



# CITY OF AURORA BICYCLE & PEDESTRIAN PLAN

July 2009



City of Aurora 44 E. Downer Place Aurora, IL 60507

# Table of Contents

|       |  |    |
|-------|--|----|
| 0.    | Purpose  | 4  |
| 1.    | Introduction                                       | 6  |
| 2.    | Bicycle and Pedestrian Transportation Policy       | 7  |
| 3.    | Public Involvement                                 | 8  |
| 3.1.  | Public Participation                               | 8  |
| 3.2.  | Bicycle and Pedestrian Working Group               | 8  |
| 3.3.  | Public Input                                       | 9  |
| 4.    | Vision Statement, Goals, and Objectives            | 12 |
| 4.1.  | Vision Statement                                   | 12 |
| 4.2.  | Goals and Objectives                               | 12 |
| 5.    | Policies and Initiatives                           | 13 |
| 5.1.  | Policies   | 13 |
| 5.2.  | Initiatives  | 13 |
| 5.3.  | Encouragement                                      | 15 |
| 5.4.  | Education  | 16 |
| 5.5.  | Enforcement/Execution                              | 16 |
| 6.    | Bicycle Facility Design and Issues                 | 17 |
| 6.1.  | Federal and State Standards                        | 17 |
| 6.2.  | Bicycle Level of Service                           | 17 |
| 7.    | Bicycle Facilities and Signage                     | 18 |
| 7.1.  | Trails   | 18 |
| 7.2.  | Sidepaths  | 18 |
| 7.3.  | Bike Lanes   | 19 |
| 7.4.  | Bike Routes  | 19 |
| 7.5.  | Combined Bike Lanes/Parking Lanes                  | 20 |
| 7.6.  | Shared Lane Markings                               | 20 |
| 7.7.  | Signal Activation by Cyclists                      | 21 |
| 8.    | Guidelines for Bike Recommendations                | 22 |
| 8.1.  | Strategies   | 22 |
| 8.2.  | Selecting Bikeway Type                             | 22 |
| 9.    | Bikeway Network Recommendations                    | 25 |
| 9.1.  | Existing Facilities and Network Conditions         | 25 |
| 9.2.  | Proposed Bikeway Facility and Network Improvements | 26 |
| 10.   | Pedestrian Facility Design                         | 27 |
| 10.1. | Federal and State Standards                        | 27 |
| 10.2. | Sidewalk Corridor Width                            | 27 |
| 10.3. | Zone System  | 28 |

|       |  |    |
|-------|--|----|
| 11.   | Pedestrian Facilities and Network Recommendations                      | 29 |
| 11.1. | Existing Facilities and Network Conditions                             | 29 |
| 11.2. | Proposed Facilities, Network Improvements and Intersection evaluations | 29 |
| 11.3. | Promotion of Pedestrian Facilities and Programs                        | 30 |
| 12.   | Transit and Compatibility  | 31 |
| 12.1. | Bike to Metra Brochures  | 31 |
| 13.   | Funding Options  | 33 |
| 13.1. | Federal Programs and Funds   | 33 |
| 13.2. | State Programs and Funds   | 34 |
| 13.3. | Local Programs and Funds   | 34 |
| 14.   | Recommendations  | 35 |
| 14.1. | Planning   | 35 |
| 14.2. | Design   | 35 |
| 14.3. | Development  | 36 |
| 14.4. | Connectivity   | 36 |
| 14.5. | Welfare  | 37 |
| 14.6. | Educational and Promotional Programs                                   | 38 |

## Table of Figures

|             |  |    |
|-------------|--|----|
| Figure 3-1  | Bicycle and Pedestrian Working Group                     | 10 |
| Figure 3-2  | Summary of Issues Addressed by Public Comments           | 10 |
| Figure 3-3  | Summary of Public Comments with Issues Addressed by Ward | 11 |
| Figure 7-1  | Right Turns across Sidepath                              | 18 |
| Figure 7-2  | Left Turns across Sidepath                               | 18 |
| Figure 7-3  | Intersection Design Methods to Reduce Sidepath Conflicts | 19 |
| Figure 7-4  | Bike Route Sign  | 19 |
| Figure 7-5  | Sharrow  | 20 |
| Figure 7-6  | Sharrow Diagram  | 21 |
| Figure 7-7  | Signal Activation Sign                                   | 21 |
| Figure 9-5  | Listing of Existing Bikeway Facilities                   | 26 |
| Figure 10-1 | Sidewalk Zone System                                     | 28 |
| Figure 12-1 | Bike to Metra Brochure for Downtown Aurora               | 32 |
| Figure 12-2 | Bike to Metra Brochure for Route 59 Metra Station        | 32 |

## Table of Appendices

|          |   |                              |    |
|----------|---|------------------------------|----|
| Appendix | A | Bikeway and Trail Map        | 39 |
| Appendix | B | Bikeway Network Improvements | 40 |
| Appendix | C | Public Involvement           | 46 |

## PURPOSE

Well planned, designed, and constructed bicycle and pedestrian facilities are needed to maximize safety, as well as enhance the desirability of bicycle and pedestrian travel by making them more attractive alternative modes of travel. All these benefits lead to an improved quality of life and an enhanced sense of community as people spend less time in their cars and more time biking and walking through their community.

## OVERALL OBJECTIVES AND GOALS

The Plan provides for better and safer conditions for cyclists and pedestrians. It encourages residents to use their bikes or walk for short distance travel. Emphasis was given to connectivity to attractions within the City, and linkages to surrounding communities and regional trails.

## OVERALL GOALS

1. Incorporate bicycle and pedestrian projects into the City's Capital Improvement Program.
2. Improve bikeway and sidewalk connections to existing and future transit facilities, between neighborhoods, and among surrounding communities.
3. Establish the responsibilities of a staff member to coordinate the implementation of the plan, staff shall guide and encourage implementation of bicycle and pedestrian-related plans, projects, and programs.
4. Establish a Bicycle and Pedestrian Advisory Committee to support and advise the planning process, as well as guide and encourage the development of projects and programs.

## Phase One Goals (2010)

1. Develop city-wide signage and wayfinding programs to provide bicyclists and pedestrians information on direction, distance, and destination.
2. Establish new bikeways and sidewalks to 1-5 educational institutions or transit stops.
3. Identify and/or plan for the creation or upgrade of 1-5 local and regional trails.
4. Implement traffic calming measures on selected streets to reduce speeding and encourage bicycling and walking at 1-5 locations as pilot projects.

## Phase Two Goals (2011)

1. Install city-wide bike route signs along an additional 1-5 miles of sidepaths or trails.
2. Establish new bikeways and sidewalks to an additional 1-5 educational institutions or transit stops.
3. Identify or plan for the creation/upgrade of an additional 1-5 local/regional trails or connections to them.
4. Implement traffic calming measures on selected streets to reduce speeding and encourage bicycling and walking at an additional 1-5 locations.

## Phase Three Goals (2012)

1. Install city-wide bike route signs along all an additional 1-5 miles of sidepaths or trails.
2. Establish new bikeways and sidewalks to 1-5 educational institutions and transit stops.
3. Implement traffic calming measures on selected streets at 1-5 locations.

## Phase Four Goals (2013)

1. Install city-wide bike route signs along all remaining sidepaths and/or trails.
2. Establish new bikeways and sidewalks to remaining institutions and transit stops, as well as implement traffic calming measures along remaining selected streets.

# INTRODUCTION

Bicycle and pedestrian transportation are playing increasingly important roles in regional and local development decisions. At the national level, the Intermodal Surface Transportation Efficiency Act (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) required the consideration of bicycle and pedestrian planning as part of the development of regional transportation plans and programs. On August 10, 2005 the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under this bill bicycle and pedestrian projects are eligible for funding from almost all major Federal-aid, transit, safety, and other programs.

State law now requires the consideration of the needs of bicyclists and pedestrians as part of improvement projects for roadways maintained by the Illinois Department of Transportation (IDOT). Locally, the Chicago Metropolitan Agency for Planning (CMAP) addresses bicycle and pedestrian planning in its regional transportation plans. CMAP also is in the process of developing a regional bicycle and pedestrian transportation plan, called Soles and Spokes: The Bicycle and Pedestrian Plan for Chicago Area Transportation. Counties and municipalities throughout the region also recognize the importance of incorporating the consideration of improvements to support bicycle and pedestrian travel. Kane County developed a Kane County Bicycle and Pedestrian Plan in 2002. DuPage County established the DuPage County Healthy Roads Policy and Kendall County developed the Kendall County Trails and Greenways Plan both in 2004. Will County has not yet developed bicycle or pedestrian plans.

The benefits of cycling and walking are numerous and include decreased traffic congestion, reduction in air pollution, and improved health for those who use these forms of transportation. Well planned, designed, and constructed bicycle and pedestrian facilities are needed to maximize safety, as well as enhance the desirability of bicycle and pedestrian travel by making them more attractive alternative modes of travel from which people can choose to meet their daily travel needs. The more choices people have to meet their daily travel needs, the greater their accessibility to the goods and services that they require and their mobility to move from one place to another. All of these benefits lead to an improved quality of life and an enhanced sense of community as people spend less time in their cars and more time biking and walking through their neighborhood.

As part of the development of this plan, an analysis of existing bicycle and pedestrian facilities was undertaken. Such an analysis paints a picture of where the City is today with respect to bicycle and pedestrian facilities. An effective bicycle and pedestrian planning process creates a vision of where the City wants to go. This vision will provide a framework for the formulation of recommendations to make non-motorized travel safer and more available throughout the City. A proactive public involvement strategy looked to the users of the system themselves for best insight and information on the issues and concerns that must be addressed.

## 2. BICYCLE AND PEDESTRIAN TRANSPORTATION POLICY

The City of Aurora strives to be a bicycle and pedestrian-friendly community for its residents and visitors. Aurora is fortunate to have many regional trails and attractions for cyclists and pedestrians, including the Fox River Trail, Illinois Prairie Path, and the Virgil Gilman Trail. In addition, Aurora has a full array of travel origins and destinations throughout the city.

The overall motivating goals and guiding principles for achieving a better environment include:

- Providing safer conditions for cyclist and pedestrians in Aurora
- Encourage residents to use their bikes or walk for short distance travel

For many, bicycling and walking refer to forms of recreation. However, both are very popular activities that provide moderate exercise. Since a bike and pedestrian-friendly town is regularly associated with a high quality of life and a sense of community, both can be a local asset and development tool as evidenced by communities along the Fox River Valley.

The demand for trails and other bikeways continues to grow around the country. Bicycling is more than recreation on a couple of designated trails in town. Nationally, 52 percent of bike travel is for recreation and exercise, but 43 percent is destination-based<sup>1</sup>. Planning often focuses on the bike as alternative transportation for short, local trips throughout town. Twenty-seven percent of all auto trips are one mile or shorter; 40 percent are less than two miles – these are both reasonable distances to bike if reasonably safe and convenient.

Pedestrian travel is an important, yet often overlooked form of transportation. Walking is the second most common mode of transportation, after the private motor vehicle. Nationally, nine percent of all commutes are completed by walking, with the average trip less than one mile<sup>1</sup>.

This plan outlines improvements in bicycling and walking for both recreation and transportation. A proposed bikeway network consists of a combination of off-road trails and bike-friendly roads, while a proposed sidewalk network consists of a combination of sidewalks and sidepaths. Topics in this plan include incorporation of the “three E’s” – Education, Encouragement, and Enforcement, as well as implementation methods and funding sources.

The connectivity of Aurora’s multi-modal transportation system will be enhanced by:

1. Providing bicycle and pedestrian connections to major traffic generators, such as cultural resources, neighborhood schools and parks, shopping areas, employment centers, sport complexes, transit facilities, and recreational areas.
2. Filling in gaps in the existing bikeway and sidewalk networks.
3. Constructing bicycle and pedestrian facilities, or temporary facilities, in the initial phases of new development projects in order to encourage biking and walking from the start.
4. Improving connections between Aurora’s bikeway and sidewalk systems and those of neighboring communities and areas.

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

### 3. PUBLIC INVOLVEMENT

Public involvement is a key component of any planning process. An effective public involvement process helps planners and citizens connect, opens channels of communications, builds trust and confidence in the process, as well as builds consensus and support for the plan's recommendations.

#### 3.1. PUBLIC PARTICIPATION

The public involvement strategy for this planning effort had two main elements: the establishment of the City of Aurora Bicycle and Pedestrian Working Group and a city-wide public meeting.

#### 3.2. BICYCLE AND PEDESTRIAN WORKING GROUP

Being able to accurately articulate the strengths, weaknesses, and opportunities for bicycle and pedestrian travel in Aurora began with the establishment of the Bicycle and Pedestrian Working Group. This group was comprised of individuals with either a professional or personal interest in bicycle and pedestrian transportation. Membership in the group was established with the goal of providing a good cross-section of experience, attitudes, and ideas. Members included representatives of City departments, other local agencies, public interest groups, advocates, and the general public. Figure 3-1 lists the groups and organizations represented on the working group at the time this plan was written. The Working Group provided a starting point for the public involvement effort and met four times during the planning process; all meetings were open to the general public.

The first meeting consisted of the members brainstorming issues for the Bicycle and Pedestrian Plan to address. This brainstorming focused on the strengths, weaknesses and opportunities of improving existing facilities and policies. The results of this exercise were organized into a series of issues and corresponding strategies. See Appendix C. These issues and strategies provided the foundation for the development of a draft mission statement, goals, and objectives for the Plan.

At its second meeting the Working Group provided comments on the draft mission statement, goals, and objectives. In addition to this, group members identified locations of good and bad practices in accommodating bicyclists and pedestrians as a first step in identifying locations where improvements may be considered. See Appendix A.

At the third group meeting, a summary of the public comments from the public meeting was presented to the group and the comments discussed. In addition, the process of identifying bike routes to complete a downtown network was begun. The final meeting consisted of finalizing the proposed bicycle routes for the downtown area, as well as establishing a bikeway and sidewalk network throughout the City. This network provides connections between the downtown area to other Aurora neighborhoods, neighboring communities, and regional trails.

It is hoped that the hard work begun with the formation of the Working Group will continue through the evolution of the group into a formal Bicycle and Pedestrian Advisory Committee as an integral part of the City's planning process.

### 3.3.

## PUBLIC INPUT

A public meeting was held July 22, 2004 at the Aurora City Hall. The objectives of the meeting were threefold. The first was to inform the public of the planning process and the existence of the Bicycle and Pedestrian Working Group. See Figure 3-1 and Figure 3-2. The second was to provide the public with a broad range of information on bicycle and pedestrian issues, as well as traffic calming strategies, in order to improve awareness and enhance education. (When it was available, printed information was presented in both English and Spanish.) The third objective was to obtain public comment on the Draft Vision Statement, Goals and Objectives as well as comments about the current state of the bicycle and pedestrian network within the City. The documents made available and copies of forms distributed at the meetings are included in the Appendix C.

Forty (40) comment forms were received as a result of the public meeting. These 40 forms contained a total of 153 comments. The majority of these comments (124) addressed bicycle concerns, 21 addressed walking concerns, and eight addressed both. See Figure 3-3. The comments raised issues throughout the City of Aurora. In fact, 76 (50 percent) of the comments raised issues that were either city-wide in nature or at a minimum touched upon an issue common to multiple wards.

Comments about bikeway proposals represented the largest category of comments received. These proposals included suggestions for on-street and off-street bikeways that were to a large extent directed at improving the connectivity of the existing bikeway network. The second largest category of comments addressed the planning, design, and operation of the bikeway and sidewalk systems. Among the comments in this group was a call for the development of system wide design guidelines and specific suggestions for improvements to existing facilities.

In general, the public comments addressed the following:

- Using a city-wide approach to developing bikeways and sidewalks in Aurora;
- Connecting existing bikeways together, especially via the gap in the Fox River Trail;
- Maintaining existing bikeways;
- Developing consistent signage to assist with wayfinding;
- Installing additional bike parking at major points of interest;
- Addressing safety issues, especially at points where bikeways, sidewalks, & roadways intersect;
- Reducing bicycle/pedestrian/vehicle conflicts; and,
- Improving the walking environment around schools.

In general, the project team believed the open house meeting provided good insight into the main areas of public concern regarding bicycle and pedestrian planning and policy within the City of Aurora.

