2023

KANE COUNTY

BICYCLE & PEDESTRIAN PLAN

KDOT
KANE COUNTY DIVISION OF TRANSPORTATION

CMAP
KANE KENDALL COUNCIL OF MAYORS

JUNE 2023

COVER IMAGE

ST. CHARLES

TRIP ADVISOR

Unless otherwise stated, photos in this plan were taken by the consultant.

ACKNOWLEDGEMENTS

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City of Aurora
Village of Barrington Hills
Village of Bartlett
City of Batavia
Village of Burlington
Village of Carpentersville
Village of East Dundee
Village of Elburn
City of Elgin
City of Geneva
Village of Gilberts
Village of Hampshire
Village of Hoffman Estates
Village of Huntley
Village of Lily Lake
Village of Maple Park
Village of Montgomery
Village of North Aurora
Village of Oswego
Village of Pingree Grove
Village of Sleepy Hollow
Village of South Elgin
City of St. Charles
Village of Sugar Grove
Village of Virgil
Village of Wayne
Village of West Dundee
City of Yorkville

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EXECUTIVE SUMMARY

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VISION & OBJECTIVES

VISION:

The vision of the Kane County Bicycle and Pedestrian Plan is to expand an interconnected network of facilities that safely accommodates people of all ages and abilities while linking to key destinations to enhance access, inclusion, economic prosperity, and quality of life in Kane and Kendall Counties.

OBJECTIVES:

ADVANCE EQUITY

- ►Create critical connections for underserved and underinvested areas within the planning area.
- ►Ensure multi-modal opportunities for transportation disadvantaged populations.

IMPROVE CONNECTIVITY

- ►Fill critical pedestrian and bicycle network gaps.
- ►Expand bicycle and pedestrian network to western portions of county.
- ►Propose design solutions for intersections needing safety improvements.

FOSTER PARTNERSHIPS

- ►Create guidance for KDOT and its member municipalities to enhance their on-street bicycle networks.
- ►Serve as a source of technical assistance for municipalities and townships that share an interest in furthering KDOT's mission.
- ►Develop model policies for KKCOM's member municipalities.
- ►Highlight successful municipal policies and projects.

PLAN DEVELOPMENT TIMELINE

1 DATA COLLECTION
SEPTEMBER 2022
Comprehensive data collection and subsequent analysis, providing insight on existing infrastructure, conditions, and policies.

2 PUBLIC ENGAGEMENT
SEPTEMBER 2022
Engaging municipal and local agency staff members, while providing opportunities for the general public to provide meaningful input.

3 DRAFT PLAN
MARCH 2023
Constructing a draft plan based on the feedback from public engagement and conclusions from data analysis.

4 FINAL PLAN
JUNE 2023
After re-engaging the public and stakeholders, a final plan was created based on input from the entirety of the planning process.

5 IMPLEMENTATION
2023-2050
After approval, implementation begins. The plan provides a framework for long-term success.

KEY TAKEAWAYS FROM PUBLIC ENGAGEMENT....

Trail connectivity *is the main priority for municipal staff.*

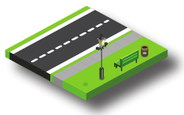
Parks/forest preserves *are the most desired destination that users are not able to currently reach.*

Off-street trails *and* ***separated bike lanes*** *are the most desired facility types for future network expansion.*

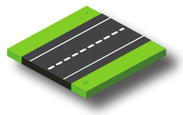
Intersection safety *and* ***personal safety concerns*** *are the biggest barriers to walking more often.*

PROPOSED FACILITIES

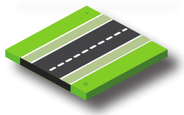
The below facility types are a summation of the proposed facilities within this plan.



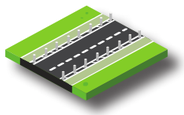
SIDEWALKS
18 MILES



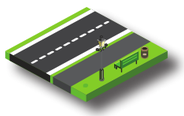
PAVED SHOULDER
79 MILES



BIKE LANE
5 MILES

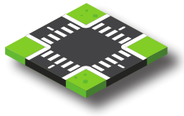


PROTECTED BIKE LANE
23 MILES

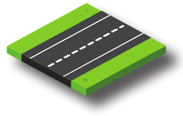


SIDEPATH
183 MILES

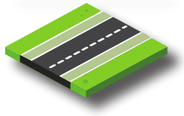
SHARED USE PATH
56 MILES



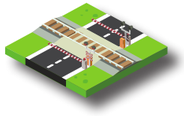
MARKED CROSSWALK
650 LOCATIONS



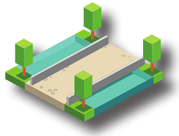
CURB RAMPS
1,408 RAMPS



BICYCLE SIGNALS
47 SIGNALS



RAILROAD CROSSINGS
27 CROSSINGS



PEDESTRIAN BRIDGES
23 BRIDGES

OVERPASSES
12 OVERPASSES

TOTAL PROPOSED FACILITIES

BICYCLE FACILITIES PROPOSED:
370 MILES OF NEW FACILITIES

PEDESTRIAN FACILITIES PROPOSED:
18 MILES OF NEW FACILITIES

INTERSECTION IMPROVEMENTS PROPOSED:
2,103 NEW FACILITIES

PROPOSED POLICIES & PROGRAMS

KDOT POLICY PROPOSALS

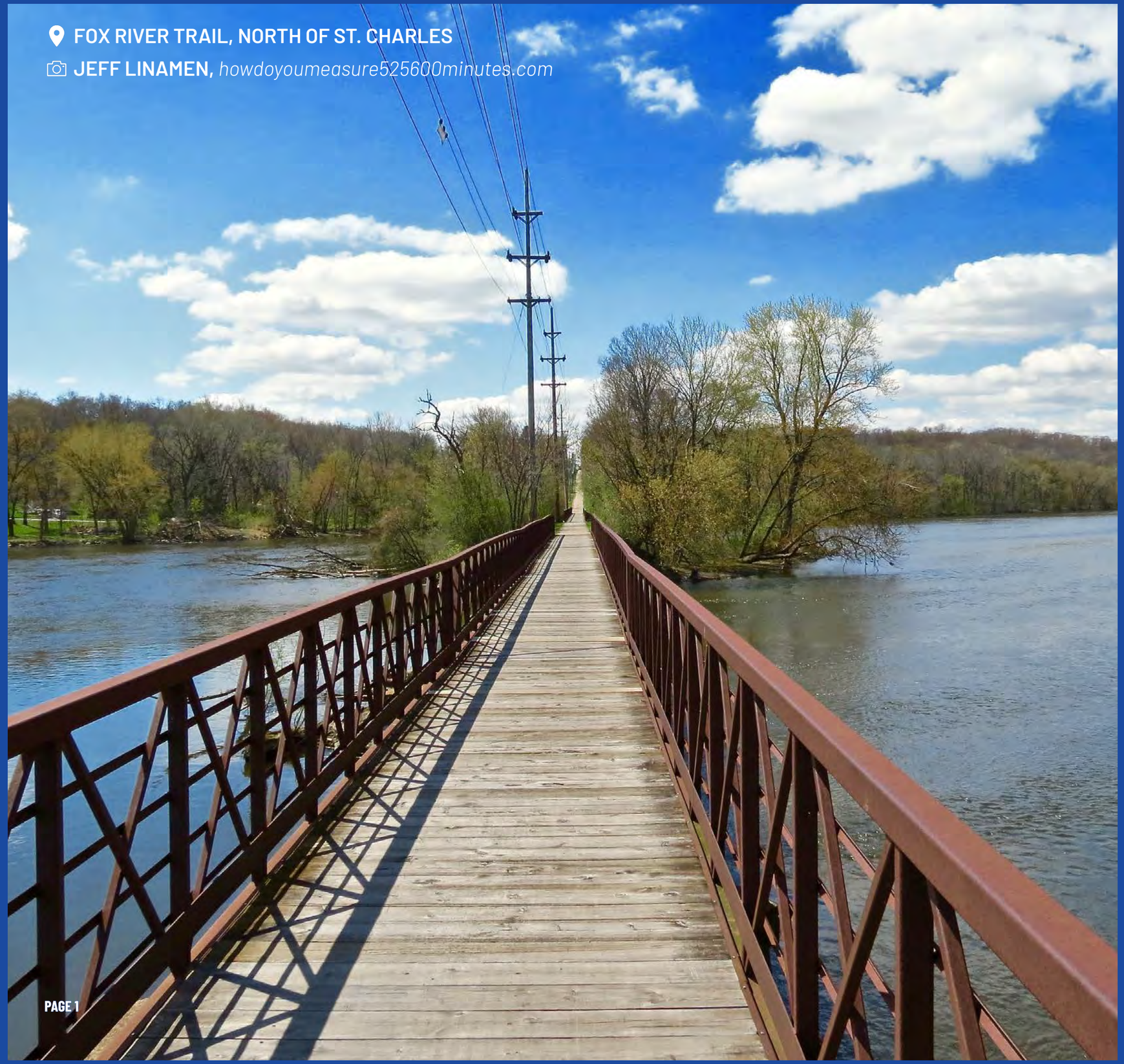
- ***Vision Zero:*** Strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all users.
- ***Complete Streets Policy:*** Internal memorandum formalizing KDOT's commitment to Complete Streets strategies.
- ***Bicycle Parking Ordinance:*** An ordinance that requires new developments and existing land uses to incorporate bicycle parking into their site plan.
- ***Facility Maintenance Standards:*** Revisions of current facility maintenance standards to include winter snow removal, additional preventative maintenance techniques, and year-round sweeping strategies.
- ***Pedestrian Safety Marketing:*** Marketing campaign that produces ready-made and customizable marketing materials for municipalities, townships, school districts, and local organizations to promote safe pedestrian behaviors and discourages unsafe automobile behavior.

KDOT PARTNER POLICY PROPOSALS

- ***Walk/Bike to School Day:*** Promotion and partnering on Walk to School and Bike to School Day events administered by school districts and local communities.
- ***Develop Parklet Guidelines:*** A design guideline for municipalities to start, continue, or expand outdoor dining and the inclusion of temporary parklets.

KKCOM POLICY PROPOSALS

- ***ADA Transition Plan Requirements:*** Incorporating ADA Transition Plan requirements into KKCOM's STP-Local funding criteria.
- ***On-Street Facility Inclusion in Resurfacing Project Scoring:*** Incorporating additional scoring potential for resurfacing projects that include on-street bicycle facilities.
- ***STP Bicycle Facility Criteria:*** Creating a new funding category for standalone bicycle projects to compete for STP-Local funding within the reconstruction category.



FOX RIVER TRAIL, NORTH OF ST. CHARLES

JEFF LINAMEN, *howdoyoumeasure525600minutes.com*

01.

PROJECT OVERVIEW

PLAN INTRODUCTION

Overview

This plan was prepared for the Kane County Division of Transportation (KDOT) as an update to the previous plan adopted in 2012. Plan objectives and recommendations focus on transportation under KDOT jurisdiction. Some recommendations involve additional stakeholders (e.g. municipalities, park districts) to champion efforts on roadways outside of KDOT jurisdiction.

Purpose

The purpose of this plan to is to provide long-range, comprehensive, and consistent guidance to achieve a countywide network of walking and bicycling facilities. KDOT is steadfast in its commitment to creating a transportation network that serves its residents, business owners, and visitors. The plan furthers this commitment by proposing new and improved network connections and eliminating gaps.

This plan is consistent with other County and Regional planning efforts, including the *2050 Long Range Transportation Plan*, *Kane County 2040 Plan*, the *CMAP ON TO 2050 Plan*, and *Kane County Green Infrastructure Plan*, and the many past and ongoing municipal planning efforts.

Planning Area

The area covered by this plan is the entirety of Kane County and northern Kendall County defined as the land area north of US 34. Through the work of the Kane Kendall Council of Mayors (KKCOM), this area is included in the plan for its ongoing partnerships and collaboration by the council to administer federal transportation funding to this part of the region.

BENEFITS OF BICYCLING AND WALKING

Improved walking and bicycling infrastructure affords Kane County residents and visitors greater freedom of choice in making transportation trips in Kane County and improved quality of life.

SAFETY

Comfortable Conditions

Pedestrians and bicyclists involved in crashes are more likely to be injured or killed than those traveling in automobiles. Improving pedestrian and bicycle infrastructure on Kane County roadways provides more consistency and visibility for vulnerable roadway users.

COST EFFECTIVE

Lower Transportation Costs

According to the U.S. Department of Transportation, households spent an average of $10,961 on transportation in 2021—the second largest household expenditure category. However, rural households spent more on transportation ($13,665) and experienced a higher transportation cost burden (17.3%) than urban households ($10,362 and 13.2%, respectively) in 2021.

Economic Booster

Bicyclists make more frequent visits to local businesses than automobile drivers and spend more per visit, according to a recent Institute for Transportation & Development Policy (ITDP) study, *Making the Economic Case for Cycling*. Additionally, according to AARP, the national bicycle industry contributes approximately $133 billion annually to the U.S. economy by supporting over one million jobs, generating nearly $18 billion in federal, state, and local taxes, and providing nearly $47 billion for meals, transportation, and lodging purchases during bike trips and tours.

Housing Value

Communities that ensure better walkability and bike path access find increased housing values for their residents. Trails are valued by those living nearby, as they are ideal places for recreation, travel, and exercise. According to the National Association of Realtors, having a trail near a property can increase its property value by an average of 3-5%, with an increase of up to 15% in some cases.

EQUITY & ACCESSIBILITY

All-Age & Ability Level

Children and seniors are two groups who do not or cannot drive, and are disproportionately affected by transportation decisions that favor driving as the default option. By creating connected networks and improving safety for walking and bicycling, these groups are provided with more independence and older adults can age in place.

PLANNING AREA OVERVIEW

KANE & KENDALL COUNTY - TODAY AND TOMORROW

Kane County

With a history dating back to the mid-1800s, Kane County has a rich history. Kane County's name honored Elias Kent Kane, convention delegate at Kaskaskia in 1818, and U.S. Senator from Illinois until his death in 1835. Early Kane County farmers produced milk and butter for Chicago's growing population. In 1865, the county became a dairy center to the world when Gail Borden chose Elgin as the site of his company that condensed milk for unrefrigerated shipment in cans. Kane County's farming tradition continued for many decades, until the steel and locomotive industries took root in the larger cities, brought on by the extensive railway networks criss-crossing the county.

Now home to 515,522 residents as of the 2020 Census, it is the fifth-most populous county in Illinois. The county seat is in Geneva, but its largest city is Aurora, the second largest city in the state with a population of 180,542.

Kendall County

Kendall County formed out of the division of LaSalle and Kane County in 1841. The county seat of Kendall County is Yorkville, and the largest community is Aurora, followed by Oswego. For much of its history, Kendall County was comprised of agricultural communities. Despite being the smallest county in the Chicagoland region, Kendall County is rapidly growing due to population growth in its northern communities, primarily Yorkville and Oswego.

Future Growth & Trends

Kane County is becoming increasingly suburbanized as Chicago's suburban expansion moves beyond the established Fox River communities into formerly rural communities with new residential subdivisions in the central part of the county. The population density is 990.8 inhabitants per square mile, well above Kendall County's 358.2 inhabitants per square mile.

According to CMAP population projections for 2050, Kendall County can expect to see its population more than double in size. According to a study released in 2019, the population could grow by as many as 260,000 residents. The forecasted growth is primarily explained by CMAP's projection of an employment increase of over 225% in Kendall County. Comparatively, CMAP projects a 42% increase in population for Kane County, resulting in a population of just over 781,000.

KEY FEATURES *OF KANE COUNTY*

FOX RIVER

202-mile-long tributary of the Illinois River, flowing from southeastern Wisconsin to Ottawa, Illinois.

OPEN SPACE

Kane County has an extensive forest preserve program, with numerous nature preserves, historic sites, and trails.

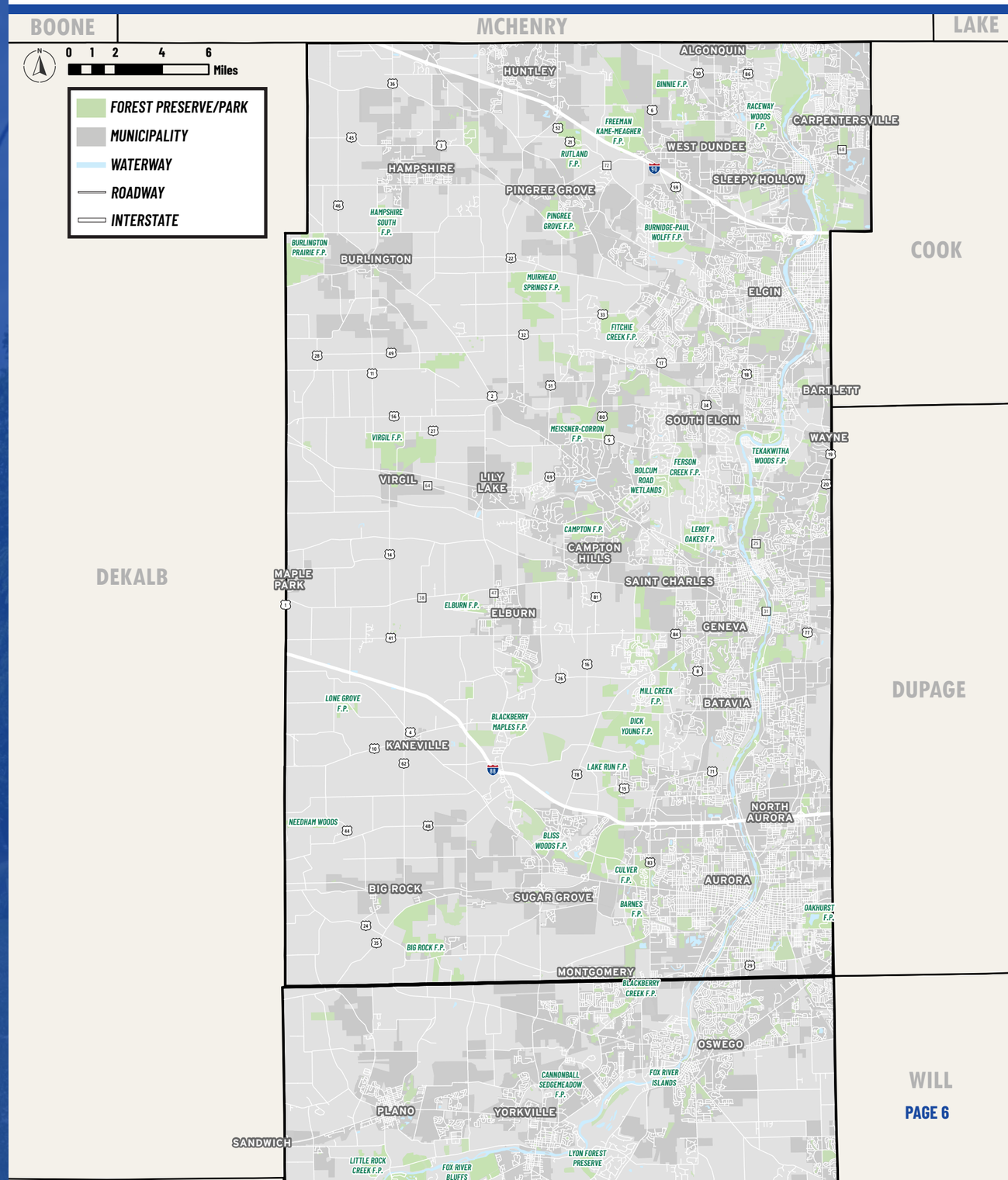
UNIQUE BUILDINGS

Fermi National Accelerator Laboratory, located just outside Batavia, is a United States Department of Energy national laboratory specializing in high-energy particle physics.

The **Farnsworth House** is a historical house designed and constructed by Ludwig Mies van der Rohe between 1945 and 1951. The house was constructed as a one-room weekend retreat in a rural setting in Plano. The house was selected by AIA Illinois as one of Illinois' "25 Must See Buildings".

The Fabyan Windmill is an authentic, working Dutch windmill dating from the 1850s located in Geneva. The five-story wooden smock mill with a stage, which stands 68 feet tall, sits upon the onetime estate of Colonel George Fabyan, but is now part of the Kane County Forest Preserve District.

FIGURE 1.1: PLANNING AREA



COUNCIL OF MAYORS

OVERVIEW

The Council of Mayors' charge is to provide a conduit for communication between local elected officials and regional transportation agencies. The Executive Committee of the Council of Mayors was formed in 1981 to provide a link among the councils and also between the councils and CMAP, the metropolitan planning organization (MPO) for Chicagoland. The executive committee was organized to formalize and strengthen the input from the region's municipalities regarding regional transportation planning and programming decisions. The committee helps to develop policies to assist the region in meeting air quality and transportation planning requirements and to assure regional equity in planning and funding decisions.

The Council of Mayors is composed of the chief executives of the 283 municipalities in the seven-county CMAP region, organized into 11 subregional councils — plus the City of Chicago. Each of the subregional councils appoints two members to serve on the Executive Committee:

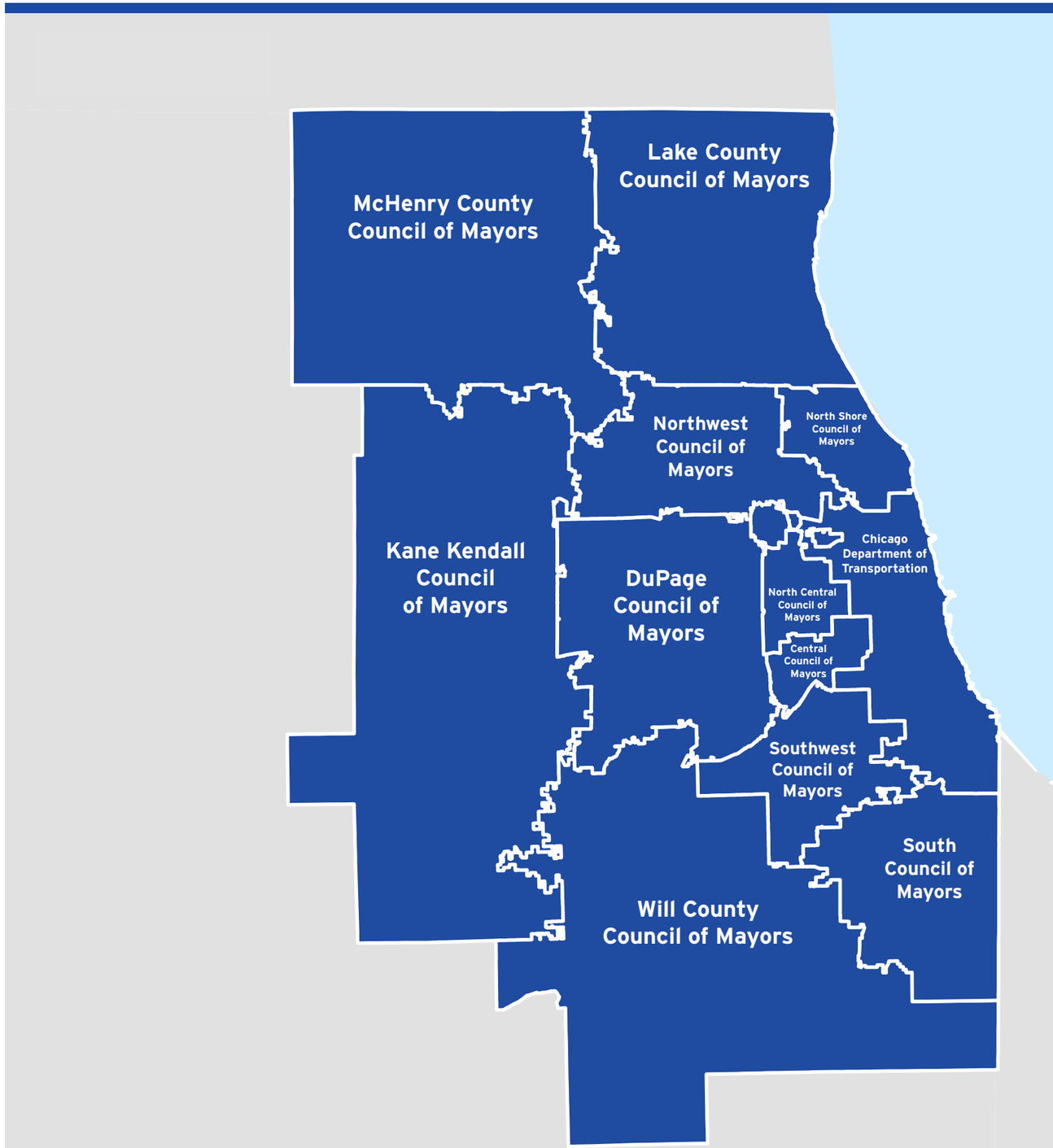
- **Central Council of Mayors** (west Cook County and eastern DuPage County);
- **DuPage Council of Mayors** (DuPage County);
- **Kane Kendall Council of Mayors** (Kane and Kendall County);
- **Lake County Council of Mayors** (Lake County);
- **McHenry County Council of Mayors** (McHenry County);
- **North Central Council of Mayors** (west Cook County and eastern DuPage County);
- **North Shore Council of Mayors** (Cook, DuPage, Kane, Lake, and McHenry Counties);
- **Northwest Council of Mayors** (Cook, DuPage, Kane, Lake, and McHenry Counties);
- **Southwest Council of Mayors** (southwest Cook County);
- **South Council of Mayors** (southern Cook and eastern Will County); and
- **Will Council of Mayors** (Will County).

KANE KENDALL COUNCIL OF MAYORS

The Kane Kendall Council of Mayors (KKCOM) provides a forum for municipal and public involvement and partnership in the various transportation plans and projects developed throughout northeastern Illinois. There are three main committees that steer KKCOM's activities: Full Council, Transportation Policy Committee, and the Bicycle and Pedestrian Committee.

- The Full Council meets to program Surface Transportation Program (STP) funding and to review and evaluate transportation issues affecting Kane and Kendall County municipalities;
- The Transportation Policy Committee is responsible for the programming of STP funds, and is composed of one representative of each full member municipality including Kane County and Kendall County; and
- The Bicycle and Pedestrian Committee is responsible for providing guidance for maintaining the significant network of existing regional bicycle trails and many shorter local trails, and advocating for walking and biking, not only as great recreational activities, but as a form of transportation.

FIGURE 1.2: COUNCIL OF MAYORS JURISDICTION



GOVERNMENTAL BODIES

Kane County Division of Transportation is committed to maintaining a transportation system to meet the needs of its residents and visitors. Due to roadways, parcels, and natural areas being under the jurisdiction of other governmental and quasi-governmental agencies, their transportation network's continued success and expansion hinges upon intergovernmental cooperation with various partners. Agency partners are described below.

OPEN SPACE STEWARDS

Forest Preserve District of Kane County

Since 1925, the Forest Preserve District has worked to preserve and restore Kane County's natural areas, improve wildlife habitat, and enhance the quality of life for all Kane County residents. As a result, Kane County residents enjoy more than 23,000 acres of woodlands, wetlands, and prairies maintained by the Forest Preserve District. The many activities offered by the District include camping, picnicking, learning about nature through class programming, bird watching, fishing, golfing, bicycling, or walking.

Kendall County Forest Preserve District

Based in Yorkville, The Kendall County Forest Preserve District is responsible for acquiring, preserving, and managing natural areas and open spaces, providing environmental education, and offering recreational opportunities for residents of Kendall County. The District oversees more than 4,600 acres of open space. The open spaces under the District's jurisdiction have grown in response to population growth in the early 2000s.

Illinois Department of Natural Resources (IDNR)

The Illinois Department of Natural Resources (IDNR) is the core department of the Illinois state government that operates the state parks and state recreation areas, enforces the fish and game laws of Illinois, regulates Illinois coal mines, operates the Illinois State Museum system, and oversees scientific research into the soil, water, and mineral resources of the state.

Municipal Park Districts:

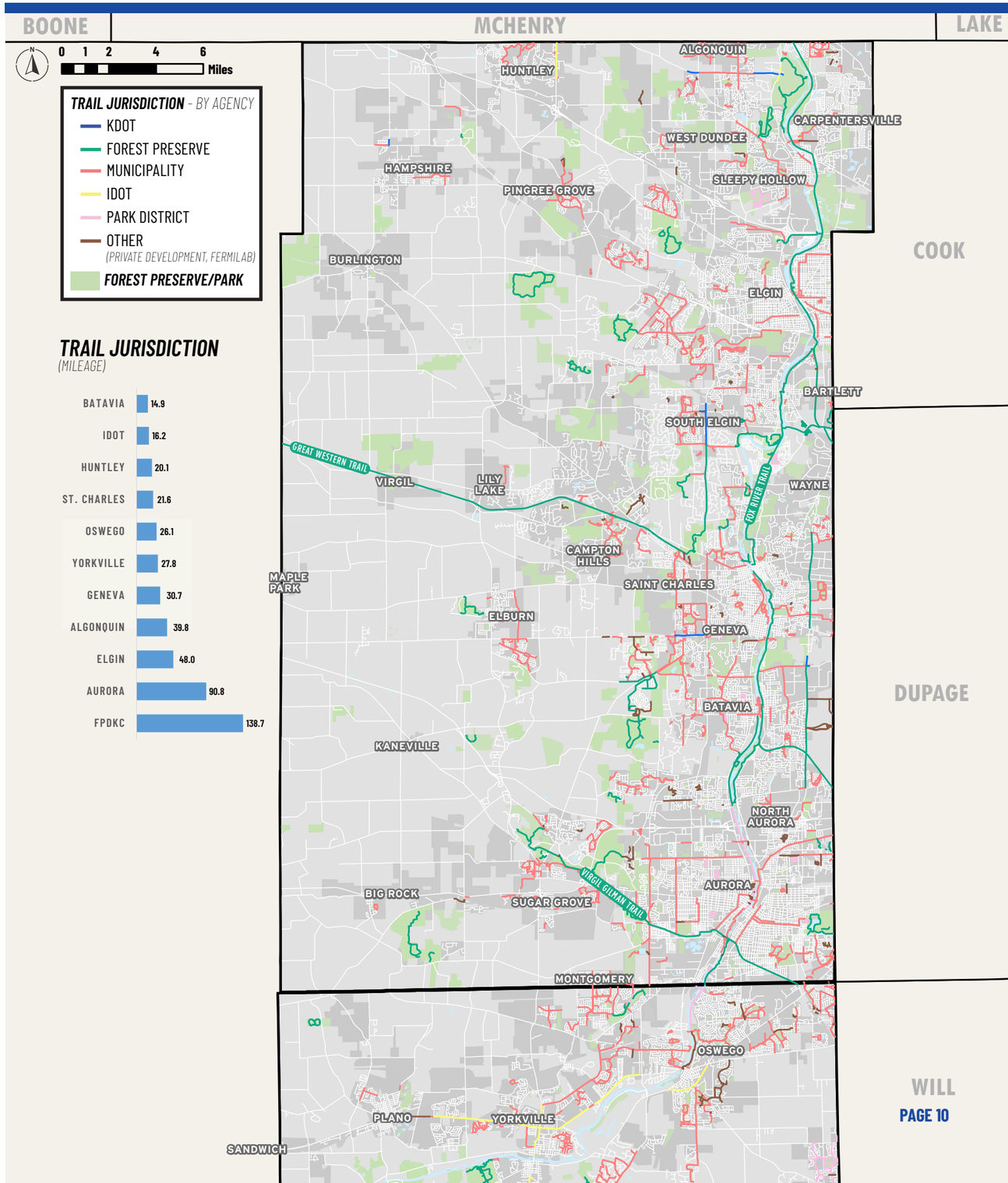
- Aurora Parks & Recreation
- Barrington Countryside Park District
- Batavia Park District
- Big Rock Park District
- Dundee Township Park District
- Elgin Parks & Recreation
- Huntley Park District
- Joliet Park District
- Fox Valley Park District
- Geneva Park District
- Hampshire Park District
- Hoffman Estates Park District
- Oswegoland Park District
- Plainfield Park District
- Sandwich Park District
- South Elgin Parks & Recreation
- St. Charles Park District
- Sugar Grove Park District
- Sycamore Park District
- Village of Bartlett Park District
- Yorkville Recreation Department

FIGURE 1.3: JURISDICTIONAL OVERVIEW

Source: *Enjoy Illinois*

JURISDICTION:
Jurisdiction is the authority and obligation to administer, control, construct, maintain and operate a transportation facility. An agency that has jurisdiction over a facility (roadway, trail, etc.) is responsible for providing the financial resources to keep it in working order.

FIGURE 1.4: TRAIL JURISDICTION BY AGENCY



PAST PLAN & OBJECTIVE PROGRESS

The previous *Kane County Bicycle and Pedestrian Plan* (2012) focused on linking local and regional trails, updating bicycle facility standards, and classifying existing and proposed trails. The plan's goal was to "comprehensively identify bikeways and strategically plan bicycle and pedestrian projects to create a council-wide network that improves public safety and encourages alternative modes of transportation." The plan's nine objectives were:

- Publish an Updated Bicycle and Pedestrian Plan;
- Identify Funding Programs;
- Publish a Kane County and Kendall County Bikeways Map;
- Facilitate Local Planning and Education;
- Initiate a Coordinated Sign Program;
- Facilitate Arterial Roadway Corridor Improvements;
- Establish a Corridor System with Implementation Plan;
- Develop a Toolkit for Reviewing Development, Redevelopment, and Transportation projects; and
- Update the KKCOM Bikeway GIS Database to CMAP Bikeway Inventory System (BIS) Standards.

Since the adoption of the plan, over 27 miles of the proposed facilities have been constructed. These new facilities increased Kane County's total bicycle network by 3.2%; just over 21 miles of proposed facilities remain unconstructed.

FIGURE 1.5: 2012 PLAN MISSION & GOAL PROGRESS

MISSION & GOALS
Develop a regionally coordinated network of non-motorized facilities and coordinate bicycle and pedestrian facilities through sub-regional and local actions.
Improve the inter-modal efficiency of the transportation system by enhancing the connections between non-motorized and motorized modes.
Improve bicycle and pedestrian safety through a variety of methods.
Incorporate bicycle and pedestrian elements into transportation, land use, and development planning and implementation actions on local levels.
Promote bicycling and walking to increase their use as a transportation mode.
Promote funding opportunities for bicycle and pedestrian projects.
Include local citizens and advocacy groups in planning and implementation processes.

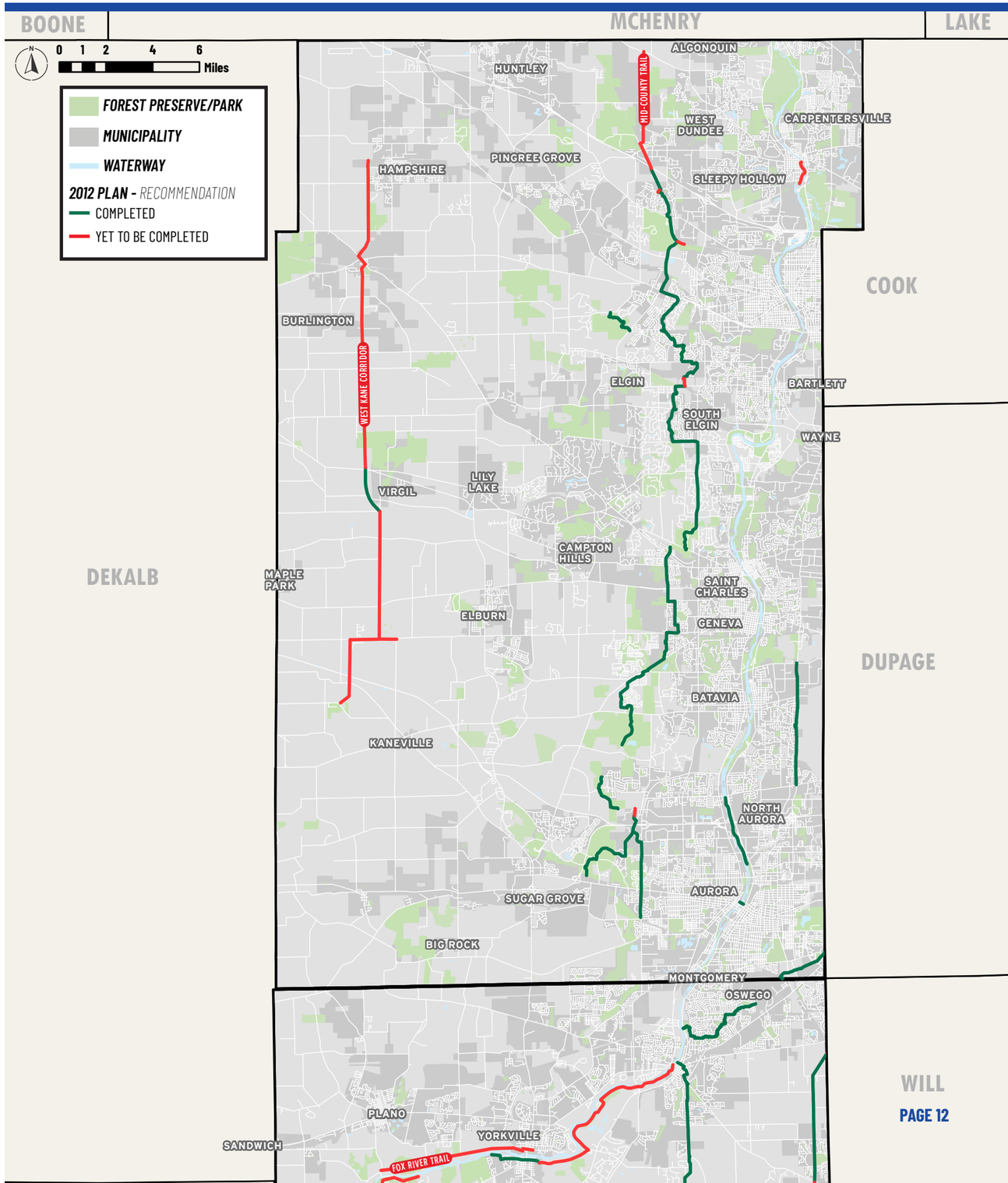
LEGEND

UNDERWAY | HALFWAY COMPLETE | NEARING COMPLETION | COMPLETE

PROPOSED REGIONAL BIKEWAYS

- Kirk Road
- Mid-County Trail
- Waubonsee Creek Trail
- WIKADUKE Trail
- West Kane Corridor
- Grove Road Trail
- Fox River Trail

FIGURE 1.6: 2012 PLAN FACILITY RECOMMENDATIONS



FOX VALLEY MARATHON EXPO
EPSTEIN

02.

PUBLIC ENGAGEMENT

ENGAGEMENT OVERVIEW
PUBLIC EVENTS
STAKEHOLDER INTERVIEWS
PUBLIC SURVEY

PUBLIC ENGAGEMENT OVERVIEW

KEY PUBLIC ENGAGEMENT TERMINOLOGY

- **Public engagement:** A process that consists of a series of activities and actions conducted by a sponsoring agency or other entity to both inform the public and obtain input from them. Public engagement affords stakeholders the opportunity to influence decisions that affect their lives;
- **In-person tools:** Techniques that a sponsor agency can use to obtain input or inform the public in a face-to face setting. These include workshops, focus groups, citizen advisory committees, and key-pad voting;
- **Remote/digital tools:** Techniques that an agency can use to obtain input or inform the public in a non face-to-face setting; and
- **Residents vs. Stakeholders:** Residents and stakeholders typically represent the two types of individuals who participate in public engagement processes; however, their motivations for participating are slightly different. A 'stakeholder' is an individual who has an interest in an issue or decision. Typically, this individual represents a group or organizational interest that has a stake in the outcome of a particular decision. A resident also has interest in a topic and a preference for a certain decision, but may not necessarily have a formal stake in the outcome.

KANE COUNTY BICYCLE & PEDESTRIAN PLAN

OVERVIEW

What is Public Engagement?

Public engagement is a critical step in any planning process, but especially important in a planning document with a diverse range of geographies, communities, and residents that the plan will serve. When done successfully, it allows citizens and stakeholders to gather in-person or digitally to engage in thoughtful discussion to help shape their community. Engagement events can range from town hall-style gatherings to online meetings. Ideally, public engagement events provide diverse meeting types, times, and locations to ensure optimal accessibility for all wishing to attend.

Why is Public Engagement Important?

Public engagement helps build trust between constituents, stakeholders, and those making decisions. Successful public engagement provides the space for meaningful conversations and inspires them through captivating exercises. While not all public comments can be included within a planning document, deciphering popular themes among attendees and respondents will help shape meaningful recommendations.

1 ONLINE SURVEY #1

A public survey was launched on September 15, 2022 and remained open until October 31, 2022. ***Appendix B*** contains the entirety of the survey text and all responses.

2 PROJECT WEBSITE

At the beginning of the project, a website was created *(www.kanecountybikeplan.com)*. The purpose of the website was to provide updates, direct visitors to the surveys, educate visitors about the project, and notify of upcoming public engagement events.

3 KKCOM MEETING

In October 2022, the consultant team presented before the KKCOM Bicycle and Pedestrian Committee.

4 COMMUNITY EVENTS

Members of the project team attended the Fox Valley Marathon Expo from September 17-18, 2022 to educate attendees about the project and inform them of the ongoing survey.

5 STAKEHOLDER INTERVIEWS

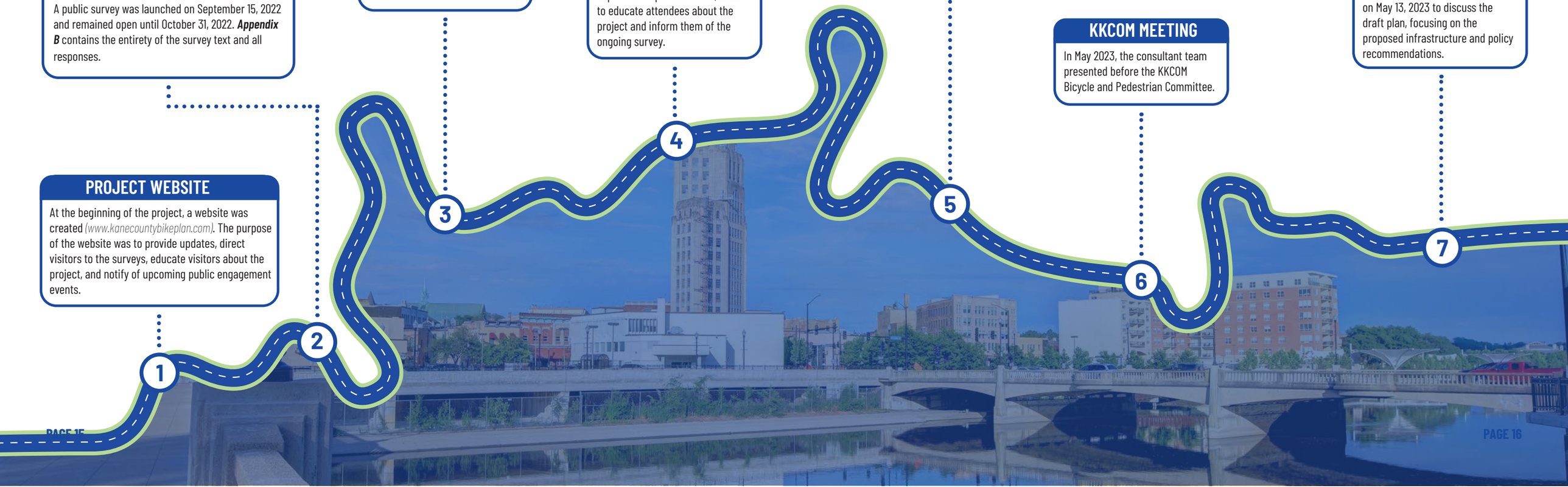
From October 2022 to February 2023, virtual stakeholder interviews were hosted to learn more about the priorities of different groups.

6 KKCOM MEETING

In May 2023, the consultant team presented before the KKCOM Bicycle and Pedestrian Committee.

7 COMMUNITY EVENTS

Members of the project team attended Aurora's Food Truck Festival on May 5, 2023 and Batavia's Indoor Farmers Market on May 13, 2023 to discuss the draft plan, focusing on the proposed infrastructure and policy recommendations.



ONLINE SURVEY

An online survey was launched on September 15, 2022, and remained open until October 31, 2022. The survey was conducted using MetroQuest, a public engagement platform, to host the survey and collect the results. KDOT advertised the survey through social media, newsletter publications, the project website, local newspaper outlets (Kane County Connects), and announcements during committee meetings. Several local agencies also utilized similar methods to distribute the survey to their residents and staff.

The survey was available in both English and Spanish. There was no cost to complete the survey, and no membership was required to complete the survey.

Throughout the six weeks that the survey was open, there were over 1,399 visits to the site, and over 1,000 individuals completed the entire survey. The survey aimed to gauge opinions on bicycling, walking, and rolling in Kane County. The survey had five main sections: Travel Habits, Priority Ranking of Facilities, Most Used Facilities, E-bikes, and an open comment section.

The main takeaways from the survey results are summarized below:

- ► Off-street trails were identified as the most desirable bicycling facility type;
- ► Stakeholders generally support allowing e-bikes on trails (with some restrictions); and
- ► Improving safety is a major priority.

WHAT YOU TOLD US

*The preferred facility type is **off-street regional trails.***

*The main reason for bicycle trips are **exercise** and the main trip type is **recreation-based**.*

***Parks/forest preserves** are the most desired destination that users are not able to currently reach.*

*A **lack of bike paths** and **unsafe conditions** are the biggest barriers to bicycling more often.*

***Intersection safety** and **personal safety concerns** are the biggest barriers to walking more often.*

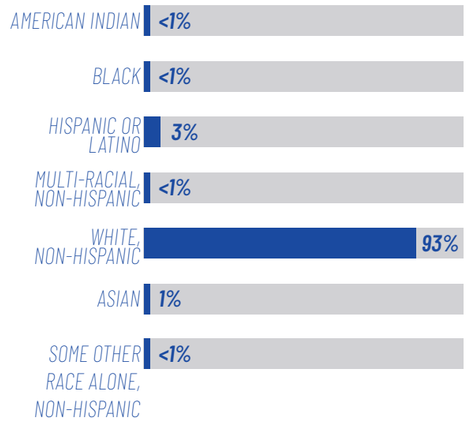
***Off-street trails** and **separated bike lanes** are the desired facility types for future network expansion.*

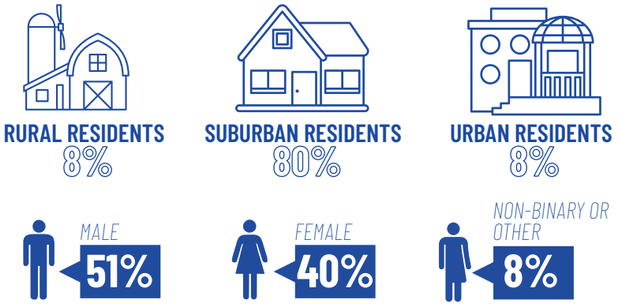
***The Fox River Trail between Batavia and Yorkville** was the most commonly-used trail segment.*

*Most biking and walking trips were between **40-60 minutes.***

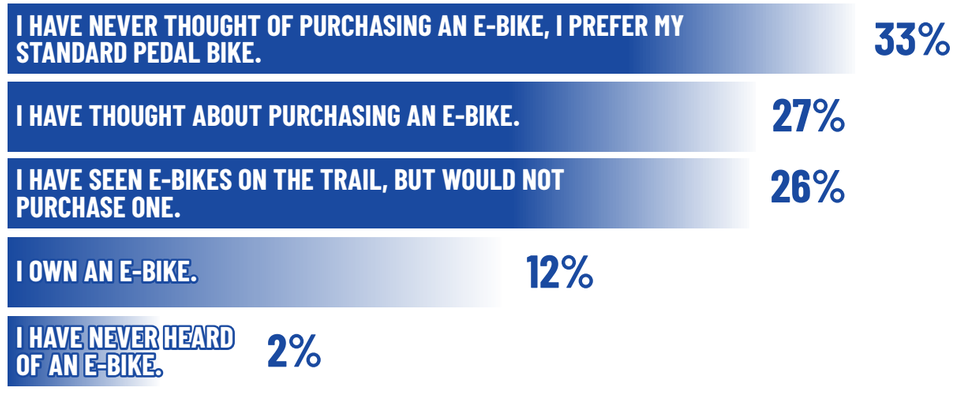
*Trail users are willing to ride **no more than 10 minutes** to access the trail network.*

WHO RESPONDED?

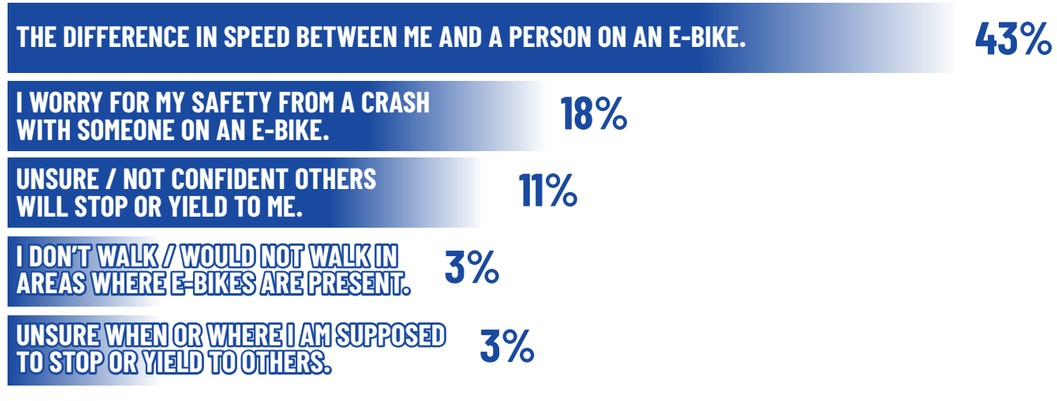




WHAT ARE YOUR THOUGHTS ON E-BIKES? - *RESPONDENT RESULTS*



WHEN TRAVELING IN AREAS WHERE OTHERS MAY BE RIDING E-BIKES, WHAT CONCERNS YOU MOST? CHECK ALL THAT APPLY - RESPONDENT RESULTS



COMMUNITY EVENTS

Fox Valley Marathon Expo

The Fox Valley Marathon is an annual road race hosted in St. Charles. Prior to the event, an expo is hosted at the Kane County Fairgrounds with several retail, wellness, and health vendors. The project team were present at the expo with a booth to discuss key areas of concern; residents' opinions on walking, biking, and rolling in Kane County; and listen to suggestions on enhancing the bicycle and pedestrian conditions in the region.

