

# VILLA PARK

## Bicycle & Pedestrian Master Plan



May 2018



ACTIVE  
TRANSPORTATION  
ALLIANCE

# ACKNOWLEDGMENTS

## Active Transportation Plan Steering Committee

This plan represents the combined vision and goals of the steering committee that guided its development. Thank you to these community representatives.

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## About the Consultants

Active Transportation Alliance is a coalition of people who want safer, healthier and more convenient transportation choices. We envision walkable communities, networks of trails and other types of bikeways, reliable transit, and safe and easy biking.

We envision a Chicagoland with half as many crashes and where half of the trips are made by walking, bicycling, and transit. We promote walking, bicycling, and public transit to create healthy, sustainable, and equitable communities.

Our project team includes planning and policy experts who developed many of the best practice programs and recommendations included in this plan.

## Data Citations

Land Use Data: Chicagoland Metropolitan Agency for Planning, 2013

Census Data: American Community Survey, 2014

Roadway Data: Illinois Department of Transportation, 2016

Crash Data: Illinois Department of Transportation, 2007-2014. **DISCLAIMER:** The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

# VILLA PARK

## Bicycle & Pedestrian Master Plan

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# 1

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## INTRODUCTION

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Why create a bicycle  
and pedestrian plan for  
Villa Park?

# 1.1 OVERVIEW

Villa Park has numerous components of a healthy, sustainable, and active community - a compact network of streets, friendly atmosphere, good mix of retail, a Metra station that provides quick access to downtown Chicago, and unparalleled access to the region’s trail system. Nearly 5.5 miles of designated trails run through Villa Park. Due to its gridded network of streets each of its 22,000 residents live within 2 miles of a trail. In fact, in 2017, Money Magazine named Villa Park the 28th best community in the country overall and the 8th best community to raise a family in part due to its trails.

Because of the Village’s extensive trail system, many community members want better access to them. There are currently no dedicated on-street bicycle facilities in Villa Park, wayfinding along certain trail segments is unclear, its sidewalk

network is in various states of repair, and there are challenging intersections both along trails and on its local street network.

This plan provides Villa Park a long-range, holistic set of recommendations to improve its trails, sidewalks, streets, and intersections with pedestrian and bicycle safety, comfort, and access to destinations in mind. While its focus is on tangible infrastructure improvements, the plan also recommends programs and policy initiatives that can be implemented by community agencies, organizations, and residents to advance the already strong active transportation culture in Villa Park. Recommendations were developed after an extensive period of community engagement, where more than 200 residents provided input on improvements they would like to see made to get them walking and biking more often.

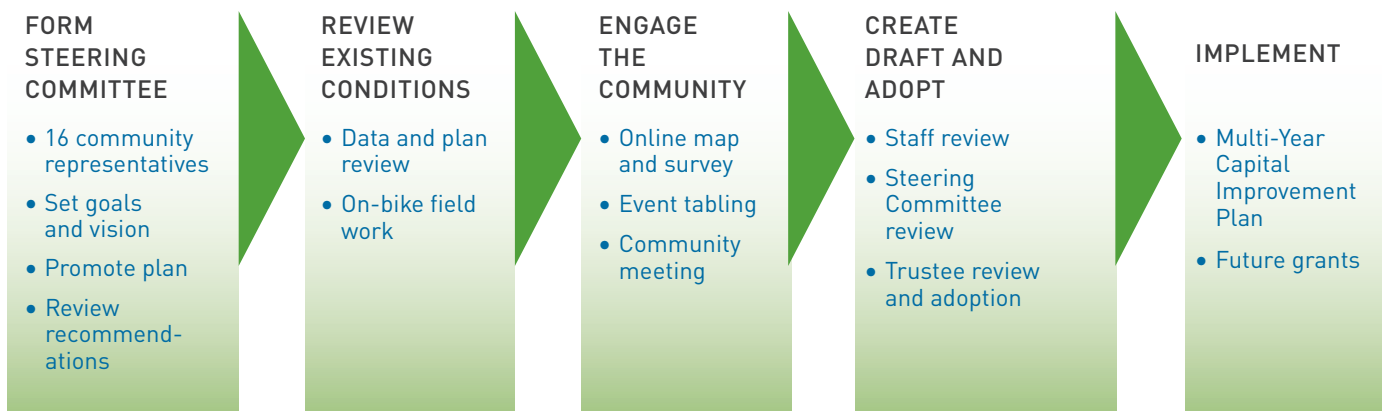


Man rides on Illinois Prairie Path near Villa Avenue.

# 1.2 PLAN PROCESS, VISION, & GOALS

Through conversations with the community, during the 10-month planning process, it became clear that Villa Park values its trail system and sees it as the backbone to creating a truly walkable, bikeable community. As such, the following vision is presented for this plan:

**Figure 1a: Planning Process**



*Villa Park will build on its robust trail system, compact street grid, and transit access to make it an ideal community for walking and biking. By advancing its Bicycle and Pedestrian Master Plan, the Village’s trails, schools, recreational spaces, commercial areas, and other destinations will be safe and comfortably accessible to all residents, making active transportation a viable option for trips made throughout the community.*

**This vision will be achieved by advancing three overarching goals:**

**1**  
 Connect the Illinois Prairie Path, Great Western Trail, and Salt Creek Greenway to regional and local destinations and improve user experience along trails.

**2**  
 Improve walkability throughout town by providing a complete sidewalk network in good repair and by improving crossings.

**3**  
 Develop a Village-wide bicycle network that improves access to in-town destinations and regional destinations.

## 1.3 PLAN ORGANIZATION

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### 2 CHAPTER

Provides an overview of existing conditions that are relevant to Villa Park's bicycle and pedestrian network.

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### 3 CHAPTER

Includes a summary of information collected through the plan's public engagement process.

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### 4 CHAPTER

Lists recommendations organized by each goal, and includes program and policy elements, a menu of infrastructure tools, a series of route recommendations and intersection improvements.

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### 5 CHAPTER

Focuses on implementation, and provides a suggested schedule for completing improvements, recommended funding sources, and additional tools and strategies to assist with implementation.

# 2

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## EXISTING CONDITIONS

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Overview of plans,  
projects, and data  
reviewed in the  
planning process



## 2.1 OVERVIEW

In this chapter, you will find an overview of the existing conditions in Villa Park, the plans reviewed, and the data analyzed which led to the recommendations featured in Chapter 4. This chapter includes summaries of the pertinent information from the following documents and datasets:

- Villa Park’s existing infrastructure was reviewed to understand the facilities and amenities currently available to people walking and biking in Villa Park. The project team collected the data by exploring regional datasets, cycling on Villa Park’s trails and streets, and reviewing aerial maps.
- The project team also reviewed previous planning studies conducted by Villa Park, including the Comprehensive Plan, the Parks Master Plan, and the Villa Park Station Area Plan. This plan supports the transportation focused recommendations made in the previous studies.
- Bicycle plans developed by Elmhurst, Lombard, and DuPage County were also reviewed to ensure connectivity across jurisdictions.
- Data from Strava and People for Bikes were reviewed, which indicate where people bike and the level of comfort of streets
- Crash data from the Illinois Department of Transportation (IDOT) were compiled to isolate pedestrian and bicycle crash hotspots.



Man riding on Ardmore Avenue.



Bike parking at the Villa Park Metra Station.

## 2.2 PEDESTRIAN & BICYCLE INFRASTRUCTURE

### Great Western Trail

The eastern terminus of the Great Western Trail is in Villa Park, adjacent to its downtown area. Here, it intersects with the Illinois Prairie Path, though existing wayfinding and gateway signage could be improved to orient users and direct people to destinations in the community. All crossings along the trail through Villa Park are at grade and mid-block. The trails are signed with stop signs, which creates confusion about who has the right of way for users and drivers. The Great Western Trail is surrounded by woods and offers only five on-street access points.



Obscured wayfinding signage on the Great Western Trail.

### Illinois Prairie Path

The Illinois Prairie Path runs parallel to Central and Park Boulevards and is surrounded by green space on either side. The open feel of the Prairie Path and multiple access points makes it both a destination and a corridor. To capitalize on this existing resource, Villa Park has created activity nodes and rest areas along the path. The Villa Park Historical Society is accompanied by a gazebo at Villa Avenue; the Chamber of Commerce is at Ardmore Avenue; and the Rotary Club Playground is at Harvard Avenue. There are two types of access points along the Prairie Path – access paths that connect to side streets that terminate at the Illinois Prairie Path and mid-block grade level crossings at collector streets. Like the Great Western Trail, the trail is signed with stop signs at the latter.



Informational signage on the Illinois Prairie Path.

## Salt Creek Regional Greenway Trail

This trail runs north/south along the eastern boundary of the community, cutting in and out of Villa Park, Elmhurst, and unincorporated areas. The trail designation runs on-street on Monterey Avenue from Park Boulevard to Wildwood Avenue, then Wildwood Avenue to Rotary Park. From Rotary Park to Monterey Ave and Thomas Street, the greenway is a dedicated path, then continues on-street along Thomas, north on Villa Avenue, east on Second Street, where it once again becomes an off-street trail. The on-street sections have minimal signage, making it difficult for trail users to navigate. In addition, the Villa Avenue segment is less comfortable for some cyclists and pedestrians because it requires two street crossings to access the sidewalk on the west side of the street and two at-grade railroad track crossings. During inclement weather, the Greenway has a history of flooding at North Avenue and St. Charles Road.

## Trail Gateway Signage and Other Improvements

The Village has steadily been making improvements to the trail user experience around Villa Ave. In the summer of 2017, Ethan Rojek and Max Hield, Eagle Scouts with Boy Scout Troop 242 installed the new benches and trees respectively, at the new entrance to the Gateway to the Great Western Trail on S. Villa. The Village also installed more bike racks around the trails and Villa Ave to meet growing demand for bike parking in its developing downtown. Finally, it has constructed a new pavilion just west of the Historical Society that provides shaded seating for a cold drink or lunch. As the downtown area continues to develop, the Village plans to further enhance this area through wayfinding signage and other amenities.

## On-Street Bikeways

There are no dedicated on-street bikeways in Villa Park. While the Illinois Prairie Path and Great Western Trail provide east/west connections across the Village, there are no north/south routes. Villa Ave and Ardmore Ave are the only two north/west streets that span the entire length of the Village. Addison Road, Harvard Ave, Summit Ave, and Monterey Ave are also commonly used north/south routes.

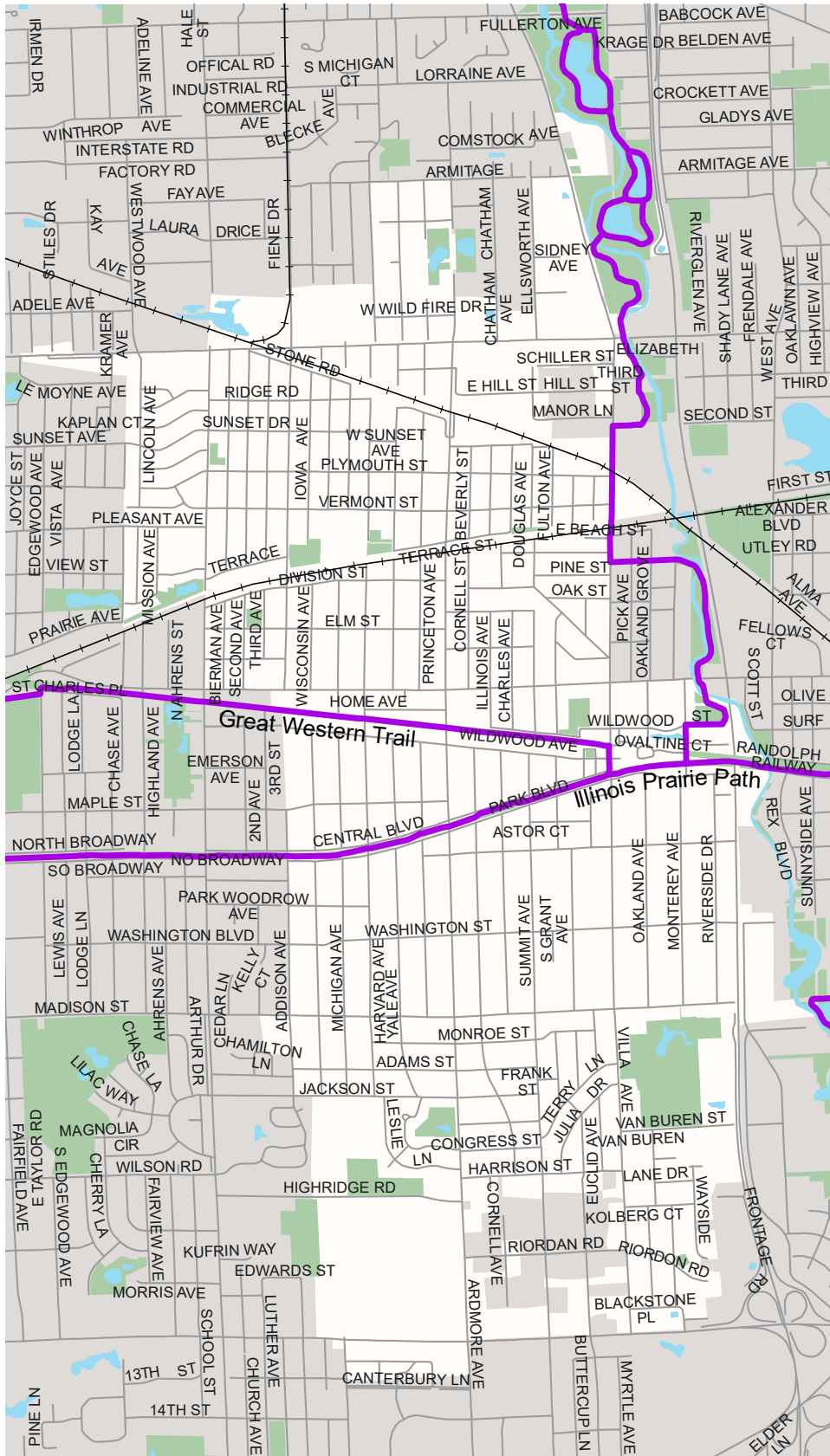


Salt Creek Trail at Villa Avenue and 2nd Street.



New picnic pavilion on the Illinois Prairie Path.

