



2019 ANNUAL BIKE & PEDESTRIAN PLAN



KANE KENDALL 
COUNCIL OF MAYORS



654,202

Throughout Kane and Kendall County, there are **654,202 residents.**



36

Kane Kendall Council of Mayors proudly serves **36 municipalities** throughout Kane and Kendall County.



9.4

Kendall County has experienced a population growth of **9.4%** since 2010, making it the fastest growing county in Illinois.



24

Aurora was ranked as the **24th most diverse city** in the country. Elgin was voted as the 27th most diverse.



Photo Source: Roverpass.com



4,636

On a daily basis, there are **4,636 boardings** on Metra trains in Kane County.



40

Aboard the Pace Express bus, riders can now get from Elgin to O'Hare in less than **40 minutes**.



86,561

Annually, there are an estimated **86,561 users** of the Fox River Trail, making it one of the most-used trails in the state.



21,000

Kendall Area Transit provides over **21,000 rides** annually to the residents of Kendall County.

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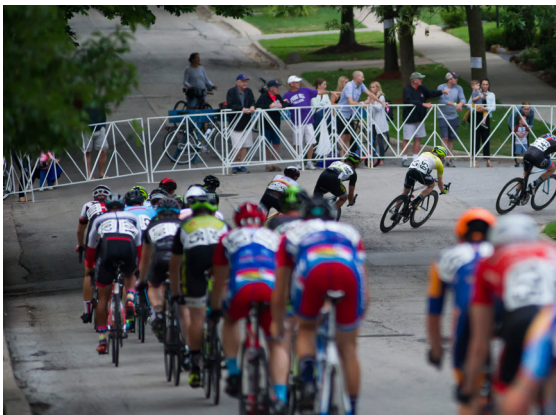
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Photo Source: One Collective

Introduction

Kane Kendall Council Of Mayors

Kane and Kendall Counties are part of the seven-county Chicago metropolitan region that also includes Cook, Lake, McHenry, DuPage, and Will Counties. Both Kane and Kendall Counties contain a diverse mix of urban, rural, agricultural, and recreational land uses. The Kane Kendall Council of Mayors (KKCOM), one of eleven sub-regional councils established through the Chicago Metropolitan Agency for Planning, provides a forum for municipal and public involvement, as well partnership in the various transportation plans and projects developed throughout northeastern Illinois.

There are four main committees that steer KKCOM's activities: Full Council of Mayors, Transportation Committee, and the Bike and Pedestrian Committee.

The Full Council meets to program Surface Transportation Program (STP) funding and to review and evaluate transportation issues affecting Kane and Kendall County municipalities.

The KKCOM Transportation Policy Committee is responsible for the allocation and programming of the local Surface Transportation program funds for its two-county region. The committee is comprised of one representative of each full member municipality, as well as representatives from Kane and Kendall Counties.

The Bike and Pedestrian Committee is responsible for providing guidance for maintaining and developing the robust network of existing regional and local trails. The committee is comprised of member

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and non-member municipal advocates.

To learn more about these committees or access meeting minutes from past meetings, please refer to the link in *Appendix A*.

Annual Bike Report

This is the second Bike Report to be published, the first of which was published in January 2019. The purpose of this report is two-fold. First, this report will provide current information on bike and pedestrian infrastructure projects within Kane and Kendall County, while highlighting several key data points that KKKCOM staff members believe can assist municipal leaders in guiding their transportation planning for the future. It is the hope of KKKCOM staff that publishing information regarding past, present, and future projects will help the residents of Kane and Kendall Counties become more informed and knowledgeable about the infrastructure being built in their communities.

Economic, commuter, and public health data relating to transportation were included in the report to provide municipalities with accurate, updated information to help in the overall planning efforts of their communities.

Furthermore, this report will provide recommendations on how communities in both counties can improve their pedestrian and bike infrastructure and/or programming based on best practices and relevant case studies. These recommendations are not mandatory whatsoever, but simply statements of best practices that have been implemented elsewhere and could potentially be successful in the KKKCOM region. Municipalities can choose to utilize these strategies to help strengthen bicycle and pedestrian access, or choose other strategies. Not all of the proposed strategies will apply to all municipalities within the KKKCOM region.

This report has been informed by several relevant studies completed in the past. These relevant reports include the Kane County Bicycle and Pedestrian Plan (2012), Kane County Long Range Transit Plan (2011), the CMAP ON TO 2040 Plan (2014) and the ON TO 2050 Plan (2018). Data sources for this report included the American Community Survey (2014-2018), Illinois Department of Transportation, Metra State of the System Report (2016), US Census Bureau (2015), and PACE Bus.

The Appendices, located at the end of the report, include accessory data sources, links, maps, and information.

If you have additional questions or comments about the report, please contact Ryan Peterson at PetersonRyan@co.kane.il.us.

CHICAGO METROPOLITAN AGENCY OF PLANNING

The Chicago Metropolitan Agency for Planning (CMAP) is responsible for comprehensive regional planning in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will counties in northeastern Illinois. The agency developed and now guides implementation of the recently-passed ON TO 2050 comprehensive regional plan. The plan affirms and builds on the recommendations of its predecessor, GO TO 2040, to offer specific direction where needed and identify additional priorities. The plan process identified three clear, overarching principles, which are inclusive growth, resilience, and prioritized investment.

Gerald R. Bennett (mayor of Palos Hills, Illinois) chairs the CMAP Board, whose membership features balanced representation from across the seven counties to reflect the regional consensus that led to creation of CMAP. In addition to its authorizing legislation, CMAP operates under a set of by-laws. Led by executive director Erin Aleman, the CMAP staff has diverse capabilities in comprehensive planning, data research and analysis, and many related disciplines.

CMAP SUBREGIONAL COUNCILS

Central Council of Mayors/West Central Municipal Conference (west Cook County and eastern DuPage County)

DuPage Council of Mayors/DuPage Mayors and Managers Conference (DuPage County)

Kane Kendall Council of Mayors (Kane and Kendall County)

Lake County Council of Mayors (Lake County)

McHenry County Council of Mayors (McHenry County)

North Central Council of Mayors/West Central Municipal Conference (west Cook County and eastern DuPage County)

North Shore Council of Mayors/Northwest Municipal Conference (Cook, DuPage, Kane, Lake, and McHenry Counties)

Northwest Council of Mayors/Northwest Municipal Conference (Cook, DuPage, Kane, Lake, and McHenry Counties)

Southwest Council of Mayors/Southwest Conference of Mayors (southwest Cook County)

South Council of Mayors/South Suburban Mayors and Managers Association (southern Cook and eastern Will County)

Will Council of Mayors/Will County Governmental League (Will County)



Photo source: FoxValleyLiving, Imgur

Data Analysis & Summary

Mode Share

Metra System Ridership Report

During the fall of 2018, Metra conducted a study to determine its boarding/alighting counts for each of its stations. This study was conducted by Metra personnel positioned at the entranceway of each revenue-generating car, or on station platforms. Weekday counts were performed on Tuesdays, Wednesdays, and Thursdays in September and November and on Mondays, Tuesdays, Wednesdays and Thursdays in October. Counters recorded the number of passengers boarding and alighting from Metra trains at each station stop on pre-coded forms that were later keyed and computer processed.¹

Overall, the accuracy of the information was judged good for the specific day(s) of each line's count. However, the validity of the counts as being representative of how riders "typically" use the service is somewhat more difficult to gauge. A one-day count, as opposed to averages derived from multiple observations, is more susceptible to random variations due to factors like weather, traffic conditions, day of week, and time of year.

Facility Inventories

CMAP Sidewalk Inventory

The CMAP Sidewalk Inventory was a project undertaken by CMAP staff that aimed to determine the existence of sidewalks in the seven-county CMAP region. This study was conducted in order to determine if there

are sidewalk gaps that might create accessibility issues and limit transit access. The data does not indicate the location of the sidewalk in relation to the street centerline. Rather, each roadway centerline segment is coded; intersections are endpoints of segments. The segments are coded to indicate whether there are sidewalks on both sides, one side, or no sidewalks. The coding was based on aerial imagery from March of 2018. While newer images exist, CMAP staff based this sidewalk inventory off March/April 2018 to maintain a consistent leaf-off reference point across the region, from the latest data available at the time the data collection began in summer of 2018.²

The assessment is "all-or-nothing;" in order to be considered a sidewalk, a roadway segment must have a continuous sidewalk from one end to the other, preferably connecting to a curb or sidewalk. If a street has a continuous sidewalk with an exception at the location of a construction site, it is assumed that the sidewalk will be replaced when construction is finished and is considered to be a continuous route. If there is partial sidewalk coverage on both sides, where all portions of the road have at least one side, it is considered to have one side of coverage. If half a street has sidewalks on both sides and half with no sidewalks, the street is coded as not having sidewalks, usually with a note that there is partial sidewalk coverage. A barrier from moving traffic can be parkway/grassy area, a curbside bike lane, parked cars (residential areas that allow parking but typically don't have many parked cars were not counted as barriers), a wall or other large physical separation from traffic.

CMAP SIDEWALK INVENTORY

This data provides a useful starting point for the assessment of walkable paths to and from given locations, as well as supplementing prior regional walkability studies. The assessment does not indicate accessibility for wheelchairs or strollers; it does not account for curb cuts or ramps. It does not assume that the sidewalks are safe or comfortable for people of all abilities. Conditions may have changed since the assessment was done.

CMAP recommends using the data in five different ways:

1. Identify transit stops without sidewalks nearby.
2. Align sidewalks with development patterns.
3. Analyze connectivity along with demographic data.
4. Help make communities more accessible for everyone.
5. Help communities make decisions about safety.

Economic Impacts of Transportation Facilities

This section will highlight a very overlooked aspect of sustainable transportation facilities: economic impacts. Many might assume that the addition of bike trails, transit facilities, and pedestrian accommodations are simply to appease a small subset of the population that utilize these facilities, but the reality is that these facilities can generate significant economic activity.

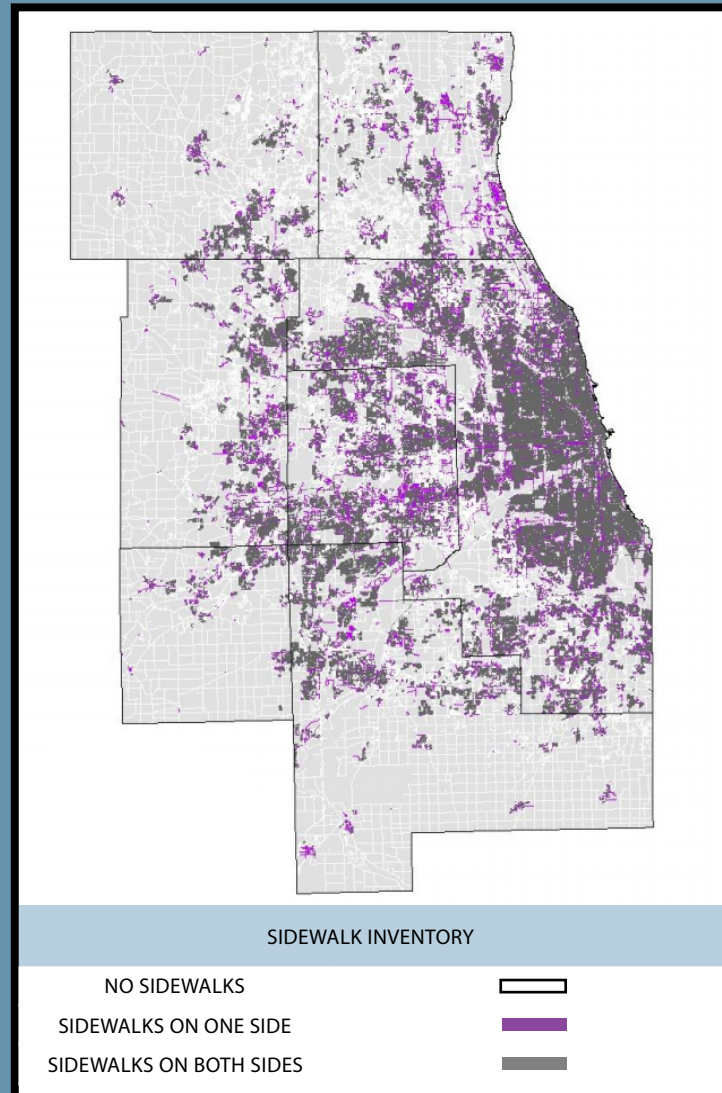
Bike Trails & Lanes

Bicycle tourism and trail tourism contribute significantly to economies of all scales, from local to international. Several states have commissioned studies and surveys of the economic benefits of bicycle and trail tourism. While the studies use different methodologies, they all demonstrate significant economic impacts that can be used to build support for bicycle tourism.

