CITY OF ST. CHARLES

BICYCLE AND PEDESTRIAN PLAN

CITY OF
ST. CHARLES
ILLINOIS • 1834

SEPTEMBER 2023

ACKNOWLEDGMENTS

A special thank you to the City of St. Charles Bicycle and Pedestrian Plan Steering Committee members:

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Jerry Meister, Optimal Construction

John Pahlman, School District 303

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Laura Rudow, Park District (Superintendent of Parks & Planning/Deputy Director)

Lora Vitek, Mayor

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DIAMONDBACK

chapter

1

Plan Overview

The City of St. Charles Bicycle and Pedestrian Plan will guide the improvement of walking and biking in the community. It will determine where and how the City will create and improve infrastructure to make biking and walking safe, convenient and comfortable for all residents of St. Charles.

WHAT IS A BICYCLE AND PEDESTRIAN PLAN?

A plan is a community-wide, consensus-building guide to inform decision-making in the City. It involves gathering input from all voices of the community; outlines community goals and visions; provides recommendations for the built environment, programs and policies; and provides steps for implementing the recommendations. This plan:

- Is community-centered, including a robust public engagement process.
- Provides recommendations driven and vetted by data.
- Accommodates all modes of transportation, including walking, bicycling, transit riding, and driving, as well as all ages and abilities.
- Is implementation-focused: including an actionable road map that is realistic for the City, project-ready, and helps the community seek future grant funding.

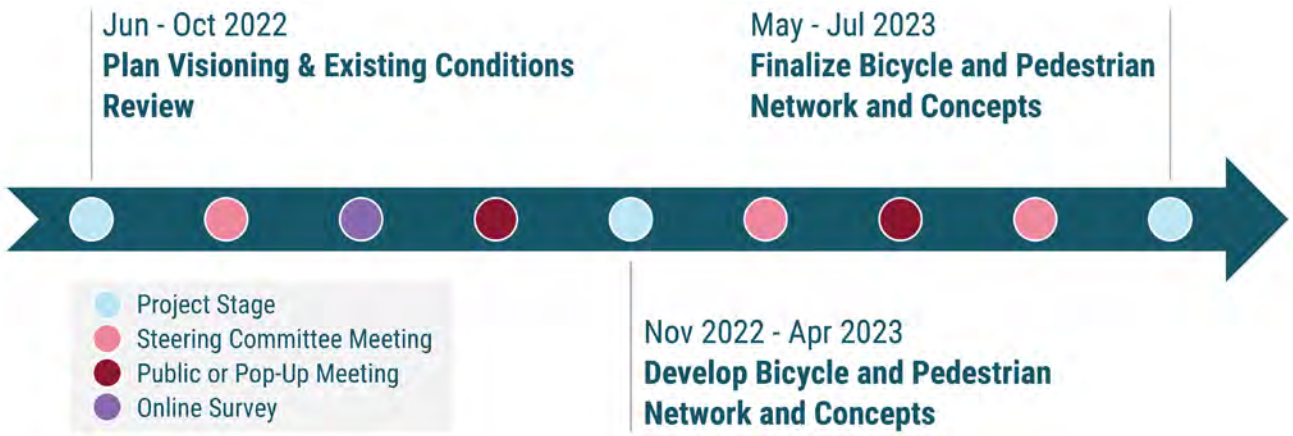
PURPOSE AND BENEFITS

This plan specifically focuses on improving transportation for pedestrians and bicyclists. Walking and biking are great ways to get around in St. Charles, with a vibrant downtown and access to the Fox River Trail and Great Western Trail. This plan strives to make all modes of transportation safe, welcoming, and convenient for all, including children, the elderly, and those with disabilities. By adopting this plan, St. Charles can build on its existing assets and create a healthier, more sustainable, and active community. By providing more alternatives to driving, especially for single automobile trips less than a few miles, the City can help reduce traffic congestion.

An increased number of people walking and biking through the downtown creates economic development opportunities for the local businesses. Streets that are designed safely for pedestrians and bicyclists decrease serious crashes and increase safety for all users of the roadway, including cars. Additionally, the ability for kids to safely walk and bike to school increases health by providing an opportunity for physical activity as a part of their daily routines. The plan adoption time is perfect because there are federal dollars available from the Infrastructure Investment and Jobs Act that are being specifically allocated for pedestrian and bicycle safety improvements. By creating and adopting this Plan, the City will be more likely to capture some of this anticipated federal funding.

PROJECT TIMELINE

Below is the timeline for the project, which kicked off in June 2022 and was finalized in summer 2023.



WHAT WE HEARD

INITIAL COMMUNITY ENGAGEMENT

A Steering Committee was formed and met three times throughout the project process to help guide development of the plan. The Committee comprised of City staff, elected officials, River Corridor Foundation, Forest Preserve District of Kane County, St. Charles Park District, School District 303, Pace, Kane County Department of Transportation, and residents and local business owners. The Committee's role was to:

Brainstorm session at the first Steering Committee meeting

- Help develop a vision and goals for the plan and Complete Streets policy.
- Be the local experts to review and provide feedback on existing conditions and draft recommendations.
- Facilitate community engagement and build support for the effort.
- Be plan champions and help implement the plan.

This plan document provides the following guidance:

Roadmap to prioritize future projects when opportunities are available

- Support for grant applications
- Concept-level design ideas
- City-wide initiatives
- General best practices and menu of options
- Sets community vision and goals

What is not a plan?

- Design specifications, ready to be constructed
- An engineering feasibility study
- Site-specific
- Permanent or final

What is needed before a recommendation is implemented?

- Further engineering study
- Additional community engagement

PUBLIC INVOLVEMENT

In the early stages of the project, the City also heard challenges and opportunities for walking and bicycling from the community. These included several public involvement opportunities:

- 3 Pop-Up Events: Jazz Fest (Sep 2022), Pedalshop (Oct 2022), Scarecrow Fest (Oct 2022)
- Online Interactive WikiMap survey

Key insights from the initial Steering Committee meeting and these public involvement events include:

Consider different comfort levels in developing the bike network

Need for safe pedestrian crossings with clear signage and traffic calming measures

Prioritize trail-to-trail connections

Walking improvements are needed on the following roadways:

- Bricher Rd
- Main St / Downtown

Bicycling improvements are needed on the following roadways:

- Dean St
- Prairie St
- 3rd Ave
- Tyler Rd
- Madison Ave
- Riverside Ave
- Fox Chase Blvd
- Persimmon Dr

Inactive rail line would be an ideal trail

The following roadways have a multitude of difficult crossings:

- Downtown / Main St Crossings
- Randall Rd crossings
- 2nd St
- 3rd Ave
- 5th Ave
- Riverside Ave (in downtown)

Pedestrian and bicycle facilities, and traffic calming treatments need to become the norm for residents to understand and obey them

Better and more balanced east-west and north-west connectivity

More expansive network that feeds into the downtown and connects to existing trails

Make roads safer for bicyclists (e.g., more protected or delineated facilities)

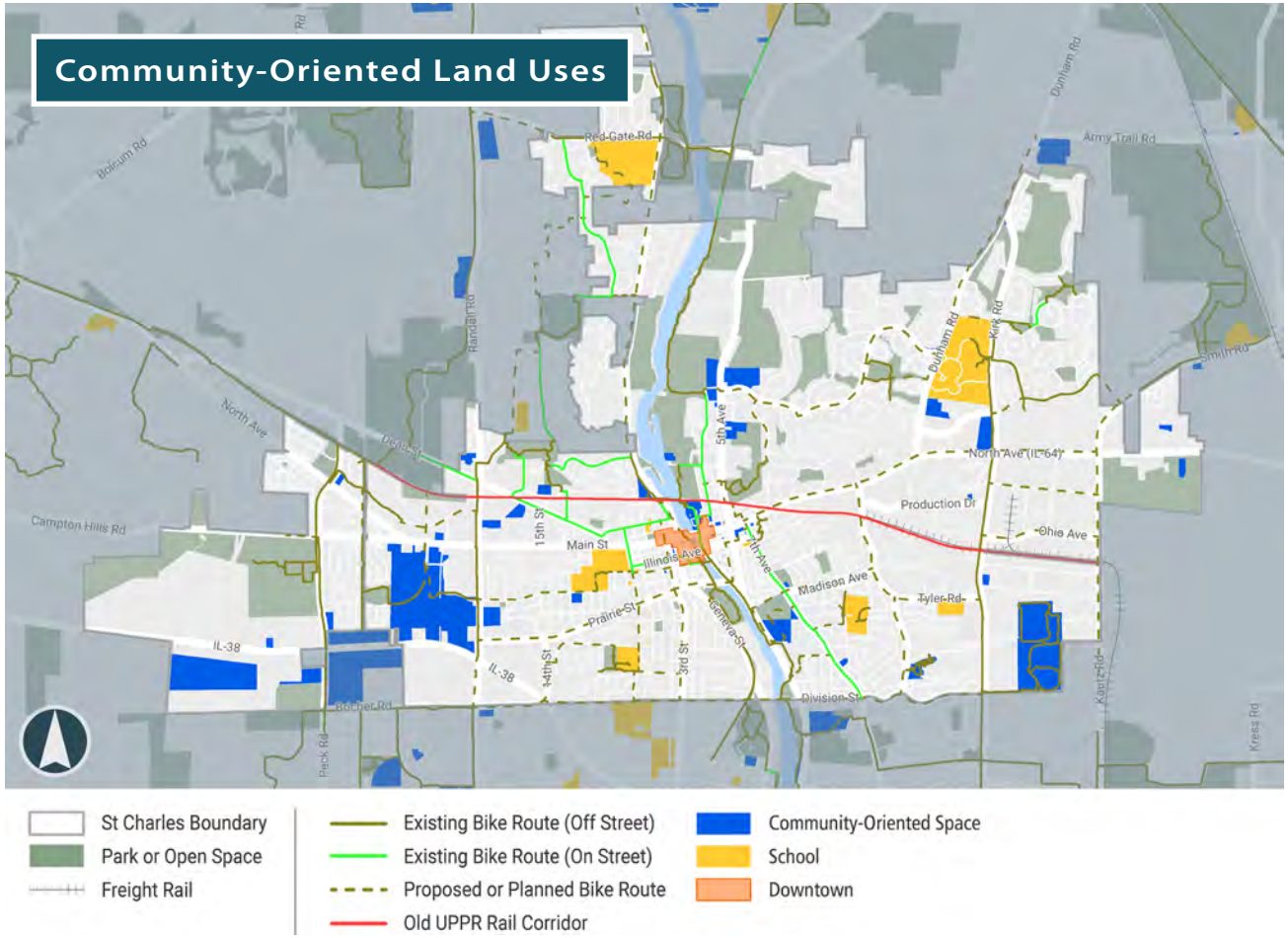
WHAT WE FOUND

The project team reviewed numerous datasets and conducted a fieldwork bike ride with representatives from the Steering Committee to assess on-the-ground conditions for pedestrians and bicyclists. Datasets analyzed included previous and existing bike routes, signage, structures, land uses and key destinations, roadway jurisdiction, traffic volumes, traffic signals, speed limits, transit, and crash history.

As shown in the following map, St. Charles has a great network of trails and parks, including the Fox River Trail and Great Western Trail. The City also has a few existing signed bike routes. This provides opportunities for improving the comfort level of existing on-street bike routes and leveraging connectivity to the regional trail system. St. Charles also has quite a few destinations, including major commercial areas, schools, and a great downtown, that would benefit from increased walking and bicycling mobility. The inactive Union Pacific Rail Corridor also provides an opportunity for east-west regional connectivity, further making St. Charles and the Fox River a regional destination. The team considered previously proposed bike routes from other local and regional studies when developing the draft bike route network.

Great Western Trail trailhead

First Street plaza and riverwalk in downtown St. Charles



ADDITIONAL COMMUNITY ENGAGEMENT

Draft network recommendations were developed based on the existing conditions data analysis and community feedback. These draft recommendations were presented at an Open House in April 2023 and were available for review on the project website. They were also presented to the Steering Committee. The key themes or insights heard include:

- General enthusiasm for the plan and network
- Inactive rail line still noted as an ideal trail in providing a City-wide connection
- Prioritize trail-to-trail connections, especially the Dean Street connection to Great Western Trail
- Better bike route signage needed across the City
- Major support expressed for crossing improvements along Main Street
- Need for implementing the low-hanging fruit projects sooner rather than later (i.e., cheaper and less logistically complicated to implement)
- Car versus bike behavior should be improved with safety initiatives and driver education
- More bike parking needed, especially when there are community events

Open House, April 2023

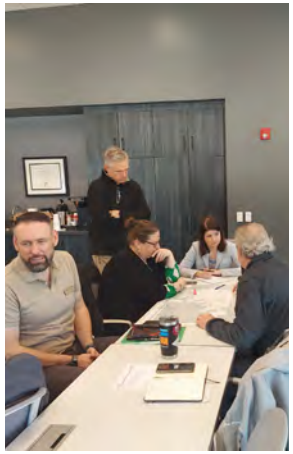
VISION STATEMENT

The following vision statement was developed based on input from the project Steering Committee and City staff. These values will guide implementation of the Bicyclee and Pedestrian Plan. For more information on how the vision statement was developed and incorporated into the City's Complete Streets Policy, see Chapter 2.

The City of St. Charles will develop and provide an integrated multimodal transportation network that contributes directly to the safety, sustainability, mobility options, connectivity, economic vitality, tourism opportunities, and quality of life of all residents, workers, and visitors to the City, for all ages and abilities.

Non-automobile modes of transportation including bicycling, walking, and public transportation will be included in transportation planning and project delivery to create a complete and connected network of Complete Streets. Designs for roadways of all classifications, from local to arterial streets, will consider all users of the roadway, not just motor vehicle traffic.

The transportation system will be balanced, effective, and easy to navigate, with every transportation user traveling safely and comfortably. The network will provide access to key destinations such as downtown, businesses, high-density housing, and schools, serving those who live, work, and visit the City. All major trails will be connected and local businesses will be bolstered. All community members will know about the envisioned network, which will attract diverse users to St. Charles.




BENJAMIN F. EDWARDS


Mt St Mary Park
Restroom/Water
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2

chapter

Network Recommendations

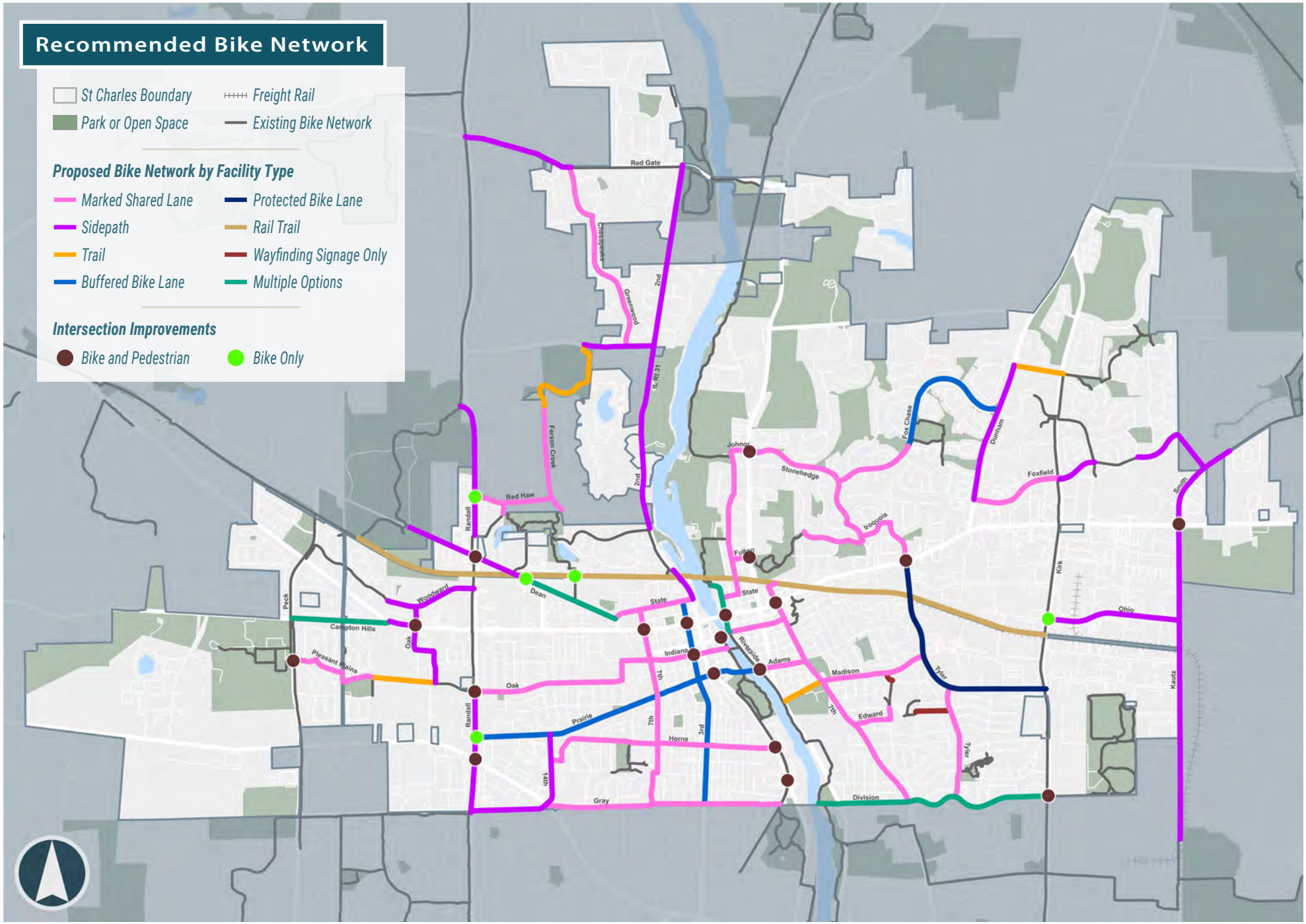
Network Recommendations

The network is designed to create low-stress bicycle and pedestrian routes across the community, connecting residential areas to regional trails, key destinations, Downtown St. Charles, schools, and other community destinations. These include routes that travel both east and west as well as north and south. The recommendations vary based on the size, traffic, and land use context of the street. The designs include a mix of treatments, including sidepaths along major roadways, as well as on-street designs such as marked shared lanes and bike lanes.

