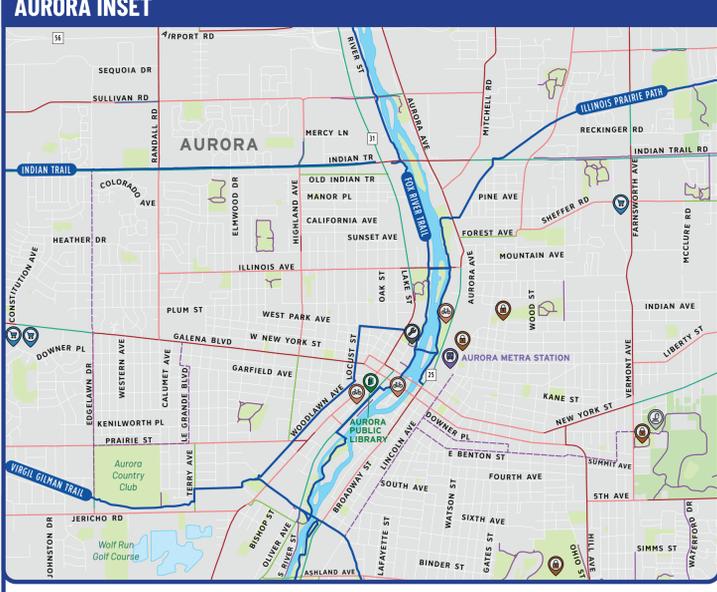
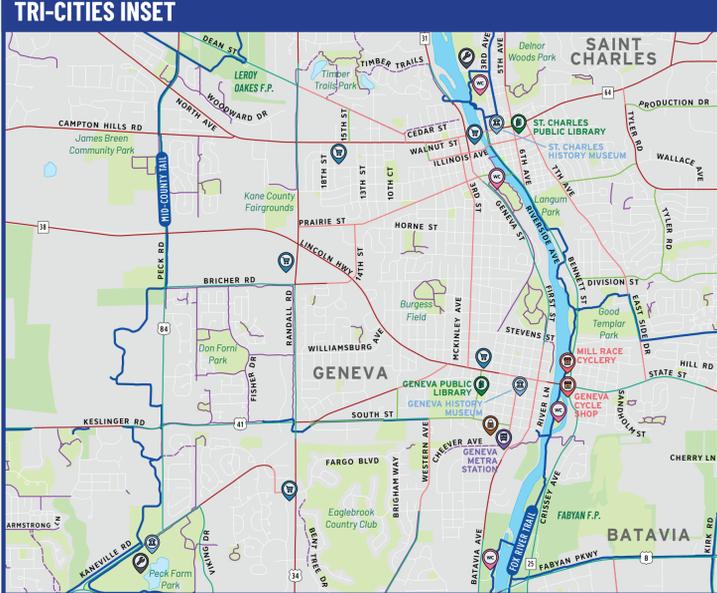
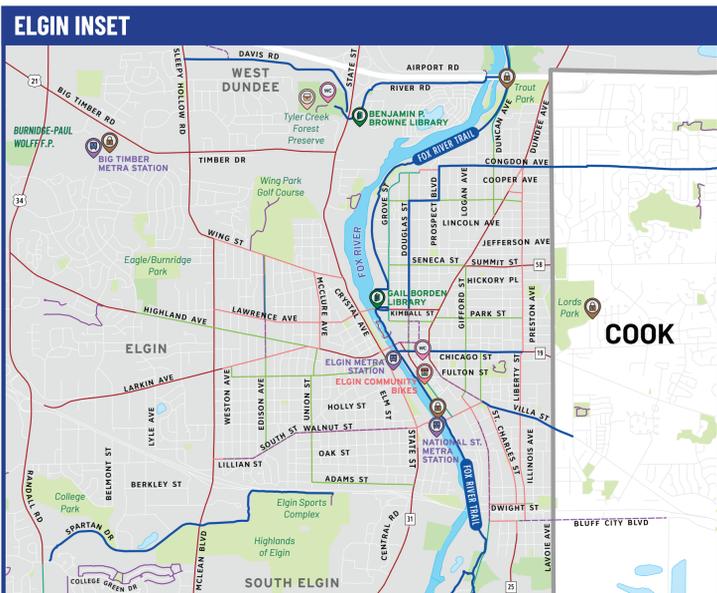