Nationwide, bicycling participants spend \$83 billion on 'trip-related' sales (bicycle tourism) and generate \$97 billion in retail spending. Bicycle recreation spending also contributes to the creation of 848,000 jobs.³

The Bureau of Economic Analysis included outdoor recreation in its calculations of the U.S. GDP for the first time in 2018. They estimate the economic output of outdoor recreation to be \$734 billion, surpassing industries such as agriculture, petroleum and coal, and computer and electronic products.⁴

In 2013, Trails for Illinois conducted a study called Making Trails Count, which looked at six regional trails. The study found that trails users, on average, spent \$30.40 per day on bicycle expenses, shopping,



The sidewalk inventory documents the existence of sidewalks in the counties of Cook, Lake, Will, Kane, Kendall, DuPage, and McHenry, as well as whether those sidewalks have a barrier or buffer from moving traffic. The study was based on aerial imagery from March of 2018. While newer images exist, CMAP staff based this sidewalk inventory off imagery from March/April 2018 to maintain a consistent leaf-off reference point across the region, from the latest data available at the time the data collection began in summer of 2018.

The assessment is "all-or-nothing;" in order to be considered a sidewalk, a roadway segment must have a continuous sidewalk from one end to the other, preferably connecting to a curb or sidewalk. If a street has a continuous sidewalk with an exception at the location of a construction site, it is assumed that the sidewalk will be replaced when construction is finished and is considered to be a continuous route.

and food during their trail usage.⁵ The link to the full published study is available in *Appendix A*.

However, the study also pointed that 70% of users found out about the trail they were currently utilizing through word of mouth; this was much greater than those who learned about the trail from a tourism or visitors bureau (0.3%), and those who learned about it through a local park or trail agency (3%). Greater outreach about the trail facilities available to residents and visitors could greatly increase the usage of these trails.

Transit Facilities

In May 2014, Glen Weisbord, of the Economic Development Research Group, Inc. and Arlee Reno, of Cambridge Systematics, published a study called *Economic Impact of Public Transportation Investment*.⁶ Their study uncovered several insightful details about the positive impacts of investing in transit.

The most notable findings from the study are listed below:

- Investment in transit can yield 50,731 jobs per \$1 billion invested, and offers a 4 to 1 economic return.
- In the long term, a program of enhanced investment sustained over 20 years can have a total effect on the economy in the range of 3.7 times the amount being spent annually.
- Additional regional business growth enabled by indirect impacts of business growth on suppliers and induced impacts on spending of worker wages.
- At a national level, cost savings and other productivity impacts can affect competitiveness in international markets.

The entire report is included within *Appendix A*.

Pedestrian Facilities

Biking and transit facilities aren't the only modes that can help generate additional revenue, for both public and private entities, though. The Victoria Transport Policy Institute released a study called the *Economic Value of Walkability*, which focused ways to evaluate the value of walking (the activity) and walkability (the quality of walking conditions, including safety, comfort and convenience). Their study concluded that walking and walkability provide a variety of benefits, including basic mobility, consumer costs savings, cost savings (reduced external costs), efficient land use, community livability, improved fitness and public health, economic development, and support for equity objectives.⁷

Their study began by highlighting the important roles that walking plays in our transportation network:

- Walking is a nearly universal human activity that provides mobility, exercise and pleasure.
- Typically 10-20% of trips are entirely by non-motorized modes, and most motorized trips involve non-motorized links, like when accessing public transit and between parked cars and destinations. Parking lots, transport terminals, airports, and commercial centers are all pedestrian environments. Improving non-motorized is often one of the most effective ways of improving motorized transport.
- Walking and cycling provide affordable, basic transport. Physically, economically and socially disadvantaged people often rely on walking and cycling, so improving non-motorized transport can help achieve social equity and economic opportunity objectives.
- Non-motorized modes can achieve transport planning objectives including reduced traffic

Table 2.1: Potential Long-Term Economic Impact per Billion Dollars of Public Transportation Investment

CATEGORY OF ECONOMIC IMPACT	VALUE OF ECONOMIC IMPACT	WAGE EQUIVALENT	JOB EQUIVALENT	CORRESPONDING TAX REVENUE
<i>Investment Spending Effect</i>	<i>\$1.7 billion</i>	<i>\$1.3 billion</i>	<i>21,800</i>	<i>\$432 million</i>
<i>Long-Term Cost Savings Effect</i>	<i>\$2.0 billion</i>	<i>\$1.5 billion</i>	<i>28,931</i>	<i>\$310 million</i>
Total Economic Impact	\$3.7 billion	\$2.8 billion	50,731	\$642 million

and parking congestion, energy consumption and pollution emissions.

- Pedestrian environments (sidewalks, paths and walkways) are a major portion of the public realm. Many beneficial activities (socializing, waiting, shopping and eating) occur in pedestrian environments, and so are affected by their quality.

If this principle was applied to budget planning, each mode should receive its proportional share of transportation resources. This suggests that walking should receive 10-20% of total transportation resources (not just municipal transportation agency funds), five to ten times what is currently devoted to walking facilities and services, in addition to a significant share of recreational funding.

Despite walking playing such a major part of our transportation network, the study points out that a very small percentage of funding is allocated to walking facilities.

One approach that many people seem to consider fair and efficient is to allocate transportation resources (money, land, public services, etc.) based on each mode's share of travel activity. For example, a mode which represents 2% of travel should receive about 2% of resources, and a mode which represents 20% of travel should receive 20% of resources.

Figure 2.1: Benefits of Creating Walkable Neighborhoods



Photo Source: *How to Plan with a Healthy Dose of Walkability*, Oregon APA



Photo Source: Kyle Seidler Photography

Existing Facilities & Initiatives

Bike & Pedestrian Facilities

Trail Network

The regional trail system in Kane and Kendall is one of the most extensive and well-maintained in the region. Between the two counties, there are ten major regional trails: the Fox River Trail; Virgil L. Gilman Trail; Aux Sable Trails; WIKADUKE Trail; Prairie Parkway Trail; Rob Roy Creek Trail; Fox & DuPage Trail; Grove Road Trail; Great Western Trail; and Illinois Prairie Path. A number of smaller local paths and trails exist within the two counties, which help to add to the connectivity of the growing trail network. The descriptions for the trails within this section were provided by TrailLink.⁸

The Fox River Trail (FRT), one of the most popular in the region, was built on stretches of three former railroads: Chicago, Aurora & Elgin; Aurora, Elgin, & Fox River Electric; and Chicago & North Western. Today, it hosts a multitude of different birds, trees and wildlife, including bald eagles, herons, and woodpeckers. Starting from its southern terminus, the rail-trail originates in the Village of Oswego, located 50 miles west of Chicago. The trail begins in Hudson Crossing Park, which faces the Fox River and has playgrounds, picnic areas, and benches, as well as a restroom and drinking fountain.

In a study conducted by Trails for Illinois and Rails-to-Trails Conservancy, it was estimated that the Fox River Trail has approximately 86,561 annual visitors. The study also included an interview component of

those who were using the trail. The primary findings from the interview portion were that the majority of users were bicycling, middle-aged, using the trail primarily for recreational or exercise purposes, and found the trail to be in relatively good condition. A link to the entirety of the study can be found in *Appendix A*.

The Illinois Prairie Path (IPP) was one of the nation's first rail-trail conversions. It consists of five connected trail segments with three main branches that converge at Volunteer Park (West Liberty Drive at South Carlton Avenue) in Wheaton. The 58-mile trail follows the historical path of the Chicago Aurora and Elgin Railroad. Beginning in 1902, the electric railroad provided passenger service from the western suburbs into downtown Chicago. With the railroad in decline, some routes were replaced by bus service. The partial completion of the Eisenhower Expressway (I-290) in 1955 spelled the end for this once-mighty railroad. A letter to the editor by noted naturalist May Theilgaard Watts in the Chicago Tribune in September 1963 argued for the novel idea of converting the former corridor into a footpath. That letter sparked the efforts of a determined group of Chicagoans and ultimately gave rise to the unprecedented conversion of railroad to public trail.

The western segment of the Great Western Trail in Illinois follows 17 miles of a former railway corridor through DeKalb and Kane counties, between LeRoy Oakes Forest Preserve and the town of Sycamore.

Another section of the Great Western Trail is found in DuPage County to the east. The Chicago Great Western Railway (later Chicago and North Western) was called the Corn Belt Route because it linked Chicago, Minneapolis, Omaha, and Kansas City. In winter, allowable uses include cross-country skiing and snowmobiling (the latter west of Wasco and when snows reach 4 inches).

The Virgil L. Gilman Trail travels from quiet forest and prairie lands to bustling neighborhoods in just 11 miles, linking a woodsy community college campus with the western Chicago suburbs of Montgomery and Aurora. The trail's namesake, Virgil Gilman, served as administrator of the Fox Valley Park District for 30 years and successfully championed public access to the Fox River, as the public shoreline grew from 66 feet in 1946 to 20 miles during his tenure. The rail-trail is built along the routes of two former railroads. In the west, the corridor of the Chicago, Aurora & DeKalb Railroad was utilized; he corridor served as an interurban route 1906–1923, though it never reached Chicago. East of Copley Park, in Aurora, trail builders used the Elgin, Joliet & Eastern Railway's Aurora Branch, which survived as a railroad until the late 1970s.

Bike Sharing

In 2016, the first bike sharing system within Kane and Kendall County was introduced. Zagster Inc, a nationwide bike sharing provider partnered with the City of Aurora to implement three bike share stations in its downtown. The stations were placed strategically in high-traffic locations, all within short distances of the renowned Fox River Trail.⁹

Fermilab, a particle physics and accelerator laboratory in Batavia, launched the second bike sharing program in Kane County in May 2018. Their bike share program was created to provide a sustainable form of travel for their employees and other authorized users within the 6,800-acre campus and the surrounding area.¹⁰

The Kane County DOT, along with their community partners, will be launching a countywide bike sharing system in June 2020. More details on the program can be found in the *New Programs & Facilities* section.

Public Transportation

Public Transportation & Mobility Options

Kane and Kendall are home to several different public transportation options that help to serve its residents with affordable, reliable alternatives to driving. These transportation options include commuter rail lines, dial-a-ride bus services, fixed bus routes, university shuttles, and bike sharing

systems. Together, these systems help to lessen the dependency on automobiles, reduce the wear-and-tear on roadways, and serve residents that are not able to use automobiles for their daily transportation needs.

The four most popular options in the two-county region are listed, in no order, below:

- Metra
- Pace
- Ride-in-Kane
- Kendall Area Transit (KAT)

Last year's report went into detail about each of the four systems listed above. These descriptions are available within *Appendix A*.

Public Transportation Programs

Many of the programs currently being offered by private companies or public transportation agencies often go underutilized due to the lack of exposure of the programs.

Metra offers a Transit Benefit program that allows employees who purchase Metra monthly passes and commute via Metra on a daily basis. These benefits - which are part of an IRS approved program (Section 132f) allow employees to set aside up to \$260 per month for their Metra, bus, vanpool, or other public transit costs. Almost all companies are eligible for the service, which can help employee retention, employee performance, and reduces congestion.¹¹

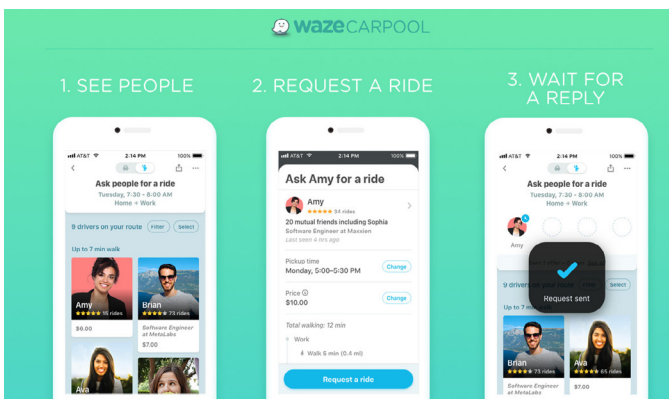
Pace offers the Vanpool program for groups of commuters that want to reduce their travel costs and travel to similar workplace locations. Groups of four or more commuters (with a maximum of 14) are eligible to sign up for the service. One commuter volunteers to be the primary driver and stores the commuting vehicle at their residence. Each member of the commuting group pays a monthly fee based on their group size and daily commuting distance. Primary and backup drivers will receive a discount as well. Participants in the program are also eligible for up to \$125 per year in reimbursement for alternative transportation due to personal emergencies.¹² To learn more about Pace Vanpool, visit the program's website listed in *Appendix A*.

