

CITY OF BATAVIA BICYCLE PLAN

April 23, 2007



City of Batavia, Illinois
100 N. Island Avenue
Batavia, IL 60510
(630) 879-1424



League of Illinois Bicyclists
2550 Cheshire Drive
Aurora, IL 60504
(630) 978-0583

Table of Contents

1	Introduction	1
2	Public and Agency Involvement	2
	Batavia Bicycle Plan Advisory Committee	2
	Public Input	2
	Agency Involvement	2
3	Bikeway Types in the Batavia Plan	3
	AASHTO Guide	3
	Trails	3
	Sidepaths	3
	Bike Lanes	5
	Shared Bike/Parking Lanes	5
	“Sharrows” Pavement Markings	6
	Signal Activation by Bikes	6
	Bicycle Level of Service	7
	On-road Bikeway Liability	7
4	Guidelines for Bikeway Recommendations	8
	General	8
	Strategic	8
	Selecting Bikeway Type	8
5	Bikeway Network Recommendations	10
	Existing Conditions	10
	Road Network Recommendations	11
	Priority and Implementation Readiness	12
	Recommendations for Existing Trails	12
	Recommendations for New Trails and Links	17
	Recommendations for Spot Improvements	20
6	Safe Routes to School	21
	Method and Common Barriers	21
	General Recommendations	21
	School-specific Information	22
7	Other Recommendations	27
	Bicycle Parking	27
	Education	28
	Encouragement	29
	Enforcement	29
8	Plan Implementation – Other Issues	31
	Implementation Funding	31
	Policies and Ordinances	31
	Committee and Staff Time	32
	Appendices	33

1 Introduction

The City of Batavia has as a goal to obtain the designation of "Bicycle Friendly Community" recognized by the League of American Bicyclists for its residents and visitors. Already, Batavia is recognized as an attraction for cyclists, with off-road bikeways including the Fox River Trail and the Illinois Prairie Path and popular destinations including the Fox River and Fermilab. Building off this momentum, the City has developed this plan for bikeway networks and programs facilitating travel on two wheels throughout Batavia.

The overall motivating goals and guiding principles for this work are:

- To provide safer conditions for those who already bike in Batavia by choice or by necessity;
- By actively improving conditions, to encourage other residents to use their bikes for short distance travel.

For many, bicycling means **recreation**. Biking is a very popular activity, a moderate form of exercise within the physical capabilities of most people. A bike-friendly town is associated with a high quality of life and a sense of community. As evidenced by the downtowns in the Fox River Valley, bicycling can be a local asset and development tool. The demand for trails and other bikeways continues to grow around the country.

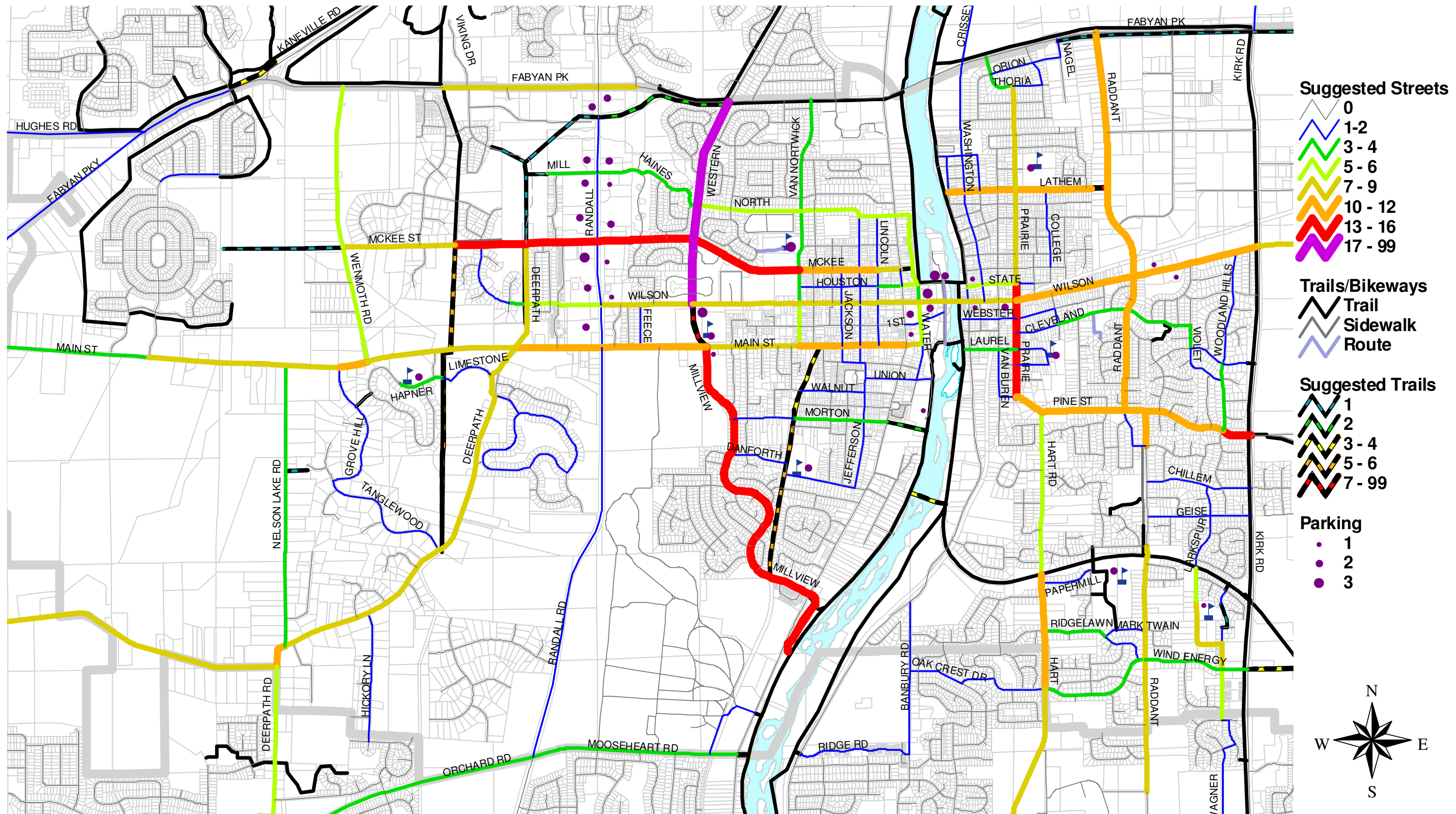
Bicycling is more than recreation on a couple of designated trails in town. Nationally, 52% of bike travel is for recreation and exercise, but 43% is destination-based¹. Much planning focuses on the bike as **alternative transportation** for short, local trips throughout town. 27% of all car trips are one mile or shorter; 40% are less than two miles – reasonable distances to bike if reasonably safe and convenient.

Besides those who bicycle by choice, there are residents – including children, many teenagers, and some low-income workers – who depend on bikes as a **transportation necessity**. The City of Batavia is dedicated to meeting their transportation needs, too.

This plan outlines improvements in Batavia to improve bicycling for both recreation and transportation. A proposed bikeway network consists of a combination of off-road trails and bike-friendly roads. Bike parking and “Safe Routes to School” are addressed. Ideas are suggested in the “other E’s” – Education, Encouragement, and Enforcement. Finally, implementation methods and funding sources are described.

¹ 2001 National Household Travel Survey

Figure 2.1 - Batavia Bike Plan - 3-9-06 Public Brainstorming Workshop Results



2 Public and Agency Involvement

Batavia Bicycle Plan Advisory Committee

The planning process was guided by a committee consisting of residents, City staff and an alderman, and representatives from other relevant agencies. Appendix 1 is a list of committee members. The committee met three times plus once on-bike, providing input on:

- Overview of project tasks and approach
- Plans for a public brainstorming meeting
- Brainstorming meeting follow-up and network of routes proposed for study
- Downtown bicycle parking, and Fox River Trail access and conditions
- Preliminary bike network recommendations and criteria used

A key to implementation of a bicycle plan is continued involvement by energetic and dedicated individuals. As recommended later, the committee could form the basis for an on-going Batavia Bicycle Advisory Committee or Commission.

Public Input

A public “brainstorming workshop” was held on March 9, 2006. The project tasks were outlined and bikeway types described. Over 30 attendees individually marked maps with trail ideas and specific road corridors preferred for the bike network. Figure 2.1 presents the results, color-coded by the number of attendees marking each route. Afterwards, attendees formed six groups to suggest priorities for various geographic parts of the City. These are listed in Appendix 2. The meeting input was used to narrow the focus of routes for further study.

A second public meeting was held on March 1, 2007 to provide feedback on the draft plan report.

Comments from residents also were solicited through the City’s bike plan website and an environmental fair. In addition, local members of the Fox Valley Bicycle and Ski Club, the League of Illinois Bicyclists, and the Chicagoland Bicycle Federation contributed. A Safe Routes to School survey in school newsletters and list-serves generated input from 16 parents. All input was considered and many of the ideas became recommendations in this plan.

Agency Involvement

Planning, engineering, public works, police, and legal staff from the City provided input. Discussions were held with relevant jurisdictions including the Batavia Park District, Geneva Park District, and Kane County Division of Transportation. The City’s consultant provided knowledge on specific bike plan projects in the neighboring communities of Geneva, North Aurora, and Aurora. Finally, school principals and district administrators provided valuable input on Safe Routes to School recommendations.

3 Bikeway Types in the Batavia Plan

This plan recommends a mixture of on-road bikeways and off-road trails to provide a network of bicycle routes linking the various areas of Batavia.

AASHTO Guide

The 1999 Guide for the Development of Bicycle Facilities by the American Association of State Highway and Transportation Officials (AASHTO) forms the technical basis for the plan recommendations. The Illinois Department of Transportation recommends that this publication be utilized when developing a bicycle plan. A summary of the types of bikeways is included below with engineering details in the guide. The AASHTO guidelines are generally recognized by the industry – and the court system – as the standard for bicycle facility design.

Trails

Multi-use trails are physically separated from motor vehicle traffic, except at road crossings. Trails accommodate a variety of users, including pedestrians, bicyclists, and others, for both recreation and transportation purposes. Trails away from roads, on easements or their own rights-of-way, tend to be more pleasant and popular. Examples in Batavia include the Fox River Trail, the Illinois Prairie Path’s Batavia Spur, and a NICOR easement trail on the far west side.



Figure 3.1. Fox River Trail East.

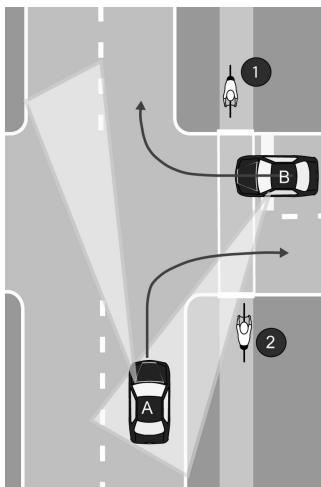


Figure 3.2. Right turns across sidepaths.

Sidepaths

Sidepaths are trails running immediately parallel to a roadway, like a sidewalk. Batavia examples include the Kirk Road and Fabyan Parkway trails. Many believe sidepaths or sidewalks are *always* safer than on-road bicycling. Surprisingly, this is *not* the case where there are many side streets, residential driveways, and commercial entrances – especially for “contra-flow” cyclists biking against the flow of traffic. Figures 3.2 and 3.3 illustrate the visibility problems leading to intersection conflicts. Note that in each case, an on-road cyclist on the right side of the road is within the motorist’s viewing area.

In Figure 3.2, Car B crosses the sidepath to turn right onto the parallel street. Rarely do motorists stop at the stopline – usually stops are in the crosswalk or at the street edge. Many do not fully stop. Many will look only to their left. Cyclist 2 might be seen.

Cyclist 1 is much less likely to be seen.

Car A turns right off the parallel road then crosses the sidepath. Again, Cyclist 2 might be seen but Cyclist 1 is less visible. Particularly where a large turning radius permits fast turns, many motorists do not yield to cyclists entering or already in the crosswalk.

In Figure 3.3, Car C looks ahead, waiting for a traffic gap to turn left, then accelerates through the turn while crossing the crosswalk. Cyclist 4 might be seen. Again, the contra-flow cyclist (3) is less likely to be seen. If the traffic gap is short, sudden stops would be difficult.

The AASHTO guide describes these and other sidepath issues in discouraging their use in inappropriate locations. This plan considers the feasibility of the sidepath option in specific cases. In general, sidepaths may be better choices than on-road bikeways for faster, busier roads without lots of crossings and with well-designed intersections. Sidepath conflicts can be reduced by:

- Bringing the sidepath closer to the road at intersections, for better visibility during all turning motions and better stopline adherence for right-turners
- Using pedestrian refuge islands to break up major crossings and right-in-right-out entrances
- Using high visibility crosswalks or color differences – at commercial entrances, too
- Using experimental signs, such as those used in St. Charles and elsewhere (below)
- Occasional police enforcement of stopline adherence at sidepath crossings.

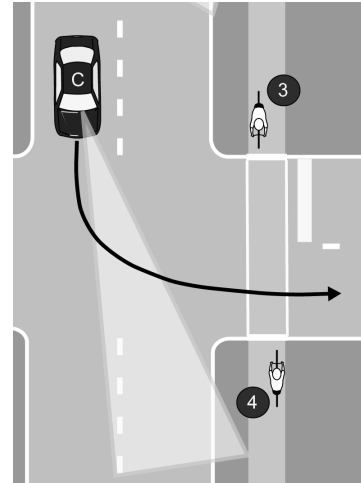


Figure 3.3. Left-turn across sidepath.

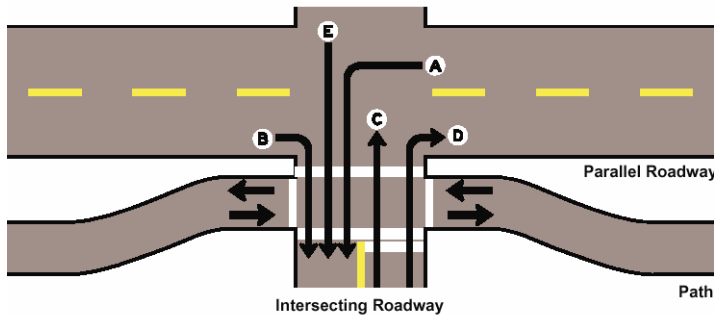


Figure 3.4. Intersection design methods to reduce sidepath conflicts.

Top left: bringing crossing closer.
 Bottom left: right-turn refuge islands.
 Bottom right: warning signage.



Bike Lanes

Bike lanes are portions of the roadway designated for bicyclist use. Bike lanes are at least five feet wide (including gutter pan) on each side of the road with a stripe, signage, and pavement markings. Cyclists in each bike lane travel one-way with the flow of traffic. Sample results around the country for roads with bike lanes include:

- More predictable movements by both cars and bikes
- Better cyclist adherence to laws about riding on the right side of the road
- Dramatic increases in bike usage with lower car-bike crash rates
- Decreased car-car crashes, too – possibly from a traffic calming effect



Figure 3.5. Bike lanes (other side not shown).

Parking is not permitted in designated bicycle lanes. Although not applicable in this plan, when a road has bike lanes and adjacent parking, the bike lanes should be striped between the parking space and the travel lanes. Regular sweeping is important, as bike lanes tend to collect debris.



Figure 3.6

Bike Routes

Some roads may be identified by signage as preferred bike routes, because of particular advantages to using these routes compared to others. These “signed shared roadways” may be appropriate where there is not enough room or less of a need for dedicated bike lanes. AASHTO specifies spacing and placement for Manual of Uniform Traffic Control Devices (MUTCD) standard D11-1 “Bike Route” signs (Figure 3.6).

For these signs to provide wayfinding assistance at turns, supplemental destination plates (MUTCD D1-1) and arrows (MUTCD M7 series) should be placed beneath them. Key destinations could be given, or the cross street at the end of the bike route designation. Some Illinois towns have put two or three destinations on a single sign, with mileages.

A road does not require a specific geometry to be signed as a Bike Route, providing flexibility. A Bike Route may be an unstriped street, a road with paved shoulders, or a street with shared bike/parking lanes, described next.

Shared Bike/Parking Lanes

Some residential collector streets with wide lane widths permit on-street parking, but parked cars are sparse or rare except for special occasions (“party-parking”). While this may be an

opportunity for dedicated bike lanes, removal of parking on even one side may be politically infeasible – even though the wider lanes often encourage faster traffic speeds.

Another option is to stripe off 7-8 feet (including the “gutter pan” area) for the occasional parked car. This space may be used by bikes, too. Sign the road as a Bike Route, but do not include any bike lane signage or pavement markings. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads. Benefits include:

- An increased perception of comfort by the cyclist
- Lower likelihood of the occasional parked car being hit by another car
- The traffic-calming effect of narrower lanes, i.e., slowing car speeds

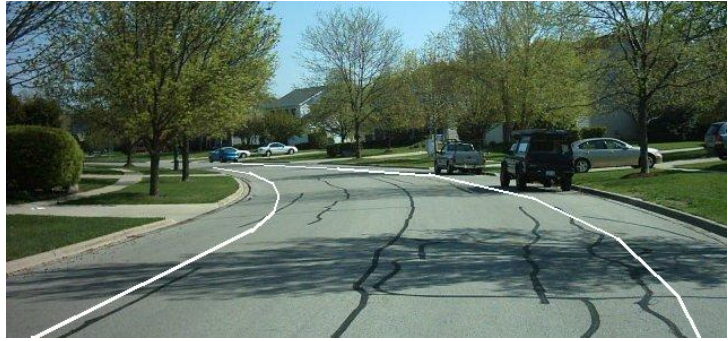


Figure 3.7. Simulated striping of Millview Drive for shared bike/parking lanes.

