



Roadway BLOS

- Most Comfortable
- Least Comfortable
- Ending Trail
- Proposed Trail
- Trail closed during Swans Rd. bridge project July 2009 to December 2010.
- Park/Forest Preserve
- Golf Course
- Incorporated Area
- Kane County Rural
- Unincorporated Community
- Railroad
- River/Lake
- County Line
- Windswept Level of Service
- Blue Shop/Repair
- Park District
- Points of Interest
- School
- City Hall
- Major Station
- Grand Illinois Trail

Bikes On Transit

PACE Buses
For route information, call 312-836-7000 or visit www.pacebus.com.

All Pace buses are now equipped with a front bike rack capable of holding two bikes. Remove large accessories from your bike before loading your bike. If you're concerned about the safety of your bicycle, lock your bicycle's front wheel to your frame before the bus arrives.

- Alert the bus operator that you need to lower the rack. Lower the rack by squeezing the handle. If another bicycle is in position, the rack will already be lowered. If the bicycle rack is full, wait for the next bus.
- Lift your bicycle so it sits in the empty wheel well. If yours is the first bicycle to be loaded, place it in the position nearest the bus, with the front wheel facing the curb. If yours is the second bicycle to be loaded, place it with the rear wheel facing the curb.
- Swing the bicycle support arm over the front tire to hold the bicycle in place. Locks may not be used to secure the bicycles to the racks.

Board the bus and pay your fare. Your bicycle rides free! When you come to your stop, get off the bus at the front and tell the operator that you'll be taking your bicycle off. The operator will make sure you're clear of the bus before leaving the stop. Never step into traffic.

Be a Smart Cyclist

Be Seen and Avoid Injury

- Always wear a bicycle helmet to reduce the risk of permanent injury or death from a crash.
- The best helmets have stickers on the inside that say "Snell," "ASTM," or "Consumer Product Safety Commission." The sticker indicates that the helmet was manufactured to an acceptable standard.
- Wear bright clothing, use lights, reflectors, a bell and a mirror to see, be seen and be heard.
- Consider using the other equipment illustrated below to make your ride safer and more comfortable.

SHARE THE ROAD

BIKE PATH

Use hand signals so that drivers know where you are going. Signal all your turns and stops ahead of time. Also, before turning, look over your shoulder for any traffic. Check and only move when it is safe to do so.

Make eye contact. Confirming eye contact with motorists helps them know that you are on the road.

See, be seen and be heard. Use lights at night or when visibility is poor. A white headlight and rear red reflector are required by law. Flashing lights are especially effective. Use bike reflectors, reflective clothing and a bell.

Never use earphones because you will not be able to hear what is going on around you. Using earphones is not only dangerous, it is illegal. For the safety of yourself and others, never use earphones while cycling.

www.co.kane.il.us/dot/COM/publications/

Healthy Living Vision

The Healthy Living Vision is for the citizens of Kane and Kendall Counties to live a healthy lifestyle. We are committed to encouraging land use, planning and other public policies that foster and support physical activity for all in our community. As such, bicycling and walking are integral parts of our transportation system. The benefits of bicycling include: enjoyable exercise, economical transportation, independence and mobility for children, and contact with the physical environment. We continue to work on improving the conditions and infrastructure necessary to make bicycling and walking a safe and accessible transportation alternative.

Bicycle Level of Service

Explanation and Disclaimer

This map uses the Bicycle Level of Service (BLOS) system to rate key roads in the county. BLOS is a nationally recognized measure of the perceived "comfort level" for experienced adult bicyclists sharing a roadway with traffic. Factors include traffic speed, daily traffic volume, surface condition, lane width, and the presence of on-road bike lanes or paved shoulders. Scores range from "A" (most comfortable) to "F" (least comfortable) and are based on 2006 data. Most paved rural roads and significant urban roads are rated on this map. Urban side streets and residential roads are excluded, as these are assumed to have a high BLOS score.

The BLOS ratings do not endorse or recommend a particular road or indicate that a road is intended for use by bicyclists. The ratings are a quantified trip-planning tool for an adult bicyclist (this map is not intended as a guide for children) in the selection of roads meeting his or her experience, skill, and comfort levels.