Carpooling Services

A popular emerging mobility trend is smartphone-enabled carpooling services. These services help pair commuters with other colleagues or employees that are traveling in similar directions share their ride to lessen the costs and congestion caused by single-occupancy vehicle travel.

In 2018, the Google-backed Waze app launched its carpooling service, *Waze Carpool*. The purpose of

Figure 3.1: Waze Carpool Interface



this service is to help commuters fill empty seats in their cars and, in the process, reduce the number of cars on the road. Waze Carpool lets riders and drivers choose their carpool buddies. The company says that the “best matches” — those closest to a preferred route or a co-worker on the same shift — will appear at the top of the list, and payment will be handled within the app. Drivers are paired with riders with nearly identical commutes based on home and work addresses. Waze Carpool riders are charged a maximum rate of 58 cents per mile, which is the current IRS reimbursement rate for business travel by car. Drivers and riders are limited to two rides per day.¹³

Via is an example of on-demand transit provider primarily focused on shared rides. For riders who choose a shared vehicle, Via’s algorithm matches multiple passengers heading in the same direction and books them into a single vehicle. Shared rides are usually from corner-to-corner to streamline vehicle routes, requiring passengers to walk to a nearby pickup point, indicated on the app. Select cities also offer private rides, as well as direct door-to-door transportation.¹⁴

Bike & Pedestrian Initiatives

KKCOM Initiatives

KKCOM staff has worked to create resources and programming to help encourage residents to choose sustainable forms of transportation on a more frequent basis. The first resource, the KKCOM Bike & Pedestrian App is a web-based bike and pedestrian app that allows users to access several transportation maps within one location. The app provides maps of the Pace Bus routes and stations, Metra lines and stations, dedicated bike lanes, bike trails, local destinations, parking and restrooms, bike shops, and other relevant infrastructure throughout Kane and Kendall County. The app was created to help residents become more knowledgeable about the

alternative means of transportation in the region.

The second resource was a program organized by KKCOM staff in May 2019, the KKCOM Bike Week. From May 13-19, 2019, communities were encouraged to create temporary bicycle and pedestrian infrastructure treatments to help reimagine what their roadway configurations might look like with greater focus on sustainable transportation amenities. Several communities participated in the first year of Bike Week, including the City of Aurora, City of St. Charles, City of Batavia, St. Charles Park District, and the City of Elgin. For this year’s Bike Week, KKCOM staff will focus on providing communities with safety programming and safety training opportunities.

Community Tours

The Forest Preserve District of Kane County sponsors a monthly tour for senior citizens at one of their many facilities. During these leisurely walks and naturalist-guided hikes, attendees will learn about the natural and cultural history of the area. Strolls begin in the morning and last about an hour, with refreshments and social time provided following the hike. During the winter months, the program moves indoors, typically with a nature presentation. No registration is required for the program and it is completely free for all attendees. For more information, visit the FPDKC’s program website¹⁵ listed in *Appendix A*.

As part of their programming, the Geneva History Museum offers bike, walking, and group tours ranging from Crimes & Criminals to *HerStory* tours. These tours range from \$10-\$25 in price and are led by volunteers/staff from the History Museum.¹⁶ To learn more about the tours offered by the Museum please visit their tour website listed in *Appendix A*.

Philanthropic Initiatives

Both Kane and Kendall Counties are fortunate to have many dedicated residents and philanthropic organizations that help residents gain access to sustainable forms of transportation.

The 2018 Bike Report highlighted the on-going efforts from Bikes for Batavia and Pedal Empowerment. These two organizations have been instrumental in collecting and repairing used bikes to be distributed to families and children that would not otherwise have the resources to purchase a bike and enjoy the benefits that come from bike ownership.

This year’s report will highlight the efforts of the staff and volunteers responsible for creating and continuing the services of Project Mobility. Based in

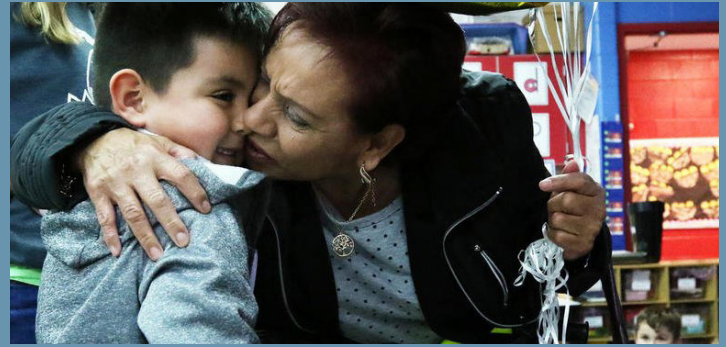
PHILANTHROPIC EFFORT SUCCESS STORIES

St. Charles, Project Mobility is a 501(c)(3) nonprofit organization that offers recreational events using specialized bicycles for people with disabilities. Their staff works with families, rehabilitative professionals, and organizations to promote better health, independence, and most of all the freedom of mobility for people with physical disabilities.

Hal Honeyman, founder of Project Mobility: Cycles for Life, Inc. has been involved with bicycles as a sport, business, and recreation since 1975. Hal's family-owned bike shop, The Bike Rack, has become a popular option for cyclists in the St. Charles area. Hal's interest in "adaptive cycling" - bicycles for people with disabilities - was spurred when his own son Jacob was born with Cerebral Palsy. Hal wanted to find a way for Jacob to join the family when cycling. After Jacob's needs were met, Hal found specialized bikes for other children with disabilities and began creating specialized bikes when other bikes were not available or did not exist for specific disability. This led to the formation of Project Mobility: Cycles for Life.

Finding bikes for those living with disabilities has implications far more than just transportation, or even access to recreation. These specialized bikes create a sense of freedom for those living with disabilities. Bikes restore a sense of possibility and ability to those who are often told by society that their life is about their limitations and disability.

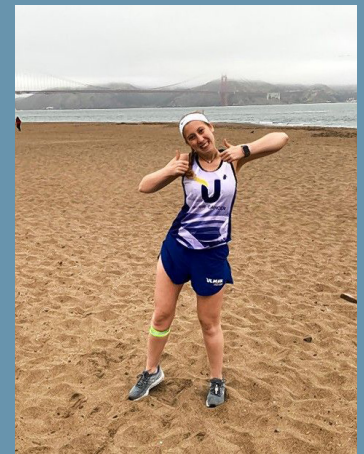
Project Mobility took the work started by Hal and expanded it further. It built on the things Hal already did, such as transporting bikes to places where individuals living with disabilities have an opportunity to test the bikes free of charge. For example, Project Mobility, delivers these bikes to schools serving children with disabilities, rehabilitative hospitals, and other places for those living with disabilities, such as Shiners' Hospital, Rehabilitation Institute of Chicago, Access Chicago, the University of Illinois, Independence First, Great Lakes Adaptive Sports, Molloy Education Center and Fox Valley Special Recreation, to provide the freedom of mobility and the experience of riding.



As part of the "Making a Difference On AND Off the Field" campaign presented by the Buddy's HELPERS nonprofit and the PepsiCo Showdown, a local Algonquin student received a free bike in May 2018. Ian Alexander Morales, age 6, was one of 100 young children throughout the Chicagoland region to receive a new bike built by high school student athletes.

Ian's mother, Pvt. Claudia Nava, is in the Illinois National Guard and was deployed in South Carolina at the time when Ian received the bike. She is a member of the 634th Brigade Support Battalion. Claudia was able to FaceTime with Ian after he was given the bike.

Source: Northwest Herald



Ally Rising, an Aurora native, took part in a 49-day running event that took her from San Francisco to Boston. Rising, along with 27 other college students, was running to raise money for the Ulman Foundation, a non-profit that creates communities of support for young adults with cancer.

Rising was very passionate about the cause, as several of her family members have been afflicted by cancer.

Rising ran between six and 16 miles each day. The team took several day-long breaks to not only go on sight-seeing excursions but also to visit hospitals to deliver scholarships to young adults battling cancer.

Source: Daily Herald



Photo Source: FoxValleyLiving, Ingrid

New Facilities

New Facilities

Throughout 2019, many bike and pedestrian facility projects were proposed, started, continued and/or completed. This list does not include all of the projects currently underway within Kane and Kendall Counties. To find detailed financial and location information about each of these projects visit the link provided in Appendix A to the public eTIP database.

LeRoy Oakes Interpretive Trail & Signage

The Kane County Forest Preserve is creating a new 1.75 mile hiking/interpretive trail in the LeRoy Oakes Forest Preserve. The trailhead will begin at the Creek Bend Nature Center located in the preserve and loop throughout the preserve with multiple interpretive signs used along the trail. The trail will include the farmstead and school house museum along its route. The project is being funded by the IDOT's Transportation Alternatives Program.

Fox River Bluffs Forest Preserve Horse and Bike Trail

The Kendall County Forest Preserve is implementing a 1.05 mile trail with a crushed limestone surface at Fox River Bluffs Forest Preserve near Yorkville. The forest preserve is located off Fox Road and will have a loop and spur trail that will begin and end at the parking area of the preserve. The project is being funded by the IDOT's Transportation Alternatives Program.

Elgin Central Business District (CBD) Bike Racks

The City of Elgin has proposed to add additional bicycle racks in the City's Central Business District

(CBD) to promote and encourage bicycle travel. The project is proposing to place approximately 100 new bike racks throughout Elgin's CBD. The project is currently in its design phase. The project has received federal funding but has not yet begun construction. The project is expected to be completed in 2020.

Illinois Prairie Path Enhancements

The Fox Valley Park District is planning to pave a 2.1-mile segment of the Aurora Branch of the Illinois Prairie Path, from just east of High Street to the DuPage County line in Aurora. This is the only segment of the District's regional trail system that is not paved. This portion of the trail is currently crushed limestone. The project has received federal funding and is expected to be completed in 2020.