“Shared Bike/Parking Lanes” allow parking, but Bike Lanes do not. Steps should be taken to avoid confusion. Shared bike/parking lanes should use signage indicating parking permission information. Bike Lanes should use “no parking” signs.



Figure 3.8. Sharrow.

“Sharrows” Pavement Markings

Bicycle positioning on the roadway is key to avoiding crashes with cars turning at intersections and doors opening on parked cars. Figure 3.8 shows a “sharrow” marking, approved recently by the National Committee on Uniform Traffic Control Devices for potential inclusion in the next (2009) federal MUTCD edition. Chicago and Northbrook are two of the Illinois cities using sharrows.

The marking is used only for streets without bike lanes but with occupied on-street parallel parking and speed limits below 40. The center of the marking shall be 11 feet (or more) from the curb, placed right after an intersection and spaced at intervals of 250 feet thereafter. Also, the sharrow markings can be used to indicate correct straight-ahead bicycle position (Figure 3.9) at intersections with turn lanes.

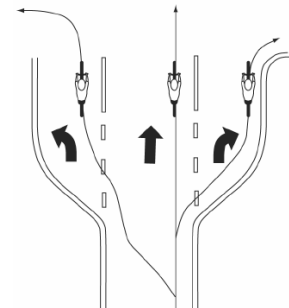


Figure 3.9. Proper turn lane positioning.



Figure 3.10. Signal activation marking and sign.

Signal Activation by Bicycles

Both bicycles and motorcycles have difficulty activating demand-actuated traffic signals. Cars may not be present to trip the signal, or cars may be stopped too far back of a bike. Pedestrian push-button actuation, if present, is often inconveniently located for on-road bikes.

The MUTCD-approved Bicycle Detector Pavement Marking (MUTCD Fig. 9C-7) in Figure 3.10, together with the R10-22 Bicycle Signal Actuation Sign, can indicate a detector trigger point for actuating the signal. Correct tuning of the detector is needed. Quadrupole loop detectors could be used, too, as they are more sensitive to bikes and motorcycles.

The detector marking also serves to indicate proper bicycle position at an intersection.

Bicycle Level of Service

The Bicycle Level Of Service² (BLOS) measure is an emerging national standard for quantifying the “bike-friendliness” of a roadway. It indicates bicyclist comfort level for specific roadway geometries and traffic conditions. Roadways with a better (lower) score are more attractive – and usually safer – for cyclists. BLOS is used in the Kane County and IDOT bicycle maps and by the Chicago Agency for Metropolitan Planning (previously CATS). An on-line calculator is at www.bikelib.org/roads/blos/losform.htm

BLOS is used in the Batavia Bicycle Plan to measure existing and future conditions, to set standards for the bikeway network, and to justify recommendations.

On-road Bikeway Liability

Since 1998, Illinois towns have faced a liability disincentive for on-road bikeways, such as those listed above. When towns designate that a particular route is “intended” for use by bikes, they raise their liability for cyclist injury due to road condition from zero to a negligence standard of care. This has dissuaded many communities from adding on-road bikeways.

On the other hand, at least 20 other Illinois communities are known to be proceeding with designated bike lanes and bike routes, despite the situation.³ Signed bike routes from before 1998 remain in dozens of other towns. The number of known lawsuits resulting from these on-road bikeways has been very minimal, demonstrating that the reaction of the more risk-averse towns may be out of proportion with the actual risk exposure incurred.

Local governments regularly weigh risk exposure against policy implications and services provided to residents for all sorts of facilities and programs. It is recommended that the City proceed with the on-road bikeways listed in this plan, after verifying the risk exposure involved.

² Landis, Bruce, "Real-Time Human Perceptions: Toward a Bicycle Level of Service," Transportation Research Record 1578 (Washington DC, Transportation Research Board, 1997).

³ “On-Road Bicycle Routes and Illinois’ Liability Disincentive”, League of Illinois Bicyclists, 2006.

4 Guidelines For Bikeway Recommendations

General

The following goals were used for the overall bikeway network:

- Plan for a target audience of casual adult cyclists. At the same time, address the needs of those who are more advanced and those who are less traffic-tolerant, including children.
- Select a network that is continuous. Form a grid throughout the City with target spacing of ½ to 1 mile. Consider both on-road and off-road improvements, as appropriate.
- As much as possible, choose routes with lower traffic, ample width, directness, fewer turns and stop signs, 4-way stops or stoplights at busy roads, and access to destinations.
- Look for spot improvements, short links, and other small projects that make an impact.
- Seek at least one bridge or tunnel of the most difficult roads to cross – Randall and IL31 – while looking for opportunities to improve the at-grade crossings of these roads.
- Be opportunistic, implementing improvements during other projects and development.

Strategic

To improve public support for plan implementation, these approaches are suggested:

- Achieve early, easy successes (“low-hanging fruit”) to gather momentum.
- Do not remove on-road parking if at all possible.
- Where appropriate, use road striping to serve not only bicyclists but adjacent residents, as well. Cite the traffic calming (slowing) and other benefits of striped, narrower roads.
- Try to avoid widening sidewalks to 10’ sidepath widths where at least some residential front yards would be impacted.
- Do not widen residential roads solely for bikeways.



Figure 4.1

Selecting Bikeway Type

These guidelines were used for specific route segments:

- Where on-road bikeways are recommended, try to achieve a BLOS rating of High C or better for designation in the network. This is an appropriate goal for accommodating the casual adult bicyclist. Depending on the situation, use Bike Lane or Bike Route signage (and wayfinding directional signage) to indicate inclusion in the network.

- Address the fact that advanced cyclists often use busier roads not meeting this standard for inclusion in the network. For preferred roads with a BLOS score of High D or Low C, use Share the Road signage as a message to motorists to be alert for cyclists. Do not include wayfinding signs on these roads.
- For both the roads in the network (Bike Routes and striped lanes) and those having Share the Road signs, raise the priority of filling sidewalk or sidepath gaps on at least one side of the road. This recognizes that children – and more traffic-intolerant adults – will ride on the sidewalk. However, do not mark sidewalks as Bike Routes.
- Do not recommend sidepaths where there are too many crossing conflicts (driveways, entrances, cross streets). Where sidepaths are recommended, use the design techniques described above to somewhat reduce the risks at intersections.
- Where there is sufficient width and need, stripe roads for dedicated bike lanes – with no parking permitted in these lanes.
- On sufficiently wide roads with sparse parking occupancy, stripe a Shared Bike/Parking Lane and sign as a Bike Route.
- Use “sharrows” and bike signal actuation pavement markings to indicate proper on-road bicycle position where there is heavy bicycle traffic, including the Island and Shumway Avenue part of the Fox River Trail West.

5 Bikeway Network Recommendations

Input from the public brainstorming meeting (Figure 2.1) and the Batavia Bicycle Plan Advisory Committee was used to select routes to study for the bikeway network. Other routes were added and refinements were made as field work and data collection took place.

Appendix 3 is a spreadsheet with all the collected data and the recommendations for each route studied. A route was divided into segments when characteristics changed dramatically. Each row corresponds to a distinct route segment.

Existing Conditions

Appendix 3 lists the following for each route segment:

- Road name and segment endpoints (and which side of the road, if the sides are different)
- Roadway geometry, including number and width of lanes, shoulder or parking striping, pavement condition, and other comments
- Traffic conditions, including average daily traffic volume, speed limit, parking usage percentage, and percent of heavy truck traffic
- The current Bicycle Level of Service score and grade
- Sidewalk status, including which sides of the road, gaps, and any scheduled construction of sidewalks by the City

Figure 5.1 is a map summarizing present-day conditions including existing trails and the BLOS ratings of studied roads. The following comments describe bike conditions in town:

East-west, east side of the river:

- Illinois Prairie Path's Batavia Spur is a regional trail with good local access and a bridge over Kirk Road.
- Wilson Street and Pine Street (BLOS = D) are used commonly by advanced cyclists but are less comfortable for others. An alternative route on quieter roads is not obvious without wayfinding directional signage.
- Fabyan Parkway has a sidepath on the Geneva (north) side but poor access to the northeast side of Batavia.

North-south, east side of river:

- Kirk Road's sidepath is easily accessed south of Pine Street but not elsewhere.
- The Fox River Trail East is part of a popular 60-mile regional trail.
- Raddant Road is comfortable in the middle (BLOS = B) but an industrial truck route on the north and not as comfortable on the south.
- South Prairie Street and Hart Road are used commonly by advanced cyclists but are less comfortable for others.

Crossing the Fox River and Illinois Route 31:

- Dedicated bike/pedestrian bridges exist at the north and south ends of downtown.
- The Fabyan sidepath requires a detour north to a bike bridge in the forest preserve.

- The Wilson Street bridge is used by advanced cyclists.
- Illinois Route 31 is a barrier with no ideal crossing. The Wilson intersection, especially westbound, is difficult. Main Street is the best signalized crossing downtown but less comfortable west of 31. Unsignalized crossings at Houston Street, First Street, and North Avenue all have issues. Other unsignalized crossings include Millview and Union.

East-west, west side of river:

- The Fabyan sidepath serves the near west but does not connect with trails further west.
- The near west has well-connected roads that are reasonably bike-friendly (BLOS = B).
- West of Western, roads are much less comfortable with sidewalk riding more likely. McKee Street may be the best option west (BLOS = C), including in the Randall area.
- East-west road designs across Randall and through its commercial areas make bike travel very difficult except for advanced cyclists.
- West of Randall, Deerpath Road and McKee Street are used by advanced cyclists.

North-south, west side of river:

- The Fox River Trail West is part of a popular 60-mile regional trail. Getting through downtown on the trail's road/sidewalk route is confusing, with many car conflicts.
- Van Nortwick Avenue has advantages but has many stops and is somewhat uncomfortable (BLOS = C) for casual cyclists.
- Western Avenue and Millview Drive are more comfortable routes but there is a gap at the high school. Together with Geneva plans, this could be a major north-south route.
- Randall Road's wide shoulders used to be bikeable by advanced cyclists, but adding turn lanes on the shoulders have reduced this option.
- The NICOR trail will be a great north-south route when the gaps are closed.
- Advanced cyclists use the Wenmoth/Main/Grove Hill/Tanglewood/Deerpath route.
- Eventually the Mid-County Trail will provide another great north-south route.

Road Network Recommendations

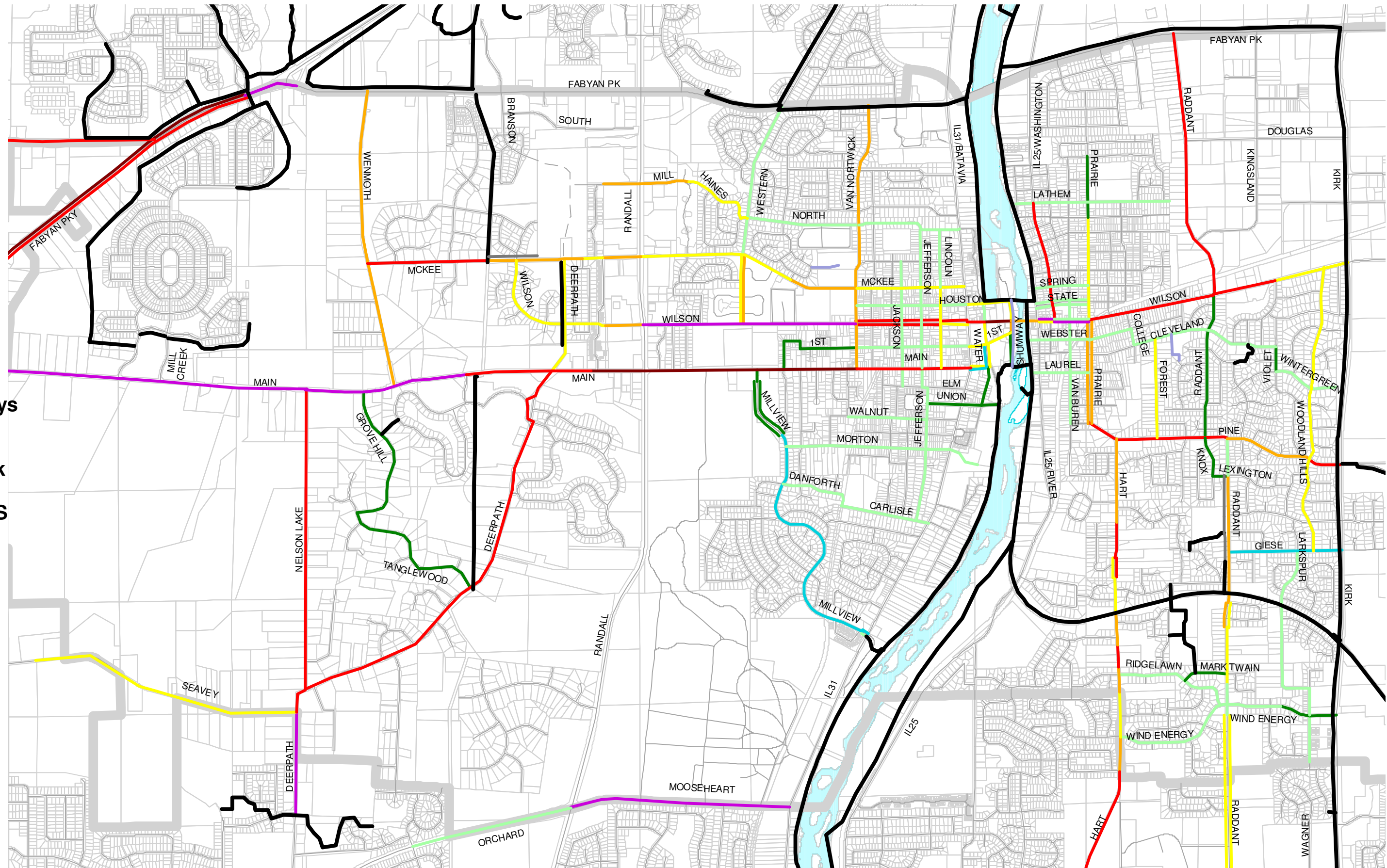
The spreadsheet in Appendix 3 has fields on the feasibility of various options for each route segment studied, including:

- Feasibility and type of any possible on-road bikeway, including any striping dimensions and signage details
- The BLOS score and grade, after any re-striping from the above
- Suggestions for filling any sidewalk gaps, including which side of the street
- Feasibility of an off-road sidepath, including any reasons if not appropriate
- Recommendation for this segment, by type

The map of Figure 5.2 summarizes the improvement recommendations, which were made according to the guidelines in Section 4. On-road bikeway types include bike lanes, shared bike/parking lanes with Bike Route signage, other striping with Bike Route signage, Bike Route signage without striping, and Share the Road signs. Off-road bikeways consist of trails already being planned, newly proposed trails or sidepaths, and proposed sidewalks for the City's sidewalk construction program.