Food Truck Festival

The annual Food Truck Festival, hosted on May 5, 2023, coincided with Aurora's First Friday and "May the Fourth" events. The event was hosted on Benton Street in Aurora. A collection of local food trucks gathered for the event, along with live music, entertainment, and pop-up art galleries. The project team had a booth at this event to discuss the draft plan with event attendees.

Batavia Indoor Farmers Market

The third and final public engagement event was attended by the project team on May 13, 2023. Project team members were present at the Batavia Indoor Farmers Market, hosted by the Batavia MainStreet organization, in downtown Batavia.

FIGURE 2.1: PUBLIC ENGAGEMENT EVENTS

Source: *Epstein*

Source: *EnjoyAurora*

STAKEHOLDER INTERVIEWS

Six stakeholder interviews were held to gauge opinions and hear suggestions from local stakeholders, including municipal leaders/staff, non-profit leaders, bike shop staff, and advocates. Each interview was held virtually, utilizing Mentimeter to conduct live survey-like exercises on various bicycle and pedestrian topics. The organizational or municipal affiliation of each attendee and a summary of the main findings from the interviews are listed below.

1. ***Municipal Discussion #1*** *(December 14, 2022)*
   - City of Elgin
   - City of Aurora
2. ***Municipal Discussion #2*** *(December 21, 2022)*
   - City of Geneva
   - City of St. Charles
   - City of Batavia
   - Village of East Dundee
3. ***Municipal Discussion #3*** *(January 4, 2023)*
   - Village of Carpentersville
   - Village of Sugar Grove
   - Village of Montgomery
   - Village of North Aurora
   - Village of Huntley
   - Village of Campton Hills
   - Village of Pingree Grove
   - Village of Algonquin
   - Village of Gilberts
4. ***Elgin & Aurora Stakeholders*** *(January 11, 2022)*
   - Aurora Bicycle, Pedestrian & Transit Advisory Board
   - Elgin Community Bikes
   - Elgin Transportation & Mobility Work Group
   - Judson University
5. ***Fox Valley Stakeholders*** *(January 18, 2022)*
   - Fox Valley Park District
   - St. Charles Park District
   - Batavia Bicycle Commission
   - Fox Valley Bike & Ski Club
6. ***Bike Shops & Trail Advocates*** *(January 25, 2023)*
   - Main Street Bicycles
   - BOJ-E-Bikes
   - Bike Rack, Inc.
   - All Spoked Up
   - Illinois Prairie Path, Inc.

WHAT WE HEARD

Trail connectivity *is the main priority for municipal staff.*

Technical Assistance *was listed as the best way for KKCOM to assist local communities.*

Expanded ***wayfinding signage*** *was described as a key element for Kane County's bicycle network.*

E-bikes are the most popular bike *sold at local bike shops.*

Safe access to ***schools and grocery stores*** *are a top priority for trail and bicycle advocates.*

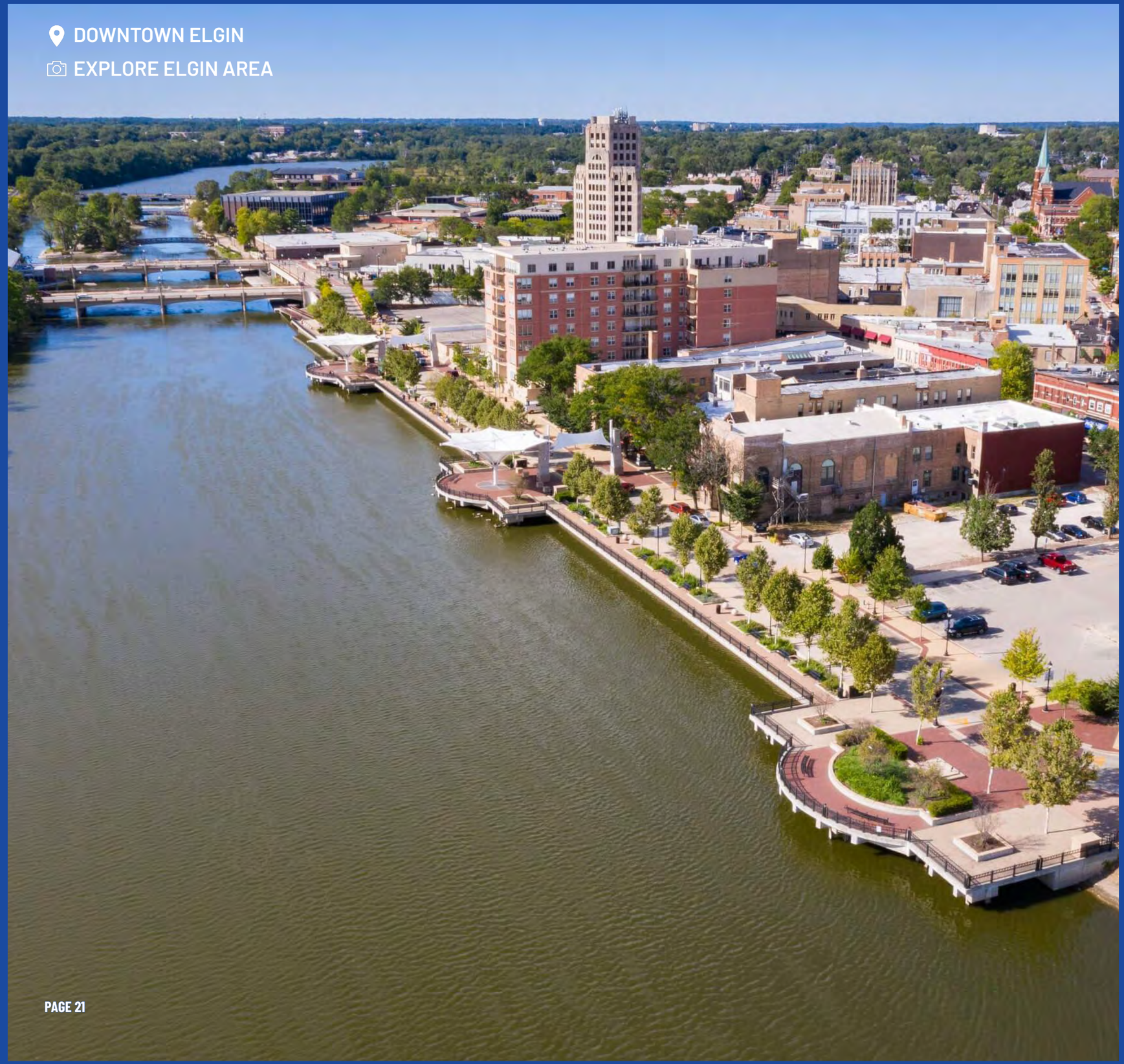
Lack of connectivity and unsafe conditions *were the main concerns for bicycling in Kane County.*

Creating trail connections to the county's western communities *is a critical need.*

Multi-jurisdictional coordination and lack of funding or staff *were the top limiting factors for bicycle projects.*

Two-way bike lanes *were the most popular answer for expansion of innovative facility types.*

DOWNTOWN ELGIN
EXPLORE ELGIN AREA



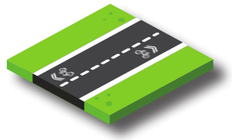
03.

EXISTING INFRASTRUCTURE

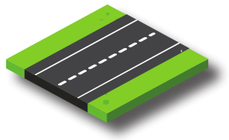
BICYCLE FACILITIES
BICYCLE LEVEL OF TRAFFIC STRESS
NETWORK GAPS
SUPPORTING FACILITIES
PEDESTRIAN FACILITIES
PUBLIC TRANSIT
ROADWAYS

BICYCLE FACILITIES

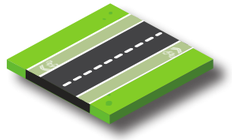
Bicycle facilities are spaces specifically designed for use by bicyclists. The may be on-street or off-street, and offer a range of options to accommodate bicyclists of different ages and abilities.



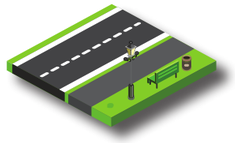
Bicycle Boulevard
Bicycle boulevards are designed to encourage bicycle travel and discourage speeding. They work best on streets with low motorized traffic volumes and speeds. Bicycle Boulevards use signs, shared lane pavement markings, and optional speed and volume management measures.



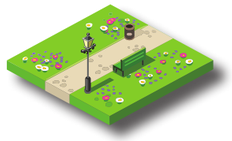
Marked Shoulder
A paved portion of the roadway added to the outside edge of roadways that may be used for bicycling when there is insufficient space for a bike lane and a separate shoulder. If intended for use by bicyclists, the cross slope of paved shoulders should not exceed 2.5%.



Bike Lane
Portion of the roadway that has been designated by striping, signage, and pavement markings for the exclusive use of bicyclists. Conventional bike lanes are placed adjacent to the curb when on-street parking is not present.



Sidepath
A two-way facility that accommodates walking and bicycling that is placed within the right-of-way 5' away from edge of the roadway.



Shared Use Path
A two-way facility that accommodates walking and bicycling, and is physically separated from automobile traffic that generally is outside of the right-of-way of other roadways.

REGIONAL TRAILS IN KANE COUNTY

The regional trail system in Kane County is one of the most extensive and well-maintained in the region. Four of the regional trails within the KKCOM region are highlighted below:

FOX RIVER TRAIL

The Fox River Trail (FRT) was built on stretches of three former railroads. Starting from its southern terminus, the rail-trail originates in Oswego and terminates in Algonquin.

GREAT WESTERN TRAIL

The western segment of the Great Western Trail in Illinois follows 17 miles of a former railway corridor between LeRoy Oakes Forest Preserve and Sycamore.

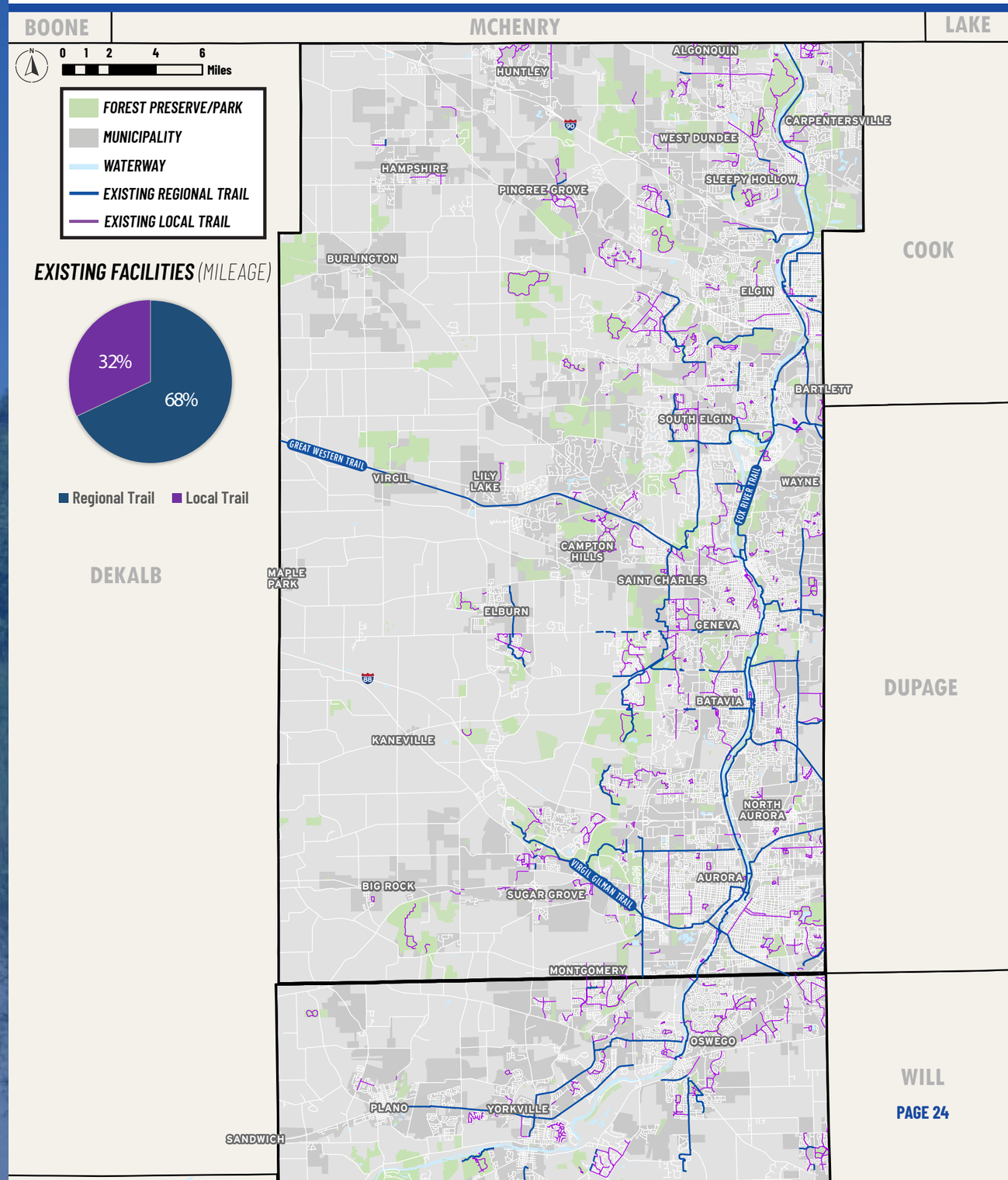
ILLINOIS PRAIRIE PATH

The Illinois Prairie Path (IPP) was one of the nation's first rail-trail conversions. The 58-mile trail follows the historical path of the Chicago Aurora and Elgin Railroad.

VIRGIL L. GILMAN TRAIL

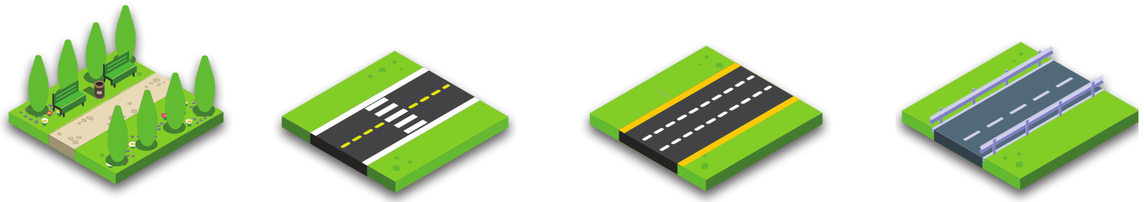
The Virgil L. Gilman Trail travels from quiet forest and prairie lands to bustling neighborhoods in just 11 miles, linking a woodsy community college campus with Montgomery.

FIGURE 3.1: KKCOM EXISTING BICYCLE FACILITIES MAP



BICYCLE LEVEL OF TRAFFIC STRESS

Bicycle Level of Traffic Stress (BLTS) is a planning approach that estimates the level of stress that a bicyclist or bicyclsts would experience traveling in an on-street environment. Developed by the Mineta Transportation Institute, BLTS is used to assess the stress of a roadway segment or intersection. This tool considers factors such as roadway width, posted speed, and amount of roadway width provided for exclusive use by bicyclists.



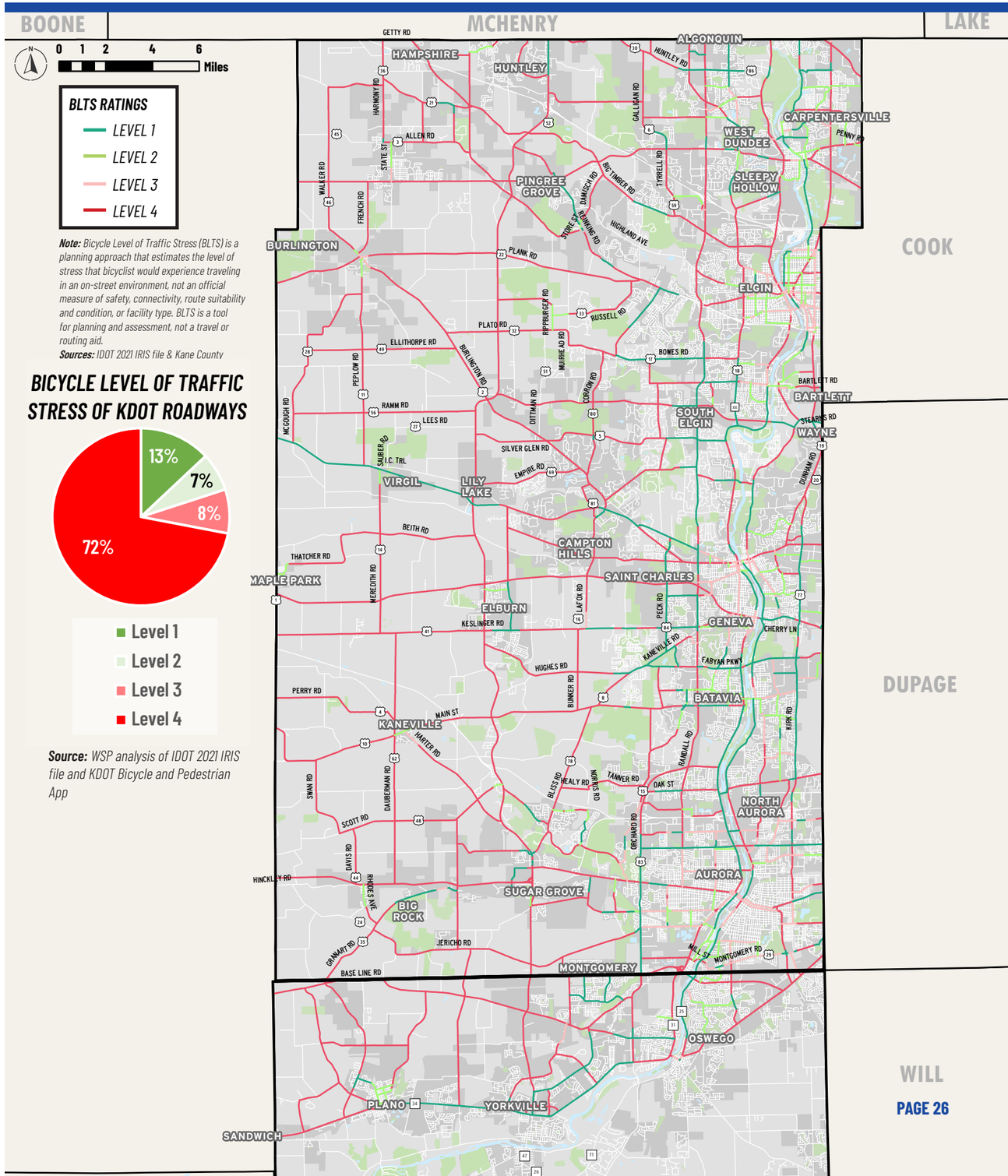
LTS LEVEL 1 *LTS LEVEL 2* *LTS LEVEL 3* *LTS LEVEL 4*

FIGURE 3.2: BICYCLE LEVEL OF TRAFFIC STRESS SUMMARY

Bicycle Level of Traffic Stress	Example Facility	Comfort Level	Miles in Kane and Northern Kendall Counties	Percentage of Facilities in Kane and Northern Kendall Counties
LTS 1	Separated bike lane; off-street trail, or sidepath.	The level that most children can tolerate.	110.9	12.5%
LTS 2	Buffered bike lane on a low-speed street.	The level tolerated by most adults, the "interested but concerned".	63.4	7.2%
LTS 3	Marked bike lane or shoulder on a busy street.	The level tolerated by cyclists who are "enthused and confident" but prefer having their own dedicated space.	67.6	7.6%
LTS 4	No facility on a busy street.	The level tolerated only by "strong and fearless" cyclists.	642.2	72.6%

Note: *BLTS developed using Dr. Peter J. Furth's weakest-link segment methodology using street segment data from the IDOT 2021 IRIS file and on- and off-street facility data from the KDOT Bicycle and Pedestrian App, incorporating programmed projects through 2027. BLTS summarized above includes arterial and collector streets only.*

FIGURE 3.3: KANE AND NORTHERN KENDALL COUNTY BLTS – MAJOR STREETS



NETWORK GAPS

A gap in a bicycle network is the absence of a trail or other accessible facility along a corridor. A network gap is a significant deterrent to potential users, whether the gap is many miles or just a short distance. Closing these gaps is vital to creating an interconnected network. More importantly, for those who rely on active transportation modes for all or part of a journey, gaps in the network reduce the accessibility of valued destinations.

Regional & Local Planning Efforts

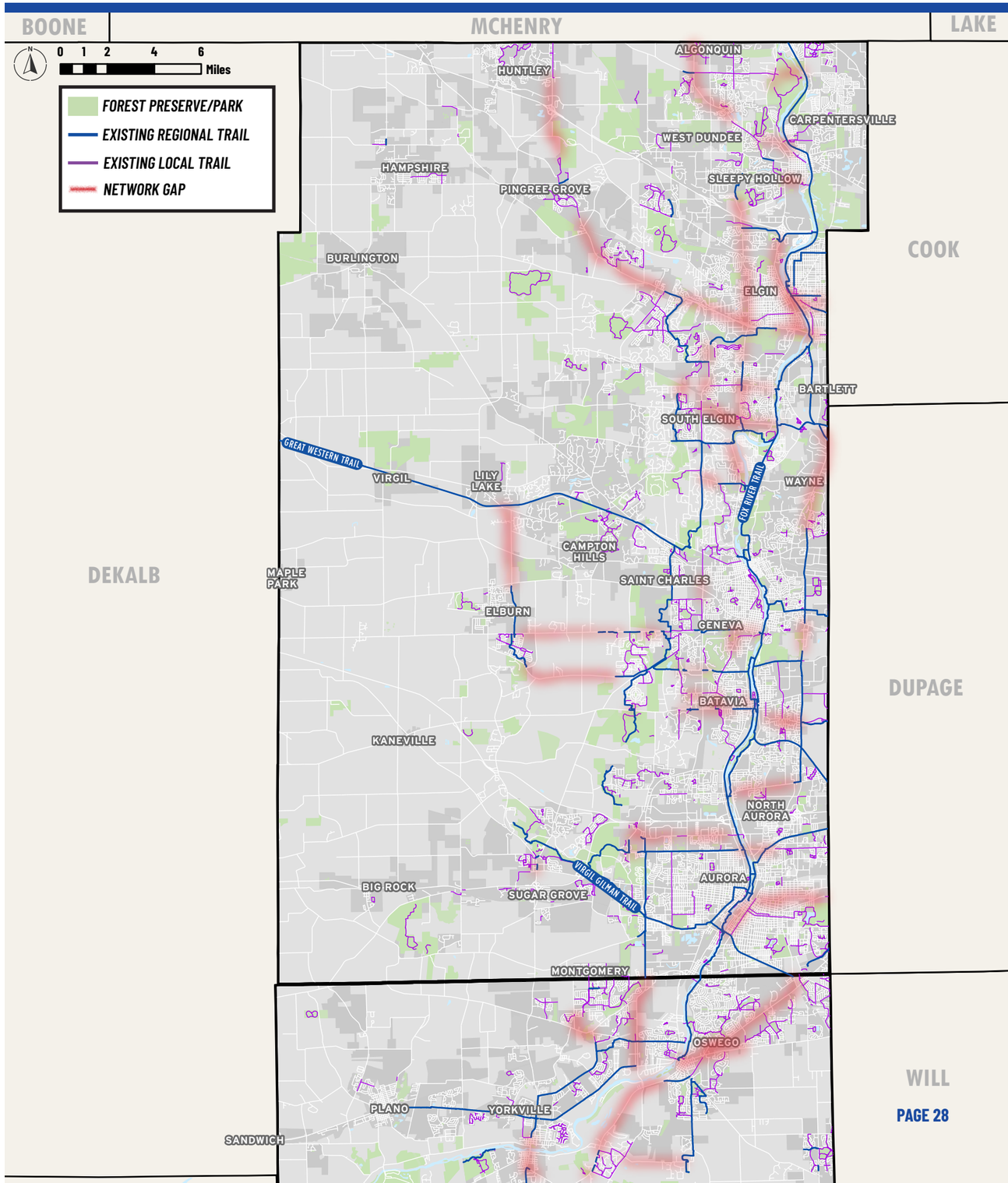
KDOT and KKCOM are not the only entities providing guidance and facility recommendations for the local agencies within Kane County and Kendall County. Several regional and local organizations, including CMAP, Active Transportation Alliance, and local municipalities, have incorporated facility recommendations into their planning efforts. The published plans are summarized below, and their facilities are visualized in ***Figure 3.4.***

- ***Northeastern Illinois Regional Greenways and Trails Plan:*** CMAP coordinates inter-jurisdictional planning for trails and greenways in the region. The Northeastern Illinois Greenways and Trails Plan (RGTP), adopted as part of ON TO 2050, is a long-range plan which envisions a network of continuous greenway and trail corridors, linked across jurisdictions, providing scenic beauty, natural habitat, and recreational and transportation opportunities. The plan includes conceptual alignments for the planned trail network. The regional trails plan assists implementers and funding agencies in advancing their projects, as proposals that are included in the plan can be more attractive to funding agencies;

- ***Trail Connect Chicagoland:*** Active Transportation Alliance (Active Trans) has been working alongside community members and governmental agencies to push for better trails and more of them. Trail Connect Chicagoland is an initiative that, *"...will lay the foundation for overcoming these obstacles, and will be guided by our ultimate goal of a well-connected seamless, low-stress and equitable regional trail network that makes it easy for every Chicagoland resident to walk and bike for transportation and recreation."* Throughout the plan, the agency identified 1,600 miles of potential trails throughout the Chicagoland area. Some of the gaps identified within this initiative were included within the Network Gaps, in ***Figure 3.4;*** and

- ***Municipal Planning Efforts:*** Facilities identified within municipal or local agency plans or planning maps are also captured within ***Figure 3.5***. For a comprehensive list of agencies that have completed bicycle and pedestrians in the past, refer to ***Figure 4.5*** and ***Figure 4.6***.

FIGURE 3.4: BICYCLE NETWORK GAPS



SUPPORTING FACILITIES

Bicycle facilities are successful when supporting facilities are provided from the beginning to end of the trip - the same is true for automobile trips. Online survey respondents noted that many of them choose modes other than bicycling because they do not want to arrive at work looking unprofessional. The following supportive bicycle facilities reflect best practices in the industry, and all of them currently exist somewhere in Kane County.

BICYCLE SIGNAGE

Bicycle Route Guide Signs

Bicycle Route Guide signs are provided at decision points along designated bicycle routes. They help to inform bicyclists of bicycle route direction changes, and to confirm turns. These signs can also be used for shared roadways with intermediate signs placed for bicyclist guidance.

Regulatory Signs

The most common Regulatory Signs are Stop and Yield signs. STOP signs should be installed on shared-use paths at points where bicyclists are required to stop. YIELD signs shall be installed on shared-use paths at points where bicyclists have an adequate view of conflicting traffic as they approach the sign, and where bicyclists are required to yield the right-of-way to that conflicting traffic.

Warning Signs

The Bicycle Warning sign alerts the road user to unexpected entries into the roadway by bicyclists, and other crossing activities that might cause conflicts. These conflicts might be relatively confined, or might occur randomly over a segment of roadway. Other bicycle warning signs such as BIKEWAY NARROWS and Hill may be installed on bicycle facilities to warn bicyclists of conditions not readily apparent.

FREQUENTLY ASKED QUESTIONS ON BICYCLE SIGNAGE

Why does my community need wayfinding signage? What are the benefits?

Wayfinding signage can help both newcomers and acclimated locals navigate their communities with greater ease, furthering their enjoyment. Wayfinding signage can also be used to assist in navigating a number of different types of destinations, including the following: on-street bikeways, commercial centers, civic/community destinations, local or regional parks, public transit stations, and schools.

What manuals/guides can help my agency/community decide which signs are appropriate for a certain location?

The ***Manual on Uniform Traffic Control Devices (MUTCD (2009 Edition with Revisions 1 and 2 incorporated, 2012)*** includes standards for:

- Sign design for directional bicycle signs;
- Sign installation such as minimum height of signs above ground and horizontal placement from edge of the roadway or trail; and
- Symbols and appropriate abbreviations for destination names.

The ***American Association of State Highway and Transportation Officials (AASHTO) Guide*** provides supplemental information to the MUTCD. The guide explains the use and benefits of different sign types for bicycle wayfinding.

OTHER SUPPORTING FACILITIES

Bicycle Parking

There is a wide range of bicycle parking options, with some suitable for certain locations but not others. Effective bicycle parking requires a properly designed facility in an appropriate location for the type of use.

- ***Bike racks:*** Free-standing devices where bicycles can be parked, also known as a bike stand. The most effective and secure bike racks are those that can secure both wheels and the frame of the bicycle, using a bicycle lock.
- ***Covered bike parking:*** Covered bicycle parking, or bike shelters, provide a free-standing bike rack or mounted bike rack underneath a semi-enclosed overhang. These shelters provide additional protection for bicycles from the elements.
- ***Bike lockers:*** Bike lockers are permanently anchored, lockable bike storage. They are considered safer than shelters or bike racks because they can be locked.

Repair Stations

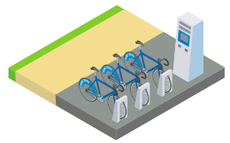
Public bicycle repair stations provide a fixed platform for cyclists to re-inflate tires, tune bikes, and make light repairs while away from home. Installing these stations along popular bike routes and in long-term bicycle storage facilities improves the reliability of bicycling as a means of transport or recreational activity.

Showers & Changing Rooms

Showers and changing rooms are critical end-of-trip facilities as they allow employees to shower and change into work-appropriate clothing before starting their workday. Changing rooms and showers are most impactful when near bicycle parking facilities or major building entrances.

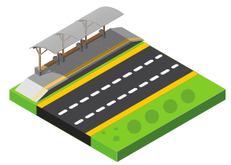
Bike Share Stations

A bike sharing system is a shared transport service where bicycles are available for shared use. The program allows users the ability to rent a bike from a dock, an electronic bicycle rack, and return to another dock. Dockless systems allow users to rent and return bicycles at any place within a geographically-defined area. In all formats, the systems rely on smartphone technology to locate the bicycles, complete the rental process, and confirm the conclusion of the rental period.



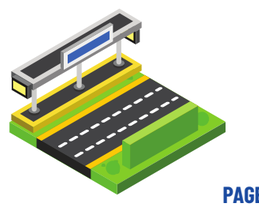
Bus Shelters

A bus shelter is a building or other structure at a bus stop, to provide seating and protection from the elements for transit users. Other bus shelter amenities include transit/area maps, digital bus schedules, bicycle parking, trash receptacles, or electronic ticket kiosks.



Train Stations

Building or platform where trains stop to unload passengers, freight, or both. Places at which passengers only occasionally board or leave a train, sometimes consisting of a short platform and a waiting area but sometimes indicated by no more than a sign, are variously referred to as “stops”, “flag stops”, “halts”, or “provisional stopping places”. The stations themselves may be at ground level, underground, or elevated.



PEDESTRIAN FACILITIES

Pedestrian facilities serve as the foundation of the multi-modal transportation system. Even automobile drivers, whether entering their vehicle, walking in a parking lot, or on a sidewalk, will be pedestrians at some point throughout their trip. Likewise, transit users and bicyclists are pedestrians at some point throughout their journey. Pedestrian facilities reduce traffic congestion and pollution by providing alternate means of vehicular travel. They also provide recreational opportunities that encourage healthy lifestyles and enhance the quality of life within a community. In this context, "pedestrian facilities" are the most used by pedestrians.

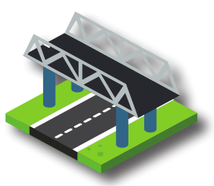
The pedestrian facilities defined below and the Intersection Improvement facilities are the facilities that currently comprise Kane County's pedestrian network.

Sidewalk

Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space.

Multi-Use Path

Multi-use paths can provide a low-stress experience for a variety of users using the network for transportation or recreation. Users are non-motorized and may include but are not limited to: bicyclists, in-line skaters, roller skaters, wheelchair users (both non-motorized and motorized) and pedestrians, including walkers, runners, and/or people with strollers.



Pedestrian Overpass/Underpass

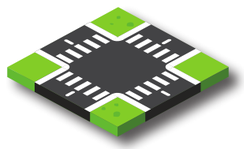
Pedestrian bridges are design solutions to allow pedestrians, as well as bicyclists, wheelchair users, and individuals with disabilities. Pedestrian bridges can be used in three situations, including: (1) crossing interstate highways, (2) crossing natural physical obstacles like rivers, or (3) crossing railroads. Some intersections may call for designs that utilize a natural "desire line" where pedestrians will be inclined to use the bridge.

Street Furniture

Street furniture is a collective term for objects and pieces of equipment installed along streets and roads for various purposes. It includes benches, traffic barriers, bollards, post boxes, phone boxes, streetlamps, traffic lights, traffic signs, bus stops, taxi stands, public lavatories, fountains, watering troughs, memorials, public sculptures, and waste receptacles.

INTERSECTION IMPROVEMENTS

Intersections are a critical aspect of street design as the point where motorist, bicycle, and pedestrian movements converge. Successful intersection design addresses all mobility and safety goals and opportunities to enhance the public realm. Designs and infrastructure implementation should reduce conflict between bicyclists (and other vulnerable road users) and vehicles by heightening the level of visibility, denoting a clear right-of-way, and facilitating awareness of competing modes. The configuration of a safe intersection may include elements such as color, signage, medians, signal detection/timing, and pavement markings.



Marked Crosswalk

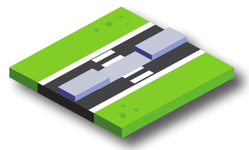
Marked crosswalks designate a pedestrian right-of-way across a street. It is often installed at controlled intersections or at key locations along the street (a.k.a. mid-block crossings). Every attempt should be made to install crossings at the specific point at which pedestrians are most likely to cross. Marked pedestrian crosswalks may be used under the following conditions:

- At locations with stop signs or traffic signals;
- At non-signalized street crossing locations in designated school zones; and
- At non-signalized locations where engineering judgment dictates that the use of specifically designated crosswalks are desirable.

Rectangular Rapid Flashing Beacon (RRFB)

A Rectangular Rapid Flashing Beacon (RRFB) is a pedestrian-actuated enhancement used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated. The RRFB design differs from the standard flashing beacon by utilizing:

- A different shape;
- A much faster rapid-pulsing flash rate; and
- A brighter light intensity.



Pedestrian Refuge Island

A pedestrian refuge island is a barrier median that is designed to provide space for pedestrians to wait when navigating a crossing. They may be placed at signalized or unsignalized intersections, or at midblock locations. Generally, pedestrian refuge islands are marked with high-visibility crosswalk markings. Refuge islands are highly desirable for midblock pedestrian crossings on roads with four or more travel lanes, especially where speed limits are 35 mph or greater and/or high traffic volumes.

Curb Extension

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. They may be implemented on downtown, neighborhood, and residential streets, large and small. Curb extensions have multiple applications and may be segmented into various sub-categories, ranging from traffic calming to bus bulbs and midblock crossings.

PUBLIC TRANSIT

Bicycle and transit riders often use both modes during just one trip. Riders switch modes depending on their trip's length, purpose, travel companions, and destination. Bicycle and transit systems can be planned as complementary modes that add more value together than apart. Bicycle networks extend the reach of transit, providing an easy way for many transit riders to make first- and last-mile connections.

Kane and Kendall Counties are home to several different public transportation options that help to serve their residents with affordable, reliable alternatives to driving. These transportation options include commuter rail lines, dial-a-ride bus services, fixed bus routes, university shuttles, and bike-sharing systems.

Metra
Metra is the commuter rail system in the Chicago metropolitan area serving the City of Chicago and its surrounding suburbs via the Union Pacific Railroad, BNSF Railway, and other railroads. The system operates 242 stations on 11 rail lines. Metra currently serves Kane County with three lines and seven stations: the BNSF Railway (Aurora), the Milwaukee District West line (Elgin, Big Timber, and National Street), and the Union Pacific West line (Elburn, La Fox, and Geneva).

While Kendall County does not have any Metra stations, studies are underway to extend the BNSF Metra line into the county's northern portion.

Pace Suburban Bus
Pace is the suburban bus and regional paratransit division of the Regional Transportation Authority in the Chicago metropolitan area. The longest route through Kane County, Route 607, is 68 miles long and provides service between I-90/Randall Road and the Pace Northwest Transportation Center in Schaumburg. Pace also partners with KDOT to operate Ride in Kane, an on-demand public transportation option.

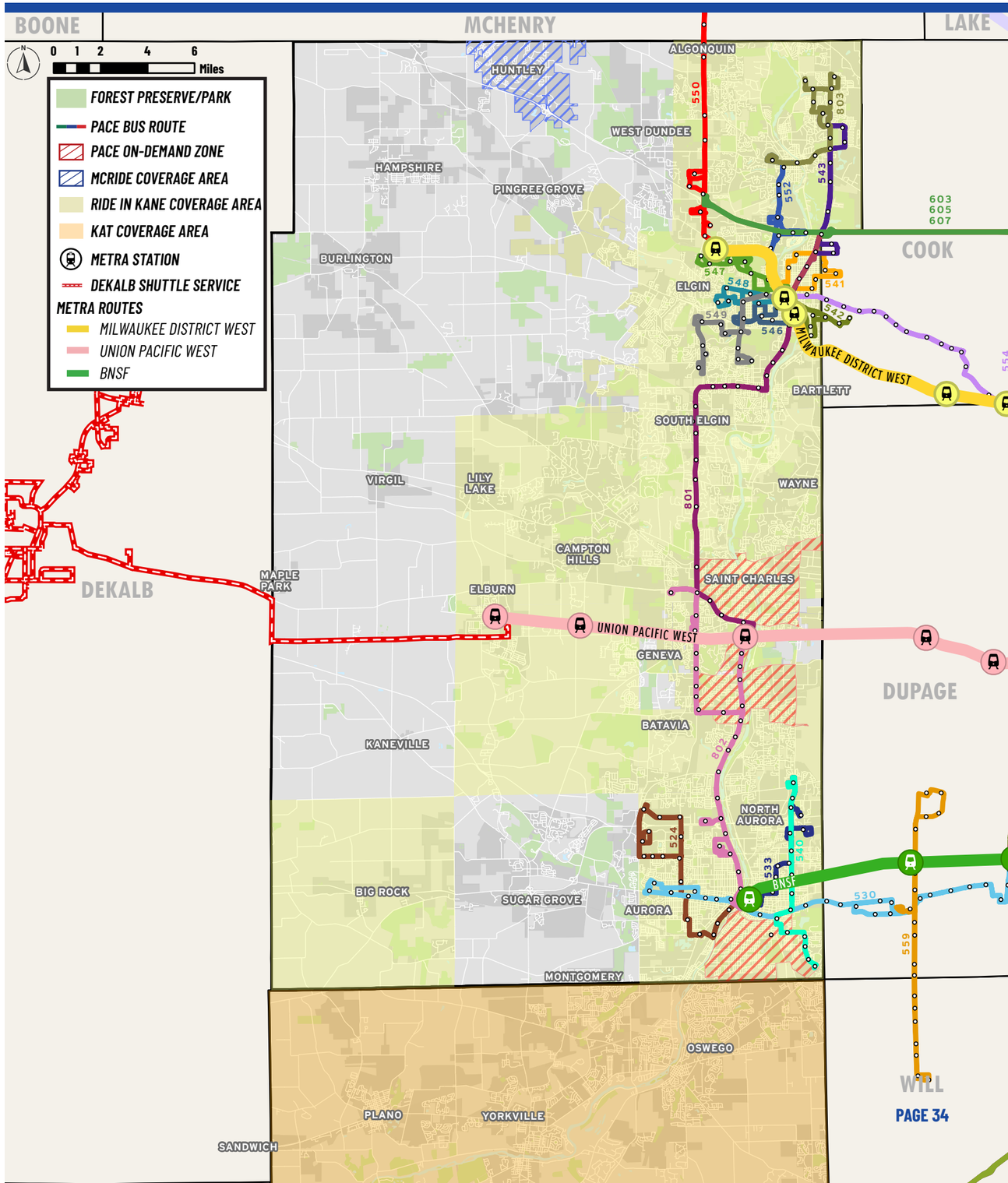
Kendall Area Transit (KAT)
Kendall County is served by the Kendall County Area Transit system (KAT), which operates a dial-a-ride bus service. KAT services all locations within and some designated locations outside the county; rides on the service must originate or end within Kendall County. KAT utilizes mini-buses and vans to transport its users to their desired destinations.

Other Services
The residents of Huntley are also eligible to start and end rides on MCRide, Ride in Kane's counterpart operated in McHenry County. In addition, the City of DeKalb operates the Elburn Shuttle Service, a shuttle that travels from Elburn's Metra Station to downtown DeKalb.

FIGURE 3.5: ELGIN TRANSPORTATION CENTER

Source: *Pace Suburban Bus*

FIGURE 3.6: PUBLIC TRANSIT FACILITIES



ROADWAYS

Kane County Division of Transportation is committed to maintaining a transportation system to meet the needs of its residents, business owners, visitors, and employees. Due to roadways, parcels, and natural areas being under the jurisdiction of other governmental and quasi-governmental agencies, continued partnership between other governmental agencies benefits all involved.

Kane County
There are more than 2,864 centerline miles of roadway within Kane County. Major expressways serving Kane County include the Jane Addams Memorial Highway (I-90) and the Ronald Reagan Memorial Highway (I-88), which both originate in Chicago. In addition, three U.S. highways and eleven state highways also serve the county.

Highways under KDOT jurisdiction make up 312 centerline miles or 11% of the total roadways in Kane County. Functional classifications within this system include freeways, expressways, principal arterials (primarily traffic service), minor arterials, collectors, and local streets (primarily service to abutting land uses).

Kendall County
Kendall County has 1,065 centerline miles, of which Kendall County DOT has jurisdiction over 130 centerline miles and 29 bridges on the County Highway System. These facilities consist almost entirely of two-lane-type roadways and bridges, except the Orchard Road Corridor in Montgomery and Oswego and small sections of Ridge Road in the City of Joliet and the Village of Minooka. The system has only one four-lane bridge: the Orchard Road Bridge over Burlington Northern Santa Fe (BNSF) Railroad in Oswego.

FIGURE 3.7: KKCOM ROADWAY CLASSIFICATIONS (BY MILES)

Roadway Classification	Kane County		Kendall County	
	Mileage	AADT	Mileage	AADT
Freeway and Expressway	14	1,246,700	N/A	-
Interstate	50	6,831,700	N/A	-
Local Road or Street	2021	735,080	755.4	574,450
Major Collector	241	4,985,750	136.8	1,469,650
Minor Arterial	250	19,891,420	91.63	3,304,150
Minor Collector	122	586,475	25.06	63,800
Other Principal Arterial	166	33,569,450	56.71	6,582,750

Source: *IDOT IRIS 2021*

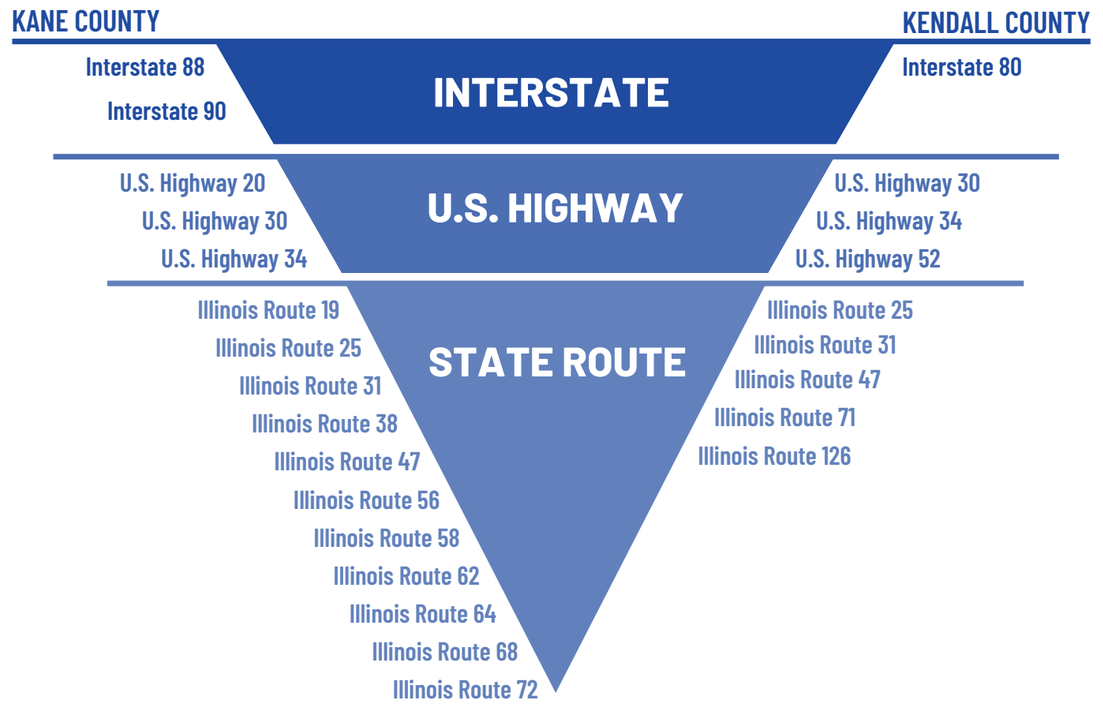
TRAVEL DESIRE

Kane County's Long Range Transportation Plan (LRTP), last updated in Spring 2021, serves as a visioning document for future transportation infrastructure development. The LRTP describes desire lines or lines that describe the flow of goods and people within the county. Studying desire lines is essential to understand how residents travel within a local network and plan infrastructure needs accordingly. The following passage from the LRTP outlines Kane County's most prevalent desire lines:

The prominent travel desire is oriented in a north-south direction in the eastern part of the county through urbanized areas along the Fox River, which coincides with the largest concentration of development in the county. The north-south travel desires are a combination of trips originating in and destined to locations in the urban corridor and regional trips traveling through the county. In general, travel demand drops off considerably toward the western parts of the county. Another trend is the travel-desire pattern between Kane County and its neighbors. The following list highlights some of these travel patterns:

- Northwest-southeast direction in the northern portion of the county between Kane, McHenry, and Cook Counties;
- East-west direction in the central portion of Kane County along the eastern border between Kane and DuPage Counties, particularly in the vicinity of Illinois Tollway facilities; and
- Northeast and southwest direction in the southern portion of the county between Kane, Kendall, and DuPage Counties.

FIGURE 3.8: MAJOR ROADWAY HIERARCHY - KKCOM REGION



RIVER STREET, BATAVIA
BATAVIA PATCH

04.
EXISTING CONDITIONS

BICYCLING & WALKING TRENDS
EQUITY OF ACCESS
SAFETY ANALYSIS
PLANS & POLICIES
LOCAL PROGRAMS & COMMITTEES
KKCOM STP-LOCAL POLICIES

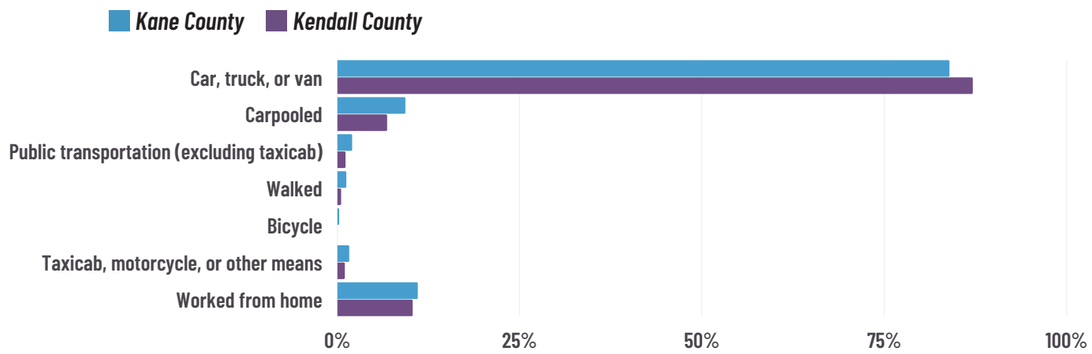
BICYCLE & WALKING TRENDS

BEHAVIORAL INSIGHTS

Mode Share

Mode share is the percentage of people using a particular mode of transport (including bicycling and walking). The mode share of different modes of transport is typically displayed as a percentage value for each mode. Mode share can be measured for specific trip types (e.g., commuting to work) or for the total of all trips taken in a municipality for a given period. Commute mode share reflects how well infrastructure, policies, investments, and land-use patterns support different types of travel to work. Commute patterns are directly tied to the economy (where jobs are located within a region relative to housing).

As in many suburban counties, the automobile is the dominant mode of transportation for commuting purposes. In total, 83.9% and 87.1% of residents commute via automobile within Kane County and Kendall County, respectively. Working from home is the second-highest commuting mode, followed by carpooling.



Source: *American Community Survey, 2020 Five-Year Estimates*

Response to COVID

The COVID-19 pandemic altered many aspects of everyday life. Working, shopping, and getting around fundamentally changed amidst global efforts to control the spread of the virus. In large numbers, more people turned to the outdoors for exercise, mental relaxation, and to help escape the stress caused by the new patterns of daily life. By May 2020, bicycling was one of the most popular forms of recreation and exercise in cities worldwide.

In response, PeopleForBikes launched two simultaneous studies at the end of 2020 to better understand how personal riding and purchasing habits changed during the pandemic and what cities did to improve and create spaces for bikes and other forms of active transportation. Below are several key findings from the study:

- During the pandemic, 4% of the U.S. population (ages 18 and older) rode a bike for the first time in one or more years, or for the first time;
- Before the pandemic, new riders indicated a lack of time (35%) as the primary reason why they weren't riding bikes. However, when social distancing measures and stay-at-home orders were enacted, many needed a way to exercise, wanted to get out of the house, or searched for ways to safely socialize with friends and family; and
- Almost all cities (96%) reported increased levels of riding, prompting a renewed sense of optimism and necessity to make biking a part of future emergency preparedness plans, expanded recreational access policies, and an essential component of every transportation network.