Figure 2a: Existing Trails



Existing Trails

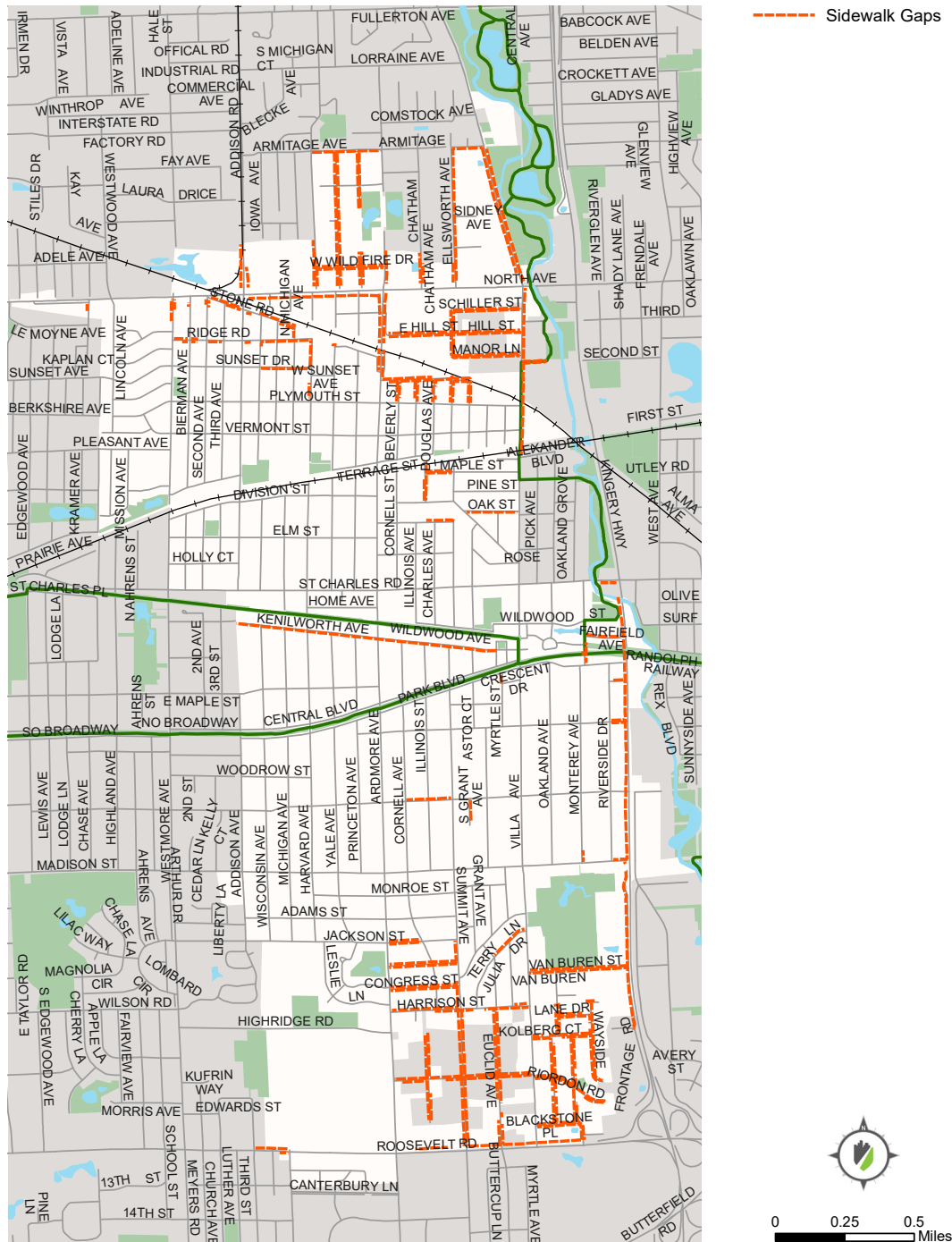


0 0.25 0.5 Miles

## Sidewalks

Gaps and missing blocks of sidewalks were also collected for this plan, using ESRI satellite imagery from January 2017. About 25 miles of sidewalk gaps in Villa Park and its unincorporated areas were recorded. Most of the gaps are located on the south side of Villa Park in its unincorporated area and on the far north side, though there are missing segments throughout the Village.

Figure 2b: Sidewalk Gaps



## 2.3 LOCAL PLANS

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### Comprehensive Plan

Villa Park’s Comprehensive Plan includes several goals relevant to this plan:

- Make St. Charles Road more pedestrian and bicycle friendly
- “Complete all streets,” e.g., design streets for all modes of travel, ages, and abilities
- Create a comprehensive bicycle network
- Develop safe routes to schools

### Parks Master Plan

The Parks Master Plan identified building more bicycle and pedestrian trails as a high priority goal of the community. Community members wanted dedicated north/south bike routes that connect to Villa Park’s existing trails, complete streets, and safe routes between schools and trails. New walking paths are recommended for Jefferson Park, North Terrace Park, Rotary Park, and Twin Lakes Park.

### Villa Park Station Area Plan

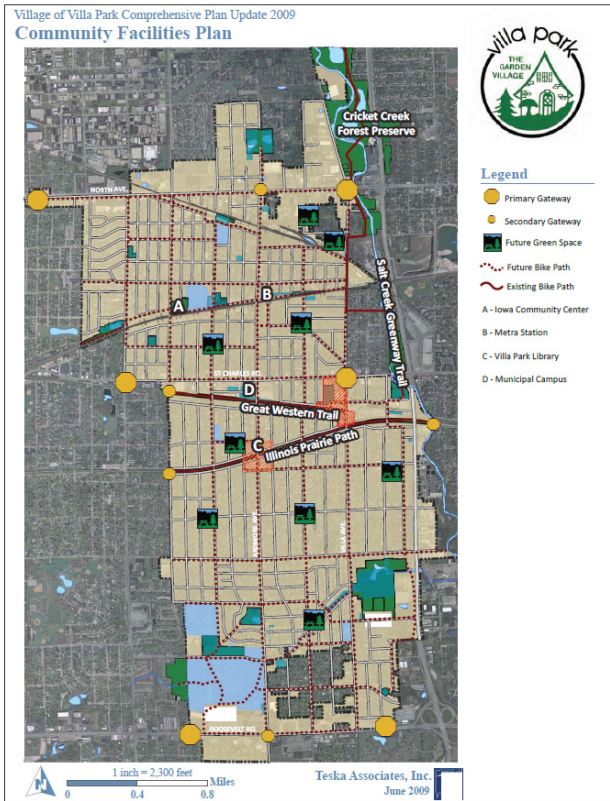
This plan, produced by HNTB, proposes several pedestrian improvements around Villa Park’s Metra Station, including installing sidewalks on Maple Street and Illinois Avenue, installing paver crosswalks, pedestrian scale lighting, a pedestrian tunnel under the railroad tracks, and other streetscaping and wayfinding elements.

### Villa Park Bike Map

In 2007, Villa Park produced a bike map that included suggested on-street bicycle routes to connect to destinations throughout the Village. The map designates most streets as “safe for cycling,” except for High Ridge Road, Ardmore Ave, Summit Ave, Villa Ave, Kenilworth Ave between Ardmore and Villa as “use caution.” North Avenue, Roosevelt Road, St. Charles Road, Westmore Ave, and Route 83 were classified as not suitable for cycling.

### Villa Park Bike to Metra Guide

In 2010, the Village produced a “Bike to Metra Guide,” focused on routes that are categorized as more comfortable or less comfortable for cycling. The guide highlights several routes to use to get to the Metra Station. The major north/south connector routes, Ardmore, Villa, and Summit, are categorized as “less comfortable,” whereas many of the local streets are categorized as “more comfortable.”



Comprehensive Plan Bike Map. Credit: Teska Associates



Twin Lakes Park path proposal. Credit: Parks Master Plan



Circulation plan for the Villa Park Metra station. Credit: HNTB.



Bike to Metra routes. Credit: Ride Illinois.

## 2.4 REGIONAL PLANS

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### DuPage County Regional Bikeways Map

DuPage County's Regional Bike Map includes only one proposed on-street bike way through Villa Park – on Addison north of North Avenue. It features the junction of the Illinois Prairie Path and Great Western Trail as a cycling destination.

### Illinois Prairie Path Trail Counts

DuPage County conducted trail counts along the Illinois Prairie Path at Ardmore and Villa Avenues in July 2017. On average, there were just over 1,000 people accessing and crossing the trail at each of the two locations during the data collection period. More users were counted on Saturdays than any other day, and the fewest number of users were counted on Fridays. A four-day period between July 8th and July 12th included heavy rain, which negatively impacted ridership during the study period.

### Elmhurst Bike Plan

Elmhurst's bike-specific plan was developed in 2012. While the plan does propose a bicycle network, its only linkages to Villa Park are through the existing Illinois Prairie Path and Salt Creek Regional Greenway.

### Lombard Bike Plan

In 2016, the Village of Lombard adopted its Village-Wide Bicycle and Pedestrian Master Plan. The Village has begun implementing its plan and several upcoming projects are pertinent to Villa Park: trail crossing improvements at Westmore-Myers Road at the Illinois Prairie Path and the Great Western Trail and bike lanes on Maple Street extending from its western to eastern limits. In addition, it has received a Surface Transportation Grant from DuPage County in partnership with Villa Park, Elmhurst, Downers Grove, Bartlett, and Hanover Park to install bike racks and lockers.





## 2.5 OTHER STUDIES

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### Illinois Prairie Path Trail Crossing Analysis

Between 2013 and 2014, Active Transportation Alliance in coordination with the DuPage County Department of Transportation surveyed users of the Illinois Prairie Path System to understand how they viewed current trail conditions and what changes they would most like to see. Respondents provided information on how they use the trail and their perceptions of various bicycle and pedestrian accessibility characteristics at each crossing. The analysis included a Perceived Ease of Crossing map, which displays survey results from a question where respondents identified if they found the intersection easy or challenging to cross.

Among the crossings in Villa Park, 60% of respondents indicated that Westmore Ave is a difficult crossing, 41% responded unfavorably to Ardmore Avenue, 34% indicated that Villa Ave is a difficult crossing, and 16% indicated that Monterey is a difficult crossing. Less than 10% of respondents stated that Harvard Ave and Route 83 are difficult crossings, and no responses were recorded for Addison Ave and Summit.

### Strava Data

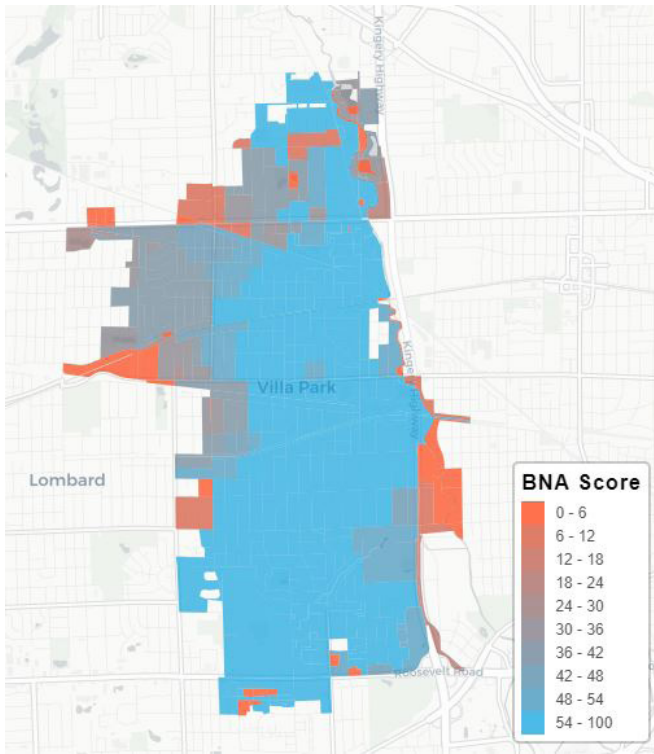
Strava is an application that allows cyclists and runners to track their workouts using GPS. Strava produces heat maps showing the density of users on all streets and trails throughout the country. While the use varies by community and the results are often skewed toward more confident cyclists, it can show routes that are heavily used by cyclists. In Villa Park, the Illinois Prairie Path is the most heavily used route. The Great Western Trail, Villa Ave north of the Prairie

Path, Maple Street, and Grace Street are also more frequently used. More information can be found at <https://labs.strava.com/heatmap>.

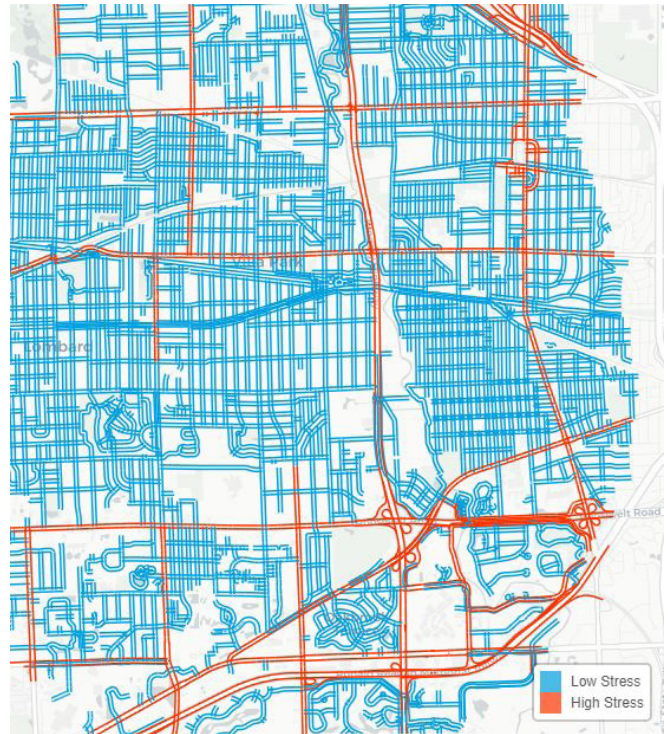
### Villa Park Bike Suitability Analysis

In 2017, People for Bikes chose Villa Park as one of its test communities for a new Bicycle Network Analysis (BNA) scoring system it is developing on bicycle suitability. The measurement uses Open Street Map data, traffic data, and Census data to analyze how well a bicycle network connects homes to destinations and to determine the level of stress a cyclist will experience riding on the community's street network and existing bike facilities. Villa Park's overall BNA score is 52, which is relatively high when compared to other suburban Chicago communities studied. For example, Batavia scored a 39 and Highland Park scored a 16. Villa Park was helped by its dense network of local, low-stress streets that connect people to jobs, commercial areas, transit, and parks.

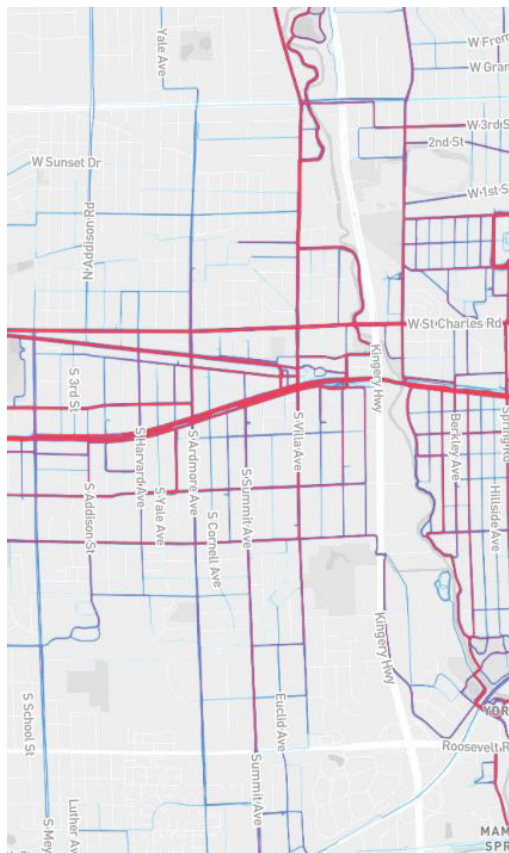
There are relatively few high-stress streets in Villa Park, according to the analysis. Roosevelt Road, Route 83, St. Charles Road, Ardmore from Roosevelt Road to the Willowbrook High School Entrance, North Avenue, and Addison Road between St. Charles Road and the northern Villa Park limit were among the high stress streets. While the analysis is helpful, the data model is still in beta format and needs improvement. Details on the analysis can be found at <https://bna.peopleforbikes.org/#/>



Census blocks with bike access in Villa Park.  
Credit: People for Bikes.



Low and high stress streets for cyclists in Villa Park.  
Credit: People for Bikes.



Strava Heat Map depicting popular biking routes in Villa Park. Credit: <https://labs.strava.com/heatmap>

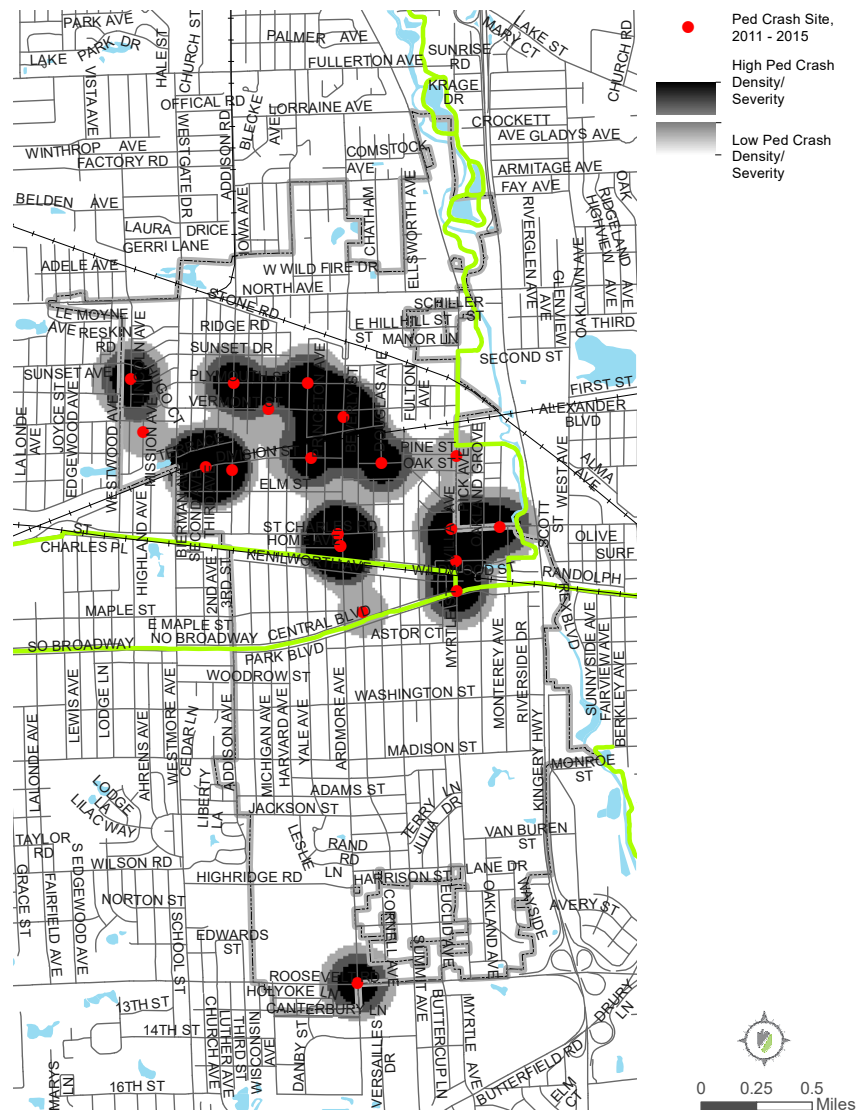
# 2.6 CRASH ANALYSIS

## Pedestrian Crashes

Figure 2c features a hot spot analysis of all reported pedestrian crashes that occurred in Villa Park between 2010 and 2015, ranked by injury severity. Crashes resulting in serious injuries were weighted higher than non-serious injury, and non-injury crashes.