Figure 5.1 - Existing Conditions

Bicycle Level of Service of prioritized road segments; also existing trails and key sidewalk links



- Trails/Bikeways**
- Trail
 - Route
 - Sidewalk

- Existing BLOS**
- A
 - High B
 - Low B
 - High C
 - Low C
 - High D
 - Low D
 - E or F

Figure 5.2 - Batavia Bike Plan - Recommended Improvements

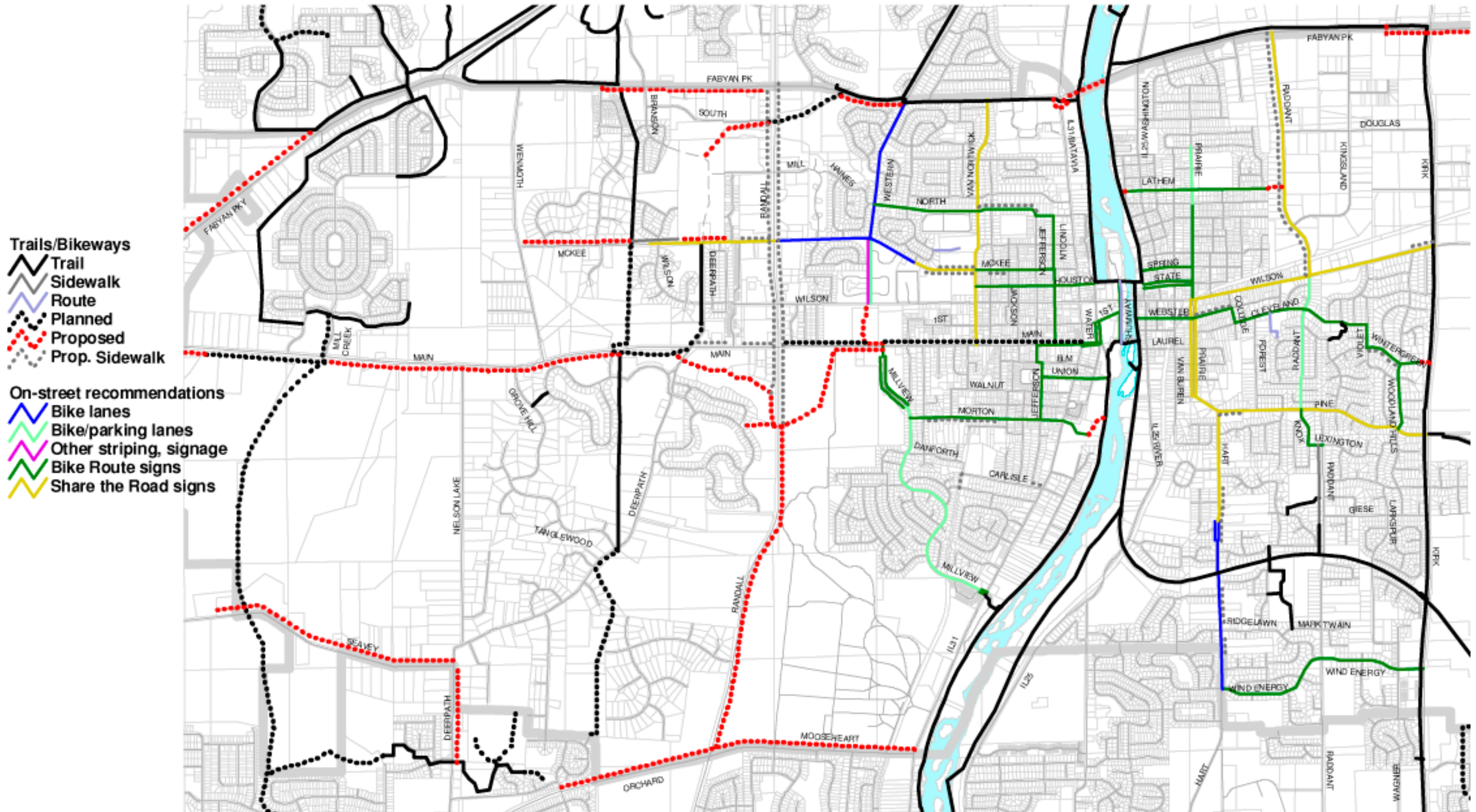
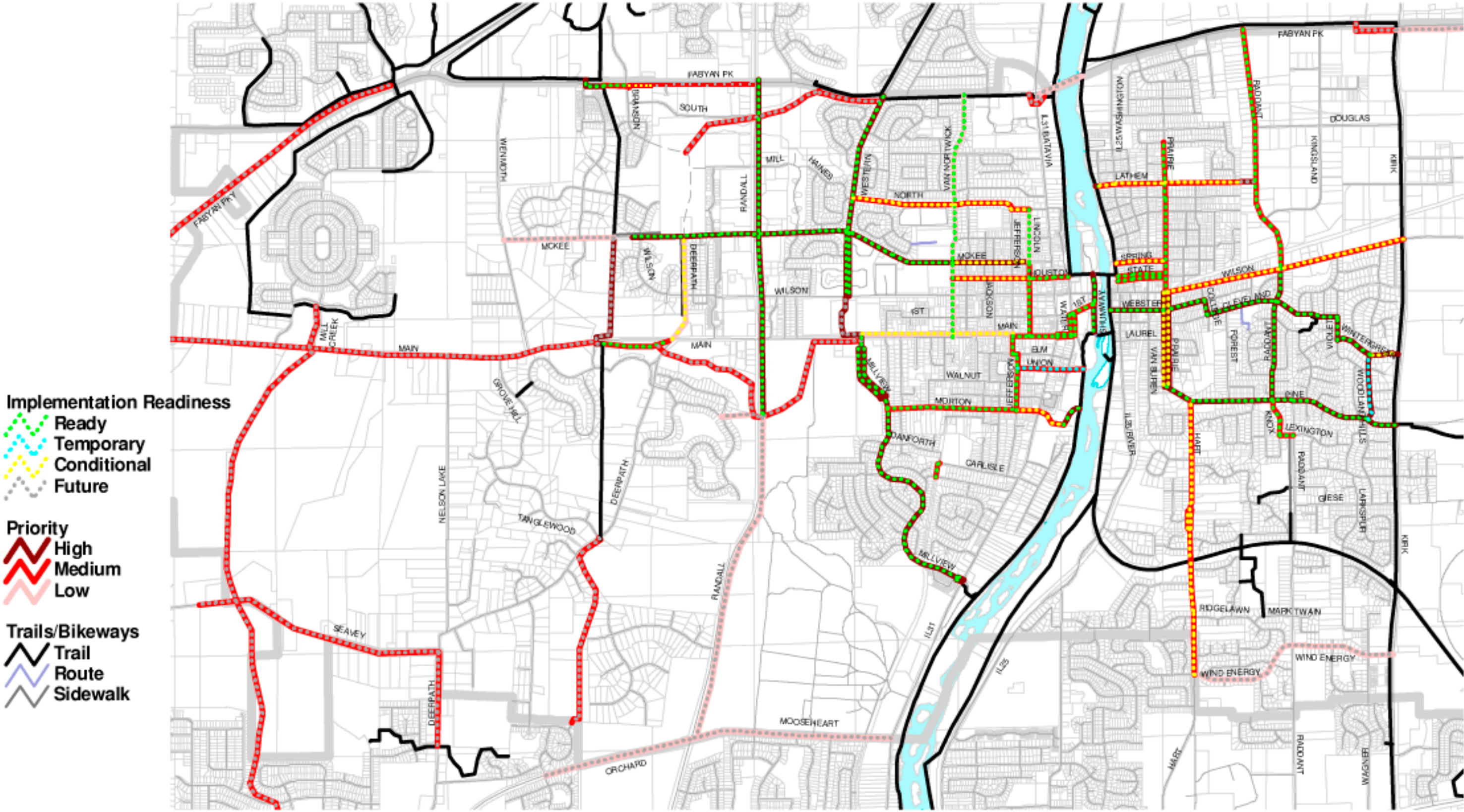


Figure 5.3 - Batavia Bike Plan - Priority & Implementation Readiness



Overall, there were not many opportunities for striping, due to a lack of extra width on most roads in Batavia. Most locations appropriate for sidepaths were out in the developing parts of town. As a result, many of the network recommendations call simply for signage.

Priority and Implementation Readiness

Finally, the spreadsheet in Appendix 3 has fields on suggested priority and implementation “readiness” of bikeways involving the road segments that were studied. Priority was assigned as high, medium, or low based on:

- The Public Priority Points from the March 9, 2006 public brainstorming meeting
- Guidance from staff and the steering committee
- Importance to the overall network and connectivity

Implementation readiness suggests timing of adding a segment to the City’s bikeway network:

- Ready – could be implemented at any time
- Conditional – something else (described in “Implementation Notes” in Appendix 3) must happen first before adding this route to the network
- Temporary – a short-term network segment until another conditional segment is ready
- Future – opportunistic as part of development or if a denser network is desired

Both the priority and implementation readiness of the road segment recommendations (but not trails) is summarized in the map of Figure 5.3.

Some high priority, ready-to-go network segments include:

- Shared bike/parking lanes and Bike Route signs on Millview Drive
- Bike Lanes and other striping on Western Avenue
- Bike Lanes and Share the Road signs on McKee Street from Randall to Van Nortwick
- Pavement markings on Shumway and Island Avenues
- Share the Road signs on Pine Street
- Bike Route signs on Webster/College/Cleveland/Violet/Wintergreen. Temporary Bike Route signs on Woodland Hills Road from Wintergreen to Pine
- Shared bike/parking lanes on Raddant Road from Wilson to Pine

Recommendations for Existing Trails

Fox River Trail East

- Heavily used – widen to 10 feet wherever and whenever possible
- Top priority – find an alternative to the stairs by Larson-Becker, as these are a barrier for many users. Over time, continue the trail north along



Figure 5.3. Fox River Trail East.

the riverfront, using the ComEd easement to the extent possible before bringing it up to the existing trail at street level.

- For now, add pavement markings to improve south-bound wayfinding at the right turn by Larson-Becker and the intersection of River and State.
- Add signage and enforcement of parked cars encroaching into the trail by the Challenge Factory
- Add a curb cut into River Street at Franklin Street
- Stripe the center of the trail, to encourage users to stay on the right
- Post signs with IDOT-recommended trail rules: “All users keep right. Pass on the left. Announce intention to pass. Move off trail when stopped.”

Fox River Trail West

- Heavily used – widen to 10 feet wherever possible, when there is opportunity
- Stripe the center of the trail, to encourage users to stay on the right
- Post signs with IDOT-recommended trail rules: “All users keep right. Pass on the left. Announce intention to pass. Move off trail when stopped.”
- Add pavement markings to reduce confusion near City Hall, where many trail users mistakenly enter the Riverwalk area. Particularly needed are arrows directing northbound users (from both the south and from the bike bridge) west toward the Depot Museum. Nancy Weiss of the advisory committee has sketched a set of recommendations.
- At the Water Street access by the Depot Museum (Figure 5.4), reduce the number of bollards from four to three, increasing the spacing
- Monitor and maintain pavement condition, e.g., north of the Depot, and south by Quarry



Figure 5.4. Fox River Trail West – Water Street access.

Shumway and Island Avenues (Fox River Trail West on-street route)

The Fox River Trail uses Shumway and Island, but it is not clear whether bikes are meant to be on the road or the east sidewalk. Especially for sidewalk cyclists, conflicts with cars are very common at the Wilson Street intersection and at the business entrances.

The recommended approach is to encourage (but not require) proper bicycle position on-street, through the “sharrows” and bicycle signal activation pavement markings described earlier, in Section 3. Details on locations are listed below and sketched in Figure 5.5. The goals are to reduce conflicts with turning cars, avoid the “door zone” where parked car doors may open into the path of cyclists, and increase cyclist visibility.

- North of Wilson, use “sharrows” in the travel lanes
- Southbound at Wilson, use the bike signal activation marking and sign at an appropriate detector trigger point in the right lane, where straight and right-turn movements occur
- Northbound at Wilson, use this marking and sign at an actuation location in the center lane, where cars may go straight ahead or turn left

- Southbound at First, use the sharrow marking in the center lane, to go straight ahead

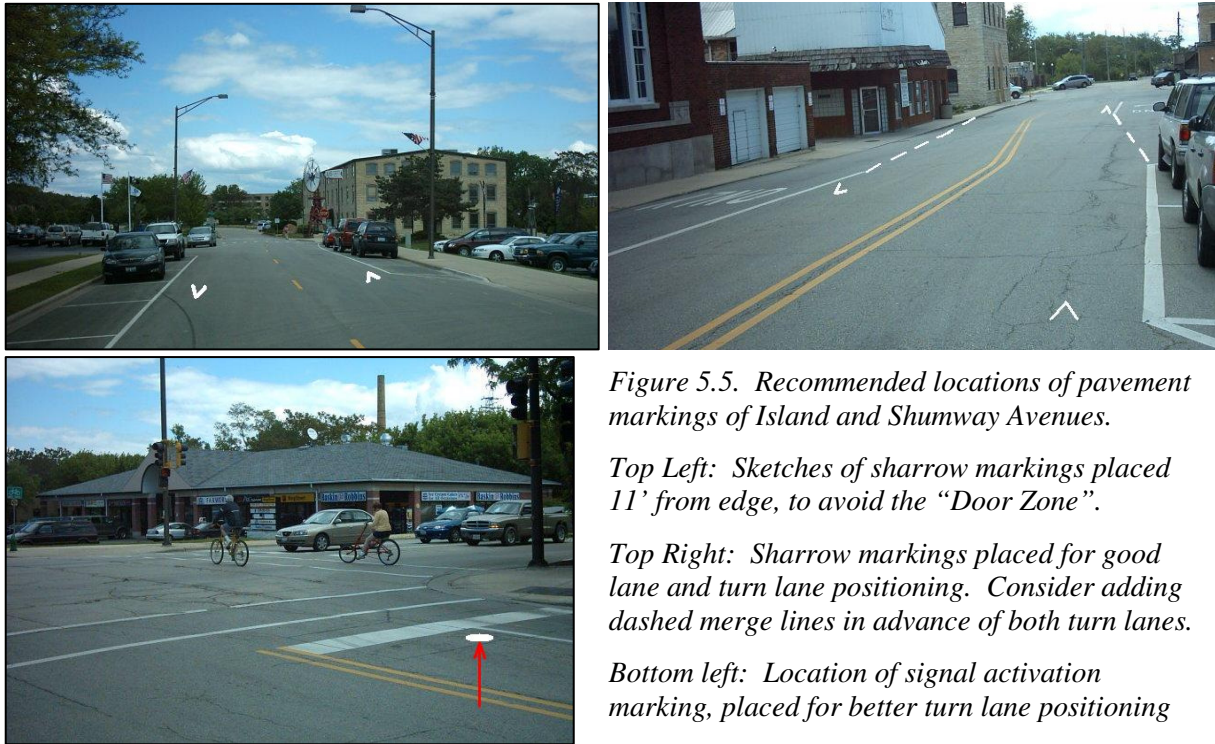


Figure 5.5. Recommended locations of pavement markings of Island and Shumway Avenues.

Top Left: Sketches of sharrow markings placed 11' from edge, to avoid the "Door Zone".

Top Right: Sharrow markings placed for good lane and turn lane positioning. Consider adding dashed merge lines in advance of both turn lanes.

Bottom left: Location of signal activation marking, placed for better turn lane positioning

While many cyclists will still prefer using the sidewalk, these steps promote proper on-road cycling and should reduce car-bike conflicts in the area.

The following steps are recommended on Shumway south of First Street:

- Southbound, remove the W11-1 bike sign from the left roadside.
- Add a new signpost and logo as the trail bends south by the food pantry. Remove the arrows from the low wooden posts.
- Northbound, move the Bike Route sign and logo 150' north so users do not use the brick sidewalk by mistake.
- At the diagonal parking on the east side, add a northbound sharrow pavement marking just right of the center of the travel lane.
- Remove the westbound-facing Bike Route sign and arrows on the east side of the road.



Figure 5.6. Fox River Trail logo.

Illinois Prairie Path – Batavia Spur

Cut back brush to improve visibility and sight lines at road crossings:

- Hart Road – southwest corner, in particular
- Raddant Road – southwest, northeast, and northwest corners
- Wagner Road – southwest corner
- Also, improve sight lines where the Rotolo Middle School trail crosses
- Pave or improve the surfacing between Wagner and Kirk, perhaps further



Figure 5.7. Illinois Prairie Path's Batavia Spur. Left: paved section. Center: Larkspur Drive crossing. Right: unpaved section between Larkspur and Kirk Road.



Figure 5.8. Fabyan sidepath at IL25.

East Fabyan sidepath

East of the river, a sidepath is on the north side of Fabyan Parkway – not in Batavia's jurisdiction. However, the City should work with the relevant agencies (Kane County Department of Transportation, Geneva, and IDOT) to move the trail crossing of Illinois Route 25 closer to Fabyan and in front of the stop line. The present situation is substandard and hazardous. Also, when the Fabyan bridge over the Fox River is completely rebuilt, bike (and pedestrian) accommodation should be included.

West Fabyan sidepath

West of the river, a sidepath is on Batavia's (south) side of Fabyan from the Fox River Trail to Western Avenue, before crossing to the north side again west of Western. The south trail is plagued by poor sightlines and the sidepath intersection conflicts detailed in Section 3.

Suggestions include:

- Improve sightlines at the Holmstad entrance and at River Rock by trimming bushes and checking sign placement.
- At the Van Nortwick Avenue and Carriage Drive, move the trail crossings as close to Fabyan as possible. This improves visibility and allows realistic stop line placement. Fences and bushes obscure the view, leading to worse stopline compliance than usual.
- Add MUTCD R10-6 "Stop Here on Red" signage emphasizing that motorists stop at the crosswalks and look. Periodically enforce this.



Figure 5.9.

Left: Poor view from the proper stopline position at Carriage Drive.

Right: Where the majority of motorists stop, many not looking to their right before entering the sidepath crosswalk.

The Illinois Route 31 crossing is a barrier for Fabyan sidepath users, particularly seniors at Holmstad wanting to access the nearby Fox River Trail. Especially at the southwest corner, the crossing is too far from the intersection. This leads to less visibility and yielding by motorists turning right onto southbound Illinois Route 31. Some possibilities:

- Install MUTCD R10-15 “Turning Traffic Must Yield to Pedestrians” signage for right-turners turning south. Or, consider the experimental signage of Figure 3.4.
- Install MUTCD R10-6 “Stop Here on Red” signage for right-turners turning east.
- Install high-visibility crosswalk markings.
- If the intersection is ever reconstructed, add right-turn pedestrian refuge islands. At a minimum, bring the sidepath crossing closer to Fabyan.
- The ultimate solution would be to construct a trail underpass of Illinois 31 just south of Fabyan, using Holmstad-owned open space on the west and Kane County Forest Preserve open space on the east. An underpass is much more feasible than an overpass.



Figure 5.10. Left: Fabyan sidepath at Holmstad entrance. Right: Sidepath at Illinois 31 crossing.

Kirk Road sidepath

Recreational use is relatively low, as riding along Kirk is unpleasant for many. However, the trail serves a transportation purpose for some. And, both Aurora and Geneva have plans to extend the trail beyond its ends at Illinois Route 56 and at Fabyan Parkway.