KANE & NORTHERN KENDALL COUNTY BICYCLE MAP

UPDATED 2023

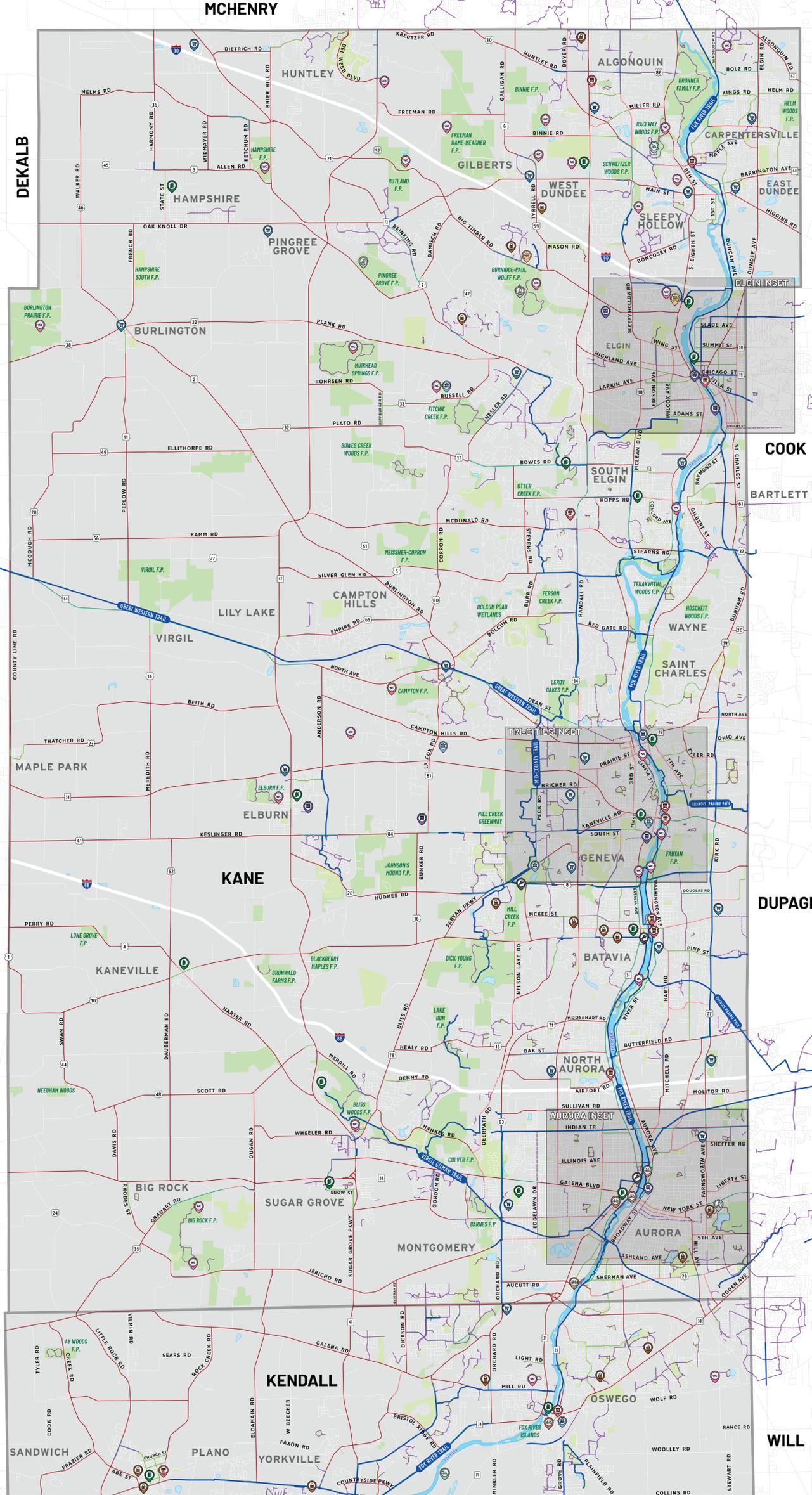
REGIONAL TRAIL	BIKE PARKING	PICNIC SITE
LOCAL TRAIL	BIKE SHARE STATION	REPAIR KIOSK
LOCAL ROUTE/LANE	BIKE SHOP	RESTROOM
OPEN SPACE	CONVENIENCE STORE	WATER
LEVEL OF TRAFFIC STRESS	LIBRARY	METRA STATION
1	MOUNTAIN BIKING	MUSEUM
2	3	
3	4	



