CITY OF ROCHELLE
BICYCLE TRANSPORTATION PLAN

October 9, 2012

City of Rochelle, Illinois
420 North 6th Street
Rochelle, IL 61068

League of Illinois Bicyclists
2550 Cheshire Drive
Aurora, IL 60504

CITY OF ROCHELLE BICYCLE PLAN
Executive Summary

The City of Rochelle has developed this plan to become a safer, more pleasant place for residents and visitors who bicycle, whether for recreation or for transportation, by choice or by necessity. By completing this plan, Rochelle joins an increasing number of Illinois cities desiring to be bike-friendly – and puts the City in better position to win future bikeway and trail grants.

Detailed recommendations specify a preferred network for bicycle travel throughout the City, while education, encouragement, and enforcement resources are identified to leverage infrastructure investments and further improve bicycling conditions.

A grid of "routes to study" came from City staff and consultant, the City's bike plan steering committee, and a public brainstorming workshop. Each potential network segment was objectively analyzed for the most appropriate bikeway type based on feasibility, safety, implementation cost, and other technical and strategic factors.

In some cases, the plan called for off-road bikeways and trails. However, in many others, an on-road designated bikeway was deemed best, for the above reasons. This is counterintuitive to most people (especially non-cyclists), so the plan explains intersection and car-bike safety dynamics to justify its on-road recommendations. While the plan's primary audience is the casual adult bicyclist, the plan addresses the lower mental and physical capabilities of children by calling for continuous sidewalks along roads with an on-road recommendation.

Suggested projects are assigned a priority of high, medium, or low. Examples include off-road sidepath trails along Flagg and Intermodal; on-road bike lanes on a part of South Main; bike route network wayfinding signage on some relatively quiet streets such as 8th St., 8th Ave, and Parkview, paved shoulders and sidewalks along South 7th Street, and closing the gap in the sidewalk along Jack Dame.

In addition to retrofit improvements to existing streets and road corridors, the plan suggests road design standards and other ordinances to ensure future development is bike-friendly.

The plan outlines strategies on how City staff and volunteers can make the plan a reality, through phased and opportunistic implementation, cost efficiencies and external grants, and routine consideration of bicycling as a part of relevant City operations. A possible long-term goal is national "Bicycle-Friendly Community" designation.

This plan was adopted by the City Council on October 9, 2012.

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1 Introduction

Biking is a popular activity, a moderate form of exercise within the physical capabilities of most people. However, it need not be limited to weekend outings on designated trails. Although cycling is often thought of as just for recreation and exercise, nearly half (43%) of all bike trips are destination-based[1]—and many more would be if better facilities existed.

Biking can be a great form of transportation, especially for short, local trips. National data indicate that 27% of all car trips are one mile or shorter; 40% are less than two miles. When cycling conditions are improved, people are more willing to use bikes instead of cars for these short trips—which benefits their health, pocketbooks and surrounding air quality.

Besides those who bicycle by choice, there are residents – including children, many teenagers, and some low-income workers – who depend on cycling as a transportation necessity.

The City of Rochelle wants to be a bicycle-friendly community for its residents and visitors. Already, Rochelle has begun to develop bicycle facilities, highlighted by the Four Sisters Bike Path along the Kyte River and elsewhere in town. Building off this momentum, the City has developed this plan for a bikeway network and programs facilitating bike travel throughout Rochelle.

The plan explains the types of bicycle facilities that can help people use two wheels for safe and pleasant transportation and recreation, and the methodology used to propose a network of bikeways for Rochelle. The bikeways network reflects public input and a detailed analysis of existing street conditions, significant barriers and priority destinations. The plan recommends a mixture of on-road bikeways and off-road sidepaths and trails to provide a network of bicycle routes linking the various areas in and around Rochelle.

It should be noted that while the bikeways network highlights key routes to facilitate travel in and around Rochelle, all streets—unless otherwise noted—are open to cyclists.

This plan also addresses roadway and development design standards, bike parking, non-infrastructure efforts (Education, Encouragement, and Enforcement), implementation methods, and funding sources.

This plan was adopted by the City Council on October 9, 2012.

[1] 2001 National Household Travel Survey

2 Bikeway Types in the Rochelle Plan

Standards and Guidelines

The 2012 *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's recommendations.

The AASHTO guidelines are generally recognized by the industry – and the court system – as the standard for bicycle facility design. The Illinois Department of Transportation encourages communities to consult these guidelines and the Manual of Uniform Traffic Control Devices (MUTCD) when developing bicycle plans.

A general overview of bicycle facility options follows; more engineering details are in the publications.

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. The Four-Sisters Bike Path along the Kyte River is one example in Rochelle.

Figure 2.1. Multi-use trail.

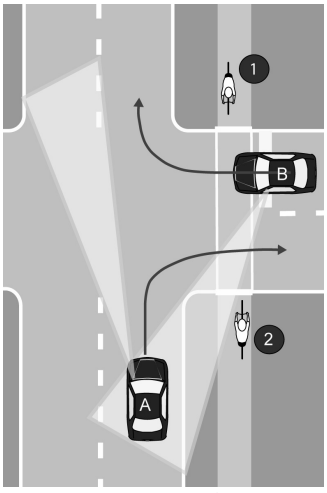


Figure 2.2. Right turns across sidepaths.

Sidepaths

Sidepaths are trails running immediately parallel to a roadway, essentially a widened sidewalk. Rochelle sidepath examples are seen along parts of 20th Street and Flagg Road. 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 2.2 and 2.3 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 2.2, 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 2.3, 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.

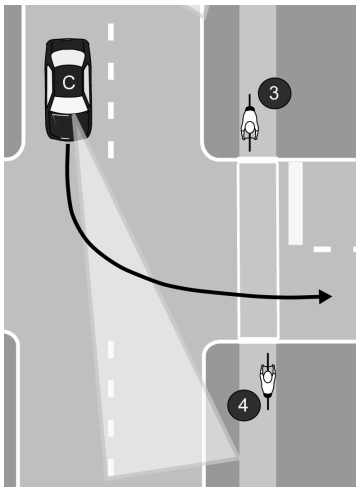


Figure 2.3. Left-turn across sidepath.

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.

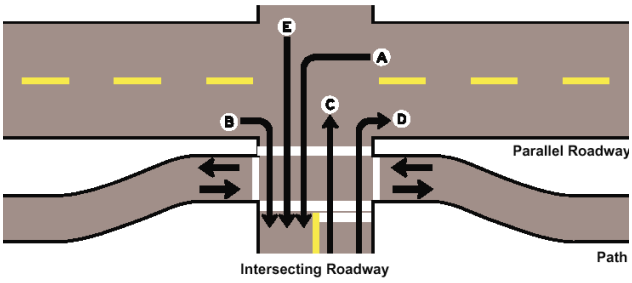


Figure 2.4. Intersection design methods to reduce sidepath conflicts.

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 between five and six 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 2.5. Bike lanes (other side not shown).

Parking is not permitted in designated bicycle lanes. 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 2.6

Signed 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. A road does not require a specific geometry to be signed as a Bike Route, providing flexibility. A Bike Route may be a striped or unstriped street, or a road with paved shoulders.

There are various permitted signage styles available in the Manual of Uniform Traffic Control Devices (MUTCD). Some can also provide wayfinding assistance at intersections with supplemental destination plates and arrows placed beneath them. The 2009 version of the MUTCD manual includes signs that combine bike route designation with wayfinding information. Some Illinois towns have put two or three destinations on a single sign, with mileages. Figure 2.6 illustrates some examples.

Wayfinding signs are useful throughout the bikeways network, whether along a trail, sidepath, bike lane or route. Consult MUTCD for spacing and placement specifications.

Combined Bike/Parking Lanes

Some residential collector streets with wide lane widths permit on-street parking, but parked cars are sparse – under 10% occupancy, preferably – except perhaps on 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.

Figure 2.7. Combined Bike/Parking Lanes.

Another option is to stripe off 7-8 feet (including gutter pan) 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 designated 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

"Combined Bike/Parking Lanes" allow parking, but Bike Lanes do not. Steps should be taken to avoid confusion. Combined Bike/Parking Lanes should use signage indicating parking permission information. Bike Lanes should use "no parking" signs (where there is no adjacent on-road parking).

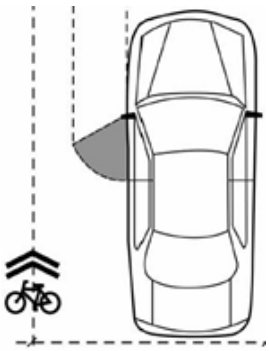


Figure 2.8. Shared Lane Marking (or "Sharrow").

Shared Lane Markings

Pavement markings inform cyclists of optimum lane positioning while reminding drivers of the possibility that they will see a cyclist in the road.

Bicycle positioning on the roadway is a key to avoiding crashes with cars turning at intersections and doors opening on parked cars. Figure 2.8 shows a Shared Lane Marking (or "sharrow"), approved in the MUTCD. Urbana is one of the Illinois cities using these.

The marking is used primarily for streets with insufficient width for bike lanes, with speed limits below 40. On such roads with significantly occupied on-street parallel parking, the center of the marking shall be

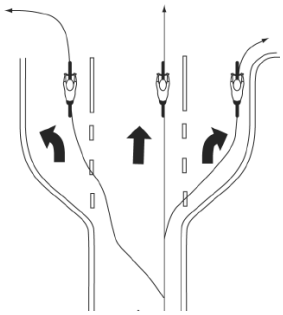


Figure 2.9.

11 feet (or more) from the curb, placed right after an intersection and spaced at intervals of 250 feet thereafter. On such roads with no occupied parking, the center of the marking shall be 4 feet (or more) from the curb. See MUTCD chapter 9 for more installation guidance. The shared lane marking also can be used to indicate correct straight-ahead bicycle position (Figure 2.9) at intersections with turn lanes.

Signal Activation by Bicycles

Figure 2.10. Signal activation marking and sign.

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 2.10, 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 or new camera detection technology 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.

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 39 other Illinois communities are known to be proceeding with designated bike lanes and bike routes, despite the situation.[2] 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] "*On-Road* Bicycle Routes and Illinois' Liability Disincentive", League of Illinois Bicyclists, 2012.

3 Guidelines For Bikeway Recommendations

Introduction

A bikeways network is comprised of routes that are particularly important because they serve key destinations and facilitate travel across barriers. Although all city streets, except where prohibited, will be used by cyclists, a designated bikeways network helps direct them to particularly favorable routes, especially for mid and long distance trips. Developing a plan for a bikeways network establishes priorities for improvements, such as restriping for bike lanes, completing trails, adding wayfinding signs and improving crossings.

Rochelle's bikeways network was developed with a variety of inputs:

- **Public Involvement:** On February 16, 2012, a "Public Brainstorming Workshop" was conducted for Rochelle staff, elected officials, and residents. The purposes of the workshop included: a) gather local resident knowledge on biking needs; b) prioritize road corridors and other routes to study for potential improvements; c) build community support for the plan and its implementation. Each attendee marked individual maps with suggestions. A group exercise followed in which top priorities were discussed and reported.

- **Consultation with City staff and bike plan committee**: In addition to the workshop, meetings were held with the Rochelle bike plan steering consisting of City staff, the Park District, and key residents. The committee guided the project approach, while providing much valuable input on existing conditions, data collection, and more.

- **Bicycle Level of Service Analysis:** The Bicycle Level Of Service[3] (BLOS) measure quantifies the "bike-friendliness" of a roadway, helping to remove a wide range of subjectivity on this issue. The measure indicates adult 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 has been used in IDOT's bicycle maps for years, and it was recently added to the Highway Capacity Manual. More information and an on-line calculator is at http://www.bikelib.org/bike-planning/bicycle-level-of-service/ BLOS is used in the Rochelle Bicycle Transportation Plan to measure existing and future conditions, to set standards for the bikeway network, and to justify recommendations.

- **Review of standards, guidelines and best practices**: The plan draws heavily from AASHTO, MUTCD, FHWA and other nationally recognized resources for bicycle facility design. See Bikeways Types discussion in the previous section.

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

Guiding Principles

The following guiding principles informed the development of Rochelle's 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.
- Emphasize the crossings of natural or man-made barriers such as railroad tracks.
- Be opportunistic, implementing improvements during other projects and development.

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 (marginal), B (ideal), 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, Bike Route, and/or wayfinding signage to indicate inclusion in the network.
- For the on-road segments designated as being in the network, 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, sidewalks with width under sidepath standards should not be designated or marked as part of the bike network.
- 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, and speeds are moderate to low, use striping to improve on-road cyclist comfort level. Depending on available width and parking occupancy, the striping may be in the form of either dedicated bike lanes or combined bike/parking lanes. (Striping should not decrease travel lane width below 11 feet, the current IDOT Bureau of Local Roads standard.) Where such roads have insufficient width for striping, shared lane markings or simply Bike Route wayfinding signs are recommended, depending on parking occupancy and assuming an on-road comfort level meeting the target BLOS.
- Use shared lane marking and (possibly) bike signal actuation pavement markings to indicate proper on-road bicycle position, especially where heavy bicycle traffic is expected.

Generating Public Support

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, especially by businesses.
- 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.
- Where possible, try to avoid widening sidewalks to 10-foot sidepath widths if at least some residential front yards would be impacted.
- Avoid widening residential roads solely for bikeways. (Widening of other roads for paved shoulders or other bikeways is possible, if money is available.)
- Work with local businesses and media outlets to help promote the plan and highlight progress.