In total, there were 2 pedestrians seriously injured, 10 injured, and 9 possibly injured in crashes. The highest concentration of pedestrian crashes (4) were on Ardmore Ave at St. Charles Road (2) and Home Ave (2). Division and Second Ave and Ardmore between Vermont and Terrace are also hot spots though only one crash occurred at each location during the period. This is due to the severity of the injuries sustained rather than the number of crashes in these locations.

Figure 2c: Pedestrian Crash Analysis

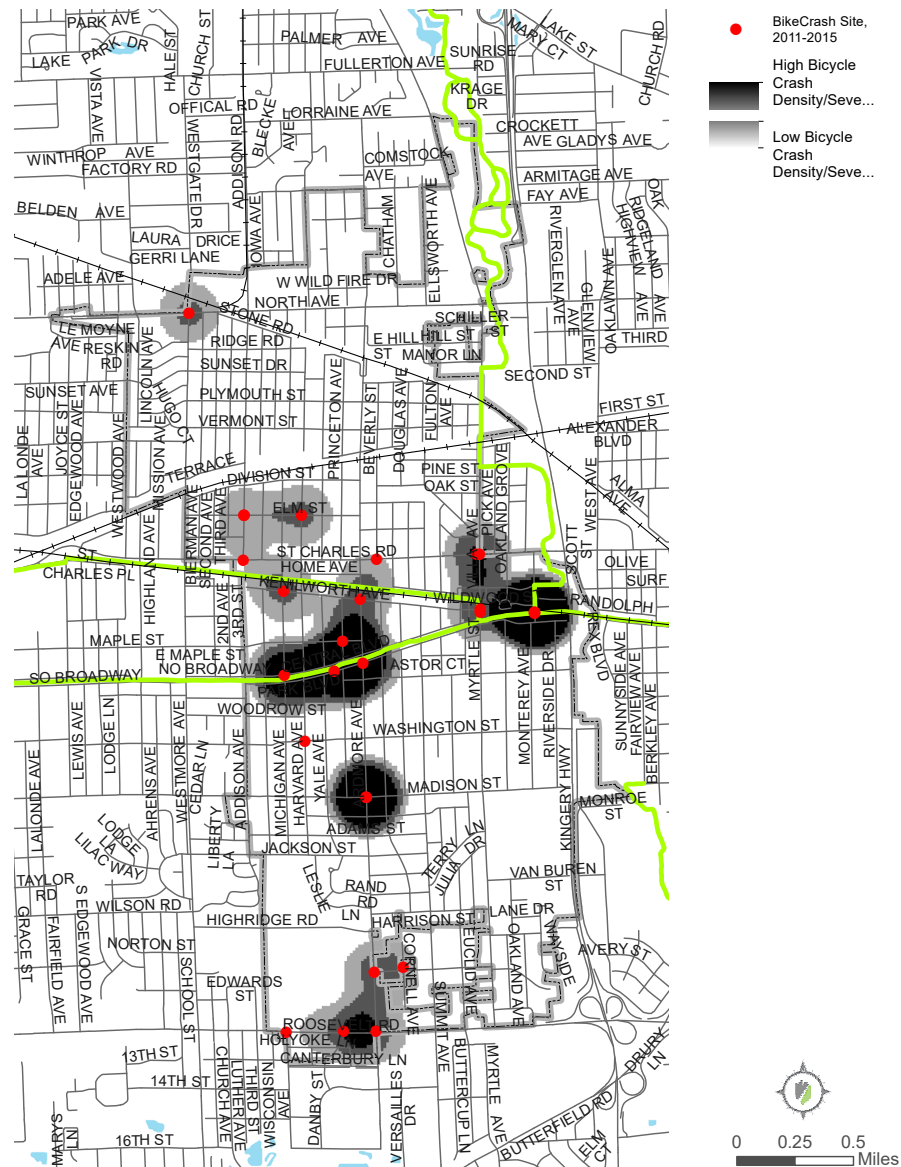


## Bicycle Crashes

Bicycle crashes were also analyzed for the same period, see Figure 2d. There were 27 total bike crashes in Villa Park, 5 people were seriously injured, 13 sustained minor injuries, and 8 were possibly injured.

The highest concentration of bicycle crashes was at the intersection of Monterey and the Illinois Prairie Path, where 3 cyclists were hit by cars; 2 crashes occurred at Ardmore and Madison. There is also a density of crashes around the Illinois Prairie Path, Great Western Trail, Ardmore, Harvard Ave area, though each crash point recorded was only one instance. Finally, a series of three crashes occurred along Roosevelt Road between Michigan and Ardmore. Two of the three crashes occurred at unsignalized crossings. Along the length of Ardmore, there were 6 bicycle crashes, which is a popular route used to access the Illinois Prairie Path and Great Western Trail.

Figure 2d: Bicycle Crash Analysis



# 3

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## COMMUNITY ENGAGEMENT

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Identifying community  
goals and priorities.

## 3.1 OVERVIEW

Between May and October 2017, we reached out to community members, agencies, and organizations to identify opportunities and challenges to improve walking and biking in Villa Park. More than 200 people shared their goals, desires, and ideas. This chapter summarizes the process used to reach people and the input received.



The project team placed yard signs on the Illinois Prairie Path and Great Western Trail to promote the survey and community workshop.

## 3.2 HOW PEOPLE GOT INVOLVED

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The Villa Park community participated in the plan by joining the steering committee, filling out a survey, marking up an online map, and attending a plan workshop. Below is a summary of the outreach process.

### Joined the Steering Committee

The 16-member Steering Committee included staff and elected officials from the Village of Villa Park, DuPage County, local business owners, and residents. Steering committee members met to set the goals and vision for the plan and went on a bike ride to identify issues and concerns. Once the plan is finalized, the committee will reconvene to review plan recommendations and discuss future implementation.



### Filled out the Online Survey

Between April and October, 193 people responded to the survey, 185 from Villa Park and 8 from other communities, including Forest Park, Wheaton, Chicago, Lombard, Schaumburg, Elmhurst, and Woodridge. The survey asked people to identify goals and priorities for walking and biking improvements.



### Marked up the Online Map

Our online interactive map received 62 unique comments between the months of April and October. People used it to mark destinations and routes that they would like to see improved for walking and biking.



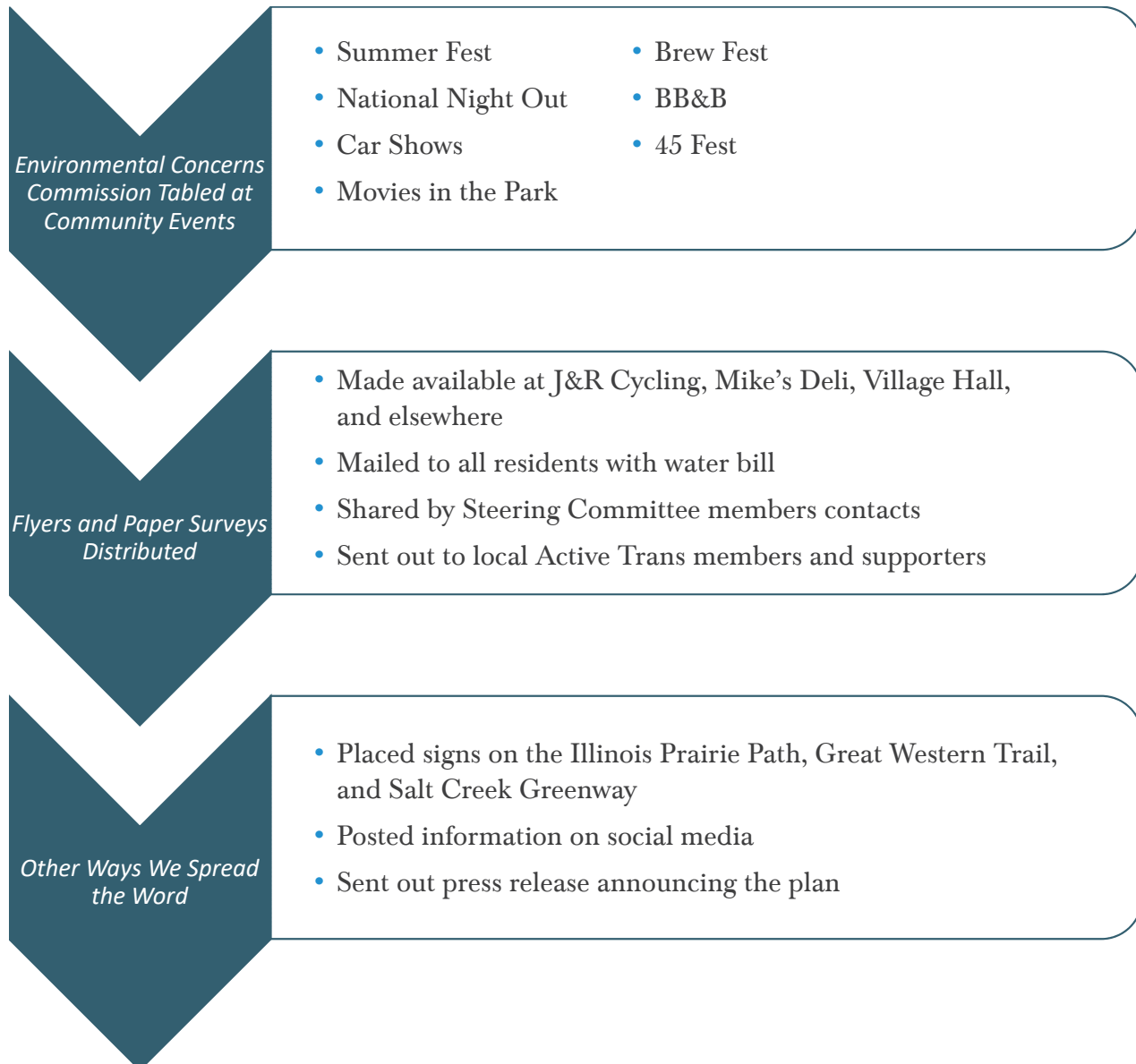
### Attended the Community Workshop

On October 12th, 19 residents, 2 Village trustees, 2 Village staff members attended a workshop to brainstorm ideas. The workshop included instructional presentations from Metra and Pace about on bikes on transit.



## 3.3 HOW WE REACHED PEOPLE

The Steering Committee and Project team used a variety of tactics to get ideas and feedback from residents of Villa Park.



## 3.4 WHAT THE STEERING COMMITTEE TOLD US

The Villa Park Bicycle and Pedestrian Master Plan Steering Committee held their first meeting on May 8, 2017. The objective of the first meeting was to discuss goals and priorities for developing a more bicycle and pedestrian-friendly community. Below is a summary of the committee's initial discussion.

### Words that come to mind when thinking of Villa Park

When asked what words come to mind when thinking of Villa Park, steering committee members focused on access to local trails, the friendly nature of the community, and its good connectivity to transit and the region. Villa Park was described as a hub of connectivity, an affordable community, and a good place to call home and do business.



Frequent words mentioned by the Steering Committee

### Ideas for the future

Committee members had a plethora of ideas for ways to increase walking and biking in Villa Park. The list included:

- Connect the paths - Prairie Path, Great Western Trail, Salt Creek Greenway - regionally and locally to destinations
- Create Safe Crossings along paths
- Connect in town destinations
- Develop Safe Routes to Schools
- Install wayfinding signage pointing out destinations
- Identify gaps in the sidewalk network
- Link to other villages
- Improve north/south connections for cyclists
- Educate all users of roads and trails on rights, responsibilities, and etiquette
- Identify improvements for grass along the Prairie Path
- Create Complete Streets
- Hold bike rides
- Create a bike map and provide distance information

## Top Issues and Opportunities to Address through the Plan

- Provide a better connection along Ardmore Avenue to Oak Brook Terrace.
- The Villa Avenue segment of the Salt Creek Greenway is difficult to navigate and not well-designed for pedestrians and cyclists.
- There is no sidewalk that connects Madison Avenue to Walmart.
- There is no way to get from east of the golf course from Route 83 for pedestrians and cyclists.
- There is an absence of a north/south routes for cyclists - Harvard and Villa are used most often.
- Wayfinding is difficult on the Salt Creek Regional Greenway.
- Signage is weak along the Illinois Prairie Path and Great Western Trail. Vegetation is overgrown in certain areas.
- Informational signage could be added to the trails to provide distance information and directional information to local shops and businesses.



In August 2017, several committee members went on a bike ride to look at areas for improvement. A focus of the ride was to explore new opportunities for wayfinding and informational signage.



The group also looked at an improved crossing on the Prairie Path in Elmhurst.



The committee also explored ways to improve connections to schools and parks.

## 3.5 WHAT THE COMMUNITY TOLD US ABOUT WALKING

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The community participated in the planning process by responding to an online or paper survey, marking up an online map, and/or attending a workshop. Throughout the course of the plan, we heard from over 200 people, mostly residents of Villa Park. Figure 3a includes all routes the community identified in need of walking improvements during the planning process.

### Why People Walk in Villa Park

Several themes emerged from the comments we received from the community about walking:

- Nearly half of the people we heard from walk daily for exercise and nearly three-quarters walk weekly.
- About a quarter of the respondents walk to local stores and restaurants weekly and a quarter walk weekly to visit family and friends.

### What People Like about Walking in Villa Park

- Half of the respondents reported that they walk in Villa Park because they feel safe.
- About 40% of people we heard from enjoy Villa Park's shaded streets and sidewalks.

