

**LIB's 2011 survey of County DOT/Highway Department bicycle and pedestrian design policies
for Illinois counties with urbanized areas. 16 of 20 responded.
Compiled results are provided after the cover letter, below.**

***2019 Chicagoland version showing only the main 6 counties of the region.
2019 updates in red. (Also, League of Illinois Bicyclists is now Ride Illinois)***



League of Illinois Bicyclists



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July 5, 2011

Dear County DOT or Highway Department official,

The League of Illinois Bicyclists, in collaboration with Bill Kuhn (Fulton County, IACE bicycle committee head), is conducting a survey about bicycle and pedestrian accommodation practices within County DOTs that serve urbanized and developing MPO areas.

People bicycle or walk for many reasons, such as recreation, health, and transportation. Some use these modes by choice, others by economic or other necessity. Major streets like county roads are often critical for these travelers. They serve community destinations, provide access across barriers, such as rivers, highways, and large land parcels, and are often the only continuous options – especially in newer, non-grid development.

I am hoping you will take a few minutes of your time to complete this survey. Please respond by July 19, replying by email (lib@bikelib.org) or sending to LIB, 2550 Cheshire Dr., Aurora, IL 60504. Or, feel free to call me at 630-978-0583 with your responses, if that is easier.

Thanks in advance for your help as we review this important area of safe road designs.

Sincerely,

Ed Barsotti, Executive Director, League of Illinois Bicyclists

Illinois County Highway Department Survey

Which County? _____ Name of survey respondent: _____

Cook – Daniel Szwaya, Scott VanDerAa [2019 – Tomohiko Music]

DuPage – John Kos [2019 – Sid Kenyon]

Kane – Mike Sullivan [2019 – Ryan Peterson]

Lake – Bruce Christensen [2019 – Emily Karry]

McHenry – Jason Osborn [2019 – Scott Hennings]

Will – George Catalano [2019 – Christina Kupkowski]

Process: Does your agency use any of the following when considering pedestrian and bicycle accommodation during road project scoping and preliminary design:

- 1) A formalized agency policy or standards on bicycle and pedestrian (bike/ped) accommodation used routinely during each project? Or, do you consider needed accommodation on a case-by-case basis?

Lake: *Lake County DOT has established a non-motorized travel investment policy that is used in the project scoping process for each roadway project.*

DuPage: *The DuPage County Board adopted a Healthy Roads Policy in 2003. In 2008, the policy was amended to allow for acquisition of right-of-way for sidewalks or bicycle paths, paving shoulders and implementation of low-cost improvements such as re-striping existing roadways. 2019: DuPage County DOT operates under the Healthy Roads Policy, which was enacted in 2005 and amended in 2008. That policy gives DOT the authority to design and construct bicycle and pedestrian accommodations alongside roadways. The accommodations themselves are on a case-by-case basis, but we strongly prefer to provide multi-use paths and sidewalks to encourage multimodalism.*

Kane: *KDOT has formalized policies in regards to bike/ped accommodations included in the Kane County Bike/Ped Plan. Needs are also considered on a case-by-case basis. 2019: Kane County has an officially adopted Complete Streets Policy that was published within the County's 2040 Plan. The County reviews needs of projects and communities on a case-by-case basis.*

Case-by-case: Cook (when requested by local agency), McHenry

McHenry 2019: *McHenry County adopted an Active Transportation Policy on 3/19/2018 which is used during project scoping.*

Will: *The Highway Department does not have a policy. If a community or local agency requests paths, the county will incorporate with the requesting body paying for the added facility. That body is also responsible for all future maintenance. 2019: Although not formalized, the WCDOT does provide 10' flat areas at back of curb in the preliminary design (Phase 1) as not to preclude the accommodation of future pedestrian facilities. If during the coordination process, the local agency determines they would like accommodations for future path on one side of the street we will increase the flat area at back of curb on designated side to 15' with a reduction to the width at back of curb on the opposite side of the street to 5'. Otherwise this statement remains valid.*

- 2) A set of warrants, or a documented checklist, to determine whether bike/ped accommodation is needed? (IDOT's BDE Manual and Lake County DOT both have good examples of each)

DuPage: DuPage County uses our Healthy Roads policy as a guideline to determine the appropriate bicycle and / or pedestrian accommodation for a project. We also use the DuPage County Regional Bikeway Plan as a guide to determine if a bicycling accommodation should be included along a given section of a project. The DuPage County Regional Bikeway Plan provides information of any bikeway connections to local or regional trail bikeways in the plan that would factor into our decision to include bicycle accommodations as a part of a project. **2019:** DuPage uses IDOT's BDE and BLR manuals, MUTCD, and the County's Bikeway Plan to determine if an accommodation is needed. In combination, those sets of guidelines inform what connections we should make to the regional trail network and what the facility should be.