The network recommendations were developed based on a robust community engagement and existing conditions analysis. Additionally, previous studies and plans were referenced when creating network recommendations. The City and project team had several community engagement touchpoints which occurred prior to developing the final network recommendations.

The project team surveyed the community on desirable and challenging biking and walking routes, and also looked at data such as traffic volumes, roadway functional classification, speed, roadway width, available right-of-way, and other various traffic conditions. Using this information, the project team developed a network of designs that were appropriate for the various types of streets, connected to key destinations, and desired by the community.

This chapter breaks up the recommendations by design type. Each section contains a location map of the recommendation, a definition, example photos, and conceptual designs of how the recommendations could look on St. Charles streets.


Recommended Bike Network
St Charles Boundary
Park or Open Space
Freight Rail
Existing Bike Network
Proposed Bike Network by Facility Type
Marked Shared Lane
Sidepath
Trail
Buffered Bike Lane
Protected Bike Lane
Rail Trail
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Kautz
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Prairie
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Horne
Edward
14th
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Division

Bike Design Recommendations

MARKED SHARED LANES

The most prevalent recommendation in the network is the marked shared lanes design, which is also known in other municipalities as “neighborhood greenways.” Many streets in the City are lower traffic volume, lower speed residential roads that connect to important community destinations. With some minor adjustments, these roadways can be made even safer for biking for a broader range of ages and abilities. Marked Shared lanes have minimal impact on the surrounding area and involve few design changes to the roadway. They are a low cost and “low hanging fruit” solution to complete a bike network.

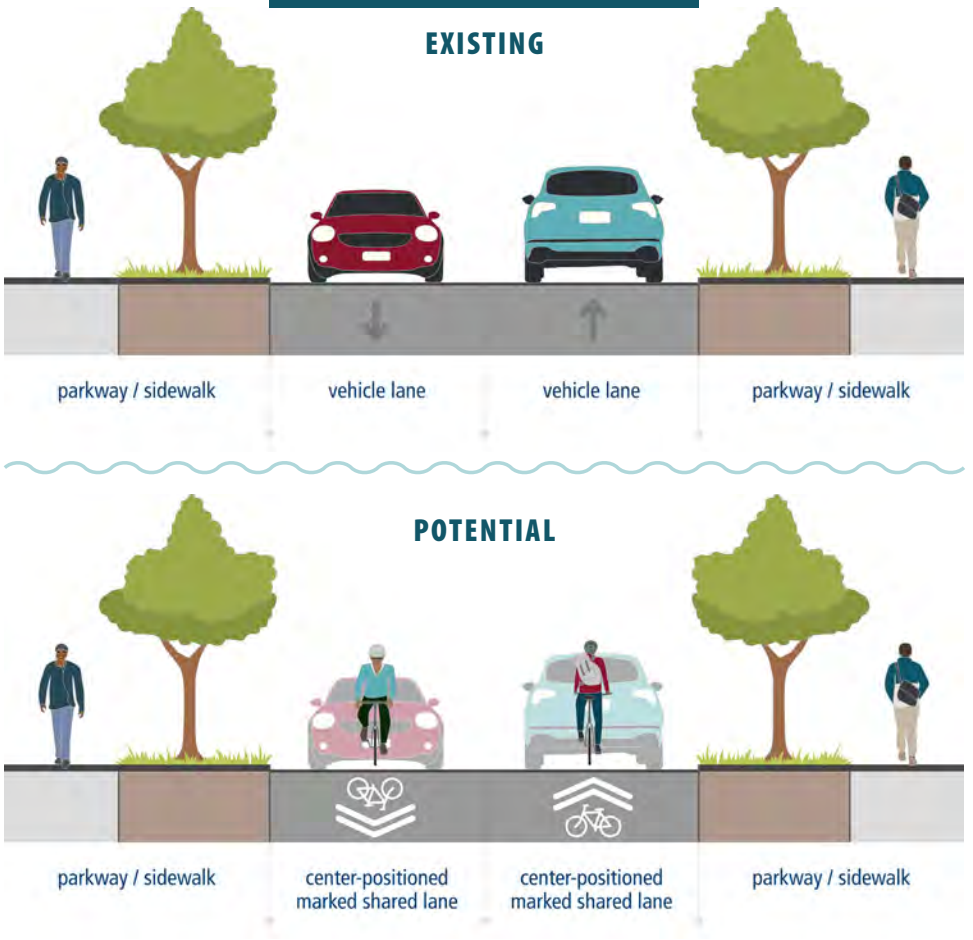
All of the recommended marked shared lanes are within St. Charles jurisdiction, except for a few in township right-of-way. Most of the streets are at an acceptably low traffic volume for marked shared lanes, and are generally located on low crash history corridors.

WHAT ARE MARKED SHARED LANES?

Marked shared lanes are a design that involves bicyclists riding on-street in a shared lane with vehicles. Sharrow symbols reinforce the legitimacy of bicycle travel on a street while indicating to drivers that they need to be cautious and share the road with bicyclists. They are recommended on low volume, low speed residential streets that are safer for this mixed mode situation.

Marked shared lanes include sharrows that indicate where bicyclists should position themselves to both stay out of the parking “door zone” and allow space for drivers to safely pass, when appropriate. There is flexibility with where the sharrow is painted on the roadway (i.e. closer to the middle of the travel lane or closer to the outside of the travel lane). Further study is needed to determine the appropriate placement on a case-by-case basis.

Typical Cross Section

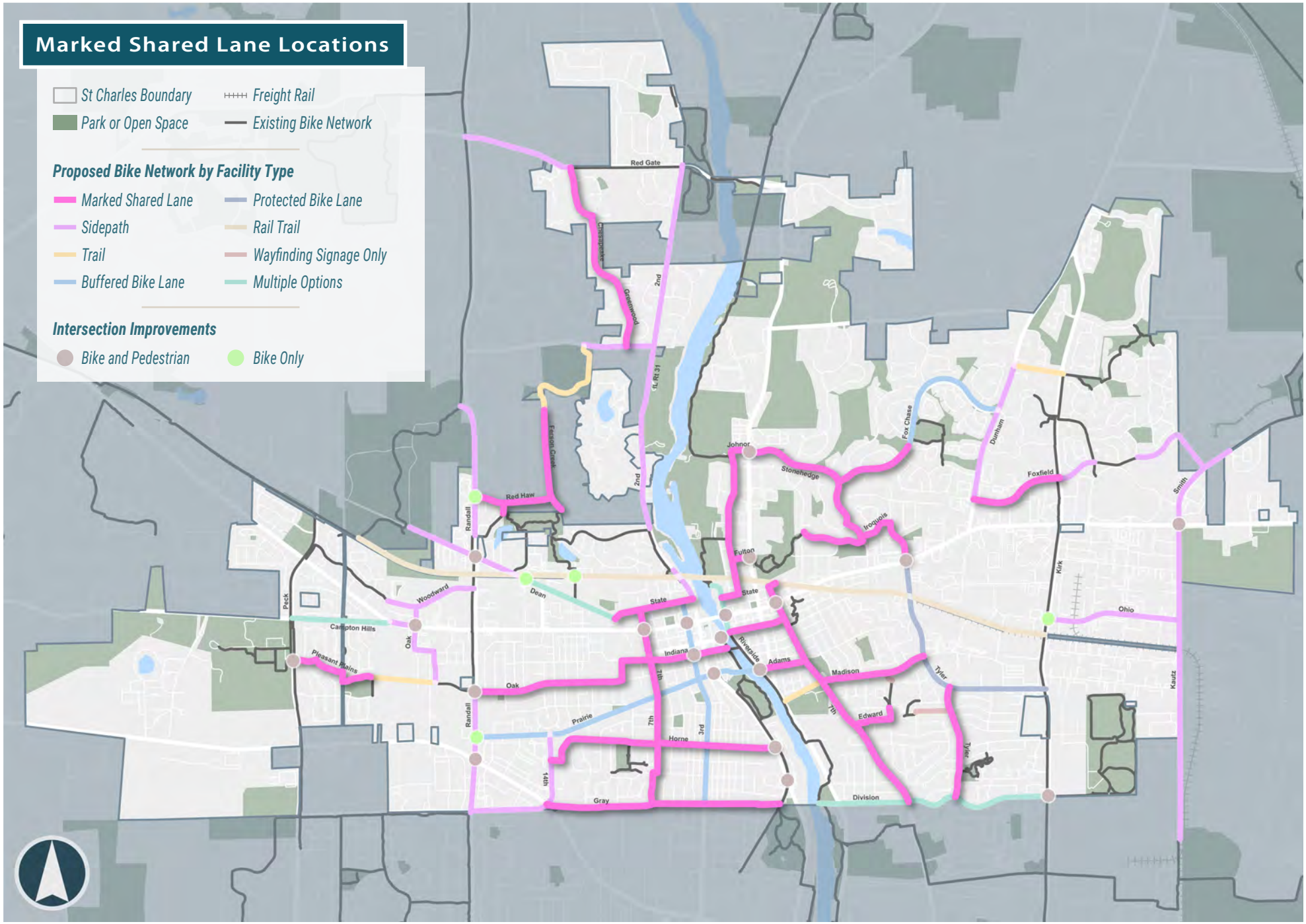


Marked Shared Lane Examples

Source: Kane County Chronicle

Source: NACTO

Typical Pavement Marking


Marked Shared Lane Locations
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BIKE LANES

Bike lanes are recommended on several streets throughout the City, each of which is on locally-owned roadways. In all cases, the bike lanes could be installed in the existing curb-to-curb right-of-way without widening the pavement, however some reworking of the space would be needed (e.g., restriping).

WHAT ARE THE DIFFERENT TYPES OF BIKE LANES?

Conventional Bike Lanes

Bike lanes provide a dedicated lane for bicyclists that is separated from vehicular travel lanes. The white line separating the two is solid, and sometimes the bike lane is painted green to further differentiate it from the vehicle travel lane and to make drivers more aware that other modes may be present on the roadway. The minimum width of a bike lane is 5', however 6' is more desirable if the right-of-way allows.

Buffered Bike Lanes

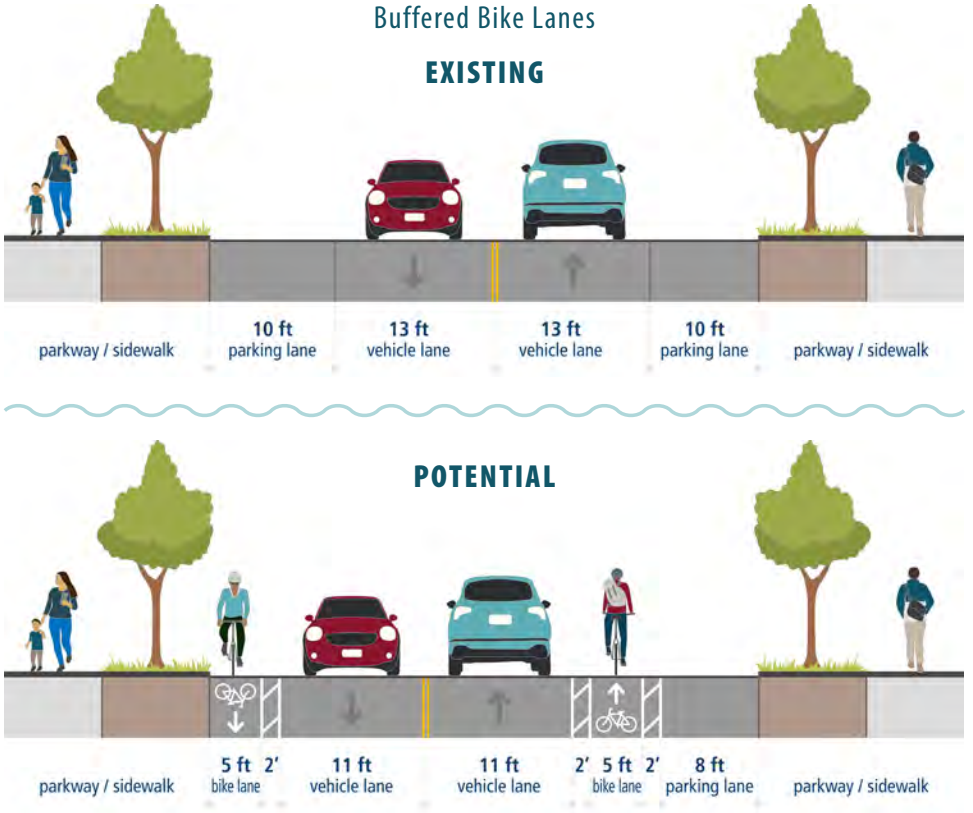
These bike lanes are similar to conventional bike lanes, but are paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane providing extra comfort for bicyclists. These bike lanes are suitable for streets with moderate to heavy traffic and extra space. They can increase safety for all users and reduce the likelihood of crashes and injuries.

Protected Bike Lanes

Two-way protected bike lanes (also known as a two-way cycle track or on-street bike paths) provide physical separation between bicyclists and traffic. They are a good facility to consider on busier or truck-oriented roadways where more separation than conventional bike lanes is needed but there either is not space in the parkway for a sidepath or building a sidepath would be not be feasible.