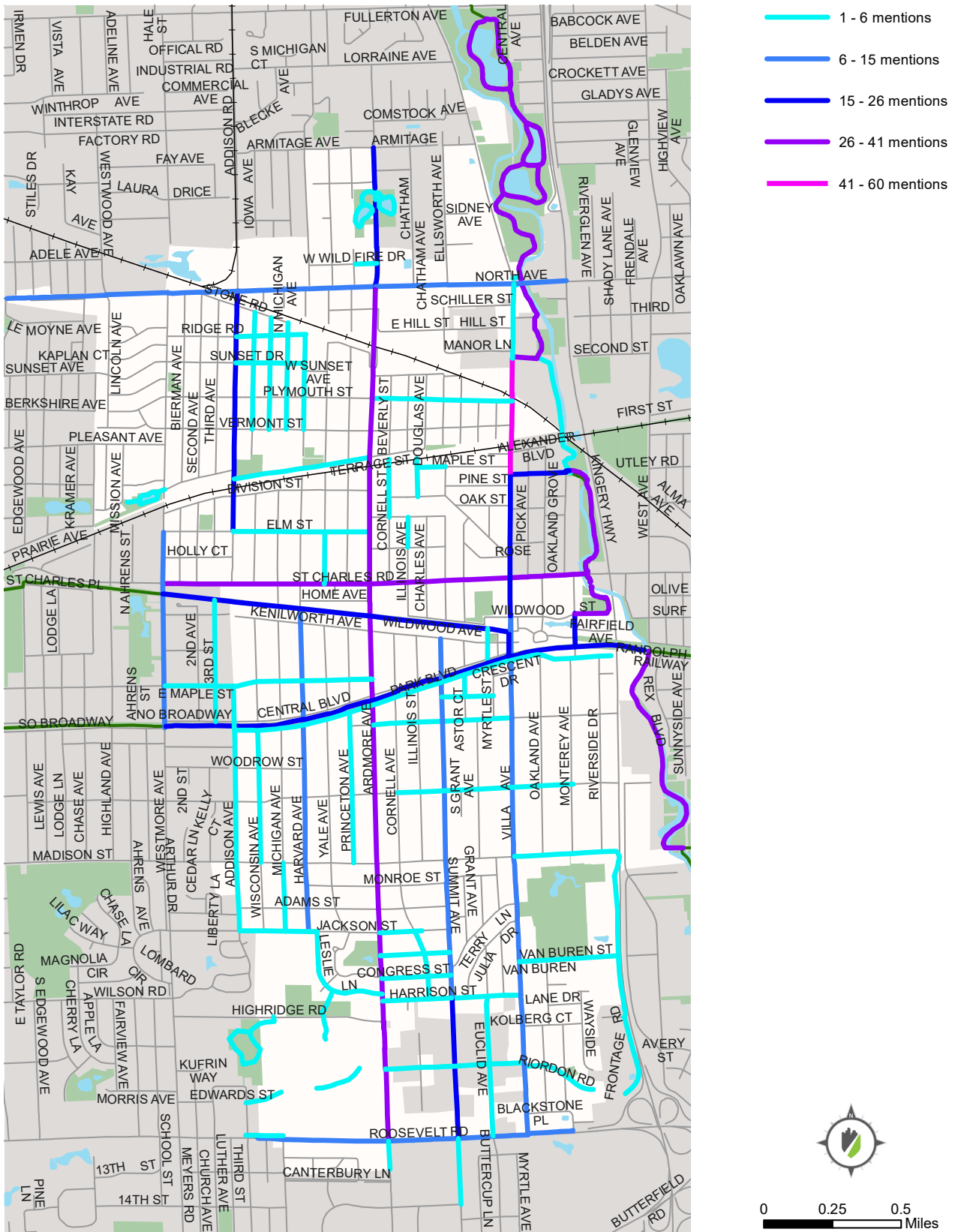
### What Would Encourage People to Walk More Often?

- 70% of respondents wanted cracked and uneven sidewalks to be repaired.
- 50% of respondents wanted more sidewalks in residential areas and business districts shoveled in the winter.
- Several people wrote in that parked cars often block sidewalks, that bushes need pruning, and that many sidewalks need repair.

### Desired Walking Improvements

- The gap in the Salt Creek Regional Greenway between Thomas Ave and 2nd Ct received the most comments - 69 in total. People noted that the sidewalk is narrow and traffic moves fast along the road. The sidewalk gap along the east side of the street is problematic, since people are required to cross twice to stay on the trail.
- St. Charles Rd was mentioned 36 times. Common themes included difficult crossings at signalized intersections, lack of ways to cross the street between signals, narrow sidewalks with no buffers, and snow-covered sidewalks in the winter.
- Ardmore Avenue was mentioned 31 times by the community. People noted that the sidewalks are in disrepair, particularly south of St. Charles Rd, and sidewalk infill is needed between Plymouth and North Ave. There are limited opportunities to cross the street, and even at four-way stops, it is difficult to cross due to driver awareness of pedestrians.
- The community also noted several sidewalks that are missing, or in need of repair around Villa Park, including streets around Summit and Harrison, south of the Metra Station, south of the Prairie Path between Summit and Myrtle, and near Pleasant Lane Elementary.
- Several walking paths were requested around park water features and forest preserves.

Figure 3a: Desired Walking Routes to be Improved



## 3.5 WHAT THE COMMUNITY TOLD US ABOUT BIKING

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The community participated in the planning process by responding to an online or paper survey, marking up an online map, and/or attending a workshop. Throughout the course of the plan, we heard from over 200 people, mostly residents of Villa Park. Figure 3b includes all routes the community mentioned with regard to bicycle improvements.

### Why People Bike in Villa Park

Several themes emerged from the comments we received from the community about biking in Villa Park:

- Most respondents do not bike daily
- More than 30% bike for exercise on a weekly basis, and more than 20% bike to run weekly errands.

### What People Like about Biking in Villa Park

- More than 60% of the community respondents enjoy Villa Park's plentiful trails
- More than half feel that they can reach many destinations in the community by bike.

### What Would Encourage People to Bike More Often?

- Intersection improvements were the most often selected way to get more people biking in Villa Park. More than 70% want general intersection improvements and more than 50% want intersections at trails improved. Many respondents noted the challenging crossings along the community's trails.
- About 50% of respondents also want trail connectivity improved, especially on Villa Ave on the Salt Creek Greenway.

### Desired Biking Improvements

- The Villa Ave gap on the Salt Creek Greenway was frequently mentioned by cyclists.
- A lack of north/south bike routes was brought up by more than 20 respondents. Ardmore was most frequently cited as a requested route, though Harvard, Addison, Westmore, Villa, and Summit were also cited.
- Cyclists spoke of the difficulty and confusion around the crossings on the Prairie Path and Great Western Trail. Drivers expressed frustration about a lack of clarity on who has the right-of-way at trail crossings.
- A few locations for increased bike parking were mentioned, including the covered parking at the Metra station, racks at Jewel, more bike parking in downtown Villa Park, and more secure bike racks at the schools.



## 3.6 WHAT THE COMMUNITY TOLD US ABOUT INTERSECTIONS

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Villa Park residents and visitors had a lot to say about intersections - 96 unique crossings were flagged by people. The map on the following page shows each of the intersections that were mentioned during the public engagement process.

### Crossing St. Charles Road

- St. Charles Rd and Ardmore Ave were mentioned 49 times by survey respondents. People noted that there is no countdown signal, the standback area is not wide enough to accommodate multiple people or strollers, and that cars do not yield the right-of-way to pedestrians when crossing.
- All other signalized crossings on St. Charles Road were mentioned frequently as well.
- The community also noted the need for additional crossing opportunities at unsignalized intersections.
- The driveway near Dairy Queen was cited five times as dangerous and confusing.

### Crossing the Prairie Path and Great Western Trail

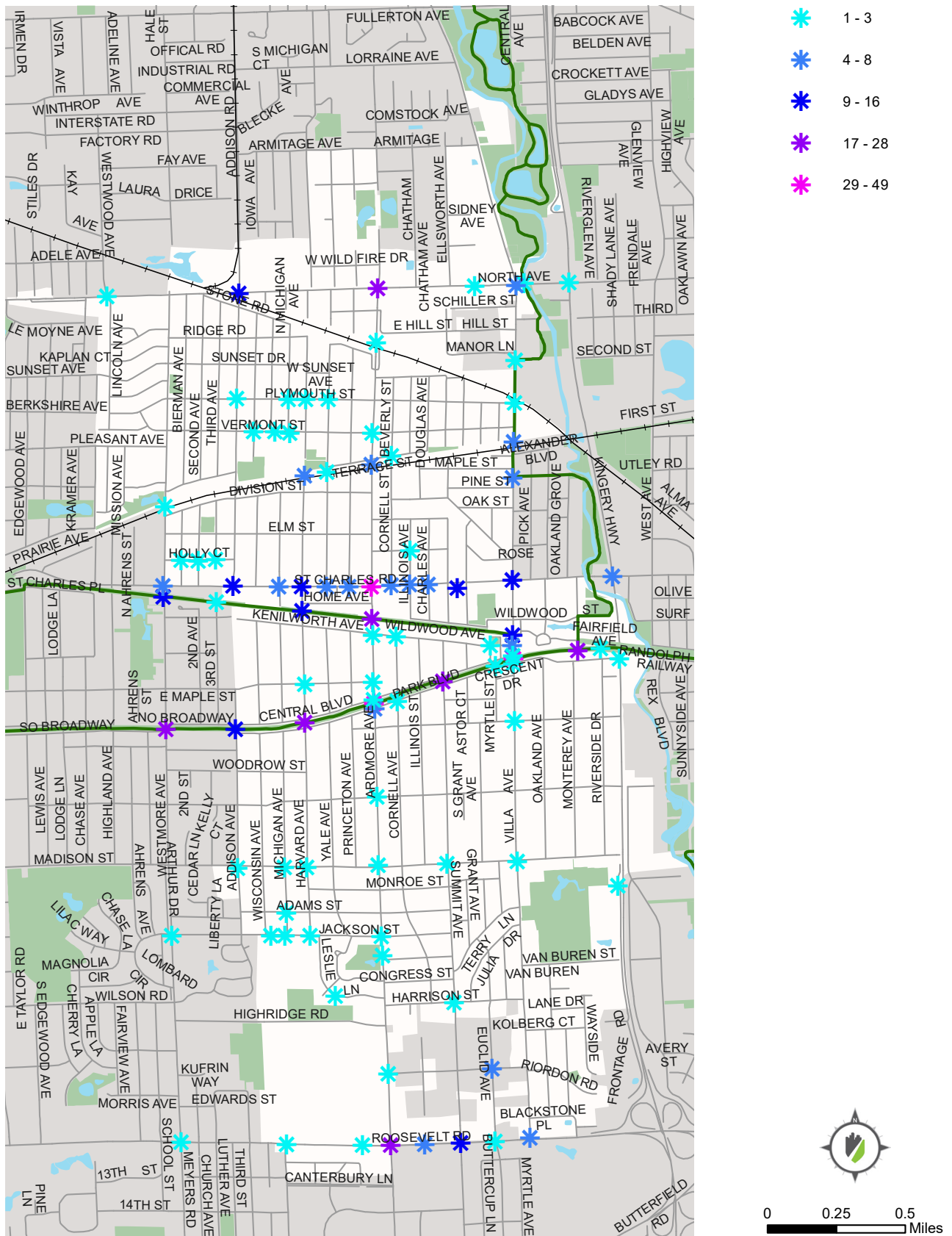
- Crossings along the length of the two east/west trails were mentioned dozens of times each. There is a general confusion about who has the right-of-way at trail crossings due to the stop controlled trail design.
- People noted that the Prairie Path crossing at Monterey is blind due to overgrown bushes and trees.
- The community also noted that the junctions of the Prairie Path and Great Western Trail could use better signage.

### Other Difficult Crossings

- Roosevelt Road is a difficult intersection to cross on foot or by bike, at signalized and unsignalized crossings. Many suggested that the signal timing is not optimized to allow pedestrians to cross, and that countdown signals are needed.
- North Avenue has limited crossing opportunities, wide crossings, and little to no pedestrian and bicycle accommodations at crossings. Crossing North at Ardmore was frequently mentioned as a problem crossing.
- The UP-W railroad tracks are a barrier throughout the Village. Several respondents asked for a grade separated crossing to enable people to get under the tracks when freight trains are traveling through the community.
- Crossings along the Salt Creek Trail were less frequently mentioned, though a few problem spots, where flooding occurs were mentioned at North Avenue and at St. Charles Road. People also referred to the difficult navigating across Villa Ave where the Salt Creek Greenway goes on -street.
- A few people requested crossing improvements at schools, particularly in front of Jackson and Jefferson Middle Schools and Willowbrook High School.



Figure 3c: Desired Intersections to be Improved



# 4

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## RECOMMENDATIONS

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Tools and strategies for developing a robust network of streets and trails to prioritize the use of active transportation.

# 4.1 OVERVIEW

The chapter is subdivided into three goals and each goal includes applicable program and policy recommendations, a description of infrastructure tools, and specific recommendations.

## GOAL 1: CONNECT ILLINOIS PRAIRIE PATH, GREAT WESTERN TRAIL, AND SALT CREEK GREENWAY TO REGIONAL AND LOCAL DESTINATIONS AND IMPROVE USER EXPERIENCE ALONG TRAILS

Program & Policy Elements	Trail Tools	Recommendations
Trail etiquette campaign	Information and wayfinding signage	Salt Creek Regional Greenway
Special events	Pedestrian Activated Flashing Beacon	Illinois Prairie Path
	Raised Crosswalks	Great Western Trail
	Divert trail to intersection	

## GOAL 2: IMPROVE WALKABILITY THROUGHOUT TOWN BY PROVIDING A COMPLETE SIDEWALK NETWORK IN GOOD REPAIR AND BY IMPROVING CROSSINGS.

Program & Policy Elements	Walkability Tools	Recommendations
Complete Streets Policy	Sidewalks	Fill in sidewalk gaps on local streets
Bicycle and Pedestrian Advisory Council	Reduced corner radii	Repair cracked, uneven, broken sidewalks
Sidewalk policies	Pork chop islands & refuge islands	Improve pedestrian scale lighting
Walk Friendly Community Assessment	Bump-Outs	Make major streets more walkable
Promote walking year-round	Pedestrian countdown signals	Create safer railroad crossings
Age appropriate walking education	School Zone Pavement Markings	Build connection to Walmart
	Crosswalks, curb ramps, and tactile pads	Create new walking paths
		Improve intersections on local roads

## GOAL 3: DEVELOP A VILLAGE-WIDE BICYCLE NETWORK THAT IMPROVES ACCESS TO IN-TOWN DESTINATIONS AND REGIONAL DESTINATIONS.

Program & Policy Elements	Bike Network Tools	Recommendations
Complete Streets Policy	Bike Parking	Create north/south bike routes
Bicycle and Pedestrian Advisory Council	Bike route signage (see goal 1)	Improve access to destinations outside of Villa Park
Bike Friendly Community Assessment.	Marked shared lanes	Enhance connectivity along the Salt Creek Trail (see Goal 1)
Promote biking year-round	Bike lanes	Create safer trail crossings (see Goal 1)
Age Specific Bike Education	Sidepaths and paths	
Bike parking		

## 4.2 GOAL 1: TRAIL CONNECTIVITY AND USER EXPERIENCE

### Program & Policy Elements

Villa Park's trails are a key attraction for residents and visitors alike. To help make the trail user experience safe, welcoming, and comfortable for all users, the following programs and policies should be implemented:

#### Develop a trail etiquette campaign

The Village can develop and print and social media campaign to spread the word about trail etiquette. Themes could include: how to pass other trail users or what to do at stop controlled intersections. The Rails to Trails Conservancy offers shareable videos and graphics for social media campaigns. If additional messages are posted on trails, they should be concise and eye catching. For example, temporary signs with fun messages could be placed on the trails to educate people.

#### Hold special events along the trails with walking and biking themes

Villa Park could identify opportunities to host walking and biking themed events along the path throughout the year that are designed to encourage people to get out and be active, such as family bike rides and nature walks. Rides or walks could be organized to show off new infrastructure, educate the community about future projects, or show people how to connect between the paths.

Existing events could include a bike tune up station for trail users, valet bike parking, and helmet fitting demonstrations.



The Rails to Trails Conservancy offers graphics and videos on ways to share trails. Credit: [www.railstotrails.org](http://www.railstotrails.org).



Boy collects debris during 2009 Prairie Path Clean Up. Credit: [invillapark.com](http://invillapark.com).

## Trail Toolbox

Since Villa Park’s trail system is mostly developed, the recommended tools for trails are focused on improving wayfinding and informational signage and improving safety and visibility at trail crossings.

### Trail Information & Wayfinding

Trail information and wayfinding signage helps users navigate trail junctions and on-street portions of trail systems, directs them to points of interest. Below are some examples of trail informational and wayfinding signage that can be used in Villa Park.



Distance, destination, direction sign for on-street use.



Signage at a junction between two trails.



Trail system map can be posted on trail signs or on kiosks.



Branded trail signs can be used along off-street portions of trails.



Trail crossings could include pavement markings with cross street names or street numbers.



Information kiosks can be posted at access points and can include a roof to provide shelter from the sun.

