

# CITY OF ROCKFORD BIKEWAY IMPLEMENTATION STUDY

*Adopted by City Council, September 21, 2020*



City of Rockford  
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Rockford, Illinois

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# 1 Introduction/Executive Summary

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 or quiet rural roads. Although cycling is often thought of as just for recreation and exercise, nearly half (43%) of all bike trips are destination-based<sup>1</sup>—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 many Rockford residents – including children, many teenagers and other students, and some low-income workers – who depend on cycling as a transportation necessity. Whether for choice or necessity, transportation by bicycle is made safer and more inviting when a city designates a network of connected on-road and off-road bikeway segments throughout town.

The City of Rockford began installing on-street bike facilities in 2008. Previously, the City had received a report that recommended providing more extensive biking facilities as one method to help retain young people in the region.

After funding for a bike plan was not approved in 2009, Staff worked with the Rockford Metropolitan Agency for Planning (now Region 1 Planning Council – “RPC”) on its bike plan. The plan not only set out an implementation plan for adding bike accommodations, but also showed the City Council and citizens what could be accomplished with steady funding. Prior to finalization of the plan, City Staff met with various community groups including, Next Rockford, IGNITE, Blackhawk Bicycle and Ski Club, League of Woman Voters, RMTD, RMAP, Rockford Chamber of Commerce and Winnebago County Health Department, to gather input on the plan and show the council there was local support for these types of projects.

One main focus of the original plan was to connect the few multi-use paths in the area via on-street facilities that would also connect to schools, parks, and bus stops. When the first 10-year plan was completed in 2019, there were an additional 45 miles of on-street bike facilities and 21 miles of off-street multi-use paths.

In 2017, RPC completed their most recent Bicycle and Pedestrian Plan. Among its bicycle-related recommendations were an increase in the number of multi-use paths and on-street bike facilities, as well as development of more detailed bicycle master plans by each of the region’s municipalities, including Rockford. The City of Rockford hopes to build off of the success of its first 10-year plan and address some of the needs referenced in RPC’s study in this Bikeway Implementation Study – which serves as the next 10-year bike plan.

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<sup>1</sup> 2001 National Household Travel Survey

## **Bikeway Study outline**

Appendix 1 of this study explains the types of on-road and off-road bicycle facilities recommended to enhance and expand the bikeway network in Rockford. The primary target audience for the additions is the “casual adult” bicyclist, although the needs of advanced cyclists and children are both addressed. A thorough analysis is used to determine which option – if any – is appropriate for each of the “routes to study” suggested by the public at a November 14, 2019 public brainstorming workshop or determined otherwise. As described in Chapter 2, criteria include need, cost, technical factors, and strategies to gain public support while avoiding common bike plan pitfalls.

Chapter 3 details the specific recommendations for the bikeway network. These include an array of on-street bikeways, off-road accommodations along busier roads, and a few trails on their own rights-of-way. Some examples:

- Filling in the gaps of the **off-road trail** by the west bank of the Rock River, downtown.
- A **sidepath** trail and/or sidewalk where missing along several major arterial roads
- A newly-signed **bike route** on Montague from Levings Park to Central
- **Bike lanes** on Broadway from 11th St to 20th St.
- **Buffered bike lanes** on Parkview from Birchwood to Pellham
- **One-way separated bike lanes** on Main from Harlem to Park
- **Shared lane markings** on 1<sup>st</sup> St from Lafayette to Grove
- **Combined bike/parking lanes** on Central from Auburn to School
- Striped “**urban shoulders**” on Garrett from Mulford to Maeve. Other **paved shoulders** on Rote east of Bell School
- “**State Law – 3 Feet Min To Pass Bicycles**” signs on 20<sup>th</sup> St
- The remedying of demand-actuated **stoplights not triggered** by on-road bicycles
- The addition of **wayfinding signage** to existing and new network segments

The chapter includes maps and narrative descriptions for easier comprehension of the recommendations.

To help implement the City of Rockford’s *Complete Streets Policy*, Chapter 4 suggests specific road design standards for bicycle accommodation, to consider including in the City’s *Engineering Design Criteria*. References are given for bike-friendly development ordinances.

Chapter 5 identifies easy-to-use (and often free) resources and strategies to leverage infrastructure investment with bicyclist education, motorist education, enforcement, and encouragement efforts. Many of the suggestions repeat those from RPC’s 2017 plan. In addition, recommendations are offered on retrofitting bicycle parking where needed and adding bike parking requirements to the City development ordinance.

Chapter 6 recommends implementation strategies, which may include opportunistic and stand-alone projects in the City's Capital Improvement Program. Sample costs of various bikeway types are listed, along with funding and grant suggestions. Establishment of a Bicycle/Pedestrian Advisory Commission and designation of a staff Bike/Ped Coordinator are described as key steps to implementation. The study calls for an annual implementation report to track progress. Finally, Rockford's path to national Bicycle Friendly Community designation is discussed.

The other appendices cover the November 14, 2019 public brainstorming workshop input, the route segment data collection and analysis spreadsheet with details for the City's implementing staff, external grant source strategies and tips, and a graphical summary of national Bicycle Friendly Community designation.

## 2 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 in town. Developing a plan for enhancing and expanding the current bikeways network establishes priorities for improvements, such as striping for bike lanes, adding shared lane markings, completing sidepaths and trails, installing wayfinding signs, and improving crossings.

Rockford's bikeways network recommendations were developed with a variety of inputs:

- **Public Involvement:** On November 14, 2019, a “Public Brainstorming Workshop” was attended by roughly 35 residents. The purposes of the workshop included gathering local resident knowledge on biking needs, prioritizing road corridors and other routes to study for potential improvements, and building community support for the plan and its implementation. Each attendee marked individual maps with suggestions. A group exercise followed in which top priorities from four geographic regions of the City were discussed and reported. See Appendix 2 for results.
- **Consultation with Staff and Steering Committee:** In addition to the workshop, two meetings were held between the consultant and the Steering Committee of the Rockford Bikeway Implementation Study, consisting of City staff and other partners. The committee provided feedback on the project approach and the principles used in making recommendations, and discussed the preliminary recommendations of the plan.
- **Bicycle Level of Service Analysis:** The Bicycle Level Of Service<sup>2</sup> (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 has been added to the Highway Capacity Manual. More information and an online calculator are at [rideillinois.org/blos/blosform.htm](http://rideillinois.org/blos/blosform.htm). BLOS is used in the Rockford Bikeway Implementation Study to measure existing and future conditions, to set on-road comfort goals for the bikeway network, and to justify recommendations. A BLOS grade of B (or better) might be considered “comfortable” for casual adult cyclists, C (or better) for experienced cyclists.
- **Review of standards, guidelines and best practices:** The study draws heavily from AASHTO’s Guidelines for the Development of Bicycle Facilities, the Federal Highway Administration’s Manual of Uniform Traffic Control Devices (MUTCD), and NACTO’s

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

Urban Bikeway Design Guide, nationally recognized resources for bicycle facility design. See the Bikeways Types discussion in the appendix.

## **Guiding Principles and Selecting Bikeway Type**

The following general guiding principles were used for the study's recommended improvements to Rockford'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.
- Strive for a network that is continuous, forming a grid of target spacing of ½ to 1 mile to facilitate bicycle transportation throughout the City.
- As much as possible, choose direct routes with lower traffic, ample width, stoplights for crossing busy roads – and at least some level of traffic control priority (minor collectors or higher classification) so that cyclists do not encounter stop signs at every street.
- Look for spot improvements, short links, and other small projects that make an impact.
- Be opportunistic, implementing improvements during other projects and development. An example is restriping during resurfacing. Widening a road to add an on-road bikeway will be considered as part of a major road reconstruction (under the City's Complete Streets policy), but not as a standalone project.

These guidelines were used for making recommendations for specific route segments:

- Consider both on-road and off-road improvements, as described in Chapter 2. Narrowing lane width to 11-ft or 10-ft will be considered if necessary to implement an on-road bikeway on local roads with lower speed and lower truck traffic.
- Where on-road bikeways are recommended, try to achieve a BLOS rating of B or better for designation in the network – with high-C marginally acceptable if there are no other options. BLOS “B” is an appropriate goal for accommodating the casual adult bicyclist. Use 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 bikeway network.
- Only in special cases should sidepaths be recommended where there are too many crossing conflicts (driveways, entrances, cross streets) or where residential front yards will be impacted. 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 traditional bike lanes, buffered bike lanes, or combined bike/parking lanes. Where such roads have insufficient width for striping, shared lane markings or bike network wayfinding signs alone are recommended, depending on parking occupancy and assuming an on-road comfort level meeting the target BLOS.

- Use Shared Lane Marking and bike signal actuation pavement markings to indicate proper on-road bicycle position, especially where heavy bicycle traffic is expected. Shared Lane Markings should be used in straight-ahead lanes, at intersections where turn lanes require the interruption of striped bike lanes or Combined Bike/Parking Lanes.

Many of the suggested “routes to study” by the public did not result in a recommendation, due to lack of feasibility, redundancy with a nearby network segment, and/or other factors.

Data for *all* studied routes are included for reference in the Appendix 3 spreadsheet, regardless of whether a recommendation is made. For some of these routes, no primary recommendation is made, but suggestions are offered on what bikeway type(s) would be appropriate *if* those segments were to be added to the network. These suggestions are described in the corridor narratives of Chapter 3 (with “None” as the overall recommendation) and in the Notes and Other Options column of the spreadsheet – but they are not shown in the recommended bikeway network maps.

In addition, both Chapter 3 and the spreadsheet sometimes list “backup” options for some routes, in case it is decided not to implement the study’s primary recommendation. In other cases, “possible upgrades” to the primary recommendation are suggested, when desired.

## **Generating Public Support**

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

- Achieve early, easy successes (“low-hanging fruit”) to gather momentum.
- Where possible, avoid removing on-road parking, especially by businesses and on roads with more than very low parking occupancy. When a primary recommendation calls for the removal of any parking, list secondary, fallback recommendations as options.
- 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.
- Do not widen 4-5 foot sidewalks to 8-10 foot sidepath widths where at least some residential front yards would be impacted.
- Do not widen residential roads solely for bikeways, unless there is adequate funding and negligible impacts to front yards.
- Work with local businesses and media to help promote the plan and highlight progress.



## 3 Bikeway Network Recommendations

### Introduction

The Rockford Bikeway Implementation Study provides technical recommendations for a priority network of designated bicycle routes, meant to facilitate bike travel to all sections of the City and beyond. See Chapter 2 for more information on how routes and projects were selected, and Appendix 1 for suggested Bike Network Wayfinding Signage standards to be used for each designated segment of the network.

A major caveat for the vast majority of these recommendations is that both the primary and secondary/other option recommendations assume the existing pavement width. Future reconstruction or expansion projects are opportunities to consider better bike accommodations, especially in those places where the bikeway network's comfort level target could not previously be met. Chapter 4's recommended roadway design standards could be used when widening is possible – as well as for the implementation of the City's Complete Streets policy on *other roadways not specifically included below* in the maps and corridor narratives.

Appendix 1 has descriptions of the various types of recommendations.

### Understanding the Maps and Descriptions

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, sidewalk coverage, recommendation details and implementation notes, is housed in a spreadsheet that helps create the maps. See Appendix 3 for the entire dataset by road segment.

The narratives in the 52 pages following the maps detail recommended projects by road name, and are listed alphabetically. Each roadway (or trail) segment listing indicates status (if any) within the current bicycle network, current Bicycle Level of Service rating, detailed recommendation(s) with any possible upgrades and backups, and suggested priorities. As described in Chapter 2, the narratives (but not the maps) also include routes for which no primary recommendation is made, but suggestions are given in case the City wants to add them.

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

- **Figure 3.1 – Recommended Bikeway Network:** Recommended on- and off-road bike facilities, by type. Includes existing bikeways for which no changes are recommended.
- **Figure 3.2 – Current Bikeway Network:** By bicycle facility type.
- **Figure 3.3 – Recommended Bikeway Network Conditions:** Portrays the off-road trail system and on-road Bicycle Level of Service, if the recommended projects are implemented.
- **Figure 3.4 – Current Bikeway Network Conditions:** Includes Bicycle Level of Service ratings for on-road segments, as well as existing off-road trails.

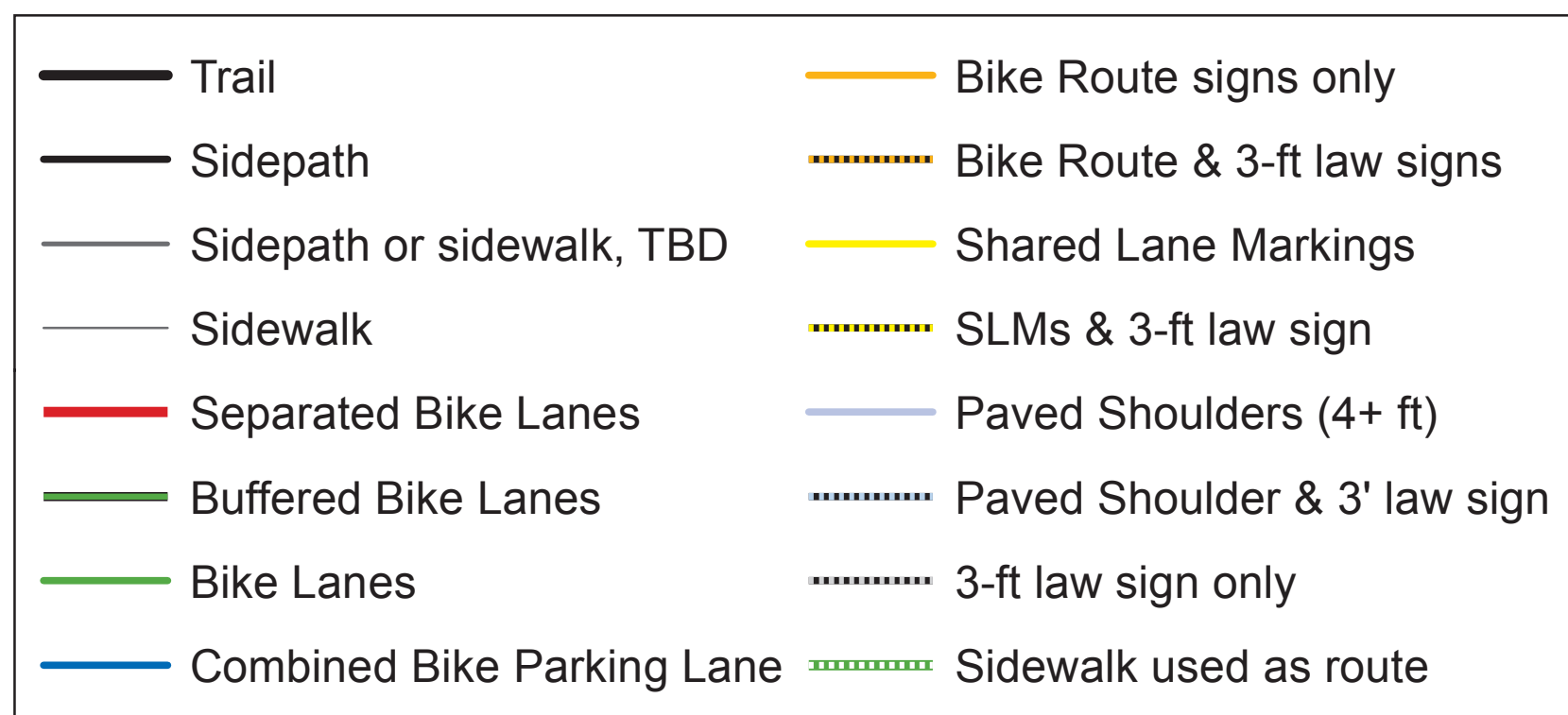
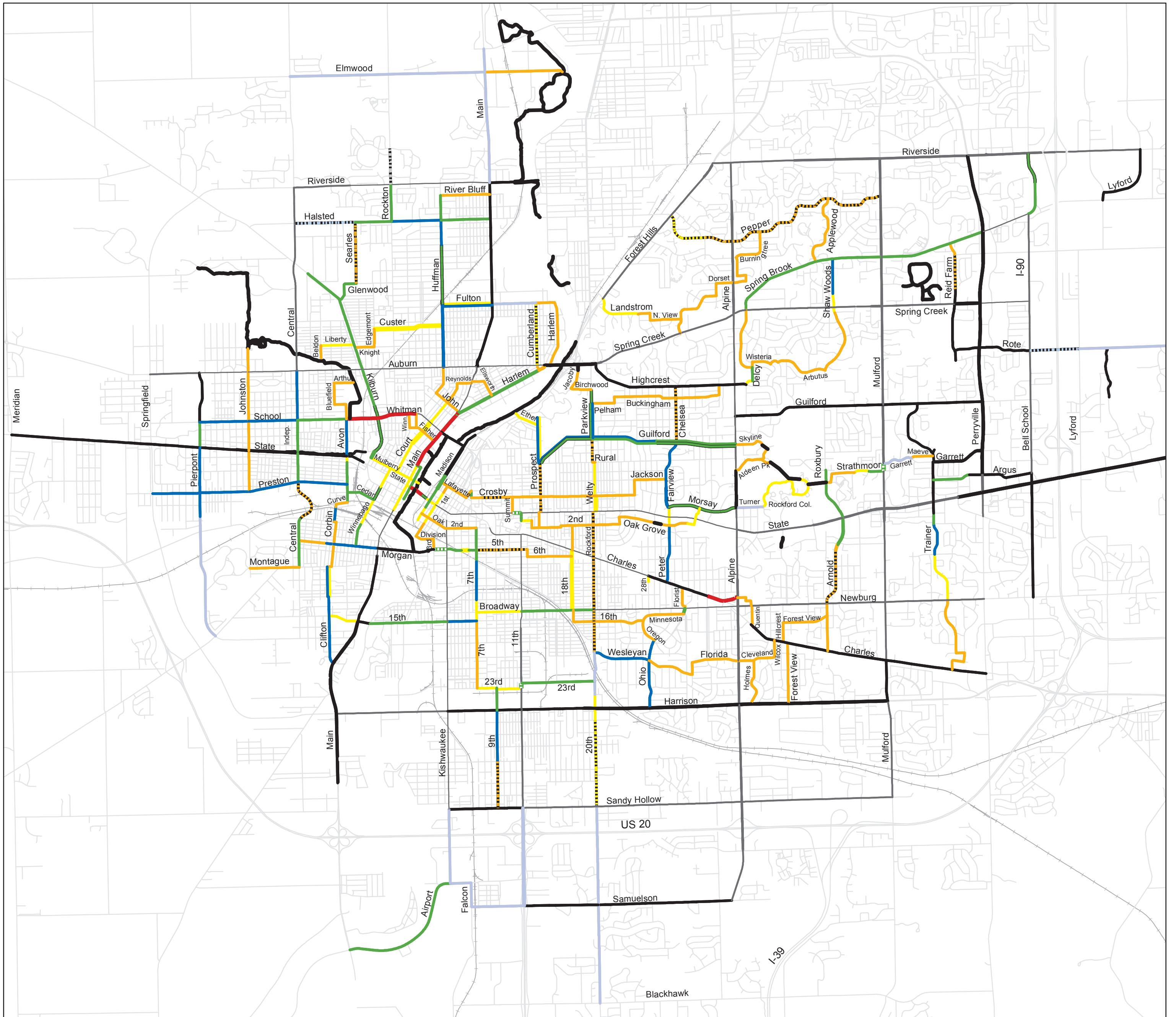
Consider 15<sup>th</sup> Ave from Main to 7<sup>th</sup> St as an example in using the maps, the recommendation details in this chapter, and the spreadsheet in Appendix 3. The current bikeways map (Figure 3.2) shows that 15<sup>th</sup> Ave now has Shared Lane Markings. Figure 3.3's current conditions map shows a Bicycle Level of Service comfort level of low-C from Main to Kishwaukee and a low-B from Kishwaukee to 7<sup>th</sup> St. A BLOS of C is considered acceptable for more experienced cyclists, as is B for casual adult cyclists – the minimum target of this study.

The recommended bikeway network map (Figure 3.1) indicates sidepath from Main to Nelson (over the river), bike lanes from Nelson to Kishwaukee, and Combined Bike/Parking Lanes from Kishwaukee to 7<sup>th</sup> St. The narrative for 15<sup>th</sup> Ave, five pages ahead, provides further detail on these recommendations and their priorities, along with backup suggestions for two of these three segments. Meanwhile, the spreadsheet in Appendix 3 details both the current conditions including input parameters, and the recommendations and resulting conditions.

The recommended bikeway network built-out conditions map (Figure 3.4) shows that the recommendations above would improve Nelson-Kishwaukee from low-C to low-B and Kishwaukee-7<sup>th</sup> from low-B to high-B. The conditions on the bridge from Main-Nelson would change from an on-road low-C to an off-road sidepath.

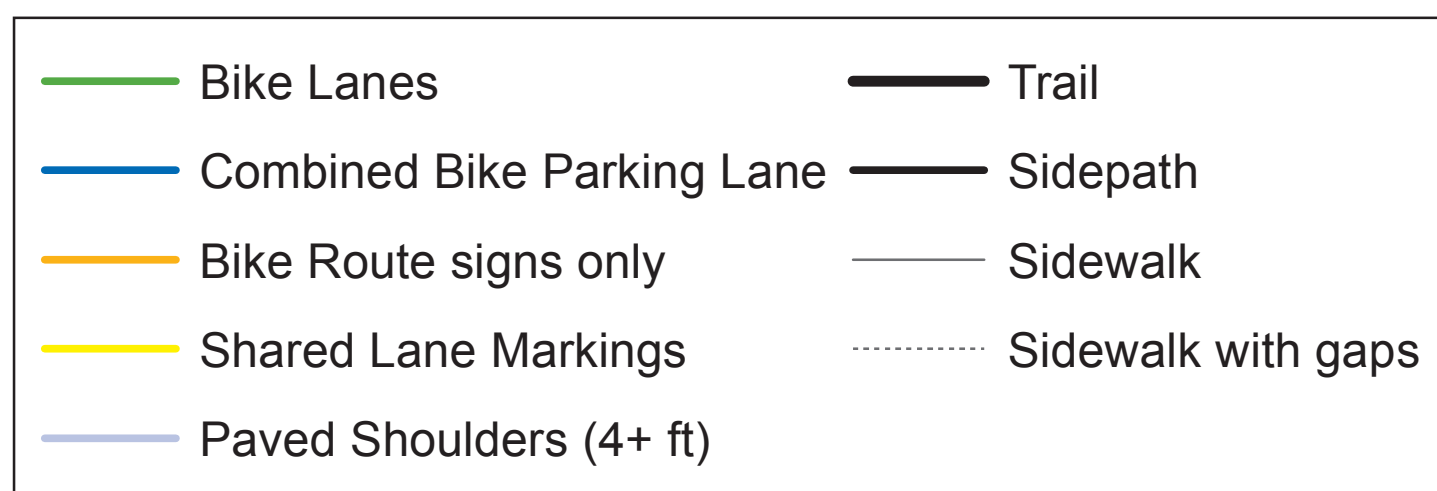
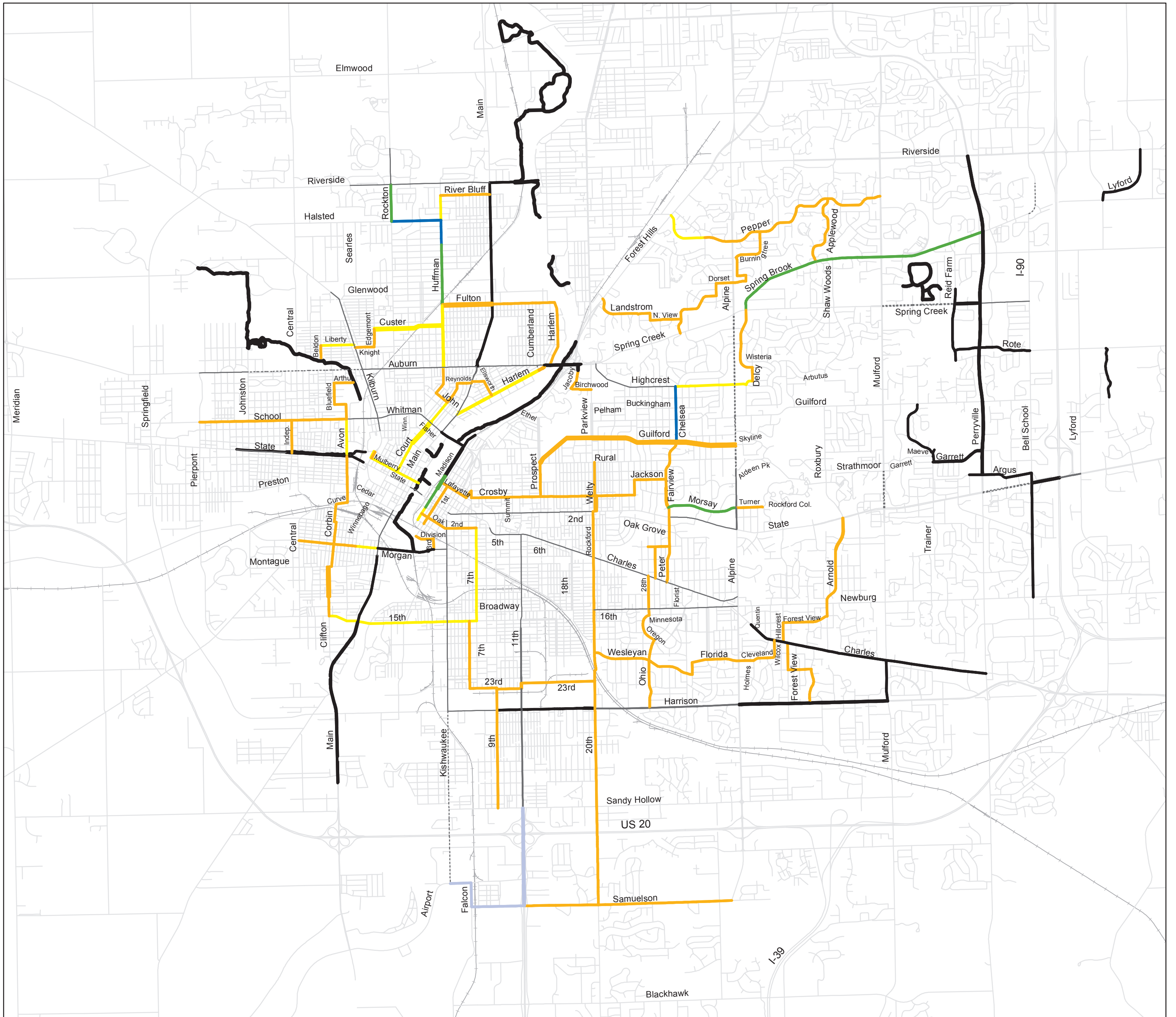
# Rockford Bikeway Implementation Study

## Figure 3.1 - Recommended Bikeway Network



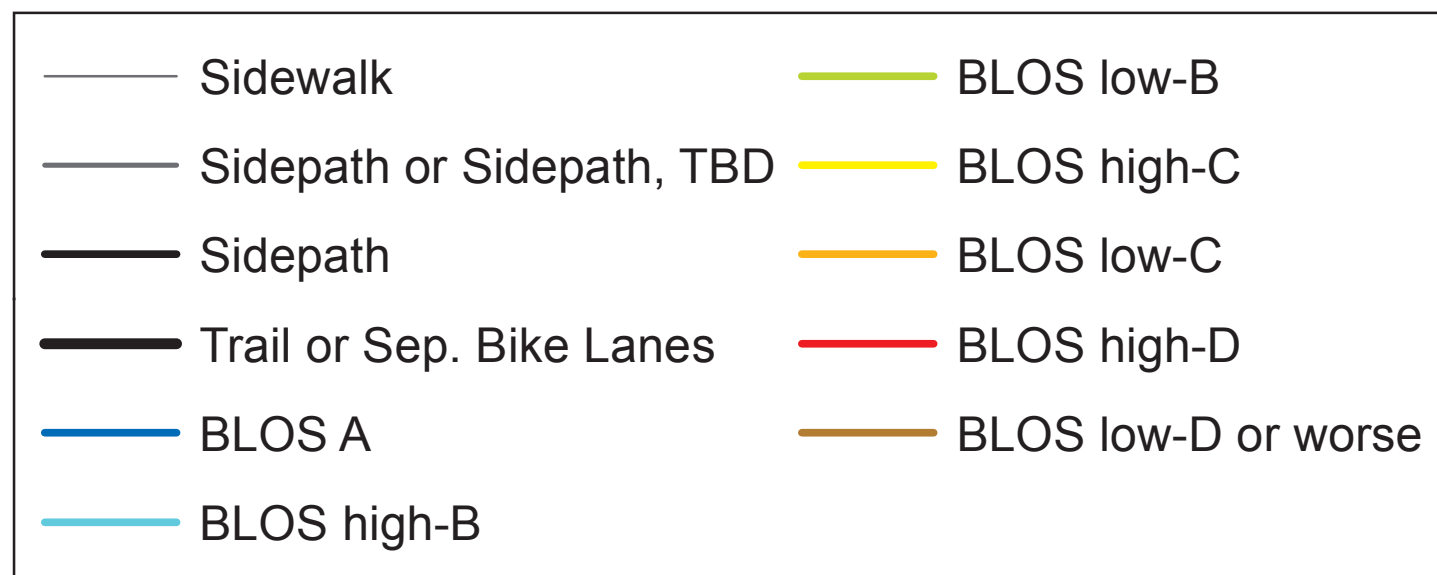
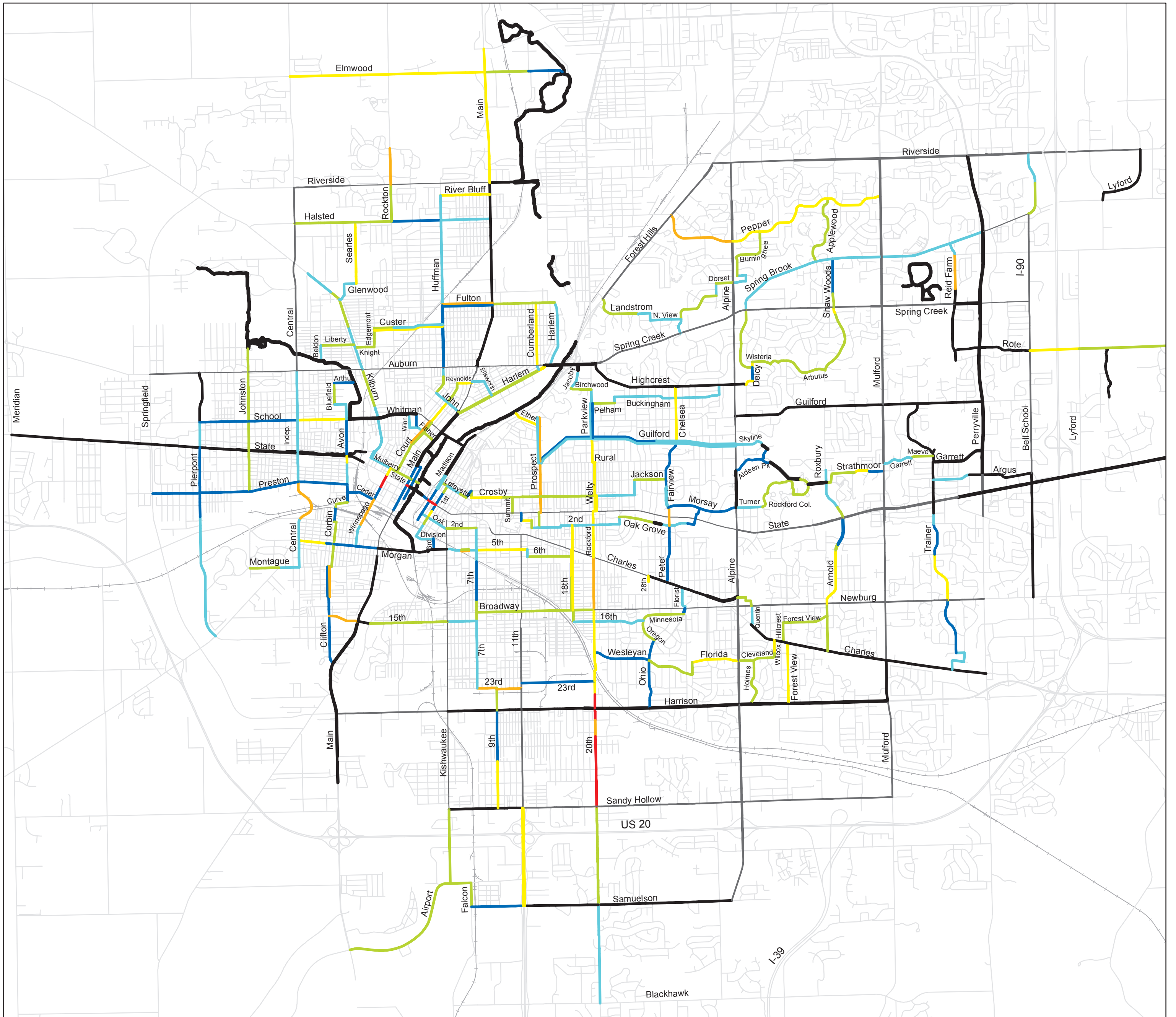
# Rockford Bikeway Implementation Study

## Figure 3.2 - Current Bikeway Network



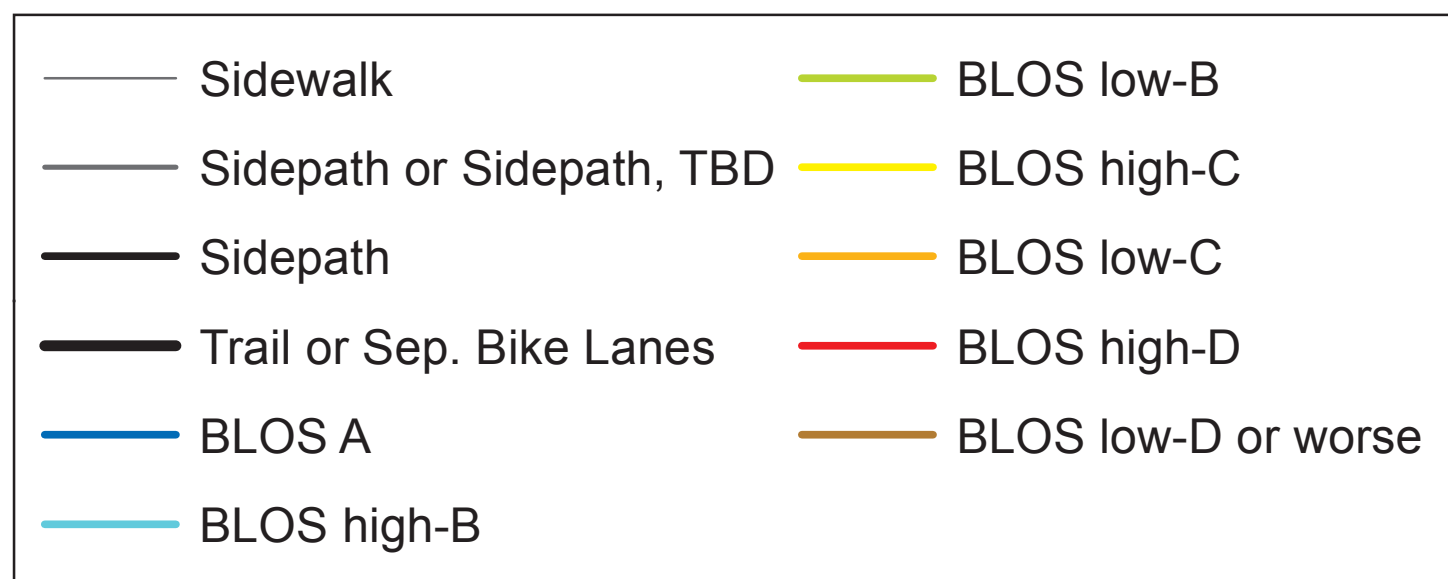
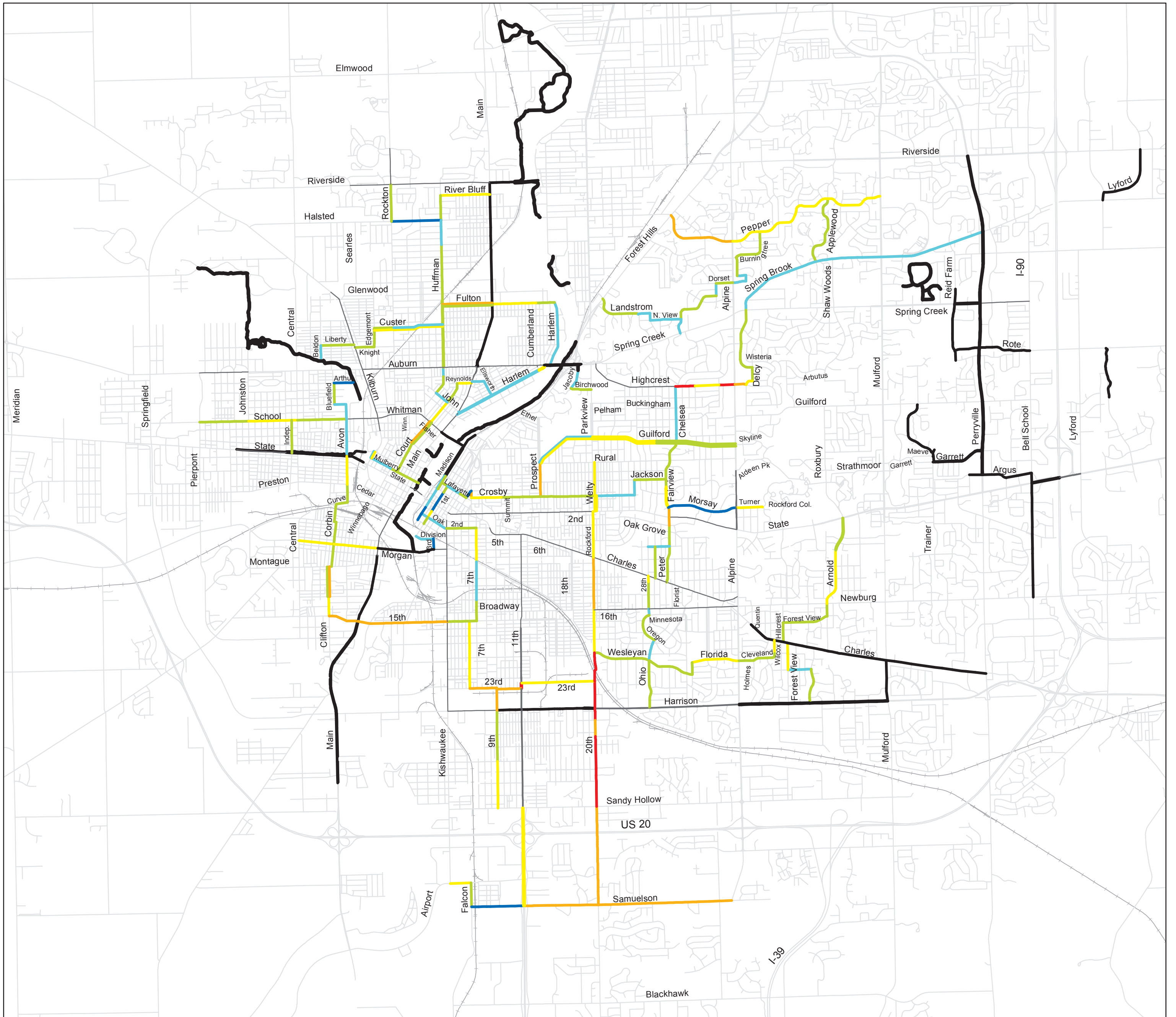
# Rockford Bikeway Implementation Study

## Figure 3.3 - Recommended Bikeway Network Conditions



# Rockford Bikeway Implementation Study

## Figure 3.4 - Current Bikeway Network Conditions



## Recommendations by Corridor

The corridors are listed alphabetically. In addition to roadway corridors, these trails on their own rights-of-way are alphabetically interspersed: Aldeen Park (and Rockford University) trail, Easton gap, Oak Grove (gap), Rockford University east access trail, Mel Anderson Path access, West Rock River Trail.

Other existing trails on their own rights-of-way and sidepaths along roads are not listed in the future improvement suggestions narratives below or in the Appendix 3 spreadsheet. These include the Mel Anderson Path, Rock River Trail, Shorewood Park Trail, Rock River Rec Path, and sidepaths along:

- Barrick (Point o Woods to Ware)
- Brynwood (Muirfield to Boxwood)
- Burberry (Four Winds to Point o Woods)
- Four Winds (Barrick to Burberry)
- Muirfield (Old Hunters to Brynwood)
- Old Hunters (Point o Woods to Muirfield)
- Point o Woods (Spring Creek to Old Hunters)
- Trainer (Guilford to Garrett)
- University (Rote to south of the Rosecrance entrance)

### 1<sup>st</sup> Ave, Williams Park to 12<sup>th</sup> St

- Now: Not in network. BLOS high-C.

#### *Recommendations:*

- **Add Bike Route wayfinding signage, with some Shared Lane Markings.** Add SLMs centered 11' out where parking occupancy is usually high. Medium priority.
  - **Backup:** If the hospital does not allow the use of Williams Park and 1<sup>st</sup> Ave, extend the use of 12<sup>th</sup> St to State and of State's south sidewalk to 12<sup>th</sup> St.

### 1<sup>st</sup> St, Lafayette to Division

- Now: Bike Route signs, Lafayette-Grove. Grove-Division temporarily closed while bridge is closed.
- BLOS mid-B Lafayette-Jefferson, mid-A Jefferson-Walnut, high-C Walnut-Oak.

#### *Recommendations:*

- **No change, Lafayette-Jefferson.**
- **Ensure and mark on-road bike stoplight triggering at Jefferson.** Medium priority.
- **Add Shared Lane Markings, Lafayette-Grove.** Where parking occupancy usually exceeds 20-30%, center SLMs 11' out, otherwise omit. High priority.
- **Restore Bike Route when bridge replaced, Grove-Division.** High priority.

### 2<sup>nd</sup> Ave, Kishwaukee to 7<sup>th</sup> St

- Now: Bike Route signs. BLOS low-B.

**Recommendations: No change.**

### 2<sup>nd</sup> Ave, 12<sup>th</sup> St to Calvin Park

- Now: Not in network. BLOS mid-B.

**Recommendations:**

- **Add Bike Route wayfinding signage.** Medium priority west of Washington, High east of it.

### 3<sup>rd</sup> St, Division to College

- Now: Bike Route signs. BLOS mid-A.

**Recommendations: No change.**

### 4<sup>th</sup> St, Prairie to Lafayette

- Now: Bike Route signs. BLOS low-A.

**Recommendations: No change.**

### 5<sup>th</sup> Ave, Kishwaukee to 12<sup>th</sup> St

- Now: Not in network.
- BLOS low-C Kishwaukee-4<sup>th</sup> St, mid-C 4<sup>th</sup> St-5<sup>th</sup> St, mid-C eastbound and mid-B westbound 5<sup>th</sup> St-6<sup>th</sup> St, high-B 6<sup>th</sup> St-7<sup>th</sup> St, high-C 7<sup>th</sup> St-12<sup>th</sup> St.

**Recommendations:**

- **Add bike lanes, Kishwaukee-5<sup>th</sup> St.** Narrowing lanes to 11' or even 10', and using some painted buffer space at Kishwaukee's southeast corner should allow for 5' bike lanes - even if the eastbound left-turn lane at 4th St is kept (ideally, remove it). Use dashed lines (and maybe green paint stripes between) at eastbound right-turn lane conflict area at Kishwaukee. Between 4<sup>th</sup> and 5<sup>th</sup>, add 6' bike lanes, leaving 11' lanes. Improves from low/mid-C to mid/high-B. High priority.
- **Improve the skewed railroad crossing.** Add asphalt outside of the current roadway to better allow perpendicular crossing, using Shared Lane Markings and W10-12 signs to direct cyclists. Medium priority.
- **Add Shared Lane Markings, 5<sup>th</sup> St-6<sup>th</sup> St.** Place SLMs 4' out eastbound and 11' out westbound. High priority.
  - **Possible upgrade:** Consider eliminating westbound parking (using the off-street lot, instead) to allow 6' bike lanes and 11' travel lanes.



- **Add bike lanes, 6<sup>th</sup> St-7<sup>th</sup> St.** Remove westbound parking (off-street lot on north side), to allow restriping for 8' eastbound parking, 5.5' bike lanes, and 12.5' lanes. Medium priority.
- **Add Bike Route wayfinding signage and 3-Foot Law sign, 7<sup>th</sup> St-12<sup>th</sup> St.** 3-ft law sign eastbound just past 7<sup>th</sup> St. High priority.

### 6<sup>th</sup> Ave, 12<sup>th</sup> St to 18<sup>th</sup> St

- Now: Not in network. BLOS low-B.

#### *Recommendations:*

- **Add Bike Route wayfinding signage.** High priority.

### 6<sup>th</sup> St, 15<sup>th</sup> Ave to 23<sup>rd</sup> Ave

- Now: Bike Route signs. BLOS mid-C.

*Recommendations:* **Remove from network.** Use 7<sup>th</sup> St, instead.

### 7<sup>th</sup> St, 2<sup>nd</sup> Ave to 23<sup>rd</sup> Ave

- Now: Shared Lane Markings, 2<sup>nd</sup> Ave to 15<sup>th</sup> Ave.
- BLOS high-C 2<sup>nd</sup> Ave-railroad, high-B railroad-12<sup>th</sup> Ave, mid-B 12<sup>th</sup> Ave-15<sup>th</sup> Ave, high-B 15<sup>th</sup> Ave-23<sup>rd</sup> Ave.

#### *Recommendations:*

- **Add bike lanes, 2<sup>nd</sup> Ave-railroad.** Restripe for Bike Lanes. Ideally, 10.2' travel lanes, 5.5' bike lanes, 8' parking areas including gutter width. Improves from high-C to mid-B. High priority.
  - **Possible upgrade:** Buffer the bike lanes on the parking side with 1.5' buffers and 4' bike lanes, to reduce the risk of dooring crashes.
- **Add Combined Bike/Parking Lanes, railroad-12<sup>th</sup> Ave.** Stripe 16' travel lanes, leaving 8' CBPLs on each side. Improves from mid-B to mid-A. Medium priority.
- **No change, 12<sup>th</sup> Ave-15<sup>th</sup> Ave.** However, if parking were restricted to one side only, there could be 8' parking, 6' buffered bike lane (including buffer), 12' travel lanes, and a 5' bike lane on the other side.
- **Add Bike Route wayfinding signage, 15<sup>th</sup> Ave-23<sup>rd</sup> Ave.** This would replace 6<sup>th</sup> St in the bike network. 6<sup>th</sup> St is a 1-way southbound bike route, with no nearby northbound route. 7<sup>th</sup> has less traffic, is 2-way, but needs resurfacing. Parking occupancy is too high for combined bike/parking lanes. High priority.

### 9<sup>th</sup> St, Charles to 7<sup>th</sup> Ave

- Now: Not in network. BLOS mid-C.

#### *Recommendations:*

- **Add bike lanes, if reconstructed.** At current and likely traffic counts, the two-way design alternatives being considered that rely on Shared Lane Markings would not meet cyclist comfort goals. Bike lanes are recommended, such as Alternative B2. Medium priority.

### 9<sup>th</sup> St, 23<sup>rd</sup> Ave to Sandy Hollow

- Now: Bike Route signs.
- BLOS low-C 23<sup>rd</sup> Ave-Harrison, mid-B Harrison-Brooke, mid-C Brooke-Sandy Hollow.

#### *Recommendations:*

- **4-to-3 road diet with bike lanes, 23<sup>rd</sup> Ave-Harrison.** Assuming a road diet study finds it to be feasible, reconfigure for 5.5' bike lanes including gutters, 12' travel lanes, and a 11.5' two-way left-turn lane. Improves from low-C to mid-B. High priority.
- **Add Combined Bike/Parking Lanes, Harrison-Brooke.** Stripe 12' travel lanes, leaving 8' CBPLs on each side. Improves from mid-B to mid-A. Medium priority.
- **Add a northbound 3-Foot Law sign, north of Sandy Hollow.** Medium priority.

### 12<sup>th</sup> St, 1<sup>st</sup> Ave to 2<sup>nd</sup> Ave

- Now: Not in network. BLOS low-B.

#### *Recommendations:*

- **Add Bike Route wayfinding signage.** Medium priority.
  - **Backup:** If the hospital does not allow the use of Williams Park and 1<sup>st</sup> Ave, extend the use of 12<sup>th</sup> St to State and of State's south sidewalk to 12<sup>th</sup> St.

### 12<sup>th</sup> St, 5<sup>th</sup> Ave to 6<sup>th</sup> Ave

- Now: Not in network. BLOS high-B.