Types of Bicyclists

The study of bicycling behavior is a helpful way to understand the needs and interests of the public. Generally, adults fall into one of four bicyclist types. These bicyclist types help identify which segments of the population prefer lower-stress facilities. Additionally, differences emerged as to where each group bicycled and how often. The interested but concerned group was least likely to ride for transportation and rode less frequently.

STRONG AND FEARLESS

1% of people

These bicyclists will ride anywhere, anytime. They're comfortable and maybe even excited by the idea of riding on busy streets, and consider a bike as an essential mode of transportation.

ENTHUSED AND CONFIDENT

7% of people

These bicyclists feel confident riding on most streets, but prefer to ride in a bike lane when one is available. They like getting around the city by bike and likely have a bike or two in their home.

INTERESTED BUT CONCERNED

61% of people

These bicyclists are curious about bikes. They hear it's a safe and fun way to get around, but have concerns. Sharing the road with cars feels dangerous. If there were safe spaces to ride, they'd probably ride your bike more often.

NO WAY, NO HOW

31% of people

Individuals in this group just aren't interested in biking. Traffic, hills, winter, or maybe they never learned how to ride a bike. They probably don't have access to a bike in their home.

Sources: *What's your type? The Four Types of Transportation Cyclist, London Bicycle Cafe*

ACTIVE TRANSPORTATION TRENDS

ELECTRIC BIKES ("E-BIKES")

The confluence of a desire for living in more urban areas and humans living longer has created a welcoming market for electric bikes, or "e-bikes". Municipalities are preparing for this increase in e-bike usage by crafting policies to prevent unsafe interactions between e-bike users and pedestrians; creating on-street bike lanes and wider off-street bike paths; creating e-bike connections at electric charging stations; and expanding bike share systems to incorporate e-bikes.

SHARED STREETS

One response to the lack of sufficient and safe public space in many cities during the pandemic was to open up streets to uses other than moving and storing cars. From open streets to street dining to more innovative approaches like the "Essential Places" program employed in Oakland, California, these experiments shattered many long-standing assumptions about how street space must be allocated. Successful examples in the region include St. Charles, Batavia, and Oswego.

ADDRESSING GAPS IN ACCESSIBILITY

The gaps in public transport access and mobility technology often disproportionately affect underserved communities. Low-income and minority communities are more likely to have lower accessibility to transportation and greater exposure to pollution. For those with disabilities, transportation services can be much more difficult to access. One study found that it took five times longer to wait for wheel-chair accessible vehicles through rideshare apps. A study published in the *Journal of Public Transportation* evaluating the transit equity between low-income and others' access to transport found that cities with the most equity had rail transit and fixed-route bus service.

EQUITY OF ACCESS

This plan analyzed the extent to which KDOT residents and visitors can access the walking and bicycling network in Kane County. As part of the Justice40 executive order, the USDOT has identified Historically Disadvantaged Communities (HDC) using an index of indicators such as transportation access, health, environment, economic, resilience, and equity. Data on HDC in Kane County were used to evaluate the level of access provided to these areas. Nearly 25% of Kane County residents live in an HDC, with concentrations shown in Elgin and Aurora (***Figure 4.2***). Of this population, 72% identify as Hispanic/Latinx and/or non-white.

Access to Bicycling Infrastructure

Proximity to low-stress walking and bicycling infrastructure is a critical factor in determining access. In 2020, 65% of residents in Kane County lived within 0.25 miles of a bicycle facility (any kind), and 57% lived within 0.25 miles of a low-stress facility such as a trail or sidepath. Kane County residents living in high median income Census tracts generally have higher access to low-stress bicycle facilities than the county average. Conversely, residents living in low-income areas, non-white residents, Hispanic and/or Latinx, and residents living in Census tracts with high poverty levels have lower access to bicycle facilities than the county average. A comparison table showing these disparities can be found in ***Figure 4.1***.

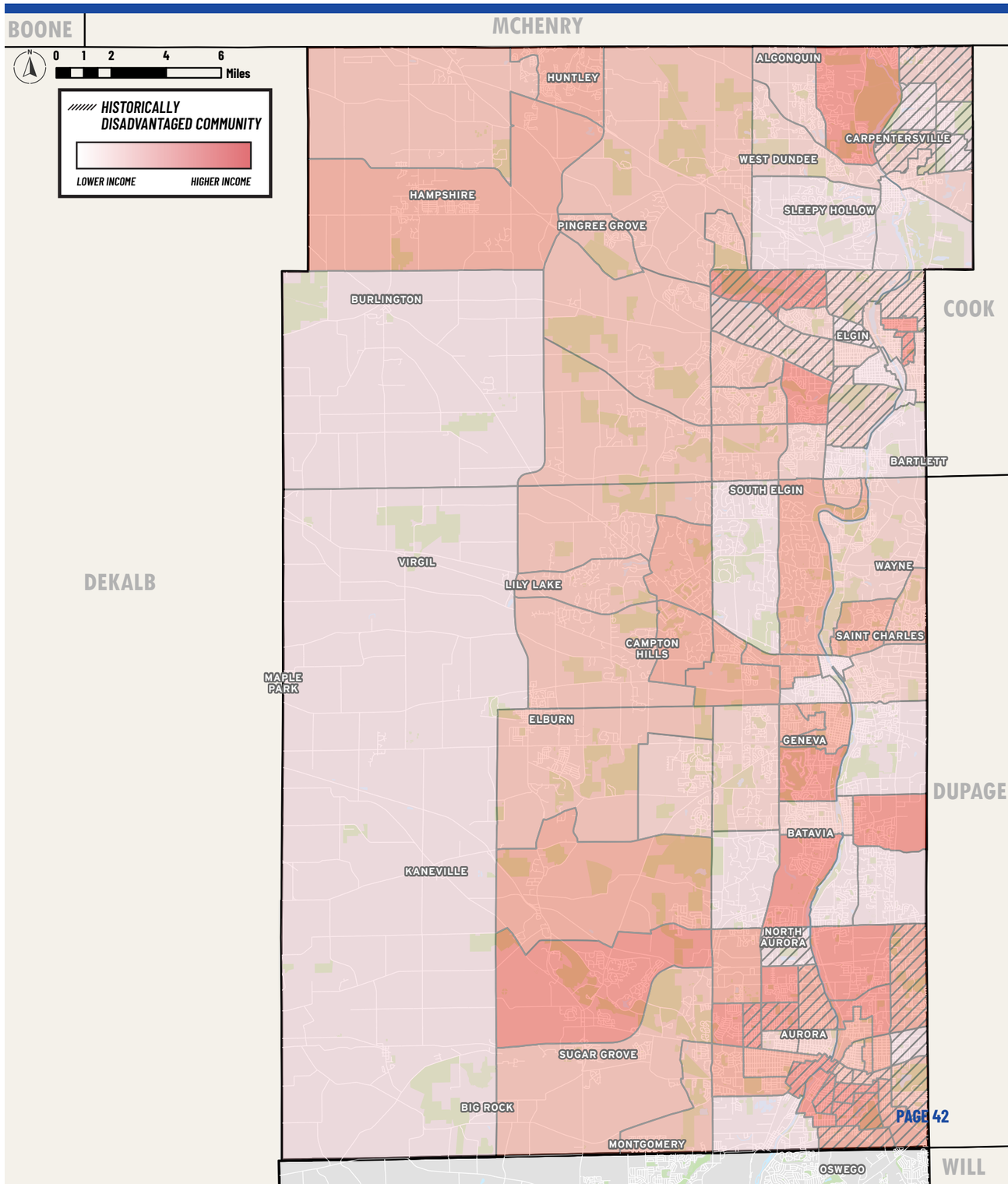
In general, people living in low-income areas have greater access to key destinations within one mile of home than those living in high-income areas. When looking at trips that are two to five miles in length, this trend is reversed and people living in high-income areas have greater access.

FIGURE 4.1: KANE COUNTY – ACCESS TO BICYCLING INFRASTRUCTURE

Demographic	Total	WITHIN 0.25 MILES OF ANY BICYCLE FACILITY		WITHIN 0.25 MILES OF A TRAIL OR SIDEPATH	
		%	Difference*	%	Difference*
Countywide Population (2020)	515,552	65%	n/a	57%	n/a
Non-white/Hispanic/Latino	234,215	63%	-2%	51%	-6%
People in Metra/Pace transit shed	192,959	63%	-2%	45%	-12%
Population in high poverty tracts	102,107	62%	-3%	43%	-14%
Population in high car light tracts (0-1 cars)	78,764	72%	7%	54%	-3%
Population in high low English proficiency tracts	79,169	67%	2%	38%	-19%
Population in Historically Disadvantaged Communities	128,622	59%	-6%	46%	-11%
Population in low median income HH tracts ($41-59k)	98,462	61%	-4%	43%	-14%
Population in high median income HH tracts ($114-181k)	100,713	70%	5%	62%	5%

* *Difference as it compares to the Countywide Population*

FIGURE 4.2: HISTORICALLY DISADVANTAGED AND MEDIAN HOUSEHOLD INCOME



Kane County Communities

A network analysis based on Kane County's network of streets and trails, incorporating BLTS to weight routes by traffic stress, illuminates low-stress bicycle access sheds: the areas accessible by bicycle within a certain distance from a destination, like a park or a school. The access sheds around key destinations in Kane County are summarized by total population and the population in high and low-income Census blocks in ***Figure 4.3***.

FIGURE 4.3: LOW-STRESS NETWORK

	0-1 mile (low-stress)			1-2 miles (low-stress)			2-5 miles (low-stress)			Total
	Total Pop.	High-income	Low-income	Total Pop.	High-income	Low-income	Total Pop.	High-income	Low-income	
Metra Station	15,747	3,779	3,080	44,539	4,877	21,138	143,557	19,653	44,473	203,843
Pace Stop	224,756	34,692	61,401	95,970	16,473	15,099	102,093	21,353	5,076	422,819
Parks	226,358	41,026	59,327	151,502	30,705	30,044	99,778	22,251	5,474	477,638
Schools	243,502	39,835	68,573	126,937	21,802	15,102	92,968	31,033	5,179	463,407

Sources: *Census 2020, ACS 5-Year Estimates 2016-20; WSP Network Analyst Model; RTAMS; Kane County GIS*
Notes: *Low-stress miles are equivalent to one mile on an LTS 1 street or trail. As LTS increases, a multiplier is applied to the distance traveled to simulate the additional stress of taking the route, using the function: distance = (ln(BLTS)+1)*length; high-income refers to people living in the top-quintile census tracts, low-income refers to people living in the bottom-quintile of census tracts*

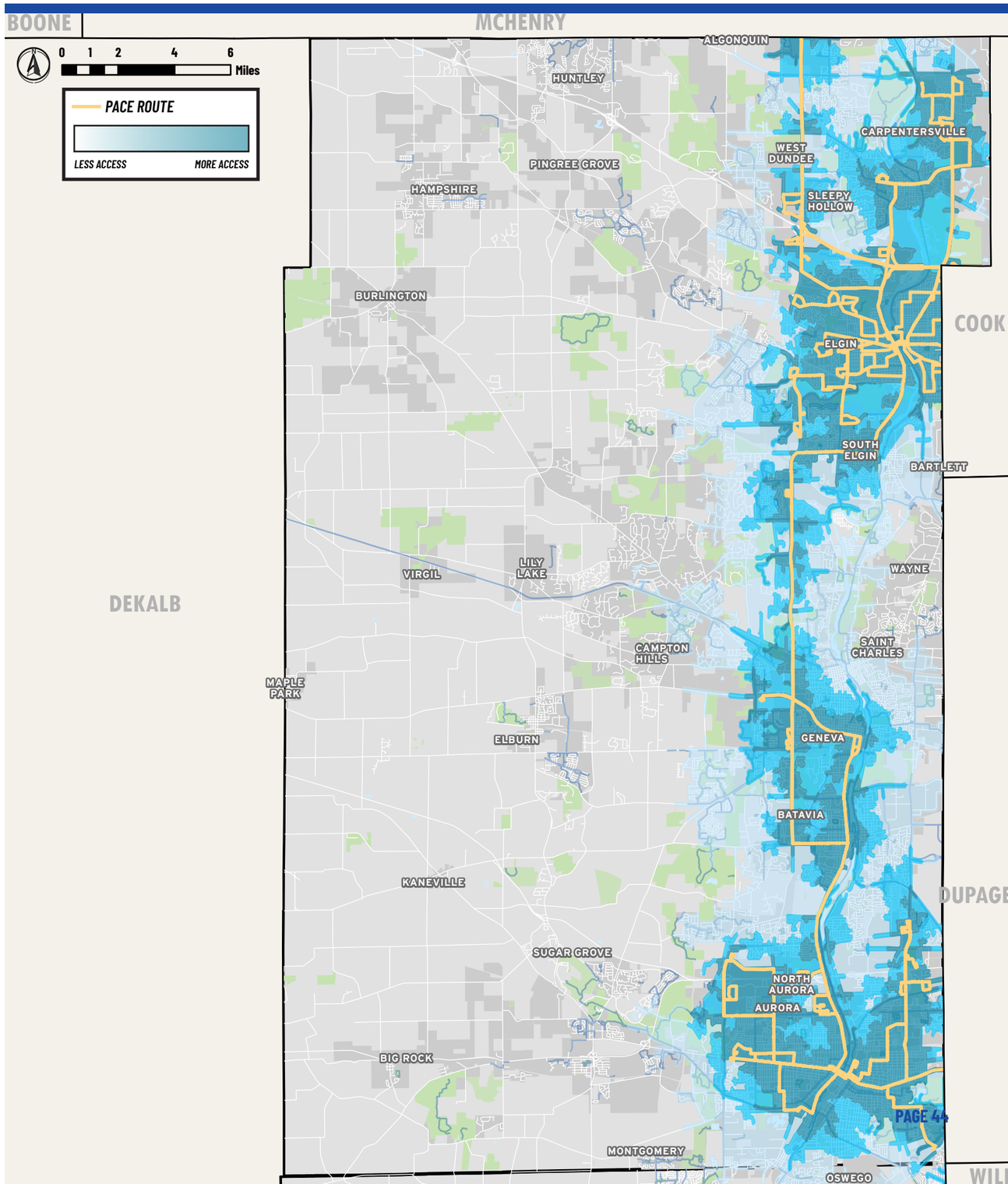
In general, more people in low-income blocks are within one-mile access sheds of essential amenities than people in high-income areas, but this effect reverses at the two- to five-mile threshold. Low-income Kane County residents have a comparatively higher one-mile low-stress access shed. A resident in a high-income Census block can reach a median of 0.38 square miles in a one-mile low-stress trip, while a resident in a low-income Census block can reach 0.52 square miles. Kane County's access sheds are displayed in ***Figure 4.4,*** where darker colors represent greater access, while lighter colors represent lesser access.

The critical differentiator in access between high and low-income communities is likely due to land use: lower-income communities in Kane County are located in urban areas with greater density and network connectivity comprised of low-stress neighborhood streets, while high-income communities tend to be more dispersed and suburban, connected only by high-stress major streets. When planning bicycle networks, leveraging the advantage of low-stress neighborhood streets in eastern Kane County through bicycle boulevards are a relatively low cost way to accommodate bicycling on neighborhood roadways.

KEY EQUITY FINDINGS

- ***Historically Disadvantaged Communities are more prevalent east of the Fox River and concentrated in Elgin and Aurora. Nearly 25% of Kane County residents live in an HDC. Of this population, 72% are Hispanic/Latinx and/or non-white;***
- ***Households with limited English proficiency have lower levels of access to low-stress bicycle facilities than the County average;***
- ***People living in Census tracts in Kane County with the highest levels of zero-car and one-car housing units have marginally lower access to low-stress bicycle facilities than the County average (54% vs. 57%);***
- ***Residents who live east of the Fox River have lower access to low-stress bicycling facilities, as trail and sidepath coverage is generally lower in areas with a more urban roadway context; and***
- ***Fewer residents living in low-income areas, non-white residents, Hispanic and/or Latinx, and residents living in Census tracts with high levels of poverty have access to bicycle facilities than the County average.***

FIGURE 4.4: PACE BUS LOW-STRESS BICYCLE ACCESS SHEDS



CRASH ANALYSIS

ALL CRASHES

Data for vehicle crashes reported in Kane County were reviewed to identify areas of focus regarding fatal crashes, injury crashes, and those involving pedestrians and bicyclist. Data were reviewed for the most recent five-year period for which data are available.

Between 2017-2021, there were 49,115 crashes reported in Kane County. Of these crashes, 148 (0.3%) were fatal and 17,759 (36%) involved an injury. All other crashes were property damage-only crashes. The most common cause of crashes was Failing to Reduce Speed to Avoid Crash, accounting for 25% of the total crashes (12,409). Crash rates of roadway types in Kane County are defined below, and crash statistics are listed in ***Figure 4.5***.

- Interstate: *An interconnected network of fully access controlled, divided highways constructed with mobility and long-distance travel in mind;*
- Freeway and Expressway: *Roadways designed and constructed to maximize their mobility function, either fully or partially access controlled;*
- Local Road or Street: *Primarily provide access to property and connect with higher classified routes. Design speeds are low, stub sections are common, and the main consideration is given to access needs;*
- Major and Minor Collectors: *Roadways that gather traffic from local roads and funnel it to the arterial network. Collectors serve primarily intra-county travel. Collectors are broken down into two categories: Major Collectors and Minor Collectors;*
- Minor Arterial: *Provide service for trips of moderate length, serve smaller geographic areas than their principal arterial counterparts and offer connectivity to the higher arterial/expressway system; and*
- Other Principal Arterial: *Roadways serving major development centers and provide a high degree of mobility. The spacing of these facilities in larger urban areas may vary from less than 1 mile in business areas to 5 miles or more in the sparsely developed rural areas.*

Fatality Rate: *Bicycle and pedestrian fatality rate measures the risk of a fatal crash involving a pedestrian or bicyclist. The fatality rate is calculated by dividing the total number of automobiles that travel a certain roadway by a standardized figure (i.e. 100,000,000), which will calculate the total number of bicycle and pedestrian crashes per 100,000,000 miles.*

FIGURE 4.5: CRASH ANALYSIS - BY ROADWAY CLASSIFICATION

Roadway Classification	Total AADT[1]	Total Mileage	Bicycle Crashes		Pedestrian Crashes		Bicycle & Pedestrian Fatality Rate
			Injuries	*Fatalities*	*Injuries*	*Fatalities*	
Minor Collector	217,600	122.4	10	0	0	4	0.00823
Minor Arterial	2,309,430	249.9	166	2	220	18	0.00189
Other Principal Arterial	2,908,100	165.9	80	2	108	12	0.00159
Major Collector	983,400	241.2	15	2	10	2	0.00092
Local Road or Street[2]	4,443,955	2,021.0	97	0	133	2	0.00001
Freeway and Expressway[3]	*201,800*	*14.1*	*0*	*0*	*2*	*0*	*0.00000*
Interstate[3]	*935,950*	*50.5*	*0*	*0*	*1*	*0*	*0.00000*

Source: *IDOT IRIS Data*
[1] *AADT is Average Daily Traffic.*
[2] *In a circumstance where AADT was not available, the average AADT rate for that roadway's classification was assigned.*
[3] *Bicyclists and pedestrians are not permitted on Freeway and Expressways and Interstates. AADT is Average Daily Traffic.*

BICYCLE & PEDESTRIAN CRASHES

Overview

Within the years analyzed, 711 crashes involved a bicyclist or pedestrian. Of these crashes, five reported bicycle fatalities and 25 pedestrian fatalities. There were 300 reported injuries in crashes involving a bicyclist and 368 crashes involving a pedestrian. There were 15 additional crashes involving a bicyclist or pedestrian that only resulted in property damage only.

Causes of Crashes

The most common cause of crashes involving a bicycle/pedestrian injury or fatality was Failing to Yield Right of Way (289 crashes); this crash type comprised 40% of all bicycle and pedestrian crashes. The second and third most common causes were Failing to Reduce Speed to Avoid Crash (57 crashes) and Disregarding Stop Sign (40 crashes). However, Vision Obscured crashes were more prominent in pedestrian crashes (8%) than bicycle crashes.

Traffic Controls

Most bicycle and pedestrian crashes occurred at a location with no traffic controls. Examples of traffic controls include Bicycle Crossing Signals, Delineators, Lane Use Markers, Warning Signs, Pedestrian Crossing, Stop Sign, and Traffic Signals. There were 293 crashes at locations without a traffic control measure, which comprised 41% of all bicycle and pedestrian crashes. More bicyclist crashes occurred at locations with no traffic controls (70%) than pedestrian crashes (45%).

Time of Year

The months in which the most bicycle and pedestrian crashes occurred were June (13%), August (13%), and October (11%). However, bicyclist and pedestrian crashes differed in their occurrences during the year. Bicyclist crashes were primarily concentrated during the summer months (June, July, August) when it is more likely for one to ride, which saw 50% of total bicyclist crashes, while pedestrian crashes were primarily concentrated in the fall (39% of pedestrian crashes), but with more significant deviation throughout the year than bicyclist crashes.

FIGURE 4.6: BICYCLIST & PEDESTRIAN CRASHES OVERVIEW

Crash Type	Day of Week		Lighting		Traffic Control		Time of Year			
	Weekday	*Weekend*	*Daylight*	*Non-Daylight*	*Control*	*No Control*	*Winter*	*Spring*	*Summer*	*Fall*
Bicyclist Crashes	228	82	240	70	211	99	12	51	158	89
Pedestrian Crashes	296	104	197	203	206	194	89	83	105	123

Source: *IDOT IRIS Data*
Note: *Signals include: Bicycle Crossing Signals, Delineators, Lane Use Markers, Warning Signs, Pedestrian Crossing, Stop Sign, and Traffic Signals; Non-Daylight conditions include: Dusk, Darkness, Darkness/Lighted Road, and Dawn*
Winter months include: December, January, February; Spring Months include: March, April, May; Summer months include: June, July, August; Fall months include: September, October, November.

FIGURE 4.7: KANE COUNTY CRASH ANALYSIS

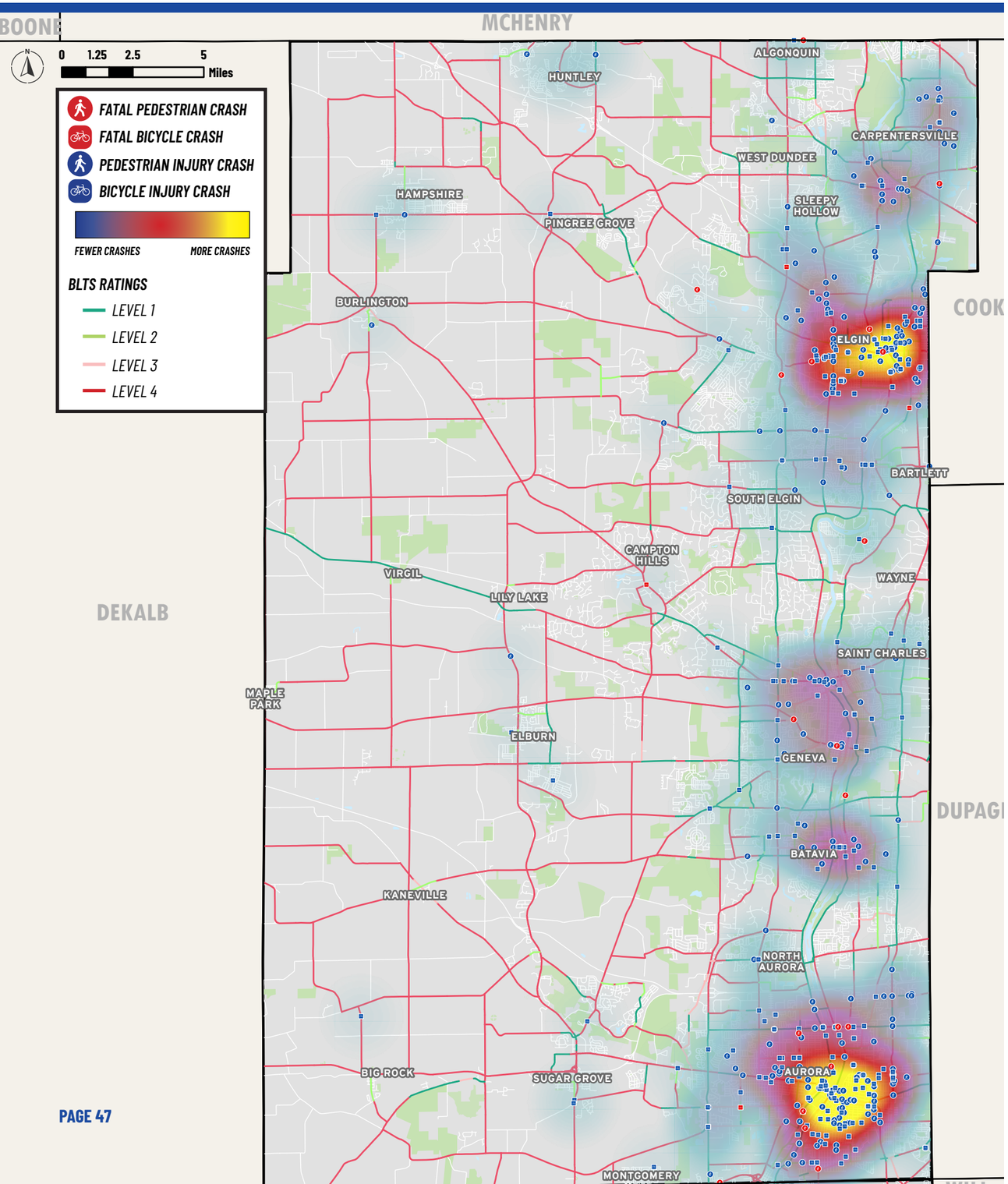
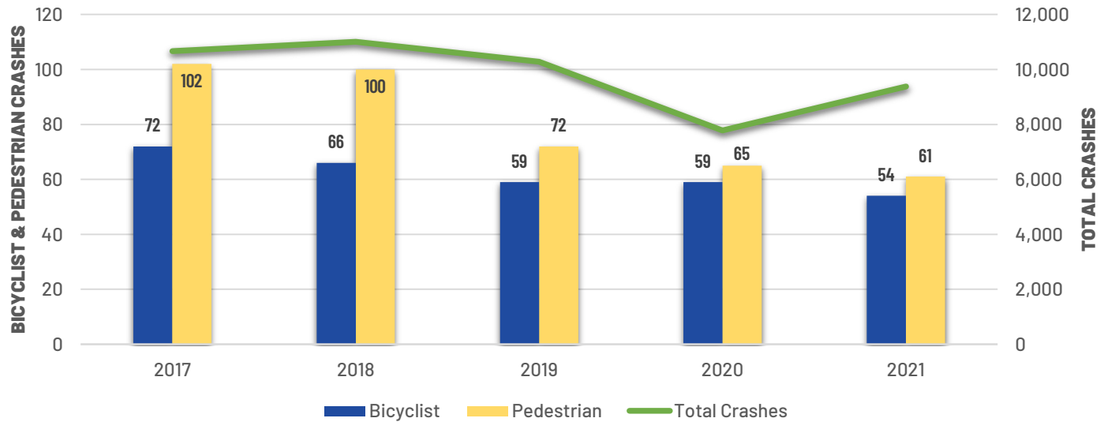


FIGURE 4.8: ANNUAL BICYCLIST & PEDESTRIAN CRASHES



Annual Crashes

Bicycle and pedestrian crashes peaked in 2017. However, pedestrian crashes decreased (28%) from 2018 to 2019, whereas bicyclist crashes only saw a 10% decrease. The lowest number of bicyclist and pedestrian crashes occurred in 2021 and 2020, respectively. This crash decrease can be partly attributed to the stay-at-home orders during the COVID-19 pandemic in 2020 and 2021. Generally, the bicyclist and pedestrian crashes follow the trendline of the total number of crashes in Kane County.

KEY SAFETY FINDINGS

- *Bicyclist and pedestrian crashes are concentrated in the larger population centers of Kane County, particularly Elgin, Aurora, St. Charles, and Geneva;*
- *The most common crash scenario involving bicyclists and pedestrians is a pedestrian crash occurring on a weekday during non-daylight conditions at a traffic controlled location where the automobile operator failed to yield right-of-way;*
- *Minor Collectors had the highest fatality rates for bicyclists and pedestrians. Increasing the safety of these roadways could drastically improve the county's bicycle and pedestrian network; and*
- *Even with sharp decreases in automobile travel during COVID, traffic fatalities and injuries remained steady or increased.*

PLANS & POLICIES

Figure 4.10 shows approved plans, commissions, and policies adopted by local agencies.

Complete Streets Policies
Complete Streets policies or resolutions are formalized commitments by communities on how they will plan, design, and maintain streets that are safe for all ages and abilities.

New Development Ordinances
As more new developments are approved, many communities are starting to require developers to implement sidewalks or multi-use paths to assist in the closing of network gaps or to increase the connectivity within the new neighborhood(s). Often, these requirements are codified in an ordinance to provide detailed requirements for potential developers.

Bike Month Proclamation
May is National Bike Month, promoted by the League of American Bicyclists and celebrated in communities from coast to coast. Established in 1956, National Bike Month is a chance to showcase the many benefits of bicycling — and encourage more residents to bicycle. Many communities have adopted official proclamations through their City Council or Village Board, recognizing May as National Bike Month and creating programming around the event.

Bicycle Friendly Community
Organized and administered by the League of American Bicyclists, the Bicycle Friendly Community program provides incentives, hands-on assistance, and award recognition for communities that actively support bicycling through a combination of infrastructure, programs, and policies. The five levels of the BFC award — diamond, platinum, gold, silver, and bronze, plus an honorable mention category — provide a clear incentive for communities to improve continuously.

E-Bike Policy
Electric bikes, or "e-bikes," are quickly gaining popularity among bicyclists of all ability levels. As a response to this popularity, communities are implementing ordinances to clarify permitted uses on their trails and sidepaths. The most common ordinance permits Class I & Class II e-bikes on trails and sidepaths, while restricting Class III e-bikes. In the absence of a policy, a community must follow IDOT's standards, which permits the aforementioned Class I & Class II, but restricts the usage of Class III. Only the ***Fox Valley Park District*** and the ***Forest Preserve District of Kane County*** have enacted e-bike policies.

⇨ *FOR FURTHER GUIDANCE AND EXAMPLE POLICY TEMPLATES, VISIT APPENDIX A.*

FIGURE 4.9: COMPLETE STREETS EXAMPLE

Source: CMAP

FIGURE 4.10: APPROVED PLANS, COMMISSIONS & POLICIES

Community/ Agency	Bicycle & Pedestrian Plan	Active Transportation Section in Comprehensive Plan	ADA Transition Plan	Active Transportation Committee	Complete Streets Policy	New Development Ordinances	Bike Month Proclamation	Bicycle Friendly Community
MUNICIPALITIES								
Aurora	YES	YES	YES	YES	YES	YES	YES	BRONZE
Batavia	YES	YES	-	YES	YES	YES	YES	BRONZE
Elgin	YES	YES	-	YES	YES	YES	YES	-
North Aurora	YES	YES	YES	-	YES	YES	YES	-
Bartlett	YES	YES	-	YES	YES	-	-	-
Barrington Hills	YES	YES	YES	YES	-	-	-	-
Montgomery	YES	YES	-	-	YES	YES	-	-
Geneva	YES	YES	-	-	YES	-	-	-
Hampshire	YES	YES	-	YES	-	-	-	-
St. Charles	YES	YES	-	-	YES	-	-	-
Yorkville	YES	YES	YES	-	-	-	-	-
Hoffman Estates	YES	YES	-	-	YES	-	-	-
Algonquin	YES	YES	-	-	YES	-	-	-
South Elgin	YES	-	-	-	YES	-	-	-
Sugar Grove	YES	YES	-	-	-	-	-	-
Gilberts	-	YES	-	-	-	-	-	-
Oswego	YES	-	-	-	-	-	-	-
Carpentersville	-	YES	-	-	-	-	-	-
Elburn	-	YES	-	-	-	-	-	-
Maple Park	-	YES	-	-	-	-	-	-
Pingree Grove	-	YES	-	-	-	-	-	-
West Dundee	-	YES	-	-	-	-	-	-
PARK DISTRICTS/FOREST PRESERVES								
Batavia Park District	YES	-	YES	-	-	-	-	-
Fox Valley Park District	YES	-	YES	-	-	-	-	-
Forest Preserve District of Kane County	-	YES	-	-	-	-	YES	-
Oswegoland Park District	-	YES	YES	-	-	-	-	-
Kendall County Forest Preserve	-	YES	-	-	-	-	YES	-
Hampshire Township Park District	YES	YES	-	-	-	-	-	-
Geneva Park District	-	-	YES	-	-	-	-	-
St. Charles Park District	-	-	YES	-	-	-	-	-
Village of Bartlett Park District	-	-	YES	-	-	-	-	-

Sources: *"Where the sidewalk ends", Metropolitan Planning Council; "Complete Streets Policy Adoption Updated", Smart Growth America*
Municipalities not listed: *Burlington, East Dundee, Huntley, Lily Lake, Sleepy Hollow, Virgil, and Wayne*
Park Districts not listed: *Aurora Parks & Recreation, Barrington Countryside Park District, Big Rock Park District, Dundee Township Park District, Elgin Parks & Recreation, Hoffman Estates Park District, Huntley Park District, Joliet Park District, Plainfield Park District, Sandwich Park District, South Elgin Parks & Recreation, Sugar Grove Park District, and Yorkville Recreation Department.*

KEY POLICY & PLAN FINDINGS

- ***14 of the 30 municipalities in Kane County have adopted Bicycle & Pedestrian Plans, which comprises more than 90% of Kane County's incorporated population.***

LOCAL PROGRAMS & COMMITTEES

Local agencies are far from the only groups making a difference throughout Kane County and Kendall County. Many local advocates are creating positive changes, as well. Some examples of local programs making a positive impact are described below:

- ***Project Mobility:*** Project Mobility, a nonprofit organization, offers recreational events using specialized bicycles for people with disabilities. The organization's staff works with families, rehabilitation professionals, and organizations to promote better health, independence, and, most of all, the freedom of mobility for people with physical disabilities. The organization travels nationwide to provide specialized bicycles to those with physical disabilities. One of the organization's most popular events includes the Everybody Rides fundraiser, which has 29-mile, 46-mile, 62- mile ride options in the St. Charles area, with the proceeds going towards the Project Mobility mission. Other events include Adaptive Bike Adventure, Adaptive Bike Day, and Adaptive Bike Giveaway to promote their organization;

- ***Making Kane County Fit for Kids:*** Making Kane County Fit for Kids (Fit for Kids) is a 501(c)(3) nonprofit organization that promotes healthy eating and active living initiatives to reduce childhood obesity in Kane County. Since 2009, Fit for Kids has supported over 115 healthy implementation projects, such as community gardens, bike racks, scooter racks, refrigerators at food pantries, Link Card accessibility at farmers markets, pedestrian safe route education/signage, demonstration wellness kitchens, heart rate monitors, playground equipment, and hosting 13 annual International Walk to School Day events.;

- ***Chicago Winter Bike Swap:*** An annual event hosted at the Kane County Fairgrounds occurs during winter. The event allows bicycling enthusiasts to find new and used bicycles and mobility devices at discounted prices by purchasing from local vendors and residents;

- ***Bike MS: Tour de Farms:*** Hosted annually in June, Bike MS: Tour de Farms is a group ride fundraiser to help battle Multiple Sclerosis (MS). The two-day ride starts in Maple Park, in western Kane County, with most of the ride on rural roadways in Kane County. Route options include a 25-mile, 50-mile, 75-mile, and 100-mile ride, all beginning and concluding at Kuipers Family Farm; and

- ***Swedish Day Rides:*** Hosted annually every summer, Swedish Day Rides is a large group ride event with various ride distances. The ride travels through the rural roadways of Kane, Kendall, and DeKalb counties. Hosted by the Fox Valley Bike & Ski Club, the organization donates 95% of the proceeds from this event to support organizations promoting safe bicycling, education, advocacy, infrastructure development, and bicycling for people with disabilities, such as Ride Illinois, Illinois Prairie Path, Project Mobility, and Easter Seals.

- ***Ride for Hope:*** Organized by Christ Community Church and Community Impact to raise funds for Naomi House, an organization battling against sex trafficking, the Ride for Hope is hosted every July. Starting in St. Charles on Randall Road, the ride is a total of 100 miles, but participants do not have to ride the full length or can complete the full distance as a team.

FIGURE 8.7: PROJECT MOBILITY

Source: *Project Mobility*

FIGURE 4.11: LOCAL COMMITTEES

Community	Committee	Description	Link
Aurora	Bicycle, Pedestrian & Transit Advisory Board	The Bicycle, Pedestrian and Transit Advisory Board is an advisory body to the city council, on the planning and development process for bicycle, pedestrian and public transit facilities.	WEBSITE
Bartlett	Bike and Run Plan Advisory Committee	The Bike and Run Plan Advisory Committee serves in an advisory capacity to the village president and board of trustees regarding the continued maintenance, upgrading and expansion of the village bike path system.	WEBSITE
Batavia	Bicycle Commission	The Batavia Bicycle Commission was created to act as an advocate to the city government in developing legislation that supports bicycling and participates in other activities as they relate to bicycling and pedestrian related issues in the City of Batavia.	WEBSITE
Elgin	Transportation & Mobility Work Group	A sub-committee to the Sustainability Commission, the working group provides transportation-related recommendations and initiatives to the larger committee.	WEBSITE

FIGURE 4.12: LOCAL ADVOCACY GROUPS

Community	Committee	Description	Link
Kane County	Fox Valley Bike & Ski Club	The club is dedicated to "...encourage, educate and promote safe recreation, fitness and alternative transportation." The group hosts large group rides, conducts volunteerism/ donations/fellowship, as well as hosting the annual Swedish Days Ride and other special events. The club advocates for further accommodations and policies through working with governmental and bicycling organizations to defend the rights of cyclists, promote bike trails and lanes, help formulate bicycle legislation and support infrastructure development.	WEBSITE
Elgin	Elgin Community Bikes	Elgin Community Bikes is "...a non-profit organization using bike riding to make Elgin a healthier, happier, and more equitable community. We host fun, social rides to meet our city and neighbors." The organization hosts community rides for all ability levels, in addition to events for younger age groups (i.e. "Kiddical Mass").	WEBSITE

FIGURE 4.13: LOCAL BIKE SHOPS *(SORTED ALPHABETICALLY)*

Community	Shop Name	Address	Link
Aurora	All Spoked Up	14 W Downer Place, Suite 10, Aurora, IL 60506	WEBSITE
Batavia	BOJ-E-Bikes	60 N Island Avenue, Batavia, IL 60510	WEBSITE
	Prairie Path Cycles	160 W Wilson Street, Batavia, IL 60510	WEBSITE
Carpentersville	Main Street Bicycles	39 E Main Street, Carpentersville, IL 60110	WEBSITE
Geneva	Cykel Cycles	427 Stevens Street, Geneva, IL 60134	WEBSITE
	Geneva Cycle Shop	12 E State St, Geneva, IL 60134	N/A
	Mill Race Cyclery	11 E State Street, Geneva, IL 60134	WEBSITE
Elgin	Elgin Community Bike Shop	119 S Grove Avenue, Elgin, IL 60120	WEBSITE
	Judson Bike Shop	Lindner Campus Commons, 1151 N State St, Elgin, IL 60123	WEBSITE
North Aurora	Pedal & Spoke	157 S Lincolnway Street, North Aurora, IL 60542	WEBSITE
Oswego	Oswego Cyclery	57 Main St, Oswego, IL 60543	WEBSITE
Plano	Larson's Mudslinger's Bicycles	325 E Main St, Plano, IL 60545	WEBSITE
South Elgin	Everything Pedal	135 N La Fox Street, South Elgin, IL 60177	WEBSITE
	Village Pedaler	1954 Gyorr Avenue, South Elgin, IL 60177	WEBSITE
St. Charles	Bike Rack, Inc.	2930 Campton Hills Drive, St. Charles, IL 60175	WEBSITE
	Sammy's Bikes	602 S 1st Street, St. Charles, IL 60174	WEBSITE

KEY FINDINGS

This section is a summary of the valuable topics, observations, and conclusions based on the initial data collection and research.

INTRODUCTION

1. *Decreased household transportation costs, decreased maintenance costs for communities, and safer transportation networks are some of the benefits from increased bicycle and pedestrian infrastructure.*
2. *Developing bicycle and pedestrian networks prior to population increases is more cost-effective than retrofitting networks following these changes.*
3. *Significant progress has been made by KDOT on the infrastructure and policy recommendations made in the 2012 Plan.*

PUBLIC ENGAGEMENT

1. *The main concern of municipal leaders, especially in the western portions of Kane County, is the lack of bicycle network connectivity.*
2. *The most common request from municipal leaders was for additional technical assistance from KDOT.*
3. *Creating safe, comfortable bicycle and pedestrian access to schools, grocery stores, parks/open space, and transit stations are a major priority for residents.*
4. *Residents feel most comfortable on shared use paths and off-street, separated facilities.*

EXISTING FACILITIES

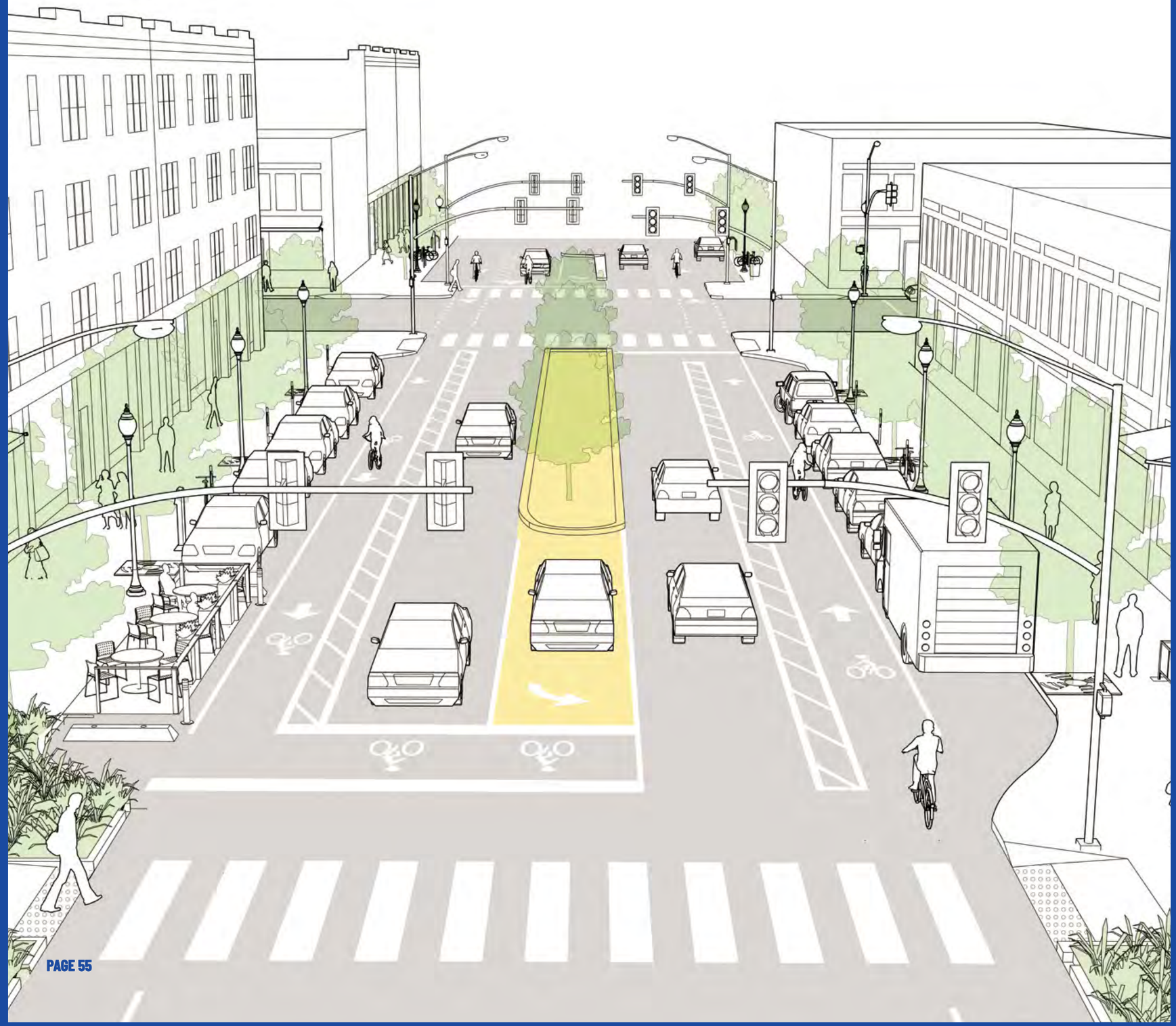
1. *Network gaps are most prevalent in western Kane County and northern Kendall County.*
2. *More than 70% of KDOT roadways are high-stress, typically comfortable for "strong and fearless" bicyclists, but not for most families or beginner bicyclists.*
3. *Over 44% of Kane County roadways have sidewalks on at least one side.*
4. *Providing improved access to bicycling and walking could improve transit ridership and lower transportation costs for residents.*

NETWORK ANALYSIS

1. *High-density areas east of the Fox River have less access to low-stress facilities and experience more crashes than areas west of the Fox River.*
2. *The leading cause of crashes involving bicyclists and pedestrians are drivers failing to stop or failure to yield right-of-way.*
3. *Roadways classified as Minor Collectors or Other Principal Arterials have the highest bicycle and pedestrian fatality rates in Kane County.*

A STATE-OF-THE-PRACTICE DESIGN GUIDE FOR OHIO AND BEYOND

TOOLE DESIGN



05.

DESIGN GUIDANCE

MANUALS & STANDARDS
BICYCLE FACILITY TOOLBOX
PEDESTRIAN FACILITY TOOLBOX
FACILITY SELECTION GUIDANCE
ROAD CROSSING TOOLBOX
RUMBLE STRIPS
SHARED LANE MARKINGS
INNOVATIVE TREATMENTS

MANUALS & STANDARDS

Design guidelines provided in this section are based on guidance at national and state manuals. Together, these provide the latest guidance KDOT can use when implementing projects under their jurisdiction, and while partnering with municipal and local partners.

Federal Guidance & Standards

The ***Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)*** defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.

WHEN TO USE THIS MANUAL:

- ***Local, state, and federal projects*** that involve installing and maintaining ***traffic control devices*** on all public streets, highways, bikeways, and private roads open to public travel.

The ***Federal Highway Administration's Bikeway Selection Guide*** is a resource to help transportation practitioners consider and make informed trade-off decisions relating to the selection of bikeway types. It is not intended to supplant existing design guides, but rather serve as a decision support tool.

WHEN TO USE THIS MANUAL:

- As a ***design and decision support tool*** to supplement planning and engineering judgment.

The U.S. Access Board proposed the ***Public Rights-of-Way Accessibility Guidelines (PROWAG)***. The guidelines address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking. These guidelines also review shared use paths.

WHEN TO USE THIS MANUAL:

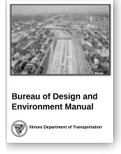
- During the ***design of any bicycle, pedestrian, or transit facility*** within public rights-of-way.

The ***Small Town and Rural Multimodal Networks Guide*** is a design resource and idea book to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities.

WHEN TO USE THIS MANUAL:

- To provide guidance and design flexibility for specific ***application in rural and small town contexts.***

State Guidance



In Illinois, the ***Bureau of Local Roads and Streets Manual (the Manual)*** and ***Bureau of Design and Environment (BDE) Manual*** have been prepared to provide uniform practices for local agencies by the Illinois Department of Transportation (IDOT). The Bureau of Local Roads and Streets Manual is intended to provide current design and environment policies and procedures for use in developing local agency highway projects.

WHEN TO USE BLRS MANUAL:

- Projects that involve ***local roadways or rights-of-way and/or when projects involve the use of Federal funds***.

WHEN TO USE BDE MANUAL:

- Projects that involve ***roadways or rights-of-way under IDOT jurisdiction.***

Best Practice Guidelines

American Association of State Highway and Transportation Officials' (AASHTO) ***Guide for the Development of Bicycle Facilities*** provides information on how to accommodate bicycle travel and operations in most riding environments. The guide focuses on flexible solutions to conform to the variety of contexts present in nationwide roadways.

BENEFITS:

- Presents sound guidelines that result in facilities that meet the needs of bicyclists and other highway users.

WHEN TO USE THIS MANUAL:

- To provide flexible designs to meet the needs of bicyclists, pedestrians, and motorists; and
- Searching for recommended ***alternative design approaches***.

The National Association of City Transportation Officials (NACTO) has published a series of design guides that provide planners and designers with a continuum of guidance on a variety of facility types and contexts. The ***Urban Bikeway Design Guide*** provide cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists. The ***Urban Street Design Guide*** shows how streets of every size can be reimagined and reoriented to prioritize safe driving and transit, biking, walking, and public activity. The ***Designing for All Ages and Abilities Guide***, developed by practitioners from cities across North America—builds on ***NACTO's Urban Bikeway Design Guide*** and sets an All Ages & Abilities criteria for selecting and implementing bicycle facilities. The ***NACTO Bike Share Station Siting Guide*** provides high-level guidance on physical bike share station siting types and principles.

BENEFITS:

- Guides are developed with the input from practicing professionals from diverse geographies and experiences;
- Guidelines are based on real-life experiences and examples; and
- Guides do not shy away from complex situations, but instead provide complex treatment solutions in response to these situations.