4 Bikeway Network Recommendations

Introduction

The Rochelle Bicycle Transportation Plan proposes a network of bicycle routes to facilitate travel to all sections of the city. The network builds on existing strengths, and so includes routes that already work reasonably well for cyclists. The recommended projects in this section will help fill gaps, tackle barriers and improve conditions to complete the network. Some projects are relatively easy. Others require a longer term vision. See the earlier Bikeways Guidelines section for more information on how routes and projects were selected.

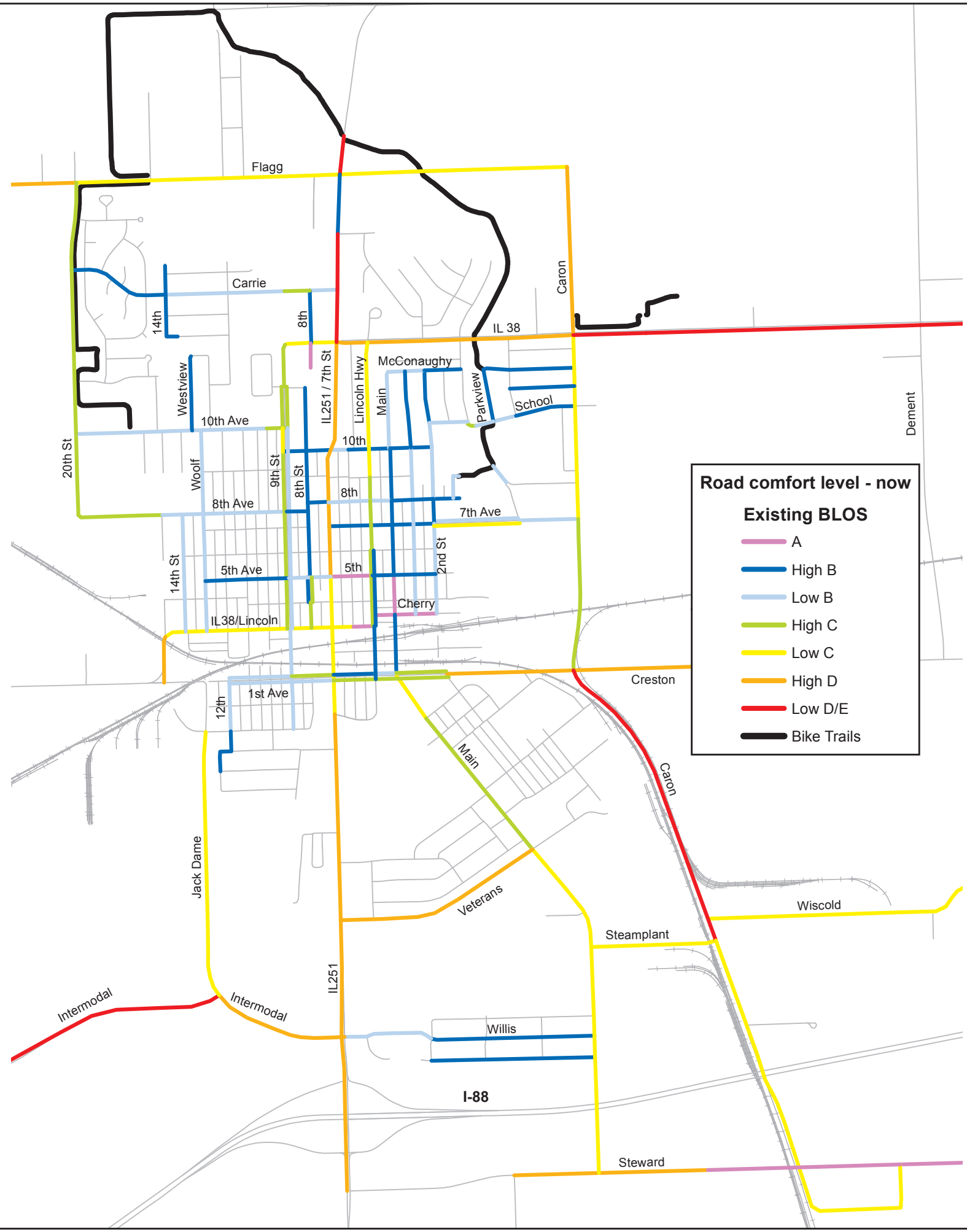
Understanding the Maps

The plan's maps provide a snapshot of needs and recommendations.

- **Road Comfort Level – Now:** Shows (via Bicycle Level of Service) the *existing* on-road conditions for bicyclists on studied roads throughout Rochelle, including, but not limited to, all routes in the proposed network. It also provides information on existing trails.
- **Bikeway Recommendations.** Includes on and off road bike facilities, new sidepaths and other trails. (Sidewalk recommendations are not show, but are included in the project tables and spreadsheet, later in this plan.) Superimposed on the recommendation type is the suggested priority, high, medium, or low.
- **Road Comfort Level and Trails – Future:** Portrays how level of service for cyclists will change if the recommended striping and shoulder projects are implemented (all priorities). It also shows all existing and recommended off-road sidepaths and trails, thus giving a picture of Rochelle bicycling conditions after full plan implementation.

Consider Main Street as an example in using the maps and the spreadsheet in Appendix 2. The existing on-road conditions map shows comfort level north of 1st Avenue is currently a mix of A, high B, and low B, in terms of Bicycle Level of Service. South of 1st Avenue, Main ranges from high to low C. Generally, C is acceptable for experienced cyclists, B for casual adult cyclists – the target of this plan.

The bikeway recommendations map calls for a range of improvements: medium-priority Bike Route signage from 8th to 1st Avenue; high-priority bike lanes from 1st Avenue to Veterans; a high-priority, already-planned off-road sidepath from Veterans to Southview; and medium-priority paved shoulders from Lake Lida to Steward. Details on these recommendations are listed in the appropriate rows of the spreadsheet. Also in the spreadsheet are details on sidewalk gap work already planned between Southview and Lake Lida, plus the recommendation of Bike Route signage north of 8th Avenue – if Rochelle ever wants a denser bike network in that area. The built-out conditions map shows that the bike lanes and paved shoulders would improve those sections of Main to a high and low B, respectively - meeting the target level for the bikeway network.


Flagg
Carrie
14th
8th
Caron
IL 38
Westview
IL251 / 7th St
Lincoln Hwy
McConaughy
Main
Parkview
School
Dement
10th Ave
10th
20th St
Woolf
9th St
8th St
8th
8th Ave
7th Ave
14th St
5th Ave
5th
2nd St
Cherry
IL38/Lincoln
Creston
1st Ave
12th
Main
Caron
Jack Dame
Veterans
Wiscold
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Intermodal
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Road comfort level - now
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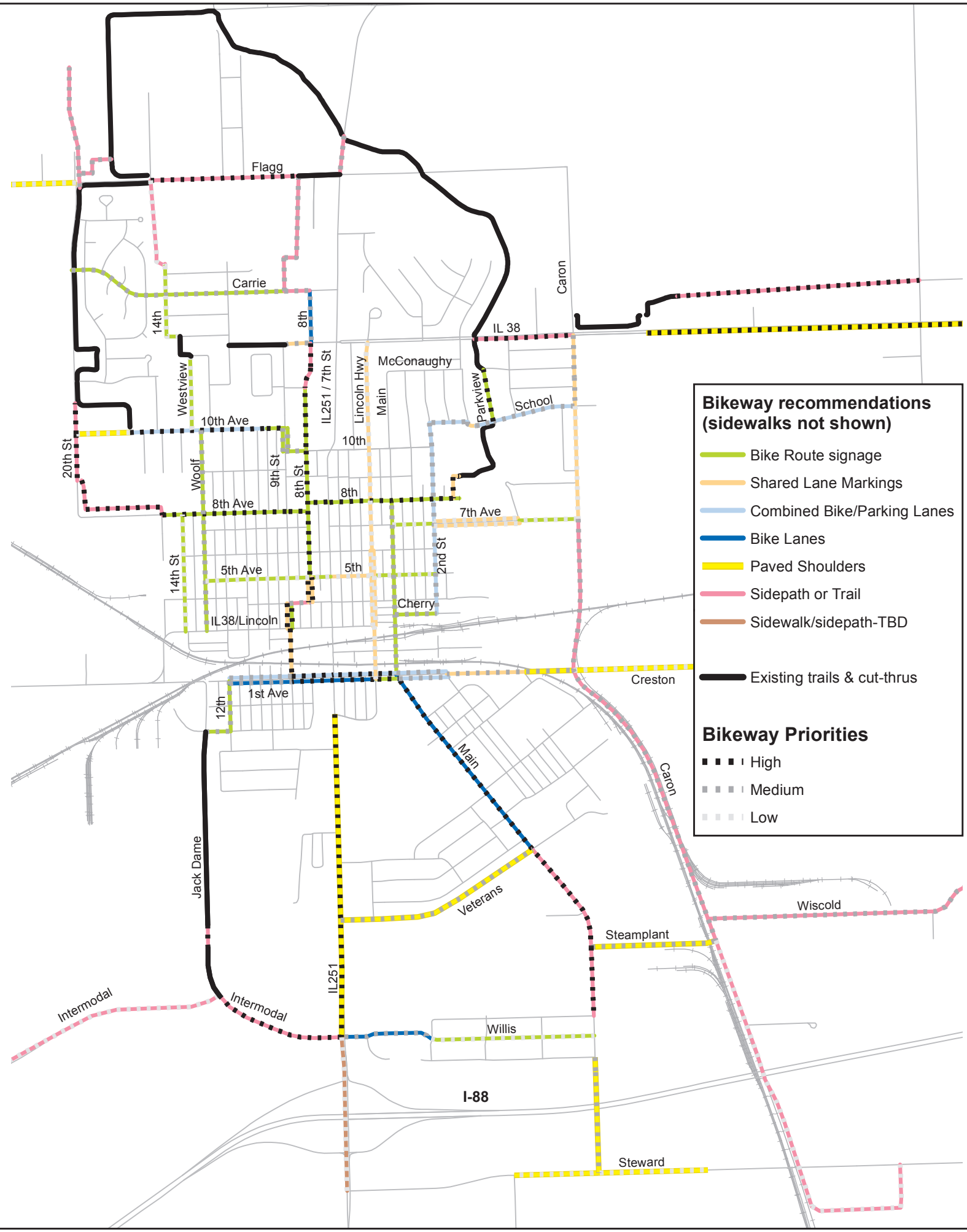
Low B
High C
Low C
High D
Low D/E
Bike Trails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2nd St
Cherry
IL38/Lincoln
Creston
1st Ave
12th
Main
Caron
Jack Dame
Veterans
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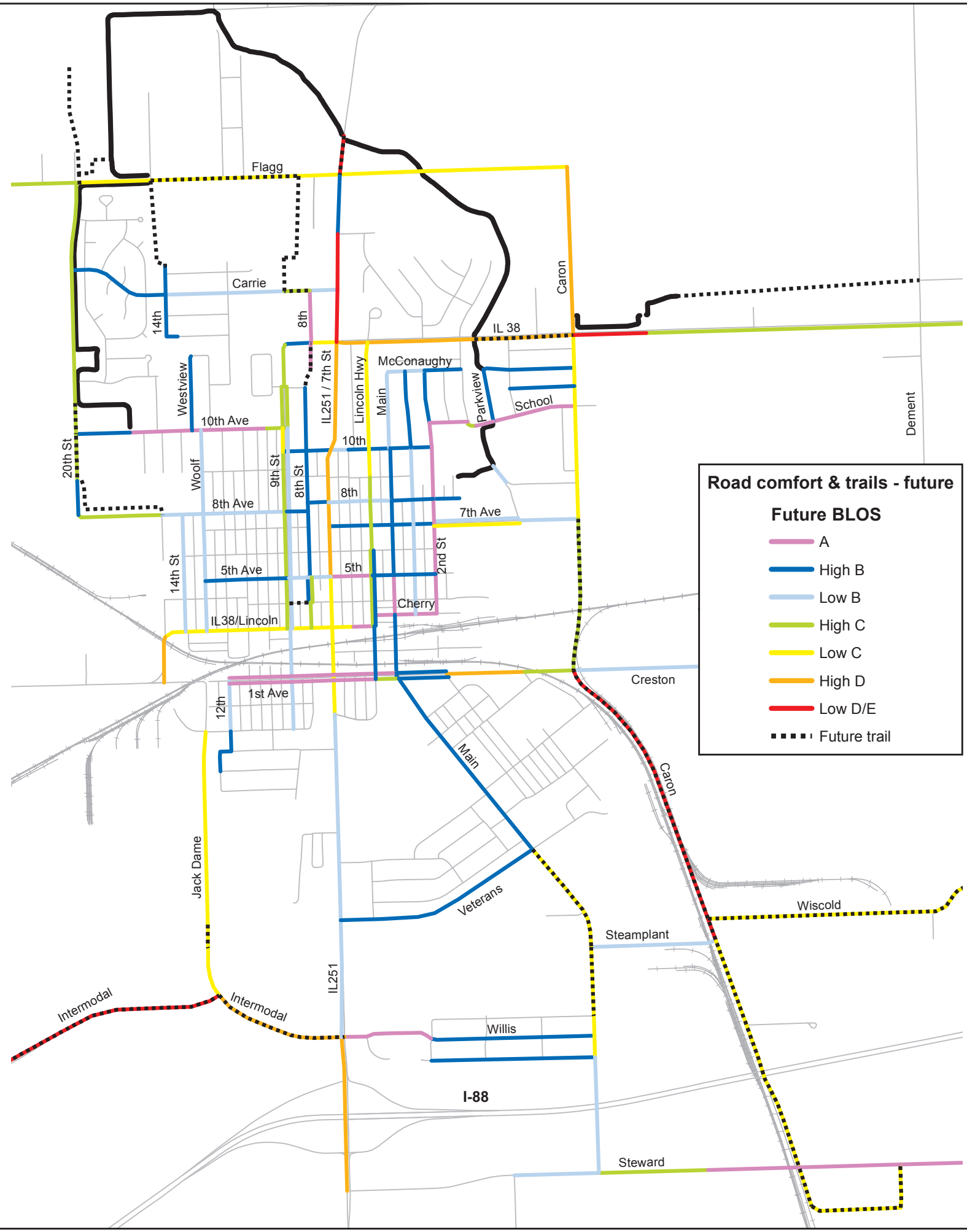
Steamplant
IL251
Intermodal
Intermodal
Willis
I-88
Steward
Bikeway recommendations (sidewalks not shown)
Bike Route signage
Shared Lane Markings
Combined Bike/Parking Lanes
Bike Lanes
Paved Shoulders
Sidepath or Trail
Sidewalk/sidepath-TBD
Existing trails & cut-thrus
Bikeway Priorities
High
Medium
Low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2nd St
Cherry
IL38/Lincoln
Creston
1st Ave
12th
Main
Caron
Jack Dame
Veterans
Wiscold
Steamplant
IL251
Intermodal
Intermodal
Willis
I-88
Steward
Road comfort & trails - future
Future BLOS
A
High B
Low B
High C
Low C
High D
Low D/E
Future trail