## Trail Toolbox, Continued

### Trail Crossing Tools

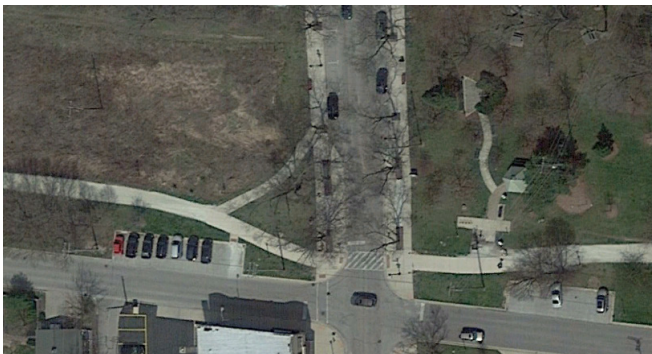
Trail crossings were brought up by hundreds of community members during the planning process. There is no one-size fits all approach for trail crossings, but several options are available to Villa Park.



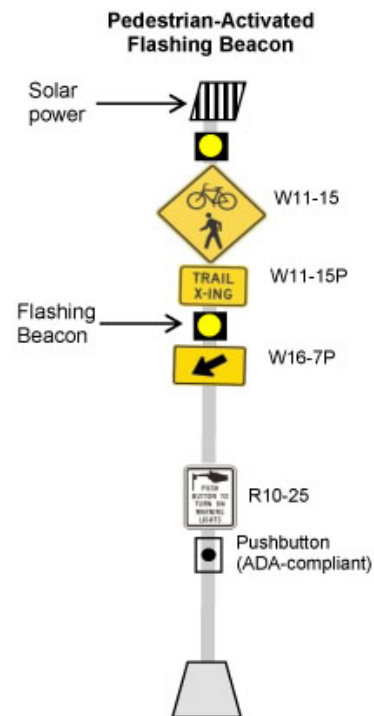
Trail crossing signs should be posted at all trail crossings.  
Credit: MUTCD.



Raised crosswalks calm traffic at pedestrian crossings by raising the crosswalk to the height of the curb. They use a gradual incline to reduce issues for plows.



Divert trail crossing to intersection. In some cases, moving the trail from a mid-block crossing to an intersection will create safer traffic patterns for everyone.



Pedestrian Activated Beacons flash when activated by pedestrians and cyclists, alerting drivers that they would like to cross a street.  
Credit: Carmanah

## Salt Creek Regional Greenway Infrastructure Recommendations

Based on the feedback from the community and the findings from the existing conditions analysis, the following improvements are recommended for the Salt Creek Regional Greenway.

### Expand trail wayfinding

The greenway on-street and off-street should be well-signed to ensure that users can navigate between the two points. Place Trail System Maps at Wildwood Avenue and Second Street. Install distance, destination, and direction signage at Monterey and the Prairie Path, Monterey and Wildwood, Monterey and Thomas, Thomas and Villa, and Villa and Second. Signs should be placed in spots visible to trail users traveling in each direction and could be reinforced with pavement markings.

### Improve Villa Avenue crossings at Thomas Street and Second Street

At Thomas and Villa, install crosswalks and curb ramps on the north and east legs of Villa. Work with Elmhurst to identify an appropriate control at this crossing, whether it is a Pedestrian Activated Beacon or stop sign. At Second and Villa, install a Pedestrian Activated Beacon at the crosswalk on the northern leg of the intersection.

### Enhance Trail Connection on Villa Avenue between Second and Thomas Streets

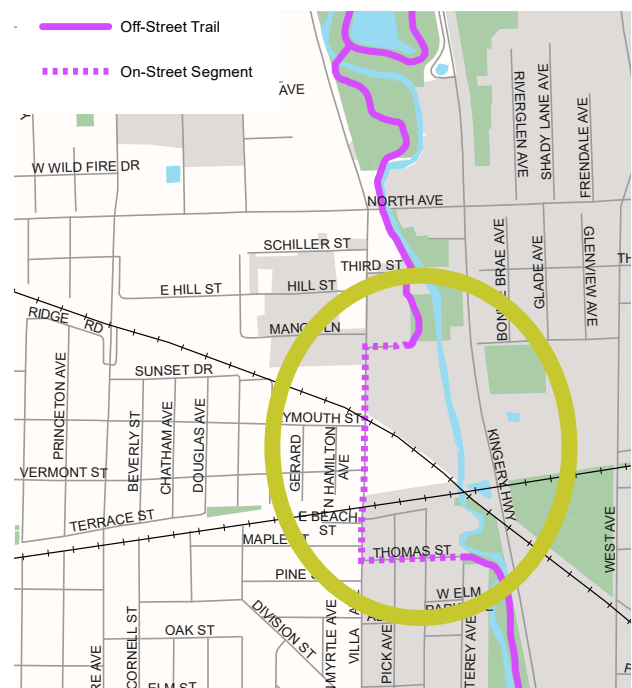
In addition to wayfinding signage, install marked shared lanes highlighted in green paint or dashed lines on Villa (see Goal 3 tools for details), Second, and Thomas. The average daily traffic is reasonably low (3250 vehicles per day), but many community members noted that they are uncomfortable riding on street in this section due to fast moving traffic and narrowing lanes on the Illinois Central Railroad tracks. This option is low cost, but will only provide a moderate

increase in the level of comfort of riders before larger infrastructure changes can be made.

### Conduct a Study for Off-Street Trail Connection

Longer term, Villa Park should commission a study to explore an off-street trail connection between Thomas Street and Second Street. There are several possible options for improving the connection:

- **Option 1:** Extend the trail along Salt Creek. This option will require additional study, possible right of way acquisition, and may have engineering challenges.
- **Option 2:** Install a sidewalk on the east side of Villa Avenue. This option will require additional study, coordination with two railroads and may require right of way acquisition.
- **Option 3:** Widen the sidewalk on the west side of Villa Avenue to 8' with a buffer to create a sanctioned multi-use path. This option will require additional study, coordination with two railroads and may require right of way acquisition.



The A feasibility study could help determine the best solution to fill in the Villa Avenue gap on the Salt Creek Greenway.

## Illinois Prairie Path Infrastructure Recommendations

Along the Prairie Path improvements are focused on improving on-street connectivity, creating safer trail crossings, and improving wayfinding.

### Install north/south bike routes that connect to the trail

Refer to Goal 3 in this chapter for more detail.

### Improve visibility of trail users at crossings and clarify driver/pedestrian/cyclist right-of-way conflicts

See table 4a for specifics.

### Install wayfinding signage and informational kiosks at key locations around the path:

- Monterey Ave: install wayfinding signage pointing trail users to the Salt Creek Regional Greenway.
- Myrtle Ave: Install wayfinding signage that directs users to the Great Western Trail.
- Ardmore Ave: Install wayfinding signage that directs trail users to the Metra Station, Villa Park Library, St. Charles Rd Business District and Village Hall.
- Addison Ave: Install welcome signage and informational kiosk that includes maps and information about Villa Park.

## Great Western Trail Infrastructure Recommendations

Great Western Trail improvements should focus on connectivity, safer crossings, wayfinding, and beautification.

### Install north/south bike routes that connect to the trail

Refer to Goal 3 in this chapter for more detail.

## Make aesthetic improvements to the Great Western Trail:

- Replace the fence at Ardmore along the Village lot.
- Fence off the Water Tower from the Great Western Trail.
- Clean up and landscape the area by Jewel.
- Continue to trim back trees at intersections and along the length of the trail to improve sightlines and visibility.
- Create new access points by encouraging local businesses to build paths to the trail, including Jewel and J&R Cycle and Ski and assist with landscaping along it.

### Install wayfinding signage and informational kiosks at key locations around the path:

- Illinois Prairie Path and Great Western Trail: Install a new three-sided kiosk where the trail intersects with maps of Villa Park, trail system maps, and safety and etiquette information.
- Myrtle Ave and Wildwood Ave: Install informational kiosk and wayfinding signage that directs trail users to access Villa Avenue at these locations, directs users to the Illinois Prairie Path, to the Great Western Trail, and to downtown Villa Park and St. Charles Rd.
- Ardmore Ave: Directional signage pointing to Village Hall, St. Charles Road business district, and the Metra Station.
- Harvard Ave: Signage directing users to St. Charles Road business district.
- Westmore-Myers Road: Install informational kiosk with maps and information about Villa Park and wayfinding signage directing users to the Village's trails and amenities.

### Improve visibility of trail users at crossings and clarify right-of-way conflicts

See Table 4b for specifics.



Table 4a: Recommended Illinois Prairie Path Crossing Improvements				
Cross Street	Raised Crosswalk	Pedestrian Activated Flashing Beacon	Install Pedestrian Scale Lighting	Notes
Monterey Avenue			X	
Villa Avenue	X	X		
Summit Avenue	X			Trail ramps are steep and may contribute to cyclists moving too fast through intersection. Could be mitigated by raising crosswalks here.
Ardmore Avenue	X	X		Trail could be diverted to Park and Ardmore intersection if beacon installation is unsuccessful.
Harvard Avenue				Replace children at play sign Harvard and Central and Harvard and Park with advanced crossing warning signs. Divert the path to Central.

Table 4b: Great Western Trail Crossings					
Cross Street	Raised Crosswalk	Pedestrian Activated Flashing Beacon	Trim Back Trees	Install Pedestrian Scale Lighting	Notes
Villa Ave				X	
Myrtle Ave/ Wildwood Ave				X	Install signage that encourages users who wish to continue on to Villa Ave or the Prairie Path to use Myrtle Ave or Wildwood Ave
Ardmore Ave		X	X	X	
Harvard Ave	X		X	X	
Westmore-Myers Rd			X	X	

## 4.3 GOAL 2: IMPROVE WALKABILITY

### Program & Policy Elements

There are many policies and programs that could be implemented to support a more walkable Villa Park.

#### Adopt a Complete Streets Policy (also included as a bicycle recommendation)

Following accepted best practices, the design recommendations throughout this plan are based on a Complete Streets philosophy. Complete streets are designed to enable safe access for all users of the transportation network regardless of age, ability or travel mode. A complete street has no predefined facilities requirements, but is optimized within its surrounding context to promote safe, convenient active transportation options for the community.

To ensure that these principles play a lasting role in the development of the local transportation network, Villa Park should adopt a Complete Streets policy. This means committing to the accommodation of bicyclists, pedestrians and transit users as well as motor vehicles in all transportation construction and maintenance projects whenever appropriate.

#### Develop a Bicycle and Pedestrian Advisory Council (also included as a bicycle recommendation)

The recommendations, vision, and goals presented in this plan came from local residents who participated in public engagement events hosted by the steering committee. The Village can continue to benefit from the wisdom of these advocates by inviting them to join a standing bicycle and pedestrian advisory council.



Walking and biking map example



A Walk Back in Time is one example of a walking themed event. Credit: invillapark.com.

A typical Advisory Council monitors implementation of the plan, promote events celebrating active transportation, and encourages residents and visitors to use the improved pedestrian and bicycle network. The council would benefit from membership derived from the key stakeholders who comprised the steering committee for this plan.

### Develop policies to improve and expand the community sidewalk network

- Continue to implement system for repairing existing and installing new sidewalks.
- Continue implementing the sidewalk conditions assessment and cataloging locations of all deficient sidewalks in the network.
- Increase funding available through the 50/50 sidewalk program.
- Coordinate with the Township on sidewalk infill in unincorporated areas.

### Complete the Walk Friendly Community Assessment

As Villa Park works towards its goal to improve walkability, it should fill out the Walk Friendly Community assessment. This assessment will help the Village evaluate its progress and identify future initiatives that it could undertake to become more walkable. The assessment is available at <http://walkfriendly.org/apply/>

### Promote walking as a year-round activity

- Organize community walking tours
- Develop a community snow shoveling campaign. Could include thank you for shoveling flyers and volunteer shovelers to help those who are unable. This project could be taken up by Neighborhood Watch groups and/or Willowbrook High School students.

- Work with code enforcement to address snow shoveling along commercial corridors.
- Organize walk and dine events.
- Continue to celebrate International Walk to School Day.
- Organize a walking group.
- Hold a community-wide walking challenge
- Organize a walk-a-thon.

### Develop age appropriate walking education opportunities

- Create safe crossings education campaign (also included as a bicycle recommendation).
- Distribute information about distracted driving, must stop for pedestrians in crosswalks, and walking safety tips to the community through social and print media.
- Offer walking education opportunities to younger children.
- Create school walking & biking route maps and distribute to parents at the beginning of each school year (also included as a bicycle recommendation).

# Walkability Toolbox

## Sidewalks

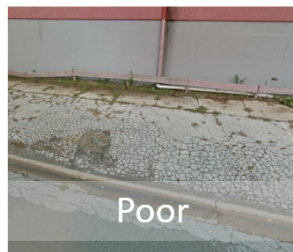
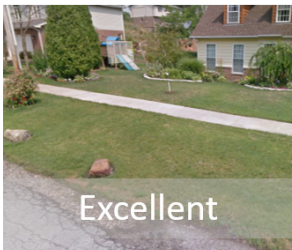
Sidewalks, crosswalks, and curb ramps are basic amenities that should be provided throughout the community.



Commercial sidewalks should provide ample space for people to walk and a buffer area to separate pedestrians from traffic.



Residential sidewalks should be at least 5' wide and should include a grass buffer area with street trees.



Sidewalk condition visual inventory

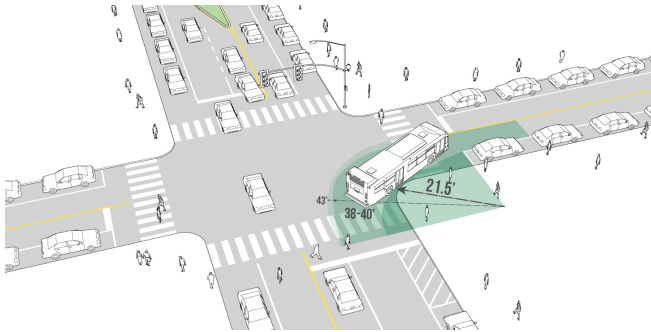
A sidewalk inventory can help the Village identify sidewalks in need of improvement. The images to the left provide a visualization of different sidewalk ratings:

- Excellent: No cracks, new appearance, well maintained.
- Good: Some visible wear but otherwise good condition.
- Fair: Some cracks, clearly visible wear or damage, functional.
- Poor: Any presence of deep cracks, misaligned, sagging or uplifted slabs, slabs covered in dirt or weeds.

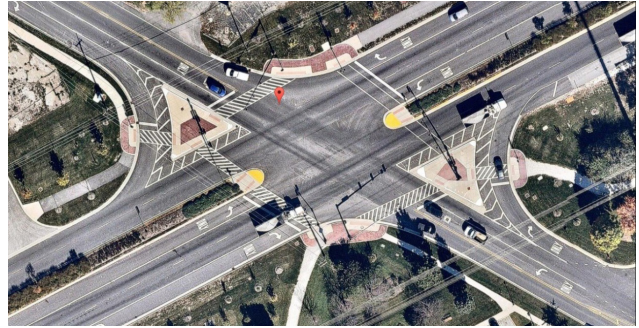
## Pedestrian Toolbox, Continued

### Crossing Tools

Specific crossing treatments may be of use at major intersections, signalized intersections, and around schools and parks. See Trail Crossing Tools for other treatments.



Reduced corner radii can slow the speed of right-turning vehicles and can help provide additional space for crossing pedestrians to wait where right of way is limited. Credit: NACTO



Pork chop islands and median refuge islands can be used on major streets to reduce the distance pedestrians need to cross during a signal phase. Credit: CMAP



Bump-outs slow traffic, provide shorter crossing distances for pedestrians, and improve sightlines for both drivers and pedestrians.



Pedestrian countdown signals give people crossing information about the amount of time they have left to cross. Signals should be timed to allow at least 3.5' per second to cross safely.



School zone pavement markings call further attention to drivers that they are traveling in a school zone. Credit: Mike Cynecki.



Crosswalks and curb ramps should be provided at all pedestrian crossings. Ladder style (pictured above) or zebra crosswalks should be used at all major crossings, school crossings, and park crossings.

## Infrastructure Recommendations

### Fill in gaps in the sidewalk network

There are several gaps in Villa Park's sidewalk network that make walking a challenge. Over time, the Village should strive to fill in gaps to ensure a fully walkable community.

### Repair or Replace Cracked, Uneven, and Broken Sidewalks

During the community engagement process, many respondents noted the need for repairs on existing sidewalks. Specific mentions in the planning process included: Addison Ave between Jackson and Maple, Astor Ct between Summit and Myrtle, Harvard Ave between Vermont and Ridge, Iowa Ave between Stone and Vermont, Leslie Ln between Ardmore & Jackson, Michigan Ave between Vermont and Stone, Plymouth St between Villa and Ardmore, Ridge between Addison and Harvard, Wisconsin Ave between the Prairie Path and Madison, Wisconsin Ave between Vermont and Stone.