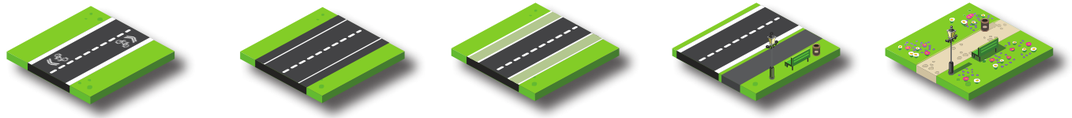
WHEN TO USE THESE MANUALS:

- When ***seeking guidance*** on solving unique and cumbersome design problems;
- To ***supplement the design requirements*** within state and federal manuals; and
- To identify innovative design treatments, particularly to meet the ***needs of people walking, biking, and using transit.***

BICYCLE FACILITIES - *EXISTING & PROPOSED*

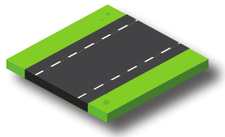
EXISTING FACILITY TYPES

There are five bicycle facility types currently present within Kane County. Detailed descriptions on the facility types can be found in the Bicycle Facilities section.



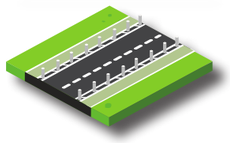
Bicycle Boulevards | **Marked Shoulder** | **Bike Lane** | **Sidepath** | **Multi-Use Path**

PROPOSED BICYCLE FACILITIES



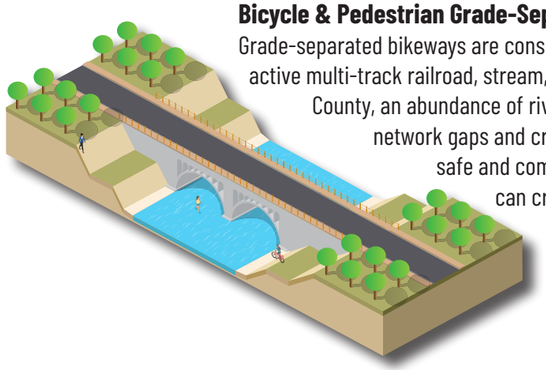
Advisory Shoulder

Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. This treatment is only applicable on low-speed, low-volume local roadways.



Separated/Protected Bike Lane

A separated bike lane is a facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element.



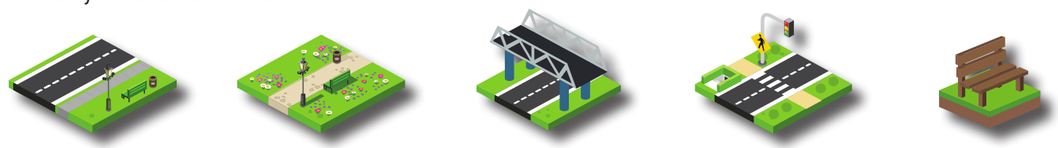
Bicycle & Pedestrian Grade-Separated Bicycle Facilities

Grade-separated bikeways are considered when a bicycle facility meets a barrier, such as an active multi-track railroad, stream, or freeway, and continuity of the route is desired. In Kane County, an abundance of river crossings make this infrastructure type ideal for closing network gaps and creating an interconnected network. In addition to creating a safe and comfortable separated facility, these grade-separated bikeways can create a scenic amenity for trail users and visitors.

PEDESTRIAN FACILITIES - *EXISTING & PROPOSED*

EXISTING FACILITY TYPES

There are five pedestrian facility types currently present within Kane County. Further descriptions on the facility types can be found in the Bicycle Facilities section.

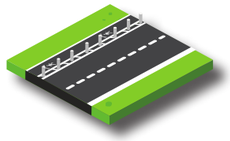


Sidewalk | **Multi-Use Path** | **Pedestrian Overpass/ Underpass** | **RRFB** | **Street Furniture**

PROPOSED PEDESTRIAN FACILITIES

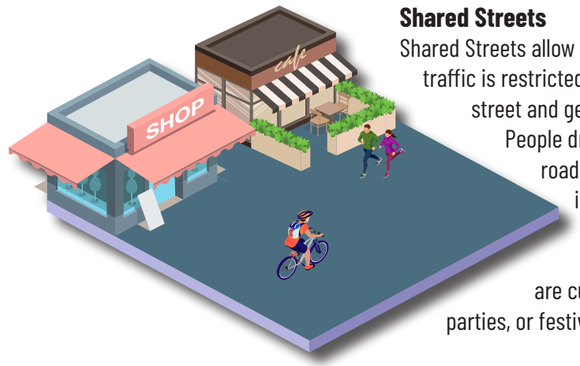
Pedestrian Hybrid Beacon

A pedestrian hybrid beacon (PHB) is a device designed to help pedestrians safely cross at midblock crossings. The beacon head consists of two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian desiring to cross the street pushes the call button to activate the beacon. The signal then initiates a yellow to red lighting sequence consisting of steady and flashing lights that directs motorists to slow and come to a stop



Pedestrian Lane

A pedestrian lane is an interim or temporary pedestrian facility that may be appropriate on roads with low to moderate speeds and volumes. A pedestrian lane is a designated space on the roadway for exclusive use of pedestrians.



Shared Streets

Shared Streets allow people to walk, bike, run, and roll in the street. Vehicular traffic is restricted to local traffic only, meaning that you can still park on the street and get deliveries, but passing through in a car is not allowed. People driving must drive slowly and always stop for anyone in the roadway. Emergency vehicles are permitted. Street furniture, including bollards, benches, planters, and bicycle parking, can help define a shared space, subtly delineating the traveled way from the pedestrian-only space. These shared streets are curbless, which can easily be converted for street fairs, block parties, or festivals.

FACILITY SELECTION GUIDANCE

EXISTING PEDESTRIAN FACILITY TYPES

Figure 5.1, the Bikeway Selection Guidance - Roadway Context, displays an easy-to-use chart for selecting various bikeway facilities based on key roadway factors. The chart has been adapted for Kane County based on NACTO's Choosing an All Ages & Abilities Bicycle Facility. Building bicycle infrastructure that is safe and comfortable for all ages and abilities is an essential strategy for seeking to improve traffic safety, reduce congestion, improve air quality and public health, provide better and more equitable access to jobs and opportunities, and bolster local economies.

This chart provides guidance in choosing a bikeway design that can create an All Ages & Abilities bicycling environment based on a street's basic design and motor vehicle traffic conditions such as vehicle speed and volume. This chart should be applied as part of a flexible, results-oriented design process on each street, alongside robust analysis of local bicycling conditions as discussed in the remainder of this document.

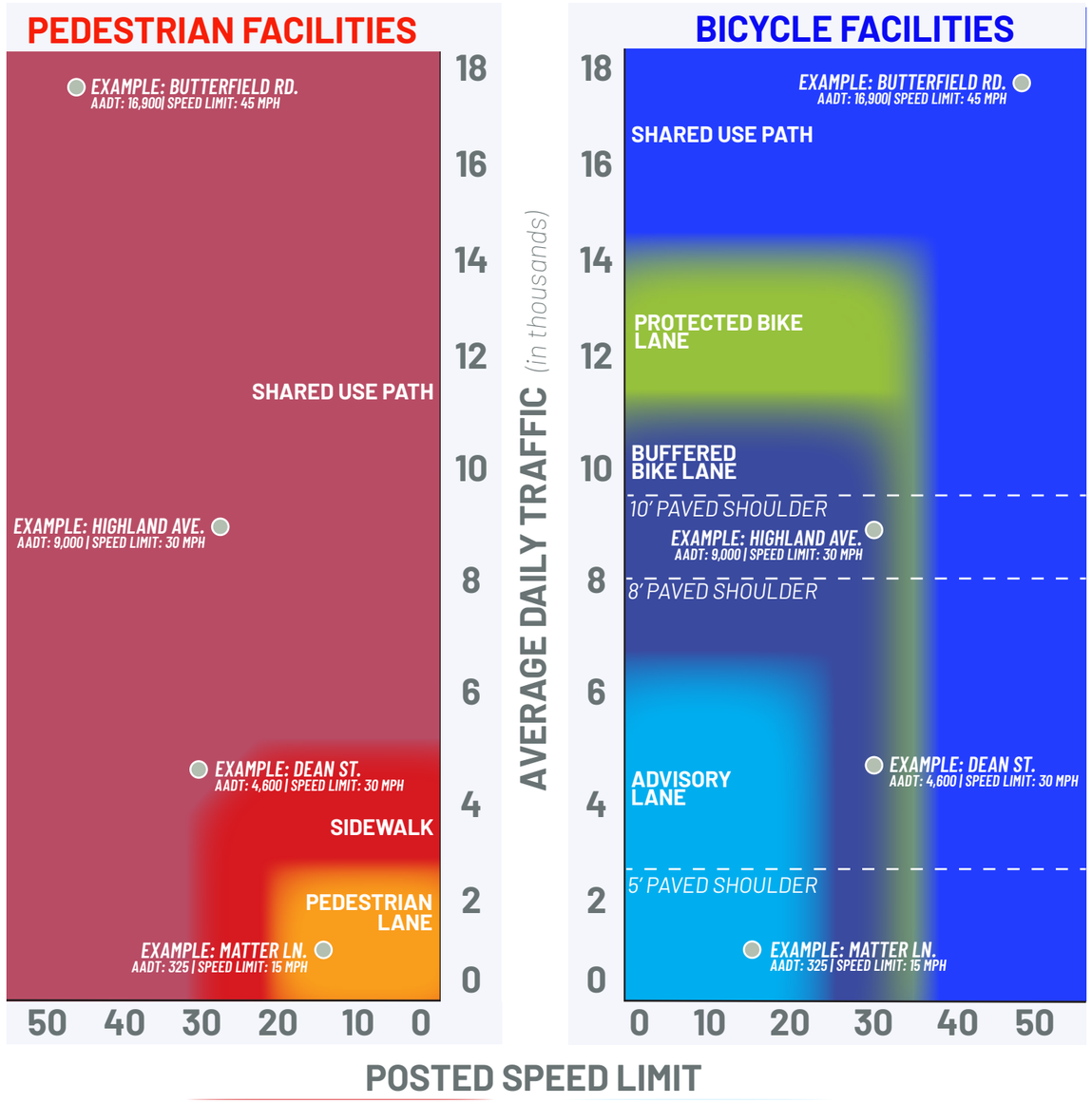
FIGURE 5.1: BIKEWAY SELECTION GUIDANCE - ROADWAY CONTEXT

Bicycle Facility	ROADWAY CONTEXT			
	Roadway Posted Speed	Average Daily Traffic (ADT)	Automobile Travel Lanes	Operational Notes
Bicycle Boulevard / Advisory Lane	< 20 mph	< 3,000	2	Pavement markings are uncommon and every user shares the same space.
Marked Shared Lane / Bicycle Boulevard	< 20 mph	< 5,000	2	Aim for less than 50 automobiles per hour during peak periods
Conventional Bike Lane or Buffered Bike Lane	< 35 mph	< 10,000	4	Works best on roadways with fewer than 20 driveways per mile.
Separated Bike Lane	< 35 mph	< 20,000	4	Works best on roadways with fewer than 20 driveways per mile.
Sidepath (off street)	Any speed	Any volume	Any width	Is located within a public right-of-way but separated from the roadway. Best suited for roadways where an on-street accommodation would be too stressful.
Shared Use Path (off street)	Any speed	Any volume	Any width	Reserved for parks, forest preserves, or other off-street facilities. Does not necessarily have to be within a roadway right-of-way.

BICYCLE & PEDESTRIAN FACILITY SELECTION GUIDE

The Bicycle & Pedestrian Facility Selection Guidance displayed as a graph in ***Figure 5.2***, has been adapted from Federal Highway Administration'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 support from the FHWA for design flexibility to assist transportation agencies in developing connected, safe, and comfortable bicycle networks that meet the needs of people of all ages and abilities. To demonstrate its utility and applicability to Kane County roadways, 36 roadways under local, county, and state jurisdiction were selected and charted. The 'higher' facility type is recommended when the roadway falls between two classifications.

FIGURE 5.2: BICYCLE & PEDESTRIAN FACILITY SELECTION GUIDANCE



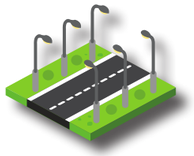
ROAD/TRAIL CROSSING GUIDANCE

EXISTING FACILITY TYPES

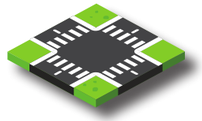
There are ten facility types currently present within Kane County. Detailed descriptions on the facility types can be found in the Bicycle Facilities section.

Audible & Visual Pedestrian Crossing

Curb Extension



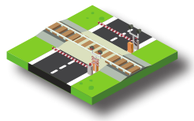
Street Lighting



Marked Crosswalk

Mid-Block Crossing

Overpass/Underpass



Railway Crossings

Rectangular Rapid Flashing Beacon (RRFB)

Right Turn-on-Red Restrictions

PROPOSED ROADWAY CROSSING FACILITIES

Off-Set/Staggered Mid-Block Crossings

A staggered crosswalk is a crosswalk on a road with four or more lanes that has a pedestrian refuge island dividing it into two halves that are offset from each other. This type of crosswalk is ideal for mid-block areas with low to medium pedestrian volumes and medium vehicular volumes.

School Zone Improvements

A variety of roadway improvements may be used to enhance the safety or mobility of children in school zones, including school advance warning signs, clearly-marked areas for student drop-offs, adding sidewalks or separated walkways and paths, and parking prohibitions near intersections and crosswalks.

Parking Lot & On-Street Parking Improvements

Often overlooked in roadway and travelway crossings are pedestrians crossing parking lots and roadways after parking vehicles. Studies show that one in four crashes occur in parking lots. Parking lot safety can be improved by providing drivers and pedestrians reasonable parking aisles. Two-way parking aisles causes drivers to drive at slower speeds, increasing pedestrian safety. Changing angle parking to parallel parking allows drivers to drive forward to leave the parking space with a clearer view of traffic. Having raised islands at the end of parking rows is preferable to striped end islands, as it opens sight lines. When parking aisles are parallel to building, marked crosswalks and openings are recommended to avoid pedestrians from having to snake through parked vehicles.

ROADWAY CROSSING SELECTION GUIDE

Crosswalk markings are proven to increase pedestrian safety and motorist awareness at crossings. However, they should be considered in combination with other treatments to get people where they need to go safely. Depending on vehicle volumes, speeds, and surrounding land uses, crosswalk markings and pedestrian refuge islands, bump-outs, beacons, and signals may need to be installed. To ensure that Kane County has safe and convenient pedestrian crossings that meet the access needs of all residents and visitors, in areas with higher volumes and speeds, designers should consider how to improve safety and access at unsignalized crossings with proven tools, rather than assuming that pedestrians will detour long distances to a preferred signalized crossing. ***Figure 5.3*** shows the general approach for treatments at locations that may include a crosswalk marking plus additional enhancements.

FIGURE 5.3: BICYCLE & PEDESTRIAN FACILITY SELECTION GUIDANCE

ROADWAY CONFIGURATION	POSTED SPEED LIMIT AND AADT								
	AADT <9,000			AADT 9,000-15,000			AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes *(1 lane in each direction)*	1 2, 4, 5, 6	1 5, 6, 7, 9	1 9 4, 5, 6	1 4, 5, 6	1 5, 6, 7, 9	1 9 5, 6	1 4, 5, 6, 7, 9	*CUSTOM*	*CUSTOM*
3 lanes with raised median *(1 lane in each direction)*	1 2, 4, 5, 6	1 3 5, 6, 7, 9	1 3 7 9 5	1 3 4, 5, 7, 9	1 3 7 9 5	1 3 9 5	1 3 4, 5, 7, 9	1 3 7 9 5	1 3 9 5
3 lanes with flat median or left turn lane *(1 lane in each direction)*	1 2, 3, 4, 5, 6, 7, 9	1 3 5, 6, 7, 9	1 3 9 5, 6	1 3, 4, 5, 7, 9	1 3 7 9 5, 6	1 3 9 5, 6	1 3 9 4, 5, 6, 7	1 3 9 5, 6	1 3 9 5, 6
4+ lanes with raised median *(2 or more lanes in each direction)*	1 3 5, 6, 7, 8, 9	1 3 5, 6, 7, 8, 9	1 3 9 5, 8	1 3 5, 7, 8, 9	1 3 7 9 5, 8	1 3 9 5, 8	1 3 7 9 5, 8	1 3 9 5, 8	1 3 9 5, 8
4+ lanes w/o raised median *(2 or more lanes in each direction)*	1 3 5, 6, 8, 9	1 3 6 5, 8, 9	1 3 6 9 5, 8	1 3 6 5, 8, 9	1 3 6 8 9 5, 8	1 3 6 9 5, 8	1 3 6 9 5, 8	1 3 6 9 5, 8	1 3 6 9 5, 8

LEGEND

(#) RECOMMENDED INFRASTRUCTURE
Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgement at a marked uncontrolled crossing location.

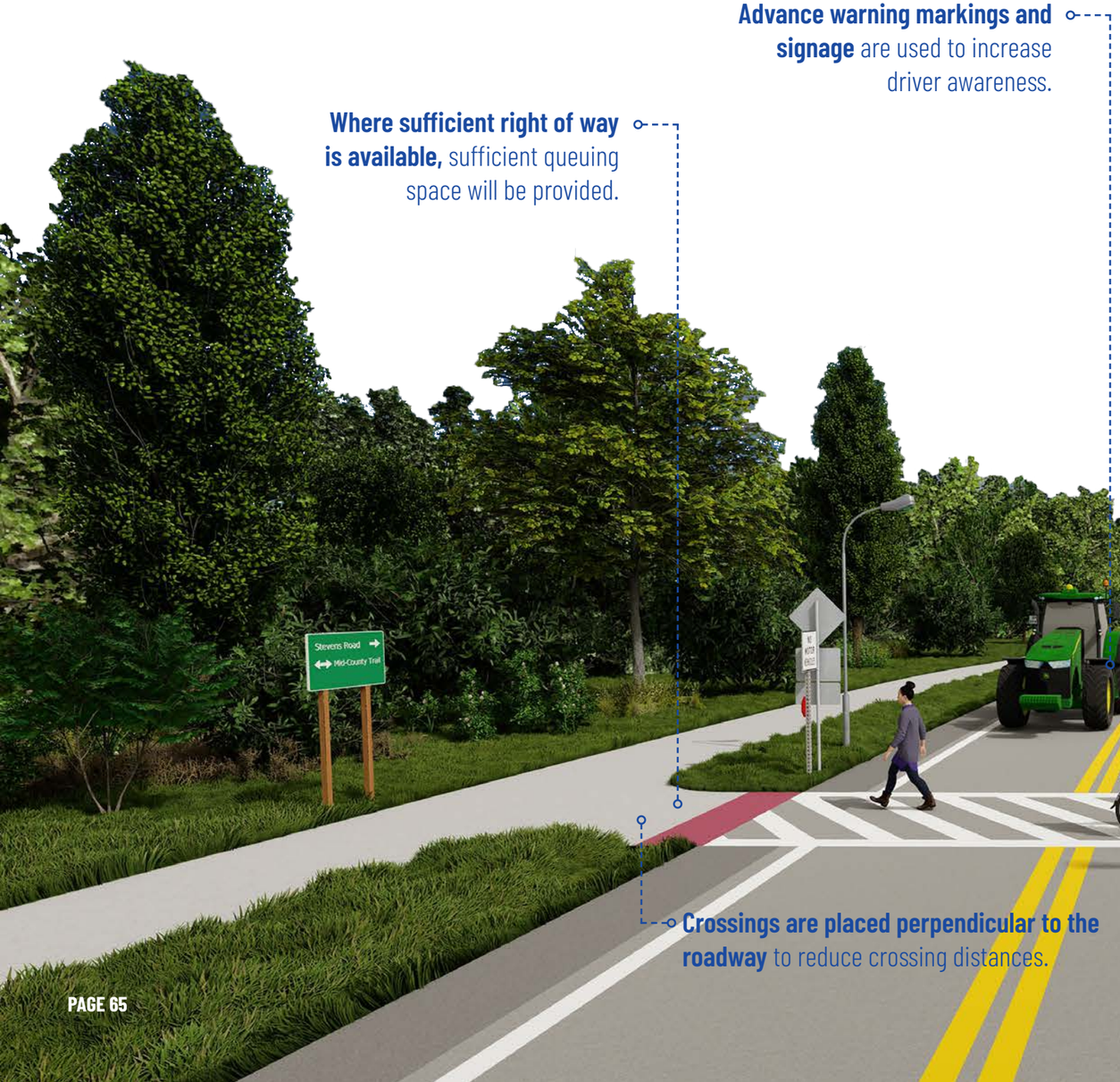
(#) CANDIDATE INFRASTRUCTURE
Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

1. **High-visibility crosswalk**
2. **Raised crosswalk**
3. **Yield/Stop Line**
4. **In-street Pedestrian Crossing sign**
5. **Curb extension**
6. **Pedestrian refuge island**
7. **RRFB**
8. **Road diet**
9. **Pedestrian hybrid beacon**

INTERSECTION & CROSSING IMPROVEMENTS

Safe crossings for people walking, biking, and using assistive devices will look different depending on the surrounding context, vehicle speeds and volumes, and the types of users anticipated. In general, as vehicle volumes, speeds, and crossing widths increase, the need for additional signage, geometric enhancements, signalization, and/or grade separation also increase. At locations that are anticipated to provide connections between modes, like trailheads and first and last mile connections with transit, supporting facilities to enhance access for diverse users should also be considered.

The examples below apply the selection guidance in ***Figure 5.3*** to typical pedestrian and bicyclist crossings found in Kane and Northern Kendall Counties.



Advance warning markings and signage are used to increase driver awareness.

Where sufficient right of way is available, sufficient queuing space will be provided.

Crossings are placed perpendicular to the roadway to reduce crossing distances.

LOW-STRESS UNSIGNALIZED CROSSINGS

At unsignalized crossing locations with low vehicle speeds and volumes and narrow rights-of-way, improvements that enhance driver awareness and the visibility of people crossing should be considered. This may include crossings on neighborhood streets or rural trail crossings. Where these crossings meet transitions between on-street facilities or trailheads and intersections, safety treatments should be supported by wayfinding.

HIGH-STRESS UNSIGNALIZED CROSSINGS

Unsignalized crossings on high volume roadways with high speeds and few gaps in traffic should have separation in time (via the use of signals or beacons) or space (through the use of below- or above-grade crossings). Separation is increasingly important when use by more vulnerable users, such as youth, seniors, and people with disabilities, are anticipated. Representative locations may include where regional trails cross major arterials.

At trailheads, intersections, or forks, wayfinding signage is used to guide trail users to key destinations.

Where users are anticipated at night, early morning, or in the evenings, significant crossings should be lit.

SIGNALIZED INTERSECTION CROSSINGS

Where trails, on-street bike facilities, and sidewalks meet at signalized intersections, the access and safety needs of people walking, biking, and using assistive devices should be prioritized. Frequently, major crossings are also key connections between modes or to regional destinations and should consider how to safely enable people to get where they need to go.

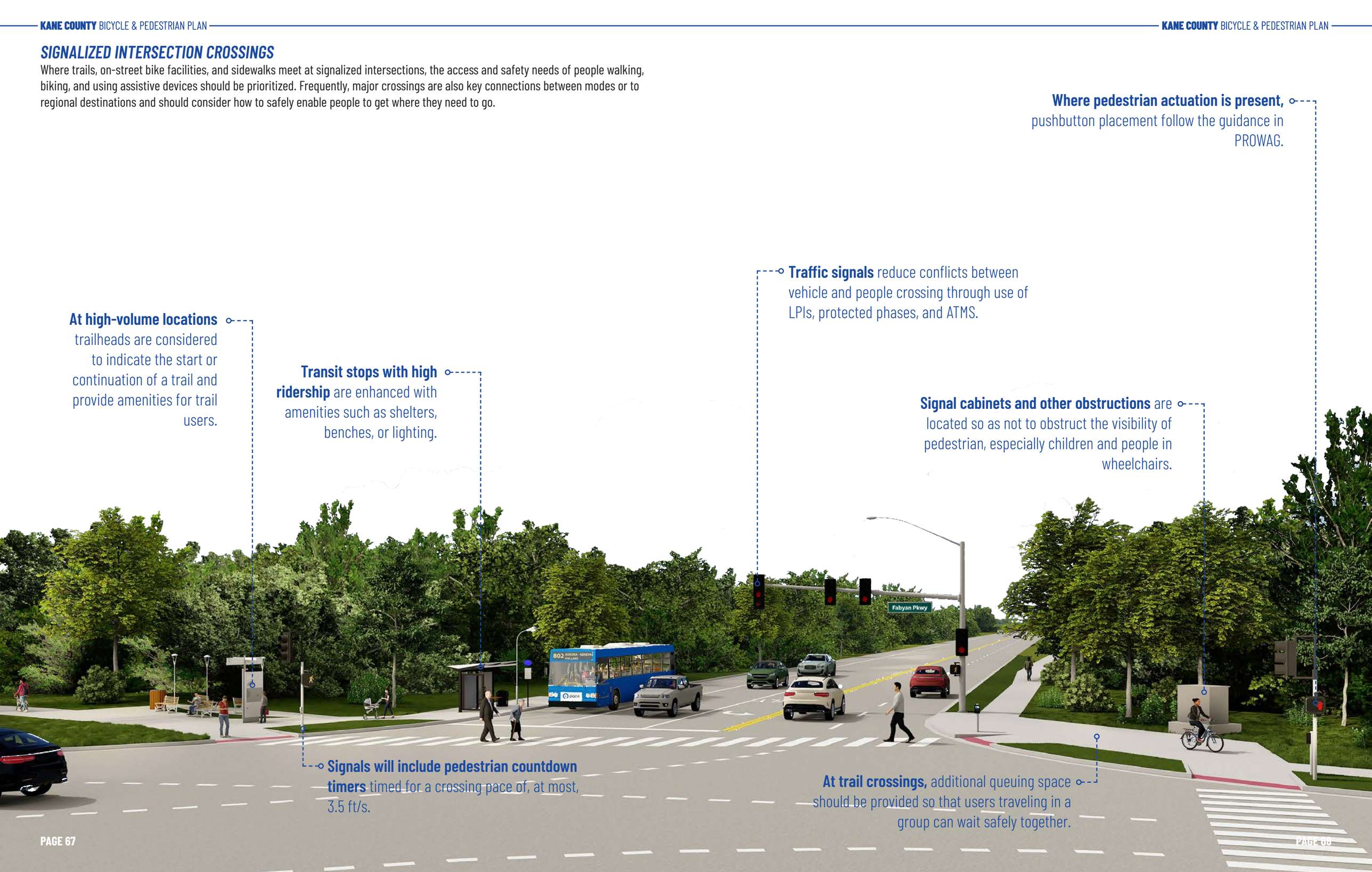
At high-volume locations trailheads are considered to indicate the start or continuation of a trail and provide amenities for trail users.

Transit stops with high ridership are enhanced with amenities such as shelters, benches, or lighting.

Where pedestrian actuation is present, pushbutton placement follow the guidance in PROWAG.

Traffic signals reduce conflicts between vehicle and people crossing through use of LPIs, protected phases, and ATMS.

Signal cabinets and other obstructions are located so as not to obstruct the visibility of pedestrian, especially children and people in wheelchairs.



Signals will include pedestrian countdown timers timed for a crossing pace of, at most, 3.5 ft/s.

At trail crossings, additional queuing space should be provided so that users traveling in a group can wait safely together.

KANE COUNTY BICYCLE & PEDESTRIAN PLAN

RUMBLE STRIPS

Rumble strips play a crucial role in ensuring road safety and are widely recognized as an effective traffic calming and accident prevention measure. These raised or grooved patterns on road surfaces produce audible and tactile vibrations when vehicles pass over them, alerting drivers to potential hazards or deviations from their intended path.

While shoulder rumble strips offer an inexpensive and effective way to decrease motorized roadway departure crashes, they can increase safety risks for bicyclists. Rumble strips can reduce or eliminate rideable shoulder space and limit bicyclists' ability to maneuver, increasing the risk of crashes, especially on high-speed and high-traffic roads.

SHOULDER RUMBLE STRIPS

Shoulder rumble strips are a specific type of rumble strip installed along the edge of road shoulders. They are designed to provide a tactile and auditory warning to drivers who drift off the roadway, particularly in situations where they may encounter hazards or potential collisions.

The amount of shoulder space provided for people who ride bikes is the most important aspect of bicycle safety in rumble strip design. According to AASHTO, four feet of clear shoulder space is the minimum amount to ensure rideable space; however, more space is necessary as traffic numbers and speeds increase. If a guardrail, curb, or other obstacle such as a drainage grate is present, a minimum of 5 feet of space should be available

CENTERLINE RUMBLE STRIPS

Centerline rumble strips are a specific type of rumble strip installed along the centerline of roadways. They serve as an effective safety measure to prevent head-on collisions and improve driver alertness.

AASHTO recommends six-foot minimum shoulder widths where centerline rumble strips are installed. This recommendation is backed by research conducted for the Michigan Department of Transportation, which indicates that motorists are less likely to cross the centerline rumble strip when cyclists are present.

FIGURE 5.4: SHOULDER RUMBLE STRIP PLACEMENT

Source: *Biking Bis*

SHARED LANE MARKINGS

Shared Lane Markings (SLMs), or "sharrows," are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. The shared lane marking is a pavement marking with a variety of uses to support a complete bikeway network.

Shared lane markings ***should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments*** where these types of facilities are otherwise warranted or space permits. Shared lane markings can be used as a standard element in the development of bicycle boulevards to identify streets as bikeways and to provide wayfinding along the route.

Shared lane markings offer a variety of benefits, most notably the encouragement for bicyclists to position themselves safely in narrow roadways, altering motor vehicles of the presence of bicyclists, and is a low-cost intervention. However, without proper considerations being taken prior to placement, the safety of bicyclists can be compromised. Below is a list of recommendations that should be met prior to implementing shared lane markings:

- Shared Lane Markings shall not be used on shoulders, in designated bicycle lanes, or to designate bicycle detection at signalized intersections;
- The number of markings along a street should correspond to the difficulty bicyclists experience taking the proper travel path or position. SLMs used to bridge discontinuous bicycle facilities or along busier streets should be placed more frequently (50 to 100 feet) than along low traffic bicycle routes (up to 250 feet or more);
- Generally, shared lane markings are not appropriate on streets that have a speed limit above 35 mph; and
- If on-street vehicle parking is not present, SLMs should be placed far enough from the curb to direct bicyclists away from gutters, seams, and other obstacles.

BICYCLE BOULEVARD

Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, shared lane markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

FIGURE 5.5: BICYCLE BOULEVARD

Source: *Oregon Live*

INNOVATIVE TREATMENTS & FACILITIES

BICYCLE SIGNALS

Bicycle signals are traffic signals directed specifically toward bicyclists. They are similar to traditional motor vehicle signals with green, amber, and red colored lenses. However, they may also have bicycle symbols stenciled onto the lenses or signage indicating bicyclist-specific signals. Bicycle signals can be implemented alongside push buttons, signs, and pavement markings. They are intended to reduce bicyclist stress and delay and discourage unsafe or illegal crossings. When phased appropriately, they also enable certain design that were previously disallowed, such as bike lanes next to dedicated right turn lanes.

LEADING PEDESTRIAN INTERVALS

A leading pedestrian interval (LPI) allows pedestrians to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. As a result, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict.

TEMPORARY STREET CLOSURES

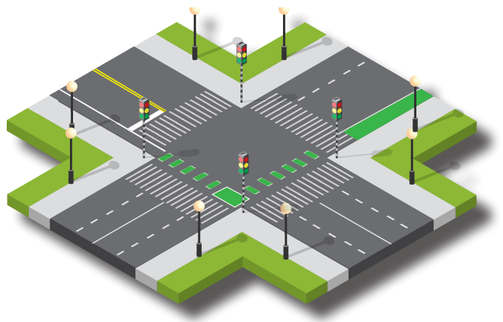
Temporary street closures, such as play streets, block parties, street fairs, and open streets, demonstrate the range and diversity of ways a street may be utilized. Whether done as a precursor to a future project or as a seasonal or weekly event, temporary closures can activate the street and showcase participating businesses and communities. Depending on a street's usage and characteristics, temporary street closures can take multiple forms, from an emphasis on active recreation, biking, or exercise to business activity, food, or arts.

FIGURE 5.5: TEMPORARY STREET CLOSURES

Source: NACTO

FACILITY TRANSITION GUIDANCE

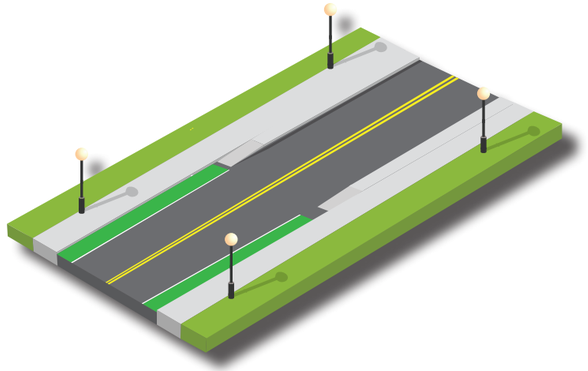
At times in a bicycle network, various facility types will be on the same street. Facilities transition due to right-of-way constraints, changing traffic conditions, land use contexts, change of jurisdiction, or project phasing. Ensuring that users, especially beginner and intermediate cyclists, are aware of forthcoming facility transitions is the jurisdictional agency's responsibility. This section covers best practices for alerting users and compatible facility-type transitions.



In general, ***intersections are the natural location to transition between different bikeway types and to respond to conditions where bikeways are discontinued***. Due to the mixed nature of traffic at intersections (pedestrians, bicyclists, and motorists), the designer should keep in mind the speed of each travel mode and its resulting effect on design values when considering design treatments.

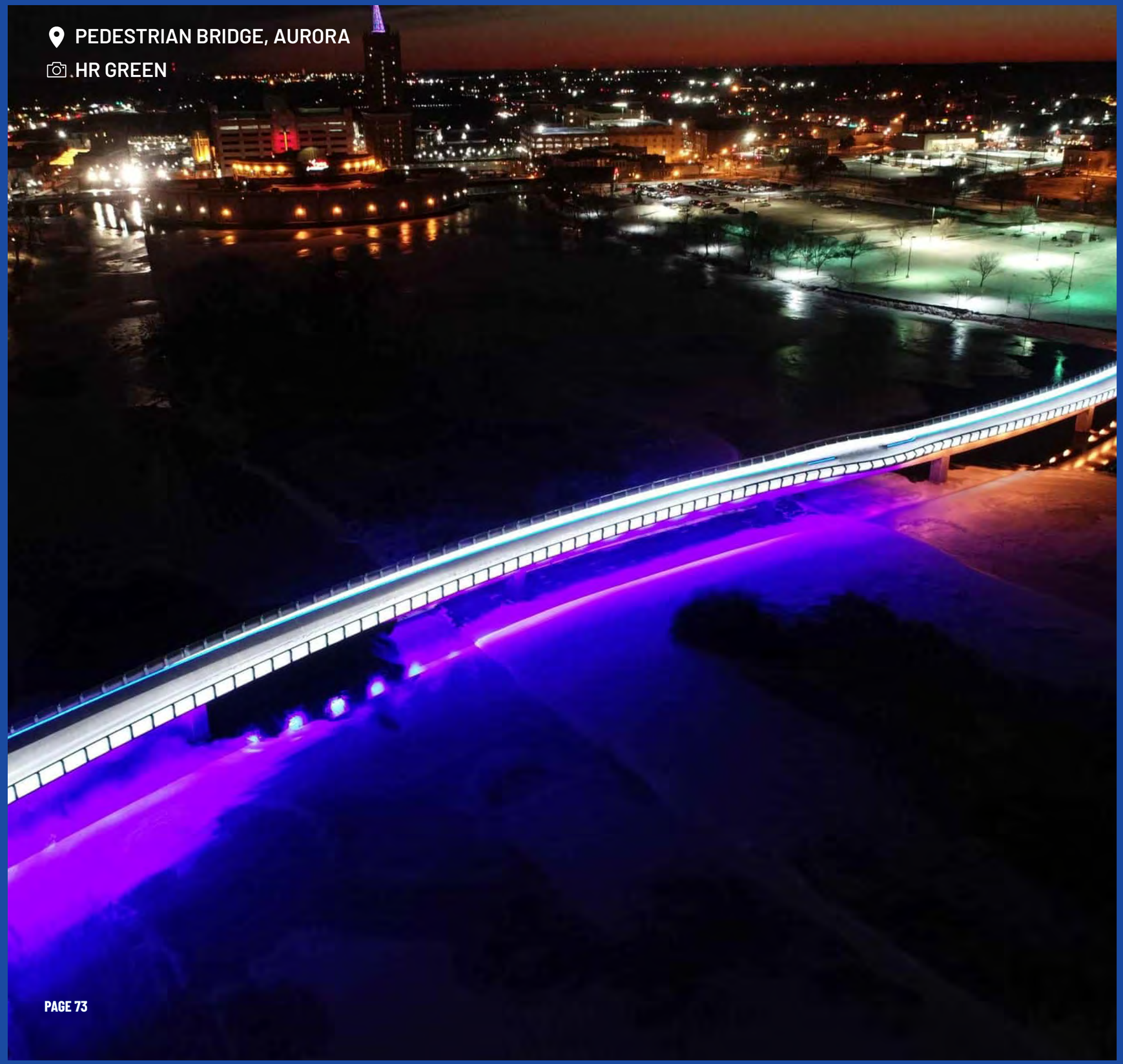
When ***bike lanes end or transition to another facility type***, warn that the bike lane will end ahead and use appropriate pavement markings to signal the end of the lane. If necessary, end lanes in a location where the bicyclist would have the option to turn onto a side street if traffic conditions ahead are particularly stressful. If the facility type is a shared lane, pavement markings and signage should be placed to indicate a bike route and shared roadway environment. When ***a road transitions from sharrows to a bike lane***, advance warning in the form of signage and pavement markings should be provided.

If ***bike lanes share the same space as a dedicated right turn lane***, bike lanes must transition to the left-hand side of the turn lane. Markings should indicate a shared space.



When an ***on-street facility (bike lane or sharrows) transitions to an off-street facility (shared use path or multi-use path)***, bike ramps are recommended. Bike ramps are gradually tapered ramps, similar to curb ramps, that connect on-street and off-street facilities. Bike ramps are intended for the exclusive use of bicyclists. They, therefore, need not comply with pedestrian accessibility guidelines, but grades similar to pedestrian curb ramps can help to address issues of comfort. Where the bike ramp connects directly to a sidewalk or shared use path, a detectable warning surface should be used at the top of the bike ramp.

When a ***paved shoulder transitions into a bike lane***, signage and markings should be placed at intersections to communicate bicyclists' exclusive use of the space.



PEDESTRIAN BRIDGE, AURORA

HR GREEN

06.

INFRASTRUCTURE RECOMMENDATIONS

CAPITAL IMPROVEMENT PLAN
PROPOSED BICYCLE FACILITIES
PROPOSED PEDESTRIAN FACILITIES
SUPPORTING FACILITIES

CAPITAL IMPROVEMENT PROGRAM

A Capital Improvement Program (CIP) is a planning tool used by local governments to create a long-term plan for future expenditures, usually in 5-10 year increments. The below table displays the facility totals proposed within the plan, organized by KDOT jurisdiction and all other agencies.

The proposed network facilities were incorporated based on public feedback, past partner agency planning efforts, and strategic priorities being pursued by KDOT. ***While not all projects included in plans by others or previous KDOT plans are included in the Proposed Bicycle Network, this does not mean they do not have merit and should not be pursued.***

FIGURE 6.1: CAPITAL IMPROVEMENT PROGRAM *(REGIONAL & LOCAL BICYCLE FACILITIES)*

Agency	Existing (mi.)	Proposed (mi.)				Increase (%)	Estimated Cost
		Paved Shoulders	*Bike Lane(s)*	*Sidepath*	***Total***		
Kane County Division of Transportation	***4.37***	***45.07***	***1.23***	***98.80***	***145.88***	***3336%***	***$ 83,550,500***
All Other Jurisdictions/Agencies	*658.12*	*31.52*	*36.19*	*90.70*	*158.41*	*24%*	*$ 140,537,700*

BICYCLE FACILITY HIGHLIGHTS

Blue font indicates a recently-completed project. ***Green font indicates a proposed facility.***

Longmeadow Parkway
Longmeadow Parkway is a new five-mile corridor crossing the Fox River, featuring two miles of four-lane strategic regional arterial roadway, two-miles of bike trail with a pedestrian overpass, a roundabout, a new bridge over Sandbloom Road, and a new river crossing bridge over the Fox River in Algonquin. The bike path will create a much-needed crossing over the Fox River in a location where safe, comfortable crossings are sparse.

Illinois Prairie Path Underpass
In 2021, the Forest Preserve District of Kane County completed a long-awaited underpass project in the Raymond Street Forest Preserve, linking two portions of the Fox River Trail. The Elgin Branch of the Illinois Prairie Path and the Fox River Trail intersect at this location elevating the critical needed for this underpass. Until 2008, a pedestrian bridge below the Union Pacific Railroad tracks connected the two trail systems. When Poplar Creek floodwaters caused erosion and washed out the bridge footings, it had to be closed. The bulk of the project was funded with a federal grant awarded through CMAP.

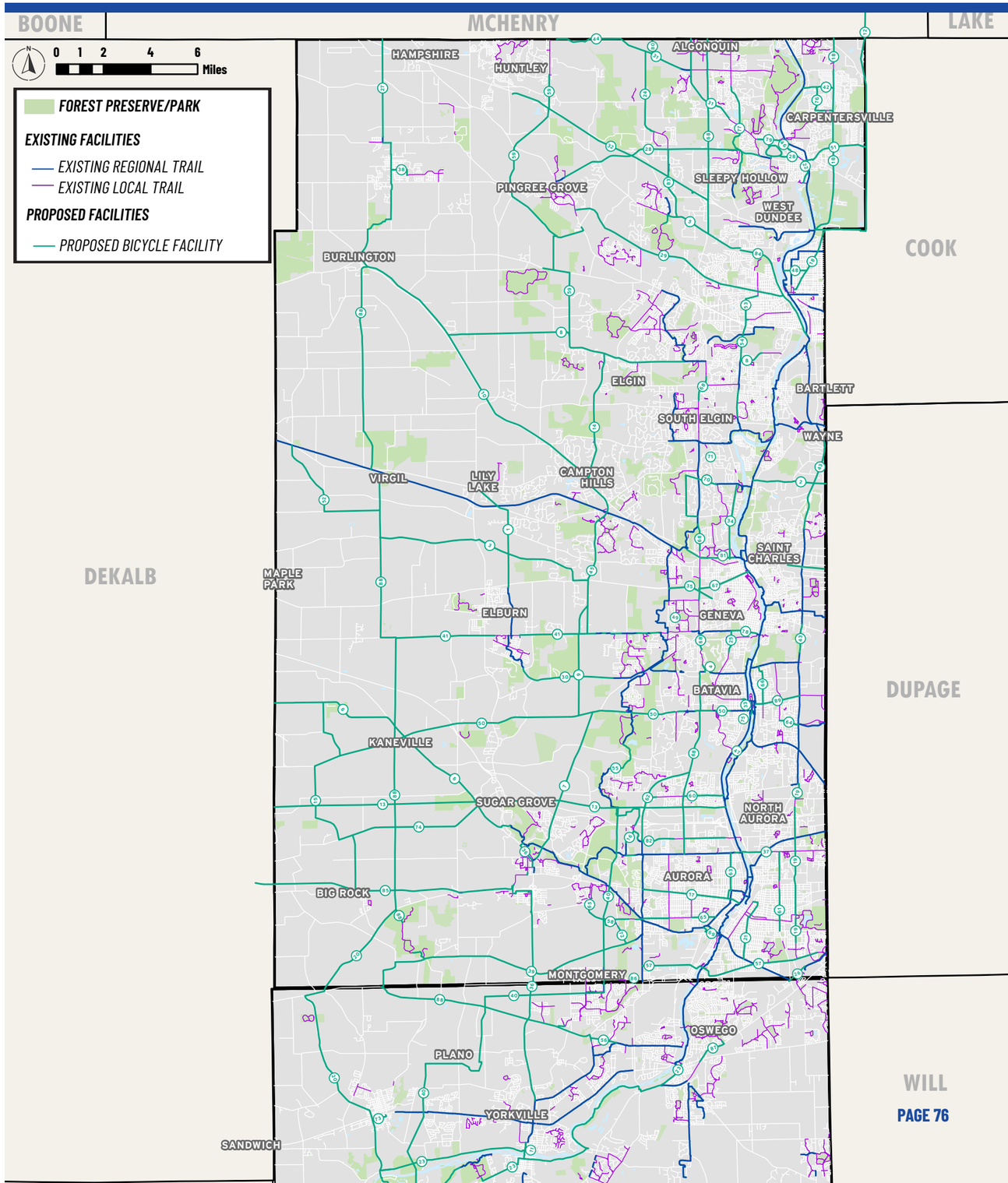
#23: Fox River Trail
The Fox River Trail is the most popular trail in Kane County. However, the trail currently terminates near Washington Street in Oswego. Several municipalities, as well as CMAP, have identified the expansion of the trail further into Kendall County as a regional priority. The proposed trail utilizes bike lanes, sidepaths, and paved shoulder to extend this trail. Additionally, two instances of a pedestrian bridge are also proposed within the scope of the trail, to both solve an alignment issue and to provide a strong community amenity as part of the trail project.

#29: Highland Avenue Bikeway
The proposed Highland Avenue route is the longest on-street bikeway within the plan. Throughout the proposed 2.9 miles route, the proposed scope includes conventional bike lanes and protected bike lanes to provide vital connections to multiple places of worship, schools, and a large residential neighborhood. The low-stress street is ideal for on-street connections while also preserving the historical character of the adjacent houses and properties.

#55: Mid-County Trail
The Mid-County Trail, proposed between Dick Young Forest Preserve and Lake Run Forest Preserve, has been identified as an active transportation priority for multiple agencies within Kane County. The proposed trail alignment is primarily off-street trails, but has on-street facilities for smaller stretches as the trail travels through City of Aurora jurisdiction.

#88: Western Kane County Trail
At over 34 miles, the Western Kane County Trail is the longest continuous proposed trail in the plan. This proposed facility would provide a vital north-south connection of Kane County, as nearby communities start to expand in population. Throughout its length, which is proposed to go from Hampshire to Sugar Grove, the trail utilizes off-street trails, sidepaths, paved shoulders, and bike lanes.

FIGURE 6.2: PROPOSED BICYCLE NETWORK



The below table displays the proposed facilities within this plan with the jurisdictional agency, total length, and estimated cost. The ***Equity*** column indicates whether the project advances the equity goals put forward by KDOT. The ***Gap Closure*** column indicates whether the project closes a defined network gap.