- The trail is in generally poor condition. Repave within four years.
- Add crosswalks and pedestrian signal activation along the west side of the Fabyan and Kirk intersection.
- When the southwest corner of that intersection is developed, add crosswalks and pedestrian signal activation along the east side of the new signalized intersection west of Kirk. Include a sidepath trail along the south side of Fabyan from the new intersection to the existing trail along Kirk.
- Add a crosswalk and pedestrian signal activation at the Wilson Street intersection.
- Add crosswalks at Douglas Road.
- Add crosswalks at Hubbard Avenue and improve the south curb ramp.

- The Giese Road and Chillem Drive crossings have good crosswalks but visibility problems for motorists. Follow the suggestions for the west Fabyan sidepath crossings of Van Nortwick Avenue and Carriage Drive.

Maintenance and snow removal

Chapter 5 of the Kane County Bike and Pedestrian Plan has recommendations for maintenance, including snow removal on select trails used by bike commuters. One example is the Fox River Trail, especially north to Geneva and its Metra station. This stretch has no suitable road alternatives nearby. Parts of the trail are already plowed by local agencies in at least Oswego and St. Charles. It is recommended that trail snow removal be done in and near Batavia.

Recommendations for New Trails and Links

Wintergreen Terrace to Kirk Road Trail link

100 feet through a single vacant parcel separates the east end of Wintergreen Terrace from the Kirk Road sidepath. Securing the easement and building the link would complete a comfortable east-west route on the east side of town, providing easy access to Fermilab and elsewhere.

NICOR trail, Main Street to McKee Street

A trail on the NICOR easement west of Randall Road exists now from Fabyan Parkway to north of McKee Street, and from south of Main Street to Deerpath Road. An extension south to North Aurora will be a future developer requirement. What remains is a significant gap from McKee to Main, requiring a bridge over Mill Creek with a Main Street crossing either “mid-block” (away from an intersection) or at Wade Lane. This will likely involve collaboration between the City and the two park districts.

- Do an engineering assessment to determine the most cost-efficient alignment and project cost.
- Use developer contribution, where possible. If the remaining cost is under \$400K, seek grants through either the IDNR State Bike Path Grant Program or the Illinois Transportation Enhancements Program (ITEP). If more than \$400K, the IDNR source would require project phasing.
- The Kane County 2030 transportation plan calls for Main Street widening. Include a median pedestrian refuge island at the trail crossing, and possibly a right-turn refuge island if the trail crossing occurs at a signalized Wade Lane intersection.

NICOR trail link on north end

The NICOR trail stops just before Fabyan Parkway. Connection to the Peck Farm trail and Geneva’s bikeways could be made with either a mid-block crossing or a sidepath along Fabyan’s south side to the unsignalized Cambridge Drive intersection. Extending the sidepath east to Branson Drive would provide a signalized crossing, although not to the Peck Farm trail.

Western-Millview connection

Western Avenue and Millview Drive are key segments of a proposed bikeway route from St. Charles to the Les Arends Forest Preserve. A formalized way to connect the two across Batavia High School property is needed. Possibilities include:

- Use BHS' internal driveways on the south and add a short trail adjacent to the north parking lot
- Include a sidepath on the east side of a proposed new road across the western part of BHS property
- For either option, use wayfinding signage to guide users between Western and Millview.

Cemetery to Quarry trail

An informal walkway already exists on wooded public land between the City-owned Batavia Cemetery and Quarry Park. Improving this to a wider trail would create a good connection to the Fox River Trail West from Morton Street and the near southwest side of town. The steep grade is a problem – an engineering assessment is needed for this and other issues. Depending on cost, this project might be an excellent candidate for an IDNR State Bike Path Grant.



Figure 5.11. Walkway from cemetery to Quarry Park.

Randall Road sidewalks/trail and intersections

The City and Kane County have begun plans for retrofitting sidewalks along Randall Road. Access to bus stops along Pace Route 529 is the driving force. Also, future Randall Road reconstruction or other development should include a trail south to Mooseheart Road.

A critical issue raised *very* often by residents in towns all along Randall Road is the difficulty in crossing this major arterial on foot or bike. It is vital that crossings be improved at each opportunity, such as the transit access project or eventual Randall expansion to six lanes. Simply providing crosswalks and pedestrian signals is not enough for such large and busy intersections with continuous turning motions. Median and right-turn pedestrian refuge islands and other intersection design features should be included.

Trail along the Main Street corridor

Segments of a trail from Illinois Route 31 all the way west are at various planning stages or newly proposed:

- Sidewalks on the north side will be widened to sidepath width during the Main Street reconstruction project. Secured federal dollars will fund the project only part of the way from Illinois Route 31 east towards Randall Road.
- As part of long-term development plans south of Main between the fire station and Randall, include a sidepath from Millview Drive to a commercial area on the southeast corner of Randall. Select an appropriate routing through the commercial area, either along the roads or back further, to a new three-way signalized Randall intersection

south of Main. Cross this intersection on its north side, including in the design a right-turn refuge island for trail users. Alternatively, build a Randall underpass between the new intersection and Main, taking advantage of the favorable grading on the west.

- West of Randall, acquire an easement and build a trail between Mill Creek's north bank and the commercial area and church. This would lead to Deerpath Road at or near the Main intersection, at a point where a developer trail is tentatively scheduled to be built west across Mill Creek to the NICOR trail.
- West of the NICOR trail, include a sidepath on the south side of Main as part of long-term development plans. Continue to the planned Mid-County Trail (at the Mill Creek Drive intersection) and the West Main Community Park.
- From the trail's crossing of Randall, consider constructing a link with a bridge to Batavia Park District property by Twin Elms Road.

Randall Road overpass and connecting trail

Perhaps the most feasible location for a bicycle bridge over Randall Road is at the north edge of Braeburn Marsh, with an eastern approach between the marsh and the commercial area on the southeast corner of Randall and Fabyan Parkway. Logical connections would be to the Deerpath/Branson or the NICOR trail on the west, along Fabyan's south side to the trail at the southwest corner of the Western intersection, and to a short trail to Thorsen Lane in the southeast corner of the marsh. This would require a multi-agency approach including the Kane County Forest Preserve District. An engineering study would be needed to determine feasible alignments and estimated costs. The most likely grant source would be the Illinois Transportation Enhancements Program, because of the high cost.

Mid-county Regional Trail

The Kane County Forest Preserve District and local agencies have long planned the Mid-County Trail. West of Batavia, the planned alignment includes:

- The existing north-side sidepath along Kaneville Road to the Mill Creek subdivision
- Crossing Fabyan Parkway at the signalized intersection with Mill Creek Drive
- The existing trails through Mill Creek South
- Crossing Main Street at the signalized intersection with Mill Creek Drive
- New trail along the west part of the Dick Young Forest Preserve
- Cross Seavey Road into North Aurora's Tanner Trails subdivision

Lathem Street links

Lathem Street is proposed as the east-west route in the northeast part of the City, contingent on two short links at either end:

- Secure a 200-foot easement along the border of two industrial properties and build a connection between the east end of Lathem and Raddant Road. The separation between two parking lots may be too narrow for a trail, but a sidewalk may be possible.
- Construct a 70' trail link on Batavia Park District property between the west end of Lathem Street and the Fox River Trail East.

Fabyan East Trail

As the DuPage Technology Park develops, there will be increased need for a sidepath trail along Fabyan Parkway east from Kirk towards West Chicago. This trail would link to the DuPage Technology Corridor Trail proposed by DuPage County and other project partners.

Recommendations for other spot improvements

Signal Activation by Bikes

To serve both bicycles and motorcycles, use the Bicycle Signal Actuation Sign and Bicycle Detector Pavement Marking as shown in Figure 3.10 and described earlier. Add at appropriate detector activation locations on:

- Eastbound Pine Street at Kirk Road. With pedestrian push-button activation only on the north side of the intersection, eastbound cyclists have to make three road crossings. Most cyclists do not do so, since it takes longer and is less safe.
- Westbound Wilson Street at Kirk Road. Especially on weekends, car activation can be rare. As a lower priority, also add to eastbound Wilson.
- Northbound Raddant Road at Fabyan Parkway. Also, add a southbound pedestrian activation push-button.
- Westbound Main Street at Illinois Route 31. As a lower priority, also add to eastbound Main.
- Eastbound and Westbound McKee Street at Randall Road.
- As mentioned above, northbound and southbound Shumway/Island Avenue at Wilson Street.
- In the future, consider using quadrupole detectors, which are more sensitive to bicycles.

Millview and IL31 intersection

While many cyclists cross Illinois Route 31 using Millview Drive and the Les Arends Forest Preserve entrance, others want to use an adjacent trail link into the forest preserve. Re-route the sidewalk at the southwest corner so that it lines up with this trail, and add crosswalks and cautionary signage along Illinois Route 31. When Illinois 31 is reconstructed, a median pedestrian refuge island should be included at the crossing. Consider a flashing yellow overhead beacon at this crossing, too.

Wilson and Prairie railroad crossings

Cyclists should cross railroad tracks perpendicularly to avoid catching their wheel and falling. Presently at the skewed crossings of Wilson Street and Prairie Street, cyclists crossing in this fashion would have to move further out into traffic either before or after the tracks. Add additional pavement so that cyclists may cross perpendicularly without having to do this.



Figure 5.12. Wilson Street railroad crossing.

6 Safe Routes to School

As part of the City of Batavia's Bicycle Plan, student walking and bicycling routes to Rotolo Middle School and the six elementary schools were studied. The goals were to find low or no-cost improvements while suggesting priority projects for possible funding through Illinois' new Safe Routes to School grant program.

Method and Common Barriers

Data was gathered for each school through:

- A school newsletter survey, asking parents (and students) to identify problems on their routes to school
- An interview questionnaire for principals on school transportation policies, current student travel modes, pick-up and drop-off issues, and particular problem areas
- On-site analysis

Throughout the 16 returned parent surveys and the school administration interviews, several common issues arose repeatedly:

- **Street crossings:** In nearly every response, dangerous street crossings were cited as a major barrier to walking and bicycling to school. Heavy traffic volume and congestion, speeding and unsafe driver behavior were noted, preventing students from being able to safely cross streets independently.
- **Driver behavior:** A consistent theme involved motorists, mostly identified as school parents, behaving inconsiderately, rudely, and even dangerously in the immediate school zone. These behaviors included speeding, disobeying stop controls, parking and stopping in crosswalks, and a general disregard for the authority of school personnel and volunteers as they attempt to direct traffic during school arrival and dismissal.
- **Drop off and pick-up problems:** Each school described heavily congested streets and parking lots during these hours. Many complain of parent drivers blocking school bus access, parking illegally, encouraging unsafe situations by dropping children off in the middle of the street, and ignoring or resisting school procedures.
- **Bicycle parking at capacity:** Although not reported at every school, some school administrators report their bike parking racks being full. They expressed that encouragement of more bicycle travel by students could not be accommodated under current conditions due to the lack of parking space.

General Recommendations

The following countermeasures are proposed to address the main barriers to walking and bicycling school travel:

- **Institute a city-wide crossing guard program.** Crossing guards greatly increase both the actual and perceived ability of children to safely navigate difficult street crossings. This solution was overwhelmingly requested by participants in this study.
- **Finish crosswalk installation.** Several areas around Batavia schools were deficient in crosswalks near schools. Finish the installation of crosswalks along common school

routes, including upgrades to higher-visibility crosswalks at primary crossings or particular problem locations.

- **Prioritize sidewalk completion program.** Batavia’s plan to complete the sidewalk network should continue to weight more heavily school walking and bicycling routes.
- **Initiate pedestrian and traffic calming improvements.** Safer driver behavior can be engineered by utilizing traffic-calming improvements such as raised crosswalks and speed humps/tables in the school zone (Figure 6.1). Similarly, by providing sidewalk extensions and pedestrian islands, children can be better protected and accommodated.
- **Install additional bicycle parking.** Assess the need for more bicycle parking by schools.
- **Increase enforcement of school zones.** While school staff and volunteers are not always respected by drivers, police officers usually are. Police may be engaged to carry out ticketing of illegal parking, crosswalk violations and speeding on an occasional basis.
- **Create School Travel Plans.** IDOT requires its on-line School Travel Plan (www.dot.state.il.us/saferoutes) as a prerequisite for Safe Routes to School grant applications. Even if no funding is sought, the School Travel Plan serves as a template for a more thorough process to assess needs and develop specific programs and countermeasures for a school.

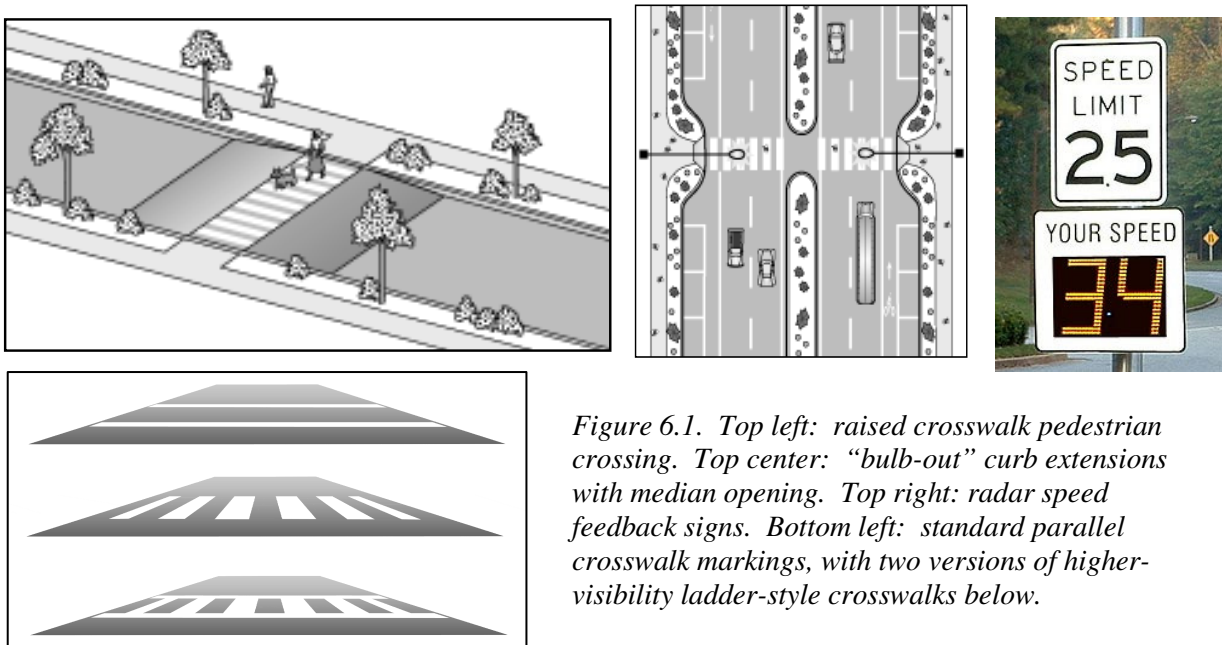


Figure 6.1. Top left: raised crosswalk pedestrian crossing. Top center: “bulb-out” curb extensions with median opening. Top right: radar speed feedback signs. Bottom left: standard parallel crosswalk markings, with two versions of higher-visibility ladder-style crosswalks below.

There are also programs that may be initiated by the schools, the school district, or the PTAs that can dramatically impact both the number and safety of walking and cycling students:

- **Student and parent safety education.** In the same way children are taught to be safe around fire, water and strangers, schools can participate in teaching good traffic safety skills. Additionally, parents need to continually be reminded on the issue of appropriate motorist behavior in the school zone and regarding pick-up and drop-off procedures. An

intentional effort to reach parents in settings such as open house nights may have a greater impact than through written communication.

- ***Actively encourage walking and bicycling.*** By instituting incentive programs for families around active transportation, schools can inexpensively and quickly increase the number of walking and cycling trips to and from school. By providing moderate rewards to participants, programs and events including Walking School Buses, mileage clubs and International Walk to School Day can be started with a moderate amount of effort.
- ***Promote carpooling.*** Many schools have found success through carpool, or “School Pool” programs. Carpooling vehicles can be provided access to specially reserved parking or pick-up zones.

School-Specific Information

In addition to the general issues and recommendations, below are concerns from principal interviews, parent surveys, and on-site analysis. Infrastructure project suggestions are listed, with the larger projects perhaps being candidates for Illinois Safe Routes to School funding.

Hoover Wood Elementary: According to school administration, there is a serious problem here with parent driver behavior during school arrival and dismissal. ‘Parent rage’ appears to occur routinely with regard to procedures. Among the many issues related, the most notable issues include vehicle speeds (both in the parking lot and on the street), compliance with pick-up and drop-off procedures (cutting in line, loading and unloading in designated areas), disobeying traffic flow restrictions (a ‘no left turn’ restriction between 3:30 and 4:00 out of the parking lot) and blocking school bus loading zones. A smaller issue involved student safety behaviors – riding bikes on school property (prohibited) – but the overwhelming problem appears to be with the amount of driving and behavior of some parent motorists.

Additionally, the lack of crossing guards was cited as a problem. School personnel and some volunteers are responsible for managing pick-up and drop-off procedures in the parking lot area only. This includes the principal. But procedures are reportedly hard to enforce due to not enough help and parents not feeling accountable to volunteers and staff.

