

The Chicago Area Transportation Study (CATS)¹ proudly presents the *2003 Soles and Spokes Awards for Excellence*. This is the third presentation of the Awards, which provide an opportunity to celebrate outstanding improvements to the walking and cycling environments in northeastern Illinois.

The 37 nominations illustrate the wide range of projects and programs that make walking and cycling safer, more pleasant, and more frequent transportation choices in northeastern Illinois. Nominations were submitted by individuals, organizations, public agencies, municipalities and private businesses.

The Awards Evaluation Committee included representatives from the fields of planning, transportation, advocacy and public health. The following Awards goals guided their decision making process:

- ⇒ *Provide recognition for efforts on behalf of walking and biking.*
- ⇒ *Publicize new projects and programs that are promoting and accommodating walking and biking.*
- ⇒ *Encourage agencies that are trying to accommodate walking and biking so that they continue or expand their efforts.*
- ⇒ *Raise awareness of “best practices,” particularly those that could easily be replicated by others. Best practices range from good design to creative funding to model processes.*
- ⇒ *Raise awareness of the diversity of projects and programs that can improve the walking and biking environments.*

The *2003 Soles and Spokes Awards for Excellence* were presented at a Pedestrian Design Workshop on February 25. The workshop was one of an occasional series of events that share walking and cycling information and design techniques. Pace Suburban Bus Service partnered with CATS to make the workshop a success. As with the workshops, the awards provide great ideas for the future.

This booklet contains descriptions of all nominated projects and includes information about why certain projects were selected for special recognition. Visit www.catsmpo.com/bikeped for a photo gallery to accompany the project descriptions. CATS staff hopes you find the information useful and inspiring. Please let us know if it helps spark efforts in your area!

CATS staff thanks everyone who took the time to submit nominations. We also thank the volunteer evaluation committee members:

Mary DeBacker, AICP	<i>Parsons Brinckerhoff</i>
Don Kopec	<i>Chicago Area Transportation Study</i>
Jim LaBelle	<i>Chicago Metropolis 2020</i>
Matt Longjohn, MD	<i>Children’s Memorial Hospital</i>
Chad Riddle, PE	<i>Illinois Department of Transportation, Local Roads</i>

¹ CATS, as the metropolitan planning organization for northeastern Illinois, is responsible for developing the region’s long-range transportation plan and five-year program of federally funded transportation projects. See www.catsmpo.com or call 312.793.3456 for more information. For more information on CATS’ pedestrian and bicycle planning activities, visit www.catsmpo.com/bikeped or contact Gin Kilgore at 312.793.0451 or gkilgore@catsmpo.com.



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THE CHICAGO TRANSIT AUTHORITY BIKE AND RIDE PROGRAM

Award for Outstanding Regional Impact

The Chicago Transit Authority (CTA) initiated its Bike & Ride Program to increase bicycle use as an integrated element of Chicago's overall transportation network. The program has four components: allowing bicycles on trains during non-rush hours, providing safe indoor bicycle parking, providing bicycle racks on buses, and exploring folding bikes to accommodate bicycles on transit vehicles during all hours.

Of the 144 CTA rail stations, 92 have bicycle racks (including 20 indoor facilities). As stations are renovated, adequate bicycle facilities are included in design. The CTA, in partnership with CDOT, is also planning to construct larger scale indoor bike parking facilities at several stations within the next few years. In addition, the CTA is in the process of equipping its entire fleet of 1,920 buses with bike racks. The Chicagoland Bicycle Federation trains CTA bus drivers on sharing the road with bikes. With relatively little investment, the Bike & Ride Program provides flexibility for CTA patrons and augments the entire transportation network.

The Bike & Ride program is occasionally hindered by spatial constraints, design coordination issues, and conflicts between competing CTA program goals. In addition, financial constraints limit the number of upgrades that can be made in a given year. In 2001, the CTA invested over \$1.5 million in Bike & Ride. CDOT is paying for rail station racks and installation out of their existing program funding. Additional station installations will be funded through the Capital Improvements Program as part of other station improvement projects.

Notable Aspects:

- **Utility:** The wide range of times cyclists can take their bikes on the trains (greatly increased since their last Soles and Spokes Award nomination) is incredibly helpful during inclement weather or breakdowns. It also helps expand the travel range for many cyclists.
- **Process:** Inclusion of bike parking during station redesign (especially parking inside the station) is an efficient and model process.

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PACE SUBURBAN BUS SERVICE BIKES ON BUSES PROGRAM

Award for Outstanding Regional Impact

After considering the impact of a “bikes on buses” program, Pace conducted a demonstration in June 2000. Racks were installed on vehicles serving two bus routes (801 and 802) operating between Elgin and Aurora along the Fox River. Pace purchased and installed 10 racks and began a six-month test of the racks and the public’s reaction toward them and the new ability to link transit and bike trips.

Before the end of the demonstration, Pace surveyed riders to evaluate benefits and seek opportunities to improve. The survey revealed that most trips with bikes were work-related, awareness of the program was high, the racks were easy to use, and people wanted racks installed on connecting routes. Some respondents indicated that they started riding Pace or riding it more often because of the racks. Additionally, Pace reviewed maintenance and safety records for the period and found no impact on cost or equipment wear.

In December 2000, Pace began equipping its entire fleet of 674 buses with bike racks. The process was expected to take two years. The total cost for 610 racks was \$321,690 (64 vehicles were scheduled for retirement and would be replaced with vehicles that came with racks). Funding for the original 10 racks came via discretionary funds set aside specifically for the demonstration. The remaining racks were purchased through Pace’s capital program with funds made available by FTA and RTA. Eight months ahead of schedule, Pace became the first Chicago area transit provider to be fully bike-accessible on April 1, 2002. Growing use of the racks is well documented.

Notable Aspects:

- **Utility:** Bike racks on buses expand the market for transit service by making it more convenient for people who do not live in walking distance of a bus stop. They also provide more transportation choices. Some commuters prefer to take transit to work and then bicycle home for exercise. By equipping all buses, Pace provides a reliable and predictable service. The speed with which the project was completed and the comprehensiveness of the program are commendable.
- **Process:** Their model process includes the test demonstration, survey, and continued documentation of rack use.

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SPONSORSHIP OF THE CMAQ BIKE RACK PROGRAM BY THE VILLAGE OF SCHAUMBURG

Award for Outstanding Regional Impact

The Village of Schaumburg took on the role of “sponsor” to the bike rack program funded by the Congestion Mitigation and Air Quality (CMAQ) program. This sponsorship came at the request of the Northwest Municipal Conference and IDOT. Schaumburg’s role entailed handling the procurement of racks, coordinating rack orders, and paying the contractors. By sponsoring this program, which enabled communities in the Chicago metro area to buy bike parking facilities at wholesale prices, the Village enabled residents throughout the region to park their bikes securely.

