estimated construction cost (excluding seismic or other structural safety retrofit costs) greater than [\$250,000] but less than [\$1,000,000], except that the required minimum Bicycle Parking Spaces set forth in the table in [Chapter 1-3 (A)] shall be reduced by 50 percent.

[Comment: Some cities, like Oakland and San Francisco, extend bike parking requirements to major remodels or renovations, which can be particularly important if a city or town is already extensively built-out. If inflation is a concern, the municipality may also want to indicate that the dollar amounts will be adjusted based on a particular index, such as a regional building cost index.]

6.6 Appendix E: Model Bicycle Parking Ordinance (Continued)

Chapter [1-5]: REQUIREMENTS APPLICABLE TO ALL SHORT AND LONG-TERM BICYCLE PARKING:

(A) All Bicycle Parking Spaces shall be:

- (1) well lit if accessible to the public or bicyclists after dark;
- (2) sited to ensure significant visibility by the public or by building users, except in the case of Long-Term Bicycle Parking that is located in secure areas only accessible to employees, staff or residents;

[Comment: Good lighting and a general sense that the area is publicly visible (often known as “eyes on the street”) provide a strong deterrent against theft, attacks, and vandalism.]

- (3) accessible without climbing stairs, going up or down a slope in excess of [12] percent, and via a route on the property that is designed to minimize conflicts with motor vehicles and pedestrians.

(B) All In-Street Bicycle Parking and Bicycle Parking Spaces located in a parking facility shall be:

- (1) clearly marked; and
- (2) separated from motor vehicles by some form of physical barrier (such as bollards, concrete or rubber curbing or pads, reflective wands, a wall, or a combination thereof) designed to adequately protect the safety of bicyclists and bicycles.

(C) All Bike Racks shall be located at least [36] inches in all directions from any obstruction, including but not limited to other Bike Racks, walls, doors, posts, columns or exterior or interior landscaping.

[Comment: The 36 inch clearance requirement allows for easy access for bikes with all kinds of handlebars and panniers and is best practice.]

(D) Unless clearly visible from the main entrance, a sign indicating the location of all Bicycle Parking Spaces shall be prominently displayed near the main entrance to the building or facility, and additional signs shall be provided as necessary to ensure easy wayfinding. A “Bicycle Parking” sign shall also be displayed on or adjacent to any indoor room or area designated for bicycle parking.

Chapter [1-6]: ADDITIONAL REQUIREMENTS APPLICABLE TO SHORT-TERM BICYCLE PARKING ONLY: All Short-Term Bicycle Parking Spaces shall contain Bike Racks and shall meet the following requirements, in addition to the requirements in Chapter [1-3] above:

(A) Location:

- (1) Short-Term Bicycle Parking must be located either (a) within [50] feet of the main public entrance of the building or facility, or (b) no further than the nearest motor vehicle parking space to the main public entrance (excluding disabled parking), whichever is closer. If the development contains multiple buildings or facilities, the required Short-Term Bicycle Parking shall be distributed so as to maximize convenience and use.

[Comment: Convenience is the most important factor for bicyclists after security. 50 feet is generally considered the maximum distance cyclists are willing to lock their bikes up to a rack before looking for another object to lock to. Many municipalities, including Fort Worth, Palo Alto, and Emeryville, require that the furthest bicycle parking rack be no further away from an entrance than the nearest vehicle parking space.]

6.6 Appendix E: Model Bicycle Parking Ordinance (Continued)

(2) Short-Term Bicycle Parking Spaces may be located either (a) on-site or (b) in the public right-of-way (e.g., sidewalk or In-Street Bicycle Parking), provided that an encroachment permit is obtained for the installation and the installation meets all other requirements of the law. If Bike Racks are located on public sidewalks, they must provide at least [6] feet of pedestrian clearance and be at least [2] feet from the curb.

[Comment: Sufficient clearance requirements are necessary to ensure that bicyclists can easily access and lock their bikes while avoiding interference with pedestrians. Six feet for pedestrian clearance is best practice, and is particularly important in areas with many pedestrians; an acceptable alternative is 4 feet.