FIGURE 6.1: CAPITAL IMPROVEMENT PROGRAM OVERVIEW *(REGIONAL & LOCAL BICYCLE FACILITIES)*

ID	Facility	Jurisdiction(s)	Length (mi.)	From	To	Estimated Cost	Equity	Gap Closure
1	Anderson Road	Multi-Jurisdictional	3.65	Empire Road	Prairie Valley Street	$ 51,000		✔
2	Army Road Trail	Multi-Jurisdictional	2.34	Fox River Trail	County Line	$ 1,618,000		
3	Beith Road	Multi-Jurisdictional	7.15	Meredith Road	La Fox Road	$ 4,981,000		
4	Bent Tree Drive	Geneva	0.25	Kings Court	Fabyan Parkway	$ 55,000		
5	Big Timber Road Trail	Multi-Jurisdictional	2.97	Meadows Drive	McLean Boulevard	$ 1,753,000	✔	
6	Blackberry Creek Trail	KDOT	9.22	County Line	IL 47	$ 8,560,000		
7	Bliss Road	KDOT	5.01	Bliss Woods Forest Preserve	Main Street	$ 2,074,000		
8	Bowes Road	Multi-Jurisdictional	8.70	Burlington Road	Bowes Road Sidepath	$ 4,458,000	✔	
9	Bunker Road	KDOT	3.54	Keslinger Road	Main Street	$ 444,000		
10	Burlington Road Path	KDOT	11.25	Peplow Road	Great Western Trail	$ 11,529,000		
11	Church Street	Yorkville	0.34	W. Somonauk Street	River Street	$ 1,000		
12	ComEd Bikeway #1	ComEd	11.86	Fox River Trail	Cary	$ 6,844,000		
13	ComEd Bikeway #2	ComEd	14.36	County Line	Fox River Trail	$ 7,786,000		
14	Corron Road Path	KDOT	4.06	Bowes Road	Burlington Road	$ 1,701,000		✔
15	Davis Road	Multi-Jurisdictional	7.82	Perry Road	US 30	$ 110,000		
16	Deerpath Road	Aurora	1.03	Orchard Gateway Boulevard	Deerpath Road Sidepath	$ 427,000	✔	✔
17	Downer Place	Aurora	3.12	Orchard Road	Fox River Trail	$ 13,000	✔	
18	Dundee Avenue Bikeway	IDOT	8.26	County Line	Fen Nature Preserve	$ 1,647,000	✔	
19	Farnsworth Avenue	Aurora	4.74	Kirk Road	Simms Street	$ 3,791,000	✔	
20	Farnsworth Trail	Multi-Jurisdictional	12.02	Dauberman Road	Fox Road	$ 6,280,000	✔	
21	Fifth Street	Aurora	2.05	Lincoln Avenue	Virgil Gilman Trail	$ 250,000	✔	✔
22	Fox River Bike/Ped Bridge - Northern	West Dundee	0.77	Washington Street	South End Park	$ 716,000		
23	Fox River Trail	Multi-Jurisdictional	17.90	Fox River Drive	Jefferson Street	$ 8,544,000	✔	✔
24	Galligan Road Sidepath	KDOT	2.70	Huntley Road	Town Center Boulevard	$ 1,530,000		
25	Geneva Metra Connector	Geneva	0.66	South Street	Fargo Boulevard	$ 49,000		
26	Gilman-Waubonsie Connector	Multi-Jurisdictional	0.93	Virgil Gilman Trail	Waubonsie Creek Trail	$ 301,000	✔	
27	Harmony Road Trail	Multi-Jurisdictional	4.58	County Line	Oak Knoll Drive	$ 3,007,000		
28	Higgins-Main Bikeway	Multi-Jurisdictional	7.30	Reinking Road	Sleepy Hollow Drive	$ 7,203,000		
29	Highland Avenue Bikeway	Elgin	7.44	Reinking Road	UP Railroad	$ 4,494,000	✔	
30	Hughes Road	KDOT	3.04	Pouley Road	Tanna Farms Golf Club	$ 1,404,000		
31	Huntley Road Trail	IDOT	5.21	County Line	Huntley Road Sidepath	$ 3,020,000		✔
32	I-90 Bikeway	IDOT	7.15	Huntley	Randall Road	$ 3,412,000		
33	IL 31 Road Diet	IDOT	0.48	McKee Street	Main Street	$ 47,000		
34	IL 31 Sidepath	IDOT	2.09	Red Gate Road	Timbers Trail	$ 1,762,000		
35	IL 38 Bikeway	IDOT	0.99	Peck Road	Bricher Road	$ 416,000		
36	IL 47 Trail	IDOT	8.59	Bliss Woods Forest Preserve	Kennedy Road	$ 5,484,000		✔
37	Indian Trail	Aurora	1.40	Deerpath Road	Church Road	$ 230,000	✔	
38	Jake Lane	Hampshire	0.68	S. State Street	Jake Lane	$ 3,000		
39	Jericho Road Path	KDOT	6.99	Big Rock Forest Preserve	Barnes Forest Preserve	$ 4,521,000		
40	KanKen ComEd Greenway	ComEd	18.16	Lake Run Forest Preserve	Silver Springs	$ 11,004,000		
41	Keslinger Road	Multi-Jurisdictional	6.92	Meredith Road	Peck Road	$ 5,794,000		
42	Kings Road Path	Multi-Jurisdictional	0.99	Fox River Trail	Kings Road	$ 1,276,000		
43	Kirk Road Trail	Multi-Jurisdictional	4.07	Illinois Prairie Path	Fabyan Parkway	$ 1,684,000		✔
44	Kreutzer Road Bikeway	Multi-Jurisdictional	2.08	IL 47	Huntley Road	$ 1,919,000	✔	

CONTINUES ON NEXT PAGE ☞

ID	Facility	Jurisdiction(s)	Length (mi.)	From	To	Estimated Cost	Equity	Gap Closure
45	La Fox Road	KDOT	4.01	Great Western Trail	Keslinger Road	$ 858,000		
46	Lincoln Avenue	Carpentersville	0.47	Brunner Trail	6th Street	$ 7,000	✔	
47	Lippold Park Bridge	Fox Valley Park District	0.20	Fox River Trail	Fox River Trail	$ 104,000		
48	Lovell Street Bicycle Boulevard	Elgin	0.74	Fox River Trail	Dundee Avenue	$ 3,000	✔	
49	Lovett Park Extension	Geneva Park District	0.20	Heartland Elementary School	Kay Lovett Park	$ 106,000		
50	Main Street	Multi-Jurisdictional	11.93	Swan Road	S. Water Street	$ 1,507,000		
51	Main-Penny Bikeway	Multi-Jurisdictional	2.14	Fox River	County Line	$ 898,000	✔	
52	McGough Road	Virgil Township	4.25	Great Western Trail	Meredith Road	$ 59,000		
53	McLean Boulevard	Elgin	1.00	Edison Avenue	Lillian Street	$ 792,000	✔	
54	McLean Boulevard Bikeway	Multi-Jurisdictional	2.27	Lillian Street	McLean Fen Forest Preserve	$ 1,468,000	✔	✔
55	Mid-County Trail	Multi-Jurisdictional	2.53	Dick Young Forest Preserve	Mid-County Trail	$ 1,140,000	✔	✔
56	Mill Road	Oswego	0.86	Kennedy Road	Seeley Street	$ 364,000	✔	
57	Montgomery Road	Multi-Jurisdictional	5.90	Orchard Road	Hoscheit Park	$ 4,280,000	✔	
58	Moraine Drive	Aurora	0.53	Prairie Street	S. Barnes Road	$ 2,000	✔	
59	Muirhead Road	Multi-Jurisdictional	11.27	Del Webb Boulevard	Plato Road	$ 974,000		✔
60	Oak Street	North Aurora	1.52	Orchard Road	Fox River Trail	$ 812,000		
61	Ohio Avenue Bikeway	Aurora	2.23	Indian Trail	Fifth Avenue	$ 165,000		
62	Orchard Road	KDOT	3.06	Randall Road	Sullivan Road	$ 1,438,000	✔	
63	Pennsylvania Avenue Bicycle Boulevard	Aurora	1.53	Indian Trail	Downer Place	$ 6,000	✔	
64	Pine Street	Batavia	0.63	Raddant Road	Kirk Road	$ 77,000		✔
65	Prairie Street	Aurora	2.80	Parkside Drive	River Street	$ 745,000	✔	
66	Prairie Street Bicycle Boulevard	Batavia	1.26	Fabyan Parkway	Wilson Street	$ 93,000		
67	Prairie Street Bikeway	St. Charles	1.70	Randall Road	Fox River Trail	$ 257,000		
68	Randall Road Bikeway	KDOT	14.85	County Line	Indian Trail	$ 9,398,000	✔	
69	Rathbone Avenue	Aurora	0.63	Jericho Road	S River Street	$ 76,000	✔	✔
70	Red Gate Loop	St. Charles	2.55	Leola Lane	Tradition Boulevard	$ 963,000		
71	Ridgewood Drive Bicycle Boulevard	St. Charles	2.81	Silver Glen Road	Red Gate Road	$ 89,000		
72	S. Barnes Road	Aurora Township	0.62	Moraine Drive	Jericho Road	$ 509,000		
73	S. Will Street	Plano	0.50	S. Ben Street	South Street	$ 63,000		
74	Scott Road	KDOT	4.28	Swan Road	Harter Road	$ 1,774,000		
75	Shumway Avenue Extension	Batavia	0.16	Finn Street	Pamarco Drive	$ 1,000		
76	Skyline Drive Bikeway	Carpentersville	1.19	Kings Road	Kennedy Road	$ 328,000		
77	Sleepy Hollow Trail	Multi-Jurisdictional	3.05	Grandview Drive	Sleepy Hollow Road Sidepath	$ 1,000,000	✔	✔
78	South Street Bikeway	Geneva	0.83	Western Avenue	Fox River Trail	$ 81,000		
79	Spring Hill Mall Bikeway	Multi-Jurisdictional	2.01	Tartans Drive	Lincoln Avenue	$ 424,000	✔	
80	Square Barn Road Sidepath	Multi-Jurisdictional	0.48	County Line	Huntley Road	$ 361,000		
81	St. Charles Rail-Trail	St. Charles	4.77	Great Western Trail	County Line	16,829,000	✔	✔
82	Sullivan Road	Aurora	2.69	Deerpath Road	Sullivan Road Sidepath	549,000	✔	✔
83	Tyrell Road	KDOT	2.21	Higgins Road	Big Timber Road	31,000		
84	UP Rail-Trail	Elgin	3.67	McLean Boulevard	Fox River Trail	13,117,000	✔	
85	US 30 Bikeway	IDOT	8.34	Hinckley	IL 47	7,009,000		
86	US 30 Trail & Overpass	IDOT	0.33	Stuart Sports Complex	Trail	173,000		
87	US 34	IDOT	1.11	US 34	Fox Bend Golf Course	469,000	✔	✔
88	Western Kane County Trail	Multi-Jurisdictional	34.96	W. Oak Knoll Drive	Big Rock Forest Preserve	23,793,000	✔	✔
89	Wilson Street Bike Lane	Batavia	1.41	Fox River Trail	Kirk Road	105,000		

PEDESTRIAN & CROSSING INFRASTRUCTURE

A Capital Improvement Program (CIP) is a planning tool used by local governments to create a long-term plan for future expenditures, usually in 5-10 year increments. The below table displays the proposed facilities within this plan with the jurisdictional agency, total length, and estimated cost.

FIGURE 6.3: CAPITAL IMPROVEMENT PROGRAM OVERVIEW *(SIDEWALKS)*

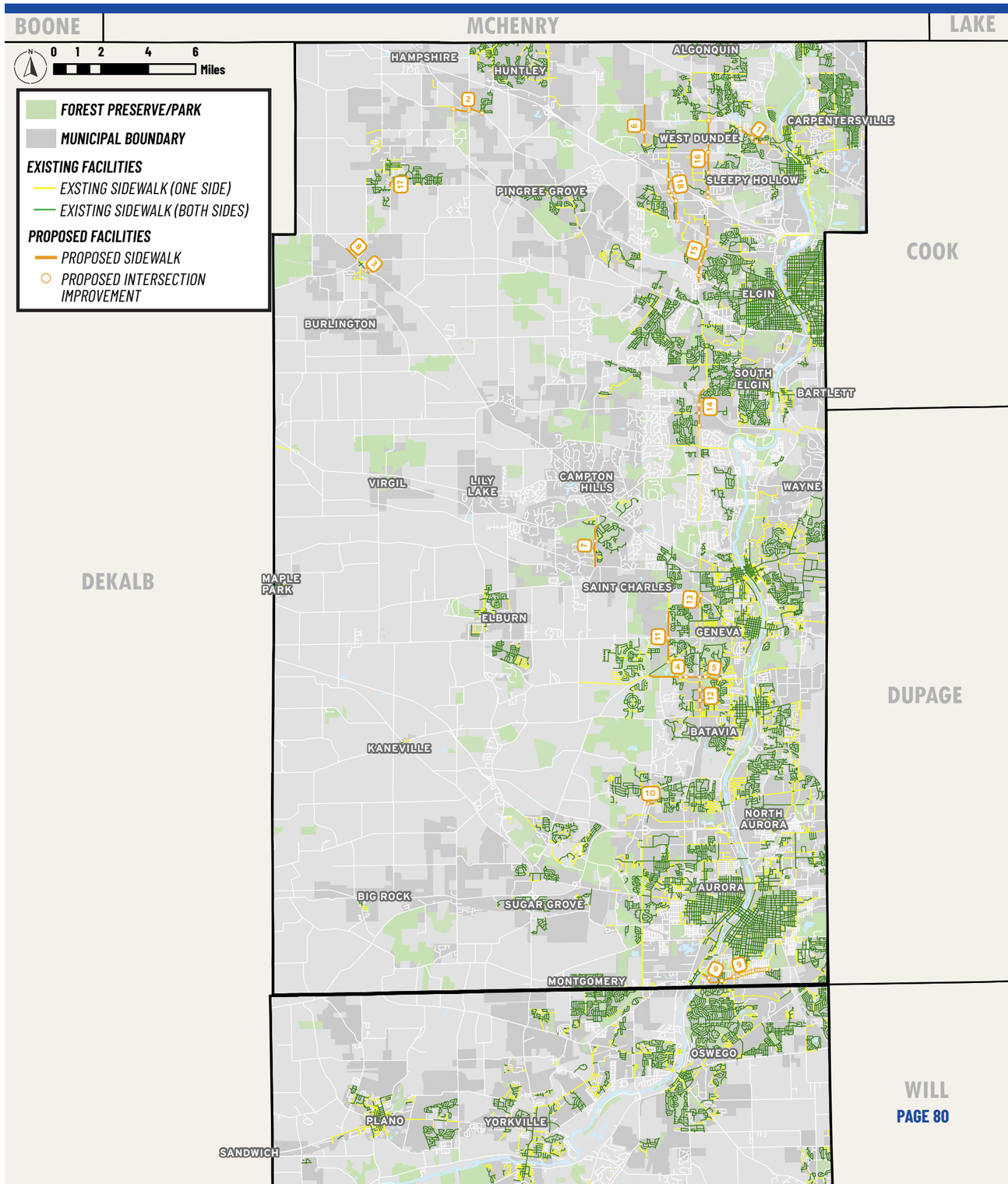
ID	Facility/Location	Jurisdiction(s)	From	To	Length (mi.)	Estimated Cost
1	***Big Timber Road***	KDOT	Ketchum Road	Ridgecrest Drive	0.93	$ 733,000
2	***Burlington Road***	KDOT	Railroad Street	Burlington Park	0.17	$ 381,000
3	***Fabyan Parkway***	KDOT	Kaneville Road	Randall Road	1.59	$ 826,000
4	***Fabyan Parkway***	KDOT	Bent Tree Drive	Western Avenue	0.46	$ 194,000
5	***Galligan Road***	KDOT	Freeman Road	Wiley Street	1.31	$ 604,000
6	***La Fox Road***	KDOT	Fox Creek Drive	Campton Hills Road	1.31	$ 781,000
7	***Main Street***	KDOT	French Road	Northwest of French Road	0.45	$ 1,034,000
8	***Montgomery Road***	KDOT	SE River Road	S. State Street	2.23	$ 590,000
9	***Oak Street***	KDOT	Orchard Road	Frontage Road	0.20	$ 1,940,000
10	***Peck Road***	KDOT	Prairie View Drive	Kaneville Road	1.58	$ 151,000
11	***Randall Road***	KDOT	South of Fabyan Parkway	Main Street	0.88	$ 704,000
12	***Randall Road***	KDOT	Lincoln Highway	Bricher Road	0.29	$ 659,000
13	***Randall Road***	KDOT	Hopps Road	Thornwood Avenue	1.18	$ 163,000
14	***Randall Road***	KDOT	Almora Terrace	Capital Street	1.84	$ 1,364,000
15	***Randall Road***	KDOT	Point Boulevard	Binnie Road	2.39	$ 6,026,000
16	***S. State Street***	KDOT	E. Oak Knoll Drive	Duchess Drive	0.09	$ 45,000
17	***Tyrell Road***	KDOT	Arrowhead Drive	Big Timber Road	1.89	$ 2,102,000

FIGURE 6.4: CAPITAL IMPROVEMENT PROGRAM OVERVIEW *(PEDESTRIAN BRIDGES, OVERPASSES, UNDERPASSES)*

Facility/Location	Location(s)	Type	Length (mi.)	Estimated Cost
Butterfield Road/IL 56 Overpass	Illinois Prairie Path at Butterfield Road	Overpass	0.18	$ 944,000
ComEd Bikeway #1	I-90 (east of Dundee Avenue)	Overpass	0.20	$ 1,037,000
Fox River Bridge	Downtown Batavia	Pedestrian Bridge	0.25	$ 2,640,000
Fox River Pedestrian Bridge	West Dundee	Pedestrian Bridge	0.77	$ 8,131,000
Fox River Trail	*Various*	Pedestrian Bridge	1.47	$ 15,523,000
I-90 Bikeway	Junction of I-90 & I-47	Overpass	0.28	$ 1,500,000
KaneKen ComEd Greenway	Fox River (north of Silver Springs)	Pedestrian Bridge	0.17	$ 1,784,000
	Silver Springs	Overpass	0.16	$ 821,000
Main Street	Main Street over Randall Road (Batavia)	Overpass	0.06	$ 334,000
Western Kane County Trail	*Various*	Pedestrian Bridge	0.13	$ 1,380,000

KANE COUNTY BICYCLE & PEDESTRIAN PLAN

FIGURE 6.5: PROPOSED PEDESTRIAN & CROSSING NETWORK



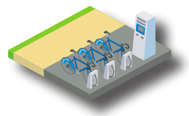
SUPPORTING FACILITIES

EXISTING FACILITY TYPES

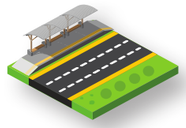
There are nine facility types currently present within Kane County. Additional descriptions on the facility types can be found in the Appendices.

Bicycle Parking
(Long- & Short-Term)

Bicycle Shops



Bike Share Station

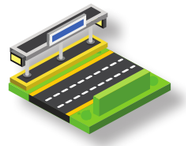


Bus Shelter

EV Charging Station

Repair Station

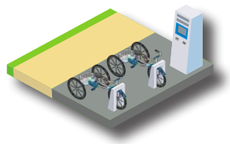
Shower & Changing Facilities



Train Stations

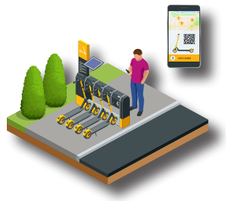
Wayfinding Signage

PROPOSED SUPPORTING FACILITIES



Adaptive Bike Share Station

Adaptive cycles (e.g., trikes, hand cycles and recumbents) provide options for people who are not physically able or comfortable riding a standard bicycle or need assistance in the form of riding with another person. Incorporating adaptive bikes into the existing bike share would provide access to residents that are not able to ride standard pedal bikes.



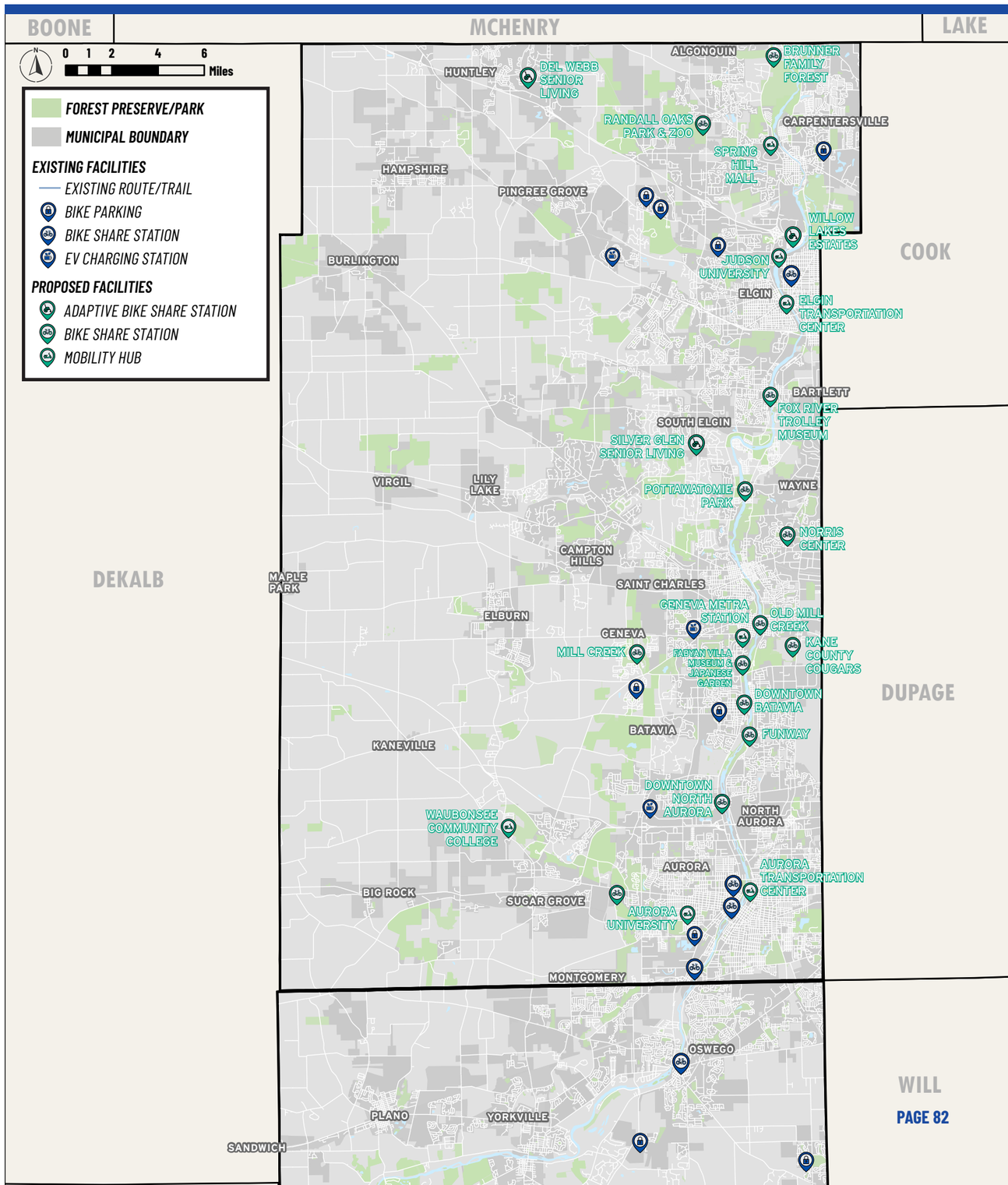
Mobility Hub

Mobility hubs are locations where a variety of first- and last-mile services and activities exist together. Amenities include but are not limited to adequate bus stop and layover zones, transit shelters with real-time arrival information, bike share stations, car share facilities, taxiwaiting/ call areas, WI-FI service, bicycle storage, repair facilities, retail, and open space.

Digital Wayfinding Kiosks

Wayfinding is the act of navigating within a single location, or between separate locations. Digital wayfinding allows navigation to be facilitated electronically via maps and digital routing, and is the next evolutionary step in directional assistance. These kiosks can not only navigate trail users, transit users, and visitors to nearby locations, but have the ability to sell and print transit tickets, purchase bike share memberships, hail taxis/rideshare vehicles, and integrate with other transportation options.

FIGURE 6.6: PROPOSED SUPPORTING FACILITY LOCATIONS



DOWNTOWN GENEVA
ENJOY ILLINOIS

07.
FUNDING & IMPLEMENTATION

ACCESS ASSESSMENT
FUNDING SOURCES
IMPLEMENTATION BEST PRACTICES
PERFORMANCE MEASURES

ACCESS ASSESSMENT

Implementing the proposed network would extend access to healthy, sustainable mobility options to more people while filling critical gaps and improving the usefulness and safety of the bicycling and walking network. While the assessment is limited to the bicycle network, the implementation of trails, side paths and associated intersection improvements would also benefit people walking and using assistive devices.

CHANGES IN ACCESS TO BICYCLING INFRASTRUCTURE

Over 68,000 additional Kane County residents would live within 0.25 miles of a bicycle facility and over 52,000 additional people would be within 0.25 miles of a shared use path or trail. Residents living in Historically Disadvantaged Communities, areas served by transit, areas with higher shares of car-light households, neighborhoods with high proportions of people with limited English proficiency, high poverty areas, and areas with low median household incomes would see greater expansions in access to bicycle facilities and trails than the county as a whole. In some cases, existing disparities would be closed, while most would be significantly narrowed, as illustrated in ***Figure 7.1***.

FIGURE 7.1: CHANGES IN ACCESS TO BICYCLING INFRASTRUCTURE WITH PROPOSED NETWORK

Socioeconomic Status	Total	WITHIN 0.25 MILES OF ANY BICYCLE FACILITY		WITHIN 0.25 MILES OF A TRAIL OR SIDEPATH	
		Existing	Proposed	Existing	Proposed
Countywide Population (2020)	516,552	65%	***79%***	57%	***67%***
Non-white/Hispanic/Latino	234,215	63%	***81%***	51%	***64%***
People in Metra/Pace transit shed	192,959	63%	***83%***	45%	***63%***
Population in high poverty tracts	102,107	62%	***79%***	43%	***53%***
Population in high car light tracts (0-1 cars)	78,764	72%	***85%***	54%	***67%***
Population in high low English proficiency tracts	79,169	67%	***87%***	38%	***51%***
Population in Historically Disadvantaged Communities	128,622	59%	***79%***	46%	***64%***
Population in low median income HH tracts ($41-59k)	98,462	61%	***83%***	43%	***54%***
Population in high median income HH tracts ($114-181k)	100,713	70%	***79%***	62%	***71%***

Sources: Census 2020, ACS 5-Year Estimates 2016-20

Access to trails and sidepaths, however, would still be lower for many residents of the more urbanized areas of Kane County east of the Fox River. Expanding separated on-street bikeways and networks of bicycle boulevards on traffic-calmed side streets, however, could provide equivalent low-stress access in these communities.

Notably, the improvements in equitable access to bike facilities are predominantly driven by proposed facilities on rights-of-way not under the jurisdiction of KDOT. Many of the streets and roads in the densest and highest need areas of the county east of and along the Fox River are not owned by KDOT. Reaching people currently underserved or unserved by bicycling infrastructure where they live will require partnership between KDOT and municipalities, IDOT, and forest preserves. Expanding the bike network on these rights of way accounts for over 85% of the 68,000 additional people that the proposed network would reach.

CHANGES TO LOW STRESS NETWORKS

In addition to reducing disparities in access to bicycle infrastructure and connecting more people to the network, the proposed facilities better connect people to where they want to go. At a high level, the proposed additions close gaps in the existing network, extend important recreational trails, and improve existing facilities. At a granular level, the proposed network creates more useful door-to-door connections for Kane County residents traveling to transit stops, parks, and schools, as demonstrated in ***Figure 7.2***. The proposed network would increase low-stress access to Metra by 14%. While the overall change in low stress connections to Pace, parks, and schools is more modest, between 2% and 3%, more people fall within the 0-2 mile band, indicating that those with existing connections have more useful and more comfortable connections to these vital destinations. For example, by providing more side paths and protected bike lanes, 11,000 additional people would be within a one-mile low stress trip of a park even though overall access would only grow by about 8,000.

FIGURE 7.2: CHANGES IN LOW-STRESS NETWORK

Destination	0-1 MILE (LOW-STRESS)		1-2 MILES (LOW-STRESS)		2-5 MILES (LOW-STRESS)		TOTAL EXISTING	TOTAL PROPOSED	CHANGE (%)
	Existing	Proposed	Existing	Proposed	Existing	Proposed			
Metra Station	15,747	***17.473***	44,539	***48,317***	143,557	***165.192***	203,843	***231,702***	***14%***
Pace Stop	224,756	***233,153***	95,970	***101,744***	102,093	***99,171***	422,819	***434,068***	***3%***
Parks	226,358	***237,928***	151,502	***159,515***	99,778	***87,776***	477,638	***485,219***	***2%***
Schools	243,502	***248,146***	126,937	***138,239***	92,968	***92,957***	463,407	***479,342***	***3%***

KEY ACCESS FINDINGS

- ***Over 68,000 additional Kane County residents would have the opportunity to live within a distance of 0.25 miles from a bicycle facility.***
- ***Through comprehensive measures and focused efforts, existing disparities in access to bicycle facilities would be completely eradicated for identified equity populations.***
- ***By enhancing the existing network of bicycle facilities, the transportation infrastructure would be significantly augmented, making it even more convenient and efficient for a greater number of individuals to reach their desired key destinations.***
- ***Access to Metra stations via low-stress networks would increase 14%.***

IMPORTANCE OF EQUITABLE BICYCLE NETWORKS

Providing equitable access to bicycle infrastructure is crucial for creating inclusive communities and promoting sustainable transportation options. By breaking down barriers and ensuring inclusivity, communities can unlock numerous benefits.

Transportation Equity:
- Promotes equal access to transportation options, enabling underserved groups to reach essential services and opportunities.
- Reduces dependence on cars, especially for low-income individuals who may have limited access to private vehicles.

Economic Benefits:
- Decreases transportation costs for individuals, allowing them to allocate more resources towards other essential needs.
- Alleviates transportation burdens for marginalized communities, enhancing mobility and fostering economic and social opportunities.

Social Equity and Community Building:
- Promotes inclusivity, diversity, and integration within neighborhoods, facilitating interactions and reducing social isolation.
- Increases access to recreation and opportunities for daily movement, addressing disparities in healthy activities and chronic diseases.

Safety and Accessibility:
- Enhances accessibility for individuals with disabilities or limited mobility.
- Addresses disparities in severe traffic crashes in disadvantaged communities, with particular benefits for people walking, biking, and using assistive devices.

FUNDING SOURCES

This table indicates potential eligibility for pedestrian and bicycle projects through local, state, and federal funding sources that are available to KDOT, as well as its local partner agencies.

FIGURE 7.3: FUNDING SOURCES BY PROJECT TYPE

Project Type	Bike Parking	Bridges or Tunnels	Educational Programs	Off-Street Bicycle Infrastructure	On-street Bicycle Infrastructure	Planning Activities & Technical Assistance	Safety Improvements	Sidewalks	Traffic Calming	Traffic Signals	Wayfinding
INFRASTRUCTURE FUNDING SOURCES											
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	✓	✓	✓	✓	✓		✓	✓		✓	
Highway Safety Improvement Program (HSIP)	✓	✓	✓	✓	✓		✓	✓	✓	✓	
Illinois Transportation Enhancement Program (ITEP)				✓	✓		✓	✓	✓		
IDNR Bicycle Path Program				✓							
Open Space Lands Acquisition and Development (OSLAD)				✓		✓					
Railroad Crossing Elimination Program	✓						✓				
Recreational Trail Program				✓							
RTA Access to Transit	✓			✓	✓		✓	✓	✓	✓	✓
Surface Transportation Program (STP-L)		✓		✓	✓		✓	✓	✓	✓	
Transportation Alternatives Program (TAP)				✓	✓			✓			
INFRASTRUCTURE & NON-INFRASTRUCTURE FUNDING SOURCES											
AARP Livable Community Challenge	✓	✓		✓	✓		✓	✓	✓	✓	✓
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	✓	✓		✓	✓		✓	✓	✓	✓	
Reconnecting Communities Program and Neighborhood Access and Equity Grant Program		✓		✓	✓	✓	✓	✓		✓	
Safe Routes to School (SRTS)	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
Safe Streets and Roads for All		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program						✓	✓			✓	
NON-INFRASTRUCTURE FUNDING SOURCES											
RTA Community Planning Grant						✓					
Thriving Communities Program						✓					
Transit-Oriented Development Pilot Program						✓					
Unified Work Program (UWP)						✓					

INFRASTRUCTURE FUNDING SOURCES

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Agency: CMAP
Typical Award: $1.0 million to $2.0 million

Purpose: Projects that help CMAP meet the National Ambient Air Quality Standards of the Clean Air Act. This includes projects that help to reduce congestion, and encourage a shift to more sustainable modes of transportation including walking, bicycling, and the use of transit.

Eligibility: Local governments with projects that are included in the state's Transportation Improvement Program (TIP).

Local Match: The grant covers 80% of a project and requires a 20% local match. Projects must be programmed into the region's Transportation Improvement Program (TIP). Phase I Engineering should be substantially complete to be considered.

Candidate Projects: Regional trail connections, new bicycling and walking facilities, transit improvements, or addition of multimodal improvements along regional corridors. All projects must demonstrate a reduction in emissions.

Highway Safety Improvement Program (HSIP)

Agency: IDOT
Typical Award: $1.0 million

Purpose: Projects that are intended to produce a measurable reduction in fatal and serious injury crashes on public roads. A data-driven program seeking to reduce the frequency and occurrence of these types of crashes.

Eligibility: Government entities.

Local Match: The grant covers 90% of a project and requires a 10% local match.

Candidate Projects: Corridor improvement projects with a documented safety concern, may include signal coordination and timing improvements, and projects to reduce roadway deficiencies such as inadequate sight distance, guardrail issues, and projects to improve bicycle and pedestrian safety. Road diets are also eligible for funding.

Illinois Transportation Enhancement Program (ITEP)

Agency: IDOT
Typical Award: $2.0 million (maximum allowable)

Purpose: Fund projects that enhance the existing transportation system to support and encouraged walking and bicycling.

Eligibility: Local governments, regional transportation agencies, transit agencies, natural resource and public land agencies, school districts, non-profits responsible for transportation safety programs.

Local Match: The grant covers 50% of the capital cost of a project, requiring a 50% local match.

Candidate Projects: Pedestrian/bicycle facilities, streetscapes, conversion of abandoned railroad corridors to trails, historic preservation and rehabilitation of historic transportation facilities, and vegetation management in transportation rights-of-way.

IDNR Bicycle Path Program

Agency: Illinois Department of Natural Resources (IDNR)
Typical Award: $100,000 - $200,000

Purpose: To assist local government agencies in the acquisition, rehabilitation, and construction of public non-motorized bicycle facilities.

Eligibility: Any local government agency having statutory authority to acquire and develop land for public bicycle path purposes.

Local Match: The grant covers 50% of the capital cost of a project, requiring a 50% local match.

Candidate Projects: Acquisition, construction, or rehabilitation of public, non-motorized bicycle paths and directly related support facilities.

Open Space Lands Acquisition and Development (OSLAD)

Agency: IDNR
Typical Award: $100,000 - $1.0 million

Purpose: The Open Space Lands Acquisition and Development (OSLAD) Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space.

Eligibility: Units of local government that are authorized by Illinois law to expend public funds for the acquisition and development of land for public outdoor park, recreation, or conservation purposes.

Local Match: The grant covers 50% of a project and requires a 50% local match.

Candidate Projects: Acquisition of land for new park sites or park expansion. Development/Renovation of: outdoor nature interpretive facilities; sports courts and play fields; winter sports facilities; park roads and paths, parking, utilities and restrooms; and architectural/engineering (A/E) services necessary for proper design and construction of approved project components.

Railroad Crossing Elimination Program

Agency: FHWA
Typical Award: N/A

Purpose: This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

Eligibility: State agencies; political subdivision of a state; federally recognized Indian Tribe; a unit of local government or a group of local governments.

Local Match: The grant covers 80% of a project and requires a 20% local match.

Candidate Projects: Grade separation or closure; measures to improve safety related to a separation, closure, or track relocation project; and other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions).

Recreational Trails Program (RTP)

Agency: IDNR
Typical Award: $100,000 - $200,000

Purpose: The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

Eligibility: Political subdivisions of Illinois, state government agencies; federal government agencies; non-profit organizations, and individuals.

Local Match: The grant covers 80% of a project and requires a 20% local match.

Candidate Projects: Trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title.

RTA Access to Transit

Agency: Regional Transportation Authority (RTA)
Typical Award: $150,000 to no more than $1.0 million

Purpose: Projects that help to improve access to transit by: increasing transit ridership; improving first- and last-mile connections to transit infrastructure; reducing demand for parking; promoting pedestrian-friendly neighborhoods to be better served by transit; and/or supporting the development of transit oriented development (TOD).

Eligibility: Government entities who have completed or are in the process of completing a project funded in part by the RTA Community Planning Program, CMAP LTA Program, or other relevant planning effort.

Local Match: The grant covers 80% of a project and requires a 20% local match.

Candidate Projects: Mobility Improvement Area (MIA) projects, bicycle parking, sidewalk connections that are missing, Phase I engineering for a larger trail (so long as Phase I doesn't cost more than $50,000).

Surface Transportation Program (STP-L)

Agency: CMAP
Typical Award: $150,000 to no more than $4.0 million

Purpose: Support the implementation of large-scale regional projects to improve local transportation and support regional objectives of ON TO 2050. Funding is competitive among municipalities within the same Council of Mayors.

Eligibility: Government organizations (must be able to purchase and own property, school districts not eligible).

Local Match: The grant covers 80% of a project and requires a local match on a need-based sliding scale. High-need local communities have no local match requirement. Phase I Engineering should be substantially complete to be considered.

Candidate Projects: Trail overpasses, regional trails, bridge construction, grade separated crossings, transit station rehabilitation, and transit speed and reliability improvements.

Transportation Alternatives Program (TAP-L)

Agency: CMAP
Typical Award: $100,000 - $1 million

Purpose: Projects that help CMAP implement the Regional Greenways and Trails Plan

Eligibility: Local governments, non-profit organizations.

Local Match: The grant covers 80% of a project and requires a 20% local match. High-need local communities have no local match requirement.

Candidate Projects: Regional trail connections, connections for two ends of a trail network, or the build-out of new segments of regionally significant trails.

NON-INFRASTRUCTURE & INFRASTRUCTURE FUNDING SOURCES

AARP Livable Community Challenge

Agency: AARP
Typical Award: $500 - $30,000

Purpose: Help communities make immediate improvements and jump-start long-term progress in support of residents of all ages.

Eligibility: Non-profits; government agencies; and other organizations.

Local Match: None.

Candidate Projects: Permanent physical improvements, temporary demonstrations that lead to long-term change, new and innovative programming or services that increase connectivity, walkability, bikeability, wayfinding, access to transportation options, and roadway improvements.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Agency: U.S. DOT
Typical Award: $3.0 million

Purpose: Grant program that funds surface transportation programs that will have a significant local or regional impact.

Eligibility: Governmental agencies, transit agencies or authorities, or metropolitan planning organization.

Local Match: The grant covers 80% of a project and requires a 20% local match.

Candidate Projects: Eligible capital projects include public transportation projects; passenger and freight rail transportation projects; port infrastructure investments; intermodal projects; or projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species. Eligible planning activities include planning, preparation, or design for studies relating to environmental analysis, equity analysis, community engagement, feasibility studies, benefit-cost analysis, or other pre-construction activities.

Reconnecting Communities Program and Neighborhood Access and Equity Grant Program
Agency: U.S. DOT
Typical Award: $1.0 - 2.0 million

Purpose: Reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure.

Eligibility: Governmental agencies, transit agencies or authorities, or metropolitan planning organization.

Local Match: The grant covers 80% of a project and requires a 20% local match.

Candidate Projects: Funding supports planning grants and capital construction grants. Eligible planning topics include transportation network capacity; alternative roadway designs; impacts to the mobility of people; impacts to the safety of the traveling public; anticipated and environmental impacts both human and natural. Eligible capital construction projects include the removal, retrofit, or mitigation of an existing eligible facility; or replacement of an eligible facility with a new facility that restores community connectivity.

Safe Routes to School (SRTS)
Agency: IDOT
Typical Award: $250,000

Purpose: Safe Routes to School programs aim to make it safer for students to walk and bike to school and encourage more walking and biking.

Eligibility: Infrastructure applications may be sponsored by political subdivisions (municipalities, counties, townships) or other roadway jurisdictions. Schools and school districts may also apply for infrastructure projects.

Local Match: The grant covers 80% of a project and requires a 20% local match.

Candidate Projects: Infrastructure project types include sidewalk improvements, traffic calming, traffic control devices, pedestrian and bicycle crossing improvements, on-street bicycle facilities, and secure bicycle parking facilities. Non-infrastructure project types include crossing guard equipment, educational materials, training programs, bicycle rodeos, or student/parent walking and bike buses.

Safe Streets and Roads for All (SS4A) Grant Program
Agency: U.S. DOT
Typical Award: $200,000 - $500,000

Purpose: Improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.

Eligibility: Metropolitan planning organizations; counties, cities, towns, and transit agencies.

Local Match: The grant covers 80% of a project and requires a 20% local match.

Candidate Projects: Developing a comprehensive safety Action Plan; conducting planning, design, and development activities in support of an Action Plan; or carrying out projects and strategies identified in an Action Plan, such as improvements at pedestrian high crash intersections, corridor safety projects, and systematic improvements.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program
Agency: U.S. DOT
Typical Award: $2.0 million

Purpose: Grant program that aims to provide funding for public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.

Eligibility: Governmental agencies, transit agencies or authorities, or metropolitan planning organization.

Local Match: None.

Candidate Projects: Coordinated automation, connected vehicles, sensors, systems integration, delivery/logistics, innovative aviation, smart grid, and traffic signals.

NON-INFRASTRUCTURE FUNDING SOURCES

America Walks Community Change Grants
Agency: America Walks
Typical Award: $1,500

Purpose: Creating healthy, active, and engaged places to live, work, and play

Eligibility: Advocates, organizations, and agencies.

Local Match: None.

Candidate Projects: Programming and event ideas that engage communities in increased physical activity and active transportation.

CMAP Local Technical Assistance
Agency: CMAP
Typical Award: N/A

Purpose: Supports communities by offering planning and implementation assistance, providing interagency expertise, leverage the region's transit network, and building local government capacity.

Eligibility: Nonprofits, neighborhood groups, and local government agencies in CMAP region.

Local Match: None.

Candidate Projects: ADA Transition Plans, Bicycle and pedestrian plans, capital improvement planning, corridor plan, grant readiness, NEXT Program, pavement management plan, transportation safety planning, and truck routing and community study, transit corridor plans, and mobility improvement plans.

RTA Community Planning Grant
Agency: RTA
Typical Award: N/A

Purpose: The RTA Community Planning program provides funding and technical assistance to local governments to help foster the growth of sustainable, equitable, walkable, and transit-friendly communities.

Eligibility: Local governments (municipalities and counties) throughout northeastern Illinois.

Local Match: None.

Candidate Projects: TOD plans, transit corridor plans, TOD zoning code updates, TOD developer dialogues, mobility hub and transit neighborhood mobility improvement plans, plans to develop special funding districts in transit areas, and curb management studies.

Thriving Communities Program
Agency: U.S. DOT
Typical Award: $2.5 million

Purpose: Thriving Communities Program (TCP) aims to ensure that disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive.

Eligibility: Nonprofit organizations; State or local government agencies, philanthropic entity; or provider with demonstrated capacity to develop technical assistance, planning and capacity building.

Local Match: None.

Candidate Projects: DOT will fund organizations to provide technical assistance, planning, and capacity building support to enable selected recipient communities to plan and develop transportation and community revitalization activities.

Transit-Oriented Development Pilot Program

Agency: U.S. DOT
Typical Award: $500,000 - $2.0 million

Purpose: The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.

Eligibility: State or local governmental authorities

Local Match: None.

Candidate Projects: Grants are available to assist in financing comprehensive or site-specific planning associated with eligible projects that seek to: enhance economic development, ridership, and other goals established during the project development and engineering processes; facilitate multimodal connectivity and accessibility; increase access to transit hubs for pedestrian and bicycle traffic; enable mixed-use development; and identify infrastructure needs associated with the eligible project.

Unified Work Program (UWP)

Agency: RTA
Typical Award: $100,000 - $500,000

Purpose: Grant program that funds transportation planning projects.

Eligibility: Governmental agencies, transit agencies or authorities, or metropolitan planning organization in northeastern Illinois.

Local Match: The grant covers 80% of a project and requires a 20% local match.

Candidate Projects: Planning studies that address regional mobility, local safety analysis, strategic truck freight policy and bottleneck analysis, safety planning and strategic actions, inclusive growth, or regional economy.

OTHER FUNDING STRATEGIES

Revenue Bonds

Voter-passed measures can be used to pay for transportation infrastructure. Bonds themselves do not generate revenue, but are a form of debt that investors purchase based on the interest obligation of the bond holder. Typically, projects financed through bonds are secured by dedicated revenue sources like tolls, transit fares, or parking fees.

Special Improvement District (SID) Funds

Special Improvement Districts are an economic development tool that allows private property owners to band together to establish a program for services and improvements. Members of a SID tax themselves using an assessment on their property. These districts can vote to allocate funding towards streetscape improvements, bicycle infrastructure, bicycle parking, and other active transportation improvements.

Civic Crowdfunding

Civic crowdfunding is the process of raising funds for projects in the public domain or with a social common goal. These can be projects like a neighborhood garden, a community arts project or activities for the elderly in a community center. Often civic crowdfunding campaigns are initiated by citizens, local communities, social entrepreneurs or social organizations.

Railbanking

Railbanking, established is a voluntary agreement between a railroad company and a trail sponsor (such as a trail organization or government agency) to use an out-of-service rail corridor as a trail until a railroad might need the corridor again for rail service. Railbanking takes place during the rail corridor abandonment process, and official negotiations with the railroad can begin only after the railroad submits an initial notification to abandon the line to the Surface Transportation Board (STB).

Impact Fees

Regulated by county and municipal subdivision policies, impact fees require residential, industrial and commercial development project leaders to provide sites, improvements and/or funds to support public amenities such as open space and trails. Impact fees may be allocated to a particular trail from land development projects if the fund is a dedicated set-aside account established to help develop a countywide or citywide system of trail projects.

Foundation and Company Grants

Many foundations and companies provide grants for trail and greenway projects, open space preservation, community development and community health. To obtain larger contributions from foundations or corporations, you will need a full-fledged funding proposal that illustrates the community-wide value of the trail and describes how it will be developed and maintained. Here are just a few examples of grants from private sources that can be used for trail-building:

- The ***PeopleForBikes Community Grant Program*** provides funding to bike advocacy and facility-building projects.
- The ***Conservation Fund's Land Conservation Loan Program*** provides loans to quickly purchase high-priority lands.
- The American Hiking Society awards grants from its ***National Trails Fund*** for the establishment, protection and maintenance of trails in the United States.
- ***The Conservation Alliance***, a group of more than 180 outdoor businesses, including Patagonia, The North Face, and Kelty, disbursed $1.65 million worth of grants in 2014, with a focus on habitat conservation and recreation.
- ***The Walmart Foundation*** provides grants to local communities and nonprofit organizations. These grants range from $250 to $2,500 and are awarded through each Walmart and Sam's Club store.

National Recreational Trails (NRT)

Though not a source of funding, NRT designation from the U.S. Secretary of the Interior recognizes exemplary existing trails of local or regional significance. NRT designation provides many benefits, including access to technical assistance from NRT partners and a listing in the NRT database. In addition, some potential support sources will take NRT designation into account when making funding decisions.

Rivers, Trails, and Conservation Assistance Program (RTCA)

RTCA is a technical assistance arm of the National Park Service dedicated to helping local groups and communities preserve and develop open space, trails and greenways. RTCA is an important resource center for many trail builders in urban, rural and suburban areas. While RTCA does not give out grants or loans, the program "supplies a staff person with experience in community-based outdoor recreation and conservation to work with partners" on the ground.

IMPLEMENTATION BEST PRACTICES

Achieving the goals set forth in this plan requires extensive coordination. While KDOT can directly implement infrastructure investments, the implementation of educational, outreach, enforcement, and evaluation programs will require involvement from community partners. Defining and adhering to implementation practices will ensure that these goals are met in the proposed timeframe.

ADMINISTRATIVE ORGANIZATION

1. ***Provide technical assistance trainings for KDOT and local agency staff that provide information on national best practices in planning and design.***
2. ***Continue to create linkages between the Department of Development and Community Services, KDOT, and local agencies regarding planning of future projects and programming funding for facility improvements and projects.***
3. ***Maintain a geographic database that tracks progress of projects from the planning phase through to completion to facilitate interagency coordination and funding opportunities***

PUBLIC ENGAGEMENT

1. ***Develop procedures for gathering meaningful public input throughout all stages of project development.***
2. ***Add project notification system, similar to the KCFPD's Kane Notify, for KDOT bicycle and pedestrian projects.***

PROJECT DELIVERY

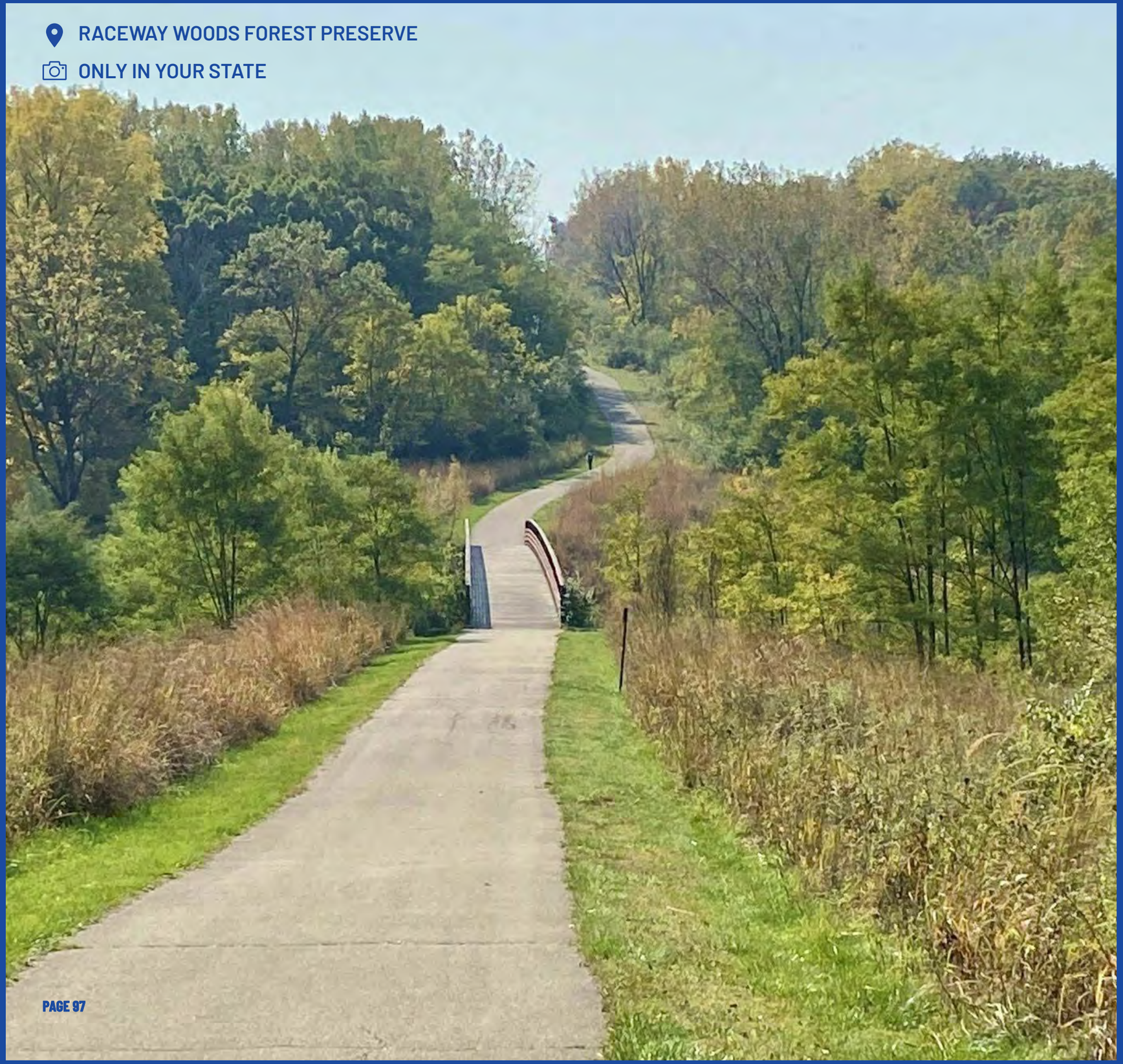
1. ***Incorporate on-street facilities into future resurfacing projects, where applicable.***
2. ***Incorporate paved shoulders on all rural roadway resurfacing or reconstruction projects, when feasible.***
3. ***Adopt a Complete Streets Policy that guides the clear and consistent delivery of infrastructure for all users.***

PERFORMANCE MEASURES

The following performance measures are used by KDOT to track implementation of the plan, as well as evaluate the effect to which travel behavior, access, and other objectives are being met by KDOT. Performance measures may be evaluated on a project level, annually, or aligned with data released by the U.S. Census.