Despite initial difficulties in cooperation amongst participating agencies, significant staff time invested by the Village of Schaumburg made the program a success. In all, 46 agencies through the metro area participated in the program. 349 pieces of equipment were purchased.

Notable Aspect:

- **Utility:** The program offered affordable and highly useful structures to agencies throughout the region.

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THE KANE COUNTY BICYCLE AND PEDESTRIAN PLAN AND BICYCLE MAP

Award for Outstanding Regional Impact

The *Kane County Bicycle and Pedestrian Plan*, which will serve as a component of the *Kane County 2020 Transportation Plan*, recognizes biking and walking as forms of transportation that need accommodation in the development of a County wide multi-modal transportation system. The plan includes a comprehensive planning map with existing, proposed, and conceptual bikeway facilities in the planning area, and nine chapters on facility design, best practices, arterial roadway crossings, way-finding, funding, and facility development considerations. This \$60,000 project was financed by equal contributions from Kane County, the Forest Preserve District of Kane County, and UWP Funds.

The development process included participation from all municipalities (29) and park districts (14) in the planning area, as well as several regional agencies and local bicyclists. Staff collected and reviewed existing land use, transportation and planning data and met with the staffs of Forest Preserves, Municipalities, and Parks. They collected maps, transportation plans, bike and pedestrian plans, and asked for “wish list” facilities. This inventory will help facilitate inter-agency bike/ped facility development and support the development of a regional network. It also provides leverage for increased funding. In order to ensure that the plan is relevant and used, extensive updates are scheduled every three years. The planning map has already been utilized in several communities, with developers building missing portions of trails.

The *Kane County Bicycle Map* was developed simultaneously with the plan. This map promotes the extensive regional trail system within Kane County and provides a roadway guide for bicycle commuters. 20,000 maps will be printed initially, at an expense of approximately \$9,000, and distributed free of charge to the public via local municipalities, park districts, chambers of commerce, local bike shops, and through online requests.

While there are several trail maps for each of Kane County’s regional trails, this will be the first map to encompass the entire county system and include roadway Bicycle Level of Service (BLOS) ratings. The BLOS rating is a unique feature of the map that allows cyclists to select roads meeting their experience and skill levels. Icons on the map denote schools, municipal buildings, Metra stations, forest preserves (noting facilities) and park district offices. Side panels address safe cycling, sharing roads and trails, resource information and bicycle laws. Specific attention is paid to sidepath cycling and “bikes on transit.” Maps will be distributed in early spring, and updated versions will be printed every 3-5 years.

Notable Aspects:

- **Process:** The project included participation from all relevant agencies and municipalities. It offers a product that could be replicated by other counties and can be used by people throughout the area.
- **Utility:** The creation of a single, up-to-date bicycle map, with BLOS ratings, will be useful for cyclists throughout the county and region.

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MAYOR DALEY'S BICYCLING AMBASSADORS

Part of CDOT's Award for Sustained Commitment to Cycling and Walking

Mayor Daley's Bicycling Ambassadors provide citywide outreach by five highly trained Ambassadors to promote safe bicycling and encourage people to use their bicycles more. There are five campaigns within the program: child bicycle safety, adult bicycle safety, using your bike more, motorist education, and bikes on the CTA. The Ambassadors give presentations, run child-safety camps, accompany community bicycle rides, and engage folks in educational conversations, all while distributing over twenty different informational hand-outs (including eight translated into four other languages).

The program is unique in the United States and is modeled after a similar program in Toronto. Success is gauged through formal evaluations and weekly staff roundtables. Data is compiled into an annual report, allowing yearly comparisons. In 2001, Ambassadors attended 108 events and contacted 9,607 people. In 2002, the number of events grew to 215 and number of people to 14,045. This illustrates the success of the program in increasing its reach.

Mayor Daley's Bicycling Ambassadors work in conjunction with many existing facilities and plans. In 2002, significant time and attention was paid to educating communities and motorists about bike lanes. The Ambassadors also partnered with the CTA to promote the Bike and Ride program, worked with CDOT to approach shop owners about installing bike parking, worked with the Chicago Park District to improve courtesy on the Lakefront Path, and spearheaded outreach to cyclists on North Sheridan Road to discourage sidewalk riding.

The primary challenge is getting good staff, though this has been addressed by housing the program at the Chicagoland Bicycle Federation. Another challenge, establishing credibility with event organizers, was overcome by convincing Mayor Daley to lend his name to the program title. The program is funded by a federal traffic-safety grant from IDOT with matching funds from CDOT. The 2002 budget was \$154,600 and the projected 2003 budget is \$130,000.

Notable Aspects:

- **Process:** Detailed documentation of spending and contact with the public is impressive and helps justify and solidify the program.
- **Innovation:** The program is comprehensive, but flexible enough to react to new obstacles and work with many different people.

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CHICAGO'S BICYCLE RACK PROGRAM

Part of CDOT's Award for Sustained Commitment to Cycling and Walking

Given the availability of federal CMAQ funds and Chicago's *Bike 2000 Plan's* emphasis on short trips, Chicago's bicycle program began a bike rack installation program. As of February 2003, more than 8,200 racks have been installed throughout the city as a part of four separate CMAQ grants totaling \$2 million.

The first 1,100 racks were sited according to suggestions from city staff and volunteer survey teams from the Chicagoland Bicycle Federation. Special attention was paid to locations where high use was expected, including stores, parks, cultural institutions, and the central business district. Mayor Daley himself suggested locations for racks. Initially letters were sent to each alderman, listing installation locations in their ward. Though first responses were mostly negative, only a handful of racks were actually relocated. Positive response to the program came quickly and clearly as the racks attracted use. Now cyclists and property owners are invited to suggest rack locations by postcard, on the City of Chicago website, the city's 311 service request system, and through a bicycle rack hotline.

Successful strategies include using an "inverted-U" bike rack design, which accommodates any type of lock and offers an easy leaning place for bikes. The racks utilize high quality materials, "bombproof" coatings and secure mountings that increase their longevity and decrease required maintenance. Racks are also located as close as possible to building entrances.

Notable Aspects:

- **Utility:** Lack of secure, convenient bicycle parking can be a major deterrent to bike commuting. This program fills a need, while also providing on-street reminders that bicycling is a transportation option. The careful consideration of rack types and placement adds to the utility of these facilities.
- **Process:** The nomination demonstrates a process that has changed and improved over time. New rack locations are easily suggested, and continual follow-up about new sites and additional equipment is important.

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IMPLEMENTATION OF CHICAGO'S STREETS FOR CYCLING PLAN

Part of CDOT's Award for Sustained Commitment to Cycling and Walking

Chicago's *Bike 2000 Plan* recommends the development of "a network of a minimum of 300 miles of bikeways," including on-street bike lanes, signed routes, wide curb lanes, and bike paths. Of this network, seventy-two miles of bike lanes currently exist. The 100th mile should be in place by September 2003. Bike lane use is growing in Chicago and success has depended on creative strategies that ensure bike lanes are well planned, designed, maintained and accepted by the community.