Kane: While KDOT does not actively use a set of warrants or a documented checklist to determine bike/ped needs, however, projects involving State or Federal funds use the BDE manual. The Kane County Bicycle Plan recommends designing roadways for a BLOS of at least a C.

Lake 2019: A Non-Motorized Travel Investments checklist is used as a part of scoping Lake County DOT's projects in conjunction with the policy referenced in #1. The checklist doesn't get in to "warrants" per se, but it considers plans and community land use, existing facilities, known planned facilities, proximity to transit, evidence of bicycle and pedestrian traffic, etc.

McHenry: Only as required by for federal and state funding. **2019:** No checklist.

No: Cook, Will

Will 2019: As stated above, the only time the flat area at back of curb is provided is when a project has federally funding associated with it.

- 3) A staff member assigned to review the scope and the design details, from a bike/ped perspective? (for example, IDOT Central office and each district, and DuPage DOT, have bike/ped coordinators)

Kane: KDOT has a bike/ped coordinator that provides information and reviews projects from a bike/ped perspective. **2019:** KDOT has a bike/pedestrian coordinator on staff that reviews projects on a case-by-case basis to determine if, and which, bike and pedestrian elements would be beneficial to projects.

Lake: Lake County DOT has a bike facilities coordinator. **2019:** Lake County DOT has a Non-Motorized Travel Coordinator

DuPage: The Trails Coordinator acts as a lead and coordinates with the DuPage Division of Transportation staff to review and implement appropriate bicycle and pedestrian accommodations. **2019 - The Trails Coordinator, who is also the Senior Transportation Planner, is the lead bicycle and pedestrian trails staff member. The Trails Coordinator works with other DOT staff, particularly engineering and permitting, to review design details.**

No: Cook, McHenry, Will

McHenry 2019: Bike/ped coordinator involved in project design review on a case by case basis

Will 2019: The DOT does not have a staff member, but all federal projects are coordinated with the Forest Preserve District of Will County, the Coordinating Organization for Bikeways within the County.

Performance Measures: Are accommodation level of pedestrians and bicyclists included in the "performance measures" used to evaluate your agency's road designs? (Bicycle Level of Service, in the Highway Capacity Manual, gauges on-road adult cyclist comfort level as a function of geometry and

traffic conditions. Other planning measures exist, including Pedestrian LOS (off-road) and LIB's Complete Streets scoring methodology.) Please describe the performance measures used by your agency.

Kane: KDOT has often used BLOS ratings to evaluate and determine road designs.

DuPage: No specific performance measures are used, but bicycle and pedestrian accommodations are determined based on the Healthy Roads policy and on a case by case analysis considering the highway right-of-way and other factors. **2019:** No specific performance measures are used.

No or none: Cook, Lake, McHenry, Will.

Lake 2019: No set performance measures are used at this time, however Lake County DOT uses our policy referenced in #1 to determine appropriate accommodations in the project.

Will 2019: As part of the Will Connects 2040 LRTP, the County Bikeway Plan was adopted. This plan developed a Bicycle Facility Selection Tool utilizing Level of Traffic Stress (LTS).

Sidewalks: Please check all that apply for your road projects, adding further explanation if needed:

We use a County policy or other guidance to determine where sidewalks are needed and on how many sides. (FHWA's New Sidewalk Installation does this based on land use and roadway classification.)

DuPage, Kane, Lake

We routinely construct sidewalks on projects but do not have an official policy or guidance.

We decide where sidewalks are needed on a case-by-case basis.

DuPage, Kane, Lake, McHenry

We leave it to local agencies to request sidewalks as part of the project.

Cook, Lake, McHenry, Will

Do you require the locals to pay a sidewalk cost share? How much (%)? _____

No (0%): DuPage

20%: Lake

50%: Cook 2019: typically this is 50% if funds are available.

100%: McHenry, Will

McHenry 2019: the cost share can vary from 0% to 100%.

Case-by-case: 2019 - Kane

Do you require the local agencies to maintain the sidewalks? YES or NO

NO: DuPage

YES: Cook, Kane, Lake, McHenry, Will

Kane 2019: KDOT does not require local agencies to maintain the sidewalks. Instead, KDOT administers maintenance and ownership responsibilities of new sidewalks on a case-by-case basis.