#### *Recommendations:*

- **Add Bike Route wayfinding signage.** High priority.

### 15<sup>th</sup> Ave, Main to 7<sup>th</sup> St

- Now: Shared Lane Markings, centered 4' out Main-Kishwaukee and 11' out Kishwaukee-7<sup>th</sup> St.
- BLOS mid-C Main-Nelson, low-C Nelson-Kishwaukee, low-B Kishwaukee-7<sup>th</sup> St.

#### *Recommendations:*

- **Add sidepaths, Main-Nelson.** Ideally, if the Rock River bridge is replaced, add one-way sidepaths on each side, minimum 6', desired 8'. Very High priority.
  - **Backup:** if the bridge is not replaced, study a 4-to-3 lane road diet to implement during 2023 resurfacing. Include 6' bike lanes and 13' travel lanes, with a painted median/TWLTL and turn lanes by Main.

- **Add bike lanes, Nelson-Kishwaukee.** During the 2023 resurfacing, narrow the lanes to three 10' lanes (with TWLTL) and 5' bike lanes on each side. Improves from low-C to low-B. High priority.
  - **Backup:** study a 3-to-2 lane road diet to remove the TWLTL, providing room for bike lanes without needing to narrow traffic lanes to 10'.
- **Add Combined Bike/Parking Lanes, Kishwaukee-7th.** Stripe 11' traffic lanes, leaving 8' CBPLs on each side. Improves from low-B to high-B. High priority.

### **16<sup>th</sup> Ave, Woodruff to Oregon**

- Now: Not in network. BLOS mid-B.

#### ***Recommendations:***

- **Add Bike Route wayfinding signage.** High priority.

### **18<sup>th</sup> St, Charles to 16<sup>th</sup> Ave**

- Now: Not in network.
- BLOS mid-C Charles-9<sup>th</sup> Ave, high-C northbound and low-B southbound 9<sup>th</sup> Ave-Broadway, low-B Broadway-16<sup>th</sup> Ave.

#### ***Recommendations:***

- **Add Shared Lane Markings, Charles-Broadway.** As an alternative to 20<sup>th</sup> St. Center SLMs 4' out northbound (no parking) and 11' out southbound (with parking). Lower priority.
- **Add Bike Route wayfinding signage, Broadway-16<sup>th</sup> Ave.** High priority.

### **20<sup>th</sup> St, Broadway to Blackhawk**

- Now: Bike Route signs, Broadway-Samuelson.
- BLOS mid-C Broadway-Wesleyan, mid-D Wesleyan-south of Center, C/D border south of Center-Laude, high-D Laude-Sandy Hollow, low-C Sandy Hollow-Samuelson, mid-C Samuelson-Blackhawk.

#### ***Recommendations:***

- **Add a northbound 3-Foot Law sign, north of Wesleyan.** Broadway-Wesleyan is not well-suited for Combined Bike Parking Lanes or Shared Lane Markings. 5' bike lanes would be feasible only if parking was disallowed. 3-Foot Law sign may be the only real option. High priority.
- **Add bike lanes, 13<sup>th</sup> Ave-15<sup>th</sup> Ave.** Around the Broadway intersection, 3 traffic lanes and 5' bike lanes are feasible. Use through bike lane dashes – and green paint? – in conflict zones. High priority.
- **Add paved shoulders and spot improvements, Wesleyan-south of Center.** Pave 4' paved shoulders - reducing lane width to 11', if needed. Add localized SLMs through the railroad

underpass. At the skewed railroad crossing, add more asphalt outside of the current southbound roadway to better allow perpendicular crossing - using SLMs and W10-12 signs to direct cyclists in both directions. Improves from mid-D to high-C. High priority.

- **Add Shared Lane Markings, south of Center-Sandy Hollow.** Place the SLMs 4' out, but center them in the middle of the rightmost through lanes at Harrison. High priority.
  - **Possible upgrade:** If the TWLTL was removed, 6' bike lanes would be feasible.
- **Complete a sidewalk, south of Center-Samuelson.** Medium priority.
  - **Possible upgrade:** 10' sidepath would be ideal and there may be enough right-of-way on the west side.
- **Add a southbound 3-Foot Law sign, south of Alton.** High priority.
- **Add paved shoulders, Sandy Hollow-Blackhawk.** Pave 4' paved shoulders. Improves from low/mid-C to mid-B. High priority.

### 23<sup>rd</sup> Ave, 6<sup>th</sup> St to 20<sup>th</sup> St

- Now: Bike Route signs. BLOS mid-C 6<sup>th</sup> St-11<sup>th</sup> St, high-C 11<sup>th</sup> St-20<sup>th</sup> St.

#### *Recommendations:*

- **Add Shared Lane Markings, 7<sup>th</sup> St-11<sup>th</sup> St.** Remove the 6<sup>th</sup>-7<sup>th</sup> block since 7<sup>th</sup> will be the new route. Center SLMs 4' out. Medium priority.
  - **Possible upgrade:** Consider 4' shoulder striping if 10' lanes are acceptable with truck route status and if there will always be at least 3' of shoulder asphalt exclusive of the gutter.
- **Improve the crossing of 11<sup>th</sup> St.** Use and sign the east 11<sup>th</sup> sidewalk for the half-block jog of 23<sup>rd</sup>, crossing 11<sup>th</sup> from west 23<sup>rd</sup> to the business entrance. Uncontrolled Crossings treatment 3 recommendations: four W11-1 Bike Warning signs, two with W16-9P "Ahead", two with W16-7P Slanted Down Arrow plaques, bicyclist-actuated warning beacons, R1-5b Stop Here for Pedestrians signs at stop bar pavement marking. Medium priority.
  - **Possible upgrade:** Widening the sidewalk to sidepath width would be a lower priority.
- **Add bike lanes, 11<sup>th</sup> St-20<sup>th</sup> St.** Disallow on-street parking. Stripe 5.5' bike lanes (including gutter), leaving 14'8" travel lanes. Improves from high-C to mid-A. Medium priority.

### 28<sup>th</sup> St, Harney to Broadway

- Now: Bike Route signs. BLOS low-B.

#### *Recommendations:*

- **Add Shared Lane Markings, Charles-High School entrance.** Center SLMs 11' out. Provides a second way from the proposed Charles sidepath to the high school. Low priority.

- **Remove from network, Harney-Charles and HS entrance-Broadway.** This includes a sign mistakenly added to 29<sup>th</sup>, south of Harney.

### Airport, Main to Falcon

- Now: paved shoulders, Main-Kishwaukee. Not in network, Kishwaukee-Falcon.
- BLOS mid-C Main-Kishwaukee, low-C Kishwaukee-Falcon.

#### *Recommendations:*

- **Widen paved shoulders, Main-Kishwaukee.** 4' paved shoulders minimum, 6' desired. Narrowing traffic lanes could achieve 4' without widening asphalt. Improves from mid-C to mid-B. Medium priority.
- **Add bike lanes, Kishwaukee-Falcon.** 5.7' bike lanes include gutter width, 11' traffic lanes. 5' bike lane width minimally. Improves from low-C to low-B. Medium priority.

### Aldeen Park roads and trails

- Now: not in network.

#### *Recommendations:*

- **Sign route and build trail.** If an easement can be obtained from Rockford University, build a 1000-2000' trail through Aldeen Park and the north part of Rockford University property, between Aldeen Park's road loop end and either a north or the northeast Rockford University parking lot. Such a trail requires a creek bridge and routing to avoid steep grades. If this trail is built, add Bike Route wayfinding signage on Aldeen Park's interior road between Alpine and the interior road's looping end. Very high priority.
- **Develop an additional route and trail, Bluecrest-Aldeen Park.** If the above connection is made and another spur to Guilford west of Alpine is desired, add a 300' trail link from Bluecrest to Aldeen Park's spur road – and sign the spur road. Medium priority.
  - **Possible upgrade:** A further connection to the Guilford Crossings development may be possible and desired. The City has a 20' easement on the eastern edge of the plat, which may be part of such a connection.

### Alpine, Riverside to Samuelson

- Now: not in network. BLOS mid-to-low D, except low-C from US20-Samuelson.
- No sidewalks south of US20, with at least some sidewalks north of there – especially north of State.

#### *Recommendations:*

- **Complete a sidewalk or sidepath.**
  - North of Aldeen Park, some parcels are needed but the east side is more feasible. High priority.
  - The east sidewalk Aldeen Park–Morsay has enough right-of-way to widen to 8' sidepath width. Medium priority.

- If sidepath width is desired Morsay-State, more right-of-way is available on the west side.
- Between Larson-Grinnell, the west side should be used wherever possible. High priority.
- Any future railroad and US20 bridge replacements should have a sidepath on one side, sidewalk on the other. High priority.
- Between US20-Samuelson, ideally add a sidepath on one side, sidewalk on the other. Backup is sidewalk on one side. Either side has enough right-of-way. Medium priority.

### **Applewood, Riverside to Spring Brook**

- Now: Bike Route signs, Pepper-Spring Brook. Not in network, Riverside-Pepper.
- BLOS high-C Riverside-Pepper, low-B Pepper-Spring Brook.

#### ***Recommendations:***

- **No change.**
- **Ensure and mark on-road bike stoplight triggering at Riverside.**

### **Arbutus, Hollyhock to Madron**

- Now: not in network. BLOS low-B.

#### ***Recommendations:***

- **Add Bike Route wayfinding signage.** Medium priority. Part of an alternative route to Spring Brook, avoiding the unsignalized Spring Brook/Spring Creek intersection.

### **Argus, Trainer to Bell School**

- Now: Sidepath, Deane-Bell School. BLOS mid-C, Trainer to Deane.

#### ***Recommendations:***

- **Add bike lanes, Trainer-Deane.** Stripe 5.3' bike lanes (includes gutter), leaving 10' travel lanes. Also, close sidewalk gaps. Medium priority.
- **Add sidepath crosswalks, Perryville-Bell School.** Add continental or ladder crosswalks at all commercial entrances and Amphitheater Dr. Medium priority.

### **Arlington, Ethel to Prospect**

- Now: not in network. BLOS high-B.

#### ***Recommendations:***

- **Conditional – add Bike Route wayfinding signage.** Arlington is the backup to Prospect, if Ethel not chosen. Lower priority.

### **Arnold, State to Charles**

- Now: Bike Route signs, State-Forest View Ave. Not in network, Forest View Ave-Charles.
- BLOS low-B State-Arnold Ct, mid-C Arnold Ct-Newburg, low-B Newburg-Charles.

***Recommendations:***

- **Add bike lanes, State-Nichols.** Stripe 6' bike lanes starting at Nichols, ideally, or at Alma or Midvale as backups. Northbound, continue the bike lane to Justin Ct, then use dashed lines to transition the bike lane to right-turn lane – and center a Shared Lane Marking in the middle of the through-lane by State. Southbound from State, use SLMs 4' out until the right-turn lane starts, then SLMs in the left part of the right-turn lane. The bike lane should start right after the right-turn lane ends. Improves from low-B to low-A. Medium priority.
- **Add a northeast-bound 3-Foot Law sign, after Newburg.** Medium priority.
- **Add Bike Route wayfinding signage, Forest View Ave-Charles.** Medium priority.
- **Add sidepath link.** Connect Arnold to Charles' south sidepath. Medium priority.

**Arthur, Bluefield to east end**

- Now: Bike Route signs. BLOS mid-A.

***Recommendations:***

- **Add trail link.** Connect the east end of Arthur with the Mel Anderson Path. Lower priority.

**Auburn (and Spring Creek), Springfield to Jacoby**

- Now: Not in network, Springfield-Harlem. Sidepath, Harlem-Jacoby.
- BLOS low-C west of Pierpont, high-to-mid D otherwise.
- No sidewalk Springfield-Pierpont, sidewalk gaps Central-Kilburn.

***Recommendations:***

- **Add sidewalk or sidepath, Springfield-Pierpont.** Only 12' right-of-way available - not currently enough for a sidepath. Lower priority now, but priority raises as more development occurs.
- **Close sidewalk gaps, Central-Kilburn.** As with most of Auburn from Pierpont to Harlem, not enough right-of-way now to add new sidepath or widen existing sidewalks to sidepath width. High priority.
- **Move sidepath crossings, IL251 interchange.** Closer to Spring Creek, and perpendicular to the off- and on-ramps being crossed. High priority.

**Augustana, Highcrest to Delcy**

- Now: Shared Lane Markings, 4' out. BLOS high-C.

***Recommendations:***

- **No change.** Technically, the SLMs should be 11' out due to allowed on-street parking, but parking occupancy is too low for that to be sensible here.

- **Possible upgrade:** Add a 3-foot law sign northeast-bound past Highcrest.

### **Avon, Fairview to Curve**

- Now: Bike Route signs. Shared Lane Markings 4' out School-State, although 10% parking occupancy.
- BLOS mid-B Fairview-State, mid-C State-Elm, high-C Elm-Cedar, low-B Cedar-Curve.

#### ***Recommendations:***

- **Add Combined Bike/Parking Lanes, School-Mulberry.** Stripe 8' CBPLs, leaving 11.7' travel lanes. Improves from mid-B to mid-A. Medium priority.
- **Add Shared Lane Markings, Mulberry-Elm.** Center SLMs 4' out. High priority.
  - **Possible upgrade:** Adding 5' bike lanes instead of SLMs may be feasible, but traffic and turn lanes would have to be 10'.
- **Ensure and mark on-road bike stoplight triggering at State.**
- **Add bike lanes, Elm-Curve.** 5' bike lanes (including gutters), 10' travel lanes.

### **Belden, Liberty to Mel Anderson Path**

- Now: Bike Route signs. BLOS high-B.

#### ***Recommendations:***

- **Add more Bike Route wayfinding signage.** Add missing signs to get to and from the trail. Medium priority.

### **Bell School, Riverside to Newburg**

- Now: sidepath, Argus-Newburg. Otherwise, not in network.
- BLOS low-C Riverside to 0.3 mile south, then high-D to Spring Creek (north), then mid-D to 250' N of Clark, then high-D to Argus.
- Some sidewalk pieces east side, otherwise none.

#### ***Recommendations:***

- **4-to-3 lane road diet with Buffered Bike Lanes and add sidewalk, Riverside-0.3 mile south.** Ideally, 7' buffered bike lanes (1.5' buffer, 4' lane, 1.5' gutter) each side, 12' traffic lanes, 13' TWLTL. Improves from low-C to mid-B. Also, add sidewalk on at least one side. Medium priority.
  - **Possible upgrade:** consider lowering the speed limit to 35mph.
  - **Backup:** if future developments raise the traffic count to a point where a road diet is less feasible and four lanes are kept, add a sidepath on one side.
- **Restripe for bike lanes and fill sidewalk gap, 0.3 mile south of Riverside-Spring Brook.** Narrow the 3 lanes to 11' each, striping 5' (including gutter) bike lanes. Improves from high-D to mid-B. Also, complete the east-side sidewalk. Medium priority.



- **Add a sidepath or sidewalk, Spring Brook-Argus.** Ideally, add a 10' or 8' sidepath on one side, sidewalk on the other. The backup is a sidewalk on one side. 4' paved shoulders are also feasible. Medium priority.

### **Birchwood, Jacoby to Parkview**

- Now: Bike Route signs. BLOS low-B.

**Recommendations: No change.** Another Bike Route sign is needed, to turn on Jacoby.

### **Bluecrest, Skyline to 400' southeast of Skyline**

- Now: Not in network. BLOS high-B.

**Recommendations:**

- **Conditional – add Bike Route wayfinding signage.** If Aldeen Park- Rockford University trail added and another spur to/from Guilford desired, add this as part of route. Medium priority.

### **Bluefield, Arthur to Fairview Ave**

- Now: Bike Route signs. BLOS mid-B.

**Recommendations: No change.**

### **Boilvin, Main to Ellsworth**

- Now: Bike Route signs. BLOS mid-B.

**Recommendations:**

- **Spot improvements at Main.** Westbound at Main needs signage to use the south crosswalk at the stoplight. Also, widen the southeast curb ramp there. Medium priority.

### **Broadway, 7<sup>th</sup> St to 20<sup>th</sup> St**

- Now: Not in network.
- BLOS low-B 7<sup>th</sup>-9<sup>th</sup>, mid-B 9<sup>th</sup>-11<sup>th</sup>, mid-C 11<sup>th</sup>-railroad underpass, then low-C to 20<sup>th</sup>.

**Recommendations:**

- **Add Shared Lane Markings, 7<sup>th</sup> St-11<sup>th</sup> St.** Center SLMs 11' out. High priority.
- **Add bike lanes, 11<sup>th</sup> St-20<sup>th</sup> St.**
  - Between 11<sup>th</sup> and the railroad underpass, remove the small segment of parking just east of 12<sup>th</sup>. Stripe 5.5' bike lanes (including gutter) and 11.6' traffic lanes. Improves from mid-C to mid-B. High priority.
  - Between the railroad underpass and 19<sup>th</sup>, stripe 5.5' bike lanes (including gutter), leaving 11' and 12'4" lanes now – or 11'8" when resurfaced. Improves from low-C to mid-B. High priority.

- Between 19<sup>th</sup> and 20<sup>th</sup>, stripe 6' bike lanes (including gutter), 12' traffic lanes, and 13' left-turn lanes. Improves from low-C to mid-B. High priority.
- **Spot improvements at railroads' crossing and underpass.**
  - Add extra asphalt (and W10-12 warning signage) to facilitate cyclists' perpendicular crossing of the at-grade skewed railroad tracks. High priority.
  - Add Shared Lane Markings centered in the traffic lanes at the railroad underpass and approaches, with advance FYG W11-1 Bicycle Warning signs.
    - Possible upgrade: use green backing for SLMs, for better visibility.

### **Buckingham, James to Rebecca**

- Now: not in network. BLOS mid-B James-Chelsea, high-B Chelsea-Rebecca.

#### ***Recommendations:***

- **Conditional – add Bike Route wayfinding signage.** Either an alternative to Highcrest if a sidepath is not constructed there, or a supplement if so. High or lower priority, respectively.
  - **Possible upgrade:** consider replacing cross-street Yield signs with Stop signs.

### **Burningtree, Southbridge to Pepper**

- Now: Bike Route signs. BLOS low-B.

#### ***Recommendations: No change.***

### **Calvin Park, Oak Grove to 2<sup>nd</sup> Ave**

- Now: not in network. BLOS high-B.

#### ***Recommendations:***

- **Add Bike Route wayfinding signage.** High priority.

### **Cedar, Avon to Winnebago**

- Now: not in network. BLOS high-C.

#### ***Recommendations:***

- **Add bike lanes.** Remove parking. Stripe 5.5' bike lanes (including gutters) and 11.5' traffic lanes. Medium priority.

### **Central, Riverside to Montague**

- Now: not in network.
- BLOS mid-D Riverside to Halsted, high-D Halsted-Auburn, mid-C Auburn-School, low-B School-Preston, low-C Preston-Cunningham, low-B Cunningham-Montague.

#### ***Recommendations:***

- **Add a sidewalk, Riverside-Auburn.** East side is the most likely, with the most destinations now. Include a connection to the Mel Anderson Path. Medium priority.
  - **Possible upgrade:** Widening to 8' or 10' sidepath width would require additional right-of-way.
- **Add Combined Bike/Parking Lanes, Auburn-School.** Stripe 7.4' CBPLs, leaving 10.5' traffic lanes. Improves from mid-C to mid-B. At stoplights, center SLMs in through lanes. Medium priority.
- **Add Bike Lanes, School-Preston.** Restrict parking to one side and add bike lanes: 8' parking – 6' bike lane - 11.1' traffic lanes – 5' bike lane. Improves from low-B to mid-B. At State, bike lanes can be maintained if lanes narrowed: 5-10.4-10.4-10.4-5. High priority.
  - **Backup:** stripe 8.1' Combined Bike/Parking Lanes, 12.5' lanes.
- **Add Bike Route wayfinding signage and 3-Foot Law sign, Preston-Cunningham.** One northbound 3-Ft Law sign past Cunningham. Medium priority.
  - **Possible upgrade:** Could stripe 4.8' shoulders (just under bike lane width) if 10' lanes deemed acceptable for this Truck Route. Would improve from low-C to low-B.
- **Add Bike Lanes, Cunningham-Montague.** Restrict parking to one side and add bike lanes: 8' parking – 5' bike lane – 10.8' traffic lanes – 5' bike lane. Improves from low-B to mid-B. Medium priority.
  - **Backup:** stripe 8' Combined Bike/Parking Lanes, 11.8' lanes.

### **Charles, 2<sup>nd</sup> Ave to east of Alpine**

- Now: not in network.
- BLOS mid-D 28<sup>th</sup>-Parkside, mid-C Parkside-Alpine.
- Continuous sidewalk both sides, rarely much additional right-of-way west of Parkside.
- Internal parking lot drives for Heartland Church and commercial area, east of Alpine.

### ***Recommendations:***

- **No change, 2<sup>nd</sup> Ave-28<sup>th</sup> Ave.** There is not enough right-of-way (or setback) to expand a sidewalk to sidepath width, or to reconfigure the roadway for buffered bike lanes or other treatments.
- **Add sidepath, 28<sup>th</sup> Ave-Parkside.** As part of reconstruction of this segment, remove the center median, thus allowing more room on the south side to widen the sidewalk to 8' sidepath width. Extend the widened sidepath 75' west of 28<sup>th</sup> Ave to a sidewalk leading to the Rockford East High School parking lot. Eastbound approaching Parkside, remove the rightmost through lane, widen the southwest corner island northward with the extra space, add a perpendicular crosswalk between the sidepath and that corner island across the east-to-south right-turn slip lane, and use the island in the sidepath's crossing of the intersection's south face. High priority.
  - **Backup:** If the reconstruction does not provide additional room on the south side, then as much as possible despite obstacles and lack of right-of-way, widen the south sidewalk from Peter/31<sup>st</sup> to Florist. Include wayfinding signs directing use of this sidewalk (perhaps walking bikes?) as part of a route between the signalized Charles

crossing at Peter/31<sup>st</sup> St and the signalized Broadway crossing at East Gate. If not this sidewalk segment, then widen Broadway's north sidewalk from East Gate to Widergren – or 31<sup>st</sup> – as part of the route between the stoplights. Medium priority.

- **Add 1-way Separated Bike Lanes, Parkside-Alpine.** Study a 4-to-3 road diet with 13' traffic lanes, 12' TWLTL – and 1-way SBLs on each side (7' width plus 2' raised curb buffer). Use NACTO Urban Bikeway Design Guide and FHWA Separated Bike Lane Planning and Design Guide techniques at intersections. Eastbound transitions from south sidepath to SBL immediately past the Parkside intersection. Westbound transitions from SBL to off-road immediately before Parkside, then crosses the intersection's east face to join the south sidepath at the southeast corner. High priority.
  - **Backup #1:** If a 4-to-3 road diet is implemented without SBLs, then add Buffered Bike Lanes (5' + 3' buffers), 13' traffic lanes, and 14' TWLTL.
  - **Backup 2:** If a 4-to-3 road diet is not implemented, restripe for 5' bike lanes, 12' outside traffic lanes, and 11' inner traffic lanes.
- **Add Bike Route wayfinding signage, east of Alpine.** If permitted by the private landowners, install signage guiding cyclists west-south-west-south through the internal parking lots between the stoplights at Charles/Alpine and Quentin/Newburg. High priority.
  - **Possible upgrade:** If maintainable and permitted, add Shared Lane Markings to enhance the signed route.

### **Charles, Forest View Ave to Perryville**

- Now: sidepath.

#### ***Recommendations:***

- **Add crosswalks, stoplines, and links.** Crosswalks and stoplines at commercial entrances and sidestreets. Add links to streets on the north - Arnold, Ivanelle, Hillcrest, at least. High priority.
- **Improve the crossing of Charles, at Forest View (by Quentin).** Use Uncontrolled Crossings treatment 1 recommendations: four W11-1 Bike Warning signs, two with W16-9P “Ahead”, two with W16-7P Slanted Down Arrow plaques. Medium priority.

### **Chelsea, Highcrest to Guilford**

- Now, Combined Bike/Parking Lane, 6.4' with 17' for traffic (two 8.5' lanes), and Shared Lane Markings 11' out and low parking occupancy. BLOS mid-B.

#### ***Recommendations:***

- **Remove Combined Bike/Parking Lane stripes and SLMs; add 3-ft law sign.** No great options exist, due to on-road parking permission and roadway width. Could keep the current striping (and remove SLMs), but the narrow lane widths are ideal for motorized traffic. If both the CBPLs and SLMs are removed, add one 3-ft law sign per direction at the beginnings of the segment. Striping a CBPL on one side of the street only is feasible, but the comfort on the other side decreases too much. Decreases from a mid-B to a high-C. Medium priority.

- **Backup:** Keep as-is.

### **Church (IL 2), John to Cedar**

- Now, not in network.
- BLOS mid-C John-Whitman, low-B, Whitman-Estwing, high-C, Estwing-Jefferson, mid-C Jefferson-Cedar.

#### ***Recommendations:***

- **Conditional.** If parking is removed from one side, bike lanes could be added, as follows:
  - John-Napoleon: 8' parking one side only, 5' bike lanes, 12' traffic lanes.
  - Napoleon-Whitman: 8' parking one side only, 5' bike lanes, 11.5' traffic lanes, 12' TWLTL.
  - Whitman-Jefferson: 8' parking one side only, 5' bike lanes, 12' traffic lanes.
  - Jefferson-Chestnut: 8' parking on both sides, 5' bike lanes, 10' traffic lanes.
    - **Possible upgrade:** If 8' parking one side only, 6' buffered bike lanes (including 2' buffer on parking side), 13' traffic lanes.
  - Chestnut-Cedar: 8' parking one side only, 5.5' buffered bike lane (including 1.5' buffer on parking side) on that side, 12' traffic lanes, 5' bike lane on other side.

### **Cleveland, Alpine to Wilcox**

- Now: Bike Route signs. BLOS low-B.

#### ***Recommendations: No change.***

### **Clifton, Montague to Main**

- Now: Bike Route signs, Montague-Michigan. Not in network, Michigan-Main.
- BLOS mid-C northbound and mid-B southbound Montague-Island, high-C Island-Main.

#### ***Recommendations:***

- **Add Shared Lane Markings, northbound Montague-Island.** Place 4' out. High priority.
- **Add Combined Bike/Parking Lanes.** Medium priority.
  - Stripe 8' CBPL southbound Montague-Island. Improves from mid-B to high-A.
  - Stripe 7' CBPLs Island-Main. Improves from high-C to high-A.

### **College, 3<sup>rd</sup> St to Kishwaukee**

- Now: not in network. BLOS mid-D.

#### ***Recommendations:***

- **Widen sidewalks.** Within right-of-way and utility constraints, widen the sidewalks on each side for 1-way bicycle use. 7' should be feasible on the north side (westbound), and at least 6' on the south side (eastbound). Westbound users should cross to the south sidepath at the east side of the roundabout. On the west side of Kishwaukee, narrowing the lanes should

allow for 5' bike lanes between Kishwaukee and the driveway transitions to sidewalks on each side. Use dashed lines (and maybe green paint stripes between) for the transitions. High priority.

### **Corbin, Curve to Montague**

- Now: Bike Route signs. BLOS low-B.

#### ***Recommendations:***

- **Add Combined Bike/Parking Lanes, Curve-Cunningham.** Stripe 7' CBPLs, leaving 11' traffic lanes. Improves from low-B to mid-A. Medium priority.
- **No change, Cunningham-Montague.**

### **Court, Reynolds to Mulberry**

- Now: Bike Route signs, Reynolds-John. Shared Lane Markings, John-Mulberry.
- BLOS low-B Reynolds-John, high-C John-Whitman, low-B northbound and mid-C southbound Whitman-Locust, low-B Locust-Mulberry.

#### ***Recommendations:***

- **No change.** However, at the next resurfacing, restripe Whitman-Locust for northbound 19.7' and southbound 14'.

### **Crosby, 6<sup>th</sup> Ave to Oak Knolls**

- Now: Bike Route signs.
- BLOS high-C 6<sup>th</sup>-Adams, mid-B Adams-Welty, high-B Welty-Oak Knolls.

#### ***Recommendations:***

- **Improve the crossing of Longwood.** Use Uncontrolled Crossings treatment 1 recommendations: four W11-1 Bike Warning signs, two with W16-9P "Ahead", two with W16-7P Slanted Down Arrow plaques. Medium priority.
- **Add an eastbound 3-Foot Law sign, near Longwood.** Medium priority.
  - **Possible upgrade:** add Shared Lane Markings 11' out, only on the Longwood-Adams block due to higher parking occupancy.

### **Cunningham, Morgan to Winnebago**

- Now: Not in network.
- BLOS mid-B Morgan-Central, high-C Central-Sanford, low-B Sanford-Winnebago.

#### ***Recommendations:***

- **None, except Corbin-Corbin**
  - **Possible upgrade:** Bike lanes are feasible Morgan-Central.

- **Possible upgrade:** If added to the network, add Bike Route signs. Parking occupancy is too low for good use of Shared Lane Markings 11' out.
- **Add Bike Route wayfinding signage, Corbin-Corbin.** Medium priority.

### **Curve, Corbin to Avon**

- Now: Bike Route signs. BLOS low-B.

***Recommendations: No change.***

### **Custer, Edgemont to Huffman**

- Now: Shared Lane Markings.
- BLOS mid-C eastbound and low-B westbound Edgemont-Rockton, high-C eastbound and mid-B westbound Rockton-Huffman

***Recommendations:***

- **Move westbound Shared Lane Markings.** At next resurfacing, center the westbound SLMs 11' out, instead of 4', due to nonzero parking occupancy. Lower priority.
- **Improve the skewed railroad crossing.** Add asphalt outside of the current roadway to better allow perpendicular crossing, using Shared Lane Markings and W10-12 signs to direct cyclists. Medium priority.

### **Delcy, Wisteria to Augustana**

- Now: Bike Route signs, Spring Brook-Augustana. Not in network Wisteria-Spring Brook.
- BLOS high-C Wisteria-Spring Brook, mid-B Spring Brook-Augustana.

***Recommendations:***

- **Add Bike Route wayfinding signage, Wisteria-Spring Brook.** Medium priority.
- **Add bike lanes, Spring Brook-Augustana.** Stripe for 5' bike lanes and 12.8' traffic lanes each side. Medium priority.
  - **Possible upgrade:** Buffered bike lanes are possible: 4' bike lanes, 2' buffers, 11.8' traffic lanes.

### **Division, 1<sup>st</sup> St to 3<sup>rd</sup> St**

- Now: Bike Route signs. BLOS high-B.

***Recommendations:***

- **No change.** Restore the westbound Bike Route sign when the 1st St bridge is replaced.

### **Dorset, Singleton to Alpine**

- Now: Bike Route signs. BLOS mid-B.
- Uncontrolled crossing of Alpine.

**Recommendations: Improve the crossing of Alpine.** Given Alpine’s conditions (four lanes, 19700 ADT), Uncontrolled Crossings treatment 5 (Pedestrian Hybrid Beacon or standard traffic signal) would be ideal. However, only level 2 is reasonably feasible here: pedestrian/bicyclist-activated warning beacons; four W11-1 Bike Warning signs, two with W16-9P “Ahead”, two with W16-7P Slanted Down Arrow plaques. High priority.

**Driftwood, Northview to Spring Creek**

- Now: Bike Route signs. BLOS mid-B.

**Recommendations:**

- **No change.** If Spring Creek gets a continuous sidepath or sidewalk, ensure and mark on-road bike stoplight triggering at Riverside.

**East Gate, Florist to Minnesota/Colorado**

- Now: not in network. BLOS high-B.

**Recommendations:**

- **Add bike lanes.** Stripe 5' bike lane and 14' traffic lane on each side. Medium priority.
  - **Backup:** Bike Route signs.

**Easton gap, south of State to north of Javelin**

- Now: gap between two ends of Easton Pkwy.

**Recommendations:**

- **Add trail.** To fill 700' gap between Easton’s ends, providing neighborhood access to Rockford University. Medium priority.

**Edgemont, Custer to Knight**

- Now: Bike Route signs. BLOS mid-B.

**Recommendations: No change.**

**Ellsworth, Boilvin to Harlem**

- Now: Bike Route signs. BLOS high-B.

**Recommendations: No change.**



### **Elmwood, Owen Center to Rock River Trail**

- Now: not in network. BLOS mid-D west of Main, low-B Main-Northrock, low-A Northrock-trail.

#### ***Recommendations:***

- **Pave shoulders, Owen Center to Main.** County roadway. Paving the existing gravel shoulders to at least 3' seems feasible, with 4' desired. Lower priority.
- **Conditional – add Bike Route wayfinding signage, Main to Rock River Trail.** If paved shoulders are added to Elmwood west of Main, then Bike Route signage would provide wayfinding to the trail. Lower priority.
  - **Possible upgrade:** 5' bike lanes could be installed, if desired, improving BLOS on the entire Main-Rock River Trail segment to A.

### **Ethel, 2<sup>nd</sup>/IL251 to Prospect**

- Now: not in network. BLOS mid-C.

#### ***Recommendations:***

- **Ensure and mark on-road bike stoplight triggering at IL251.** Use the Bicycle Detector Pavement Marking with R10-22 sign to indicate ideal trigger location. Medium priority.
- **Add Shared Lane Markings.**
  - Eastbound: Add an SLM 4' out soon after IL251 – medium priority. If Arlington is chosen as the route to Prospect instead of Ethel, add a Bike Route sign with wayfinding and (left) M5-2 arrow, to turn on Arlington – high priority. If Ethel is chosen, add SLMs 4' out uphill to Prospect – medium priority.
  - Westbound: If Ethel is used from Prospect, add SLMs 11' out – medium priority. Just west of Arlington, add an SLM 4' out. Either add another before the through lane's stopline at IL251, or use the Bicycle Detector Pavement Marking – high priority.

### **Fairview Ave, Bluefield to Avon**

- Now: Bike Route signs. BLOS high-B.

#### ***Recommendations: No change.***

### **Fairview Blvd, Guilford to Oak Grove**

- Now: Bike Route signs.
- BLOS mid-B Guilford-Rural, low-B Rural-Cardinal, mid-C Cardinal-Morsay, low-C Morsay-Oak Grove.

#### ***Recommendations:***

- **No change, Guilford-Rural.**

- **Add Combined Bike/Parking Lanes, Guilford-Morsay.** Stripe 8' (including gutters) CBPLs and 12' traffic lanes (11.8' with gutters Cardinal-Morsay). Improves segments from mid-B, low-B, and mid-C to mid-A, low-A, and mid-B, respectively. Medium priority north of Rural, high priority south of it.
- **Add Shared Lane Markings, Morsay-Oak Grove.** While not improving comfort much, could add SLMs. Place 4' out, except in the northbound through lane by Morsay, in the left part of the southbound right-turn lane by State, and in the middle of the rightmost northbound lane by State. High priority.

### **Falcon, Airport to Samuelson**

- Now: Paved shoulders, not in network. BLOS low-B.

#### *Recommendations:*

- **Add Bike Route wayfinding signage.** Lower priority.

### **Fisher, Winnebago to Main**

- Now: not in network.
- BLOS high-B Winnebago-Court, mid-B Court-Main.

#### *Recommendations:*

- **Add Bike Route wayfinding signage.** Part of Whitman alternative route to Mel Anderson Path. Westbound from Winnebago-Main. Eastbound, too, unless Whitman road diet is implemented east to Haskell – then Haskell-Main only. High priority.
- **Improve the crossings of Church and Main.** Use Uncontrolled Crossings treatment 1 recommendations: four W11-1 Bike Warning signs, two with W16-9P “Ahead”, two with W16-7P Slanted Down Arrow plaques. Medium priority.

### **Florence, Forest View Rd to Mariposa**

- Now: Bike Route signs. BLOS mid-B.

#### *Recommendations:*

- **Conditional - remove from network.** If Forest View Rd, Florence-Harrison is added.

### **Florida, Montana to Alpine**

- Now: Bike Route signs. BLOS high-C.

#### *Recommendations:*

- **No change.** Ensure and mark on-road bike stoplight triggering at Alpine.

### **Florist, Charles to East Gate/Broadway**

- Now: not in network. BLOS high-B.

***Recommendations:***

- **Add Bike Route wayfinding signage.** High priority.

**Forest Hills, Riverside to Landstrom**

- Now: not in network.
- BLOS low-D. No sidewalks or sidepaths.

***Recommendations:***

- **Add a sidepath or sidewalk.** Add at least a sidewalk on at least one side of the road. North of Pepper, the west side is more feasible due to east side sloping issues. South of Pepper, the east side usually has more right-of-way. High priority.

**Forest View Ave, Hillcrest to Arnold**

- Now: Bike Route signs.
- BLOS low-B Hillcrest-Charlotte, mid-B Charlotte-Arnold.

***Recommendations: No change.***

**Forest View Rd, Charles to Harrison**

- Now: Bike Route signs, Charles-Florence only. BLOS high-C.

***Recommendations:***

- **Improve Charles intersection.** Add a continental crosswalk for Charles' sidepath and a stopline on Forest View before it. Medium priority.
- **Conditional – add Bike Route wayfinding signage.** Since Forest View has a stoplight to cross Harrison, consider continuing it (as a Bike Route) from Florence to Charles and removing Florence, Mariposa from the network. Ensure and mark on-road bike stoplight triggering at Harrison. Medium priority.

**Fulton, Huffman to Harlem**

- Now: Bike Route signs.
- BLOS mid-B eastbound and low-C westbound Huffman-Main, high-C Main-Cumberland, mid-B Cumberland-Harlem.

***Recommendations:***

- **Add Combined Bike/Parking Lane, eastbound Huffman-Main.** Stripe an 8' CBPL and 11' traffic lane. Improves from mid-B to mid-A. Medium priority.

- **Possible upgrade:** If on-street parking is removed, stripe 4.5' shoulders (with no parking) on both sides, 5' bike lanes if reconstructed. Improves from mid-B eastbound and low-C westbound to mid-B both directions.
- **Add Shared Lane Markings, westbound Huffman-Main.** Place 4' out. Still low-C. Could supplement with a 3-ft law sign just past Main. High priority.
- **Add paved shoulders, Main-Cumberland.** Stripe 4' paved shoulders (with no parking), leaving 10' traffic lanes. Improves from high-C to mid-B. If reconstructed, widen to 5' bike lanes and 10' traffic lanes. High priority.
- **No change, Cumberland-Harlem.** If Harlem removed from bike network, stop Fulton's designation at Cumberland.

**Gardiner, 2<sup>nd</sup> Ave to Charles**

- Now: not in network. BLOS low-B.

**Recommendations: None.** If added to network, add Bike Route wayfinding signs and ensure and mark on-road bike stoplight triggering.

**Garrett, Mulford to Maeve**

- Now: not in network. BLOS mid-C.

**Recommendations:**

- **Stripe paved shoulders.** Too narrow for official bike lanes. Instead, stripe shoulders (and fill the south side sidewalk gap by Mulford). Ideally, 4.8' (including 1.3' gutters) leaving 10' travel lanes; no less than 4.3'+10.5'. Improves from mid-C to mid-B. Very High priority, if Aldeen/ Rockford University trail is built.
  - **Backup:** Add SLMs 4' out with an eastbound 3-ft law sign past Mulford.

**Garrett, Trainer to Perryville**

- Now: sidepath.

**Recommendations:**

- **Add sidepath links.** Add links from at least 2-3 residential roads and Home Depot's back entrance to the existing sidepath on the north side of the street. Lower priority.

**Glenwood, Kilburn to Searles**

- Now: not in network. BLOS mid-C.

**Recommendations:**

- **Add bike lanes.** If parking removal impact is minimal or zero, stripe 5' bike lanes (including gutters) and 10.8' traffic lanes. Medium priority.

### **Guilford, Prospect to Alpine**

- Now: Bike Route signs.
- BLOS eastbound mid-B and westbound high-C Prospect-Parkview, high-C Parkview-Stratford, mid-B Stratford-Alpine.

#### ***Recommendations:***

- **Add Combined Bike/Parking Lane and Buffered Bike Lane, Prospect-Parkview.** Before the next resurfacing, stripe an eastbound 8' CBPL and 12' traffic lane, westbound 11' traffic lane, 1.5' buffer, and 3.5' bike lane. Improves to an eastbound mid-A and westbound high-B. When resurfaced next, stripe 8-11-11-2-4. Where the bike lanes are dropped by Parkview, add Shared Lane Markings 4' out in the through lanes. High priority.
- **Add Combined Bike/Parking Lane and Buffered Bike Lane, Parkview-Stratford.** Remove parking from one side and repeat the "after" cross-section of Prospect-Parkview. Improves to low-A eastbound and high-B westbound. High priority.
  - **Backup:** If parking retained on both sides, stripe 7.5' CBPLs and 10.5' traffic lanes on each side.
- **Add Bike Lane and Buffered Bike Lane, Stratford-Alpine.** Remove parking from one side. Stripe 7' eastbound parking, 5' eastbound bike lane, 11' traffic lanes, 2' westbound buffer, 4' westbound bike lane. Improves to mid-B eastbound and high-B westbound. High priority.
  - **Backup:** If parking retained on both sides, stripe 8' CBPLs and 12' traffic lanes on each side.

### **Guilford, Alpine to Bell School**

- Now: not in network. BLOS low-D west to high-D east.

#### ***Recommendations:***

- **Add sidepath, Alpine-Perryville.** Medium priority.
  - Alpine-Mulford: a sidepath would be difficult due to grading, thus a Medium priority. Lower priority if Aldeen Park and Rockford University-based route is done.
  - Mulford-Perryville: Ideally, add a sidepath on one side, sidewalk on the other. Either side has enough right-of-way.
    - **Backup:** add sidewalk on at least one side.
- **No change, Perryville-Mulford.** Could pave 4' shoulders throughout, plus a sidewalk or sidepath on one side. More right-of-way is available on the north side.

### **Halsted, Kilburn to Main**

- Now: Combined Bike/Parking Lanes Rockton-Huffman, otherwise not in network.
- BLOS low-B Kilburn-Central, mid-C Central-Searles, mid-B Searles-Rockton, mid-A Rockton-Huffman, mid-B Huffman-Main.

***Recommendations:***

- **Add paved shoulders and 3-Ft Law sign, Central-Searles.** Add westbound 3-ft sign soon past Searles. When repaved, if possible, narrow lane widths to 10' and pave shoulders to get 4' (or 3'). Improves from mid-C to low-B. High priority.
- **Add bike lanes, Searles-Rockton.** Stripe 8' parking (w/ gutter), 5.5' bike lanes, 12' traffic lanes. Medium priority.
- **No change, Rockton-Huffman.**
- **Add bike lanes, Huffman-Main.** Restrict parking to one side, striping 8' parking, 5' bike lanes, and 11' traffic lanes. Medium priority.

**Harlem, Fulton to Auburn**

- Now: Bike Route signs. BLOS high-B north, mid-B south.

***Recommendations:*** No change. Consider removing from the network, using Cumberland instead.

**Harlem, Main to Auburn**

- Now: Shared Lane Markings and BLOS mid-B, Main-Cumberland. Bike Route signs and BLOS high-C, Cumberland-Auburn.

***Recommendations:***

- **Add bike lanes, Main-Cumberland.** Stripe 7.9' parking, 5' bike lanes, 11' traffic lanes each side. Medium priority.
- **No change, Cumberland-Auburn.** Shared Lane Markings 4' out are possible.

**Harney, 28<sup>th</sup> Ave to Fairview Blvd**

- Now: Bike Route signs. BLOS high-B.

***Recommendations:***

- **Remove from network.**

**Harris, Landstrom to Northview**

- Now: Bike Route signs. BLOS mid-B.

***Recommendations:*** No change.

**Harrison, Main to Alpine**

- Now: Sidepath 9<sup>th</sup> St-20<sup>th</sup> St and Alpine-Mulford.

- BLOS high-D north of 11<sup>th</sup> St, mid-D south.

***Recommendations:***

- **Add sidepath.**
  - Main-Kishwaukee: since Rock River Bridge does not have a sidepath or sidewalk, add these on the entire segment before or when the bridge is replaced. High priority.
  - Kishwaukee-9<sup>th</sup> St: widen the south sidewalk to 10' or 8' sidepath width. Some additional right-of-way is needed. Medium priority.
  - 20<sup>th</sup> St-Alpine: add sidepath on south side. Except for one vacant parcel, right-of-way is sufficient. High priority.
  - Alpine-Mulford: cemetery just east of Mulford has a gap in the south sidepath. Fill it as part of 20th-Alpine sidepath addition. 13' right-of-way available, so a narrower sidepath or barrier is needed. Very high priority.

**Haskell, Whitman to Fisher**

- Now: not in network. BLOS low-A.

***Recommendations:***

- **Conditional – add Bike Route wayfinding signage.** Southbound to be part of a Whitman alternative route to the Mel Anderson Path, if the Whitman road diet and Separated Bike Lanes extend eastward to Haskell. High priority.

**Highcrest, Spring Creek to Augustana**

- Now: Shared Lane Markings Chelsea-Augustana.
- BLOS high-D Spring Creek-Cynthia, mid-C Cynthia-Rebecca, mid-D Rebecca-Alpine, low-C Alpine-Augustana.

***Recommendations:***

- **Widen sidewalk to sidepath width.** On the south side, widen to 10' width, also filling gaps between Rebecca and Augustana. Right-of-way should be sufficient, except east of Alpine. Ideally, install right corner islands at the southeast and southwest corners of the Alpine intersection, and use them for the sidepath crossing. The SLMs can be left off, after the next resurfacing. High priority. (Filling sidewalk gaps near Alpine is very high priority.)

**Hillcrest, Forest View Ave to Charles**

- Now: Bike Route signs. BLOS mid-B.

***Recommendations: No change.***

**Holmes, Cleveland to Harrison**

- Now: not in network. BLOS mid-B north of Upland, low-B south.

***Recommendations:***

- **Add Bike Route wayfinding signage.** Medium priority.
- **Ensure and mark on-road bike stoplight triggering at Harrison.** Medium priority.

**Huffman, River Bluff to Auburn**

- Now: Shared Lane Markings River Bluff-Halsted, Combined Bike/Parking Lanes and SLMs 11' out Halsted-Pierce, bike lanes Pierce-Fulton, SLMs Fulton-Auburn.
- BLOS mid-B River Bluff-Halsted, high-B Halsted-Pierce, mid-B Pierce-Fulton, low-B Fulton-Auburn.

***Recommendations:***

- **Add bike lanes, River Bluff-Halsted.** Remove parking on one side. Similar to Huffman south of Pierce: stripe 8' southbound parking, 5' southbound bike lane, 11' traffic lanes, 5' northbound bike lane. High priority.
  - **Backup:** If no parking is removed, add 8' Combined Bike/Parking Lanes and southbound 3-ft law sign at River Bluff.
- **Widen Combined Bike/Parking Lanes and add localized Shared Lane Markings, Halsted-Pierce.** Widen CBPLs to 8', leaving 12' traffic lanes. Only keep the 11' SLMs where there is heavy school parking occupancy. Medium priority.
- **Buffer northbound bike lane, Pierce-Fulton.** Add another stripe to buffer the northbound bike lane: 5' + 2' buffer. Add northbound No Parking signs. Medium priority.
- **Add Combined/Bike Parking Lanes, Fulton-Auburn.** Stripe 8' CBPLs (with gutters) and 12.3' traffic lanes. Where no parking, add a buffered bike lane (16" gutter, 4' BL, 2.7' buffer, 12.3' lane) each side. High priority.

**Independence, School to State**

- Now: Bike Route signs. BLOS mid-B.

***Recommendations:***

- **Conditional - remove from network.** If Central from School to State is added.

**Inverness, Roxbury to Pine Valley**

- Now: not in network. BLOS mid-B.

***Recommendations:***

- **None.** If Roxbury bike lanes and perhaps the Strathmoor extension are added, could add Bike Route wayfinding signs.

**Jackson, Oak Knolls to Fairview**

- Now: Bike Route signs. BLOS mid-B.



**Recommendations: No change.** Check to make sure all turns have wayfinding signs.

**Jacoby and trail, Spring Creek to Birchwood**

- Now: trail Spring Creek-Jacoby, Bike Route signs trail-Birchwood. BLOS high-B.

**Recommendations: No change.**

**James, Pellham to Buckingham**

- Now: not in network. BLOS mid-B.

**Recommendations:**

- **Conditional – add Bike Route wayfinding signage.** Either an alternative to Highcrest if a sidepath is not constructed there, or a supplement if so. High or lower priority, respectively.

**John, North to Main**

- Now: not in network. BLOS mid-B west of Church, high-C east.

**Recommendations:**

- **No change, North-Court.**
- **Conditional – add Bike Route wayfinding signage, Court-Church.** Depends on IL2 reconfiguration and Main Street.
- **Conditional – add bike lanes, Church-Main.** Depends on IL 2 reconfiguration and Main St. If added to the network and John remains one-way, add a 6' (4+2) buffered bike lane on the right side. If added to the network and John becomes two-way, stripe 5' bike lanes and 13' traffic lanes. Improves from high-C to low-A.