Work began with a \$125,000 grant to prepare the *Streets for Cycling Plan*, which identified a 150-mile network of bike lanes and 300 miles of signed routes. All proposed bikeways were field tested by cyclists. The plan included input from thousands of cyclists, thirty-five aldermen, twenty-five senior CDOT staff, and the general public. Funding for implementation came from the CMAQ program. A 2002 CMAQ grant guarantees the completion of the network. Other federal funds helped Chicago hire four full-time consultants to fill the rolls of urban planning, design, and bikeway technicians.

More than one million copies of a map featuring the *Streets for Cycling Plan* have been published and distributed through city departments, local firms, and the *Chicago Sun-Times* (which included it as an insert in a Sunday edition). The Chicago Bike Lane Program now works directly with city resurfacing programs to ensure that five to 10 miles of new or upgraded bike lanes are established through regular resurfacing. Seven different city agencies now establish bike lanes as part of their resurfacing or road construction projects.

Chicago also stages five to ten *Bicycle Facility Tours* each year for engineers and planners to experience bike lanes first hand and understand the rationale for their design. They have also developed comprehensive design guidelines with cross-sections and intersection configurations.

Notable Aspects:

- **Process:** The bicycle facility tours for engineers help raise awareness of bicycle accommodation needs. Cooperation with seven city agencies to incorporate bicycle facility construction into regular roadwork is cost-effective. Publication and wide distribution of a map of planned and existing facilities helps cyclists pick good routes and generate support for the completion of the network.
- **Utility:** The clear identification and steady implementation of a bikeway network improves conditions for current cyclists while encouraging more people to try cycling on Chicago streets.

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CHICAGO SOUTH LAKEFRONT ACCESS STUDY

Part of CDOT's Award for Sustained Commitment to Cycling and Walking

The Chicago Department of Transportation, in cooperation with the Chicago Park District, sponsored this study to identify the barriers that impede access to south lakefront parks, pedestrian and bicycle paths, and cultural amenities and prioritize fifty strategic access improvement projects. Projects include overpasses to Burnham Park, an extension of the off-street Lakefront Trail south of 71st Street, bicycle and pedestrian improvements to regional parks, infrastructure improvements at intersections for pedestrian safety, wayfinding along the Lakefront Trail and area bike routes, pedestrian infrastructure improvements to ADA standards, and construction of on-street bicycle lanes.

As part of the analysis, the study determined origins and destinations, evaluated bicycle and pedestrian levels of service, provided detail descriptions, justifications and cost estimates for each project, prioritized the implementation of projects, created comprehensive strategies for wayfinding. Analysis included consulting 19 plans, contacting 20 agencies, organizations and elected officials, conducting four community public meetings, and presenting at meetings of local organizations.

The greatest aspect of the plan is the prioritized list of 44 projects (in addition to six already under way). They cover a wide range of neighborhoods, costs, techniques, and user groups. Implementation of these improvements will have a profound positive impact for all residents of Chicago by enhancing the south lakefront, promoting the park system, improving safety, reducing vehicle emissions, and promoting alternative transportation.

The study was funded with \$500,000 of Unified Work Program federal transportation planning funds, of which \$445,000 was used to hire a consulting team lead by Edwards & Kelcey and including BauerLatoza Studios, Chicagoland Bicycle Federation, Sprinkle Consulting, and Naughton & Associates. To foster implementation, the plan prepares the identified projects in a package that facilitates grant submission, lists and describes numerous governmental programs offering funding, and matches identified projects with potential funding sources.

Notable Aspects:

- **Process:** The planning process incorporates participation from a wide range of stakeholders and includes excellent documentation of the existing walking and cycling environment. The inclusion of a wide variety of projects and cost information will facilitate implementation.

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CITY OF ELGIN RIVERFRONT/CENTER CITY MASTER PLAN (PHASE I)

Award for Outstanding Community Redevelopment

In May 2000, the City of Elgin adopted an ambitious plan to rejuvenate its riverfront over the next 10 to 15 years. The result will be a continuous and interconnected system of trails and water-focused open space, balanced by a diverse mix of new civic, commercial and residential uses that will revitalize the Center City, rejuvenate the riverfront, and serve as a catalyst for downtown redevelopment. Phase I, the reconstruction of Walton Island and the corresponding section of riverfront adjacent to the Civic Plaza, was completed and dedicated on June 9, 2002. It is a harbinger to residents and surrounding communities of the resurgence of civic pride and activity in Elgin.

The project design provided for a set of two paths along the riverfront: a concrete path for bicyclists, and a separate brick path for pedestrian traffic. The dual path system provides safety and augments the paths' appeal to a wide cross section of the community. Other elements provided landscaping, lighting, seating areas, public art, waterfront access and views, and bridge improvements. Riverfront banks and pathways were diversely planted, replacing eroding lawn slopes. The upgraded walkways of Walton Island and the construction of the Fox River Dam Overlook offer new ways for pedestrians and cyclists to view the Fox River, while providing a much-needed wildlife habitat in this urban setting. Important bike and pedestrian access is now provided for the Hemmens Auditorium, Gail Borden Public Library, Elgin City Hall and a new family recreation center.

The cost of Phase I was \$5.9 million. \$1.4 million in other public and private grants and donations supplemented funds from the city's budget. Public response has been overwhelmingly positive. Close to 1,000 people attended a total of five public and civic events held on the renovated Walton Island and Fox River Overlook in 2002. The Island and Riverwalk, formerly deserted spaces, are now regularly visited and enjoyed by residents of all ages.

Notable Aspects:

- **Innovation:** The dual path allows separate and comfortable travel to large destinations by foot or bike. The plan utilizes public art to make spaces where people really want to gather.
- **Process:** The inclusion of private donors, in addition to public funds, creates greater ownership in the finished product. The project also includes a strong element of public celebration.

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ELK GROVE COMMUNITY BRIDGE

Award for Outstanding Community Connection

The Elk Grove Community Bridge is a significant public improvement that provides safe passage over Interstate 290/Route 53, a major obstacle to non-motorized travel. The project consists of the construction of a dedicated bicycle and pedestrian bridge and almost one mile of connecting bicycle paths. The path begins at Rohlwing Road and ends at Beisner Road, an access point for another 12 miles of Forest Preserve bike paths. Pedestrians and cyclists can move between communities east and west of I-290 without utilizing Biesterfield Road, a highly traveled full interchange.

The project demonstrates cooperation of over ten governmental agencies and Alexian Brothers Hospital. State funding was obtained with the assistance of State Senator James “Pate” Philip and State Representative Terry R. Parke. The project cost of \$2,080,000 was provided by IDNR, Illinois Dept. of Commerce and Community Affairs and the Village of Elk Grove.