FIGURE 7.3: PLAN PERFORMANCE MEASURES

Performance Measure	Metric	Tracking Frequency	Baseline Measurement	2050 Target
Connectivity				
Network gaps	GIS Analysis	Annually	***93 miles***	***65 miles***
Miles of bicycle facilities	GIS Analysis	Annually	***652 miles***	***700 miles***
Economic Development				
Commuting mode share *(Bicycling & Walking)*	American Community Survey	Every five years	*Walked:* ***1.5%*** *Bicycle:* ***0.1%***	***Total combined mode share of walking and bicycling above 10%***
Bicycle Facilities within one mile of Metra Stations *(under KDOT jursidiction)*	GIS Analysis	Every five years	*Elburn:* **-** *La Fox:* **-** *Geneva:* **-** *Big Timber Road:* **-** *Elgin:* **-** *National Street:* **-** *Bartlett:* **-** *Aurora:* **-**	***100%***
Annual Household Transportation Costs *(%)*	Center for Neighborhood Technology	Every two years	***22%***	***10%***
Equity				
Percentage of households within 1/4 mile of any bicycle facility	GIS Analysis	Every five years	***65%***	***80%***
Percentage of residents within a Historically Disadvantaged Community within 1/4 mile of any bicycle facility	GIS Analysis	Every five years	***59%***	***100%***
Percentage of residents within a high poverty tract within 1/4 mile of any bicycle facility	GIS Analysis	Every five years	***62%***	***100%***
Percentage of residents within a high car light tract (0-1 cars) within 1/4 mile of any bicycle facility	GIS Analysis	Every five years	***72%***	***100%***
Health				
Percentage of residents with access to exercise opportunities	County Health Rankings	Annually	***94%***	***100%***
Percentage of residents with long commutes driving alone	County Health Rankings	Annually	***44%***	***30%***
Livability				
Share of residents with at least moderate walkability	CMAP County Emissions Summary	Every five years	***38%***	***55%***
Share of residents with at least moderate transit access	CMAP County Emissions Summary	Every five years	***52%***	***65%***
Safety				
Bicycle and pedestrian automobile-related deaths	IDOT Crash Data	Annually	***8 fatalities***	***0 fatalities***



08.

POLICY & PROGRAM RECOMMENDATIONS

KDOT POLICY PROPOSALS
KDOT PARTNER POLICIES
KKCOM POLICIES
KDOT PILOT PROGRAMS

POLICIES

The following policies are recommended to be enacted by KDOT, its partners, or KKCOM. While not all policies can enacted immediately, a recommended timeframe for implementation has been proposed, too.

FIGURE 8.1: FULL POLICY LIST

No.	Policy	Description	Implementation Timeframe
KDOT			
1	Vision Zero	Strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all users.	3+ years
2	Complete Streets Policy Memo	Internal memorandum formalizing KDOT's commitment to Complete Streets strategies.	2-3 years
3	Bicycle Parking Ordinance	An ordinance that requires new developments and existing land uses to incorporate bicycle parking into their site plan.	2-3 years
4	Facility Maintenance Standards	Revisions of current facility maintenance standards to include winter snow removal, additional preventative maintenance techniques, and year-round sweeping strategies.	3+ years
5	Pedestrian Safety Marketing	Marketing campaign that produces ready-made and customizable marketing materials for municipalities, townships, school districts, and local organizations to promote safe pedestrian behaviors and discourages unsafe automobile behavior.	0-1 year(s)
KDOT Partners			
6	Walk/Bike to School Day	Promotion and partnering on Walk to School and Bike to School Day events administered by school districts and local communities.	0-1 year(s)
7	Develop Parklet Guidelines	Creating a design guideline for municipalities to start, continue, or expand outdoor dining and the inclusion of temporary parklets.	2-3 years
KKCOM			
8	On-Street Facility Inclusion in Resurfacing Project Scoring	Incorporating additional scoring potential for resurfacing projects that include on-street bicycle facilities.	2-3 years
9	STP Bicycle Facility Criteria	Creating a new funding category for standalone bicycle projects to compete for STP-Local funding within the reconstruction category.	3+ years

KDOT POLICY PROPOSALS

Vision Zero

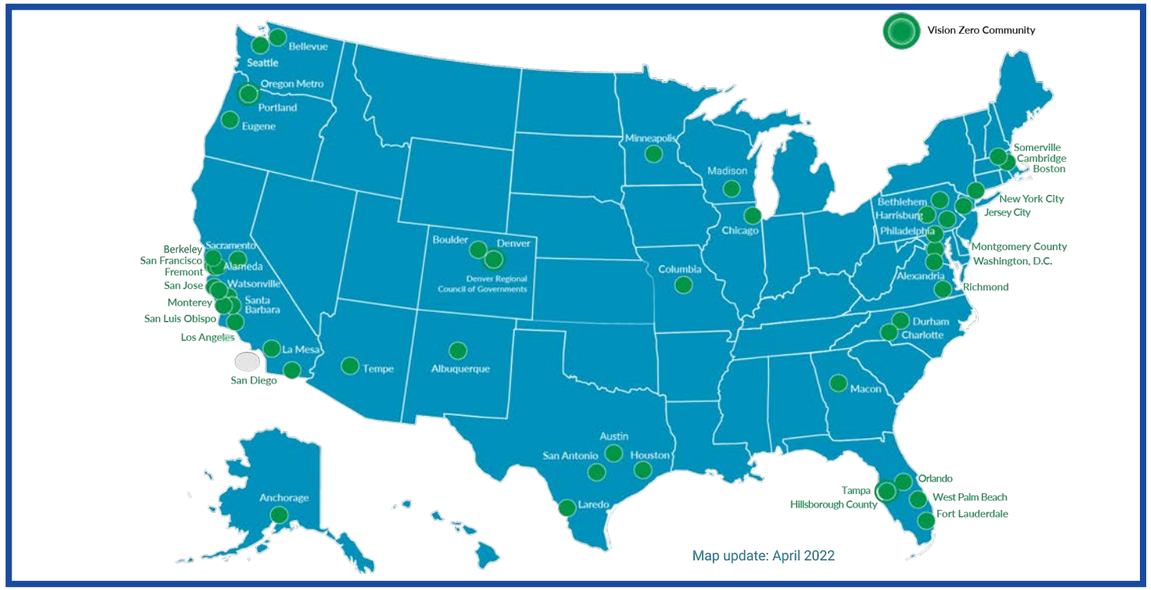
Vision Zero is a global movement to end traffic-related fatalities and severe injuries by taking a systemic approach to road safety. The premise of this strategy is that road fatalities and injuries are unacceptable and preventable.

Across the globe, local agencies are passing Vision Zero resolutions with actionable steps to decrease automobile violence, aiming to eliminate traffic fatalities altogether. This policy proposal encourages the Kane County Division of Transportation to pass a Vision Zero resolution.

Change Lab Solutions, an organization that creates Vision Zero resolutions, recommends having the following components within a resolution:

1. Partnering for equitable community engagement.
2. Establishing a task force and advisory group.
3. Ensuring data-driven solutions.
4. Prioritizing pedestrians, bicyclists, transit riders, scooter riders, and people with disabilities over ease of use of personal automobiles.
5. Prioritizing underinvested areas and communities.
6. Increasing government accountability through public participation and public reporting provisions.

FIGURE 8.2: VISION ZERO NETWORK



Complete Streets Policy Memorandum

KDOT already employs several Complete Streets strategies and philosophies throughout their planning and implementation of transportation projects and programs. However, by formalizing these efforts into a memorandum distributed by the County Engineer, it will ensure that these practices remain intact in the event of staff turnover or the changing of elected official leadership.

Smart Growth America identified ten elements critical to crafting strong Complete Streets policies:

1. ***Establishes commitment and vision:*** How and why does the community want to complete its streets? This specifies a clear statement of intent to create a complete, connected network and consider the needs of all users.
2. ***Prioritizes diverse users:*** It prioritizes serving the most vulnerable users and the most underinvested and underserved communities, improving equity.
3. ***Applies to all projects and phases:*** It applies to all new, retrofit/reconstruction, maintenance, and ongoing projects.
4. ***Allows only clear exceptions:*** Any exceptions must be specific, with a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. ***Mandates coordination:*** Requires private developers to comply, and interagency coordination between government departments and partner agencies.
6. ***Adopts excellent design guidance:*** Directs agencies to use the latest and best design criteria and guidelines.
7. ***Requires proactive land-use planning:*** Considers every project's greater context, as well as the surrounding community's current and expected land-use and transportation needs.
8. ***Measure progress:*** Establishes specific performance measures that match the goals of the broader vision, measurably improve disparities, and are regularly reported to the public.
9. ***Sets criteria for choosing projects:*** Creates or updates the criteria for choosing transportation projects so that Complete Streets projects are prioritized.
10. ***Creates a plan for implementation:*** A formal commitment to the Complete Streets approach is only the beginning. It must include specific steps for implementing the policy in ways that will make a measurable impact on what gets built and where.

KANE COUNTY BICYCLE & PEDESTRIAN PLAN

FIGURE 8.3: CONVENTIONAL PLANNING VS. COMPLETE STREETS PLANNING

Topic	Conventional Planning	Complete Streets Planning
Definition of "transportation"	Mobility - physical travel (primarily motor vehicle travel)	Accessibility - people's ability to reach desired services and activities
Planning goals	Maximize travel speeds	Maximize overall accessibility
Transportation system performance indicators	Roadway level-of-service (LOS), average traffic speed, congestion delay	Multimodal LOS, time and money required by various people to access services and activities
Roadway design priority	Maximize vehicle traffic speeds and volumes	Accommodate multiple modes and activities
Typical design speed	30-50 mph	20-30 mph
Roadway network type	Hierarchical with low connectivity	Highly connected roads and sidewalks
Design vehicle	Largest vehicle in use	Average or typical vehicle in use
Approach to safety	Crashes per VMT, aggregated for all users; functional separation; limited access; 'forgiving' road design	Safety per mode. Reduces crash incidence and severity through speed reduction and pedscaled design

Source: *Adapted from "Evaluating Complete Streets," Table 1 (Litman, 2013*

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PILOT PROGRAMS

A pilot program is a short-term experiment that helps an organization learn how a large-scale project might work in practice. A good pilot program provides a platform for the organization to test logistics, prove value and reveal deficiencies before spending significant time, energy, or money on a large-scale project. Typically, a pilot program begins with a proposal that lists the objectives of the pilot program and documents how the program will be carried out. The documentation should also provide a timeline for the pilot and metrics for how success will be determined.

The pilot programs proposed within this plan aim to increase bicycling, walking, and rolling through innovative programming. The three proposed programs have been curated for the communities throughout the planning area based on public engagement feedback and best practices adopted in similar locales.

1 *Implement and expand mobility hubs.*

Mobility Hubs are places of connectivity where different travel options – walking, biking, transit, and shared mobility – come together. Commonly, mobility hubs are placed at regional transit stations while offering a variety of modes that allow users to travel seamlessly within the local network.

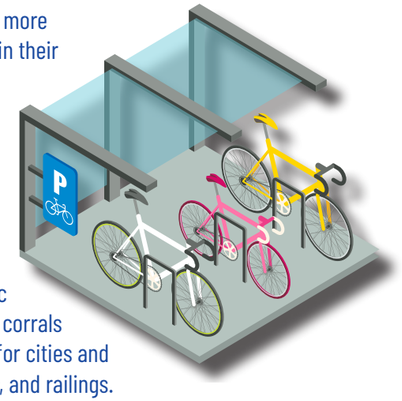
Amenities at a mobility hub may include bus stop and layover zones, transit shelters with real-time arrival information, bike share stations, micromobility vehicles (cargo bikes, mopeds, etc.), car share facilities and taxiwaiting/call areas, WI-FI service, bicycle storage, repair facilities, retail, and open space. Mobility Hubs can accommodate a wide range of needs by offering a comprehensive range of options, which significantly expands the number of destinations accessible by public transportation. In order for mobility hubs to operate effectively, flexibility is essential.

This pilot program proposes that KDOT creates partnerships with local municipalities, commercial districts, chamber of commerces, downtown non-profits, and transit agencies to implement mobility hubs at three different location contexts: Transit Stations, Downtown Commercial Districts, and Multi-Family/Senior Living Facilities. In the table below, Recommended facilities/modes are essential amenities that are strongly advised for consideration at each of the locations, while facilities/modes listed as Optional are additional elements that are not necessary but can enhance mobility hubs.

Location	Bike Share Stations	Moped & Cargo Bike Share	Bicycle Parking Shelter/Locker	Ride-Share Loading Zone	Car Share	Bus Shelters	EV Charging Stations	Wayfinding Signage
Metra Station	●	●	●	○	●	●	●	●
Downtown District	●	●	●	●	●	●	●	●
Multi-Family & Senior Living Facility	○	○	●	●	○	○	●	○
Grocery Store	●	●	●	○	○	●	●	○
College Campus	●	●	●	●	●	●	○	●

● *RECOMMENDED* ○ *OPTIONAL*

2 *Create a bicycle parking program.*

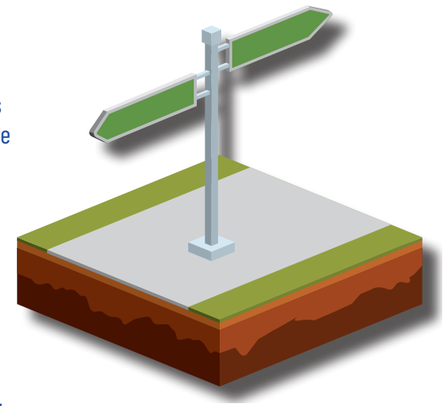


To encourage more people to choose bicycling, local agencies are introducing more bicycle parking facilities to make it more convenient and safer to bicycle within their communities. Like access to bicycles and safe spaces to ride them, secure bicycle parking is a critical utility that makes bicycling a real transportation option for people. During the survey process, 8% of respondents reported that a lack of workplace facilities, including bicycle parking were a barrier to bicycling more often.

Additionally, bicycle parking can have positive impacts on local businesses too. Bicycle parking is a pro-business amenity essential to maximize economic spending by bicyclists. Bicycle parking typically has two forms: on-street bike corrals and traditional bike racks. Establishing sufficient bicycle parking is a priority for cities and businesses as it reduces the number of bikes locked to nearby trees, benches, and railings.

Unfortunately, many bicycle parking amenities within the planning area require repair or are not the appropriate facility for the surrounding area and intensity. ***Therefore, within this pilot program, KDOT would allocate annual funding to pay for the capital costs of replacement bicycle parking facilities in the case of facilities that have fallen into disrepair. Additionally, KDOT will pay for 50% of the capital costs of a bicycle parking facility when requested by a park district, local non-profit, local municipality, or forest preserve.***

3 *Expand wayfinding signage to promote economic development.*



Two types of signage essential to a safe, interconnected bicycle and pedestrian network are wayfinding/directional and regulatory signs. Regulatory signage provides warning and compliance information about road rules for automobile users and bicyclists. Wayfinding signage alerts people to the presence of bicycling facilities. It ensures they can navigate these facilities once they are on them.

The trail users and residents of Kane County and Kendall County would benefit significantly from a comprehensive, branded sign network placed along the trail network to inform trail users about the variety of local businesses and attractions near the trail network. In addition, many local downtown districts have thriving businesses and amenities that are not known to trail users due to the lack of signage. These signage types, which include digital kiosks, could simultaneously positively enhance the trail experience for its users by advertising local businesses and shops.

SPECIAL ACKNOWLEDGEMENTS

KDOT would like to thank the participating municipalities, organizations, residents, and business owners for their invaluable input in the development of the plan, and for their ongoing commitment to the implementation of the plan. Their dedication and expertise were crucial to the success of this project.

KDOT would alike to extend our thanks to its key strategic partners for their support and guidance in past projects and continued for future projects. Their knowledge and experience in implementing transportation projects are instrumental to KDOT's mission.

FOX RIVER, MONTGOMERY
WIKIPEDIA

APPENDICES

APPENDIX A.
POLICY TEMPLATES

POLICY TEMPLATE

1. BICYCLE CLUB SNOW CLEARING AGREEMENT

This Agreement is made and entered into this ***[insert day here]*** day of ***[insert year here]*** by and between ***[insert agency here]*** and the ***[insert club or organization here]***, hereinafter (CLUB), witnessth that:

Now, Therefore, let it be resolved that it is mutually agreed by and between ***[insert agency here]*** and ***[insert club or organization here]*** as follows:

The undersigned CLUB agrees to provide the following services during ***[insert year here]*** with reference to the bicycle trails identified below:

- [insert trail here]: [insert starting point here] to [insert ending point here]
- [insert trail here]: [insert starting point here] to [insert ending point here]

SECTION I. SERVICE STANDARDS
If the Club has agreed to provide snow clearing services, the Club agrees to do so in accordance with the ***[insert agency here]*** guidelines.

SECTION II. BICYCLE TRAILS - SNOW CLEARING SERVICES
If the Club has agreed to provide bicycle trail snow clearing services, the Club agrees that reimbursement will be based upon the audited bills submitted to the ***[insert agency here]***. The rates to be used for equipment and labor shall be at ***[insert agency here]*** approved rates.

In no event shall the ***[insert agency here]*** be obligated to pay to the Club in excess of the amount per mile agreed upon, or the actual costs as audited, whichever is less.

All snow clearance is to be done on an as-needed basis, to keep the trail in bicycling and walking condition, with major emphasis being placed on the clearing efforts prior to peak weekly use periods or after heavy snowfalls.

All payments are subject to the provision that snow clearance is satisfactory as determined by ***[insert agency here]***, in accordance with snow clearance guidelines adopted jointly.

POLICY TEMPLATE

2. COMPLETE STREETS

As envisioned, Complete Streets are designed and operated to provide safety and accessibility for all users of our roadways and trail systems, including pedestrians, bicyclists, transit users, motorists, emergency vehicles, freight and commercial vehicles, and people of all ages and abilities. Furthermore, Complete Streets principles contribute toward the safety, health, equity, economic viability, and quality of life in a community by providing accessible and efficient connections between home, school, work, recreation, and retail destinations by improving the transportation environments throughout ***[insert municipality here]***. It is the intent of ***[insert municipality here]*** to formalize the planning, design, operation, and maintenance of streets so they are safe for all ages and abilities and provide a multimodal transportation network.

The purpose of ***[insert municipality here]***s Complete Streets ordinance is to accommodate all road users by creating a road and trail network that meets the needs of individuals by utilizing a variety of transportation needs. Furthermore, this ordinance directs decision makers to consistently plan, design, construct, and maintain streets to accommodate all road users, including, but not limited to, pedestrians, bicyclists, transit users, motorists, first responders, and users of freight and commercial vehicles.

Diverse Users

[Insert municipality here] recognizes that users of various modes of transportation, including, but not limited to, pedestrians, bicyclists, transit users, motorists, emergency responders, freight and commercial drivers, are legitimate users of the transportation network and deserve safe facilities. "All Users" includes users of all ages and abilities. While this ordinance applies throughout the community, ***[insert municipality here]*** shall develop plans and set goals to prioritize and ensure successful implementation of Complete Streets in neighborhoods with historic disinvestment, poor health outcomes, and neighborhoods where fewer than 75% of households have access to a car.

Full Commitment

[Insert municipality here] recognizes that all projects, new, maintenance, or reconstruction, are opportunities to apply Complete Streets design principles. Furthermore, ***[insert municipality here]*** will, to the maximum extent practical, design, construct, maintain, and operate all streets to provide a comprehensive and integrated street network of facilities for people of all ages and abilities. While any such Complete Streets projects are being constructed or repaired, ***[insert municipality here]*** shall ensure that appropriate accommodations are provided to support the safe, reliable movement of all road users within the project area, regardless of their preferred mode of transportation.

Clear Exceptions

Transportation infrastructure may only be excluded, upon approval of ***[insert municipal governing body here]***, where documentation and data indicate that the costs or impacts of accommodation are excessively disproportionate to the need or probable use or future use. Further, any and all documentation or data provided for the purpose of demonstrating a proposed exception must be made publicly available and identified as such via public notice at least 30 days prior to granting said exception.

Design

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate. All transportation infrastructure and street design projects requiring funding or approval by ***[insert municipality here]*** as well as projects funded by the State and/or Federal government shall adhere to ***[insert municipality here]***s Complete Streets ordinance. The ***[insert municipality here]*** Complete Streets ordinance will focus on developing a connected, integrated network that serves all road users. Complete Streets will be integrated into policies, planning, and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects. To the greatest extent possible, ***[insert municipality here]*** shall work to incorporate native plant species and sustainable landscaping elements into Complete Streets projects.

POLICY TEMPLATE

3. BICYCLE ADVISORY COMMITTEE STRUCTURE

WHEREAS, the ***[Insert overseeing municipal body here]*** relies on Boards and Commissions to provide advice and information on subjects within the Commission's scope; and

WHEREAS, the ***[Insert municipality here]*** has developed a substantial system of bicycle facilities to enhance and encourage the use of bicycles as a healthy, efficient mode of transportation having minimal environmental impact; and

WHEREAS the Bicycle Advisory Committee was appointed by the ***[Insert overseeing municipal body here]*** to advise them in matters of bicycle-related transportation issues;

WHEREAS, the ***[Insert municipality here]*** wishes to enhance the use of bicycles for transportation and recreation by promoting efforts in the areas of bicycle education, enforcement, engineering, and encouragement; and

WHEREAS, many residents in ***[Insert municipality here]*** possess knowledge and expertise in the areas of bicycle transportation and recreation which may be beneficial to this purpose of this commission.

NOW, THEREFORE, BE IT RESOLVED that the ***[Insert overseeing municipal body here]*** of the ***[Insert municipality here]*** creates a Bicycle Advisory Commission to achieve the following:

1. PURPOSE

The ***[Insert municipality here]*** Bicycle Advisory Commission is to develop options to achieve the goals of the ***[Insert municipality here]*** Bicycle Plan, and to recommend changes to the plan, as necessary, to achieve its purposes.

2. MEMBERSHIP

The Bicycle Advisory Commission shall consist of ***[Insert number of committee members here]*** . All voting members of the Bicycle Advisory Commission, regular and alternate, shall be appointed by the ***[Insert overseeing municipal body here]***. The ***[Insert staff liaison position here]*** shall serve as the Ex-Officio member.

3. TERMS OF OFFICE

Members of the commission shall serve a term of four (4) years, or until their successors are appointed. For purposes of establishing staggered terms, appointments may be for terms varying between one (1) and four (4) years as the ***[Insert overseeing municipal body here]*** may decide. No members shall serve for more than two (2) consecutive terms, except under special circumstances.

POLICY TEMPLATE

4. BICYCLE MONTH PROCLAMATION

Whereas, the bicycle is an economical, healthy, convenient, and environmentally sound form of transportation and an excellent tool for recreation and enjoyment of ***[insert municipality here]***'s scenic beauty; and

Whereas, throughout the month of May, the residents of ***[insert municipality here]*** and its visitors will experience the joys of bicycling through educational programs, races, commuting events, charity events, or by simply getting out and going for a ride; and

Whereas, ***[insert municipality here]***'s road and trail system attracts bicyclists each year, providing economic health, transportation, tourism, and scenic benefits; and

Whereas, creating a bicycling-friendly community has been shown to improve citizens' health, well-being, and quality of life, growing the economy of ***[insert municipality here]***, attracting tourism dollars, improving traffic safety, supporting student learning outcomes, and reducing pollution, congestion, and wear and tear on our streets and roads; and

Whereas, the League of American Bicyclists, schools, parks and recreation departments, police departments, public health districts, hospitals, companies and civic groups will be promoting bicycling during the month of May ***[insert year of approval here]***; and

Whereas, these groups are also promoting bicycle tourism year round to attract more visitors to enjoy our local restaurants, hotels, retail establishments, and cultural and scenic attractions; and

Whereas, these groups are also promoting greater public awareness of bicycle operation and safety education in an effort to reduce collisions, injuries, and fatalities and improve health and safety for everyone on the road; and

Now therefore, I, ***[insert Village President/Mayor]*** of ***[insert municipality here]*** do hereby proclaim May ***[insert year of approval here]*** as Bike Month in ***[insert municipality here]***, and I urge all residents to join me in this special observance.

Signed this ___ day of___, ____

POLICY TEMPLATE

5. ELECTRIC BIKE DEFINITION & ALLOWABLE VEHICLE TYPES

Vehicle Definitions

The following words, terms and phrases, when used in this Section, shall have the meanings ascribed to them in this Subsection, except where the context clearly indicates a different meaning:

- LOW-SPEED ELECTRIC BICYCLES: A bicycle equipped with an electric motor of less than 750 watts that meets the requirements of the following classes:
  - "Class 1 low-speed electric bicycle" means a low speed electric bicycle that weighs less than 125 pounds and is equipped with a motor that provides assistance only when the rider is pedaling and that is not capable of providing assistance when the bicycle reaches a speed of 20 miles per hour.
  - "Class 2 low-speed electric bicycle" means a low speed electric bicycle that weighs less than 125 pounds and is equipped with a motor that can be used as the sole means to propel the bicycle and that is not capable of providing assistance when the bicycle reaches a speed of 20 miles per hour.
  - "Class 3 low-speed electric bicycle" means a low speed electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of 28 miles per hour, or is a Class 1 or Class 2 low-speed electric bicycle that weighs 125 pounds or more. A "low-speed electric bicycle" is not a moped, a motor assisted bicycle or a motor assisted pedicycle.
- MOPED: A moped is a motor-driven cycle, with or without optional power derived from manually operated pedals, whose speed attainable in one mile is at least 20 mph but not greater than 30 mph, and is equipped with a motor that produces two-brake horsepower or less. If an internal combustion engine is used, the displacement shall not exceed 50 cubic centimeter displacement and the power drive system shall not require the operator to shift gears.
- MOTOR ASSISTED BICYCLE: A device capable of being propelled by both human and non-electric motorized power upon which any person may ride, having two (2) tandem wheels.
- MOTOR ASSISTED PEDICYCLE: A pedal driven device capable of being propelled by human and non-electric motorized power upon which any person may ride, having two (2) tandem wheels.
- VEHICLE: Every device in, upon or by which any person or property is or may be transported or drawn upon a street, except motorized wheelchairs, low-speed electric bicycles, devices moved solely by human power, devices used exclusively upon stationary rails or tracks.

Allowable Travel

A person may operate a low-speed electric bicycle upon any highway, street, or roadway authorized for use by bicycles, including, but not limited to, bicycle lanes. A person may operate a low-speed electric bicycle upon any bicycle path within the municipality unless the municipality, county, or local authority with jurisdiction prohibits.

Vehicle Definitions

Every person riding a low-speed electric or gas bicycle upon a roadway within ***[insert municipality here]*** shall be subject to all of the provisions of this Chapter, as well as the laws of this State applicable to low-speed electric bicycles or low-speed gas bicycles.

Exemptions.

The following shall be exempt from the prohibitions contained previous sections:

- Any police vehicle, fire vehicle, municipal vehicle, special district vehicle, county vehicle, forest preserve vehicle, United States postal vehicle, driven by an employee in the course of his/her duties.
- Motorized wheelchairs. For purposes of this Section, a "motorized wheelchair" means any motorized vehicle designed for and used by a person with disabilities.
- Electric personal assistance mobility devices, as defined in Section 5/1-117.7 of the Illinois Vehicle Code.
- Any vehicle authorized by the municipality to participate in a municipality-authorized parade, while participating in said parades.

POLICY TEMPLATE

6. NEW DEVELOPMENT SIDEWALK & SIDEPATH REQUIREMENTS

Sidewalks and sidepaths shall be located within the dedicated, non-paved portion of the street right-of-way on both sides of all public streets as shown in the cross section for that street type.

1. SIDEWALK/SIDEPATH ANALYSIS

Developers or subdividers are required to install sidewalks/sidepaths in the following situations, in addition to the design requirements of specific street sections within the development.

- As part of any development proposal or change in use resulting in an additional 1,000 vehicle trips or more per day, an applicant shall be required to identify direct, safe (1.25 x the straight line distance) pedestrian routes within 0.50 miles of their site to all transit facilities and neighborhood activity centers (schools, parks, libraries, etc.). If no existing route exists, or if there is a gap, a connection must be provided.
- Where transit shelters are provided, the shelters shall be well lit, weather-protected, and shall be placed in locations that promote security through natural surveillance and visibility.
- If there is an existing sidewalk/sidepath on the same side of the street as the development within 300 feet of a development site in either direction and sufficient right-of-way is available, the sidewalk/sidepath shall be extended from the site to meet the existing sidewalk/sidepath, subject to rough proportionality.

2. SIDEPATH ALTERNATIVE

Sidepaths shall be a minimum of 8 feet in width and may deviate from the right-of-way if located within an easement.

3. SIDEWALK/SIDEPATH STANDARDS

Sidewalks/Sidepaths shall be constructed in compliance with ***[Insert municipal design standards, if applicable]***. Sidewalks/Sidepaths shall be constructed of concrete, asphalt or other approved material. The proposed materials and standards for construction shall be included as part of the request for a sidewalk/sidepath and shall be installed in compliance with the approved materials and standards.

4. PEDESTRIAN ACCESS EASEMENTS

To facilitate pedestrian access from streets to schools, parks, playgrounds, or other nearby streets, a perpetual, unobstructed pedestrian access easement, at least 30 feet in width is required. Such pedestrian access easements shall be provided on the final plat or by separate grant of easement subject to the approval, by resolution, of the ***[Insert overseeing municipal body here]***.

5. GREENWAYS

When land proposed for development is adjacent to a Greenway indicated in the Comprehensive Plan or other adopted plan of the muniicpality, such greenway shall be dedicated to the municipality and improved consistent with the following standards:

- Greenways shall be constructed in compliance with the ***[Insert municipal design standards, if applicable]***.
- Greenway Easement width shall be a minimum of 30 feet unless otherwise approved by ***[Insert overseeing municipal body here]***.
- Land shall be dedicated and reserved within each project for greenway right-of-way purposes.
- **Alternate Compliance.** Alternatives to the greenway requirements may be proposed according to the following:
  - A fee-in-lieu of construction costs may be provided so that the municipality may construct the greenway.

POLICY TEMPLATE

7. BICYCLE PARKING GUIDELINES

Types of Bicycle Parking

- SHORT-TERM BICYCLE PARKING. If a land use or project is anticipated to generate visitor traffic, the project must provide permanently anchored bicycle racks within 100 feet of the visitors' entrance. To enhance security and visibility the bicycle racks shall be readily visible to passersby. The bicycle capacity of the racks must equal an amount equivalent to ten (10) percent of all required motorized vehicle parking. There shall be a minimum of one rack with capacity for two bicycles.
- LONG-TERM BICYCLE PARKING. Buildings with over ten (10) tenant-occupants (e.g., multifamily tenants, owners, employees) shall provide secure bicycle parking for five percent of required motorized vehicle spaces for employees/residents, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and include one or a combination of the following:
  - Covered, lockable enclosures with permanently anchored racks for bicycles.
  - Lockable bicycle rooms with permanently anchored racks.
  - Lockable, permanently anchored bicycle lockers.

Minimum Requirements

All developments shall meet the following minimum requirements for bicycle parking and design. The purpose of these design standards is to ensure that bicycle parking is visible from the buildings served, is convenient to cyclists, and provides sufficient security from theft and damage.

1. Minimum Required Bicycle Parking. Minimum required bicycle parking spaces are required as designated in ***[Insert appendices here]***.

2. Bicycle Parking Location and Access.
   - Use. Areas set aside for required bicycle parking must be clearly reserved for bicycle parking only.
   - Lighting.
   - Location.
     - Outdoor bicycle parking should be located within 100 feet, or as close as possible to the primary building entrance, without impeding pedestrian circulation or emergency access.
     - Bicycle parking must be visible from within on-site buildings or the street.
     - Bicycle parking may be located within a building if access is readily available from an outdoor entrance.
     - Bicycle parking is prohibited within 100 feet of a trash or recycling enclosure.
   - Amenities. Bicycle parking areas are encouraged to include a bench and bicycle rack screened with 30- to 36-inch shrubs from any parked cars or arterial streets.
   - Pedestrian Conflicts. Bicycle parking and bicycle racks shall be located to avoid conflicts with pedestrian movement and accessibility requirements.

3. Covered Bicycle Parking Spaces for All Uses. All required employee bicycle parking spaces and 50 percent of all visitor bicycle parking must be sheltered from precipitation by means such as roof extensions, overhangs, awnings, arcades, carports, roofed enclosures, lockers, or indoor bicycle rooms.

4. Bicycle Rack Types and Dimensions.
   - Security. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a rack upon which the bicycle can be locked. Bicycle parking racks, shelters, or lockers must be securely anchored to the ground or to a structure. Bicycle racks must hold bicycles securely by the means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.
   - Unique artistic design facilities are encouraged. The racks/facilities should be easily identified as a bike rack.
   - Standards. Bicycle parking shall be at least one and one-half feet wide by six feet long for a single bicycle parking space or two and one-half feet wide by six feet long for two paired bicycle racks and, when covered, provide a minimum vertical clearance of seven feet. An access aisle of at least five feet wide shall be provided and maintained beside or between each row of bicycle parking. Each required bicycle space must be accessible without moving another bicycle. Bicycle parking spaces required by this chapter may not be rented or leased.

5. Paving and surfacing of bicycle parking areas shall be surfaced with hard surfacing of at least two inches minimum (i.e., pavers, asphalt, concrete, or similar material). This surface must be designed to maintain a well-drained condition.

6. Exemptions. The following uses are exempt from bicycle parking requirements:
   - Temporary uses.
   - Agriculture.
   - Mini-storage facilities.
   - Home occupations.

POLICY TEMPLATE

8. RUMBLE STRIP POLICY (DEVELOPED BY ADVENTURE CYCLING ASSOCIATION)

PURPOSE

Studies indicate that both crossover and roadway departure crashes may be reduced significantly by the use of rumble strips. However, rumble strips can be dangerous to bicyclists when placed with less than 4 feet of shoulder space, forcing cyclists to take the lane and contend with high-speed vehicle traffic.

DESIGN GUIDANCE

SHOULDER RUMBLE STRIPS

Rumble strips, when considered for installation on new, reconstructed, or resurfaced outside shoulders of all non-access controlled roadways should accommodate bicyclists by incorporating the following design standards

1. SHOULDER WIDTH: A minimum effective clear shoulder width of 4 feet or more should be provided from the outside edge of the rumble strip groove to the outside edge of the paved shoulder, or 5 feet from the outside edge of the rumble strip groove to the front face of a curb or guardrail.
2. If this clear area cannot be maintained, then a change of configuration and/or deletion of the rumble strip should be considered. Reducing lane widths if the lanes are 12 feet or wider may be considered to increase shoulder width dimensions.
3. OFFSET: Edgeline rumble stripes should be prioritized. If an offset from the lane marker is necessary, then it should not exceed 6 inches and there should be at least 4 feet of shoulder space from the outside edge of the rumble strip to the outside edge of the paved shoulder.
4. TRAFFIC SPEED: Rumble strips should not be considered on roadways with a posted speed limit of 50 mph or less.
5. GAPS: Rumble strips should be installed with gap patterns, consisting of 10- to 12-foot gaps for every 40- to 60-foot rumble strip segment.

SHOULDER RUMBLE STRIPS

When drivers shift their lane position away from centerline to avoid the rumble strips, they are moving closer to pedestrians and bicyclists on the shoulder. Implementation of centerline rumble strips should follow these design standards:

1. In locations where the combined lane and shoulder width in either direction is 14 feet or less, consider the level of bicyclist and pedestrian use along the route before installing centerline rumble strips.
2. If centerline rumble strips are installed, follow the AASHTO recommendations of a 6-foot minimum shoulder to ensure space for bicyclists and pedestrians.

REVIEW AND IMPLEMENTATION

The regional or state bicycle and pedestrian coordinator should be notified of the proposed rumble strips and consulted throughout the project development process.

The regional or state bicycle and pedestrian coordinator should review the road segment under consideration for rumble strip application and identify if it:

1. is used by bicyclists
2. comprises the only practical route between two destinations
3. has been identified as part of a current or prospective bicycle route such as a U.S. Bicycle Route, state or local bike route, or route mapped by a bicycling organization

If the road segment under review is identified as having current or future bicycle traffic, then rumble strips should not be applied with less than a minimum clear shoulder width of 4 feet and bicycle safety design standards must be applied as described in Section II.

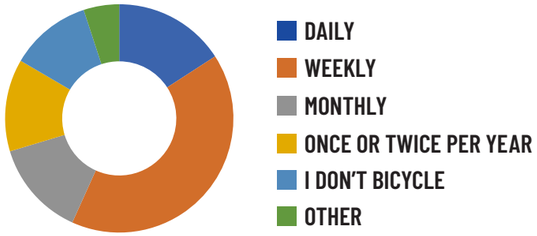
APPENDIX B. PUBLIC SURVEY RESULTS

PUBLIC ENGAGEMENT RESULTS

1. SURVEY #1

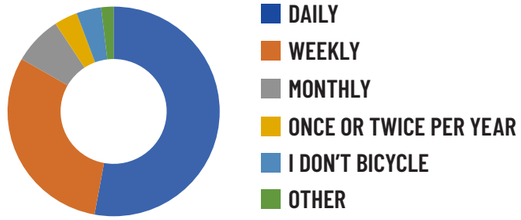
1. HOW OFTEN DO YOU BIKE?

DAILY: 154
WEEKLY: 397
MONTHLY: 132
ONCE OR TWICE PER YEAR: 127
I DON'T BICYCLE: 112
OTHER: 49



2. HOW OFTEN DO YOU WALK, RUN, OR ROLL (WHEELCHAIR, ROLLERBLADING, ETC.)?

DAILY: 504
WEEKLY: 290
MONTHLY: 71
ONCE OR TWICE PER YEAR: 34
I DON'T BICYCLE: 36
OTHER: 18



3. WHAT TYPE OF TRIPS DO YOU TAKE ON YOUR BICYCLE?

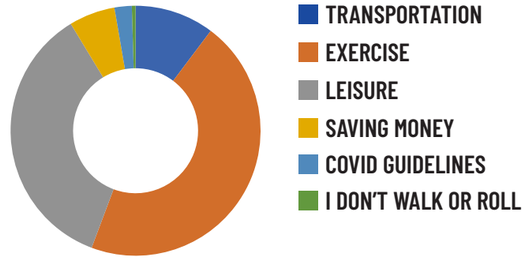
COMMUTING TO WORK: 101
COMMUTING TO SCHOOL: 32
EXERCISE/FITNESS TRAINING: 669
SHOPPING/DINING: 179
RECREATION/EXPERIENCING NATURE: 748
SOCIAL GATHERING: 192
OTHER: 33

4. WHAT TYPE OF TRIPS DO YOU TAKE WHILE WALKING, ROLLING, AND/OR RUNNING?

COMMUTING TO WORK: 12
COMMUTING TO SCHOOL: 4
EXERCISE/FITNESS TRAINING: 487
SHOPPING/DINING: 34
RECREATION/EXPERIENCING NATURE: 335
SOCIAL GATHERING: 9
OTHER: 26

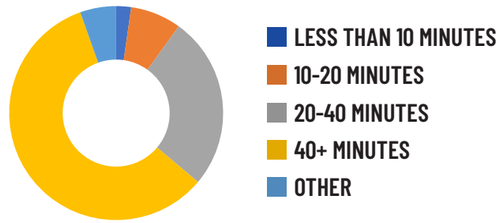
5. WHAT ARE THE MAIN REASONS YOU CHOOSE TO WALK, BIKE, OR ROLL? CHECK ALL THAT APPLY.

TRANSPORTATION: 193
EXERCISE: 854
LEISURE: 669
SAVING MONEY: 112
COVID GUIDELINES: 42
(I FEEL MORE COMFORTABLE USING THESE MODES RATHER THAN INSIDE A VEHICLE WITH OTHER PEOPLE)
I DON'T WALK, BIKE, OR ROLL: 9



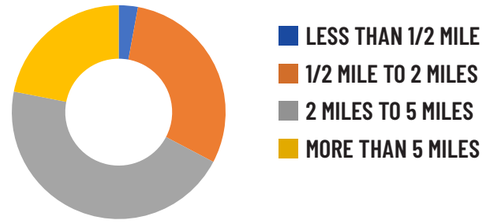
6. HOW FAR DO YOU TRAVEL ON A TYPICAL BICYCLE TRIP?

LESS THAN 10 MINUTES: 19
10-20 MINUTES: 65
20-40 MINUTES: 221
40+ MINUTES: 493
OTHER: 46



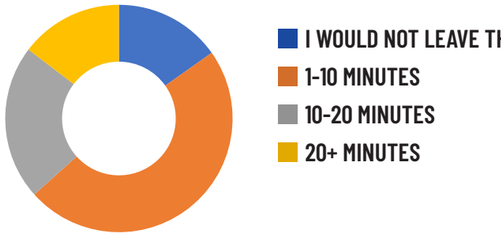
7. HOW FAR DO YOU TYPICALLY TRAVEL WHILE WALKING, ROLLING, AND RUNNING?

LESS THAN ½ MILES (~10 MINUTES): 26
½ MILE TO 2 MILES (30-40 MINUTES): 268
2 MILES TO 5 MILES (40-60 MINUTES): 408
MORE THAN 5 MILES (60+ MINUTES): 197



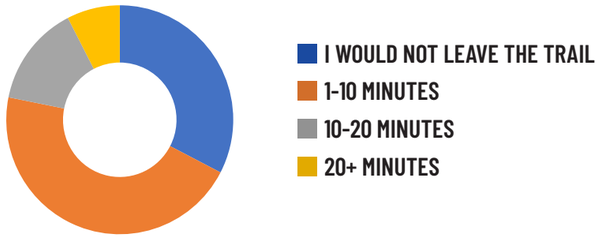
8. FOR THIS QUESTION, WE WANT TO KNOW YOUR WILLINGNESS TO TRAVEL OFF TRAIL. THIS COULD INCLUDE RIDING FROM YOUR HOME TO A TRAILHEAD, RIDING FROM A TRAIL TO A DOWNTOWN DESTINATION, OR WHEN A TRAIL CHANGES TO AN ON-STREET CONDITION FOR A SHORT WHILE. HOW FAR WOULD YOU BE WILLING TO RIDE TO REACH A TRAIL?

I WOULD NOT LEAVE THE TRAIL/I AM NOT WILLING TO TRAVEL ON-STREET: 136
1-10 MINUTES: 431
10-20 MINUTES: 197
20+ MINUTES: 131



9. IF YOU WERE TRAVELING WITH YOUR FAMILY (SPOUSE, CHILDREN, GRANDPARENTS), HOW FAR WOULD YOU BE WILLING TO TRAVEL ON-STREET IN THESE EXAMPLES?

I WOULD NOT LEAVE THE TRAIL/I AM NOT WILLING TO TRAVEL ON-STREET: 285
1-10 MINUTE(S): 398
10-20 MINUTES: 125
20+ MINUTES: 66

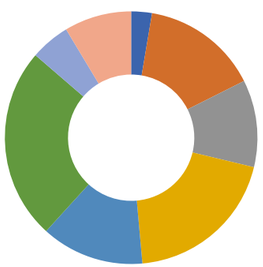


10. WHAT DESTINATION(S) DO YOU WISH YOU COULD ACCESS WALKING OR BICYCLING BUT ARE CURRENTLY UNABLE TO DO SO? (CHECK ALL THAT APPLY)

WORK: 146
SCHOOL: 66
GROCERY STORE: 319
SHOPPING (OTHER THAN GROCERY STORE): 255
DINING: 303
PARKS/NATURE PRESERVES: 469
TRAIL NETWORK: 469
SOCIAL GATHERINGS: 157
TRANSIT STOPS (METRA, PACE BUS): 133
MUNICIPAL BUILDINGS (LIBRARIES, VILLAGE HALL): 190
OTHER: 48

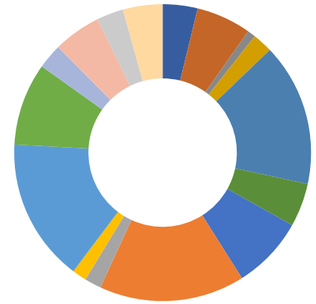
11. IF KANE COUNTY WERE TO IMPLEMENT MORE FACILITIES, WHICH OF THE FOLLOWING INFRASTRUCTURE TYPES WOULD YOU MOST WANT TO SEE? (CHOOSE ONLY THREE)

SHARED LANE (SHARROWS): 57
WIDE PAVED SHOULDER (AT LEAST 6'): 321
ON-STREET BIKE LANES: 240
SEPARATED BIKE LANES: 426
SHARED USE SIDEPATH: 283
OFF-STREET REGIONAL TRAIL: 528
PAVED SHOULDERS: 109
SIDEWALKS: 185



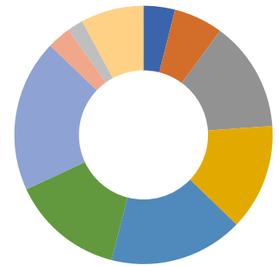
12. WHAT ARE THE BARRIERS TO YOU BICYCLING MORE OFTEN? (CHECK ALL THAT APPLY)

PHYSICAL EFFORT: 73
FAMILIARITY WITH BIKE ROUTES: 115
LACK OF PROPER GEAR/SUITABLE CLOTHING:
UNATTRACTIVE SURROUNDINGS: 42
PERSONAL SAFETY AND SECURITY: 299
LACK OF PARKING/TRAILHEAD AMENITIES: 91
DISTANCE TO DESTINATION: 152
INTERSECTION SAFETY: 305
MY MOBILITY IS LIMITED: 35
I DON'T OWN A BIKE: 30
NOT ENOUGH BIKE PATHS: 300
WEATHER CONDITIONS: 173
LACK OF WORKPLACE FACILITIES: 52
CONGESTION ON TRAILS: 100
IT'S TOO CHALLENGING TO TRAVEL WITH MY CHILDREN: 56
OTHER: 83



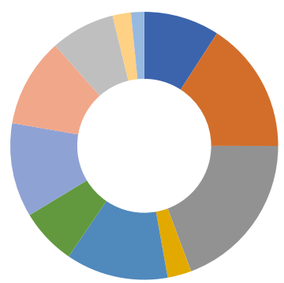
13. WHAT ARE THE BARRIERS TO YOU WALKING, RUNNING, OR ROLLING MORE OFTEN? (CHECK ALL THAT APPLY)

PHYSICAL EFFORT/HILLY TERRAIN: 53
FAMILIARITY WITH SIDEWALK COVERAGE: 83
LACK OF PEDESTRIAN CROSSINGS: 186
SIDEWALK CONDITIONS: 179
PERSONAL SAFETY AND SECURITY: 226
DISTANCE TO DESTINATION: 190
INTERSECTION SAFETY: 257
LIMITED MOBILITY OR DISABILITY: 40
IT'S TOO CHALLENGING TO TRAVEL WITH MY CHILDREN: 27
OTHER: 106



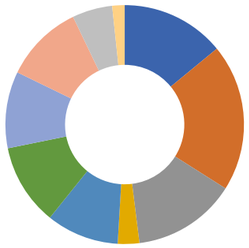
14. WHICH OF THE FOLLOWING WOULD MAKE YOU WANT TO BICYCLE MORE OFTEN? (CHECK ALL THAT APPLY)

MORE ON-STREET BIKE LANES: 231
PHYSICALLY SEPARATED ON-STREET BIKE LANES: 401
OFF-STREET PATHS: 487
SAFER ROUTES TO SCHOOLS: 73
MORE INTERSECTION SAFETY INFRASTRUCTURE: 312
MORE DESTINATIONS IN MY NEIGHBORHOOD: 172
A MAP SHOWING SAFE ROUTES TO POPULAR DESTINATIONS: 287
SAFER OR SLOWER DRIVER BEHAVIOR: 271
BETTER LIGHTING ON TRAILS OR STREETS: 196
NONE OF THE ABOVE CHANGES AFFECT MY DECISION: 56
OTHER: 40



15. WHICH OF THE FOLLOWING WOULD MAKE YOU WANT TO WALK, RUN, OR ROLL MORE OFTEN? (CHECK ALL THAT APPLY)

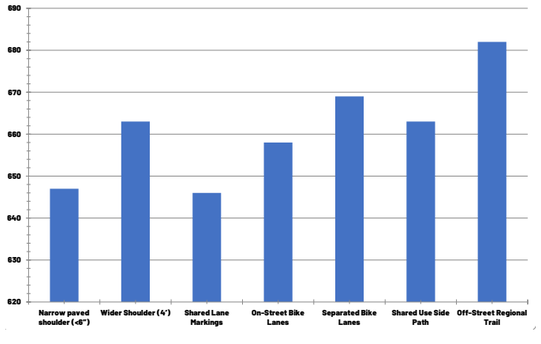
MORE SIDEWALKS: 284
OFF-STREET PATHS: 403
MORE INTERSECTION SAFETY INFRASTRUCTURE: 284
(I.E. STOP LIGHTS, STOP SIGNS, RAPID FLASHING BEACON)
SAFER ROUTES TO SCHOOLS: 59
MORE DESTINATIONS IN MY NEIGHBORHOOD: 199
A MAP SHOWING SAFE ROUTES TO POPULAR DESTINATIONS: 223
SAFER OR SLOWER DRIVER BEHAVIOR: 210
BETTER LIGHTING ON TRAILS OR STREETS: 216
NONE OF THE ABOVE CHANGES AFFECT MY DECISION TO WALK OR ROLL: 110
OTHER: 34



- MORE SIDEWALKS
- OFF-STREET PATHS
- MORE INTERSECTION SAFETY
- SAFER ROUTES TO SCHOOL
- MORE DESTINATIONS
- A MAP SHOWING DESTINATIONS
- SAFER OR SLOWER DRIVERS
- BETTER LIGHTING
- NONE OF THE ABOVE
- OTHER

16. WHAT WOULD YOU LIKE TO SEE?

NARROW PAVED SHOULDER (<6"): 6.04
WIDER SHOULDER (4'): 3.95
SHARED LANE MARKINGS: 5.45
ON-STREET BIKE LANES: 4.19
SEPARATED BIKE LANES: 2.83
SHARED USE SIDE PATH: 3.12
OFF-STREET REGIONAL TRAIL: 2.17



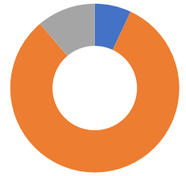
17. HOW DO YOU MOVE AROUND KANE COUNTY?