**Johnston, Mel Anderson Path to Preston**

- Now: not in network. BLOS low-B.

**Recommendations:**

- **Add Bike Route wayfinding signage.** High priority north of State, medium south of it.
  - **Possible upgrade:** If there were no on-street parking and if road width is at least 30' curb-curb, it would be feasible to add 5' bike lanes. BLOS would improve to low-A.
- **Ensure and mark on-road bike stoplight triggering at Auburn and State.** Medium priority.

**Kilburn (IL70), Kilcen to Mulberry**

- Now: Bike Route signs and southbound Shared Lane Markings Jefferson-Mulberry, otherwise not in network.
- BLOS high-C Kilcen-Collins, high-D Collins-Gladstone, high-C Gladstone-Sunnyside, mid-C Sunnyside-Auburn, high-D Auburn-Whitman, low-C Whitman-Acorn, mid-C Acorn-Jefferson, mid-C northbound and high-B southbound Jefferson-Mulberry.

**Recommendations:**

- **Add bike lanes, Kilcen-Auburn.** Medium priority.
  - For all but Collins-Gladstone, restrict parking to one side. Stripe 8' parking, 6' bike lanes, 12' traffic lanes. Improves high-C and mid-C to mid-B.
    - **Backup:** Stripe 8' (including gutters) Combined Bike/Parking Lanes and 14' traffic lanes.
    - **Possible option:** If parking removed on both sides, stripe 5' bike lanes, 11' traffic lanes and 12' TWLTL.
  - For Collins-Gladstone, narrow existing lanes (and painted buffer) for 5' bike lanes, 11' traffic lanes, and 12' TWLTL. Improves high-D to low-B.
- **4-to-3 road diet with bike lanes, Auburn-Mulberry.** Assuming a road diet study finds it to be feasible, reconfigure as follows. Backup options, if any, are limited.
  - Auburn-Bruce, stripe 5' bike lanes (including gutters), 12' traffic lanes and TWLTL. Improves high-D to low-B. Medium priority.
  - Bruce-Jefferson, stripe 7' Buffered Bike Lanes (including 1' gutters and 2' buffers). Ideally, remove the center median and add a TWLTL. Improves high-D, low-C, and mid-C to mid-B, high-B, and high-B, respectively. Medium priority, Bruce-Whitman. High priority, Whitman-Jefferson.
  - Jefferson-Mulberry, restripe for 5' bike lanes, 12' traffic lanes and TWLTL. Changes mid-C northbound and high-B southbound to high-B both directions. High priority.

**Kishwaukee, Walnut to Airport (IL251 north of Harrison)**

- Now: not in network.
- BLOS mid-D Walnut-Sandy Hollow, high-D Sandy Hollow-Airport.
- Sidewalk gaps Harrison-Airport.

**Recommendations:**

- **None, Walnut-Harrison.** If IDOT reconstructs IL251 with more right-of-way, widening one of the sidewalks to sidepath width is preferred.
- **Fill sidewalk gaps, Harrison-Airport.** High priority.
  - **Possible upgrade:** Widen the (completed) west sidewalk to 10' or 8' sidepath width.
- **Restripe for wider outside lanes, Harrison-Sandy Hollow.** When resurfaced next time, stripe for 14' traffic lanes and 12' TWLTL. Lower priority.
- **Widen paved shoulders, Sandy Hollow-Airport.** 4' minimum, 6' desired. Narrow the TWLTL to 12' if 2' more asphalt needed. 5' would improve from high-D to low-B. Medium priority.

### **Knight, Kilburn to Edgemont**

- Now: Bike Route signs. BLOS mid-B.

***Recommendations: No change.***

### **Knollwood, Pine Valley to Mayfield**

- Now: not in network. BLOS low-B.

***Recommendations:***

- **None.** If Roxbury bike lanes and perhaps the Strathmoor extension are added, could add Bike Route wayfinding signs.

### **Lafayette, Madison to 4<sup>th</sup> St**

- Now: Bike Route signs. BLOS mid-B, except high-B 2<sup>nd</sup>-3<sup>rd</sup> Ave.
- Uncontrolled crossings of 2<sup>nd</sup> and 3<sup>rd</sup> Aves.
- Missing eastbound wayfinding sign to turn left onto 4<sup>th</sup> Ave.

***Recommendations:***

- **Improve the crossings of 2<sup>nd</sup> and 3<sup>rd</sup> Aves.** Use Uncontrolled Crossings treatment 1 recommendations: four W11-1 Bike Warning signs, two with W16-9P “Ahead”, two with W16-7P Slanted Down Arrow plaques. Medium priority.
- **Add missing eastbound sign.** Medium priority.

### **Landstrom, Forest Hills to Harris**

- Now: Bike Route signage. BLOS low-B Forest Hills-Bradley, high-B Bradley-Harris

***Recommendations:***

- **Add Shared Lane Markings.** Center SLMs in the westbound downhill parts only. Medium priority, higher if the Loves Park route to the river path is improved.
  - **Possible upgrade:** If the gutter pans are paved over, stripe 5' bike lanes elsewhere from Forest Hills to Harris. Might even do so where gutter width is 1.5' or less.

### **Landstrom, Driftwood to Singleton**

- Now: Bike Route signs. BLOS mid-B.

***Recommendations: No change.***

### **Larson, Peter to Parkside**

- Now: not in network. BLOS mid-B.

#### ***Recommendations:***

- **None.** If added to the network, add Bike Route wayfinding signs.

### **Liberty, Belden to Kilburn**

- Now: Shared Lane Markings. No westbound Bike Route to Belden, trail. BLOS mid-B.

#### ***Recommendations:***

- **Add missing Bike Route wayfinding sign.** Medium priority.

### **Lyford, Riverside to State**

- Now: sidepath Riverside-Spring Brook, not in network otherwise.
- BLOS low-B Spring Brook-Spring Creek, low-C Spring Creek-State.

#### ***Recommendations:***

- **None.** If south of Spring Creek added to the network, could pave 4' of the gravel shoulders. If developed, follow Complete Streets policy and use road design standard suggestions.

### **Madison, Y St to Grove**

- Now: Sidepath and Shared Lane Markings Y St-Marino, sidepath and southwest-bound SLMs Marino-Prairie, bike lanes Prairie-Walnut, Shared Lane Markings Walnut-Grove.
- BLOS mid-C Y St-Marino, low-B northeast-bound and mid-C southwest bound Marino-Prairie, mid-B northeast-bound and high-B southeast-bound Prairie-Jefferson, mid-B Jefferson-Walnut, low-A Walnut-Grove.

#### ***Recommendations:***

- **No change, Y St-Marino and southwest-bound Marino-Prairie.**
- **Conditional – add a northeast-bound bike lane, Marino-Prairie.** Determine if off-road parking lots handle the demand. If so, replace the Shared Lane Markings with a 5' bike lane and 13' traffic lane – improving from low-B to low-A. If not, no change. Medium priority.
- **Reconfigure lane widths, Prairie-Walnut.** Restripe each side for 8' parking (w/ gutter), 5'9" bike lane, and 11' traffic lane. Results in high-B both directions Prairie-Jefferson, low-A Jefferson-Walnut. High priority.
- **No change, Walnut-Grove.**
  - **Possible upgrade:** could add Combined Bike/Parking Lanes, but traffic is low and Bike Route wayfinding signage could suffice.
  - **Possible option:** With very low parking occupancy, SLMs 11' out do not work as well, and could be removed.

### **Maeve, Garrett to Trainer**

- Now: not in network. BLOS mid-B.

#### ***Recommendations:***

- **Add Bike Route wayfinding signs.** High priority.

### **Main, Bauer to Southrock (IL2, except Park-Chestnut)**

- Now: not in network Bauer-Riverside, Auburn-Loomis, Blackhawk Fire Dept-Southrock. Sidepath Riverside-Auburn, Loomis-Blackhawk Fire Dept.
- BLOS mid-D Bauer-Riverside, low-C Auburn-John, high-D Harlem-Whitman, low-C Whitman-Park, mid-C Park-Cedar, low-C Cedar-Morgan, high-D Morgan-Loomis, low-B Blackhawk Fire Dept-Southrock.

#### ***Recommendations:***

- **Fix rumble strips, Bauer-Riverside.** At the next resurfacing, use a more bike-friendly rumble strip design to leave many feet of (rumble-free) clear zone. Improves mid-D to mid-C and low-C. Medium priority.
- **None, Boilvin-John.**
  - **Possible upgrade:** Depending on a traffic study, a 4-to-3 lane road diet with 6' bike lanes, 12' traffic lanes, and 13' TWLTL may be feasible.
- **Add 1-way Separated Bike Lanes, Harlem-Park.** If the City takes over jurisdiction of Main, and if parking is removed: on each side of the road, add a 6' one-way SBL with 2' raised median (ideal) or tubular markers (backup), leaving 11' traffic lanes and 1' gutters. Use NACTO Urban Bikeway Design Guide and FHWA Separated Bike Lane Planning and Design Guide techniques at intersections. Very high priority.
  - **Backup #1:** Add 6' Buffered Bike Lanes (4'+2' buffer) with 14' traffic lanes.
  - **Backup #2:** Add 5' bike lanes with 10' traffic and TWLTL lanes.
  - **Backup #3:** Stripe 8' parking, 5' bike lane, 11' traffic lanes, 5' bike lane.
- **Add Shared Lane Markings, Park-Cedar.** Place 11' out Park-Chestnut and 4' out Chestnut-Cedar. High priority.
- **Long-term goal, Southrock-Airport.** Longer-term plans call for the extension of the sidepath/trail south past the Blackhawk Fire Department and Southrock (including a 30' easement on the Rocky Glen property), a detour from Main by US20 to go under US20's bridge on the west bank of Rock River, a return to Main, and then continuation along Main to Airport.

### **Marchesano, Clifton to Main**

- Now: Shared Lane Markings. BLOS mid-C.

#### ***Recommendations:***

- **Road diet with bike lanes, by Main.** There is not enough width to improve upon the Shared Lane Markings 4' out, in the 3-lane section away from Main. However, eastbound approaching Main, consider reducing to one through lane, creating enough room for 6' (including gutters) bike lanes. High priority.

**Mariposa, Florence to Harrison**

- Now: Bike Route signs. BLOS low-B.

***Recommendations:***

- **Conditional - remove from network.** If Forest View Rd, Florence-Harrison is added.

**Mayfield, Guilford to Knollwood**

- Now: not in network. BLOS low-B.

***Recommendations:***

- **None.** If Roxbury bike lanes and perhaps the Strathmoor extension are added, could add Bike Route wayfinding signs.

**Mel Anderson Path access, Mel Anderson Path to School**

- Now: does not exist. Easement part of the way between existing trail and School.

***Recommendations:***

- **Add trail.** Estimated 1500' trail, from School to Mel Anderson Trail, using north-south easement and going near the ballfields. Also, add a mid-block crosswalk at School, with Uncontrolled Crossings treatment 1 recommendations: four W11-1 Bike Warning signs, two with W16-9P "Ahead", two with W16-7P Slanted Down Arrow plaques. High priority.

**Minnesota, West Gate to East Gate**

- Now: not in network. BLOS mid-B.

***Recommendations:***

- **Add Bike Route wayfinding signs.** Medium priority.

**Montague St, Levings Park to Central**

- Now: not in network. BLOS mid-B west of Stewart, high-B east of it.

***Recommendations:***

- **Add Bike Route wayfinding signs.** Parking occupancy is too high for Combined Bike/Parking Lanes. Medium priority.

### **Montague St, Clifton to Corbin**

- Now: not in network. BLOS low-B.

#### ***Recommendations:***

- **Add Bike Route wayfinding signs.** Medium priority.

### **Montana, Florida to Wesleyan**

- Now: Bike Route signs. BLOS low-B.

#### ***Recommendations: No change.***

### **Morgan (and College), Central to 3<sup>rd</sup> St**

- Now: Bike Route signs Central-Winnebago, Shared Lane Markings Winnebago-Main, sidepath Main-3<sup>rd</sup> St.
- BLOS high-C Central-Main.

#### ***Recommendations:***

- **Add Combined/Bike Parking Lanes, Sanford-Main.** While somewhat tight, consider striping 7' CBPLs, leaving 10.6' traffic lanes. Improves high-C to low-A. High priority.
- **Add Shared Lane Markings near Winnebago.** Where CBPLs are dropped because of the left turn lanes, place the SLMs 4' out – except place the last SLMs before the stop lines in the centers of the through lanes. High priority.

### **Morsay, Fairview to Alpine**

- Now: bike lanes. BLOS mid-A.

#### ***Recommendations:***

- **Buffer the bike lanes.** Away from the ends, add stripes for 5.3' bike lane - 2' buffer - 13.5' lane each side. Medium priority.
- **Extend bike lanes closer to Alpine and Fairview.** At both, bike lanes can start right away, with dashed merge lines (and possibly green paint between dashes) for cars merging from the right. The westbound bike lane can end closer to Fairview. Eastbound can end closer to Alpine, again with a dashed merge line for right-turning cars. Both ends should have Shared Lane Markings in the through lanes to Fairview and Alpine. High priority.

### **Mulberry, Kilburn to River**

- Now: Shared Lane Markings. BLOS high-B west of Winnebago, low-B east.

#### ***Recommendations:***

- **No change.** Main-Church could be no parking and have bike lanes, but it is likely not worth it for one block.

### **Mulford, Riverside to Sandy Hollow**

- Now: Sidepath Charles-Harrison only. BLOS mid-D.
- Some sidewalk sections.

#### ***Recommendations:***

- **Add or complete a sidewalk or sidepath.**
  - North of Garrett, ideally add a sidepath on one side, sidewalk on the other. At least add a sidewalk on at least one side. More right-of-way is available on the west side. High priority.
  - Garrett-Strathmoor, add a west side sidewalk, as wide as possible (6' or more?) given the right-of-way and constraints. Add Bike Route wayfinding signs for the sidewalk only, may also need a sign to walk bikes on the sidewalk. Add bike/ped signal activation on the southwest and southeast corners of Garrett/Mulford. Very high priority.
  - Strathmoor-State, fill the west sidewalk gaps, including across State. High priority.
  - State-Charles, complete sidewalk on at least one side. Sidepath width would be ideal. High priority.
  - Charles-Harrison, ideally add a sidewalk on the other side of the road. Lower priority.
  - Harrison-Sandy Hollow, ideally add a sidepath on one side, sidewalk on the other. At least add a sidewalk on at least one side. Medium priority; higher if further developed.

### **Newburg, Alpine to Perryville**

- Now: not in network. BLOS mid-D.
- Some sidewalk sections, west of Mulford.

#### ***Recommendations:***

- **Add or complete a sidewalk or sidepath.** Ideally, add a sidepath on one side, sidewalk on the other. At least add a sidewalk on at least one side. Right-of-way restrictions west of Mulford. East of Mulford, south side has enough right-of-way. High priority.

### **North, Auburn to John**

- Now: Bike Route signs. BLOS high-B north of King, low-B south.

***Recommendations: No change.***

### **Northview, Harris to Driftwood**

- Now: Bike Route signs. BLOS mid-B.

***Recommendations: No change.***



### **Oak, Madison to Kishwaukee**

- Now: Bike Route signs. BLOS high-B.

#### ***Recommendations:***

- **Improve the crossing of Kishwaukee.** Use Uncontrolled Crossings treatment 3 recommendations: four W11-1 Bike Warning signs, two with W16-9P “Ahead”, two with W16-7P Slanted Down Arrow plaques, bicyclist-actuated warning beacons, R1-5b Stop Here for Pedestrians signs at stop bar pavement marking. High priority.

### **Oak Grove, Calvin Park to east end**

- Now: not in network. BLOS low-B Calvin Park-29<sup>th</sup> St, high-B Glendale-east end.

#### ***Recommendations:***

- **Add Bike Route wayfinding signs, Calvin Park-29<sup>th</sup>.** High priority.
- **Add trail and bridge, 29<sup>th</sup>-Glendale.** 100' or so needed to bridge the creek, plus 100' trail links on each side, to the two current ends of Oak Grove. High priority.
- **Add Bike Route wayfinding signs, Glendale-east end.** High priority.
- **Improve the crossing of Fairview.** Use Uncontrolled Crossings treatment 1 recommendations: four W11-1 Bike Warning signs, two with W16-9P “Ahead”, two with W16-7P Slanted Down Arrow plaques. High priority.

### **Oak Grove to Morsay (parking lots route)**

- Now: not in network.

#### ***Recommendations:***

- **Spot improvements.** High priority.
  - In back of Taco Bell, add a short trail link between Oak Grove's east end and the parking lot.
  - Indicate a route, using Shared Lane Markings and/or Bike Route wayfinding signs, through the parking lot to the State St stoplight and then to Morsay.
  - Ensure and mark on-road bike stoplight triggering at State.

### **Oak Knolls, Jackson to Crosby**

- Now: Bike Route signs. BLOS high-B.

***Recommendations:*** No change. Check to make sure there are Bike Route signs at all turns.

### **Ogilby, Montague to Clifton**

- Now: not in network. BLOS high-C.

***Recommendations:***

- **None.**
  - **Possible upgrade, Montague-Forsythia.** If added to network, could pave gravel shoulders and restripe for 11' traffic lanes and 4' shoulders.
  - **Possible upgrade, Forsythia-Clifton.** If added to network, Bike Route wayfinding signs are likely sufficient – or 3-ft law sign.

**Ohio, Oregon to Harrison**

- Now: Bike Route signs. BLOS high-B Oregon-Wesleyan, mid-B Wesleyan-Harrison.

***Recommendations:***

- **Add Combined Bike/Parking Lanes.** Stripe 12' traffic lanes, leaving 8' CBPLs on each side. Improves from high-B and mid-B to high-A and low-A. Lower priority north of Wesleyan, medium south of Wesleyan.

**Olde Lyme, Alpine to Surrey**

- Now: Bike Route signs. BLOS mid-B.

***Recommendations: No change.***

**Oregon, West Gate to Ohio**

- Now: Bike Route signs. BLOS mid-B.

***Recommendations: No change.***

**Park, Winnebago to Wyman (IL 2, Main-Wyman)**

- Now: not in network. BLOS high-B Winnebago-Main, mid-C Main-Wyman.

***Recommendations:***

- **None, Winnebago-Main.**
  - **Possible upgrade:** If added to network, add Bike Route signs and ensure and mark on-road bike stoplight triggering at Main and Church.
- **Add bike lanes, Main-Wyman.** If IDOT transfers to the city and if converted to 2-way, 5' bike lanes and 13' traffic lanes are feasible. Improves from mid-C to mid-A. High priority.

**Parkview, Birchwood to Rural**

- Now: not in network. BLOS mid-C.

***Recommendations:***

- **Add Buffered Bike Lanes, Birchwood-Pellham.** Stripe 6.8' buffered bike lanes (gutter, 4', 1.5' buffer) and 11' traffic lanes. Improves from mid-C to mid-B. Medium priority, which increases if the Highcrest sidepath is not added.
  - **Backup:** Omit the buffers, leaving 12.5' traffic lanes.
- **Add northbound Combined Bike/Parking Lane and southbound Buffered Bike Lane, Pellham-Guilford.** If this segment is added to the network before the next resurfacing, stripe a northbound 7.5' CBPL and 10.6' traffic lane and a southbound BBL (4'+2' buffer) and 12.1' traffic lane. When resurfaced, restripe for a northbound 8' CBPL and 11' traffic lane and a southbound BBL (4'+2' buffer) and 11' traffic lane. Improves from mid-C to northbound low-A and southbound mid-B. Medium priority.
- **Add Bike Route wayfinding and 3-Ft Law signage, Guilford-Rural.** Place 3-ft law sign northbound past Rural. Medium priority.

**Pellham, Parkview to James**

Now: not in network. BLOS mid-B.

***Recommendations:***

- **Conditional – add Bike Route wayfinding signage.** Either an alternative to Highcrest if a sidepath is not constructed there, or a supplement if so. High or lower priority, respectively.

**Pepper, Forest Hills to Mulford**

- Now: Shared Lane Markings Forest Hills-Pecan, Bike Routes signs, Pecan-Mulford.
- BLOS mid-C Forest Hills-Alpine, high-C Alpine-Mulford.

***Recommendations:***

- **Add an eastbound 3-Foot Law sign on Forest Hills-Pecan segment.** Place soon after Forest Hills. Medium priority, which increases if a Loves Park route to the Rock River Rec Path is improved.
  - **Possible upgrade:** Somewhat feasible is striping 4.2' shoulders, but the 16-18" gutters would leave less than 3' true shoulder space.
  - **Possible upgrade:** If reconstructed, widen for 10-11' traffic lanes and 5' bike lanes. Would improve from mid-C to mid-B.
- **Add a westbound 3-Foot Law sign, near Mulford.** Medium priority.

**Perryville, Riverside to Mill**

- Now: sidepath Riverside-Argus, none Argus-Mill. BLOS mid-D.

***Recommendations:***

- **Add sidewalk, Riverside-Argus.** On the other side of the road from the existing sidepath. Where other side destinations are not accessible, add a sidewalk to the nearest signalized intersection. Lower priority.

- **Corner island improvements.** Wherever possible, continue using corner islands and other methods to bring sidepath crossings closer to Perryville. Sweep the corner islands annually. Medium priority.
- **Add or complete a sidewalk or sidepath, Argus-Mill.** A sidepath on one side and sidewalk on the other would be ideal. At least a sidewalk should be added on at least one side, two if needed to access destinations. Right-of-way is available. High priority.

### **Peter (and Fairview), Oak Grove to Charles**

- Now: Bike Route signs. BLOS low-B.

#### ***Recommendations:***

- **Add Combined Bike/Parking Lanes.** Stripe 8' CBPLs and 11.9' traffic lanes. Improves low-B to low-A. High priority.
- **Add localized Shared Lane Markings, by Fairview Early Education Center.** Place northbound SLMs 11' out, where school parking occupancy is high. Medium priority.

### **Pierpont, Auburn to Montague**

- Now: not in network.
- BLOS high-C Auburn-State, low-B State-250' N of Liberty, then mid-C south to railroad tracks, then mid-B south to Montague.

#### ***Recommendations:***

- **Widen west sidewalk to sidepath width, Auburn-School.** Where sidewalk is directly adjacent to road, available right-of-way may limit width to 9'. Lower priority.
- **Add bike lanes, School-State.** Stripe 5' bike lanes and 10.8' traffic lanes. Would require removal of sparsely-occupied on-street parking. Use Shared Lane Markings where bike lanes would drop due to turn lanes at the ends. Improves high-C to high-B. Lower priority.
  - **Backup:** Add Bike Route wayfinding signage.
- **Add Combined Bike/Parking Lanes, State to 250' N of Liberty.** While tight, stripe 7' CBPLs and 10.8' traffic lanes. Improves low-B to low/mid-A. Medium priority.
  - **Backup:** Add Bike Route wayfinding signage.
  - **Possible upgrade:** If parking is removed, 12.5' traffic lanes and 5.3' bike lanes would be possible.
- **Pave or widen shoulders, 250' N of Liberty to Montague.** Lower priority.
  - Pave 4' shoulders from 250' N of Liberty to railroad tracks, when resurfaced in 2023. Improves from mid-C to high-B.
  - Restripe to widen existing 2.5' paved shoulders and 13.5' lanes to 4' and 12', respectively, railroad tracks to Montague. Improves from mid-B to high-B.

### **Pine Valley, Knollwood to Inverness**

- Now: not in network. BLOS mid-B.

***Recommendations:***

- **None.** If Roxbury bike lanes and perhaps the Strathmoor extension are added, could add Bike Route wayfinding signs.

**Preston, Springfield to Avon**

- Now: not in network. BLOS low-B Springfield-Horace, low-A Horace-Avon.

***Recommendations:***

- **Add Combined Bike/Parking Lanes.** Lower priority.
  - Springfield-Pierpont, stripe 7' CBPLs and 10.7' traffic lanes. Improves low-B to mid-A.
  - Pierpont-Horace, stripe 7' CBPLs and 11' traffic lanes. Improves low-B to low-A.
  - Horace-Avon, stripe 8' CBPLs and 16' traffic lanes. Improves low-A to high-A.

**Prospect, Arlington to 2<sup>nd</sup> Ave**

- Now: Bike Route signs, Rural-Crosby only.
- BLOS mid-C northbound and high-C southbound Arlington-Rural, mid-C Rural-State, low-B State-2<sup>nd</sup> Ave.

***Recommendations:***

- **Add Combined Bike/Parking Lane and Shared Lane Markings, Arlington-Rural.** Restripe for 11.5' (with gutter) northbound traffic lane, 10' southbound traffic lane, 7.5' (with gutter) southbound CBPL. Improves southbound from high-C to high-B. Add northbound SLMs 4' out – this can be done before the next resurfacing. Medium priority.
- **Add 3-Foot Law signs, Rural-State.** No great options here due to parking percentage, width, and traffic count. Add southbound 3-ft law sign soon past Rural and a northbound sign just past State. Medium priority.
- **Add Bike Route wayfinding signage, Crosby-State.** Medium priority.
- **Spot improvements at State.** Medium priority.
  - Add Shared Lane Marking in left part of southbound right-turn lane and another centered in the northbound lane, both approaching State.
  - Ensure and mark on-road bike stoplight triggering at State.

**Quentin (and Forest View), Newburg to Charles**

- Now: not in network. BLOS mid-B.

***Recommendations:***

- **Add Bike Route wayfinding signage.** High priority, but lower if Charles improvements west of Alpine not done.

- **Spot improvements at Newburg.** On both sides of Newburg, improve the accessibility from the road to the crosswalk on the west face of the Quentin intersection. High priority, but lower if Charles improvements west of Alpine not done.

### **Rebecca, Highcrest to Buckingham**

- Now: not in network. BLOS high-B.

#### ***Recommendations:***

- **Conditional – add Bike Route wayfinding signage.** Either an alternative to Highcrest if a sidepath is not constructed there, or a supplement if so. High or lower priority, respectively.

### **Reid Farm, Spring Brook to Sentinel**

- Now: sidepath Barrick-Sentinel.
- BLOS mid-B Spring Brook-Olde Creek, mid-C Olde Creek-Spring Creek, low-B Spring Creek-Rote, high-B Rote-Sentinel.

#### ***Recommendations:***

- **Add Bike Route wayfinding signage, Spring Brook-Olde Creek.** Lower priority.
  - **Possible upgrade:** Could stripe 7-8' CBPLs but not a high priority here.
- **Add Bike Route wayfinding and 3-Ft Law signage, Olde Creek-Barrick.** Place 3-ft law sign northbound past Barrick. Medium priority.
- **Improve the crossing of Spring Creek.** If not a regular traffic signal (in Uncontrolled Crossings treatment 5), use treatment 4 recommendations: four W11-1 Bike Warning signs, two with W16-9P “Ahead”, two with W16-7P Slanted Down Arrow plaques, bicyclist-actuated warning beacons, R1-5b Stop Here for Pedestrians signs at stop bar pavement marking, and Rectangular Rapid Flashing Beacons. Medium priority.
- **No change, Spring Creek-Sentinel.**
  - **Possible upgrade:** Feasible to also stripe 5.3' bike lanes (including gutters), leaving 10' traffic lanes.

### **Reynolds, Court to Main**

- Now: Bike Route signs. BLOS high-C.

#### ***Recommendations:***

- **Spot improvements at Main.** Eastbound at Main needs signage to use the north crosswalk at the stoplight. Also, widen the southeast curb ramp at that intersection. Medium priority.

### **Ridge, Glenwood-Benderwirt**

- Now: not in network. BLOS mid-C northbound and low-B southbound Glenwood-Custer, mid-C Custer-Benderwirt.

***Recommendations:***

- **None.** Not a priority, since Huffman is the next street away.
  - **Possible upgrade:** Bike lanes feasible at least Custer-Vernon, also Glenwood-Custer if no parking.

**River Bluff, Huffman to Main**

- Now: Bike route signs. BLOS high-C.

***Recommendations: No change.***

**Riverside, Central to Paladin**

- Now: sidepath Main-Rock River, otherwise not in network.
- BLOS high-C Central-Packard, mid-D Packard-Rock River, low-D Forest Hills- I-90, mid-D I-90 -Paladin.
- Some sidewalks Central-Packard, both sidewalks Packard-Rockton, south and most of north sidewalk Rockton-Main. No sidewalks in Rockford east of Rock River.

***Recommendations:***

- **Add or complete a sidewalk or sidepath.**
  - Central-Packard, complete the south sidewalk. Sidepath width would be ideal, with enough right-of-way on most of segment. High priority.
  - Packard-Rockton, as a possible upgrade, widen south sidewalk to sidepath width. With current right-of-way, the sidepath would have to be 8' wide near Rockton.
  - Rockton-Main, as a possible upgrade, complete the north sidewalk and have one sidewalk be sidepath width. Less right-of-way is available by Main.
  - Main-Rock River, widen to sidepath width the 275' of the north sidewalk used as the Rock River Rec Path, and improve crosswalk visibility. Medium priority.
  - Forest Hills-Perryville, ideally add sidepath on one side, sidewalk on the other (would require Loves Park coordination) – with at least sidewalk on one side. There are various right-of-way, slope, setback, and obstacle issues on both sides. Very high priority.
  - Perryville-Paladin, ideally add sidepath on one side, sidewalk on the other. Medium priority, which would increase if the I-90 bridge is reconstructed with a sidewalk and/or sidepath. See also the longer-term plans for a ped/bike-only bridge connecting segments of Spring Brook.

**Rockford, State to Charles**

- Now: Bike Route signs. BLOS high-C.

***Recommendations:***

- **Add 3-Foot Law sign, southbound past State.** Medium priority.

- **Add Shared Lane Marking by State.** Place an SLM in the left part of the northbound right-turn lane soon before State. Medium priority.

**Rockford University internal roads, Turner to possible east trail**

- Now: not in network. BLOS low-B.

***Recommendations:***

- **Add Shared Lane Markings.** With the cooperation of Rockford University, its west and north internal roads could serve as a temporary route before the proposed Aldeen Park to Rockford University trail is built – or as a backup if it is not built. If so, place SLMs 4' out, except in the left part of the lane where there is perpendicular parking. High priority.
  - **Backup:** Add Bike Route wayfinding signage only.

**Rockford University east access trail, Rockford University to Roxbury**

- Now: doesn't exist.

***Recommendations:***

- **Add trail.** 800' trail, from the northeast Rockford University parking lot to the planned Strathmoor/Roxbury intersection. City and university-owned right-of-way. High priority.

**Rockton, Elmwood to Halsted**

- Now: bike lanes Riverside-Halsted, otherwise not in network.
- BLOS mid-C Elmwood-Embury, low-C Embury-Riverside, mid-B Riverside-Halsted.

***Recommendations:***

- **Add 3-Foot Law sign, northbound past Riverside.** Medium priority.

**Rolling Hedge, Valencia, Hedgewood, and Ivanelle – Trainer to Charles**

- Now: not in network. BLOS high-B.

***Recommendations:***

- **Add Bike Route wayfinding signage.** Medium priority.
- **Add trail link and crosswalk at Charles.** To access Charles' south sidepath. Medium priority.

**Rote, Reid Farm to east of town**

- Now: sidepath Reid Farm-Bell School, otherwise not in network.
- BLOS mid-B Reid Farm-Perryville, low-B Perryville-Bell School, high-D Bell School-east of town.

***Recommendations:***



- **None, Meijer entrance-Bell School.**
  - **Possible upgrade:** Could stripe 8' Combined Bike/Parking lanes for traffic calming and for those not using the sidepath.
- **Add paved shoulders, Bell School-east of town.** Pave 4' shoulders. Improves from high-D to high-C west of Lyford and low-B east. Very high priority Bell School-Lyford, high priority east of Lyford.
- **Add paved shoulders and off-road facility, new I-90 bridge.** Whenever the bridge is replaced, include at least 4' paved shoulders, and a sidepath and/or sidewalk. Very high priority.
- **Add 3-Foot Law sign, eastbound before I-90 bridge.** High priority.
- **Add curb cut and trail link.** From Rote to University sidepath. Lower priority.

### Roxbury, Inverness to State

- Now: not in network. BLOS high-D 600' north from State, mid-C north of there.

#### *Recommendations:*

- **None, Inverness-Parliament.**
  - **Possible upgrade:** If added to network north of Parliament, add Shared Lane Markings 4' out and 3-ft law sign northbound where the bike lanes end.
- **Add bike lanes, Parliament-State.** High priority.
  - Parliament to 600' north of State, stripe 5.3' bike lanes (including gutter) and 11' traffic lanes.
  - 600' north from State, seek to have 5' bike lanes through as much of this segment as possible, either from reducing northbound to 1 traffic lane at first, shortening right-turn lanes, reducing lane widths to 10', or reconstructing with more width. Use merge lines for the right-turn (and bike lane?) transitions with Shared Lane Markings in the through lanes where necessary.
    - **Backup:** SLMs through this segment.

### Rural, Parkview to Welty

- Now: not in network. BLOS mid-C.

#### *Recommendations:*

- **Add Bike Route wayfinding signage.** Medium priority.

### Samuelson, Falcon to Alpine

- Now: paved shoulders Falcon-11<sup>th</sup> St, Bike Route signs 11<sup>th</sup> St-Alpine.
- BLOS low-A Falcon-11<sup>th</sup>, low-C 11<sup>th</sup>-Alpine.

#### *Recommendations:*

- **Add sidepath, 11<sup>th</sup>-Alpine.** South side of road. Sidewalk minimally, sidepath ideal. High priority, due to college and high school.
- **Add 3-Foot Law signs.** Westbound past 35<sup>th</sup> St, eastbound past 11<sup>th</sup> St. Medium priority, or higher if sidepath or sidewalk is not built.

### **Sandy Hollow, Kishwaukee to Mulford**

- Now: not in network.
- BLOS high-D Kishwaukee-11<sup>th</sup> St, mid-D 11<sup>th</sup> St-20<sup>th</sup> St, low-C 20<sup>th</sup> St-Alpine, high-D Alpine-Mulford.
- No sidewalks.

#### ***Recommendations:***

- **Add or complete a sidewalk or sidepath.**
  - Kishwaukee-9<sup>th</sup>, as part of a complete streets project, there will be a 4-to-3 lane road diet resulting in a north-side sidepath and south-side sidewalk. High priority.
  - 9<sup>th</sup>-11<sup>th</sup>, repeat the planned Kishwaukee-9<sup>th</sup> cross-section, above. High priority.
    - **Backup #1:** Add a north sidewalk, with or without a road diet.
    - **Backup #2:** Stripe 6' Buffered Bike Lanes (1.5' buffer) as part of a 4-to-3 lane road diet.
  - 11<sup>th</sup>-20<sup>th</sup>, ideally, both sides with sidepath width on one side. The south side has more right-of-way available. High priority.
    - **Another option:** 4-to-3 lane road diet may be feasible, with 5' bike lanes and 11' traffic lanes and TWLTL.
  - 20<sup>th</sup>-Alpine, ideally, both sides with sidepath width on one side. The north right-of-way is restricted on the west. Medium priority.
    - **Another option:** 4-to-3 lane road diet may be feasible, with 5' bike lanes and 11' traffic lanes and TWLTL.
  - Alpine-Mulford, ideally, both sides with sidepath width on one side. Medium priority.
    - **Another option:** Pave shoulders for 4' width.

### **School, Springfield to Kilburn**

- Now: Bike Route signs Pierpont-Avon, otherwise not in network.
- BLOS high-C Springfield-Pierpont, mid-B Pierpont-Johnston, high-C Johnston-Central, mid-B Central-Avon, low-C Avon-Lee, mid-C Lee-Kilburn.

#### ***Recommendations:***

- **Add Combined Bike/Parking Lanes, Pierpont-Independence.**
  - Pierpont-Johnston, stripe 7.9' CBPLs and 12' traffic lanes. Improves mid-B to mid-A. Medium priority.
  - Johnston-Central, stripe 7.4' CBPLs and 10.5' traffic lanes. Improves high-C to low-A. High priority.

- **Add Shared Lane Markings, Independence-Oakley.** Place SLMs 4' out, except place the last SLMs before Central in the middle of the rightmost through lanes. Medium priority.
- **Add bike lanes, Oakley-Avon.** Stripe 7' parking, 5' bike lanes, and 11.1' traffic lanes. Improves mid-B to high-C. Medium priority.
- **Add 1-way Separated Bike Lanes, Avon-Lee.** 5.5' one-way SBLs with 2' raised median buffers, two 11' traffic lanes and 10' TWLTL. If the asphalt can be widened to the existing sidewalks, use the extra width to widen the SBLs and through lanes. Use NACTO Urban Bikeway Design Guide and FHWA Separated Bike Lane Planning and Design Guide techniques at intersections. Very high priority.
  - **Backup:** Add 7' Buffered Bike Lanes (including gutters and 1.5' buffers), 11' traffic lanes, and 11.5' TWLTL.
- **Add 1-way Separated Bike Lanes, Lee-Kilburn.** Study a 4-to-3 lane road diet with median removal, resulting in 13' travel lanes and TWLTL and 1-way SBLs on each side (7' width, 2' raised curb buffer). If the asphalt can be widened to the existing sidewalks, use the extra width to widen the SBLs and through lanes. Use NACTO Urban Bikeway Design Guide and FHWA Separated Bike Lane Planning and Design Guide techniques at intersections. Very high priority.
  - **Backup:** Widen south sidewalk to 8' sidepath width with a 5' buffer. More right-of-way would be needed.

### **Searles, Halsted to Glenwood**

- Now: not in network. BLOS mid-C.

#### ***Recommendations:***

- **Add Bike Route wayfinding signage.** Medium priority.
  - **Possible upgrade:** If the road is reconstructed, add width for 5' bike lanes (w/ gutters) and 10 or 11' traffic lanes.
- **Add 3-Foot Law sign, southbound past Halsted.** Medium priority.

### **Seminary, College to 15<sup>th</sup> Ave**

- Now: not in network.
- BLOS high-C College-Catherine, low-B Catherine-15<sup>th</sup>.

#### ***Recommendations:***

- **None.**
  - **Possible upgrade:** If added to the network, add:
    - Bike Route wayfinding signage, College-Baker.
    - 8' Combined Bike/Parking Lanes, Baker-Catherine.
    - Catherine-15<sup>th</sup>, restrict parking to southbound, stripe 8' parking, 5' bike lanes, 11.3' traffic lanes.

### **Shaw Woods, Spring Brook to Arbutus**

- Now: not in network.
- BLOS high-B Spring Brook-700' N of Spring Creek, then low-B to Spring Creek, high-C to Lambeth, low-B to Arbutus.

**Recommendations:** Part of an alternative route to/from Spring Brook, avoiding the unsignalized Spring Brook/Spring Creek intersection.

- **Add Combined Bike/Parking Lanes, Spring Brook-700' north of Spring Creek.** Stripe 8' CBPLs and 12' traffic lanes. Improves high-B to high-A. Lower priority.
- **Add localized Shared Lane Markings, by Guilford High School.** Place northbound SLMs 11' out, where school parking occupancy is high. Lower priority.
- **Add Shared Lane Markings, 700' north of Spring Creek to Lambeth.** Place SLMs 4' out, except place the last SLMs before Spring Creek in the middle of the rightmost through lanes. Medium priority.
  - **Possible upgrade:** Southbound Spring Creek-Lambeth could have a 5' bike lane and 10' traffic lane.
- **Fill sidewalk gap.** 200' on the east side, north from Spring Creek. Lower priority.
- **Add Bike Route wayfinding signage, Lambeth-Arbutus.** Medium priority.

### **Singleton, Landstrom to Dorset**

- Now: Bike Route signs. BLOS high-B.

**Recommendations:** No change.

### **Skyline, Alpine to Bluecrest**

- Now: Not in network. BLOS high-B.

**Recommendations:**

- **Conditional – add Bike Route wayfinding signage.** If Aldeen Park-Rockford University trail added and another spur to/from Guilford desired, add this as part of route. Medium priority.

### **Southbridge, Sunderman to Burningtree**

- Now: Bike Route signs. BLOS mid-B.

**Recommendations:** No change.

### **Spring Brook, Delcy to Bell School**

- Now: Bike Route signs Delcy-Spring Creek, bike lanes Spring Creek-Perryville.

- BLOS mid-B Delcy-Spring Creek, high-B Spring Creek-Mulford, mid-B Mulford-Perryville, mid-C Perryville-Bell School.

***Recommendations:***

- **Improve the crossing of Spring Creek.** If not a regular traffic signal (in Uncontrolled Crossings treatment 5), use treatment 4 recommendations: four W11-1 Bike Warning signs, two with W16-9P “Ahead”, two with W16-7P Slanted Down Arrow plaques, bicyclist-actuated warning beacons, R1-5b Stop Here for Pedestrians signs at stop bar pavement marking, and Rectangular Rapid Flashing Beacons. Very high priority.
- **Spot improvement at the Mulford intersection.** To alleviate the abrupt end of Spring Brook’s bike lanes at Mulford, either widen the curbing of the intersection, or narrow the traffic lanes and transition the bike lanes better. Medium priority.
- **Spot improvement at the Perryville sidepath intersection.** Perryville's sidepath has an access spur to Spring Brook 30' east of Roth. Move its access to just in front of Roth's northbound stopline. Medium priority.
- **Fill sidewalk gap, Perryville-Bell School.** Fill the north sidewalk gap, since it accesses Perryville's sidepath there. Would need right-of-way from one parcel. Lower priority.
- **Long-term goal, Bell School-Lyford.** Longer-term plans call for a bicycle/pedestrian-only bridge over I-90, connecting the Spring Brook dead-end segments on each side of the tollway. Such a connection would provide needed access to destinations east of I-90 (such as Sportscore 2) that are currently difficult to access in part due to Riverside’s lack of accommodations. In addition to the bridge, Bike Route wayfinding signage would be used on the Spring Brook segments to Bell School and Lyford – unless developments and increased traffic on these segments necessitate a higher level of bike accommodation according to the City’s Complete Streets policy and suggested road design standards here.

**Spring Creek, Jacoby to Bell School**

- Now: sidepath Reid Farm-Perryville, otherwise not in network.
- BLOS low-D Jacoby-Highcrest, mid-D Highcrest-Shaw Woods, low-C Shaw Woods-Mulford, mid-D Mulford-Reid Farm, low-C Perryville-Bell School.
- Sidewalks: some Highcrest-Alpine on south, most Mulford-Reid Farm on south, north Perryville-150’ west of Grandchester and south from that point to Bell School.

***Recommendations:***

- **Add sidepath, Jacoby-Highcrest.** South side, extension of Auburn south sidepath which currently heads south to Jacoby. High priority.
- **Add or complete a sidewalk or sidepath.**
  - Highcrest-Alpine, even if a sidepath is added along Highcrest, a sidewalk (or sidepath) on at least one side is needed here. High priority.
  - Alpine-Mulford, a sidepath is ideal, but at least a sidewalk should be added on at least one side. Sufficient right-of-way seems available. High priority.
- **Fill sidewalk gap, Mulford-Reid Farm.** Fill the south sidewalk gap. High priority.

### **State, Meridian to east city limit (Business US20 Meridian-Avon and 6<sup>th</sup> St-east limit)**

- Now: sidepath Sunset-Avon and Bell School- I-90 underpass, otherwise not in network.
- BLOS low-C Meridian-Springfield, high-D Springfield-Day, mid-B Day-Sunset, high-D Sunset-Wyman, low-C Wyman-75' W of Water, low-B from that point to railroad tracks, then low-D to 3<sup>rd</sup> St, high-C 3<sup>rd</sup> St-6<sup>th</sup> St, mid-D 6<sup>th</sup> St-Fairview, low-D Fairview-Alpine, high-E Alpine-Newtowne, low-D Newtowne-Mill, low-B Mill-Perryville, mid-C Perryville-Bell School, high-D Bell School- I-90 underpass, low-D to Lyford, low-B to east city limit.
- Sidewalks: some sidewalk west of Day, Rockford-Fairview, Alpine-Mulford, Perryville-Bell School. Both sides Day-Rockford, Fairview-Alpine. None Mill-Perryville, Lyford-east city limit.

### ***Recommendations:***

- **Add sidepath, Meridian-Sunset.**
  - Meridian-Springfield, side to be determined. Ideally, same cross-section as Sunset-Avon – sidepath one side, sidewalk on the other. Medium priority, which increases as development occurs.
  - Springfield-Day, would need more right-of-way. Ideally, same cross-section as Sunset-Avon – sidepath one side, sidewalk on the other. High priority, which increases as development occurs.
  - Day-Sunset, already programmed north sidepath and south sidewalk (like Sunset-Avon). High priority.
- **Add Shared Lane Markings.** High priority.
  - Main-Wyman, add SLMs 11' out. Extend west to Church, if Church is added to the network.
  - Railroad tracks-1<sup>st</sup> St, add SLMs 11' out, for direct connectivity to Madison and 1<sup>st</sup> St, if an alternative route is not used.
- **Add 1-way Separated Bike Lanes, Wyman-75' west of Water.** Add SBLs, with 7' width and 2' raised curbs ideal, 5' width and/or tubes as backups. Reduce the westbound Wyman left-turn lane length to extend the SBL further, then center the SLMs in the westbound through/right-turn lane the rest of the way. Very high priority.
- **Add Buffered Bike Lanes, 75' west of Water-railroad tracks.** Stripe 6' BBLs (4' + 2' buffers) and 16' traffic lanes. Use a NACTO "Intersection Crossing Markings" option through Water. Improves from low-B to mid-A. High priority.
- **Add Bike Route wayfinding signage, Summit-Williams Park sidewalk.** South sidewalk only. May want a sign to walk on the sidewalk, due to its narrow width. Could widen some, except right at Summit (traffic signal) and Williams Park (bus stop bench). Medium priority.
  - **Backup:** If the hospital does not allow the use of Williams Park and 1<sup>st</sup> Ave, extend the use of 12<sup>th</sup> St to State and of State's south sidewalk another 550' to 12<sup>th</sup> St. The fire hydrant in the sidewalk near Williams Park should be moved. The sidewalk could be widened some on this block, too.
- **Add or complete a sidewalk or sidepath.**

- Rockford-Fairview, add at least a sidewalk on at least one side of the road. The north side usually has more right-of-way. Very high priority.
- Alpine-Mill, complete a sidewalk. Ideally, have completed sidewalk on both sides, with one having sidepath width. Very high priority.
- **Add a sidepath, Mill-Bell School.** Will be built as part of an upcoming Perryville intersection project. Very high priority.
- **Replace or add a sidepath, I-90 underpass-east city limit.** High priority.
  - I-90 underpass-Lyford, replace the sidepath that was removed for casino construction.
  - Lyford-east city limit, as part of any development or road reconstruction, add a sidepath on one side (south?) and a sidewalk on the other.
- **Other possible upgrades.**
  - 1<sup>st</sup> St-3<sup>rd</sup> St, Shared Lane Markings 11' out would be the only realistic option.
  - 3<sup>rd</sup> St-6<sup>th</sup> St, restricting parking to one side would create an option for bike lanes, if needed.
  - Fairview-Alpine, the north side mostly has enough right-of-way for a sidewalk widened to sidepath width, if needed.

### **Strathmoor, Roxbury to Mulford**

- Now: doesn't exist Roxbury to current Strathmoor, not in network otherwise.
- BLOS mid-C south-east road bend to Gramercy, mid-B Gramercy-Mulford.

#### ***Recommendations:***

- **Add Bike Route wayfinding signage, Strathmoor extension.** Sign the connecting new section of road to be built. Very high priority, much lower if no Rockford University route.
  - **Possible upgrades:** Either Shared Lane Markings 4' out (if no parking allowed) or 5' bike lanes.
- **Add Shared Lane Markings, Strathmoor extension-Gramercy.** Placed 4' out. High priority, lower if no Rockford University route.
  - **Possible upgrade:** If reconstructed, add some width for 5' bike lanes and 11' traffic lanes.
- **Add bike lanes, Gramercy-Mulford.** Stripe 5' bike lanes and 14.8' traffic lanes. Improves mid-B to mid-A. Where parking is allowed westbound, have a bike lanes gap, or widen to 8' Combined Bike/Parking Lanes. High priority, lower if no Rockford University route.

### **Summit, Crosby to State**

- Now: not in network. BLOS low-B.

#### ***Recommendations:***

- **Add Bike Route wayfinding signage.** Medium priority.
- **Ensure and mark on-road bike stoplight triggering at State.** Medium priority.

### **Sunderman, Surrey to Southbridge**

- Now: Bike Route signs. BLOS high-B.

***Recommendations: No change.***

### **Surrey, Olde Lyme to Sunderman**

- Now: Bike Route signs. BLOS high-B.

***Recommendations: No change.***

### **Trainer, Garrett to Rolling Hedge**

- Now: not in network.
- BLOS low-C Garrett-Fincham, low-B Fincham-Laurel Cherry, high-C Laurel Cherry-Newburg, mid-A Newburg-Rolling Hedge.

