

GLENVIEW BICYCLE & PEDESTRIAN PLAN



DESIGN PRINCIPLES

The six design principles, which ultimately guided the facility recommendations within this Plan, were developed to enhance the safety, comfort, and enjoyment of those using pedestrian and bicycle facilities for recreation, exercise, or transportation. Each goal must be measurable and achievable within the 20-year timeframe associated with this planning process. An in-depth explanation of each principle's rationale is provided below.

- 1 Glenview residents should have access to a sidewalk, shared use path or bike lane that leads to a regional trail within 1/4 mile of their home.
- 2 Increase the number of Glenview's roadways that have sidewalks (or shared use paths) on one or both sides by 10%.
- 3 Ensure every school has a designated walking and bicycling route to and from its entrance.
- 4 Incorporate all previous recommendations from previous Bicycle & Pedestrian Plans within this current iteration.
- 5 When constructing new infrastructure or reconstructing infrastructure evaluate the applicable bicycle and pedestrian facilities that could be considered for the roadway utilizing the facility selection guide.

FACILITY SELECTION GUIDANCE

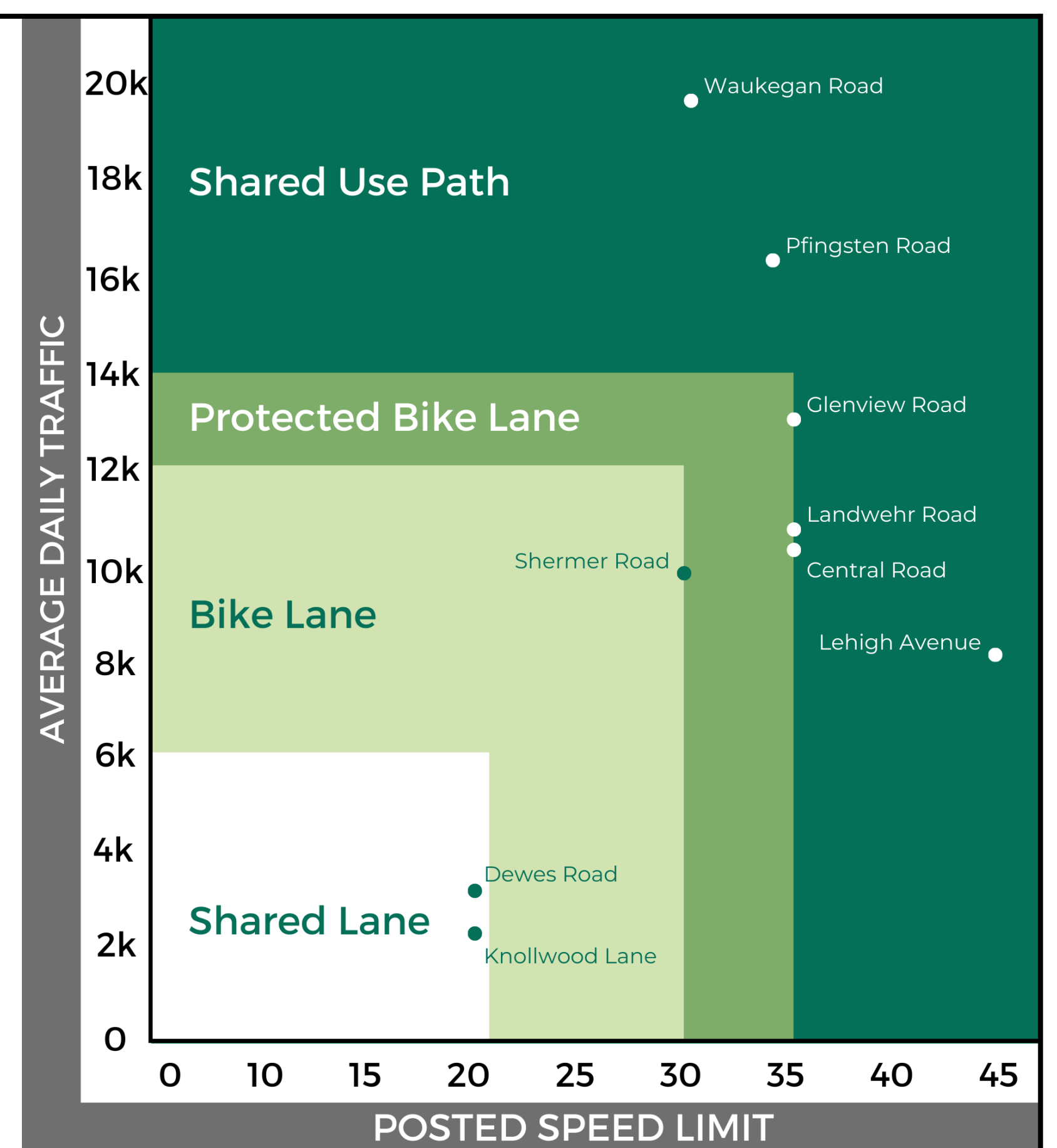
The two facility selection guidance charts below illustrate the general parameters engineers and planners consider when choosing a facility for a roadway. For example, high-speed and highly-trafficked roads are not ideal for on-street accommodations; placing bike lanes on these roadway types might lead to unsafe and uncomfortable riding conditions. In contrast, lower-speed and lower-volume roadways are more suitable for on-street facilities. However, the Bikeway and Pedestrian Selection Guides are only prescriptive for some roadways, and considering the context of the road and community is vital for selecting a suitable facility.