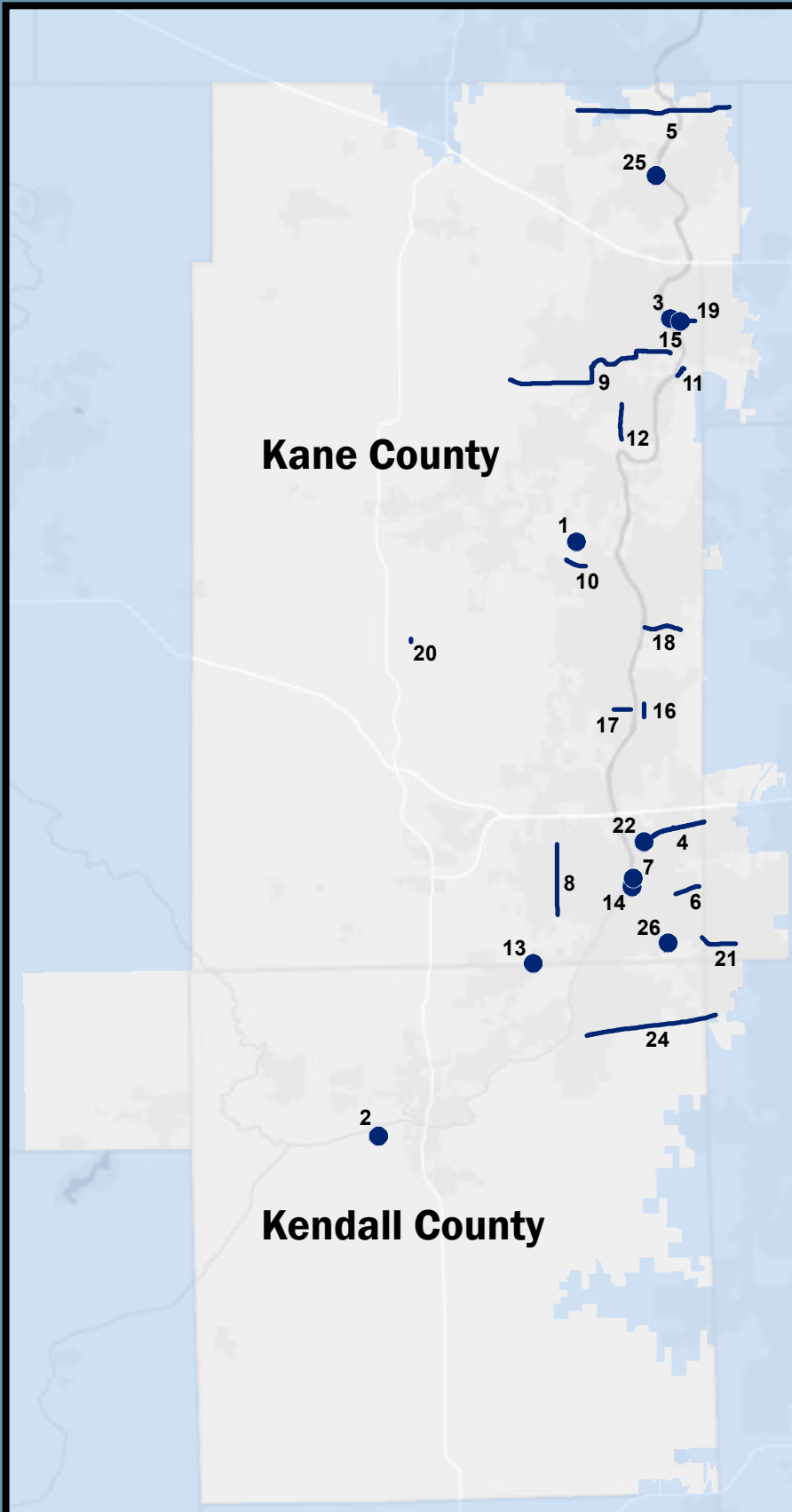
Longmeadow Parkway Path

The Longmeadow Parkway Fox River Bridge Corridor is a proposed four-lane Fox River Bridge crossing and four-lane minor arterial roadway corridor with a median, approximately 5.6 miles in length, to alleviate traffic congestion in northern Kane County. The project will also incorporate a multi-use path that along the entire roadway and over the Fox River. The new trail will provide a connection to the Fox River Trail and an additional means for pedestrians and cyclists to cross the Fox River.

East New York Street

This project includes construction of a 0.90 mile off-street bike facility along East New York Street from Farnsworth Avenue to Welsh Drive, which will add to the already-existing City of Lights Bike Path. The City of Lights Bike Path is a 10.2-mile long path that runs in an east-west direction through Aurora.

MAP OF ACTIVE BICYCLE AND PEDESTRIAN PROJECTS IN KANE AND KENDALL COUNTIES



- 1 LeRoy Oakes Interpretive Trail & Signage
- 2 Fox Rivers Bluffs Forest Preserve Trail
- 3 Elgin Central Business District Bike Racks
- 4 Illinois Prairie Path Enhancements
- 5 Longmeadow Parkway Path
- 6 East New York Street Improvements
- 7 Aurora Transportation Center Improvements
- 8 Edgelawn Drive Improvements
- 9 Elgin Bikeway Route #4
- 10 Great Western Trail Extension
- 11 Fox River Trail under the UPRR
- 12 McLean Boulevard Improvements
- 13 Orchard Road at US 30 Improvements
- 14 Aurora RiverEdge Park Accessibility Improvements
- 15 District U-46 Safe Routes to School
- 16 Prairie Street
- 17 Main Street
- 18 State Street
- 19 Chicago Street
- 20 Anderson Road
- 21 Montgomery Road Multi-Use Path
- 22 Indian Trail Safety Enhancements
- 23 Farnsworth Avenue Safety Enhancements
- 24 Wolf's Crossing
- 25 IL 31 at Huntley Road
- 26 Montgomery Road at Hill Avenue

The western terminus is at Orchard Road, south of Galena Boulevard, and the route follows city streets for most of its path to its eastern terminus at the intersection of New York Street and IL Route 59.

The path serves the Aurora's western shopping district, Aurora University, West Aurora High School, the Aurora Transportation Center, Fox Valley Mall, and the IL Route 59 Metra station. Project is currently scheduled for a June 2020 letting.

Aurora Transportation Center Enhancements

The City of Aurora has begun work to improve the Aurora Transportation Center (ATC), which is the main transit hub in the city and the largest in the county. The ATC is a station on Metra's BNSF Railway and is also a stop on several Pace bus lines. Thousands of people use the ATC on a daily basis to commute and travel throughout the region.

The improvements to the ATC are being handled in two phases. The first phase will add approximately 790 parking spaces on the east and west side of the Fox River, create a pedestrian bridge over the Fox River, and create a designated space for Pace buses and their riders to enter and exit the buses. These additions will help traffic flow throughout the ATC and alleviate congestion for regular commuters and visitors accessing the ATC. The project will also help commuters by allowing them to access

the underutilized western parking lot across the river. The project has begun construction, with an estimated completion date in 2021.

The second phase of the improvements deals primarily with the southeastern corner of the lot. Due to the current design of the exit for the ATC parking lot or the Two Brothers Roundhouse, a restaurant directly adjacent to the ATC, there is often considerable congestion. The new layout of the exit for both the ATC and Two Brothers allows for more free-flowing movement, resulting in less congestion. The second phase will also include the addition of commuter shelters on the ATC Metra platform, electronic wayfinding kiosks, and upgraded bicycle storage for commuters. The second phase has yet to receive federal funding and does not have an estimated completion date.

Edgelawn Drive

The Proposed Edgelawn Drive Bikeway Project is an on-Street bikeway facility that aims at connecting two regional trail systems: the Indian Trail and the Vigil Gilman Trail. The proposed bikeway runs north south along Edgelawn Drive between Indian Trail and Virgil Gilman Trail, east-west along Prairie Street between Edgelawn Drive and LeGrande Boulevard and north-south through LeGrande. At various points throughout the project limits, the proposed improvements include on-street bike lanes/sharrows, paved

Figure 4.1: Aurora Transportation Center Bridge Rendering



shoulders, crosswalk enhancements, improving drainage issues, improving signage, and reducing automobile travel lanes.

The intended bike route integrates two trail systems that are well connected to various trails within the City. The proposed route will allow users to access business, local neighborhoods, schools, Aurora Country Club, Vaughn Athletic Center, Dreyer Medical Clinic and a public transport facility, all of which are located along the corridor.

Elgin Bike Route #4

Elgin Bikeway Route 4 is one of four major bike routes recommended in the Elgin Bikeway Master Plan. The route would provide a connection from southwest Elgin to the Fox River. The western extent of the route would be Bowes Road and the eastern extent would be the Fox River.

In order to make connections between existing off-street bike paths, Bikeway Route 4 will require on-street bike lanes along Bowes Creek Road between Bowes Creek Boulevard and Del Webb Boulevard and on-street bike lanes along East Avenue between Sports Way Drive and IL Route 31. The Bikeway will also require an off-street path between IL Route 31 and Marie Grolich Park.

A new shared use path across US Route 20 on the west side of IL Route 31 has also been proposed. These improvements will allow a continuous on-street and off-street bikeway route between Bowes Creek Boulevard and Marie Grolich Park. This project has received federal funding but does not have an estimated completion date.

Great Western Trail Extension

The Forest Preserve District of Kane County (FPDKC) is seeking to create a safer and more direct means for users of the Great Western Trail to access areas east of Randall Road without having to traverse along 0.43 miles of Dean Street, which is a busy roadway. In order to accomplish this, they will extend the Great Western Trail from the LeRoy Oakes Forest Preserve eastward to Randall Road. This project has received federal funding and is currently underway.

Fox River Trail under the UPRR

This project, co-sponsored by the Kane County Forest Preserve and the Kane County DOT, will realign the Fox River Trail within the Raymond Street Forest Preserve. A proposed new tunnel will be created under the Union Pacific Railroad embankment approximately 150-200 feet south of Poplar Creek. A new bike path will be constructed on the east side of the railroad embankment to connect to the existing path. The path on the west side will

Figure 4.2: Fox River Trail under the UPRR Rendering



be reconstructed to the new tunnel. The project has received federal funding and is expected to be completed in 2020.

McLean Boulevard

This project will widen McLean Boulevard from two lanes to five lanes from Stearns Road to Spring Street. There will be a multi-use path on the east side of the road from Spring Street to N. Lancaster Road and on the west side of the road from N. Lancaster Road to Stearns Road. A new traffic signal will be installed at N. Lancaster Road and improvements will be made to the Stearns Road intersection. The multi-use path will provide the missing gap in a regionwide path network. The connection to the south provides access to residents River Bend Trail, which links to the Fox River Trail, the Prairie Path and other regional systems.

Orchard Road at US Route 30

The purpose of this project is to relieve congestion and increase safety by adding protected turn lanes and a protected turn arrow. For bicycle/pedestrian improvements, an existing shared use path on the west side of Orchard Road will be extended to the intersection. The project will add a sidewalk where none exists now, from the intersection north on the east side of Orchard Road to Brentwood Avenue. This will connect with a new sidewalk south of the intersection on the east side of Orchard Road to the commercial entrance south of Fifth Third Bank. In addition, pedestrian countdown timers will be added along with marked crosswalks.

Aurora RiverEdge Park Accessibility Improvements

The City of Aurora was awarded a \$43,000 grant

from the Illinois Office of Tourism to make the recently renovated RiverEdge Park more accessible to those with special needs. Enhancements to the park include modifications of existing curbs and sidewalks to accommodate the ADA-accessible transport vehicles, and improvements to the physical gate to provide easy and secure access to guests that require wheelchair or other assistance. A number of ADA platforms will also be added to the park. Large golf carts will be purchased to help transport injured, elderly, or disabled concert-goers around the park.

District U-46 Safe Routes to School Grant

Through the most recent Safe Routes to School Call for Projects, the U-46 School District, which serves over 40,000 students in Cook, DuPage, and Kane Counties, was awarded a \$49,560 non-infrastructure grant. The grant will help fund equipment for crossing guards and educational materials to help educate students, parents, and residents on pedestrian safety.

Prairie Street

This project includes the reconstruction of Prairie Street from Pine Street to Wilson Street, within the City of Batavia. Throughout the reconstruction process, all of the adjacent sidewalks will be reconstructed, provide an on-street bicycle lane, ADA curb ramp replacements, and additional lighting. The project aims to improve the overall pavement condition of Prairie Street, accommodate additional bicycle connections, and improve the capacity at the intersection of Prairie Street and Wilson Street. The project is scheduled for an April 2020 letting.

Main Street

The City of Batavia is reconstructing Main Street from Van Nortwick Street to Water Street as part of a coinciding nearby project, which includes resurfacing of IL 31 from Elm Street to First Street. Travel lanes are being widened to 13 feet with shared use pavement markings and signage. The

project is anticipating a January 2020 letting and construction for Summer 2020.

State Street

The City of Geneva, in partnership with IDOT, is reconstructing State Street from IL 25 to Kirk Road. Sidewalks will be upgraded to ADA standards for the length of the corridor, and a new bicycle path will be added from East Side Drive to Kirk Rd. The project is currently undergoing right of way acquisition. The project as a letting date of November 2020 and is scheduled to begin construction in Summer 2021.

Chicago Street

The City of Elgin, with the assistance of STP and CMAQ funding, is reconstructing the entirety of Chicago Street. The project is removing parking on one side of the street and replacing it with a 4' bike lane throughout the entirety of the project scope. The project limits are Center Street to the east and Liberty Street on the west. The project is currently under construction.