The Village should continue to use its sidewalk inventory to address deficient sidewalks. In addition, the 50/50 cost share sidewalk program is oversubscribed. By expanding the program, the Village can repair sidewalks more quickly.

### Identify ways to improve pedestrian scale lighting on local streets

Specific areas mentioned by the community included: the intersection of School Street and Ardmore Avenue, Madison and Ardmore Avenue.

### Improve the pedestrian experience on St. Charles Road

Improvements proposed for St. Charles Road are focused on creating safer crossings, making existing walkways more comfortable, and

creating new crossing opportunities. This plan calls for several improvements to the corridor:

- Widen the existing sidewalk and/or install a buffer between the travel lanes and the sidewalk. At 22,000 vehicles per day, the average daily traffic on St. Charles Road is too high for a road diet, which is recommended in the Village's comprehensive plan. If traffic conditions decrease over time, there may be an opportunity to consider reducing the number of lanes on the street in favor of wider sidewalks and streetscaping elements. The Village may also accomplish this goal by amending its zoning practices along the corridor to increase building setbacks from the street and require developers to install wider sidewalks and streetscaping elements.
- Improve the existing signalized crossing at Ardmore Avenue, Villa, Addison, and Westmore-Myers by widening the waiting area for pedestrians on all four corners. This may be accomplished by reducing the corner radii on each leg of the intersection. Restripe existing crosswalks and use high visibility markings.
- Identify opportunities for additional pedestrian and bicycle crossings along St. Charles Road. The only traffic signals are on Villa Ave, Ardmore Ave, Addison, and Westmore-Myers Road. Villa Ave and Ardmore are one-half mile apart, which is a long distance for most people to travel. The Village should conduct a study to determine locations for future pedestrian signals or crossing beacons to reduce the distance pedestrians need to travel in between traffic signals. This plan identifies one possible location at Michigan Avenue, where the proposed bike network could eventually connect to the Great Western Trail.

Figure 4a: Proposed Improvements for St. Charles Road



- Work with Dairy Queen to improve traffic circulation in the busy summer months. One option could be to develop a shared parking agreement between Dairy Queen and its neighboring businesses.

See figure 4a for details.

### Improve pedestrian experience on North Avenue

The recommendations for North Avenue are centered on creating a complete and connected network of sidewalks, providing a multi-use path to benefit cyclists and pedestrians, improving access to the Salt Creek Regional Greenway, and improving signalized crossings. Specific recommendations are listed as follows:

- Fill in gaps in the sidewalk network along North Avenue and on streets that connect to the corridor.

- Install a sidepath along the North Avenue to provide better access to businesses for pedestrians and cyclists.
- Create access points from the Salt Creek Regional Greenway to North Avenue on the north and south sides of the street.
- Work with IDOT to improve signalized crossings at intersections at Villa Ave, Ardmore Ave, Michigan Ave, Lincoln Ave, Addison Rd, Westmore Ave, and Westwood Ave by restriping all crosswalks using high visibility treatment, timing pedestrian signals to allow pedestrians to travel at least 3.5 feet/second, and breaking up pedestrian crossings by using existing medians to create pedestrian crossing islands and installing pork chop islands where space permits.
- Work with businesses along the corridor to improve pedestrian access through parking lots.

See figure 4b for details.

Figure 4b: Proposed Improvements for North Avenue

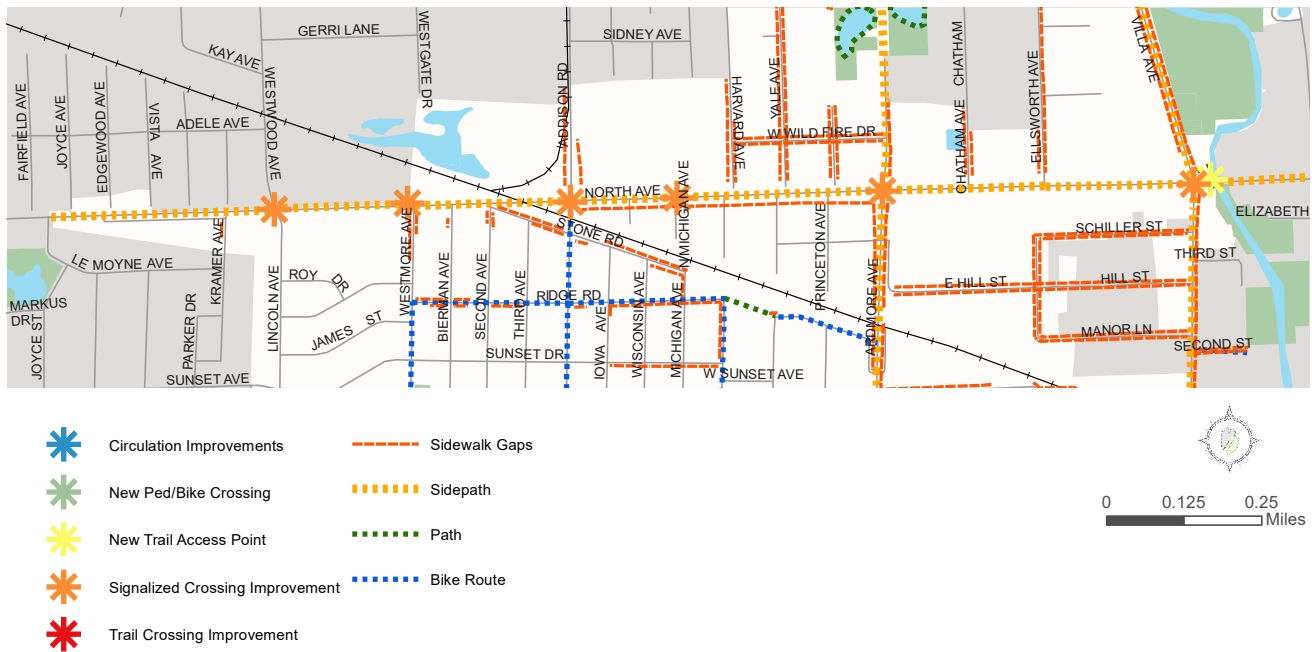


Figure 4c: Proposed Improvements for Roosevelt Road





## Improve the pedestrian experience on Roosevelt Road

- Fill in the gaps in the sidewalk network.
- Improve the signalized crossings at Ardmore Avenue, 290 W. Roosevelt Road, 100 E Roosevelt Road, and Summit Ave. Time signals to allow pedestrians to travel at least 3.5 feet/second to cross Roosevelt Road and its side streets. Mark high visibility crosswalks at all crossings along the corridor. Break up pedestrian crossings by using existing medians to create pedestrian crossing islands and installing pork chop islands where space permits.
- Work with businesses along the corridor to improve pedestrian access through parking lots.

## Create safer railroad crossings

- Create grade separated crossing under UP-W railroad tracks
- Widen the sidewalks that cross the Illinois Central Railroad tracks at Villa Avenue, Ardmore Avenue
- Install pedestrian gates at Illinois Central Railroad tracks at Addison Avenue and North Avenue

## Build sidewalk connection to Walmart

Currently, there is no sidewalk connection to Walmart along Frontage Road. Building a sidewalk or sidepath would help more people access the shopping center on-foot or by bike.

## Install new walking paths in parks

Twin Lakes Park, North Terrace Park, Lufkin Park, the Iowa Community Center to Jefferson Pool, and York High Ridge County Forest Preserve were all flagged by the community as areas desirable for walking paths. See Goal 3 for details.

## Improve pedestrian crossings along local and collector roads

See Table 4c on the following page.

Table 4c: Local Street & Collector Crossings*					
Intersection	Mark High Visibility Crosswalks	Install Bump Outs	Install Raised Crosswalks	Install Curb Ramps	Install School Crossing Pavement Markings
Madison St & Ardmore Ave	X				
Madison St & Harvard Ave	X				
Madison St & Addison St	X				
Madison St & Michigan Ave	X				
Madison St & Summit Ave	X				
Madison St & Villa Ave	X				
Kenilworth Ave & Cornell St	X				
Adams St & Michigan Ave		X			
Riordan Rd & Euclid Ave				X	
Summit Ave & Harrison St				X	
Leslie Ln & Willowbrook High School Path				X	
Jackson St & Leslie Lane			X		
Jackson St & Harvard Ave			X		
Jackson St & Wisconsin Ave			X		
Jackson St & Michigan Ave			X		
Villa Ave and Van Buren St			X		
Villa Ave & Harrison St			X		

Table 4c: Local Street & Collector Crossings*					
Intersection	Mark High Visibility Crosswalks	Install Bump Outs	Install Raised Crosswalks	Install Curb Ramps	Install School Crossing Pavement Markings
Ardmore Ave between Riordan Rd and Highridge Rd					X
Jackson St between Rand & Addison					X
Vermont St & Iowa St			X		
Vermont St & Wisconsin Ave			X		
Vermont St & Michigan Ave			X		
Vermont St & Harvard Ave	X				
Vermont St & Addison Rd	X				
Vermont St between Harvard Ave & Iowa Ave					X
Harvard Ave & Sunset Dr (N & S)			X		
Yale Ave & Sunset Dr			X		
Harvard Ave & Ridge Rd	X				
Addison Ave & Plymouth St	X				
Iowa Ave & Plymouth St	X				
Michigan Ave & Plymouth St	X				
Wisconsin Ave & Plymouth St	X				
Ardmore Ave & Vermont St		X			

\*See Goal 1 for additional crossing improvement recommendations along the Salt Creek Regional Greenway, Illinois Prairie Path, and Great Western Trail.

## 4.4 GOAL 3: CREATE A BIKE NETWORK

### Program & Policy Elements

There are many policies and programs that could be implemented to support a more bike friendly Villa Park.

#### Adopt a Complete Streets Policy (see Goal 2)

See Goal 2 for description.

#### Develop a Bicycle and Pedestrian Advisory Council

See Goal 2 for description.

#### Complete the Bike Friendly Community Assessment

As Villa Park works towards its goal to be more bike friendly, it should fill out the Bike Friendly Community assessment. This assessment will help the Village evaluate its progress and identify future initiatives that it could undertake to become more walkable. The assessment is available at <http://www.bikeleague.org/community>

#### Encourage regular, year-round bicycle riding through special events and activities

There are many opportunities to create special events and activities centered on biking. Some of the options include:

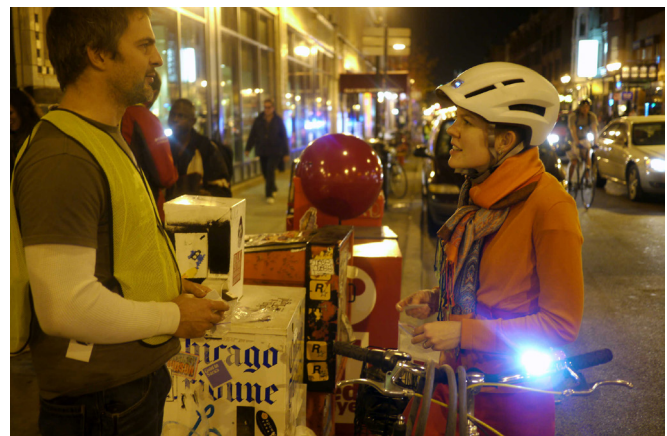
- Continue celebrating Bike to Work week
- Continue celebrating Bike to School week
- Host a helmet and bike light giveaways
- Hold Bike & Dine Events



Bike and Dine events are a fun way to get people on bikes to explore new restaurants and cafes.



Cyclists can show off their winter biking skills during a winter biking event. Credit: Greg Raisman



Bike light giveaways can encourage safer cycling in the evening.

- Create a community-wide mileage competition
- Celebrate Winter Bike Day
- Hold weekend rides on the trails
- Create a bike-friendly business program
- Host Bike to Worship events
- Have bike valet available at all local events

### Provide Age Specific Bike Education Opportunities

Like events, there are many ways to educate members of the community about safe cycling behaviors:

- Host bike rodeos for young cyclists
- Hold mobility education classes at Willowbrook High School
- Organize bike repair workshops
- Train all village employees about driver/cyclist/walking safety and rules
- Give out Kits for Kids: Northwestern Medicine Central DuPage Hospital offers Ride Smart for pre-schoolers through second graders that teaches safe cycling skills and helmet use. Kits are available free of charge throughout Chicagoland.
- Create a safe crossings education campaign (see Goal 2 for details.)
- Distribute information about sharing the road with cyclists, bike light usage, helmet fitting, and bicycle rules of the road to the community through social and print media.
- Coordinate with the Villa Park Library on its bike safety programming.

### Expand bike parking

Many areas of Villa Park are lacking secure bike parking. The Village can expand its bike parking inventory by taking the following steps:

- Conduct an inventory of existing bike racks and establish a system for prioritizing bike rack replacement and installation.
- Adopt a bike parking ordinance requiring bike parking at new commercial and multi-family developments.
- Work with existing businesses to install bike racks in suitable areas.
- Publicize bike rack locations to residents and visitors through a print and online map.

### Map Planned and Existing Bike Routes

- Create a community bike map.
- Partner with Google to ensure that existing bike routes and trails are included in the software’s network. For example, the path from Leslie Lane to Willowbrook High School is not currently included in its route options.
- Create school walking & biking route maps and distribute to parents at the beginning of each school year. See Goal 2 for description.



New bike racks on the Great Western Trail near Villa Ave.

## Bicycle Toolbox

### Bicycle Facilities

Marked shared lanes, bike lanes, and multi-use paths are among the facilities recommended for Villa Parks streets. See the Trail section for descriptions of other bikeways recommended for Villa Park.



Install marked shared lanes on streets with high bike traffic, on-street parking, and limited lane width. Indicate the proper lane position to cyclists and cautions drivers to expect cyclists on the road.



Sidepaths run parallel to roads and are shared pedestrians and cyclists. They should be at least 8' wide, but can be as wide as 14'. A sidewalk should be provided on the opposite side of the road.



Bike lanes designate a space for cyclists on a road and encourage drivers and cyclists to behave predictably. They also reduce motor vehicle speeds and lower the risk of severe crashes. At minimum, bike lanes should be 5' wide.



Bike parking should be provided at destinations throughout the Village. It should be placed in visible areas and be secure. There are many types of bike racks that can be used.

## Infrastructure Recommendations

### Create a Village-Wide Bike Network

The Village should create an on-street network of bikeways that connect to local destinations and provide residents low-stress access to its trail system. The bike network proposed in this plan seeks to do the following:

- Install bike route signage on all local roads (see distance, destination, and direction signage recommendations in Goal 1)
- Include north/south bike routes that connect to trails and retail areas on North Ave, St. Charles Road, and Roosevelt Road

- Improve access to destinations outside of Villa Park and tie into bike networks in neighboring communities.
- Enhance connectivity along the Salt Creek Trail.
- Create safer crossings along the regional trails (see Goal 1 for recommendations).

Table 4d and Figure 4d provide more detail on the proposed bike network.



