

### PLAINFIELD AREA BICYCLE PLAN

PLAINFIELD, ILLINOIS (COMPLETED)

*Terri Musser authored this user-friendly plan working with decision-makers from affected jurisdictions. At a mere 33 pages, it was designed to walk a lay person through the rationale behind determining what type of facilities should go where. Ms. Musser's report is simple and straightforward, heavy on graphics, yet full of technical details needed for project implementation.*

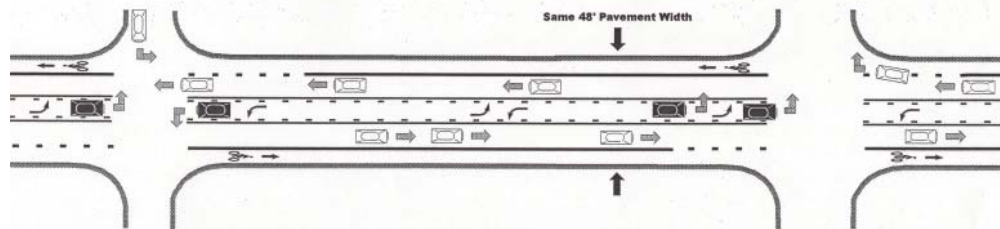
*Cited by the League of Illinois Bicyclists as the model for other communities to follow, the plan clearly and concisely outlines what needs to be done to make Plainfield a bicycle-friendly community. The planning focus includes improving arterial roadways, modifying suburban street standards, and planning for a network of trails and greenways as an integral part of the ongoing land development underway in the far southwest Chicago suburbs.*

Client: Plainfield Township Park District  
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#### PROPOSED ARTERIAL RESTRIPING

- creates multi-modal corridor
- results in two 12-foot through lanes with a center turn lane, plus bike lanes
- inexpensive to implement: simply shift paint lines and add bike lane designation
- successful retrofit in several communities on roads with 18,000 ADT or less
- design may handle up to 24,000 ADT depending on intersection capacity<sup>8</sup>
- recommend testing restriping on a trial basis, with the option to return to a 4-lane design if area residents are unsatisfied or if build-out traffic volumes exceed 3-lane capacity



#### Lane Maneuvering Simplified While Maintaining Capacity:

- left turning motorists are removed from the travelway
- results in through cars maintaining continuous movement throughout corridor without speeding and passing
- entering motorists only need to cross 1 lane of traffic; if needed, have median refuge area in which to wait for second gap in traffic
- changes the "feel" of the roadway
- offers traffic calming benefits by modifying perception of appropriate travel speeds
- intersections determine roadway capacity; not the number of travel lanes mid-block
- provides turning lanes to handle capacity

#### Non-Motorized Users Benefit:

- provides space for on-street bike lanes
- simplifies turning movements
- simplifies crossings in non-signalized locations