FIGURE 3-1 BICYCLE AND PEDESTRIAN WORKING GROUP

| Member Affiliation                                | Number of Members |
|---|-------------------|
| City of Aurora                                    | 2                 |
| League of Illinois Bicyclists                     | 1                 |
| Big Woods / Marion<br>Neighborhood Planning Group | 1                 |
| Kane County Division of<br>Transportation         | 1                 |
| Indian Prairie School District 204                | 1                 |
| East Aurora School District 131                   | 1                 |
| School District 129                               | 1                 |
| Fox Valley Park District / RWC                    | 1                 |
| American Association of Retired<br>Persons        | 2                 |
| No Affiliation                                    | 2                 |

FIGURE 3-2 SUMMARY OF ISSUES ADDRESSED BY PUBLIC COMMENTS

| Issue                            | Comments   |            |
|----------------------------------|------------|------------|
|                                  | Number     | Percent    |
| Amenities                        | 4          | 2.6        |
| Bike Parking                     | 5          | 3.3        |
| Bikeway Proposal                 | 56         | 36.6       |
| Bridge Proposal                  | 7          | 4.6        |
| Educational/Promotional Programs | 4          | 2.6        |
| Maintenance and Rehabilitation   | 10         | 6.5        |
| Safe Routes to School            | 7          | 4.6        |
| Safety and Security              | 13         | 8.5        |
| Signage Proposal / Comment       | 8          | 5.2        |
| Walkway Proposal                 | 6          | 3.9        |
| Planning / Design / Operation    | 28         | 18.3       |
| Roadway / Traffic Calming        | 5          | 3.3        |
| <b>Grand Total</b>               | <b>153</b> | <b>100</b> |

FIGURE 3-3 SUMMARY OF PUBLIC COMMENTS WITH ISSUES ADDRESSED BY WARD

| City Ward No.  | Issue     |              |                  |                 |                                    |                              |                       |                   |                            |                  |                               |                           |     | Total |
|----------------|-----------|--------------|------------------|-----------------|------------------------------------|------------------------------|-----------------------|-------------------|----------------------------|------------------|-------------------------------|---------------------------|-----|-------|
|                | Amenities | Bike Parking | Bikeway Proposal | Bridge Proposal | Educational / Promotional Programs | Maintenance & Rehabilitation | Safe Routes to School | Safety & Security | Signage Proposal / Comment | Walkway Proposal | Planning / Design / Operation | Roadway / Traffic Calming |     |       |
| 1              |           |              | 6                | 2               |                                    |                              |                       |                   |                            |                  | 1                             | 1                         | 10  |       |
| 2              |           |              | 11               |                 |                                    |                              | 3                     |                   | 3                          |                  | 5                             |                           | 22  |       |
| 3              |           |              | 5                |                 |                                    |                              | 6                     |                   | 2                          |                  | 1                             |                           | 14  |       |
| 4              |           |              | 2                |                 |                                    | 3                            |                       |                   | 1                          |                  | 1                             |                           | 7   |       |
| 5              |           |              | 2                |                 |                                    | 1                            |                       |                   |                            |                  |                               |                           | 3   |       |
| 6              |           |              | 3                |                 |                                    | 1                            |                       |                   |                            |                  |                               |                           | 4   |       |
| 7              |           |              | 1                |                 |                                    |                              |                       |                   |                            |                  |                               |                           | 1   |       |
| 8              |           |              | 1                |                 |                                    |                              |                       |                   |                            |                  |                               |                           | 1   |       |
| 9              |           |              |                  |                 |                                    | 1                            |                       |                   |                            |                  |                               |                           | 1   |       |
| 10             |           |              | 5                |                 |                                    | 1                            |                       |                   |                            |                  |                               |                           | 8   |       |
| City-Wide      |           |              | 4                |                 | 4                                  | 2                            | 1                     | 9                 | 1                          | 3                | 19                            | 4                         | 51  |       |
| Don't Know     |           |              |                  |                 |                                    |                              |                       | 1                 | 1                          |                  |                               |                           | 2   |       |
| Multiple Wards | 4         |              | 15               | 3               |                                    | 1                            |                       |                   | 2                          |                  |                               |                           | 25  |       |
| Not in Aurora  |           |              | 1                | 2               |                                    |                              |                       |                   |                            |                  | 1                             |                           | 4   |       |
| Total          | 4         | 5            | 56               | 7               | 4                                  | 10                           | 7                     | 13                | 8                          | 6                | 28                            | 5                         | 153 |       |

## 4. VISION STATEMENT, GOALS, AND OBJECTIVES

Following is the Vision Statement, Goals, and Objectives for the City of Aurora Bicycle and Pedestrian Plan. They were developed under the guidance of the Bicycle and Pedestrian Working Group (WG) and made available for public comment at an open public meeting. The Vision Statement, Goals, and Objectives provide a policy framework to help guide decision making with regard to the development of the Aurora Bikeway and Sidewalk Systems.

### 4.1. VISION STATEMENT

The Vision Statement, in broad terms, describes the direction the City would like to see the development of bicycle and pedestrian networks proceed in terms of system coverage, trip purposes served, connectivity of the network, and benefits to be realized. The Goals are broad policy statements that help focus and define the vision of the plan. The Objectives represent specific actions that support attainment of the Goals.

### 4.2. GOALS AND OBJECTIVES

The bicycle and pedestrian planning process will be comprehensive, cooperative, and continuing. Design standards will help create a desirable environment for bicycle and pedestrian travel. The consideration of bicycle and pedestrian facilities will be a part of all development projects that occur within the City of Aurora. The bicycle and pedestrian networks will enhance the connectivity of Aurora's multi-modal transportation system. The welfare, i.e., health, safety, and security of all travelers will be enhanced. Finally, partnerships built upon educational and promotional programs will play an important role in supporting the development and funding of bicycle and pedestrian improvements.

Aurora will be a bicycle and walking-friendly city where residents, workers, and visitors will routinely use these modes of transportation to help meet their travel needs. Specifically, the City strives to be designated by the League of American Bicyclists as a "Bicycle Friendly Community." This designation recognizes municipalities that actively support bicycling, and encourages its residents to bike for transportation and recreation. Often times, bicycle-friendly cities are seen as places with a high quality of life. This can translate to increased property values, tourism, and business growth.

The following are overall planning goals:

1. The City shall establish the responsibilities of a Bicycle/Pedestrian Coordinator, who shall guide and encourage the implementation of bicycle and pedestrian plans, projects, and programs.
2. The City shall establish a Bicycle and Pedestrian Advisory Committee to support and advise the planning process, as well as guide and encourage the implementation of bicycle and pedestrian projects and programs.
3. Bicycle and sidewalk projects will be incorporated into the City's Capital Improvement Program. Planning for bicycle and sidewalk systems will address the need for such projects and programs throughout the City of Aurora. The bicycle and sidewalk systems will be integrated with other modes of transportation to enhance Aurora's multi-modal transportation system and represent a viable alternative to vehicle travel.
4. Improve bikeway and sidewalk connections to existing and future transit facilities, including those adjacent to the Pace bus routes, Metra train stations, and the proposed Suburban Transit Access Route (STAR) Line along the railroad tracks on the east side of town

## 5. POLICIES AND INITIATIVES

The development of bicycle and pedestrian policies and initiatives will help promote the welfare (i.e., health, safety, and security) of all travelers. The following section discusses the overall policies and initiatives for encouraging the development of the City's bikeways and sidewalk system.

### 5.1. POLICIES

The policies below will help establish uniform guidelines for promoting the use of bicycle and pedestrian travel as sustainable modes of transportation. These policies will help improve facilities, safety, and awareness, as well as energy conservation, air quality, and social equity. The responsibility for promoting bicycle and pedestrian-friendly policies should be a city-wide effort, not the role of any single department or administrator.

1. Land use planning and design shall facilitate the implementation of bicycle and pedestrian facilities.
2. Promote IDOT's "Complete Streets" design standards. A Complete Street is considered an inclusive view of the transportation environment with equal consideration for all users. It is one that works not only for motorists but also for bicyclists, pedestrians, and transit riders (including those with disabilities). A Complete Street design promotes the accommodation of bicycles and pedestrians as a routine part of planning, design, and construction of transportation.
3. Partner with schools to promote bicycling and walking, including the "Safe Routes to Schools" and "Walk to Schools" Programs in conjunction with physical and health education programs.
4. Partner with hospitals and health clinics to promote the health benefits of bicycle and pedestrian travel.
5. Use strategies such as police on bikes and community group cooperation to help enhance security on all bicycle and pedestrian facilities.

### 5.2. INITIATIVES

The initiatives will help establish better connections between the bikeways and sidewalks systems, as well as improve the facilities themselves. These initiatives include a variety of planning and design improvements along with short and long-term goals.

1. Regularly update trail, sidepath, and sidewalk planning, design, and construction standards and maintain standards in other City publications, i.e. ordinances, as appropriate.
  - a. Document planning efforts, design, and construction standards.
  - b. Maintain trails, sidepaths, bike lanes, and sidewalks
  - c. Replace grates that trap bike wheels.
  - d. Goals:
    - i. Approve standards and establish a monitoring process
    - ii. Develop bike parking standards and include in Zoning Ordinance
    - iii. Replace grates. Some sewer grates should be replaced with those with a more bike friendly design or new grates should be installed outside the bikeway, where possible.
2. Establish bike route and bike lane signage.
  - a. Develop signage and wayfinding programs to provide bicyclists and pedestrians informa-

tion on direction, distance, and destination.

b. Goals:

i. Develop city-wide signage and wayfinding program

ii. Sign 1-5 miles of routes in Phase One, an additional 1-5 miles of routes in Phase

Two, an additional 1-5 miles of routes in Phase Three, and an additional 1-5 miles of routes in Phase Four.

3. Ensure that bikeways built as a condition of development approval, and are designed and built to appropriate state standards.

a. Document planning efforts, design, and construction standards.

b. Goals:

i. Ensure that trails and sidepaths are the appropriate width and safely connect to the street network and/or existing trails.

ii. Integrate standards into a new development checklist and monitoring process.

4. Establish and/or improve connected bikeways and sidewalks to elementary schools, high schools, colleges, and universities.

a. Identify safe, convenient routes, and priority destinations. Establish sidepaths, bike lanes, and sidewalks wherever appropriate.

b. Goals:

i. Identify priority locations for new or improved bikeways.

ii. Establish new bikeways and sidewalks to 1-5 educational institutions in Phase One, an additional 1-5 in Phase Two, an additional 1-5 educational institutions in Phase Three, and an additional 1-5 educational institutions in Phase Four.

5. Connect bikeways and sidewalks to adjoining municipalities.

a. Work with adjoining municipalities to establish seamless connections to their bikeways and sidewalks, so that there are continuous and clearer connections.

b. Goals:

i. Connect bikeways and sidewalks to the seven adjoining municipalities

ii. Identify safe, convenient routes and the priority destinations.

6. Establish or enhance existing bikeways and sidewalks to transit, including facilities at bus stops and train stations.

a. The City is currently served by 10 Pace bus routes and two Metra commuter rail stations. Identify priority stops to provide needed, safe, and convenient connections.

b. Goals:

i. Plan for bikeways and sidewalks where appropriate.

ii. Improve signage/wayfinding program.

iii. Establish new or enhanced bikeways and sidewalks to 1-5 transit stops in Phase One, to an additional 1-5 transit stops in Phase Two, an additional 1-5 transit stops in Phase Three, and an additional 1-5 transit stops in Phase Four.

7. Improve access to local and regional trails.

a. Improve connections via pavement, landscaping, parking, or similar methods to local bikeways and regional trails.

b. Goals:

i. Identify/Plan for the creation or upgrade of 1-5 access points in Phase One, an

additional 1-5 access points in Phase Two, an additional 1-5 access points in Phase Three, and an additional 1-5 access points in Phase Two.

8. Implement traffic calming measures on selected streets to reduce speeding motorists and encourage bicycling and walking.

a. Promote traffic calming techniques such as curb extensions, bike/ped push buttons, pedestrian signals with countdown times, striping, signage, landscaping, and construction of medians/refuge islands.

b. Goals:

i. Formalize expansion of traffic calming techniques in Phase One.

ii. Perform pilot projects at 1-5 locations in Phase Two, an additional 1-5 locations in Phase Three, and an additional 1-5 locations in Phase Four.

### 5.3. ENCOURAGEMENT

Educational and Promotional Programs will help to build a knowledge base regarding the health, transportation, and environmental-related benefits of bicycle and pedestrian systems. We will build a better foundation on which to build partnerships for the funding and development of these facilities.

1. Implement educational and promotional programs that inform the public about the bicycle and pedestrian systems and address the differing needs of users and non-users, such as “Bike to Work” and “Walk to School” events.

2. Provide bicycle parking sufficient to accommodate all users, especially for places of business and at transit locations.

3. Research and pursue all possible funding options including, but not necessarily limited to, grants, private donations, impact fees, and corporate sponsorship to support the development and maintenance of the bicycle and sidewalk systems.

4. Partner with community organizations, park and school districts, and public interest groups to support bicycle and sidewalk systems.

5. Partner with utilities and railroads for the development of bicycle and pedestrian facilities on or along rights-of-way.

6. Provide training and classes (such as those with League of Illinois Bicyclists and Active Transportation Alliance) for prospective, new, and existing bicycle commuters as part of a commute management/bicycle commute encouragement program.

7. Coordinate with local and regional bicycle and pedestrian advocacy groups.

8. Provide information about the link between bicycle and walking commuting and health benefits.

## 5.4.

## EDUCATION

Design guidelines will help create the proper environment for bicycle and pedestrian travel, ensure accessibility, and maintain a consistent quality of design, materials, and maintainability in Aurora's bicycle and pedestrian facilities. In addition, the City will continue to support education efforts through the Illinois Secretary of State and other relevant offices for bicycle safety, licensing, and enforcement.

1. Follow all appropriate American with Disabilities Act (ADA) guidelines to promote accessibility for the mobility limited.
2. Promote a design process that demonstrates an environmental, cultural and situational awareness for individual projects.
3. Establish guidelines to promote a consistent and inviting design for Aurora's bicycle and pedestrian facilities including the use of amenities that may include but are not limited to, bike parking, path lighting, wayfinding signage, security measures (e.g., emergency call boxes), and rest areas.
4. Promote a high level of maintenance for all bicycle and pedestrian facilities as well as the use of low maintenance materials in the construction and landscaping of improvements.
5. Bicycle and pedestrian improvements shall be a normal part of all roadway projects and impediments to bicycle and pedestrian travel shall be removed wherever possible.
6. Bicycle and pedestrian level of service (LOS) shall be incorporated into the planning and design of all improvement projects.

## 5.5.

## ENFORCEMENT & EXECUTION

Bicycle and pedestrian improvements shall be made part of all development projects within the City of Aurora.

1. Incorporate the Aurora Bicycle and Pedestrian Plan into the City of Aurora Transportation Plan and Comprehensive Plan.
2. Review the City of Aurora Zoning Ordinance and consider modifications to better support bicycle and pedestrian activities and access, as well as increase and improve facilities and bike parking.
3. Include consideration of bicycle and pedestrian facilities in the development review process.
4. Develop resources to assist developers in the incorporation of bicycle and pedestrian improvements into their projects.
5. Include bicycle and pedestrian features in all transportation projects.
6. Incorporate bicycle and pedestrian projects into the City's Capital Improvement Program.
7. Implement a voluntary bicycle registration program to deter theft. Cyclists could have an ID number applied to their bike that will assist in identification.

## 6. BICYCLE FACILITY DESIGN AND ISSUES

### 6.1. FEDERAL AND STATE STANDARDS

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

The Illinois Department of Transportation (IDOT) provides additional guidance in the Bureau of Design and Environment Manual, under Chapter 17 Bicycle and Pedestrian Accommodations and in the Bureau of Local Roads and Streets Manual, under Chapter 42 Bicycle Facilities.

### 6.2. BICYCLE LEVEL OF SERVICE

The Bicycle Level Of Service<sup>2</sup> (BLOS) measure is an emerging national standard for quantifying the “bike-friendliness” of a roadway. It indicates bicyclist comfort level for specific roadway geometries and traffic conditions. Roadways with a better (higher) score are more attractive – and usually safer – for cyclists. BLOS is used in Kane County and IDOT bicycle maps and by the Chicago Metropolitan Agency for Planning. An on-line calculator is at [www.bikelib.org/roads/blos/losform.htm](http://www.bikelib.org/roads/blos/losform.htm). The City will incorporate the incorporation of service levels into the analysis of future bikeway facilities.