In-Street Bicycle Parking (in place of one or more vehicle parking spaces) can be an attractive option in dense commercial areas where demand for bicycle parking is high and there are limited off-street options or sidewalk clearance. In-street bicycle parking provides commercial districts with roughly 8 parking spaces to each vehicle space and clearly advertises that it is a bike friendly area.]

(B) Bike Rack Requirements: Bike Racks used for Short-Term Bicycle Parking must be securely attached to concrete footings, and made to withstand severe weather and permanent exposure to the elements.

[Comment: Bike Racks bolted to asphalt, dirt, or grass can become dislodged with time or intentionally dislodged, and do not provide secure parking. Where Bike Racks are used for In-Street Bicycle Parking, and the street is asphalt, they can be securely installed using the steel railing method. Bike racks made with powder-coated metal or stainless steel can withstand severe weather and permanent exposure to the elements.

While more expensive up front, high quality racks require less maintenance, last longer, and look better. Also, even a good quality bike rack costs a fraction of a vehicle parking space. The cost to purchase and install a bike rack or bike locker (for 2 bikes, a bike rack generally costs \$150-\$300 and a bike locker generally costs \$1,000-\$4,000) is generally far lower than the cost of a vehicle parking space (\$2,200 per space in a surface lot to \$12,500 per space in a garage), particularly considering that 8-12 bicycle parking spaces can typically fit in one vehicle parking space.]

Chapter [1-7]: ADDITIONAL REQUIREMENTS APPLICABLE TO LONG-TERM BICYCLE PARKING ONLY: Long-Term Bicycle Parking shall be provided in either (1) Bike Lockers or (2) indoor rooms or indoor areas specifically designated for bicycle parking (including designated areas of an indoor parking facility), and shall satisfy the following requirements, in addition to those set forth in Chapter [1-3] above:

(A) Location: Long-Term Bike Parking shall be located no more than [300-500] feet from the main public entrance.

[Comment: Required distances vary considerably. Smaller cities, like Boulder, may use 300 feet; larger cities may allow a greater distance, like 500 feet (Oakland) or 750 feet (Portland). Some large cities allow this requirement to be expanded to 1,000 feet, upon a showing that a proposed or existing bike station or similar high-capacity bicycle parking facility is located within 1,000 feet (around three or four blocks).]

(B) Requirements for Indoor Long-Term Bicycle Parking: Long-Term Bike Parking located in indoor rooms or indoor designated areas shall contain Bike Racks or a comparable device, and shall be designed to maximize visibility of all portions of the room or designated area from the entrance.

6.6 Appendix E: Model Bicycle Parking Ordinance (Continued)

Chapter [1-8]: MOTOR VEHICLE PARKING SPACE CREDITS:

(A) For every [6] Bicycle Parking Spaces provided, the number of required off-street motor vehicle parking spaces (excluding handicapped parking spaces) on a site may be reduced by [1] space.

[Comment: This type of “parking exchange formula” is very popular with developers, allowing them to reduce the number of vehicle parking spaces (which are more costly than bike parking spaces) when they provide bicycle parking spaces. Such a provision is an effective incentive for both increasing bicycle parking and reducing the amount of land devoted to off-street vehicle parking. If a community is concerned about maintaining a certain minimum number of vehicle parking spaces, a provision can be added that caps the available credit, e.g. “The total number of required off-street vehicle parking spaces shall not be reduced by more than [10]% pursuant to this credit.”]

(B) To encourage installation of showers and clothing lockers, an off-street motor vehicle parking credit of [1] space will be provided for non-residential uses for the first shower installed, with additional off-street motor vehicle parking credits available at a rate of [1] space per shower per [25] required Bicycle Parking Spaces. This credit shall be in addition to the bicycle parking credits provided for in subsection (A) of [Chapter 1-8].

[Comment: Destination amenities (such as shower and clothing lockers) in commercial or industrial buildings are designed to encourage more people to commute to work by bicycle (and commute longer distances by bicycle). Particularly where climates can be warm or humid, the ability to shower can help make commuting by bicycle (or by walking) a more feasible alternative to driving. Like bike parking generally, these provisions can be viewed as a “win-win” situation. Developers can promote these facilities as a benefit for tenants, businesses can promote employee health and fitness, and employees receive improved options for bicycling to work. Such showers often benefit non-bicycling employees as well, such as those who run during lunch or who spend long hours at the office.