Cyclists on the Prairie Path

Figure 4d: Proposed Bike Network

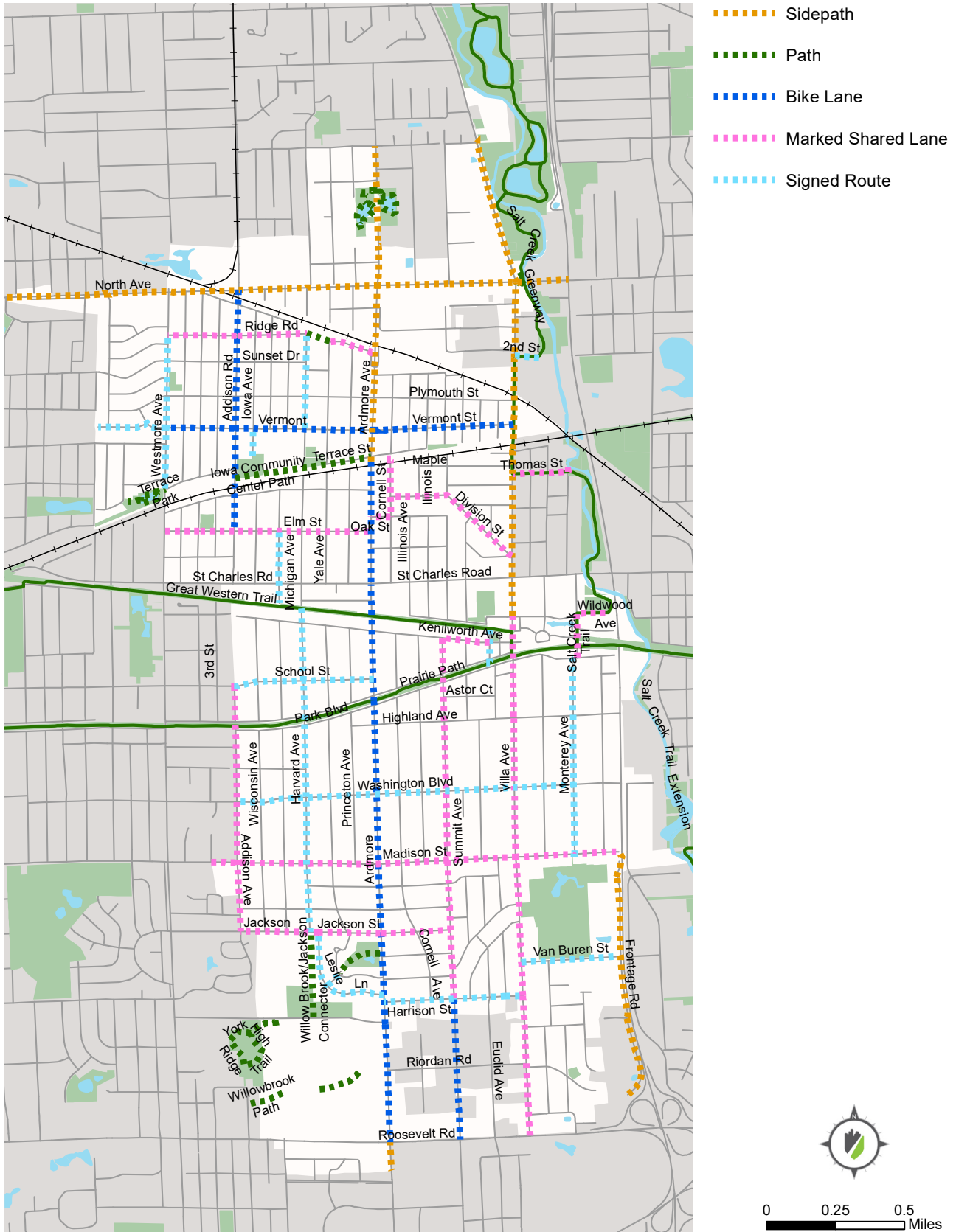




Table 4d: Bikeway Recommendations				
Street Name	From	To	Bikeway Type	Notes
<b>2nd St</b>	Villa Ave	Salt Creek Greenway	Signed Route	
<b>Harrison St</b>	Ardmore Ave	Villa Ave	Signed Route	
<b>Harvard Ave</b>	Jackson St	Elm Street	Signed Route	
<b>Harvard Ave</b>	Ridge Rd	Vermont St	Signed Route	
<b>Iowa Ave</b>	Vermont St	Iowa Community Center	Signed Route	
<b>Leslie Ln</b>	Ardmore Ave	Jackson St	Signed Route	
<b>Monterey Ave</b>	Madison St	Park Blvd	Signed Route	
<b>Myrtle Ave</b>	Kenilworth Ave	Central Blvd	Signed Route	
<b>Park Blvd</b>	Monterey Ave	Monterey Ave	Signed Route	
<b>School St</b>	Addison Ave	Ardmore Ave	Signed Route	
<b>Van Buren St</b>	Villa Ave	Kingery Hwy	Signed Route	
<b>Vermont St</b>	Westmore Ave	Schafer School	Signed Route	
<b>Washington Blvd</b>	Addison Ave	Kingery Hwy	Signed Route	
<b>Westmore Ave</b>	Ridge Rd	Terrace St	Signed Route	
<b>Willow Crest Dr</b>	Rand Rd	Leslie Ln	Signed Route	
<b>Michigan Ave</b>	Great Western Trail	Elm St	Signed Route	
<b>Addison Rd</b>	Jackson St	Maple St	Marked Shared Lane	Route should also be signed.
<b>Cornell St</b>	Oak St	UP-W Metra Station	Marked Shared Lane	Route should also be signed.
<b>Division St</b>	Villa Ave	Cornell St	Marked Shared Lane	Route should also be signed.

Table 4d: Bikeway Recommendations				
Street Name	From	To	Bikeway Type	Notes
<b>Elm St</b>	Westmore Ave	Ardmore Ave	Marked Shared Lane	Route should also be signed.
<b>Jackson St</b>	Addison Ave	Summit Ave	Marked Shared Lane	Route should also be signed.
<b>Madison St</b>	Harmony Ln	Kingery Hwy	Marked Shared Lane	Route should also be signed.
<b>Monterey Ave</b>	Park Blvd	Wildwood St	Marked Shared Lane	Route should also be signed.
<b>Oak St</b>	Ardmore Ave	Cornell St	Marked Shared Lane	Route should also be signed.
<b>Ridge Rd</b>	Westmore Ave	Harvard Ave	Marked Shared Lane	Route should also be signed.
<b>Ridge Rd</b>	Yale Ave	Ardmore Ave	Marked Shared Lane	Route should also be signed.
<b>Summit Ave</b>	Harrison St	Kenilworth Ave	Marked Shared Lane	Route should also be signed.
<b>Thomas St</b>	Villa Ave	Salt Creek Greenway	Marked Shared Lane	Route should also be signed.
<b>Villa Ave</b>	Roosevelt Rd	Wildwood St	Marked Shared Lane	Route should also be signed.
<b>Wildwood St</b>	Monterey Ave	Salt Creek Regional Greenway	Marked Shared Lane	Route should also be signed.
<b>Addison Rd</b>	North Ave	Elm St	Bike Lane	Would require a road diet. If not feasible, install bike route signage.
<b>Ardmore Ave</b>	Great Western Trail	Roosevelt Rd	Bike Lane	Need to confirm street width. Parking will need to be removed for bike lanes to be feasible. Route should also be signed.
<b>Summit Ave</b>	Harrison St	Roosevelt Rd	Bike Lane	Shoulder already marked, will required coordination with Township. Will require sidewalks to be constructed. Route should also be signed.
<b>Vermont St</b>	Westmore Ave	Villa Ave	Bike Lane	Parking would need to be removed to accommodate bike lane Route should also be signed.
<b>Ardmore Ave</b>	Union Pacific West Railroad Tracks	Armitage Ave	Sidepath	
<b>Ardmore Ave</b>	Roosevelt Rd	1634 Ardmore Ave	Sidepath	
<b>Frontage Rd</b>	Madison St	Southern Limit	Sidepath	

Table 4d: Bikeway Recommendations				
Street Name	From	To	Bikeway Type	Notes
<b>North Ave</b>	Village Limit (w)	Kingery Hwy	Sidepath	
<b>Villa Ave</b>	Wildwood Street	Armitage Ave	Sidepath	Traffic counts are low-enough for an on-street bikeway.
<b>Great Western Trail Connector</b>	Great Western Trail	St Charles Road/ Addison St	Path	Would require coordination with County and businesses to create connector through parking lot.
<b>Iowa Community Center Path</b>	Addison Rd	Ardmore Ave	Path	See map for details
<b>Lufkin Park Path</b>	Ardmore Ave	Rand Rd	Path	
<b>North Park</b>	Harvard Ave	Yale Ave	Path	See map for details
<b>Salt Creek Trail Access Point (North)</b>	North Ave	Salt Creek Trail	Path	Connector path from the Salt Creek Trail to North Ave
<b>Salt Creek Trail Access Point (South)</b>	North Ave	Salt Creek Trail	Path	Connector path from the Salt Creek Trail to North Ave
<b>Terrace Park</b>	Terrace St	Mission Ave	Path	Would require Parks & Recreation Department coordination.
<b>Twin Lakes Walking Paths</b>			Path	Would require Parks & Recreation Department coordination.
<b>Willow Brook/ Jackson Connector Path</b>	Highridge Rd	Jackson St	Path	Would require Parks & Recreation Department coordination.
<b>Willowbrook High School Parking Lot</b>	Ballfield	Entrance Rd	Path	Would require Parks & Recreation Department coordination.
<b>Willowbrook Path</b>	Addison Ave	Baseball Field	Path	Would require Parks & Recreation Department coordination.
<b>York High Ridge Trail</b>			Path	Would require Parks & Recreation Department coordination.
<b>Great Western Trail Connection</b>	Michigan Ave	Great Western Trail	Path	Would require County approval.

# 5

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## IMPLEMENTATION

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Prioritizing, phasing,  
and funding plan  
recommendations.

# 5.1 OVERVIEW

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The maps and recommendations in Chapter 4 of this plan show a complete build-out of the network; however, not all projects can be implemented at once. Many will require additional study, external funding, and/or collaboration with other agencies and jurisdictions. The following guidance should be followed in implementing the Bicycle and Pedestrian Master Plan.

## Best Practices in Implementation

### Look for opportunities to include Complete Streets projects into existing efforts

- Combine bike lane and marked shared lane projects with resurfacing projects
- If applying for a federal grant for road reconstruction or stormwater management, include bicycle and pedestrian elements recommended in this plan in the scope of work.
- Work with IDOT to include Complete Streets elements in roadway projects. Start early in the scoping process. For example, Roosevelt Road is on IDOT’s 5-year Multi-Year Plan. Crosswalk improvements recommended in this plan could be a part of the project. It could also be an opportunity to discuss the signal timing issues for pedestrian and bicycle crossings. North Avenue to Villa Ave is also in IDOT’s MYP and could include crosswalk and ADA upgrades.
- Require new development to include active transportation elements, such as sidewalks, pedestrian and bicycle friendly intersection elements
- Develop a checklist for project review that includes Complete Streets elements.

### Partner with agencies, businesses, and residents to implement plan

- Work with Elmhurst, Lombard, Addison, and Oakbrook Terrace on projects that touch their borders
- Ask local businesses to sponsor projects in the public right-of-way and to install bicycle and pedestrian facilities on their properties. For example, business license renewals could include a requirement to install bike racks and/or new businesses could be required to show bicycle and pedestrian circulation in site plan submissions.
- Invite community volunteers to help with projects. Events, sidewalk inventories, and trail counts can be collected with the help of volunteers.

### Establish a system for vetting and approving projects that impact roads

- Establish a Bicycle and Pedestrian Advisory Council (BPAC), which could either be an official Village commission, a sub-committee of an existing commission, or an independent advisory group that works in concert with Village staff to guide and direct plan implementation.
- Identify a staff member to serve as the Bicycle and Pedestrian coordinator. This person could liaise with the BPAC and may also be charged

with seeking funding for implementation of the plan and creating partnerships with other regional agencies. These could be roles assigned to a current Village staff champion of the plan. The person could be listed as a contact for active transportation related questions.

- Include appropriate staff review, citizen review, and documentation for exceptions.
- Train BPAC, staff, and elected officials on bicycle and pedestrian design.

### Set realistic and measurable goals

Develop metrics for tracking plan implementation progress and report annual metrics to the Village Board. Examples could include:

- Miles of sidewalks or bike infrastructure installed
- Trail counts, in coordination with DuPage County
- Number of walking and biking themed events and event attendance

### Inform the community about the plan, projects recommended in the plan, and measure project impacts

Once the plan is finalized, develop a communications plan for promoting the document to the community. Messaging should explain the importance of the plan, how it will be implemented, and how people can get involved.

At the start of a new project, let the community know what the project is, why it matters, what impact will it have, what to expect during construction, and how to use it when it's finished. Reference the Bicycle and Pedestrian Master Plan as the guiding document to demonstrate that public input was already gathered to form recommendations.

Establish a system for measuring the successful and unsuccessful outcomes of a project. Each

project type will have different metrics, which could include pre- and post-crash assessment, behavior observation, pedestrian and/or bicycle counts, and traffic flow.

### Seek out grant funding

There are many dedicated funding streams for bicycle and pedestrian projects. Table 5a features a list of government grants that are commonly used to fund active transportation infrastructure. An overview of the programs available in northeastern Illinois is summarized in Table 5a.

In addition to government sponsored grants, there are a handful of foundation grants available to government entities. These include:

- **Places for Bikes:** An annual grant program that provides up to \$10,000 in funding for bicycle infrastructure and non-infrastructure projects. Projects must be significant and must have a match. The call for proposals is typically announced in December.
- **Local Technical Assistance Program:** This program provides free planning assistance to communities in the CMAP region. Applicable projects include feasibility studies, parking studies, and comprehensive plans. The call for proposals is typically announced in late spring.
- **DuPage Foundation:** Funds initiatives in DuPage County that are focused on arts, the environment, health and human services, and education. First-time applicants are encouraged to reach out to the vice president for programs to determine project eligibility.
- **America Walks Micro Grants:** Small grants up to \$1,000 are offered to communities to advance walking related initiatives.

Table 5a: Funding Resources				
Application Process	Transportation Enhancements (ITEP)	Safe Routes to School (SRTS)	Highway Safety Improvement Program (HSIP)	Section 402- State and Community Highway Safety Grant Program
<b>Program Purpose</b>	To foster cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.	To enable and encourage children to walk and bike to school through the 5 Es.	To fund highway infrastructure safety projects aimed at reducing fatalities and serious injuries.	To create safety programs aimed at reducing traffic crashes.
<b>Program Administrator</b>	IDOT	IDOT	IDOT Division of Traffic Safety	IDOT Division of Traffic Safety
<b>Eligible Projects</b>	Bike/ped facilities, safety education programs and encouragement incentives.	Bike/ped facilities, safety education programs and encouragement incentives.	Bike lanes, paved shoulders, Trail/ Highway intersection improvements, crosswalks, signal improvement, and curb cuts as well as safety education and awareness programs.	Enforcement campaigns to improve bike/ ped safety, helmet promotion, educational materials, and training.
<b>Key Project Requirements</b>	Must relate to surface transportation.	Can only be spent within 1 ½ miles of a school.	Must address goals written in State Highway Safety Plan.	Must address goals written in State Highway Safety Plan.
<b>Application Process</b>	Next anticipated call for projects Spring 2018.	Irregular schedule at call of IDOT.	Generally there is an annual update to the Plan at the call of IDOT Division of Traffic Safety.	Generally each spring at call of IDOT Division of Traffic Safety.
<b>Local Match Required</b>	Typically 20%	20%	10%	No match required.
<b>Eligible Applicants</b>	Local governments	Any governmental entity	Any governmental entity or non-profit	Any governmental entity or non-profit

Table 5a, continued: Funding Resources				
Application Process	Recreational Trails Program (RTP)	Surface Transportation Block Grant Program (STBG)	Congestion Mitigation and Air Quality (CMAQ)	STBG Program Set-Aside (formerly TAP)
<b>Program Purpose</b>	To develop and maintain recreational trails and facilities for both motorized and non-motorized users.	To fund state and local road and transportation projects.	To improve air quality and reduce traffic congestion in areas that do not meet air quality standards.	To support non-motorized modes of transportation.
<b>Program Administrator</b>	IDNR	Cook County Councils of Mayors	CMAQ	CMAQ
<b>Eligible Projects</b>	Trails, Trail/Highway intersection improvements, trailheads, educational materials, and training.	Bike/ped facilities. Road projects that include sidewalks receive additional points.	Bike/ped facilities, safety education programs and encouragement incentives, active transportation plans, bike/ped maps, bike/ped coordinator position.	Bicycle and pedestrian facilities, streetscaping
<b>Key Project Requirements</b>	30% allocated to non-motorized trail project, 30% for motorized, 40% for diversity of trail use.	1) Must reduce single occupancy vehicle trips and positively impact air quality. 2) Must be applied toward projects on collectors or arterials.	1) Must be spent in non-attainment and maintenance areas. 2) Will be evaluated on air quality emissions.	1) Phase I engineering must be nearly complete. 2) Project must be included in a local, sub-regional or regional plan that was formally adopted.
<b>Application Process</b>	Irregular schedules at call of Illinois Department of Natural Resources.	Varies depending upon sub-regional council of government.	Generally, an annual call for proposals.	Generally, an annual call for proposals in tandem with CMAQ announcement.
<b>Local Match Required</b>	Typically 20%, some 50%	Typically 20-30% for bike/ped projects	Typically 20%	20%
<b>Eligible Applicants</b>	Any governmental entity or non-profit	Local governments in Cook County	Local or state governmental agencies	Local governments



## 5.2 INFRASTRUCTURE IMPLEMENTATION

The below matrix is a proposed schedule for implementing this plan. It takes into consideration many factors, including project cost, complexity, community priorities, safety benefits, and demographic equity. For more detail about each project time, refer to the appropriate goal in chapter 4. This schedule should be revisited and adjusted each year during the Village’s annual budget process and adjusted to reflect current priorities, available funding, and coordination or grant opportunities.