The BLOS ratings are offered as information for experienced adult cyclists who are comfortable sharing the road with vehicular traffic. Comfort level varies on a person-to-person basis. Inexperienced bicyclists should exercise caution and ride with more experienced cyclists. Although the ratings are partially based on average and peak traffic, roads that are more comfortable at off-peak times may be more uncomfortable during rush hour. While not all information can be included, we hope the BLOS ratings are a useful guide as you plan a safe and enjoyable bicycling excursion.

Users of this map should be aware that potential hazards and obstructions may exist on the any route and Kane County and other relevant maintaining agencies in no way warrant the safety or fitness of the routes. This map does not expand the liability of Kane County and the other maintaining agencies beyond existing law. The user of this map bears full responsibility for his or her safety.

Bicycle Resource Information

Emergencies – call 911

Government Contacts

Kane County Division of Transportation – Mike Sullivan
Kane County Bicycle/Pedestrian Planner – 630-584-1170

The Kane County Bicycle and Pedestrian Planner works closely with the Kane County Forest Preserve District, local municipalities, park districts, and county staff to provide bicycle and pedestrian accommodations whenever possible. They also act as a clearinghouse for local and regional contacts relative to bicycle and pedestrian issues and information.

Kane County Forest Preserve District – 630-232-5890
www.co.kane.il.us/ForestPreserve/index.htm

Kendall County Forest Preserve District – 630-553-4131
www.co.kendall.il.us/ForestPreserve/index.htm

Illinois Department of Transportation – 217-785-2148
www.dot.state.il.us/bike/pam/bikehome.htm, free child and adult Bike Safety Booklets – 217-557-0132

Bicycle Clubs and Advocacy Organizations

The Illinois Prairie Path – www.ipp.org

Illinois Department of Transportation – Safe Route to School Program www.dot.il.gov/SafeRoutes

Fox Valley Bicycle & Ski Club – www.fvbcs.org

Active Transportation Alliance – www.activetrans.org

League of Illinois Bicyclists – www.libikeit.org

Illinois Trails Conservancy – www.illtrails.com

For visitors information visit – www.foxvalleyillinois.com

Information Found on the Kane County Bicycle and Pedestrian Website:
www.co.kane.il.us/dot/COM/bike/Ped

- Bicycle parking information
- Suggestion/Maintenance Requests (via e-mail)
- Kane County Bicycle and Pedestrian Plan
- Kane and Kendall Counties Planning Map
- Bikes and Transit Information
- Bicycle/Pedestrian related website links
- Kane/Kendall Council of Mayors Bicycle and Pedestrian Committees Information

Illinois Bicycle Laws

Every person riding a bicycle upon a highway shall be granted all of the rights and shall be subject to all of the duties applicable to a driver of a vehicle, except those which cannot be applied to bikes.

Any person operating a bicycle upon a roadway at less than the normal speed of traffic shall ride as close as practicable to the right-hand curb or edge of the roadway except:

- When overtaking and passing another bicycle or vehicle proceeding in the same direction; or
- When preparing for a left turn at an intersection or driveway; or
- When reasonably necessary to avoid conditions including fixed or moving objects or vehicles, surface hazards, or nonstandard width lanes that make it unsafe to continue along the right-hand curb or edge. A "nonstandard width lane" means a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane. Any person operating a bicycle upon a one-way highway may ride as near the left-hand curb or edge of such roadway as practicable.

Persons riding bicycles upon a roadway shall not ride more than 2 abreast, except on paths or parts of roadways set aside for their exclusive use. Persons riding 2 abreast shall not impede the normal and reasonable movement of traffic and, on a lane roadway, shall ride within a single lane.

A signal of intention to turn right or left when required will be given during not less than the last 100 feet traveled by the bicycle before turning, and shall be given while the bicycle is stopped waiting to turn. A signal by hand and arm need not be given continuously if the hand is needed in the control of the bicycle.

A person propelling a bicycle on a sidewalk, or across a roadway on a crosswalk, shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian. A person shall not ride a bicycle on a sidewalk or crosswalk where prohibited by official traffic-control devices. A person propelling a bicycle on a sidewalk or crosswalk shall have all the rights and duties applicable to a pedestrian under the same circumstances.

Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear which shall be visible from 100 to 500 feet to the rear when directly in front of lower beams of headlights on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.

Sharing the Trail

Trail Bicycling

Keep to the right. Yield to pedestrians and slower moving traffic, except when passing. Slow down when there are lots of users on the trail. Follow lane striping where it exists.

Avoid blocking the trail. Step off to the side if you stop for any reason. Allow room for others to pass – or go single-file if necessary – if you're biking or walking two abreast. Make sure that a younger child biking with you stays on the right.

Be alert for hazards. Be cautious and slow down when approaching unpredictable trail users, including younger children and those walking dogs.

Advise others when passing. Squeeze your bell or horn or call out when approaching pedestrians or slower riders, then pass safely on the left.

Sidewalk Bicycling

Sidewalks are trails parallel to roads, similar to sidewalks. Very surprisingly, sidewalk cyclists get into more accidents with cars than on-road cyclists – because of conflicts at road corners and intersections. Knowing why may reduce your risk.

To turn right, Car B looks on the road to the left for a gap in traffic. While Bicyclist 1 is generally not seen, Car B may pull to a stop. If Bicyclist 1 goes behind stopped Car B, visibility and safety are greatly reduced.

Again, the bicyclist traveling in the same direction as parallel traffic (4) might be seen, but the bicyclist traveling against the flow (3) is much less visible. Anticipate when Car C will likely turn and assume you haven't been seen.

To turn left, Car C looks ahead on the road for a gap in traffic, then accelerates during the turn.

Sharing the Road

Biking on Streets

Obey all traffic regulations. Riding predictably and following the law are the keys to safe bicycling on streets. Knowing and following the rules helps all road users properly anticipate and react to each other.

Ride in a straight line. Avoid dodging between parked cars. Ride in a straight line at least 4 feet away from parked cars to avoid opening doors.

The Door Zone is the 4 feet along the side of a parked car where an opening door can hit and seriously injure a cyclist.

Look inside each parked car before you park it. If you can't see someone inside or you spot someone inside, move outside the Door Zone, or slow down and pass carefully.

Watch behind you. Keep track of traffic behind you, so you'll know whether you have enough room if you must swerve suddenly out of the Door Zone. A mirror helps you see traffic behind you as you pedal forward.

Two methods for turning left. Carefully change lanes, then use the center of the left-turn. Or, if you can't merge left before the intersection, ride across the street to the other side, and align your bike with traffic from the right.

Never ride against traffic. Riding against traffic is dangerous and illegal. Motorists and pedestrians are not looking for cyclists riding the wrong way down a street.

Don't get cut off by right-turning traffic. If you're going straight, don't hug the curb on the approach or veer to the right in the intersection. When a right-turn lane exists, merge over to the right-hand lane going straight.

Special thanks to the City of Chicago for the use of their graphics from the "Chicago Bike Map: Streets for Cycling"

A Message From Your Kane County Leaders

Welcome to Kane County! Our communities are working together to promote bicycling not only as an excellent recreational activity, but also as an economic form of transportation that improves health, is good for the environment, and promotes a sense of place.

We encourage you to grab a bike, bring along this map, and discover where in Kane County our Bikeways System can take you! Visit our cities and villages along the four major regional trails within Kane County: The Fox River Trail, The Great Western Trail, The Virgil Gilman Trail, and the four spurs of The Illinois Prairie Path.

These regional trails are connected to our extensive local trail system, and can take you across Kane County through our historic downtowns, along the scenic Fox River, and by our farmlands, prairies, and open space. Venture off the trails and explore the shopping, restaurants, and attractions in many of our towns. Roll through our peaceful rural areas and discover the hiking, camping, and fishing in our 50 forest preserves. Bike to your destination in Kane County!

Karen McConaughy
Chairman, Kane County Board

John Hoscheit
President,
Forest Preserve District of Kane County

Mayor Jeffrey Schielke
Kane/Kendall Council of Mayors

www.co.kane.il.us/dot/COM/publications/

Kane & Northern Kendall Counties Bicycle Map

2009-10

SHARE THE ROAD

BIKE ROUTE

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Forest Preserve District of Kane County
Kane/Kendall Council of Mayors
Local Park Districts

Free Distribution Only

34 Counties