Suggestions:

- Crosswalks at the Giese/Larkspur intersection and completion of Larkspur and Woodland Hills sidewalks north of Giese
- Curb cut for the cut-through trail from Kielion Court and/or cementing the temporary sidewalks along Wiesbrook vacant lots

Alice Gustafson Elementary: Again, parent behavior is cited by the school as the major concern, with parents talking on cell phones, ignoring guidelines for pickup and dropoff, behaving rudely to school staff and generally acting with impatience. Teachers are reportedly positioned as patrol personnel at Carlisle/Hoover and Hoover/Danforth.

Problem locations were identified by school administration on the south side of Carlisle Road, where there are no sidewalks, and Illinois Route 31, which is a busy corridor that may serve to

inhibit walking. It was also noted that crashes sometimes occur at the intersection of Carlisle and Illinois Route 31.

Suggestions:

- Relocate the Carlisle sidewalk in front of the school, from abutting the road to away from the road. Alternately, install bollards between cars and the sidewalk.
- Install a sidewalk on the south side of Carlisle.
- Complete Carlisle's north side sidewalk from Jefferson to Illinois Route 31.
- Pave or cement the existing footpath from Carlisle to Bernadette.
- Pave or cement a new path north from the school where there is a de facto footpath now.
- Clear trees and brush to add a sidewalk from the north Danforth sidewalk, around the bus turn-around, to the sidewalk on school grounds.
- Construct a raised crosswalk (see Figure 6.1) on Morton, with a 25 mph design speed.
- Add a high-visibility ladder-style crosswalk on Garfield at the sidewalk crossing.
- Improve visibility on the Bernadette footpath crossing with a ladder crosswalk and bright FYG-colored S2-1 School Crossing Sign. Consider a raised crosswalk there.

H.C. Storm Elementary: With minimal bussing, half or more students dropped off by car, and a road and school infrastructure unable to support the traffic, the situation is “a real mess” according to the principal. Issues include long traffic backups, double-parking, ignoring of stop signs and left turn prohibitions, and adjacent neighbor complaints. In the last couple of years, a student cyclist was hit by a car backing up and a young pedestrian struck while crossing at the four-way Van Nortwick/North Avenue stop.

The school has taken some positive steps to try to address the problems. The very busy Van Nortwick/Illinois intersection has a crossing guard. The school's observance of International Walk to School Week has been successful. A gravel path was recently built from the school to Ward/Bradford. Occasional police enforcement in nicer weather has resulted in ticketing, despite parent complaints to the principal. And the school's frequent reminder notes on dropoff and pickup procedures have helped some.

Suggestions:

- Pave or cement the trail from the school to Ward/Bradford
- Add a sidewalk between North Avenue and the Lorlyn Apartments parking, and add crosswalks from Birch Street
- Add a high-visibility ladder-style crosswalk at the school's entrance onto Van Nortwick
- Prioritize sidewalk construction for the roads north and northeast of the school
- Shovel the sidewalk in front of Memorial Park after winter snowfalls
- Increase crosswalk visibility, warning signage, and enforcement at Van Nortwick/North

Louise White Elementary: Information from Louise White Elementary was obtained from school administration and is brief, but echoes the issues found at other schools. School travel problems include aforementioned problems: parent driver non-compliance with procedures, double-parking, missing infrastructure such as sidewalks and difficult crossings.

Suggestions:

- Fill Prairie Street’s west sidewalk gaps between Church Street and Thoria Drive.
- Improve the Prairie Street crossing in front of the school. Tighten the school entrance radius by removing excess pavement. Narrow the lanes with a parking area stripe as described in the bikeway network recommendations. Then, consider one of two options (see Figure 6.1):
 - At the crossing, add “bulb-out” curb extensions on both sides to the stripe.
 - Alternatively, construct a raised crosswalk across the entire width of the road.

Grace McWayne Elementary: With greater distances to school and hazardous crossings of Main Street and other roads on the edge of town, the vast majority of students are bussed or driven to school. In addition to the issues of congestion, parent driver inattention and defiance of procedures, and lack of crossing guards, school officials cite ongoing construction traffic and vehicles further complicating their school travel environment.

Suggestions:

- Improve one or two “mid-block” crossings of Hapner Way in front of the school, with ladder-style crosswalks at a minimum, and raised crosswalks as a consideration (see Figure 6.1).
- Finish sidewalks on the south side of Hapner, to avoid crossings of the school drop-off driveway and Wade Lane. Improve crossings of Lusted Lane
- As further development occurs in the area, strive to be pedestrian-friendly. For example, add a pedestrian refuge island if the Wade/Main intersection is expanded and signalized.

J.B. Nelson Elementary: School administration at J.B. Nelson expressed the most concern about parent drivers. Speeding, non-compliance with procedures and congestion recur as a theme. Similar to the other schools, J.B. Nelson staff and volunteers participate in monitoring student pick-up and drop-off procedures, but lack the ability to enforce the rules. A crossing guard program was specifically requested here, as was a greater enforcement presence by police.

More bicycle parking was requested at J.B. Nelson, as students in 4th and 5th grades (and those in 3rd, if accompanied by a parent) are permitted to bicycle to school.

Suggestions:

- Install radar speed feedback signs (see Figure 6.1) at the school zone speed limit signs on northbound and southbound Prairie Street. Program the signs to be off (blank) at all times except the 20-30 minute drop-off and pickup periods on days when school is in session. Set to flash above 20 or 25 mph.
- Install more bike racks.

Rotolo Middle School: Since the school area is the entire district, more students live further from school. Out of 1430 students, 400 are not bussed and at least 200-250 of these walk or

bike. Crashes in recent years include a minor car-bike collision and a cyclist injury during a bike-pedestrian sidewalk conflict.

Again, parent traffic is a constant issue with a significant number of conflicts. Main conflict points cited by school administration include the Raddant drop-off/pickup entrance, Norcross/Davey, Hart/Norcross, and the Illinois Prairie Path crossings of Raddant and Hart. The sidewalk trail along Raddant is heavily used.

Suggestions:

- Improve the crossing of Norcross around Davey and the trail to the school. At present, parked and stopped cars make it hard for traffic to see students crossing Norcross. Ideally, establish a crossing from the trail to the north sidewalk of Norcross. Include as a minimum a ladder-style crosswalk, bright FYG-colored S2-1 School Crossing Signs, and parking prohibition in the vicinity of the crossing. Consider a raised crosswalk and/or “bulb-out” curb extensions there (see Figure 6.1). A secondary option is establish the crossing at the east side of the Norcross/Davey intersection, with the additional treatments above.
- Trim the brush around the school trail’s crossing of the Illinois Prairie Path.
- Upgrade the busy Raddant sidewalk trail’s crossing of Norcross with high-visibility ladder-style crosswalks and additional warning signage to stop at the Norcross stopline.
- Improve crosswalks at the Raddant entrance/Edwards intersection.
- Consider adding a north sidewalk along the school’s entrance driveway off of Raddant, so students may avoid drop-off traffic. Cross the school’s side driveway at a point beyond parent traffic, with ladder-style crosswalks minimally, and possibly a raised crosswalk.

7 Other Recommendations

Bicycle Parking

Providing secure bicycle parking is a necessary part of a bikeway network, allowing people to use their bikes for transportation and reducing parking in undesirable places. Successful bicycle parking requires a good bike rack in a good location.

A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The most common styles include the inverted “U” (two bikes, around \$150) and the wave or continuous curve style (more than two). Old-fashioned “school racks,” which secure only one wheel, are a poor choice for today’s bicycles. The best locations for bike parking are near main building entrances, conveniently located, highly visible, and, preferably, protected from the weather.



Figure 7.1. Inverted-U bike rack.

It is recommended that the City address bike parking by adopting a development ordinance requirement and by retrofitting racks at strategic locations in town.

Ideally, all multi-family and non-residential buildings should provide parking for at least a couple bikes. A simple ordinance may call for one bike parking space for every 20 required car spaces, with a minimum of two spaces. The City of Naperville has a very good ordinance (Section 6-9-7) specifying bike rack standards and a very detailed list of required spaces per land use. Most uses call for 5% of car spaces, with higher amounts for multi-family dwellings, schools, recreation facilities, etc.

Bike racks currently exist at several locations throughout the City, including:

- Commercial locations at Prairie/Wilson, Fox River Waffle House, Amstadt’s, McDonald’s and adjacent bank, Batavia Creamery, Tinu Liquors, South Plaza, Batavia Plaza (by Kathy’s and Walgreen’s), Burger King, west side of Island Avenue, east side of Island Avenue (south of City Hall),
- Library, schools, Riverwalk (several), skate park, Depot Museum, Quarry Park
- Rep. Hastert’s office, North River Street parking garage, City Hall

Some recommended improvements to bike parking at these locations include:

- As part of summer 2007 landscape improvements on the west side of City Hall, move or add bike parking closer to the entrances
- Add another rack (inverted-U) at Batavia Plaza near Panera
- Better parking locations at Rep. Hastert’s office, Quarry Park (for the schoolyard racks), west side of Island Avenue
- Increase parking at schools, as needed

It is recommended that the City work with property owners to install a minimum of one inverted-U rack at the following locations, at least:

- Commercial locations all along Randall, especially restaurants, the Randall Theaters, and larger stores
- Batavia School District administration building
- East Side Community Center
- Batavia Park District administration building
- Memorial Park and other baseball fields
- Kirkland Towne Center (Wind Energy Pass and Kirk Road)
- Grand Central Store
- Gammon Corners
- Bellevue Place Museum
- The four section areas of the new Wilson Street bridge
- Downtown shops and businesses along South Batavia Avenue and North River Street

Some locations may be ideal for creative bicycle rack shapes, such as benches or windmills.

Rack installation recommendations come from the Kane County Bicycle and Pedestrian Plan:

- Anchor racks into a hard surface
- Install racks a minimum of 24” from a parallel wall
- Install 30” from a perpendicular wall (as measured to the closest inverted U.)
- Allow at least 24” beside each parked bicycle for user access, although adjacent bicycles may share this access
- Provide a 6 feet aisle from the front or rear of a bicycle parked for access to the facility.

When placing a bicycle rack in the public right-of-way or in a parking lot, it should be removed from the natural flow of pedestrians, avoiding the curb and area adjacent to crosswalks. Racks should be installed a minimum of 6 feet from other street furniture. Racks should be placed at least 15 feet away from other features, such as fire hydrants or bus stop shelters.

Education

Education of both bicyclists and motorists is crucial to improving real and perceived bicycling safety in Batavia. Many are afraid to bike, or bike only on off-road trails, because of their concern about safety. Improving education can lessen these concerns and instill the skills and confidence to bike around town more safely. Some possibilities include:

Bicyclists

Distribute bike safety materials through schools and PTAs; at public places such as City Hall, the library, and the Park District; and on the City’s and park districts’ websites:

- *Kids on Bikes in Illinois* (www.dot.state.il.us/bikemap/kidsonbikes/cover.pdf), a free pamphlet from IDOT’s Division of Traffic Safety
- League of Illinois Bicyclists’ single-page summaries for children and their parents at www.bikelib.org/education/kidsheets.htm

- *Safe Bicycling in Illinois* (www.dot.state.il.us/bikemap/safekids/cover.pdf), a free booklet directed to teens and adults, from IDOT Traffic Safety
- The Kane County Bicycle Map (www.co.kane.il.us/DOT/COM/BikePed), a free map with road and trail bike safety information

Other resources for kids and adults are listed at www.bikelib.org/education/resources.htm, ranging from bike safety classes to videos to a bike rodeo guide. Also, grant funding for grades K-8 education programs is available from the Illinois Safe Routes to School program.

Motorists

Educate motorists on sharing the road with bicyclists and avoiding common mistakes that lead to crashes. Include a link to the League of Illinois Bicyclists' "Share the Road: Same Road, Same Rights, Same Rules" video (www.bikelib.org/video, available as a DVD) on the City and park district websites. Show the video on the local cable channel, especially during the warmer bicycling season.

Encouragement

Batavia has promoted bicycling in the past through its "Bike Batavia" campaign. Other suggestions for encouraging visitors or residents to explore Batavia by bicycle include:

- Actively distribute Kane County's bicycle map at public places. Consider a bicycle map for Batavia.
- Proclaim the City's observance of National Bike Month in May (or June, when weather is more dependable).
- Declare a Bike to Work day to encourage bicycling to work, errands, or other destinations. Offer token incentives, such as refreshments at City Hall or coupons for ice cream, for example.
- Work with the school district to observe International Walk or Bike to School Day, the first Wednesday of each October.
- With the park districts, partner with the Fox Valley Bicycle and Ski Club to publicize the club and its organized rides. Consider running an organized bicycle tour of the City.
- Promote Batavia as a bicycle-friendly community in the City's advertising.

Enforcement

A vital component of a safe bicycling environment is enforcement with education to reduce common car-bike collision types.

According to Illinois law, bicycles have both the rights and responsibilities of other vehicle users. Many bicyclists do not know about the law as it applies to bikes, and how following the law leads to safe cycling. Other cyclists blatantly ignore the law while riding in traffic, not only creating dangerous situations but also causing motorist resentment toward other cyclists trying to share the road safely. Police are encouraged to stop cyclists if the situation dictates, to educate, issue warning citations, or issue tickets. Changing their behavior could save their lives.

Resources include Illinois bike law cards from the League of Illinois Bicyclists and bicycle warning citations (e.g., Hoffman Estates Police Department).

In a car-bike crash, the motor vehicle does the most damage. Some aggressive motorists intentionally harass cyclists, while others simply don't know how to avoid common crash types. Police are encouraged to learn the common crash types and enforcement techniques to help ensure safer roads for bicycling. The League of Illinois Bicyclists, through the Northeast Multi-Regional Training Unit, is offering a Safe Roads for Bicycling police training course in 2007. Another resource is LIB's "Share the Road: Same Road, Same Rights, Same Rules" video (www.bikelib.org/video, available as a DVD).

8 Plan Implementation – Other Issues

Implementation Funding

Recommendations in this plan range from low-cost or no-cost improvements to major capital investments. These may be funded in a number of ways.

First, the City of Batavia may dedicate a budget for a bikeway implementation program. The City already sets aside roughly \$70,000 per year for retrofitting sidewalks and another \$70,000 for repairing broken sidewalks. A similar earmark could go for bike facilities. Other City dollars may be used as well, for example, funding set aside for ward projects requested by aldermen. Additional funding may come from the Batavia Park District, Geneva Park District, Kane County Forest Preserve District, Kane County Division of Transportation, Illinois Department of Transportation, and other relevant agencies that accommodate bikes.

Another major builder of bikeways is developers. Plan recommendations may be implemented opportunistically when a new subdivision or commercial development is added. An example of this being done is the NICOR easement trail west of Deerpath.

Other opportunities include road projects by the City, County, or State. Including bikeways as part of a larger road project is substantially cheaper and easier than retrofit bike projects. Even resurfacing work can be used to add on-road bikeway striping, sometimes at no additional cost.

Road impact fees help pay for road improvements needed as an impact of development. Should the opportunity arise for the City of Batavia, a novel approach would be to require a non-motorized transportation impact fee along with road impact fees.

Finally, outside government funding sources can be used for bikeway retrofit projects. A number of state and federal grant programs are available and summarized in Appendix 4. Included are strategy tips on which source is best for a particular case. Earlier in the text, specific grant programs are suggested for some of the trail recommendations.

Policies and Ordinances

Policies and ordinances should be adopted by the City of Batavia to make adequate bicycle and pedestrian accommodation part of standard practice for any improvement in town.

The University of Albany provides simple and specific policy text⁴ appropriate for:

- The City comprehensive plan
- Subdivision regulations and site plan review
- Zoning laws

⁴ “Planning and Policy Models for Pedestrian and Bicycle Friendly Communities in New York State” by the Initiative for Healthy Infrastructure, University at Albany, State University of New York (<http://albany.edu/%7Eihi/ModelZoningCode.pdf>)

- Overall City bicycle / pedestrian policy statement
- School board policy on Safe Routes to School

The City should consider adoption of these model policies and ordinances, in addition to the bike parking development ordinance described earlier.

Committee or Staff Time

Perhaps the key recommendation of this plan is to develop a way to ensure its implementation. It is common for a community to adopt their bicycle plan as an addendum to their comprehensive plan. However, to ensure continued progress, it may be necessary to dedicate some fraction of a staff member's time as the City's bicycle (and pedestrian?) coordinator. This individual would work on bike plan implementation projects and other bicycle issues. Also, the coordinator would regularly collaborate with other City staff and relevant agencies to ensure their work conforms to the goals of the plan. Routine review of development plans and road project designs is a prime example.

In addition, consider establishing an on-going Batavia Bicycle Advisory Committee, perhaps from the bike plan committee membership. Other communities, such as Naperville, have found that volunteer involvement by a few energetic, knowledgeable, and dedicated residents can greatly leverage their staff time investment.