Notable Aspects:

- **Utility:** The bridge crosses a barrier (an interstate highway) that cannot be crossed at grade level. It links residential communities with recreational paths and other destinations.
- **Process:** The project demonstrates a successful public/private partnership with the hospital.

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BARRINGTON BIKEWAY CORRIDOR AND FLINT CREEK CULVERT

Award for Outstanding Community Connection

TranSystems provided planning, design, and engineering services for the construction of 0.5 miles of multi-use path and a grade separated crossing of the Union Pacific Railroad between Barrington High School and Langendorf Park. Without this crossing, pedestrians and cyclists would travel at least 1.5 miles to utilize the nearest crossing. This project connects existing facilities in the community and is an integral part of the long-term bicycle plan for Barrington.

An innovative, “low floor” culvert design now conveys both the Flint Creek Tributary and the bikeway under the Union Pacific Railroad, replacing an existing 100-year-old bridge and allowing for grade separation. This project was distinctive because it culminated in the coordination of several parties, including the Union Pacific Railroad (right-of-way permit), Illinois Department of Natural Resources (funding and advised on protection of endangered species), US Army Corps of Engineers (wetlands permit), and Lake County Stormwater Management Commission (permit for erosion control). Funds and resources for the \$850,000 project came from IDNR, Union Pacific Railroad, Village of Barrington, Barrington Park District, Northwest Council of Mayors, and Barrington School District 220.

Notable Aspects:

- **Utility:** The project makes a logical link between a high school and residential and recreational facilities separated by railroad tracks.
- **Process:** The cooperation between Union Pacific Railroad, Barrington and the school district is commendable.

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LOMBARD ILLINOIS PRAIRIE PATH/GREAT WESTERN TRAIL AMENITIES UPGRADE

Award for Outstanding Trailblazing

This project highlights and promotes the Illinois Prairie Path and Great Western Trail systems. The Village of Lombard made improvements to five major street crossings including streetlights, trashcans, benches, drinking fountains, planting vases, asphalt paving, and street name signs. Informational kiosks with directional maps and newsletters were installed at major access/egress points along the path and are easily accessible to both pedestrians and cyclists. In 2003, bike racks will also be installed at the crossings.

Many thousands of people use the Illinois Prairie Path and the Great Western Trail in Lombard during all seasons. Prior to these improvements, the paths had no amenities other than gravel surfaces. On-site locational information was limited. These new conveniences make the paths much more pleasant and usable for walkers and cyclists. Brochures and other trail information are in high demand and require replacement on a regular basis.

The cost of the project was \$123,185. It was entirely funded by Village revenues. Work was performed by contractors and in-house staff.

Notable Aspects:

- **Utility:** The importance of the inclusion of water and street signs cannot be emphasized enough, especially on a hot July day.
- **Process:** The village saw a need and fulfilled it with revenues from their own budget, though people throughout the region who use these paths will share the benefits.

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LEMONT EXTENSION OF THE ILLINOIS & MICHIGAN CANAL TRAIL

Award for Outstanding Trailblazing

During the spring and summer of 2002, volunteers from the Village of Lemont Heritage Committee worked to clear approximately two and one half miles of trail along the historic Illinois and Michigan Canal. The volunteers spent several steamy Saturday mornings clearing the once well-traveled towpath. Jeanette Virgilio, a former member of the Heritage Committee and current Village Trustee, orchestrated the efforts. A local landscaping company provided the necessary equipment to clear the overgrowth, and scrub bushes and trees from the proposed pathway.

This segment, subsequently completed by the Village Public Works Department, is a 10-foot wide, multi-use path with a limestone-screening surface. The completed project will be a nine-mile recreational loop between Lemont's eastern and western border. The Village will install three pedestrian bridges connecting the north and south segments in 2003. The completion of the I&M Canal Trail is a priority project for Lemont, as echoed in their draft Bicycle and Pedestrian Plan. The trail serves as a pedestrian and bicycle link to Heritage Quarry, a large recreational area currently under construction directly east of downtown.

This project illustrates the dedication of Lemont's residents to making their community the best it can be and illustrates the recognition that pedestrian and bicycle facilities are an excellent way of achieving this goal.

Notable Aspects:

- **Process:** The project originated with an individual initiative, but continued with Village backing and support.
- **Utility:** The eventual link will have great regional implications.

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MERRIONETTE PARK WALKING PATH

Award for Outstanding Trailblazing

This project is a short walking path through a previously little used site that was overgrown with weeds. Residents now have the opportunity to walk between Kedzie Avenue and Homan Avenue through a small natural patch in an otherwise heavily congested area.

This walking path is unique due to the extremely low cost. A local tree company donated mulch for the path. Plants in the garden, which are expected to attract butterflies, were donated by an elderly woman who could no longer care for them. The variety of plant, Autumn Joy Sedum, grows in almost any environment and requires little care. The Purple Martin birdhouse posts are old fence poles, which can be raised or lowered to check the nests.

The concept of the path is still under development and includes additional trees and other plantings. Even as it stands now, this place offers an improvement on the previous environment and a place for a stroll or a picnic on a nice spring or summer day.

Notable Aspect:

- **Innovation:** With donated materials and time, this project has slowly transformed an unusable space into a short pedestrian link. The project illustrates that improvements to the walking environment don't have to exhaust municipal or county coffers.

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STATE REPRESENTATIVE PATTI BELLOCK AND MARYANN ROMANELLI

Award for Outstanding Individual Contribution to the Walking Environment

With her background as an elementary school teacher, State Representative Bellock has worked with local and state agencies to ensure safe travel to and from schools. In 1998, parents voiced concern that the 42-inch fence along the sidewalk of the Chicago Avenue Bridge (over Route 83) was inadequate to provide safe passage for children. In October 1999, damage from a collision necessitated the placement of safety barriers that significantly narrowed the space for safe cycling passage on the bridge. In June 2000, with the imminent opening of a new middle school just blocks away, safety concerns became urgent.

Acting as an arbitrator, Rep. Bellock initiated meetings to unite an angry community of citizens, school board and administrators, village leaders, and IDOT. Through her active political leadership and guidance, the project went to bid within a few weeks. The resulting bridge sports a nine foot curved fence along the sidewalk and a taller safer barrier along the bicycling side. Numerous school children, as well as joggers and cyclists, utilize the bridge on a daily basis as an important and safe link between two sections of the community. Rep. Bellock also aided in the reduction of the speed limit near two schools along Chicago Avenue.

For the third consecutive year, Community Consolidated School District 181 (Hinsdale and Clarendon Hills) celebrated International Walk to School Day on October 2, 2002. Rep. Bellock has reliably attended all three celebrations. Despite thunder and lightning in the early morning of this year's celebration, the clouds soon parted to reveal the greatest display of support and involvement yet. Walking students and parents were joined by AT&T Broadband (who filmed the event for the 2nd year), the district foundation (who provided stickers), the village presidents, managers, engineers, school board and administration, representatives of the National SafeKids organization (including their sponsor, FedEx), CATS, police and fire departments, DuPage County Sheriff Department, and State Representative Patti Bellock.