Understanding the Project List

Extensive data collection on existing bicycling conditions informed the development of this plan. Most of this information, such as roadway geometry, traffic conditions, Bicycle Level of Service scores, sidewalk coverage, recommendations and implementation notes, is housed in a spreadsheet that helps generate the maps. See Appendix 2 for the entire dataset by road segment. The tables that follow summarize high and medium priority recommended projects by road name. Listed at the end, and in the spreadsheet, are other possible projects including: additional routes increasing network density; or low priority projects less important to the network and resulting in only minor improvement.

Table 4.1 - High Priority Projects

Segment	From (W/N)	To (E/S)	On Road Recommendation	Off Road Recommendation	Jurisdiction
1st Ave	9th St	Washington	Bike Lane E-bound, Combined Bike/Parking Lane W-bound		City
1st Ave	Washington	Main	Bike Route E-bound, Combined Bike/Parking Lane W-bound		City
8th Ave	15th St	2nd St	Bike Route signage		City
8th Ave	2nd St	1st St	Bike Route signage	Sidewalk	City
10th Ave	W of 16th St	10th St	Combined Bike/Parking Lanes		City
10th Ave	10th St	9th St	Bike Route signage		City
1st St	trail at N-end	8th Ave	Shared Lane Markings		City
8th St	Jones	S of Jones		Sidepath	City
trail link	8th, S of Jones	8th at High School Rd		Trail link	City
8th St	High Sch.Rd	5th Ave	Bike Route signage		City
8th St	5th Ave	4th Ave	Shared Lane Markings		City
9th St	4th Ave	Lincoln / IL38	Bike Route N-bound, Shared Lane Markings S-bound		City
9th St	Lincoln / IL38	1st Ave	Shared Lane Markings		City
20th St	Atwood Park	Cooper Park		Sidepath	Park Dist.
Carrie	8th St	IL251/ 7th St		Sidewalk	City
Flagg	Purple Pass	W of 8th St		North sidewalk, south sidepath	County, City
IL 38	Springdale	Caron		Sidewalk gap, trail links	IDOT, City
IL38	City limit/ Walmart	I-88	Paved shoulders (with rumble-free space)	Sidewalk / sidepath	IDOT, City
IL251/ 7th St	Washington	Intermodal	Paved shoulders	Sidewalk or sidepath	IDOT, City
Intermodal	Jack Dame	7th St/ IL251		Sidepath	City
Jack Dame	Sidewalk gap			Fill sidewalk gap	City
Lawnridge perimeter road	Cooper Park	8th Ave betw 15th, 14th	Bike Route signage		City
Main	1st Ave	Veterans	Bike Lanes		City
Main	Veterans	Southview		Sidepath	City
Parkview	McConaughy	School	Bike Route signage		City
N of IL38	existing trail by Walmart	Dement		Trail	City

Table 4.2 - Medium Priority Projects					
Segment	**From (W/N)**	**To (E/S)**	**On Road Recommendation**	**Off Road Recommendation**	**Jurisdiction**
1st Ave	12th St	9th St	Bike Lane eastbound, Combined Bike/Parking Lane westbound		City
1st Ave	Main	2nd St	Combined bike/parking lanes		City
1st Ave	2nd St	Poplar	Shared Lane Markings		City
1st Ave	Poplar	Caron	Paved shoulders		City
4th Ave	9th St	8th St		Sidepath	City
10th Ave	9th St	8th St	Bike Route signage		City
2nd St	School	Cherry	Combined bike/parking lanes		City
8th St	Carrie	Jones	Bike Lanes		City
9th St	10th Ave (W)	10th Ave (E)	Bike Route signage		City
12th St	1st Ave	Avenue B	Bike Route signage		City
Avenue B	Jack Dame	12th St	Bike Route signage		City
Caron	IL 38	N of Drake	Shared Lane Markings	Fill sidewalk gap	City
Caron	N of Drake	School	Shared Lane Markings		City
Caron	7th Ave	Steam Plant		Sidepath	City
Carrie	20th St	W of 8th St	Bike Route signage		City
Carrie	W of 8th St	8th St		Sidepath	City
Cherry	Main	2nd St	Bike Route signage		City
Flagg	20th St	Purple Pass		Trail link	County, City
IL251/ 7th St	4-Sister Path	Flagg		Trail link	IDOT, City
Jones	9th St	8th St	Bike Lane west part, Shared Lane Markings east		City
Main	8th Ave	3rd Ave	Bike Route signage		City
Main	3rd Ave	1st Ave	Bike Route signage	Fill sidewalk gap	City
Main	Southview	Lake Lida		Fill sidewalk gap	City
Main	Lake Lida	Steward	Paved shoulders	Sidewalk	City
School	2nd St	Turkington	Combined bike/parking lanes		City
School	Turkington	Kyte River	Shared Lane Markings		City
School	Kyte River	Caron	Combined bike/parking lanes		City
Steam Plant	Main	Caron	Paved shoulders		City
Veterans	IL251/ 7th St	Main	Paved shoulders	Sidewalk	City
Willis	IL251/ 7th St	Randall	Bike Lanes		City
Wiscold	Caron	east end, industrial area		Sidepath	City
Woolf	10th Ave	Lincoln	Bike Route signage		City
trail easement	N-end of 20th	trail by HS		Trail	City
trail easement	planned trail N of 20th/Flagg	existing trail S of 20th/Flagg		Trail link	City
trail easement	Flagg	Big R back		Trail	City
trail easement	Big R back	Carrie		Trail	City

Table 4.3 - Other Possible Projects (backup routes for nearby segments; extra routes increasing network density; or low priority projects resulting in only minor improvement - see spreadsheet for more)

Segment	From (W/N)	To (E/S)	On Road Recommendation	Off Road Recommendation	Jurisdiction
5th Ave	Woolf	IL251/ 7th St	Bike Route signage		
5th Ave	IL251/ 7th St	Lincoln Hwy	Shared Lane Markings		City
5th Ave	Lincoln Hwy	2nd St	Bike Route signage		City
7th Ave	Main	2nd St	Bike Route signage		City
7th Ave	2nd St	Kelley	Shared Lane Markings, Combined Bike/Parking Lanes		City
7th Ave	Kelley	Caron	Bike Route signage		City
10th Ave	20th St	W of 16th St	Paved shoulders	Sidewalk	City
14th St	north end	Highland/ cut-thru sidewalk	Bike Route signage		City
14th St	8th Ave	Lincoln/ IL38	Bike Route signage		City
Caron	School	7th Ave	Shared Lane Markings		City
Caron	Steamplant	Steward		Sidepath	City
Creston	Caron	east of town	Paved shoulders		County
Flagg	west of town	20th St	Paved shoulders		County
Flagg	IL 251/ 7th St	4-Sister Path		Trail link	City
gravel path	Flagg & Purple Pass	14th St		Trail paving	City
IL 38/ 15th St	Lincoln	1st Ave		Sidewalk	IDOT, City
IL 38	Springdale	Caron		Widen sidewalk	IDOT, City
IL251/ 7th St	Intermodal	Steward		Sidewalk / sidepath	IDOT, City
Intermodal	UP facility	Jack Dame		Sidepath	City
Jack Dame	Avenue B	Intermodal		Widen sidewalk	City
Lincoln Hwy	IL 38	Lincoln Ave	Shared Lane Markings		IDOT, City
Steward	IL 251/ 7th St	W of overpass	Paved shoulders		County
Washington	Lincoln Ave	1st Ave	Shared Lane Markings		City
Westview	north end	10th Ave	Bike Route signage		City
Willis	Randall	Main	Bike Route signage		City

5 Standards for Road Design and Development

Introduction

Complete Streets refers to a way of thinking about roadways that emphasizes the safety needs of all the people who travel along and across them—whether they are in a car, on a bike, on foot, in a wheelchair, or pushing a stroller. A busy street that efficiently moves cars but provides no room for bicyclists or no convenient crossing for school children might be considered "incomplete."

Figure 5.1: Filling in sidewalk gaps and improving intersections helps complete a street.

In recent years, agencies from all levels of government have developed policy and planning tools to ensure that road project designs accommodate those who walk or bike by choice or necessity. In 2010, IDOT adopted design policy changes to implement a new Complete Streets law for their roads. That same year, the US Department of Transportation also voiced support for Complete Streets with a new bicycle and pedestrian accommodation policy statement:

> *"Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."*

By developing this Bicycle Plan, the City of Rochelle has established priorities for road corridors that need improvement. However, to ensure that all road projects—whether or not they are addressed specifically in this plan—consider the needs of all potential travelers, the plan recommends adopting "Complete Streets" policies and favorable road design standards.

Plan Recommendations

City-Maintained Roads: Pass a Complete Streets Policy to help guide transportation and development projects in Rochelle. Suggested language:

> *The City of Rochelle establishes a "policy statement" to ensure that all streets shall be designed, built, maintained and operated to enable safe and convenient access for all users, to the extent practical. Pedestrians, bicyclists and motorists of all ages and abilities, including people who require mobility aids, must be able to safely move along and across Rochelle's streets.*

In addition to passing an overall Complete Streets resolution setting City philosophy, modify the City's road design standards to implement the policy on a practical level. As a major part of that, the tables below may be used to specify appropriate bikeway accommodation and conditions for sidewalk construction.

Table 5.1. Suggested Bicycle Accommodation in Road Designs

Minor urban 25-30 mph roads			
	No parking	*Sparse (<10%) parking*	*Significant parking*
Local Residential	None	None	None
(Preferred route)	SLM-4	CBPL	SLM-11
Minor Collector	None	None	None
(Preferred route)	SLM-4 (or BL-5*)	CBPL	SLM-11 (or BL-5*)

Arterial or Major Collector *(Urban unless noted)*			
	2000-8000 ADT	*8000-15000 ADT*	*Over 15000 ADT*
<35 mph	BL-5	BL-5 (or BL-6*)	BL-6 (or SP) *Note A*
35-40 mph	BL-5 or SP *[Note A]*	SP (or BL-6) *Note A*	SP (or BL-6) *Note A*
>40 mph	SP	SP	SP
55 mph rural	SH-4 (or SH-6*)	SH-6 (or SH-8*)	SH-8

- (Parentheses) indicate the secondary recommendation, if certain conditions are met.
- An asterisk* indicates the secondary recommendation may be used at the higher ends of a range and/or where the need is greater.

SLM-4: Shared Lane Markings 4' from curb faces. MUTCD D1 or D11 wayfinding signage preferred as a supplement.
SLM-11: Shared Lane Markings 11' from curb faces (on-street parking present). D1 or D11 wayfinding signage preferred as a supplement.
CBPL: Combined Bike/Parking Lanes, solid stripes 7' from curb faces. Parking permission indicated with signage. D1 or D11 wayfinding signage preferred as a supplement.
BL-5 or BL-6: Bike Lanes of width 5 or 6 ft, respectively, with pavement stencils and signage per AASHTO. Where there is no parallel on-road parking next to the bike lane, indicate through signage that parking is not permitted in the bike lane.
SP: Off-road sidepath trail designed per AASHTO, on at least one side of road.
SH-4, SH-6, or SH-8: Paved shoulders of width 4, 6, or 8 ft, respectively. Any rumble strips should have longitudinal breaks and a minimum 4 ft clear zone for bikes.

Note A: As the frequency of crossings (side streets, commercial entrances, driveways) increase, the choice of bike lanes or sidepath moves closer to bike lanes.