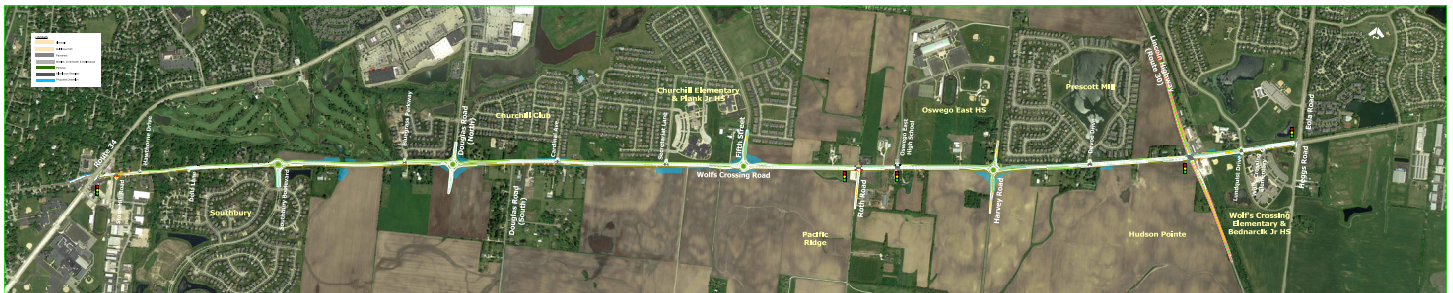
Anderson Road

The Village of Elburn is completing a new intersection connection at Anderson Road and Keslinger Road. Included in the project are new sidewalks along Anderson intersection connections to the shared-use path along Anderson Road to the north. The project has a letting date of January 2020 letting, and is expected to begin construction in Summer 2020.

Montgomery Road Multi-Use Path

The City of Aurora is creating a multi-use path along the southside of Montgomery Road from the Waubonsie Creek Trail to Eola Road and on the northside of the road from Eola Road to Middlebury Drive. The approximately 1.25-mile path would help to connect several existing bicycle paths and provide additional service to the Aurora Transportation Center and the nearby Route 59 Train Station.

Figure 4.3: Wolf's Crossing Location Map



and right turn lane, adding a bike path, sidewalk and sidewalk ramps, and a detectable warning signs. The project received CMAQ funding in late 2019 and is scheduled to begin in early 2020. The anticipated completion date is 2022.

Indian Trail Safety Enhancements

This project aims to increase safety for both cyclists and automobile drivers along the Illinois Prairie Path at High Street in Aurora. The project is being funded through the Highway Safety Improvement Program, which allocates funding to roadways and intersections that have been deemed as dangerous for automobile drivers or pedestrians/cyclists. The project scope includes additional warning signs to bring visibility to the Prairie Path crossing at the intersection. The project is currently in the initial engineering phase.

Farnsworth Avenue Safety Enhancements

This project proposes to build a raised refuge median and install a Rapid Reflective Flashing Beacon at the intersection of Farnsworth Avenue and Marshall Boulevard in Aurora. This intersection is also a crossing for the Illinois Prairie Path. The scope of the project also includes resurfacing of the intersection, additional pavement markings, new striping, and signage to help increase safety for all users. The project is anticipated to be completed by December 2021.

Wolf's Crossing

The Village of Oswego will reconstruct much of the Wolf's Crossing Road to provide a five-lane roadway, which will help relieve congestion. In addition, the project also includes the construction of five roundabouts and the inclusion of new traffic signals, to increase safety along the corridor. The project proposes to create bicycle facilities, primarily off-road paths, throughout the entirety of the corridor and additional lighting to increase pedestrian safety.

IL 31 at Huntley Road

As part of a project that will include the addition of new dedicated turn lanes on both Huntley Road and IL 31, this project will also be adding key pedestrian and bicycle infrastructure elements. Included within the project scope are a new shared-use path along the west side of IL 31 and the north side of Huntley Road, as well as a proposed sidewalk along the east side of IL 31 and the north side of Main Street. Pedestrian signal heads will also be installed on the traffic signals at the busy intersection. These additions will help to provide safe connections to the nearby Spring Hill Mall and the entire business district along IL 31.

Montgomery Road at Hill Avenue

This project will improve the intersection of Montgomery and Hill Avenue by modernizing the traffic signals, reconstructing the roadway to include dedicated turn lanes, combining the through lane



Photo Source: Metra Commuter Rail, LinkedIn

New Programs and Policies

County-Sponsored Programs

Kane County Bike Share Program

As bike sharing systems have started to emerge in many counties/municipalities across the region, Kane County had started to consider the idea of starting a countywide system. In Spring 2019, KDOT announced their intention to create a system with the help of their partner municipalities, park districts, forest preserves, non-profits, and private institutions.

A bicycle-sharing system, public bicycle system, or bike-share scheme, is a service in which bicycles are made available for shared use to individuals on a short term basis for a fixed price or at no cost. Many bike share systems allow people to borrow a bike from a “dock” and return it at another dock belonging to the same system. Docks are special bike racks that lock the bike, and only release it by computer control. The user enters payment information, and the computer unlocks a bike. The user returns the bike by placing it in the dock, which locks it in place. Other systems are dockless or hybrid. For many systems, smartphone mapping apps show nearby available bikes and open docks.

The benefits of bike sharing schemes include transport flexibility, reductions to vehicle emissions, health benefits, reduced congestion and fuel consumption, and financial savings for individuals. Research has shown that bike sharing has a positive impact on commercial activity as well. Users reported that they engaged in new spending at these neighborhood businesses because of the access provided by bike sharing. In short, for both businesses and

consumers, bike share systems have a positive effect on business activity due to increased accessibility within local neighborhoods.

Bike sharing has the potential to be an affordable, healthy, safe, environmentally sustainable, and popular addition to Kane County’s transportation options. Implementing a top-quality system will boost the County’s transportation network and further advance Kane County’s position as a high quality destination and place to live. Bike share will help connect residents, commuters and visitors to more of Kane County’s businesses, institutions and attractions. Future requests from neighboring counties or municipalities for participation in the Kane County System offer the possibility for expansion beyond the initial service area.

After exploring and researching bike sharing, KDOT released a non-binding Memorandum of Understanding (MOU) in May 2019 that they asked interested parties to sign if they were considering participating in the program or wanted to learn more. In total, 21 agencies throughout Kane and Kendall Counties signed the MOU.

In addition to stating an interest in the program, the MOU was used to indicate which regional partners would be able to edit the Request for Proposal (RFP) that KDOT staff prepared to procure a vendor to operate their system. Only the MOU-signees were able to view and provide comments on the RFP before it was released in August 2019. Many of the signees provided very useful comments and suggestions on how to improve the RFP in order to ensure that the most competent vendor was selected.

Kane County Cycle Club

The Kane County Division of Transportation and the Kane County Health Department have partnered together to bring a new program to the students of Kane County, called the Kane County Cycle Club.

The program, which will begin in mid-April 2020 and conclude in mid-May 2020, is a fitness program giving rewards to students who choose to participate. The program will set time-based biking goals for each student based on their grade and their biking experience level. Older, more experienced students will have more advanced biking goals than younger, less-experienced bikers. Each student that accomplishes their goal will be given a ticket to a Kane County Cougars baseball game (Geneva) and a ticket to a Windy City Bulls basketball game (Hoffman Estates). Students that accomplish their goal will also be eligible to enter drawings to receive one of the many excellent raffle prizes donated by our local sponsors!

Some of the participating sponsors that have donated raffle prizes, include:

- Kane County Cougars (Geneva)
- Windy City Bulls (Hoffman Estates)
- Fox Valley Ice Arena (Geneva)
- Color Me Mine (Geneva)
- Fox River Trolley Museum (South Elgin)
- Painted Penguin (Bloomington & Vernon Hills)
- Paramount Theater (Aurora)
- Ultimate Ninjas (Aurora)
- All Spoked Up (Batavia & Aurora)
- The Bike Rack (St. Charles)
- Working Bikes (Chicago)
- Village Pedaler (South Elgin)

For the first year, only five Kane County schools were chosen to participate in the Cycle Club. Schools were chosen based on their participation in past and future biking safety classes/curriculum, class sizes, and number of grades within the school. All public and private schools within Kane County were eligible to apply to take part in the program.

The five schools that were selected to participate in the first year of the program were:

- Hoover Wood Elementary School (Batavia)
- Clinton Elementary School (South Elgin)
- Ronald D. O'Neal Elementary School (Elgin)
- H.C. Strom Elementary School (Batavia)
- Lily Lake Grade School (Maple Park)

As part of the program, staff is working with local bike shops and non-profits to provide bikes for students that do not have access to a bike. Working Bikes, a non-profit in Chicago, has agreed to donate 15 bikes for the program. Staff will be organizing bicycle donation drives leading up to the start of

the program during the winter months. Local bike shops have offered to collect the bikes and repair them before distributing them to participants in the program. Donation sites will be announced at a later time. When registering, parents will have the opportunity to indicate that their child does not have access to a bike.

Parents/guardians from the participating schools will be responsible for registering and tracking their child's progress during the program. Progress forms will be sent to parents, in English and Spanish, following the completion of their registration. There is no cost for students to participate in the program and there is no maximum number of participants.

The main goal of the program is encourage residents of Kane County, especially younger age groups, to choose healthy, sustainable forms of transportation that help them stay healthy and fit. Biking has been shown to have great health benefits, including relieving stress, exercising cardiovascular muscles, enhancing social skills, and strengthening emotional wellness. It is the goal of KDOT and the Kane County Health Department that this will encourage students, and their families, to choose to bike more often in their free time.

To learn more about the program, review the Program Booklet in *Appendix A*. Parents can register their children by accessing the Parent Registration Form available in *Appendix A*.

Technology Spotlight

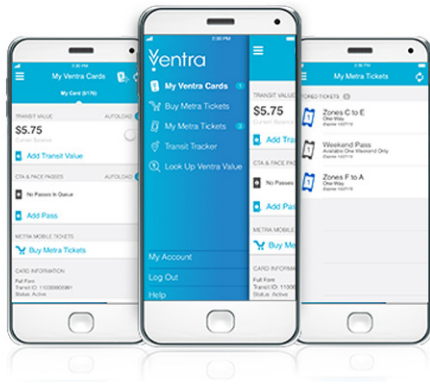
Ventra

In November 2011, the Chicago Transit Board approved a contract to create a convenient, automated fare collection system for its extensive bus and train system. The project led to the creation of Ventra, an electronic fare payment system for the Chicago Transit Authority (CTA), Metra and Pace. The system includes several payment options, including a contactless smart card, a single day or use ticket, any personal bank-issued credit card or debit card, and any compatible mobile phone.

In 2015, the Chicago-area agencies, including Metra, CTA, and Pace launched the Ventra app, which is the first of its kind to allow customers to use mobile ticketing to pay for rides on all three transit systems from their mobile devices. The Ventra app allows customers to perform the same functions for the CTA as the desktop version including managing Ventra accounts, reloading cards and buying passes.

Within the app, customers can manage their Ventra transit accounts, buy mobile tickets to ride Metra trains and receive notifications when their account

Figure 5.1: Ventra App



balances are low or when unlimited-ride passes are due to expire. Users can also get live updates on arrivals and departures for Metra, CTA, and Pace via the 'Transit Tracker' feature within the app.

Only two months after the Ventra app's launch in late January 2016, Metra customers had already taken more than 1 million rides using mobile tickets. The mobile pay capability could potentially extend to letting travelers coordinate and pay for multiple modes of transportation.

According to the CTA, the Ventra app has been well-received, based on customer feedback and its increasing number of downloads. While there was no official target set for the number of downloads the CTA hoped the app would get, it saw more than 20,000 downloads its first day. More than 1,300 Metra ticket purchases were made through the app, which represented nearly 9,600 Metra tickets (accounting for 10-ride purchases as 10 tickets), and more than 5,000 new Ventra accounts were created in the app the day it launched.

Riders can load the free app on Apple and Android smartphones from the App Store and Google Play. Fares can be paid for using a credit or debit card or a Ventra account. Officials have noted the benefits of creating an account, including expedited purchasing of passes and balances that can be recovered if a fare card is lost or stolen.

Public Transit Apps

With the explosion of mobile phone capabilities in recent years, it was only a matter of time before public transportation harnessed these technologies to assist its users in seamless scheduling and trip creation. Several mobile applications have been launched that offer users information on various trip modes, including cost, time, and schedules. Many of these apps were created in order to make

users more knowledgeable about the various public transportation modes, which has the potential to help to increase ridership. The Transit App and Citymapper are two apps that are trying to accomplish this feat.

Transit is a Canadian mobile app designed for aggregating and mapping real-time public transit data, functional in over 175 metropolitan areas around the world. It offers users schedules and alerts for multiple modes of transportation where available, including bus and rail, and also tracks some services using user locations through the app. The service is also compatible with multiple bike share systems, as well as Uber and Car2Go. In April 2018, the app expanded to include scooter-sharing systems in four American cities.