School District 181 contains seven elementary schools. Few students are bussed because most live within blocks of school. Even so, safety concerns grew with increasing auto traffic around schools. The walk to school promotion originated in a web search, and has grown to include widespread community participation and classroom math and health activities. Walk to school activism spurred collection of walking surveys to identify pedestrian dangers and an organized effort to change Hinsdale's sidewalk construction policies.

Notable Aspect:

- **Process:** Both Representative Bellock and Maryann Romanelli exemplify the idea that active participation results in good things. Maryann transformed a small walking celebration into a large yearly event and leveraged it to support the construction of sidewalks in Hinsdale.

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LEE RAVENSCROFT AND THE WORKING BIKES COOPERATIVE

Award for Outstanding Individual Contribution to the Cycling Environment

The Working Bikes Cooperative (WBC) is an all volunteer, self-supported organization committed to providing operational bicycles to people in need of reliable transportation in the Chicagoland area and throughout the developing world. WBC is dedicated to reducing the number of discarded bicycles in the Chicagoland area and redirecting bicycles to people in need of reliable transportation. Bicycles are rescued from local scrap yards and donated by individuals and organizations. Refurbished bicycles are distributed through weekly sales and worldwide shipments.

Since its formation in 2000, WBC has sent three full containers of at least 300 bikes and several small shipments to target populations in the developing world. These shipments are coordinated with Pastors for Peace, the Nicaragua Solidarity Committee and GhaCLAD. WBC also accepts proposals from like-minded Chicago organizations that could use their bicycles locally.

WBC also offers Chicagoans a unique opportunity to engage in clean transportation at low costs. Weekly sales at 1406 W. Cullerton (Saturday 10-3pm) and 927 S. Western (Saturday 1-5pm) offer reconditioned bicycles for \$25-\$100. Clientele are usually seeking an affordable means of transportation, and sometimes are looking for an inexpensive replacement for stolen bicycles. Proceeds from the sales fund the worldwide shipments.

WBC would not exist if not for the heart and sweat of Lee Ravenscroft, who founded the organization, incurred the start-up costs for tools and bicycles, and donated original sales space and storage. Currently, the costs incurred by WBC are negligible due to a devoted volunteer staff of twenty. WBC success is measured not only in shipments of bikes and popularity of weekly sales, but also in a current stock of 500 bikes, and positive bank account and a fiercely loyal and growing customer base.

Notable Aspect:

- **Innovation:** This program takes discarded materials and transforms them into cheap (or free) transportation for people who need transportation options.
- **Process:** Financial solvency and extremely low overhead speak volumes for the successful management of this program and the likelihood that it will remain a fixture in Chicago and worldwide transportation.

Contact Information: Brandon Zagorski
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BIKE VALET AT THE GRANT PARK FILM FESTIVAL

Award for Outstanding Innovation

Event traffic poses inherent transportation challenges. Chicago's *Bike 2000 Plan* calls for the city to "promote publicized bicycle parking at all major special events and festivals," but bikes can still be found locked precariously to nearby trees, fences, and signposts for blocks surrounding any major Chicago event. Now in its third year, the Outdoor Film Festival in Grant Park draws crowds ranging from 17,000 to 38,000 for classic films under the summer stars. Grant Park's easy accessibility from the Lakefront Path makes the festival an excellent cycling destination, but secure bike parking is difficult to find.

For several years, a group of bicyclists experimented with a variety of no-cost and low-cost solutions. They were invited to provide tuxedoed valet service for the 2001 Summer Solstice Festival at the Museum of Contemporary art. When the city recognized the need for better bike parking at the film festival, they contacted the Bike Valet. Free valet bike parking was available for the six-week series in 2001 and seven films in 2002. For less than \$1300 for the entire season, a small group of dedicated cyclists solved the bike parking problems of a major Grant Park festival. Each week, volunteers set up and staffed a corral of bike racks in a fenced-off area. Moviegoers who valet parked their bikes received a numbered ticket used to reclaim the bike. In the first year, approximately 100 bikes per film were valet-parked, growing to 200 or more in the second year.

This grassroots initiative is leading the way to provide bike parking and promotion at events. Moviegoers, many of whom return every week, report riding to Grant Park for the first time just to try the Bike Valet. The festival also provides an opportunity for the Bike Valet to educate cyclists and non-cyclists with maps and information. A bike mechanic is always on hand to perform safety checks and repairs. And, so far, the Bike Valet has never lost a bike.

Notable Aspect:

- **Innovation:** Individuals saw a need and experimented to find a successful way to fill it. The creative and almost whimsical nature of the program ensures loyal customers and volunteers.
- **Utility:** This project provides a highly needed service for Chicago area cyclists.
- **Process:** The Bike Valet could be easily replicated by other municipalities and agencies that want to encourage people to cycle to large events.

Contact Information: Mark Counselman, Chicagoland Bicycle Federation
(312) 427-3325



ROSELLE/BLOOMINGDALE COMMUNITY TRAIL BRIDGE

The Community Trail Bridge spans all seven lanes of US Route 20 (Lake Street) west of Rosedale Road. It is a major component of the North Central DuPage Regional Trail linking Busse Woods to the Illinois Prairie Path and running adjacent to the Fox River. The bridge allows for various modes of transportation including bicycling, walking, jogging, etc. and will soon connect to almost 500 miles of trails, paths and lanes in northern Illinois.

The bridge results from a partnership between the Village of Roselle and the Village of Bloomingdale to provide a safe and efficient non-motorized link between their communities. Spatial constraints required a complex design of radial approachway ramps. Through negotiation and reconfiguration of the project, the budgeted cost of \$1,575,000 was met. Funds came with the assistance of State Representative Carole Pankau, State Senator Doris Karpziel, Illinois First, an Illinois Department of Natural Resources Grant, and the Villages of Roselle and Bloomingdale.

Contact Information: Robert Burns, Village of Roselle Public Works
(630) 980-2020 x105
Rick Forner, Wight Consulting
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ROLLING MEADOWS BIKE PATH AND PARK

This project includes the construction of a park and bike path. The park was constructed on IDOT right-of-way at the northeast corner of Hicks Road and Kirchoff Road. Amenities include a gazebo, fountain, lighting, bicycle rack, benches, plantings, and pathways. The park serves as both a rest area for pedestrians and cyclists and an extension of the streetscape project just east of the park.

The connected bike path was constructed along Kirchoff Road from the east side of IL Route 53 to Plum Grove Road. It is an extension of the city bike path system and it provides cyclists and pedestrians access to the downtown business area, parks, library, and schools from the west side of the city. The City of Rolling Meadows supplemented funds from the Rolling Meadows Rotary Club (\$18,000) and the CMAQ program (\$400,000) to complete the project over multiple years.