A few large-size cities require such facilities in very large commercial developments, either with or without a vehicle parking credit. If a mandatory requirement is desired, the following provision can be substituted: “Non-residential uses shall provide “[2] showers per gender, along with [4] clothing lockers per shower, for buildings that are [150,000] square feet or more. [One] additional shower per gender shall be provided for each additional [150,000] square feet). An off-street vehicle parking credit of [1] space per shower will be provided, up to one shower per [25] required Bicycle Parking Spaces. This credit shall be in addition to the other bicycle parking credits provided for in subsection [7(a)].”

It is also worth noting that in areas that contain existing fitness clubs, employers can also be encouraged to subsidize memberships for all employees in a nearby gym that already has showers. This additional option, or alternative to on-site showers, not only provides showers for bicycle commuters but benefits all employees, as well as the employer, since healthier employees tend to have higher productivity. Such programs can be linked to employee commuter programs, physical activity promotions or other similar local initiatives.]

Chapter [1-9]: EXISTING BICYCLE PARKING AFFECTED BY CONSTRUCTION: In the event that any existing bicycle parking in the public way is removed due to the construction of a new development, remodel, or renovation, the permit holder shall replace such bicycle parking no later than the date of completion of the development, remodel or renovation. To the extent possible, if bicycle parking is likely to be removed for more than [120] days, it shall be temporarily re-sited, in coordination with [the city, township, village], to a location as close to the original site as practicable, pending completion of the development, remodel, or renovation.

Chapter [1-10] (optional) MODIFICATION OF REQUIREMENTS: In the event that satisfying all of the requirements of this Ordinance would be infeasible due to the unique nature of the site, or cause an unintended consequence that undermines the purpose of this Ordinance, a property owner (or designee) may submit a written request to the [Planning Director/Zoning Administrator/other City Administrator or designee] for a modification of the requirements of this Ordinance. The request shall state the specific reason(s) for the request, provide supporting documentation, and propose an alternative action that will allow the purposes of this Ordinance to be fulfilled as much as possible.

6.6 Appendix E: Model Bicycle Parking Ordinance (Continued)

SECTION 2: THAT [TITLE AND/OR CHAPTER OF CODE] IS AMENDED BY [AMEND/ENACTING] A NEW CHAPTER [2] THEREOF, "BICYCLE PARKING REQUIREMENTS FOR PARKING FACILITIES" TO READ AS FOLLOWS:

Chapter [2-1]: PURPOSE: The purpose of this [Title/Chapter] is to provide sufficient safe and convenient bicycle parking in parking facilities so as to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, pollution, wear and tear on roads, and fosters healthy physical activity.

[Comment: Since vehicle parking lots and garages are already in the business of providing parking, it is relatively easy for these uses to include bicycle parking, and thus significantly expand bicycle parking options in locations already identified as desirable destinations.

This section is designed to apply to existing parking facilities licensed by the municipality, as well as new parking facilities, once they become established and are licensed. Note that the bicycle parking requirements for new parking facilities (see [Section 1, Chapter 3]), are consistent with the requirements of this Section.] Chapter [2-2]: DEFINITIONS: The definitions set forth in [Section 1, Chapter 1-2 of this Ordinance (insert final code sections)] shall apply to this Section [Section 2], unless the context clearly requires otherwise.

Chapter [2-3]: LICENSING CONDITIONS: As a condition of the issuance or renewal of a license required by the [Name of Municipality] for a parking facility, parking facilities shall provide [1] Bicycle Parking Space per each [20] vehicle parking spaces provided, with a minimum of [6]. Where the calculation of total required spaces results in a fractional number, the nearest whole number shall be used. If the fraction is one-half, the number shall be rounded up to the next whole number.

[Comment: Cleveland requires bicycle parking in all licensed parking lots and garages at a rate of 1 per 20 vehicle spaces. San Francisco has a similar provision, but reduces the ratio to 1 per 40 vehicle spaces for garages that provide over 500 spaces. If desired, the ordinance can impose a cap on the maximum number of bicycle parking spaces that can be required (San Francisco has a cap of 50; Cleveland has a cap of 24).]

