

# GLENVIEW BICYCLE & PEDESTRIAN PLAN



## POLICY RECOMMENDATIONS

Making Glenview a better place to walk and bicycle requires more than just infrastructure improvements. Non-infrastructure policies are essential to making Glenview more bicycle- and pedestrian-friendly. The following policies are recommended for implementation.



### ENACT BICYCLE PARKING DESIGN GUIDELINES.

Bicycle parking is a crucial infrastructure element in cultivating bicycle-friendly communities but is often overlooked and underfunded. A lack of bicycle parking is often cited as the main reason for individuals choosing not to bicycle and is particularly detrimental to converting automobile trips to bicycling trips. Creating bicycle parking design guidelines can ensure that new residential and commercial developments have bicycle parking at the forefront of their site layout decisions from the outset of a project. Additionally, the new standard will allow for a streamlined process for existing businesses to request bicycle parking to be placed within Village rights-of-way.



### CONDUCT BICYCLE COUNTS BEFORE/AFTER NEW FACILITIES ARE CONSTRUCTED.

Traffic counts, a common and accessible data source, are vital to the planning and enhancement of roadways. Traffic counts help engineers and planners determine which roadways need capacity upgrades based on their configuration and design. However, there are few data sources for bicycle and pedestrian counts, leading to less-informed decisions about the needs and capacity of bicycle and pedestrian facilities. Taking bicycle counts prior to the implementation of projects will give the Village evidence on the impacts of the project.



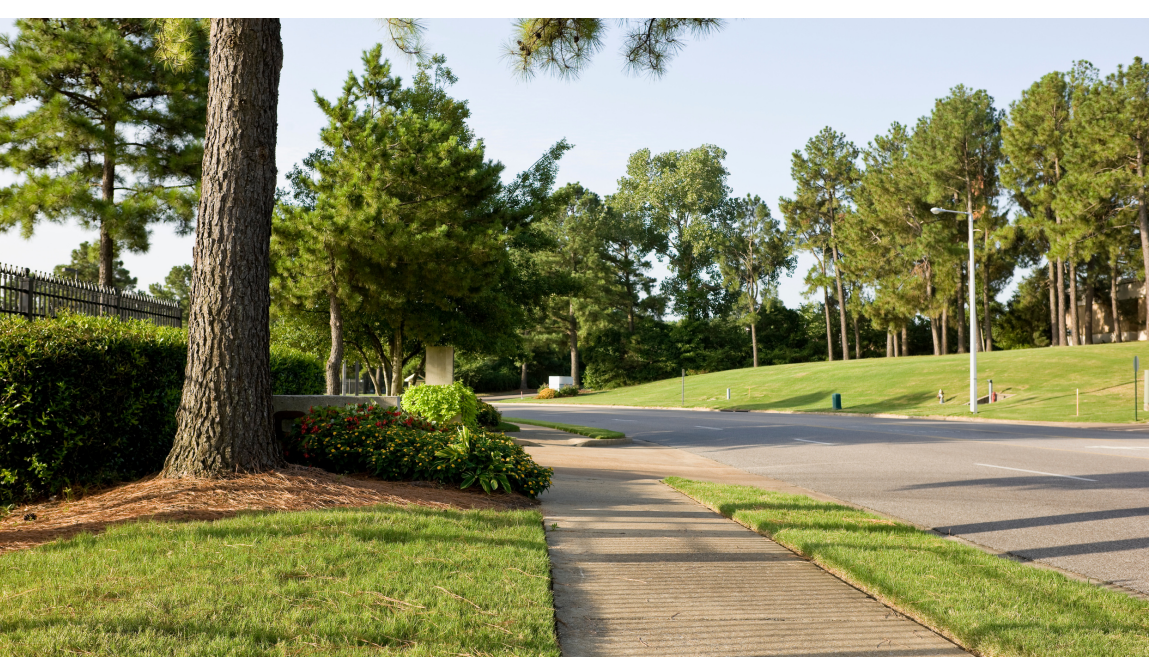
### PROCLAIM MAY AS NATIONAL BIKE MONTH.

Established in 1956, National Bike Month is a chance to showcase the many benefits of bicycling – and encourage more people to give bicycling a try. While the proclamation is mainly ceremonial, the benefit comes from the Village’s recognition of bicycling as a legitimate form of transportation and a high-priority recreational activity. Following the drafting and approval of the proclamation, the Village should partner with other municipal agencies and community organizations to create programming throughout May, which can include but is not limited to the following events: (a) National Bike Challenge Or Local Commuter Challenge; (b) Bike Commuting Incentives; (c) Ride with Elected Officials; (d) Bike Rodeos; and (e) Bike Month Ride.