Contact Information: Don Wenzel, City of Rolling Meadows
(847) 963-0500

CITY OF WOOD DALE BICYCLE/PEDESTRIAN BRIDGE AND TRAIL

This bridge is located over Irving Park Road (IL Route 19) and the trail meanders for three and one half miles on either side throughout the city. The bridge was recently completed and the trail is planned for construction during 2003. When complete, the project will provide cyclists and walkers with seven miles of path within the City of Wood Dale and a safe crossing over one of the city's most heavily traveled streets.

The greatest aspect of the project is the 800-foot long bridge, one of the longest pedestrian bridges in the area. It fills a much-needed recreation void in the city and offers the only safe crossing of Irving Park Road anywhere in the City. In addition, the project connects Wood Dale to the Salt Creek Greenway Trail and will be among the first segments of the regional Greenway Trail to be built between Busse Woods and the Des Plaines River.

The project cost totaled nearly \$4 million, almost \$2 million each for the bridge and trail. 75-80% is absorbed by federal grant funds for engineering and construction. Wood Dale picked up the remaining 20-25%.

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SEGMENT 1 OF THE DUPAGE RIVER TRAIL

The DuPage River Trail is a multi-use trail for non-motorized public use running parallel to the DuPage River within the City of Naperville. The planned trail will extend nine miles from Villa Avenue to 115th Street and appears in numerous local and regional planning documents. It will facilitate north-south off-street, non-motorized transportation, connect recreation and commercial destinations, and provide public access to the river corridor.

Segment 1, which extends approximately one mile along the river corridor starting at Villa Avenue, was dedicated on June 1, 2002 in celebration of National Trails Day. It is a twelve foot wide, shared use asphalt path with two-foot grass shoulders. It connects four parks: Burr Oak, Veterans, Lincoln, and Pioneer. Residents, who have indicated a desire for more recreational trails, actively use the trail.

Active and ongoing intergovernmental cooperation is a unique aspect of this project. To complete Segment 1, the City of Naperville took the lead in engineering and construction, the Naperville Park District agreed to maintain the trail, and the Forest Preserve District of DuPage Count provided the land. Similar divisions of responsibilities are planned for future trail segments.

The total cost for engineering and construction of Segment 1 was just over \$1.4 million. Federal Surface Transportation Program and CMAQ funding covered approximately 62% of the costs. The Illinois Department of Natural Resources contributed 14% and the remaining 24% came from the City of Naperville.

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LOMBARD GREAT WESTERN TRAIL BRIDGE/ACCESS STUDY

The Great Western Trail (GWT) is a former elevated railroad corridor that has been developed into a regional multi-use trail linking communities in Chicago's western suburbs. Within the Village of Lombard, it links commuter rail stations, recreation facilities, and the downtown business and residential area. However, because the railroad removed the former linking structures, trail users must traverse at-grade crossings of two arterial streets and a major railroad with commercial freight and commuter rail activity.

This study consists of two major elements. First, it emphasizes the feasibility of bridging the GWT over three conflicting transportation routes: Grace Street, St. Charles Road, and the UP/Metra rail corridor. Second, the study further addresses the transportation function of the GWT by recommending bike parking, bike routes, bike lanes and wayfinding signage to connect the trail to destinations in Lombard.

The bridges proposed in this study would be of specific benefit to both pedestrians and cyclists. The recommended design alleviates the need for hazardous at-grade crossings at the greatest cost savings. By proposing regional and local connections based on Bicycle Level of Service Analysis, in addition to the bridge, the study contextualizes the proposed grade separation. This unique approach sets the Village's efforts apart and maximizes the benefit of the bridge design for the benefit of residents and users. The study also analyzes various funding sources. The cost of study was \$40,000. The recommended improvements were \$2.5 million.

Contact Information: Craig Williams, Edwards and Kelcey
(312) 251-3000



WILMETTE METRA LOT IMPROVEMENT

The Village of Wilmette's Metra Lot Improvement Project demonstrates a comprehensive approach to rehabilitating a simple parking lot. The Village recognized that the site is a multi-modal hub for pedestrian, vehicular, bicycle, bus and rail transportation. The site also hosts various community markets and festivals throughout the summer, which would benefit from greater bicycle and pedestrian access. The project also presented an opportunity to fill a gap on the Green Bay Trail. In addition to reconstructing the lot, the scope of work was expanded to include improved access and safety for all modes and reduced intermodal conflicts.

Project highlights include reconfiguring existing parking spaces, consolidating six driveways into two, constructing a new plaza area and sidewalk, and creating a bus turnout with enough room for two buses. The project also added bike shelters, lockers, landscaping, and lighting. A featured improvement is the construction of a 12-foot wide dedicated multi-purpose path that traverses through Wilmette's central business district and fills a gap on the Green Bay Trail. Previously, cyclists were directed down the traffic aisles of two parking lots.

Project design was guided by a task force with representatives of the Village Board, Transportation Commission, Bike Task Force, Streetscape Committee, and Appearance Review Committee, Metra and Bank One (whose building is adjacent to the project). Regular informational fliers with directions and contact information kept commuters informed during all stages of the project. The Village received an Operation GreenLight grant through IDOT to fund the improvements. The Village and Bank One were also financial contributors. Total project cost was \$2.6 million.

Contact Information: Brigitte Mayerhofer, Village of Wilmette
(847) 853-7627

UNIVERSITY PARK TRANSIT-ORIENTED DEVELOPMENT STUDY

The Village of University Park, in conjunction with RTA, Eastern Will County Regional Council, Metra and Pace, sponsored an in-depth transit-oriented development study to assess the potential for development around the existing University Park Metra station. The station, though located at the intersection of University Parkway and Governors Highway, is set back from the parkway and not highly visible. Existing transit amenities are lacking, existing circulation systems create traffic obstructions, and Governors State University, an adjacent property, lacks a connection to the transit stop. The rail line acts as an inhibiting force, dividing the area from adjoining neighborhoods.

URS Corporation formulated a concept plan and implementation strategy for a 245-acre mixed-use project. The plan envisions a vibrant neighborhood linked to the transit stop by an integrated greenway system. The community would be similar to a New Town development, based on sustainable transportation and land use, a mix of land uses, and connections to the fabric of the village. Improvements include the realignment of Governor's highway, a new University Parkway overpass at the CN-IC tracks, improved parking and station access, greenway and open space connections through a Greenway Boulevard, and improved access to Thorn Creek Forest Preserve. An opportunity exists for University Park to establish a retail center that fills the current void in retail services and that serves the residents of the Village and Metra commuters.

The multi-phase project has a total development cost of \$796 million. URS developed an implementation strategy that outlined a workplan for the Village, which included a detailed phasing plan and funding strategy. The Village's relationship with the transit agencies and other stakeholders, such as the university, will lead to implementation of the first phase of the project.