ONLINE BIKE APPLICATION

- ▶ TRAIL & ROUTE MAP
- ▶ FACILITY SURFACE MAP
- ▶ POINTS OF INTEREST
- ▶ FUTURE FACILITY MAP
- ▶ BIKE SHOP MAP
- ▶ REGIONAL/LOCAL TRAIL MAP
- ▶ PARK LOCATIONS
- ▶ BIKE TRIP DENSITY

[HTTP://KDOT.COUNTYOFKANE.ORG/PAGES/BICYCLE-AND-PEDESTRIAN-RESOURCES.ASPX](http://kdot.countyofkane.org/pages/bicycle-and-pedestrian-resources.aspx)



BICYCLE LEVEL OF TRAFFIC STRESS

People's willingness to bike is influenced by many factors, from seasonal weather conditions to the availability of secure bicycle parking at the beginning and end of their ride, on down to the reliability of their bicycle. Traffic stress, or the level of safety that people biking perceive when traveling due to street design, the amount and speed of traffic, and other environmental factors that they might encounter along a route, plays an outsized role in determining whether someone is comfortable traveling by bicycle.

Bicycle Level of Traffic Stress (BLTS) is a planning approach developed to estimate the perceived safety of different streets and off-street facilities based on design. BLTS can be used to assess the stress of a single street segment, intersection, or an entire network. The tool is powerful because it considers different types of cyclists and the conditions and facilities they would need to feel comfortable.

MORE COMFORTABLE	LESS COMFORTABLE
LEVEL: 1 SCORE: 0.0-1.0 Comfort Level: The level that most children can tolerate.	LEVEL: 4 SCORE: 3.1-4.0 Comfort Level: The level tolerated only by "strong and fearless" cyclists.
LEVEL: 2 SCORE: 1.1-2.0 Comfort Level: The level tolerated by most adults, the "interested but concerned."	LEVEL: 3 SCORE: 2.1-3.0 Comfort Level: The level tolerated by those who are "enthusiastic and confident" but prefer having their own dedicated space.

BE A SMART CYCLIST

LEFT

RIGHT

STOP

Use hand signals so that drivers know where you are going. Signal all your turns and stops ahead of time. Also, before turning, look over your shoulder for any traffic. Check and only move when it is safe to do so.

MAKE EYE CONTACT

Confirming eye contact with motorists helps them know that you are on the road.

SEE, BE SEEN, AND BE HEARD

Use lights at night or when visibility is poor. A white headlight and rear red reflector are required by law. Flashing lights are especially effective. Use bike reflectors, reflective clothing, and a bell.