BIKEWAY SELECTION GUIDE

The Bikeway Facility Selection Guide displayed as a graph, has been adapted from FHWA's Bikeway Selection Guide. This graph is a resource to help transportation practitioners consider and make informed trade-off decisions relating to the selection of bikeway types. It is intended to supplement planning and engineering judgment. It incorporates and builds upon the Federal Highway Administration's (FHWA) support for design flexibility to assist transportation agencies in the development of connected, safe, and comfortable bicycle networks that meet the needs of people of all ages and abilities.

To demonstrate the utility of the guide, nine Glenview roadways (Dewes Road, Waukegan Road, Central Road, Knollwood Lane, Shermer Road, Landwehr Road, Lehigh Avenue, Pfungsten Road, and Shermer Road) were selected and then analyzed based on the guide's parameters. The average daily traffic (ADT) of each roadway was based on the most recent data provided by IDOT, in 2017. The Speed axis was based on the current posted speed limit as of June 2022.

Based on the guide's criteria, six of the nine roadways were recommended to construct shared use paths (Waukegan, Glenview, Central, Landwehr, Lehigh, and Pfungsten), while Dewes and Knollwood Roads received a recommendation of a Shared Lane and Shermer Road received a recommendation of a Protected Bike Lane. In instances where the roadway fell between two classifications, the 'upper' facility type is recommended.



PEDESTRIAN SELECTION GUIDE

The Pedestrian Facility Selection Guide displayed as a graph, has been adapted from FHWA's Bikeway Selection Guide. This graph is a resource to help transportation practitioners consider and make informed trade-off decisions relating to the selection of bikeway types. It is intended to supplement planning and engineering judgment. It incorporates and builds upon the Federal Highway Administration's (FHWA) support for design flexibility to assist transportation agencies in the development of connected, safe, and comfortable bicycle networks that meet the needs of people of all ages and abilities.

To demonstrate the utility of the guide, six Glenview roadways (Chestnut Avenue, N. Branch Road, Wagner Road, Lehigh Avenue, Greenwood Road and West Lake Avenue) were selected and then analyzed based on the guide's parameters. The average daily traffic (ADT) of each roadway was based on the most recent data provided by IDOT, in 2017. The Speed axis was based on the current posted speed limit as of June 2022.

Based on the guide's criteria, five of the six roadways were recommended to construct shared use paths - Landwehr, Lehigh, Greenwood, Wagner and Pfungsten, while Dewes Road received a recommendation of a Pedestrian Lane received a recommendation of a Protected Bike Lane. In instances where the roadway fell between two classifications, the 'upper' facility type is recommended.