FOX RIVER TRAIL - COUNTY LINE TO ELGIN: 337
FOX RIVER TRAIL - ELGIN TO BATAVIA: 507
FOX RIVER TRAIL - BATAVIA TO YORKVILLE: 407
GREAT WESTERN TRAIL: 314
ILLINOIS PRAIRIE PATH - BATAVIA SPUR: 293
ILLINOIS PRAIRIE PATH - AURORA BRANCH: 202
VIRGIL GILMAN TRAIL: 175

- FOX RIVER TRAIL - COUNTY LINE TO ELGIN
- FOX RIVER TRAIL - ELGIN TO BATAVIA
- FOX RIVER TRAIL - BATAVIA TO YORKVILLE
- GREAT WESTERN TRAIL
- ILLINOIS PRAIRIE PATH - BATAVIA SPUR
- ILLINOIS PRAIRIE PATH - AURORA BRANCH
- VIRGIL GILMAN TRAIL

18. HOW WOULD YOU DESCRIBE YOUR NEIGHBORHOOD?

URBAN: 53
SUBURBAN: 621
RURAL: 85



- URBAN
- SUBURBAN
- RURAL

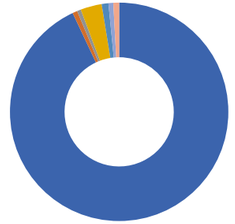
19. GENDER IDENTITY:

MALE: 380
FEMALE: 347
NON-BINARY: 6
OTHER: 2

- MALE
- FEMALE
- NON-BINARY
- OTHER

20. RACE/ETHNICITY

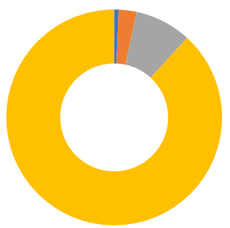
WHITE, NON-HISPANIC: 651
BLACK OR AFRICAN AMERICAN: 5
AMERICAN INDIAN OR ALASKA NATIVE: 4
HISPANIC OR LATINO: 22
ASIAN: 7
NATIVE HAWAIIAN/PACIFIC ISLANDER: 0
SOME OTHER RACE ALONE, NON-HISPANIC: 5
MULTIRACIAL, NON-HISPANIC: 6



- WHITE, NON-HISPANIC
- BLACK OR AFRICAN AMERICAN
- AMERICAN INDIAN OR ALASKA NATIVE
- HISPANIC OR LATINO
- ASIAN
- NATIVE HAWAIIAN/PACIFIC ISLANDER
- SOME OTHER RACE ALONE
- MULTIRACIAL, NON-HISPANIC

21. ARE YOU AWARE OF THE KANE KENDALL COUNCIL OF MAYORS' (KKCOM) BIKE/PED APPLICATION?

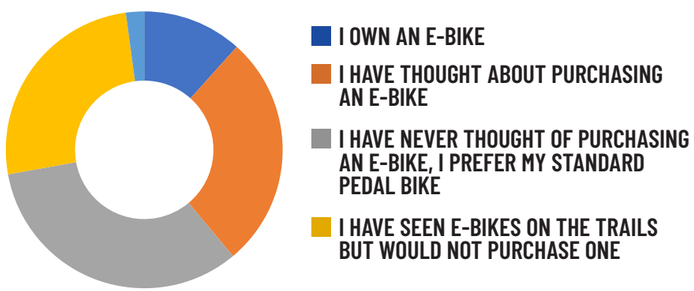
YES, I USE IT OFTEN: 5
YES, I HAVE USED IT SPARINGLY: 20
I HAVE HEARD OF IT BUT NEVER USED IT: 63
I'VE NEVER HEARD OF IT: 656



- YES, I USE IT OFTEN
- YES, I HAVE USED IT SPARINGLY
- I HAVE HEARD OF IT BUT NEVER USED IT
- I'VE NEVER HEARD OF IT

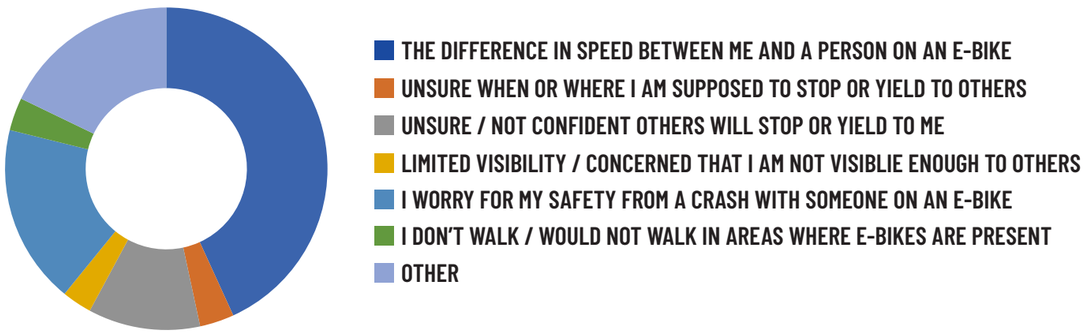
22. E-BIKES ARE BECOMING MORE POPULAR ON THE KANE COUNTY TRAIL SYSTEM AS THE TECHNOLOGY PROGRESSES AND THE TREND IS POPULARIZED. E-BIKES ARE BICYCLES WITH A BATTERY-POWERED "ASSIST" THAT COMES VIA PEDALING AND, IN SOME CASES, A THROTTLE. WHEN YOU PUSH THE PEDALS ON A PEDAL-ASSIST E-BIKE, A SMALL MOTOR ENGAGES AND GIVES YOU A BOOST, WHICH IS HELPFUL FOR HILLY TERRAINS OR LONGER RIDES. E-BIKES CAN BE BENEFICIAL TO OLDER BICYCLISTS OR BICYCLISTS WITH LOW MOBILITY. HOWEVER, DUE TO THEIR INCREASED SPEED CAPABILITIES, THERE ARE MORE CONSIDERATIONS THAT NEED TO BE CONSIDERED WHEN OPERATING. PLEASE SELECT ONE OF THE FOLLOWING OPTIONS.

I OWN AN E-BIKE: 82
I HAVE THOUGHT ABOUT PURCHASING AN E-BIKE: 192
I HAVE NEVER THOUGHT OF PURCHASING AN E-BIKE, I PREFER MY STANDARD PEDAL BIKE: 234
I HAVE SEEN E-BIKES ON THE TRAILS BUT WOULD NOT PURCHASE ONE: 181
I HAVE NEVER HEARD OF AN E-BIKE: 15



23. WHEN TRAVELING IN AREAS WHERE OTHERS MAY BE RIDING E-BIKES, WHAT CONCERNS YOU MOST? CHECK ALL THAT APPLY:

THE DIFFERENCE IN SPEED BETWEEN ME AND A PERSON ON AN E-BIKE: 288
UNSURE WHEN OR WHERE I AM SUPPOSED TO STOP OR YIELD TO OTHERS: 23
UNSURE / NOT CONFIDENT OTHERS WILL STOP OR YIELD TO ME: 75
LIMITED VISIBILITY / CONCERNED THAT I AM NOT VISIBLE ENOUGH TO OTHERS: 20
I WORRY FOR MY SAFETY FROM A CRASH WITH SOMEONE ON AN E-BIKE: 120
I DON'T WALK / WOULD NOT WALK IN AREAS WHERE E-BIKES ARE PRESENT: 22
OTHER: 119



PUBLIC ENGAGEMENT RESULTS

2. PUBLIC COMMENT & RESPONSES

PUBLIC COMMENT #1

APRIL 28, 2023
CITY/TOWN: AURORA

DESIGN GUIDANCE:
See below.

CAPITAL IMPROVEMENTS:
See below.

FUNDING & IMPLEMENTATION:
See below.

POLICIES & PROGRAMS:
See below.

OTHER COMMENTS:
Impressive planning document! A few comments to improve the plan. Please respond to me at ***(EMAIL REDACTED)***.

1. IDOT is updating the statewide bicycling plan. I could not see that the KKCOM Bicycling & Pedestrian Plan is integrated into or coordinated with it. If so, where is that indicated?

2. The most confusing (to bicyclists and motorized vehicle drivers) and unsafe bicycling option is on-street sharrows without a lane separation stripe. Batavia, alone, has four different types of sharrows in the downtown area. Please never recommend this.

3. In a previous public meeting it was pointed out to the KKCOM transportation committee that there is no safe crossing between the FRTR to the IPP across IL 25 (in Aurora). Perhaps this will be mitigated by a safe crossing on Indian Trail Road. In any case, don't even include this current 'crossing' as a crossing. It is a grossly unsafe 'crossing' with a steep slope from the river (west) side of IL 25 to a road (not a path) on the east side of IL 25. This 'crossing' is not addressed. So, so far, Aurora bicyclists coming from the west side, crossing the new bicyling - pedestrian bridge, are completely separated from the Illinois Prairie Path. I am disappointed that although the KKCOM transportation committee members in the public meeting stated they would address this, it is not addressed.

4. Courtesy speed on the FRTR per the Batavia Bicycling Commission is 15 mph. NOT posted anywhere anyone can see. Often violated by experienced riders and motorized vehicle (e-bike) riders. Even class 1 and 2 e-bike drivers with top speeds of 20 mph.

5. Glad you mentioned wayfinding signs, they are woefully lacking everywhere on the trails. Did I miss it or is there a plan to install signs?

6. Survey data does NOT support the conclusion ""Stakeholders generally support allowing e-bikes on trails (with some exceptions)."" {Presuming you mean the people actually using the trails.)

7. Motor + cycle = ... not e-bike. That's a misnomer. Try ""motorized vehicle."" Or even motorcycle. E-bikes, often driven (not rode) by consumers who don't know how to balance on a non-motorized vehicle (e.g., a bicycle), are hazardous to the drivers; to pedestrians and bicyclists; and are worthy of licensing, testing, and inclusion on roads or separate e-bike roads.

8. Gravel bikes and mountain bikes are on the rise, yet no mention of facilities being built (e.g., on public lands, like right next to the windmill in Batavia).

9. Two events publicized as having happened - in the future: Food Truck Festival and Batavia event.

10. Two bicyling events - fundraisers - not included in the plan. Ride for Hope (every June) benefitting Naomi's House, exclusively on the FRTR. And Water Wins Century Ride (every September). Both begin and end in St. Charles.

11. The survey tracks surveyors by ethnic group / race / color. Not income levels. This casts a slight shadow on whether this is a true assessment of inclusivity in bicycling based on economics. Many who do not have a mass transit route available or cannot afford a bicycle, to travel to and from stores and jobs, may not be well represented in this plan.

    Thank you!

    (NAME REDACTED)

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

KDOT has coordinated with IDOT on roadways under the agency's jurisdiction to ensure that the proposals are feasible and consistent with future planned and programmed projects. KDOT coordinates with IDOT for projects involving IDOT roadways and will use this plan as a reference point when discussing future projects.

The Illinois Prairie Path crossing has been considered a concern by bicyclists and pedestrians trying to cross IL 25. As a result, a recommendation for a safer crossing has been added to the plan. Additionally, the City of Aurora is starting its own Bicycle & Pedestrian Plan project in the coming weeks, addressing this crossing in greater detail.

Regarding your comments on e-bikes, KDOT adheres to the State of Illinois' definition of e-bikes, which defines them as "...a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts." The statute states that the same road rules (and trails) apply to e-bikes and human-powered bicycles. The Forest Preserve District of Kane County permits Class I and II e-bikes. However, they restrict all modes' speeds to 15 miles per hour in specific locations where the trail narrows or winds to increase safety for all users.
While KDOT permits the use of mountain bikes on its facilities, it does not construct mountain bike-specific facilities.

Information about the Ride for Hope was added to the plan. However, the Water Wins Century Ride did not appear to be an annual ride but a one-time fundraising effort.

The survey did not collect income-level data. However, income data was incorporated into the planning effort by utilizing Census data to ensure that financial resources were part of the equitable analysis.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #2

MAY 1, 2023
CITY/TOWN: SLEEPY HOLLOW

DESIGN GUIDANCE:
None.

CAPITAL IMPROVEMENTS:
None.

FUNDING & IMPLEMENTATION:
None.

POLICIES & PROGRAMS:
None.

OTHER COMMENTS:
For creek bridges on the fox river trail (and others), PLEASE do something about the ""non slip"" rumble strips going horizontally over the whole bridge. I understand they are there to help walkers. However, for bikers its like riding over a bunch of potholes or washboard – which causes less control on the bike. Most of them are North of route 72 up to Algonquin. Ironically the ones south of Dundee don't have the rumble strips.

Either please REMOVE them, or at a minimum have a 2 foot gap in the middle between traction strips on both sides so that bikes aren't forced to ride over them.

Thank you!

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

KDOT has studied several best practices for rumble strip placement to ensure safety for road bicycling. KDOT strives to meet the standards listed below:

- Preserve at least 4 feet of clear, paved shoulder space, and more with higher speeds. A separated shoulder not only gives bicyclists a safer place to ride but also provides space for motor vehicles to correct their vehicle if they hit the rumble strip, preventing potential run-off-the-road crashes.
- Install the rumble strip over the edgeline, not in the shoulder. This placement preserves the maximum space for bicyclists to ride and provides an auditory warning if a motorist hits the rumble strip.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #3

APRIL 28, 2023
CITY/TOWN: GENEVA

DESIGN GUIDANCE:
None.

CAPITAL IMPROVEMENTS:
None.

FUNDING & IMPLEMENTATION:
None.

POLICIES & PROGRAMS:
None.

OTHER COMMENTS:
A few requests for Geneva, IL:
Create a protected bike/pedestrian lane on both sides on the Randall Rd bridge where it goes over the train tracks, from Fargo Boulevard to Kaneville Rd.

On Peck Rd, add a new bike/pedestrian path along the west side of the road from the entrance to James O'Breen Park (in St Charles) heading south all the way to Kesslinger Rd in Geneva. This new path would link the Persinger Center/Peck Farm Park with James O'Breen Park. The existing Prairie path on the west side of Peck Rd (from Bricher Rd to Keslinger Rd) is very nice but it winds far away from the main road/Peck Rd and is very isolated, making it not the safest for solitary walkers/runners. It also takes a very indirect path and is not the most ADA or stroller accessible due to the gravel and sometimes muddy conditions.

Connect the bike/pedestrian tunnel that goes under the tracks at the SW corner of Randall Rd and Kaneville/Keslinger Rd in Geneva to a new bike/pedestrian path on the south side of Keslinger Rd. The pedestrian tunnel creates a safe place for cyclists and pedestrians wishing to cross Randall Rd, but there is no connecting path so everyone heading west still has to cross Kaneville Rd which is treacherous at that intersection. There should be a new path along the south side of Keslinger Rd so people emerging from the tunnel can continue heading west without having to cross the street at the busy intersection. A gravel trail would suffice if a paved path is not possible.

Create safer pedestrian crosswalks along Rt 38 in the downtown Geneva area.

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans. The locations described in your submission were analyzed for feasibility, safety, and applicability. As a result, most of your suggestions were incorporated into the plan. The rationale for not including specific projects is described below.

In response to the recommendation for continuing a sidepath along the south side of Keslinger Road to avoid dangerous interactions at the intersection of Randall Road and Keslinger/Kaneville Road was considered. However, our staff determined that proposing an overpass for the intersection would be more practical than a sidepath on the south side of the road. However, the overpass would solve the issue in your comment, which is a potentially unsafe crossing condition.

Regarding an on-street facility for Randall Road from Fargo Boulevard to Kaneville Road, KDOT has determined this proposal to be not feasible due to the high speeds of automobile travel and traffic volumes. However, Project #62 (Randall Road Bikeway) proposes to create a parallel connection along Randall Road to connect to the recently-completed underpass perpendicular to Randall Road.

The suggestion for adding additional crosswalks along Route 38 was taken under advisement. Still, it was ultimately not included in the plan, as recommendations for pedestrian facilities were only for roadways under KDOT's jurisdiction.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #4

MAY 1, 2023
CITY/TOWN: ELGIN

DESIGN GUIDANCE:
Well done. Associating types of paths and crossings with stress level is very helpful.

CAPITAL IMPROVEMENTS:
I am especially pleased to see Bowes Road on the list. With increasing traffic on Bowes Road (west of Randall) from new housing developments it is increasingly hazardous to ride on Bowes Road to access the Rakow branch library and shopping/service areas near Bowes Road and Randall Road.

FUNDING & IMPLEMENTATION:
None.

POLICIES & PROGRAMS:
I'm not sure I understand how this relates to the Funding and Implementation section.

OTHER COMMENTS:
Thanks for a monumental job on this.

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

KDOT is aware of the development along Bowes Road and is working to provide adequate transportation facilities accordingly.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #5

MAY 2, 2023
CITY/TOWN: SAINT CHARLES

DESIGN GUIDANCE:
It appears you are looking to place a ride share location in my neighborhood.- fox river grove subdivision, east side of the fox river south of red gate bridge.- 25 and lambert ave west to grove street. where do you propose putting that? on whose property? All land is private or common. It is already congested in our neighborhood since grove street is used for the fox river trail and there is no parking due to one lane roads in most of the neighborhood.

CAPITAL IMPROVEMENTS:
None.

FUNDING & IMPLEMENTATION:
None.

POLICIES & PROGRAMS:
None.

OTHER COMMENTS:
None.

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

The proposed bike share station you're referring to is located at the Fox River Bluff (East) Forest Preserve, a 31-acre preserve under the jurisdiction of the Forest Preserve District of Kane County. The bike share station's placement and future development depend on many variables, most notably the system's popularity. For example, a forest preserve or public park would be the most likely host if a bike share station is placed near the River Grove subdivision.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #6

MAY 2, 2023
CITY/TOWN: WEST DUNDEE

DESIGN GUIDANCE:
None.

CAPITAL IMPROVEMENTS:
We need to make ot a priority for our children to bike to school. Dundee Middle School is located in a rural area wuth ZERO access to any bike pathes. There is housing directly around the school. Please create access to this school by bike / foot. We desperately need a bike path along RT 72 in between Randall and Sleepy Hollow Road and extending to the school.

FUNDING & IMPLEMENTATION:
None.

POLICIES & PROGRAMS:
None.

OTHER COMMENTS:
We need to make ot a priority for our children to bike to school. Dundee Middle School is located in a rural area wuth ZERO access to any bike pathes. There is housing directly around the school. Please create access to this school by bike / foot. We desperately need a bike path along RT 72 in between Randall and Sleepy Hollow Road and extending to the school.

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

KDOT constantly strives to create safe walking and bicycling conditions for students of all ages and abilities. Bicycle Project #26 (Higgins-Main Bikeway) proposes to create a sidepath on the north side of Route 72 from Reinking Road to Randall Road, passing by Dundee Middle School and other community amenities. Additionally, Pedestrian Project #16 proposes to place a sidewalk on Randall Road from Binnie Road to Point Boulevard, providing additional sidewalk coverage to Dundee Middle School from the various neighborhoods adjacent to Randall Road.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #7

APRIL 28, 2023
CITY/TOWN: AURORA

DESIGN GUIDANCE:
None.

CAPITAL IMPROVEMENTS:
None.

FUNDING & IMPLEMENTATION:
None.

POLICIES & PROGRAMS:
None.

OTHER COMMENTS:
The prairie path crosses Butterfield Road (Batavia Spur) The traffic is very busy with a speed limit of 50 mph. Drivers usually exceed the limit. It is very difficult to cross there. Is there anyway flashing yellow lights can be installed at that crossing? it is a very dangerous to cross there. I can't believe someone has not been seriously injured or killed. I would appreciate a response.

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

The location identified in this comment is one that KDOT and IDOT have been reviewing and are working to develop a grade-separated crossing/overpass. This recommendation is shown in Figure 6.4 on page 77 of the plan.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #8

MAY 2, 2023
CITY/TOWN: WEST DUNDEE

DESIGN GUIDANCE:
I'm glad this section is in here. I hope this serves as guidance for the town I which I reside, West Dundee. In fact, I think the whole Dundee/Carpentersville/Sleepy Hollow area is positioned very well to implement a better cycling/pedestrian strategy overall to encourage people to put fewer miles down in cars and improve the livability of our communities. We already enjoy a wonderful concentration of mixed use and off-road bike trails for recreational purposes, so the cycling community is strong here.

I think it's borderline absurd that I live within a mile or two of a couple of great downtown and shopping areas but it's dangerous to travel to any of them if not by car. To go to my local Panera, I have to traverse a four lane road twice and cross two busy parking lots. Uncool, inaccessible, and unsustainable.

I'm hoping to even see some of the traffic calming and protected lanes implemented in my neighborhood and this gives a good starting point to get in to it.

CAPITAL IMPROVEMENTS:
None.

FUNDING & IMPLEMENTATION:
I hope we can get even a fraction of the grants in this section. The county and its residents are extraordinarily cost conscious with taxes but aren't willing to spend in ways which make things overall and over the long term less expensive and more sustainable. Without grant money, much of this plan is going to be impossible to fund locally.

POLICIES & PROGRAMS:
None.

OTHER COMMENTS:
Generally speaking, cycling and walking are seen as recreational activities. They can be so much more than that, as demonstrated in places where cycling is a primary mode of transit. Breaking this stigma and the idea that we need to be car dependent is going to be a big hurdle, but Kane County is well positioned to do so.

This is the most comprehensive transit plan I've seen come from Kane County to date and I'm glad it doesn't just involve 'add more lanes.'

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

The purpose of including detailed design guidance within the plan was not only for KDOT's utilization but for local partners too. Therefore, KDOT encourages local municipalities to use this guide for planning and preliminary engineering efforts.

KDOT strives to increase the safety, comfort, and connectivity of walking and bicycling to allow residents to use these modes for recreational, commuting, and daily trips. The department looks forward to progressing the facility, policy, and program recommendations within the plan to achieve the abovementioned goals.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #9

APRIL 28, 2023
CITY/TOWN: AURORA

DESIGN GUIDANCE:
None.

CAPITAL IMPROVEMENTS:
The stretch of IL 31 from McKee to Main is indeed problematic. However, the problem is mostly getting across IL 31. Main is indeed a good crossing point, but a crossing north of Wilson is important too.

FUNDING & IMPLEMENTATION:
We should consider the issue of ongoing maintenance costs.

POLICIES & PROGRAMS:
None.

OTHER COMMENTS:
Thanks much for this great effort and a well written report.

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

Project #31 (IL 31 Road Diet) is an ongoing project led by the City of Batavia, for which they recently received Illinois Transportation Enhancement Program funding. Based on your recommendation, KDOT is proposing a crossing at the intersection of IL 31 and Houston Street.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #10

MAY 2, 2023
CITY/TOWN: SAINT CHARLES/CAMPTON HILLS

DESIGN GUIDANCE:
As a parent of distance runners at St Charles North HS for the last 6 years, there is a safety concern for running along Red Gate Road. Connecting the bike path along Red Gate from Rt 31 to Randall Rd. will be a frequent use space. Any path improvements that will consider the safety of these athletes is ideal, as they train in all seasons, in early morning darkness, and the bike paths are essential.

Further, as an avid biker, having a connection along LaFox to the Great Western Trail would be amazing. Currently, we have to ride through Fox Mill to reach the Great Western, requiring crossing LaFox 2x, and 64 1x. A designated bike path would be safer.

Please interview the athletic director at St Charles North and/or some of the team coaches who use the paths. They can provide excellent insight for planning/use patterns.

We moved here for the great access to these paths, and are very appreciative of the connectivity. We have traveled 100s of miles on them annually as a family. We're looking forward to additional improvements.

CAPITAL IMPROVEMENTS:
None.

FUNDING & IMPLEMENTATION:
None.

POLICIES & PROGRAMS:
None.

OTHER COMMENTS:
None.

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

The safety of students getting to/from school is a concern shared by KDOT. Therefore, the plan proposes to close the network gap on Red Gate Road and add advisory bike lanes in adjacent neighborhoods.

The plan recommends a paved shoulder on La Fox Road. In addition, based on public comments and research, a shared use path will be recommended on the west side of La Fox Road from the Great Western Trail to Keslinger Road.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #11

MAY 11, 2023
CITY/TOWN: ELGIN

DESIGN GUIDANCE:
I appreciate the emphasis on all ages and abilities oriented design, as well as design that recognizes protection and comprehensive networks are needed.

CAPITAL IMPROVEMENTS:
The Highland Ave Bikeway project proposal is the kind of project that is needed in abundance to make bike riding safe, comfortable, and convenient all over Elgin and Kane County.

FUNDING & IMPLEMENTATION:
None.

POLICIES & PROGRAMS:
None.

OTHER COMMENTS:
None.

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

KDOT strives to increase the safety, comfort, and connectivity of walking and bicycling to allow all residents, regardless of ability level, to use these modes for recreational, commuting, and daily trips.

The Highland Avenue project is expected to help residents travel to/from schools, places of worship, recreational facilities, local businesses, and residences.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #12

MAY 13, 2023
CITY/TOWN: ELGIN

DESIGN GUIDANCE:
None.

CAPITAL IMPROVEMENTS:
Re: #27 Highland Avenue. YES YES YES! I LOVE IT! For me, and my family, living at the outer fringe of Elgin Township, just off Highland Avenue, this corridor means the world to us. From our household, MANY trips from our home to downtown occur daily. Having raised seven children, and now grandchildren in this area, SAFE BICYCLE ALTERNATIVES are very important to us. I would strongly encourage KDOT to make this project (#27 Highland Avenue) a MUST, and a priority. Thank You for taking my comment..

FUNDING & IMPLEMENTATION:
None.

POLICIES & PROGRAMS:
None.

OTHER COMMENTS:
Re: #27 Highland Avenue. YES YES YES! I LOVE IT! For me, and my family, living at the outer fringe of Elgin Township, just off Highland Avenue, this corridor means the world to us. From our household, MANY trips from our home to downtown occur daily. Having raised seven children, and now grandchildren in this area, SAFE BICYCLE ALTERNATIVES are very important to us. I would strongly encourage KDOT to make this project (#27 Highland Avenue) a MUST, and a priority. Thank You for taking my comment..

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

KDOT strives to increase the safety, comfort, and connectivity of walking and bicycling to allow all residents, regardless of ability level, to use these modes for recreational, commuting, and daily trips. The department looks forward to progressing the facility, policy, and program recommendations within the plan to achieve the abovementioned goals.

The Highland Avenue project is expected to help residents travel to/from schools, places of worship, recreational facilities, local businesses, and residences.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

PUBLIC COMMENT #14

MAY 15, 2023
CITY/TOWN: AURORA

DESIGN GUIDANCE:
None.

CAPITAL IMPROVEMENTS:
If connecting Virgil Gilman Trail and Waubonsie Creek trail over Farnsworth/Hill Avenue could be added into the plan that would be great. We've had request for the connection however jurisdiction in that area varies. Since I didn't see a map (or hard to locate the proposed facility within the map), I thought I would send this comment along to be included, if not already included.

FUNDING & IMPLEMENTATION:
None.

POLICIES & PROGRAMS:
None.

OTHER COMMENTS:
None.

RESPONSE:

Thank you for submitting a public comment for Kane County's Bicycle & Pedestrian Plan. Kane County Division of Transportation (KDOT) greatly values public input to help develop its plans.

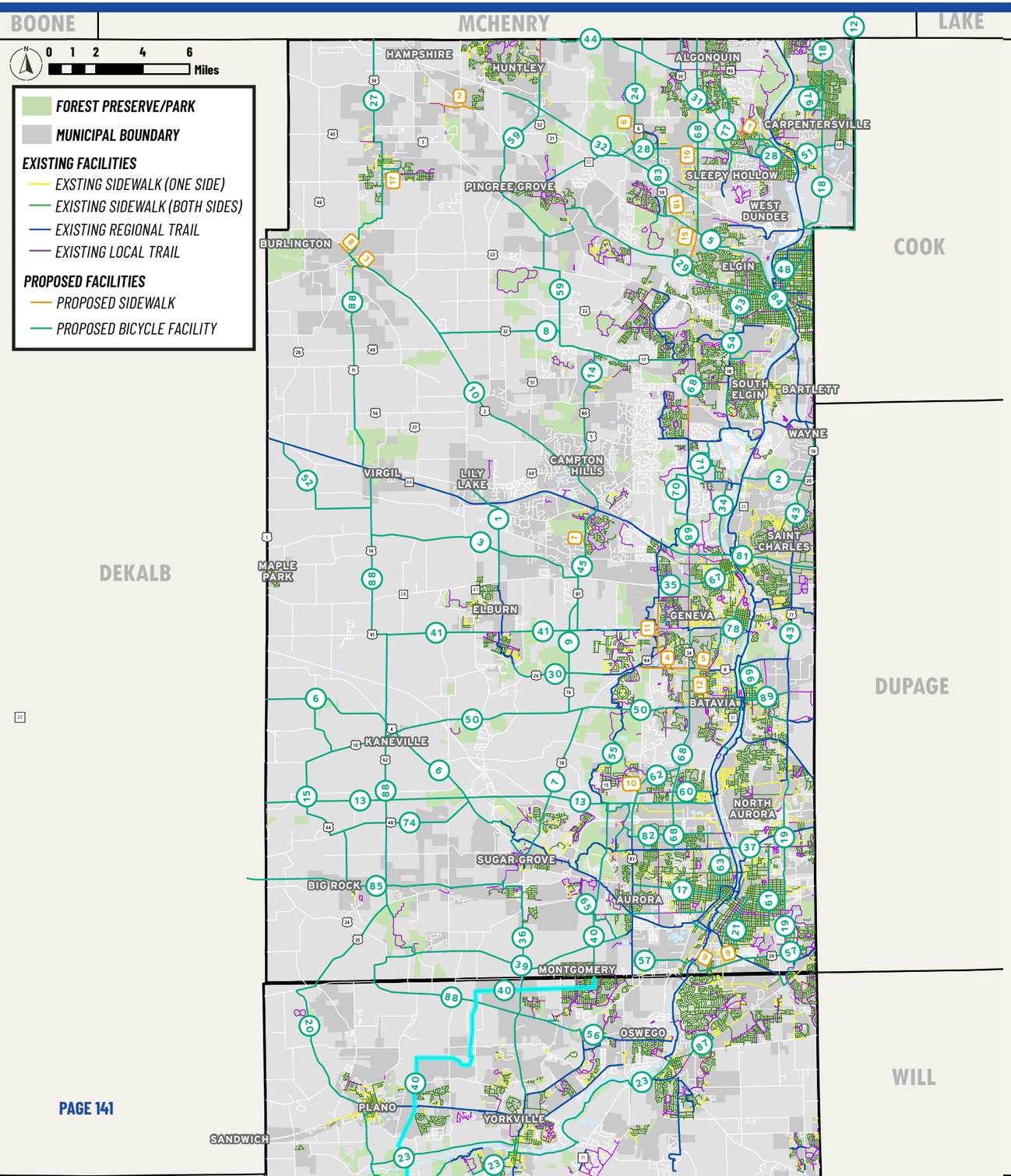
KDOT strives to increase the safety, comfort, and connectivity of walking and bicycling to allow all residents, regardless of ability level, to use these modes for recreational, commuting, and daily trips.

The Highland Avenue project is expected to help residents travel to/from schools, places of worship, recreational facilities, local businesses, and residences.

Please reach out to KDOT Planning staff at Planningstaff@co.kane.il.us for follow-up questions. The final Bicycle & Pedestrian Plan is anticipated to be approved in the coming months.

APPENDIX C.
FACILITY & MUNICIPAL MAPS

FIGURE C.1: ALL PROPOSED FACILITIES



KANE COUNTY BICYCLE & PEDESTRIAN PLAN

FIGURE C.2: PLANNED & PROGRAMMED FACILITIES

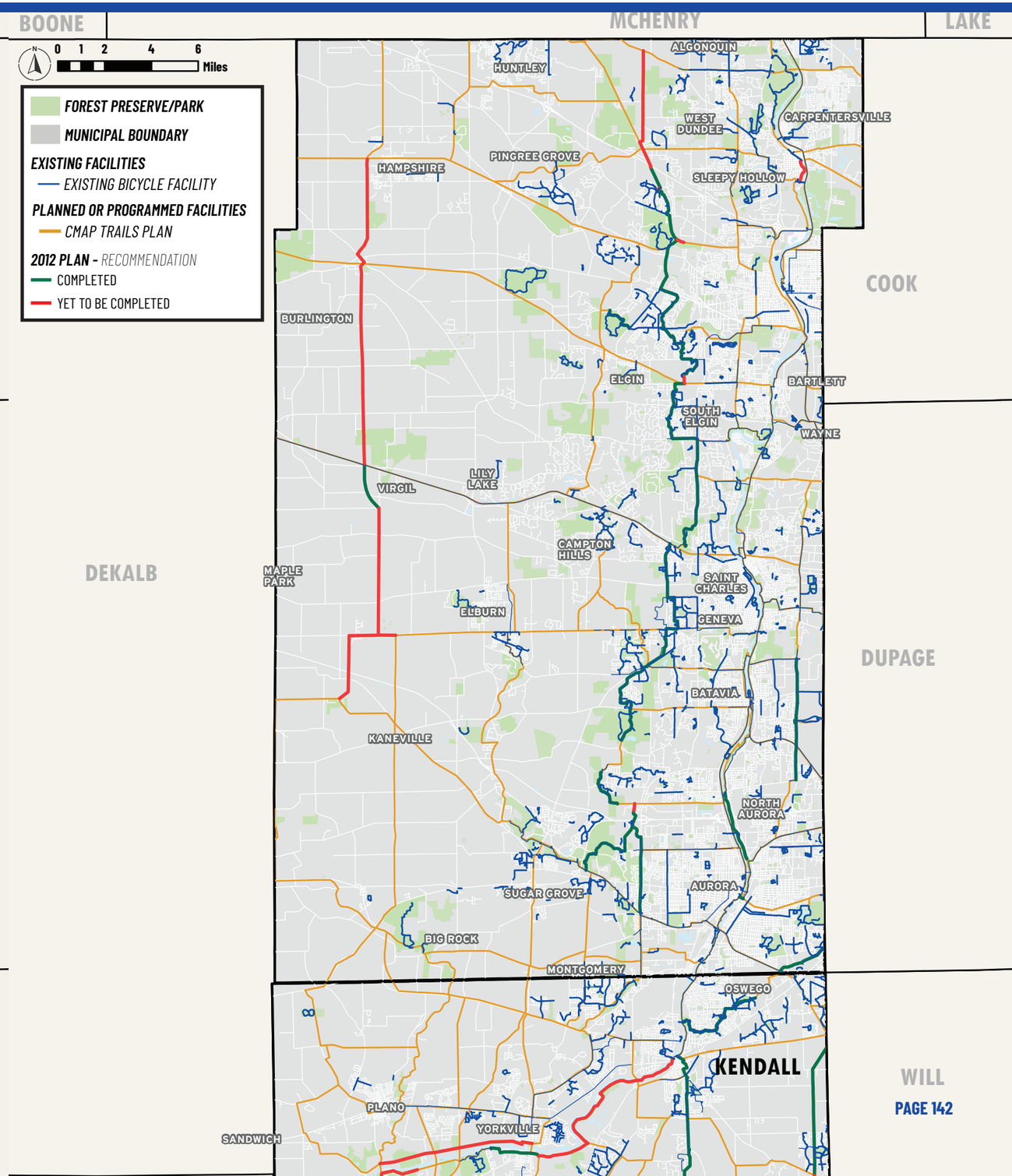


FIGURE C.3: CMAP REGIONAL BIKEWAY COVERAGE

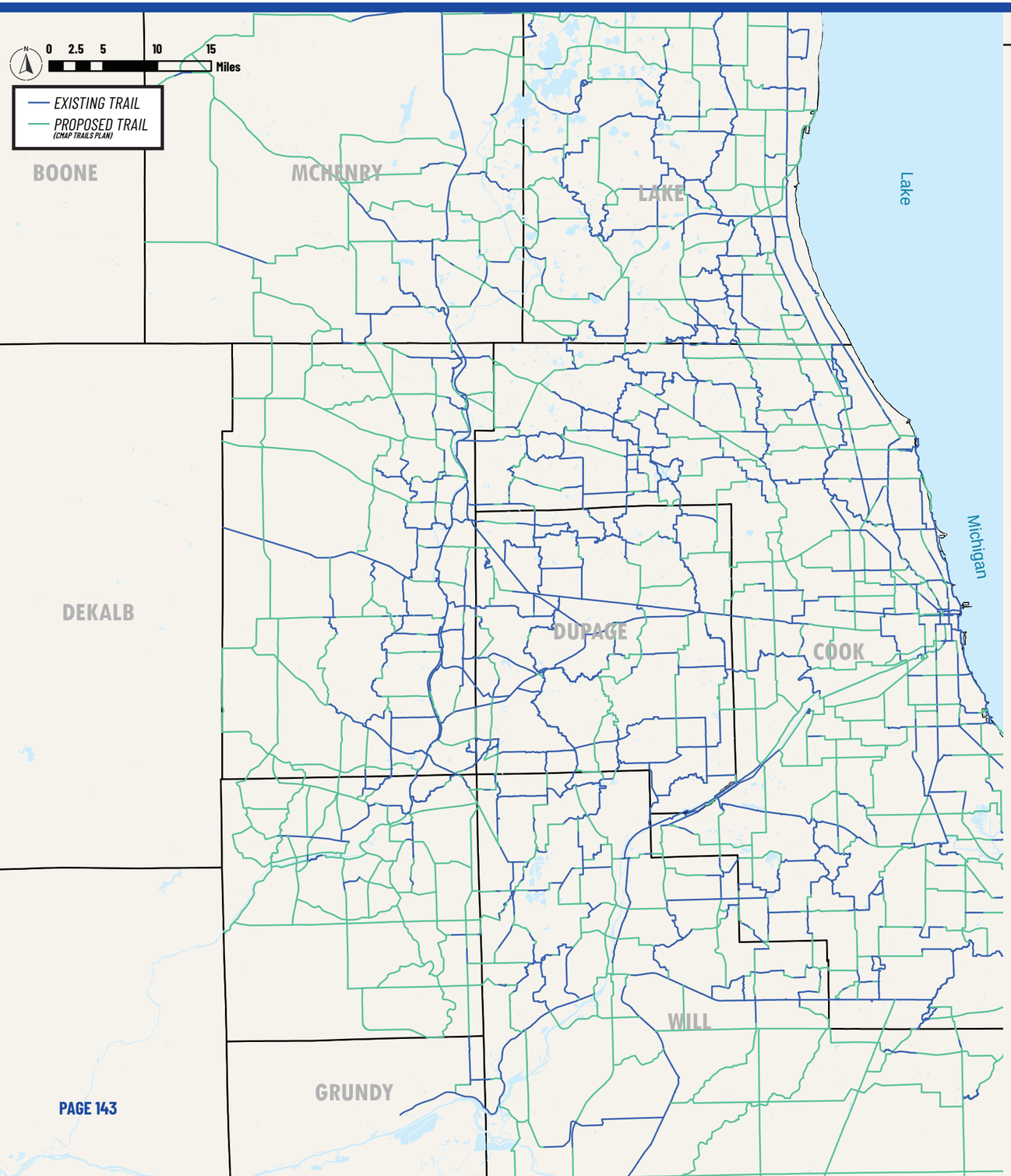


FIGURE C.4: AADT MAP

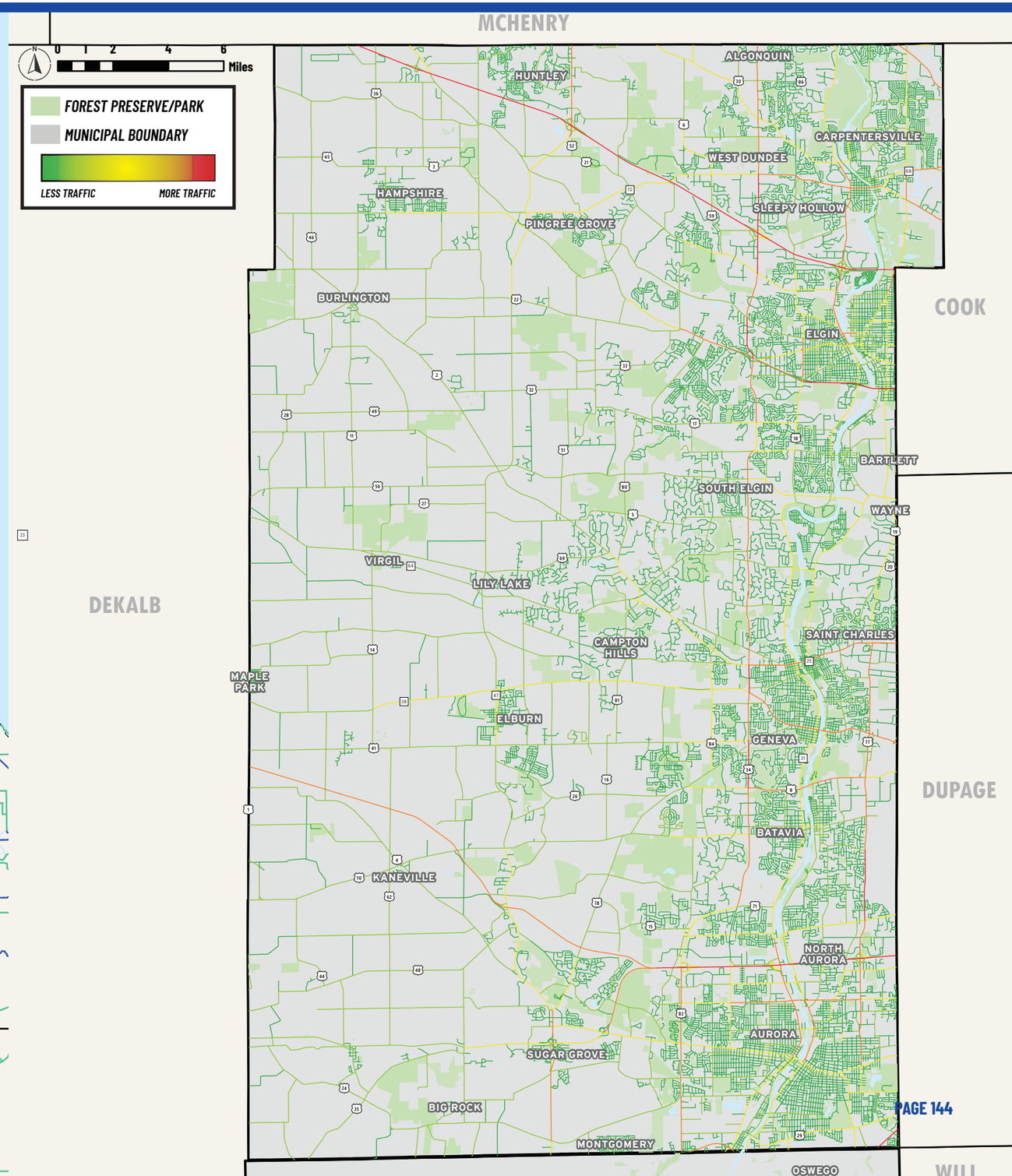


FIGURE C.5: CITY OF ELGIN BIKEWAYS

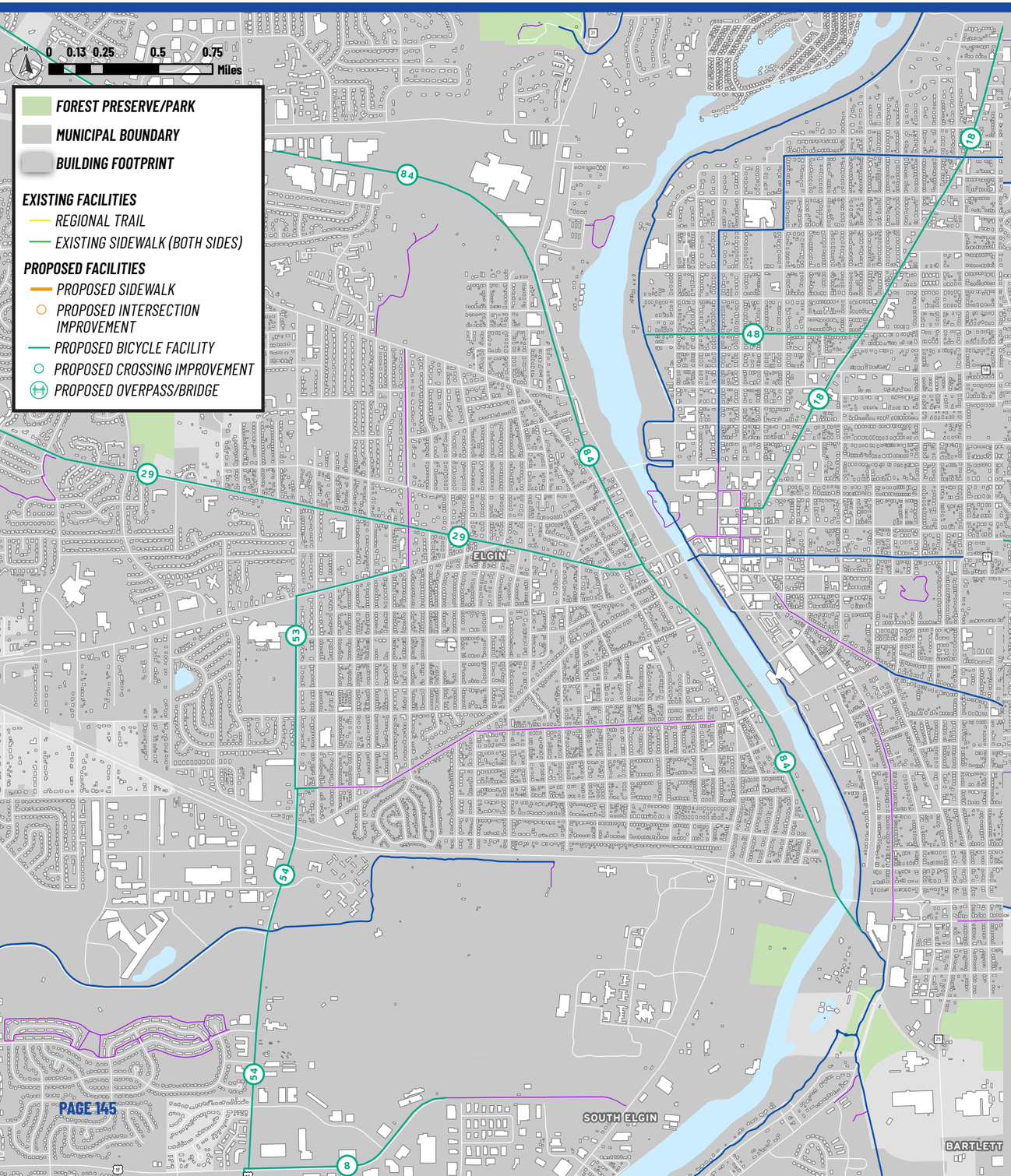


FIGURE C.6: CITY OF AURORA BIKEWAYS

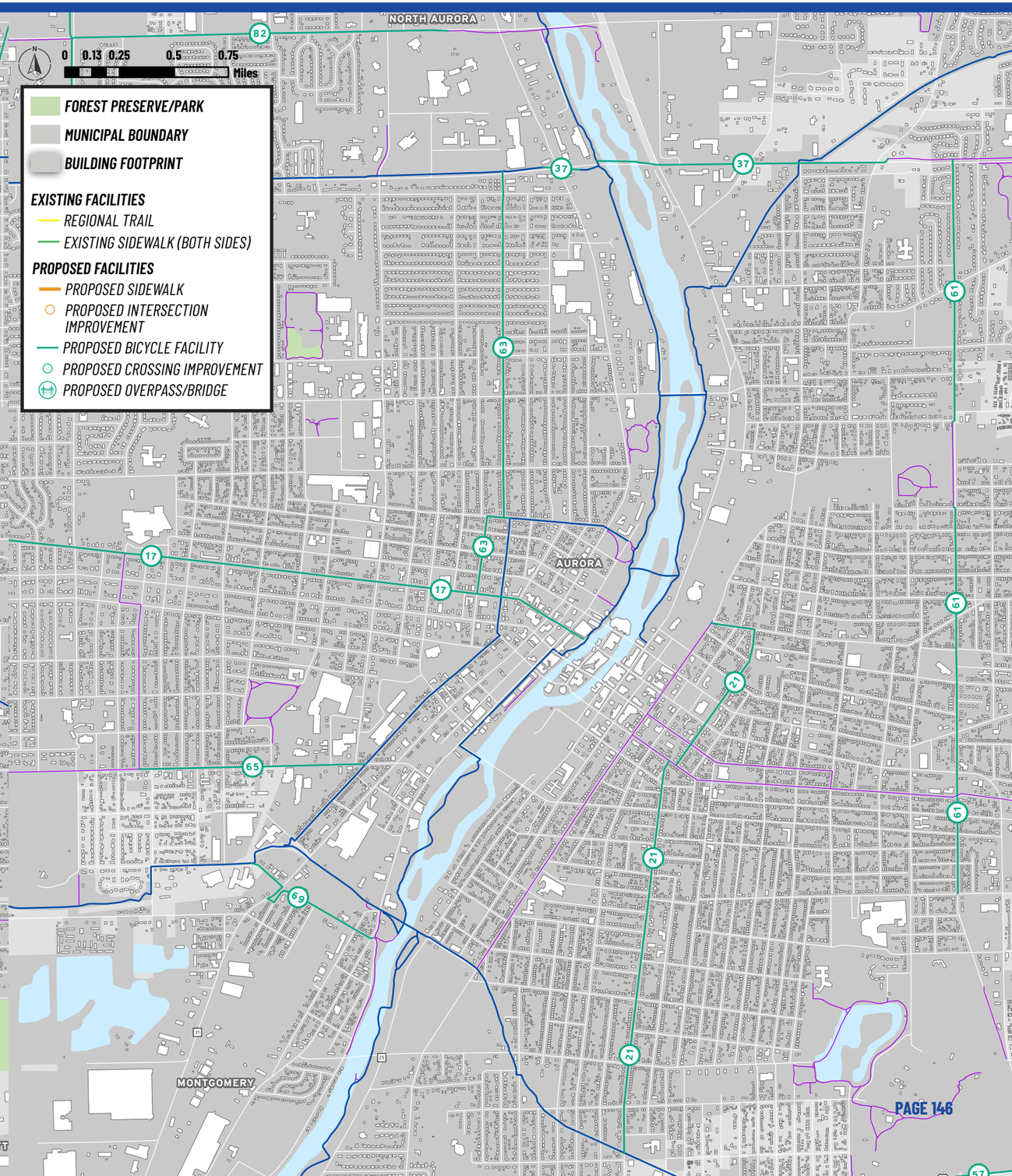
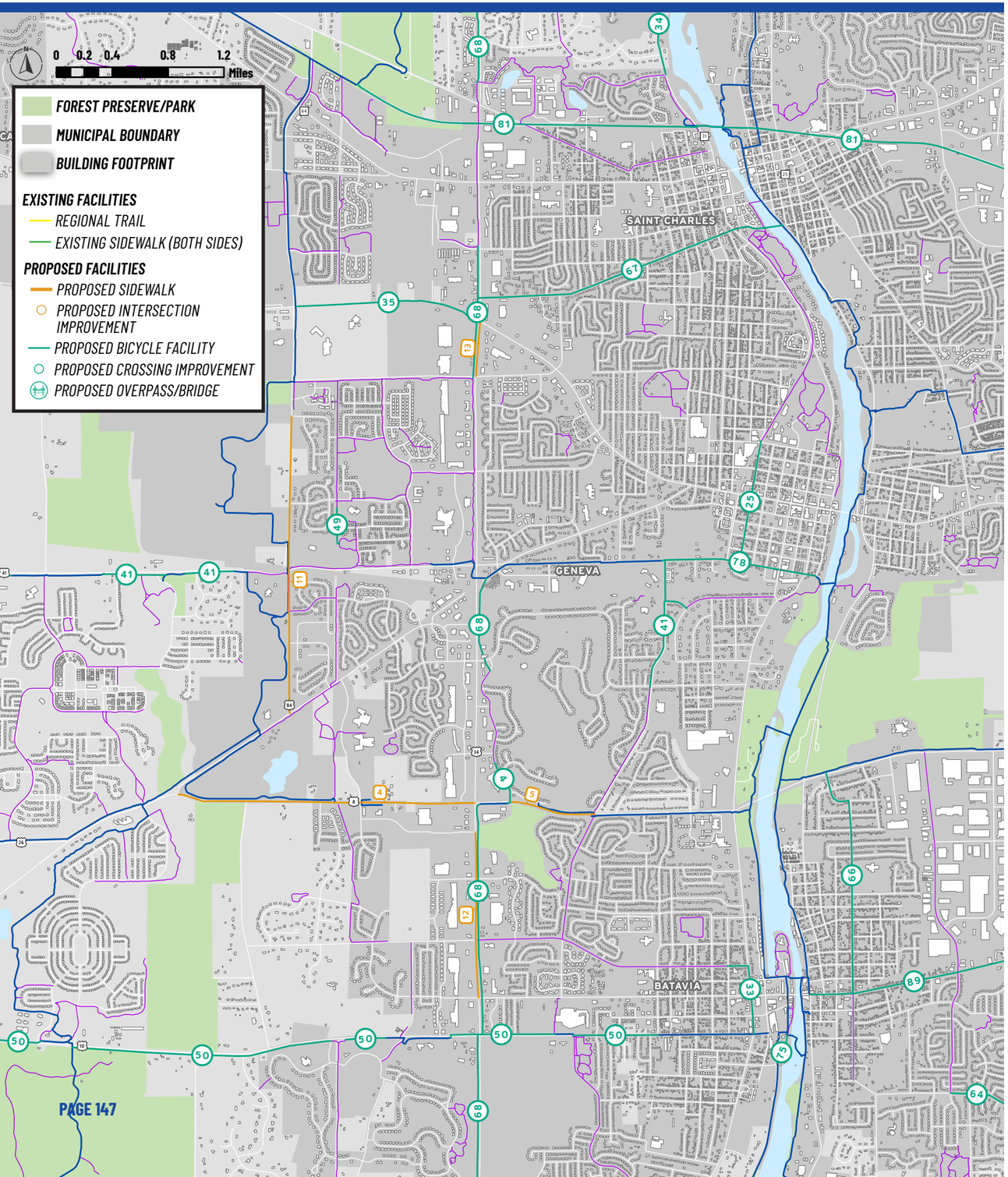