***Recommendations:***

- **Add sidepath, Garrett-Lexus.** East side, 15' right-of-way available.
  - Garrett-Argus, one northbound lane could be removed and lanes reconfigured to add 5' bike lanes – but that would be inconsistent with sidepaths north (existing) and south (proposed) of the segment. Medium priority.
  - Argus-Lexus, keep sidepath crossings/crosswalks close to Trainer, to avoid poorly placing stoplines too far back. Consider adding right corner raised islands at the northeast and southeast corners of State to break up the sidepath crossing and isolate turning conflicts. High priority.
    - **Backup:** if no sidepath, add Shared Lane Markings by State, and add bike lanes starting 250' south of State.
- **Add bike lanes, Lexus-Fincham.** Reconfigure for 5.3' (including gutter) bike lanes and 12' traffic lanes and center left-turn lane/median. Improves low-C to high-B. High priority.
- **Add Combined Bike/Parking Lanes, Fincham-Laurel Cherry.** Stripe 7.5' (with gutters) CBPLs and 11' traffic lanes. Improves low-C to mid-B. Medium priority.
- **Add Shared Lane Markings, Laurel Cherry-Newburg.** Place SLMs 4' out. Medium priority.
- **Add Bike Route wayfinding signage, Newburg-Rolling Hedge.** Medium priority.

### **Turner, Alpine to Flintridge**

- Now: Bike Route signs. BLOS high-C.

***Recommendations:***



- **Add paved shoulders.** If off-road parking is adequate, remove on-street parking from both sides of the road and stripe 4.8' shoulders and 10' traffic lanes. Improves high-C to mid-B. High priority.
  - **Backup:** if parking can't be removed from both sides, remove westbound parking and add Shared Lane Markings 4' out, and add a 3-foot law sign eastbound after Rockford University.
  - **Possible upgrade:** Widen to 5' bike lanes and 10-11' traffic lanes, at the next reconstruction.
- **Ensure and mark on-road bike stoplight triggering at Alpine.** Medium priority.

### Washington, 2<sup>nd</sup> Ave to Charles

- Now: not in network. BLOS high-C.

#### *Recommendations:*

- **Add Bike Route wayfinding signage.** Medium priority.
- **Ensure and mark on-road bike stoplight triggering at Charles.** Medium priority.

### Welty, Rural to State

- Now: Bike Route signs. BLOS high-C.

#### *Recommendations:*

- **Add Shared Lane Markings.** Place SLMs 11' out northbound (parking allowed) and 4' out southbound (no parking). By State, center the SLM in the southbound right-turn lane. Medium priority.

### Wesleyan, 20<sup>th</sup> to Montana

- Now: Bike Route signs. BLOS mid-B 20<sup>th</sup>-Ohio, low-B Ohio-Montana.

#### *Recommendations:*

- **Add Combined Bike/Parking Lanes, 20<sup>th</sup>-Ohio.** Stripe 7' CBPLs and 11' traffic lanes. Improves mid-B to mid-A. Medium priority.

### West Gate, Broadway to Oregon

- Now: Bike Route signs. BLOS mid-B.

#### *Recommendations:*

- **Remove from network.** Instead, use a new route further east, which uses stoplights to cross Charles and Broadway.

### West Rock River Trail, Whitman to Morgan

- Now: Sections of trail exist between Whitman and Morgan, including rail-to-trail bridge over the river on the south end.

***Recommendations:***

- **Add trail.** Fill gaps that currently exist. Rails-to-trails bridge to Morgan on W side may be more difficult. Very high priority.

**Whitman, Kilburn to (over) Madison**

- Now: sidepath Main-east of river, otherwise not in network.
- BLOS high-D Kilburn-Ridge, mid-D Ridge-Main.
- Both sidewalks, except for south gap Church-Main.

***Recommendations:***

- **Add 1-way Separated Bike Lanes, Kilburn-Haskell.** Study a 4-to-3 lane road diet with median removal to create 13' traffic lanes and TWLTL – and 1-way SBLs on each side (7' width, 2' raised curb buffer). Very high priority Kilburn-Winnebago. High priority Winnebago-Haskell, where only eastbound is part of a route connecting the Mel Anderson Path to the Rock River Rec Path.
  - **Backup, Kilburn-Winnebago:** On the south side, there is sufficient right-of-way (if the school fence is moved) to widen the sidewalk to an 8' sidepath with 5' buffer.
  - **Backup, Winnebago-Haskell:** No backup for this block if a road diet with SBLs is not built. Instead, use southbound Winnebago as part of the connection between the trails.
  - **Possible upgrade, Haskell-Ridge:** A 4-to-3 lane road diet with (traditional) bike lanes is feasible west of Ridge, but a higher comfort level is appropriate for a trail-to-trail connection. So, quiet parallel roads are chosen instead and this segment is a transition to a road diet, west of here.

**Wilcox, Charles to Cleveland**

- Now: Bike Route signs. BLOS high-C.

***Recommendations:***

- **No change.**
  - **Possible upgrade:** If on-street parking is removed, could add Shared Lane Markings 4' out.

**Williams Park, State to 1<sup>st</sup> St**

- Now: not in network. BLOS mid-B.

***Recommendations:***

- **Add bike lanes.** Stripe 5.5' (including gutter) bike lanes, leaving 12.7' traffic lanes + 1.5' gutter. Improves mid-B to high-A. Medium priority.
  - **Backup:** If not bike lanes, Bike Route wayfinding signage is likely sufficient.

- **Backup:** If the hospital does not allow the use of Williams Park and 1<sup>st</sup> Ave, extend the use of 12<sup>th</sup> St to State and of State's south sidewalk to 12<sup>th</sup> St.

### **Winnebago, Benderwirt to Morgan**

- Now: not in network.
- BLOS mid-B Benderwirt-Garfield, high-A Garfield-Whitman, high-B Whitman-Fisher, mid-B Fisher-Cherry, mid-C Cherry-Jefferson, high-B Jefferson-Mulberry, high-C Mulberry-State, high-D State-Chestnut, mid-B Chestnut-Cedar, mid-C Cedar-Morgan.

#### ***Recommendations:***

- **Add Bike Route wayfinding signage, Whitman-Fisher.** High priority.
- **Ensure and mark on-road bike stoplight triggering at Whitman.** Medium priority.
- **Add Shared Lane Markings, Mulberry-Chestnut.** Place SLMs 11' out Mulberry-State, 11' out northbound and 4' out southbound State-Chestnut. High priority.
- **Add Buffered Bike Lanes, Chestnut-Cedar.** If parking is removed (using off-street lots, instead), add 6' Buffered Bike Lanes (w/ gutters and 1.5' buffers) and 16.8' traffic lanes. Improves from mid-B to high-A. Narrow the traffic lanes near the intersections with left-turn lanes, to allow 5' bike lanes. Medium priority.
  - **Backup:** If parking is retained on one side, stripe 8' parking (one side), 5' bike lanes and 13.8' traffic lanes.
- **Add Shared Lane Markings and warning signs, Cedar-Cunningham.** Place SLMs 4' out. With bridge walls, too narrow for bike lanes. Add FYG W11-1 signs. Medium priority.
- **Add bike lanes, Cunningham-Morgan.** Stripe 5.5' bike lanes and 11' traffic lanes. Improves from mid-C to mid-B. Medium priority.

### **Wisteria/Hollyhock, Delcy to Arbutus**

- Now: not in network. BLOS mid-B.

#### ***Recommendations:***

- **Add Bike Route wayfinding signage.** Part of an alternative route to/from Spring Brook, avoiding the unsignalized Spring Brook/Spring Creek intersection. Medium priority.

### **Wyman (IL2), Jefferson to Chestnut**

- Now: not in network. BLOS mid-C Park-State, low-B State-Chestnut.

#### ***Recommendations:***

- **Add bike lanes.** Assuming jurisdictional transfer to the City, stripe each side with 8' parking, 5' bike lane, and 12' traffic lane. If turn lanes are needed, reduce to 1-side parking. High priority.

## **Other Bikeway Network Recommendations**

**Wayfinding signage.** As detailed in Appendix 1’s “Bike Network Wayfinding Signage”, it is recommended that all designated bikeway network segments, for all of the various bikeway types used, include wayfinding signage. It is described how to add wayfinding to the current network of routes having “Bike Route” signs, alone.

**Downtown 1-way, 3-lane IDOT roads.** IDOT maintains 1-way, 3-lane state routes through downtown Rockford. Church and Main are currently being studied for possible reconfigurations and jurisdictional transfer. The others, Chestnut/Walnut/1<sup>st</sup> Ave, Jefferson, 2<sup>nd</sup> St, 3<sup>rd</sup> St, are not listed in the study’s specific corridor recommendation section. If, in the future, it is desired to add bike accommodations to these, a good option could be 1-way Separated Bike Lanes with raised median buffers and intersection techniques described in the NACTO guide. The moderate traffic counts ranging from 4000-9000 are good candidates for road diet reductions from 3-to-2 traffic lanes. As a backup for SBLs, Buffered Bike Lanes would be possible after a 3-to-2 road diet. If a road diet is not possible, another backup that might be feasible is to narrow each of the traffic lanes to fit in a bike lane on the right sides.

**Speed limit reduction.** As motor vehicle speed decreases, the chance that a pedestrian or bicyclist will survive a collision with a car or truck increases. Lower speeds improve the bike-friendliness of neighborhood streets – of which many are in the current and proposed bike network. This study recommends that the citywide default speed limit for neighborhood streets be reduced from 30mph to 25mph.

**Connections with other towns.** In addition to bike travel within Rockford, the current network and this plan focus on seamless connections to preferred bike routes in neighboring cities. These include Landstrom, Pepper, Applewood, Perryville, Bell School, Charles, East State, and various arterial roads.

## 4 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.”

In recent years, agencies from all levels of government – including the City of Rockford – 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 Complete Streets law for their larger-scale road projects. That same year, the US Department of Transportation also voiced support for Complete Streets with a new bicycle and pedestrian accommodation policy statement. In 2017, the City of Rockford committed to Complete Streets by adopting its own policy, with excerpts including:

*“...the City recognizes the need to develop a safe, efficient, accessible and integrated multimodal transportation network that balances the need and desire for access, mobility, economic development and aesthetics while providing for the health and well-being for people of all ages and abilities.”*

*“The City of Rockford shall approach every transportation and transportation-related improvement as an opportunity to create safer, more accessible streets for all users.”*

In addition to the Vision and Complete Streets Benefits, Rockford’s policy details Projects and Phases, Exceptions, design guideline resources, Performance Measures, and implementation steps.

### Roadway Design Guideline Recommendations

By adopting this bicycle study, the City of Rockford has identified and described road corridor improvements for an enhanced and expanded designated bike network. However, to ensure that other road project opportunities appropriately accommodate bicycles, too, the study proposes the following changes to the Section 12.03 “Bike Routes” of the City’s *Engineering Design Criteria* roadway design standards. Note that in the table, a “network route” is one that is or could become part of the designated bike network.



*Figure 4.1: Filling in sidewalk gaps and improving intersections helps complete a street.*

**Table 4.1. Suggested Bicycle Accommodation in Road Designs**

<b>Minor urban 25-30 mph roads</b>				
	<i>No parking</i>	<i>Parking &lt;10%</i>	<i>Parking 10-30%</i>	<i>Parking &gt;30%</i>
<i>Under 1000 ADT</i>	None	None	None	None
<i>(Network route)</i>	BR	BR	BR	BR
<i>Over 1000 ADT</i>	None	None	None	None
<i>(Network route)</i>	SLM-4 (or BL*)	CBPL	BR (and 3-ft S*)	SLM-11 (or BL*)

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

- (Parentheses) indicate the secondary option.
- A secondary with an asterisk\* indicates the option may be used at the higher ends of a range or where the need is greater.

**BR:** Bike network wayfinding signage only. D1-nb and D1-nc (n= # of destinations), and D11-1c are recommended.

**SLM-4:** Shared Lane Markings centered 4-ft from curb faces. Bike network wayfinding signage recommended as a supplement.

**SLM-11:** Shared Lane Markings centered 11-ft from curb faces (on-street parking present). Bike network wayfinding signage recommended as a supplement.

**CBPL:** Combined Bike/Parking Lanes, solid stripes 7-8 ft from curb faces. Parking permission indicated with signage. Bike network wayfinding signage recommended as a supplement.

**3-ft S:** "State Law - 3 Feet Min To Pass Bicycles" sign, which has been approved by IDOT.

**BL-5:** Bike Lanes of width 5-ft, with pavement stencils per AASHTO and bike network wayfinding signage recommended as a supplement.

**BBL:** Buffered bike lanes of 3.5 to 5-ft width, plus 1.5 to 3-ft buffers on travel and/or parking (if present) sides. May substitute with Separated Bike Lanes. Wayfinding signage supplements.

**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 buffered bike lanes or sidepath moves closer to buffered bike lanes.

Also, the City's *Engineering Design Criteria* could be modified to bring sidepath (and sidewalk used by cyclists) crossings closer to the parallel road, especially at intersections with moderate-to-busier side streets and commercial entrances. Using right-corner islands is a useful method, where feasible. Doing this can help reduce the number of motorists stopping in or beyond the crosswalk – which leads to crashes with contraflow cyclists and pedestrians in the crosswalks.

**Development Ordinances:** It is also recommended to create development guidelines to help new developments contribute to Rockford’s efforts to become more pedestrian and bicycle-friendly. Possible topics:

- *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 the Rockford Bikeway Implementation Study for specifically-defined bikeway improvements.*
- *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.*
- *Require that sidewalks built during parcel development do not disregard road crossings, as seen in the Riverside/Mulford example, at left.*

Source: Google Maps

**IDOT, County, and Other Agency Roadways:** Work closely with IDOT, Winnebago 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 Rockford 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<sup>3</sup> 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 study suggests modifying the parking development ordinance to include bicycle racks.

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<sup>3</sup> “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 ([www.albany.edu/ihi/files/NY\\_Planning\\_And\\_Policy\\_Models\\_iHi.pdf](http://www.albany.edu/ihi/files/NY_Planning_And_Policy_Models_iHi.pdf))

## 5 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 Rockford. 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.

The City already has bike parking requirements in its development ordinance. As detailed below, it is recommended to make minor changes to that ordinance and to continue retrofitting racks at strategic locations in town.

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*, at [www.apbp.org](http://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 \$150-300) and “post and loop.” 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 5.1.

Old-fashioned “school racks,” which secure only one wheel, are a poor choice for today’s bicycles (Figure 5.2). Securing both the wheel and frame is difficult, and bicycles are not well supported, sometimes resulting in bent rims.

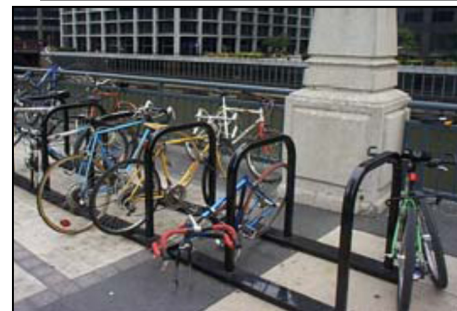


Figure 5.1. Inverted U, single (top) and in a series (bottom).

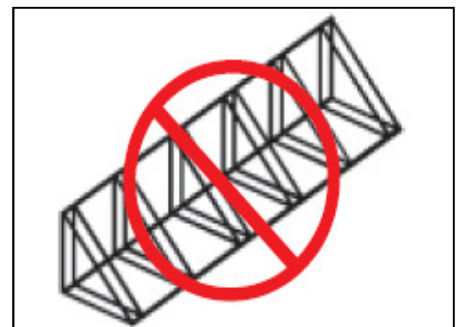


Figure 5.2. “Schoolyard” rack, not recommended.



**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 are from the Kane County Bicycle & Pedestrian Plan:

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

**Ordinance:** Ideally, all multi-family and non-residential buildings should provide bike parking. Section 50-005 of the City’s zoning ordinance details spaces required per specific type of land use (Section 50-003F), as well as requirements on design and location.

Ride Illinois considers the bicycle parking section in the City of Champaign’s zoning ordinance (Section 37-376 to 37-379) to be a “best practice” example in the state, with more specificity on good and poor types of racks, ideal rack location on a site, and alternative bike parking plans. It is recommended that the City of Rockford consider editing its own bike parking requirements using relevant parts of Champaign’s ordinance.

**Other Retrofits:** Retrofit bike parking is recommended in places of latent demand, including public buildings, recreation facilities, and commercial centers. Local bicycle advocates might be tasked with providing suggestions. Note that retrofitting racks on commercial properties and other private property will require cooperation from the property managers.

I Bike Rockford provided the City with a “Bike Rack Recommendations” report, consisting of existing and 24 suggested downtown locations for racks, with types listed and three proposed phases of implementation. The City is now working with the group to install these racks.

## **Education**

There is a big educational gap – for both bicyclists and motorists – on how to legally and properly share the road. The result: avoidable crashes, too many people afraid to bike, and lots of anger and resentment. Education of both road user types is crucial to improving real and perceived bicycling safety in Rockford. Investing some resources on public outreach and education would greatly leverage the City’s infrastructure investment.

Many of the safety resources listed below are free, except for the time to get and use them. Much of this time could come from volunteers.

**Bicyclists:** Many people 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 to more places around town more safely.

The following safety materials could be distributed through schools and PTAs, at public places such as City Hall and the library, and on the City’s and park district’s websites:

- *Bicycle Rules of the Road*, a free guide from the Illinois Secretary of State: [www.cyberdriveillinois.com/publications/pdf\\_publications/dsd\\_a143.pdf](http://www.cyberdriveillinois.com/publications/pdf_publications/dsd_a143.pdf)
- *Bike Safety*, a free brochure from the Illinois State Police: [www.isp.state.il.us/docs/5-035.pdf](http://www.isp.state.il.us/docs/5-035.pdf)
- Ride Illinois’ single-page summaries for children and their parents. [rideillinois.org/safety/kids-and-biking-resources](http://rideillinois.org/safety/kids-and-biking-resources)
- Illinois Bicycle Law cards, free from Ride Illinois. Relevant state laws, folds to business-card size. [rideillinois.org/wp-content/uploads/2018/08/BikeLawCard2018.pdf](http://rideillinois.org/wp-content/uploads/2018/08/BikeLawCard2018.pdf)

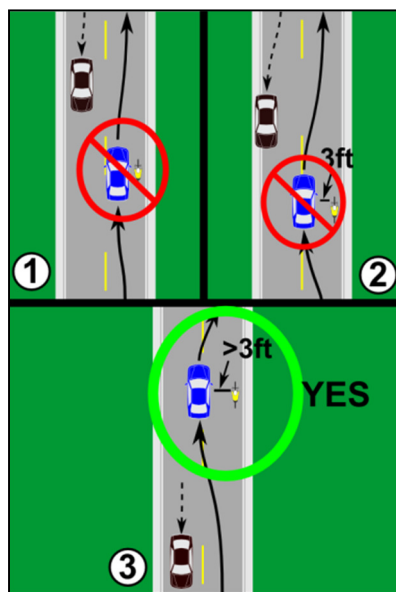


Figure 5.4. Motorist Quiz at [www.bikesafetyquiz.com](http://www.bikesafetyquiz.com).

In addition, Illinois has a network of bicycle safety instructors, nationally-certified by the League of American Bicyclists, to teach a menu of classes for children and adults. These classes – or training of new instructors – could be conducted in Rockford. Instructors are listed at [www.bikeleague.org/bfa/search/list?bfaq=illinois#education](http://www.bikeleague.org/bfa/search/list?bfaq=illinois#education).

An online interactive resource on relevant laws and safety techniques is Ride Illinois’ [www.bikesafetyquiz.com](http://www.bikesafetyquiz.com). Concise quiz-based lessons are freely available for Adult Bicyclists, Child Bicyclists, Motorists, and Truck Drivers. Besides individual use, quiz copies can be made for easy use by schools, driver education programs, scouts, YMCAs, and more. Ride Illinois has brief text promoting the quiz, available for municipal newsletters and websites.

**Motorists:** Drivers not trained on car-bike interactions are much more likely to make mistakes that are dangerous to people on bikes. The following safety resources are available

from Ride Illinois, for driver education programs and existing motorists:

- The “Motorist/Drivers Ed” and “Truck Driver” quizzes in the [www.bikesafetyquiz.com](http://www.bikesafetyquiz.com) resource mentioned above.
- “Share the Road: Same Road, Same Rights, Same Rules”, a 7-minute video available at [www.youtube.com/watch?v=S1PXvxh\\_6MI](http://www.youtube.com/watch?v=S1PXvxh_6MI) and as a DVD

The study recommends that local high schools and private driver education programs be encouraged to use [www.bikesafetyquiz.com](http://www.bikesafetyquiz.com) and/or the video and its accompanying lesson. For several years, Rockford’s public high schools have been using BikeSafetyQuiz in driver education more than any other school district in the state. Both resources could be added to the City website. During warmer months, the video could be shown on the local cable channel and the articles could be published for residents.

As is also the case for the study's Enforcement and Encouragement sections, some other Education ideas and suggestions are described in RPC's 2017 [Bicycle and Pedestrian Plan](#).

## **Enforcement**

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

According to Illinois law, bicyclists have both the rights and responsibilities of other vehicle users. Many cyclists 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. The aforementioned Illinois bike law cards are available from Ride Illinois. Also, Ride Illinois has piloted a bicycle ticket diversion program in Urbana, Highland Park, and several other towns. To reduce a ticket to a warning, offenders take the Adult Bicyclist (or Motorist/Driver's Ed) quiz at [www.bikesafetyquiz.com](http://www.bikesafetyquiz.com), emailing their completion certificate to the police department. This has been received well and is suitable for Rockford, too.

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. As with cyclists, police are encouraged to stop motorists if needed, to educate, issue warnings, or issue tickets. An annually-conducted, brief but well-publicized targeted enforcement campaign (aka "sting") can raise community awareness about particular problem issues. Warning tickets would be issued, along with instructions to complete the appropriate [www.bikesafetyquiz.com](http://www.bikesafetyquiz.com) lesson.

Officers are encouraged to learn or refresh their own knowledge on the common crash types through completion of the Motorist and Adult Bicyclist quiz lessons.

Finally, police might consider replicating an earlier Hoffman Estates "bike safety kit" program. There, the police regularly noticed 50-60 mostly low-income workers, relying on their bicycles for year-round transportation to their jobs. These residents, riding at dark on busy roads, were often at risk due to a lack of bike lights and reflective clothing. Officers distributed a kit of these items when they witnessed a cyclist in that situation. This low-cost program was a much-appreciated success that could be duplicated here.

These and other enforcement ideas are detailed in the Illinois Association of Chiefs of Police's magazine: [rideillinois.org/wp-content/uploads/2016/01/PoliceChiefsArticle\\_Spring2014.pdf](http://rideillinois.org/wp-content/uploads/2016/01/PoliceChiefsArticle_Spring2014.pdf)

## **Encouragement**

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

- Ensuring availability of a bicycle map – showing the trails, preferred road routes, and bicycle safety information – at public buildings and during events. Ride Illinois (previously League of Illinois Bicyclists) has published and freely distributed editions of the “Rockford Area Bicycle Map” – the last being in 2012. A partnership can ensure that the map is updated and reprinted, when needed.
- Proclaim the City’s observance of National Bike Month, Week, or Day. As part of the event, challenge residents to do the [www.bikesafetyquiz.com](http://www.bikesafetyquiz.com). Have the Mayor lead by example, holding their own certificates of completion from the Adult Bicyclist and Motorist quizzes in a press release photo publicizing the event.
- On Bike to Work Day, encourage bicycling to work, errands, or other destinations. Offer token incentives, such as refreshments at City Hall or coupons for ice cream.
- Work with the school districts to observe National Bike to School Day, in early May.
- Promote Rockford as being bicycle-friendly in the City’s advertising.

## **6 Implementation of the Bikeway Study**

### **Introduction**

A key recommendation of this study is to develop a way to ensure its implementation. Continued progress will require a commitment of time and financial resources over many years. Little by little, project by project, the City of Rockford will become even more bike-friendly.

### **Bicycle and Pedestrian Advisory Commission and Coordinator**

Perhaps the most important implementation tool is time. The study recommends dedicating some fraction of a staff member's time as the City's Bicycle/Pedestrian Coordinator. This individual would work on plan implementation 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 study. Routine review of development plans and road project designs is a prime example.

In addition, the study recommends the establishment of an ongoing Rockford Bicycle and Pedestrian Advisory Commission (BPAC), reporting to City Council or to the City Administrator/Mayor's Office. Volunteer involvement by a few energetic, knowledgeable, and dedicated residents can greatly leverage the staff time investment of the Bicycle/Pedestrian Coordinator, who would serve as the lead staff liaison to the BPAC.

BPAC membership should be limited to 4-7 residents, mostly bicyclists ranging in experience. Some may come from the bike study's November 14, 2019 public brainstorming meeting, the steering committee, and/or others who have been involved locally in bike issues. If these individuals lack interest in pedestrian-only issues, too, then at least 1-2 members should specifically represent these topics. Ideally, the residents who volunteer for BPAC should have some relevant, specialized expertise – and/or be willing to work on tasks outside of the meetings.

Other BPAC members may come from other City departments (Community and Economic Development, Public Works, Police) or relevant agencies (Region 1 Planning Council, Rockford Park District, Rockford Public Schools district). However, it may be best for these departments and agencies to name representatives as "ex-officio" members, attending only when relevant topics are discussed. Meetings might be held quarterly or more, depending on level of activity.

The BPAC should routinely be given the opportunity to provide input into these City processes:

- Capital Improvement Program – How can designs of the CIP's road projects and other capital projects implement bicycle study recommendations or otherwise impact bicycling (and walking) positively? Also, the BPAC should propose stand-alone bike and/or pedestrian projects as priorities for the next CIP, each year.

- Site design and other development review – Provide bicycle and pedestrian perspective to the City’s review of new development or re-development projects.
- Maintenance – The BPAC should periodically review conditions on the City’s bikeway system and make prioritized maintenance recommendations.

In addition, the BPAC members should be empowered to work on several one-time and ongoing recommendations from this study and other efforts. Some of these are already being conducted by individuals and groups including I Bike Rockford. Examples include:

- Prioritize specific locations where bicycle parking is needed.
- Prioritize Rockford bikeways needing wayfinding signage, and specifying destination content for each sign based on general guidelines from this study.
- “Field test” demand-actuated traffic signals along the planned bikeway network, to determine and prioritize where bicycle-actuation improvements are needed.
- Bring or apply a variety of available education, enforcement, and outreach resources – such as those detailed earlier in the study – to Rockford.
- Act as volunteer “bicycle ambassadors” at community events.
- Lead bike-related events, such as Bike to Work Day/Week/Month or Bike to School Day.
- Head the effort to win national Bicycle Friendly Community designation, including filling out the application, and strategizing which areas need improvement.

It is strongly recommended that each commission member should have “ownership” of at least one topic or effort. This will keep members energized and ensure the commission is a net positive in City time investment.

### **Multi-Year Work Plan**

This study recommends a variety of strategies, from adopting policies to coordinating with other agencies, to quickly implement “high priority, ready to go” projects. One of the first steps of plan implementation should be to go through the listed recommendations and draft a five-year work plan – or ten years, which would cover the planning timeframe of this study. Some projects may be components of larger road projects in Rockford’s Capital Improvement Program. Others may be stand-alone retrofit projects. Projects that do not get completed on a given year move into a future year’s work plan. Dividing study implementation across a span of years makes it more manageable, especially in terms of funding.

### **Implementation Funding**

Recommendations in this study range from low-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.

- **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 \$125,000 per mile for a soft surface trail to \$2,000,000 or more per mile in an urban area for a paved trail. For the proposed Highcrest sidepath, the estimate is \$750,000 per mile.
- **Bike Lanes:** The cost of installing bike lanes on both sides of the road is estimated between \$15,200 (recent City of Rockford pricing) and \$28,000 per mile where two stripes are needed. Where four stripes are needed due to adjacent parking or buffering, the estimate is between \$24,200 (recent City pricing) and \$48,000 per mile. These costs include stripe painting, bike lane pavement markings, and wayfinding signage. If removal of parking with center line adjustment is needed, add at least \$6,500 per mile. It is most cost efficient to avoid the removal cost and create bike lanes during reconstruction or resurfacing.
- **Combined Bike/Parking Lanes:** With two stripes and no markings, combined bike/parking lanes on both sides of the road are estimated to cost between \$10,000 and \$25,000 per mile.
- **Signed Bike Routes:** Only wayfinding signs and their posts are needed. At between \$120 and \$200 per installation, the estimated cost is between \$1,000 and \$2,500 per mile, for both sides of the road. Sign installation can be done at any time.
- **Shared Lane Markings:** Also known as “sharrows”, the total per-mile estimate of \$12,000 per mile (recent City pricing) includes pavement markings every 250-ft plus wayfinding signage. Again, shared lane markings can be done with other roadwork.
- **Maintenance:** In addition to initial costs of bikeways, maintenance costs are ongoing.

These may be funded in a number of ways. First, the City of Rockford already has a budget line item for its Citywide Bicycle and Active Transportation Program, especially bikeway network implementation. That line item, recently increased to \$300,000 annually, will go a long way to implementing the recommendations of this study through standalone projects or as local match for larger state/federal grants.

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

Other opportunities include road projects by the City, Winnebago County, or the 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. In fact, it is likely that resurfacing projects will be a major component of study implementation.

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.

## **Technical Resources and Training**

City staff should have access to up-to-date resources to help with the details of design and implementation. In addition to including the printed resources below in City planners' and engineers' libraries, 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](http://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](http://www.apbp.org).
- *NACTO Urban Bikeway Design Guide*. Online at [www.nacto.org](http://www.nacto.org).
- *Manual on Uniform Traffic Control Devices*. Online at [mutcd.fhwa.dot.gov](http://mutcd.fhwa.dot.gov).

### **Websites and Professional Organizations:**

- 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](http://www.pedbikeinfo.org)
- The Association of Pedestrian and Bicycle Professionals: provides continuing education, technical resources and an online forum for exchanging questions and ideas. [www.apbp.org](http://www.apbp.org)
- Ride Illinois: A planning and advocacy resource, with many on-line materials focused on best practices nationally as well as issues unique to Illinois: [www.rideillinois.org](http://www.rideillinois.org)

## **Bicycle-Friendly Community Designation**

A goal of study implementation should be official designation as a "Bicycle Friendly Community" (BFC). This national League of American Bicyclists award program has Honorable Mention, Bronze, Silver, Gold, Platinum, and Diamond gradations. The program comprehensively assesses a community based on Engineering, Education, Enforcement, Encouragement, and Evaluation. Appendix 5 is an infographic summarizing how Bronze and higher communities have fared in key criteria.

Winning BFC designation is not easy. However, the recommendations in this study encompass most of the award criteria.



Figure 6.2.. *Bicycle Friendly Community sign.*



Ride Illinois, a longtime observer of and “local reviewer” for the BFC program, believes Rockford could achieve the Bronze level now or soon, with at least a Silver possible with moderate implementation of this study. Some key short-to-mid term steps could include:

- Adopting this study, officially naming a Bicycle/Pedestrian Coordinator, and creating a Bicycle (or Bicycle/Pedestrian) Advisory Commission – described earlier
- Adopting a bike parking ordinance
- Implementing several more high-priority segments on on-road bikeways, especially bike lane sections
- Implementing at least two more Education recommendations from this study
- Implementing at least one of the Enforcement recommendations from this study
- Proclaiming Bike to Work Day, Week, or Month, with some accompanying public educational outreach

As suggested above, Bicycle and Pedestrian Advisory Commission members could lead several of these efforts.

### **Annual Evaluation**

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 status report in conjunction with a ribbon cutting ceremony or community event, Bike to Work Day or Bike to School Day, a community bike ride, or other event conducted in partnership with local group(s). This keeps local stakeholders focused on the progress that has been made and energizes everyone to keep moving forward. Also, consider updating this plan in 10 years to reflect progress and reevaluate priorities.

# Appendix 1 - Bikeway Types in the Bike Route Study

## Standards and Guidelines

The 2012 Guide for the Development of Bicycle Facilities by the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration’s (FHWA) Manual of Uniform Traffic Control Devices (MUTCD), and the NACTO Urban Bikeway Design Guide (NACTO) form the technical basis for the study’s recommendations. Other resources include the FHWA’s Separated Bike Lane Planning and Design Guide and Road Diet Informational Guide.

The AASHTO, MUTCD, and NACTO references are recognized by the industry as the standards for bicycle facility design. The Illinois Department of Transportation encourages communities to consult these guidelines and standards when developing bicycle plans and studies.

After a description of the recommended network wayfinding signage, a general overview of bicycle facility options follows. More engineering details are in the publications.

## Bike Network Wayfinding Signage

For both on- and off-road bikeway segments in a town, bicycle network signage can serve both wayfinding and safety purposes including:

- Helping to familiarize users with the bikeway system
- Helping users identify the best routes to significant destinations
- Helping to overcome a “barrier to entry” for people who do not bicycle much but who want to get started
- Alerting motorists to expect bicyclists on the route

Rockford’s current bikeway network consists mostly of routes designated by D11-1 “Bike Route” signs, used around the country for decades. For towns starting and signing a bicycle network from scratch, the recommendation is to use more recently-developed bicycle network signage that incorporates destination-based wayfinding, as well. Examples are below:

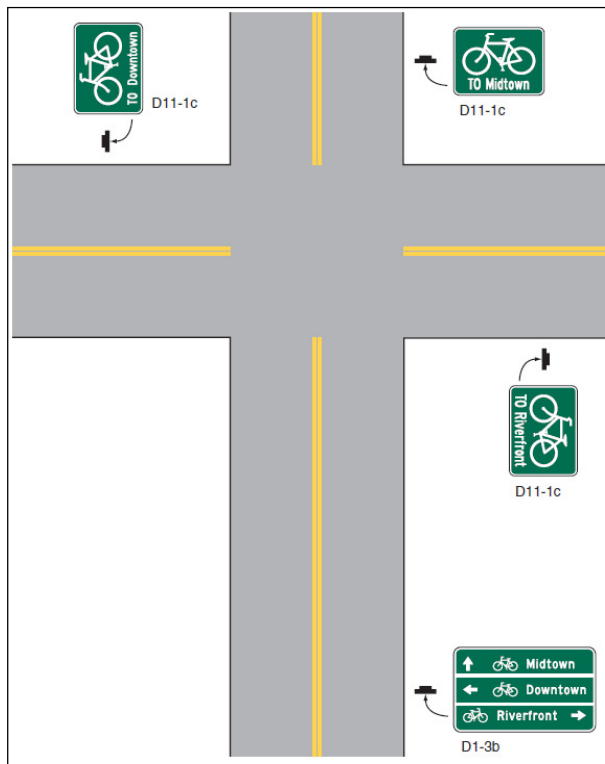


*Stand-alone bike network wayfinding signs. Left: D1-3b Middle: D1-2c Right: D11-1c*



However, since Rockford already has a significant investment in D11-1 signs, **an alternative suggestion is to add wayfinding plaques**, as shown in the example at left. D1-1, D1-2, and D1-3 (seen here) are used for 1, 2, and 3 destinations, respectively. Adding the suffix “a” to these sign numbers indicate signs with distance information. Within Rockford, distance-based signs may or may not be needed.

Signs should be installed on each officially-designated on-road or off-road segment of the network. The recommendations in this study often list other bikeway types, such as shared lane markings and bike lanes, but **in each case, there should be accompanying wayfinding signage.**



*Example of signage placement.*

The figure at right illustrates signage placement. In general, signs should be placed where a route turns at an intersection, crosses another route, and crosses major intersections. The D11-1c confirmation signs (above right “TO Midtown” in the figure) should be placed on long stretches, too. Besides MUTCD, the NACTO guide gives detail on signage content and placement. Individual signs could be specified by the task force.

Additionally, the City of Des Plaines provides another option: proposed 7.5” X 4” stickers on the backs of their bikeway wayfinding signs. The city’s bicycle webpage and corresponding QR code are listed. The webpage has background information – and a bikeway map.



*DesPlaines QR code sticker.*

## **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 Rock River Rec Path is Rockford's prime example.



*Multi-use trail on its own right-of-way*

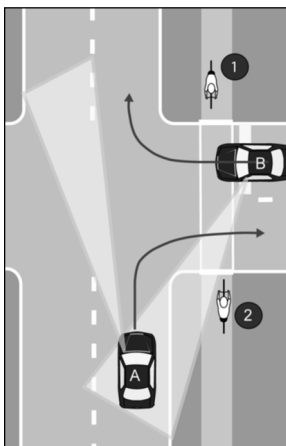
## **Sidepaths and Sidewalks**

Sidepaths are trails running immediately parallel to a roadway, essentially a widened sidewalk. The width, in feet, can vary from eight (minimum) to ten (desired) or more, where heavily used. Compared to trails on their own rights-of-way, a higher percentage of sidepath use is for transportation purposes.

Sidewalks are often used for bicycling, particularly by children or when on-road conditions are uncomfortable. However, widths are usually too narrow for comfortable use by both cyclists and pedestrians. Sidewalks are not considered official bikeways, so where short segments are used for connectivity, signage recommending cyclists to dismount and walk is suggested. Examples in the study are State from Summit to Williams Park, Mulford from Garrett to Strathmore, and Charles from Peter to Florist.

While the physical separation from traffic provides a sense of security to sidepath (and sidewalk) users, intersections present inherent conflicts and visibility problems – especially for off-road cyclists riding against the flow of adjacent traffic. Understanding these inherent conflicts can help in efforts to improve sidepath safety.

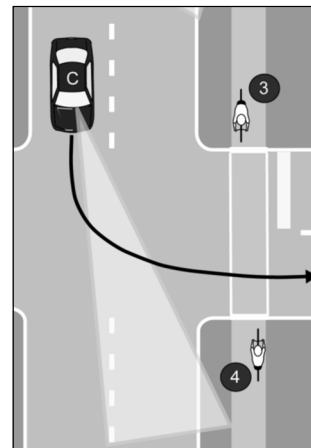
The figures below illustrate the visibility problems leading to intersection conflicts. At left, Car B crosses the sidepath to turn right onto the parallel street. Rarely do motorists stop at the stopline – usually stops are in the crosswalk or at the street edge, if at all. Many will look only to their left. Cyclist 2 might be seen. Cyclist 1 is much less likely to be seen.



*Right turns across sidepaths.*

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.

At right, 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.



*Left-turn across sidepath.*

It should be noted that a contributing factor in at least some of these conflicts is disregard of pedestrian crosswalk laws and possibly traffic controls by bicyclists. Education and enforcement of both motorists and bicyclists can help somewhat in controlling sidepath problems. The study provides some recommendations.

In addition, sidepath conflicts can be reduced through engineering 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 – right-turn corner islands (“porkchops”) are particularly effective, as seen with the Perryville Path
- Using higher visibility crosswalks, specifically the “continental” style
- Bicycle Signal Faces for bikeway-specific phases at signalized intersections. This treatment has Interim Approval from the Federal Highway Administration.
- As a backup option to Bicycle Signal Faces, signalized intersections may provide a manually-activated Lead Pedestrian Interval to give off-road cyclists and pedestrians a “head start” before conflicting right-turning traffic gets a green signal.

## **On-road Bikeways**

Expanding Rockford’s bicycle network requires the determination of appropriate bikeway choices for various contexts.

Due to the fear of getting hit by a car from behind, 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.<sup>4</sup> The visibility issue described above is a prime reason. Note

<sup>4</sup> Moritz, W.E., “Survey of North American Bicycle Commuters: Design and Aggregate Results”, Transportation Research Board, 1997.

that for each motorist turning motion illustrated above, an on-road cyclist on the right side of the road is within the motorist's viewing area. Especially in cities during the day or when the bike is well-lit at night, more car-bike crashes occur at intersections – not from cars striking bikes from behind<sup>5</sup>.

The AASHTO guide describes the above and other sidepath issues in discouraging their use in inappropriate locations. In general, sidepaths may be better choices than on-road bikeways for faster, busier roads without lots of crossings. Since that is not the case for most of the City's other roads, various on-road bikeway options are usually recommended in this study.

## **Bike Lanes**

Bike lanes are portions of the roadway designated for bicyclist use. Rockford already has bike lanes on parts of Huffman, Madison, Morsay, Rockton, and Spring Brook.

Bike lanes are typically between five and six feet wide (including gutter pan) on each side of the road with a stripe and pavement markings. Bike Lane (MUTCD R3-17) signs are optional to supplement markings, and Rockford has used them on existing bicycle lanes. For one-way streets, bike lanes *usually* are better placed on the right side of the road.



*Bike lanes (other side not shown).*

Cyclists in each bike lane travel one-way with the flow of traffic. Sample results<sup>2,6,7</sup> 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

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. When a road has bike lanes but no on-street parking, indicate the parking prohibition using No Parking (MUTCD R8-3) or No Parking Bike Lane (MUTCD R7-9) signs.

For bike lanes and other bikeway types (below) with roadway space used only by bikes, regular sweeping is important. Debris accumulation can otherwise render these spaces useless, as bicyclists may avoid them to significantly reduce the risk of flat tires.

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<sup>5</sup> AASHTO Guide for the Development of Bicycle Facilities, pp. 3-8 and 3-9, 2012.

<sup>6</sup> AASHTO Guide for the Development of Bicycle Facilities, p. 22, 1999.

<sup>7</sup> Reynolds, C, et al., "The Impact of Transportation Infrastructure on Bicycling Injuries and Crashes: A Review of the Literature", *Environmental Health*, 2009.

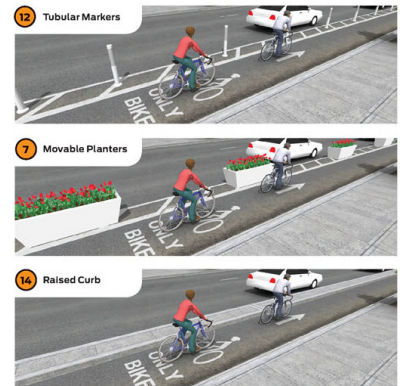


*Buffered bike lanes (NACTO).*

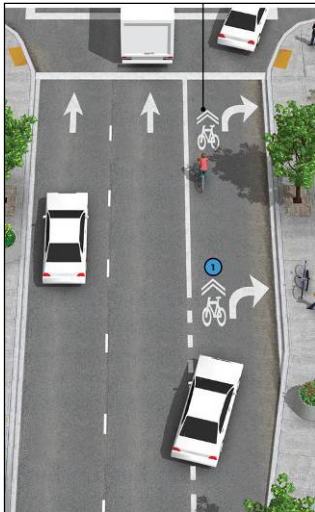
Bike lane options are evolving, to provide benefits in various situations. **Buffered Bike Lanes** are now accepted by the FHWA and detailed in the NACTO [Urban Bikeway Design Guide](#). A buffer space may be added between travel lane and bike lane, or between bike lane and curbside parking. This study calls for Buffered Bike Lanes on parts of Spring Brook, Bell School, Guilford, Parkview, State, and Winnebago.

**Separated Bike Lanes (SBL)** use bollards, curbs, or parking to separate bike lanes from travel lanes.

American use of SBLs has grown significantly this decade in dense urban cores. SBLs, especially one-way on each side of the road, are good options where intersection conflicts can be closely controlled, and motorist stop line compliance is high on cross streets and other intersections. Snow plowing tips are provided in <https://peopleforbikes.org/blog/clearing-snow-from-protected-bike-lanes-the-ins-and-outs>. In this study, one-way SBLs are recommended for parts of Main, School/Whitman, and State.



*One-way Separated Bike Lane buffers (NACTO).*



*Shared Lane Markings in right-turn only lane. (NACTO)*

National standards are evolving on handling bike lanes at intersections. The AASHTO guide has long detailed advance merge areas and, where space allows, continuing bike lanes to intersections. New tools are colorized pavement and extensions of bike lanes *through* intersections.

Insufficient pavement width due to the presence of turn lanes may necessitate interruption of bike lanes at intersections. Where this occurs with a right-turn only lane (not having a red traffic signal phase with a green right-turn arrow), shared lane markings may now be used for straight-ahead bicycle travel in the right-turn lane. Where this occurs with a left-turn lane but no right-turn only lane, use shared lane markings in the center of the rightmost through lane.

Green-Colored Pavement may now be used to enhance the conspicuity of bicycle lanes, or extensions of those lanes at intersections. The NACTO guide provides details, with two options, shown at right, meant to highlight conflict areas. These are recommended for 20<sup>th</sup> St, 15<sup>th</sup> Ave, College, Morsay.



*1-way Separated Bike Lane buffers (NACTO).*

## **Paved Shoulders**

On uncurbed roads with moderate or higher traffic, paved shoulders not only provide space for bicyclists, but also reduce run-off-the-road crashes and road maintenance needs. While paved shoulder width as low as 3-ft is helpful for cyclists, 4-ft is considered a target minimum with 6-ft or more desired on higher-speed roads and higher traffic counts and/or truck percentages. Several road segments are recommended for paved shoulders in this study, often from paving over existing gravel shoulders.

To include paved shoulders in the bike network, only Bike Route wayfinding signage is needed. However, paved shoulders of 4-ft or wider may be made into bike lanes by adding bike lane pavement markings. Shared lane markings are not appropriate on paved shoulders.

Shoulder rumble strips are a safety measure to further reduce run-off-the-road crashes. However, rumble strips designed without consideration for bicyclists can make a paved shoulder unusable for cyclists, possibly resulting in a lower level of safety than a road with no paved shoulders at all. Rumbles on Main/IL 2 from Bauer to Riverside – covering the entire width of the paved shoulders – fall into this category. A recommendation of this plan, at that segment’s next resurfacing, is to replace the current rumble strips with a more bike-friendly design. IDOT has a bike-friendly rumble strip detail, with 8” wide rumbles placed 4” off the edge line, with 12-ft longitudinal gaps every 60-ft. Any other rumble strips added in the planning area should use this design and ensure at least 3-ft (4-ft desired) of “clear-zone” to the right of the rumbles.

On Turner and part of Garrett, officially-designated and marked Bike Lanes *could* be used *if* the absolute minimum widths cited in the AASHTO bike guide are used. Instead, unmarked striped spaces acting as urban cross-section (curbed) “paved shoulders” are the study’s recommendation – but these could be marked and signed as bike lanes, if desired.

These two Turner and Garrett segments have curb-to-curb widths between 29-ft and 30-ft. Where travel lanes are reduced to 10-ft, a 30-ft curb-to-curb width could fit AASHTO’s 5-ft bike lane minimum width – assuming AASHTO’s recommendation of at least 4-ft between gutter seam and the center of the bike lane stripe is met. Less than 30-ft curb-to-curb or less than 28-ft seam-to-seam requires some compromise.

The study’s “paved shoulder” recommendations give the option of width between 4-ft (maximizing travel lane width) and whatever width (between 4-ft and 5-ft) results from minimizing travel lane width to 10-ft.

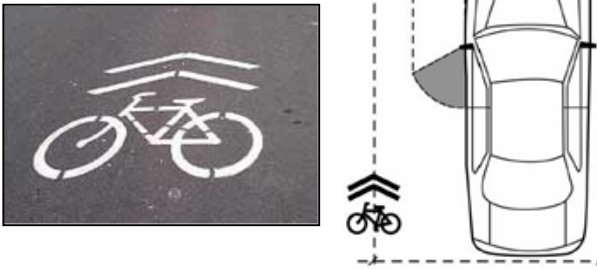
AASHTO’s exceptions permitting bike lane pavement markings and signs on these are:

- *“On extremely constrained, low-speed roadways with curbs but no gutter, where the preferred bike lane width cannot be achieved despite narrowing all other travel lanes to their minimum widths, a 4-ft wide bike lane can be used.”*
- AASHTO only *recommends* that 4-ft of the bike lane width be to the left of the gutter seam. NACTO’s guide says that 4-ft is desirable, while 3-ft is the minimum and can be used when travel lanes have been reduced to their minimum widths.



## **Shared Lane Markings**

Shared lane markings (SLMs, aka “Sharrows”) inform cyclists of optimum lane positioning. Bicycle positioning on the roadway is important to avoiding conflicts with cars turning at intersections and doors opening on parked cars. Also, SLMs are more effective than signage alone in reminding drivers of the possibility that they will see a bicyclist in the road. The City already has several streets with SLMs.



*Shared Lane Marking.*

Shared lane markings may only be used on streets with speed limits of 35 mph or lower. Sometimes SLMs are used in lieu of bike lanes on relatively comfortable roads that would still benefit from a higher level of guidance to bicyclists and motorists. More often, however, SLMs are a fallback treatment where there is insufficient width for

bike lanes. Another SLM use, seen often in this study, is to direct bicyclists to the center of the travel lane to improve visibility and reaction time when diagonally- or perpendicularly-parked cars back up.