Bicycle Accommodation: Below are bikeway types specified in the AASHTO Guide for the Development of Bicycle Facilities and/or MUTCD. For each, please check whether your agency has built this kind of facility, or has considered/would consider building the facility if it is a feasible bicycle accommodation in the appropriate situation:

	Have built	Have considered/would consider
Sidepath (<i>widened off-road trail along roadway</i>)	<hr/>	<hr/>
Have built: Cook, DuPage, Kane, Lake, McHenry	<hr/>	<hr/>
Have considered/would consider: 2019 - Will	<hr/>	<hr/>
Bike Lanes (<i>dedicated, marked lanes on road</i>)	<hr/>	<hr/>
Have built: Cook, Lake	<hr/>	<hr/>
Have considered/would consider: Kane, McHenry	<hr/>	<hr/>
Bike Route signage	<hr/>	<hr/>
Have built: DuPage, Lake, McHenry	<hr/>	<hr/>
Have considered/would consider: Cook, Kane	<hr/>	<hr/>
Shared Lane Markings (<i>new in 2009 MUTCD</i>)	<hr/>	<hr/>
Have considered/would consider: McHenry	<hr/>	<hr/>
2019 Cook: Not likely to consider on County Routes. Maybe for local Invest in Cook projects.	<hr/>	<hr/>
Bicycle detector marking (<i>for on-road bikes to trigger demand-actuated stoplights</i>)	<hr/>	<hr/>
Have considered/would consider: DuPage, McHenry, Kane, (2019) Cook	<hr/>	<hr/>
Off-road multi-use trail (<i>separate right-of-way</i>)	<hr/>	<hr/>
Have built: Cook, DuPage, Kane, Lake, McHenry	<hr/>	<hr/>
Other bikeway type (<i>describe below</i>)	<hr/>	<hr/>
Cook: Bridge Widening to accommodate creek-side bicycle path. Bicycle path underpass to replace at-grade crossing. 2019: Currently working on multiple grade separated trail-railroad crossings.	<hr/>	<hr/>
DuPage 2019: DuPage would consider bridge widening to accommodate multi-use paths and has considered grade separation for bike paths over/under arterial roadways.	<hr/>	<hr/>
Kane 2019: KDOT has implemented "Share the Road" signage along highly-trafficked roads where automobiles reach high speeds.	<hr/>	<hr/>
McHenry: Prairie Trail grade-separation over Rakow Road is being built and one exists over Algonquin	<hr/>	<hr/>

Paved Shoulders: Paved shoulders on significant rural roadways enhance motorist safety and reduce road maintenance – while also improving bicyclist safety. Does your agency provide paved shoulders?

Yes: Cook. **2019:** Paved shoulders are typically provided for rural (non-curbed) roadway designs.

DuPage: *The DuPage County highway system is primarily an urban system with curb and gutter. Most of our rural highways have paved shoulders suitable for use by bicyclists.*

Kane: *KDOT regularly paves shoulders on rural roadways to enhance bicyclist safety.*

Lake: *Lake County's typical cross-sections for 2, 3 and 5-lane pavements each include (1) on rural sections a 4-foot paved shoulder and (2) on urban sections two feet of pavement outside the travel lane adjacent to B-6-24 curb and gutter. 2019: We have increased the paved shoulder in our typical sections with curb and gutter from 2' to 3' between the edgeline and gutter flag.*

McHenry: *We would like to as a practice. Currently, there is strong opposition from the public regarding right-of-way needs for shoulders.*

Will: *The Highway Department's policy for rural roads is to provide a 1.5 feet wide paved shoulder with a 6.5 feet wide aggregate shoulder.*

Also, where shoulders are converted to right-turn lanes, or are not possible because of right-turn lanes, do you maintain some usable width or other accommodation for cyclists?

No: *Cook, McHenry*

Kane 2019: *Evaluated on a case-by-case basis.*

Rumble Strips: If your agency uses rumble strips, do you also follow FHWA's and/or IDOT BDE's guidance for reducing negative impact on bicyclists' safety? This includes providing periodic longitudinal gaps and at least 3 or 4 feet of rumble-free "clear-zone" to the right of the rumbles.

Does not install rumble strips: *Cook, DuPage, Lake, Will*

Cook 2019: *Cook County no longer constructs rumble strips. Additionally, existing rumble strips are removed on rehabilitation projects.*

DuPage 2019: *we do not install rumble strips on our shoulders. On occasion, we have been directed by IDOT to install for double-yellow pavement markings.*

Kane: *KDOT does not routinely use rumble strips but does so on occasion. FHWA and IDOT BDE guidance are used when rumble strips are used.*

Lake 2019: *Rumble strips are considered on a project specific basis and potential bicycle impact is considered on a case by case basis when strips are considered*

McHenry: *Yes we use rumble strips. No we do not reduce negative impacts. 2019: McHenry County utilizes bicycle friendly rumble strips.*

Right Corner Islands: Especially at large multilane, suburban-style intersections, right corner islands (aka "pork chops") increase safety for pedestrians and off-road bicyclists by isolating turning motions, locating stoplines and crosswalks at more realistic locations closer to the crossroad, and improving interactions with motorists. Reduced ped signal timing is another design benefit, in light of MUTCD changes. Does your agency use right corner islands at such intersections, including perpendicular intersections? (*Kane DOT's Orchard/Galena in Aurora is a good design example, and Winnebago DOT's Perryville Road uses stop signs as a good method of sidepath traffic control to get to the pork chops.*)

Cook: Yes, some locations.