Table 5.2. Federal Highway Administration's Guidelines for New Sidewalk Installation

Roadway Classification and Land Use	Sidewalk Requirements	Future Phasing
Highway (rural)	Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Highway (rural/suburban - less than 2.5 d.u./hectare (1 d.u./acre))	One side preferred. Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Suburban Highway (2.5 to 10 d.u./hectare (1 to 4 d.u./acre))	Both sides preferred. One side required.	Second side required if density becomes greater than 10 d.u./hectare (4 d.u./acre).
Major Arterial (residential)	Both sides required.	
Collector and Minor Arterial (residential)	Both sides required.	1.525 m (60 in)
Local Street (Residential - less than 2.5 d.u./hectare (1 d.u./acre))	One side preferred. Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Local Street (Residential - 2.5 to 10 d.u./hectare (1 to 4 d.u./acre))	Both sides preferred. One side required.	Second side required if density becomes greater than 10 d.u./hectare (4 d.u./acre).
Local Street (Residential - more than 10 d.u./hectare (4 d.u./acre))	Both sides required.	
All Streets (commercial areas)	Both sides required.	
All Streets (industrial areas)	Both sides preferred. One side required.	

Note: *d.u. stands for dwelling unit*

Development Ordinances: Create development guidelines to help new developments contribute to Rochelle's efforts to become more pedestrian and bicycle friendly. Suggested content:

Developments shall contribute to the City of Rochelle's efforts to become more pedestrian and bicycle friendly. This includes:

- *Considering bicycle and pedestrian traffic and facilities during the traffic impact analysis process.*
- *Installing bikeways as part of any required roadway improvements, per the table above, and consulting Rochelle's Bicycle Transportation Plan for specifically-defined bikeway improvements.*
- *Installing sidewalks (with a minimum preferred width of 5 ft.) according to FHWA New Sidewalk installation guidelines, above.*
- *Considering pedestrian and bicycle access within the development as well as connections to adjacent properties.*
- *Considering connectivity between developments for pedestrians and bicyclists to minimize short-distance trips by motor vehicles. These can be provided as "cut through" easements in suburban cul-de-sac developments, and as part of connected street grids in traditional neighborhood development.*
- *Building out pedestrian and bicycle facilities concurrent with road construction, or in an otherwise timely manner, to prevent gaps due to undeveloped parcels.*

IDOT, County, and Other Agency Roadways: Work closely with IDOT, Ogle County Highway Department, and other appropriate agencies to identify opportunities to improve roadways as part of new, reconstruction and maintenance projects. These are the most cost-efficient times to also make improvements (as needed) for those walking and biking.

Additional Policies and Ordinances: Other policies and ordinances may be adopted by the City of Rochelle 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 text[4] appropriate for:

- The City comprehensive plan
- Subdivision regulations and site plan review
- Zoning laws
- School board policy on Safe Routes to School

The bicycle parking section of this plan suggests modifying the parking development ordinance to include bicycle racks.

The City should consider adoption of these model policies and ordinances.

[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://www.albany.edu/ihi/files/NY_Planning_And_Policy_Models_iHi.pdf)

6 Other Recommendations:

Introduction

Engineering improvements to the physical environment for cycling should be accompanied by work in the "other E's": Education, Encouragement and Enforcement. The recommendations below will raise awareness of new facilities and motivate more people to safely and comfortably bike in Rochelle. Bicycle Parking is treated as a separate category, given the breadth of the topic and its relationship to both engineering and encouragement.

Bicycle Parking

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

Figure 6.1. Inverted U, single (top) and in a series (bottom)

General bicycle parking considerations are covered below. For more details, consult *Bicycle Parking Guidelines, 2nd Edition: A Set of Recommendations from the Association of Pedestrian and Bicycle Professionals,* 2010, available at www.apbp.org.

Style: 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 $150-250) and the wave or continuous curve style (more than two). The preferred option for multiple spaces is a series of inverted "U" racks, situated parallel to one another. These can be installed as individual racks, or as a series of racks connected at the base, which is less expensive and easier to install and move, if needed. See Figure 6.1.

Old-fashioned "school racks," which secure only one wheel, are a poor choice for today's bicycles (Figure 6.2). Securing both the wheel and frame is difficult, and bicycles are not well supported, sometimes resulting in bent rims.

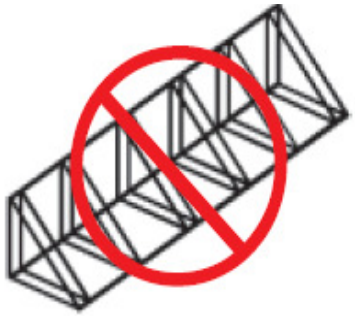


Figure 6.2. This style of rack is not recommended.

Locations: The best locations for bike parking are near main building entrances, conveniently located, highly visible, lit at night, and—when possible—protected from the weather. 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 and placed at least 15 feet away from other features, such as fire hydrants or bus stop shelters.

The installation recommendations below 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.

Ordinances: Ideally, all multi-family and non-residential buildings should provide bike parking. A simple ordinance may call for one bike parking space for every 10 or 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 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. For suggestions on bike parking requirements according to land use type, consult the APBP bicycle parking guide referenced above.

Education

Education of both bicyclists and motorists is crucial to improving real and perceived bicycling safety in Rochelle. 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 safety materials through schools and PTAs; at public places such as City Hall and the library; 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 http://www.bikelib.org/safety-education/kids/bike-safety-sheet/ .
- *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.
- *Teaching Children to Walk Safely as They Grow and Develop: A Guide for Parents and Caregivers*, a free guide from the National Center for Safe Routes to School: http://www.saferoutesinfo.org/resources/education_teachingchildren.cfm .

Other resources for kids and adults are listed at http://www.bikelib.org/safety-education, 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 (http://www.bikelib.org/safety-education/motorists/driver-education and available as a DVD) on the City website. Show the video on the local cable channel, especially during the warmer months, and encourage local high schools and private driver education programs to include the video and other materials from LIB's driver education lesson plans, which include a road rage case study for classroom discussion.

Articles meant to educate the public on the above are available on the League of Illinois Bicyclists website. These are suitable for newspapers, local newsletters, and the City website.

A proposed Bicycle Advisory Commission could be involved in implementing these resources in Rochelle.

Encouragement

Suggestions for encouraging visitors or residents to explore Rochelle by bicycle include:

- Create a city map of Rochelle's bikeways network, as more facilities are developed. The map can show existing and proposed bikeways. Partner with local businesses to produce—and be listed—on the map.
- 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 and Bike to School Day, the first Wednesday of each October.
- Promote Rochelle as a bicycle-friendly community in the City's advertising.

Encouragement programs can also be implemented by a proposed Bicycle Advisory Commission.

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 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 and warning citations from the League of Illinois Bicyclists. See www.bikelib.org/safety-education/enforcement-resources

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 offers a Safe Roads for Bicycling police training presentation, including the video referenced above: "Share the Road: Same Road, Same Rights, Same Rules" (http://www.bikelib.org/safety-education/motorists/driver-education and available as a DVD).

7 Plan Implementation

Introduction

The key recommendation of the plan is to develop ways to ensure its implementation. Continued progress will require a commitment of time and financial resources over many years. Little by little, project by project, Rochelle will become more bikeable. A long-term goal can be official "Bicycle Friendly Community" designation by the national League of American Bicyclists.

Committee or Staff Time

Perhaps the most important implementation tool is time. The plan recommends dedicating some fraction of a staff member's time as the City's bicycle and pedestrian coordinator. This individual would work on plan implementation projects and other active transportation 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 Rochelle Bicycle (or Bicycle and Pedestrian) Advisory Commission, perhaps from the original bike path committee membership. Other communities, such as Schaumburg and Urbana, have found that volunteer involvement by a few energetic, knowledgeable, and dedicated residents can greatly leverage their staff time investment. In addition to other tasks, the commission would be involved in education and encouragement projects and in general promotion of this plan.

Organizing regular, such as quarterly, meetings with this advisory committee can also be an effective way to keep up momentum.

Technical Resources and Training

The staff person in charge of plan implementation should have access to up to date resources to help with the details of design and implementation. In addition to adding the printed resources below to the city planner's library, seek out opportunities to participate in webinars and workshops on best practices. Not only do these events provide useful information, they are an opportunity to interact with other planners and engineers grappling with similar issues.

Manuals and Guidelines:

- *AASHTO Guide for the Development of Bicycle Facilities*, 4th Edition, 2012, available at www.transportation.org
- *Bicycle Parking Guidelines, 2nd Edition: A Set of Recommendations from the Association of Pedestrian and Bicycle Professionals***,** 2010, available at www.apbp.org.

Websites and Professional Organizations:

- League of Illinois Bicyclists: A planning and advocacy resource, with many on-line materials focused on best practices nationally as well as issues unique to Illinois: www.bikelib.org
- The Pedestrian and Bicycle Information Center: Offers a wealth of information on engineering, encouragement, education and enforcement, including archived webinars and quarterly newsletters: www.pedbikeinfo.org
- The Association of Pedestrian and Bicycle Professionals: provides continuing education, technical resources and an online forum for exchanging questions and ideas. http://www.apbp.org/

Multi-Year Work Plan

This plan recommends a variety of strategies; from adopting policies; to coordinating with other agencies; to quickly implementing some key, relatively easy projects. One of the first steps of plan implementation should be to consider the listed recommendations and draft a first five year work plan, which should at least include:

- Sending this plan to Ogle County Highway Department and Illinois Department of Transportation
- Implementing high priority, ready-to-go projects first, followed by medium priority and finally low
- Reviewing this plan with all planned street improvement projects

Projects that don't get completed on a given year move into a future year's work plan. Dividing plan implementation across a span of years makes it more manageable, especially in terms of funding.

Implementation Funding

Recommendations in this plan range from low-cost or no-cost improvements to major capital investments. Project costs depend on myriad factors. It is usually most cost effective to address bicycling improvements as part of larger projects, instead of retrofitting. Estimates for projects are below.[5]

- **Trail or Sidepath:** The cost of developing trails varies according to land acquisition costs, new structures needed, the type of trail surface, the width of the trail, and the facilities that are provided for trail users. Construction costs alone can run $50,000 per mile for a soft surface trail to more than $1,000,000 per mile in an urban area for a paved trail.
- **Bike Lanes (and Combined Bike/Parking Lanes):** The cost of installing a bike lane is approximately $5,000 to $50,000 per mile, depending on the condition of the pavement,

[5] Explanations and figures from http://www.walkinginfo.org/engineering/roadway.cfm

the need to remove and repaint the lane lines, the need to adjust signalization, and other factors. It is most cost efficient to create bicycle lanes during street reconstruction, street resurfacing, or at the time of original construction.

- **Signed Bike Routes and Shared Lane Markings:** Signs and pavement stencils are even less expensive than designated bike lanes. Again, shared lane markings can be done with other roadwork, while sign installation can be done at any time.

These may be funded in a number of ways. First, the City of Rochelle may dedicate an annual budget for a bicycle implementation program. If needed, one strategy may entail a smaller first year budget for the highest priority projects, as a way to build momentum for following years. Additional funding may come from Ogle County, Illinois Department of Transportation, and other relevant agencies.

Another major builder of bikeways is developers. Plan recommendations may be implemented opportunistically when a new subdivision or commercial development is added.

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

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 3.