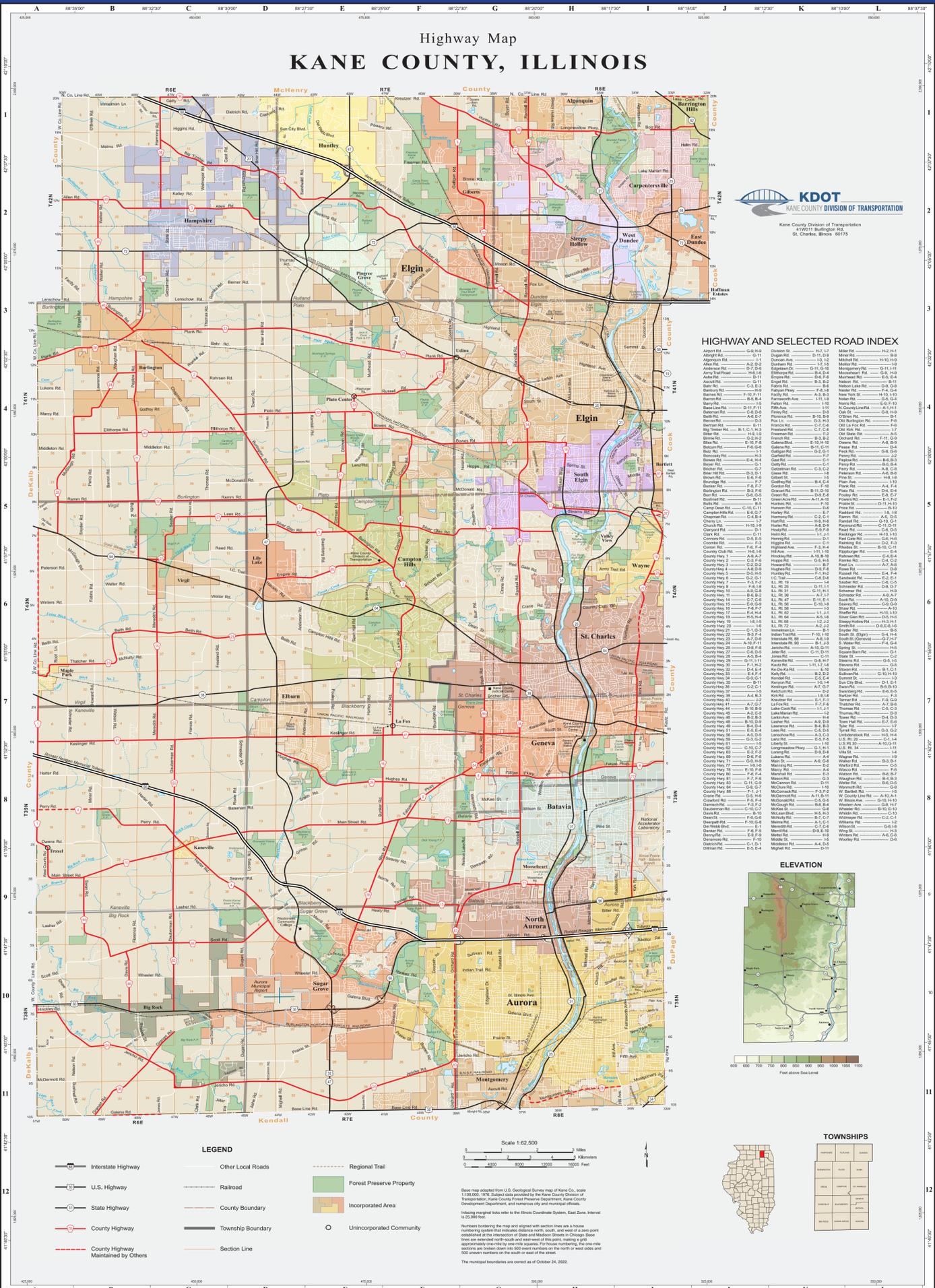
PAY ATTENTION

For the safety of yourself and others, never use earphones because you will not be able to hear what is going on around you. Using earphones is not only dangerous, it is illegal.

BE A SMART CYCLIST

- » Always wear a bicycle helmet to reduce the risk of permanent injury or death from a crash
- » The best helmets have stickers on the inside that say "Snell", "ASTM", or "Consumer Product Safety Commission". The sticker indicates that the helmet was manufactured to an acceptable standard.
- » Wear bright clothing, use lights, reflectors, attach a bell, and a mirror to see, be seen and be heard.
- » Consider using the other equipment illustrated below to make your ride safer and more comfortable.