Serving urban centers as diverse as London, Lyon, Boston, and Tokyo, *Citymapper* aims to make city travel as stress-free as possible. Plugging in a desired destination ("home" and "work" can be saved, usefully) serves up every imaginable method of getting there, including a nice Uber sync-up. It also displays costs, live departure times, duration, and calories.

Strava

Strava, an app geared towards various modes of active transportation, is quickly becoming one of the most popular mobile applications for fitness enthusiasts and sustainable commuters. Strava allows users to track their rides via an onboard bike computer, GPS watch, or smartphone. The app gives user the capabilities to compare their ride data against other users, share popular routes, compete in virtual races/competitions, and find riders/runners group rides/runs in the nearby vicinity.

However, Strava provides a valuable service to more than just its users. It also tracks the aggregation of trips to provide users with information about highly-traveled routes, which allows them to find the safest and most comfortable routes for pedestrians and cyclists.

Urban planners have also been able to make use of this aggregated trip data as well. The data displayed on the Global Heatmap provides a visualization of the most popular routes for pedestrians and cyclists, as well as those traveling by water or on snow. This data can be used to determine where new/additional facilities are required to keep up with the cyclist/pedestrian traffic through certain corridors, justify further investment to facilitate popular recreational activities, replace anecdotal data with scientific data in planning processes, and increase safety amenities. Communities interested in engaging further with the data can access Strava's Metro Toolkit,

which is a composition of the company's research and extensive collection of maps.

While the data does provide promising value, it's not perfect. Most notably, the data is heavily skewed towards higher income and tech-savvy users. With this in mind, those utilizing the data must also take into account the needs of low-income users that are not fully represented in these data.



Photo Source: Downtown Neighborhood Association of Elgin

Funding Sources

There are numerous opportunities for municipalities to access funding, both through local and federal sources, to assist in funding bicycle and pedestrian projects or projects that have bicycle and pedestrian components within their scope. These sources can provide vital funds for projects that often could not be undertaken.

Within the state, the majority of funding for bicycle facilities and infrastructure is provided by the State of Illinois or the federal government. With almost all funding sources, program sponsors are required to provide local funding to match the contributions from the various funding sources. Most commonly, federal funding can cover up to 80% of the costs related to the project and program sponsors are required to provide the remaining 20% as a local match.

While many bicycle and pedestrian-specific funding sources are well-known to municipal leaders and staff members, many are not. KKCOM staff has compiled a list of many of the funding sources that have been used or recommended in the past by agencies within the KKCOM region.

Within *Table 5.1* there is an explanation of each funding source that details the purpose of the funding source and what it aims to accomplish. The table also describes eligible applicants that can apply for the funding, the typical timeframe of the funding cycle, and examples of the types of projects that are eligible for the funding.

While *Table 5.1* details several applicable funding sources, the list is not exhaustive. Additional funding sources can be found by visiting the Chicago

Metropolitan Agency for Planning's website that describes the various community assistance grants, the Illinois Department of Natural Resource's Grants page, and/or the Federal Highway Administration's Bicycle and Pedestrian Programs page.

Grants

America Walks Grant

America Walks appreciates the constant, passion-driven work being done on a daily basis to create places where all community members have safe, accessible, equitable, and enjoyable places to walk and be physically active. Advocates and community members are critical to creating opportunities for all members to see the benefits to individual health and wellness, community interaction, economic vitality, and environmental sustainability that come when walkability is supported by efforts at the local level. The America Walks grant program is intended to provide support to the growing network of advocates, organizations, and agencies using innovative, engaging, and inclusive programs and projects to create change at the community level.

Projects funded through the America Walks program will increase walking, work to grow the walking movement by engaging people and organizations new to the efforts, and take steps towards creating a culture of inclusive health. Project applicants should be able to demonstrate how they will create healthy, active, and engaged communities that support walking as transportation, health, and recreation.

PeopleForBikes Community Grant

The PeopleForBikes Community Grant Program provides funding for important projects that build

momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Doppelt Family Trail Development Grant

The Rails-to-Trails Conservancy launched a new grant program in 2015 to support organizations and local governments that are implementing projects to build and improve multi-use trails. Under the Doppelt Family Trail Development Fund, RTC will award approximately \$85,000 per year, distributed among several qualifying projects, through a competitive process.

The program awards two types of grants: Community Support Grants and Project Transformation Grants. The Community Support Grants are awarded annually to 3-4 local non-profits that provide capacity building for amounts ranging between \$5,000 and \$10,000. Project Transformation Grants will awarded to 1-2 projects annually; projects within this group are intended to have a substantial trail development for a community. Project Transformation Grants will award grants in the range of \$15,000 to \$50,000.

Made to Move Grant

The Made To Move grant program from Degree Deodorant and Blue Zones, LLC, is a competitive funding opportunity created to assist communities in advancing active transportation through local project development, implementation and supporting policies. This funding opportunity will be awarded to five mid-sized communities throughout the country, with the ultimate goal of promoting more walkable, bikeable, transit-friendly environments for all ages, income levels, and abilities. Each community will receive \$100,000 plus technical assistance from the Blue Zones, LLC, built environment team.

AARP Community Challenge

The AARP Community Challenge funds projects that support the efforts of neighborhoods, towns, cities and counties nationwide to become more livable. The grant is open to government entities, non-profits, and other community organizations. The grant supports projects that are permanent, physical improvements in the community, temporary demonstrations that lead to long-term change, and/or new, innovative programming or services. There is no maximum funding allotment.

The Rivers, Trails, and Conservation Assistance Program (RTCA)

The Rivers, Trails, and Conservation Assistance Program (RTCA) is a technical assistance arm of the National Park Service dedicated to helping local

groups and communities preserve and develop open space, trails and greenways. RTCA is an important resource center for many trail builders in urban, rural and suburban areas. While RTCA does not give out grants or loans, the program “supplies a staff person with experience in community-based outdoor recreation and conservation to work with partners” on the ground.

Other Funding Mechanisms

Historic Preservation

Many trail corridors contain historic structures, which are often of regional or national significance. Administered by the National Park Service, the Historic Preservation Fund awards matching grants to state and tribal historic preservation offices for the restoration of properties that are on the National Register of Historic Places.

National Recreation Trails (NRT)

Though not a source of funding, National Recreation Trails (NRT) designation from the U.S. Secretary of the Interior recognizes exemplary existing trails of local or regional significance. NRT designation provides many benefits, including access to technical assistance from NRT partners and a listing in the NRT database. In addition, some potential support sources will take NRT designation into account when making funding decisions.

Fundraising Events

Many supporting non-profits and “friends of the trail” organizations have started to harness the power of fundraising to help support trail maintenance and improvement projects. Fundraising events can include hosting group rides; cycling and road races (5K runs, half marathons, etc.); benefit dinners,; and/or crowdsourcing fundraising efforts (Kickstarter, Crowdrise, etc.).

GRANT NAME	PURPOSE	PROJECT EXAMPLES
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federally-funded program of surface transportation improvements designed to improve air quality and mitigate congestion.	Examples include: transit improvements, transit service and equipment, access to transit projects, traffic flow improvements, signal interconnects, bicycle facility projects, and direct emissions reduction projects.
Transportation Alternatives Program (TAP-L)	The locally programmed Transportation Alternatives Program (TAP-L) is a federally-funded program of surface transportation improvements designed to support non-motorized transportation.	Examples include: pedestrian/bicycle facilities; shared use paths; trail/bike lane extensions; on-street bicycle facilities; and off-street bicycle facilities.
Surface Transportation Program Urban (STP-U)	STP-U allocates federal funds to complete a variety of improvements to federal-aid-eligible roads and streets in urban areas. In order for bicycle and pedestrian projects to be eligible within this funding source, they must be implemented as part of a larger project.	Examples include: pedestrian/bicycle facilities; off-street bicycle facilities; on-street bicycle facilities; and pedestrian and bicycle crossing improvements <i>as part of an already existing project</i> .
Safe Routes to School (SRTS)	Safe Routes to School program aims to enable and encourage children to walk and bicycle to school; make bicycling and walking to school a safer and more appealing transportation alternative; and to facilitate the planning, development, and implementation of projects.	Examples include: sidewalk improvements, traffic calming/speed reduction improvements, traffic control devices, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle facilities, and secure bicycle parking facilities.
Illinois Transportation Enhancement Program (ITEP)	The Illinois Transportation Enhancement Program (ITEP) was designed to promote and develop alternative transportation options, including bike and pedestrian travel, along with streetscape beautification. The federal funds are awarded competitively, and projects must be related to surface transportation.	Examples include: pedestrian/bicycle facilities; streetscapes, conversion of abandoned railroad corridors to trails; historic preservation and rehabilitation of historic transportation facilities; archaeological activities relating to impacts from implementation of a transportation project; overlooks and viewing areas.
Bike Path Grant	The Bike Path Grant assists local governments in acquiring and developing land for public bicycle path purposes. Grants assist eligible units of government in acquiring, constructing and rehabilitating public, non-motorized bicycle paths and directly related support facilities.	Examples include: linear corridor land acquisition costs, including associated appraisal fees.
Federal Recreational Trails Program	The Federal Recreational Trails Program was created through the National Recreational Trail Fund Act (NRTFA). This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails.	Examples include: trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title.
Illinois Grade Crossing Protection Fund (GCPF)	The Grade Crossing Protection Fund (GCPF), appropriated to the Illinois Department of Transportation (IDOT) but administered only upon order of the Illinois Commerce Commission (ICC), was created by state law to assist local public agencies (LPAs) - counties, townships and municipalities - in paying for safety improvements at highway-rail crossings on local roads and streets.	Examples include: warning device upgrades; grade separations; pedestrian grade separations; interconnects; highway approaches; connecting roads; and voluntary crossing closures crossing surface renewals.
High-Growth Cities Fund	The High-Growth Cities Program provides funding to municipalities with populations over 5,000 that are experiencing above-normal population growth.	Examples include: traffic control and school crossing signals; bicycle signs, paths, lanes, or bicycle parking facilities, local mass transit districts, street lighting systems, sidewalks and pedestrian paths, and pedestrian subway or overhead crossings.

GRANT NAME	PURPOSE	PROJECT EXAMPLES
Surface Transportation Program Shared Fund	The STP Shared Fund is designed to fund important regional projects that address regional performance measures and the goals of ON TO 2050.	Exmaples include: road reconstructions, transit station rehabilitation/reconstruction, bridge rehabilitation/reconstructions, road expansions, corridor-level safety improvements, and bus speed improvements.
Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.	Examples include: adding shoulders and/or rumble strips; enhancing safety performances of curves; improving or enhancing signing and pavement markings at intersections; improving signal timing and pavement markings at intersections; installing more visible crosswalks and signing, pedestrian countdown signals, street lighting, and pedestrian refuge islands; and removing trees within the clear zone.
Off-Highway Vehicle Recreational Trails Program (OHV)	The Off-Highway Vehicle (OHV) grant program provides financial aid to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for off-highway vehicle parks and trails. These facilities must be open and accessible to the public. The program can also help restore areas damaged by unauthorized OHV use.	Examples include: linear corridor land acquisition costs.
Sustained Traffic Enforcement Program (STEP)	Sustained Traffic Enforcement grants are designed to increase safety belt/child safety seat usage and to reduce impaired driving through hire back enforcement. This grant program provides for participation in special enforcement campaigns such as Click It or Ticket and Drive Sober or Get Pulled Over Grants.	Examples include: personnel, equipment, or supplies relating to a traffic enforcement campaign.
RTA Access to Transit	The RTA launched the Access to Transit program in 2012 to provide funding for small-scale capital projects that improve access to the regional transit system for pedestrians and bicyclists.	Examples include: ADA accessibility improvements, bus stop infrastructure, pedestrian signal heads, sidewalk connections, crosswalks, rail station warming shelters, wayfinding signage, and bicycle infrastructure.
RTA Community Planning Program	The RTA's Community Planning program offers technical assistance to local governments and intergovernmental organizations to address local planning needs that intersect public transportation and land use. Through this assistance the RTA encourages municipalities in the region to develop walkable and more sustainable communities near transit stations and along transit corridors.	Examples include: Transit-Oriented Development (TOD) plans, TOD developer discussion panels, plans for special funding districts in transit areas, transit corridor plans, TOD zoning code updates, and transit neighborhood mobility improvement plans.
Enhanced Mobility of Seniors and Individuals with Disabilities	The program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.	Examples include: purchase of handicap-accessible buses and vans; purchase of wheelchair lifts, ramps, and securement devices; transit-related information technology systems; mobility management programs; acquisition of transportation services under a contract, lease, or other arrangements.
Local Alcohol Program	Local Alcohol Program (LAP) is designed to produce a significant impact on a local community's impaired driving problem. Project activities may include local task force formation, DUI enforcement, public information and education, prosecution and adjudication.	Examples include: developing programs or training sessions that aim to decrease drunk driving.