<sup>2</sup>

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

# 7. BICYCLE FACILITIES AND SIGNAGE

## 7.1. TRAILS

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

## 7.2. SIDEPATHS

Sidepaths are trails running immediately parallel to a roadway, similar to a sidewalk. Sidepaths are eight to ten feet wide paths on one side of the road, usually with a sidewalk on the opposite side of the road. Aurora examples include the sidepaths along parts of Orchard Road, Eola Road, Indian Trail, and New York Street. Though sidepaths provide a buffer from the traffic flow, cyclists must remain aware of intersecting side streets, residential driveways, and commercial entrances. See Figure 7-1 and Figure 7-2 to illustrate the visibility problems that may lead to intersection conflicts.

In Figure 7-1, Car A turns right off the parallel road then crosses the sidepath. Cyclist 2 might be seen but Cyclist 1 is less visible. Particularly where a large turning radius permits fast turns, many motorists do not yield to cyclists entering or already in the crosswalk.

Car B crosses the sidepath to turn right onto the parallel street. Cyclist 2 might be seen. Cyclist 1 is much less likely to be seen.

In Figure 7-2, Car C looks ahead, waiting for a traffic gap to turn left, then accelerates through the turn while crossing the crosswalk. Cyclist 4 might be seen. Again, the contra-flow (Cyclist 3) is less likely to be seen.

The AASHTO guide describes these and other sidepath issues in discouraging their use in inappropriate locations. This plan considers the feasibility of the sidepath option in specific cases. Sidepath conflicts can be reduced by:

- Bringing the sidepath closer to the road at intersections, for better visibility during all turning motions and better stopline adherence for right-turners. See Figure 7-3.
- Using pedestrian refuge islands to break up major cross-

FIGURE 7-1 RIGHT TURNS ACROSS SIDEPATH

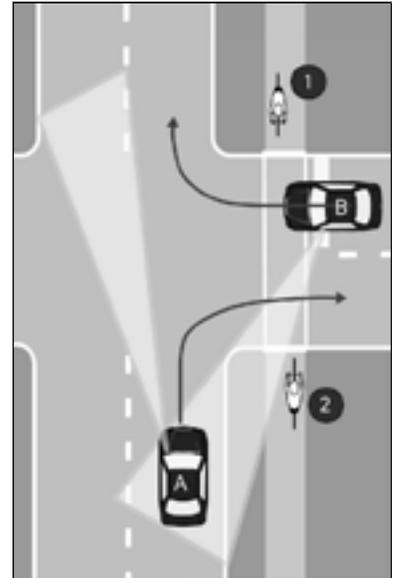
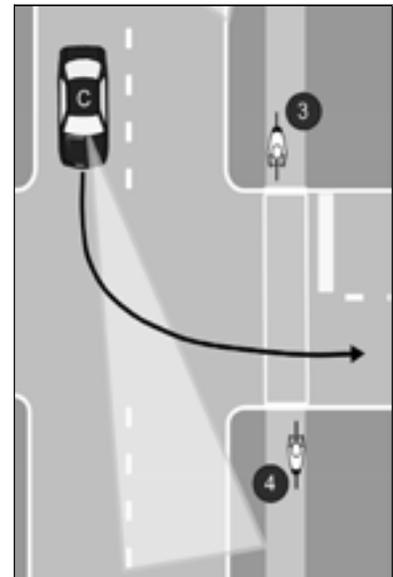


FIGURE 7-2 LEFT TURNS ACROSS SIDEPATH



ings and right-in-right-out entrances, as seen along the Orchard Road sidepath at the intersection of Galena Boulevard.

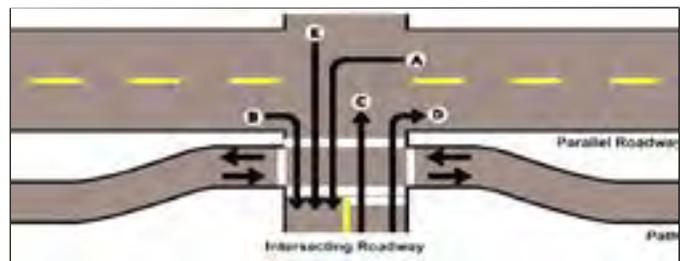
- Using high visibility crosswalks or color differences – at commercial entrances
- Occasional police enforcement of stopline adherence at sidepath crossings.
- Bringing crossing closer.

### 7.3. BIKE LANES

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

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

FIGURE 7-3 INTERSECTION DESIGN METHODS TO REDUCE SIDEPATH CONFLICTS



When a road has bike lanes and adjacent vehicle parking, the bike lanes should be striped between the parking space and the travel lanes.

### 7.4. BIKE ROUTES

Some roads may be identified by signage as preferred bike routes, because of particular advantages to using these routes compared to others. These “signed shared roadways” may be appropriate where there is not enough room or less of a need for dedicated bike lanes. AASHTO specifies spacing and placement for Manual of Uniform Traffic Control Devices (MUTCD) standard D11-1 “Bike Route” signs. See Figure 7-4.

The signs to provide wayfinding assistance at turns, supplemental destination plates (MUTCD D11-1), and arrows (MUTCD M7 series) should be placed beneath them. Key destinations could be given, or the cross street at the end of the bike route designation. Some Illinois towns have put two or three destinations on a single sign with mileages.

FIGURE 7-4 BIKE ROUTE SIGN



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

## 7.5. COMBINED BIKE LANES/PARKING LANES

Some residential collector streets with wide lane widths permit on-street vehicle parking, but parked vehicles are sparse or rare except for special occasions (“party-parking”). While this may be an opportunity for dedicated bike lanes, removal of parking on even one side may be politically infeasible – even though the wider lanes often encourage faster traffic speeds.

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

Benefits include:

- An increased perception of comfort by the cyclist
- Lower likelihood of the occasional parked car being hit by another car
- The traffic-calming effect of narrower lanes, (i.e., slowing car speeds “Combined Bike/Parking Lanes” allows parking, but Bike Lanes do not. Steps should be taken to avoid confusion. Combined bike/parking lanes should use signage indicating parking permission information. Bike Lanes should use “no parking” signs.)

## 7.6. SHARED LANE MARKINGS

Bicycle positioning on the roadway is critical to avoiding crashes with vehicles turning at intersections and doors opening on parked vehicles.

This is a shared lane marking, Figure 7-5, approved recently by the National Committee on Uniform Traffic Control Devices for potential inclusion in the next (2009) federal MUTCD edition. Chicago, Northbrook, and Elgin are three of the Illinois cities using Shared Lane Markings.

The sharrow marking is used only for streets without bike lanes but with occupied on-street parallel parking and speed limits below 40. The center of the marking shall be 11 feet (or more) from the curb, placed immediately after an intersection, and spaced at intervals of 250 feet thereafter. Also, the sharrow markings in the diagram in Figure 7-6 can be used to indicate correct straight-ahead bicycle position at intersections with turn lanes.

FIGURE 7-5 SHARROW



## 7.7.

# SIGNAL ACTIVATION BY CYCLISTS

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

The MUTCD-approved Bicycle Detector Pavement Marking together with the R10-22 Bicycle Signal Actuation Sign, in Figure 7-7 , can indicate a detector trigger point for actuating the signal. Correct tuning of the detector is needed. Quadruple loop detectors could be used, too, as they are more sensitive to bikes and motorcycles. The detector marking also serves to indicate proper bicycle position at an intersection.

FIGURE 7-6 SHARROW DIAGRAM

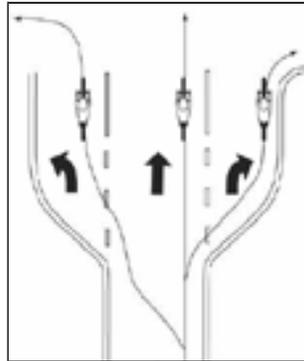


FIGURE 7-7 SIGN ACTIVATION



## 8. GUIDELINES FOR BIKE RECOMMENDATIONS

The following goals are for the overall bikeway network:

1. Plan for a target audience of casual adult cyclists. At the same time, address the needs of those who are more advanced and those who are less traffic-tolerant, including children.
2. Select a network that is continuous. Form a grid throughout the City with target spacing of ½ to 1 mile. Consider both on-road and off-road improvements, as appropriate.
3. Choose routes with lower traffic, ample width, directness, fewer turns and stop signs, 4- way stops or stoplights at busy roads, and access to destinations.
4. Identify spot improvements, short links, and other small projects that make a significant impact.
5. Seek at least one grade separation of a high volume road, while looking for opportunities to improve the at-grade crossings of these roads.
6. Be opportunistic, implementing improvements during other projects and development.

### 8.1. STRATEGIES

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

1. Achieve early, easy successes (“low-hanging fruit”) to gather momentum.
2. Do not remove on-road parking if at all possible.
3. Where appropriate, use road striping to serve not only bicyclists but adjacent residents, to provide traffic calming (slowing) and other benefits of striped, narrower roads.
4. Avoid widening sidepaths to eight or ten feet where front yards would be impacted.
5. Do not widen residential roads solely for bikeways.

### 8.2. SELECTING BIKEWAY TYPE

These guidelines are used for specific route segments:

1. Where on-road bikeways are recommended, try to achieve a Bicycle Level of Service (BLOS) rating of High C or better for designation in the network. This is an appropriate goal for accommodating the casual adult bicyclist. Depending on the situation, use Bike Lane or Bike Route signage (and way-finding directional signage) to indicate inclusion in the network.
2. Address the fact that advanced cyclists often use busier roads not meeting this standard for inclusion in the network. For preferred roads with a BLOS score of High D or Low C, use Share the Road signage as a message to motorists to be alert for cyclists.
3. For both the roads in the network (Bike Routes and Bike Lanes) and those having Share the Road signs, raise the priority of filling sidewalk or sidepath gaps on at least one side of the road. This recognizes that children – and more traffic-intolerant adults – will ride on the sidewalk. Do not mark sidewalks as Bike Routes.
4. Where sidepaths are recommended, use the design techniques described earlier.
5. Where there is sufficient width and need, stripe roads for dedicated bike lanes – with no parking permitted in these lanes.
6. On sufficiently wide roads with sparse parking occupancy, stripe a Combined Bike/Parking Lane and sign as a Bike Route.
7. Use Shared Lane Markings and bike signal actuation pavement markings to indicate proper on-road bicycle position where there is heavy bicycle traffic.

## 9. BIKEWAY NETWORK RECOMMENDATIONS

### 9.1. EXISTING FACILITIES AND NETWORK CONDITIONS

City of Aurora has approximately 42 miles of bikeway facilities. Most of the existing sidepaths and trails in these areas are shown on the City of Aurora Bicycle Map (See Appendix B, Figure 9-1.) The location of some attractive destinations for bicycle travel are also shown on the map, including commercial areas, parks and forest preserves, hospitals, schools, government offices, and libraries.

The Kane County Bicycle and Pedestrian Plan characterizes bikeway facilities as being either Regional or Local. A regional trail is normally more than three miles in length and serves more than one community. These types of trails are typically separated from traffic and provide opportunities for commuting as well as recreational activities. Local trails are typically shorter than three miles and serve only one community. Similarly, the 2008 DuPage County Regional Bikeway Plan discusses planning and design issues, and detailed discussions about providing connections to Aurora, Naperville, the Illinois Prairie Path branches, and Warrenville. It also suggests both high and moderate priority projects for implementation.

The existing bikeways (See Appendix B, Figure 9-2.) within the City of Aurora are for the most part regional in character (25 out of 42 total miles). These trails provide important connections between the City, neighboring communities as well as regional attractions. Aurora is well served by regional facilities. These facilities are a real asset to the City and help to promote the use of cycling for more than just recreational activity. Lacking, however, are local facilities that serve travel within Aurora as well as facilitate movement to and from the regional facilities.

In addition, the Fox River Trail suffers from a gap in downtown Aurora. This 2.6 mile- long gap is proposed to be completed with a combination of new trail and interim on-road facilities. Once completed, this trail will connect Crystal Lake in McHenry County to Oswego in Kendall County.

At the present time, many of the existing local trails are isolated facilities that do not have connectivity to a city-wide network. In reference to the City bikeway network, attendees at the public meeting consistently mentioned the importance of closing the Fox River Trail gap, and the need for enhancing the connectivity of regional and local facilities.

## PROPOSED BIKEWAY FACILITY AND NETWORK IMPROVEMENTS

In terms of the development of a bikeway network in the City of Aurora, this planning effort had two major objectives. The first was the development of recommendations for a bikeway network in Downtown Aurora that would connect the Fox River with the rest of Downtown and the surrounding residential area. The second objective was to develop a conceptual network, outside of Downtown, that would provide for connections between Downtown and the rest of Aurora as well as between Aurora and other communities within the region.

In order to map out these proposed facilities the Working Group held two special meetings. The first meeting focused on the development of the Downtown network including the closing of the Fox River Trail gap. At the second meeting the development of a network throughout the rest of Aurora was discussed. Several individuals at these meeting, Working Group members as well as the general public, had extensive cycling experience in the City of Aurora. In fact, some of these individuals had been responsible for many of the comments received at the public meeting. The Working Group took great advantage of this experience in the development of the proposed networks.

### Proposed Bicycle Facility Improvements

#### Bicycle Parking Requirements

Providing secure bicycle parking is a necessary part of a bikeway network, since it encourages people to use their bikes for transportation and reduces parking in undesirable places, such as adjacent to light poles or trees. Successful bicycle parking requires a good quality bike rack in a good location.

#### Parking Space Requirement

It is recommended the City address bike parking by adopting a development ordinance requirement and by retrofitting racks at strategic locations in town. Ideally, all multi-family and non-residential buildings should provide parking for at least a couple bikes. A simple ordinance may call for one bike parking space for every 20 required car spaces, with a minimum of two spaces. Most uses call for five percent of car spaces, with higher amounts for multi-family dwellings, schools, recreation facilities, etc.

#### Bike Rack

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

It is recommended that the City work with property owners to install a minimum of one inverted- U rack at locations like grocery stores, restaurants, and school district buildings. Bike racks are available throughout the community, and primarily exist at many public institutions/locations throughout the City, including:

- Thirty-six bike racks installed in the downtown in 2006
- Numerous locations at libraries, schools, community centers, parks and train stations

Bike rack installation recommendations come from the Kane County Bicycle and Pedestrian Plan. When placing a bicycle rack or bicycle locker in the public right-of-way or in a parking lot, it should be installed away from the natural flow of pedestrians, avoiding the curb and area adjacent to crosswalks. Racks and lockers should be installed a minimum of six feet from other street furniture. Racks should be placed at least 15 feet away from other features, such as fire hydrants or bus stop shelters. The following are additional recommendations:

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

## Bike Locker

A good bike locker provides secure bicycle parking. Bike lockers tend to be used most for long-term commuter parking in areas without a lot of continuous oversight. Bike lockers provide good protection against the theft of an entire bicycle, its components, and accessories. Most fully enclosed lockers are accessible only to a single user. Generally speaking, a bike locker is only as strong as the lock on the door. Some designs of bike lockers can be stacked so there is twice the parking density. Good protection from the weather is another benefit. Bike lockers tend to be used most for long term bicycle commuter parking in area without a lot of continuous oversight. On the downside, if lockers have coin-operated locks, they can be a target of theft, and may attract various non-intended uses. Bike lockers are currently provided at both commuter train stations.

## Proposed Bikeway Network Improvements

The proposed Downtown and Regional bikeways system, as developed by the Working Group, are illustrated in Appendix B, Figure 9-3 and Figure 9-4, respectively. The proposed Downtown network is comprised of a very specific set of recommendations for connecting the river, Downtown, and nearby residential communities. The set of corridor recommendations developed by the Working Group is discussed below. These recommendations will be taken into consideration during the development of the projects for the City's Capital Improvement Program. See Appendix A for more detailed information.