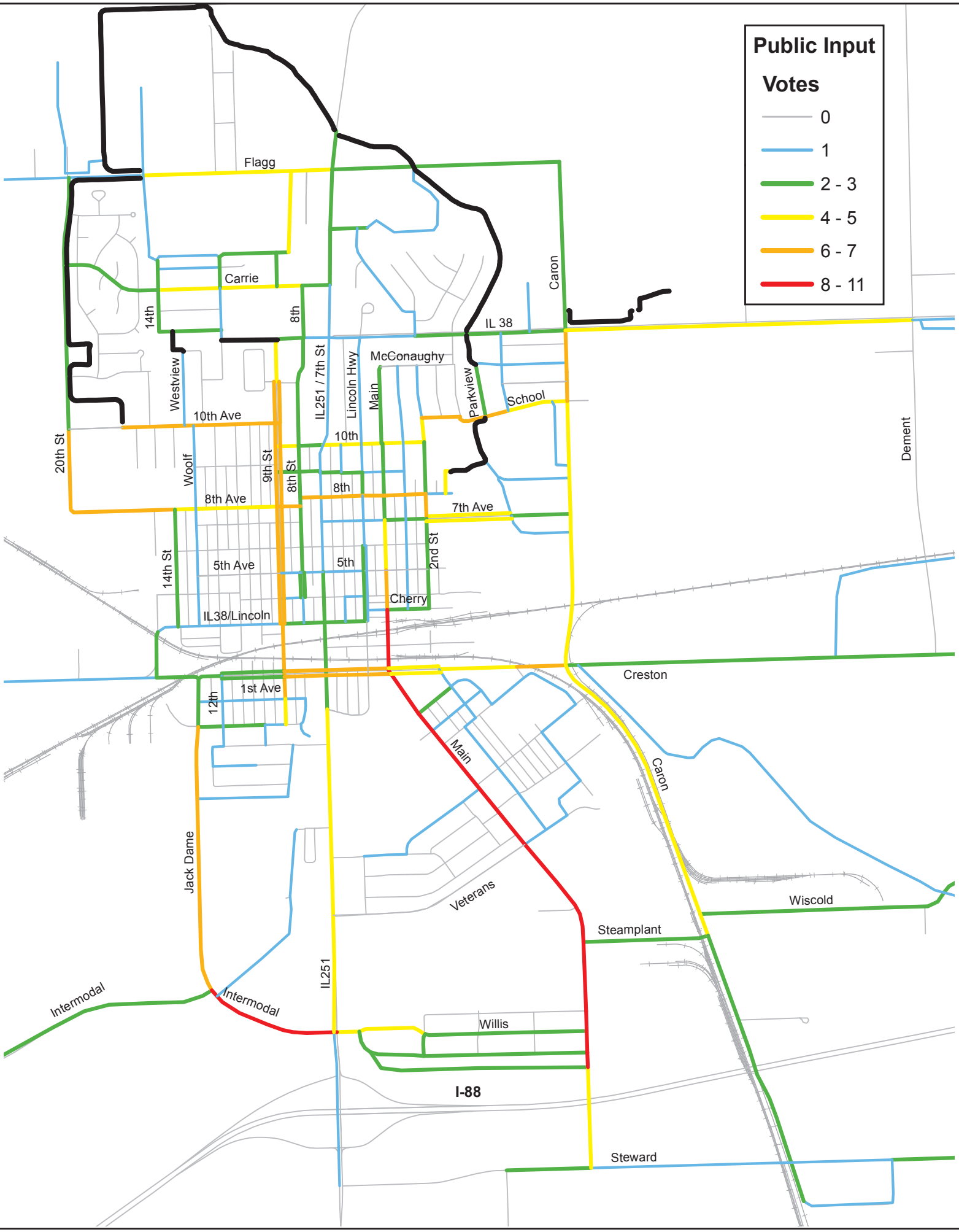
Annual Evaluation and Publicity

Another way to keep up momentum and public support is to plan for a yearly evaluation (often called the fifth "E") and celebration of plan progress. For example, publish a yearly plan implementation report in conjunction with a ribbon cutting ceremony or community event, such as Walk and Bike to School Day or an organized bike ride. This keeps local stakeholders focused on the progress that has been made and energizes everyone to keep moving forward. Also consider updating this plan every 5-10 years to reflect progress and re-evaluate priorities.

Appendix 1
Public Brainstorming Workshop Results

On February 16, 2012, a "Public Brainstorming Workshop" was attended by residents, staff, and elected officials. The purposes of the workshop included: a) gather local resident knowledge on biking needs; b) prioritize road corridors and other routes to study for potential improvements; c) build community support for the plan and its implementation.

Each attendee marked individual maps with suggested "routes to study" for improvements. The map on the following page shows the results of this input, with each recommended segment color-coded by the number of participants suggesting that it be considered. A group exercise followed in which top priorities were discussed.


Public Input
Votes
0
1
2 - 3
4 - 5
6 - 7
8 - 11
Flagg
Carrie
14th
8th
Caron
IL 38
Westview
IL251 / 7th St
Lincoln Hwy
Main
McConaughy
Parkview
School
10th Ave
10th
20th St
Woolf
9th St
8th St
8th
8th Ave
7th Ave
Dement
14th St
5th Ave
5th
2nd St
Cherry
IL38/Lincoln
Creston
1st Ave
12th
Main
Caron
Jack Dame
Veterans
Wiscold
Steamplant
IL251
Intermodal
Intermodal
Willis
I-88
Steward

Appendix 2
Road Segment Data

The following legend describes columns of the spreadsheet that follows. Each row in the spreadsheet corresponds to a distinct roadway segment. Data include existing conditions, recommendations, and implementation information.

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.
Speed Limit	Posted speed limit
Lane Width	Width from lane edge (often the gutter seam/pavement edge) to next lane, in feet
Extra Width	Pavement width from outer lane edge to gutter seam/pavement edge. May include paved shoulders, parking areas, bike lanes.
Gutter Pan	Width of cement gutter pan in feet
Parking Occ%	Estimated % occupancy rate of on-street parking - excludes driveway areas. Averaged over 2-sides unless noted.
% Truck	Estimated % of heavy truck traffic
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 on existing conditions
Sidewalk Status	Are there sidewalks (SW) or sidepaths (SP) on each side (N-north, S-south, E-east, W-west)

Recommendations

Recommendation	Description of any off-road or on-road recommendation
Other options and notes	Backup or more aggressive bikeway treatments; other implementation notes
New BLOS score	BLOS score, shown only if the above on-road bikeway (and striping) is implemented.

Implementation

Public priority pts	Segment's prioritization points during 2-16-12 public workshop
Priority	Recommended implementation priority of segment

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	SpeedLimit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	SidewalkStatus	Recommendation	Other options and notes	New BLOS score	Public priority points	Priority
Flagg	W of town	20th St	2	5400	55	12	0	0	**0**	1	3.79	D	undeveloped; 3-4' gravel shoulders (paving possible)	None	4' paved shoulders	Add S-SP and N-SW, when developed, if same speed limit	2.51	1	Low
Flagg	20th St	Purple Pass	2	5400	45	11.8	1.5	0	**0**	**1**	3.33	C	2-4 lane transition; turn lanes varying. High school N. S-SP can't access 20th intersection. Stoplights@ 20th, Purple Pass	S-SP	Trail link from intersection to sidepath	N-SW when developed.		1	Medium
Flagg	Purple Pass	W of 8th St	4	6200	45	12	0	1.5	**0**	**1**	3.42	C	N-SW E of Wendell (resid), none W (HS), but trail to HS on easement from Wendell/Rose. Undeveloped S. Stone SW from S @20th.	Some N-SW	Complete N-sidewalk along high school property; and S-SP when developed (or earlier)	Add S-SP when developed, or earlier		4	High
Flagg	W of 8th St	IL251/ 7th St	4	7000	45	12	0	1.5	**0**	**1**	3.48	C		N-SW, S-SP	None			4	
Flagg	IL 251/ 7th St	4-Sister Path	2	2550	45	13	0	1.5	**0**	**2**	3.40	C	Turn lanes, sidewalk, by IL251; undeveloped	Some N-SW	Trail link from road to trail	Add S-SP and N-SW, when developed.		3	Low
Flagg	4-Sister Path	Caron	2	2550	45	13	0	1.5	**0**	**2**	3.40	C	Undeveloped	None	None	Add S-SP and N-SW, when developed.		2	
Carrie	20th St	14th St	2	*700*	30	16.5	0	1.5	1	**0**	1.65	B	Residential. 4W stop @Pickwick.	Both SWs	Bike Route signage	Combined Bike/Parking Lanes 7-11-11-7 possible, if desired		3	Medium
Carrie	14th St	W of 8th St	2	*1500*	30	16.5	0	1.5	7	**0**	2.13	B	Residential. 4W stop @ Joanne.	Both SWs	Bike Route signage	Combined Bike/Parking Lanes 7-11-11-7 possible, if desired		4	Medium
Carrie	W of 8th St	8th St	2	*2000*	30	16.5	0	1.5	40	**0**	2.74	C	Apts (more parking), N-SW gap, higher ADT.	S-SW	Add N-sidepath, as part of IL251 project			4	Medium
Carrie	8th St	IL251/ 7th St	2	*2500*	30	16.5	0	1.5	**0**	**0**	2.28	B	Commercial. Stoplight @ IL251.	None	Add sidewalk on one side	Bile Lanes 5.5-12.5-12.5-5.5 or Bike Route signage, if this route is desired		2	High
trail link	existing trail by Walmart	Dement													Planned trail in back of properties on N side of IL38				High
cut-through	Highland/ Joanne	9th St/Jones																	
Jones	9th St	8th St	2	4100	30	13	0	1.5	**0**	**0**	3.04	C	E-end: 37.5' incl. turn lanes, 12' E-bd, 13.5' W-bd. W-end: like 9th St. Park N, parking S.	Both SWs	West: Bike Lanes 5-11.3-11.3-5. East: Shared Lane Markings 4' from curb.	If 9th is NOT in network, then use low priority SLMs entirely, instead of Bike Lanes on west	1.62	3	Medium
Jones	8th St	IL251/ 7th St	2	4100	30	13	0	1.5	**0**	**0**	3.04	C	37.5' incl. turn lanes, 12' E-bd, 13.5' W-bd. Mixed use. Carriage S-SW.	S-SW	None			1	
IL 38	IL251/ 7th St	Springdale	4	9550	30	12	0	1	**0**	**3**	3.72	D	Commercial. CLTL. Turn lanes.	Both SWs	None			1	
IL 38	Springdale	4-Sister Path	4	9550	30	12	0	1	**0**	**3**	3.72	D	Mixed use. CLTL. E-end N-SW gap, no link to trail from either side.	S-SW; N-SW gap	Add links to trail, both sides preferrably. Fill N-sidewalk gap (but bridge too narrow).	Low priority - widen N-SW to SP width, if bridge ever widened		2	High
IL 38	4-Sister Path	Caron	4	9550	30	12	0	1	**0**	**3**	3.72	D	Mixed use. CLTL. No links to trail under IL38. Turn lanes by Caron.	S-SW; some N-SW	Add links to trail, both sides preferrably. Fill N-sidewalk gap (but bridge too narrow).	Low priority - widen N-SW to SP width, if bridge ever widened		3	High
IL 38	Caron	City limit/ Walmart	4	9450	40	12	0	2	0	**4**	4.22	D	CLTL 12'	N-SP	None	Complete S-SW as developed		4	
IL 38	City limit/ Walmart	Dement	4	9450	45	12	0	0	0	**4**	4.31	D	10' paved shoulder width negated by very wide rumble strips. Sparsely developed. Grass median.	None	Next repaving: leave at least 4' of rumble-free shoulder space, with occasionally sweeping	Add N-SP and S-SW, when developed.	2.61	4	High
IL 38	Dement	I-88	4	15300	45	12	0	0	0	**4**	4.56	E	10' paved shoulder width negated by very wide rumble strips. Sparsely developed. Grass median.	None	Next repaving: leave at least 4' of rumble-free shoulder space, with occasionally sweeping	Add N-SP and S-SW, when developed.	2.86	1	High
McConaughy	Main	2nd St	2	*700*	30	13	0	1.5	**0**	0	2.15	B	Residential.	Both SWs	None	Bike Route signage, if this route is desired		0	
McConaughy	2nd St	Brookside/ Turkington	2	*700*	30	16.5	0	1.5	**0**	0	1.63	B	E-bd posted no parking. Residential (apartments N)	Both SWs	None	Bike Route signage, if this route is desired		0	
McConaughy	Parkview/ trail	Caron	2	*400*	30	13.5	0	1.5	15	**0**	1.99	B	Residential.	Both SWs	None	Bike Route signage, if this route is desired		0	
Drake	Calvin	Caron	2	*200*	30	13.5	0	1.5	5	**0**	1.51	B	Residential.	Both SWs	None	Bike Route signage, if this route is desired		1	