Appendix 1

Batavia Bicycle Plan Advisory Committee

MEMBERS

Jim Volk, Alderman
Hannah Volk, City Clerk
Ed Weiss, Plan Commissioner
Nancy Weiss, resident
Jim Eby, Director of Planning, Batavia Park District
Larry Gabriel, Geneva Park District
Mike Church, resident
Peter Wilson, resident
Lane Allen, architect & business owner
Kathy DeWig, Fox Valley Bicycle & Ski Club
Britta McKenna, Batavia MainStreet
Steven McKenna, resident
Tom Sharp, resident
Tim Mair, Batavia Police Department
Dean Johnson, resident

CONSULTANT

Ed Barsotti, League of Illinois Bicyclists

CITY STAFF

Jerry Swanson, Community Development Director
Noel Basquin, City Engineer
Scott Haines, Street Superintendent

Appendix 2

Priorities from Public Brainstorming Workshop

Group Priorities and other comments from March 9, 2006 meeting

Listed as group priorities:

- Wagner Rd, IPP to Aurora
- Raddant, Middle School/IPP to Marmion
- Hart Rd, IPP south to city limit (signage, etc.)
- Ridgelawn, Hart to Raddant
- Fermilab to downtown
- Fox River Trail East – Lathem – Raddant – cross Fabyan to N. sidepath
- Wilson to Fermilab
- Millview, Les Arends FP to BHS to Western
- Fabyan to Main on Western Avenue
- Off-road Gustafson School to Main
- Main, Randall west to Deerpath and new park, continue far west
- Fox River bridge at south dam
- Randall Road business parking
- Wilson west to Randall
- North Avenue west to Haines and Mill
- McKee east to IL31, west to Wenmoth
- Van Nortwick, Fabyan to Main
- Deerpath south to Seavey and on to Virgil Gilman Trail
- Connections

- Crossings of Randall, Fox River, IL31
- Improved crossings of IL31 at Millview and Union
- 20' vegetation setback [at Illinois Prairie Path road crossings]
- **2 comments** - Maintenance of Kirk Road sidepath

Other individual comments:

- **2 comments** – Eliminate stairs [Fox River Trail by State], extend path along river to meet Fox River Trail
- **2 comments** – Repave [west-side river path, north of Depot] to eliminate roots coming up from existing pavement
- [West-side river path] Pave three bridges area for road bikes

- **2 comments** – Need a way to cross to the path on the north side of the road [Fabyan/Raddant]
- Traffic signal activation at Randall and Kirk crossings (Main, McKee, Wilson, Pine)
- It would be great to have a low traffic “loop” for cyclists to get in some uninterrupted riding opportunities. If there is a designated loop, and it is marked as such, maybe more people will get into biking and consider it a safe fitness option.
- Need a bike bridge across Randall [specific location not given]
- No bikes on sidewalk downtown ordinance needs review
- Curb cut on N. River for trail access from cross roads
- Paint crosswalks at intersection [Raddant & Fabyan]
- Easement from Lathem to Raddant
- Better way to get across Fabyan to [north-side] bike path – use stop light & crossings needed.
- Way to get to [Elfstrom] Stadium from Kirk/Fabyan. All paths end.
- Bad crossings: Fabyan/IL31, Mill/Randall, Fabyan/Raddant, Wilson/Raddant, IPP/Hart
- Would like to have safe access to schools
- Connect Waubensee College (Virgil Gilman Trail) with Peck Farm to Great Western Trail
- Path needs repair [Fox River Trail West, S of Union by Quarry]
- Realign path where it crosses Rte 25 at Fabyan
- New path to new parks in Tanglewood and near Nelson Lake. Connect to proposed path from Nelson Lake to Virgil Gilman.
- Top priority! The intersection at Wilson/Prairie is super dangerous – a light might help: 1) Slippery railroad tracks at a bad angle on the road – dangerous for bikes; 2) busy liquor store with cars turning across traffic near intersection; 3) stop sign gives steady stream of traffic in evening and morning rush hours.
- Pressure pad [signal activation] for bikes would be nice but this light [Wilson/Kirk] is one of the better ones around.
- Western – connects to Geneva bike plan. Hart – connects to North Aurora bike plan
- As on the FRT path in McHenry Co. add yellow median stripe down the center. This gives novice users the idea that they should stay to one side (hopefully the right) and not wander the center.
- As on the Prairie Path (SW intersection of Winfield/IL 56), post signs with "Safe Passing Rules". I don't remember the exact verbage of the signs but it describes: stay to your right, allow others to pass on your left, if passing - pass on left and warn others by yelling out "passing on your left".
- Kudos to the city for getting more mile markers on the path the past year or so!!!
- Keep up the great work. The FRT is one of our best attractions and one of the many reasons our family has been drawn to live in this area. I've used the trail as far north at Johnsburg IL (the end of the pavement) and Batavia has one of the nicest patches on the trail!!
- [Detailed suggestions and maps of pavement markings and signage to prevent bicyclists from mistakenly getting on the Riverwalk]

Appendix 3 – Road Segment Data

Segment Definition

Segment	Street name of road segment
From (W/N)	West or North segment end
To (E/S)	East or South segment end

Existing

Conditions

Lanes	Number of through lanes (excludes center/other turn lanes)
Traffic ADT	Traffic count in vehicles/day. Gray or blue indicate estimates.
Lane Width	Width from lane edge (often the gutter seam/pavement edge) to next lane, in feet
Gutter Pan	Width of cement gutter pan in feet
Extra Width	Pavement width from outer lane edge to gutter seam/pavement edge. May include paved shoulders, parking areas, bike lanes.
Speed Limit	Posted speed limit
Parking Usage	Estimated % occupancy rate of on-street parking - excludes driveway areas. Averaged over 2-sides unless noted.
% Truck Traffic	Estimated % of heavy truck traffic
Pavement condition	FHWA's scale (5=best, 1=worst)
BLOS score	Bicycle Level of Service score of road segment - measure of on-road comfort level for a range of adult cyclists, as a function of geometry and traffic conditions
BLOS grade	BLOS converted to a grade range. B (or better) might be considered "comfortable" for casual adult cyclists, C (or better) for experienced cyclists
Comments	Further details
Sidewalk Status	Are there sidewalks (SW) or sidepaths (SP) on each side (N-north, S-south, E-east, W-west)

Recommendations

Feasible on-road facility type	Comments and some details on a feasible on-road bikeway treatment for that segment
Rec. Lane Width	Width from lane edge (often the gutter seam) to the next lane, if the above on-road bikeway is implemented. Different than existing only if re-striping is done.
Rec. Striped Width	Pavement width from outer lane edge to gutter seam/pavement edge, if the above on-road bikeway is implemented.
New BLOS score	BLOS score, if the above on-road bikeway is implemented. Again, only different if re-striping is involved (in bold).
New BLOS grade	Conversion of BLOS to a grade.
Sidewalk Recommend	Suggestions for missing sidewalks (SW) or sidepaths (SP), such as developer requirements and prioritization in the City's sidewalk program
Sidepath Feasibility	Suitability of a 10' sidepath. Reasons for "No": many existing residences (resid.), many and/or busy crossings (driveways, entrances, side streets)
On-road recommendation	Recommendation for on-road treatment, if any
Off-road recommendation	Recommendation for off-road improvement, if any

Implementation

Public priority pts	Segment's prioritization points during 3-9-06 public workshop
Priority	Recommended implementation priority of segment
Impl. Condition	Segment's "readiness" for implementation: ready now; conditional (needs something else first); future (usu. development); or temporary (until something else is done)
Implement Notes	Further details on implementation, especially for the "conditional" implementation segments

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	Lane Width	Gutter Pan	Extra Width	Speed Limit	Parking Usage	% Truck Traffic	Pavement condition	BLOS score	BLOS grade	Comments	Sidewalk Status	Feasible on-road facility type	Rec. Lane Width	Rec. Striped Width	New BLOS score	New BLOS grade	Sidewalk Recommendation	Sidepath Feasibility	On-road recommendation	Off-road recommendation	Public priority points	Priority	Impl. Condition	Implementation Notes
Hughes	west	Fabyan	2	2650	11	0	1.5	50	0	3	4.0	3.59	D		N-SP	Existing sidepath N-side	11.0	1.5	3.59	D		Yes			1			
Fabyan (N)	Main	Mill Creek	2	6700	10.8	0	1.5	45	0	5	4.0	4.54	E		N-SP E of Hughes	Consider future sidepath on N.	10.8	1.5	4.54	E		Yes		Add sidepath	1	Medium	Future	Future development
Fabyan (S)	Main	Mill Creek	2	6700	10.8	0	3.3	45	0	5	4.0	3.97	D		N-SP E of Hughes	Consider future sidepath.	10.8	3.3	3.97	D		No - Resid.			1			
Fabyan	Mill Creek	Kaneville	2	10000	11	0	3	45	0	5	4.0	4.25	D		N-SP	Existing sidepath N-side	11.0	3	4.25	D		Yes			2			
Seavey	west	Deerpath	2	400	10	0	0	55	0	1	4.0	2.69	C		None	Share the Road signage. Consider future sidepath.	10.0		2.69	C		Yes		Add sidepath	7	Medium	Future	Future development or retrofit
Orchard	White Oak	Randall	4	22000	12	0	8	50	0	3	4.5	2.08	B		None	Shoulders now serve few advanced cyclists. Consider future N-sidepath.	12.0	8.0	2.08	B		Yes		Add sidepath	3	Low	Future	Future development
Mooseheart	Randall	IL31	2	5600	11	0	1.3	40	0	4	4.0	4.11	D	Turn lanes mid & W; 4' shldr W	None	None. Consider future sidepath, N-side.	11.0	1.3	4.11	D		N-side		Add sidepath	4	Low	Future	Future development
Wenmoth	Fabyan	Main	2	2050	10.8	0	0	45	0	2	4.5	3.47	C		None	Share the Road signage, coordinate Peck Trail access with Geneva	10.8		3.47	C		Yes, especially E			5N,6S			
Nelson Lake	Main	Deerpath	2	3500	9.8	0	0	45	0	2	4.0	3.93	D	Hills	None	Not designated.	9.8		3.93	D		Some resid., difficult			3			
Grove Hill	Main	Tanglewood	2	300	11.8	0	0	30	1	1	5.0	1.86	B		None	Not designated.	11.8		1.86	B		No - Resid.			2			
Tanglewood	Grove Hill	Deerpath	2	300	11.8	0	0	30	1	1	5.0	1.86	B		None	Not designated.	11.8		1.86	B		No - Resid.			2			
Deerpath	McKee	Main	2	1900	12.3	1	0	30	0	2	4.5	2.96	C	W-SP	W-SP has S gap	Existing sidepath W-side	12.3		2.96	C	Developer fill W-SP gap	Yes		Sidepath gaps	7N,8S	Low	Conditional	When developed near Main
Deerpath	Main	City limit	2	3000	11	0	1	30	0	2	4.0	3.19	C	12.5+1 curb near diverter.	None	Share the Road signage	11.0	1	3.19	C	Add SW when developed.	Resid., difficult			9			
Deerpath	City limit	Nelson Lake	2	2050	10.3	0	0	35	0	2	3.5	3.58	D	NICOR trail at Tanglewood.	None	Share the Road signage, esp. S of Tanglewood/NICOR (twsp road)	10.3	0	3.58	D	Add SW when developed	Resid., difficult			9			
Deerpath	Nelson Lake	North Aurora	2	4800	10.4	0	0	45	0	2	4.0	4.03	D		None	Consider future sidepath. Lower priority if Mid-County Trail built	10.4		4.03	D		Some resid.		Add sidepath	5	Medium	Future	Future development or retrofit
McKee	Wenmoth	NICOR trail	2	2050	11.1	0	0	45	0	2	4.0	3.53	D		None	Consider future sidepath.	11.1		3.53	D	If developed	Yes		Add sidepath	8	Low	Future	Redevelopment or retrofit
McKee	NICOR trail	Wilson	2	2050	11.1	0	0	35	0	2	4.0	3.36	C		N-SP	Existing sidepath N-side	11.1		3.36	C		Yes			16			
McKee	Wilson	Deerpath	2	2050	11.5	0	0	35	0	2	4.0	3.31	C		Some N-SW on west	Consider future sidepath.	11.5		3.31	C	Developer to fill N-SW gap	Yes	Share the Road signs	Sidepath gaps	15	High	Ready	
McKee	Deerpath	Martin	2	2050	11.5	0	0	35	0	2	4.0	3.31	C		None	Share the Road signage now, widen for bike lanes later	11.5		3.31	C	Developer to fill N-SW gap	Less suitable	Share the Road signs	Sidepath gaps	15	High	Ready	Bike lanes later, if possible
McKee	Martin	Barton	2	2050	12.4	1	0	30	0	2	4.5	2.98	C		N-SW	Share the Road signage now, widen for bike lanes later	12.4		2.98	C		Less suitable	Share the Road signs		15	High	Ready	Bike lanes later, if possible
McKee	Barton	Randall	4	5000	12	1	0	30	0	2	4.5	3.13	C		N-SW??	Share the Road signage, sharrows. Consider "road diet" with bike lanes	12.0		3.13	C	Add N-SW to list	No	Share the Road signs	Sidewalk gaps	15	High	Ready	Bike lanes later, if possible
McKee	Randall	Stonefield	2	4186	16.5	0	0	35	1	1	4.5	2.72	C	Randall turn lanes	Both E; S-SW west	Bike lanes, no parking. 5 -11.5 - 11.5 -5. Continue to Randall	11.5	5.0	1.77	B		Yes	Bike lanes		15	High	Ready	
McKee	Stonefield	Van Nortwick	2	4186	13	1	0	35	1	1	4.5	3.23	C		Big gap E	Add BR signage now. Bike lanes 5 -11.5 -11.5 -5 when developed.	13.0		3.23	C	Developer to fill SW gaps	Yes	Share the Road signs	Sidewalk gaps	15	High	Ready	Bike lanes when developed and road widened
McKee	Van Nortwick	Lincoln	2	4186	15	1	0	30	5	1	4.5	2.90	C	Grates; few stops	Mostly both	Bike Route signage	15.0		2.90	C	Fill S-SW gap	No - Resid.	Bike Route signs	Sidewalk gaps	7	High	Conditional	After bike lanes from Stonefield-Van Nortwick. If unacceptable, use Houston
McKee	Lincoln	IL31	2	4186	15	1	0	30	5	1	4.5	2.90	C	Grates; few stops	Mostly both	Not designated.	15.0		2.90	C		No - Resid.			12 (7E)			
Wilson	McKee	Barton	2	800	12.4	1	0	30	5	1	4.0	2.50	B		N-SW	Share the Road signage	12.4		2.50	B		No - Resid.			2W,5E			
Wilson	Barton	Randall	4	6000	12	1	0	30	0	2	4.5	3.22	C	5L, 60'	S-SW	Share the Road signage	12.0		3.22	C		No			5			
Wilson	Randall	Van Nortwick	2	11800	13.1	2	0	30	0	4	4.5	4.15	D	3L, 32.1' by HS	S-SW	Share the Road signage	13.1		4.15	D		No - Resid.			7W,9E			
Wilson (N)	Van Nortwick	Lincoln	2	11800	13.3	2	0	30	3	2	4.5	3.79	D		Both	None or Share the Road signage	13.3		3.79	D		No - Resid.			8			
Wilson (S)	Van Nortwick	Lincoln	2	11800	13.3	2	0	30	0	2	4.5	3.75	D		Both	None or Share the Road signage	13.3		3.75	D		No - Resid.			8			
Wilson (N)	Lincoln	IL31	2	12200	11.8	2	6	30	50	4	4.0	3.62	D		Both	Share the Road signage	11.8	6	3.62	D		No			7			
Wilson (S)	Lincoln	IL31	2	12200	11.8	2	6	30	15	4	4.0	2.88	C		Both	Share the Road signage	11.8	6	2.88	C		No			7			
Wilson	IL31	Water	2	####	14.1	1	7	30	75	4	4.0	3.65	D	42'3" total	Both	Share the Road signage, sharrow	14.1	7	3.65	D		No			7			
Wilson	Water	Island	2	####	10.6	1	0	30	0	4	4.0	4.55	E	2 turn lanes - total 4L, 42.3'	Both	Share the Road signage, sharrow	10.6	0	4.55	E		No			8			
Wilson	Island	River	2	12000	17	1	6	30	70	4	4.0	3.05	C		Both	Share the Road signage	17.0	6	3.05	C		No			8			