Chapter [2-4]: LOCATION: All Bicycle Parking Spaces shall be located in an area, preferably on the ground floor, that can be conveniently and safely accessed, is not isolated, and maximizes visibility by parking facility patrons and attendants. If the licensed parking facility has multiple entrances, the required Bicycle Parking Spaces may be spread out among the multiple entrances. Bicycle Parking Spaces shall be accessible without climbing stairs or going up or down a slope in excess of [12] percent.

Chapter [2-5]: BIKE RACKS: Bike Racks shall be provided in a sufficient number to accommodate the number of Bicycle Parking Spaces required in [Chapter 2-3] above, and shall be well lit if accessible to the public or bicyclists after dark or if in an interior or darkened location. All Bike Racks shall also provide a clearance of at least [36] inches in all directions from any obstruction (including but not limited to other bike racks, walls, doors, posts, columns or landscaping), and shall be separated from vehicles by some form of physical barrier (such as bollards, concrete or rubber curbing or pads, reflective wands, a wall, or a combination thereof) designed to adequately protect the safety of bicyclists and bicycles. All Bike Racks located outdoors shall also be securely attached to concrete footings and made to withstand severe weather and permanent exposure to the elements.

Chapter [2-6]: SIGNAGE: Parking facilities that are required to install Bicycle Parking Spaces by this section shall provide prominent signs in or near the entrance that advertise the availability of bicycle parking, and the location, if it is not visible from the entrance.

CHAPTER [2-7]: CONTRACTUAL LIMITS ON LIABILITY: This section shall not interfere with the rights of a parking facility to enter into agreements with facility users or take other lawful measures to limit the parking facility's liability to bicycle users with respect to bicycle parking in the parking facility, provided that such agreements or measures are otherwise in accordance with the requirements of this Ordinance and the law.

6.6 Appendix E: Model Bicycle Parking Ordinance (Continued)

SECTION 3: THAT [TITLE AND/OR CHAPTER OF CODE] IS AMENDED BY [AMENDING/ENACTING] A NEW CHAPTER [3] THEREOF, “BICYCLE PARKING REQUIREMENTS FOR SPECIAL EVENTS INVOLVING STREET CLOSURES ” TO READ AS FOLLOWS:

Chapter [3-1]: PURPOSE: The purpose of this [Title/Chapter] is to provide sufficient safe and convenient bicycle parking at special events involving street closures so as to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, pollution, wear and tear on roads, and fosters healthy physical activity.

[Comment: Monitored bicycle parking at large civic and sporting events has become increasingly popular around the country as event organizers and local governments see the many benefits: (1) it encourages attendees to leave their cars at home and arrive by bicycle, which is a healthy, non-polluting form of transport; (2) it can increase the number of attendees by encouraging residents who might not otherwise attend at all because of concerns regarding traffic congestion, car parking hassles, or lack of safe, secure bicycle parking; and (3) it helps reduce traffic congestion caused by the street closures and the increased number of people attracted to the area.]

Chapter [3-2]: CONDITIONS ON STREET CLOSURE PERMITS: As a condition of a permit for the temporary closure of a street for an event in which the daily number of participants is projected to be [1,000] or more, monitored bicycle parking shall be provided by the event sponsor (or a designee) for at least [1] % of expected daily participants beginning [½ hour] before and ending [½ hour] after the time of the event each day of the event.

Chapter [3-3]: REQUIREMENTS FOR MONITORED PARKING: Monitored bicycle parking requires the presence, at all times, of one or more attendants, as needed, to receive bicycles, dispense claim checks, return bicycles, and provide security for all bicycles.

Chapter [3-4]: LOCATION: All monitored bicycle parking shall be located within [500] feet of at least one regular entrance or access point to the event.

[Comment: Possible locations for monitored parking would include school yards, in-street vehicle parking spaces, garages, or designated sections of closed streets. Generally, 10 bicycles will fit in 1 vehicle parking space.]