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	SpeedLimit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	SidewalkStatus	Recommendation	Other options and notes	New BLOS score	Public priority points	Priority
10th Ave	20th St	W of 16th St	2	700	30	11	0	0	0	0.5	2.46	B	Park N and S. 3' avg gravel shoulders (paving possible)	None	Add sidewalk on one side, 3' paved shoulders on both.	Somewhat redundant with trail	1.62	0	Low
10th Ave	W of 16th St	10th St	2	1600	30	16.5	0	1.5	5	0.5	2.20	B	1150 ADT W, 2100 E. Mostly residential. Widens slightly just W of school.	Both SWs	Combined Bike/Parking Lanes 7-11-11-7	Bike Route signage as a backup	0.97	7	High
10th Ave	10th St	9th St	2	2100	30	15.5	0	1.5	10	0.5	2.57	C	School N (pickup busy), residential S.	Both SWs	Bike Route signage	Could be a disconnected spur, if 9th St jog and 10th Ave segment to 8th St skipped		7	High
10th Ave	9th St	8th St	2	700	30	16.5	0	1.4	8	**0**	1.76	B	Residential	Both SWs	Bike Route signage. May want to stop the 10th Ave segment at 9th St, since the 9th St jog doesn't meet BLOS target.	Combined Bike/Parking Lanes 7-11-11-7 possible, if desired		4	Medium
10th Ave	8th St	IL251/ 7th St	2	700	30	16.5	0	1.4	8	**0**	1.76	B	Residential. Bad sight line from S-bd IL251.	Both SWs	None - poor 7th St Xing sightlines	Bike Route signage, or Combined Bike/Parking Lanes 7-11-11-7, possible, if desired		3	
10th Ave	IL251/ 7th St	6th St	2	1050	30	14	0	1	8	**0**	2.33	B	Residential. 2W stop @IL251.	Both SWs	None - poor 7th St Xing sightlines	Bike Route signage, if desired		4	
10th Ave	6th St	2nd St	2	1200	30	17.5	0	1.4	10	0.5	1.97	B	1050 ADT W, 1350 E. 2W stop@Lincoln. Residential except SE: hospital w/ higher E-bd parking.	Both SWs	None - poor 7th St Xing sightlines reduces desirability of 10th Ave	If desired: Combined Bike/Parking Lanes 7.5-11.4-11.4-7.5, or Bike Route signage as a backup		5	
School	2nd St	Turkington	2	1400	30	16.5	0	1.5	25	0	2.36	B	Another school S, resid N. 50% parking N-side, 0% S.	Both SWs	Combined Bike/Parking Lanes 7-11-11-7	Bike Route signage as a backup	1.34	6	Medium
School	Turkington	Kyte River	2	1400	30	11.8	0	1.5	0	**0**	2.65	C	Bridge narrows road.	Both SWs	Shared Lane Markings 4' from edge			6	Medium
School	Kyte River	Parkview	2	1400	30	16.5	0	1.5	3	**0**	2.03	B	Heavy school drop-off/ pickup traffic, parking. Residential N, school S. Many kids walking W, used sidewalk until river, then cut in back of other school.	Both SWs	Combined Bike/Parking Lanes 7-11-11-7	Bike Route signage as a backup	0.78	6	Medium
School	Parkview	Calvin	2	1400	30	16.5	0	1.5	3	**0**	2.03	B	Heavy school drop-off/ pickup traffic, parking (no E-bd parking by school). Residential N, middle school S.	Both SWs	Combined Bike/Parking Lanes 7-11-11-7	Bike Route signage as a backup	0.78	6	Medium
School	Calvin	Caron	2	750	30	16.5	0	1.5	3	**0**	1.71	B	Residential.	Both SWs	Combined Bike/Parking Lanes 7-11-11-7	Bike Route signage as a backup	0.46	5	Medium
9th Ave	8th St	3rd St	2	400	30	11	0	0	3	**0**	2.13	B	Residential. 7th St Xing sightlines better than 10th Ave, but 2-way yields @6th, 8th; no sidewalks. 8th Ave considered an overall better option.	None	None	Bike Route signage, if this route is desired		0	
8th Ave	20th St	15th St	2	650	30	10	0	0	0	**0.5**	2.52	C	Cemetary N (frontage road?), 3' avg gravel shoulders (paving possible).	None	None for 8th Ave. See cemetary perimeter road recommendation.	3' paved shoulders, or Shared Lane Markings 4' out, feasible if cemetary perimeter road can not be used		6	
8th Ave	15th St	9th St	2	1250	30	16.5	0	1.4	8	**0**	2.05	B	2W stop @Wolff. Residential.	Both SWs	Bike Route signage	Combined Bike/Parking Lanes 7-11-11-7 possible, if desired		5	High
8th Ave	9th St	8th St	2	*700*	30	16.5	0	1.4	8	**0**	1.76	B	Residential. 2W stop @ 9th St.	N-SW	Bike Route signage	Combined Bike/Parking Lanes 7-11-11-7 possible, if desired		6	High
8th Ave	8th St	7th St	2	*700*	30	16.5	0	1.4	8	**0**	1.76	B	Residential. 2W stop, jog @ 8th St.	N-SW	Bike Route signage	Combined Bike/Parking Lanes 7-11-11-7 possible, if desired		6	High
8th Ave	7th St	Lincoln Hwy	2	*700*	30	13.7	0	1.4	30	**0**	2.42	B	Residential. 2W stop @Lincoln, 7th. Parking E-bd only, 30% is avg.	N-SW	Bike Route signage			6	High
8th Ave	Lincoln Hwy	Main	2	*700*	30	13.7	0	1.4	10	**0**	2.18	B	Residential. Parking W-bd only, 10% is avg.	N-SW	Bike Route signage			6	High
8th Ave	Main	2nd St	2	*400*	30	16.5	0	1.4	10	**0**	1.51	B	4W stop @2nd, 2W @ Main. Residential.	N-SW	Bike Route signage			6	High
8th Ave	2nd St	1st St	2	*1000*	30	16.5	0	1.4	10	**0**	1.97	B	Residential N, mixed S.	None	Bike Route signage. Add N-sidewalk (medium priority).			1	High
7th Ave	IL251/ 7th St	Main	2	*500*	30	16.5	0	1.5	10	**0**	1.62	B	Residential. 2W stops @Main, Lincoln.	Both SWs	None	Bike Route signage, if this route is desired		1	
7th Ave	Main	2nd St	2	1300	30	17.1	0	1.5	1	**0**	1.86	B	Residential. Stops @4th, 2nd.	N-SW	Bike Route signage	Combined Bike/Parking Lanes 7-11.6-11.6-7 possible, if desired		3	Low

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	SpeedLimit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	SidewalkStatus	Recommendation	Other options and notes	New BLOS score	Public priority points	Priority
7th Ave (E-bd)	2nd St	Kelley	2	1800	30	12.2	0	1.5	**0**	**2**	3.03	C	Apts some, undeveloped E.	Some S-SW	Shared Lane Markings 4' from edge	Wouldn't reach our target BLOS rating		4	Low
7th Ave (W-bd)	2nd St	Kelley	2	1800	30	20	0	1.5	35	**2**	2.41	B	50% parking W part, 20% E.	N-SW	Shared Lane Markings 11' from edge, where parking occupied exceeds 10-15%. Lower parking: CBPL 7.5-14	SLMs not "ideal" where parking between 10-50%. Bike Route signage as backup.		4	Low
7th Ave	Kelley	Caron	2	1650	30	16.8	0	1.5	1	**2**	2.34	B	Some N development, none S. Saw cyclist.	None	Bike Route signage	Too short a segment for Combined Bike/Parking Lanes		2	Low
5th Ave	Woolf Ct	9th St	2	*700*	30	16.5	0	1.4	7	0.5	1.81	B	Residential. SW gaps W-end. 2W stop @9th.	Both SWs w/ gaps	Bike Route signage	Combined Bike/Parking Lanes possible. Yields not ideal		0	Low
5th Ave	9th St	IL251/ 7th St	2	*1000*	30	16.5	0	1.4	25	0.5	2.26	B	Resid. N, school S. 2W stop @IL251.	Both SWs	Bike Route signage			1	Low
5th Ave	IL251/ 7th St	Lincoln Hwy	2	*1200*	25	14	7	1.4	40	**0**	0.86	A	Mixed use. 4W stops @6th, Lincoln. ***Resurfacing coming.***	Both SWs	Shared Lane Markings 11' from curb			1	Low
5th Ave	Lincoln Hwy	2nd St	2	*700*	25	16.5	0	1.4	10	**0**	1.64	B	Residential. 2W stop @Main. No parking @ fire station. ***Resurfacing coming.***	Both SWs	Bike Route signage	Combined Bike/Parking Lanes possible. Yield not ideal		0	Low
4th Ave	9th St	8th St											Gates close road during school hours	Both SWs	Widen S-sidewalk to sidepath width. Add 8th, 9th St warning signage as listed in those segments.	N-sidepath also feasible, but S minimizes turning motion conflicts with busier 9th St.		0	Medium
Cherry (E-bd)	Lincoln Hwy	Main	2	*400*	25	18.9	14	1	80	0	-0.02	A	Diagonal parking each side.	Both SWs	None	Shared Lane Markings in lane middle, if route is desired		1	
Cherry	Main	2nd St	2	*800*	25	18.9	0	1.3	5	**1**	1.32	A	10% parking W part, 0% E. Higher ADT W. Businesses. 40.5' total, slightly narrower W; some vague gravel pullouts.	Both SWs w/ gaps	Bike Route signage	Combined Bike/Parking Lanes 7.5-12.7-12.7-7.5 possible, if desired		2	Medium
IL 38/ Lincoln	15th St	9th St	2	3100	30	13	0	2	**0**	**3**	3.38	C	Residential.	Both SWs	None	Shared Lane Markings are possible		1	
Lincoln Ave	9th St	6th St	2	2200	30	13	0	2	**0**	**3**	3.21	C	Turn lanes/painted median continuous.	Both SWs	None	Shared Lane Markings are possible		3	
Lincoln Ave	6th St	Lincoln Hwy	2	1750	25	12	7	1	30	1	1.33	A	Commercial. Not all parking stalls.	Both SWs	None	Shared Lane Markings are possible		2	
1st Ave (E-bd)	12th St	10th St	2	*1500*	30	16.8	0	1.5	**0**	0.5	2.04	B	Residential.	Both SWs	E-bd Bike Lane 5-11.5		1.14	2	Medium
1st Ave (W-bd)	12th St	10th St	2	*1500*	30	16.8	0	1.5	**0**	0.5	2.04	B	Residential.	Both SWs	Allow parking (for consistency); W-bd Combined Bike/Parking Lane 7.6-12.5		0.30	2	Medium
1st Ave (E-bd)	10th St	9th St	2	*1500*	30	16.8	0	1.5	**0**	0.5	2.04	B	Residential.	Both SWs	E-bd Bike Lane 5-11.5		1.14	2	Medium
1st Ave (W-bd)	10th St	9th St	2	*1500*	30	16.8	0	1.5	3	0.5	2.09	B	Residential.	Both SWs	W-bd Combined Bike/Parking Lane 7.6-12.5		0.39	2	Medium
1st Ave (E-bd)	9th St	7th St	2	2550	30	16.8	0	1.2	**0**	1	2.38	B	Residential.	Both SWs	E-bd Bike Lane 5-11.5		1.48	6	High
1st Ave (W-bd)	9th St	7th St	2	2550	30	16.8	0	1.2	10	1	2.54	C	Residential. Parking heavy at pool times.	Both SWs	W-bd Combined Bike/Parking Lane 7.5-12		0.60	6	High
1st Ave (E-bd)	7th St	Washington	2	2550	30	16	0	1.5	**0**	1	2.51	C	Residential. Paint narrows lanes by Washington	Both SWs	E-bd Bike Lane 5-12.5		1.26	6	High
1st Ave (W-bd)	7th St	Washington	2	2550	30	21	0	1.5	10	1	1.79	B	Industrial. Parking heavy at pool times.	Both SWs	W-bd Combined Bike/Parking Lane 7.5-14		0.60	6	High
1st Ave (E-bd)	Washington	Main	4	2950	30	12.5	0	1.5	**0**	**2**	2.89	C	Right-turn lane, plus thru lane. church, school. No parking	Both SWs	Bike Route signage			6	High
1st Ave (W-bd)	Washington	Main	2	2950	30	17.5	0	1.5	0	**2**	2.50	B	Industrial. Parking allowed?	Both SWs	W-bd Combined Bike/Parking Lane 7-12		1.15	6	High
1st Ave (E-bd)	Main	2nd St	2	2800	30	18	0	0	**0**	**4**	2.74	C	Truck route. No parking except at church times. Mixed use. Rougher road.	Both SWs	Combined Bike/Parking Lanes 7-11-11-7	Shared Lane Markings a lesser option, for consistency	1.72	4	Medium
1st Ave (W-bd)	Main	2nd St	2	2800	30	18	0	0	1	**4**	2.76	C	Truck route. Residential. Rougher road.	Both SWs	Combined Bike/Parking Lanes 7-11-11-7	Shared Lane Markings a lesser option, for consistency	1.75	4	Medium
1st Ave	2nd St	Poplar	2	2800	30	12.6	0	1.5	**0**	**4**	3.57	D	Truck route. Park S, indust/RR N. Tapers quickly from W-end. Railings restrict width.	None	Shared Lane Markings 4' from edge	Not great, but limited options without widening, expansion		4	Medium
1st Ave	Poplar	Caron	2	2800	30	11.3	0	0	**0**	**4**	3.72	D	Truck route. Skew RR Xing. Gravel shoulders (paving possible). Street Dept N	None	4' paved shoulders	Add SW on at least one side (S?)	2.50	6	Medium
Creston	Caron	E of town	2	2850	40	12.5	0	0	0	**3**	3.67	D	3-4' avg gravel shoulders (paving possible). Undeveloped.	None	4' paved shoulders	Add SP and SW when developed, if same speed limit	2.35	3	Low
Avenue B	Jack Dame	12th St													Bike Route signage			3	Medium
Veterans	IL251/ 7th St	Main	2	*1800*	40	12	0	0	0	**4**	3.73	D	Truck route. Undeveloped S; apts, N resid backyards. ***To be rebuilt w/ 6' shoulders***	None	6' paved shoulders; add sidewalk on at least one side		1.80	0	Medium