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	Lane Width	Gutter Pan	Extra Width	Speed Limit	Parking Usage	% Truck Traffic	Pavement condition	BLOS score	BLOS grade	Comments	Sidewalk Status	Feasible on-road facility type	Rec. Lane Width	Rec. Striped Width	New BLOS score	New BLOS grade	Sidewalk Recommendation	Sidepath Feasibility	On-road recommendation	Off-road recommendation	Public priority points	Priority	Impl. Condition	Implementation Notes
Wilson (N)	River	Washington	2	12000	11.8	1	6	30	80	4	4.0	4.13	D	3L, 47.5' total	Both	Share the Road signage	11.8	6	4.13	D		No			8			
Wilson (S)	River	Washington	2	12000	11.8	1	6	30	20	4	4.0	2.99	C	3L, 47.5' total	Both	Share the Road signage	11.8	6	2.99	C		No			8			
Wilson (N)	Washington	Prairie	2	12000	13	1	8	30	20	4	4.0	2.37	B		Both	Share the Road signage	13.0	8	2.37	B		No			8			
Wilson (S)	Washington	Prairie	2	12000	13	1	0	30	0	4	4.0	4.26	D		Both	Share the Road signage	13.0	0	4.26	D		No			8			
Wilson	Prairie	Raddant	2	12200	14.4	1	0	30	0	2	4.0	3.71	D	Grates, diag RR Xing	Both	Share the Road signage	14.4		3.71	D		No - Resid.	Share the Road signs		10	Medium	Conditional	If pavement added for bikes to cross RR perpendicularly
Wilson	Raddant	Johnson Woods	2	9700	12	1	0	35	0	1	4.5	3.77	D	Plus 12' LT lanes, median	N-SW, most S-SW	Share the Road signage	12.0		3.77	D		N-SW widen possible	Share the Road signs		11	Medium	Conditional	If RR Xing by Prairie improved (see above)
Wilson	Johnson Woods	Kirk	2	9700	18	1	0	30	0	1	4.5	2.76	C		N-SW has gap '09	Ideal for 5-13 bike lanes, but CLTL to west. Share the Road signage	18.0		2.76	C	Fill N-SW gap per schedule	N-SW widen possible	Share the Road signs	Sidewalk gaps	11	Medium	Conditional	If RR Xing by Prairie improved (see above)
Main	Fabyan	Nelson Lake	2	7800	11.5	0	2	50	0	5	4.0	4.46	D	3L by Mill Ck	None	Consider future sidepath on S.	11.5	2	4.46	D		Yes		Add sidepath	4W,7E	Medium	Future	Future development or retrofit
Main	Nelson Lake	Wade	2	7800	11.5	0	2	45	0	5	4.5	4.27	D		None	Consider future sidepath on S.	11.5	2	4.27	D		Yes		Add sidepath	9W,10C,7E	Medium	Future	Future development or retrofit
Main	Wade	Deerpath	2	7800	11.5	0	3	45	0	5	4.5	3.94	D	Shoulder varies	None	Developer to build sidepath on S?	11.5	3	3.94	D		Yes		Add sidepath	7	Medium	Future	Future development or retrofit
Main	Deerpath	Barton	2	7800	12	1	3	35	0	5	4.0	3.68	D		None	Not designated.	12.0	3.0	3.68	D	Fill N-SW gap	No-N, Nearby-S		Sidewalk gaps	12	Medium	Ready	
Main	Barton	Randall	2	7800	12	1	0	35	0	5	4.0	4.58	E	4L w/ turn lanes	1 side, varies	Not designated.	12.0		4.58	E	Fill N-SW gap	Yes-N, Nearby-S		Sidewalk gaps	12	Medium	Ready	
Main	Randall	Millview	2	10174	10.9	1	0	35	0	4	4.0	4.61	E		N-SW, gap @HS	Consider future sidepath on S. Existing STP plans include N-side sidepath.	10.9		4.61	E	Fill N-SW gap @HS, S-SP W of Millview	Yes, especially S		Add sidepath	9	High	Future	N: funded Main St. STP project. S: Future development or retrofit
Main	Millview	Van Nortwick	2	10174	10.9	1	0	35	0	4	4.0	4.61	E		N-SW	Not designated.	10.9		4.61	E		Some resid.			9			N-side: funded Main St. STP project includes sidepath
Main	Van Nortwick	Jefferson	2	8900	15	0	0	30	0	4	4.0	3.83	D		N-SW, most S-SW	Share the Road signage	15.0		3.83	D		No - Resid.			10			N-side: funded Main St. STP project includes sidepath
Main	Jefferson	IL31	2	8900	15	0	0	30	0	4	4.0	3.83	D		N-SW, most S-SW	Share the Road signage	15.0		3.83	D		No - Resid.	Bike Route signs		10	Medium	Ready	N-side: funded Main St. STP project includes sidepath
Main (N)	IL31	Water	2	1500	11.8	1	0	30	0	2	4.0	2.99	C		S-SW, most N-SW	Bike Route or Share the Road signs	11.8		2.99	C		No	Bike Route signs		9	Medium	Ready	
Main (S)	IL31	Water	2	1500	11.8	1	7.5	30	10	2	4.0	1.03	A		S-SW, most N-SW	Bike Route or Share the Road signs	11.8	7.5	1.03	A		No	Bike Route signs		9	Medium	Ready	
Mill	W-end	Randall	4	6000	12	1	0	30	0	1	4.5	3.06	C	5L, 60'	Both	Bike route signage	12.0		3.06	C		No			4			
Mill	Randall	Haines	2	2500	11	1	0	30	0	1	4.0	3.18	C	3L, width varies	Both	Bike route signage	11.0		3.18	C		No			4			
Haines	Mill	North	2	1000	12.4	1	0	30	10	1	5.0	2.51	C		Both	Bike route signage	12.4		2.51	C		No - Resid.			4			
North	Western	Van Nortwick	2	806	14.1	1	0	30	3	1	4.5	2.16	B		Both	Bike route signage	14.1		2.16	B		No - Resid.	Bike Route signs		6	Medium	Conditional	See below
North	Van Nortwick	Lincoln	2	806	12.5	1	0	30	3	1	4.5	2.37	B		Big gap W, by '10-15	Bike route signage	12.5		2.37	B	Fill N-SW gap earlier	No - Resid.	Bike Route signs	Sidewalk gaps	6	Medium	Conditional	See below
North	Lincoln	IL31	2	806	12.5	1	0	30	3	1	4.5	2.37	B		S-SW	Bike route signage	12.5		2.37	B		No - Resid.			6			See below
North	IL31	Water	1	300	17	1	0	21	0	0	4.5	0.86	A	1-way E; hill. Private Property!	none	Bike route signage with sharrows, contra-flow bike lane. 12 - 5. IL31 warning signage, Xwalk? Need permission -	12.0		1.59	B		No - ROW lacking			6			Would need private property permission - and IL31 crossing improvements - first
Western	Fabyan	McKee	2	4227	19	1	0	30	0	1	4.5	2.15	B		W-SW	Bike lanes. 5 - 14 - 14 - 5	14.0	5.0	1.08	A		Yes	Bike lanes		17N,18W	High	Ready	
Western (W)	McKee	Wilson	2	4227	16.9	1	0	30	0	1	4.5	2.53	C	Grates	Both	West side: Add stripe, plus Bike Route & no parking signage. 4-12.9	12.9	4.0	1.77	B		Yes	Striping and signage		17	High	Ready	
Western (E)	McKee	Wilson	2	4227	10.3	1	6.3	30	80	1	4.5	3.17	C	Parking 0 non-school hours	Both	East side: Keep as is (6.3-10.3 shared bike/parking lane), bike route signage.	10.3	6.3	3.17	C		Yes	Bike/parking lanes		17	High	Ready	Could even out N,S lanes to 11.6' each in future
Millview	Main	S of Main	2	1070	15.3	1	0	25	0	0	4.5	1.79	B	3L, 45.9' total	E-SW	Bike route signage	15.3		1.79	B		Yes	Bike Route signs		14	High	Ready	
Millview (W)	S of Main	Ellen	2	1070	15.9	1	6.1	25	90	0	4.5	1.51	B	Parking 0 non-school hours	E-SP has gap - '10-15	Bike route signage	15.9	6.1	1.51	B	Fill E-SP gap earlier	Yes	Bike Route signs		14	High	Ready	
Millview (E)	S of Main	Ellen	2	1070	15.9	1	0	25	0	0	4.5	1.69	B	37.9' total	E-SP has gap - '10-15	Bike route signage	15.9		1.69	B	Fill E-SP gap earlier	Yes	Bike Route signs	Sidewalk gaps	14	High	Ready	

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	Lane Width	Gutter Pan	Extra Width	Speed Limit	Parking Usage	% Truck Traffic	Pavement condition	BLOS score	BLOS grade	Comments	Sidewalk Status	Feasible on-road facility type	Rec. Lane Width	Rec. Striped Width	New BLOS score	New BLOS grade	Sidewalk Recommendation	Sidepath Feasibility	On-road recommendation	Off-road recommendation	Public priority points	Priority	Impl. Condition	Implementation Notes	
Millview	Ellen	W of IL31	2	1070	18.5	1	0	25	3	0	4.0	1.39	A		Both	Shared bike/parking lanes: 12.5-6 each	12.5	6.0	0.37	A		No - Resid.	Bike/parking lanes		13	High	Ready		
Millview (N)	W of IL31	IL31	2	1070	24	1	0	25	0	0	4.5	0.08	A	L, R turn lanes 12', W-bd 24'	S-SW	Bike route signage, IL31 Xing signage	24.0		0.08	A		No - ROW lacking	Bike Route signs		13	High	Ready		
Millview (S)	W of IL31	IL31	2	1070	12	1	0	25	0	0	4.5	2.24	B	L, R turn lanes 12', W-bd 24'	S-SW	Bike route signage, IL31 Xing signage	12.0		2.24	B		No - Resid.	Bike Route signs		13	High	Ready		
Van Nortwick	Fabyan	Main	2	3000	12.3	1	0	30	5	1	4.0	3.18	C		1 side, varies	Share the Road signage	12.3		3.18	C		No - Resid.	Share the Road signs		4 (5S)	Low	Ready		
Jackson	Illinois	Elm	2	700	13.5	0	0	30	5	1	4.0	2.29	B		Both	Bike route signage	13.5		2.29	B		No - Resid.			1				
Jefferson	North	Main	2	500	13.5	0	0	30	5	1	4.0	2.12	B		Both	Bike route signage	13.5		2.12	B		No - Resid.			1N,2S				
Jefferson	Main	Elm	2	500	13.5	0	0	30	5	1	4.0	2.12	B		Both	Bike route signage	13.5		2.12	B		No - Resid.	Bike Route signs		1N,2S	Medium	Ready		
Jefferson	Elm	Morton	2	500	12	1	0	30	5	1	4.0	2.31	B		W-SW, most E-SW	Bike route signage	12.0		2.31	B		No - Resid.	Bike Route signs		2	Medium	Ready		
Jefferson	Morton	Carlisle	2	500	12	1	0	30	5	1	4.0	2.31	B		W-SW, most E-SW	Not designated.	12.0		2.31	B		No - Resid.			2				
Lincoln	North	McKee	2	500	13.5	1	0	30	5	1	4.0	2.12	B		Both	Bike Route signage	13.5		2.12	B		No - resid.	Bike Route signs		1	Low	Ready		
Lincoln	McKee	Main	2	1200	13.5	1	0	30	10	1	4.0	2.63	C		Both	Bike Route signage	13.5		2.63	C		No - resid.	Bike Route signs		1	Medium	Ready		
Water	Houston	Wilson	2	800	9.8	1	6.1	30	50	2	3.5	2.32	B		Both	Signage, Wilson signage	9.8	6.1	2.19	B		No			4				
Water	Wilson	First	2	800	11.1	1	7	30	100	2	3.5	2.89	C		E-SW	Signage, Wilson signage	11.1	7	2.75	C		No			6				
Water (W)	First	Main	2	1500	10.7	1	7	21	5	2	3.5	0.63	A		W-SW	Bike Route signage (eliminate parking, stripe 14.2' lanes?)	14.2	0	1.93	B		No	Bike Route signs		5	Medium	Ready		
Water (E)	First	Main	2	1500	10.7	1	0	21	0	2	3.5	2.50	B		W-SW	Bike Route signage (eliminate parking, stripe 14.2' lanes?)	14.2	0	1.93	B		No	Bike Route signs		5	Medium	Ready		
Water	Main	Union	2	400	10.7	1	0	21	5	0	3.5	1.81	B	10% W, 0% E	W-SW, most E-SW	Bike route signage	10.7	0	1.67	B		No - Resid.			2				
Island	Houston	Wilson	2	2000	11.4	1	6.9	30	75	2	4.0	2.80	C	Parking stalls: 7W, 12E	Both	BR Signage, sharrows. If 7 W-side parking stalls removed, could do 6.7-5-10.5-10.5-4 w/ bike lanes	11.4	6.9	2.80	C		Not desired, but presently used much	Bike Route signs				High	Ready	
Shumway	Wilson	First	2	2000	11.7	1	0	30	0	2	4.0	3.15	C	3L, 35' total	Both	Bike Route signage, sharrows. Remove parking.	11.7		3.15	C		Not desired, but presently used much	Bike Route signs				High	Ready	
Shumway	First	S-end	2	200	12	0	0	30	0	1	4.0	1.78	B		E-riverwalk	(Better) Bike Route signage	12.0		1.78	B			Bike Route signs				High	Ready	
Houston	Van Nortwick	Lincoln	2	400	13.5	0	0	30	5	1	4.0	2.01	B		N-SW, most S-SW	Bike route signage	13.5	0	2.01	B		No - Resid.	Bike Route signs		1	Medium	Conditional	Backup for McKee, if McKee is unacceptable	
Houston	Lincoln	IL31	2	600	15	1	0	30	10	1	4.0	2.08	B		Both	Bike Route signage, IL31 crossing signage	15.0	0	2.08	B		No - Resid.	Bike Route signs		1W,4E	Medium	Ready		
Houston	IL31	Water	2	1500	12.3	1	0	30	0	2	4.0	2.93	C	37' @IL31, RT lane	S-SW, most N-SW	Bike Route signage, sharrow @ turn lane	12.3	0	2.93	C		No	Bike Route signs		6	Medium	Ready		
Houston	Water	Island	2	1500	12	1	13	30	100	2	4.0	2.97	C	13' diag N, some 7.5' S	Both	Use existing trail or road (signage)	12.0	13	2.97	C		No			0				
First	W-end	Van Nortwick	2	400	13.8	1	0	30	5	1	4.5	1.88	B		S-SW, most N-SW	Bike route signage	13.8		1.88	B		No - Resid.			0				
First	Van Nortwick	IL31	2	400	12.5	1	0	30	10	1	4.0	2.19	B		Gaps W	Bike route signage	12.5		2.19	B		No - Resid.			0				
First	IL31	Water	2	1500	14	1	0	30	0	1	4.0	2.54	C		N-SP	Bike route signage	14.0		2.54	C		Yes			1				
First	Water	Island	2	1500	14	1	0	30	0	1	4.0	2.54	C		N-SW	Bike route signage	14.0		2.54	C	Better stripes	No	Bike Route signs		1	Medium	Ready		
Union	Jefferson	E-end	2	400	13.8	1	0	30	5	1	4.0	1.97	B		Both	Bike Route signage, IL31 crossing signage	13.8		1.97	B		No - Resid.	Bike Route signs		1	Medium	Temporary	Until Morton-Fox River Trail link built (if ever)	
Walnut	Whipple	Harrison	2	500	10.5	0	0	30	5	1	4.0	2.47	B		1 side, varies	Not designated.	10.5		2.47	B		No - Resid.			1				
Walnut	Harrison	Jefferson	2	500	12	1	0	30	5	1	4.0	2.31	B		Both	Not designated.	12.0		2.31	B		No - Resid.			1				
Morton	Millview	Jefferson	2	800	13.7	0	0	30	5	1	4.0	2.33	B		Big gap, some '10-15	Bike route signage	13.7		2.33	B	Fill N-SW gap earlier	No - Resid.	Bike Route signs	Sidewalk gaps	2W,3E	Medium	Ready		
Morton	Jefferson	new trail	2	800	13.7	0	0	30	5	1	4.0	2.33	B		Both to IL31	Bike route signage, IL31 Xing signage	13.7		2.33	B		No - Resid.	Bike Route signs		3	Medium	Conditional	Millview-Jefferson 1st. E to IL31 if trail to Quarry built	
Danforth	Millview	school	2	700	12.5	1	0	30	3	1	4.0	2.39	B		Both	Not designated.	12.5		2.39	B		No - Resid.			1			Kids can use SWs	