Contact Information: Jim Louthen, URS Corporation
(312) 697-7233



VILLAGE OF ROBBINS TRANSIT-ORIENTED DEVELOPMENT STUDY

The Village of Robbins, supported by the RTA, Metra, South Suburban Mayors and Managers Association and an Illinois Green Communities grant, sponsored an in-depth transit oriented development study for the area around its Metra station. URS Corporation investigated the redevelopment potential of the area and recommended a conceptual redevelopment plan involving mixed-use development of residential, retail and commercial uses.

The design is oriented for pedestrians, while accommodating a variety of public transportation modes. Transit amenities include new platforms, a warming shelter, additional commuter parking, and improved pedestrian access. Approximately 40 acres of open space and park areas are concentrated on land designated as floodplain, providing valuable recreation facilities for the people of Robbins. The improved transit access and retail development has the potential to become a catalyst for additional improvements throughout other neighborhoods and the beginning of a Village-wide revitalization.

URS Corporation provided the Village with a funding tool-kit, which will aid the Village in achieving their goals. The project cost of development is \$119 million.

*Contact Information: Jim Louthen, URS Corporation
(312) 697-7233*

ILLINOIS BEACH STATE PARK INFRASTRUCTURE IMPROVEMENT

The nominated project is a proposed improvement to the internal infrastructure (roadway and parking facilities) at Illinois Beach State Park. The improvement will reconstruct 2-3 miles of internal roadway and all parking facilities and replace a Kellogg Creek culvert. The purpose of the project is to address the advanced state of deterioration of the facilities. The project also includes construction of ADA-compliant access to restroom facilities throughout the park.

Though most of this improvement is designed for accommodating vehicular traffic, it still will significantly benefit cyclists and pedestrians within the park. Field checks revealed cyclists and pedestrians using the road in its current deteriorated state. Though the environmentally sensitive land prevents the construction of 13 or 14-foot lanes, the improvement will implement two 11-foot lanes with 5-foot grassed shoulders. This improves on the existing 10-foot lanes with 6-foot grassed shoulders. Since the road serves predominantly narrow passenger vehicles and has a posted speed limit of 20mph, the extra foot of pavement will provide cyclists with a new smooth surface to tour the park and access other trails.

The improvement is included in the Department's Fiscal Year 2003-2007 Proposed Highway Improvement Program, with construction anticipated to begin this summer, contingent upon fund availability and project readiness. IDOT and IDNR will fund the estimated cost of \$2.1 million.

*Contact Information: Ron Krall, Illinois Department of Transportation
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ILLINOIS ROUTE 83 @ ENGLE DRIVE INTERSECTION IMPROVEMENT

This project involves a proposed “Tee” intersection improvement with Route 83 on the north and south legs and Engle Drive on the east. The intersection is proposed to be signalized and widened for left turn channelization on the north and east legs. Just south of this intersection, Monaville Road intersects Route 83 from the west for another “Tee” intersection. The Chicagoland Bicycle Map and the Illinois Official Bicycle Map recommend both Monaville Road and Engle Drive as on-road bicycle facilities. ¼ mile of Route 83 provides the link between the two.

The nominated project takes into account bicycle accommodations by providing on-road modification along Illinois Route 83 to make the “connector” roadway for Monaville Road and Engle Drive more bicycle friendly. This includes a four foot riding surface for northbound cyclists and a four foot wide bituminous shoulder adjacent to the southbound lane. These additions are specifically included to improve the environment for cyclists.

The costs were not broken out of the total project cost, and IDOT assumed all costs associated with providing this on-road bicycle connection. The improvement is included in IDOT’s Fiscal Year 2003-2007 Proposed Highway Improvement Program, with the actual construction date contingent upon project readiness and fund availability.

*Contact Information: Ron Krall, Illinois Department of Transportation
(847) 705-4676, krallrd@nt.dot.state.il.us*

FORMER STATE REPRESENTATIVE JUDY ERWIN

Judy Erwin has long been an advocate for bicycle and pedestrian issues in northeastern Illinois. Both the Millennium Park Bicycle Parking Facility and the Bikes on Metra Program owe their success largely to her support in the state legislature and as an active community citizen.

The Millennium Park Bicycle Parking Facility will create a new and substantial resource for commuters and visitors who choose bicycling as their transportation choice in downtown Chicago. The facility will have secure, well-lit, heated, indoor bicycle parking, shower and locker facilities, and other amenities to enhance bicycle commuting. With a large parking capacity (approximately 400 spaces), this facility will be an important part of many special events and programs hosted in Millennium and Grant Parks.

Without Representatives Erwin’s efforts, along with those of Representative Carole Pankau, there would be no service for passengers with bicycles on Metra trains. After years of opposition by Metra, Representative Erwin spearheaded a meeting with Metra and Chicagoland Bicycle Federation in the winter of 2001. Representative Erwin found areas of cooperation, developed pilot project goals, and got both agencies to work together. Metra agreed to incorporate service for passengers with bicycles for the first time. Since its inception, the program has slowly grown to establish a basis for more comprehensive and less restrictive service in the future. Though she has now left the assembly, she continues her efforts to make bikes-on-trains a permanent amenity.

*Contact Information: Randy Warren, Chicagoland Bicycle Federation
(312) 427-3325, randyw@biketraffic.org
State Representative Carole Pankau
(630) 582-0390*



NORTH TERMINUS LAKEFRONT PATH BIKE TURN-AROUND CIRCLE

This built facility, the first of its kind in Chicago, safely redirects northbound cyclists back south along the lakefront path and separates bicycle and pedestrian traffic flow. It is located just north of West Hollywood Avenue and is sponsored by the Chicago Park District, in conjunction with Alderman Mary Ann Smith and the Association of Sheridan Condo/Co-op Owners.

Prior to construction, cyclists turned around further north and disrupted other cyclists and pedestrians on the path, or mistakenly headed north on Sheridan Road looking for a path continuation. The circle is an intuitive visual indicator of the path's terminus and provides cyclists and pedestrians an easy, orderly and pleasant turn-around opportunity. Joggers and pedestrians have a separate soft surface option next to the asphalt path. The circle's functionality (with drinking fountain and bike racks) is complemented by its interior garden, with an attractive arrangement of trees, shrubs, and flowering perennials (cared for by volunteer gardeners).

The project also includes a separate pedestrian entrance to Osterman Beach. The total project cost for the pedestrian entrance and the turn around was \$138,000, funded entirely by the Chicago Park District. Since construction, complaint calls to the Alderman have abated. Observations and feedback are positive.

Contact Information: Ernie Constantino, 48th Ward Alderman's Office
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EVANSTON BICYCLE SYSTEM IMPROVEMENT PLAN

Completed in late 2002, the Evanston Bicycle System Improvement Plan is a comprehensive two-phase municipal bicycle plan. The first phase analyzed existing conditions using crash incident data, bicycle counts, and a bike parking survey. A GIS base map was established and approaches to bicycle facility network design were recommended. The second phase proposed a facility network and implementation, including design guidance specific to Evanston's needs, a proposed network of bicycle paths, lanes, routes and parking recommendations, and policy and funding recommendations. All plan elements are accessible on the web page (www.cityofevanston.org/Departments/Parks-Forest-Rec/Bike-Plan).