FIGURE 9-5: LISTING OF EXISTING BIKEWAY FACILITIES

| Description                          | Start                                | End                              | Use     | R.O.W.    | Length (mi)* | Type     |
|--------------------------------------|--------------------------------------|----------------------------------|---------|-----------|--------------|----------|
| Illinois Prairie Path - Batavia Spur | Eola Rd.                             | Kirk Rd.                         | Mixed   | Dedicated | 3            | Regional |
| Kirk Rd.                             | Illinois Prairie Path - Batavia Spur | Butterfield Rd. (IL 56)          | Mixed   | Roadway   | 1.1          | Local    |
| Bilter Rd. - DuPage Pkwy.            | Illinois Prairie Path, Batavia Spur  | South of Butterfield Rd.         | Mixed   | Roadway   | 0.5          | Local    |
| Subdivision North of Butterfield     | IPP - Batavia Spur (Circle Path)     | IPP - Batavia Spur (Circle Path) | Mixed   |           | 0.9          | Local    |
| Illinois Prairie Path - Aurora Spur  | Eola Rd.                             | New York St.                     | Mixed   | Dedicated | 5.3          | Regional |
| Eola Rd.                             | Illinois Prairie Path, Batavia Spur  | Oswego Rd./Ogden Ave. (US 34)    | Mixed   | Roadway   | 4.5          | Regional |
| Waubonsie Creek Path (Main)          | Waterford Dr.                        | McCoy Dr.                        | Mixed   | Dedicated | 3.2          | Regional |
| Waubonsie Creek Path (South)         | Kautz Rd. / Montgomery Rd.           | Eola Rd.                         | Mixed   | Dedicated | 1.1          | Regional |
| Allen School Path                    | Allen School (S. Farnsworth)         | Waubonsie Creek Path             | Mixed   | Roadway   | 1.2          | Local    |
| Oakhurst Forest Preserve             | Montgomery Rd. / Kautz Rd.           | Oakhurst Forest Preserve         | Mixed   |           | 1.6          | Local    |
| E. J. & E. Railroad                  | North of Ogden Ave.                  | South of New York St.            | Mixed   | Dedicated | 0.8          | Local    |
| Spring Lake                          | Along McCoy Rd.                      |                                  | Unknown |           | 0.1          | Local    |
| Fox River Trail (North)              | Sullivan Rd.                         | Galena Blvd.                     | Mixed   | Dedicated | 2.2          | Regional |
| Fox River Trail Connector            | New York St.                         | Virgil Gilman Trail              | Mixed   | Roadway   | 1.3          | Regional |
| Fox River Trail (South)              | Virgil Gilman Trail                  | Ashland Ave.                     | Mixed   | Dedicated | 0.4          | Regional |
| Indian Trail Rd.                     | Lake Street (IL 31)                  | Near Deerpath Dr.                | Mixed   | Roadway   | 3.2          | Local    |
| Orchard Rd. (South)                  | Virgil Gilman Trail                  | Galena Blvd.                     | Mixed   | Roadway   | 0.9          | Local    |
| Orchard Rd. (North)                  | Indian Trail Rd.                     | Sullivan Rd.                     | Mixed   | Roadway   | 0.4          | Local    |
| Virgil Gilman Trail                  | Hill Ave.                            | Densmore Rd.                     | Mixed   |           | 7.7          | Regional |
| Summerlin Dr./Barrington Dr.         | Kane/Kendall Co. Line                | Near 95th St.                    | Mixed   | Roadway   | 0.8          | Local    |
| U.S. 30                              | South of Treasure Dr.                | 111th St.                        | Mixed   | Roadway   | 1.7          | Local    |

## 10. PEDESTRIAN FACILITY DESIGN

### 10.1. FEDERAL AND STATE STANDARDS

The 2004 Guide for the Planning, Design, and Operation of Pedestrian Facilities by the American Association of State Highway and Transportation Officials (AASHTO) forms the technical basis for the plan recommendations. The AASHTO guidelines are generally recognized by the industry – and the court system – as the standard for bicycle facility design.

In addition, the Federal Highway Administration issued the table below in 1999, titled “Guidelines for New Sidewalk Installation”. It is recommended that future City facilities be designed to meet these two documents. While IDOT also recommends that the AASHTO guide be utilized when developing a bicycle plan, it provides additional guidance in the Bureau of Design and Environment Manual, under Chapter 17 Bicycle and Pedestrian Accommodations and in the Bureau of Local Roads and Streets Manual, under Chapter 42 Bicycle Facilities.

### 10.2. SIDEWALK CORRIDOR WIDTH

The width of a sidewalk corridor is one of the most significant factors in determining the type of pedestrian experience that a sidewalk provides. A typical sidewalk corridor is paved from the back of a roadway curb to a property line. In other areas, the paved portion of the sidewalk corridor is set back from the street by a surface, such as grass, which is not intended for pedestrian travel.

Narrow sidewalk corridors are inadequate because they limit the number of pedestrians that can use an area, require pedestrians to travel single-file, or force pedestrians to travel uncomfortably close to buildings or vehicle traffic. Also, access is frequently compromised on narrow sidewalk corridors by objects, such as utility poles, that create even narrower spaces. Often times, narrow sidewalks do not provide enough clear space for people who use walking aids or wheelchairs to travel down the length of the sidewalk. In addition, narrow sidewalk corridors occasionally have driveway crossings with steep cross slopes, curb ramps with insufficient landings, or steep ramp grades. To maintain a successful sidewalk network, sidewalk width should be developed in the early planning stages.

## 10.3.

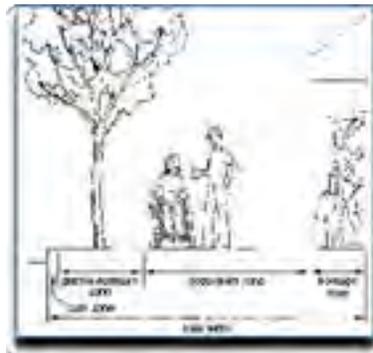
# ZONE SYSTEM

To ensure that pedestrian needs are prioritized, the City will use a design system that divides the sidewalk corridor into the following four zones: curb, furniture/planter, pedestrian, and frontage (see Figure 10-1.)

This zone system determines the width of a sidewalk corridor and ensures that obstacles, such as newspaper boxes or utility poles, will not limit pedestrian access. In general, the width of a sidewalk corridor is determined primarily by the width of the planter/furniture, pedestrian, and frontage zones.

The size of the curb zone is generally constant throughout a municipality. At pedestrian crossings, mid-block crossings, and street intersections, the sidewalk corridor should be wide enough to install curb ramps with level landings. If the ramp is primarily in a planter/furniture zone, the pedestrian zone should remain level. Although a variety of designs may be considered, a perpendicular curb ramp oriented at a 90-degree angle to the curb is recommended for access from the pedestrian zone to a roadway.

FIGURE 10-1 SIDEWALK ZONE SYSTEM



Source: FHWA, Designing Sidewalks and Trails for Access

# 11. PEDESTRIAN FACILITIES & NETWORK RECOMMENDATIONS

Walking is perhaps the oldest form of human transportation. For most of us, no matter where we are going or how we ultimately will get there, we begin each journey as a pedestrian. Pedestrians, however, are probably the most vulnerable of all users of the transportation system. Drivers have seat belts, air bags and crumple zones (not to mention more than a ton of metal) to help preserve their safety. Pedestrians, on the other hand, have only the clothes on their back and their awareness of the world around them to help keep them safe. For this reason, while issues such as connectivity and accessibility are important, safety is always a key consideration in planning for pedestrian travel.

As noted previously, the majority of comments received as a result of the public meeting dealt with the bicycle mode. There were 21 comments received that were judged to deal solely with pedestrian issues. Many of these comments dealt with issues related to walkway connectivity and ability to access important destinations by walking. There were 11 comments, however, that specifically addressed safety issues. Six of these comments raised concerns over the safety of pedestrians walking in the vicinity of Allen, Bardwell, and Our Lady of Good Counsel schools.

In an effort to begin to help the City address safety issues related to pedestrian travel this planning effort examined the walkability of several key intersections in the Downtown Aurora area. This analysis was conducted using the Walkability Checklist distributed by the Pedestrian and Bicycle Information Center. This Checklist provides an easy to use guide to assess how pedestrian friendly a neighborhood is and a copy appears in Appendix A.

## 11.1. EXISTING FACILITIES & NETWORK CONDITIONS

An inventory of sidewalks along major roadways was undertaken in 2007 during development of the Bicycle Map. The next step to identifying needs and prioritizing future projects would be to perform an inventory of sidewalk gaps along major roadway corridors, and then along local streets. This would provide a good foundation for the development of the improvement program.

## 11.2. PROPOSED FACILITIES, NETWORK IMPROVEMENTS & INTERSECTION EVALUATIONS

The analysis of pedestrian facilities focused on key intersections within the Downtown area. Given the nature of the Downtown area, with a relatively high concentration of businesses and offices, there is understandably a high concentration of pedestrian and vehicular traffic. The concentration of these two types of traffic invariably leads to conflicts.

City staff ultimately identified 10 intersections for study. These locations were characterized as being the busiest in the Downtown area and also those that have the most problems. In summary, the biggest safety problem is vehicles making a right turn on red. The typical behavior was described as a motorist that pulls into the crosswalk, barely hesitates, and then quickly makes their turn. The danger that such behavior poses to pedestrians is obvious. The list provided by City staff was cross-checked against a list of high- accident intersections provided by the Aurora Police Department.

## 11.3. PROMOTION OF PEDESTRIAN FACILITIES AND PROGRAMS

The two main promotional programs supporting walking are Safe Routes to School and Walk to School. While the following section will discuss both programs in more details, it is important to note the process of siting locations for new schools needs to take into consideration connectivity of nearby neighborhoods and accommodations for both students and workers.

### Safe Routes to School Program

As noted above, several comments were received that voiced concern over the safety of people walking in the vicinity of the Allen, Bardwell, and Our Lady of Good Counsel schools. These comments echo concerns of parents throughout the country who are concerned about the safety of their children as they walk or bike to school. Such concerns are easy to understand, especially in communities where children within a certain distance of school may not be able to take the bus.

To address such concerns, the federal transportation bill funds a Safe Routes to School (SRTS) program. This program has the purpose of enabling and encouraging children to walk and bicycle to school and making it safer and more appealing. The SRTS Program will facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, air pollution, and fuel consumption near schools. Non-infrastructure related activities can comprise between 10 to 30 percent of the funding, while infrastructure-related activities can comprise 70 to 90 percent. There is no match requirement; the Federal share is 100 percent. Apportionments are based on school enrollments in primary and middle schools, with a minimum of \$1 million per state.

Each state has a SRTS Coordinator. Additional information on the program can be found at: <http://safety.fhwa.dot.gov/saferoutes/>.

### Walk to School Program

October has been designated as Walk to School Month by the National Center for Safe Routes to School organization. Similarly, they have designed October 8 as Walk to School Day. By starting a Safe Routes to School (SRTS) program, an opportunity is created to make walking and bicycling to school safer for children and to increase the number of children who choose to walk and bicycle. On a broader level, these programs can enhance a child's health and well-being, ease traffic congestion near schools, improve air quality, and improve a community's overall quality of life.

## 12.

## TRANSIT AND COMPATIBILITY

The connectivity of Aurora's multi-modal transportation system will be enhanced through the development of bicycle and pedestrian facilities that connect major traffic generators, existing bikeways and sidewalks, other transportation services, and neighboring communities.

1. Improve bicycle and pedestrian connections to Pace and Metra facilities. There are currently ten Pace routes and two Metra commuter rail stations in the City. There is an especially strong need to provide direct connections to the Route 59 Metra Station from the northeast part of the City, especially along North Aurora Road, Liberty Street, Commons Drive, and Station Boulevard. All Pace buses have bike racks attached to the front of the vehicle, which accommodates up to two bicycles.
2. Provide connections between major traffic generators including cultural centers, neighborhood schools and parks, shopping areas, employment centers, sport complexes, and recreational areas.
3. Construct bicycle and pedestrian facilities, or temporary "place holder" facilities, in the initial phases of new development projects in order to encourage biking and walking from the start.
4. Fill in gaps in the existing bikeway and sidewalk networks.
5. Retrofit parkways between paths and roads in order to increase user safety.

### 12.1.

### BIKE TO METRA BROCHURES

In the spring of 2008, the City developed two brochures encourage residents to incorporate bicycling trips more often with Metra transit commutes. These brochures discussed methods for selecting the proper bicycle to fit the commute, choosing a safe route, storing a bicycle, as well cycling tips. These pamphlets guided commuters to the areas around the Aurora Transportation Center in downtown Aurora and the Route 59 Station. See portions of each brochure in the two figures below.



## 13.

# FUNDING OPTIONS

Opportunities to fund bicycle and pedestrian improvements are present at the local, state, and federal level. At the local level it is especially important to be diligent in identifying large projects that may incorporate bicycle and pedestrian improvements. No matter what the funding source, bicycle and pedestrian projects implemented as part of larger road or development projects should be constructed at a cost savings over retro-fit projects.

### 13.1.

## FEDERAL PROGRAMS AND FUNDS

At the federal level, bicycle and pedestrian projects are broadly eligible for funding from almost all the major Federal-aid highway, transit, safety and other programs. Bicycle and sidewalk projects must be for transportation rather than recreational purposes and must be designed and located in accordance with the IDOT and Chicago Metropolitan Agency for Planning (CMAP) transportation plans (<http://www.fhwa.dot.gov/environmental/bikeped/bp-broch.htm>).

The Federal Highway Administration has the following sources of funding:

- Surface Transportation Program;
- Transportation Enhancement Program (80% federal and 20% local);

The IDOT administered programs provides funding for bicycle and pedestrian facilities among a total of 12 eligible project categories.

- Highway Safety Improvement Programs (90% federal and 10% local);

The IDOT administered program funds projects on public roads or publicly owned paths or trails.

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)(80% federal and 20% local);
- The Chicago Metropolitan Agency for Planning (CMAP) administered program pays for projects that reduce air emissions, like construction of bicycle and pedestrian facilities.
- Federal Recreational Trails Funds (80% federal and 20% local);
- Both IDOT and IDNR administer these funds to develop and maintain recreational trails and trail-related facilities for non-motorized and motorized recreational trail uses.
- Open Space Land Acquisition and Develop (OSLAD) (50% state and 50% local);
- The IDNR administered program provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space.
- Land and Water Conservation Program (50% federal and 50% local);
- The IDNR administered program provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space.
- National Scenic Byways Program (80% federal and 20% local);
- The IDOT administered program funds roadway improvement projects along routes with superior scenic, historic, recreational, cultural, and archeological qualities.

The Federal Transit Administration has the following sources of funding:

- Urbanized Area Formula Grants;
- Formula Program for Other than Urbanized Areas
- Job Access and Reverse Commute Program (JARC)
- The Regional Transportation Authority (RTA) administers this Section 5316 program for IDOT.

This program provides funding for projects/services that improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals, and transport residents of urbanized and non-urbanized areas to suburban employment opportunities.

- New Freedom Program
- The RTA administers this Section 5317 program for IDOT. This program provides funding for projects and services that provide new public transportation services and public transportation alternatives beyond the Americans with Disabilities Act (ADA).

## 13.2. STATE PROGRAMS AND FUNDS

At the state level, the home page for bicycling information from the Illinois Department of Transportation (IDOT) (<http://www.dot.state.il.us/bikemap/bikehome.htm>) has links to various pages with information on cycling in Illinois including: the state bike plan; agencies involved in bicycling issues; bicycle maps; bicycle policy and design; bicycle safety education resources; bicycling laws; and, bikeway development funding.

The only 100% state financed program is administered by the Illinois Department of Natural Resources and it is called the Illinois Bicycle Path Program. It pays 50 percent of costs for acquisition, construction, and rehabilitation of public, non-motorized bicycle paths and directly related support facilities.

## 13.3. LOCAL PROGRAMS AND FUNDS

New developments will be required to incorporate bicycle and pedestrian improvements into their design and construction by including sidewalks, bikeways, amenities for cyclists and pedestrians, and design features to help minimize vehicular conflicts with pedestrians and bicycles. Local municipalities have also used general revenue funds, capital funds, and TIF District revenues to supports bicycle and pedestrian projects.

## 14.

# RECOMMENDATIONS

Recommendations are provided in goals and objectives, similar to the policies and initiatives in Chapter 3. Under each category several key objectives are listed. These objectives are the most important to address in the short-term in order to provide a solid foundation for the realization of the vision for Aurora's bicycle and pedestrian system in the long term.

Listed below are the plan's recommendations. These recommendations are the result of a planning process that included:

- Discussions with City of Aurora staff
- Public input
- Meetings of the Bicycle and Pedestrian Working Group
- Surveys of existing conditions

## 14.1.

### PLANNING

Establishing the responsibilities of a Bicycle and Pedestrian Coordinator within the City of Aurora and formalizing the role of a Bicycle and Pedestrian Advisory Committee will help make a statement as to the importance of bicycle and pedestrian travel within the City of Aurora. Together they increase the visibility of the issues among staff, elected officials, and the general public.