Labels for bicycle equipment: Bell or horn, Headlights, Reflective Clothing, Rear light, Fenders, U-Lock, Helmet.



Need a ride? Check out the options.

Kane County and Kendall County are home to several different public transportation options that help to serve its 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

Pace Suburban Bus

is the suburban bus and regional paratransit division of the Regional Transportation Authority in the Chicago metropolitan area. The agency operates over 240 routes throughout the region, with dozens of routes within Kane County, transporting thousands of riders daily. The longest route in Kane County, Route 607, 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.

See the various options below.

KENDALL AREA TRANSIT

Kendall County is served by the Kendall County Area Transit system (KAT), which operates a dial-a-ride bus service. Kendall Area Transit services all locations within the county and some designated locations outside of the county. One-way fares for the service are \$3.00 for trips within the county and \$5.00 for trips that travel outside of the county. [Visit KAT's website to learn more and reserve your ride.](#)

RIDE IN KANE

Ride in Kane is a public paratransit transportation service providing curb-to-curb service to individuals 65 and older, veterans, individuals with a disability, and those with low income. Ride in Kane operates 24 hours a day, 365 days a year. The current cash fare is \$5.00 for the first 10 miles of a trip and \$1.50 per each additional mile. [Visit Ride in Kane's website to learn more and reserve your ride.](#)

KANE COUNTY BIKE SHARE

Fox Valley Bike Share is Kane County's public bike share program. The program is a mobile-app driven mobility system with convenient locations in downtown Aurora, Montgomery, and Oswego, where you can hop on and tour miles of scenic trails with stops in charming and historic downtowns. The program partners with Koloni to provide the service. [Download Koloni's mobile application to start riding today.](#)

METRA

Metra is the commuter rail system in the Chicagoland area. 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). [View the Metra locations and schedules at their website.](#)

INTRODUCTION TO E-BIKES & PERMITTED USES

What is an e-bike?
An electric bike, or e-bike, is a bicycle equipped with an electric motor to assist pedaling. The motor will get its power from a rechargeable battery mounted on the bike. To classify as an e-bike, the motor has to help you rather than propel you on its own. Therefore, you need to pedal to get that assistance. How much power the motor delivers is regulated based on how frequently you are pedaling and the level of support you have selected.

What are e-bike classes?
E-bikes are grouped into three different classes: Class I, Class II and Class III. Class I e-bikes are limited to a top speed of 20 miles per hour. The electric motor works only when the rider is pedaling. Class II e-bikes are also limited to a top speed of 20 miles per hour, but they have throttles that work when you're not pedaling. That doesn't mean the motor won't assist you if you decide to pedal. Most Class II e-bikes offer electrically assisted pedaling although throttles. Class III e-bikes can go up to 28 miles per hour and must have a speedometer, but may or may not have a throttle.

Where are e-bikes allowed?
Make sure your bicycle with an electric motor is classified as an e-bike. The definition of an e-bike and where to ride will vary. Like most states, Illinois' wattage limits for e-bikes is 750 watts. In Kane County, you can ride Class I & II e-bikes at the following locations:

- Any bike lane on the street.
- Shared use paths that are reserved for bicycles and pedestrians.
- For state parks and forest preserves, you can ride on paved trails that allow bicycles, unless otherwise stated.
- Any trail where motor vehicles are permitted.

Please review all applicable rules and ordinances before riding.

What about other vehicles?
Along with e-bikes, there are a variety of other vehicles that are permitted on the trails. These vehicles include standard pedal bikes, mobility devices (wheelchairs, electric wheelchairs, etc.), cross-country skis, and adaptive bikes.



Sharing the Trail

Keep to the right
Yield to pedestrians and slower moving traffic except when passing. Slow down when there are lots of users on the trail. Follow lane striping when it exists.

Avoid blocking the trail
Stop off to the side if you stop for any reason. Allow room for others to pass, or go single-file if necessary. If you're talking or walking too fast, please make sure that a younger child biking with you stays on the right.

Be alert for hazards
Be cautious and slow down when approaching unpredictable trail users, including younger children and those walking dogs.

