

ADDENDUM

BIKEWAYS

Bicycling attracts a variety of users, who have different purposes for using this mode of transit, including:

- **Recreation:** Bicycling is a very popular activity among both recreational riders of all ages, and sport enthusiasts.
- **Alternative transportation:** Bicycling is also used as alternative transportation for short, local trips throughout town. It is especially popular among commuters going to and from the Metra train station.
- **Transportation necessity:** Besides those who bicycle by choice, there are residents who depend on bicycling as a transportation necessity, including children, adolescents, and commuters.

This bikeway addendum builds on the Barrington Bikeway Study conducted by TranSystems Corporation in February 1998. The goal of the plan was to provide a network of bikeway corridors to encourage bikeway use throughout the Village among students, families/general public, commuters, and cycling enthusiasts. That goal remains the same in 2011. Since bike-friendly towns are also associated with a high quality of life and a sense of community, Barrington strives to provide complete connectivity throughout the Village and to bikeway systems in neighboring communities.

REGIONAL CONNECTIVITY

Barrington is working towards the goal of developing regional bikeways through active participation with the Northwest Municipal Conference (NWMC). The 2010 NWMC Bicycle Plan includes two bikeways that run through the Village of Barrington: Northwest Highway (Route 14) and Dundee Road. The NWMC Bicycle Plan includes a three tier system of bikeway corridor prioritization. The tier one corridors are those with the highest regional impact and best opportunity to be implemented. Both Northwest Highway and Dundee Road are identified as tier two regional corridors. At this time, feasibility studies have not been conducted to identify the types of bicycle facilities that should be implemented among the tier two corridors of the NWMC Bicycle Plan. The feasibility studies should be conducted as multijurisdictional initiatives, especially with adjoining communities and the Illinois Department of Transportation.

LOCAL CONNECTIVITY

Barrington utilizes two types of bicycle facilities: off-street and on-street. Off-street facilities are segregated from traffic, and are either parallel to a roadway (side path) or on their own independent right-of-way (trail). On-street facilities travel within the roadway pavement area. The Village uses two types of on-street facilities: bicycle lanes and bicycle routes. A bicycle lane includes five (5) feet of pavement space designated solely for bike usage, where no parked or moving vehicles are allowed. Pavement striping and signage designate the bicycle lane, which is the preferred on-street facility. By way of comparison, bicycle routes are designated only by signage and are used when there is not enough room to expand the road for a bicycle lane.

All bikeway facilities should provide safe and continuous navigation throughout the Village for casual adult cyclists. Bikeways should provide connectivity from employment centers and residential neighborhoods to the Village Center, between neighborhoods, and to all Village “assets,” such as the library, schools, parks, and Metra station.

BIKEWAY MAPS

The Village has created two bikeway maps: the Bikeways Planning map and the Bikeway User map. The Bikeway User map guides cyclists through existing bikeways in the Village. The Bikeways Planning

map (see Figure 7, Bikeways Planning Map) serves as a guide for future improvements in the system, which will increase bicyclist safety and system capacity. These bikeway improvements will be implemented as the budget allows. It is recommended that funding be sought for such improvements.