Photo Source: Gino Rotella

Recommended Objectives

This section describes six strategies that KKKOM staff considers to be the most relevant and have the most potential for change within the region. The strategies presented within this section are not required or mandated by KKKOM or the Kane County DOT. These strategies are simply recommendations as to how Kane and Kendall County municipalities can improve bike and pedestrian access within their communities based on local and national best practices.

In the 2018 Bike Report, there were eight strategies that were identified and recommended for consideration and eventual implementation. These eight strategies are listed below:

1. Increase the number of residents choosing biking and/or walking as their preferred choice of commuting to work.
2. Expand the bike share network.
3. Improve the multi-modal options at public transportation hubs.
4. Eliminate all bicycle and pedestrian fatalities in Kane and Kendall County.
5. Reimagine downtown spaces to include more bike and pedestrian access and/or infrastructure.
6. Invest in bike and pedestrian-related programming and commerce opportunities.
7. Engage communities and community leaders in nationwide pedestrian and bicycling events.
8. Invest in rural bike infrastructure.

Some of the following recommendations are short-term strategies that could be accomplished in a matter of months, but many of these strategies require long-term action and careful planning

efforts by municipal staff. KKKOM staff recommends taking these strategies into consideration in future planning efforts but does not expect all of these strategies to be implemented.

Furthermore, not all of these strategies can be accomplished by municipal staff. Some of these recommendations are a call to action directed at the residents of Kane and Kendall Counties to advocate and champion efforts for better bicycle and pedestrian infrastructure and policies.

Objective #1: Implement incremental safety improvements at intersections and trail crossings that have been identified as dangerous.

While the most ideal scenario for increasing safety at trail crossings and intersections would be large, sweeping safety improvements that reconfigure the entire roadway and prioritizing the most vulnerable users, this is often unrealistic. These expansive safety projects often come with a large cost and are often deprioritized by local jurisdictions. Even worse, many state and federal safety enhancement programs only fund locations that have experienced crashes, creating a reactive environment, instead of a proactive environment of safety design.

However, there are alternatives to large-scale design programs that can greatly increase safety for cyclists and pedestrians. The best recommendation for balancing financial feasibility and safety improvements would be to create incremental changes at troublesome points along trails and bike routes. This approach allows municipalities and road agencies

to slowly enact more safety measures while funds are present.

These potential small-scale enhancements might include:

- Curb extensions
- Raised crossing
- Speed bumps
- Curb ramps
- Bollards
- Crosswalks
- Rapid flashing beacons
- Speed feedback signs
- Pedestrian lead signals
- Pavement markings

To learn more about the practicality of these treatments and the proper ways to incorporate them please visit the NACTO Urban Bikeway Design Guide,¹⁷ which can be found in *Appendix A*.

Objective #2: Explore opportunities for inclusion of alternative transportation modes and micromobility options.

The trend of micromobility has exploded in recent years due to the popularization of the technologies and expansion of companies offering the services. There is no widely accepted definition of micromobility, which has become a catch-all for a group of vehicles including, but not limited to, docked

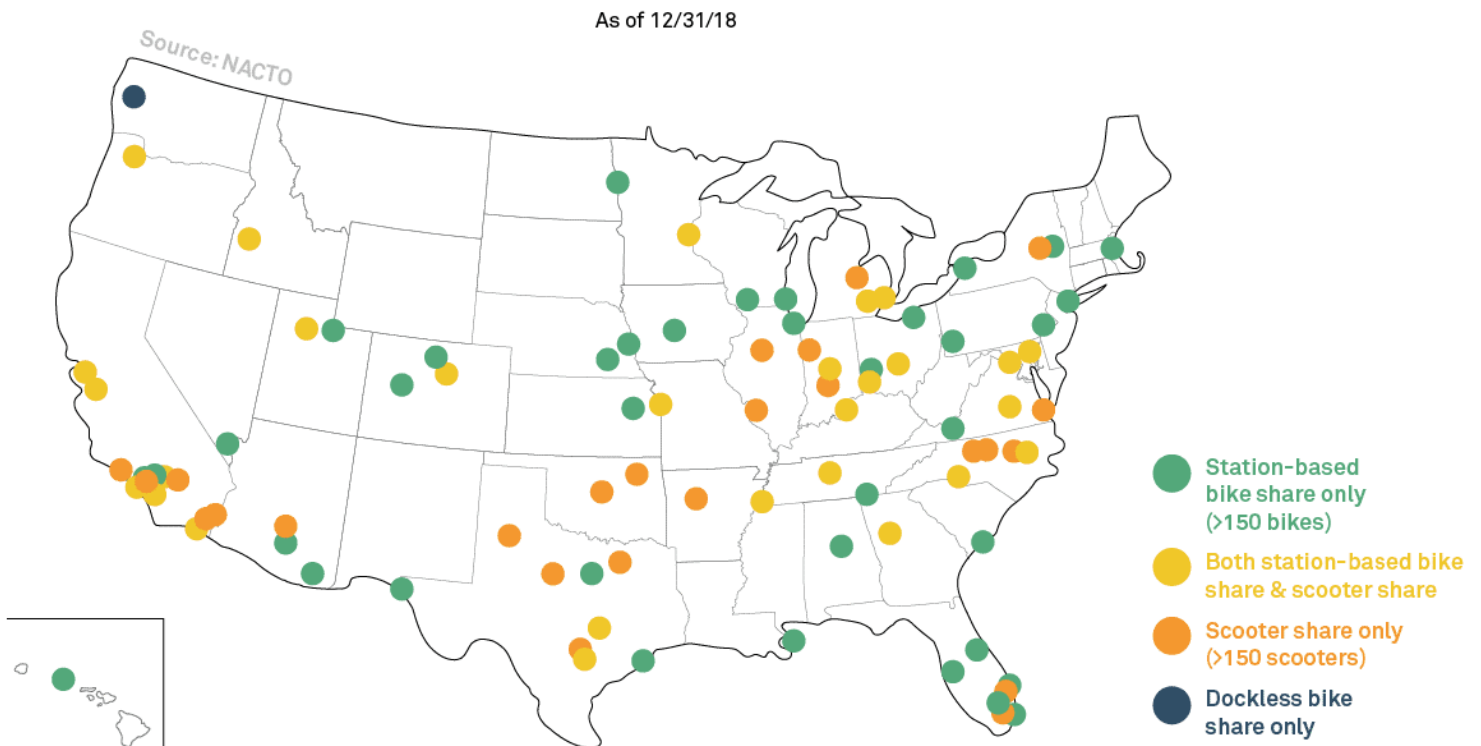
and dockless bike share, electric bikes, and electric scooters. Other vehicle options (electric skateboards, e-unicycles, etc.) are seemingly entering the market every week, though.

The growing pains exhibited by the companies at the forefront of this industry expansion have been very well publicized. The two main concerns for these technologies are the unsafe riding/driving habits of their users and the nuisances that these vehicles have caused for pedestrians. These concerns have started to be addressed by micromobility companies, particularly with the implementation of safety policies and further safety measures on the vehicles themselves.

However, despite the negative depiction in the media, micromobility has been described by many within the transportation sector as the future of mobility. These predictions have been made largely due to the many benefits that these technologies can offer:

- Micromobility vehicles help to solve the first/last mile problem by providing a convenient for accessing transit stations;
- These no or low power vehicles have a smaller carbon footprint and make more effective use of parking and infrastructure as compared to an automobile trip;
- Early data has shown that an expansion of mobility options have helped to eliminate transit deserts

Figure 7.1: Shared Micromobility System in the United States



- in underserved communities; and
- Provides a unique civic experience for both residents and visitors.

Regardless of their future role, these vehicles and their companies will be part of the mobility conversation for some time to come. It's important for communities to begin considering their stance on these vehicles as well as their applicability for their residents. It's quite possible that it's only a matter of time before these technologies are launched in less dense, suburban locales.

By creating sensible policies to help regulate these vehicles before any expansion plans are made, communities will be better positioned to more effectively handle the impacts of their services.

Objective #3: Adopt a community-wide Complete Streets policy.

Complete Streets are those that are designed and operated to enable safe access for *all* users, not just automobiles. Users include pedestrians, cyclists, and public transportation riders, and aims to allow access for users of all ages and abilities. The most practical and efficient way to incorporate more Complete Streets into your community is to adopt a Complete Streets policy.

Complete Streets policies have been instrumental in guiding the planning efforts of communities in

their attempts to become more walkable, bikeable, and liveable. These policies can vary in applicability, ranging from mandates to include Complete Streets elements in future projects to guiding principles for future development practices.

The most effective Complete Streets policies will accomplish the following objectives¹⁸:

- Restructure procedures to accommodate all users on every project;
- Develop new design policies and guides;
- Offer training and education opportunities to planners, engineers, project managers, elected officials, and the general public; and
- Institute better ways to measure performance and collect data on how well the facilities are serving all users.

There are several resources that can be utilized to assist in the creation of a Complete Streets policies, which can often be an intimidating task for many communities. The National Complete Streets Coalition offers the most comprehensive set of resources for communities interested in growing their Complete Streets networks, including workshops, case studies, best practices, and further details on the fundamentals of these policies.¹⁹

The Chicago Metropolitan Agency for Planning (CMAP) offers a toolkit to help guide the incorporation of these policies into local planning, design,

Figure 7.2: Complete Street Diagram



Photo Source: Connect, Center for Planning Excellence, University of New Orleans Transportation Institute, 2012

and construction processes and documents.²⁰ The links to these websites discussed throughout this objective are available in *Appendix A*.

Objective #4: Prioritize and prepare projects prior to upcoming local, state, and federal call for projects.

Across the state, there has been a concerted push by advocate groups, residents, and government officials alike for an influx of funding for sustainable transportation projects, and have elected officials have taken notice. Within the new Capital Bill signed by Governor Pritzker in July 2019, there is now an allocation of \$50 million dedicated solely for bike and pedestrian projects administered through the Illinois Transportation Enhancements Program, in addition to the multitude of existing funding sources.²¹

This influx of dedicated funding has the potential to fund up to approximately 120 new bicycle and pedestrian projects each year.²² Despite the wide

publication of this new allocation, there remains a high probability that much of these funds will not be allocated each year due to an inadequate number of project applicants. Council staff highly recommends preparing projects for application by, at the very least, creating a scope for projects that have been discussed internally as future projects. While it's no longer required, projects that have completed preliminary engineering will have a large competitive advantage against similar projects that have not yet completed that phase. *Table 7.1* includes a list of anticipated upcoming call for projects for sustainable transportation funding sources.

Objective #5: Create a municipal-sanctioned bicycle and pedestrian commission or develop a taskforce/working group within existing committees.

Currently, only two municipalities in Kane and Kendall Counties have official committees dedicated to advocating for bike and pedestrian issues. The municipalities that already have committees—

Table 7.1: Upcoming Sustainable Transportation Call for Projects

FUNDING SOURCE	CALL FOR PROJECTS OPENING	MAXIMUM FUNDING
Surface Transportation Program (STP)	January 2020	Varies by Council.
Recreational Trails Program (RTP)	January 2020	\$200,000
Illinois Bicycle Path Grant	January 2020	\$200,000
Off-Highway Vehicle Recreational Trails Program (OHV)	January 2020	No maximum grant.
AARP Community Challenge Grant	Fall 2020	Varies by CFP.
People by Bikes Community Grant	Fall 2020	Varies by CFP.
Safe Routes to School	Fall 2020	Varies by CFP.
America Walks Community Change Grant	Fall 2020	Varies by CFP.
Illinois Transportation Enhancement Program (ITEP)	Summer/Early Fall 2020	\$2,000,000
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	January 2021	Varies by CFP.
Transportation Alternatives Program (TAP)	January 2021	Varies by CFP.