Typical Cross Section

Buffered Bike Lanes



Bike Lane Examples

Conventional Bike Lanes

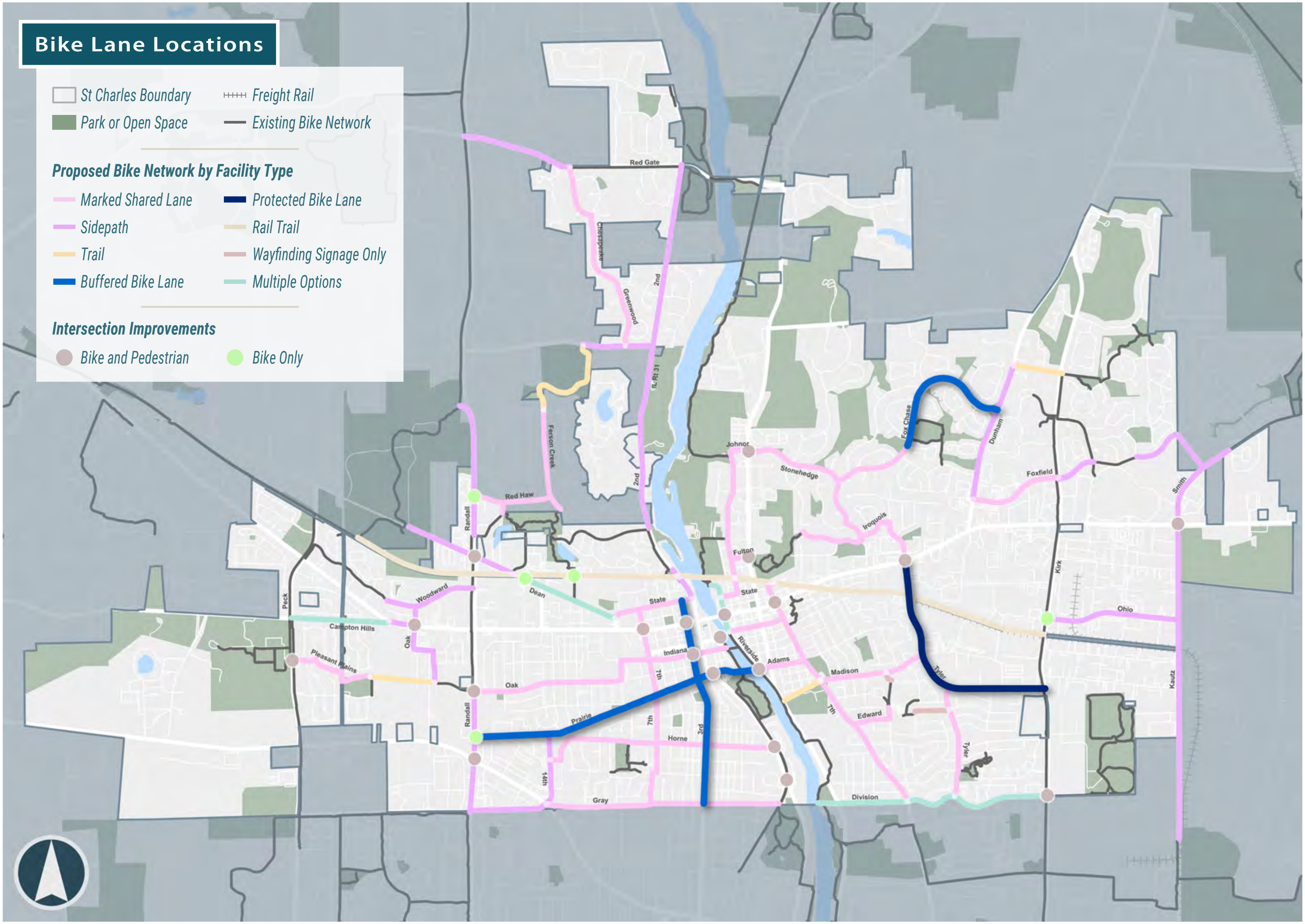
Source: Planetizen

Buffered Bike Lanes

Source: City of Elmhurst, IL

Protected Bike Lanes

Source: Wbez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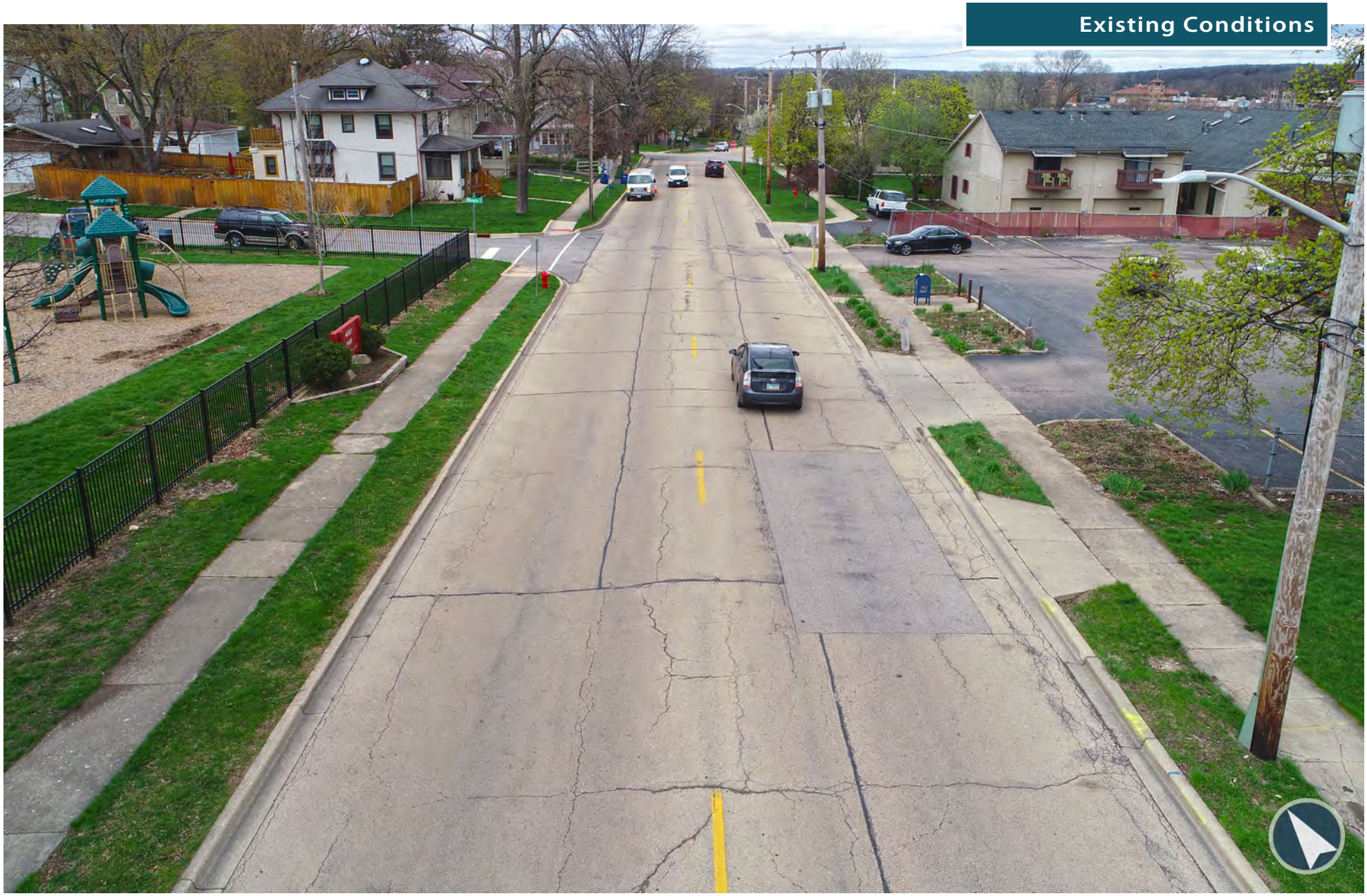
Division
Kautz

3RD STREET BUFFERED BIKE LANES

near Moody Park



3RD STREET BUFFERED BIKE LANES

near Moody Park

Potential Future Conditions

- *Buffered bike lanes to provide additional separation between vehicles and bicyclists*
- *Curb bumpouts near crossing to shorten the distance needed to cross the street*
- *Potential for a raised crosswalk to force cars to slow down near the crosswalk*
- *Parking to be kept on one side of the street*

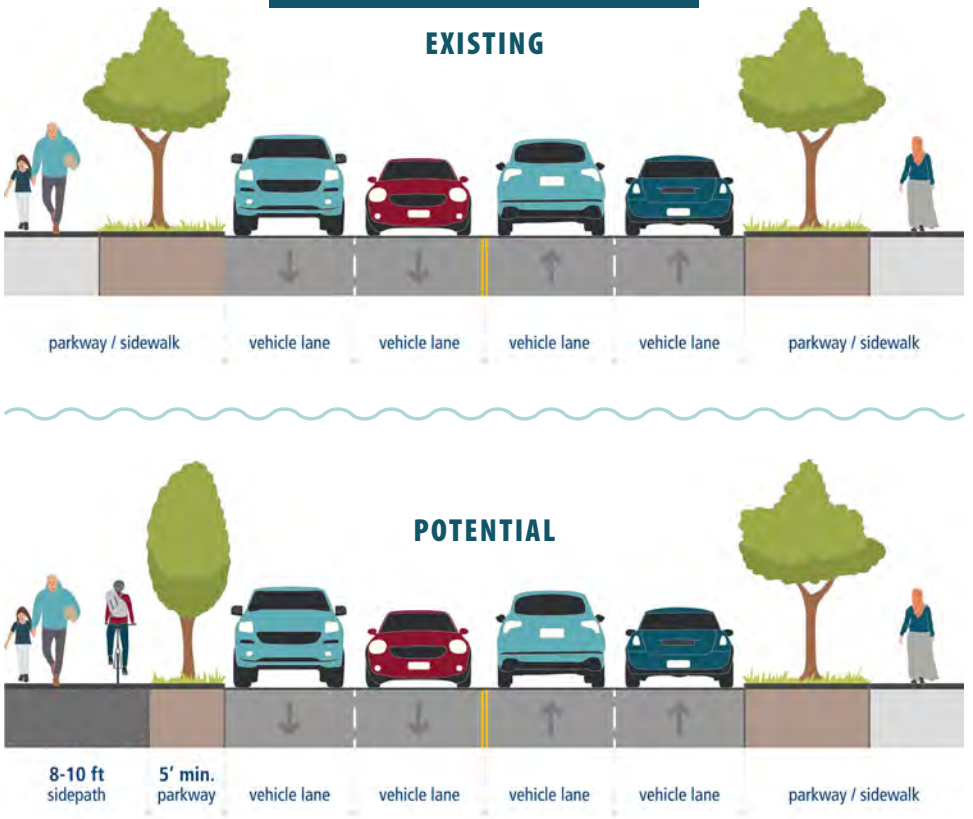
SIDEPATHS

There are some corridors in the City that are important connectors in creating a complete bike and pedestrian network across the community, but due to higher traffic volumes, vehicle speeds, jurisdictional responsibility, roadway functional classification, wider pavement, and other factors, the mixing of cars and bikes in the curb-to-curb space is either inadvisable or not optimal. In these instances, sidepaths are recommended. In some locations, like 2nd St / Route 31 sidepath, further engineering study will be needed to determine navigating around utility poles and other potential impacts.

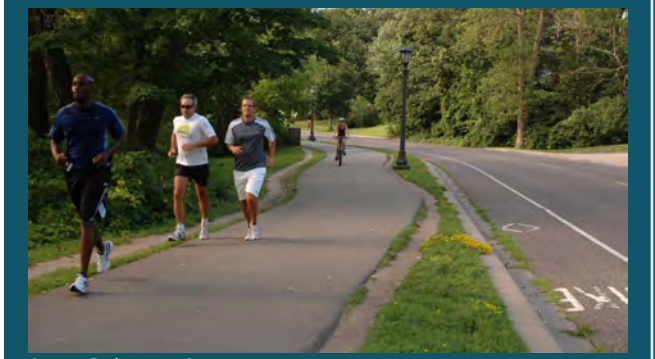
WHAT ARE SIDEPATHS?

Sidepaths are like multi-use trails alongside the road. They are completely separated from vehicular lanes and include an 8 to 10 foot paved space for both bicyclists and pedestrians. This increased width provides room for the mixing of those on foot and bike. In some locations, this design will only require widening the existing sidewalk.

Typical Cross Section



Sidepath Example

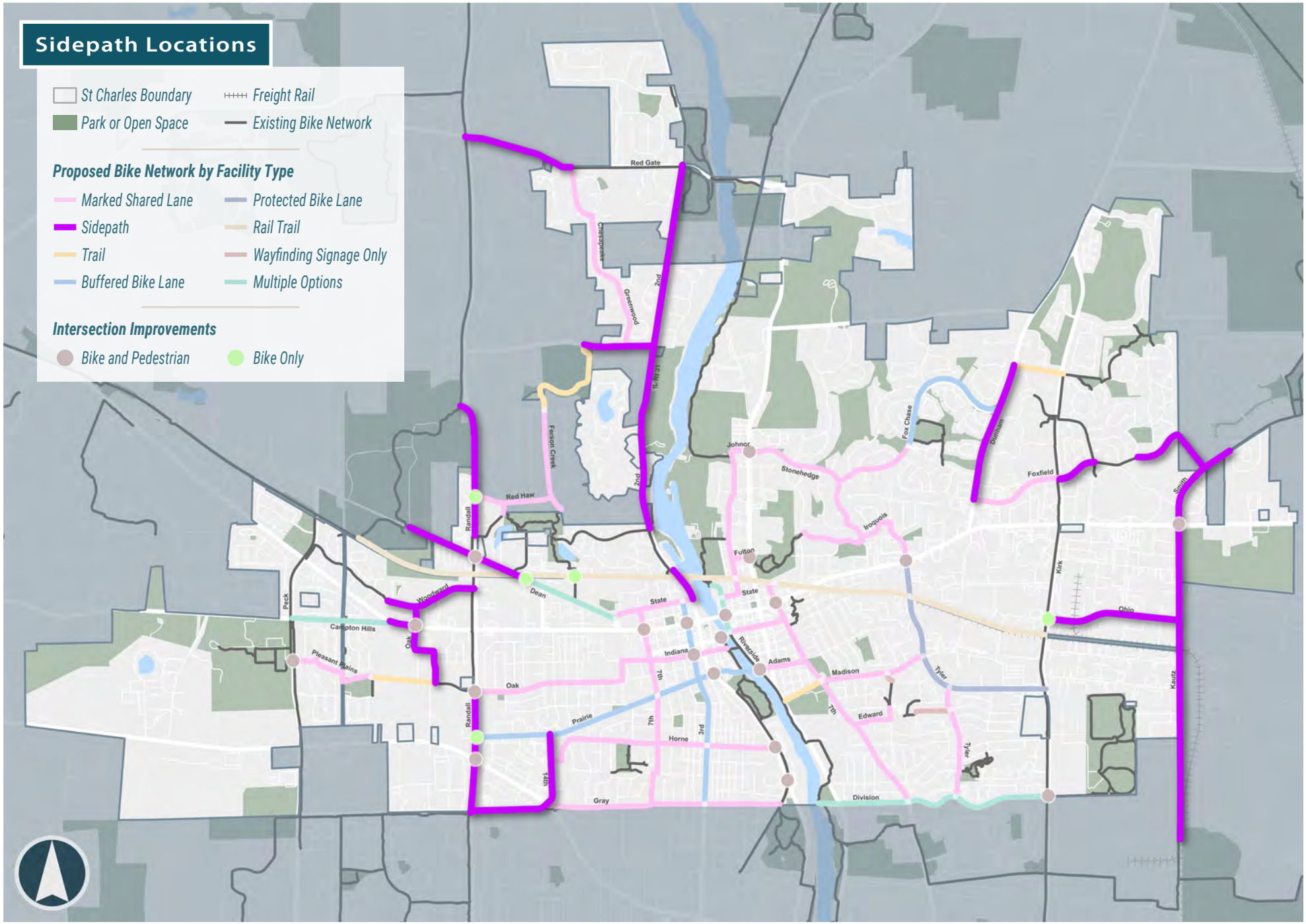


Source: Parkways to Greenways

Example Signage Pairing

Decision Signs

These signs are placed at the junction of multiple destinations. Signage should provide distance, destination, and directional information for sidepath users.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Madison
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Edward
Division

DEAN STREET SIDEPATH

near the Great Western Trail

DEAN STREET SIDEPATH

near the Great Western Trail

Potential Future Conditions

- *Sidepath for bicyclists and pedestrians that connects to the Great Western Trail*
- *Bike route signage for enhanced wayfinding*
- *Improved stormwater drainage + curb*