Advise others when passing
Sound your bell, horn, or call out when approaching pedestrians or slower riders, then pass safely on the left.

Sharing the Road

Ride in a straight line
Avoid drifting between parked cars. Ride in a straight line at least a foot away from parked cars to avoid opening doors.

The Door Zone
Located 4 feet along the side of a parked car where an opening door can hit and seriously injure a cyclist.

Look inside each parked car before you pass it
If you can't see someone inside or you spot someone inside, move outside the Door Zone or slow down and pass carefully.

Watch behind you
Keep track of traffic behind you, so you'll know whether you have enough room if you must suddenly stop in the Door Zone. A mirror helps you see traffic behind you as you proceed forward.

Two left-turning methods
Carefully change lanes, then use the center or the left-turn lane. Or, if you can't merge left before the intersection, you can ride across the street to the other side, and allow your bike with traffic from the right.

Never ride against traffic
Riding against traffic is dangerous and illegal. Pedestrians and pedestrians are not looking for cyclists riding the wrong way down a street.

When necessary, use more of the lane.
Move toward the center when the lane is too narrow for motorists to pass safely or when you are moving at the same speed as traffic.

Don't get cut off by right-turning traffic
If you're going straight, don't hug the curb on the approach or need to the right in the intersection. When a right-turn lane exists, merge over to the rightmost lane going straight.

Again, bicyclists 4 in traveling in the same direction as parallel traffic, and might be seen, but bicyclists 3 traveling against the flow of traffic, is much less visible. Anticipate when Car 2 will be seen and assume you haven't been seen.

A MESSAGE FROM YOUR KANE COUNTY LEADERS

Welcome to Kane County!

Kane County continues to make significant improvements towards enhancing the safety and increasing the efficiency of the county highway system for both the motorist and non-motorist public. While the state created the county highway department to build roads, the overall transportation system has evolved to include so much more. A transportation system that started out as dirt roads is now an impressive network of safe and efficient roadways, intersections, bike paths, pedestrian, and transit accommodations. Our communities are working together to promote bicycling not only as an excellent recreational activity, but also as an economical form of transportation that improves health, is good for the environment, and promotes a sense of place.

Biking also provides benefits to the economy. According to the Outdoor Industry Association, bicycling participants spend \$83 billion on trip-related sales or bicycle tourism and generate \$97 billion in retail spending. We encourage you to grab a bike, bring along a map, and discover where in Kane County, through our county highway department, our bike paths, and our scenic Fox River, and by our historic downtowns, along the scenic Fox River, and by our farmland, prairies, and open space. Venture off the trails to explore the shopping, restaurants, and attractions in many of our towns. Roll through our peaceful rural areas and discover the hiking, camping, and fishing opportunities in our forest preserves.

Corinne Piarog
Chairwoman, Kane County Board

Chris Kious,
President, Forest Preserve District of Kane County

Mayor Jeffrey Schielke
Chairman, Kane County Council of Mayors

KANE COUNTY

BIKE, HIGHWAY, AND TRANSIT MAPS
INCLUDES NORTHWEST KENDALL BIKE NETWORK

BICYCLES ON TRANSIT

All Pace buses are equipped with a front bike rack capable of holding two bikes. Remove large accessories from your bike before loading your bike. If you are concerned about the safety of your bicycle, lock your bicycle's front wheel to your frame before the bus arrives.

- Alert the bus operator that you need to lower the rack. Lower the rack by squeezing the handle. If another bicycle is in position, the rack will already be lowered. If the bicycle rack is full, wait for the next bus.
- Left your bicycle so it fits in the empty wheel well. If yours is the first bicycle to be loaded, place it in the position nearest the bus with the front wheel facing the curb. If your bike is the second bicycle loaded, place the rear wheel facing the curb.
- Swing the bicycle support arm over the front tire to hold the bicycles to the racks. Locks may not be used to secure the bicycles to the racks.

Your bicycle rides free! When you come to your stop, get off the bus at the front and tell the operator that you'll be taking your bicycle off. The operator will make sure you're clear of the bus before leaving the stop. Never step into traffic.