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	SpeedLimit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	SidewalkStatus	Recommendation	Other options and notes	New BLOS score	Public priority points	Priority
Wiscold	Caron	east	2	*1000*	30	13.5	0	1.5	**0**	**6**	3.35	C	Truck route. Fenced industrial both sides.	None	Add sidepath on one side to end of industrial area			2	Medium
Steam Plant	Main	Caron	2	1050	30	11	0	0	0	**5**	3.46	C	Industrial. 3-4' gravel shoulders.	None	4' paved shoulders		2.26	2	Medium
Willis	IL251/ 7th St	Randall	2	*1400*	30	16.5	0	1.5	**0**	2	2.29	B	Trucks, heavier traffic W-end only.	Both SWs	Bike Lanes 5-13-13-5		1.00	5	Medium
Willis	Randall	Main	2	*800*	30	16.5	0	1.5	5	**0**	1.78	B	Residential.	Both SWs	Bike Route signage			2	Low
Lake Lida	Randall	Main	2	*400*	30	13.5	0	1.5	5	**0**	1.86	B	Residential.	Both SWs w/ gaps	None	Bike Route signage, if this route is desired		2	
Intermodal	UP facility	Jack Dame	2	1250	40	14	0	2	**0**	**7**	4.08	D	Undeveloped. Almost entirely trucks.	None	Add sidepath on one side to end of industrial area			2	Low
Steward	Alpha	Main	2	1150	55	11	0	0	0	**3**	3.60	D	6-7' gravel shoulders (paving possible). Farms.	None	4' paved shoulders	Add SP and SW when developed, if same speed limit	2.40	2	Low
Steward	Main	W of overpass	2	1350	55	11	0	0	0	**4**	3.94	D	6-7' gravel shoulders (paving possible). Farms.	None	4' paved shoulders	Add SP and SW when developed, if same speed limit	2.74	1	Low
Steward	W of overpass	Caron	2	1350	55	12	10	0	0	**4**	0.90	A	Long overpass.	None	None	Add SP and SW when developed, if same speed limit		1	Low
Caron	E-bend	Steward	2	700	40	12	0	1.5	**0**	**5**	3.50	C	Truck route. 3 lanes - 12' CLTL. No Xings.	None	Add N-sidepath			1	Low
trail link	N-end of 20th	existing trail by HS													Planned trail				Medium
trail link	planned trail N of 20th/Flagg	existing trail S of 20th/Flagg													Add sidepath to cross Flagg, linking existing trail (S) and planned trail (N)	Also, add signal activation for the trail			Medium
20th St	Flagg	N edge, Atwood Park	2	1300	40	11.3	0	0	0	**0**	2.82	C	1500 ADT N, 1050 S. 2-3' gravel shldr. E-SP detours by houses. Resid E, undevel W.	E-SP	None			2	
20th St	N edge, Atwood Park	10th Ave	2	1050	40	11.3	0	0	0	**0**	2.71	C	Atwood Park E, undevel W.	None	Add sidepath on E side, in Atwood Park	Planned by the Park District		2	High
20th St	10th Ave	Cooper Park/ cemetary border	2	650	40	11	0	0	0	0.5	2.59	C	Cooper Park E; undeveloped W. 3' avg gravel shoulders.	None	Add sidepath on E side, in Cooper Park	Planned by the Park District		6	High
20th St	Cooper Park/ cemetary border	8th Ave	2	650	40	11	0	0	0	0.5	2.59	C	Cemetary east (perimeter road), undeveloped west. 3' avg gravel shoulders.	None	None - cemetary road used	Paved shoulders possible if cemetary perimeter road can not be used	1.75	6	
Lawnridge Cemetary perimeter road	Cooper Park/ cemetary border	8th Ave between 15th and 14th St											Exterior (perimeter) road within the cemetary, very close to 20th St and 8th Ave		Sign as a bike route, as a better alternative than 20th St and 8th Ave			6	High
gravel path	Flagg & Purple Pass	14th St													Pave the trail			1	Low
14th St	N-end	Highland/ cut-thru sidewalk	2	*300*	30	16.5	0	1.5	15	0.5	1.51	B	Residential. Gravel trail N-end, cut-through SW S-end.	Both SWs	Bike Route signage			2	Low
14th St	8th Ave	Lincoln/ IL38	2	*1000*	30	16.8	0	1.5	15	**0.5**	2.07	B	Residential. Parking >10% E, <10%W daytime, higher night.	Both SWs	Bike Route signage	Woolf is a better option		2	Low
IL 38/ 15th St	Lincoln	1st Ave	2	3100	30	11.6	0	0	**0**	**3**	3.55	D	Curbing varies.	None	Add sidewalk on at least one side			2	Low
cut-through	Highland	Westview																	
Westview	N-end	10th Ave	2	*300*	30	13.6	0	1.4	15	0	1.83	B	Residential.	Both SWs	Bike Route signage			1	Low
Woolf	10th Ave	Lincoln	2	*1000*	30	16.5	0	1.4	15	0.5	2.12	B	Residential. 2W stop @6th. Lower parking % middle, more S.	Both SWs	Bike Route signage			1	Medium
Jack Dame Dr	Avenue B	sidewalk gap	2	*2000*	45	14	0	2	0	3	3.37	C	Truck route. Left turn lanes N, then 3 Lanes - 14' CLTL. E-SW gap across drainage ditch.	E-SW	None	Widen to SP width - low priority. Road diet possible 5-12-12-12-5 or 6-17-17-6 (no CLTL)		6	
Jack Dame Dr	sidewalk gap	sidewalk gap	2	*2000*	45	14	0	2	0	3	3.37	C	Truck route. Left turn lanes N, then 3 Lanes - 14' CLTL. E-SW gap across drainage ditch.	None - gap over ditch	Fill E-sidewalk gap across drainage area.	Widen to SP width - low priority. Road diet possible 5-12-12-12-5 or 6-17-17-6 (no CLTL)		6	High

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	SpeedLimit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	SidewalkStatus	Recommendation	Other options and notes	New BLOS score	Public priority points	Priority
Jack Dame Dr	sidewalk gap	Intermodal	2	*2000*	45	14	0	2	0	3	3.37	C	Truck route. Left turn lanes N, then 3 Lanes - 14' CLTL. E-SW gap across drainage ditch.	E-SW	None	Widen to SP width - low priority. Road diet possible 5-12-12-12-5 or 6-17-17-6 (no CLTL)		6	
Intermodal	Jack Dame	7th St/ IL251	2	*2500*	40	14	0	2	**0**	4	3.63	D	Truck route. 3 Lanes - 14' CLTL.	None	Add N-sidepath			8	High
12th St	1st Ave	Avenue B	2	*600*	30	13.5	0	1.5	15	0	2.19	B	Residential.	Both SWs	Bike Route signage			1	Medium
12th St	Avenue B	Avenue E	2	*400*	30	13.5	0	1.5	15	0	1.99	B	Residential.	Both SWs	None	Bike Route signage, if this route is desired		1	
9th St	Jones	High School Rd	2	3850	30	16.3	0	0	**0**	1	2.67	C	Park E, Residential W.	Both SWs	None - S parking removal would be required; it was decided not to do so	If ever decide to remove N-bd parking further S: it then would be feasible to restripe with Bike Lanes 5-11.3-11.3-5		5	
9th St (S-bd)	High School Rd	10th Ave	2	3850	30	16.3	0	0	**0**	1	2.67	C	School SW, other residential. Mostly no parking, but OK some?????	Both SWs	None - parking removal would be required; it was decided not to do so	If ever decide to remove N-bd parking: feasible to restripe with Bike Lanes 5-11.3-11.3-5		6	
9th St (N-bd)	High School Rd	10th Ave	2	3850	30	16.3	0	0	3	1	2.72	C	School SW, other residential. Mostly no parking, but OK some?????	Both SWs	None - parking removal would be required; it was decided not to do so	If ever decide to remove N-bd parking: feasible to restripe with Bike Lanes 5-11.3-11.3-5		6	
9th St (S-bd)	10th Ave (W)	10th Ave (E)	2	3050	30	13.2	0	0	**0**	1	3.01	C	Residential.	Both SWs	Bike Route signage for this short jog, plus 9th St bicycle warning signage before this segment	SLM 4' from curb may be a good extra here. Since BLOS target not met, may want to skip this and 10th Ave (9th-8th St) segments.		6	Medium
9th St (N-bd)	10th Ave (W)	10th Ave (E)	2	3050	30	18.7	0	0	10	1	2.32	B	Residential.	Both SWs	Bike Route signage for this short jog, plus 9th St bicycle warning signage before this segment	SLMs not ideal here. If ever remove N-bd parking: restripe with Bike Lanes 5-11-11-5		6	Medium
9th St (S-bd)	10th Ave	4th Ave	2	2700	30	13.2	0	0	**0**	1	2.95	C	3050 ADT N, 2500 S. Residential.	Both SWs	None, **except** bicycle/pedestrian warning sign approaching 4th Ave intersection	If ever decide to remove N-bd parking: feasible to restripe with Bike Lanes 5-11-11-5		6	
9th St (N-bd)	10th Ave	4th Ave	2	2700	30	18.7	0	0	10	1	2.25	B	Residential. No parking 4th-5th on school days.	Both SWs	None - parking removal would be required; it was decided not to do so.	If ever decide to remove N-bd parking: feasible to restripe with Bike Lanes 5-11-11-5		6	
9th St (S-bd)	4th Ave	Lincoln/ IL38	2	2050	30	13.2	0	0	**0**	1	2.81	C	2500 ADT N 1600 S. Residential. 4th-Lincoln IDOT.	Both SWs	Shared Lane Markings 4' from edge; also helps reduce wrong-way riding S of 4th Ave sidepath	If ever decide to remove N-bd parking: feasible to restripe with Bike Lanes 5-11-11-5		6	High
9th St (N-bd)	4th Ave	Lincoln/ IL38	2	2050	30	18.7	0	0	10	1	2.12	B	Residential. 4th-Lincoln IDOT.	Both SWs	Bike Route signage (not ideal for Shared Lane Markings). Also, bike/ped warning sign approaching 4th Ave intersection.	If ever decide to remove N-bd parking: feasible to restripe with Bike Lanes 5-11-11-5		6	High
9th St	Lincoln/ IL38	1st Ave	2	1050	30	14	0	0	2	0	2.24	B	RR Xing. Some gravel parking pullouts. Residential. 2W stop @1st.	Both SWs	Shared Lane Markings 4' from edge			7	High
9th St	1st Ave	Avenue A	2	*400*	30	13.5	0	1.5	40	0	2.26	B	Residential.	Both SWs	None	Bike Route signage, if this route is desired		6	
9th St	Avenue A	Avenue B	2	*300*	30	13.5	0	1.5	40	0	2.11	B	Residential.	Both SWs	None	Bike Route signage, if this route is desired		4	
trail link	Flagg	Big R back													Part of IDOT IL251 project				Medium
trail link	Big R back	Carrie													Part of IDOT IL251 project				Medium
8th St	Carrie	Jones	2	*700*	30	16.4	0	1.4	*0*	**0**	1.65	B	Businesses E w/parking, park W. Apts NW w/perpendicular parking. Carriage SW.	W-SW	IDOT IL251 project will bike lanes, ban parking except perpendicular by apts. See notes for further recommendation detail.	Recommend: Bike Lanes 5-11.4-11.4-5 except SLMs in middle of lane at perpendicular parking by apartments	0.70	3	Medium
8th St	Jones	S of Jones	2	*100*	30	14	0	1	*0*	**0**	1.02	A	Walgreen's access road, mostly unused. Parking lot W. Could easily connect through park to 8th St S of this segment.	Some E-SW	Add W-sidepath, connecting to new trail link S.	Made a high priority by ruling out 9th St		2	High