On roads with no permitted parking, the center of the marking shall be 4 feet (or more) from the curb. On roads with permitted and *any level* of occupied parking, the center of the marking shall be 11 feet (or more) from the curb. SLMs that far from the curb are better suited where there are higher (>30-40%, perhaps) parking occupancies. This study recommends SLMs for some road segments having parking and others that do not.

The markings should be placed right after an intersection and spaced at intervals of 250 feet thereafter. See MUTCD Part 9 for more installation guidance. The shared lane marking also can be used to indicate correct straight-ahead bicycle position at intersections with turn lanes, where bike lanes have been temporarily dropped.

## **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” only use the bike network wayfinding signage described above, with no pavement striping or marking.

Signed Bike Routes may be appropriate where:

- There is not enough roadway width for bike lanes,
- Relatively low – but nonzero – parking occupancy makes shared lane markings less desirable, or
- Low traffic and comfortable conditions reduce the need for the cost of pavement stripes and/or markings.

A road does not need a specific geometry or pavement markings to be signed as a Bike Route, providing flexibility in lane width, inclusion of striping, etc. In addition, roads with paved shoulders that do not meet the criteria for bike lanes, can be designated as a Bike Route.

Rockford has many streets already signed as Bike Routes. This plan recommends no change on some of these and a higher level of accommodation on others, while suggesting other streets be added to the network with such signage.

## **Combined Bike/Parking Lanes**

Some residential collector streets with wide lane widths permit on-street parking, but parked cars are sparse – under 5% or at most 10% occupancy – 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 through neighborhoods.



*Combined Bike/Parking Lanes.*

A fallback option, with parts of Halsted and Huffman being good examples, is to stripe off 7-8 feet (including gutter pan) for the occasional parked car. This space, essentially an “urban paved shoulder”, may be used by bikes, too. Sign the road with bike route wayfinding signage, 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” (CBPLs) allow parking, but bike lanes do not. Steps should be taken to avoid confusion. Bike lanes should use “no parking” signs – where there is no on-road parking separate from and adjacent to the bike lanes. In contrast, CBPLs would have no such signage forbidding parking. If the City ever starts using snow parking restriction signs, such signs could be used on CBPLs to implicitly indicate parking permission at other times.

Where road traffic volume is moderate and/or parking occupancy is more than rare but still very low, there is an increased probability of bicyclists moving from CBPL into travel lane when a car is approaching from behind. Additional warning signage, such as the R4-11 “Bicycles May Use Full Lane” sign and/or the W11-1 Bicycle Warning sign in FYG color, may be used in these cases.

## Three-Foot Law Signage

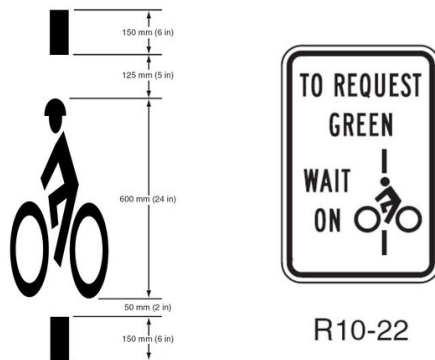
Nationally, the “Share the Road” sign has been falling out of favor, due to recent studies showing misinterpretation by many motorists. To deliver a clearer message, IDOT recently approved local agency use of a regulatory sign informing drivers of the state’s three-foot lateral clearance law when passing bikes. Installation should be limited to locations where the operation of the two vehicle types is demonstrating a problem or crash history, and/or where there is a recurring presence of bicycles. Several agencies have installed them, in partnership with Ride Illinois.

Three-foot law signs are recommended in this study for several street segments needed for the bike network but lacking options to achieve a reasonable level of bicyclist comfort.



*3-ft law sign.*

*Figure 9C-7. Example of Bicycle Detector Pavement Marking*



*Signal activation marking and sign.*

## Signal Activation by Bicycles

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

Illinois now has a law by which bicyclists and motorcyclists may treat stoplights like stop signs, after two minutes of not being detected. Engineering solutions are safer and preferred.

For existing intersections, the MUTCD-approved Bicycle Detector Pavement Marking (MUTCD Fig. 9C-7), together with the R10-22 Bicycle Signal Actuation Sign, can indicate a detector trigger point for actuating the signal. For standard detectors, the detector’s perimeter – such as its right edge – is more sensitive to bicycles. Correct tuning of the detector may be needed, too. Alternatively, a special detector loop can be installed for bikes.

For new intersections, Rockford generally adds video detection. While video, microwave, and quadrupole loop detection methods are more sensitive to bicycles and motorcycles, testing should be done and possible adjustments of detection zones may be needed.

## Improving Unsignalized Crossings

A good goal in developing a bicycle network is to avoid the use of unsignalized crossings of busy roads unless absolutely necessary. The current network in Rockford uses D11-1 signs with M6-4 arrows to alert motorists on busier roads of upcoming uncontrolled crossings. This study

recommends the use of IDOT’s new “TRA-23: Guidelines for Pedestrian Crossings and Uncontrolled Locations” policy to improve safety of such crossings. While the policy has “pedestrian” in its title, generally the same treatments are useful for bicycle network uncontrolled crossings of busy roads.

That policy (in this Appendix) recommends five increasing treatment levels, as a function of number of lanes, speed limit, traffic count, and any presence of median refuges. Several crossings, including Lafayette at 2<sup>nd</sup> and 3<sup>rd</sup>, Crosby at Longwood, Fisher at Church and Main, and Oak Grove at Fairview, warrant treatment 1: four W11-1 Bike Warning signs, the first two with W16-9P “Ahead”, the two by the crossings with W16-7P Slanted Down Arrow plaques.

Treatment 3 adds bicyclist-actuated (not continuously operating) warning beacons, and R1-5b Stop Here for Pedestrians signs at stop bar pavement markings. Examples include 23<sup>rd</sup> Ave at 11<sup>th</sup> St and Oak at Kishwaukee.

Treatment 5 adds a standard traffic signal or Pedestrian Hybrid Beacon, as is the suggestion for the Spring Creek crossings by Spring Brook and Reid Farm. If these traffic signals are not warranted, Treatment 4 calls for Rectangular Rapid Flashing Beacons.



*Left, top to bottom: W11-1, W16-9P, W16-7P. Center: R1-5B. Right: Rectangular Rapid Flashing Beacon*

**Figure 1 – Summary of Recommendations for Pedestrian Crossings at Uncontrolled Locations, Two Way Streets Only**

Configuration, including turn and parking lanes *	ADT ≤ 9000				9000 < ADT < 15,000				15,000 < ADT < 25,000				25,000 < ADT < 35,000				ADT > 35,000		
	Posted Speed or 85 <sup>th</sup> Percentile Speed, mph																		
	≤30	35	40	≥ 45	≤30	35	40	≥ 45	≤30	35	40	≥ 45	≤30	35	40	≥ 45	All		
2 lanes or 3 with refuge	1	2	4	Site-Specific Design	1	3	4	Site-Specific Design	2	3	4	Site-Specific Design	2	4	4	Site-Specific Design	Site-Specific Design		
3 lanes no refuge	1	2	4		1	4	4		3	4	4		4	4	4			4	5
4 lanes with refuge	2	3	4		3	4	4		4	4	4		4	4	4			5	5
6 lanes with refuge	3	4	4		3	4	5		4	4	5		4	4	5			5	5
> 4 lanes no refuge	Site-Specific Design								Site-Specific Design										
4 lanes, refuge not feasible	3	3	5	3	4	5	4	5	5	5	5	5	5	5					

Treatment Number	Treatment Detail
1	Four W11-2 Ped Signs, two with W16-9P “Ahead”, two with W16-7P Slanted Down Arrow plaques
2	Treatment 1 + Timed or pedestrian actuated warning beacons. Continuously operated beacons are not recommended.
3	Treatment 2 + R1-5b Stop Here for Pedestrians signs at stop bar pavement marking (omit R1-5b for single lane approach)
4	Treatment 1 + Rectangular Rapid Flashing Beacon
5	Standard Traffic Signal or Pedestrian Hybrid Beacon; review IL MUTCD for placement restrictions

Crosswalk Pavement Marking	Application
Parallel lines	Signal controlled intersections, stop controlled legs of intersections
Continental	Uncontrolled intersections, mid-block crossings, uncontrolled legs of intersections
Ladder	Enhanced conspicuity at uncontrolled locations

\* Refuge is defined as a raised median or other pedestrian safety island

## **Appendix 2**

### **Public Brainstorming Workshop Results**

On November 14, 2019, a “Public Brainstorming Workshop” was attended by roughly 35 residents. The purposes of the workshop included:

- Gather local resident knowledge on biking needs
- Prioritize road corridors and other routes to study for potential improvements
- Build community support for the study and its implementation.

Each attendee marked individual maps with suggested “routes to study” for improvements. A group exercise followed in which top priorities of tables from four geographic regions of the City were discussed and reported. These group priorities, as well as the marking of specific corridors on the individual maps, informed the inclusion and recommended priorities of the segments of the recommended bikeway network. The public group priorities include:

#### **Northeast (table 1) – Quadrant 1**

- 1) Loop from River path to Spring Creek / Spring Brook, Perryville Path, State Street
- 2) Alpine as a north – south corridor
- 3) Mulford between State Street and Newburg Road

#### **Northeast (table 2) – Quadrant 1**

- 1) Direct east-west connection River Path to Perryville Path
- 2) Alpine as north-south corridor, State to Spring Creek
- 3) Forest Hills / Riverside – necessity routes
- 4) Arnold – Five Points to Perryville Path

#### **Northwest – Quadrant 2**

- 1) Parkview / Spring Creek near Anderson Gardens
- 2) Illinois Street – signage [*Loves Park jurisdiction*]
- 3) Mel Anderson Path - connection to Main Street, Whitman exchange
- 4) Sharrows on Harlem should be consistent with Huffman
- 5) Extend Halsted to Main
- 6) Connections with Rockton / Roscoe

#### **Southwest – Quadrant 3**

- 1) Upgrade 15<sup>th</sup> Ave to separated bike lanes.
- 2) Connect Riverfront path to Morgan to Rock River path
- 3) Jefferson & Chestnut – 1-way separated bike lanes
- 4) S. Main multi-use path, connect to Morgan Street path

#### **Southeast (table 1) – Quadrant 4**

- 1) Charles Street – make a major connector for entire length from State to the existing multi-use path

- 2) Harrison Avenue – Alpine to 20<sup>th</sup> – fill in gap
- 3) 20<sup>th</sup> Street – upgrade the route; also, extend route to Atwood Park and the bike facilities being built there
- 4) Connect Collins Aerospace to Charles Street path

**Southeast (table 2) – Quadrant 4**

- 1) Harrison – Alpine to 20<sup>th</sup> (same as above)
- 2) Charles Street – striping
- 3) 6<sup>th</sup> Street – traffic is too fast, difficult to cross
- 4) Kishwaukee & 5<sup>th</sup> – difficult to cross

## Appendix 3: Road Segment Data

Extensive data collection on existing bicycling conditions informed the development of this study. Most of this information, such as roadway geometry, traffic conditions, Bicycle Level of Service scores, sidewalk coverage, recommendation details and implementation notes, is housed in the spreadsheet beginning on the next page. As mentioned in Chapter 2, the spreadsheet includes all routes that were studied for possible bikeway network inclusion, whether or not recommendations were made. The legend for the spreadsheet is below:

### ***Segment Definition***

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

### ***Existing Conditions***

<b>Lanes</b>	Number of through lanes (excludes center/other turn lanes)
<b>Traffic ADT</b>	Traffic count in vehicles/day. Gray or blue indicate estimates.
<b>Speed Limit</b>	Posted speed limit
<b>Lane Width</b>	Width from lane edge (often the gutter seam/pavement edge) to next lane, in feet
<b>Extra Width</b>	Pavement width from outer lane edge to gutter seam/pavement edge. May include paved shoulders, parking areas, bike lanes.
<b>Gutter Pan</b>	Width of cement gutter pan in feet
<b>Curb-to-Curb</b>	Total width between curbs – or pavement edges, if uncurbed.
<b>Parking Occ%</b>	Estimated % occupancy rate of on-street parking - excludes driveway areas. Averaged over 2-sides unless noted.
<b>% Truck</b>	Estimated % of heavy truck traffic
<b>BLOS score</b>	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
<b>BLOS grade</b>	BLOS converted to a grade range. B (or better) might be considered "comfortable" for casual adult cyclists, C (or better) for experienced cyclists
<b>Desig now?</b>	Bikeway type, if currently part of the bikeway network
<b>Comments</b>	Further details
<b>Sidewalk Status</b>	Are there sidewalks (SW) or sidepaths (SP) on each side (N-north, S-south, E-east, W-west)

### ***Recommendations***

<b>Primary Recommendation</b>	Description of the recommendation (if any) considered best for this segment.
<b>Notes and other options</b>	Either further detail on the primary recommendation, or "fallback" recommendation(s) if the primary cannot be achieved.
<b>Desig. routes BLOS after</b>	Shown only if an on-road, primary recommendation bikeway is implemented.

### ***Implementation***

<b>Priority</b>	Recommended implementation priority of segment
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Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
1st Ave	Williams Park	12th St	2	500	30	14.5	0	1.3	31.6	80	0.5	2.68	C		100% parking W, nearly 0% E.	Both SWs	Add Bike Route signs, localized SLM 11'	Add 11' SLMs where parking is usually high. If hospital does not allow use of Williams Park and 1st Ave, extend the use of State's south sidewalk to 12th St.	2.68	Medium
1st St	Lafayette	Jefferson	2	850	30	16.2	0	1.5	35.4	20	0.5	2.15	B	BR	Jefferson stoplight. Park, mixed uses.	Both SWs	Bike Route signs (no change)	Check stoplight triggering.	2.15	
1st St	Jefferson	Walnut	2	1400	30	15.2	7.3	0-pvd	45	40	1	0.94	A	BR	Downtown. 1550 ADT S of Market, 850 N. Timed(?) stoplights at Walnut, State, Jefferson. High parking % State-Market but 10% Walnut-State and 0% seen Market-Jefferson. LT lane at Jefferson stoplight.	Both SWs	Add SLMs 11'	Only where parking is usually higher than 20-30%, add SLMs 11' out.	0.94	Medium
1st St	Walnut	Oak	2	475	30	16.5	0	1.5	36	100	0	2.58	C	BR	Timed(?) stoplight at Walnut.	Both SWs	Add SLMs 11'		2.58	High
1st St	Oak	Grove	2	475	30	16.7	0	1.3	36	80	0	2.42	B	BR	Park W, resid E	Both SWs	Add SLMs 11'		2.42	High
1st St	Grove	Division	2	100	30	16.7	0	1.3	36	80	0	1.63	B		Previous BR. Wooden bridge blocked, 4' gaps in cement barriers. Replace bridge 2023 or later, accommodation return then.	E-SW, some W	Restore Bike Route signs when bridge replaced	Bridge currently out, so route is temporarily closed, despite S-bd BR sign after bridge. Restore when bridge replaced.	1.63	High
2nd Ave	Kishwaukee	7th St	2	900	30	15.1	0	1.5	33.2	10	0.5	2.20	B	BR	Uncontrolled 2-way stop at 6th.	Both SWs	Bike Route signs (no change)	See Oak, for Kishwaukee Xing.	2.20	
2nd Ave	12th St	London	2	400	30	14.5	0	0-pvd	29	20	0	1.93	B		12th-Prospect wider, no parking. Heavy parking just E of Prospect. Highland has yields. Jog at Chicago.	Both SWs	Add Bike Route wayfinding signage	Change Highland from yields to stops. Signage through Chicago jog.	1.93	Medium
2nd Ave	London	Calvin Park	2	400	30	15	0	0-pvd	30	20	0	1.86	B		Further E, 26'10"+16" gutters - about same.	Both SWs	Add Bike Route wayfinding signage		1.86	High
3rd St	Division	College	2	150	30	17.5	0	0-pvd	35	20	0	1.01	A	BR		W-SW	Bike Route signs (no change)		1.01	
4th Ave	Prairie	Lafayette	2	300	30	16.8	0	1.3	36.3	20	0	1.47	A	BR	Includes short turn on Prairie to 6th, missing sign at 6th.	Both SWs	Bike Route signs (no change)	See 6th jog recommendation	1.47	
5th Ave	Kishwaukee	4th St	2	3600	30	12	0	1.3	43	0	1.5	3.33	C		Stoplight at Kishwaukee, W-bd has LT, RT lanes. LT lane at 4th.	Both SWs	Add Bike Lanes	Narrowing lanes to 11' or even 10', and using some painted buffer space at Kishwaukee's SE corner should allow for 5' BLs - even if E-bd LT lane at 4th St is kept (ideally, remove it). Use dashed lines (and maybe green paint stripes between) at E-bd RT lane at Kishwaukee.	1.84	High
5th Ave	4th St	5th St	2	3600	30	15	0	2	34	0	1.5	2.92	C		Skewed railroad crossing.	Both SWs	Add Bike Lanes; railroad crossing improvement.	Add 6' BLs (incl. gutters), leaving 11' lanes. At skew RR Xing, add asphalt outside of current roadway to better allow perpendicular crossing, using SLMs and signs to direct cyclists.	1.63	High
5th Ave (E-bd)	5th St	6th St	2	3600	30	14	0	0-pvd	34	0	1.5	3.07	C		Stoplight at 6th St. Off-road parking lot.	Both SWs	Add SLMs 4' - or BL	Consider eliminating W-bd parking (using off-street lot) to allow 6' BLs and 11' lanes.	3.07	High
5th Ave (W-bd)	5th St	6th St	2	3600	30	12	8	0-pvd	34	40	1.5	2.09	B			Both SWs	Add SLMs 11' - or BL	Consider eliminating W-bd parking (using off-street lot) to allow 6' BLs and 11' lanes.	2.09	High
5th Ave	6th St	7th St	2	2000	30	13	7.5	1.5	44	40	1	1.57	B		Off-road parking N-side.	N-SW	Add Bike Lanes	Remove W-bd/N-side parking, to create 8' E-bd parking, 5.5' BLs, 12.5' lanes.	1.90	Medium
5th Ave	7th St	12th St	2	1800	30	20	0	0-pvd	40	60	1	2.64	C		Stoplight at 11th St.	Both SWs	Add Bike Route signs and 3' law sign	Add 3' law sign E-bd just past 7th St.	2.64	High
6th Ave (IL 251)	Prairie	Crosby	3	12600	30	12	1.7	0-pvd	37.7	0	2	3.37	C	BR	1-way S. S-bd BR sign to use ped-activated stoplight Xing from W- to E-sidewalk. 7' buffers on affected 4' SWs, with landscaping at 1 of 3 houses on E side. Per Strava, much more use directly between Crosby-6th-Lafayette, instead of Crosby-6th-Prairie-4th-Lafayette.	Both SWs	1) Improve sidewalk route; 2) Narrow lanes for Bike Lane	1) Add signs explaining to use stoplight and other side's SWs to Crosby or Prairie. Low priority and resid. impact: could widen BR SWs to 8' (w/ 5' buffer). 2) Since W-bd from Crosby less likely to use Prairie/4th to Lafayette, narrow 6th lanes in area to 10.8(L)-10.8-11(R), with 5' BL or shoulder Crosby-Lafayette (120').	2.35	Very High
6th Ave	12th St	18th St	2	650	30	13.3	0	0-pvd	26.6	5	0.5	2.21	B		Creek/undeveloped S.	Both SWs	Add Bike Route wayfinding signs		2.21	High
6th St (S-bd)	2nd Ave	5th Ave	3	6400	30	24	0	1.5	53	20	1	1.63	B		1-way S. Parts have 9' W-side parking stalls.	Both SWs	None			
6th St (S-bd)	15th Ave	23rd Ave	2	2150	30	15.5	0	1.3	33.6	30	1	2.92	C	BR	1-way S. 2650 ADT N of 18th, 1850 S. Considerable parking for 2 lanes and ADT level.	Both SWs	Remove from network	Besides being 2-way, 7th St a better option for traffic and width reasons.		
7th St	2nd Ave	railroad	2	3500	30	15.5	6.8	1.3	47.2	80	2	2.52	C	SLM11	Midtown area, small building setbacks. Parking stalls, corner bumpouts. S-bd 14.5'-7.5' parking-16" gutter, N-bd 16.5'-6'-16". Frequent stop signs. 25% parking seen, 80% max guessed.	Both SWs	Add Bike Lanes	Restripe for Bike Lanes. Ideal: 10.2' travel lanes, 5.5' bike lanes (could be buffered with 1.5' parking side buffer to reduce dooring), 8' (including gutter) parking.	1.97	High
7th St	railroad	12th Ave	2	4150	30	24	0	0-pvd	48	5	2.5	1.52	B	SLM11	SLMs in middle of lane, with no parking occupancy seen.	Both SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 16' lane - 8' combined bike/parking lane each side.	0.27	Medium
7th St	12th Ave	15th Ave	2	3000	30	14.5	7	0-pvd	43	50	2.5	2.02	B	SLM11	3850 ADT N of Broadway, 2000 S. Striped parking stalls, 20% seen, 50% max guessed. 11' SLMs. Stoplight at Broadway.	Both SWs	SLMs (no change)	If parking on one side only, could have 8' parking, 6' buffered bike lane (including buffer), 12' lanes, 5' bike lane on other side.	2.02	
7th St	15th Ave	23rd Ave	2	1450	30	21.5	0	0-pvd	43	30	1	1.79	B		2000 ADT N of 18th, 1025 S-end. Rough road. 2023 resurfacing.	Both SWs	Add Bike Route wayfinding signs	Since 6th is 1-way S bike route, with no N-bd BR, could switch to 7th. Less traffic, 2-way, needs resurfacing. Parking too high % for CBPLs.	1.79	High

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority	
9th St (N-bd)	Charles	7th Ave	3	3600	30	12	0	2	53	0	1.5	3.12	C		Not a bike route. 13' striped parking area (50%) on L (W). Upcoming road project.	Both SWs	Add Bike Lanes, if reconstructed	If added to network as 1-way route, add either 6' (incl. gutter) bike lane or 7' buffered bike lane (1.5-3.5-2 gutter) on the right, narrowing parking and lane widths - or eliminating one lane. At current and likely traffic counts, design alternatives relying on Shared Lane Markings would not meet cyclist comfort goals - bike lanes are recommended, such as Alternative B2.		Medium	
9th St (N-bd)	7th Ave	Broadway	2	3150	30	18	0	1.5	40	20	1.5	2.70	C		Not a bike route. Pinchpoint at RR underpass.	Both SWs	None	If added to network as 1-way route, restripe for 7.5' parking each side, 10' lanes, and add 5' bike lane on right.			
9th St (N-bd)	Broadway	23rd Ave	2	2900	30	14.6	0	1.5	32.2	10	1.5	3.01	C		Not a bike route. (Further data available N to Charles)	Both SWs	None	If added to network as 1-way route, restrict parking to L side (7'), reduce lane widths to 10', and add 5.2' bike lane on right.			
9th St	23rd Ave	Harrison	4	5150	30	11	0	1.5	46.5	0	2.5	3.44	C	BR	Industrial. Lanes 10-11-11-11.5. No parking. 2023 resurfacing.	Both SWs	4-to-3 road diet with Bike Lanes	Reconfigure for 5.5' bike lanes (including gutters), 12' travel lanes, 11.5' center left-turn lane.	2.06	High	
9th St	Harrison	Brooke	2	4400	30	20	0	0	40	10	0	2.12	B	BR	Concrete, seams 8' from curbs. Parking very low except in pockets. Stoplight at Harrison with LT lane S-bd, 2 N-bd lanes. No trucks allowed.	Both SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 12' lane - 8' combined bike/parking lane each side.	1.11	Medium	
9th St	Brooke	Sandy Hollow	2	2000	30	11	0	none	22	3	0	2.95	C	BR	Commerical, S of Sandy Hollow (no stoplight). Some stone shoulder parking, with incursions onto road.	None	Add 3' law sign	One sign N-bd just past Sandy Hollow.	2.95	Medium	
11th St	Charles	23rd Ave E	4	10000	30	11	0	0-pvd	45	0	2	3.69	D	SW	5 lanes, 10.5' lanes S of Broadway.	Both SWs	None				
11th St	23rd Ave W	23rd Ave E	4	10000	30	11	0	0-pvd	45	0	2	3.69	D	BR	Slight jog on 11th St, in 23rd Ave route.	Both SWs		See 23rd Ave, 6th St-11th St.			
11th St	23rd Ave W	Harrison	4	12800	30	11	0	0-pvd	52-65	0	2	3.81	D	SW	Raised median S.	Both SWs	None				
11th St (IL 251)	Harrison	Sandy Hollow	4	14200	35	12	0	0-pvd	55	0	2	3.88	D	SW		Both SWs	None				
11th St (IL 251)	Sandy Hollow	Samuelson	4	14000	45	12	4	0-pvd	80	0	2	2.76	C	SH	Wide median. Frontage roads S of US 20. Wide paved shoulders reduce at RT lanes.	None	None		2.76		
12th St	1st Ave	2nd Ave	2	400	30	12.9	0	1.3	28.4	30	0	2.22	B		0% parking S-bd, 50% N-bd.	Both SWs	Add Bike Route wayfinding signage	If hospital does not allow use of Williams Park and 1st Ave, extend the use of 12th St to State and of State's south sidewalk to 12th St.	2.22	Medium	
12th St	5th Ave	6th Ave	2	300	30	17	0	0-pvd	34	30	0.5	1.65	B			Both SWs	Add Bike Route wayfinding signs		1.65	High	
14th St	Charles	6th Ave	2	600	30	13	0	0	26	30	0	2.41	B			Both SWs	None	See above.			
15th Ave	Main	Nelson	4	6900	30	13.5	0	0	55	0	2	3.19	C	SLM4	Bridge over river. Narrow 4' carriage sidewalks, no ramps! W-bd 3 lanes (RT, LT) at Main stoplight, SLM-4' in RT lane. Bridge replacement 2024 or later, will accommodate.	S-SW	Add sidepaths	Ideal, if bridge replaced: one-way sidepaths on each side, min. 6', desired 8'. Backup if bridge not replaced: study road diet for 2023 resurfacing: 6' BLs, 13' lanes with painted median/TWLTL/turn lanes by Main.		Very High	
15th Ave	Nelson	Kishwaukee	2	6500	30	14	0	0-pvd	40	0	2	3.45	C	SLM4	3 lanes 14-12-14. SLMs 4' out. Ped stoplight at Spring. 2023 resurfacing.	Both SWs	Add Bike Lanes	For 2023 resurfacing: narrow to three 10' lanes (with TWLTL), 5' bike lanes each side. Backup: study road diet to remove TWLTL for bike lanes.	2.43	High	
15th Ave	Kishwaukee	7th St	2	3500	30	19	0	0-pvd	38	10	2	2.49	B	SLM11	SLMs 11' but low parking %. Widens to 5 lanes near Kishwaukee stoplight. There, SLM location varies: E-bd 4' in thru/RT lane, W-bd 11' out and then 4' in RT lane. 2023 resurfacing.	Both SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 11' lane - 8' combined bike/parking lane each side.	1.54	High	
15th Ave	7th St	11th St	2	3500	30	19	0	0-pvd	38	20	2	2.67	C		4 lanes, stoplight at 11th St.	Both SWs	None	Uses Broadway, instead. If added to network, add BR signs. (Parking % too high for CBPLs.)			
15th Ave (E-bd)	11th St	15th St	2	1550	30	16.5	0	0-pvd	28.8	10	1	2.34	B		Heavier parking by 14th.	Both SWs	None	Uses Broadway, instead. If added to network, use BR signs.			
15th Ave (W-bd)	11th St	15th St	2	1550	30	12.3	0	0-pvd	28.8	0	1	2.78	C			Both SWs	None	Uses Broadway, instead. If added to network, add SLMs 4' out.			
15th St	20th Ave	23rd Ave	2	1500	30	18	0	1.5	39	40	0	2.40	B		Industrial.	Some SWs	None	Alternative to 20th St. If added to network, add 5' BLs.			
15th St (N-bd)	Broadway	20th Ave	2	2500	30	11	0	0-pvd	29	0	0	3.03	C			Both SWs	None	Alternative to 20th St. If added to network, add SLMs 4' out.			
15th St (S-bd)	Broadway	20th Ave	2	2500	30	18	0	0-pvd	29	10	0	2.19	B			Both SWs	None	Alternative to 20th St. If added to network, add BR signs - or tight CBPL, if max parking % low.			
16th Ave	Woodruff	Oregon	2	300	30	14.5	0	0-pvd	29	20	1	1.93	B		Becomes Utah Dr.	Both SWs	Add Bike Route wayfinding signage		1.93	High	
18th St (N-bd)	Charles	9th Ave	2	1900	30	10	0	0-pvd	28	0	0	3.00	C		Stoplight at Charles. No parking. Speed humps.	Both SWs	Add SLMs 4'	Alternative to 20th St.	3.00	Lower	
18th St (S-bd)	Charles	9th Ave	2	1900	30	18	0	0-pvd	28	70	0	2.89	C		Several stop signs.	Both SWs	Add SLMs 11'	Alternative to 20th St.	2.89	Lower	
18th St (N-bd)	9th Ave	Broadway	2	800	30	10	0	0-pvd	28	0	0	2.56	C			Both SWs	Add SLMs 4'	Alternative to 20th St.	2.56	Lower	
18th St (S-bd)	9th Ave	Broadway	2	800	30	18	0	0-pvd	28	50	0	2.21	B		Jog at Broadway.	Both SWs	Add SLMs 11'	Alternative to 20th St.	2.21	Lower	

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
18th St	Broadway	16th Ave	2	550	30	13.5	0	0-pvd	27	40	0	2.42	B			Both SWs	Add Bike Route wayfinding signs	Part of route to Charles sidepath. (Also, alternative to 20th St.)	2.42	High
20th St	Charles	Broadway	2	6900	30	15.3	0	1.3	33.2	1	1	3.14	C	BR	Saw 1 car parked, mostly in lawn. By Charles stoplight, 43' concrete (total) with LT lane.	Both SWs	Add 3' law sign	If on-street parking disallowed, 5' BLs feasible. If not, see below for 3' law sign.	3.14	High
20th St	Broadway	Wesleyan	2	5700	30	17	0	0-pvd	34	5	1	2.84	C	BR	Rush hour parking restrictions. Stoplight at Broadway: LT lanes with 2 receiving lanes briefly due to center line aligning. 47'6" total there.	Both SWs	Add 3' law sign; intersection improvement	Not good for CBPLs or SLMs. If on-street parking disallowed, 5' BLs feasible. If not, 3' law sign N of Wesleyan. Restripe Broadway area (13th-15th) with 3 lanes + 5' bike lanes, and dashed lines (and green paint) in conflict zones.	2.84	High
20th St	Wesleyan	S of Center	2	8950	30	12	0	none	24	0	2	3.87	D	BR	Transition to 2 lanes. Industrial. Vague lane width. Very skewed RR Xing, N-bd has extra asphalt to allow perpendicular Xing (less so S-bd). Stoplight at 1-lane railroad underpass.	None	Add paved shoulders and spot improvements	Pave 4' paved shoulders - reducing lane width to 11', if needed. Add localized SLMs through RR underpass. At skew RR Xing, add more asphalt outside of current S-bd roadway to better allow perpendicular crossing - using SLMs and signs to direct cyclists in both directions.	2.78	High
20th St	S of Center	N of Alton	4	8800	30	12	0	1.5	80	0	2	3.51	D	BR	Median. N-bd RT and LT lanes at Harrison, S-bd LT lane.	Some W-SW	Add SLMs 4' and complete W-SW	Right at Harrison, center SLMs in rightmost through lane.	3.51	High
20th St	N of Alton	Laude	2	9000	35	13.5	0	0-pvd	40	0	0	3.47	C	BR	No parking, no trucks. 3 lanes: 15' N-bd, 13' TWLTL, 12' S-bd.	None	Add 3' law sign, SLMs 4', and sidewalk	S-bd 3' law sign past Alton. Maybe enough W-ROW for SP but too much residential impact, so SW. If no TWLTL, 6' BLs possible.	3.47	High
20th St	Laude	Sandy Hollow	2	9000	35	12	0	2	40	0	0	3.66	D	BR	No parking, no trucks. 3 lanes. 2-12-12-12-2.	None	Add SLMs 4' and sidewalk	Maybe enough W-ROW for SP but too much residential impact. If no TWLTL, 6' BLs possible.	3.66	High
20th St	Sandy Hollow	Samuelson	2	4400	35	11.5	0	none	23	0	0.5	3.43	C	BR	Some hills. Few feet stone shoulders. Bridge over US20 to be replaced, with sidepath.	None	Pave shoulders; add sidepath or sidewalk	W-side: sidepath ideal, sidewalk backup. 4' paved shoulders.	2.19	High
20th St	Samuelson	Blackhawk	2	2300	40	11.7	0	none	23	0	0.5	3.15	C		2950 ADT N, 1850 S. Few feet stone shoulders.	None	Pave shoulders	4' paved shoulders.	1.90	High
22nd St	Broadway	Wesleyan	2	1100	30	14.6	0	0-pvd	29.2	25	0	2.49	B		No stoplight at Broadway.	Both SWs	None			
23rd Ave	6th St	7th St	2	2900	30	14	0	0-pvd	28	0	2.5	3.12	C	BR	Truck route. No parking allowed. Industrial S, resid N.	Both SWs (poor)	Remove from network			
23rd Ave	7th St	11th St	2	2900	30	14	0	0-pvd	28	0	2.5	3.12	C	BR	Truck route. No parking allowed. Industrial S, resid N. Jog at 9th St. 1/2 blk jog and 2-way stop at 11th - difficult.	Both SWs (poor)	Add 4' SLMs; Improve 11th intersection/jog	Consider 4' shoulder striping if ok with truck route status and if there will always be at least 3' of shoulder asphalt exclusive of gutter. If not, add 4' SLMs. 11th St has sidewalks on both sides at 1/2 blk jog. With better 11th St warning signage, BR could cross at W 23rd Ave to business entrance on E-side and use and sign E-sidewalk (widening to sidepath with a low priority).	3.12	Medium
23rd Ave	11th St	20th St	2	1600	35	18.8	0	1.5	40.6	3	4	2.55	C	BR	Industrial. No parking occupancy % seen, off-road parking available.	Some SWs	Add Bike Lanes	Add 5.5' bike lanes (including gutter), leaving 14'8" travel lanes. Disallow on-street parking.	1.14	Medium
28th Ave	Harney	Charles	2	500	30	13	0	1.3	28.6	30	0	2.32	B		Another tough, uncontrolled Charles Xing.	Most SWs	Remove from network	Use route further E, with stoplights. If kept, add ped/bike Xing warning signage on Charles, with ped/bike-activated beacon.		
28th Ave	Charles	HS entrance	2	1000	30	16	0	1.3	34.6	50	0	2.57	C	BR	Rockford East High School, heavy S-bound parking and low but nonzero N-bound parking. Tough, uncontrolled Broadway Xing.	Both SWs	Add SLMs 11'	Only for the 350' between the HS entrance and the proposed sidepath on the S-side of Charles. The Shared Lane Markings are not ideal for such low N-bound parking occupancy, but it's fine for the short distance.	2.57	Low
28th Ave	Charles	Broadway	2	1000	30	16	0	1.3	34.6	25	0	2.26	B	BR	High school by Charles, heavy parking by there. Tough, uncontrolled Broadway Xing.	Both SWs	Remove from network			
29th Ave	Harney	Charles	2	400	30	13	0	1.3	28.6	40	0	2.30	B	BR	Should BR be 28th, instead? Tough, uncontrolled Charles Xing.	Both SWs	Remove (incorrect) BR sign			
Airport	Main	Kishwaukee	2	4300	35	12	3	none	42.7	0	3	2.93	C	SH	3 lanes w/ paved shoulders: 3-12-12.7-12-3. Extra gravel shoulder width.	None	Widen paved shoulders	4' paved shoulders minimum, 6' desired. Narrowing traffic lanes could achieve 4' without widening asphalt.	2.13	Medium
Airport	Kishwaukee	Falcon	2	4750	35	15	0	1.7	18.3	0	3	3.47	C		Separated. Each side 18.3' w/ gutters.	None	Add Bike Lanes	5.7' BLs (incl. gutter) leaves 11' traffic lanes. Backup 5' BLs.	2.24	Medium
Aldeen Park road - main	Alpine	Aldeen Pk rd loop end															Conditional - add Bike Route signs	Only if Aldeen/Rockford University trails built.	0.00	Very High
Aldeen Park road - spur	main Aldeen rd	NE rd end															Conditional - add Bike Route signs	Only if Aldeen/Rockford University trails built and spur to Guilford desired (lower priority).	0.00	Medium
Aldeen Park trail - main	Aldeen Park	Rockford University parking lot															Add trail	1000' to 2000' trail, through Aldeen Park and north part of Rockford University property, between Aldeen's road loop and either N or E Rockford University parking lot. Requires a creek bridge, avoiding steep grades.		Very High
Aldeen Pk trail - spur	Bluecrest	Aldeen Pk rd - spur															Add trail	300' link, if other connections made between Roxbury, Alpine. (Lower priority than main trail.)		Medium
Alpine	Riverside	Spring Creek	4	18200	45	12	1	0-pvd	72	0	1.5	3.81	D		Raised median and LT lanes. Narrow W-sidewalk, Siseman-N of Tallwood.	Some W-SW	Complete sidewalk (or sidepath)	East side. May need some ROW from at least 3 parcels.		High
Alpine	Spring Creek	Aldeen Park	4	26800	40	12	0	1.5	52	0	1.5	4.20	D	SWgap	Sidewalk gaps N and by Highcrest.	Most SWs	Complete sidewalks	Some parcels may be needed.		High
Alpine	Aldeen Park	Morsay	4	24500	40	12	0	1.5	52	0	1.5	4.15	D	SW	Some E sidewalk is sidepath width.	Both SWs	Widen to sidepath	Enough ROW for 8' E-sidepath.		Medium
Alpine	Morsay	State	4	21200	40	12	0	1.5	52	0	1.5	4.08	D	SW		Both SWs	None	More ROW on W-side if SP width desired.		

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Alpine	State	US 20	4	24500	45	11.5	0	2	68	0	2	4.38	D		40mph N of Harrison. E-SW N of Larson. S of Larson, some SW pieces only. W-side usually has more ROW available, but there are bad pinchpoints. RR bridge S of Harrison - no SW room.	Some SWs	Complete sidewalk (or sidepath)	West side, wherever possible, between Larson and Grinnell. Any future RR and US20 bridge replacements should have sidepath one side, sidewalk on the other.		High
Alpine	US 20	Samuelson	4	8500	30	11.5	0	2	68	0	1	3.39	C		12100 ADT N, 6900 S. 10' shoulders on US20 bridge and approaches.	None	Add sidewalk or sidepath	Ideally, sidepath one side, sidewalk the other. Backup: sidewalk, at least one side. Either side has enough ROW.		Medium
Applewood	Riverside	Pepper	2	1700	30	12.9	0	1.5	28.8	3	0	2.65	C		Small hills, curves. LT lane at Riverside stoplight - triggering?	Both SWs	Check stoplight triggering	At Riverside.		Lower
Applewood	Pepper	Springbrook	2	850	30	12.9	0	1.5	28.8	3	0	2.30	B	BR	Small hills, curves. 2-way stop at Springbrook - ok.	Both SWs	Bike Route signs (no change)		2.30	
Arbutus	Hollyhock	Madron	2	800	30	13	0	1.3	28.6	5	0	2.28	B			Some SWs	Add Bike Route wayfinding signage	See above	2.28	Medium
Arbutus	Madron	Shaw Woods	2	800	30	11.6	0	none	23.2	0	0	2.39	B			Most SWs	Add Bike Route wayfinding signage	See above	2.39	Medium
Argus	Trainer	Deane	2	3000	30	14	0	1.3	30.6	0	1.5	2.97	C		No parking. Lower traffic W end.	Most S-SW	Add Bike Lanes	Stripe 5.3' bike lanes (includes gutter), leaving 10' travel lanes. Also, close sidewalk gaps.	1.89	Medium
Argus	Deane	Perryville	2	3700	30	12	0	1.3	37.6	0	1.5	3.34	C	SP	3 lanes.	S-SP	Sidepath (no change)			
Argus	Perryville	Bell School	2	4000	30	12	0	1.3	26.6	0	1.5	3.38	C	SP	Sidepath good crosswalks at most roads but nothing at several commercial entrances. Narrows to 5' sidewalk for 160' by Perryville. Turn lanes near Perryville.	N-SP, some S-SW	Sidepath (no change); add crosswalks	Add good crosswalks at all commercial entrances, and Amphitheater Dr.		Medium
Arlington	Ethel	Prospect	2	400	30	14.5	0	0-pvd	29	5	0	1.73	B		Park N, homes S. No W-bd parking, E-bd only by Prospect.	None	Conditional - add Bike Route signs	Arlington is the backup to Prospect, if Ethel not chosen.		Lower
Arnold	State	Nichols	2	2900	30	17	0	1.3	47.6	0	0	2.27	B	BR	3 lanes, 17-11-17. BR ends at State stoplight, with LT, RT lanes. Off-street parking available.	Both SWs	Add Bike Lanes	Stripe 6' bike lanes starting at Nichols - with Alma or Midvale as backups. N-bd continue to Justin Ct, then bike lane to RT lane merge line transition and SLM in center of through-lane by State. S-bd from State, 4' SLMs until RT lane starts, then SLMs in left part of RT lane. BL start after RT lane.	1.29	High
Arnold	Nichols	Arnold Ct	2	2900	30	17	0	1.3	47.6	3	0	2.32	B	BR	3 lanes, 17-11-17. BR ends at State stoplight, with LT, RT lanes.	Both SWs	Bike Route signs (no change)		2.32	
Arnold	Arnold Ct	Newburg	2	3200	30	13	0	1.5	29	3	0	2.96	C	BR		Most SWs	Add 3' law sign	Add sign NE-bound after Newburg.	2.96	Medium
Arnold	Newburg	Forest View Ave	2	1150	30	14.7	0	0-pvd	29.4	3	0	2.21	B	BR	Stoplight at Newburg - activation?	None	Bike Route signs (no change)	Check activation at Newburg stoplight.	2.21	
Arnold	Forest View Ave	500' N of Charles	2	1150	30	14.5	0	0-pvd	29	3	0	2.23	B			Some SWs	Add Bike Route wayfinding signs	Conditional on Charles S-SP link being added.	2.23	Medium
Arnold	500' N of Charles	Charles	2	1150	30	14.8	0	0-pvd	14.8	3	0	2.19	B		Separated boulevard. No link to Charles S sidepath.	Both SWs	Add Bike Route signage, add Charles sidepath link	Charles S-SP link would have to be added.	2.19	Medium
Arthur	Bluefield	E-end	2	100	30	13.3	0	1.3	29.2	3	0	1.16	A	BR	No link from E-end to Mel Anderson Path	Both SWs	Bike Route signs (no change); add trail link	Add link between road and trail.	1.16	Lower
Auburn	Springfield	Pierpont	4	5800	35	12	0	1.5	55	0	2	3.43	C		5' traversable median. W-bd LT lane at Springfield.	None	Add sidewalk or sidepath	Only 12' ROW available - not currently enough for sidepath. Priority raises w/ more development W.		Lower
Auburn	Pierpont	Central	4	9300	35	12	0	1.5	55	0	2	3.67	D	SW	5' traversable median. 6'7" carriage or 4' S sidewalk - outside road ROW Pierpont-Horace. S frontage road Johnston-Sunset.	S-SW	None	Could widen S-SW, but only in parts.		
Auburn	Central	Kilburn	4	12600	30	11	0	1.3	52	0	2	3.81	D	SWgap	Traversable median 6'. Carriage sidewalks w/ no good options to expand.	Most SWs	Fill sidewalk gap	S-SW higher priority; enough ROW (7.5') at gap. Feasible to widen existing S-SW a bit.		High
Auburn	Kilburn	Main	4	14900	30	12	0	1	50	0	2	3.78	D	SW	Roundabout at Main/Auburn.	Both SWs	None	No additional ROW to widen sidewalks.		
Auburn	Main	Harlem	4	19500	30	12	0	1	50	0	2	3.91	D	SW	6-7' SWs w/ planter obstructions. Very narrow N-SW between Harlem legs, where much needed.	S-SW; N-SW most	None	No additional ROW to widen sidewalks.		
Auburn/Spring Creek	Harlem	Jacoby	4	21200	35	12	0	1.5	56	0	2	4.09	D	SP	Cloverleaf interchange at IL251. E-bound signs for ramp SP Kings, which could be closer to the Kings. S-SP veers off to Jacoby's dead-end.	S-SP, most N-SW	Sidepath (no change); improve intersections	Move S-SP ramp crossings closer to Spring Creek.		High
Augustana	Highcrest	Delcy	2	2400	30	14.5	0	0-pvd	29	1	1	2.72	C	SLM4	Only 2 houses w/ possible on-street parking need.	S-SW	SLMs (no change)	Technically, SLMs should be 11' out due to possible parking, but not sensible here. Could add 3' law sign northeast-bound, if no others will be added nearby.	2.72	
Avon	Fairview	School	2	500	30	16.8	0	0-pvd	33.6	30	0	1.87	B	BR	4-way stop at School.	Both SWs	Bike Route signs (no change)		1.87	
Avon	School	State	2	2000	30	19.7	0	0-pvd	39.4	10	1	1.92	B	SLM4	SLMs 4' out, but 10% parking. Stoplight w/ S-bd LT lane at State.	Both SWs	Add Combined Bike/Parking Lanes	If max parking % is very low, add 8' CBPLs, leaving 11.7' lanes. 4' SLMs Mulberry-State.	0.93	Medium
Avon	State	Elm	2	2150	30	12	0	1.5	51	0	1	2.99	C	BR	Transition from 2 lanes at Elm to 4 lanes (51' total) at State, w/ LT and RT lanes N-bd.	Both SWs	SLM 4'	Bike lanes may be feasible but tight, w/ 10' traffic and turn lanes. Stoplight trigger?	2.99	High
Avon	Elm	Cedar	2	2100	30	15	0	0-pvd	30	0	1.5	2.65	C	BR	Businesses. No on-road parking demand seen or expected. Sometimes 0-pvd, sometimes 16" gutters. 2023 resurfacing.	W-SW	Add Bike Lanes	5' BLs (incl. gutters), 10' lanes.	1.77	High