DUNHAM ROAD SIDEPATH

near Wredling Middle School and St. Charles East High School

DUNHAM ROAD SIDEPATH

near Wredling Middle School and St. Charles East High School

Potential Future Conditions

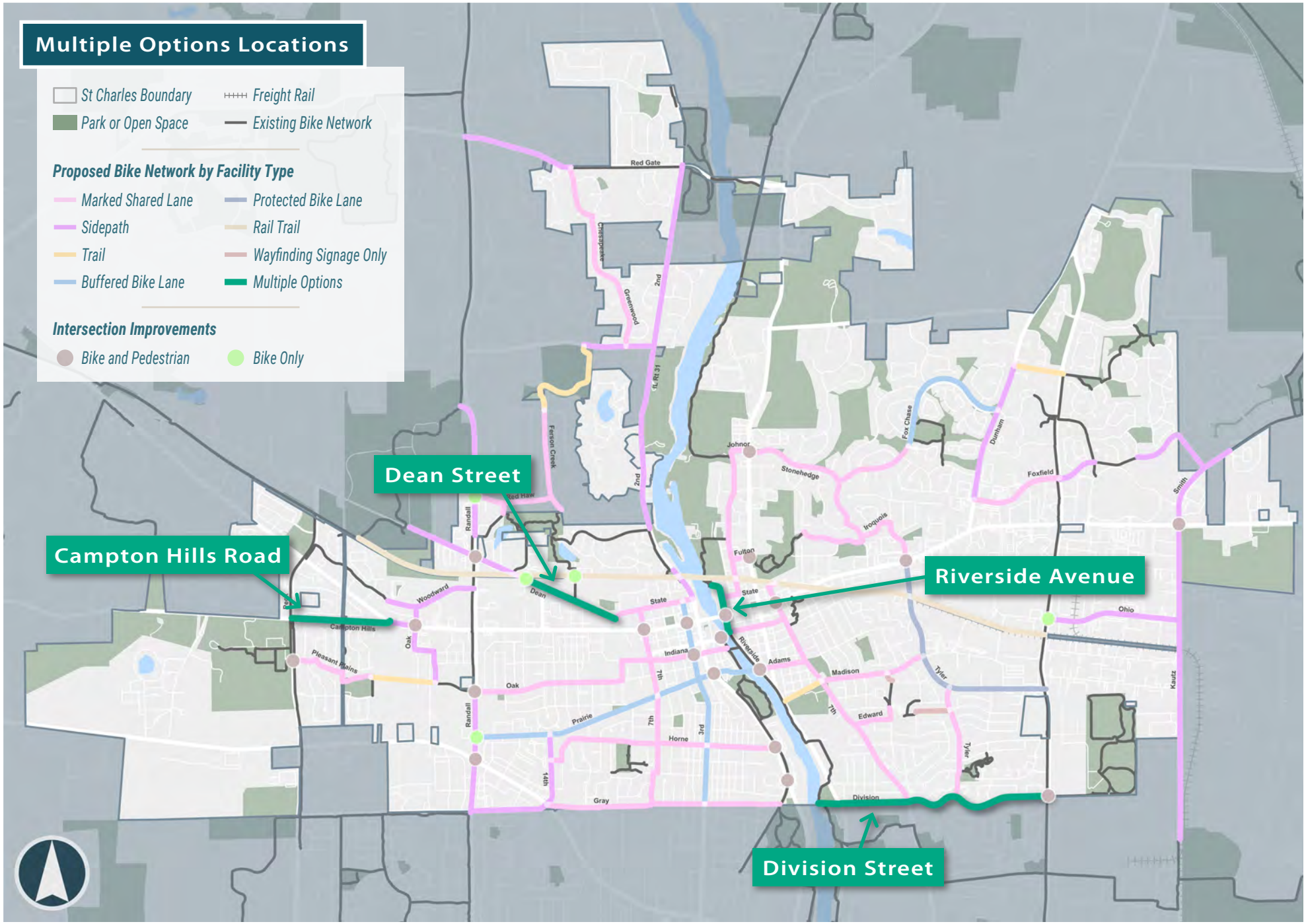
- *Sidepath on east side for students, bicyclists, and pedestrians to directly connect to both schools*
- *Bike route signage for enhanced wayfinding*

MULTIPLE OPTIONS

On several of the roadways, it was determined that, at this level of study, multiple designs could potentially work on the roadway. For the best design to be determined, further community engagement and/or engineering and traffic studies would need to be conducted. While it is evident that these roadways are key corridors to creating a complete bike network, a clear best design fit is not evident at the planning-study level and several solutions should be further considered.

PEDESTRIAN CONSIDERATIONS FOR ALL MULTIPLE OPTION RECOMMENDATIONS

Sidepaths provide the opportunity to fill gaps in the pedestrian sidewalk network. For all recommendations, it is also advisable to have and maintain sidewalks free of obstructions. These can be utilized by younger children who are not comfortable bicycling on the road. Other safety features to couple with on-street bike facilities include high visibility crosswalks and pedestrian and bicycle warning signage. For descriptions and examples of these treatments, see the Pedestrian Improvements section.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RIVERSIDE AVENUE

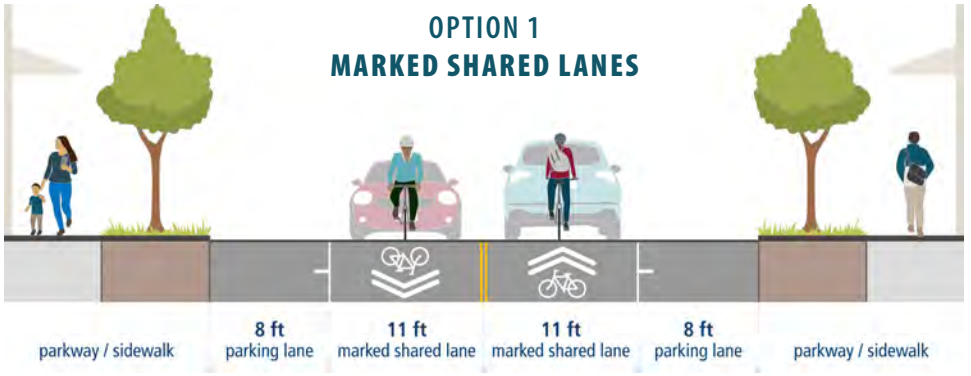
From Illinois Avenue to Main Street

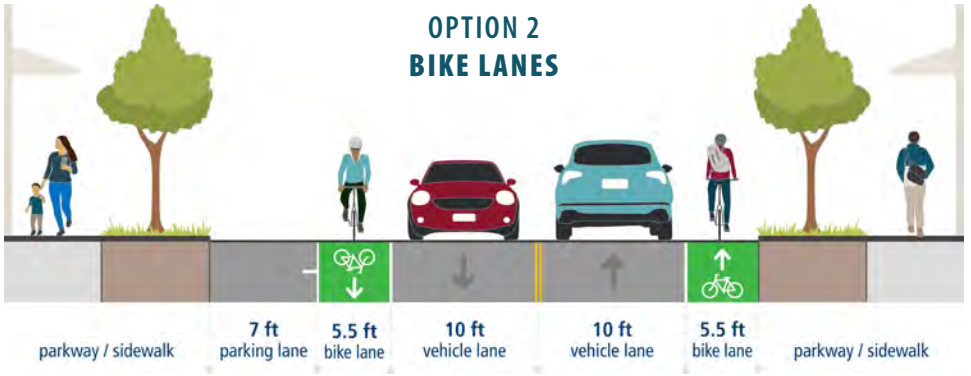
- Option 1: Marked Shared Lanes
- Option 2: Bike Lanes
- Option 3: Buffered Bike Lanes

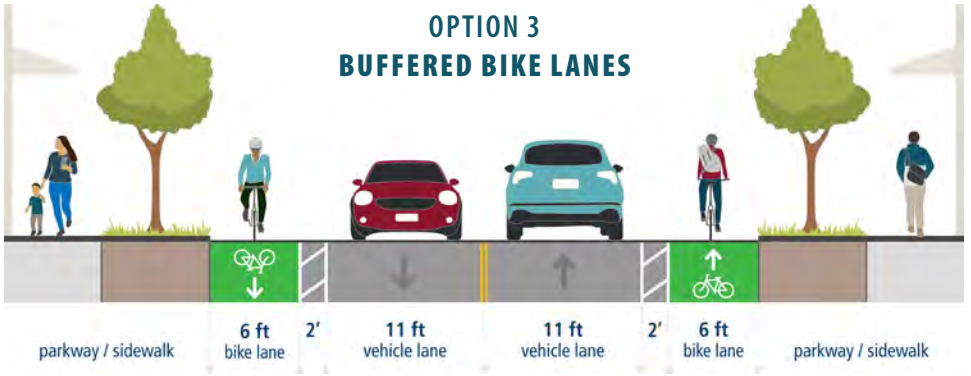
CONSIDERATIONS

Riverside Avenue was identified as a bike priority street in the community engagement process. Bike lanes would be the more ideal scenario since there is moderate car traffic along this stretch accessing various commercial destinations, but it currently is not wide enough for bike lanes and parking lanes. The section of Riverside Avenue is also a key on-street corridor for connecting to trail segments of the Fox River Trail. However, installing any type of bike lanes would require the elimination of parking on one side or both sides of the street, whereas marked shared lanes would preserve parking but provide a less comfortable bikeway in a busy area of the downtown. Any final decision should also take into account the City Parking Study to determine if the loss of parking in this area can be bared without negatively impacting businesses.

Typical Cross Section







DIVISION STREET

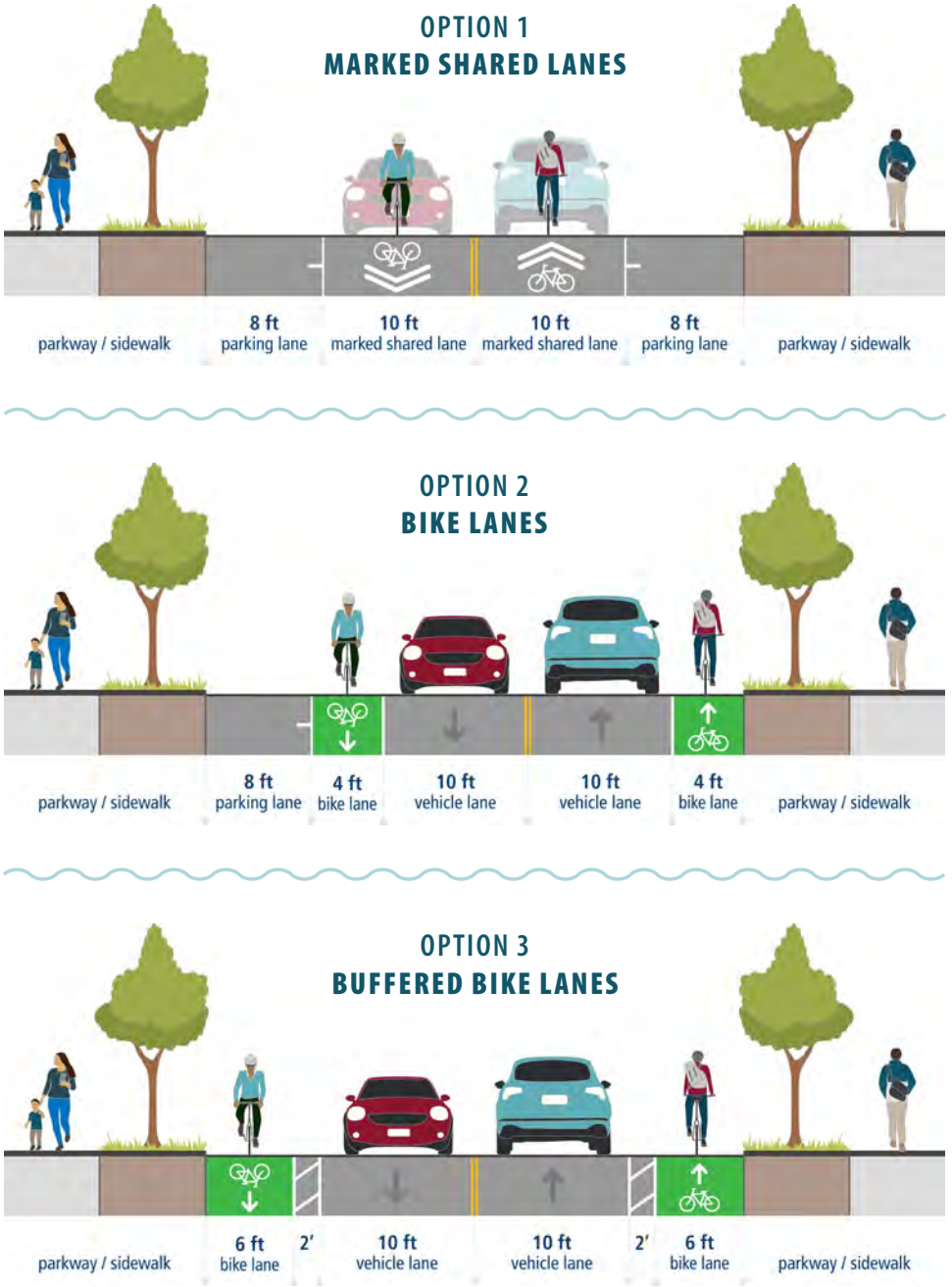
From Bennett Street to Kirk Road

- Option 1: Marked Shared Lanes
- Option 2: Bike Lanes
- Option 3: Buffered Bike Lanes

CONSIDERATIONS

Division Street was also identified as a bike priority street in the community engagement process. The roadway is locally owned and maintained, however jurisdiction is split between St. Charles (north of centerline) and Geneva (south of centerline). Bike lanes would allow bicyclists more comfort on the roadway since it experiences moderate car traffic, but the roadway is not currently wide enough for bike lanes and parking lanes. In order to implement bike lanes, parking would need to be eliminated on one side or both sides of the street, whereas marked shared lanes would preserve parking but provide a less comfortable experience. Removing parking on one side would leave room for 4' bike lanes on each side of the roadway, however this width is less than the recommended width (5'). Removing parking on both sides would leave room for 6' buffered bike lanes with a 2' buffer.

Typical Cross Section



CAMPTON HILLS ROAD

From Peck Road to Main Street

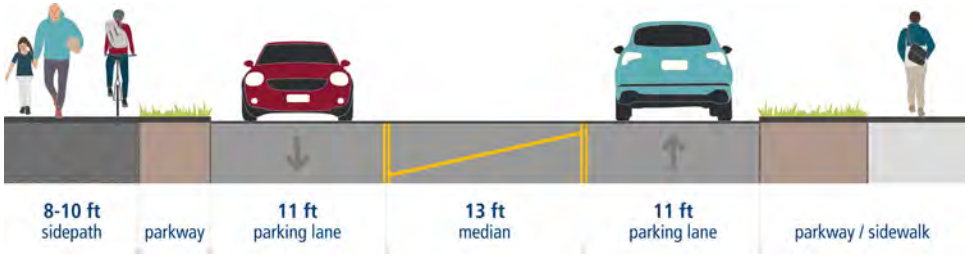
- Option 1: Sidepath
- Option 2: Bike Lanes

CONSIDERATIONS

Campton Hills Road is a key connection route in western St. Charles. The roadway is locally owned and maintained, experiences a moderate volume of daily traffic, and has a 45 mph speed limit. A sidepath would be the preferred bike facility, and may be more feasible to implement than other locations due to limited driveways and larger parkway. Campton Hills Road was also identified as a priority sidewalk improvement location, so if sidewalks were implemented then widening the pathway a few more feet may be the best outcome for pedestrians and bicyclists. Painting bike lanes is the other potential option and would allow bicyclists better accommodations on the roadway than marked shared lanes. Regardless of which bike facility is ultimately implemented, a speed evaluation study along this section of Campton Hills Road should be considered, with the potential to reduce the speed limit to enhance safety for all.