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	SpeedLimit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	SidewalkStatus	Recommendation	Other options and notes	New BLOS score	Public priority points	Priority
trail link	8th St, S of Jones	8th St and H.S. Rd													Add trail link continuing from S end of Walgreen's access to 8th St/H.S. Rd	Made a high priority by ruling out 9th St		2	High
8th St	H.S. Rd	10th Ave	2	*300*	30	14.5	0	1.4	25	**0**	1.84	B	Residential. 2W stop @ 10th St.	Both SWs	Bike Route signage	Made a high priority by ruling out 9th St		2	High
8th St	10th Ave	5th Ave	2	*300*	30	16.5	0	1.4	25	**0**	1.58	B	Residential. 2W stops @ 6th,5th - poor visibility @ 5th due to parked cars.	Both SWs	Bike Route signage. Bicycle warning signage on W-bd, E-bd 5th Ave before 8th St intersection.	Priority high since 9th St ruled out. More stops S of 6th Ave		3	High
8th St (S-bd)	5th Ave	4th Ave	2	*700*	30	16.5	0	1.4	**0**	**0**	1.63	B	School W	Both SWs	Shared Lane Marking 4' from curb (more details in notes at right)	SLMs instead of just Bike Route signage, to reduce wrong-way riders coming from 4th Ave sidepath		2	High
8th St (N-bd)	5th Ave	4th Ave	2	*700*	30	16.5	0	1.4	75	**0**	2.59	C	Apts E	Both SWs	Shared Lane Marking 11' from curb, further out due to parking	SLMs instead of just Bike Route signage, to reduce wrong-way riders coming from 4th Ave sidepath		2	High
8th St	4th Ave	Lincoln Ave	2	1200	30	13.4	0	2	**0**	**3**	2.85	C	State (IL38). Sch,apts W, residential E. W-SW gap by school. 2W stop @4th.	E-SW; W-SW gap	None	Shared Lane Marking 4' from curb, if this route desired		1	
IL251/ 7th St	4-Sister Path	Flagg	2	7850	45	12	0	0	**0**	**3**	4.33	D	Mostly undeveloped. No link to trail. Varying conditions (turn lanes, shoulders)	None	Add trail link from road to trail	Add W-SP and E-SW, when developed. Trail link would then be High priority.		2	Medium
IL251/ 7th St	Flagg	Fairview	2	9600	35	12	8	2	**0**	**3**	1.83	B	Paved shoulders interrupted by many commerical entrances. CLTL.	Both SWs	No bike-relevant changes to this segment in upcoming IDOT project			3	
IL251/ 7th St	Fairview	Carrie	2	9600	35	12	0	0	**0**	**3**	4.23	D	Paved shoulders not consistent (right turn lane, gravel). CLTL, turn lanes. Commercial.	None	IDOT project to add sidewalks, plus a sidepath and trail along/north from 8th St			1	
IL251/ 7th St	Carrie	IL38/ Jones	2	13400	35	12	1	0	**0**	**3**	4.14	D	Commercial. Varying gravel shoulder, turn lanes.	None	IDOT project to add sidewalks, plus a sidepath and trail along/north from 8th St			1	
IL251/ 7th St	IL38/ Jones	5th Ave	2	9100	30	13	0	2	**0**	**3**	3.93	D	Mostly residential.	Both SWs	None			1	
IL251/ 7th St	5th Ave	Washington	2	7400	35	12	3.5	0	**0**	**3**	3.02	C	Turn lanes by 4th. W-SW N of 1st, E-SW N of 4th. Bridge 4th St-Ave B.	W-SW most, E-SW some	None			2	
IL251/ 7th St	Washington	Intermodal	2	7600	45	12	2.5	0	**0**	**3**	3.58	D	5500 ADT, transitioning S. Not incl. 3'+ gravel shoulder. Commercial except country club most of E-side.	None	Add sidewalk or sidepath on at least one side; add 6' paved shoulders		2.38	4	High
IL251/ 7th St	Intermodal	Steward	4	6450	45	12	1	1.5	**0**	**3**	3.62	D	Raised median. Shoulder/gutter varies.	None	Add sidewalk or sidepath on at least one side			1	Low
Lincoln Hwy	IL 38	9th Ave	2	4550	30	13.4	0	1.5	**0**	**0**	3.04	C	Stoplight, turn lanes @IL38. Residential.	Both SWs	Shared Lane Markings 4' from edge	Backup for Main St, but does not hit target BLOS		1	Low
Lincoln Hwy	9th Ave	8th Ave	2	3700	30	13.4	0	1.5	**0**	**0**	2.94	C	No stops. Residential.	Both SWs	Shared Lane Markings 4' from edge	Backup for Main St, but does not hit target BLOS		2	Low
Lincoln Hwy	8th Ave	7th Ave	2	3700	30	13.4	0	1.5	**0**	**0**	2.94	C	Residential.	Both SWs	Shared Lane Markings 4' from edge	Backup for Main St, but does not hit target BLOS		1	Low
Lincoln Hwy	7th Ave	6th Ave	2	3200	25	13.4	0	1.5	**0**	**0**	2.71	C	Residential.	Both SWs	Shared Lane Markings 4' from edge	Backup for Main St, but does not hit target BLOS		1	Low
Lincoln Hwy (S-bd)	6th Ave	Lincoln Ave	2	2650	25	13.4	12.3	1.8	100	**0**	2.61	C	100% parking used due to diagonal. 13' N, 13.8' S. Stop 4W@5th, 4th. Downtown.	Both SWs	Shared Lane Markings in middle of lane	Backup for Main St, but does not hit target BLOS		1	Low
Lincoln Hwy (N-bd)	6th Ave	Lincoln Ave	2	2650	25	14	7	1.8	70	**0**	1.96	B	Downtown.	Both SWs	Shared Lane Markings 11' from edge	Backup for Main St, but does not hit target BLOS		1	Low
Washington	Lincoln Ave	1st Ave	2	1500	25	14	7	1.5	70	**0**	1.67	B	2W stop @Lincoln. Downtown.	Both SWs	Shared Lane Markings 11' from edge	Backup for Main St, but does not hit target BLOS		0	Low
Main	McConaughy	10th Ave	2	*800*	30	14.6	0	0	8	0	2.11	B	Residential. Stop @ 10th St.	Both SWs	None	Bike Route signage, if this route is desired		2	
Main	10th Ave	8th Ave	2	*1000*	30	17.5	0	1.5	15	**0**	1.89	B	20% parking W-side, 10% E. No stops.	W-SW; E-SW has N-gaps	None	Bike Route signage, if this route is desired		3	
Main	8th Ave	7th Ave	2	*1000*	30	17.5	0	1.5	15	**0**	1.89	B	20% parking W-side, 10% E. No stops.	W-SW; E-SW has N-gaps	Bike Route signage			3	Medium

Segment	From (W/N)	To (E/S)	Lanes	Traffic ADT	SpeedLimit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	SidewalkStatus	Recommendation	Other options and notes	New BLOS score	Public priority points	Priority
Main	7th Ave	5th Ave	2	*1200*	25	17.5	0	1.5	25	**0**	1.98	B	20% parking W-side, 10% E (heavy 6th-7th, apts). No stops. 20mph.	Both SWs	Bike Route signage			5	Medium
Main	5th Ave	3rd Ave	2	2000	25	14.1	8.2	0	15	**1**	0.28	A	44.5' total, parking stalls some but not all. Businesses.	Both SWs	Bike Route signage			6	Medium
Main	3rd Ave	1st Ave	2	2100	25	20.4	0	0	8	**1.5**	1.65	B	Truck route. No stops. Businesses. A few bikes seen.	Both have gaps, poor condition.	Bike Route signage. Fill sidewalk gaps.	Combined Bike/Parking Lanes 7.4-13-13-7.4 possible		8	Medium
Main	1st Ave	Avenue C	2	3000	30	12.5	0	1.5	**0**	1	3.09	C	Truck route. 3 Lanes - 16' CLTL. Residential, except school by 1st (some parking W)	Both SWs	Bike Lanes 5-11-12-11-5, except S-bd sharrows by school parking (11' from parking bay curb)		1.67	10	High
Main	Avenue C	Veterans	2	2300	30	12.5	0	1.5	**0**	1	2.96	C	1950 ADT central, S; 3200 N. Truck route. 3 Lanes - 16' CLTL. Residential.	Both SWs	Bike Lanes 5-11-12-11-5		1.54	9	High
Main	Veterans	Steam Plant	2	3200	30	11.8	0	0	**0**	**2**	3.37	C	Truck route. 3' avg gravel shoulders (paving possible). Park E	None	Add E-sidepath	Pave 3' shoulders		11	High
Main	Steam Plant	Southview	2	1200	30	11.8	0	0	**0**	**3**	3.05	C	Truck route. 3' avg gravel shoulders (paving possible). Mostly industrial. ***Coming road project: E-SP.***	None	Add E-sidepath	Pave 3' shoulders		11	High
Main	Southview	Lake Lida	2	1200	30	11.8	0	0	**0**	**3**	3.05	C	Truck route. 3' avg gravel shoulders (paving possible). Residential W, farm E. ***Coming road project: complete W-SW.***	W-SW most	Fill S-sidewalk gaps	Pave 3' shoulders		9	Medium
Main	Lake Lida	S of Lake Lida	2	1200	30	11.8	0	0	**0**	**3**	3.05	C	Truck route. 3' avg gravel shoulders (paving possible). Residential W, farm E	None	Pave 3' shoulders; add W-sidewalk	W-SW low priority	2.16	8	Medium
Main	S of Lake Lida	Steward	2	1200	30	12	0	0	**0**	**3**	3.02	C	Truck route. 3' avg gravel shoulders (paving possible). Residential W, farm E	None	Pave 3' shoulders; add W-sidewalk	W-SW low priority	2.12	5	Medium
3rd St	McConaughy	10th Ave	2	*300*	30	13	0	1.5	3	**0**	1.76	B	Residential.	Both SWs	None - too many stops on this road			1	
3rd St	10th Ave	Cherry	2	*1200*	30	17.4	0	1.5	20	**0**	2.08	B	25% parking S part, 10% N. Yields/stops @ many intersections. Mostly residential.	E-SW; W-SW has N-gaps	None - too many stops on this road			1	
2nd St	McConaughy	School	2	*800*	30	16.5	0	1.5	15	0	1.93	B	Residential (no school parking allowed).	Both SWs	None	Bike Route signage, if this route is desired		1	
2nd St	School	10th Ave	2	1550	30	16.3	0	1.7	5	1	2.29	B	School E, residential W. Truck route.	Both SWs	Combined Bike/Parking Lanes 7-11-11-7	Bike Route signage as a backup	1.03	5	Medium
2nd St	10th Ave	8th Ave	2	1100	30	16.3	0	1.7	10	1	2.20	B	Mixed use E, hospital W. Truck route.	Both SWs	Combined Bike/Parking Lanes 7-11-11-7	Bike Route signage as a backup	0.99	2	Medium
2nd St	8th Ave	7th Ave	2	800	30	16.3	0	1.7	5	1	1.96	B	Residential W, apts E. Truck route.	Both SWs	Combined Bike/Parking Lanes 7-11-11-7	Bike Route signage as a backup	0.70	6	Medium
2nd St	7th Ave	Cherry	2	1000	30	16.3	0	1.7	10	**1**	2.15	B	Apts (E-side, higher parking), industry, mixed uses.	Both SWs	Combined Bike/Parking Lanes 7-11-11-7	Bike Route signage as a backup	0.94	2	Medium
1st St	trail	8th Ave									*2.30*	*B*	Large diagonal parking lot. Resid W, park E.	None	Shared Lane Markings 4' from curb N-bd, middle of lane S-bd			4	High
Parkview	McConaughy/ trail	School	2	*300*	30	13.5	0	1.5	3	0	1.69	B	Residential.	Both SWs	Bike Route signage			3	High
Caron	Flagg	IL 38	2	3300	45	13	0	1.5	**0**	**2**	3.53	D	E-SW S-end. Walmart SE, otherwise undeveloped.	Some E-SW	Fix sidewalk gap at S Walmart entrance	Add W-SP and complete E-SW, when developed		3	
Caron	IL 38	N of Drake	2	3550	30	12	0	1.5	**0**	**1.5**	3.32	C	Truck route, turn lanes	W-SW, some E-SW	Fill E-sidewalk gap. Add Shared Lane Markings 4' from edges.			6	Medium
Caron	N of Drake	School	2	3550	30	13.5	0	1.5	**0**	**1.5**	3.13	C	Truck route	Both SWs	Shared Lane Markings 4' from edges			6	Medium
Caron	School	7th Ave	2	3150	30	13.5	0	1.5	**0**	**1.5**	3.07	C	Some resid NW, driveways E.	W-SW	Shared Lane Markings 4' from edges	Add E-SW (low priority)		4	Low
Caron	7th Ave	1st Ave	2	1700	40	13.5	0	1.5	**0**	**1.5**	2.96	C	undeveloped	None	Add W-sidepath, when developed if not earlier.	On-road possible backup, if speed lowered. Also add E-SW, when developed.		5	Medium
Caron	1st Ave	Steam Plant	2	2800	40	13.8	0	1.5	**0**	**6**	4.23	D	Truck route. Few Xings, RR both sides (more room on W). 2 skew RR Xings.	None	Add W-sidepath			4	Medium
Caron	Steamplant	E-bend	2	700	30	13.8	0	1.5	**0**	**6**	3.13	C	Truck route. Few Xings (more room on E, except under I-88). 1 skew RR Xing.	None	Add E-sidepath			3	Low

Appendix 3
Summary of Major Funding Sources

Some of the most commonly used funding sources for bicycle and pedestrian projects are listed below. The funding landscape is always evolving. Check www.bikelib.org/bike-planning/bikeway-funding-tips/ for updates.

Transportation Alternatives program (TA)

- Federal source with 80% federal/state, 20% local cost shares. The subset of TA relevant to Rochelle will be administered by IDOT. An estimated $16-17M/year will be available for both bicycle projects as well as unrelated categories.
- Formed in summer 2012 by new federal law (MAP-21), which eliminated the popular Transportation Enhancements (TE) and Safe Routes to School programs. At the time of this writing, federal implementation guidance has not been completed, so IDOT has not set program parameters. However, if IDOT continues recent policies from their TE grant program, expect grant applications to be due every other spring with announcements in fall.
- Like TE, a very high demand to supply ratio (averaging 8:1) is expected, but geographic diversity in grant selections would generally favor Rochelle area projects.

With more stringent federal engineering standards and review processes, federal TE funding was better suited for larger ($400K to $1M+) bikeway projects and those requiring substantial engineering work, such as bridges. However, MAP-21 lessened review requirements, making it likely that TA funding will be worthwhile for less complicated and less expensive projects.

Recreational Trails Program

- Federal source with 80% federal/state, 20% local cost shares.
- Administered by IDNR with IDOT. Annual March 1 deadline. Long delays between application and grants, in recent years.
- $1.5M per year. About half is dedicated for non-motorized, off-road trails emphasizing underserved user groups. $200K limit (except for land acquisition projects).
- Much less competitive, with application demand usually not much more than grant supply.
- In addition to government agencies, non-profit organizations may apply.

This has been an underutilized source. Trails serving other user groups (equestrian, hiking, cross-country ski, snowmobile) have traditionally received priority, so combining with these uses will increase chances for funding. A good target range is $100-200K.

Illinois State Bike Grant Program (dormant)

- State source with 50% state, 50% local cost shares.
- Reimbursement grant administered annually (March 1) by IDNR.

- Averages $2.5M per year, with a $200K limit (except for land acquisition projects). However, the program was cancelled 2008-2012 due to the State's financial crisis.
- Typically a 2:1 ratio of applications to grants.
- Only off-road trails and bikeways are eligible.

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 preferred these over TE. It is unknown at this time when (and if) this program will start again.

Non-Government Sources

Private foundations, local businesses and individual donors can be another resource, especially for high profile projects. The national focus on public health is also creating more opportunities for active transportation. Many high profile organizations, such the Robert Wood Johnson Foundation, are committing resources to projects that promote public health.