Extensive public participation and broadly based support from the City staff, the City Council and the community are the greatest strengths of the plan. Plan participants included professionals from several city departments, representatives of major Evanston institutions and schools, and representatives from a downtown business organization. Additionally, Evanston bicyclists participated in workshops and conducted bicycle counts and surveys. This plan is coordinated with bicycle planning activities and facilities in neighboring communities.

This plan is unusual for its creative solutions to difficult problems, such as improving bicycle access to and from Chicago and finding space for bike lanes within older, relatively narrow streets. The plan provides specific design guidance and detailed program of recommended improvements. The plan cost was \$50,000 and just over \$1 million of on-road and trail improvements are recommended. City Council accepted the plan and will consider capital expenditures as they arise. The City is also applying for a CMAQ grant. Staff thinks that the plan put biking "on the map" and that positive momentum will encourage implementation.

Contact Information: Suzan Pinsof
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Stefanie Levine, City of Evanston
(847) 448-8043



SCHAUMBURG ADOPT-A-BIKEPATH

This program operates along Schaumburg's 44 miles of off-street bike paths and is sponsored by the Village of Schaumburg. It was instituted in the summer of 2001 as a way to promote the path network and increase community participation in clearing the paths of debris or hazards. Community efforts supplement the regular maintenance by the Village's Public Works Department. The program appeals to participation by Boy and Girl Scout Troops.

The program helped create a government/citizen partnership and keeps the paths cleaner and safer. Over 60 people have participated in clean-ups. Initial start-up costs for garbage bags, safety vests, warning signs, brochures, and signs to advertise the name of the group were about \$2,000. The project is financed through the Village's general fund.

*Contact Information: Richard Bascomb, Village of Schaumburg
(847) 923-3862*

SCHAUMBURG COMMUNITY EVENTS

The Village sponsors several bicycle promotion events throughout the summer. During May, Schaumburg celebrates bike-to-work week. Activities include a Village Board proclamation, a "Ride to work with the Mayor" event, and a contest that includes surveying local bike commuters and awarding prizes from local sponsors. Approximately 50 cyclists participated.

On the first Sunday in June, the Village celebrates its German heritages with the Fahrrad Tour von Schaumburg. This family-oriented ride winds through six miles of bike paths and culminates in a giant Village-sponsored cookout. Approximately 200 cyclists participated.

Both events bring officially sanctioned recognition to the advantages and importance of cycling. They also give Village staff the opportunity to gain important insight into the cycling habits, characteristics, and expressed needs of the riding public. Costs are mostly due to staff time invested. The Village-sponsored picnic costs around \$2,000. Prizes are donated.

*Contact Information: Richard Bascomb, Village of Schaumburg
(847) 923-3862*

SCHAUMBURG POLICE DEPARTMENT SUMMER BICYCLE SAFETY PROGRAM

In order to foster the safe use of Schaumburg's 80 miles of bike ways and paths, the Schaumburg Police Department has run a bicycle safety program since 1988. The program employs ten college-age bicycle safety patrol officers under the direction of the Crime Prevention Unit. They are trained and knowledgeable in bicycle safety, bicycle registration and the bicycle rules of the road. They patrol the community during the week in the summer months. They also assist in various bicycle related Village-wide functions and bicycle rodeos.

The main focus of the program is bicycle safety education. Violations can result in verbal warnings or counseling on safer practices. More serious infractions may result in citations with follow-up letters to the offender's parents. Most serious offences can result in a parent and child trip to bicycle court at the Schaumburg Police Department. No monetary fines are imposed, but guilty parties can be sentenced to write an essay on safe bicycle riding.

Summer patrol activities are tracked by a database. All registration information is also tracked to help with recovery of lost and stolen bicycles. The program is run on a predetermined budget set by the Village. Bike patrols are supplied with uniforms, helmets, bikes with locks and basic equipment.

*Contact Information: Officer Sandy Olson, Schaumburg Police Department
(847) 882-3534*



BIKES FOR CHICAGO

Bikes for Chicago is part of the Youth Enterprise System, a division of the Illinois Manufacturing Foundation (IMF). IMF is a non-profit organization that provides skilled manufacturing training for economically disadvantaged adults and manufacturing-related career exploration for youth. The program is funded in part by Workforce Investment Act funds administered by the Mayor's Office of Workforce Development. Instructor time, tools, bikes, and parts are donated.

While there are approximately 80 bike shops in greater Chicago, virtually none are located in economically disadvantaged neighborhoods. This program was started to address this need, while simultaneously providing an opportunity for economically disadvantaged youth to learn mechanical, business and social skills required to start their own bicycle-related business. This program teaches in-school youth (ages 14-18) certifiable skills in bicycle repair, along with other job readiness skills including presentation, leadership, teamwork, and entrepreneurship. Students will also receive support for development of their own bicycle-based business, include development of promotional flyers and business cards.

The program started in December 2002 and the first phase runs through June 2003. All 15 students were recruited from public high schools through direct interaction with teachers and counselors. All students meet low-income guidelines set by the City of Chicago. They attended an interview and were assessed for basic academic skills. Students with academic deficiencies committed to improve the area of deficiency. Case management support is provided to all participants.

Participants are already demonstrating notable increases in mechanical skills. Several students also started bringing homework assignments to work on after bike repair sessions and have started participating in school tutoring. IMF is currently pursuing additional funding and dedicated space in order to expand the program to more students in the coming months.

Contact Information: Bonnie Keyes, Illinois Manufacturing Foundation
(773) 704-4614

BIKE WINTER

Bike Winter was born out of a desire to keep bikes out of the basement during our six months of winter. A bike in motion tends to stay in motion; a bike in a basement tends to stay in the basement. Fortunately, cyclists who have taken the winter biking plunge know it's easy and often more pleasant than gasping for breath during ozone action days. So, for the last four years, they have organized a series of free recreational and education events to inspire Chicago cyclists to stay in the saddle year round.

Bike Winter is an all volunteer effort. Since 1998, it has been responsible for six classes, each averaging over 50 participants, where veterans share tips for surviving mother nature and salt trucks. The classes are successful because their loose, creative format encourages maximum information exchange. Classes also include raffle items from local bike shops. At least 100 homemade fleece balaclavas have been distributed and are visible signs of success every time they appear on the street as the temperature plunges.

Bike Winter is effective because it combines education with action. It gives people tools and motivation to ride and provides lots of opportunities to get on a bike and have fun. Bike Winter is helping people throughout Chicago and the world realize that bicycling is a reliable form of transportation, regardless of the weather. The Bike Winter website, which includes tips and a calendar of events, has over 10,000 hits.

Contact Information: Bob Matter, Chair of Bike Winter 2003
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