Chapter [3-5]: PUBLICITY AND SIGNAGE: All publicity, including signs, for the event shall state the availability of monitored bicycle parking, its location, and cost. All event maps shall include the location of monitored bicycle parking. If monitored bicycle parking is not within eyeshot of each entrance, signs shall be provided to ensure easy way finding.

Chapter [3-6]: INSURANCE COVERAGE AND FEES: The event sponsor or designee must provide insurance coverage for the monitored bicycle parking in case of damaged or stolen bicycles, and may charge a small fee to cover the cost of providing the monitored parking.

[Comment: According to the San Francisco Bicycle Coalition, it has never had a bicycle lost or stolen in the 10 years it has provided monitored bicycling at local events. Nonetheless, an insurance requirement is recommended.]

[Comment: The cities of Alameda and San Francisco, California both implement their monitored bicycle parking requirement for large events involving street closures through their temporary street closure and event permit application and review process.]

6.6 Appendix E: Model Bicycle Parking Ordinance (Continued)

SECTION 4: THAT [TITLE AND/OR CHAPTER OF CODE] IS AMENDED BY A AMENDING/ENACTING A NEW CHAPTER [4] THEREOF, “REMOVAL OF ABANDONED BICYCLES” TO READ AS FOLLOWS:

Chapter [4-1]: PURPOSE: The purpose of this [Title/Chapter] is to ensure the reasonably prompt removal of bicycles abandoned in Bicycle Parking Spaces so as to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, pollution, wear and tear on roads, and fosters healthy physical activity.

Chapter [4-2]: DEFINITIONS: The definitions set forth in [Section 1, Chapter 1-2 of this Ordinance (insert final code sections)] shall apply to this Section [Section 4], unless the context clearly requires otherwise.

Chapter [4-3]: REMOVAL REQUIREMENTS: On [a quarterly basis], owners of property subject to Sections 1 or 2 of this Ordinance (or a designee) shall remove, from all Bicycle Parking Spaces associated with their property, including those located on the public right-of-way, bicycles that show clear signs of being abandoned. A bicycle shall be deemed to be abandoned if it has not been removed after a notice of removal has been posted on it or in its immediate vicinity for [2] weeks for Short-Term Bicycle Parking Spaces or [4] weeks for Long-Term Parking Spaces. Additional signs of an abandoned bicycle include rusted chains, flat tires, or missing major parts. However, a bicycle shall not be deemed to be abandoned if the bicyclist and owner have a written agreement regarding provision of seasonal storage covering the time period in question. Abandoned bicycles may be donated to non-profits that reuse bicycles or disposed of in any lawful manner.

[Comment: Removal of abandoned bicycles is critical. Not only do they effectively eliminate bicycle parking spaces, but they are also an eyesore, deter bicycle users, and turn others against bicycle parking. Some cities, like Emeryville, California, require property owners to remove abandoned bicycles from short-term spaces on a monthly basis.]

Since state law governs abandoned personal property, the law in this area can vary by state. Typically, however, state law provides that personal property is abandoned when it is thrown away, or its possession is intentionally forsaken by the owner. Whether the possession is intentionally forsaken generally turns on the original owner’s acts and conduct and the specific circumstances. Evidence that a bicycle had been neglected for an extended period in a public bicycle parking area, particularly after an abandonment notice, would provide evidence of abandonment. The first person who finds and takes possession of abandoned property acquires all right, title and interest in the property, and thus may dispose of it in any lawful manner. Given variations in state law, however, municipalities should consult their individual state’s law on abandonment of personal property to ensure their ordinance is consistent.]

SECTION 5: IMPLEMENTATION OF ORDINANCE:

(A) Regulations: The [Planning Director/Zoning Administrator and/or other relevant city administrator(s)] [is/are] authorized to promulgate new and amend existing rules, regulations, procedures or forms as necessary or appropriate to implement the provisions of this Ordinance.

(B) Training: The [Name of Municipality] shall periodically make training and/or training materials available to planners and other city employees involved in the implementation and enforcement of this Ordinance.