Bicycle and Pedestrian Coordinator will be the champion for these modes during the day-to-day workings of City government. The Coordinator will be the point person for the development and improvement of these systems throughout the City. He or she will act as an advocate and watchdog within City government to insure that the needs of cyclists and pedestrians are addressed in all improvement and development projects. Outside of City government the Coordinator will provide a point of contact for those with development proposals that may impact the bicycle and pedestrian transportation systems. The Coordinator will also be the key person responsible for monitoring and suggesting appropriate action in response to bicycle and pedestrian policy, planning and development activities of neighboring communities, regional agencies, and the federal government.

The Bicycle and Pedestrian Advisory Committee will provide a key vehicle for public involvement in the planning and development process for bicycle and pedestrian facilities. The committee members will be inclusive and representative of the City, and advise and assist with the implementation of this plan. Committee meetings will provide a forum for the discussion of important issues and the sharing of information. Members will provide input on development strategies, plan review, and establishing priorities. Members will also provide outreach to community groups, business groups, school districts, park districts, and others, with an interest in the development of bicycles and pedestrians.

## 14.2.

### DESIGN

Design guidelines will help create the proper environment for bicycle and pedestrian travel, as well as ensure accessibility and maintain a consistent quality of design, materials, and maintainability in Aurora's bicycle and pedestrian facilities. Cyclists and pedestrians must often share facilities, not only with each other, but also with cars, trucks, and buses. There are varied types of users, ranging from the very experienced to the very inexperienced, and from the very fit and able to the mobility limited. Design

guidelines need to balance the needs and requirement of all users. They need to create an environment that promotes safety, enhances accessibility while at the same time serving the mobility needs of all users. A key element of this work will be a detailed examination of relevant road-building, subdivision, and development guidelines in order to identify changes that improve bicycle and pedestrian travel.

While being an end unto itself, the design guidelines also become a vehicle to help accomplish objectives under other goals as well. For example, design guidelines can also provide a resource for private developers to assist them in incorporating bicycle and pedestrian improvements into their developments.

### 14.3. DEVELOPMENT

These objectives address ways that the development of bicycle and pedestrian facilities can become a routine part of Aurora’s development process. Incorporation in the Transportation Plan and Comprehensive Plan makes a statement that this is an important issue not just from the perspective of a small number of enthusiasts but for the entire City. The zoning ordinance and the permit review process encompass the day-to-day implementation of the Comprehensive Plan. Only through incorporation into these two aspects will the vision of the Bicycle and Pedestrian Plan become a reality.

Thus, as part of the regular and routine staff review process, plans for roadways, other infrastructure, new development, and redevelopment projects should be reviewed to determine their impacts on bicycling and walking. Such reviews need to insure not only that the quality and utility of existing facilities are not degraded by new projects but also that opportunities for improvement are realized. Finally, the Capital Improvement Program provides a forum for the evaluation of improvement options, the setting of priorities, and informs the public as to how the existing systems will be improved.

1. Incorporate the Aurora Bicycle and Pedestrian Plan into the City of Aurora’s Transportation Plan and Comprehensive Plan.
2. Review the City of Aurora Zoning Ordinance and consider modifications to better support bicycle and pedestrian activity and access.
3. Include bicycle and pedestrian facilities in the permit review process.
4. Develop bicycle and pedestrian projects to be included in the City’s Capital Improvement Program.

### 14.4. CONNECTIVITY

Provide bicycle and pedestrian connections to major traffic generators in the City of Aurora including those to cultural resources, neighborhood schools and parks, shopping areas, employment centers, sports complexes, and recreational area.

The 15 proposed bikeways identified in Chapter 7 will help accomplish, to a great extent, the above listed objectives. Especially important, from a local and regional perspective, will be completing the gap in the Fox River Trail. This action alone will address a major issue. Detailed planning and design studies of each recommended route will help ensure the suitability of the route and address location specific issues related to the design, utility, and safety of the facility.

Since an analysis of existing bikeway and network conditions for bicycles have already been undertaken, it is recommended the City next embark upon a sidewalk inventory and consider development of a

Retrofit and Spot Improvement Program. The City should identify, prioritize, and implement small-scale retrofit improvements to the bikeways and sidewalks networks.

1. Fill in gaps in the existing bikeway and sidewalk networks.
2. Provide for connection between Aurora and neighboring communities.

## 14.5. WELFARE

The ability to successfully promote the welfare of cyclists and pedestrians rests, at least in part, upon the ability to develop relationships between the City, system users, other agencies, and other organizations with an interest in the well being of cyclists and pedestrians. These relationships will provide the means by which information concerning the benefits of walking and cycling reach the general public. They can facilitate the development of educational programs designed to promote the health benefits of cycling and walking, proper cycling technique, pedestrian safety, and use of the system. Health benefits include lowering blood pressure and cholesterol, strengthening the heart and cardiovascular system, increasing bone density and flexibility, as well as weight loss or weight maintenance.

Since cyclists and pedestrians come in all shapes, sizes, ages, and level of experience, materials that promote safety and proper technique are an important tool in the effort to promote the welfare of these user groups. As a starting point, there were several documents available at the public meeting which might be distributed throughout the community to program partners. Such documents include:

- Bicycle Safety Tips
- Bicycle Skills Course Instruction Manual
- Cross Safely
- Illinois Bicycle Rules of the Road
- Kids on a Roll (available in English and Spanish)
- Kids on Bikes in Illinois (available in English and Spanish)
- Safe Bicycling in Illinois
- Safe Walking: Protecting Young Pedestrians (available in English and Spanish)

Any program that is designed to address safe cycling and walking must have as a component a Safe Routes to School (SRTS) Program. Among the many things that parents worry about is school safety. SRTS Programs address this concern by attempting to create a safe environment through which children may walk or bike to school. The creation of such programs takes the cooperation of parents, teachers, school officials, and local transportation officials.

1. Partner with schools to promote bicycling and walking, including the SRTS and walk to school programs, in conjunction with physical and health education programs.
2. Partner with hospitals and health clinics to promote the health benefits of bicycle and pedestrian travel.
3. Partner with the park systems to develop connections to parks and promote the exercise and health benefits of biking and walking.

## 14.6. EDUCATIONAL AND PROMOTIONAL PROGRAMS

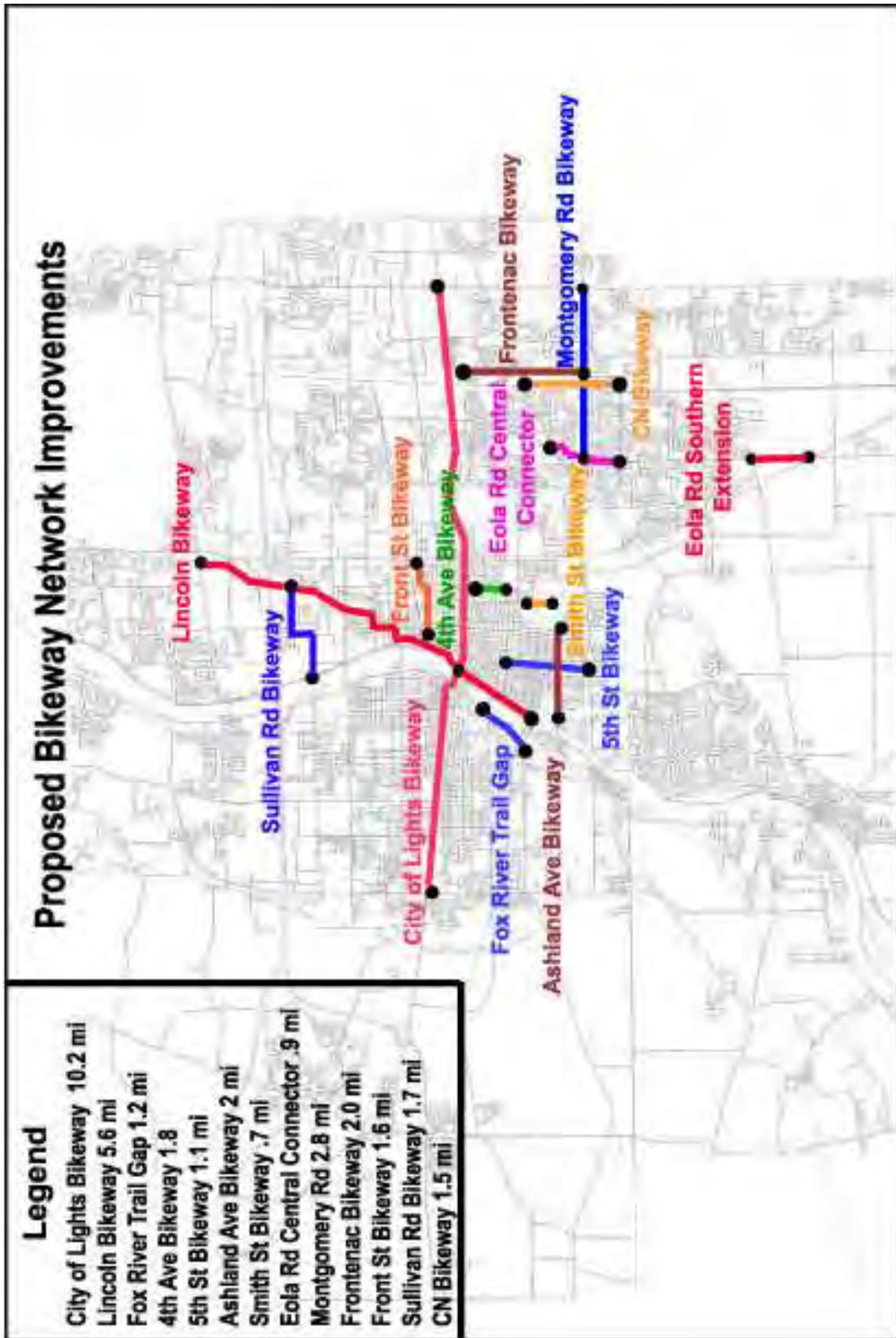
Implement educational and promotional programs that build familiarity with local facilities. This includes distributing the City of Aurora Bicycle Map at no charge to a variety of public locations, such as libraries, City and park district offices, and local bike shops. The map is also useful because it includes safety education information illustrating proper cycling techniques on roadways and bikeways.

There is a wealth of information on the web that can also serve as the foundation for developing promotional materials and programs related to cycling and walking. Two excellent places to start are the “bicycling info” and “walking info” web sites referenced below:

- <http://www.bicyclinginfo.org>
- <http://www.walkinginfo.org>

For transportation planning information specific to the northeastern Illinois region consult the web site of the Chicago Metropolitan Agency for Planning (CMAP) at [www.cmap.illinois.gov](http://www.cmap.illinois.gov). For information on CATS bicycle and pedestrian planning effort consult [www.cmap.illinois.gov/bikeped/bikeped.aspx](http://www.cmap.illinois.gov/bikeped/bikeped.aspx).

# APPENDIX A: BIKEWAY AND TRAIL MAP



## APPENDIX B: BIKEWAY NETWORK IMPROVEMENTS

The proposed Downtown and Regional bikeways system, as developed by the Working Group, are illustrated in Appendix B, Figure 9-3 and Figure 9-4, respectively. The proposed Downtown network is comprised of a very specific set of recommendations for connecting the river, Downtown, and nearby residential communities. The set of corridor recommendations developed by the Working Group is discussed below. These recommendations will be taken into consideration during the development of the projects for the City's Capital Improvement Program.

**City of Lights Bikeway** - The City of Lights Bike Path is a 10.2-mile long path that runs in an east-west direction through the City. 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. Sections of the bikeway are located along Downer Place, West Park Avenue, and Spring Street before joining an existing bikeway along New York Street - The routing includes a new bicycle/pedestrian bridge over the Fox River with a provision for an island park in the vicinity of West Park Avenue. Major attractions served include Aurora's western shopping district, Aurora University, West Aurora High School, the Aurora Transportation Center, Fox Valley Mall, and the Route 59 Metra commuter rail station. Aurora University and the Metra station are connected to the main route through short spur paths.

**Lincoln Bikeway** - Named for its proximity to the Lincoln Highway as well as a section along Lincoln Avenue in Aurora, this 5.6-mile long bike path serves as a main north-south corridor in the eastern section of downtown Aurora. The path runs from its southern terminus at the Virgil Gilman Trail along Lincoln Avenue, High Street, and Church Road. It terminates at its northern end at the intersection of Church Road and Butterfield Road (IL Route 56). This path provides bicycle access from the northern neighborhoods of Aurora to both the downtown and the Aurora Transportation Center.

**Fox River Trail Connector/Bikeway (Temporary)** - This facility is proposed as a temporary connection between existing sections of the Fox River Trail, until such time as the Aurora RiverWalk is completed along the west riverbank and Hurd's Island. This 1.2-mile long bike path runs along River Street, West Park Avenue, Locust Street, Woodlawn Avenue, to the Virgil Gilman Trail. It serves the downtown business district, as well as providing connectivity across the "gap" in the Fox River Trail system. The Downer Place/Benton Street section is proposed as a one-way pair, with bicycle traffic moving in the same direction as vehicular traffic.

**Fourth Avenue Bikeway** - This 1.8-mile long bikeway serves as an east-west corridor through southeast Aurora. The proposed bike lane runs between its southern terminus at Center Avenue along 4th Avenue and Ohio Street, and connects with the City of Lights Bikeway at its northern terminus at the New York Street and Ohio Street intersection. The main function of this proposed bikeway is to serve residents of the southeast neighborhoods and provide a route to the downtown and connect to other bikeways.

**Fifth Street Bikeway** - This bike lane is a 1.1-mile long north-south corridor through southeast Aurora along 5th Street, just south of 4th Avenue. Its primary function is to provide a connection between the Fourth Avenue Bikeway and the Virgil Gilman Trail, thus increasing system connectivity.

**Ashland Avenue Bikeway** - This 2-mile long bikeway serves far southern Aurora neighborhoods along Ashland Avenue. The bike lane primarily runs along Ashland Avenue between the southern terminus at the Virgil Gilman Trail and the northern terminus at Phillips Park. This bikeway provides direct local access to the Philips Park recreation area.

**Smith Street Bikeway** - This short (0.7 mile) bikeway spur serves as a connection between Phillips Park at the southern end and East Aurora High School at the northern end along Smith Street. The lane increases local bikeway connectivity by providing a route between the park and high school.

**Eola Road Bikeway - Central Connector.** This 1.0-mile long bike path connects two existing sidepaths along Eola Road between 87th Street (Keating Drive) on the southern end and U.S. Route 34 (Ogden Avenue) on the northern end. The main purposes of this connection are to improve path connectivity and serve Waubonsie Valley High School from residential areas to the south.

**Eola Road Bikeway - South Extension.** This 0.9-mile long bike path extension completes the Eola Road Bikeway through far eastern Aurora by providing a connection between U.S. Route 30 on the southern end and Wolf's Crossing Road on the northern end. The path primarily serves far southeast Aurora and connects residential areas to the city-wide bikeway system.

**Montgomery Road Bikeway** - This 2.8-mile long bike path provides an east-west corridor serving the residential areas of southeast Aurora. The path generally travels along Montgomery Road between Eola Road at the western end and IL Route 59 on the eastern end, passing through residential neighborhoods near the White Eagle Golf Club.