Table 5b: Implementation Matrix					
Goal #	Salt Creek Regional Greenway	Mode Served	Steps Needed Before Construction?	Approximate Cost*	Phasing
1, 3	Install marked shared lanes & wayfinding signage on Thomas, Second, and Villa, and crossing improvements at Thomas and Second.	Ped & Bike	Coordinate with Township, Elmhurst	Low	Year 1
1, 3	Study feasibility of extending the Salt Creek Trail along Salt Creek or other off-street alternatives	Ped & Bike	Feasibility study, Phase 1, 2, and 3 engineering, coordination with township, Elmhurst, DuPage County, railroads, businesses, and possible right-of-way acquisition.	"Feasibility Study: High Construction: Very High"	Year 2
1	Implement Prairie Path crossing improvements (see Goal 1, Table 4a)	Ped & Bike	Coordinate with DuPage County to finalize acceptable improvements	Medium	Year 2
1	Install Prairie Path wayfinding signage	Ped & Bike	Coordinate with DuPage County	Low	Year 1
Goal #	Great Western Trail	Mode Served	Steps Needed Before Construction?	Approximate Cost	Phasing
1	Implement Great Western Trail crossing improvements (See Goal 1, Table 4b)	Ped & Bike	Coordinate with DuPage County to finalize acceptable improvements	Medium	Year 1
1	Install Great Western Trail wayfinding signage	Ped & Bike	Coordinate with DuPage County	Low	Year 1

\*Low cost projects are those projected to cost less than \$25,000, medium cost projects are projected to cost between \$25,000 and \$100,000, high cost projects are projected to cost \$100,000 to \$250,000, and very high cost projects are projected to cost more than \$250,000. Project costs were estimated using the Alliance for Biking and Walking project cost estimator, [bikesafe.org](http://bikesafe.org), and [pedsafe.org](http://pedsafe.org).

**Table 5b: Implementation Matrix**

<b>Goal #</b>	<b>Sidewalk Improvements</b>	<b>Mode Served</b>	<b>Steps Needed Before Construction?</b>	<b>Approximate Cost</b>	<b>Phasing</b>
2	Fill in sidewalk gaps	Ped	Create sidewalk inventory Increase 50/50 sidewalk cost share program	Inventory cost: Low Cost Share Program Increase: TBD Full Sidewalk Network: High	Inventory: Year 2 Cost Share Program: Year 3 Replacement: Years 3+
2	Replace cracked, uneven, broken sidewalks	Ped	Expand the 50/50 sidewalk cost share program	Cost Share Program Increase: TBD Full Sidewalk Network: Very High	Inventory: Year 2 Cost Share Program: Year 3 Replacement: Years 3+
2	Improve pedestrian scale lighting	Ped	Conduct in conjunction with roadway reconstruction projects	Med - High	TBD
<b>Goal #</b>	<b>St. Charles Road Improvements</b>	<b>Mode Served</b>	<b>Steps Needed Before Construction?</b>	<b>Approximate Cost</b>	<b>Phasing</b>
2	Widen sidewalk or road diet	Ped & Bike	Would require coordination with businesses, ROW acquisition, or road diet if traffic volumes decrease.	High	Year 5+
2	Signalized crossing improvements	Ped & Bike	Additional crossings along St. Charles Road may require a study	Medium	Year 2
2	Create new pedestrian crossings	Ped & Bike	Would require a traffic study	High	Year 4
2	Improve Dairy Queen circulation	Ped & Bike	Would require coordination with neighboring businesses and Dairy Queen	Low	Year 2
3	Construct access path at Michigan Ave	Ped Bike	Would require approval from DuPage County	Medium	Year 3

Table 5b: Implementation Matrix					
Goal #	North Ave Improvements	Mode Served	Steps Needed Before Construction?	Approximate Cost	Phasing
2	Fill in sidewalk gaps	Ped	Would require coordination with IDOT and recommend pursuing federal funding to complete project, or wait for IDOT to reconstruct the road. Would also require coordination with abutting businesses.	Medium	TBD: Coordinate with IDOT or seek grant funding
2, 3	Install sidepath	Ped & Bike	Would require coordination with IDOT and recommend pursuing federal funding to complete project, or wait for IDOT to reconstruct the road. Would also require coordination with abutting businesses.	High	TBD: Coordinate with IDOT or seek grant funding
3	Construct access paths to Salt Creek Regional Greenway at Villa Ave	Ped & Bike	Would require coordination with IDOT and recommend pursuing federal funding to complete project. Would require coordination with abutting businesses.	High	Year 5+
2	Improve traffic signal timing, install crosswalks	Ped & Bike	North Avenue resurfacing project is in IDOT's multi-year plan (MYP). Signal timing and crossing improvements could be made in conjunction with work. Coordinate with IDOT.	Medium	TBD: Coordinate with IDOT in conjunction with North Avenue resurfacing.
2	Improve pedestrian and bicycle access through parking lots	Ped & Bike	Coordinate with existing businesses and amend zoning code for new businesses	Low	Year 4
Goal	Roosevelt Road Improvements	Mode Served	Steps Needed Before Construction?	Approximate Cost	Phasing
2	Fill in sidewalk gaps	Ped	Would require coordination with IDOT and recommend pursuing federal funding to complete project, or wait for IDOT to reconstruct the road. Would also require coordination with abutting businesses.	High	Year 5+
2	Improve traffic signals	Ped & Bike	Roosevelt Road resurfacing project is in IDOT's multi-year plan (MYP). Signal timing and crossing improvements could be made in conjunction with work. Coordinate with IDOT	Medium	TBD: Coordinate with IDOT in conjunction with Roosevelt Road resurfacing.

**Table 5b: Implementation Matrix**

<b>Goal</b>	<b>Create safer railroad crossings</b>	<b>Mode Served</b>	<b>Steps Needed Before Construction?</b>	<b>Approximate Cost</b>	<b>Phasing</b>
2	Build grade separated crossing under UP-W tracks	Ped & Bike	Would require coordination with Metra, UP-W	Very High	Year 5+
2	Widen sidewalk that cross Illinois Central Railroad tracks at Addison and North Ave	Ped	Would require coordination with Illinois Central Railroad and IDOT	Very High	Year 5+
2	Install Pedestrian gates at Illinois Central Railroad Tracks at Addison and North	Ped	Would require coordination with Illinois Central Railroad and IDOT	Medium	Year 4
<b>Goal</b>	<b>Improve Local Street &amp; Collector Crossings</b>	<b>Mode Served</b>	<b>Steps Needed Before Construction?</b>	<b>Approximate Cost</b>	<b>Phasing</b>
2	Mark high visibility crosswalks (14 locations, see goal 2, Table 4c)	Ped & Bike		High	Year 3, or coordinate with resurfacing schedule
2	Construct Bump-Outs (2 locations, see Goal 2, Table 4c)	Ped		Medium	Year 4
2	Install raised crosswalks (11 locations, see Goal 2, Table 4c)	Ped & Bike		High	Year 4
2	Build curb ramps (3 locations, see Goal 2, Table 4c)	Ped & Bike	Would require township coordination in some cases	Medium	Year 4
2	Install School Pavement Markings (3 locations see Goal 2, Table 4c)	Ped & Bike		Low	Year 3, or coordinate with resurfacing schedule

Table 5b: Implementation Matrix					
Goal	Create a Village Wide Bike Network	Mode Served	Steps Needed Before Construction?	Approximate Cost	Phasing
3	Sign on-street bike routes on all streets in network, except where sidepaths are recommended (see Goal 3, Table 4d for locations)	Bike	Determine sign locations and verbiage. See MUTCD 9B-4 for guidance. D1-X signs with D11-1 signs recommended.	Low	Year 2: Recommend signing all routes at once
3	Install marked shared lanes (see Goal 3, Table 4d for locations)	Bike	Determine locations of pavement markings. See MUTCD Section 9C.07 for design standards and NACTO's Urban Bikeway Design Guide for additional considerations.	Medium	Year 2: Recommend marking all lanes at once
3	Stripe bike lanes (see Goal 3, Table 4d for locations)	Bike	Determine if parking elimination is acceptable to community. If not, marked shared lanes or bike route signage may be acceptable. See MUTCD 9C.04 for bike lane standards and NACTO's Urban Bikeway Design Guide for additional considerations.	Medium	Year 1: Ardmore Ave Year 2: Vermont St and Addison
3	Build sidepaths (see Goal 3, Table 4d for locations)	Ped & Bike	Will require additional scoping, ROW acquisition, design, and engineering. See AASHTO's Guide for the Development of Bicycle Facilities for additional design guidance.	Very High, seek federal grants	Year 3: Walmart Access Road Year 4: Ardmore Ave Year 5+: Villa Ave, North Ave
3	Construct park paths (see Goal 3, Table 4d for locations)	Ped & Bike	Would require coordination with Parks and Recreation Department, Forest Preserve District, and High School, depending on project. AASHTO's Guide for the Development of Bicycle Facilities for additional design guidance.	Medium	TBD: Coordinate with Parks & Recreation Department
Goal #	Install Bike Parking	Mode Served	Steps Needed Before Construction?	Approximate Cost	Phasing
3	U-Racks	Bike	Inventory existing racks and determine priority. See APBP's Bike Parking Guidelines for additional guidance.	Low	Year 3
3	Covered Bike Parking	Bike	See APBP's Bike Parking Guidelines for additional guidance.	Low	Project funded

## 5.2 PROGRAM & POLICY IMPLEMENTATION

In addition to infrastructure, this plan recommends a phased schedule of implementation for the program and policy ideas recommended in this plan. To start, Villa Park should create a Bicycle and Pedestrian Advisory Council. This group can help spearhead implementation of the other recommended initiatives.

**Table 5c: Program and Policy Implementation Matrix**

Goal #	Policy or Program Recommendation	Type	Mode	Ideas & Resources	Phasing
1, 2, 3	Develop a list of easy to implement priorities to tackle in Year 1	Policy	Ped & Bike		Year 1
1	Develop a trail etiquette campaign	Program	Ped & Bike	See <a href="https://www.railstotrails.org/experience-trails/share-the-trail/resources/">https://www.railstotrails.org/experience-trails/share-the-trail/resources/</a> for examples	Year 3+
1	Hold special events on the trails	Program	Ped & Bike		Year 3+
2, 3	Adopt a Complete Streets Policy	Policy	Ped & Bike	See <a href="http://atpolicy.org">atpolicy.org</a> for more information	Year 1
2, 3	Create Bicycle and Pedestrian Advisory Council	Policy	Ped & Bike		Year 1
2	Develop policies to expand the community sidewalk network	Policy	Ped	See appendix for sidewalk inventory model and infrastructure implementation table for phasing.	Inventory: Year 2 Cost Share Program: Year 3
2, 3	Fill out Walk and Bike Friendly Community assessment	Program	Ped & Bike	See <a href="http://walkfriendly.org/">http://walkfriendly.org/</a> and <a href="http://www.bikeleague.org/community">http://www.bikeleague.org/community</a>	Year 2
2, 3	Encourage regular, year-round walking and biking through special events and activities	Program	Ped & Bike	See Chapter 4 for ideas.	Year 3+
2, 3	Provide age-specific pedestrian and bicycle education	Program	Ped & Bike	See Chapter 4 for ideas.	Year 3+
3	Expand bike parking	Policy	Bike	See appendix for guidance	Year 1+



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# APPENDIX

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## Appendix A: Design Guidance

### Guide for the Planning, Design, and Operation of Pedestrian Facilities

American Association of State Highway and Transportation Officials (AASHTO), 2004

<http://www.transportation.org>

### Designing Sidewalks and Trails for Access

U.S. DOT Federal Highway Administration

[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/sidewalks/index.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalks/index.cfm)

### Guide for the Development of Bicycle Facilities, 4th Edition

American Association of State Highway and Transportation Officials (AASHTO), 2012

<http://www.transportation.org>

### Urban Bikeway Design Guide

National Association of City Transportation Officials

<http://nacto.org/cities-for-cycling/design-guide/>

### Urban Street Design Guide

National Association of City Transportation Officials

<http://nacto.org/publication/urban-street-design-guide/>

### Complete Streets Complete Networks: A Manual for the Design of Active Transportation

Active Transportation Alliance, 2012

[www.atpolicy.org/design](http://www.atpolicy.org/design)

### Bicycle Parking Design Guidelines

Association of Pedestrian and Bicycling Professionals

<http://www.apbp.org/?page=Publications>

### Manual on Uniform Traffic Control Devices

Federal Highway Administration, 2009

<http://mutcd.fhwa.dot.gov/>

### Bicycle and Pedestrian Accommodations Bureau of Design & Environment Manual

Illinois Department of Transportation, 2011 Edition

<http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf>

### Interagency Transit Passenger Information Design Manual

Regional Transportation Authority

<http://www.rtams.org/pdf/planning/SignageDesignManual.pdf>

### Transit Street Design Guide

National Association of City Transportation Officials

<http://nacto.org/publication/transit-street-design-guide/>

### Transit Supportive Guidelines

<http://pacebus.com/guidelines/index.asp>

### Parking Strategies to Support Livable Communities Chicago Metropolitan Agency for Planning

<http://www.cmap.illinois.gov/documents/20583/c224c06f-2735-4400-8281-d3c263ce5ba6>

## Appendix B: Policy Resources

### Active Transportation Policy

Active Transportation Alliance has created a policy resource micro-site, [www.atpolicy.org](http://www.atpolicy.org), with free access to Complete Streets policy briefs, local policy examples, and implementation materials. The site also includes PDF versions of local complete streets policies and links to reports from national partners on the benefits of complete streets.

### Complete Streets: Best Policy and Implementation Practices

McCann, Barbara, and Suzanne Rynne, Chicago: American Planning Association, 2010.

This publication of the American Planning Association's Planning Advisory Service is available for purchase. It includes case studies, model policies, and development strategies revolving around Complete Streets.

### "Complete Streets Policy Elements."

National Complete Streets Coalition.

<http://www.completestreets.org/changing-policy/policy-elements/>.

Provides a framework by which a Complete Streets policy can be designed and a basic outline of the elements of robust Complete Streets policies.

### "Federal Policy Resources."

National Complete Streets Coalition.

<http://www.completestreets.org/federal-policy/federal-policy-resources/>.

Knowing the trends in national policies concerning Complete Streets can help reinforce local policy initiatives. The NCSC website details past federal activity concerning Complete Streets, features legislative language, and has tips for getting the attention of lawmakers at the federal level.

### "Model Bike Parking Ordinance (with annotations)"

This annotated model policy for bike parking was developed through the Public Health Law and Policy (name changed to ChangeLab Solutions) <http://www.changelabsolutions.org/publications/bike-parking>

## Appendix C: Program Resources

### Illinois Bike Safety Quiz Challenge

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

Encourage cyclists and drivers to test their bike safety and share the road knowledge in this online test designed by Ride Illinois.

### National Safe Routes to School Partnership

[www.saferoutespartnership.org](http://www.saferoutespartnership.org)

Offer an annotated bibliography of traffic safety curricula and other educational resources.

### 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](http://www.bikeleague.org)

Sponsor the Bicycle Friendly Community program and offer resources for encouragement campaigns. It also certifies instructors to provide bike mechanic and traffic safety skills courses.

### Association of Pedestrian & Bicycle Professionals

[www.apbp.org](http://www.apbp.org)

Offer webinars and other resources for professionals who implement education and encouragement campaigns.

### Active Transportation Alliance

[www.activetrans.org](http://www.activetrans.org)

Provide 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.

### Vision Zero Network

<http://visionzeronetwork.org/>

Give support, guidance, and trainings for communities interested in reducing all traffic fatalities.