FIGURE C.7: ST. CHARLES/BATAVIA/GENEVA (TRI-CITIES) BIKEWAYS



APPENDIX D.
DETAILED COSTS FOR PROPOSED FACILITIES

D.1 PROPOSED BICYCLE FACILITY COSTS

FIGURE D.1: DETAILED CAPITAL IMPROVEMENT PROGRAM OVERVIEW *(REGIONAL & LOCAL BICYCLE FACILITIES)*

ID	Regional/Local	Facility	Jurisdiction(s)	Segment Length (mi.)	Facility Type	From	To	Estimated Cost	Estimated Cost *(with resurfacing)*	Estimated Cost *(with reconstruction)*
1	Local	Anderson Road	Campton Township	1.19	Paved Shoulder (8')	Anderson Road	Beith Road	$ 16,700	$ 669,000	$ 1,252,000
1	Local	Anderson Road	Lily Lake	0.96	Paved Shoulder (8')	Empire Road	IL 64	$ 13,400	$ 534,900	$ 1,001,100
1	Local	Anderson Road	IDOT	0.27	Paved Shoulder (8')	Hanson Road	Anderson Road	$ 3,800	$ 152,400	$ 285,200
1	Local	Anderson Road	St. Charles	0.18	Paved Shoulder (8')	Anderson Road	Anderson Road	$ 2,500	$ 100,300	$ 187,600
1	Local	Anderson Road	Campton Hills	0.43	Paved Shoulder (8')	Hanson Road	Anderson Road	$ 6,100	$ 242,500	$ 453,900
1	Local	Anderson Road	Elburn	0.08	Paved Shoulder (8')	IL 38	Prairie Valley Street	$ 1,200	$ 46,800	$ 87,700
1	Local	Anderson Road	Campton Township	0.53	Paved Shoulder (8')	Anderson Road	Anderson Road	$ 7,500	$ 299,500	$ 560,400
2	Local	Army Road Trail	Wayne	1.96	Paved Shoulder (8')	Fox River Trail	County Line	$ 1,612,300	$ 1,097,400	$ 2,053,700
2	Local	Army Road Trail	KDOT	0.38	Paved Shoulder (8')	Fox River Trail	County Line	$ 5,300	$ 213,600	$ 399,700
3	Local	Beith Road	KDOT	3.17	Paved Shoulder (8')	Meredith Road	IL 47	$ 4,925,300	$ 1,776,000	$ 3,323,600
3	Local	Beith Road	Campton Hills	2.46	Paved Shoulder (8')	IL 47	Anderson Road	$ 34,400	$ 1,376,600	$ 2,576,200
3	Local	Beith Road	Campton Township	1.04	Paved Shoulder (8')	IL 47	Anderson Road	$ 14,600	$ 583,200	$ 1,091,500
3	Local	Beith Road	IDOT	0.48	Paved Shoulder (8')	Beith Road	La Fox Road	$ 6,700	$ 266,500	$ 498,700
4	Local	Bent Tree Drive	Geneva	0.25	Buffered Bike Lane	Kings Court	Fabyan Parkway	$ 55,100	$ 147,900	$ 253,500
5	Regional	Big Timber Road Trail	KDOT	1.43	Sidepath (North Side)	Meadows Drive	Randall Road	$ 1,047,600	$ -	$ -
5	Regional	Big Timber Road Trail	FPDKC	0.35	Off-Street Trail	Big Timber Road	Burnridge Forest Preserve	$ 204,200	$ -	$ -
5	Regional	Big Timber Road Trail	Elgin	1.19	Sidepath (North Side)	Randall Road	Sleepy Hollow Road	$ 501,600	$ -	$ -
6	Regional	Blackberry Creek Trail	Blackberry Township	0.29	Sidepath	IL 47	Hannaford Woods Nickels Farm Forest Preserve	$ 128,400	$ -	$ -
6	Regional	Blackberry Creek Trail	KDOT	3.87	Sidepath	Locust Street	IL 47	$ 3,839,200	$ -	$ -
6	Regional	Blackberry Creek Trail	KDOT	0.50	Protected Bike Lane	North of Main Street	Locust Street	$ 49,100	$ 271,500	$ 469,800
6	Regional	Blackberry Creek Trail	KDOT	4.56	Sidepath (North Side)	County Line	North of Main Street	$ 4,543,300	$ -	$ -
7	Local	Bliss Road	KDOT	5.01	Paved Shoulder (8')	Main Street	Bliss Woods Forest Preserve	$ 2,073,500	$ 2,804,800	$ 5,249,000
8	Local	Bowes Road	KDOT	0.77	Sharrows	McLean Boulevard	McLean Boulevard	$ 3,100	$ 272,600	$ 506,200
8	Regional	Bowes Road	KDOT	6.12	Paved Shoulder (8')	Burlington Road	Bowes Road	$ 2,685,200	$ 3,429,200	$ 6,417,500
8	Regional	Bowes Road	Elgin	1.84	Sidepath (South Side)	Bowes Road	Bowes Road Sidepath	$ 1,770,100	$ -	$ -
9	Local	Bunker Road	KDOT	2.57	Paved Shoulder (8')	Keslinger Road	Main Street	$ 36,000	$ 1,441,700	$ 2,698,000
9	Local	Bunker Road	KDOT	0.97	Sidepath (East Side)	La Fox Road	Keslinger Road	$ 408,400	$ -	$ -
10	Regional	Burlington Road Path	KDOT	11.25	Sidepath (North Side)	Peplow Road	Great Western Trail	$ 11,529,400	$ -	$ -
11	Local	Church Street	Oswego	0.34	Sharrows	W. Somonauk Street	River Street	$ 1,400	$ 119,800	$ 222,400
12	Regional	ComEd Bikeway #1	ComEd	11.86	Off-Street Trail	Three Oaks Road	Fox River Trail	$ 6,843,600	$ -	$ -
13	Regional	ComEd Bikeway #2	ComEd	14.36	Off-Street Trail	County Line	Fox River	$ 7,786,300	$ -	$ -
14	Regional	Corron Road Path	KDOT	1.30	Paved Shoulder (5')	Silver Glen Road	Burlington Road	$ 18,200	$ 460,300	$ 855,700
14	Regional	Corron Road Path	KDOT	0.30	Sidepath (West Side)	Bowes Road	Stonebrook Road	$ 189,200	$ -	$ -
14	Regional	Corron Road Path	KDOT	2.47	Sidepath (West Side)	Stonebrook Road	Silver Glen Road	$ 1,493,400	$ -	$ -
15	Local	Davis Road	KDOT	5.86	Paved Shoulder (5')	Owens Road	US 30	$ 82,000	$ 2,079,600	$ 3,866,400
15	Local	Davis Road	Kaneville Township	1.97	Paved Shoulder (5')	Perry Road	Main Street Road	$ 27,500	$ 697,600	$ 1,296,900
16	Local	Deerpath Road	Aurora	0.46	Sidepath (West Side)	Melissa Lane	Deerpath Road Sidepath	$ 414,600	$ -	$ -
16	Regional	Deerpath Road	Aurora	0.56	Paved Shoulder (5')	Orchard Gateway Boulevard	Melissa Road	$ 12,100	$ 200,400	$ 372,600
17	Local	Downer Place	Aurora	3.12	Sharrows	Orchard Road	Fox River Trail	$ 12,800	$ 1,112,000	$ 2,064,700

ID	Regional/Local	Facility	Jurisdiction(s)	Segment Length (mi.)	Facility Type	From	To	Estimated Cost	Estimated Cost *(with resurfacing)*	Estimated Cost *(with reconstruction)*
18	Regional	Dundee Avenue Bikeway	IDOT	0.59	Sidepath (West Side)	Algonquin Road	Silverstone Drive	$ 580,700	$ -	$ -
18	Regional	Dundee Avenue Bikeway	Elgin	1.25	Protected Bike Lane	Page Avenue	Dexter Avenue	$ 272,700	$ 678,600	$ 1,174,400
18	Regional	Dundee Avenue Bikeway	IDOT	5.31	Protected Bike Lane	Bolz Road	Kings Road	$ 520,100	$ 2,876,200	$ 4,977,700
18	Regional	Dundee Avenue Bikeway	KDOT	0.19	Sidepath (West Side)	County Line	Algonquin Road	$ 79,300	$ -	$ -
18	Regional	Dundee Avenue Bikeway	IDOT	0.92	Protected Bike Lane	I-90	Page Avenue	$ 194,600	$ 501,000	$ 867,000
19	Regional	Farnsworth Avenue	Aurora	4.74	Sidepath (East Side)	Kirk Road	Simms Street	$ 3,791,400	$ -	$ -
20	Regional	Farnsworth Trail	Kendall County Forest Preserve District	0.81	Off-Street Trail	Fox Road	Silver Springs	$ 441,300	$ -	$ -
20	Regional	Farnsworth Trail	Kendall County Forest Preserve District	0.02	Off-Street Trail	Fox River Drive	Silver Springs	$ 15,700	$ -	$ -
20	Regional	Farnsworth Trail	IDOT	0.32	Advisory Lane	Silver Springs	Silver Springs	$ 4,800	$ 114,800	$ 213,200
20	Regional	Farnsworth Trail	Kendall County DOT	0.24	Protected Bike Lane	River Road	Silve Springs	$ 81,700	$ 130,100	$ 225,100
20	Regional	Farnsworth Trail	Kendall County DOT	1.31	Sidepath (East Side)	Corri Lane	River Road	$ 579,100	$ -	$ -
20	Regional	Farnsworth Trail	Kendall County DOT	0.43	Protected Bike Lane	N. Center Street	Corri Lane	$ 246,200	$ 233,100	$ 403,500
20	Regional	Farnsworth Trail	KDOT	3.40	Sidepath (East Side)	Base Line Road	Fox River Drive	$ 1,437,200	$ -	$ -
20	Regional	Farnsworth Trail	Plano	0.24	Protected Bike Lane	W. Abe Street	US 34	$ 23,400	$ 129,500	$ 224,100
20	Regional	Farnsworth Trail	Plano	0.45	Sidepath (East Side)	W. Abe Street	W. Abe Street	$ 216,500	$ -	$ -
20	Regional	Farnsworth Trail	Plano	0.24	Sidepath (East Side)	Creek Road	Little Rock Road	$ 170,200	$ -	$ -
20	Regional	Farnsworth Trail	Little Rock Township	0.22	Sidepath (East Side)	Little Rock Road	W. Abe Street	$ 155,800	$ -	$ -
20	Regional	Farnsworth Trail	Little Rock Township	3.59	Sidepath (East Side)	Galena Road	Fox River Drive	$ 2,589,800	$ -	$ -
20	Regional	Farnsworth Trail	Kendall County DOT	0.75	Sidepath (East Side)	Creek Road	County Line	$ 318,500	$ -	$ -
21	Local	Fifth Street	Aurora	2.05	Buffered Bike Lane	Lincoln Avenue	Virgil Gilman Trail	$ 250,300	$ 1,229,000	$ 2,107,200
22	Local	Fox River Bike/Ped Bridge - Northern	St. Charles	0.77	Bike Bridge	Washington Street	South End Park	$ 715,900	$ -	$ -
23	Regional	Fox River Trail	Oswego	0.85	Protected Bike Lane	Jefferson Street	IL 71	$ 85,300	$ 459,100	$ 794,500
23	Regional	Fox River Trail	IDOT	0.86	Sidepath (North Side)	Budlong Road	Douglas Street	$ 476,300	$ -	$ -
23	Regional	Fox River Trail	Oswego Township	1.88	Advisory Lane	Fox River	Budlong Road	$ 28,200	$ 668,700	$ 1,241,600
23	Regional	Fox River Trail	Kendall County Forest Preserve District	0.24	Bike Bridge	Saw Wee Kee Park	Sundown Lane	$ 20,600	$ -	$ -
23	Regional	Fox River Trail	Kendall County Forest Preserve District	0.51	Bike Bridge	Shoreline	Saw Wee Kee Park	$ 43,300	$ -	$ -
23	Regional	Fox River Trail	Kendall County Forest Preserve District	0.03	Off-Street Trail	Fox River	Fox River	$ 17,800	$ -	$ -
23	Regional	Fox River Trail	Kendall County Forest Preserve District	0.11	Off-Street Trail	Fox River	Fox River	$ 60,300	$ -	$ -
23	Regional	Fox River Trail	Kendall County Forest Preserve District	0.05	Off-Street Trail	Fox River	Fox River	$ 28,300	$ -	$ -
23	Regional	Fox River Trail	Kendall County Forest Preserve District	0.24	Bike Bridge	Saw Wee Kee Park	Saw Wee Kee Park	$ 20,200	$ -	$ -
23	Regional	Fox River Trail	Kendall County Forest Preserve District	0.38	Bike Bridge	Shoreline	Shoreline	$ 32,000	$ -	$ -
23	Regional	Fox River Trail	Kendall County Forest Preserve District	0.33	Off-Street Trail	Fox River	Van Emmon Road	$ 173,200	$ -	$ -
23	Regional	Fox River Trail	Kendall County DOT	1.54	Sidepath (North Side)	E. Van Emmon Street	Hideaway Lane	$ 1,244,200	$ -	$ -
23	Regional	Fox River Trail	Yorkville	0.61	Protected Bike Lane	Fox Road	Mill Street	$ 292,600	$ 331,500	$ 573,600
23	Regional	Fox River Trail	Kendall County DOT	1.24	Sidepath (North Side)	Hoover Forest Preserve	Morgan Street	$ 1,045,900	$ -	$ -
23	Regional	Fox River Trail	Kendall County Forest Preserve District	0.10	Off-Street Trail	Hoover Forest Preserve	Hoover Forest Preserve	$ 53,100	$ -	$ -
23	Regional	Fox River Trail	Kendall County Forest Preserve District	0.97	Off-Street Trail	Fox Road	Hoover Forest Preserve	$ 512,600	$ -	$ -
23	Regional	Fox River Trail	Kendall County Forest Preserve District	2.39	Off-Street Trail	Silver Springs	Fox Road	$ 1,261,800	$ -	$ -
23	Regional	Fox River Trail	Yorkville	0.09	Sharrows	Fox River	Van Emmon Street	$ 400	$ 32,100	$ 59,500
23	Regional	Fox River Trail	Yorkville	0.10	Pedestrian Bridge	Fox River	Fox River	$ -	$ -	$ -
23	Regional	Fox River Trail	Yorkville	0.07	Off-Street Trail	River Street	Fox River	$ 39,200	$ -	$ -
23	Regional	Fox River Trail	Yorkville	0.26	Bike Lane	Somonauk Street	River Street	$ 19,600	$ 127,700	$ 224,800
23	Regional	Fox River Trail	Bristol Township	2.62	Sidepath (South Side)	Fox River Drive	Church Street	$ 1,628,600	$ -	$ -

ID	Regional/Local	Facility	Jurisdiction(s)	Segment Length (mi.)	Facility Type	From	To	Estimated Cost	Estimated Cost *(with resurfacing)*	Estimated Cost *(with reconstruction)*
23	Regional	Fox River Trail	Yorkville	0.36	Sidepath (North Side)	Mill Street	E. Van Emmon Street	$ 150,100	$ -	$ -
23	Regional	Fox River Trail	Yorkville	0.48	Sidepath (South Side)	Fox River Drive	Church Street	$ 298,200	$ -	$ -
23	Regional	Fox River Trail	Oswego Township	1.63	Sidepath (South Side)	Fox River Drive	Church Street	$ 1,012,400	$ -	$ -
24	Local	Galligan Road Sidepath	KDOT	2.70	Sidepath (East Side)	Huntley Road	Town Center Boulevard	$ 1,530,500	$ -	$ -
25	Local	Geneva Metra Connector	Geneva	0.66	Bike Lane	Stevens Street	South Street	$ 48,800	$ 318,500	$ 560,500
26	Local	Gilman-Waubonsie Connector	Aurora	0.16	Sharrows	Pontarelli Court	Farnsworth Avenue	$ 700	$ 56,900	$ 105,700
26	Local	Gilman-Waubonsie Connector	IDOT	0.54	Sidepath (East Side)	Virgil Gilman Trail	Sidepath	$ 228,500	$ -	$ -
26	Local	Gilman-Waubonsie Connector	Aurora	0.12	Protected Bike Lane	Landreth Court	Sidepath	$ 11,800	$ 65,500	$ 113,400
26	Local	Gilman-Waubonsie Connector	Private	0.11	Off-Street Trail	Sidepath	Waubonsie Creek Trail	$ 59,500	$ -	$ -
26	Regional	Harmony Road Trail	KDOT	3.08	Sidepath (West Side)	County Line	933' North of Allen Road	$ 2,733,300	$ -	$ -
27	Regional	Harmony Road Trail	Hampshire	0.25	Paved Shoulder (5')	Harmony Road	N State Street	$ 3,500	$ 89,400	$ 166,200
27	Regional	Harmony Road Trail	KDOT	0.35	Sidepath (West Side)	Allen Road	480' North of Mill Avenue	$ 181,700	$ -	$ -
27	Regional	Harmony Road Trail	Hampshire	0.90	Protected Bike Lane	480' North of Mill Avenue	W. Oak Knoll Dr.	$ 88,300	$ 488,500	$ 845,400
27	Regional	Higgins-Main Bikeway	IDOT	5.77	Off-Street Trail	Reinking Road	Randall Road	$ 5,731,800	$ -	$ -
28	Regional	Higgins-Main Bikeway	IDOT	0.61	Sidepath (North Side)	Sleepy Hollow Road	Tartans Drive	$ 624,400	$ -	$ -
28	Regional	Higgins-Main Bikeway	West Dundee	0.56	Protected Bike Lane	W Main Street	Western Avenue	$ 428,400	$ 301,800	$ 522,400
28	Regional	Higgins-Main Bikeway	West Dundee	0.37	Buffered Bike Lane	Western Avenue	Lincoln Avenue	$ 418,200	$ 219,200	$ 375,800
28	Regional	Highland Avenue Bikeway	Elgin	1.57	Protected Bike Lane	N. Airlite Road	Larkin Avenue	$ 153,900	$ 850,900	$ 1,472,700
29	Regional	Highland Avenue Bikeway	Elgin	5.38	Sidepath (South Side)	Reinking Road	N. Airlite Road	$ 3,742,300	$ -	$ -
29	Regional	Highland Avenue Bikeway	Elgin	0.49	Sidepath (North Side)	Larkin Avenue	UP Railroad	$ 597,900	$ -	$ -
29	Regional	Hughes Road		3.04	Sidepath (North Side)	Pouley Road	Tanna Farms Golf Club	$ 1,403,600	$ -	$ -
30	Regional	Huntley Road Trail	KDOT	2.12	Sidepath (South Side)	County Line	Huntley Road Sidepath	$ 941,000	$ -	$ -
31	Regional	Huntley Road Trail	KDOT	1.88	Sidepath (South Side)	Deerpath Road	Binnie Lane	$ 1,454,000	$ -	$ -
31	Regional	Huntley Road Trail	Algonquin	0.64	Sidepath (West Side)	County Line	Huntley Road	$ 318,200	$ -	$ -
31	Regional	Huntley Road Trail	KDOT	0.22	Sidepath (West Side)	Huntley Road	Deerpath Lane	$ 125,400	$ -	$ -
31	Regional	Huntley Road Trail	Dundee Township	0.34	Sidepath (West Side)	Huntley Road	Boyer Road	$ 181,100	$ -	$ -
31	Regional	I-90 Bikeway	IDOT	7.15	Sidepath	Huntley	Randall Road	$ 3,412,100	$ -	$ -
32	Local	IL 31 Road Diet	IDOT	0.48	Protected Bike Lane	McKee Street	Main Street	$ 47,000	$ 259,900	$ 449,800
33	Regional	IL 31 Sidepath	IDOT	2.09	Sidepath (West Side)	Red Gate Road	Timbers Trail	$ 1,761,900	$ -	$ -
34	Local	IL 38 Bikeway	IDOT	0.99	Sidepath (South Side)	Peck Road	Randall Road	$ 416,200	$ -	$ -
35	Regional	IL 47 Trail	IDOT	6.11	Sidepath (East Side)	Main Street	Kennedy Road	$ 4,437,300	$ -	$ -
36	Regional	IL 47 Trail	Sugar Grove	1.31	Protected Bike Lane	Municipal Drive	IL 47	$ 278,900	$ 712,700	$ 1,233,400
36	Regional	IL 47 Trail	IDOT	1.16	Sidepath	Virgil Gilman Trail	Bastian Drive	$ 768,000	$ -	$ -
36	Regional	Indian Trail	Aurora	0.26	Sidepath (North Side)	Deerpath Road	Freedom Park	$ 119,600	$ -	$ -
37	Regional	Indian Trail	Aurora	0.20	Protected Bike Lane	Indian Trail	Indian Trail	$ 25,400	$ 108,200	$ 187,300
37	Regional	Indian Trail	Aurora	0.27	Pedestrian Bridge	Fox River Trail	Fox River	$ -	$ -	$ -
37	Regional	Indian Trail	Aurora	0.36	Protected Bike Lane	Fox River	Mitchell Road	$ 45,800	$ 195,000	$ 337,400
37	Regional	Indian Trail	Aurora Township	0.10	Protected Bike Lane	Indian Trail	Indian Trail	$ 12,400	$ 52,900	$ 91,500
37	Regional	Indian Trail	Aurora	0.05	Protected Bike Lane	Indian Trail	Indian Trail	$ 6,100	$ 26,200	$ 45,300
37	Regional	Indian Trail	Aurora Township	0.10	Protected Bike Lane	Indian Trail	Indian Trail	$ 12,400	$ 52,800	$ 91,300
37	Regional	Indian Trail	Aurora Township	0.06	Protected Bike Lane	Indian Trail	Mitchell Road	$ 8,100	$ 34,500	$ 59,800

ID	Regional/Local	Facility	Jurisdiction(s)	Total Length (mi.)	Facility Type	From	To	Estimated Cost	Estimated Cost *(with resurfacing)*	Estimated Cost *(with reconstruction)*
38	Local	Jake Lane	Hampshire	0.50	Sharrows	S. State Street	Centennial Drive	$ 2,100	$ 179,400	$ 333,100
38	Local	Jake Lane	Hampshire	0.18	Sharrows	Centennial Drive	Jake Lane	$ 700	$ 62,700	$ 116,400
39	Regional	Jericho Road Path	KDOT	6.99	Sidepath (North Side)	Big Rock Forest Preserve	Barnes Forest Preserve	$ 4,521,100	$ -	$ -
40	Regional	KanKen ComEd Greenway	ComEd	18.16	Off-Street Trail	Silver Springs	Lake Run Forest Preserve	$ 11,004,200	$ -	$ -
41	Regional	Keslinger Road	Geneva	0.12	Sharrows	Western Avenue	Cheever Avenue	$ 500	$ 42,700	$ 79,300
41	Regional	Keslinger Road	KDOT	0.34	Sidepath (South Side)	Keslinger Road (Sidepath)	Mill Creek Forest Preserve	$ 303,300	$ -	$ -
41	Regional	Keslinger Road	KDOT	0.26	Sidepath (South Side)	Mill Creek Forest Preserve	Keslinger Road (Sidepath)	$ 235,300	$ -	$ -
41	Regional	Keslinger Road	KDOT	5.99	Sidepath (South Side)	Keslinger Road (Sidepath)	Keslinger Road (Sidepath)	$ 4,987,800	$ -	$ -
41	Regional	Keslinger Road	Geneva	0.21	Sidepath (East Side)	South Street	Cheever Avenue	$ 286,700	$ -	$ -
42	Local	Kings Road Path	Carpentersville	0.55	Sidepath (North Side)	Kings Road	Kings Road	$ 649,600	$ -	$ -
42	Local	Kings Road Path	Carpentersville	0.24	Sidepath (North Side)	Fox River Trail	IL 62	$ 336,500	$ -	$ -
42	Local	Kings Road Path	Dundee Township	0.20	Sidepath (North Side)	Kings Road	Kings Road	$ 289,900	$ -	$ -
43	Regional	Kirk Road Trail	KDOT	3.01	Sidepath (West Side)	Illinois Prairie Path	Foxfield Road	$ 1,274,700	$ -	$ -
43	Regional	Kirk Road Trail	KDOT	0.54	Buffered Bike Lane	Old Kirk Road	Kirk Road	$ 66,200	$ 325,000	$ 557,300
43	Regional	Kirk Road Trail	KDOT	0.16	Sidepath (West Side)	Old Kirk Road	Fabyan Parkway	$ 72,500	$ -	$ -
43	Regional	Kirk Road Trail	KDOT	0.19	Buffered Bike Lane	E. State Street	Old Kirk Road	$ 173,000	$ 112,700	$ 193,200
43	Regional	Kirk Road Trail	KDOT	0.12	Sidepath (South Side)	Kirk Road	Old Kirk Road	$ 53,400	$ -	$ -
43	Regional	Kirk Road Trail	KDOT	0.05	Sidepath (East Side)	Bank Lane	E. State Street	$ 44,600	$ -	$ -
44	Regional	Kreutzer Road Bikeway	Huntley	2.08	Sidepath (South Side)	IL 47	Huntley Road	$ 1,918,700	$ -	$ -
45	Regional	La Fox Road	KDOT	4.01	Paved Shoulder (5')	Great Western Trail	Keslinger Road	$ 858,400	$ 1,424,000	$ 2,647,400
46	Local	Lincoln Avenue	Carpentersville	0.47	Advisory Lane	Brunner Trail	S Lincoln Avenue	$ 7,000	$ 166,000	$ 308,200
47	Local	Lippold Park Bridge	Fox Valley Park District	0.20	Off-Street Trail	Fox River Trail	Fox River Trail	$ 103,800	$ -	$ -
48	Local	Lovell Street Bicycle Boulevard	Elgin	0.74	Sharrows	Fox River Trail	Dundee Avenue	$ 3,100	$ 265,100	$ 492,100
49	Local	Lovett Park Extension	Geneva Park District	0.20	Off-Street Trail	Heartland Elementary School	Kay Lovett Park	$ 105,600	$ -	$ -
50	Regional	Main Street	Batavia	0.45	Protected Bike Lane	Engstrom Family Park	S. Water Street	$ 97,800	$ 245,900	$ 425,600
50	Regional	Main Street	Batavia	0.40	Sidepath (North Side)	Randall Road	Engstrom Family Park	$ 354,100	$ -	$ -
50	Regional	Main Street	KDOT	0.22	Sidepath (South Side)	West of Wade Lane	West of Deerpath Road	$ 192,400	$ -	$ -
50	Regional	Main Street	KDOT	1.39	Sidepath (South Side)	Dick Young Forest Preserve	Wade Lane	$ 611,000	$ -	$ -
50	Local	Main Street	KDOT	9.30	Paved Shoulder (8')	Florence Road	Dick Young Forest Preserve	$ 130,200	$ 5,206,200	$ 9,743,000
50	Regional	Main Street	KDOT	0.17	Sidepath (North Side)	East of Barton Trail	Randall Road	$ 121,400	$ -	$ -
51	Regional	Main-Penny Bikeway	IDOT	0.31	Buffered Bike Lane	Fox River	Penny Avenue	$ 37,900	$ 186,100	$ 319,100
51	Regional	Main-Penny Bikeway	IDOT	1.57	Sidepath (South Side)	Penny Avenue/Barrington Avenue	Penny Road	$ 856,600	$ -	$ -
51	Regional	Main-Penny Bikeway	Carpentersville	0.25	Paved Shoulder (5')	Barrington Avenue	County Line	$ 3,600	$ 90,500	$ 168,300
52	Local	McGough Road	Virgil Township	4.25	Paved Shoulder (8')	Great Western Trail	Meredith Road	$ 59,500	$ 2,378,000	$ 4,450,300
53	Local	McLean Boulevard	Elgin	0.66	Sidepath (West Side)	Larkin Avenue	Lillian Street	$ 377,000	$ -	$ -
53	Local	McLean Boulevard	Elgin	0.40	Sidepath (North Side)	Larkin Avenue	McLean Boulevard	$ 415,400	$ -	$ -
54	Regional	McLean Boulevard Bikeway	IDOT	0.86	Sidepath (West Side)	Gail Borden Library, South Elgin Branch	McLean Fen Forest Preserve	$ 511,300	$ -	$ -
54	Regional	McLean Boulevard Bikeway	Elgin	0.07	Buffered Bike Lane	Mclean Boulevard	S. Weston Avenue	$ 8,400	$ 41,100	$ 70,400
54	Regional	McLean Boulevard Bikeway	Elgin	1.34	Sidepath (West Side)	Lillian Street	Bowes Road	$ 948,200	$ -	$ -
55	Regional	Mid-County Trail	FPDKC	1.41	Off-Street Trail	Dick Young Forest Preserve	Mid-County Trail	$ 758,000	$ -	$ -
55	Regional	Mid-County Trail	Aurora	0.56	Protected Bike Lane	Orchard Gateway Boulevard	Deerpath Road	$ 65,400	$ 300,800	$ 520,600
55	Regional	Mid-County Trail	FPDKC	0.57	Off-Street Trail	Lake Run Forest Preserve	Orchard Gateway Boulevard	$ 316,700	$ -	$ -

ID	Regional/Local	Facility	Jurisdiction(s)	Total Length (mi.)	Facility Type	From	To	Estimated Cost	Estimated Cost *(with resurfacing)*	Estimated Cost *(with reconstruction)*
56	Local	Mill Road	Bristol	0.86	Sidepath (South Side)	Kennedy Road	Seeley Street	$ 364,400	$ -	$ -
57	Regional	Montgomery Road	KDOT	2.96	Sidepath (North Side)	SE River Road	Hill Avenue	$ 1,954,400	$ -	$ -
57	Regional	Montgomery Road	Montgomery	0.46	Protected Bike Lane	S. Lake Street	SE River Road	$ 345,200	$ 250,100	$ 432,900
57	Regional	Montgomery Road	Montgomery	1.54	Sidepath (North Side)	Orchard Road	S. Lake Street	$ 1,324,900	$ -	$ -
57	Regional	Montgomery Road	Aurora	0.94	Sidepath (North Side)	Hill Avenue	Hoscheit Park	$ 655,300	$ -	$ -
58	Local	Moraine Drive	Aurora	0.53	Sharrows	Prairie Street	S. Barnes Road	$ 2,200	$ 189,400	$ 351,600
59	Local	Muirhead Road	Pingree Grove	5.33	Paved Shoulder (8')	Public Street	US 20	$ 231,400	$ 2,985,200	$ 5,586,600
59	Local	Muirhead Road	Plato Township	1.99	Paved Shoulder (8')	Plank Road	Plato Road	$ 144,600	$ 1,112,600	$ 2,082,100
59	Local	Muirhead Road	KDOT	0.85	Paved Shoulder (8')	Muirhead Springs Forest Preserve	Muirhead Road	$ 87,300	$ 478,500	$ 895,400
59	Local	Muirhead Road	IDOT	1.59	Paved Shoulder (8')	Del Webb Boulevard	I-90	$ 209,700	$ 892,400	$ 1,670,100
59	Local	Muirhead Road	Elgin	0.35	Paved Shoulder (8')	Marshall Road	Marshall Road	$ 55,800	$ 194,100	$ 363,300
59	Local	Muirhead Road	Plato Township	0.28	Paved Shoulder (8')	US 20	Marshall Road	$ 53,900	$ 158,600	$ 296,800
59	Local	Muirhead Road	IDOT	0.87	Paved Shoulder (8')	Marshall Road	Reinking Road	$ 191,400	$ 487,700	$ 912,700
60	Local	Oak Street	North Aurora	1.52	Sidepath (North Side)	Orchard Road	Fox River Trail	$ 811,600	$ -	$ -
61	Regional	Ohio Avenue Bikeway	Aurora	2.23	Bike Lane	Indian Trail	Fifth Avenue	$ 164,900	$ 1,076,100	$ 1,893,800
62	Regional	Orchard Road	KDOT	3.06	Sidepath (West Side)	Randall Road	Sullivan Road	$ 1,437,900	$ -	$ -
63	Local	Pennsylvania Avenue Bicyle Boulevard	Aurora	1.20	Sharrows	Indian Trail	W Park Avenue	$ 4,900	$ 428,600	$ 795,800
63	Regional	Pennsylvania Avenue Bicyle Boulevard	aurora	0.33	Sharrows	Indian Trail	Galena Boulevard	$ 1,300	$ 115,800	$ 214,900
64	Local	Pine Street	Batavia	0.63	Buffered Bike Lane	Raddant Road	Kirk Road	$ 76,800	$ 376,900	$ 646,100
65	Local	Prairie Street	aurora	1.00	Paved Shoulder (5')	Parkside Drive	Moraine Drive	$ 164,100	$ 356,500	$ 662,800
65	Local	Prairie Street	aurora	0.63	Sidepath (South Side)	Moraine Drive	Orchard Road	$ 414,500	$ -	$ -
65	Local	Prairie Street	aurora	1.16	Paved Shoulder (5')	Parkside Drive	Moraine Drive	$ 166,300	$ 413,600	$ 768,900
66	Local	Prairie Street Bicycle Boulevard	Batavia	1.26	Bike Lane	Fabyan Parkway	Wilson Street	$ 93,300	$ 609,200	$ 1,072,100
67	Local	Prairie Street Bikeway	St. Charles	1.70	Buffered Bike Lane	Randall Road	Fox River Trail	$ 257,400	$ 1,018,400	$ 1,746,100
68	Regional	Randall Road Bikeway	KDOT	6.13	Sidepath (East Side)	County Line	Big Timber Road	$ 4,789,000	$ -	$ -
68	Regional	Randall Road Bikeway	KDOT	2.05	Sidepath (West Side)	LeRoy Oakes Forest Preserve	Eagle Brook Country Club	$ 1,301,200	$ -	$ -
68	Regional	Randall Road Bikeway	KDOT	1.23	Sidepath (West Side)	Fabyan Parkway	Main Street	$ 598,700	$ -	$ -
68	Regional	Randall Road Bikeway	KDOT	2.78	Sidepath (West Side)	Main Street	Oak Street	$ 1,273,300	$ -	$ -
68	Regional	Randall Road Bikeway	KDOT	1.84	Sidepath (West Side)	Oak Street	Indian Trail Road	$ 935,400	$ -	$ -
68	Regional	Randall Road Bikeway	KDOT	0.83	Sidepath (West Side)	Hopps Road	Gyorr Avenue	$ 500,200	$ -	$ -
69	Local	Rathbone Avenue	aurora	0.63	Buffered Bike Lane	Jericho Road	S River Street	$ 76,400	$ 375,400	$ 643,600
70	Regional	Red Gate Loop	St. Charles Township	0.19	Buffered Bike Lane	Leola Lane	Randall Road	$ 23,200	$ 114,000	$ 195,500
70	Regional	Red Gate Loop	St. Charles Township	0.18	Protected Bike Lane	Crane Road	Leola Lane	$ 17,300	$ 95,400	$ 165,200
70	Regional	Red Gate Loop	St. Charles Township	1.60	Sidepath (East Side)	Red Gate Road	Randall Road	$ 677,600	$ -	$ -
70	Regional	Red Gate Loop	St. Charles Township	0.58	Sidepath (South Side)	Randall Road	Tradition Boulevard	$ 245,300	$ -	$ -
71	Local	Ridgewood Drive Bicycle Boulevard	St. Charles Township	0.18	Sharrows	Silver Glen Road	Red Gate Road	$ 700	$ 62,700	$ 116,500
71	Local	Ridgewood Drive Bicycle Boulevard	St. Charles	2.63	Sharrows	Silver Glen Road	Red Gate Road	$ 88,200	$ 936,800	$ 1,739,400
72	Regional	S. Barnes Road	Aurora Township	0.62	Sidepath (West Side)	Moraine Drive	Jericho Road	$ 509,300	$ -	$ -
73	Local	S. Will Street	Plano	0.50	Buffered Bike Lane	S. Ben Street	South Street	$ 62,800	$ 301,100	$ 516,200
74	Local	Scott Road	KDOT	4.28	Paved Shoulder (8')	Scott Road	Harter Road	$ 1,773,900	$ 2,399,400	$ 4,490,400
75	Regional	Shumway Avenue Extension	Batavia	0.16	Sharrows	Finn Street	Pamarco Drive	$ 700	$ 56,700	$ 105,300

ID	Regional/Local	Facility	Jurisdiction(s)	Total Length (mi.)	Facility Type	From	To	Estimated Cost	Estimated Cost *(with resurfacing)*	Estimated Cost *(with reconstruction)*
76	Local	Skyline Drive Bikeway	Carpentersville	0.44	Sidepath (South Side)	Skyline Drive	IL 62	$ 240,300	$ -	$ -
76	Local	Skyline Drive Bikeway	Dundee Township	0.54	Sharrows	Lake Shore Drive	Lake Marian Drive	$ 2,200	$ 193,100	$ 358,600
76	Local	Skyline Drive Bikeway	Dundee Township	0.13	Sidepath (West Side)	Skyline Drive	Lake Shore Drive	$ 54,600	$ -	$ -
76	Local	Skyline Drive Bikeway	Carpentersville	0.07	Sidepath (West Side)	Kings Road	Skyline Drive	$ 31,300	$ -	$ -
77	Regional	Sleepy Hollow Trail	Sleepy Hollow	0.64	Sidepath (East Side)	IL 72	Sidepath	$ 358,100	$ -	$ -
77	Regional	Sleepy Hollow Trail	West Dundee	0.11	Sidepath (North Side)	Schweitzer Woods Forest Preserve	IL 72	$ 109,500	$ -	$ -
77	Regional	Sleepy Hollow Trail	FPDKC	0.71	Off-Street Trail	Sleepy Hollow Road	IL 72	$ 377,000	$ -	$ -
77	Regional	Sleepy Hollow Trail	Carpentersville	0.96	Protected Bike Lane	Grandview Drive	Sleepy Hollow Road	$ 93,900	$ 519,300	$ 898,700
77	Regional	Sleepy Hollow Trail	Dundee Township	0.34	Protected Bike Lane	Sleepy Hollow Road	Huntley Road	$ 33,600	$ 186,000	$ 321,900
77	Regional	Sleepy Hollow Trail	West Dundee	0.29	Protected Bike Lane	Huntley Road	Schweitzer Woods Forest Preserve	$ 28,200	$ 156,000	$ 269,900
78	Local	South Street Bikeway	Geneva	0.83	Protected Bike Lane	Western Avenue	Fox River Trail	$ 81,200	$ 449,000	$ 777,100
79	Local	Spring Hill Mall Bikeway	West Dundee	0.70	Sidepath (South Side)	Tartans Drive	Lincoln Avenue	$ 295,800	$ -	$ -
79	Local	Spring Hill Mall Bikeway	Carpentersville	1.31	Protected Bike Lane	W Main Street	Spring Hill Ring Road	$ 128,100	$ 708,500	$ 1,226,200
80	Local	Square Barn Road Sidepath	Rutland Township	0.40	Sidepath (West Side)	Square Barn Road	Huntley Road	$ 290,200	$ -	$ -
80	Local	Square Barn Road Sidepath	Algonquin	0.08	Sidepath (West Side)	County Line	Huntley Road	$ 70,800	$ -	$ -
81	Regional	St. Charles Rail-Trail	St. Charles	4.77	Rail-Trail	Great Western Trail	County Line	$ 16,829,400	$ -	$ -
82	Local	Sullivan Road	Aurora	0.37	Sidepath (South Side)	Deerpath Road	Sullivan Road	$ 171,500	$ -	$ -
82	Local	Sullivan Road	Aurora	2.32	Protected Bike Lane	Orchard Road	Fox River	$ 377,100	$ 1,256,000	$ 2,173,700
83	Local	Tyrell Road	KDOT	2.21	Paved Shoulder (5')	I-90	Big Timber Road	$ 31,000	$ 784,900	$ 1,459,300
84	Regional	UP Rail-Trail	Elgin	3.67	Rail-Trail	Rt. 31	Fox River Trail	$ 13,116,700	$ -	$ -
85	Regional	US 30 Bikeway	IDOT	8.34	Sidepath (South Side)	Hinckley	IL 47	$ 7,009,300	$ -	$ -
86	Local	US 30 Trail & Overpass	Montgomery	0.33	Off-Street Trail	Stuart Sports Complex	Trail	$ 173,000	$ -	$ -
87	Local	US 34	IDOT	1.11	Sidepath (South Side)	US 34	Fox Bend Golf Course	$ 468,800	$ -	$ -
88	Regional	Western Kane County Trail	Hampshire	0.76	Sidepath (East Side)	W. Oak Knoll Drive	Getzelman Road	$ 466,800	$ -	$ -
88	Regional	Western Kane County Trail	FPDKC	0.88	Off-Street Trail	French Road	Hampshire South Forest Preserve	$ 465,700	$ -	$ -
88	Regional	Western Kane County Trail	Burlington	0.32	Buffered Bike Lane	Plank Road	Burlington Road	$ 39,600	$ 194,500	$ 333,500
88	Regional	Western Kane County Trail	KDOT	0.94	Sidepath (East Side)	Lenschow Road	Main Street	$ 770,100	$ -	$ -
88	Regional	Western Kane County Trail	KDOT	0.10	Sidepath (East Side)	Main Street	Plank Road	$ 42,200	$ -	$ -
88	Regional	Western Kane County Trail	KDOT	5.34	Sidepath (East Side)	Burlington Road	Virgil Forest Preserve	$ 3,560,700	$ -	$ -
88	Regional	Western Kane County Trail	FPDKC	0.38	Off-Street Trail	Meredith Road	Great Western Trail	$ 198,700	$ -	$ -
88	Regional	Western Kane County Trail	FPDKC	1.29	Off-Street Trail	Virgil Forest Preserve	Great Western Trail	$ 700,200	$ -	$ -
88	Regional	Western Kane County Trail	KDOT	4.98	Sidepath (East Side)	Virgil Forest Preserve	Keslinger Road	$ 3,319,600	$ -	$ -
88	Regional	Western Kane County Trail	KDOT	9.08	Sidepath (East Side)	Kaneland High School	Granart Road	$ 6,140,100	$ -	$ -
88	Regional	Western Kane County Trail	FPDKC	0.46	Off-Street Trail	Granart Road	Big Rock Forest Preserve	$ 353,800	$ -	$ -
88	Regional	Western Kane County Trail	Big Rock Township	2.06	Paved Shoulder (10')	Jericho Road	Base Line Road	$ 1,194,500	$ 1,434,500	$ 2,693,500
88	Regional	Western Kane County Trail	FPDKC	0.54	Off-Street Trail	Big Rock Forest Preserve	Jericho Road	$ 397,800	$ -	$ -
88	Regional	Western Kane County Trail	Kendall County DOT	5.83	Sidepath (North Side)	Jones Road	Foster Drive	$ 4,921,600	$ -	$ -
88	Regional	Western Kane County Trail	Yorkville	0.27	Sharrows	Foster Drive	Foster Drive (Sidepath)	$ 1,100	$ 95,400	$ 177,100
88	Regional	Western Kane County Trail	Kendall County DOT	1.06	Sidepath (North Side)	Foster Drive	Kennedy Road	$ 921,600	$ -	$ -
88	Regional	Western Kane County Trail	Yorkville	0.21	Sidepath (East Side)	Galena Road	Mill Road	$ 111,100	$ -	$ -
88	Regional	Western Kane County Trail	Hampshire Township	0.41	Sidepath (East Side)	W. Oak Knoll Drive	Hampshire South Forest Preserve	$ 171,800	$ -	$ -
88	Regional	Western Kane County Trail	Burlington	0.04	Sidepath (East Side)	Main Street	Plank Road	$ 16,400	$ -	$ -
89	Local	Wilson Street Bike Lane	Batavia	1.41	Bike Lane	Fox River Trail	Kirk Road	$ 104,700	$ 683,200	$ 1,202,400

APPENDIX E.
PROPOSED NETWORK AND FACILITY SELECTION METHODOLOGY

KDOT's Proposed Bicycle Network is drawn from several existing sources to create a network that meets the County's goals, as articulated at the beginning of this plan:

- Recommended alignments and facilities included in previous local and regional plans, including the (source) Regional Greenways and Trails Plan (see list below) that advance KDOT's goals;
- Modifications to alignments and/or facilities found in previous plans that increase the feasibility of implementation and/or user comfort and advance KDOT's goals; or
- New alignments and facilities that close identified gaps in the regional network, decrease level of traffic stress, and increase equitable access to low-stress bicycle infrastructure.

Many proposed facilities were taken from previous plans, including CMAP's Regional Greenways and Trails Plan. The following previously adopted plans were also studied to determine the best alignments for KDOT's recommendations:

- Village of Algonquin's Fox River Corridor Plan (adopted 2016)
- Village of Algonquin's Open Space Plan (adopted 2008);
- City of Aurora's Downtown Master Plan (2017);
- Village of Bartlett's Bike Path Map (2001);
- Village of Big Rock's Comprehensive Plan (adopted 2014);
- Village of Campton Hill's Comprehensive Plan (adopted 2012);
- CMAP Greenways and Trails Plan (adopted 2016);
- CMAP Trails Plan (adopted 2019);
- City of Elgin's Bikeway Master Plan (adopted 2008);
- Huntley Park District Parks & Pathways Plan (adopted 2009);
- Village of Pingree Grove's Comprehensive Plan (adopted 2015);
- Village of South Elgin's Bicycle & Pedestrian Plan (adopted 2014); and
- Village of St. Charles' Bicycle & Pedestrian Plan (adopted 2023).

In some cases, recommended facilities are directly aligned with those in previous plans. Other facilities were chosen to close network gaps or decrease transportation inequities in the network. Some facility recommendations deviated from previous recommendations, mainly for one or more of the following reasons:

- A recommendation was realigned to travel along or within KDOT rights-of-way;
- Sometimes a recommendation was adjusted so it could connect to or through a forest preserve or public open space area; or
- Sometimes a recommendation was redrawn to make use of an existing overpass.

For some recommendations, the project team identified a new, more feasible alignment based on the following criteria:

- To avoid the need for right-of-way acquisition (e.g., away from an active railroad corridor).
- To better connect facilities in already developed areas.

While not all projects included in plans by others or previous KDOT plans are included in the Proposed Bicycle Network, this does not mean they do not have merit and should not be pursued. Instead, the Proposed Bicycle Network indicates KDOT's priorities to build regional and county-wide partnerships with other partners and stakeholders in the coming years.

FIGURE F.1: EXISTING, PLANNED, AND PROPOSED BICYCLE NETWORK AND FACILITIES