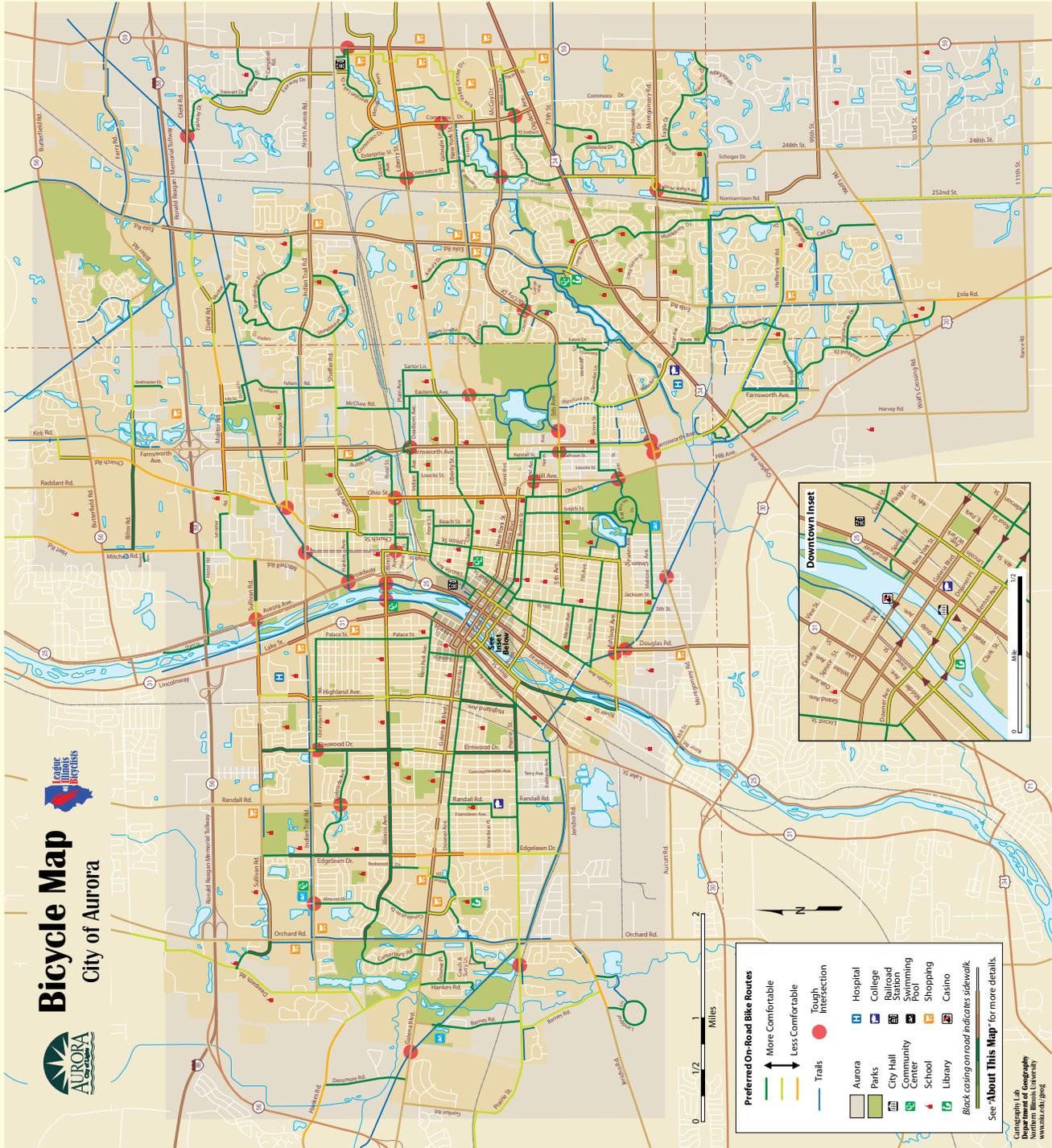
**Frontenac Bikeway** - This 2.0-mile long facility provides a north-south connection between bikeways near Spring Lake and Willow Lake Parks with Montgomery Road. The proposed bike lane runs along Frontenac Street from New York Street on the north end to Montgomery Road on the south end.

**Front Street Bikeway** - This 1.6-mile long bike lane connects north central Aurora to the downtown area, and provides connections between many local neighborhood schools and the downtown area. The bikeway primarily runs along Front Street and Solfisburg Avenue with a western terminus at Lincoln Avenue and an eastern terminus near Farnsworth Avenue.

**Sullivan Road Bikeway** - This bikeway provides a path across the Fox River that serves the northern part of Aurora. The path is 1.7 miles in length, and runs along Sullivan Road and Konen Avenue. It functions primarily as a connector path, though it also links park land along Church Road.

**Canadian National Bikeway h-** This 1.5-mile long bike path connects the Southern DuPage County Regional Trail on the north end and travels parallel to the CN railroad tracks to Keating Road.

FIGURE 9-1: CITY OF AURORA BICYCLE MAP



**About This Map**  
 This map was produced collaboratively by the City of Aurora Downtown Development Division and the League of Illinois Bicyclists. It is intended to encourage bicycling as a healthy, fun, and enjoyable form of recreation and energy-efficient, economical, and non-polluting form of transportation.  
 The map shows off-road trails and suggests on-road routes for travel on the road network. In the routes shown, the degree of difficulty is indicated by the relative levels of cyclist comfort. These are preferred routes by adults with at least a moderate level of traffic tolerance. (Other cyclists may choose other routes appropriate for their abilities.)  
 As much as possible, roads were chosen with lower traffic volume and speed, ample width, and fewer stop signs. Stoplights were preferred for crossing the busiest streets (circled intersections indicate difficult, unsignalized crossings). Certainly, many of the streets are less than ideal, but local cyclists judged them as the best available in an area.  
 The map also indicates which of the City's busier roads have sidewalks for pedestrians, or "sidepath" bicycle trails, on at least one side of the road. Sidepaths are shown in yellow. Sidepaths are shown in yellow. Sidepaths are shown in yellow.  
 Sidepaths along quieter roads are not shown.  
 Map users are encouraged to read the safety tips included, to help in becoming a more skillful, confident, and safer bicyclist.

**www.bikelib.org**  
**NOTICE AND DISCLAIMER:** Illinois traffic laws (62.5 ILCS 5/6-2) prohibit bicyclists from operating on sidewalks and in crosswalks. Bicyclists may not use crosswalks or travel on sidewalks or other pedestrian areas when traveling. Bicyclists must be able to safely operate a bicycle and are responsible for their own safety when cycling on the roads indicated on this map.  
 Photographs by Jon Cunningham

Explore Aurora On Two Wheels

# City of Aurora Bicycle Map

Copyright © 2007-2017 League of Illinois Bicyclists and City of Aurora, Illinois.

Free distribution and copying of this map is permitted.

FIGURE 9-2: BICYCLE & PEDESTRIAN MAP

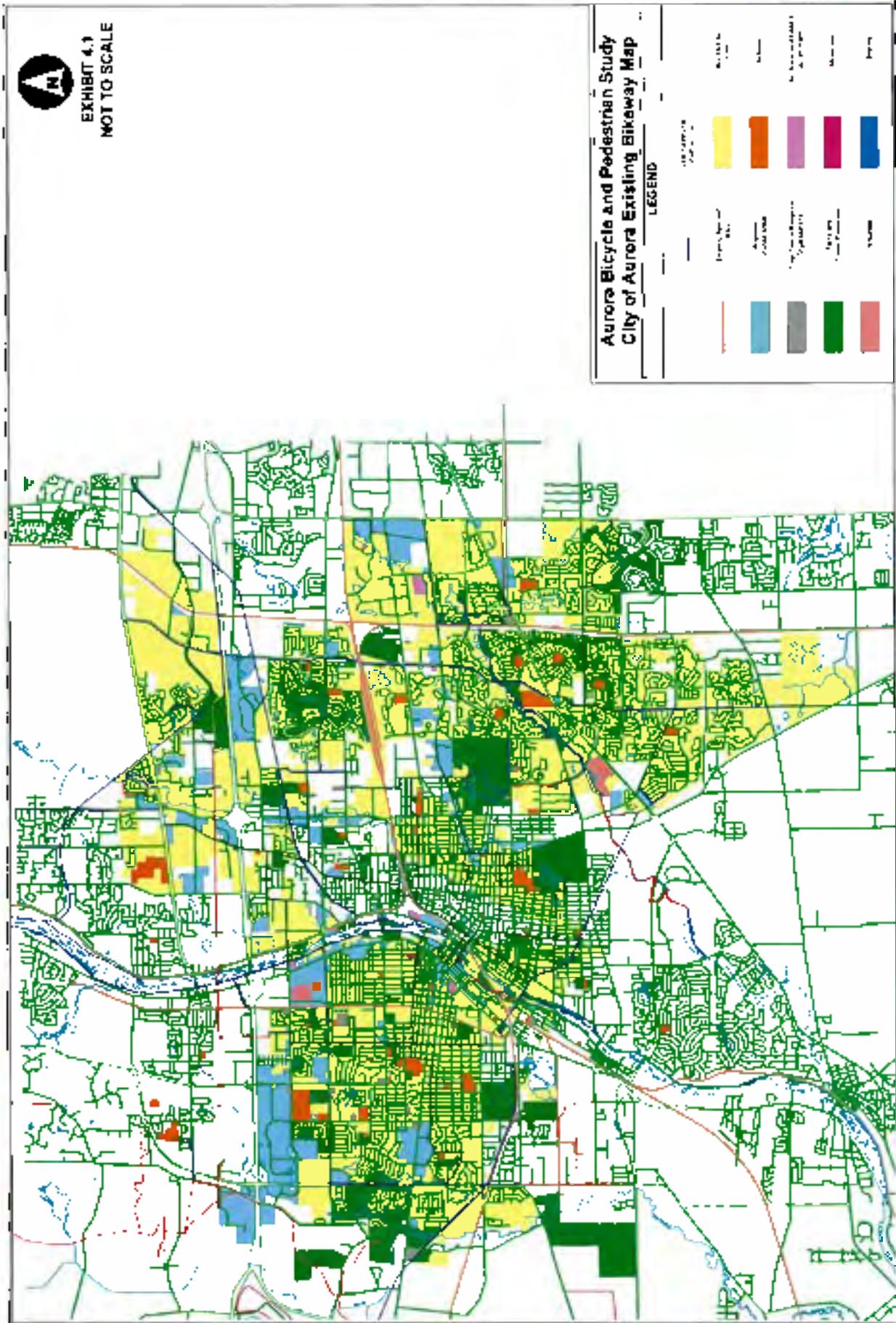


FIGURE 9-3: DOWNTOWN BIKEWAYS

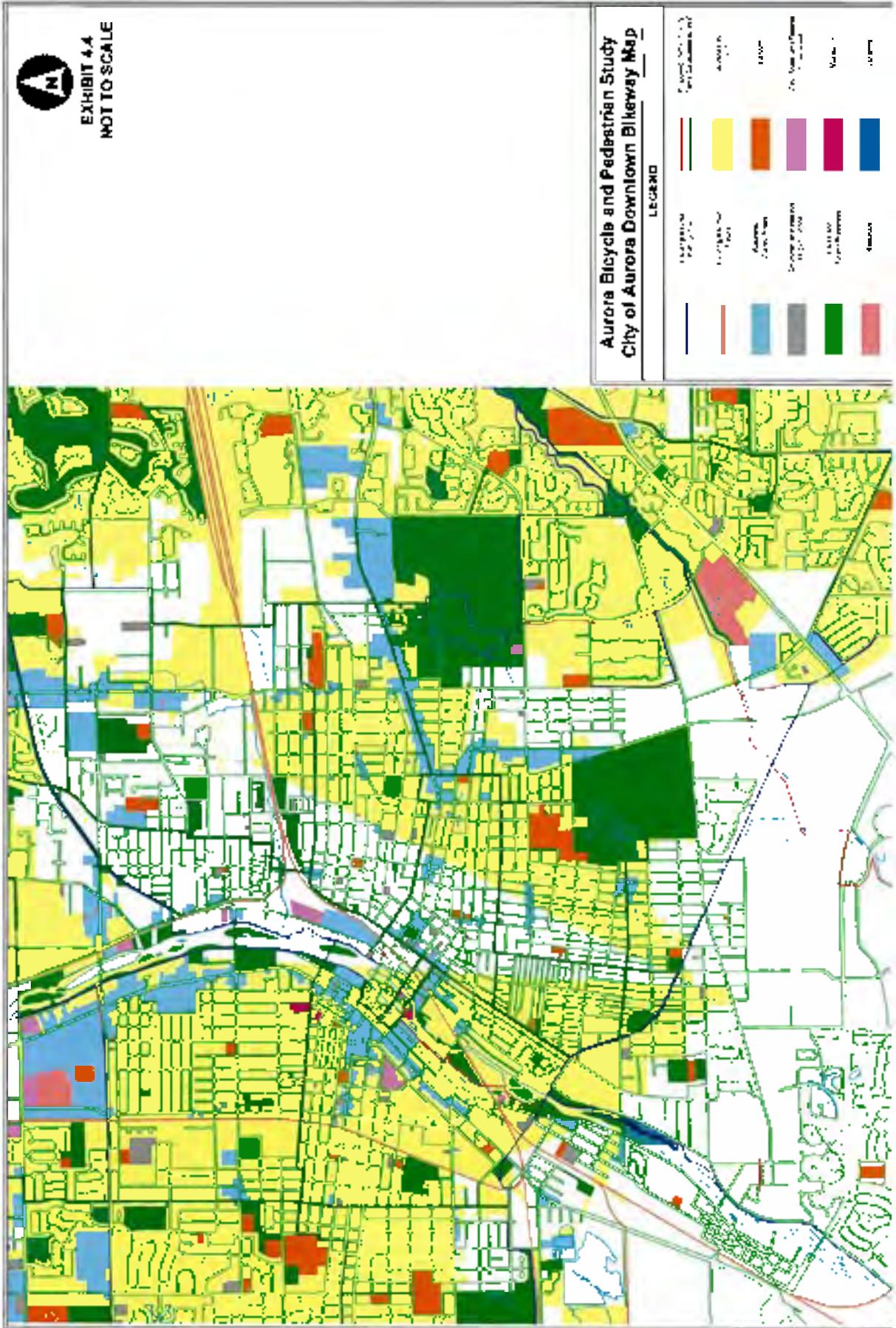
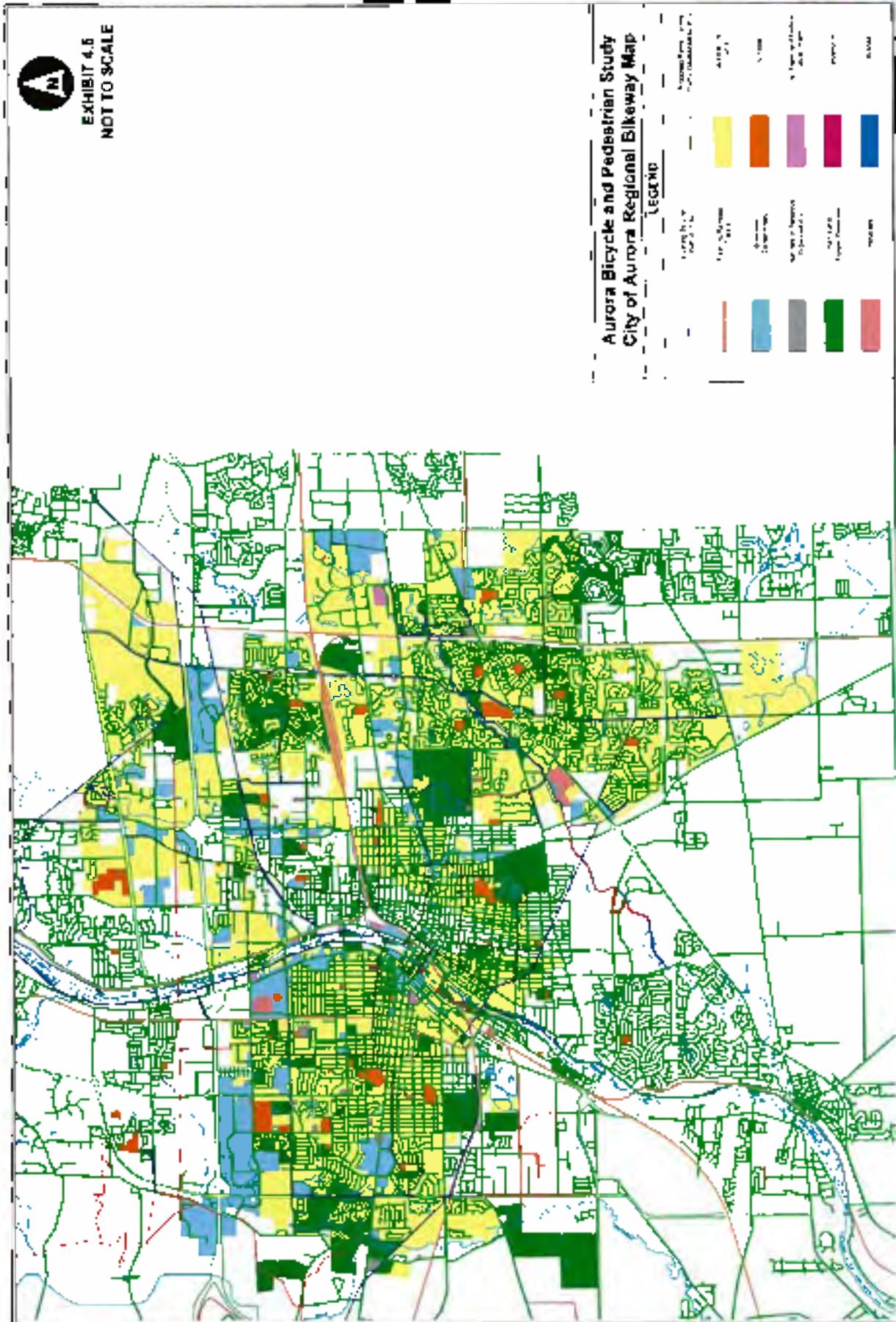


FIGURE 9-4: REGIONAL BIKEWAYS



# APPENDIX C: PUBLIC INVOLVEMENT ATTENDANCE SHEET

## ATTENDANCE SHEET - PLEASE PRINT

Public Meeting - Open House  
Bicycle and Pedestrian Plan  
City of Aurora  
July 22, 2004

|    | Name and Address (Please include City and Zip) | Representing | Telephone | Email | Mail list* |
|----|--|--------------|-----------|-------|------------|
| 1  |  |              |           |       |            |
| 2  |  |              |           |       |            |
| 3  |  |              |           |       |            |
| 4  |  |              |           |       |            |
| 5  |  |              |           |       |            |
| 6  |  |              |           |       |            |
| 7  |  |              |           |       |            |
| 8  |  |              |           |       |            |
| 9  |  |              |           |       |            |
| 10 |  |              |           |       |            |
| 11 |  |              |           |       |            |

\* Please place a check in this box if you would like to be notified of future meetings of the City of Aurora Bicycle and Pedestrian Working Group.