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	Lane Width	Gutter Pan	Extra Width	Speed Limit	Parking Usage	% Truck Traffic	Pavement condition	BLOS score	BLOS grade	Comments	Sidewalk Status	Feasible on-road facility type	Rec. Lane Width	Rec. Striped Width	New BLOS score	New BLOS grade	Sidewalk Recommendation	Sidewalk Feasibility	On-road recommendation	Off-road recommendation	Public priority points	Priority	Impl. Condition	Implementation Notes	
Carlisle	school	IL31	2	700	11.4	0	0	30	0	1	4.0	2.49	B		N-SW	Not designated.	11.4		2.49	B	Add N-SW to list: Jefferson-IL31	No - Resid.		Sidewalk gaps	2			Kids can use SWs	
Lathem	River	Washington	2	400	11	1	0	30	3	1	4.0	2.28	B		S-SW	Bike route signage	11.0		2.28	B		No - Resid.	Bike Route signs		10	Medium	Conditional	First, link to trail there	
Lathem	Washington	Prairie	2	600	12	0	0	30	3	1	4.0	2.37	B		S-SW	Bike route signage	12.0		2.37	B		No - Resid.	Bike Route signs		10	Medium	Conditional	If either end's link built	
Lathem	Prairie	east	2	400	11.5	0	0	30	3	1	4.0	2.23	B		1-side, varies	Bike route signage	11.5		2.23	B		No - Resid.	Bike Route signs		10	Medium	Conditional	If Raddant-Lathem link built	
Spring	River	Prairie	2	400	11	1	0	30	10	1	4.5	2.26	B		Both	Bike route signage	11.0		2.26	B		No - Resid.	Bike Route signs		0	Medium	Conditional	Backup for State	
State (N)	River	Washington	2	1000	12	1	12	30	80	1	4.5	2.04	B	angled parking - less desirable	Both	Bike route signage	12.0	12	2.04	B		No ROW	Bike Route signs		6	Medium	Ready	If unacceptable because of diagonal parking, use Spring	
State (S)	River	Washington	2	1000	12	1	9	30	80	1	4.5	2.13	B	parallel park	Both	Bike route signage	12.0	9	2.13	B		No ROW	Bike Route signs		6	Medium	Ready	If unacceptable because of diagonal parking, use Spring	
State (N)	Washington	Prairie	2	600	11.3	1	0	30	5	1	4.5	2.38	B		Both	Bike route signage	11.3		2.38	B		No - Resid.	Bike Route signs		6	Medium	Ready	If unacceptable because of diagonal parking, use Spring	
State (S)	Washington	Prairie	2	600	11.3	1	0	30	0	1	4.5	2.33	B		Both	Bike route signage	11.3		2.33	B		No - Xings	Bike Route signs		6	Medium	Ready	If unacceptable because of diagonal parking, use Spring	
Webster	Fox River Tr	Prairie	2	600	10.8	1	0	30	0	1	4.5	2.38	B	Big sq grate	S-SW, most N-SW	Bike Route signage, Prairie Xing signage	10.8		2.38	B		No - Resid.	Bike Route signs		2	High	Ready		
Webster	Prairie	College	2	400	12.5	1	0	30	5	1	4.5	2.04	B		None	Bike route signage	12.5		2.04	B	Add to SW list	No - Resid.	Bike Route signs	Add sidewalk	2	High	Ready		
College	Webster	Cleveland	2	500	12.5	1	0	30	3	1	4.5	2.13	B		E-SW	Bike route signage	12.5		2.13	B		No - Resid.	Bike Route signs		2	High	Ready		
Cleveland	College	Violet	2	900	12.5	1	0	30	3	1	4.5	2.43	B		S-SW, some N-SW	Bike route signage	12.5		2.43	B		No - Resid.	Bike Route signs		3	High	Ready		
Violet	Cleveland	Wintergreen	2	300	12.5	1	0	30	3	1	4.5	1.87	B		Both	Bike route signage	12.5		1.87	B		No - Resid.	Bike Route signs		3	High	Ready		
Wintergreen	Violet	Woodland Hills	2	400	12.5	1	0	30	3	1	4.5	2.02	B		2009 S-SW	Bike route signage	12.5		2.02	B	Fill S-SW gap sooner?	No - Resid.	Bike Route signs	Sidewalk gaps	2W,1E	High	Ready		
Wintergreen	Woodland Hills	E-end	2	400	12.5	1	0	30	3	1	4.5	2.02	B		None	Bike route signage	12.5		2.02	B		No - Resid.	Bike Route signs		1	High	Conditional	If link to Kirk trail built	
Laurel	Fox River Tr	Prairie	2	400	11	1	0	30	3	1	4.5	2.19	B	Big sq grate, tougher trail access and hill	S-SW, most N-SW	Bike route signage	11.0		2.19	B		No - Resid.			4				
Washington	Lathem	Wilson	2	9500	14	1	0	30	0	2	4.5	3.55	D		Both	None.	14.0		3.55	D		No - Resid.			1				
Van Buren	State	Pine	2	600	11	1	0	30	3	1	4.5	2.39	B	Diag RR Xing, tough Wilson Xing	Both	Bike route signage	11.0		2.39	B		No - Resid.			0N,1S				
Prairie	Ozier	Madison	2	2000	18.5	1	0	30	5	1	4.5	1.96	B		E-SW, some W-SW	Shared bike/parking lanes. 6.5-12 each	12.0	6.5	0.95	A		No - Resid.	Bike/parking lanes		8	Medium	Ready		
Prairie	Madison	Wilson	2	3000	15.3	0	0	30	5	1	4.0	2.78	C	Grates	Both	Bike route signage	15.3		2.78	C		No - Resid.	Bike Route signs		8	Medium	Ready		
Prairie (W)	Wilson	Pine	2	7800	15	0	0	30	3	2	4.5	3.35	C		Both	Share the Road signage	15.0		3.35	C		No - Resid.	Share the Road signs		14N/13S	High	Conditional	If pavement added for bikes to cross RR perpendicularly	
Prairie (E)	Wilson	Pine	2	7800	15	0	0	30	0	2	4.5	3.30	C		Both	Share the Road signage	15.0		3.30	C		No - Resid.	Share the Road signs		14N/13S	High	Conditional	If pavement added for bikes to cross RR perpendicularly	
Forest	Cleveland	Pine	2	1250	12.5	1	0	30	3	1	4.5	2.59	C		1 side, varies	Bike route signage	12.5		2.59	C		No - Resid.			0				
Raddant	Fabyan	Wilson	2	3000	14.5	1	0	30	0	20	4.5	3.92	D		none	Share the Road signage	14.5		3.92	D		Yes - E (many W Xings)	Share the Road signs	Add sidewalk	12	Medium	Ready		
Raddant	Wilson	Pine	2	2000	18.4	1	0	30	3	1	4.5	1.94	B		Both	Shared bike/parking lanes. 6.4 - 12 each	12.0	6.4	0.92	A		No - Resid.	Bike/parking lanes		12	High	Ready		
Raddant	Pine	Lexington	2	3750	18	1	0	30	1	2	4.5	2.46	B		Both	Not designated.	18.0		2.46	B		No - Resid.			10				
Raddant	Lexington	Edwards	2	3750	13.5	1	0	30	1	2	4.5	3.16	C		W-SW, some E-SW	Share the Road signage	13.5		3.16	C		Yes - W			8				
Raddant (W)	Edwards	City limit	2	3750	11	0	1	30	1	1	4.5	3.05	C		E-SW	Share the Road signage	11.0	1.0	3.05	C		No - Resid.			8				

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	Lane Width	Gutter Pan	Extra Width	Speed Limit	Parking Usage	% Truck Traffic	Pavement condition	BLOS score	BLOS grade	Comments	Sidewalk Status	Feasible on-road facility type	Rec. Lane Width	Rec. Striped Width	New BLOS score	New BLOS grade	Sidewalk Recommendation	Sidewalk Feasibility	On-road recommendation	Off-road recommendation	Public priority points	Priority	Impl. Condition	Implementation Notes	
Raddant (E)	Edwards	City limit	2	3750	14.5	1	0	30	1	1	4.5	2.86	C		E-SW	Share the Road signage (4-10.5 BL's if W-side widened, too)	14.5		2.86	C		Perhaps			8				
Raddant	City limit	S of Mk Twain	2	2000	11	0	1	30	1	1	4.5	2.73	C		none	Share the Road signage (twsp.)	11.0	1.0	2.73	C		Yes			8				
Raddant	S of Mk Twain	S of Wind Energy	2	2000	16.9	1	0	30	1	1	4.5	2.17	B		Both	5-11.9 Bike lanes, if other segments widened; else BR or STR signs	16.9		2.17	B		Yes			7				
Raddant (W)	S of Wind Energy	Aurora	2	2000	13	1	0	30	1	1	4.5	2.74	C		W-SW has gap	Share the Road signs	13.0		2.74	C		Yes			7				
Raddant (E)	S of Wind Energy	Aurora	2	2000	11.3	0	0.5	30	1	1	4.5	2.82	C		W-SW has gap	Share the Road signs	11.3	0.5	2.82	C		Yes			7				
Hart	Pine	N of Sunset	2	5915	13.2	1	0	30	0	2	4.5	3.42	C		1 side, varies	Share the Road signage	13.2		3.42	C		Yes - mostly E	Share the Road signs		10	Medium	Conditional	When bike lanes added to south. BL's if expanded	
Hart	N of Sunset	N of Judd	2	5915	11	0	0	30	0	2	5.0	3.62	D		None	Share the Road signage	11.0		3.62	D	Add SW if incorporated	No - Resid.	Share the Road signs	Add sidewalk	10	Medium	Conditional	When bike lanes added to south. BL's if expanded	
Hart (W)	N of Judd	S of Judd	2	5000	16	1	0	30	0	2	4.5	2.92	C		W-SW	Bike lanes (when E done). 4-12 each	12.0	4.0	2.20	B		No - Resid.	Bike lanes		10	Medium	Conditional	When lane width expanded to at least 14', continuously from N of Judd to Wind Energy	
Hart (E)	N of Judd	S of Judd	2	5000	9.5	0	1	30	0	2	4.5	3.54	D		W-SW	Bike lanes (when E done). 4-12 each	12.0	4.0	2.20	B		No - Resid.	Bike lanes		10	Medium	Conditional	When lane width expanded to at least 14', continuously from N of Judd to Wind Energy	
Hart	S of Judd	IPP	2	5000	17.9	1	0	30	0	2	4.5	2.60	C		1 side, varies	Bike lanes. 5 - 12.9 - 12.9 - 5	12.9	5.0	1.58	B		Yes	Bike lanes		10	Medium	Conditional	When lane width expanded to at least 14', continuously from N of Judd to Wind Energy	
Hart	IPP	Fox Trail	2	5000	15.7	1	0	30	0	2	4.0	3.06	C	Vary 14.5-17'	E-SW	Bike Lanes: 4-10.5 or 5-12	11.2	4.5	2.26	B		Yes	Bike lanes		10	Medium	Conditional	When lane width expanded to at least 14', continuously from N of Judd to Wind Energy	
Hart	Fox Trail	Ridgelawn	2	5000	11	0	0	35	0	2	4.0	3.82	D		None	Bike lanes after development widening	11.0		3.82	D	Add SW when developed	Yes	Bike lanes	Add sidewalk	10	Medium	Conditional	When lane width expanded to at least 14', continuously from N of Judd to Wind Energy	
Hart	Ridgelawn	Ritter	2	5000	14.1	1	0	35	0	2	4.0	3.43	C		None	Bike Lanes: 4-10.1	10.1	4.0	2.79	C	Add SW when developed	Yes	Bike lanes	Add sidewalk	10	Medium	Conditional	When lane width expanded to at least 14', continuously from N of Judd to Wind Energy	
Hart	Ritter	Wind Energy	2	5000	17.5	1	0	35	0	2	4.0	2.90	C		Both	Bike Lanes: 5-12.5	12.5	5.0	1.90	B		No - resid.	Bike lanes		10	Medium	Conditional	When lane width expanded to at least 14', continuously from N of Judd to Wind Energy	
Hart	Wind Energy	Wingfoot	2	5915	17.4	1	0	35	1	2	4.0	3.02	C		W-SW	Not designated.	17.4		3.02	C		Yes			8				
Hart	Wingfoot	IL56	2	5915	11.5	0	0.5	35	0	2	3.5	3.87	D	Aurora	None	Not designated.	11.5		3.85	D					8			Out of planning area	
Ridgelawn	Hart	Wind Energy	2	500	12.4	1	0	30	3	1	4.5	2.14	B		Both	Bike route signage	12.4		2.14	B		No - Resid.			3W,2E				
Mark Twain	Ridgelawn	Raddant	2	200	12.4	1	0	30	3	1	4.5	1.68	B		Both	Bike route signage	12.4		1.68	B		No - Resid.			1				
Wind Energy	Hart	Gillenwater	2	1250	13.8	1	0	30	3	1	4.5	2.43	B		Both	Bike route signage	13.8		2.43	B		No - Resid.	Bike Route signs		3	Low	Future	For a denser network	
Wind Energy	Gillenwater	Kirk	2	1500	18	1	0	30	3	1	4.5	1.86	B	plus 8' parallel park lots of S	S-SW, gap N-SW	Bike route signage	18.0		1.86	B		No - Resid.	Bike Route signs		4	Low	Future	For a denser network	
Pine	Prairie	Raddant	2	5900	12.5	1	0	30	0	2	4.5	3.51	D		S-SW, gap W	Share the Road signage	12.5		3.51	D		Maybe S (many N Xings)	Share the Road signs	Sidewalk gaps	12 (11C)	High	Ready	Bike lanes if major reconstruction - long-term	
Pine	Raddant	Woodland Hills	2	5900	13	2	0	30	1	2	5.0	3.39	C		Both	Share the Road signage	13.0		3.39	C		No - Resid.	Share the Road signs		12	High	Ready		
Pine	Woodland Hills	Kirk	2	7000	13	2	0	30	0	2	4.5	3.53	D		Both	Share the Road signage, light activation	13.0		3.53	D		No - Resid.	Share the Road signs		13	High	Ready		
Knox	Pine	Lexington	2	200	12.3	1	0	30	3	1	4.5	1.69	B		Both	Bike route signage	12.3		1.69	B		No - Resid.	Bike Route signs		2	Medium	Ready		
Lexington	Knox	Raddant	2	200	12.3	1	0	30	3	1	4.5	1.69	B		Both	Bike route signage	12.3		1.69	B		No - Resid.	Bike Route signs		2	Medium	Ready		
Woodland Hills	Wilson	Wintergreen	2	1250	12.5	1	0	30	5	1	4.5	2.62	C		Some W-SW, all by '10-15	Bike route signage	12.5		2.62	C		No - Resid.			1				
Woodland Hills	Wintergreen	Pine	2	1250	12.5	1	0	30	5	1	4.5	2.62	C		Some W-SW, all by '10-15	Bike route signage	12.5		2.62	C		No - Resid.	Bike Route signs		4	High	Temporary	Wintergreen-Pine signage until Kirk trail link built	

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	Lane Width	Gutter Pan	Extra Width	Speed Limit	Parking Usage	% Truck Traffic	Pavement condition	BLOS score	BLOS grade	Comments	Sidewalk Status	Feasible on-road facility type	Rec. Lane Width	Rec. Striped Width	New BLOS score	New BLOS grade	Sidewalk Recommend	Sidepath Feasibility	On-road recommendation	Off-road recommendation	Public priority points	Priority	Impl. Condition	Implementation Notes
Woodland Hills	Pine	Giese	2	1250	12.5	1	0	30	5	1	4.5	2.62	C		Some W-SW, all by '10-15	Bike route signage	12.5		2.62	C		No - Resid.			0			
Giese	Raddant	Kirk	2	1250	20.5	1	0	30	3	1	4.5	1.30	A	Narrower near Raddant	S-SW	Bike route signage	20.5		1.30	A		No - Resid.			1			
Larkspur	Giese	School S-edge	2	800	12.5	1	0	30	0	1	4.5	2.33	B	School zone, no parking W	E-SW, some W-SW	Bike route signage	12.5		2.33	B		No - Resid.			5			
Wagner	E-W leg	Wind Energy	2	500	12.5	1	0	30	5	1	4.5	2.15	B		W-SW	Bike route signage	12.5		2.15	B		No - Resid.			7			
Larkspur	School S-edge	E-W leg	2	500	10.5	1	0	30	3	1	4.5	2.35	B		None	Bike route signage	10.5		2.35	B		No - Resid.			7			
Wagner	Wind Energy	Aurora	2	800	12.4	1	0	30	5	1	4.5	2.40	B		Both, gap N	Not designated.	12.4		2.40	B		No - Resid.			5			

Appendix 4

Summary of Major Bikeway Funding Sources

Illinois Transportation Enhancements Program (ITEP)

- 80% federal/state, 20% local; IDOT-administered
- Irregular application cycle averaging every two years with another due in 2007
- Historically, an average of \$12M/year for bikeway projects but less last time
- Very high demand to supply ratio (lately 8:1). IDOT may not fully fund a grant

With more stringent engineering standards and review processes, this source is better suited for larger (\$500K to \$1M+) bikeway projects and those requiring substantial engineering work anyway (grad separations). In 2006, IDOT's average grant amount dropped considerably, with many projects winning only a fraction of their requests.

Illinois State Bike Grant Program

- 50% state, 50% local; reimbursement grant; IDNR-administered annually (March 1)
- \$2.5M/year recently, with \$200K limit (does not apply to land acquisition projects)
- Typically a 2:1 ratio of applications to grants

Much simpler process and standards as these remain local, not IDOT, projects. Good for simpler projects and those that can easily be phased. Some agencies prefer these over ITEP.

Congestion Mitigation and Air Quality program

- 80% federal/state, 20% local; CMAP (CATS) administered; annually due end of January
- Funding of bike/ped projects ranges dramatically, usually \$5-7M/year with high demand
- Emissions reduced per cost is a key, strongly correlated to population density

Depending on the year and the area served (1/2 mile buffer) by the bikeway(s), the maximum amount likely to get funded may range from \$200-500K. Other eligible categories include bike encouragement programs (see Chicago DOT's record) and bike parking. This is federal money, subject to more stringent standards and review processes, like ITEP.

Recreational Trails Program

- 80% federal/state, 20% local; IDNR administered annually, March 1 deadline
- Now roughly \$1M/year for non-motorized trails with emphasis on other user groups

This has been an underutilized source. Trails serving other user groups (equestrian, hiking, cross-country ski, snowmobile) get priority, so partnering with these uses will increase chances for funding. A good target range is \$100-300K.

Illinois Safe Routes to School program

- 100% federal/state, IDOT-administered, \$4-7M/year; reimbursement grants
- First application cycle March-May 2007, expected annually
- 70-90% for infrastructure projects within 2 miles of K-8 schools, 10-30% for education and promotion programs
- Schools, school districts, towns, non-profits all eligible

Preparation of IDOT's on-line School Travel Plan is a prerequisite for grant applications.