Standard-sized bikes and e-scooters can be accommodated in the priority seating area of each ADA-accessible railcar. Up to five bikes or e-scooters are allowed per accessible diesel railcar and two bikes are allowed Per Electric car, all of which are accessible. An ADA symbol on the outside of the railcars indicates accessibility.

Gasoline-powered bicycles or vehicles of any kind are not permitted on any trains. Bikes and e-scooters are not to exceed 70 inches and are accommodated on a first-come, first-served basis, and those with mobility devices always receive priority. Crews have the right to refuse bikes or e-scooters in the event of overcrowding or depending on the needs of customers with disabilities.

BICYCLE MAINTENANCE TIPS

Keep your bike clean
When you clean your bike, it will help prevent dirt and grease buildup from eating through your bike's mechanical parts. All you need is a bucket, water, biodegradable soap, a large sponge, a towel, and an old toothbrush or other small brush to get everything clean.

Inspect your tires
Nothing is worse than having to stop and change a flat tire during your ride. Always inspect your tires and check their pressure using a floor pump. After ensuring that your tires are inflated correctly, check them from the other side of the tire that may cause them to go flat during a ride.

Tighten screws, bolts, nuts
Don't let your bike fall apart while you ride! You can keep things intact by quickly checking for any loose bolts, screws, or nuts before leaving. If you do notice that you're lost some nuts or bolts while on your ride, ensure you can fix things right away by carrying some spare nuts and bolts with you.

Check your brakes
Brake pads wear down over time, so be sure to check your brake pads between bike service visits. All you need to do is take a quick ride at home and pump your brakes. If you feel that your brakes are soft, your brake pads likely need replacement.

Learn to fix a flat tire
Even your most experienced rider can get a flat tire, what will you do? Ensure you don't get stranded out in the middle of nowhere by learning how to patch tubes. YouTube has some helpful videos on the subject.

Get your bike serviced
Every season, it's important to maintain your bicycle by taking it into a service center. The more you make sure your bike is in working order on a routine basis, the less you will have to spend on seasonal maintenance.

Store your bike indoors
If indoor storage isn't an option, consider purchasing a tarp to cover your bike behind your building or even on the sidewalk. Protection from the elements is really the best way to prevent rust on your chain, new hardware and new grip accessories.

Touch up scratches
It's important to touch up any scuffs and scratches to the body of your bike right away because before you know it they will be enormous rust spots that compromise the performance of your frame.

ILLINOIS BICYCLE LAWS

625 ILCS 5/Ch. II, Art. XV
Every person riding a bicycle upon a highway shall be granted all of the rights and shall be subject to all of the duties applicable to a driver of a vehicle, except those which cannot be applied to bicycles. Any person operating a bicycle upon a roadway at less than the normal speed of traffic shall ride as close as practicable to the right-hand curb or edge of the roadway except:

- When overtaking and passing another bicycle or vehicle proceeding in the same direction or
- When preparing for a left turn at an intersection or
- When reasonably necessary to avoid conditions including fixed or moving objects or vehicles, surface hazards, or nonstandard width lanes that make it unsafe to continue along the right-hand curb or edge. A "substandard width lane" means a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane. Any person operating a bicycle upon a one-way highway may ride as close as practicable to the left-hand curb or edge of the roadway as practicable.

Persons riding bicycles upon a roadway shall not ride more than 2 abreast, except on paths or parts of roadways set aside for their exclusive use. A signal of intention to turn right or left when required shall be given during or prior to the last 100 feet traveled by the bicycle before turning.

Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear which shall be visible from 100 to 500 feet to the rear when directly in front of lower beams of headlights on a motor vehicle.

ILCS 5/Ch. IV-703 Art. VII
(d) The operator of a motor vehicle overtaking a bicycle or individual proceeding in the same direction on a highway shall leave a safe distance, but not less than 3 feet, when passing the bicycle or individual and shall maintain that distance until safely past the overtaken bicycle or individual.