[Comment: City planners or staff may not be familiar with the multitude of different bike parking design and site lay-out issues that arise in the context of bicycle parking. Providing training or training materials can be crucial to the effective implementation of a bicycle parking ordinance. Resources that could be used to develop training materials are available from some bicycling organizations such as the Association of Pedestrian and Bicycle Professionals (www.apbp.org) and the Bicycle Transportation Alliance (<http://www.bta4bikes.org/resources/bikeparking.php>). Also, some bicycle parking ordinances, such as Portland’s, include helpful diagrams of possible bike parking site layouts. (Portland’s ordinance is available on-line at <http://www.portlandonline.com/bps/index.cfm?a=53320> (see pages 25-27).)]

6.6 Appendix E: Model Bicycle Parking Ordinance (Continued)

(C) Reporting: The [Planning Director/Zoning Administrator] shall provide an annual report to the [Adopting Body, e.g., City Council/Board of Supervisors] regarding the implementation of this Ordinance which shall, at a minimum, include the following information relevant to the preceding year: (1) the number of Short and Long-Term Bicycle Parking Spaces created pursuant to this Ordinance under Sections [1] and [2], and the number of events for which special event bicycle parking was provided under Section [3]; (2) (if applicable) a brief summary of each request for modification received and action taken in response thereto; and (3) any other information learned that would improve future implementation of this Ordinance.

[Comment: This crucial accountability provision enables local law-makers and the public to assess the effectiveness of the ordinance. If desired, municipalities can include additional reporting requirements, designed to assist with future bicycle programs or plans. Such requirements could include reporting on actual use of bicycle parking spaces or on changes in bicycling rates.]

SECTION 6: STATUTORY CONSTRUCTION:

(A) All ordinances or parts thereof that conflict or are inconsistent herewith are repealed to the extent necessary to give this Ordinance full force and effect.

(B) If any section or portion of this Ordinance is judicially invalidated for any reason, that portion shall be deemed a separate and independent provision, and such ruling shall not affect the validity of the remaining portions of this Ordinance.

[Comment: These standard provisions ensure there is no conflict with any other existing laws and that any partial invalidation does not affect the remainder of the ordinance.]

SECTION 7: EFFECTIVE DATE: This Ordinance shall be in full force and effect after passage, approval and publication in the manner provided by law, except that:

(A) Section [1] [Bicycle Parking Requirements for New Development and Major Renovations] shall only apply to developments and renovations for which a building permit is issued on or after [120] days from the date that this Ordinance is in full force and effect.

[Comment: The 120 days provides a buffer period to ensure that all developers and city planners have sufficient notice of, and time to prepare, for full implementation of the ordinance.]

(B) Section [2] [Bicycle Parking Requirements for Parking Facilities] shall apply to Parking Facilities that were originally licensed prior to the effective date of this law as follows: [1/2] of the required number of Bicycle Parking Spaces shall be provided no later than [6] months after the effective date of this Ordinance, with full implementation required no later than [18] months after the date that this Ordinance is in full force and effect.

[Comment: San Francisco follows this phased-in process; Cleveland simply provides a 2-year window to come into full compliance.]

(C) Section [3] [Bicycle Parking Requirements for Special Events Involving Street Closures] shall not apply to events for which the temporary street closure was authorized pursuant to an application submitted prior to the date that this Ordinance is in full force and effect.

6.7 Appendix F: Programming Resources

Education Resources

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

Active Transportation Alliance
www.activetrans.org/education
Offers free curricula, professional development for educators and other resources.

National Safe Routes to School Partnership
www.saferoutespartnership.org
They offer an annotated bibliography of traffic safety curricula and other educational resources.

City of Chicago Bicycling Ambassadors
www.bicyclingambassadors.org
Chicago has one of the nation's first and most successful bicycling ambassadors programs.

Encouragement Resources

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

League of American Bicyclists
www.bikeleague.org
They sponsor the Bike Friendly Community program and offer resources for encouragement campaigns. They also certify instructors to provide bike mechanic and traffic safety skills courses.

Alliance for Biking and Walking
www.peoplepoweredmovement.org
They offer trainings to help develop a movement for cycling in your community.

Association of Pedestrian & Bicycle Officials
www.apbp.org
They offer webinars and other resources for education and encouragement campaigns.

Enforcement Resources

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



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