DuPage: As a matter of practice, DuPage County has not constructed right corner islands strictly as a bicycle / pedestrian accommodation. However, the County has constructed some right corner turn islands that offer pedestrian/bicycle refuge and also provide traffic channeling benefits and signal placement.

Kane: KDOT does regularly use right corner islands at intersections.

Lake: Lake County's design policy is to avoid the use of right corner islands. However, that being said we have employed their use in certain situations.

McHenry: No

Will: This would be investigated for inclusion during the contract plan preparation if sidewalks / multiuse paths are being included as part of the improvements.

Crosswalks: In urban and suburban settings, does your agency regularly install crosswalks across all signalized intersection approaches, assuming sidewalks exist or may be installed later?

Cook: Crosswalks marked only when there are existing sidewalks or sidewalks to be installed as part of a current project.

DuPage: DuPage County installs crosswalks at all intersections. It is DuPage County policy to install and maintain crosswalks and stop bars across our County Highways and require that local governments maintain crosswalks and stop bars across local roads. **2019:** DuPage County installs crosswalks at all signalized intersections. It is DuPage County policy to install and maintain crosswalks and stop bars across County Highways, and require that local governments maintain crosswalks and stop bars across local roads. Above is small difference—clarifies to apply to signalized intersections only. We do not have crosswalks at every unsignalized intersection.

Kane: KDOT does not install crosswalks at all signalized intersection approaches but has been increasing the number of crosswalks and pedestrian signals on intersection projects.

Lake: Lake County installs crosswalks only at approaches where sidewalks exist.

McHenry: No

Will 2019: Will: We only install crosswalks at signalized intersections where approach sidewalks exist

IDOT BLR Manual: Are there any design policy changes you would recommend to the IDOT BLR Manual, in regards to pedestrian and bicycle issues?

No: Cook, Will

DuPage: DuPage County would recommend consideration be given to reducing the mandatory 10' sidepath width to 8' wide where high bicycle volumes are not anticipated in urban areas. This reduced width would be particularly helpful where limited right-of-way is available for sidepath construction. **2019 - unless this comment has been resolved, no changes to this section.**

McHenry: Better definitions of urbanizing area are needed.

IDOT BDE Complete Streets Implementation: Do you have any feedback on the June 2010 design policy changes made to the IDOT BDE Manual, in regards to pedestrian and bicycle issues?

No: Cook, Will

DuPage: IDOT should pay for all costs, maintenance and liability for bicycle and pedestrian accommodations on State Highways as a result of the State's Complete Street policy. The new policy is another unfunded mandate and requires local agencies to either pay a 20 percent cost share of construction as well as assume liability and maintenance or provide a resolution to IDOT indicating the local agency is against the construction of the path.

Kane: We feel the policy is appropriate but enforcement of the policy is not always possible and/or feasible.

Lake: The law is so rigid that common sense decisions, as to real need, are impossible.

Training: Bicycle and pedestrian planning and design topics often are not covered adequately in college curricula, and the field has evolved in the past two decades. Does your agency encourage design staff and consultants to seek training in these topics? What training is provided?

Cook: Staff has received training from outside agencies including ATA, CMAP and IDOT.

DuPage: Yes, staff is encouraged and has attended appropriate training classes concerning bicycle and pedestrian planning and design. For example, DuPage County DOT staff has attended trainings at IDOT and CMAP.

Kane: KDOT encourages design staff to seek training in bike/ped topics. Training is typically provided by professional associations, CMAP, and other groups.

Lake: LCDOT staff are encouraged to attend training on bike/ped issues through a variety of outlets: Northwestern University Traffic Institute, IDOT, CMAP and webinars.

McHenry: Yes. IDOT Technical Programs, ITE, APWA, APA forums

Room for further explanations to questions above, or for comments on related matters:

McHenry: McHenry County has adopted a County Board Strategic Goal of "Advocating for alternative modes of transportation" including bicycle and pedestrian modes. The County is embarking on an update of its long-range transportation plan and has hired the Active Transportation Alliance to assist in the public outreach efforts including bicycle workshops. The County will be reaching out to the McHenry County Bicycle Federation and other stakeholders to discuss and shape the County's future role in these aspects of transportation.

One of the problems confronting the County is the lack of bicycle and pedestrian counts to drive the engineering process. Often, when counts are taken, they are taken at intersections or along highways that have little to no accommodation for bicyclist and pedestrians. The fact that these counts are extremely low is not likely an indication of low demand.

Cook 2019: We are willing to participate in a broad variety of projects (much broader than we once would have) under the auspices of Invest in Cook. Else, for County routes the above generally applies.