Sheet \_\_\_\_\_ of \_\_\_\_\_

# DISPLAY MATERIAL SOURCE INFORMATION

The materials on display may be obtained through the following sources. Most of these references are for web sites. If you do not have access to the internet please contact one of the staff present and we will get you a phone number that you can call. A few really good web sites: <http://www.bicyclinginfo.org/> (Bicycling) <http://www.walkinginfo.org/> (Walking) <http://www.calsmpo.com/> (Transportation in NE Illinois)

| Document  | Reference   |
|---|---|
| 10 Safety Steps to School   | Ordering Information may be found at:<br><a href="http://www.dot.il.gov/pieform.html">http://www.dot.il.gov/pieform.html</a>          |
| 2030 Regional Transportation Plan for Northeastern Illinois                                 | <a href="http://www.so2030.com/">http://www.so2030.com/</a>   |
| Best Practices  | Chicago Area Transportation Study<br><a href="http://www.solesandspokes.com/">http://www.solesandspokes.com/</a>                      |
| Bicycles Facility Selection: A Comparison of Approaches                                     | <a href="http://www.bicyclinginfo.org/de/bike_selection.htm">http://www.bicyclinginfo.org/de/bike_selection.htm</a>                   |
| Bicycle Parking Guidelines  | <a href="http://www.bicyclinginfo.org/de/parkguide.htm">http://www.bicyclinginfo.org/de/parkguide.htm</a>                             |
| Bicycle Safety Tips   | <a href="http://www.cyberdriveillinois.com/publications/kidspub.html">http://www.cyberdriveillinois.com/publications/kidspub.html</a> |
| Bicycle Skills Course Instruction Manual  | <a href="http://www.cyberdriveillinois.com/publications/kidspub.html">http://www.cyberdriveillinois.com/publications/kidspub.html</a> |
| Bike Lane Design Guide  | <a href="http://www.bicyclinginfo.org/de/bikelaneguide.htm">http://www.bicyclinginfo.org/de/bikelaneguide.htm</a>                     |
| Bike Parking for Your Business  | Chicago Area Transportation Study 312.793.3460  |
| Bikeability Checklist   | <a href="http://www.bicyclinginfo.org/cps/check_list.htm">http://www.bicyclinginfo.org/cps/check_list.htm</a>                         |
| Children Have An iDentity (CHAD) Bicycle Sticker  | Ordering Information may be found at:<br><a href="http://www.dot.il.gov/pieform.html">http://www.dot.il.gov/pieform.html</a>          |
| Cross Safety!   | Ordering Information may be found at:<br><a href="http://www.dot.il.gov/pieform.html">http://www.dot.il.gov/pieform.html</a>          |
| Designing for Active Transportation   | Chicago Area Transportation Study 312.793.3460  |
| Evaluation of Lane Reduction "Road Diet" Measures and Their Effects on Crashes and Injuries | Chicago Area Transportation Study 312.793.3460  |
| Existing Conditions and Regional Trends   | Chicago Area Transportation Study<br><a href="http://www.solesandspokes.com/">http://www.solesandspokes.com/</a>                      |
| Getting There Safely: Transporting Tots to Teens  | Chicago Area Transportation Study 312.793.3460  |
| Illinois Bicycle Rules of the Road  | <a href="http://www.cyberdriveillinois.com/publications/kidspub.html">http://www.cyberdriveillinois.com/publications/kidspub.html</a> |
| Improving Conditions for Bicycling and Walking: A Best Practices Report                     | <a href="http://www.bicyclinginfo.org/rd/planning.htm/guide">http://www.bicyclinginfo.org/rd/planning.htm/guide</a>                   |
| Kane County Bicycle and Pedestrian Plan   | <a href="http://www.co.kane.il.us/DOT/COM/Bicycle/outline.Htm">http://www.co.kane.il.us/DOT/COM/Bicycle/outline.Htm</a>               |
| Kids on a Roll (English and Spanish)  | Ordering Information may be found at:<br><a href="http://www.dot.il.gov/pieform.html">http://www.dot.il.gov/pieform.html</a>          |
| Kids on Bikes in Illinois (English and Spanish)   | Ordering Information may be found at:<br><a href="http://www.dot.il.gov/pieform.html">http://www.dot.il.gov/pieform.html</a>          |
| National Survey of Pedestrian & Bicyclist Attitudes and Behaviors                           | <a href="http://www.bicyclinginfo.org/survey2002.htm">http://www.bicyclinginfo.org/survey2002.htm</a>                                 |
| Phoenix School Crossing Safety Audit Procedure  | <a href="http://www.walkinginfo.org/cps/saferoutes_phoenix.htm">http://www.walkinginfo.org/cps/saferoutes_phoenix.htm</a>             |
| Safe Bicycling in Illinois  | Ordering information may be found at:<br><a href="http://www.dot.il.gov/pieform.html">http://www.dot.il.gov/pieform.html</a>          |
| Safe Riding for Kids on Bikes   | Ordering information may be found at:<br><a href="http://www.dot.il.gov/pieform.html">http://www.dot.il.gov/pieform.html</a>          |
| Safe Routes to Schools  | <a href="http://www.saferoutestoschools.org/">http://www.saferoutestoschools.org/</a>   |
| Safe Walking: Protecting Young Pedestrians (English and Spanish)                            | Ordering information may be found at:<br><a href="http://www.dot.il.gov/pieform.html">http://www.dot.il.gov/pieform.html</a>          |
| Start the Helmet Habit (English and Spanish)  | Ordering information may be found at:<br><a href="http://www.dot.il.gov/pieform.html">http://www.dot.il.gov/pieform.html</a>          |
| Walkability Checklist   | <a href="http://www.walkinginfo.org/cps/checklist.htm">http://www.walkinginfo.org/cps/checklist.htm</a>                               |

# ISSUES AND STRATEGIES DEVELOPED BY THE BICYCLE & PEDESTRIAN WORKING GROUP

## Safety

- Traffic calming
- Street crossings (intersection and mid-block)
- Intersection design standards
- No Turn on Red
- Walkway striping
- Pedestrian signals
- Bridges and refuge islands

## Comprehensive

- City-wide
- Bike/Ped/Transit
- Linkages to other communities
- Incorporate into Aurora Comprehensive Plan

## Connectivity

- Cultural resources
- Shopping areas
- Workplaces
- Consider both recreational and utilitarian users
- Develop alternative transportation network
- Incorporate into roadway planning
- Fill in gaps in existing network (bikeways and sidewalks)
- Add placeholders in areas of future development (Naperville stone paths)

## Independence for Mobility

- Multi-modal approach
- Bike/Ped/Transit connectivity
- Handicap access

## Education

- Users and Non-users
- Encourage multimodal use (carpooling, travel time savings)
- About the system
- How to use system (Promotional materials/Programs, maps, classes)
- Environmental, Cultural, Situational awareness

## Attractive

- Consistent & Inviting design
- Maintenance
- Signage

## Design Standards

- Bike parking
- Environments for bike/ped usage
- Low-maintenance landscaping

- Path lighting
- Wayfinding (mile markers, maps)
- Retrofit parkways between paths and roads to increase user comfort
- Bike/ped advocate on design committees
- Remove impediments to bike/ped travel
- Design for bike/ped level of service as well as roadway level of service
- City ordinances to promote bike/ped friendly designs
- Zone off areas for utility and recreational paths
- Develop bike/ped classification system and indicate on maps
- Develop familiarity with local facilities

#### Health

- Ties into park system
- Hospital and clinic partnerships

#### Recreation/Utilitarian

- Exercise
- Childhood fitness!
- Healthy lifestyle
- Land-use planning
- Mental and physical fitness
- Longer, leisure trips (trail system and parks)
- Shorter trips (work, shop, transit connection)

#### Pedestrian Access

- Neighborhood schools and parks
- Sports complexes

#### Partnerships

- Shopping centers
- Countdown timers at traffic signals?
- Incorporate pedestrian access and level of service into design criteria
- Engineers and Planners
  - Add bike/pedestrian perspective to design process
  - Guide implementation and plan review
- Funding partnerships
- Impact fees
- Search for funding sources
- Grants, private donations
- Telecom partnerships
- Utility permitting
- Corporate sponsorships
- Creative funding sources
- Volunteer organizations
- Developers- add paths to existing developments or retrofit

#### Maintenance

- Volunteer patrols
- Maintenance of existing facilities
- Find funding for maintenance and improvements

# BICYCLE AND PEDESTRIAN WORKING GROUP: EXAMPLES OF STRENGTHS, WEAKNESSES, & OPPORTUNITIES FOR IMPROVEMENTS

The following locations were identified by the group as being strengths:

- Prairie St.- Orchard Rd. intersection- Good multi-use trail system; good crossings at intersections; and, aesthetically pleasing and accessible bridge over Orchard Rd.
- Orchard Rd. between Indian Trail and Sullivan- Upon widening of Orchard Road to four lanes in this area, a sidepath was added for the use of bicyclists and pedestrians.
- The Fox River Trail on the northern side of Aurora avoids major highways by passing under highway bridges and has an overall good design treatment.
- IL Prairie Path between Farnsworth and Eola is an aesthetically pleasing section.
- IL Prairie Path over Eola Road- Bridge is well-designed
- Subdivision between Bilter and Butterfield incorporates dedicated links into the IL Prairie Path (Geneva Spur).
- Stonebridge subdivision (Northeast area of city near Eola Rd.) -Good access and wide streets make for a bicycle/pedestrian friendly environment.
- A commercial entrance with painted crosswalks exists at a Jewel store along Eola Rd.
- Along most of Eola Rd., a wide crushed limestone sidepath exists for bicyclists and pedestrians.
- Eola Rd.- New York St. intersection- Upon reconstruction of the intersection, a median treatment was used that facilitates pedestrian and bicyclist movements.
- This process and city commitment to significantly include bike/ped in traffic study!!
- Newly developed areas (especially SE) have included bike/ped accommodation on arterials and residential collectors- sidepath on one side, sidewalk on the other.
- All new development has been including sidewalks along all roads.
- Fox River Trail (not including downtown) is a N-S spine for the trail network.
- Other parts of a trail system exist or are developing: Virgil Gilman Trail, Illinois Prairie Path- Aurora Branch, Waubonsie Creek Trail, Indian Trail sidepath, and more.
- Parts of Orchard Road reconstruction included large paved shoulders; all parts have included a sidepath.

- New McCoy pedestrian bridge by Steck School made possible by the city, subdivision, park district.
- Some bike lockers and racks at the Aurora side of the Rt. 59 Metra station. Racks at Aurora Metra station, too.
- Examples of newly built, very localized design features that benefit bike/ped:
  1. New York St/Eola has new slip lanes refuge islands with curb cuts to improve the crossing.
  2. Commercial entrances off North Aurora Road (by Jewel, east of Eola) have painted crosswalks for the sidewalks- rare to see!
  3. Cambridge Countryside subdivision (bounded by Prairie Path and DuPage Parkway) includes two neighborhood links to the nearby Prairie Path.

The following locations were identified by the group as representing weaknesses:

- Washington Middle School area (Southwest area of city)- No dedicated crossing at Galena -Orchard intersection; no good routes for safe bicycle/pedestrian travel for children; no good paths in immediate area of school.
- No connection exists across IL 3 between the Indian Trail Rd. sidepath and the Fox River Trail.
- Poor crossing treatments exist on both branches of the Fox River Trail at Illinois St.
- Crossing at IL 25 on the IL Prairie Path contains a steep grade and poor wayfinding.
- Crossing at Indian Trail Rd. and High St. is not on the east side of the intersection, making for a dangerous crossing.
- The IL Prairie Path crossing at Farnsworth is difficult and dangerous due to high traffic volumes and speeds on Farnsworth.
- East of Eola Rd. on the IL Prairie Path exists a railroad crossing with steep grades and no traffic control.
- There is a difficult crossing at Diehl Rd. on the IL Prairie Path.
- Between Bilter Rd. and Butterfield Rd. along DuPage Pkwy., there are no curb cuts to the bicycle/pedestrian sidepaths to provide access.
- At the IL Prairie Path (Geneva Spur) crossing at Butterfield Rd., there are no pavement markings for the trail crossing.
- Eola Rd. at Waubonsie Creek Trail crossing- Bridge for trail is narrow and has steep grades; turning radii at ends of bridge onto trail are extremely sharp; no connection exists between the Eola Rd. sidepath and the trail.
- West of Eola Rd. on New York St.- no sidewalks were built; pedestrian and bicycle access to the crossings at the Eola- New York intersection are hindered.

- Eola Rd. on-street bikepath marked, but in poor condition; sidepaths also suddenly disappear in some sections.
- No sidewalks exist for pedestrian access on New York St. east of Eola Rd.
- Trails leading to the train station and post office are disconnected along New York St. east of Eola Road.

Suggestions for a few specific locations (opportunities):

- Fox River Trail through downtown needs major improvement. Too many turns/intersections, definitely get rid of “walk your bike” sidewalk sections, missing curb cuts on IL 25. Better ways are possible in the short term, is a riverfront trail possible in the longer-term?
- New York Street sidepath (now under construction) will end east of Vaughan. Extension west to Eastern Avenue (or even Farnsworth) needed for car-less Fox Valley area workers
- Complete Waubonsie Creek Trail to Virgil Gilman Trail- right-of-way issues are an obstacle.
- Coordinate with the Kane County Forest Preserve to provide trail linkages to their developing Mid-County Trail.
- Coordinate with the Village of North Aurora on the proposed east-west trail project through the two towns, linking the Mid-County Trail, the Fox River Trail, and the Illinois Prairie Path’s Batavia Spur.
- Install Fox River Trail wayfinding, regulatory signs specified in Kane DOT’s 2003 plan. Better signage needed for on-road Virgil Gilman Trail section (Ridgeway, Terry). Perhaps follow the Fox River Trail methodology on a Gilman Trail signage program.
- Sidewalks needed along Commons Drive: W-side north of Gabrielle (post office, industrial park) and E-side, just north of Gabrielle (small gap at vacant lots). This is an important gap in getting to the Rt. 59 Metra station and many industrial areas. Also, sidewalks, curb cuts, and median cuts are needed directly around the Fox Valley area, along New York Street and Commons Drive, at least.
- Access from Fox River Trail to Aurora Metra station
- Improve Fox River Trail’s Illinois Street crossings, especially east-side. Median refuges??
- Indian Trail sidepath to Fox River Trail connection- will be difficult
- Curb cut examples needed to make sidepaths more accessible: DuPage Parkway sidepath missing curb cut at Big Woods Road. Likewise for the W side Eola Road sidepath at the new Sheffer intersection.
- Add sidewalk along NE-side of Montgomery from Walcott to Waubonsie Creek Trail, and from trail to high school.
- IPP-Aurora Branch crossing at Indian Trail and High Street is very difficult.

- A sidepath along Kirk stops abruptly at IL 56. Either Farnsworth or probably Church Road could be improved (with paved shoulders?) to a BLOS “C” or “B” (from the current “E” and “D”) to connect with northeast Aurora and the Illinois Prairie Path’s Aurora Branch.
- Why were links from Eola bike lanes to Waubonsie Creek Trail removed?!?!