### ALLOW FOR RESIDENT INPUT ON SIDEWALK CONSTRUCTION DURING ONGOING PROJECTS.

Currently, the Village allows residents to undertake a petition process to have new sidewalks constructed in their neighborhood. After ten signatures of affected properties are gathered, a vote is taken by adjacent residents to determine if the sidewalk is supported by at least 67% of the residents. Under this new policy recommendation, the Village would approach residents adjacent to an upcoming roadway construction or resurfacing project to determine if there is support for a sidewalk to be added to the project's scope.



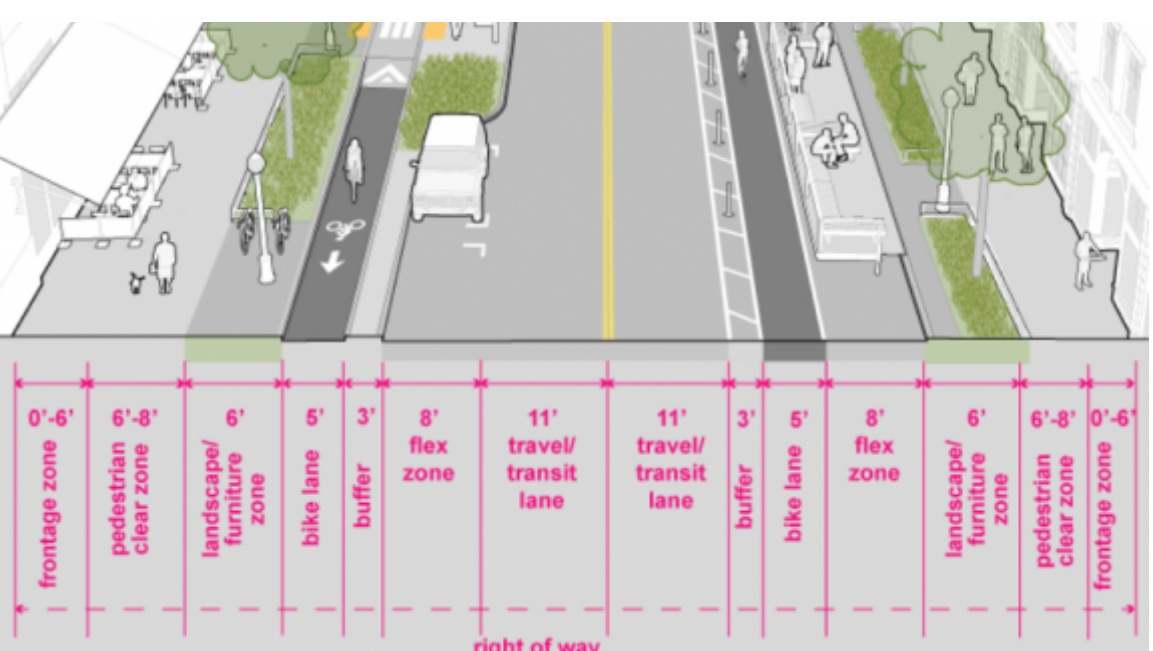
### RESEARCH SIDEWALK PETITION PROCESS ALONG ROUTES TO SCHOOL.

The current Sidewalk Petition Process requires residents to file a petition with the Village to install a sidewalk. Then, the Village asks the affected residents to vote on whether or not they support the installation of the sidewalk. For installation to be approved, more than 67% of the affected residents must approve the initiative. In order to create more sidewalks, there are opportunities to implement policies that lower the threshold of resident support based on sidewalk adjacency to schools, parks, or Village facilities, which are all locations with higher pedestrian traffic.



### RESEARCH THE EXPANSION OF MICROMOBILITY VEHICLES (E-BIKES, E-SCOOTERS) AND THEIR IMPACTS.

Micromobility refers to a range of small, lightweight vehicles operating at speeds typically below 15 mph. Micromobility devices include bicycles, e-bikes, electric scooters, electric skateboards, shared bicycle fleets, and electric pedal assisted bicycles. While these vehicles offer significant mobility benefits, they do have potential impacts on the safety and comfort of other users on sidepaths and shared use paths within Glenview. Researching these vehicles and neighboring policies will allow Glenview to create policies tailored for the Village.



### UPDATE BICYCLE PLAN AND BICYCLE MAP AS CAPITAL IMPROVEMENTS PLAN PROGRESSES.

In order to stay relevant to ever-changing transportation trends, transportation funding practices, and regional priorities, it is recommended that the Village of Glenview continues to update their Bicycle & Pedestrian Plan, as well as their Bicycle Map. A commitment to updating these important community amenities will not only allow the Village to keep up to date on their progress, but it will ensure that residents remain active and informed on the progress of facilities and policies recommended within each iteration of the Plan.