Batavia and Aurora,^{23 24} have benefited greatly from the collaborative successes that residents and staff members have been able to accomplish. Creating these committees can be challenging but once implemented, have proven to create effective bike and pedestrian policies and facilitate the implementation of infrastructure more efficiently.

These committees provide a vehicle for community engagement with decision-makers that in many cases may not exist. The input that can be gathered from these committees is invaluable when planning for bike and pedestrian infrastructure. By hearing first-hand accounts and experiences from committee members and public participants, planners and city officials gain a better understanding of what their municipality's advantages and deficiencies are within the bike and pedestrian realm. These committees typically require very little political will to be created, due to their advisory role and minimal operating costs.

The list of all current groups and organizations are listed within *Table D.5* in *Appendix D*. Links to all of these organizations and groups are listed in *Appendix A*.

Objective #6: Include bicycle infrastructure enhancements within the scope of anticipated roadway resurfacing and maintenance projects.

A growing trend amongst DOT's and road agencies across the country is to include bicycle and pedestrian infrastructure improvements within projects already scheduled to take place. Project types, including road reconstruction, road expansions, and/or addition of turn lanes, have the potential to easily accommodate bicycle and pedestrian improvements within their scope.

In recognition of the growing trend, the FHWA has created a workbook detailing the steps for these strategies. The workbook, *Incorporating On-Road Bicycle Networks into Resurfacing Project*,²⁵ covers topics including methods for including bikeways; cost and material considerations; and resurfacing process and timelines, can be used as a step-by-step instructional guide on how to properly execute the inclusion of bike and pedestrian facilities into existing projects.

This workbook focuses on providing bicycle facilities as a part of resurfacing projects; however, the methods and practices it details may also be applicable to restoration, rehabilitation, and reconstruction projects. Users of the workbook should not be overly concerned with a strict definition of what constitutes a resurfacing project; the intent is to be inclusive and demonstrate how communities can

create and expand bikeway networks by including bikeways as a part of other projects. The workbook highlights best practices from different communities. Some of these practices may seem outside the scope of resurfacing; however, readers can benefit from demonstration of what is possible for future work plans. A link to the workbook is available within *Appendix A*.

Sources

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Illinois Demographics, Illinois Counties by Population, (2018), https://www.illinois-demographics.com/counties_by_population
- ii *"Kane Kendall Council of Mayors proudly serves 36 municipalities throughout Kane and Kendall County."*
Kane Kendall Council of Mayors, KKCOM Bylaws, (2016), <http://www.kkcom.org/STPProgram.aspx>
- iii *"Kendall County has experienced a population growth of 9.4% since 2010, making it the fastest growing county in Illinois."*
- iv *"Aurora was ranked as the 24th most diverse city in the country. Elgin was voted as the 27th most diverse."*
- v *"On a daily basis, there are 4,636 boardings on Metra trains in Kane County."*
- vi *"Aboard the Pace Express bus, riders can now get from Elgin to O'Hare in less than 40 minutes."*
- vii *"Annually, there are an estimated 86,561 users of the Fox River Trail, making it one of the most-used trails in the state."*
- viii *"Kendall Area Transit provides over 21,000 rides annually to the residents of Kendall County."*

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Appendix A: Useful Links

CHAPTER & SECTION	DOCUMENT/LINK	WEBSITE LINK
Introduction	KKCOM Website	http://www.kkcom.org/
Chapter 2; Bike Trails & Networks	Making Trails Count Study	https://www.recpro.org/assets/Library/Trails/making_trails_count_illinois.pdf
Chapter 2; Transit Facilities	Economic Impact of Public Transportation	https://www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/Economic-Impact-Public-Transportation-Investment-APTA.pdf
Chapter 3; Trail Network	Trail for Illinois Study	https://www.recpro.org/assets/Library/Trails/making_trails_count_illinois.pdf
Chapter 3; Public Transportation and Mobility Options	2018 KKCOM Bike Report Summary of Public Transportation Options	http://kdot.countyofkane.org/KKCOM/Documents/Publications/2018%20Bike%20%26%20Pedestrian%20Report.pdf
Chapter 3; Public Transportation Programs	Pace Vanpool Summary	http://www.pacebus.com/sub/vanpool/default.asp
Chapter 3; Community Tours	Forest Preserve District of Kane County Community Tours	https://kaneforest.com/public-nature-programs?tab=59
Chapter 3; Community Tours	Geneva History Museum Tours	https://genevahistorymuseum.org/groupprogramstours/
Chapter 3; New Facilities	eTiP Public Database	https://etip.cmap.illinois.gov/
Chapter 5; Kane County Cycle Club	Kane County Cycle Club Program Booklet	http://kdot.countyofkane.org/KKCOM/Documents/Full%20Info%20Packet%20(English).pdf
Chapter 5; Kane County Cycle Club	Kane County Cycle Club Parent Registration	http://bit.ly/KaneCycleClub
Chapter 7; Objective #1	NACTO Urban Bikeway Design Guide	https://nacto.org/publication/urban-bikeway-design-guide/
Chapter 7; Objective #3	CMAP Complete Streets Toolkit	https://www.cmap.illinois.gov/programs/local-ordinances-toolkits/complete-streets

Appendix A: Useful Links

CHAPTER & SECTION	DOCUMENT/LINK	WEBSITE LINK
Chapter 7; Objective #3	Aurora Bicycle, Pedestrian & Transit Advisory Board	https://www.aurora-il.org/1041/Bicycle-Pedestrian-Transit-Advisory-Boar
	Batavia Bicycle Commission	https://www.bikingbatavia.org/
	Kane Kendall Council of Mayors Bicycle and Pedestrian Committee	http://www.kkcom.org/BicyclePedestrianCommittee.aspx
	Elgin Bike Hub	https://www.elginbikehub.com/
	Bike Walk Every Town	http://activetrans.org/our-work/bicycling/bike-walk-every-town
Chapter 7; Objective #6	Walk Batavia/Well Batavia	https://www.wellbatavia.com/
	Incorporating On-Road Bicycle Networks into Resurfacing Projects	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/page00.cfm

Appendix B: Transit & Bike Maps

BIKE MAP	FILE/LINK
Kane & Kendall County Bike Map	http://kdot.countyofkane.org/Publications/2017_2018KaneandNorthernKendallCountyBikeMap.pdf
Batavia Bike Map	https://www.bikingbatavia.org/maps-routes/batavia-bicycle-trail-system/
Elgin Bike Map	
Aurora Bike Map	https://www.aurora-il.org/DocumentCenter/View/1404/City-of-Aurora-Bike-Map-PDF?bidId=

TRANSIT MAP	FILE/LINK
Metra Service Map	https://metrarail.com/maps-schedules/system-map
Aurora-Naperville Service Map	https://www.rtachicago.org/sites/default/files/documents/planyourtrip/AuroraNaperville.pdf
Elgin-NW Cook Service Map	https://www.rtachicago.org/sites/default/files/documents/planyourtrip/ElginNW%20Cook.pdf
Ride in Kane Service Map	http://www.rideinkane.org/KaneCountyRIKMap.pdf
RTA System Map	http://www.pacebus.com/pdf/RTA_System_map.pdf

Appendix C: Bike Shops

SHOP NAME	ADDRESS	WEBSITE
Sammy's Bikes	602 S. 1st Street, St. Charles Illinois 60174	https://www.sammysbikes.com/
Giant Fox Valley	415 S. 1st St., St. Charles Illinois 60174	http://www.giantfoxvalley.com/
All Spoked Up, Inc.	3 Webster St., Batavia Illinois 60510	http://www.allspokedup.com/
Bike Rack, Inc.	2930 Campton Hills Drive, St. Charles Illinois 60175	http://thebikerack.com/
Bicycle Heaven	124 W. State Street #140, Geneva Illinois 60134	http://www.bicycleheavengeneva.com/
Mill Race Cyclery	11 E. State St., Geneva Illinois 60134	http://millrace.com/
Geneva Cycle Shop	12 E. State St., Geneva Illinois 60134	http://www.genevacycleshop.com/ services.html
Creative Mobility	Campton Hills Rd, St. Charles Illinois 60175	http://www.creativemobility.net/
Prairie Path Cycles	1945, 122 W. Wilson St., Batavia Illinois 60510	http://www.prairiepathcycles.com/
C O R B I N F I B E R Electricycles	2228 Vanderbilt Dr., Geneva Illinois 60134	https://www.facebook.com/ CorbinfiberElectricMotorCycles
The Village Pedaler	1954 Gyorr Avenue, South Elgin Illinois 60177	http://villagepedaler.com/
Everything Pedal	135 N. La Fox St., Elgin Illinois 60177	http://www.everythingpedal.com/
All Spoked Up	12 W. Downer Pl. Suite 12 Aurora, Illinois 60506	http://www.allspokedup.com/
Pedal & Spoke, Ltd.	157 Lincolnway St., North Aurora Illinois 60542	http://www.pedalandspoke.com/
Main Street Bicycles	39 E. Main St., Carpentersville Illinois 60110	http://mainstbicycles.com/
Cycling Republic	2397 S. Randall Road, Algonquin Illinois 60102	http://www.cycling-republic.com/
PSIMET	11 Jackson St., East Dundee Illinois 60118	http://www.psimet.com/
Shinola Aurora Outlet	1650 Premium Outlet Blvd #570 Aurora, Illinois 60502	http://shinola.com/
Oswego Cyclery	59 Main St, Oswego Illinois 60543	http://oswegocyclery.com/
Larson's Mudslinger's Bicycles	325 E. Main St., Plano Illinois 60545	https://www.mudslingersbikeshop. com/about-us/

Appendix D: Useful Data

Table D.1: Bike and Pedestrian Organizations

ORGANIZATION TYPE	NAME	MUNICIPALITY/LOCATION
Governmental Organizations	Aurora Bicycle, Pedestrian & Transit Advisory Board	Aurora
	Batavia Bicycle Commission	Batavia
	Kane Kendall Council of Mayors Bicycle and Pedestrian Committee	Kane/Kendall County
Advocacy Groups	Elgin Bike Hub	Elgin
	Walk Batavia	Batavia
	Well Batavia	Batavia
	Ride Illinois	Statewide
	Illinois Prairie Path Corp.	Wheaton
	Trails for Illinois	Statewide
	Active Transportation Alliance	Chicago
Riding/Walking Groups	Fox Valley Bike & Ski Club	St. Charles
	Chicago Area Mountain Bikers	Chicagoland Region

Appendix E: Citations

CHAPTER & SECTION	PHOTO	PHOTO CREDIT	LINK
Cover Page	Top Photo	City of Geneva	https://www.geneva.il.us/894/Geneva-Attractions
Data/Summary Page	First/Second Page, Top Photo	Roverpass	https://www.roverpass.com/c/hide-a-way-lakes-yorkville-il/
	First Page, Top Photo	FoxValleyLiving, Imgur	https://imgur.com/gallery/m2Qi6
	First Page, Second From Top, Left Photo	Project Mobility, Facebook Page	https://www.facebook.com/ProjectMobility.org/
	First Page, Second from Top, Right Photo	Chicago Tribune	https://www.chicagotribune.com/suburbs/aurora-beacon-news/ct-abn-walk-to-school-day-st-1006-20191004-o7abwt43drq7m34nfmphdqhnq-story.html
	First Page, Third from Top Photo	Rock O'Connor Group	https://www.rickoconnorgroup.com/algonquin-real-estate/
	First Page, Bottom Photo	Kendall County Now	https://www.kendallcountynow.com/2015/08/18/kendall-county-historic-preservation-commission-to-discuss-fate-of-the-millbrook-bridge/ae0xa72/
Table of Contents			
	Second Page, Top Photo	Chicago Tribune	https://www.chicagotribune.com/news/breaking/ct-met-pace-paratransit-delays-disabled-customer-20171022-story.html
	Second Page, Second from Top Photo	Intelligentsia Cup Chicago	http://intelligentsiacup.com/schedule/beverly/
	Second Page, Third from Top Photo	Geneva, IL Patch	https://patch.com/illinois/geneva/wednesday-is-walk-to-school-day_41644570
	Second Page, Bottom, Left Photo	Tristan Schramer, Flickr	https://www.flickr.com/photos/tristan_schramer/25266911760/
	Second Page, Bottom, Right Photo	Oak Lawn, IL Patch	https://patch.com/illinois/oaklawn/lipinski-announces-8-6-million-grant-metra-ptc