#### Suggestions for specific policies:

- Establish a bike/ped advisory board (subcommittee of Planning Commission?) to review all development and road designs for impact on these modes!!!
- Implement best practices and recommendations from the new Kane County bike/ped plan.
- Do a detailed examination of road-building and intersection design guidelines, looking for small or larger changes that improve bike/ped travel.
- Adopt Bicycle Level of Service and Pedestrian Level of Service standards for road projects. Using these measures does a decent job of covering the range of non-motorized users: pedestrians, child bicyclists, casual adult cyclists, and experienced adult cyclists. Possibilities (from the draft CATS Soles and Spokes plan) include :
  1. For new construction and for road projects requiring right-of-way acquisition, construct roads to (at least) a BLOS grade “C”.
  2. For roads in areas of higher latent demand, build to (at least) “B”.
  3. For all other projects, require that the ratings either stay the same or improve, but NOT be worsened. (Similar goals using PLOS are possible.)
- Adopt a bike parking ordinance for new commercial development - examples are available. Install bike parking at prioritized locations around town, selecting newer, appropriate racks.
- Include speed tables as an option, especially around schools and in neighborhoods, to serve the dual purpose of traffic calming (to a design speed) and providing safer crossings.
- Include raised median refuge islands at key mid-block crossings of multi-lane roads. Recognize that in many cases, mid-block crossings with median islands and/or other treatments are probably safer, due to continuous turning movements and non-yielding turning traffic (often at larger turning radii) at major intersections.
- Wider turning radii increases motorist turning speed, a hazard for sidewalk and sidepath crossers at commercial entrances and roads. Develop radii guidelines to balance the needs of higher motorist throughput with the safety of sidewalk users, i.e., don’t ALWAYS require larger turning radii.
- Increase the use of on-street bike lanes as a legitimate and safe bike facility, also offering benefits to other roadway users: <http://www.odot.state.or.us/techserv/bikewalk/whyhave.htm>
- Require that sidewalks/sidepaths crossing commercial entrances have increased visibility to remind motorists about non-motorized users. While painted crosswalks are one possibility, another is to use material of a different color than the road (usually asphalt) or the apron (often cement) - perhaps colorized treatments resembling brick but with a smooth texture.

- IDOT road projects leave it to municipalities to request sidewalks, crosswalks, ped signals, etc. Take advantage of these opportunities, and push for other features that improve crossings and prevent these arterials from being barriers cutting the community.
- When trails approach roads with sidewalks, do not end the trail at the near sidewalk. Extend it to the road (for on-road cyclists), and if possible, with a crossing and curb-cut to the far sidewalk.
- Start a sidewalk retrofit program (and budget) for prioritized locations.
- Currently, sidewalks are usually installed only as developers improve individual lots. The result can be a piecemeal system, with gaps at vacant or previously developed lots. I would like Aurora to be a leader in coming up with a better way. Is it possible for the city to install the entire sidewalk when it meets certain needs criteria, then have developers replenish the sidewalk fund with the amount it would have taken for them to build it??
- Increase non-motorized “cut-throughs” within subdivision plans. For example: many new subdivisions have an individual entrance from the main road, in the middle of the subdivision. Fences (or even continuous yards) along the main road permit entrance only through the designated road. Such subdivisions should have fence breaks and pedestrian rights-of-way at the edges of the subdivision, to reduce distances for cyclists and pedestrians.
- It is quite dangerous to walk or bike through the empty sections of huge, partially-filled parking lots, as drivers cut through rows quickly. I would like to see a requirement whereby new parking lots include a protected median row with sidewalks (in addition to the normal landscaping), once every several rows, to protect cyclists and pedestrians coming to/from the street.
- Do NOT adopt a sidepath law requiring cyclists to use these trails (instead of roads) where they exist. Most experienced cyclists are well aware that connects at sidepath intersections with driveways and other roads make them more dangerous than riding in the road, in many cases. AASHTO guidelines and safety studies reaffirm this point. Let cyclists choose.
- Gather educational materials for the city to be a resource to schools, neighborhood groups, and others who want to improve their localized conditions. Examples include the Safe Routes to School toolkit, traffic calming ideas, bike safety education, etc.

# CITY OF AURORA BICYCLE & PEDESTRIAN PLAN PUBLIC MEETING 22 July 2004

## THINGS TO DO:

- Sign in to let us know that you were here.
- Review materials and grab some information to take home.
- Watch a 15-minute slide show *Improving Bicycling in Your Community* (note that some of the issues raised apply to walking as well).
- Move into the big room and get the “lay of the land”.
- Review the Draft *Vision Statement, Goals and Objectives* and provide comments or take the form home and provide comments later, but no later than August 13, 2004.
- Take a quick look at all of the maps displayed around the room
  - The ward maps are here to help you with street names and locations
  - The City and downtown maps are here to help with bicycle and pedestrian network building
- Use the Public Comment Forms for the Bicycle Network and the Pedestrian Network and tell us what you think. (If you prefer, you may take the form(s) home and return them by August 13, 2004.)
- Take a minute to say hello to the staff and introduce yourself.
- Fill out the meeting evaluation form.
- Deposit any forms that you have completed into the boxes provided.
- That’s it – you’re done. Thanks for coming and sharing your thoughts with us. We appreciate your help.

# DRAFT VISION STATEMENT, GOALS & OBJECTIVES FOR PUBLIC COMMENT

We are requesting your comments on the Draft Vision Statement, Goals and Objectives. This document is very important in that it provides the public policy framework for further development of the Aurora Bicycle and Pedestrian Plan and improvements to the Citywide bicycle and pedestrian networks.

This document has been prepared in cooperation with the City of Aurora Department of Engineering, the Downtown Development Division and the City of Aurora Bicycle and Pedestrian Working Group. It represents their thoughts as to how the further development of the City's bicycle and pedestrian networks should proceed. Now it is your turn.

Note the following before you begin your review. The vision statement describes in broad terms the direction the City would like to see the development of bicycle and pedestrian systems head. The goals are policy statements that help to focus and define the vision of the plan. The objectives represent specific actions that support attainment of the goals.

Please take a few minutes to read the attached document. Provide your comments either directly on the document or on the blank pages at the end. When you are finished drop your comments into the box provided. If you would rather take the document home and provide comments later, that is OK. But please, return your comments no later than Friday, August 13, 2004 to:

Ms. Karen Christensen  
City of Aurora  
Downtown Development Division  
1 South Broadway  
Aurora, Illinois 60507

If you have any question about the document please ask one of the staff present.

Thank you for your help and cooperation.

## VISION STATEMENT

Aurora will be a bicycle and walking friendly city where residents, workers and visitors will routinely use these modes of transportation to help meet their travel needs.

## GOAL STATEMENT 1

Aurora's bicycle and pedestrian PLANNING process will be comprehensive, cooperative and continuing.

## OBJECTIVES

- 1.1. Planning for bicycle and pedestrian systems will address the need for such projects and programs throughout the City of Aurora.
- 1.2. The bicycle and pedestrian systems will be integrated with other modes of transportations so as to enhance Aurora's multi-modal transportation system and represent a viable alternative to auto travel.
- 1.3. Coordinate with the planning efforts of neighboring communities and other governmental agencies to develop recommendations that promote linkages between communities and the development of region wide bicycle and pedestrian systems.
- 1.4. Plan systems that will meet user's needs for utilitarian (e.g., work, school, shop or access transit) and recreational (e.g., trails and parks) travel.
- 1.5. Develop a bicycle and pedestrian classification system and use such a system in all appropriate design and promotional materials.
- 1.6. Reach out to Aurora residents and businesses to promote the benefits of bicycle and pedestrian travel and build support for the planning and implementation of bicycle and pedestrian improvements.
- 1.7. Establish a Bicycle and Pedestrian Working Group to support and advise the planning process.
- 1.8. The City of Aurora shall establish the position of Bicycle/Pedestrian Coordinator, who shall guide and encourage the implementation of bicycle and pedestrian projects and programs.

## GOAL STATEMENT 2

DESIGN guidelines will help to create the proper environment for bicycle and pedestrian travel, ensure accessibility and maintain a consistent quality of design, materials and maintainability in Aurora's bicycle and pedestrian facilities.

## OBJECTIVES

- 2.1. Establish guidelines for the accommodation of bicyclists and pedestrians at intersections.
- 2.2. Promote the use of pedestrian signals, including the possible use of countdown timers, where appropriate.

- 2.3. Follow all appropriate ADA guidelines to promote accessibility for the mobility limited.
- 2.4. Promote a design process that demonstrates an environmental, cultural and situational awareness for individual projects.
- 2.5. Establish guidelines to promote a consistent and inviting design for Aurora's bicycle and pedestrian facilities including the use of amenities that may include but are not limited to, bike parking, path lighting, wayfinding signage, security measures (e.g., emergency call boxes) and rest areas.
- 2.6. Promote a high level of maintenance for all bicycle and pedestrian facilities as well as the use of low maintenance materials in the construction and landscaping of improvements.
- 2.7. Bicycle and pedestrian improvements shall be a normal part of all roadway projects and impediments to bicycle and pedestrian travel shall be removed wherever possible.
- 2.8. Bicycle and pedestrian level of service shall be incorporated into the planning and design of all improvement projects.

### GOAL STATEMENT 3

Bicycle and pedestrian improvements shall be made part of all development projects within the City of Aurora.

### OBJECTIVES

- 3.1. Incorporate the Aurora Bicycle and Pedestrian Plan into the City of Aurora Comprehensive Plan.
- 3.2. Review the City of Aurora Zoning Ordinance and consider modifications to better support bicycle and pedestrian activity and access.
- 3.3. Include bicycle and pedestrian facilities in the permit review process.
- 3.4. Develop resources to assist developers to incorporate bicycle and pedestrian improvements into their projects.
- 3.5. Include bicycle and pedestrian features in all transportation projects.
- 3.6. Develop a Bicycle and Pedestrian Facility Improvement Program.
- 3.7. The City of Aurora shall establish a Bicycle/Pedestrian Advisory Commission, which shall help to guide and encourage the implementation of bicycle and pedestrian projects and programs.

## GOAL STATEMENT 4

The CONNECTIVITY of Aurora's multi-modal transportation system will be enhanced through the development of bicycle and pedestrian facilities that connect major traffic generators, existing bikeways and pedestrianways, other transportation services and neighboring communities.

### OBJECTIVES

- 4.1. Provide bicycle and pedestrian connections to major traffic generators in the City of Aurora to include, but not necessarily be limited to, cultural resources, neighborhood schools and parks, shopping areas, employment centers, sport complexes and recreational areas.
- 4.2. Fill in gaps in the existing bikeway and sidewalk networks.
- 4.3. Construct bicycle and pedestrian facilities, or temporary "place holder" facilities, in the initial phases of new development projects in order to encourage biking and walking from the start.
- 4.4. Retrofit parkways between paths and roads in order to increase user safety.
- 4.5. Provide for connection between Aurora's bikeway and pedestrianway systems and those of neighboring communities and areas.

## GOAL STATEMENT 5

The development of bicycle and pedestrian projects and programs will help to promote the WELFARE (i.e., health, safety and security) of all travelers.

- 5.1. Implement strategies to enhance safety that include but are not necessarily limited to, traffic calming techniques; mid-block bicycle and pedestrian crossings; No Turn On Red; walkway striping, bridges over major roadways; and, refuge islands.
- 5.2. Partner with hospitals and health clinics to promote the health benefits of bicycle and pedestrian travel.
- 5.3. Partner with schools to promote bicycling and walking, including safe routes to schools, in conjunction with physical and health education programs.
- 5.4. Partner with the park systems to develop connections to parks and promote the exercise and health benefits of biking and walking.
- 5.5. Land use planning and development shall facilitate the implementation of bicycle and pedestrian facilities.
- 5.6. Use strategies such as police on bikes, volunteer patrols and community group cooperation to help enhance security on all bicycle and pedestrian facilities.

## GOAL STATEMENT 6

Educational and promotional programs will help to build a knowledge base regarding the health, transportation and environmental benefits of bicycle and pedestrian systems and thereby provide a foundation on which to build PARTNERSHIPS for the funding and development of these facilities.

### OBJECTIVES

- 6.1. Implement educational and promotional programs that inform the public about the bicycle and pedestrian systems and address the differing needs of users and non-users.
- 6.2. Implement educational and promotional programs that build familiarity with local facilities, inform people how to use the system and the role of bicycle and pedestrian transportation in a multi-modal transportation network.
- 6.3. Research and pursue all possible funding options including, but not necessarily limited to, grants, private donations, impact fees and corporate sponsorship to support the development and maintenance of the bicycle and pedestrian systems.
- 6.4. Partner with community organizations and public interest groups to support bicycle and pedestrian systems.
- 6.5. Partner with utilities and railroads for the development of bicycle and pedestrian facilities on or along rights-of-way.

Comments:

# PUBLIC COMMENT FORM

## BICYCLE NETWORK

Please use this form to tell us what you think about the existing bikeway network in the City of Aurora. We would like to hear about strengths as well as weaknesses. So if there is something that you really like – let us know. If there is something that you do not like – let us know. Also share your ideas as to how the current network could be improved.

Think about facilities, programs and policies. Do existing bikeways need to be improved? Are connections to important trip generators needed? What about amenities such as rest areas or bike parking? At this time we are especially interested in your ideas for the development of **NEW BIKEWAYS**. If you have suggestions as to which Aurora streets could best accommodate bikeway improvements please let us know. Think about the downtown area, the rest of Aurora and connections between existing bikeways and to neighboring communities. Do you have ideas for programs, such as Bike to Work Week, which can help promote bicycling in Aurora? Finally, are there public policies, such as requiring bikeway improvements as part of all development, that you think would help make Aurora a truly bicycle friendly city?

In filling out this form please **be as specific as you can be**. For LOCATION give building names (or addresses) or street names (or path names) and limits, e.g. Galena and Highland or Galena between Highland and Randall. If you are thinking of something that would apply City-wide indicate "City-Wide". Refer to the ward maps around the room to help you pinpoint a location, remember street names or help with identifying limits. If you have any questions please do not hesitate to ask one of the staff present.

LOCATION:

COMMENT:

Please use additional sheets or the back of this form if necessary.

Drop your completed form into one of the boxes provided or return by Friday August 13, 2004 to:

Ms. Karen Christensen,  
City of Aurora,  
Downtown Development Division  
1 South Broadway, Aurora,  
Illinois 60507.

Thank you for your help and cooperation.

# PUBLIC COMMENT FORM

## PEDESTRIAN NETWORK

Please use this form to tell us what you think about the existing pedestrian network in the City of Aurora. We want to hear about strengths as well as weaknesses. So if there is something that you really like – let us know. This can be anything including your favorite street or plaza or the fact that you can walk from one place and another. If there is something that you do not like – let us know as well. For example, when walking downtown are certain streets difficult to cross or are sidewalks too crowded or obstructed. Outside of downtown are certain streets difficult to cross, are there gaps in the sidewalk or are schools difficult to get to on foot. Also share you ideas as to how the current network could be improved.

Think about facilities, programs and policies. Do existing sidewalks need to be improved? Are walkways to important trip generators missing or in need of repair? What about amenities such accessible ramps or pedestrian push buttons? At this time we are especially interested in your ideas for **improving the walking environment downtown and around Aurora's schools**. Do you have ideas for programs, such as Safe Routes to School, which can help promote walking in Aurora? Finally, are there public policies, such as requiring sidewalk improvements as part of all development, that you think would help make Aurora a truly walkable city?

In filling out this form please **be as specific as you can be**. For LOCATION give building names (or addresses) or street names (or path names) and limits, e.g. Galena and Highland or Galena between Highland and Randall. If you are thinking of something that would apply City-wide indicate "City-Wide". Refer to the ward maps around the room to help you pinpoint a location, remember street names or help with identifying limits. If you have any questions please do not hesitate to ask one of the staff present.

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City of Aurora,  
Downtown Development Division  
1 South Broadway,  
Aurora, Illinois 60507

Thank you for your help and cooperation.

# CITY OF AURORA BICYCLE & PEDESTRIAN PLAN PUBLIC MEETING 22 JULY 2004

Please tell us what you thought about this meeting.

1. Was the location convenient? Yes  No

Comment:

2. Were the hours OK? Yes  No

Comment:

3. Was the information presented understandable and helpful? Yes  No

Comment:

4. Did you understand what you were being asked to do? Yes  No

Comment:

5. Can you make any suggestions to improve the meeting format? Yes  No

Comment:

6. Do you have any other comments? Use the back of this form or additional forms if necessary.

Optional:

Name:

Address:

City

State:

Zip:

Phone:

Email:

Comments may be left at the meeting or mailed to:

Ms Karen Christensen  
City of Aurora  
Downtown Development Division  
1 South Broadway,  
Aurora, Illinois 60507