Typical Cross Section

OPTION 1
SIDEPATH



OPTION 2
BIKE LANES

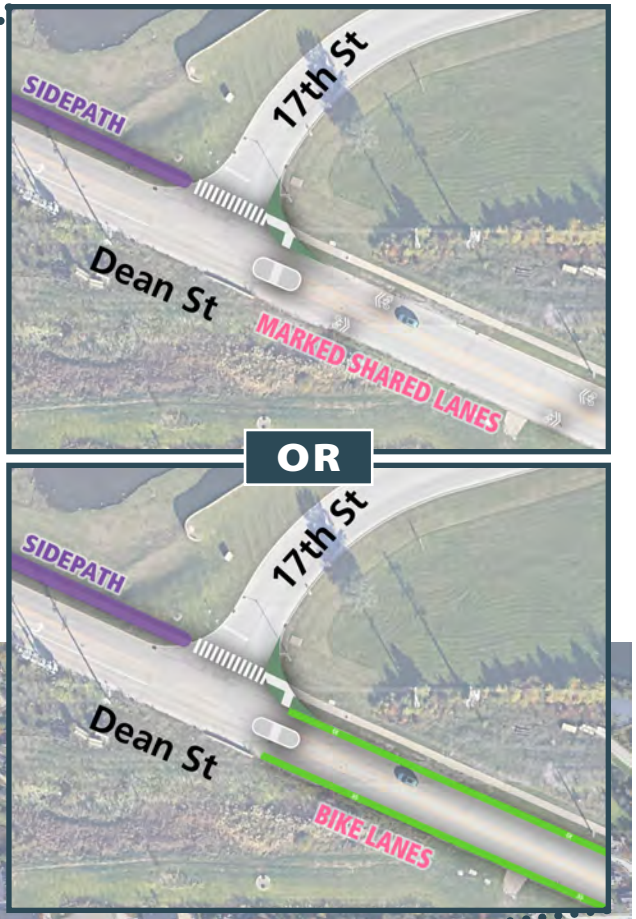
DEAN STREET

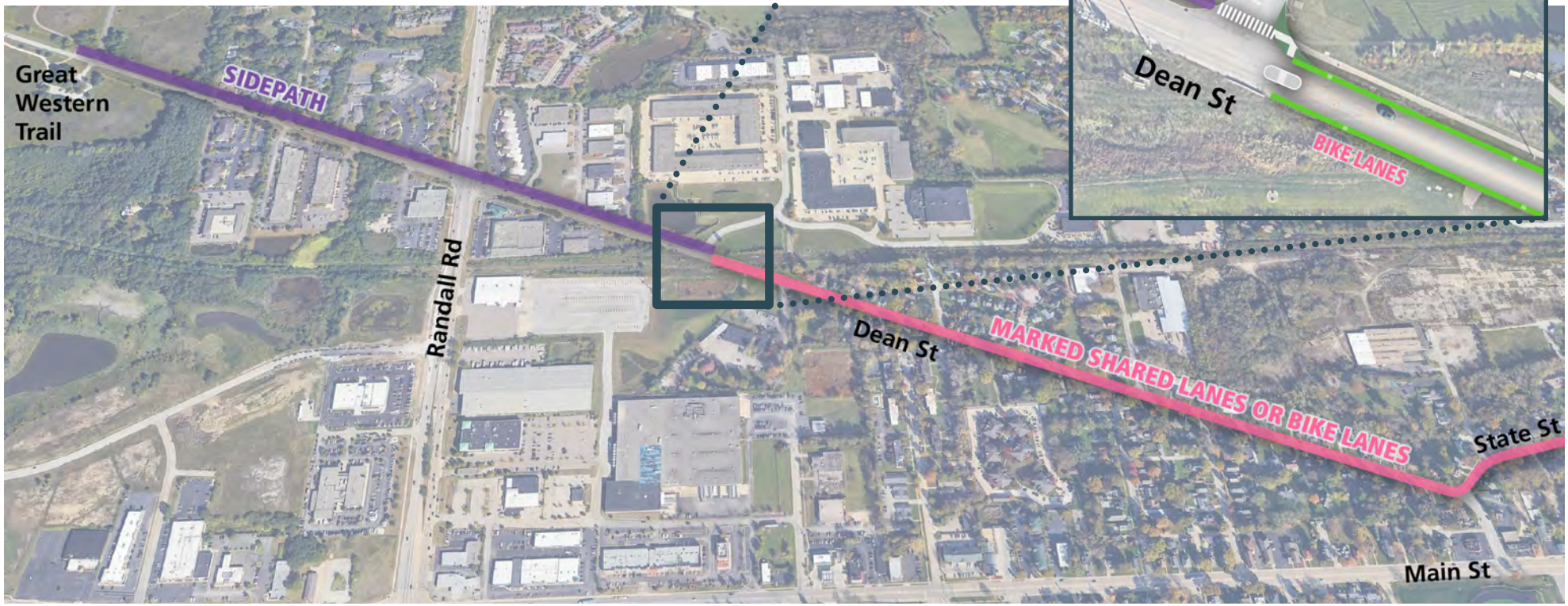
From 17th Street or Township Building/Driveway to State Street

- Option 1: Marked Shared Lanes
- Option 2: Bike Lanes

CONSIDERATIONS

This is another corridor identified as a community priority given its connection between the nearby downtown and the Great Western Trail. A sidepath is recommended on Dean Street from the Great Western Trail across Randall Road to either 17th Street or the Township Building/driveway. Due to multiple residential driveways and conflict points, a sidepath would be impractical to implement all the way to State Street, so a transition to an on-street bike facility is needed. 17th Street does experience heavier turning traffic movements onto Dean Street, including trucks, so the Township driveway may be a better option. The graphic roughly shows what the different options could look like on Dean Street. Further engineering study and community input would be needed to move forward with any designs related to this recommendation.





BIKE PARKING

Bike parking is an important component of a bike network. It is critical that bicyclists have convenient and secure places to park once they arrive at key destinations. Ensuring the type and amount of bike parking is balanced with community needs is also crucial. Plentiful bike parking can encourage residents to choose bicycling over driving. The City is actively investigating locations or opportunities to increase bike racks in order to encourage visitors to bike downtown in lieu of driving or parking their cars.

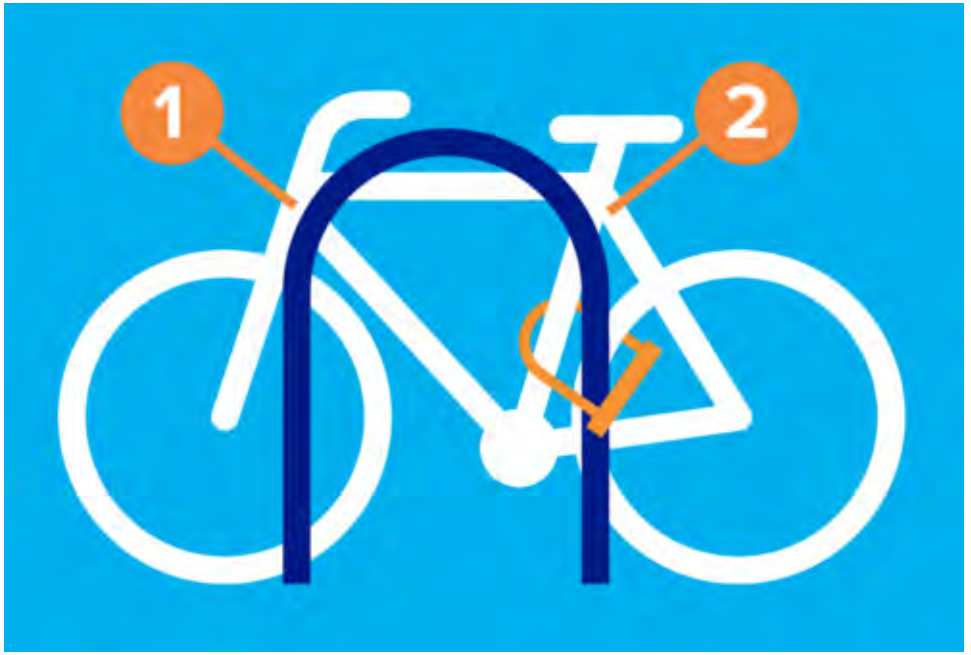
EFFECTIVE BIKE PARKING GUIDELINES

Durability, ease-of-use, and cost-effectiveness are the most important aspects for effective bike parking.

- **Short-term parking locations:** 50' or less from a visible building entrance. In an area with lighting and foot traffic. Can be identified by sign D4-3 in the Manual on Uniform Traffic Control Devices (MUTCD).
- **Long-term parking locations:** Should be easy to access with effective signage. Controlled access can include leased lockers or keycode/ attendant-monitored bike room or bike cage.
- **Security:** Parking locations should be visible to the public. Tamper-proof mounting and study racks increase security. Effective lighting is an additional safeguard.
- **Parking Capacity:** Association of Pedestrian and Bicycle Professionals (APBP)'s Bicycle Parking Guidelines offers recommendations.

LOCATION CRITERIA AND INSTALLATION

1. **Installation surface:** A concrete pad is most ideal. Other surfaces can accommodate some in-ground mounting or freestanding racks (mounted to rails). Asphalt is often too soft to hold proper anchors designed for concrete pad parking locations.
2. **Fasteners:** Concrete spikes offer the fastest installation and are most secure technique. Upon removal, spike fasteners can damage concrete or the rack. A concrete wedge anchor allows for removal but is not as tamper-resistant (unless used with additional security nut bolts).
3. **Installation Technique:** Install with a hammer drill. When pouring a new concrete pad, consider embedding the parking fixture into the concrete.



Two points of contact is ideal | Source: Strong Towns, "What Makes a Good Bike Rack", 2016.

PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

Many of the route recommendations on the previous pages are designs that also improve safety for pedestrians, such as sidepaths and trails. The map on the next page and the information on the following pages detail additional pedestrian-focused recommendations. This section provides ideas for improving pedestrian connectivity and safety as the network is built out.

PRIORITY LOCATIONS FOR PEDESTRIAN IMPROVEMENTS

It is recommended that City targets sidewalk improvements and installations that fill gaps in areas within a half mile of the following community assets:

- School zones
- Parks and playgrounds
- Downtown / Community centers
- Trail connections

GENERAL PEDESTRIAN DESIGN RECOMMENDATIONS

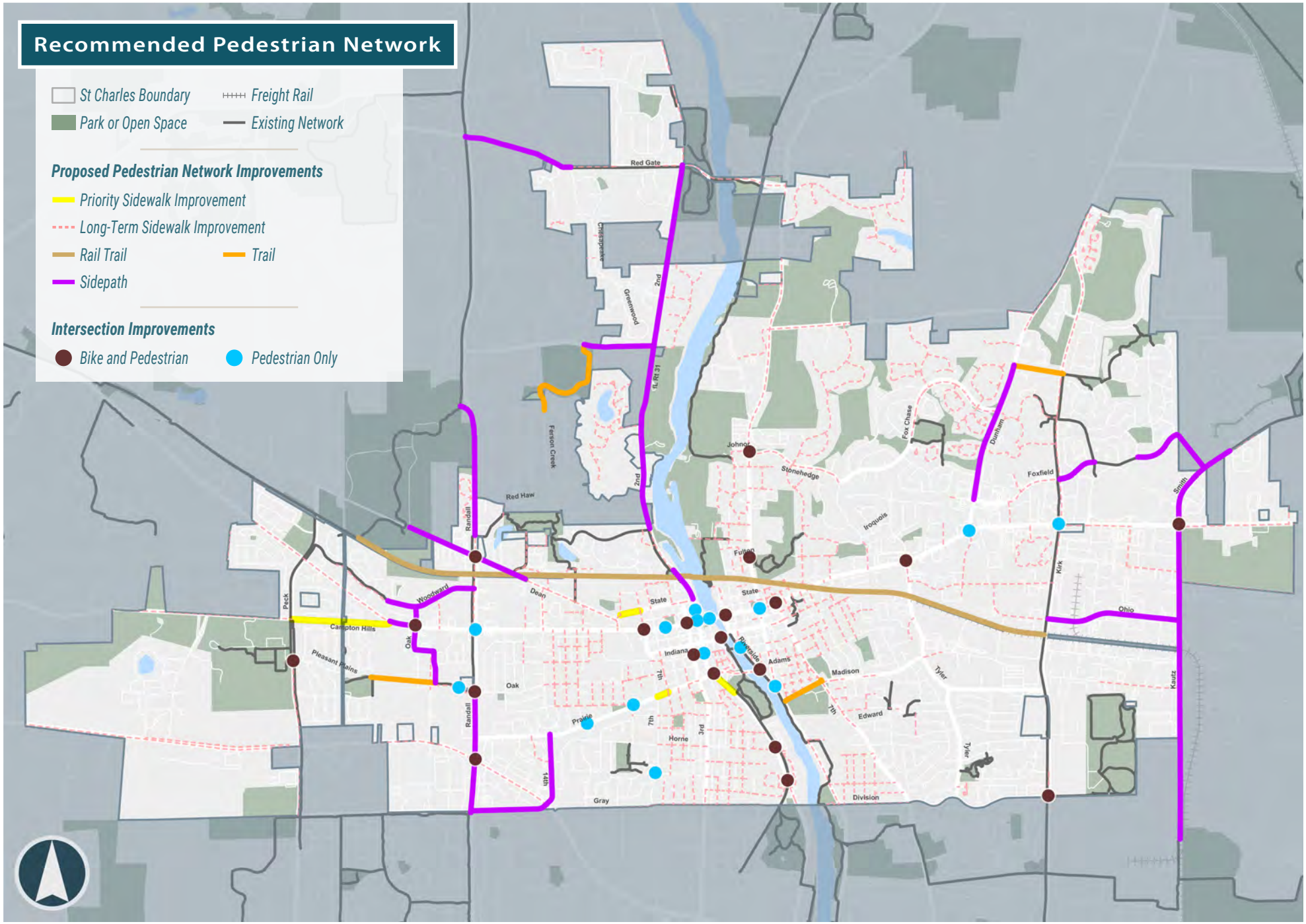
INTERSECTION DAYLIGHTING

The City can "daylight" intersections, e.g., prevent cars parking too close to crosswalks and thereby blocking the view of crossing pedestrians. The general guidance recommends the following:

- Prohibit parking at least 20' from crosswalks on roads with posted speed limits of less than 30 mph
- Prohibit parking at least 50' from crosswalks on roads with posted speed limits of less than 35-40mph
- Enhance street lighting for drivers' sight distance and safer pedestrian crossings

LANDSCAPING BARRIERS

Attractive landscaping components can be installed on sidewalks to serve as barriers between pedestrians and traffic. These barriers can help create a feeling of a boulevard sidewalk on busy roads where sidewalks are directly adjacent to the street.


Recommended Pedestrian Network
St Charles Boundary
Freight Rail
Park or Open Space
Existing Network
Proposed Pedestrian Network Improvements
Priority Sidewalk Improvement
Long-Term Sidewalk Improvement
Rail Trail
Trail
Sidepath
Intersection Improvements
Bike and Pedestrian
Pedestrian Only
Red Gate
Chesapeake
Greenwood
2nd
IL Rt 31
Ferson Creek
Red Haw
Randall
Johnot
Stonehedge
Fox Chase
Dunham
Foxfield
Smith
Iroquois
Fulton
Kirk
Ohio
Peck
Woodward
Dean
State
Campton Hills
Pleasant Plains
Oak
Indiana
Riverside
Adams
Madison
Tyler
Kautz
7th
Edward
Pride
Horne
3rd
14th
Gray
Division

ADA DETECTABLE WARNING TILES

Metal pads can become corroded and are then slippery when it is wet or icy. All out-dated detectable warning tiles should be replaced with new tiles and installed where absent, in compliance with the Americans with Disabilities Act.

UTILITY ISSUES

Utility boxes and poles can sometimes block sidewalk access. Whenever it is feasible, the City should coordinate with utilities to relocate their infrastructure out of the pedestrian right-of-way.

SIDEWALK INSTALLATION POLICY

A continuous network of sidewalks should be provided adjacent to all schools, parks, and business districts. Where possible, sidewalks should be provided on both sides of the street. If this is not feasible, due to grade issues or other concerns, sidewalks should be provided on at least one side of the street.

While all sidewalk gaps throughout the City of St. Charles (shown on the Pedestrian Network Recommendation Map as Long-Term Sidewalk Improvements) should be considered for future sidewalk installation to create a complete and cohesive sidewalk network. A few key locations identified by community members during outreach efforts to prioritize for near-term sidewalk installation are sections on State Street, Campton Hills Road, Prairie Street, and Geneva Road.