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority	
Avon	Cedar	Curve	2	900	30	15	0	0-pvd	30	0	1.5	2.22	B	BR	Same as Elm-Cedar.	Some W-SW	Add Bike Lanes	5' BLs (incl. gutters), 10' lanes.	1.34	Medium	
Belden	Liberty	Mel Anderson Path	2	200	30	12	0	none	24	5	0	1.69	B	BR	Need better wayfinding between Liberty, Mel Anderson Trail.	W-SW	Add more Bike Route signage	Missing signs to get to/from trail.	1.69	Medium	
Bell School	Riverside	0.3 mi S of Riverside	4	5650	40	12	0	1.5	51	0	1	3.31	C		Sidepath feasible and enough ROW.	None	4-to-3 road diet with Buffered Bike Lanes; add sidewalk	Ideally, 7' BBL (1.5' buffer, 4' lane, 1.5' gutter) each side; 12' traffic lanes, 13' TWLTL. Also: sidewalk on at least one side and consider lowering speed limit to 35.	1.85	Medium	
Bell School	0.3 mi S of Riverside	Spring Brook	2	5650	40	13	0	1.5	43	0	1	3.54	D	SWgap	3 lanes. Sidepath feasible and enough ROW.	Most E-SW	Restripe for BLs; fill sidewalk gap	Narrow 3 lanes to 11' each, striping 5' (incl. gutter) bike lanes. Also: complete E sidewalk.	2.18	Medium	
Bell School	Spring Brook	Spring Creek (N)	2	4950	30	11	0	none	22	0	1	3.52	D		4' shoulders, mostly gravel.	None	Add sidewalk or sidepath	Ideally, sidepath one side, sidewalk other. Backup: SW on at least 1 side. 4' paved shoulders feasible.		Medium	
Bell School	Spring Creek (N)	Rote	2	6000	45	11	0	none	22	0	1	3.87	D		County jurisdiction. 5350 ADT N, 6550 S. 4' gravel shoulders. 30mph N end.	None	Add sidewalk or sidepath	Ideally, sidepath one side, sidewalk other. Backup: SW on at least 1 side. 4' paved shoulders feasible.		Medium	
Bell School	Rote	250' N of Clark	2	9100	45	11.5	0	none	23	0	1	4.02	D		County jurisdiction. 7850 ADT N, 10500 S. Usually 4'+ gravel shoulders, but not always.	None	Add sidewalk or sidepath	Ideally, sidepath one side, sidewalk other. Backup: SW on at least 1 side. 4' paved shoulders feasible.		Medium	
Bell School	250' N of Clark	Argus	4	10500	45	12	0	2	70	0	1	3.69	D		County jurisdiction.	Some E-SW	Complete sidewalk or sidepath	Ideally, sidepath one side, sidewalk other. Backup: SW on at least 1 side. 4' paved shoulders feasible.		Medium	
Bell School	Argus	State	4	14400	45	12	0	2	95	0	1	3.85	D	SP	County jurisdiction. Lots of turn lanes.	W-SP	Sidepath (no change)				
Bell School	State	Newburg	4	10500	45	11.5	0	2	65	0	1	3.75	D	SP	LT lane or painted median. W-SP N of Temple, E-SP S of there. Wider, turn lanes by State.	SP	Sidepath (no change)				
Benderwirt	Winnebago	Ridge	2	300	30	14	0	0-pvd	28	30	0	1.96	B			Both SWs	None	If added to network, BR signs.			
Birchwood	Jacoby	Parkview	2	1000	30	13.9	0	none	27.8	3	0	2.25	B	BR	Need BR sign to Jacoby.	None	Bike Route signs (no change)		2.25		
Bluecrest	Skyline	400' SE of Skyline	2	200	30	13	0	1.3	28.6	5	0	1.57	B		Hill between road and Aldeen Park road	None	Conditional - add Bike Route signs	Possible connection between Guilford, in case Aldeen Park, Rockford University trails built to Strathmoor. If so, Bike Route signs.	1.57	Medium	
Bluefield	Arthur	Fairview Ave	2	400	30	12	0	0-pvd	24	3	0	2.02	B	BR		Most SWs	Bike Route signs (no change)		2.02		
Boilvin	Main	Ellsworth	2	800	30	16.8	0	0-pvd	33.6	20	0	1.96	B	BR	At Main, Boilvin does NOT have a stoplight; it's just S of there. E-bd Reynolds OK to use that lightbut not W-bd unless use ped signal, crosswalk.	Both SWs	Bike Route signs (no change); add signage at Main	W-bd at Main need signage to use crosswalk at light; also, widen SE curb ramp there.	1.96	Medium	
Brendenwood	Parkview	Mayfair	2	500	30	14.8	0	0-pvd	29.6	5	0	1.80	B			Both SWs	None	Redundant W of Alpine.			
Broadway	Kishwaukee	6th St	2	5500	30	22	0	0-pvd	44	30	1.5	2.46	B		No bumpouts or marked parking stalls. Parking very light E-bd.	Both SWs	None	If added to network, ideal would be 8 parking-6 BL-12.5-12.5-(4+2) buffered BL - 1-side parking only. Backup: CBPL 8-14-14-8.			
Broadway	6th St	7th St	2	5950	30	12	8.3	1.3	44	40	1.5	2.30	B		Curb bumpouts frequent and offset - 26' clearance. Close setbacks.	Both SWs	None	If added to network, could add SLMs 11' out.			
Broadway	7th St	9th St	2	7700	30	12	8.3	1.3	44	40	1.5	2.43	B		Curb bumpouts frequent and offset - 26' clearance. Close setbacks.	Both SWs	Add SLMs 11'		2.43	High	
Broadway	9th St	11th St	2	7700	30	12	8.3	1.3	44	30	1.5	2.16	B		More W-bd parking than E-bd observed. Businesses.	Both SWs	Add SLMs 11'		2.16	High	
Broadway	11th St	RR underpass	2	9300	30	16.6	0	1.5	36.2	0	1.5	3.15	C		No parking allowed, except just E of 12th (not used?). Skew railroad tracks.	Both SWs	Add Bike Lanes; railroad crossing improvement.	Remove last piece of parking. 5.5' BLs (incl. gutter), 11.6' lanes. Add extra asphalt (and warning signage) to allow cyclist perpendicular crossing of skew RR tracks.	2.08	High	
Broadway	RR underpass	19th St	2	12050	30	15.7	0	1.5	34.4	0	1.5	3.43	C		E-bd 16'4", W-bd 15'. No parking. Center pier at RR underpass: 12', tight 4-5' S-SW (fence, wall) - can't widen.	Both SWs	Add Bike Lanes; localized SLMs	5.5' BLs (incl. gutter), leaving 11' and 12'4" lanes - or 11'8" each when resurfaced. SLMs (w/ green backing?) centered in lanes at RR underpass and approaches, with FYG W11-1 warning signs.	2.19	High	
Broadway	19th St	20th St	2	12050	35	16	0	1.5	49	0	1.5	3.50	C		LT lanes at 19th, 20th. Lane widths vary.	Both SWs	Add Bike Lanes	6' BLs (incl. gutter), 12' traffic lanes, 13' LT lanes.	2.13	High	
Broadway	20th St	Parkside	4	14100	35	11.5	0	1.5	26	0	1.5	3.85	D	SW	Mostly, not enough ROW to widen sidewalk to SP. Turn lanes 19th-20th.	Both SWs	None	See Charles, Peter-Florist comment.			
Broadway	Parkside	Alpine	4	20900	35	12	0	0-pvd	46	0	1.5	3.99	D	SW	Mostly, not enough ROW to widen SWs to SP. N-SW carriage w/ poles, gap by Alpine.	S-SW, N-SW most	Fill sidewalk gap	N-sidewalk, 120' by Alpine.		Lower	
Brookview	Delcy	Ponderosa	2	900	30	13.1	0	1.3	28.8	3	0.5	2.37	B		Speed humps.	None	None	Lesser of two alternative options from Alpine/Highcrest to Shaw Woods and Spring Brook, to avoid tough Spring Creek Xing. If chosen, then BR signs.			
Buckingham	James	Chelsea	2	400	30	13.1	0	1.3	28.8	3	0	1.89	B			Most SWs	Conditional - add Bike Route signs	Alternative to Highcrest if no improvements there - or supplement. High or low priority, respectively.	1.89	Lower	
Buckingham	Chelsea	Rebecca	2	400	30	14.5	0	1.3	31.6	3	0	1.70	B		Cross-street yields - turn to stops?	Most SWs	Conditional - add Bike Route signs	Alternative to Highcrest if no improvements there - or supplement. Consider replacing cross-street yields with stop signs.	1.70	Lower	
Burningtree	Southbridge	Pepper	2	700	30	13.4	0	1	28.8	10	0	2.22	B	BR		None	Bike Route signs (no change)		2.22		
Calvin Park	Oak Grove	2nd Ave	2	350	30	14.5	0	0-pvd	29	10	0	1.73	B			Both SWs	Add Bike Route wayfinding signage		1.73	High	

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Cedar	Avon	Winnebago	2	1550	30	15.5	0	1.5	34	0	3	2.67	C		LT lane at Winnebago. Parking allowed by 0% seen, expected. Industrial.	Both SWs	Add Bike Lanes	Disallow parking. 5.5' BLs (incl. gutter), 11.5' traffic lanes.	1.45	Medium
Central	Riverside	Halsted	4	9200	45	12	0	2	57	0	2	3.83	D		County jurisdiction. Raised median. Often, not enough ROW for sidepath.	Some E-SW	Add sidewalk or sidepath	East side. At least sidewalk width.		Medium
Central	Halsted	Kilburn	4	9000	35	12	0	2	57	0	2	3.65	D		County jurisdiction. Raised median. Often, not enough ROW for sidepath.	None	Add sidewalk or sidepath	East side. Sidepath width not possible unless ROW widened.		Medium
Central	Kilburn	Auburn	4	7500	35	12	0	2	57	0	2	3.56	D		County jurisdiction. Raised median. Often, not enough ROW for sidepath.	None	Add sidewalk or sidepath, and trail connection	East side. Sidepath width not possible unless ROW widened at 1 parcel. Add connection to Mel Anderson path.		Medium
Central	Auburn	School	2	8400	30	17.9	0	0	35.8	3	1	2.85	C		No parking seen. Turn lanes at School stoplight.	Both SWs	Add Combined Bike/Parking Lanes	If max parking % is very low, stripe 7.4' CBPLs and 10.5' lanes. SLMs centered in through lanes at stoplights.	1.86	High
Central	School	State	2	6300	30	19.3	0	1.3	41.2	3	1	2.45	B		No parking seen. Turn lanes at State stoplight.	Both SWs	Add Bike Lanes	Restrict parking to one side and add BLs: 8 parking - 6 BL - 11.1 - 11.1 - 5 BL. Backup: if max parking % very low, stripe 8.1' CBPLs, 12.5' lanes. At State, BLs can be maintained: 5-10.4-10.4-10.4-5.	1.99	High
Central	State	Preston	2	4200	30	19.3	0	1.3	41.2	3	2	2.40	B		No parking seen.	Both SWs	Add Bike Lanes	Restrict parking to one side and add BLs: 8 parking - 6 BL - 11.1 - 11.1 - 5 BL. Backup: if max parking % very low, stripe 8.1' CBPLs, 12.5' lanes.	1.94	High
Central	Preston	Cunningham	2	3800	30	13.5	0	1.3	29.6	0	3	3.42	C		Carriage sidewalk. Industrial.	W-SW	Add Bike Route signs and 3' law sign	Could stripe 4.8' shoulders (just under BL width) but 10' lanes may not be best for truck route. One 3' law sign N-bd past Cunningham.	3.42	Medium
Central	Cunningham	Montague	2	3550	30	18.5	0	1.3	39.6	3	1.5	2.38	B		No parking seen.	Both SWs	Add Bike Lanes	Restrict parking to one side and add BLs: 8 parking - 5 BL - 10.8 - 10.8 - 5 BL. Backup: if max parking % low, stripe 8' CBPLs, 11.8' lanes.	1.94	Medium
Central	Montague	Michigan	2	2800	30	16.5	0	1.5	36	3	1.5	2.61	C			Both SWs	None			
Central	Michigan	Ogilby	2	2800	30	13	0	1.5	29	3	1.5	3.11	C			Both SWs	None			
Charles	2nd Ave	11th St	4	19000	30	11	0	1.3	66	0	2	4.01	D	SW	12200 ADT W of 9th. Median w/ trees, or LT lanes. No extra ROW to widen SW.	Both SWs	None			
Charles	11th St	28th St	4	17300	30	11	0	1.3	48.6	0	2	3.97	D	SW	5 lanes, LT lanes near 20th to 22nd. Some carriage SWs. Rarely any extra ROW.	Both SWs	None	ADT too high for road diet consideration.		
Charles	28th St	Peter/31st St	4	14500	35	12	0	1.3	54.3	0	2	3.89	D	SW	4' raised median. 4' sidewalks: 3' buffers w/ utility poles, no ramps at some streets. Concrete. Prelim. engr in 2020, construction in 2022. No stoplight at 28th.	Both SWs	Add sidepath	During Charles reconstruction, center median slated for removal, making possible widening of the S-SW to 8' sidepath width. Extend 75' W of 28th to Rockford East HS sidewalk.		High
Charles	Peter/31st St	Florist	4	14500	35	12	0	1.3	54.3	0	2	3.89	D	SW	4' raised median. 4' sidewalks: 3' buffers w/ utility poles, no ramps at some streets. Prelim engr in 2020, construction in 2022. Not much extra ROW.	Both SWs	Add sidepath	During Charles reconstruction, center median slated for removal, making possible widening of the S-SW to 8' sidepath width. Backup: include wayfinding signs directing sidewalk use (walking bikes?) No ROW and poles, other obstacles, but use available road, off-road ROW to widen S-SW as much as feasible, to use for a N-S route using Charles stoplight at 31st and Broadway stoplight at East Gate. Or, widen Broadway N-SW from East Gate to Widergren - or 31st.		High
Charles	Florist	Parkside	4	14500	35	12	0	1.3	54.3	0	2	3.89	D	SW	4' raised median. 4' sidewalks: 3' buffers w/ utility poles, no ramps at some streets. Concrete. E-bd RT lane at Parkside. Prelim engr in 2020, construction in 2022.	Both SWs	Add sidepath	During Charles reconstruction, center median slated for removal, making possible widening of the S-SW to 8' sidepath width. Remove rightmost through lane E-bound by Parkside, widen the southwest corner island with the extra space, and use the island in the sidepath's crossing of the intersection's S face.		High
Charles	Parkside	Alpine	4	8500	30	15	0	0-pvd	56	0	2	3.09	C	SW	Asphalt, no median. S-SW wider, buffers; gaps. N-SW carriage.	N-SW, most S-SW	Add 1-way separated bike lanes	Primary: Study a 4-to-3 road diet with 13' traffic lanes, 12' TWLTL - and 1-way SBLs on each side (7' width, 2' raised curb buffer). Use NACTO intersection techniques. Complete S-SW gaps. Backup 1: Buffered Bike Lanes (5' + 3' buffers), 13' traffic lanes, 14' TWLTL. Backup 2: Keep 4 traffic lanes; restripe for 5' bike lanes - 5-12-11-11-12-5. W-bound cyclists at Parkside transition to short, off-road north sidepath, then cross E-face of intersection to join S-sidepath.		High
Charles (Heartland Church/com m area)	Charles/ Alpine	Newburg/ Quentin													Internal parking lots		Add Bike Route wayfinding signage	If private landowners agree, sign the route between the two stoplights, going west-south-west-south. Possible upgrade, if maintainable and allowed: shared lane markings for additional wayfinding guidance.	2.49	High
Charles	Forest View Ave	Perryville	2	4600	30	12	0	none	24	0	1.5	3.45	C	SP	3550 ADT W, 5600 E. County jurisdiction. One-side curb in parts. Consistently good crosswalks and stoplines needed. Villanova has short link for access from the north, but others (e.g. Arnold, Ivanelle, Hillcrest) do not.	S-SP	Add crosswalks, stoplines, links; crossing signs	Crosswalks and stoplines at commercial entrances and sidestreets. Links to streets on the north - Arnold, Ivanelle, Hillcrest, at least. Uncontrolled Crossing treatment level 1 at Forest View (four W11-1 Bicycle Warning signs, two with W16-9P "Ahead", two with W16-7P Slanted Down Arrow plaques).		High
Chelsea	Highcrest	Guilford	2	2850	30	8.5	6.4	0-pvd	29.7	5	0.5	1.91	B	CBPL	Stripes like CBPL, but too narrow. SLMs 11' out.	Both SWs	Remove Combined Bike/Parking Lane stripes; add 3' law sign	No great options due to parking, width. Could keep striping (and remove SLMs), but not the best for car traffic. If remove CBPL and SLMs, add one 3' law sign per direction. Striping one direction CBPL is feasible, but other side comfort decreases too much.	2.75	Medium
Church (IL2)	John	Napoleon	2	5200	30	20.1	0	0-pvd	40.2	50	2	3.17	C		1-way S-bd. Soon to be 2-way IL 2?	Both SWs	(Conditional)	Could restrict 8' parking to one side, adding 5' bike lanes and one 12' traffic lane per direction.		
Church (IL2)	Napoleon	Whitman	4	5200	30	14	0	0-pvd	53	0	2	2.98	C		1-way S-bd. 2 of 4 lanes turn into LT, RT at Whitman. Soon to be 2-way IL 2?	Both SWs	(Conditional)	Could restrict 8' parking to one side, adding 5' bike lanes, one 11.5' traffic lane per direction, and a 12' TWLTL.		

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Church (IL2)	Whitman	Estwing	2	3650	30	20.1	0	0-pvd	40.2	10	2	2.31	B		1-way S-bd. Soon to be 2-way IL 2?	Both SWs	(Conditional)	Could restrict 8' parking to one side, adding 5' bike lanes and one 12' traffic lane per direction.		
Church (IL2)	Estwing	Jefferson	2	3650	30	12.1	8	0-pvd	40.2	60	2	2.64	C		1-way S-bd. Soon to be 2-way IL 2?	Both SWs	(Conditional)	Could restrict 8' parking to one side, adding 5' bike lanes and one 12' traffic lane per direction.		
Church (IL2)	Jefferson	Chestnut	3	3300	30	10	8	0-pvd	46	70	2	2.91	C		1-way S-bd. Soon to be 2-way IL 2?	Both SWs	(Conditional)	If 8' parking both sides, 5' BLs and 10' traffic lanes. If parking 1-side, (4+2) buffered BLs, 13' traffic lanes.		
Church (IL2)	Chestnut	Cedar	3	1850	30	11.5	0	1.5	42.5	0	2	2.92	C		1-way S-bd. 8' marked parking on L side, medium parking. Soon to be 2-way IL 2?	Both SWs	(Conditional)	If 8' parking 1-side, (4+1.5) buffered BL that side, 5' BL other side, 12' traffic lanes.		
Cleveland	Alpine	Wilcox	2	1150	30	13	0	1.3	28.6	3	0	2.44	B	BR	875 ADT W, 1350 E.	Most SWs	Bike Route signs (no change)		2.44	
Clifton (N-bd)	Montague	Island	2	2350	30	11	0	1.5	32.2	0	1	3.15	C	BR		Both SWs	Add 4' SLMs		3.15	High
Clifton (S-bd)	Montague	Island	2	2350	30	18.2	0	1.5	32.2	0	1	2.09	B	BR		Both SWs	Add Combined Bike/Parking Lane	If max parking % is very low, add 8' CBPLs, leaving 11.7' lanes.	0.70	Medium
Clifton	Island	Michigan	2	2350	30	16.5	0	1.3	35.6	10	1.5	2.63	C	BR		Both SWs	Add Combined Bike/Parking Lanes	If max parking % is very low, add 7' CBPLs, leaving 10.8' lanes.	1.50	Medium
Clifton	Michigan	Main	2	2500	30	16.5	0	1.3	35.6	5	1.5	2.58	C		Transition to 2 lanes by Main.	Both SWs	Add Combined Bike/Parking Lanes	If max parking % is very low, add 7' CBPLs, leaving 10.8' lanes.	1.40	Medium
College	3rd St	Kishwaukee	2	9600	30	12	0	1.3	38.6	0	1.5	3.82	D	SW	3 lanes: 12-12-12 w/ 16" gutters. Stoplight at Kishwaukee.	Both SWs	Widen sidewalks	Within ROW and utility constraints, widen sidewalks on each side for 1-way bicycle use. 7' should be feasible on the N-side (W-bd), at least 6' on S-side (E-bd). W-bd users should cross to S-sidepath at E-side of roundabout. At Kishwaukee, narrowing lanes should allow for 5' BLs between Kishwaukee and driveway transitions to sidewalks on each side. Use dashed lines (and maybe green paint stripes between) for the transitions.		High
Colorado (N-bd)	East Gate	Louisiana	2	800	30	11	0	0-pvd	29	0	0	2.45	B		Minnesota turns into Colorado.	Both SWs	None	If added, BR wayfinding signs. Could also add SLMs 4' on this side, if desired, but parking % too low for other side 11' SLMs.		
Colorado (S-bd)	East Gate	Louisiana	2	800	30	18	0	0-pvd	29	20	0	1.78	B			Both SWs	None	See N-bd.		
Corbin	Curve	Cunningham	2	1500	30	16.7	0	1.3	36	5	1	2.21	B	BR		Most SWs	Add Combined Bike/Parking Lanes	If max parking % is very low, add 7' CBPLs, leaving 11' lanes.	1.01	Medium
Corbin	Cunningham	Morgan	2	1200	30	15.6	0	1.5	34.2	20	1	2.49	B	BR	BR jogs W at Cunningham. N-bd needs BR sign there.	Some SWs	Bike Route signs (no change)	Add N-bd BR sign at N-bd jog W by Cunningham.	2.49	
Corbin	Morgan	Montague	2	775	30	15.6	0	1.5	34.2	15	1	2.19	B	BR		Both SWs	Bike Route signs (no change)		2.19	
Court	Reynolds	John	2	675	30	17.3	0	1.3	37.2	60	0	2.33	B	BR		Both SWs	Bike Route signs (no change)		2.33	
Court	John	Whitman	2	875	30	18.3	0	1.5	39.6	80	0.5	2.64	C	SLM11	675 N ADT, 1075 S. N-bd 17.7', S-bd 19'.	Both SWs	SLM 11' (no change)		2.64	
Court (N-bd)	Whitman	Locust	2	1750	30	15.7	0	1.5	36.7	0	1	2.37	B	SLM4	LT lane by Whitman stoplight.	Both SWs	SLMs 4' (no change)	At next resurfacing, restripe for N-bd 19.7' and S-bd 14'.	2.37	
Court (S-bd)	Whitman	Locust	2	1750	30	18	0	1.5	36.7	80	1	3.10	C	SLM11		Both SWs	SLMs 11' (no change)	At next resurfacing, restripe for N-bd 19.7' and S-bd 14'.	3.10	
Court	Locust	Jefferson	2	1750	30	18.3	0	1.5	39.6	30	1	2.43	B	SLM11	Parking % varies. N-bd Park-Jefferson has 7' (incl. gutter) parking stalls.	Both SWs	SLMs 11' (no change)		2.43	
Court	Jefferson	Mulberry	2	1450	30	12	6	1.3	38.6	75	1	2.42	B	SLM11	Recent reconfiguration updates these numbers??	Both SWs	SLMs 11' (no change)		2.42	
Crosby	6th Ave	Longwood	2	1000	30	12.7	0	1.3	28	10	0.5	2.56	C	BR	No parking E-bd, 20% W-bd. Uncontrolled Xing at 3L, 12800 ADT Longwood.	Both SWs	Bike Route signs (no change); uncontrolled Xing recommendation	Uncontrolled Xing recommendation.	2.56	Medium
Crosby	Longwood	Adams	2	1000	30	14.5	0	0-pvd	29	50	0.5	2.79	C	BR	Concrete.	Both SWs	Add 3' law sign to Bike Route	One E-bd sign near Longwood. Alternative: add SLMs 11' out, only on this block due to higher parking (temporary condition??)	2.79	Medium
Crosby	Adams	Welty	2	750	30	15	0	0-pvd	30	10	0	2.05	B	BR	25% parking W-end, very low otherwise. 2-way stop at Prospect. Some painted traffic circles. Concrete E of Paris.	Both SWs	Bike Route signs (no change)		2.05	
Crosby	Welty	Oak Knolls	2	450	30	14.5	0	0-pvd	29	5	0	1.79	B	BR		Most SWs	Bike Route signs (no change)		1.79	
Cumberland	Fulton	Auburn	2	2700	30	18.4	0	1.3	39.4	40	0	2.64	C		3700 ADT S, 1750 N. Speed humps. Stoplight at Auburn - trigger?	Both SWs	Add SLM 11' and 3' law sign	One 3' law sign N-bd past Auburn.	2.64	High
Cumberland	Auburn	Harlem	2	300	30	12	0	1.3	26.6	10	0	1.96	B		Short <1 blk segment. N-bd LT, stoplight at Auburn - trigger? Lanes 18.4' away from Auburn.	Both SWs	Add Bike Route wayfinding signage		1.96	Medium
Cunningham	Springfield	Horace	2	1900	45	11.5	0	none	23	0	2	3.44	C		County jurisdiction. 1650 ADT W, 2150 E.	None	None			
Cunningham	Horace	Morgan	2	2450	35	11.5	0	none	23	0	2	3.40	C		County jurisdiction.	None	None			
Cunningham	Morgan	Central	2	550	30	15.6	0	1.5	34.2	0	2	1.96	B		County jurisdiction. No on-street parking needed.	Most S-SW	None	Bike lanes feasible.		
Cunningham	Central	Sanford	2	1250	30	15.6	0	1.5	34.2	20	1	2.51	C			Both SWs	None	If added to network, BR signs. Parking too low for SLMs 11'.		

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Cunningham	Sanford	Corbin	2	1550	30	18.3	0	1.5	39.6	20	1	2.21	B			Both SWs	None	If added to network, BR signs. Parking too low for SLMs 11', too high for CBPLs.		
Cunningham	Corbin	Corbin	2	1550	30	18.3	0	1.5	39.6	20	1	2.21	B			Both SWs	Add Bike Route wayfinding signage		2.21	Medium
Cunningham	Corbin	Winnebag o	2	1550	30	18.3	0	1.5	39.6	20	1	2.21	B			Both SWs	None	If added to network, BR signs. Parking too low for SLMs 11', too high for CBPLs.		
Curve	Corbin	Avon	2	725	30	13	0	none	26	0	2	2.47	B	BR		None	Bike Route signs (no change)		2.47	
Custer (E-bd)	Edgemont	Rockton	2	1600	30	11	0	0-pvd	28.5	0	0	2.81	C	SLM4	No parking. School E.	N-SW	SLMs (no change)		2.81	
Custer (W-bd)	Edgemont	Rockton	2	1600	30	17.5	0	0-pvd	28.5	30	0	2.36	B	SLM4	Stoplight at Rockton - triggers? SLM 4' out, despite parking.	N-SW	SLMs - move	At next resurfacing, center SLMs 11' out, due to parking.	2.36	Lower
Custer (E-bd)	Rockton	Huffman	2	1300	30	11	0	0-pvd	28.5	0	0	2.70	C	SLM4	No parking. Skewed railroad Xing.	Both SWs	SLMs (no change); improve RR Xing	Add W10-12 skew RR Xing signs and extra pavement allowing cyclists to cross tracks perpendicularly without going further into road.	2.70	Medium
Custer (W-bd)	Rockton	Huffman	2	1300	30	17.5	0	0-pvd	28.5	10	0	1.94	B	SLM4	Parking heavy by school during pickup, dropoff. SLMs 4' out, despite parking. Skewed railroad Xing.	Both SWs	SLMs - move; improve RR Xing	See above for RR Xing. At next resurfacing, center SLMs 11' out, due to parking.	1.94	Medium
Delcy	Brookview	Wisteria	2	1200	30	13	0	1.3	28.6	1	1	2.58	C			W-SW	None	Lesser of two alternative options from Alpine/Highcrest to Shaw Woods and Spring Brook, to avoid tough Spring Creek Xing. If chosen, then BR signs may be the only real option.		
Delcy	Wisteria	Spring Brook	2	1200	30	13	0	1.3	28.6	1	1	2.58	C			W-SW	Add Bike Route wayfinding signage		2.58	Medium
Delcy	Spring Brook	Augustana	2	2000	30	17.8	0	0-pvd	35.5	0	1	2.08	B	BR	Off-road parking.	E-SW	Add Bike Lanes	Stripe for 5' BL - 12.8' lane each side. Buffer possible (4-2-11.8) but not critical here.	1.07	Lower
Division	1st St	3rd St	2	450	30	15.5	0	1.5	34	10	0	1.72	B	BR	Need W-bd BR sign to overcome "No Outlet, Bridge Closed" sign.	Most SWs	Bike Route signs (no change)	Restore W-bd BR sign when 1st St bridge replaced.	1.72	
Dorset	Singleton	Alpine	2	600	30	14.5	0	0-pvd	29	10	0	2.00	B	BR	Unsignalized crossing of 4 lane, 19700 ADT	None	Bike Route signs (no change); uncontrolled Xing recommendation	Uncontrolled Xing recommendation should be level 5 (Pedestrian Hybrid Beacon or standard traffic signal), but only level 2 (cyclist-activated flashing beacon, signage) reasonably feasible here.	2.00	High
Driftwood	Northview	Spring Creek	2	700	30	14.4	0	0-pvd	28.8	3	0	2.00	B	BR	Downhill to Spring Creek stoplight - trigger? Middle School S of Spring Creek.	None	Bike Route signs (no change)	If Spring Creek gets a continuous SP (or even SW), check triggering at stoplight.	2.00	
East Gate	Florist	Minnesota/Colorado	2	2050	30	19	0	0-pvd	38	0	0	1.73	B			Both SWs	Add Bike Lanes	5' BL, 14' lane each side. If not, just BR signs.	0.66	Medium
Eastmoreland (N-bd)	Broadway	Florida	2	1850	30	12.3	0	0-pvd	29.3	0		2.73	C		2250 ADT N, 1450 S. No parking. LT lane at Broadway stoplight.	Both SWs	None			
Eastmoreland (S-bd)	Broadway	Florida	2	1850	30	17	0	0-pvd	29.3	10	0	2.20	B		2250 ADT N, 1450 S.	Both SWs	None			
Easton trail	N. Easton S-end	S. Easton N-end															Add trail	Add trail to fill 700' gap between Easton ends, providing neighborhood access to Rockford University.	0.00	Lower
Edgemont	Custer	Knight	2	500	30	12	0	none	24	3	0	2.14	B	BR	School E.	None	Bike Route signs (no change)		2.14	
Ellsworth	Boilvin	Harlem	2	300	30	15.5	0	1.3	33.6	10	0	1.51	B	BR		Both SWs	Bike Route signs (no change)		1.51	
Elmwood	Owen Center	Rockton	2	4200	45	11	0	none	22	0	1.5	3.79	D		County jurisdiction. Mostly undeveloped. Some turn lanes. Few feet of gravel shoulder in most places. Strava: appreciable bike use.	Some N-SW	Pave shoulders	If county agreeable, might be feasible to pave shoulders, at least 3' with 4' desired. Somewhat higher priority than E of Rockton.	2.59	Lower
Elmwood	Rockton	Main	2	6000	45	11	0	none	22	0	1.5	3.97	D		County jurisdiction. Turn lanes. Gravel shoulders. Strava: less bike use than W of Rockton.	None	Pave shoulders	If county agreeable, might be feasible to pave shoulders, at least 3' with 4' desired.	2.77	Lower
Elmwood	Main	Northrock	2	2100	30	18	0	1.3	38.6	0	3	2.41	B		W-bd turn lanes by Main.	None	Conditional - add Bike Route signs	Only if Elmwood shoulders paved west of Main. Possible upgrade would be 5' bike lanes, but BR wayfinding signs would suffice.	2.41	Lower
Elmwood	Northrock	Rock River Trail	2	575	30	18	0	1.3	38.6	0	1	1.42	A			None	Conditional - add Bike Route signs	Only if Elmwood shoulders paved west of Main. Possible upgrade would be 5' bike lanes, but BR wayfinding signs would suffice.	1.42	Lower
Ethel	2nd/IL251	Arlington	2	2200	30	13	0	1.5	29	0	0.5	2.80	C		Stoplight at IL251, access to Rock River Trail. E-bd hard to tell to turn on Arlington.	S-SW	1) Add 4' SLMs, BR signs; 2) signal actuation	W-bd: add SLM-4, BR sign just past Arlington, another before thru lane's stopline at IL251 (or, if bikes can be detected, use Bicycle Detector Pavement Marking w/ R10-22). E-bd: SLM-4 and BR sign w/ (left) M5-2 soon after IL251.	2.80	High
Ethel	Arlington	Prospect	2	2200	30	12.9	0	1.3	28.4	5	1	2.95	C		Hill. No parking E-bd. Per Strava, more cyclists use Ethel (instead of Arlington) to Prospect.	Both SWs	Add SLMs	E-bd uphill, no parking - 4' SLMs. W-bd downhill (and light parking) - 11' SLMs.	2.95	Medium
Fairview Ave	Bluefield	Avon	2	500	30	16.8	0	0-pvd	33.6	20	0	1.73	B	BR		Both SWs	Bike Route signs (no change)		1.73	
Fairview Blvd	Guilford	Rural	2	4100	30	20	0	0-pvd	40	5	0.5	2.06	B	BR	No passing stripes	Both SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 12' lane - 8' combined bike/parking lane each side.	0.99	Medium



Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Fairview Blvd	Rural	Cardinal	2	7500	30	20	0	0-pvd	40	5	0.5	2.36	B	BR	No passing stripes	Both SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 12' lane - 8' combined bike/parking lane each side.	1.30	High
Fairview Blvd	Cardinal	Morsay	2	7500	30	17.2	0	1.3	19.8	5	0.5	2.87	C	BR	Separated boulevard. 16" gutters both sides of each direction, yellow lane stripe couple inches from gutter seam. Avg. width shown, S-bd 4" narrower.	Both SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 6.7' combined bike/parking lanes each side (8' w/ gutters).	1.93	High
Fairview Blvd	Morsay	State	4	7500	30	10	0	1.3	52	0	0.5	3.41	C	BR	Five 10' lanes: 2 N-bd w/ RT at Morsay, 3 S-bd w/ LT, RT lanes. No parking N-bd, 1 house S-bd.	Both SWs	Add SLMs	While not improving comfort much, could add SLMs. 4' out except L part of S-bd RT lane and N-bd through lane near Morsay.	3.41	High
Fairview Blvd	State	Oak Grove	4	8750	30	10	0	1.3	52	0	0.5	3.49	C	BR	Stoplight at State w/ N-bd LT, thru, RT; total 44'.	Both SWs	Add SLMs	While not improving comfort much, could add SLMs. 4' out, except centered in the right N-bd through lane.	3.49	High
Falcon	Airport	Samuelson	2	3450	30	12	4	none	32	0	3	2.28	B	SH		None	Paved shoulders (no change)		2.28	
Fisher	Winnebag o	Haskell	2	400	30	17	0	1.5	37	20	0.5	1.65	B			Both SWs	Add Bike Route wayfinding signage	W-bd to be part of Whitman alternative route to Mel Anderson Path. E-bd, too, if no Whitman road diet from Winnebago to Haskell.	1.65	High
Fisher	Haskell	Court	2	400	30	17	0	1.5	37	20	0.5	1.65	B			Both SWs	Add Bike Route wayfinding signage	Part of Whitman alternative route to Mel Anderson Path.	1.65	High
Fisher	Court	Main	2	400	30	15	0	0-pvd	30	30	0.5	2.06	B		Uncontrolled crossings of Church, Main.	Both SWs	Add Bike Route wayfinding signage; Xing improvements.	Part of Whitman alternative route to Mel Anderson Path. Along Church and Main, add four W11-1 bike warning signs, two with W16-9P "Ahead", two with W16-7P Slanted Down Arrow plaques (uncontrolled crossing recommendations).	2.06	High
Florence	Forest View Rd	Mariposa	2	300	30	12	0	none	24	3	0	1.88	B	BR		None	Conditional - remove from network?	See Forest View, Florence-Harrison comment.		
Florida	Montana	Alpine	2	1400	30	13.5	0	1	29	10	0	2.56	C	BR	900 ADT W, 1600 E. Stoplight at Alpine - activation?	Both SWs	Bike Route signs (no change)	Stoplight actuation at Alpine?	2.56	
Florist	Charles	East Gate/Broadway	2	250	30	13	0	1.3	28.6	0	0	1.62	B			Both SWs	Add Bike Route wayfinding signs		1.62	High
Forest Hills	Riverside	Landstrom	4	20400	40	11	0	2	57	0	2	4.27	D		County jurisdiction. Raised median.	None	Add sidewalk or sidepath	Add at least a sidewalk on at least one side of the road. N of Pepper, W-side more feasible from sloping issues. S of Pepper, E-side usually has more ROW.		High
Forest View Ave	Hillcrest	Charlotte	2	800	30	11.5	0	none	23	3	0	2.43	B	BR	Unincorporated. No curbs.	None	Bike Route signs (no change)		2.43	
Forest View Ave	Charlotte	Arnold	2	800	30	14.5	0	0-pvd	29	3	0	2.05	B	BR		None	Bike Route signs (no change)		2.05	
Forest View Rd	Charles	Florence	2	1250	30	12	0	none	24	3	0.5	2.67	C	BR	Unincorporated. No stopline before Charles sidepath.	None	Bike Route signs (no change); Charles sidepath markings	Add crosswalk for Charles sidepath, stopline before it.	2.67	Medium
Forest View Rd	Florence	Harrison	2	1800	30	13.5	0	1.3	29.6	3	0.5	2.67	C		24' total, unincorporated, N-end. Stoplight at Harrison (activation?), access to S-sidepath.	Most SWs	Conditional - add BR wayfinding signs	Since Forest View has a stoplight to cross Harrison, consider continuing it (as a Bike Route) from Florence to Charles and removing Florence, Mariposa from network. Check signal activation.	2.67	Medium
Fulton (E-bd)	Huffman	Main	2	2300	30	19	0	0-pvd	29	3	2	2.15	B	BR	Mostly businesses N, resid S. LT lane at Main stoplight.	Both SWs	Add Combined Bike/Parking Lane	If parking max % low: stripe 8' CBPL. If parking removed, stripe 4.5' shoulders (no parking) on both sides, 5' BLs if reconstructed.	1.11	Medium
Fulton (W-bd)	Huffman	Main	2	2300	30	10	0	0-pvd	29	0	2	3.40	C	BR		Both SWs	Add 4' SLMs	Add 4' SLMs. See above.	3.40	High
Fulton	Main	Cumberland	2	2500	30	14	0	0-pvd	28	0	0	2.66	C	BR	No parking both sides. Striped lanes.	Most S-SW, some N-SW	Add 4' shoulders	Stripe 4' paved shoulders (no parking), leaving 10' lanes. If reconstructed, widen to 10' + 5' BLs.	2.02	High
Fulton	Cumberland	Harlem	2	925	30	14	0	0-pvd	28	0	0	2.15	B	BR		S-SW	Bike Route signs (no change)	If Harlem removed from bike network, stop Fulton's designation at Cumberland.	2.15	
Gardiner	2nd Ave	Charles	2	800	30	13.4	0	1.3	29.4	20	0	2.41	B		Stoplight at Charles.	Both SWs	None	If added to network, add BR signs, ensure stoplight triggering.		
Garrett	Mulford	Maeve	2	3650	30	13.5	0	1.3	29.6	0	0.5	2.99	C			Most S-SW, N-SW some	Stripe shoulders; fill sidewalk gap	Too narrow for official bike lanes, instead stripe shoulders. Ideally, 4.8' (including 1.3' gutters) leaving 10' travel lanes; no less than 4.3'+10.5'. Backup: SLMs 4' out with E-bd 3' law sign. Fill S-SW gap by Mulford	1.98	Very High
Garrett	Trainer	Perryville	2	1800	30	14	0	1.3	30.6	0	1	2.64	C	SP	N-SP. No links to 5 residential streets and Home Depot on S.	N-SP, some S-SW	Add sidepath links	Add links from at least 2-3 residential roads and Home Depot back entrance to N sidepath.		Lower
Glenwood	Kilburn	Searles	2	3850	30	15.8	0	0-pvd	31.6	3	1	2.80	C		Road turns E/S. School E/S, no parking there but allowed by Searles. LT lane by Kilburn stoplight.	E/S-SW	Add Bike Lanes	If parking removal impact is minimal or zero, 5' BLs (incl. gutters), 10.8' lanes.	1.90	Medium
Grove	Madison	1st St	2	250	30	16.4	0	1.5	35.8	10	0.5	1.35	A			Both SWs	None			
Guilford (E-bd)	Prospect	Parkview	2	3400	30	20	0	0-pvd	36	2	1	1.98	B	BR	No parking W-most 2 blocks. LT lane at Parkview.	S-SW	Add Combined Bike/Parking Lane	Before resurfacing: 12' lane, 8' combined bike/parking lane. After: 11-8. Both: SLM 4' out in thru lane by Parkview.	1.12	High
Guilford (W-bd)	Prospect	Parkview	2	3400	30	16	0	0-pvd	36	0	1	2.66	C	BR	Golf, cemetery N. No parking W-bd.	S-SW	Add Buffered Bike Lane	Before resurfacing: 11' lane, 1.5' buffer, 3.5' BL. After: 11-2-4. No parking W-bd.	1.52	High

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Guilford (E-bd)	Parkview	Stratford	2	5400	30	18	0	0-pvd	36	5	0.5	2.57	C	BR		Both SWs	Add Combined Bike/Parking Lane	Check maximum parking % - if low, then- Primary: remove W-bd parking, repeat "after" X-section from W of Parkview. Backup: stripe 10.5-7.5 CBPLs each side.	1.37	High
Guilford (W-bd)	Parkview	Stratford	2	5400	30	18	0	0-pvd	36	5	0.5	2.57	C	BR		Both SWs	Add Bike Lane (remove 1-side parking)	Check maximum parking % - if low, then- Primary: remove W-bd parking, repeat "after" X-section from W of Parkview. Backup: stripe 10.5-7.5 CBPLs each side.	1.80	High
Guilford (E-bd)	Stratford	Alpine	2	4600	30	20	0	0	40	5	0.5	2.12	B	BR	Concrete, seam at 12-8. RT lane at Alpine.	Both SWs	Add Bike Lane (remove 1-side parking)	Check maximum parking % - if low, then- Primary: 11' lane, 5' BL, 7' parking. Backup: stripe 12-8 CBPLs each side.	1.92	High
Guilford (W-bd)	Stratford	Alpine	2	4600	30	20	0	0	40	5	0.5	2.12	B	BR	Concrete, seam at 12-8.	Both SWs	Add Buffered Bike Lane	Check max parking %, if low, then- Primary: remove W-bd parking, 11' lane, 2' buffer, 4' BL. Backup: stripe 12-8 CBPLs each side.	1.72	High
Guilford	Alpine	Mulford	2	14500	35	12	0	none	24	0	2	4.24	D		County jurisdiction. Transition 2 blocks E from Alpine, w/ turn lanes, S-SW. E of there, 2 lanes, no SW. Big ditches. Sometimes, few ft shoulders. 4 lanes by Mulford.	None	Add sidepath	SP would be tough due to grading, thus a Medium priority. Lower priority if Rockford University-based route done.		Medium
Guilford	Mulford	Perryville	2	8700	45	12	0	none	24	0	1.5	4.04	D		County jurisdiction. Stone shoulders. 3 lanes W of Shiloh, turn lanes by intersections. Plenty of ROW.	None	Add sidepath	Ideally, sidepath one side, sidewalk the other. Backup: sidewalk, at least one side. Either side has enough ROW.		Medium
Guilford	Perryville	Bell School	2	4100	45	12	0	none	24	0	1.5	3.66	D		County jurisdiction. Stone shoulders. 3 lanes by intersections. 4' paved shoulders by Perryville.	None	None	Could pave 4' shoulders throughout, plus a sidewalk or sidepath on one side (more ROW on N-side).		
Halsted	Kilburn	Central	2	800	30	12.4	0	none	24.8	0	1	2.44	B		Semi-rural, unincorporated. Route to NW/out of town, per Strava.	None	None			
Halsted	Central	Searles	2	2750	30	11.3	0	none	22.6	0	1	3.19	C		Semi-rural. Ditches. Edgelines, most w/ some gravel shoulder. Widens to 2 lanes, W-bd by Central. Parts unincorporated.	None	1) Add BR signs and 3' law sign; 2) pave shoulders	W-bd sign soon past Searles. When repaved, if possible, narrow lane widths to 10' and pave shoulders to get 4' (or 3').	2.21	High
Halsted	Searles	Rockton	2	4050	30	24	0	1.5	51	40	1	2.03	B		Parking by apartments. Carriage sidewalks. E-bd LT lane at Rockton.	Both SWs	Add Bike Lanes	8' parking (w/ gutter), 5.5' BLs, 12' travel lanes.	2.35	Medium
Halsted	Rockton	Huffman	2	4250	30	13	7	0-pvd	40.5	3	1	1.02	A	CBPL	Stripes 7' one side, 7'6" other. LT lane at Rockton stoplight.	None	CBPLs (no change)	Could widen CBPLs to 7'6" or 8' each side. Transition to 5' BLs, 10' lanes on 3-lane Rockton approach.	1.02	
Halsted	Huffman	Main	2	4700	30	20.1	0	0-pvd	40.2	3	1	2.14	B		No parking seen. Stoplight at Main.	Both SWs	Add Bike Lanes	Restrict parking to one side: 8' parking-5' BL-11'-11'-5'. Backup: 8' CBPLs, 12' lanes. If low %.	1.96	Medium
Harlem	Fulton	Camlin	2	1000	30	18	0	0-pvd	36	3	0	1.61	B	BR	Speed humps.	W-SW, most E-SW	Bike Route signs (no change)		1.61	
Harlem	Camlin	Auburn	2	775	30	15	0	0-pvd	30	3	0	1.96	B	BR	River E. House fronts W but no garages. BR ends at Auburn, where only S-bd R-turn allowed for cars. Tough sightline even to get to Auburn bridge's 7' N-SW. Narrow carriage sidewalk W to Cumberland light, with poles etc. narrowing to 3'.	W-SW	Bike Route signs (no change)	Consider removing from network, using Cumberland instead.	1.96	
Harlem	Main	Cumberland	2	2650	30	22.4	0	1.5	23.9	30	0.5	1.86	B	SLM11	Separated boulevard, 23.9' each side. Stoplight at Main - turn on R bad sightline.	Both SWs	Add Bike Lanes	Stripe 7.9' parking, 5' BL, 11' lane each side.	2.12	Medium
Harlem	Cumberland	Auburn	4	1600	30	11.2	0	1.5	23.9	30	0.5	2.79	C	BR	Separated boulevard, 23.9' each side. N-bound right-turn only at Auburn.	Both SWs	Bike Route signs (no change)	Possible upgrade: SLMs 4' out.	2.79	
Harney	28th Ave	Fairview Blvd	2	275	30	14.4	0	0-pvd	28.8	10	0	1.62	B	BR	BR sign on 29th. Should be 28th?	Both SWs	Remove from network	Assume 28th removed in favor of route w/ stoplights further E. Might keep as part of route from current Keith Creek bridge to Peter?		
Harris	Landstrom	Northview	2	200	30	10	0	none	20	0	0	1.86	B	BR		None	Bike Route signs (no change)		1.86	
Harrison	Main	Kishwaukee	4	9100	40	12	0	2	56	0	2	3.75	D		Includes Rock River Bridge, with no extra room. Raised median for much of it. ROW scarce E.	None	Add sidewalk or sidepath	Ideally, sidepath one side, sidewalk backup. Do when bridge replaced?		High
Harrison (IL251)	Kishwaukee	9th St	4	10700	35	13	0	0-pvd	50	0	2	3.61	D	SW	Narrow carriage sidewalk.	S-SW	Widen sidewalk	Widen S sidewalk to sidepath width - needs more ROW.		Medium
Harrison (IL251)	9th St	11th St	4	11100	35	12	0	1.5	52	0	2	3.76	D	SP	N carriage SW, S-SP 8'	S-SP, N-SW	Sidepath (no change)			
Harrison	11th St	20th St	4	12850	40	12	0	1.5	68	0	2	3.93	D	SP	Median/LT lanes. N carriage SW, S-SP 8'	S-SP, N-SW	Sidepath (no change)			
Harrison	20th St	Alpine	4	15000	45	12	0	1.5	68	0	2	4.08	D	SW	Median/LT lanes. Lower ADT in middle.	N-SW	Add sidepath	South side. Except for one vacant parcel, ROW sufficient.		High
Harrison	Alpine	Mulford	4	18500	45	12	0	1.5	68	0	2	4.18	D	SP	Median/LT lanes. S-sidepath, W of Stowmarket, N-SP E of there.	S-SP	Fill sidepath gap	Cemetery just E of Mulford is gap in sidepath - fill it as part of 20th-Alpine SP addition. 13' ROW - narrower SP or barrier needed.		Very High
Haskell	Whitman	Fisher	2	250	30	18.5	0	1.5	40	40	0.5	1.49	A			Both SWs	Conditional - add Bike Route wayfinding signage	S-bd to be part of Whitman alternative route to Mel Anderson Path if Whitman road diet and SBLs from Winnebago to Haskell.	1.49	High
Highcrest	Spring Creek	Chelsea	2	10800	30	13.2	0	1.3	29.2	0	1	3.65	D	SW	No parking. Some carriage SWs. Likely ITEP application for S-SP.	S-SW, N-SW most	Widen to sidepath	ROW sufficient for S-SP. Buckingham-based route is a backup or supplement.		High