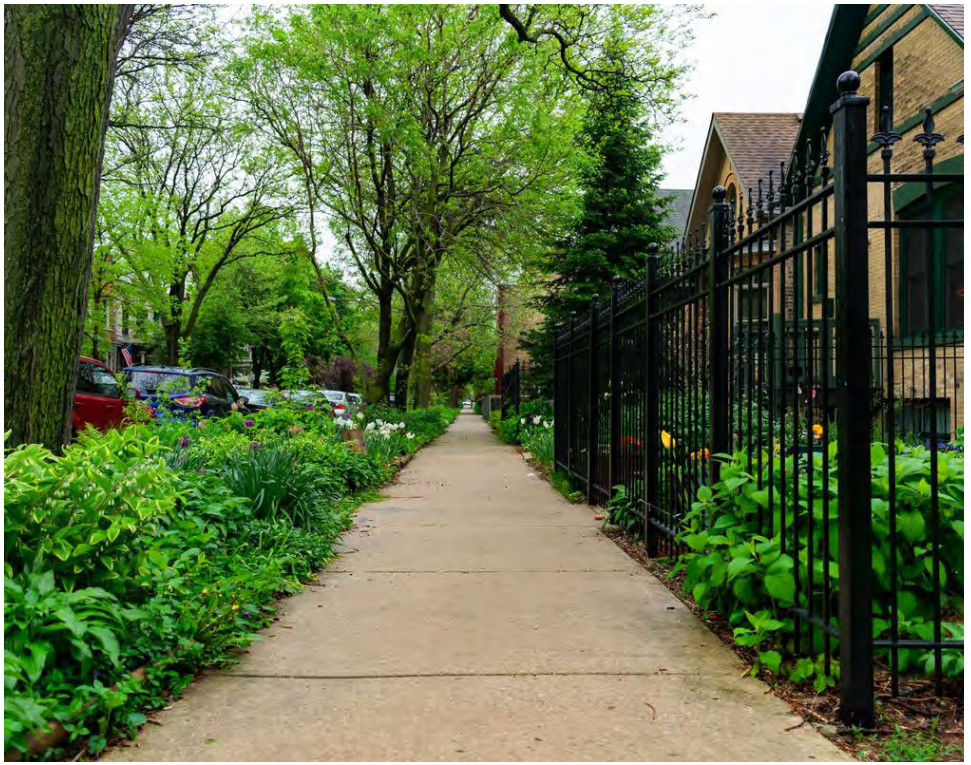
SIDEWALK ENCROACHMENTS

Pedestrians, especially those using wheelchairs and pushing strollers, are negatively impacted by sidewalk obstructions. The City should also work with homeowners to trim and maintain landscaping adjacent to sidewalks and at intersections. Construction projects should provide ADA accessible pedestrian paths when using a sidewalk for staging. The City should educate homeowners and businesses on the impact that cars blocking sidewalks have on pedestrian accessibility and safety.

PEDESTRIAN SIGNAL TIMING

Use leading pedestrian intervals (LPIs), which give people crossing the street a head start before cars are given a green light, whenever possible at intersections already equipped with pedestrian signals. LPIs have a minimal implementation cost and allow citizens to move into the crosswalk before drivers, a crucial accommodation when trying to cross in front of turning cars. LPIs also allow for sufficient time for older and younger citizens, who are disproportionately represented in fatal crashes involving pedestrians, to make it all the way across the street at their own pace.

Additional commonly implemented treatments to help create a safer environment for pedestrians are listed and described in the Intersection Toolkit within the Intersection Improvement chapter.



Source: Curbed Chicago

RECOMMENDATIONS FOR ARTERIAL OR COLLECTOR STREETS

MID-BLOCK CROSSINGS

Create mid-block crossings where there are places pedestrians want to go but are not serviced by a crosswalk. Midblock crossings can incorporate vertical elements such as signage to help alert drivers.

PEDESTRIAN CROSSING SIGNS

Use Rectangular Rapid Flash Beacons (RRFBs) and/or pedestrian crossing signs to warn drivers of upcoming crossings.

GREEN BUFFERS

Use trees or potted plants to create barriers between pedestrians and traffic.

CURB EXTENSIONS OR BUMP-OUTS

Curb extensions and bump-outs extend the curb line into the roadway, increasing the visibility of pedestrians and shortening the crossing distance. Curb extensions are best at locations with on-street parking, schools, mid-block crossings, and on arterials and collectors that intersect with mark shared lanes.

RAISED CROSSWALKS

Serve as marked pedestrian crossings and provide stronger visual clues for drivers. Raised crosswalks can be constructed from brick or other textured material for enhanced visibility.

STREET FURNITURE

Enhance pedestrian-oriented spaces and commercial areas can provide shade, beautification, and safe gathering spaces. Furniture can include benches, art sculptures, banners, trees, and planters. If trees cannot be used consider planters or shrubs.

RECOMMENDATIONS FOR LOCAL STREETS

TRAFFIC CALMING

Support implementing traffic calming devices such as wider sidewalks, marked crosswalks, and street design to support safer and slower vehicular speeds.

DESIGNATED SCHOOL ROUTES

Mark Safe Routes to School with signage. Work with PTA groups to evaluate concerns around schools regarding walking and crossing. Implement facility improvement projects around schools such as RRFBs, pedestrian crossing signs, and crosswalks with diagonally painted lines.

LOW-COST PEDESTRIAN SOLUTIONS

Turn restrictions, signal timing adjustments, and creation of one-way streets can lower traffic speeds and volumes on local roads with pedestrian activity.

NEIGHBORHOOD TRAFFIC MANAGEMENT

Consider speed tables or raised intersections on residential streets, and other solutions. Roadways to be targeted for these improvements could be determined in a future traffic calming policy.


STOP
HERE
FOR

3

chapter

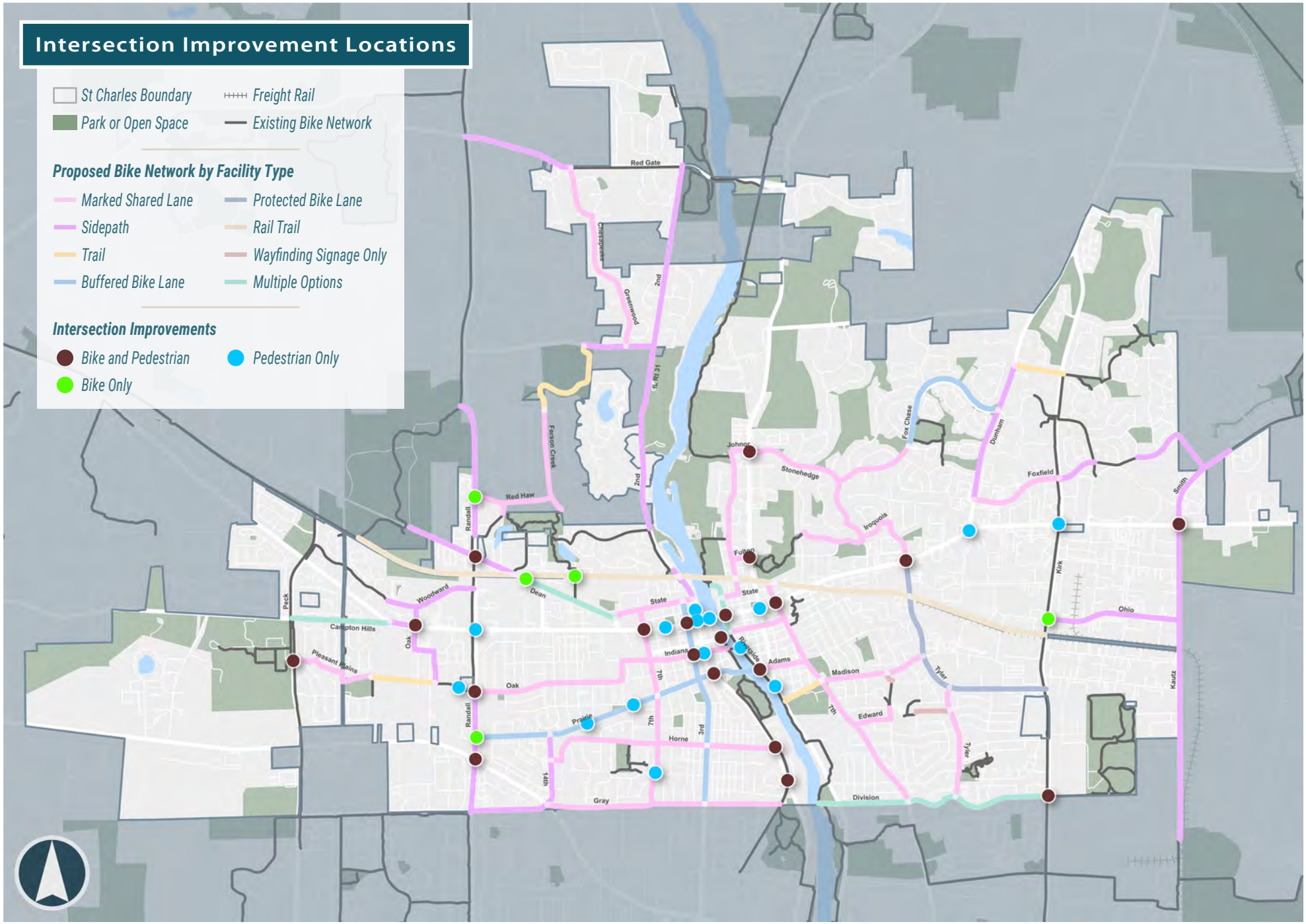
Intersection Improvements

Intersection Improvements

This section details which intersections should be considered for improvements based on community engagement findings, the pedestrian and bicycle network, and existing conditions. Most improvement recommendations will need further study and may require approval from the Illinois Commerce Commission, Illinois Department of Transportation, or Kane County. For all of the recommendations, many improvement options will require additional traffic studies prior to implementation. The following pages in this chapter show a selection of the recommended intersections providing more details on the improvements and concept renderings. Similar treatments depicted in these concepts could likely be applied to other intersections identified as key locations.

The locations identified in this plan help connect key bike corridors across the City, as well as improve crossings for pedestrians at highly trafficked intersections and at locations near schools or commercial areas. Safety is imperative to creating a comprehensive and thoughtful City-wide bicycle and pedestrian network. This means that all the spaces in between bike and pedestrian corridors, like intersections, should also be given appropriate design considerations to optimize movement and safety.

Visualizations were created for several intersections to show the potential improvements that could be applied throughout the City of St. Charles. They are representative examples, further study is needed at each identified location to determine the most appropriate and feasible improvements. For specific treatments recommended at each of the intersection improvement locations, please see the Intersection/Crossing Improvement Matrix in the Implementation chapter.


Intersection Improvement Locations
St Charles Boundary
Park or Open Space
Freight Rail
Existing Bike Network
Proposed Bike Network by Facility Type
Marked Shared Lane
Sidepath
Trail
Buffered Bike Lane
Protected Bike Lane
Rail Trail
Wayfinding Signage Only
Multiple Options
Intersection Improvements
Bike and Pedestrian
Bike Only
Pedestrian Only
Red Gate
Chesapeake
Greenwood
2nd
IL Rt 31
Ferson Creek
Johnor
Stonehedge
Fox Chase
Dunham
Foxfield
Smith
Red Haw
Randall
Iroquois
Fulton
Peck
Woodward
Dean
State
Kirk
Ohio
Campton Hills
Oak
Pleasant Plains
Indiana
Riverside
Adams
Madison
Tyler
Kautz
7th
Edward
Prairie
3rd
Horne
14th
Gray
Division

INTERSECTION IMPROVEMENTS

The images below show the potential tools the City of St. Charles could use to improve crossings and are utilized in the renderings of proposed intersection improvements. These tools should be considered as the active transportation network is constructed. In many cases, additional study and approval will be needed to implement any of the recommendations.

Sidewalk Connections

The presence of sidewalks allow for safer pedestrian movement, enhance connectivity, and encourage walking. A well-connected sidewalk network consists of infrastructure that provides direct routing, accessibility, few dead-ends, and minimal physical barriers. Increased levels of connectivity can also help activate a community socially and economically.

Median Refuge Island

Median refuge islands buffer and protect pedestrians and cyclists crossing wide or busy streets, enabling them to cross in two stages.

High Visibility Crosswalks, Curb Ramps, & Detectable Warning Pad

High visibility crosswalks increase awareness of pedestrian crossing paths and discourage drivers from encroaching into crosswalks. Curb ramps enable people in wheel chairs to cross streets and detectable warning pads direct people with visual impairments through an intersection at a crosswalk.

Curb Bump-Outs (or Extensions)

Bump-outs provide shorter crossing distances for pedestrians and improve sightlines for both drivers and pedestrians. They can slow the speed of turning traffic. They are most appropriate for use on local roads where they intersect arterial and collector streets.

Image Source: NACTO

Intersection Markings

Intersection crossing markings indicate the proper lane position for a cyclist through an intersection. These types of markings are useful at large intersections, or at those where the lane positions shift. They can also be used where a bikeway turns from one street to another.

Bicycle/Pedestrian Crossing Signs

Pedestrian and/or bicycle crossing signs warn drivers that a school, pedestrian or bicycle crossing is ahead. "Must stop for pedestrians in crosswalk" signage can also be used.

Image Source: NACTO

Countdown Signals

Countdown pedestrian signals show the amount of time that remains before a traffic signal changes from walk to don't walk. They are designed to reduce the number of pedestrians who start crossing when there is not enough time to complete their crossing safely.

Rectangular Rapid Flashing Beacon

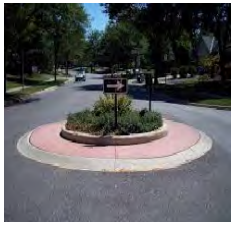
Rectangular rapid flash beacons (RRFBs) are highly visible, using flashing yellow LED lights to supplement standard pedestrian crossing warning signs at mid-block and other unsignalized crossing locations.

Wayfinding Decision Signage

Wayfinding signage helps cyclists and pedestrians navigate to key destinations along preferred routes. Decision signage is typically placed at the junction of multiple destinations. Signage should provide distance, destination, and directional information.

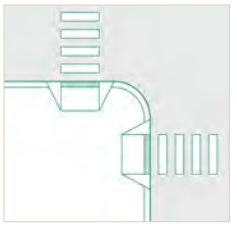
Bicycle Crosswalks

Bicycle crosswalks are placed adjacent to pedestrian crosswalks where trails, sidepaths, and protected bike lanes intersect streets. They can be highlighted in green to increase visibility.



Mini Traffic Circles

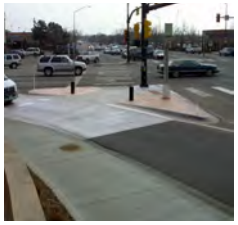
Mini traffic circles direct users through intersections in a predictable manner. They can help reduce the severity of crashes and can calm traffic on residential streets. They are most effective when grouped in a series of three. They can be designed with mountable curbs to allow large vehicles to travel through an intersection.



Reduced Corner Radii

The size of the corner relates to the length of a crosswalk and the speed of turning traffic. Reducing curb radii create a shorter crossing distance for pedestrians and encourage drivers to slow down when making right turns.

Image Source: NACTO



Corner Island and Right-Turn Slip Lane Improvements

Corner islands ("pork chops") are triangular raised islands placed at an intersection between a right-turn slip lane and through-travel lanes. When well-designed, they provide pedestrians with refuges and a right-turn lane designed to optimize the right turning motorist's view of the pedestrian and of vehicles to their left.