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Highcrest	Chelsea	Cynthia	2	12000	30	13.2	0	1.3	29.2	0	1	3.71	D	SLM4	No parking. Some carriage SWs. Likely ITEP application for S-SP.	Both SWs	Widen to sidepath	ROW sufficient for S-SP. Buckingham-based route is a backup or supplement.		High
Highcrest	Cynthia	Rebecca	2	12000	30	18.5	0	0/0-pvd	37	2	1	2.90	C	SLM4	Unincorporated. No curbs N-side (W-bd) - some stone shoulder parking. Likely ITEP application for S-SP.	S-SW	Widen to sidepath	ROW sufficient for S-SP. Buckingham-based route is a backup or supplement.		High
Highcrest	Rebecca	Alpine	2	12000	30	12	0	1.3	37.6	0	1.5	3.94	D	SLM4	3 lanes w/ TWLTL. E-bd RT lane at Alpine. 160' S-SW gap. Likely ITEP application for S-SP.	Most S-SW	Widen to sidepath (and fill gap)	Widen SW (and fill gap - very high) to S-SP by churches on both sides of Alpine - high. Add raised right corner islands - high.		High
Highcrest	Alpine	Augustana	2	3500	30	12	0	1.3	37.6	0	1	3.23	C	SLM4	Transitions from 2L E-bd, 2L (w/ LT lane) W-bd by Alpine to 2 wide lanes by Augustana/Comanche. Ped Xing in middle. Possibly part of upcoming S-SP ITEP application.	Most S-SW	Widen to sidepath (and fill gap)	See above		High
Hillcrest	Forest View Ave	Charles	2	500	30	11.5	0	none	23	3	0	2.19	B	BR	Unincorporated. No curbs.	None	Bike Route signs (no change)		2.19	
Holmes	Cleveland	Upland	2	600	30	13	0	1	28	10	0	2.19	B			Both SWs	Add Bike Route wayfinding signage		2.19	Medium
Holmes	Upland	Harrison	2	600	30	13	0	1	28	25	0.5	2.43	B		No parking S-bd, 50% N-bd. Duplexes. Stoplight at Harrison - activation? Access Harrison's S-sidepath, Collins Aerospace.	None	Add Bike Route wayfinding signage	Also, check stoplight activation.	2.43	Medium
Huffman	River Bluff	Halsted	2	4900	30	20	0	0-pvd	40	3	0	2.04	B	SLM4	No trucks. Striped. LT lanes at Riverside, Halsted stoplights. SLMs 4' w/ parking permitted??	Some SWs	Add Bike Lanes (remove 1-side parking)	Primary similar to Huffman S of Pierce: 8' S-bd parking, 5' S-bd BL, 11' lanes, 5' N-bd BL. If no parking removed and parking % always low, add 8' CBPLs and S-bd 3'-law sign at River Bluff.	1.84	High
Huffman	Halsted	Pierce	2	5700	30	13	7	0-pvd	40	15	1.5	1.59	B	CBPL, SLM11	Truck route. 100% parking by school at dropoff, pickup.	Both SWs	Widen CBPL, add localized SLMs	Widen combined bike/parking lanes to 8', leaving 12' travel lanes. Only keep the 11' SLMs where there is heavy school parking occupancy.	1.62	Medium
Huffman	Pierce	Fulton	2	7100	30	10.7	5.7	0-pvd	39.8	0	1.5	2.10	B	BL	S-bd: 7' parking - 5' BL - 10'9", N-bd 7' BL, 10'9". No E-SW by businesses.	W-SW, some E-SW	Buffer N-bd bike lane	Add another stripe to buffer the N-bd bike lane: 5'-2"; also add N-bd no parking signs.	1.81	Medium
Huffman	Fulton	Auburn	2	5000	30	19	0	1.3	21.6	3	1.5	2.46	B	SLM	Boulevard (separated), 21'7" total each side. LT lane by Auburn stoplight. SLMs 4' out by school (no parking), 11' elsewhere.	Both SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 6.7' combined bike/parking lanes each side (8' w/ gutters), leaving 12.3' lanes. Where no parking, add buffered bike lane (16" gutter, 4' BL, 2.7' buffer, 12.3' lane) each side.	1.42	High
Independence	School	State	2	700	30	14.7	0	1.5	32.4	10	0.5	2.12	B	BR		Both SWs	Remove from network?	Remove from network if Central added.		
Inverness	Roxbury	Pine Valley	2	600	30	13	0	1.3	28.6	5	0	2.13	B				None	Conditional on Roxbury BLs and perhaps the Strathmoor extension. If so, BR signs.		
Jackson	Oak Knolls	Fairview	2	500	30	13	0	1.3	28.6	5	0	2.04	B	BR Hill.		N-SW	Bike Route signs (no change)	Check to make sure BR signs at turns.	2.04	
Jacoby	N-end	Birchwood	2	100	30	8	0	none	16	0	0	1.68	B	BR		None	Bike Route signs (no change)		1.68	
Jacoby-Spring Creek trail	Spring Creek	Jacoby																Trail (no change)		
James	Pellham	Buckingham	2	400	30	13.1	0	1.3	28.8	3	0	1.89	B			Most SWs	Conditional - add Bike Route signs	Alternative to Highcrest if no improvements there - or supplement. High or low priority, respectively.	1.89	Lower
John	North	Court	2	650	30	15.4	0	1.3	33.4	10	0	1.92	B	BR		Both SWs	Bike Route signs (no change)		1.92	
John	Court	Church	2	650	30	15.4	0	1.3	33.4	10	0	1.92	B			Both SWs	Conditional	Depends on IL 2 reconfiguration and Main St. Could be an important connection to Huffman. If added to network, BR signs.	1.92	
John (IL2 S-bd)	Church	Main	2	3650	30	15	0	1.3	36	0	0	2.70	C		One-way IL 2 S-bd, Main to Church. Varying, but usually 12' right lane (w/ painted buffer), 18' left lane. Parking allowed?	Both SWs	Conditional	Depends on IL 2 reconfiguration and Main St. If added to network as one-way, 6' (4+2) buffered bike lane on right. If added as two-way (expected), 5' bike lanes and 13' traffic lanes.	1.18	
Johnston	Mel Anderson path	Auburn	2	850	30	12	0	none	24	5	0	2.43	B		Trail connection at north end. Stoplight at Auburn. Off-street parking.	Some E-SW	Add Bike Route wayfinding signage	Also, ensure stoplight triggering at Auburn.	2.43	High
Johnston	Auburn	School	2	1750	30	15	0	0-pvd	30	2	0	2.36	B		No parking S-bd; much of N-bd allowed.	Most SWs	Add Bike Route wayfinding signage	If no on-street parking and if 30' curb-curb, could add 5' bike lanes.	2.36	High
Johnston	School	State	2	1150	30	15	0	0-pvd	30	5	0	2.19	B		Stoplight at State. Parking allowed one side some parts, times.	Both SWs	Add Bike Route wayfinding signage	If no on-street parking and if 30' curb-curb, could add 5' bike lanes. Also, ensure stoplight triggering at State.	2.19	High
Johnston	State	Preston	2	550	30	15	0	0-pvd	30	20	2	2.33	B		N-bd wider than S-bd, State-Elm.	E-SW, most W	Add Bike Route wayfinding signage		2.33	Medium
Kilburn (IL70)	Safford	Kilcen	4	5900	45	12	0	2	52	0	2	3.60	D		ADT 3100 NE of Central.	None	None			
Kilburn (IL70)	Kilcen	Collins	2	5900	35	20	0	2	44	3	2	2.57	C		Parking allowed but not used.	None	Add Bike Lanes	8' parking on 1-side, 6' bike lanes, 12' lanes. Backups: if parking max % low: stripe 8' (with gutters) CBPLs and 14' lanes. Or, if no parking, 5' BLs, 3 lanes w/ TWLTL 11-12-11.	1.94	Medium

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Kilburn (IL70)	Collins	Gladstone	2	6800	35	13	0	2	44	0	2	3.74	D	SW	LT lanes by Glenwood stoplight.	E-SW	Add Bike Lanes	Narrow lanes to add 5' BLs: 5-11-12-11-5.	2.38	Medium
Kilburn (IL70)	Gladstone	Sunnyside	2	7650	35	20	0	2	44	3	2	2.70	C	SW		E-SW, some W	Add Bike Lanes	8' parking on 1-side, 6' bike lanes, 12' lanes. Backups: if parking max % low: stripe 8' (with gutters) CBPLs and 14' lanes. Or, if no parking, 5' BLs, 3 lanes w/ TWLTL 11-12-11.	2.07	Medium
Kilburn (IL70)	Sunnyside	Auburn	2	8350	35	20	0	2	44	20	2	3.07	C	SW	SE-bound RT, thru, LT lanes at Auburn.	W-SW, most E-SW	Add Bike Lanes	8' parking on 1-side, 6' bike lanes, 12' lanes. Backups: if parking max % low: stripe 8' (with gutters) CBPLs and 14' lanes. Or, if no parking, 5' BLs, 3 lanes w/ TWLTL 11-12-11.	1.81	Medium
Kilburn (IL70)	Auburn	Bruce	4	6850	30	11	0	1	46	0	3	3.67	D	SW	Industrial.	Both SWs	4-to-3 road diet with Bike Lanes	5' BLs (incl. gutters), 12' TWLTL and lanes.	2.21	Medium
Kilburn (IL70)	Bruce	Whitman	4	6850	30	12	0	1	70	0	3	3.56	D	SW	Wide raised medians or LT lane.	Both SWs	4-to-3 road diet with Bike Lanes	7' buffered BLs (incl. 1' gutters and 2' buffers). Ideally, remove center median and add TWLTL.	1.98	Medium
Kilburn (IL70)	Whitman	Acorn	4	4250	30	12	0	1	70	0	3	3.31	C	SW	Wide raised medians or LT lane.	Both SWs	4-to-3 road diet with Bike Lanes	7' buffered BLs (incl. 1' gutters and 2' buffers). Ideally, remove center median and add TWLTL.	1.74	High
Kilburn (IL70)	Acorn	Jefferson	4	4250	30	13	0	0-pvd	53	0	3	3.19	C		5' raised median. N-bd slip lane merge from Jefferson.	Some E-SW	4-to-3 road diet with Bike Lanes	7' buffered BLs (incl. 1' gutters and 2' buffers). Ideally, remove center median and add TWLTL.	1.51	High
Kilburn/IL70 N-bd	Jefferson	Mulberry	4	2400	30	12	0	0-pvd	46	0	2	2.85	C	BR	Inner lane becomes LT lane. SLM 4' out after Mulberry, then 2 green-backed BL markings (not SLM) in LT lane.	E-SW	4-to-3 road diet with Bike Lanes	Restripe for 5' BLs and TWLTL: 5-12-12-12-5.	1.50	High
Kilburn/IL70 S-bd	Jefferson	Mulberry	2	2400	30	22	0	0-pvd	46	0	2	1.50	B	SLM4	SLMs 4' out, with parking allowed - but not seen.	E-SW	4-to-3 road diet with Bike Lanes	Restripe for 5' BLs and TWLTL: 5-12-12-12-5.	1.50	High
Kishwaukee (IL 251)	Walnut	10th Ave	4	16100	30	11	0	1	46	0	2	3.93	D	SW	Mostly, not enough ROW to widen sidewalk to SP.	Both SWs	None	If reconstructed with more ROW, sidepath on one side preferred.		
Kishwaukee (IL 251)	10th Ave	Harrison	4	15500	30	12	0	2	64	0	2	3.80	D	SW	Raised median / LT lanes. Mostly, not enough ROW to widen sidewalk to SP.	Both SWs	None	If reconstructed with more ROW, sidepath on one side preferred.		
Kishwaukee	Harrison	Sandy Hollow	2	10900	35	13	0	0-pvd	40	0	3	4.17	D	SWgap	3 lanes: 13-14-13. 30mph N of Ranger, 5 lanes by Harrison. SW gaps. Most W-side has ROW to widen to sidepath.	Most SWs	Fill sidewalk gaps	Ideally: widen W-SW to sidepath width, restripe to 14-12-14.		High
Kishwaukee	Sandy Hollow	Airport	2	6500	35	11.5	2	none	41	0	3	3.55	D	SWgap	8100 ADT N, 4800 S. 3 lanes w/ paved shoulders: 2-11.5-14-11.5-2, extra gravel width. SW gap under US20, by Airport.	Most W-SW, some E-SW	Fill sidewalk gap; widen paved shoulders	4' paved shoulders minimum, 6' desired. Narrow TWLTL to 12' if 2' more asphalt needed.	2.44	High
Knight	Kilburn	Edgemont	2	400	30	14.5	0	0-pvd	29	30	0	2.05	B	BR		Both SWs	Bike Route signs (no change)		2.05	
Knollwood	Pine Valley	Mayfield	2	700	30	13	0	1.3	28.6	5	0	2.21	B				None	Conditional on Roxbury BLs and perhaps the Strathmoor extension. If so, BR signs.		
Lafayette	Madison	1st Ave	2	750	30	14	0	0-pvd	28	1	0	2.06	B	BR	Downhill. W-bd only parking. (Saw cyclist)	Both SWs	Bike Route signs (no change)		2.06	
Lafayette	1st Ave	2nd Ave	2	750	30	15.3	0	1.3	33.2	1	0	1.87	B	BR	2hr parking. Uncontrolled Xing of 3L, 7800 ADT, S-bd 2nd.	Both SWs	Bike Route signs (no change); uncontrolled Xing recommendation	Uncontrolled Xing recommendation.	1.87	Medium
Lafayette	2nd Ave	3rd Ave	2	600	30	16.9	0	0-pvd	33.7	1	0	1.50	B	BR	Uncontrolled Xing of 3L, 8700 ADT, N-bd 3rd.	Both SWs	Bike Route signs (no change); uncontrolled Xing recommendation	Uncontrolled Xing recommendation.	1.50	Medium
Lafayette	3rd Ave	4th Ave	2	600	30	15.5	0	1.3	33.7	20	0	2.00	B	BR	Missing E-bd BR sign to turn L onto 4th.	Both SWs	Bike Route signs (no change)	Needs E-bd sign to turn L onto 4th.	2.00	Medium
Landstrom	Forest Hills	Bradley	2	1100	30	13	0	2	30	0	0.5	2.45	B	BR	Stoplight at Forest Hills - trigger? Further E, 13.5+1.5. No parking seen. Uphill.	None	Add W-bd SLMs	Center SLMs in W-bd downhill parts only - priority rises if Loves Park route to river path improved. If gutter pans paved over, stripe 5' BLs elsewhere. Might do so where gutters 1.5' or less.	2.45	Medium
Landstrom	Bradley	Harris	2	150	30	9.3	0	none	18.6	0	0	1.78	B	BR		None	Bike Route signs (no change)		1.78	
Landstrom	Driftwood	Singleton	2	700	30	14.5	0	0-pvd	29	10	0	2.08	B	BR		None	Bike Route signs (no change)		2.08	
Larson	Peter	Parkside	2	400	30	13	0	1.3	28.6	3	0	1.90	B				None	If added to network, add BR signs.		
Liberty	Belden	Kilburn	2	600	30	16.5	0	0-pvd	33	30	0	2.00	B	SLM11	No W-bd BR sign to Belden, trail.	Both SWs	SLMs (no change)	Add needed BR directional sign.	2.00	Medium
Louisiana	Colorado	Eastmoreland	2	850	30	13.2	0	1.3	29	10	0	2.35	B			Both SWs	None			
Louisiana	Eastmoreland	Alpine	2	875	30	14.5	0	0-pvd	29	10	0	2.19	B		Stoplight at Alpine, but doesn't align with entrance to parking lot of closed store. 12' ROW available W-side of Alpine N from Louisiana to stoplight.	Both SWs	None	Alpine stoplight removal eliminates possibility of using Louisiana to get to the existing Charles sidepath.		
Lyford	Riverside	Spring Brook	2	1000	45	12	0	1.5	15	0	1	2.85	C	SP	Newly-constructed. Separated boulevard. Sidepath one side, sidewalk other.	SP and SW	Sidepath (no change)			
Lyford	Spring Brook	Spring Creek	2	275	45	11	0	none	22	0	1	2.31	B		Some gravel shoulder.	None	None	If added, shoulders could be paved, ideally 4'. If developed, follow Complete Streets policy and use road design standard suggestions.		

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Lyford	Spring Creek	Conehill	2	2000	45	11	0	none	22	0	1	3.31	C		ADT 2500 S, 1550 N. Some gravel shoulder.	None	None	If added, shoulders could be paved, ideally 4'. If developed, follow Complete Streets policy and use road design standard suggestions.		
Lyford	Conehill	State	2	2600	45	12	0	1.5	35.8	0	1	3.33	C		3 lanes.	W-SW	None			
Madison	Y St	Marino	2	3500	30	17	0	1.3	48.6	30	1	2.97	C	SP	3 lanes, with railroad track in 12' center lane. N-bd 50% parking, SLMs 11' out. S-bd no parking, SLMs 4'. W-SP 8'.	W-SP, E-SW	SLMs and sidepath (no change)			
Madison (NE-bd)	Marino	Prairie	2	3500	30	18	0	1.5	45	0	1	2.33	B	SP	Parking allowed but not used - off-street lots suffice. Center lane 11.5' with railroad track. 17' from E-curb to rail, but can't reconfigure lanes since track's position in center lane allows cars to proceed when train present.	W-SP, E-SW	Sidepath (no change); add bike lane	Determine if off-road parking handles needs. If so, replace SLMs with 5' BL and 13' lane. If not, no change.		Medium
Madison (SW-bd)	Marino	Prairie	2	3500	30	12.5	0	1.5	45	0	1	3.17	C	SP	No parking. At Prairie, S-bd 12', center lane 11', N-bd 20'.	W-SP, E-SW	SLM 4' and sidepath (no change)			
Madison (NE-bd)	Prairie	Jefferson	2	3375	30	10	4.8	1.5	49.5	0	2	2.17	B	BL	Also, 8.7'+18" parking area w/ 0% seen. Jefferson overpass.	Both SWs	Reconfigure lane widths	Restripe each side for 8' parking (w/ gutter), 5'9" BL, 11' lane.	1.72	High
Madison (SW-bd)	Prairie	Jefferson	2	3375	30	10.5	6	1.5	49.5	0	2	1.78	B	BL	Also, 6.5'+18" parking area w/ 0% seen. Jefferson overpass. Bad S-bd skew railroad crossing, has text-only warning sign.	Both SWs	Reconfigure lane widths	Restripe each side for 8' parking (w/ gutter), 5'9" BL, 11' lane.	1.72	High
Madison	Jefferson	Walnut	2	2800	30	10	4.7	1.5	49.7	0	1	1.96	B	BL	ADT 3250 NE of State, 1900 SW. Downtown. Also, 7'6"+18" S-bd, 8'+16" N-bd parking areas w/ 100% parking.	Both SWs	Reconfigure lane widths	Restripe each side for 8' parking (w/ gutter), 5'10" BL, 11' lane.	1.46	High
Madison	Walnut	Grove	2	475	30	18.5	0	1.4	39.8	3	1	1.28	A	SLM11		Both SWs	SLMs 11' (no change)	Could add CBPL, but low traffic so BR signs suffice. Very low parking %, could remove SLMs.	1.28	
Maeve	Garrett	Trainer	2	750	30	13.5	0	1.3	29.6	5	0	2.18	B		Maeve has crosswalk and trail link to Trainer's E-sidepath.	Both SWs	Add Bike Route wayfinding signage		2.18	High
Main (IL 2)	Bauer	Elmwood	4	16300	45	12	0	none	94	0	2	4.12	D		4' shoulders by right-turn lanes, 10' elsewhere - but rumble strips across entire width render useless.	None	Fix rumble strips	At the next resurfacing, use a bike-friendly rumble strip design leaving many feet of (rumble-free) clear zone.	2.84	Medium
Main (IL 2)	Elmwood	Riverside	4	13300	45	12	0	none	88	0	2	4.02	D		W frontage road N half. 4' shoulders by right-turn lanes, 10' elsewhere - but rumble strips across entire width render useless.	Some W-SW	Fix rumble strips	At the next resurfacing, use a bike-friendly rumble strip design leaving many feet of (rumble-free) clear zone.	2.74	Medium
Main (IL 2)	Riverside	Halsted	4	11700	30	12	0	1.5	64	0	2	3.65	D	SP	W-SP crosses to E-SP at River Bluff; sidewalk other sides.	SP, SW	Sidepath (no change)			
Main (IL 2)	Halsted	Fulton	4	14200	30	12	0	1.5	64	0	2	3.75	D	SP		W-SP, E-SW	Sidepath (no change)			
Main (IL 2)	Fulton	Auburn	4	9850	30	12	0	1.5	54	0	2	3.57	D	SP	W sidewalk Auburn-Yonge, then SP width N of there. 5' raised median. Auburn roundabout.	W-SP, E-SW	Sidepath (no change)			
Main (IL 2)	Auburn	Boilvin	4	8050	30	12	0	1.5	49	0	2	3.46	C	SW	5 lanes, transition to roundabout, Boilvin-Auburn. W-SP width near Auburn.	Both SWs	None	With roundabout transition, west sidepath (and sidewalk) might have to be used, if added.		
Main (IL 2)	Boilvin	John	4	8050	30	12	0	1.5	49	0	2	3.46	C	SW		Both SWs	None	4-to-3 road diet feasible (pending study). 6' BLs, 12-13-12 with TWLTL.		
Main (IL 2)	Harlem	Whitman	3	5700	30	9	0	1.5	40.3	0	2	3.75	D	SW	1-way N-bd. Some localized parking in 18' leftmost lane. E-W: 16"-9-10-18-2.	Both SWs	Add 1-way separated bike lanes	See Main from Whitman-Park.		Very High
Main (IL 2)	Whitman	Park	3	4700	30	10.7	0	2	39.8	0	2	3.48	C		1-way N-bd. Parking in 18' leftmost lane, but none seen, off-street available. LT + RT lanes at Whitman.	Both SWs	Add 1-way separated bike lanes	If City takes over Main, and parking banned: each side of road, 6' one way SBL with 2' raised median (ideal) or tubular markers (backup), leaving 11' traffic lanes + 1' gutters. Use NACTO intersection techniques. Backups: 1) 4+2 buffered bike lanes with 14' traffic lanes; 2) 5' BLs with 10' traffic and TWLTL lanes; 3) 8' parking, 5' BL, 11', 11', 5' BL.		Very High
Main	Park	Mulberry	2	2500	30	11.5	7	1.5	40	80	2	2.98	C			Both SWs	Add SLMs 11'		0.00	High
Main	Mulberry	Elm	2	2500	30	12	8	1	varies	100	2	3.22	C		9' parking bays both directions.	Both SWs	Add SLMs 11'		0.00	High
Main	Elm	Chestnut	2	2000	30	10	8.9	1.5	40.2	70	2	2.83	C		S-bd 18'4" w/o marked parking (bus area?).	Both SWs	Add SLMs 11'		0.00	High
Main (IL 2)	Chestnut	Cedar	3	3500	30	12	0	2	40	0	2	3.19	C		IL 2 N-bd only, 2 lanes, 11.5'-12.5'. S-bd 1 lane, 12'.	Both SWs	Add SLMs 4'		0.00	High
Main (IL 2)	Cedar	Morgan	4	5750	30	11	0	2	55	0	2	3.41	C	SW	Carriage SWs, some wider but light poles. Tight setbacks.	Both SWs	None			
Main (IL 2)	Morgan	Loomis	4	9650	35	11	0	2	55	0	2	3.80	D	SW	Carriage SWs. Very close setback E-side (so no SP). LT lanes.	Both SWs	None			
Main (IL 2)	Loomis	Clifton	4	8800	35	12	0	1.5	65	0	3	3.84	D	SP	Sometimes sidepath narrows to sidewalk width. W-SW carriage Loomis-Knowlton.	E-SP, most W-SW	Sidepath (no change)			
Main (IL 2)	Clifton	Blackhawk Fire Dept	4	9750	45	12	0	1.5	65	0	3	4.08	D	SP	Varies between 5 lanes (center turn lane) or median.	E-SP	Sidepath (no change)			
Main (IL 2)	Blackhawk Fire Dept	Southrock	4	9450	45	12	5	1.5	77	0	3	2.37	B		5 lanes, median. Shoulder width varies.	None	None	Plan's corridor narrative describes long-term plans for extension of trail south from the fire department, across the river, to Airport.		

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Marchesano	Clifton	Main	2	3350	30	12.3	0	1.3	39.5	0	1	3.17	C	SLM4	Transition from 4 lanes to 3 lanes.	Both SWs	SLMs (no change); road diet with BLs (by Main)	Not enough width to change SLM 4' away from Main. However, consider reducing E-bd by Main to 1 through lane - leaving enough room for 6' BLs (incl. gutters).	3.17	High
Mariposa	Florence	Harrison	2	500	30	12.5	0	none	25	3	0	2.08	B	BR	No traffic signal to cross Harrison to get to S sidepath.	None	Conditional - remove from network?	See Forest View, Florence-Harrison comment.		
Mayfield	Guilford	Knollwood	2	1000	30	13	0	1.3	28.6	5	0	2.39	B				None	Conditional on Roxbury BLs and perhaps the Strathmoor extension. If so, BR signs.		
Mel Anderson Path access	Mel Anderson path	School													Easement between existing trail and School		Add trail	Estimated 1500' trail, from School to Mel Anderson Trail, using N-S easement and going near ballfields. Also, add mid-block crosswalk at School, with uncontrolled crossing treatments.		High
Michigan	Montague	Central	2	825	30	11	0	none	22	0	1.5	2.69	C			None	None			
Michigan	Central	Clifton	2	2250	30	13.5	0	1.5	30	3	1.5	2.94	C		No parking seen. N-side perpendicular parking used, for several blocks.	Both SWs	None			
Minnesota	West Gate	East Gate	2	400	30	13.5	0	0-pvd	27	20	0	2.05	B			Both SWs	Add Bike Route wayfinding signs		2.05	High
Montague Rd	Springfield	Ogilby	2	2650	45	12	4	none	36	0	4	2.74	C		Per Strava, bike route out of town. Stoplights at Springfield, Ogilby. Turn lanes, transitions. No shoulders at intersections, 6' mid-block.	None	None	If reconstructed, add shoulders by intersections.		
Montague Rd	Ogilby	800' NE of Michigan	2	1650	30	10.5	0	none	21	0	1.5	3.10	C		Per Strava, bike route out of town.	None	None			
Montague Rd	800' NE of Michigan	Stewart	2	1300	30	18.5	0	1.5	40	5	1.5	1.91	B			None	None			
Montague St	Levings Park	Stewart	2	950	30	16.5	0	1.5	36	15	1	2.17	B			Both SWs	Add Bike Route wayfinding signs	Parking % appears too high for CBPLs, plus traffic low.	2.17	Medium
Montague St	Stewart	Central	2	2700	30	23.2	0	0-pvd	46.4	25	1	1.68	B			Both SWs	Add Bike Route wayfinding signs	Parking % too high for CBPLs.	1.68	Medium
Montague St	Clifton	Corbin	2	4150	30	23.2	0	0-pvd	46.4	40	1	2.20	B			Both SWs	Add Bike Route wayfinding signs	Parking % too high for CBPLs, and only a 1/2 block jog, anyway.	2.20	Medium
Montana	Florida	Wesleyan	2	900	30	13.5	0	1	29	10	0	2.34	B	BR		Both SWs	Bike Route signs (no change)		2.34	
Morgan	Cunningham	Central	2	2150	35	11.5	0	none	23	0	2	3.34	C			None	None			
Morgan	Central	Sanford	2	2600	30	14.3	0	0-pvd	28.6	3	0	2.68	C	BR	No E-bd parking for parts. Resurfacing 2023.	Both SWs	Bike Route signs (no change)		2.68	
Morgan	Sanford	Winnebago	2	3750	30	16.1	0	1.5	35.2	3	0	2.59	C	BR	Parking allowed but not seen. Stoplight, LT lanes, some widening at Winnebago: 12', 11' LT, 13.7'; 18" gutters = 39'8". Resurfacing 2023 to Corbin.	Both SWs	Add Combined Bike/Parking Lanes	If parking max % is very low: while somewhat tight, consider adding 7' CBPLs, leaving 10.6' lanes. Use SLMs near Winnebago, centering in through lane the closest SLM to Winnebago.	1.37	High
Morgan	Winnebago	Main	2	5100	30	16.1	0	1.5	35.2	2	0	2.73	C	SLM4	SLMs 4' out, with parking allowed - but not seen.	Both SWs	Add Combined Bike/Parking Lanes	If parking max % is very low: while somewhat tight, consider adding 7' CBPLs, leaving 10.6' lanes. Use SLMs near Winnebago, centering in through lane the closest SLM to Winnebago.	1.50	High
Morgan/College	Main	3rd St	4	8350	30	12	0	1.5	51	0	1.5	3.40	C	SP	Continues through Seminary St roundabout.	S-SP, N-SW	Sidepath (no change)			
Morsay	Fairview	Alpine	2	3300	30	15.5	5.3	1.5	44.6	0	3	0.93	A	BL	No parking. Commercial. E-bd adds RT, LT lanes at Alpine. Bike lanes start/end 400' from Fairview, 250' from Alpine, despite ample width for less.	None	Extend bike lanes; add buffers	Midblock: add stripes for 5.3' BL - 2' buffer - 13.5' lane each side (excl. gutters) - Medium. High for the rest: At both Alpine and Fairview, BLs can start right away, with dashed merge lines (and possibly green paint between dashes) for cars merging from right. W-bd BL can end closer to Fairview. E-bd can end closer to Alpine, again with a dashed merge line for right-turners. Both ends should have SLMs in thru lanes to Fairview and Alpine.	0.93	High
Mulberry	Kilburn	Winnebago	2	350	30	19.9	0	0-pvd	39.8	40	1	1.52	B	SLM11	Mostly businesses. SLMs 11' out good.	Both SWs	SLMs 11' (no change)		1.52	
Mulberry	Winnebago	River	2	1350	30	12	7.9	0-pvd	24	80	1	2.41	B	SLM11	Downtown. Main-Church lighter parking. SLMs 11' good. Stoplights at cross-streets.	Both SWs	SLMs 11' (no change)	Main-Church could be no parking and BLs, but not worth it for one block.	2.41	
Mulford	Riverside	Guilford	4	21000	45	12	0	2	58-70	0	1.5	4.14	D		ADT higher S than N.	SW bits	Add sidewalk or sidepath	Ideally, sidepath one side, sidewalk other. Backup: sidewalk on at least one side. ROW better W.		High
Mulford	Guilford	Garrett	4	23000	40	12	0	2	58-70	0	1.5	4.12	D			Some SWs	Add sidewalk or sidepath	Ideally, sidepath one side, sidewalk other. Backup: sidewalk on at least one side. ROW better W.		High
Mulford	Garrett	Strathmoor	4	23000	40	12	0	2	80	0	1.5	4.12	D		10-15' ROW on W-side, 2 bushes in ROW.	None	Add sidewalk and BR wayfinding signs.	W-side sidewalk, as wide as possible (6' or more?) with ROW and constraints. BR signs for sidewalk only, may need sign to walk bikes. Need bike/ped signal activation on SW, SE corners.		Very High
Mulford	Strathmoor	State	4	23000	40	12	0	2	80	0	1.5	4.12	D	SWgap	W frontage road near State	Most W-SW	Fill sidewalk gap	Fill W-SW gaps, including across State.		High
Mulford	State	Charles	4	19000	45	12	0	2	58-70	0	1.5	4.09	D			Some SWs	Complete sidewalk (or sidepath)	Complete sidewalk on at least one side. Sidepath width would be ideal.		High
Mulford	Charles	Harrison	4	15200	45	12	0	2	58-70	0	1.5	3.98	D	SP		W-SP	None	Ideally, add sidewalk on other side.		

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Mulford	Harrison	Sandy Hollow	2	12100	45	12	1	none	26	0	1.5	3.95	D		Turn lanes at ends. Some paved, stone shoulders.	Some W-SP	Add sidewalk or sidepath	Ideally, sidepath one side, sidewalk other. Backup: sidewalk on at least one side.		Medium
Nelson/Catherine	Seminary	15th	2	650	30	15	0	0	30	25	3	2.65	C		Concrete. 40% N-bd, 0% seen S-bd.	E-SW	None			
Newburg	Alpine	Mulford	4	18000	45	11	0	0-pvd	52	0	1.5	4.18	D		County jurisdiction. 5 lanes, with turn lanes.	Some SWs	Add sidewalk or sidepath	Ideally, sidepath one side, sidewalk the other. Backup: sidewalk, at least one side. ROW restrictions.		High
Newburg	Mulford	Perryville	4	13800	45	11.5	0	2	52	0	1.5	3.99	D		County jurisdiction. Raised median, w/ turn lanes.	None	Add sidewalk or sidepath	Ideally, sidepath one side, sidewalk the other. Backup: sidewalk, at least one side. S side has enough ROW.		High
North	Auburn	King	2	950	30	20	0	0-pvd	40	20	0.5	1.60	B	BR	At Auburn, RT lane and stoplight - trigger?	Both SWs	Bike Route signs (no change)		1.60	
North	King	John	2	875	30	14	0	0-pvd	28	10	0.5	2.33	B	BR	Need S-bd BR sign to turn onto John.	Both SWs	Bike Route signs (no change)		2.33	
Northview	Harris	Driftwood	2	250	30	10	0	none	20	0	0	1.97	B	BR	Further E block wider, with curbs.	None	Bike Route signs (no change)		1.97	
Oak	Madison	Kishwaukee	2	550	30	18.3	0	1.5	39.6	30	0.5	1.77	B	BR	60% parking W of 2nd, 10% E. Uncontrolled 2-way stops at 2nd, 3rd, and difficult crossing at Kishwaukee.	Both SWs	Bike Route signs (no change); uncontrolled Xing recommendations	Add bike (ped)-activated beacons, W11-1 warning signs on Kishwaukee. (Uncontrolled crossing recommendations)	1.77	High
Oak Grove	Calvin Park	29th St	2	600	30	13.3	0	1.3	29.2	10	0.5	2.23	B		S-SW leads to Dahlquist Park's trails.	Most SWs	Add Bike Route wayfinding signage		2.23	High
Oak Grove	29th St	Glendale													Doesn't exist now. Another bridge across Keith Creek is 900' away - most likely too much detour. City-owned ROW.		Add trail and bridge	100' or so needed to bridge the creek, plus 100' trail links on each side, to Oak Grove ends.		High
Oak Grove	Glendale	E-end	2	300	30	14.5	0	0-pvd	29	10	0.5	1.72	B		Uncontrolled Xing of 8000 ADT Fairview. Dead end E-end.	N-SW	Add Bike Route wayfinding signage; Xing improvements.	Add warning signage to Fairview. Ideally, add bike/ped-actuated beacon to signs.	1.72	High
Oak Knolls	Jackson	Crosby	2	400	30	14.5	0	0-pvd	29	5	0	1.73	B	BR		Both SWs	Bike Route signs (no change)	Check to make sure BR signs at turns.	1.73	
Ogilby	Montague	Forsythia	2	650	35	11.7	0	none	23.4	0	1.5	2.61	C		Stoptlight at Montague.	None	None	If added to network, could pave gravel shoulders and restripe for 11' lanes, 4' shoulders.		
Ogilby	Forsythia	Clifton	2	1400	30	13.6	0	1.3	29.8	5	1.5	2.71	C		1700 ADT E, 1050 W. Some no parking areas E-bd. Per Strava, route out of town.	Both SWs	None	If added to network, BR signs likely sufficient - or 3' law sign.		
Ohio	Oregon	Wesleyan	2	1800	30	20	0	0-pvd	40	5	0	1.57	B	BR		Both SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 12' lane - 8' combined bike/parking lane on each side.	0.51	Lower
Ohio	Wesleyan	Harrison	2	4050	30	20	0	0-pvd	40	15	0	2.17	B	BR	Heavy parking by school, otherwise <5%. Stoptlight at Harrison, w/ LT lane.	Both SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 12' lane - 8' combined bike/parking lane on each side.	1.22	Medium
Olde Lyme	Alpine	Surrey	2	400	30	13.4	0	1	28.8	5	0	1.88	B	BR		None	Bike Route signs (no change)		1.88	
Oregon	West Gate	Ohio	2	800	30	14.5	0	0-pvd	29	5	0	2.08	B	BR		Both SWs	Bike Route signs (no change)		2.08	
Palo Verde	Calderwood/Rock Val Col trail	Trainer	2	1000	30	12.9	0	1.3	28.4	3	0.5	2.45	B			Both SWs	None			
Park	Winnebago	Main	2	850	30	13	6	2	30	50	2	1.68	B		Stoptlights at Main, Church.	Both SWs	None	If added to network, add BR signs, ensure stoptlight triggering.		
Park/IL 2 (W-bd)	Main	Wyman	3	2800	30	11	0	1.5	36	0	2	3.19	C			N-SW	Add Bike Lanes	If converted to local 2-way (no IL2), feasible for 5' BLs and 13' traffic lanes.	1.15	High
parking lot route	Alpine/Louisiana	Charles															None	Alpine stoptlight removal eliminates this possibility. If stoptlight remained, needs: 30-40' of wide sidewalk on W side of Alpine, between Louisiana and stoptlight; crosswalk and curb cut across Alpine median; route (signs or SLMs) through abandoned parking lot and past gate to get to Charles; 300' NW extension of Charles sidepath.		
parking lots route	Oak Grove	Morsay													Commercial parking lots N (used) and S (mostly unused) of State, with stoptlight.		Add spot improvements, route through parking	In back of Taco Bell, add trail link between Oak Grove's E end and parking lot. Ideally, SLMs through parking directing to stoptlight (bike/ped activation needed?) and to Morsay. Backup: BR wayfinding signs.	0.00	High
Parkside	Larson	Charles	2	450	30	13.6	0	1.3	29.8	3	0	1.88	B		Stoptlight at Charles - activation?	Both SWs	None	If added to network, add BR signs, ensure stoptlight triggering.		
Parkside	Charles	Broadway	4	7850	30	13	0	1.3	54.6	3	0	3.06	C		N-bd 2 lanes, both can turn L at Charles. S-bd 1 lane + LT lane. Sidewalk at SE Charles corner doesn't go to road.	Some SWs	None			
Parkview	Birchwood	Pellham	2	6700	30	16.5	0	1.3	35.6	0	1	2.92	C		No parking.	E-SW	Add Buffered Bike Lanes	6.8' buffered bike lanes (gutter, 4', 1.5' buffer), 11' lanes. Backup: skip buffer - 12.5' lanes. Priority increases if Highcrest sidepath not added.	1.97	Medium
Parkview (N-bd)	Pellham	Guilford	2	6200	30	16.6	0	1.5	36.2	0	1	2.87	C		Golf course W, resid E. N-bd parking allowed but not seen.	E-SW	Add Combined Bike/Parking Lane	If added to network, could stripe N-bd 7.5-10.6 CBPL and S-bd 4-2-12.1 BBL now. When resurfaced, 8(N-bd CBPL)-11-11-2-4(S-bd BBL).	1.36	Medium

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Parkview (S-bd)	Pellham	Guilford	2	6200	30	16.6	0	1.5	36.2	0	1	2.87	C		Golf course W, resid E. N-bd parking allowed but not seen.	E-SW	Add Buffered Bike Lane	See Birchwood-Pellham.	1.82	Medium
Parkview	Guilford	Rural	2	2900	30	14.3	0	0-pvd	28.6	3	0.5	2.80	C			Both SWs	Add Bike Route signs and 3' law sign	Add 3' law sign N-bd just past Rural.	2.80	Medium
Pellham	Parkview	James	2	600	30	14.3	0	0-pvd	28.6	10	0	2.03	B			Both SWs	Conditional - add Bike Route signs	Alternative to Highcrest if no improvements there - or supplement. High or low priority, respectively.	2.03	Lower
Pepper	Forest Hills	Pecan	2	4500	30	12.8	0	1.4	28.4	0	0.5	3.19	C	SLM4	Striped no passing. No parking. SLM 4' faded, frequent. LT lanes both directions at Forest Hills stoplight.	Both SWs	Add 3' law signs to Bike Route	One E-bd 3'-law sign near Forest Hills, priority rises if Loves Park route to river path improved. Also somewhat feasible: striping 4.2' shoulders, but 16-18" gutters leave less than 3' true shoulder space. If reconstruct, widen for 10-11' lanes, 5' bike lanes.	3.19	Medium
Pepper	Pecan	Alpine	2	4500	30	13	0	1.3	28.6	3	0.5	3.20	C	BR	E-bd RT lane at Alpine stoplight. Resid, church, school.	Both SWs	Add 3' law signs to Bike Route	No additional 3' law sign needed on this segment.	3.20	Medium
Pepper	Alpine	Mulford	2	2200	30	14.5	0	0-pvd	29	5	0.5	2.66	C	BR	Curvy, some hills. ADT ranges 1750-2550. 18-20" curbs Bent Tree-Applewood, same overall width.	Some SWs	Add 3' law signs to Bike Route	One W-bd 3'-law sign near Mulford.	2.66	Medium
Perryville	Riverside	Argus	4	25000	45	12	2	2	28	0	2	3.78	D	SP	County jurisdiction. Median and LT lanes. Sidepath mostly on W side, switches to E at Spring Brook. Good use of corner islands. 10' shoulders vanish at RT lanes.	SP	Add other side sidewalk	Where other-side destinations are not accessible, add sidewalk to the nearest signalized intersection. Wherever possible, continue using corner islands and other methods to bring SP Xings closer to Perryville. Sweep corner islands annually.		Lower
Perryville	Argus	Mill	4	22700	45	12	2	2	28	0	2	3.73	D		County jurisdiction. Median and LT lanes. 10' shoulders southbound, mostly none northbound.	None	Add sidewalk or sidepath	Sidepath is ideal, but at least sidewalk should be added on at least one side, 2 if needed to access destinations. ROW is available.		High
Peter	Larson	Charles	2	6000	30	19.9	0	0-pvd	39.8	10	0.5	2.37	B	BR	S-bd LT lane at Charles.	Both SWs	Add Combined Bike/Parking Lanes	If parking max % is low: add 8' CBPLs, 11.9' lanes. Add S-bd wayfinding signage to turn L and use Charles' S-sidewalk.	1.37	High
Peter/Fairview	Oak Grove	Larson	2	7000	30	19.9	0	0-pvd	39.8	10	0.5	2.44	B	BR	7900 ADT N, 6000 S. 100% N-bd and no S-bd parking by school, otherwise <5%.	Both SWs	Add Combined Bike/Parking Lanes	If parking max % is low away from school: in addition to 8' CBPLs (11.9' lanes), add SLMs 11' out N-bd where school parking is high.	1.44	High
Phelps	State	Elaine	2	2200	30	12	0	1.5	39	0	1	3.00	C		3 lanes, 12-12-12.	W-SW	None			
Phelps	Elaine	Newburg	2	1800	30	13.5	0	1.3	29.6	3	1	2.74	C		No parking seen.	Both SWs	None			
Pierpont	Auburn	School	2	1900	30	18.5	0	1.3	39.6	30	2	2.60	C		Parking full during high school days, zero otherwise.	W-SW	Widen to sidepath	Feasible to widen sidewalk, at least somewhat.		Lower
Pierpont	School	State	2	1300	30	14.5	0	1.3	31.6	3	2	2.60	C		Truck route. LT lane, stoplight at School.	E-SW	Add bike lanes	Stripe for 5' BL - 10.8' lane each side. SLMs in through lanes at ends. Would require parking removal. If not, backup is Bike Route wayfinding signage.	1.51	Lower
Pierpont	State	Preston	2	1500	30	16.5	0	1.3	35.6	3	2	2.37	B		No parking seen, but allowed. LT lane, stoplight at State.	Most SWs	Add Combined Bike/Parking Lanes	CBPLs would be tight (7-10.8-10.8-7), but parking very low, if any. If parking removed, 12.5' lanes and 5.3' bike lanes possible. Bike Route wayfinding signs as backup.	1.17	Medium
Pierpont	Preston	250' N of Liberty	2	1300	30	16.5	0	1.3	35.6	5	2	2.33	B			W-SW	Add Combined Bike/Parking Lanes	See Pierpont, State-Preston.	1.15	Medium
Pierpont	250' N of Liberty	railroad tracks	2	1050	30	10.7	0	none	21.4	0	2	2.93	C		Truck route. Resurfacing 2023.	None	Paved shoulders	4' paved shoulders.	1.75	Lower
Pierpont	railroad tracks	Montague	2	850	45	13.5	2.5	none	32	0	2	1.98	B		S-bd RT, LT lanes at Montague. Truck route.	None	Widen shoulders	Restripe for 12' lanes, 4' paved shoulders.	1.69	Lower
Pine Valley	Knollwood	Inverness	2	400	30	13	0	1.3	28.6	5	0	1.93	B				None	Conditional on Roxbury BLs and perhaps the Strathmoor extension. If so, BR signs.		
Ponderosa	Brookview	Shaw Woods	2	900	30	14.6	0	0-pvd	29.2	3	0.5	2.17	B			Both SWs	None	Lesser of two alternative options from Alpine/Highcrest to Shaw Woods and Spring Brook, to avoid tough Spring Creek Xing. If chosen, then BR signs.		
Preston	Springfield	Pierpont	2	1400	30	16.4	0	1.3	35.4	3	2	2.35	B			Both SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 10.7' lane - 7' combined bike/parking lane each side.	1.15	Lower
Preston	Pierpont	Horace	2	1300	30	18	0	0	36	3	3	2.22	B		Concrete. Seams 6' out.	None	Add Combined Bike/Parking Lanes	If parking max % low: stripe 11' lane - 7' combined bike/parking lane each side.	1.22	Lower
Preston	Horace	Avon	2	1800	30	24	0	0	48	5	4	1.38	A		Concrete, truck route. Mostly industrial. Low parking demand E, none the rest? Seams 10' out.	Some SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 16' lane - 8' combined bike/parking lane each side.	0.12	Lower
Prospect (N-bd)	Arlington	Rural	2	2950	30	11	0	1.5	29	0	0.5	3.19	C		Low ADT Arl-Ethel, 2600N, 3300 S. Recently repaved.	Both SWs	Restripe, add 4' SLMs	SLMs can be added before next resurfacing.	3.19	Medium
Prospect (S-bd)	Arlington	Rural	2	2950	30	15	0	1.5	29	5	0.5	2.74	C		See above.	Both SWs	Add Combined Bike/Parking Lane	Restripe 10' (N-bd; 11.5' w/ gutter), 10' (S-bd), 6' CBPL (7.5' w/ gutter).	1.70	Medium
Prospect	Rural	Crosby	2	3400	30	15.5	0	1.5	34	20	1	3.03	C	BR	N-bd LT lane at Rural. Park E, resid W. No BR sign at Crosby, don't know it ends S of there.	Both SWs	Add 3' law signs to Bike Route	No great options due to % parking, width, ADT. Add S-bd 3' law sign past Rural. Striping one direction CBPL is feasible, but other side comfort decreases too much.	3.03	Medium
Prospect	Crosby	State	2	3400	30	15.5	0	1.5	34	20	1	3.03	C		S-bd RT,LT lane (only) at State.	Both SWs	Add 3' law signs to Bike Route	Add N-bd 3' law sign just past State. Center SLM in S-bd RT lane at State, and add BR wayfinding signs there.	3.03	Medium
Prospect	State	2nd Ave	2	850	30	15.5	0	1.3	33.6	30	1	2.45	B		Stoplight at State.	Both SWs	Add Bike Route wayfinding signs	Also, ensure stoplight triggering.	2.45	Medium



Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Quentin	Newburg	Charles	2	400	30	14	0	0-pvd	28	10	0	1.86	B		Stoplight at Newburg, but N-bound cars can only turn E-bound. Crosswalk with ped buttons on W-face on Quentin/Newburg intersection.	Both SWs	Add Bike Route wayfinding signs; spot improvements	On both sides of Newburg, improve accessibility from the road to the crosswalk on the W-face of the Quentin intersection.	1.86	Medium
Rebecca	Highcrest	Buckingham	2	400	30	15	0	0-pvd	30	5	0	1.66	B			Both SWs	Conditional - add Bike Route signs	Alternative to Highcrest if no improvements there - or supplement. High or low priority, respectively.	1.66	Lower
Reid Farm	Spring Brook	Olde Creek	2	850	30	16.7	0	1.3	36	5	0.5	1.85	B		Per Strava, popular bike route.	Both SWs	Add Bike Route signs	Could stripe 7-8' CBPLs but not much needed, at low ADT.	1.85	Lower
Reid Farm	Olde Creek	Barrick	2	1850	30	10	0	none	20	0	0.5	3.05	C		Per Strava, popular bike route.	None	Add Bike Route signs and 3' law sign	Add N-bd 3' law sign right N of Barrick.	3.05	Medium
Reid Farm	Barrick	Spring Creek	2	1850	30	10	0	none	20	0	0.5	3.05	C	SP	Per Strava, popular bike route. Uncontrolled Spring Creek Xing - IDOT recommendations call for standard traffic signal or Pedestrian Hybrid Beacon.	W-SP	Sidepath (no change); uncontrolled intersection recommendations	Apply uncontrolled intersection recommendations.		Medium
Reid Farm	Spring Creek	Rote	2	1250	30	14	0	1.3	16.8	0	0.5	2.38	B	SP	Boulevard. Each side 14'+16' gutters = 16'8". Uncontrolled Spring Creek Xing.	W-SP	Sidepath (no change)	Could stripe 5'4" BLs, including gutters, leaving 10' lanes.		
Reid Farm	Rote	Sentinel	2	300	30	13.5	0	1.3	29.6	3	0	1.69	B	SP		W-SP	Sidepath (no change)			
Reynolds	Court	Main	2	800	30	9.5	0	2.5	24	10	0	2.70	C	BR		N-SW	Bike Route signs (no change); add signage at Main	E-bd at Main needs signage to use crosswalk to W Main sidewalk, which could be widened some.	2.70	Medium
Ridge (N-bd)	Glenwood	Custer	2	4050	30	14	0	1.3	34.6	0	0.5	2.97	C		No parking allowed.	Both SWs	None	Next street from Huffman - so not a priority.		
Ridge (S-bd)	Glenwood	Custer	2	4050	30	18	0	1.3	34.6	3	0.5	2.39	B		No parking seen.	Both SWs	None	See above.		
Ridge	Custer	Vernon	2	4000	30	13.8	0	1.3	30.2	0	0.5	2.99	C		No parking allowed.	Both SWs	None	See above. BL feasible.		
Ridge	Vernon	Benderwirt	4	4500	30	12	0	1.5	53	0	0.5	2.93	C		Stoplight at Auburn. 1 lane S-bd S of Auburn. Raised median.	Both SWs	None			
River Bluff	Huffman	Main	2	1200	30	12	0	1.3	26.6	3	0	2.58	C	BR	Stoplight at Main.	Some SWs	Bike Route signs (no change)		2.58	
Riverside	Central	Packard	4	12100	40	12	4	none	86	0	2	2.61	C		Paved shoulders 10' often, but turn lanes reduce or eliminate most width. Walmart access. LT lanes/painted median.	Some SWs	Complete sidewalk or sidepath	Complete S-sidewalk. Sidepath width ideal, with ROW available for most of segment.		High
Riverside	Packard	Rockton	4	12400	40	12	0	1.5	68	0	2	3.91	D	SW	LT lanes/painted median.	Both SWs	None	Ideally, widen S-sidewalk to sidepath width. With current ROW, would have to be 8' near Rockton.		
Riverside	Rockton	Main	4	18300	30	12	0	1.5	68	0	2	3.88	D	SW		S-SW, N-SW most	None	Ideally, complete N sidewalk and have one sidewalk be sidepath width. Less ROW by Main.		
Riverside	Main	Rock River	4	21000	30	12	0	1.5	56	0	2	3.95	D	SP	Varying width, turn lanes.	S-SP, N-SW	Sidepath (no change); widen sidewalk	Widen 275' N-SW to SP width (Rock River Trail route) and improve crosswalk visibility.		Medium
Riverside	Forest Hills	Pebble Creek	4	24000	40	11	0	1	65	0	2	4.36	D		County jurisdiction. Left turn lanes/painted medians.	None	Add sidewalk or sidepath	Ideally, sidepath on one side, sidewalk on the other (would require Loves Park coordination). At least sidewalk on one side. Various ROW, slope, setback, obstacle issues on both sides.		Very High
Riverside	Pebble Creek	Perryville	4	24000	45	11	0	2	69	0	2	4.43	D		County jurisdiction. Left turn lanes/raised medians.	None	Add sidewalk or sidepath	Ideally, sidepath on one side, sidewalk on the other (would require Loves Park coordination). At least sidewalk on one side. Various ROW, slope, setback, obstacle issues on both sides.		Very High
Riverside	Perryville	I-90	4	19000	45	12	0	2	81	0	2	4.20	D		County jurisdiction. Left turn lanes/raised medians. Most W-bd has 10' shoulder/continuous RT lane. I-90 bridge has no extra room for sidewalks.	None	Add sidewalk or sidepath	Ideally, sidepath on one side, sidewalk on the other. Priority increases if I-90 bridge reconstructed with sidewalk or sidepath.		Medium
Riverside	I-90	Paladin	4	11000	45	12	0	2	81	0	2	3.92	D		City jurisdiction. Left turn lanes/raised medians.	None	Add sidewalk or sidepath	Ideally, sidepath on one side, sidewalk on the other.		Medium
Rockford Ave	State	Charles	2	4000	30	15.5	0	1.3	33.6	3	1	2.87	C	BR	Carriage sidewalks. Stoplight at State, N-bd RT and LT lanes at T, S-bd 1 lane.	Both SWs	Add 3' law sign, localized Shared Lane Markings	Add 3' law sign S-bd just past State. By State, add SLM centered in N-bd RT lane.	2.87	Medium
Rockford University roads	Turner	possible E trail	2	1000	25	12	0	0	24	0	1.5	2.47	B		6' carriage walk on W entrance road. Lower ADT, no sidewalk, in parts. Some perpendicular parking.	Some SWs	Add SLMs 4'	Temporary or backup route, if Aldeen Park to Rockford University trail not built. If so, SLMs 4' out ideally (left part of lane where perpendicular parking), backup BR wayfinding signs only.	2.47	High
Rockford Univ. E access trail	Rockford University	Roxbury															Add trail	800' trail, from NE Rockford University parking lot to Strathmoor/Roxbury intersection. City and college-owned ROW.		High
Rockton	Elmwood	Embury	2	2950	30	12	1	none	26	0	1.5	2.96	C		Shoulders widen to 2' mid and north, sloping makes widening difficult. Appreciable bike use.	Some W-SW	None			
Rockton	Embury	Riverside	2	4050	30	12	0	1.3	38.8	0	1.5	3.39	C	SW	3 lanes. Appreciable bike use.	W-SW	Add 3' law sign	One sign N-bd just past Riverside.	3.39	Medium
Rockton	Riverside	Halsted	2	9450	30	12.5	5	1.5	51	0	2	2.09	B	BL	Must have had a 4-3 road diet. S-bound approaching Halsted 2 lanes + LT lane, N-bound 1-lane, w/ BLs dropping 1 blk N.	Some SWs	Bike lanes (no change)		2.09	
Rolling Hedge etc.	Trainer	Charles	2	350	30	13.5	0	1.3	29.6	5	0	1.79	B		Rolling Hedge, Valencia, Hedgewood, Ivanelle. No link to Charles S sidepath, so 60' jog on Charles needed to nearest driveway.	Both SWs	Add Bike Route signage, add Charles sidepath link	Add link and crosswalk from Charles S sidepath to Ivanelle.	1.79	Medium
Rote	Reid Farm	Perryville	2	650	30	13	0	1.3	40	0	0.5	2.18	B	SP	3 lanes.	S-SP	None			

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Rote	Perryville	Bell School	2	4100	30	18.7	0	1.3	40	3	0.5	2.27	B	SP	Per Strava, popular bike route. No parking seen. Some LT lanes, then 3 lanes to McFarland, then W-bd LT and RT lanes.	S-SP	None	E of Meijer entrance, could stripe 8' CBPLs as traffic calming - and for those not using sidepath.		
Rote	Bell School	Lyford	2	3900	45	10	0	none	20	0	1	3.76	D		Per Strava, popular bike route. City W, township(?) E. Several ft gravel shoulders, except I-90 bridge pinchpoint.	None	Add paved shoulders; 3' law sign	Pave 4' shoulders - very high. Add 3' law sign E-bd before I-90 bridge pinchpoint - high. Add shoulder space (at least) when bridge replaced - very high.	2.64	Very High
Rote	Lyford	E of town	2	2900	45	11	0	none	22	0	1	3.50	D		Per Strava, popular bike route. Gravel shoulders.	None	Add paved shoulders; add curb cut.	Pave 4' shoulders - high. University E-SP needs curb cut to Rote - lower.	2.30	High
Roxbury	Inverness	Parliament	2	4100	30	13	0	1.3	28.6	0	0.5	3.11	C		No passing zone. 25mph Inverness to Regents Park.	Both SWs	None	If bikeway is designated N of bike lanes, add 4' SLMs and 3' law sign N-bd by Parliament, when bike lanes end.		
Roxbury	Parliament	600' N of State	2	4800	30	15	0	1.3	32.6	0	1	2.99	C		Medical offices.	Both SWs	Add Bike Lanes	Stripe 11' lanes, 5.3' bike lanes (includes gutter).	1.84	High
Roxbury	600' N of State	State	2	6800	30	12	0	1.3	64	0	1	3.57	D		N-bd 2 lanes with right lane veering off. S-bd transition from 1 lane to 3 lanes with long LT, RT lanes. Hospital area.	Both SWs	Add bike lanes and Shared Lane Markings	Seek to have 5' BLs through as much of this segment as possible, either from reducing N-bd to 1 lane at first, shortening RT lanes, reducing lane widths to 10', or reconstructing with more width. Use merge lines for RT (and BL?) transitions with SLMs in through lanes where necessary. Backup is SLMs through this segment.	2.29	High
Rural	Parkview	Welty	2	4150	30	14.5	0	0-pvd	29	0	0	2.84	C			Both SWs	Add Bike Route wayfinding signs	Only for 1/2 block jog between Parkview and Welty	2.84	Medium
Safford	Springfield	Kilburn	2	900	30	12	0	none	24	0	0.5	2.47	B		No parking. Resid., parks, rural.	None	None			
Samuelson	Falcon	11th St	2	2050	40	12	7	none	38	0	3	1.40	A	SH		None	Paved shoulders (no change)		1.40	
Samuelson	11th St	Alpine	2	3300	45	13.7	0	2	44	0	1.5	3.33	C	BR	3 lanes: 2-13.7-12.6-13.7-2. Rock Valley College. Some SW is carriage. Enough ROW for N-SP (all?), or S-SP (most).	Some S-SW	Add sidepath and 3' law signs.	South side. Sidewalk minimum, sidepath ideal - priority High due to college and high school. Also, add 3' law signs: W-bd past 35th, E-bd past 11th.		High
Sandy Hollow	Kishwaukee	9th St	4	8050	30	10	0	2	51	0	2	3.68	D		Raised median. Road diet reconstruction soon: 3 lanes, N-SP, S-SW.	None	Sidepath, road diet project	N-sidepath, S-sidewalk to be built.		High
Sandy Hollow	9th St	11th St	4	10300	30	12.5	0	2	51	0	2	3.53	D		Wider with LT lane at 11th	None	Road diet with sidepath	Repeat X-section to be built W of 9th: N-SP and S-SW with 4-to-3 road diet. Backups: 1) add N-sidewalk, with or without road diet; 2) 6' buffered bike lanes (1.5' buffer) as part of road diet.		High
Sandy Hollow	11th St	20th St	4	10050	30	9	0	2	43	0	2	3.89	D			None	Add sidewalk or sidepath	South ROW better. Ideally, both sides with sidepath width one side. Also feasible: 5-11-11-11-5 road diet w/ BLs.		High
Sandy Hollow	20th St	Alpine	2	9350	30	13.5	0	2	43			3.39	C	3 lanes		None	Add sidewalk or sidepath	North ROW restricted, W. Ideally, both sides with sidepath width one side. Also feasible: restripe for 5-11-11-11-5 w/ BLs.		Medium
Sandy Hollow	Alpine	Mulford	2	8450	30	11.5	0	none	23			3.59	D	Gravel shoulders		None	Add sidewalk or sidepath	Ideally, both sides with sidepath width one side. Also feasible: pave 4' shoulders.		Medium
School	Springfield	Pierpont	2	1600	30	13.3	0	1.3	29.2	0	1	2.67	C		More rural than E of here.	N-SW	None	Feasible to widen SW to SP width - 16' ROW.		
School	Pierpont	Johnston	2	2600	30	18.4	0	1.5	39.8	3	1	2.16	B	BR		Both SWs	Add Combined Bike/Parking Lanes	If max. parking % low, stripe 7.9' CBPLs - 12' lanes. Backup: BR signs only.	0.80	Medium
School	Johnston	Central	2	3550	30	16.6	0	1.3	35.8	5	1	2.66	C	BR	Larger sidewalk buffer than E of here, but trees.	Both SWs	Add Combined Bike/Parking Lanes	If max. parking % low, stripe 7.4' CBPLs - 10.5' lanes. Backup: BR signs only.	1.48	High
School	Central	Avon	2	5250	30	23.3	0	0-pvd	46.6	30	1.5	2.18	B	BR	Concrete. Patchy parking. 4' sidewalks. 4 lanes w/ raised median (56') by Central.	Both SWs	Add Bike Lanes	Stripe 7' parking and 5' BLs, leaving 11.1' lanes. SLM-4 where 4 lanes by Central.	2.60	Medium
School	Avon	Lee	4	7100	30	11.9	0	0-pvd	47.5	0	2	3.41	C	SW	Concrete. 4' sidewalks, 4' buffers - very unlikely for SP width. 2022 resurfacing scheduled, RR tracks to Kilburn.	Both SWs	4-to-3 road diet with Separated Bike Lanes	Ideally: 5.5' one-way SBLs with 2' raised median buffers, two 11' lanes and 10' TWLTL. If the asphalt can be widened to the existing sidewalks, use the extra width to widen SBLs and through lanes. Backup: 7' BBLs (incl. gutters and 1.5' buffers), 11' lanes, 11.5' TWLTL.		Very High
School	Lee	Kilburn	4	7100	30	11.9	2	0-pvd	57	0	2	2.86	C	SW	Concrete. 4' sidewalks, no/minimal buffers - very unlikely for SP width. 2022 resurfacing scheduled, RR tracks to Kilburn.	Both SWs	4-to-3 road diet with Separated Bike Lanes	Primary: Study a 4-to-3 road diet with median removal, leaving 13' travel lanes and TWLTL - and 1-way SBLs on each side (7' width, 2' raised curb buffer). Backup: on S side, ROW needed to widen to 8' SP w/ 5' buffer.		Very High
Searles	Halsted	Glenwood	2	1400	30	11	0	none	22	0	1	2.88	C		Some pulloffs with parking.	None	Add Bike Route signs and 3' law sign	One 3' law sign S-bd past Halsted. If road is reconstructed, add width for 5' BLs (w/ gutters) and 10 or 11' lanes.	2.88	Medium
Seminary	College	Baker	2	3950	30	17.6	0	0-pvd	35.2	3	1	2.52	C		Roundabout at Seminary/5th. No parking seen, but allowed.	Both SWs	None	If added to network, BR signs. Too narrow for CBPLs, parking % too low for SLMs 11' out.		
Seminary	Baker	Catherine	2	3750	30	18.7	0	1.5	40.4	10	2	2.58	C		Industrial. Pulloffs w/ more parking. Sidewalks poor.	Both SWs	None	If added to network, 8' CBPLs and 12' lanes.		
Seminary	Catherine	15th	2	2900	30	20.3	0	0-pvd	40.6	20	2	2.34	B		Resid. 30% parking S-bd, 0% seen N-bd. Stoplight at 15th.	Both SWs	None	If added to network, could restrict parking to S-bd, add 8' parking stripe, 5' BLs, 11.3' lanes.		
Shaw Woods	Spring Brook	700' N of Spring Creek	2	850	30	20	0	0	40	20	0.5	1.54	B		Concrete, w/ 8' seams. By HS, no S-bd parking, but 100% N-bd parking during school. No other on-road parking demand.	E-SW	Add CBPLs w/ local SLM 11'	See above. Could reconfigure lanes, have BLs - but not high priority. CBPLs 8-12 with localized SLM-11' by high school parking.	0.65	Lower
Shaw Woods	700' N of Spring Creek	Spring Creek	4	850	30	11	0	1.5	53	0	0.5	2.20	B		Transitions 53' S to 40' N. By Spring Creek, 4' raised median, 4 lanes. Between HS entrances, 2 lanes N-bd, 1 lane S-bd.	E-SW	Add SLMs and fill sidepath gap	SLMs 4' out, except centered in right S-bd lane at Spring Creek. Fill 200' E-sidewalk gap, as a lower priority.	2.20	Medium

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Shaw Woods	Spring Creek	Lambeth	2	1050	30	11	0	1.5	25	0	0.5	2.66	C		N-bd 25' (incl. gutters) w/ 2 lanes, turns into RT lane. S-bd 13.5'+1.5' gutter. 4' raised median.	None	Add SLMs	S-bd could have 10-5 bike lane, if not SLM 4'. N-bd SLM centered in right lane.	2.66	Medium
Shaw Woods	Lambeth	Arbutus	2	1050	30	13.2	0	1.3	29	0	0.5	2.40	B			None	Add Bike Route wayfinding signs		2.40	Medium
Singleton	Landstrom	Dorset	2	300	30	14	0	1	30	5	0	1.65	B	BR		None	Bike Route signs (no change)		1.65	
Skyline	Alpine	Bluecrest	2	500	30	16.6	0	1.3	35.8	5	0	1.52	B			None	Conditional - add Bike Route signs	Possible connection between Guilford, in case Aldeen Park, Rockford University trails built to Strathmoor. If so, Bike Route signs.	1.52	Medium
Spring Brook	Brookview	Delcy	2	675	30	13.5	0	0.5	28	5	0	2.13	B	BR		None	Bike Route signs (no change)		2.13	
Spring Brook	Spring Creek	Brookview	2	700	30	14.5	0	1.3	31.6	5	0	2.01	B	BR	Rolled gutters	Both SWs	Bike Route signs (no change); add beacon	This could be a route to Spring Creek, but because of the difficult Xing there, find an alternative route to N. Spring Brook. Add bike (ped)-activated beacons, W11-1 warning signs on Spring Creek.	2.01	Very High
Spring Brook	Spring Creek	Mulford	2	4100	30	12	6	varies	36	0	2	1.55	B	BL	Sudden pinchpoint at Mulford cuts half of shoulder width. Very tough uncontrolled Xing at Spring Creek (22700 ADT), only bikes can cross at rush hour. Sometimes curbed, sometimes not.	None	Bike Lanes (no change), improve Mulford intersection	See above about activated flashing beacon at Spring Creek. Still, alternative routing using Shaw Woods to be provided, to avoid Xing. Either widen Mulford intersection, or narrow travel lanes and transition BLs better.	1.55	Medium
Spring Brook	Mulford	Perryville	2	5600	40	12	6	varies	36	0	2	1.93	B	BL	E-bd at Perryville, BL ends, transition to Perryville SP, while road has 3 E-bd lanes (LT, thru, RT).	None	Bike Lanes (no change); spot improvement	Perryville's SP has a spur to Spring Brook 30' E of Roth. Move its access to right in front of Roth's N-bd stopline.	1.93	Medium
Spring Brook	Perryville	Bell School	2	3350	30	14	0	1.3	43	0	2	3.11	C		S-sidewalk gap, turn lanes, raised median MacFarland-Perryville. 3 lanes otherwise: 14-12.3-14.	Most SWs	Fill sidewalk gap	North sidewalk gap, since it accesses Perryville's sidepath there. Would need ROW from one parcel.		Lower
Spring Creek	Jacoby	Highcrest	4	27800	35	12	0	1.5	56	0	2	4.22	D		E-bd 3 lanes. Likely ITEP application for S-SP.	None	Add sidepath	South side, extension of Auburn S-SP which currently heads S to Jacoby. ITEP 2020?		High
Spring Creek	Highcrest	Alpine	4	17500	45	12	0	1.5	60	0	2	4.15	D		5 lanes.	Some S-SW	Add sidewalk or sidepath	Even if sidepath added along Highcrest, sidewalk (or sidepath) on at least one side needed here.		High
Spring Creek	Alpine	Shaw Woods	4	17000	45	12	0	2	68	0	1.5	4.03	D		5 lanes. ADT 22700 Alpine-Spring Brook.	None	Add sidewalk or sidepath	Sidepath is ideal, but at least sidewalk should be added on at least one side. ROW seems available.		High
Southbridge	Sunderman	Burningtreen	2	500	30	13.4	0	1	28.8	10	0	2.05	B	BR		None	Bike Route signs (no change)		2.05	
Spring Creek	Shaw Woods	Mulford	4	15900	45	12	2	2	82	0	1.5	3.44	C		10' paved shoulders, but vanish at RT lanes.	None	Add sidewalk or sidepath	Sidepath is ideal, but at least sidewalk should be added on at least one side. ROW is available.		High
Spring Creek	Mulford	Reid Farm	4	14100	45	12	0	2	68	0	1.5	3.94	D	SWGAP	County jurisdiction. Sidewalk gap by Mulford.	Most S-SW	Fill sidewalk gap	700' gap.		High
Spring Creek	Reid Farm	Perryville	4	14100	45	12	0	2	68	0	1.5	3.94	D	SP	County jurisdiction. Raised median/LT lanes.	S-SP	Sidepath (no change)			
Spring Creek	Perryville	150' W of Grandchester	4	3300	45	11	0	1.5	25	0	1	3.21	C	SW	County jurisdiction. 3 lanes E, 4 lanes w/ turn lanes and raised median W.	N-SW	None			
Spring Creek	150' W of Grandchester	Bell School	2	2750	45	12	0	1.5	27	0	1	3.36	C	SW	County jurisdiction. 4' shoulder W-bd.	S-SW	None			
State (Busn 20)	Meridian	Springfield	4	8700	45	12	2	0-pvd	70	0	3	3.47	C		5 lanes. Some S-frontage road. Most N ROW 14' (some much less); S ROW huge.	Some N-SW	Add sidepath	Side to be determined. Ideally, same cross-section as Sunset-Avon. Priority increases as development occurs.		Medium
State (Busn 20)	Springfield	Day	4	7100	40	14	0	0-pvd	66	0	3	3.58	D		5 lanes: 14-12-14-12-14. Marginal sidewalks E of Pierpont. Project to close a sidewalk gap W of Pierpont.	Some SWs	Add sidepath	Would need more ROW. Ideally, same cross-section as Sunset-Avon. Priority increases as development occurs.		High
State (Busn 20)	Day	Sunset	2	7100	30	12	6	0-pvd	48	0	3	2.00	B	SW	Sidewalks in poor condition. 2020: Reconstruct like further E. To include N-SP and E-SW.	Both SWs	Add sidepath	Already programmed. N-sidepath, S-sidewalk.		High
State (Busn 20)	Sunset	Avon	4	7450	30	12	0	1.5	27	0	3	3.60	D	SP	Grass median.	N-SP, S-SW	Sidepath (no change)			
State	Main	Wyman	2	5850	30	11	6.5	2	26	100	1.5	3.69	D			Both SWs	Add SLM 11'	Extend W to Church, if added to network.	3.69	High
State	Wyman	75' W of Water	4	7900	30	12.5	0	0	48	0	1.5	3.31	C	SW	Rock River bridge. In StreetView, temporary 1-way separated bike lanes shown.	Both SWs	Add 1-way separated bike lanes	Add SBLs, with 7' width and 2' raised curbs ideal, 5' width and/or tubes as backups. Reduce W-bd Wyman LT length to extend SBL further, then center SLMs in W-bd through/RT lane the rest of the way.		Very High
State	75' W of Water	RR tracks	2	7900	30	20.5	0	1.5	44	0	1.5	2.34	B			Both SWs	Add Buffered Bike Lanes	4' BLs + 2' buffers, leaving 16' lanes. Use a NACTO "Intersection Crossing Markings" option through Water.	0.80	High
State	RR tracks	1st St	2	7300	30	12.8	6	1.5	40.6	100	1.5	3.58	D			Both SWs	Add SLM 11'	For direct connectivity to Madison and 1st, if alternative route not used.	3.58	High
State	1st St	3rd St	2	6950	30	12.8	6	1.5	40.6	100	1.5	3.56	D			Both SWs	None	SLMs 11' out the only real option.		

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
State	3rd St	6th St	2	6550	30	14.3	7	1.5	45.5	60	1.5	2.52	C	SW		Both SWs	None	Restricting parking to 1-side would open up BL option, if needed.		
State (Busn 20)	6th St	Summit	4	15300	30	10	0	0-pvd	50	0	2	4.01	D	SW	5 lanes.	Both SWs	None			
State (Busn 20)	Summit	Williams Park	4	17900	30	10	0	0-pvd	20	0	2	4.09	D	SW	400' segment. S-SW 4.5', looks like can't expand.	Both SWs	Add Bike Route wayfinding signage	S-sidewalk signs only. May need a sign to walk on sidewalk, due to its narrow width. Except at Summit traffic signal and bus stop by Williams Park, could widen sidewalk some. If hospital does not allow use of Williams Park and 1st Ave, extend the use of State's south sidewalk to 12th St.		Medium
State (Busn 20)	Williams Park	Rockford	4	19200	30	10	0	0-pvd	50	0	2	4.12	D	SW	5, then 4 lanes.	Both SWs	None			
State (Busn 20)	Rockford	Fairview	4	19800	35	12	0	1.5	51	0	2	4.05	D			Some SWs	Add sidewalk	Add at least a sidewalk on at least one side of the road. N side usually has more ROW.		Very High
State (Busn 20)	Fairview	Alpine	4	23000	35	11	0	1.5	57	0	2	4.24	D	SW	5 lanes.	Both SWs	None	N side mostly have enough ROW to widen SW to SP width, if desired.		
State (Busn 20)	Alpine	Newtowne	4	33400	45	11	0	0-pvd	56	0	2	4.60	E		5 lanes. 35mph W of Dawn. TAP-funded project to complete sidewalk.	Some S-SW	Complete sidewalk (or sidepath)	Complete sidewalk. Ideally, both sides with sidepath width one side.		Very High
State (Busn 20)	Newtowne	Mulford	6	33600	45	12	0	1.5	90	0	2	4.28	D		Raised median, sometimes w/ LT lanes.	Some SWs	Complete sidewalk (or sidepath)	Complete sidewalk. Ideally, both sides with sidepath width one side.		Very High
State (Busn 20)	Mulford	Mill	6	33000	45	12	0	1.5	107	0	2	4.27	D		Some 10' paved shoulders parts.	Bits of SP, SW	Complete sidewalk (or sidepath)	Complete sidewalk. Ideally, both sides with sidepath width one side.		Very High
State (Busn 20)	Mill	Perryville	6	32300	45	12	6	none	107	0	2	2.33	B		10' paved shoulders become/used like RT lanes at intersections.	None	Add sidepath	Sidepath to be built Mill-Bell School as part of Perryville intersection project.		Very High
State (Busn 20)	Perryville	Bell School	6	23100	45	12	3	none	107	0	2	3.19	C	SWgap	10' paved shoulders become/used like RT lanes at intersections often.	Most S-SW, some N-SP	Add sidepath	Sidepath to be built Mill-Bell School as part of Perryville intersection project.		Very High
State (Busn 20)	Bell School	I-90 underpass	6	30600	45	12	2	none	107	0	2	3.67	D	SP	E-bd 2 lanes + wide paved shoulder; W-bd 3 lanes and no shoulder.	S-SP, some N-SW	Sidepath (no change)			
State (Busn 20)	I-90 underpass	Lyford	4	26000	45	12	0	none	107	0	2	4.36	D	SW	S sidewalk torn out during casino project construction.	S-SW	Replace with sidepath			High
State (Busn 20)	Lyford	east city limit	4	17000	45	12	6	none	107	0	2	2.21	B		Paved shoulders usually 10' wide.	None	Add sidepath	As part of any development or road reconstruction, add sidepath one side (south?) and sidewalk on the other.		High
Strathmoor	Roxbury	Strathmoor													Doesn't exist now. Upcoming CIP project to extend Strathmoor from Roxbury east to current road bend E of hospital.		Add Bike Route wayfinding signage	Possible upgrades: Adding 5' bike lanes when constructed, or SLMs 4' out (if no parking).	2.40	Very High
Strathmoor	road bend	Gramercy	2	1700	30	13	0	1.5	29	0	2	2.90	C			None	Add SLMs 4'	If reconstructed, add some width for 11' lanes + 5' BLs.	2.90	High
Strathmoor	Gramercy	Mulford	2	2600	30	19.8	0	0-pvd	39.6	0	2	2.00	B		Boulevard (separated), each side 19'8". No parking E-bd, most W-bd.	Both SWs	Add Bike Lanes	5' bike lanes, leaving 14.8' lanes. Where parking allowed W-bd, have BL gap, or widen to 8' CBPL.	0.89	High
Summit	Crosby	State	2	1900	30	16.7	0	0-pvd	33.4	5	0.5	2.26	B		Stoptlight at State.	Both SWs	Add Bike Route wayfinding signage	Also, ensure stoptlight triggering.	2.26	Medium
Sunderman	Surrey	Southbridge	2	300	30	13.4	0	1	28.8	10	0	1.79	B	BR		None	Bike Route signs (no change)		1.79	
Surrey	Olde Lyme	Sunderman	2	300	30	13.4	0	1	28.8	5	0	1.73	B	BR		None	Bike Route signs (no change)		1.73	
Trainer	Riverside	Palo Verde	2	1200	30	12.9	0	1.3	28.4	3	0.5	2.54	C		Very tough unsignalized crossing at Riverside.	Both SWs	None			
Trainer	Palo Verde	Spring Brook	2	1500	30	12.9	0	1.3	28.4	3	0.5	2.65	C			Both SWs	None			
Trainer	Garrett	Argus	2	3400	30	11.5	0	1.3	48.6	0	0.5	3.20	C		N of commercial area. Only 1 N-bd lane needed, not 2. S-bd 1 lane; also center LT lane and painted median.	W-SW, some E-SW	Add E-sidepath	Lower priority than Argus-State. Also, one N-bd lane could be removed and lanes reconfigured to add 5' bike lanes - but that would be inconsistent with sidepaths north (existing) and south (proposed) of the segment. 15' ROW available.		Medium
Trainer	Argus	State	2	4500	30	12	0	1.3	50.6	0	1.5	3.44	C		Heavily commercial. N-bd 2 lanes incl. RT lane at Argus. S-bd 1 lane + LT lane and long RT lane before State. Ped signal and Xwalk project may not be done - IDOT wants more continuous Trainer SW first.	None	Add E-sidepath	Keep sidepath crossings/crosswalks close to Trainer, to avoid poorly placing stoptlines too far back. Consider adding right corner raised islands at NE and SE corners of State to break up sidepath Xing and isolate turning conflicts. 15' ROW available.		High
Trainer	State	Lexus	2	3850	30	13	0	1.3	58	0	1.5	3.23	C		Commercial area. 4 lanes + LT lane for 250' S of State. S of there, don't need 2 lanes S or very wide N-bd lane.	None	Add E-sidepath	See above, about keeping sidepath Xing close to Trainer. If no sidepath, SLMs by State and bike lanes starting 250' S are possible backups. 15' ROW available, except right by State.		High
Trainer	Lexus	Fincham	2	3850	30	13	0	1.3	47	0	1.5	3.23	C		S-bd 12', N-bd 20', center LT lane or painted median.	E-SW	Add Bike Lanes	Reconfigure for 5.3' bike lanes (including gutter) and 12' lanes and center LT/median.	1.59	High
Trainer	Fincham	Laurel Cherry	2	3500	30	18.5	0	1.3	39.6	5	0.5	2.26	B			Both SWs	Add Combined Bike/Parking Lanes	If parking max % low: stripe 11' lanes and 6.2' combined bike/parking lanes each side (7.5' w/ gutters).	1.26	Medium

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority	
Trainer	Laurel Cherry	Newburg	2	2600	30	13.6	0	1.3	29.8	0	0.5	2.80	C		Curving, some no passing striping, no parking. Stoplight at Newburg with S-bd 3 lanes (RT, LT), 2 lanes N-bd (LT).	Both SWs	Add 4' SLMs		2.80	Medium	
Trainer	Newburg	Rolling Hedge	2	350	30	18.5	0	1.3	39.6	5	0	1.02	A		25mph S-end.	Both SWs	Add Bike Route wayfinding signage		1.02	Medium	
Turner	Alpine	Flintridge	2	2100	30	14.8	0	0-pvd	29.7	10	1	2.74	C	BR	Bike Route ends at Rockford University entrance/Flintridge. Apts, businesses each side all have off-street parking.	S-SW	Remove parking, add shoulders	Mark and sign Alpine stoplight demand actuation, if it works - Medium. If off-road parking is adequate: remove on-street parking both sides and stripe shoulders for now (4.8', w/ 10' lanes), widening to 5' marked Bike Lanes & 10-11' lanes next reconstruction. Backup if all parking can't be removed: W-bd no parking and SLM 4' out; E-bd 3-ft law sign after college.	1.96	High	
Washington	2nd Ave	Charles	2	800	30	13.2	0	1.3	29	50	0.5	2.79	C		Stoplight at Charles.	Both SWs	Add Bike Route wayfinding signs	Also, ensure stoplight triggering.	2.79	Medium	
Welty (N-bd)	Rural	Crosby	2	1150	30	16	0	0-pvd	28.7	50	0.5	2.71	C	BR		Both SWs	Add SLM 11'		2.71	Medium	
Welty (S-bd)	Rural	Crosby	2	1150	30	12.7	0	0-pvd	28.7	0	0.5	2.51	C	BR	No parking S-bd.	Both SWs	Add SLM 4'		2.51	Medium	
Welty (N-bd)	Crosby	State	2	1300	30	16	0	0-pvd	28.7	50	0.5	2.77	C	BR	Same cross-section Rural to Crosby.	Both SWs	Add SLM 11'		2.77	Medium	
Welty (S-bd)	Crosby	State	2	1300	30	12.7	0	0-pvd	28.7	0	0.5	2.57	C	BR	No parking S-bd.	Both SWs	Add SLM 4'	By State, add SLM centered in S-bd RT lane.	2.57	Medium	
Wesleyan	20th	Ohio	2	3200	30	18	0	0-pvd	36	1	0	2.16	B	BR	Park N, resid S but not many driveways	Most S-SW	Add Combined Bike/Parking Lanes	If max parking % is very low, add 7' CBPLs, leaving 11' lanes.	1.14	Medium	
Wesleyan	Ohio	Montana	2	1700	30	15	0	0-pvd	30	10	0	2.46	B	BR		Both SWs	Bike Route signs (no change)		2.46		
West Gate	Broadway	Oregon	2	1000	30	17	0	0-pvd	34	5	0	1.81	B	BR	Separated boulevard.	Both SWs	Remove from network	Use new route further E, which uses stoplights to cross Charles and Broadway.			
west river trail	Whitman	Morgan																Add trail	Fill gaps that currently exist. Rails-to-trails bridge to Morgan on W side may be more difficult.		Very High
Whitman	Kilburn	Winnebago	4	9800	30	11	0	2	57	0	1.5	3.60	D	SW	9200 ADT W, 10900 E. Mostly, raised medians; some LT lanes W. Engineering project coming up; desire for bike accom. using Whitman or jog on Main, to Mel Anderson Trail.	Both SWs	4-to-3 road diet with Separated Bike Lanes	Primary: Study a 4-to-3 road diet with median removal, leaving 13' travel lanes and TWLTL - and 1-way SBLs on each side (6' width, 3' raised curb buffer). Backup: on S side, enough ROW (if school fence moved) to widen to 8' SP w/ 5' buffer.		Very High	
Whitman	Winnebago	Haskell	4	10900	30	11	0	2	57	0	1.5	3.65	D	SW	Raised medians. Engineering project coming up; desire for bike accom. using Whitman or jog on Main, to Mel Anderson Trail. Some small setback restrictions (to houses, and/or grading/retaining walls) prevent more ROW for off-road use.	Both SWs	4-to-3 road diet with Separated Bike Lanes	Study a 4-to-3 road diet with median removal, leaving 13' travel lanes and TWLTL - and 1-way SBLs on each side (6' width, 3' raised curb buffer). Use the E-bd SBL and S-bd Haskell for the route from the Mel Anderson Trail. No backup for this block if no road diet - use S-bd Winnebago, instead.		High	
Whitman	Haskell	Ridge	4	10900	30	11	0	2	57	0	1.5	3.65	D	SW	See above.	Both SWs	None	Possibly, 4-to-3 road diet with BLs feasible W of Ridge, but higher comfort level sought for trail-to-trail connection - so quiet parallel roads chosen instead and this segment is a transition to road diet W of here.			
Whitman	Ridge	Church	4	15150	30	11	0	2	58	0	1.5	3.82	D	SW	LT lanes, carriage SWs. See above.	Both SWs	None	Quiet parallel roads chosen, instead.			
Whitman	Church	Main	4	19500	30	11	0	2	81	0	1.5	3.95	D	SW	Close setback N. LT lanes and raised median. See above.	N-SW; S-SW most	None	Quiet parallel roads chosen, instead.			
Whitman	Main	(over) Madison	4	18900	30	14	0	0	60	0	1.5	3.55	D	SP	Bridge over river. N-SP ends abruptly at Main/Whitman with nowhere to go now. E-side, SP joins Rock River Trail.	N-SP	Sidepath (no change)				
Wilcox	Charles	Cleveland	2	1350	30	12	0	none	24	3	0	2.64	C	BR	No curbs, sidewalks. BR ends sign at Charles - should not.	None	Bike Route signs (no change)	If no on-street parking, could add SLMs 4' out.	2.64		
Williams Park	State	1st Ave	2	1600	25	16.7	0	1.5	19.7	0	0.5	1.92	B		Boulevard - 19.8' each side. 15mph - hospital property?	Both SWs	Add Bike Lanes	5.5' BLs (incl. gutter), leaving 12.7' lanes + 1.5' gutter. If not BLs, Bike Route wayfinding signage likely sufficient. If hospital does not allow use of Williams Park and 1st Ave, extend the use of State's south sidewalk to 12th St.	0.62	Medium	
Winnebago	Benderwirt	Garfield	2	500	30	13.6	0	0-pvd	27.2	5	0	1.96	B			Both SWs	None	If added to network, BR signs.			
Winnebago	Garfield	Whitman	2	500	30	17.3	0	1.5	37.6	10	0	1.49	A			Both SWs	None	If added to network, BR signs.			
Winnebago	Whitman	Fisher	2	700	30	18.5	0	1.5	40	20	0.5	1.70	B		Stoplight at Whitman - trigger?	Both SWs	Add Bike Route wayfinding signage	N-bd to be part of Whitman alternative route to Mel Anderson Path. S-bd, too, if no Whitman road diet from Winnebago to Haskell.	1.70	High	
Winnebago	Fisher	Cherry	2	700	30	18.2	0	1.5	39.4	40	0	1.98	B			Both SWs	None				
Winnebago	Cherry	Jefferson	4	5000	30	11	0	1.3	46.6	0	1	3.18	C			Both SWs	None				
Winnebago	Jefferson	Mulberry	2	5100	30	19	0	0-pvd	38	3	1.5	2.47	B		Off-street lots handle on-street demand.	Both SWs	None				
Winnebago	Mulberry	State	2	5100	30	12	6.5	1.5	38	50	1.5	2.65	C		ADT 6050 S, 5000 N. Marked parking stalls.	Both SWs	Add SLMs 11'		2.65	High	
Winnebago	State	Chestnut	2	6050	30	12	0	1.5	45.7	0	1.5	3.59	D		3 lanes, 100% N-bd parking stalls.	Both SWs	Add SLMs	SLMs 11' N-bd, 4' S-bd.	3.59	High	
Winnebago	Chestnut	Cedar	2	5350	30	21.5	0	1.3	45.6	0	1.5	1.94	B		Parking allowed but no used - off-street lots. Stoplight at Chestnut, w/ N-bd RT lane, S-bd LT lane.	Both SWs	Add Buffered Bike Lanes	Narrow lanes by LT lane intersections to allow 5' BLs. Away from intersections, if parking removed (off-street lots, instead), 6' buffered BLs (w/ gutters and 1.5' buffers) and 16.8' lanes. If 1-side 8' parking retained, 5' BLs and 13.8' lanes.	0.38	Medium	
Winnebago	Cedar	Cunningham	2	5750	30	15	0	0	30	0	1.5	3.16	C		Bridge. Sidewalk barrier. Widens for LT at Cedar stoplight.	W-SW	Add SLMs 4', warning signs	With walls, too narrow for BLs. FYG W11-1 signs.	3.16	Medium	

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Speed Limit	Lane Width	Extra Width	Gutter Pan	Curb-to-Curb	Park Occ %	% Truck	BLOS score	BLOS grade	Desig now?	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	Desig Routes' BLOS after	Priority
Winnebago	Cunningham	Morgan	2	4850	30	15	0	1.5	33	0	1.5	3.07	C		No parking.	W-SW	Add Bike Lanes	5.5' BLs, 11' lanes.	1.89	Medium
Wisteria/Hollyhock	Delcy	Arbutus	2	650	30	13	0	1.3	28.6	5	0	2.17	B			None	Add Bike Route wayfinding signage	Better of two alternative options from Alpine/Highcrest to Shaw Woods and Spring Brook, to avoid tough Spring Creek Xing. If chosen, then BR signs.	2.17	Medium
Wyman (IL2)	Park	Jefferson	3	2850	30	12	0	1.5	50	0	2	3.08	C		IL 2 N-bd only, 2 lanes. S-bd 1 lane + very lightly-used parking.	Both SWs	Add Bike Lanes	Assuming transfer to City, lower traffic, parking on both sides: each side 8 parking - 5 BL - 12 lane. If turn lanes needed, reduce to 1-side parking.	1.38	High
Wyman (IL2)	Jefferson	State	3	1900	30	12	0	1.5	50	0	2	2.88	C		IL 2 N-bd only, 2 lanes. S-bd 1 lane + parking (some use).	Both SWs	Add Bike Lanes	Assuming transfer to City, lower traffic, parking on both sides: each side 8 parking - 5 BL - 12 lane. If turn lanes needed, reduce to 1-side parking.	1.18	High
Wyman (IL2)	State	Chestnut	4	1075	30	12	0	1.5	50	0	2	2.44	B		IL 2 N-bd only, 2 lanes. S-bd varies: 1 lane + parking/turn lane/extra lane. Some parking on buffers.	Both SWs	Add Bike Lanes	Assuming transfer to City, lower traffic, parking on both sides: each side 8 parking - 5 BL - 12 lane. If turn lanes needed, reduce to 1-side parking.	0.74	High

## **Appendix 4**

### **Summary of Major Funding Sources**

Some of the most commonly used funding sources for bicycle projects are listed below.

#### **Illinois Transportation Enhancements Program (ITEP)**

- Funded by a combination of federal and (new) state money.
- 80% federal/state, 20% local cost shares.
- Administered by IDOT. Calls for applications are now every two years, with the next scheduled for mid-2020 – with at least \$80M expected to be available.
- ITEP's federal portion comes from one component of the federal Surface Transportation Block Grant Program (STBGP), along with Safe Routes to School, Recreational Trails Program, and sub-allocated STBGP dollars administered by Illinois' five largest urbanized regions. This includes an average of \$320K per year programmed by Region 1 Planning Council through its Transportation Alternatives Program, with the most recent call for projects being September-October 2019.
- IDOT's 2017-2018 ITEP program funded 53 projects for \$35.7M. There are other eligible uses, but most of funding has been used for bicycle-related projects.
- High funding demand to supply ratio (6:1 to 10:1, on average). This should be alleviated somewhat by the new infusion of state money.
- Emphasis on transportation potential and inclusion in a larger, officially-adopted plan.

*With more stringent federal engineering standards and review processes, this source is better suited for significant (\$400K to \$2M – or perhaps a higher maximum in 2020) bikeway projects and those requiring substantial engineering work, such as bridges. In part to accommodate the tremendous demand, medium-sized projects are usually funded more than very large projects. Almost all ITEP bikeway grants have funded off-road trails and sidepaths, and this is recommended here, too. However, in at least two recent examples – including Palatine – a single ITEP grant is funding implementation of a significant fraction of the planned on-road bikeway network in a town. This could be an opportunity for Rockford in the future.*

#### **Illinois State Bike Grant Program**

- State source for off-road trails and bikeways, with 50% state, 50% local cost shares and a \$200K grant (\$400K project) limit.
- Reimbursement grant administered annually (March 1) by IDNR.
- Pre-2007 average of \$2.5M per year, with a \$200K limit (except for land acquisition projects). After two periods of hiatus due to the State's financial crisis, the program was reinstated in 2013 and 2014 and again in 2019. The 2020 program is scheduled to award \$1M in grants.

*Much simpler process and standards as these remain local, not IDOT/federal, projects. Good for simpler projects and those that can easily be phased. Many agencies prefer these over ITEP/TAP, even though the cost share is higher, due to grant administrative burden and costs. There is also an application fee.*

### **Recreational Trails Program**

- Federal source with 80% federal/state, 20% local cost shares.
- Administered by IDNR. Annual March 1 deadline.
- \$1.5M per year. About half is dedicated for non-motorized, off-road trails emphasizing underserved user types. \$200K limit (except for land acquisition projects).
- Much less competitive, with application demand usually not much more than grant supply.

*This has been an underutilized source. Because of the decline of the Illinois State Bike Path Grant program, more standard multi-use (bike) trails are getting funded recently. A good target range is \$100-200K, for small trail projects.*

### **Illinois Safe Routes to School program**

- Federal source (usually) with 80% federal/state, 20% local cost shares; reimbursable grants. SRTS is a component of Surface Transportation Block Grant Program funding.
- Most funds go to pedestrian and/or bicycle infrastructure improvements within two miles of schools serving any K-8 grades, with some funding for education and encouragement programs for the same grades.
- Administered by IDOT.
- The most recent grants came in 2019, funding \$5.1M in 28 infrastructure projects and \$375K for 11 non-infrastructure projects. There had been 178 total applications for \$27.8M. As in the past and likely in the future, non-infrastructure grants were much less competitive.
- The next SRTS grant cycle will likely occur after the next ITEP grant cycle – meaning fall 2020 or later.

*Sidewalk/sidepath, trail link, and road crossing projects fare well under the SRTS program.*

### **Non-Government Sources**

Private foundations, local businesses and individual donors can be another resource, especially for high profile projects. In Effingham IL, at least \$500K in private, community donations have served as the 20% local agency match for millions of ITEP and other dollars building the TREC trail system.

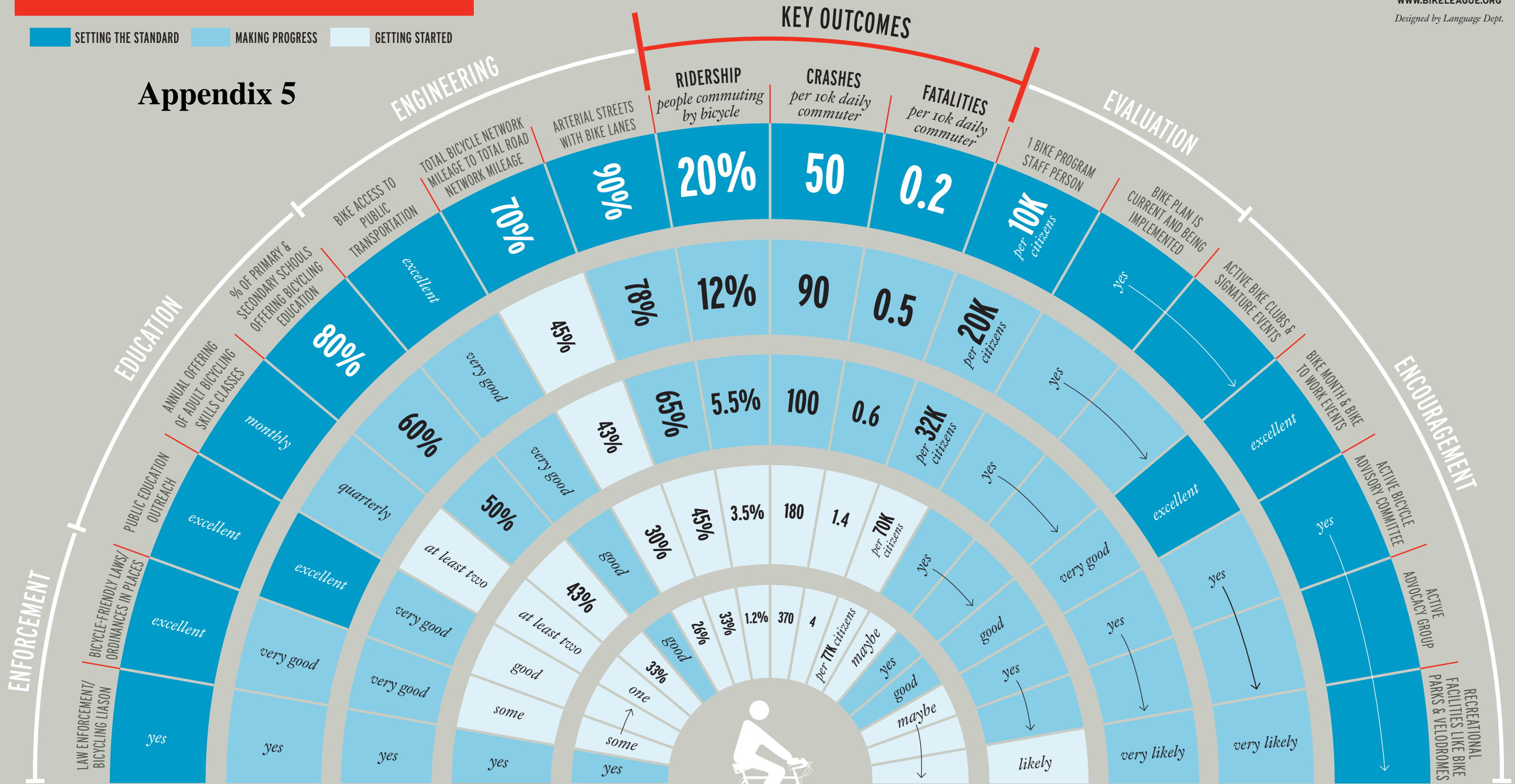


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 WWW.BIKELEAGUE.ORG  
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SETTING THE STANDARD   MAKING PROGRESS   GETTING STARTED

## Appendix 5



**DIAMOND**



**PLATINUM**



**GOLD**



**SILVER**



**BRONZE**



There's no single route to becoming a Bicycle Friendly Community. In fact, the beauty of the BFC program is the recognition that no two communities are the same and each can capitalize on its own unique strengths to make biking better. But, over the past decade, we've pored through nearly 600 applications and identified the key benchmarks that define the BFC award levels. Here's a glimpse at the average performance of the BFCs in important categories, like ridership, safety and education.