Raised Crosswalks

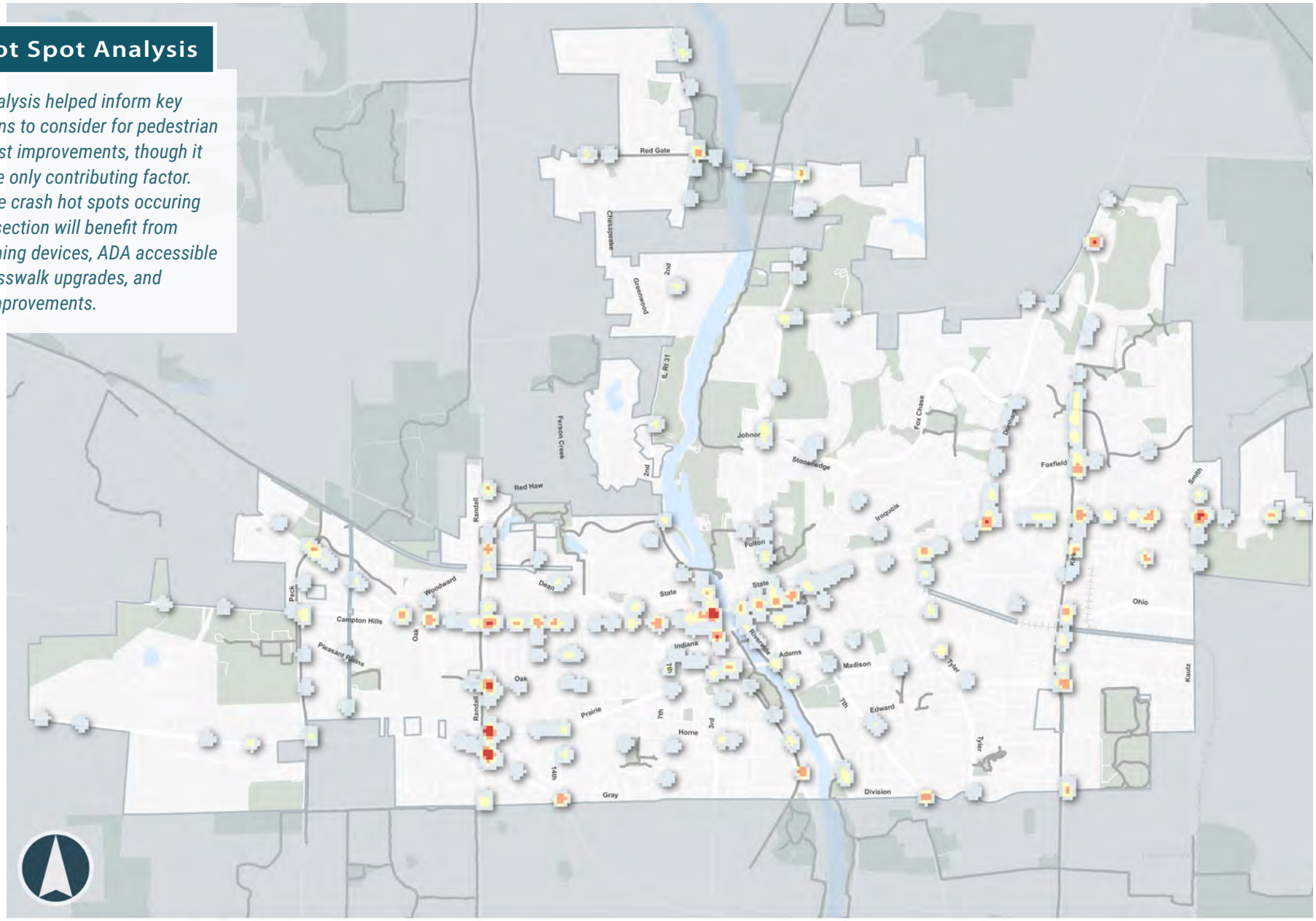
Raised crosswalks typically serve as a tool for traffic calming by bringing the level of the roadway to that of the sidewalk (e.g., roadway flush with the height of the curb). These crosswalks force vehicles to slow down before passing over the crosswalk while also providing a level pedestrian or bicyclist path of travel from curb to curb.

Bike Boxes

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. They are intended to increase bicyclist visibility and prevent conflicts with turning vehicles at the start of a green signal phase.

Crash Hot Spot Analysis

A crash analysis helped inform key intersections to consider for pedestrian and bicyclist improvements, though it was not the only contributing factor. Many of the crash hot spots occuring at an intersection will benefit from traffic calming devices, ADA accessible ramps, crosswalk upgrades, and visibility improvements.



MAIN STREET & 5TH STREET

Crossing improvements

MAIN STREET & 5TH STREET

Crossing improvements

Potential Future Conditions

- *A pedestrian refuge island added to middle turn lane provides pedestrians crossing a place to stop if they cannot cross Main Street due to high traffic volumes or speeds*
- *Rectangular rapid flash beacon (RRFB) to increase driver awareness of pedestrians crossing roadway*

OAK STREET CROSSINGS

Crossing improvements near Thompson Middle School and Richmond Elementary School

OAK STREET CROSSINGS

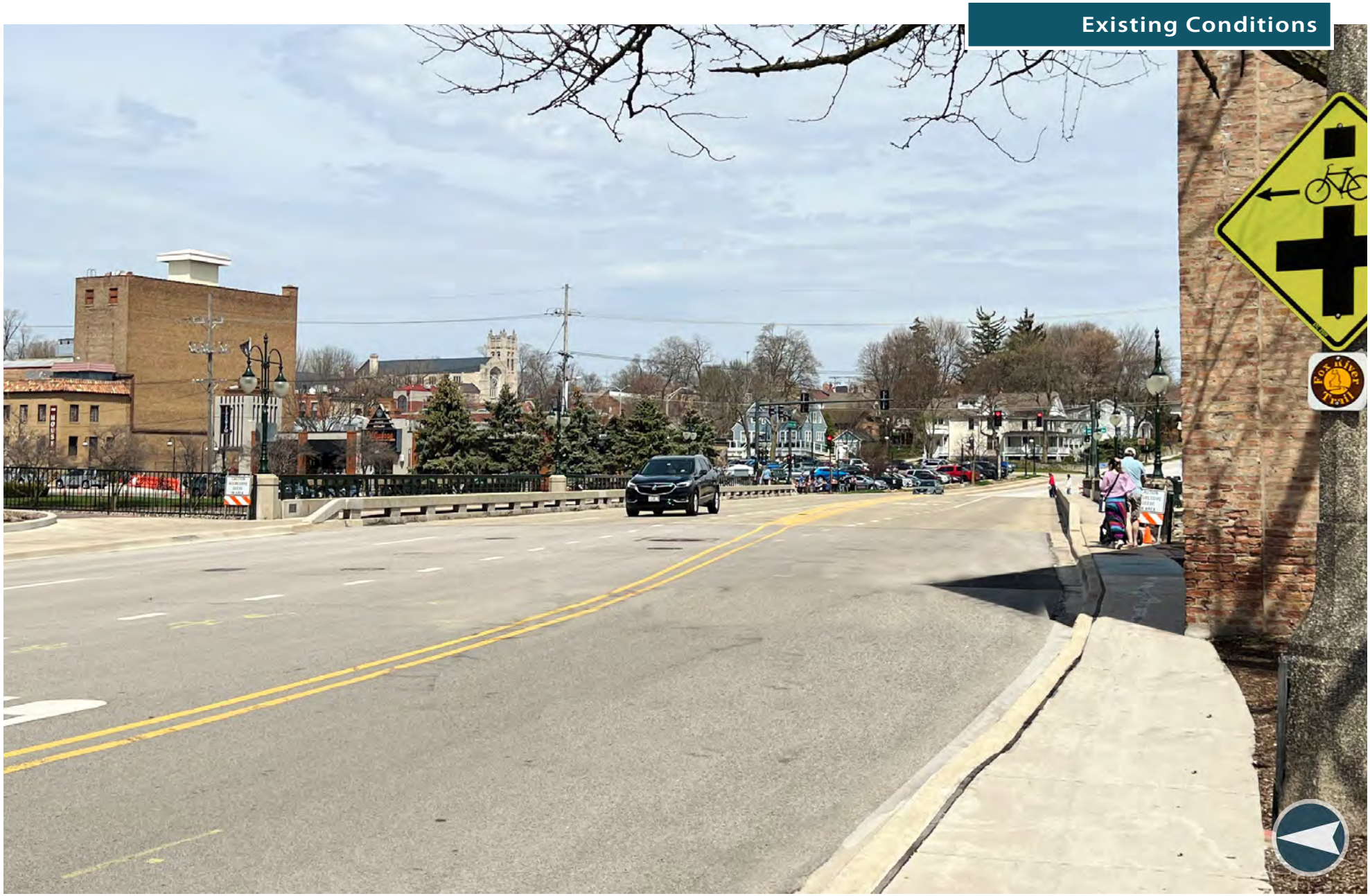
Crossing improvements near Thompson Middle School and Richmond Elementary School

Potential Future Conditions

- *Curb bumpouts shorten the distance needed to cross the street and visually narrow roadway for drivers*
- *Rectangular rapid flash beacon (RRFB) to increase driver awareness of pedestrians crossing roadway*
- *Marked shared lanes for bicyclists with route signage*

ILLINOIS AVENUE AND FOX RIVER TRAIL CROSSING (WEST

Crossing improvements on the west side of the Fox River



ILLINOIS AVENUE AND FOX RIVER TRAIL CROSSING (WEST

Crossing improvements on the west side of the Fox River

Potential Future Conditions

- *Potential raised crosswalk with high visibility striping can slow traffic at this crossing and make pedestrians and bicyclists more visible*
- *Rectangular rapid flash beacon (RRFB) to increase driver awareness of pedestrians crossing roadway*

4

chapter

Complete Streets Policy

Complete Streets Policy Overview

The City of St. Charles developed a Complete Streets Policy as a part of the Bicycle and Pedestrian Plan project. The policy will help guide implementation of this plan through roadway and development projects.

WHAT IS A COMPLETE STREETS POLICY?

According to the National Coalition for Complete Streets, "Complete Streets are streets for everyone. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities."[1]

A Complete Streets policy is a formal commitment that an agency can make to consider the above Complete Street principles in every transportation project.

POLICY ELEMENTS

Ten elements of a successful Complete Streets Policy from the National Complete Streets Coalition and Smart Growth America[2]:

1. Establishes commitment and vision
2. Prioritizes diverse users
3. Applies to all projects and phases
4. Allows only clear exceptions
5. Mandates coordination
6. Adopts excellent design guidance
7. Requires proactive land-use planning
8. Measures progress
9. Sets criteria for choosing projects
10. Creates a plan for implementation

[1] *https://smartgrowthamerica.org/what-are-complete-streets/*
[2] *https://smartgrowthamerica.org/resources/elements-complete-streets-policy/*

DEVELOPMENT PROCESS

The policy was developed based on feedback from City staff on the project delivery process and visions and goals expressed by the Steering Committee. The goal of the policy is to assist City departments and other key stakeholders (e.g. School District, Park District, or other community organizations such as the Business Alliance) in working together to identify transportation needs and providing opportunities for Complete Streets project coordination across departments and organizations as applicable.

The following items were considered when developing the Complete Streets policy to tailor best practices in policy language to what is realistic in St. Charles:

- Current procedures, guides, and design standards being used.
- Key stages and opportunities in which the Complete Streets policy can bolster the project delivery process.
- Potential conflicts and opportunities.
- Key information so that the policy is realistic and can best assist the City in implementing Complete Streets.

ST. CHARLES COMPLETE STREETS POLICY

1. INTRODUCTION

WHEREAS, transportation, quality of life, and economic development are all connected through well-planned, well-designed, and context sensitive transportation solutions; and

WHEREAS, a Complete Street is defined as one that provides safe and convenient access and mobility for all users of the road, including pedestrians, bicyclists, transit users, and vehicular traffic; and

WHEREAS, the City views all transportation improvements as opportunities to connect neighborhoods, calm traffic and improve safety, provide greater access and mobility for users of the public way, and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system; and

WHEREAS, the St. Charles Bicycle and Pedestrian Plan promotes a transportation principle that St. Charles residents should be able to drive, walk, or bike safely and conveniently throughout the municipality for daily needs and activities. The City strives to meet the goals of this plan while balancing cost and constraints with Complete Streets improvements.

WHEREAS, this policy will help support St. Charles in securing funding for future Complete Streets projects from the Kane Kendall Council of Mayors and other regional and state grant programs;

WHEREAS, this policy provides a clear set of standards, guidelines, and implementation strategies that commit to creating a safe environment for everyone that enhances quality of life for years and generations to come.

WHERAS, the City of St. Charles intends to implement needed Complete Streets improvements in a systematic method with a policy that is a resource for City staff in their daily jobs and a tool when coordinating with Kane County and the Illinois Department of Transportation on roadway projects.

WHEREAS, numerous jurisdictions in the United States have adopted Complete Streets Policies, including the State of Illinois, Kane County, neighboring communities; and

WHEREAS, the City of St. Charles strives to provide transportation options to maximize the connectivity, independence and mobility of its population;

NOW THEREFORE BE IT resolved by the Mayor and City Council of the City of St. Charles, Illinois that the City hereby adopts a Complete Streets Policy, the goals, elements, and procedures of which are as follows:

2. VISION AND INTENT

Under this Complete Streets policy, the City of St. Charles will develop and provide an integrated multimodal transportation network that contributes directly to the safety, sustainability, mobility options, connectivity, economic vitality, tourism opportunities, and quality of life of all residents, workers, and visitors to the City, for all ages and abilities.

Non-automobile modes of transportation including bicycling, walking, and public transportation will be included in transportation planning and project delivery to create a complete and connected network of Complete Streets. Designs for roadways of all classifications, from local to arterial streets, will consider all users of the roadway, not just motor vehicle traffic.

The transportation system will be balanced, effective, and easy to navigate, with every transportation user traveling safely and comfortably. The network will provide access to key destinations such as downtown, businesses, high-density housing, and schools, serving those who live, work, and visit the City. All major trails will be connected and local businesses will be bolstered. All community members will know about the envisioned network, which will attract diverse users to St. Charles.

3. PRIORITIZATION OF DIVERSE USERS

The St. Charles Complete Streets project delivery process will consider all people, who live in and visit the City, regardless of mobility level and method of transportation. The process will consider the most vulnerable roadway users to ensure that access to a vehicle is not a barrier to travel, shopping, safety, health, employment, and housing. These populations include census tracts that meet or exceed County averages of households with children, elderly, and individuals with lower incomes.

4. APPLICABILITY ACROSS PROJECTS, PHASES, AND JURISDICTIONS

All projects will start with a Complete Streets approach in which Complete Streets objectives and elements are considered in all phases of the project development process. This includes statement of purpose and need, scoping, design, and construction, and for all project types, including newly constructed roads, reconstruction and roadway retrofits, resurfacing projects, repaving projects, capital projects and routine maintenance, where applicable, to allow all road users to move safely, comfortably, conveniently and independently. Sidewalks will be considered where missing as a part of all reconstruction projects and all of the above projects if a recommendation is included in the City's Bicycle and Pedestrian Plan. Complete Streets, including sidepaths and adjacent sidewalk connections, will be considered in every development project and required if the project area is listed as a recommendation in the City's Bicycle and Pedestrian Plan.

During construction projects and repair work, accommodations will be provided for pedestrians, cyclists, transit users, and motor vehicles to ensure safe and comfortable access is provided.

All projects and facilities in public right-of-way, whether publicly or privately funded, will adhere to this Complete Streets Policy. St. Charles will work with transportation agencies, when applicable, at the start of each project to scope out opportunities for the inclusion of Complete Streets elements, such as sidewalks, bicycle infrastructure, transit amenities, and intersection improvements. As a part of the scoping process, St. Charles will review and work to include recommendations from plans as applicable and as provided by partnering agencies. These agencies include but are not limited to the Illinois Department of Transportation (IDOT) and Kane County. The City will coordinate with Pace on larger projects, where relevant, and meet with Pace as needed to discuss upcoming projects and impacts.

In addition, the City of St. Charles can coordinate with external partner agencies to get input on roadway projects when relevant, including but not limited to the Kane County Health Department, Illinois Department of Natural Resources, Pace, Park Districts, School District, St. Charles Business Alliance, other local non-profits, and members of the public.

The lead department managing transportation projects for St. Charles will ensure inter-departmental coordination. Departments will include planning, engineering, public works, city council, and others.

5. EXCEPTIONS TO THE POLICY

This policy allows for the exclusion of modes of transportation and user types, specified in Section 3, on corridors and/or in projects where:

a. Accommodation for the specified users are prohibited, such as limited access highways or walking paths.

b. Cost of the facility or accommodation for a specific mode or user type is excessively disproportionate to the need or probable use expected over the next 20 years.

c. A documented absence of current and future need as specified by local and regional long-range plans, including the most recent versions of the Chicagoland Metropolitan Agency for Planning's Regional Trails and Greenways Plan, and St. Charles and Kane County bicycle, pedestrian, and comprehensive plans.

d. Emergency repairs that require an immediate, rapid response will not require the addition of Complete Streets accommodation; however, opportunities to improve multi-modal access should be considered where feasible. Temporary accommodations for all modes currently served by the corridor should still be made.

e. Projects that were initiated prior to this policy, where additional design and engineering costs would exceed the budget and/or impact the project timeline.

6. DESIGN GUIDELINES AND FLEXIBILITY

St. Charles will consult the latest best practices when designing projects, including the most recent editions of:

- The City of St. Charles Bicycle and Pedestrian Plan
- American Association of State Highway and Transportation Officials (AASHTO)
  - » A Policy on Geometric Design of Highways and Streets
  - » Guide for the Development of Bicycle Facilities
  - » Guide for the Planning, Design and Operations of Pedestrian Facilities
- American Planning Association (APA)
  - » Complete Streets: Best Policy and Implementation Practices
  - » U.S. Traffic Calming Manual
- Federal Highway Administration (FHWA)
  - » Small Towns and Rural Multi-Modal Networks
  - » Manual of Uniform Traffic Control Devices (MUTCD)
  - » PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System
  - » Incorporating On-Road Bicycle Networks Intro Resurfacing Projects
- Institute of Transportation Engineers (ITE)
  - » Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- National Association of City Transportation Officials (NACTO)
  - » Urban Bikeway Design Guide
  - » Urban Street Design Guide
- U.S. Access Board:
  - » Accessible Public Rights-of-Way: Planning and Designing for Alterations
- Pace: Transit Supportive Guidelines
- Chicagoland Metropolitan Agency for Planning: Complete Streets Toolkit
- Active Transportation Alliance: Complete Streets Complete Networks

The previously listed guidelines will serve as a starting point for all projects and will be adhered to on all locally-led and funded projects.

St. Charles will review design manuals for guidance on projects led by other jurisdictions to identify opportunities for the inclusion of Complete Streets. Additional manuals that will be used on projects led by, controlled by, or funded by outside jurisdictions include the Illinois Department of Transportation's (IDOT's) Bureau of Design Environment and Bureau of Local Roads manuals, and the Kane County Department of Transportation design standards.

City staff and elected officials responsible for designing, reviewing, and approving transportation projects, programs, and procedures will receive an overview on Complete Streets design considerations best practices for implementation upon adoption of the policy. City staff will provide an annual report on Complete Streets progress.

7. LAND USE AND CONTEXT

St. Charles will consider new or revised land use policies, plans, zoning ordinances or equivalent documents to incorporate and reference the City's Complete Streets policy and vision. Existing plans, policies, and ordinances will be reviewed in the early scoping phase of each roadway project. Where existing plans and policies conflict with the Complete Streets policy, the former will be revised to ensure consistency with the latter.

Complete Streets elements considered for projects will be sensitive to the surrounding context, including current and planned buildings, parks, trails, other adjacent land uses and nearby destinations, general development pattern, roadway typologies, as well as its current and expected transportation needs. Recommendations from previous plans and studies that were conducted by the City of St. Charles Community and Economic Development departments and are relevant to the project area will be considered to understand context as well as current and future needs for Complete Streets accommodations within a project.

Unintended consequences, such as involuntary displacement, will be avoided when possible or addressed with equity and fairness to the affected party or parties.

8. PERFORMANCE MEASURES

In general, St. Charles will use available information and datasets to track high-level progress toward the implementation of the Complete Streets policy. The performance measures will include:

a. Accommodations and infrastructure constructed:
   - Linear miles, by bikeway facility type, of bike infrastructure, and linear feet of sidewalks installed: calculated upon completion of each Complete Streets project and tallied annually.
   - Number of bike racks installed.

b. User Counts:
   - Five-year American Community Survey data on modes of travel to work.
   - Counts of students walking and biking to school, coordinated with the school district.
   - Trail counts, coordinated with the Forest Preserve and Park District, could be conducted annually at major access points along regional trails.

c. Safety:
   - Severe and fatal crash statistics for all modes of transportation using IDOT's annual crash summaries by St. Charles.

9. PROJECT SELECTION CRITERIA

When considering the various elements of street design, the City shall give priority as follows:

a. Above all, safety is imperative, with pedestrian safety having the highest priority followed by bicyclists, the next most vulnerable types of users. Safety of children, seniors, and mobility-challenged individuals and populations, who cannot or choose not to drive, shall be a high priority.

b. Street design elements that encourage and support walking and biking, and also considers the context of the community as well as the broader urban design needs of the City. Implementation priority will be given to Complete Street projects recommended in the St. Charles Bicycle and Pedestrian Plan and within a half mile of schools, trails, and business districts. The City recognizes all modes can not receive the same degree of accommodations on every street, but the goal is for users of all ages and abilities to safely, comfortably, and conveniently travel across and through the network.

c. Collector streets that are unnecessarily wide for the traffic volume will also be targeted for Complete Streets improvements.

10. IMPLEMENTATION

The lead department will oversee implementation of the policy. Tasks may include, but are not limited to:

a. Developing a project delivery process that ensures:
   - Complete Streets considerations are included in the City's scoping and budgeting process.
   - A checklist is developed to ensure the inclusion of Complete Streets in all projects and all phases of development.
   - Standards and a review process are developed for the inclusion of Complete Streets in private development.
   - Diverse users and community-based organizations, including bicycling groups and organizations, walking and running clubs, organizations representing senior and disabled persons, and minority or underserved populations are incorporated into public engagement processes and project decision-making. The engagement process will vary by project and will be dependent on size and potential impacts (e.g. a resurfacing project near a school will be a different process than a water/sewer project). Who needs to be engaged will be determined at the start of each project.
   - Relevant agencies, departments, legislative bodies and partners are consulted at key points.
   - Previous planning studies conducted by the City and provided by partnering agencies are reviewed during project scoping and design for consistency.

b. Establishing a methodology and protocol for providing a public approach for performance measures identified in Section 7.

c. Identifying opportunities for staff and elected officials to receive training on internal processes, procedures, protocols, and best practices in Complete Streets design and policy implementation.

d. Striving to follow implementation timelines outlined in the City's Bicycle and Pedestrian Plan.


Dunham rd
Dunham
STOP
HERE
FOR

5

chapter

Implementation

Network Phasing and Prioritization

The goal of the Bicycle and Pedestrian Plan is to have a fully built out network so that every resident and commuter across the community has access to safe bike routes and sidewalks, with all recommendations as described in previous chapters in place. In some instances, building out the complete network will take time, funding, and further study to determine the best solution. Since it can't all happen at once, this chapter provides recommendations for pursuing projects based on community priorities, needs, and feasibility. The following prioritization and phasing plan will help the community determine recommendations to pursue first for grant funding and to include in upcoming City budgets. The goal of prioritization and phasing is to create an active plan that sets realistic timelines and does not sit on the shelf.

PRIORITIZATION

Each recommendation was given a Prioritization Score. This score can help St. Charles determine what the top recommendations are to implement, especially in regards to pursuing grant funding for bigger-scale projects. This score is based on community feedback and is data driven. It is a composite of the following criteria (Y=1, N=0):

CONNECTIVITY

Does the route recommendation connect to:

- Existing trails and other bike routes
- School
- Downtown St. Charles
- Park or other community-oriented space

SAFETY

- Is the route near a school?
- Would the recommendation address safety issues where there have been pedestrian and bike related crashes?
- Would the recommendation address safety issues in an area with a high concentration of fatal and serious injury car crashes?

COMMUNITY PRIORITIES

- Was the recommendation identified as a community priority for improvement during community and stakeholder feedback?

LOW-HANGING FRUIT

Is the recommendation relatively low cost and easy to implement, including:

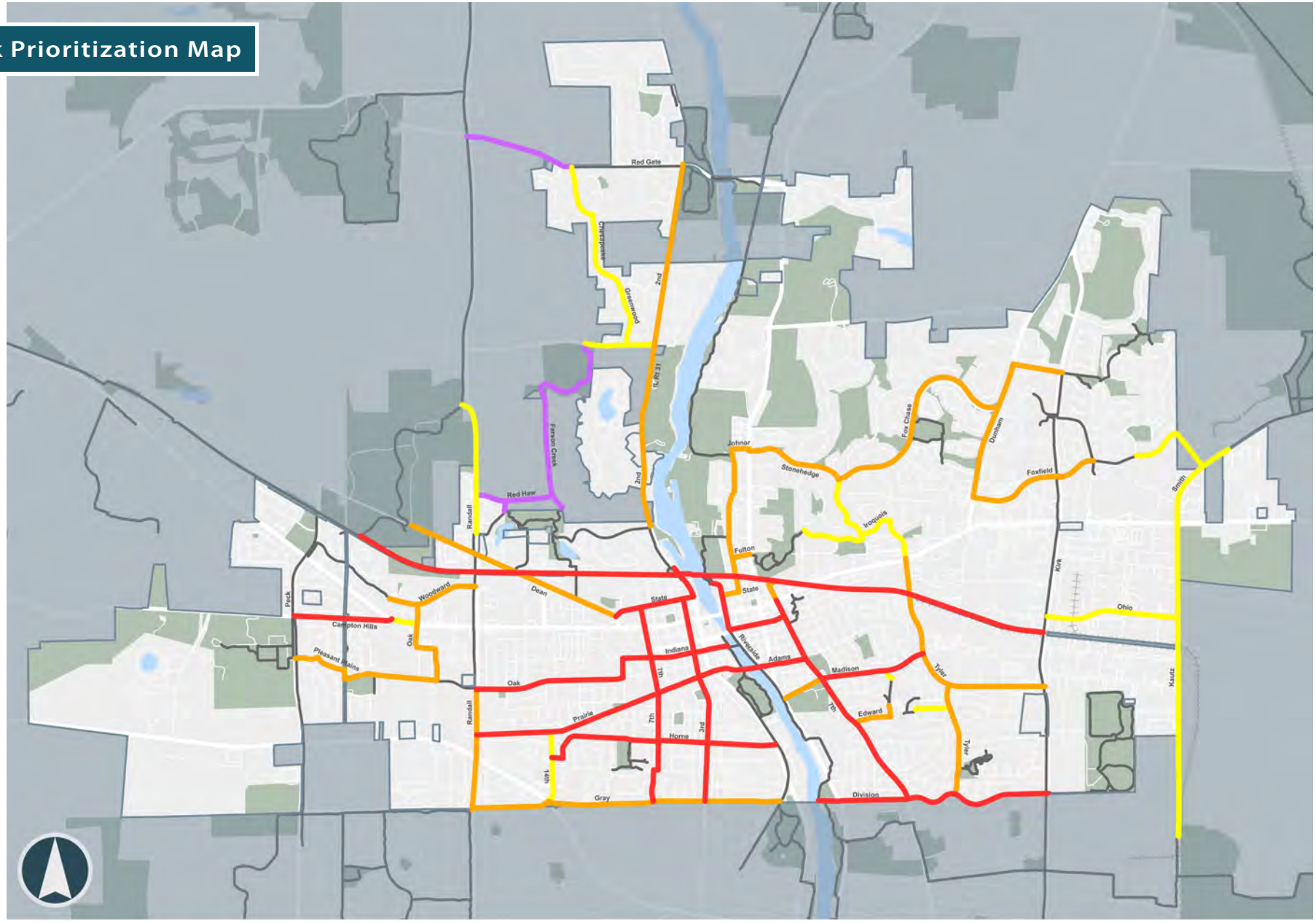
- On a local jurisdiction road?
- Could be implemented with just signage and pavement markings (e.g. a major reconstruction of the road wouldn't be necessary to implement marked shared lanes)?
- Is there a preferred recommendation in this plan or would further study need to be conducted to determine the optimal design (e.g., is it listed as "multiple options" in the plan)?

PREVIOUS STUDIES / PLANS

- Was the recommendation included in other City or regional studies or plans (e.g., City's Map of Existing Trails and Future Routes/Trails, CMAP Greenways & Trails, County Bikeway Plan)?

Based on the above criteria, each intersection was given a composite score (10 points possible) with all of the above criteria weighted equally, then grouped into buckets of "High", "Medium", and "Low". The map on the following page shows how each segment scored. As bike and pedestrian routes or improvements are installed, any accompanying crossing improvements should also be further studied and implemented.

Network Prioritization Map



St Charles Boundary
Park or Open Space
Freight Rail
Existing Bike Network

Bicycle Network Prioritization

High
Medium
Low
Other (Township Jurisdiction)

Network Implementation Matrix

The network implementation matrix includes information describing each recommended bike facility, cost estimate for the recommended facility, and assigns a phasing/prioritization tier for the City to consider. The phasing tiers are as follows: **Tier 1)** low-hanging fruit, low cost of implementation, and minimal external coordination, **Tier 2)** medium cost of implementation, some external coordination, **Tier 3)** high cost of implementation, right-of-way or easement acquisition likely, heavy external coordination, and potential agreements needed to proceed with the project.

CITY OWNED ROADWAYS

Route Name	To	From	Facility	Jurisdiction	Approx. Cost	Prioritization	Phasing Tier
3rd Ave	State Ave	Fox River Trail Trailhead	Marked Shared Lanes	Municipality	$7,000	Medium	Tier 1
3rd St	State St	Gray St	Buffered Bike Lanes	Municipality	$90,000	High	Tier 1
7th Ave	Division St	Illinois Ave	Marked Shared Lanes	Municipality	$12,000	High	Tier 1
7th Ave	Main St	State St	Marked Shared Lanes	Municipality	$2,000	Medium	Tier 1
7th St	State St	Gray St	Marked Shared Lanes	Municipality	$11,000	High	Tier 1
9th St	Oak St	Indiana St	Marked Shared Lanes	Municipality	$2,000	High	Tier 1
Adams Ave	Riverside Ave	7th Ave	Marked Shared Lanes	Municipality	$3,000	High	Tier 1
Banbury Ave	School Path	Madison Ave	Wayfinding Signage	Municipality	$1,000	Low	Tier 1
Campton Hills Rd	Peck Rd	Main St / IL 64	Multiple Options	Municipality	$1,084,000	High	Tier 1
Chesapeake Rd / Greenwood Ln	Red Gate Rd	Crane Rd	Marked Shared Lanes	Municipality	$11,000	Low	Tier 1
Dean St	Township Roadway	State St	Multiple Options	Municipality	$6,000	Medium	Tier 1
Division St	Fox River Trail	Kirk Rd	Multiple Options	Municipality	$62,000	High	Tier 1
Edward Ave / 13th Ave	7th Ave	Ronzheimer Ave	Marked Shared Lanes	Municipality	$3,000	Medium	Tier 1
Fox Chase Rd	Dunham Rd	Waverly Cir	Buffered Bike Lanes	Municipality	$64,000	Medium	Tier 1
Fox Chase Rd	Waverly Cir	Stonehedge Rd	Marked Shared Lanes	Municipality	$5,000	Medium	Tier 1
Foxfield Rd	Dunham Rd	Kirk Rd	Marked Shared Lanes	Municipality	$5,000	Medium	Tier 1
Fulton Ave	5th Ave	3rd Ave	Marked Shared Lanes	Municipality	$2,000	Medium	Tier 1
Gray St	12th St	Fox River Trail (W)	Marked Shared Lanes	Municipality	$10,000	Medium	Tier 1
Horne St	14th St	Geneva Rd	Marked Shared Lanes	Municipality	$12,000	High	Tier 1
Hunt Club Dr	Stonehedge Rd	Persimmon Dr	Marked Shared Lanes	Municipality	$2,000	Low	Tier 1
Illinois Ave	7th Ave	Riverside Ave	Marked Shared Lanes	Municipality	$3,000	High	Tier 1
Indiana St	9th St	Fox River	Marked Shared Lanes	Municipality	$6,000	High	Tier 1
Iroquois Ave	Tyler Rd	Hunt Club Dr	Marked Shared Lanes	Municipality	$2,000	Low	Tier 1
Johnor Ave	Fox River Trail Trailhead	5th Ave	Marked Shared Lanes	Municipality	$2,000	Medium	Tier 1
Madison Ave	7th Ave	Tyler St	Marked Shared Lanes	Municipality	$6,000	High	Tier 1

Route Name	To	From	Facility	Jurisdiction	Approx. Cost	Prioritization	Phasing Tier
Oak St	Randall Rd	9th St	Marked Shared Lanes	Municipality	$8,000	High	Tier 1
Persimmon Dr	Hunt Club Dr	Delnor Woods Trail	Marked Shared Lanes	Municipality	$4,000	Low	Tier 1
Pleasant Plains Rd / Springfield Way	Harvest Hills Park	James O Breen Park	Marked Shared Lanes	Municipality	$5,000	Medium	Tier 1
Prairie St	Randall Rd	Riverside Ave	Buffered Bike Lanes	Municipality	$130,000	High	Tier 1
Red Haw Rd	Randall Rd	Ferson Creek Rd	Marked Shared Lanes	Municipality	$4,000	Low	Tier 1
Ronzheimer Ave	School Path	S Tyler Rd	Wayfinding Signage	Municipality	$1,000	Low	Tier 1
S Tyler Rd	Division St	E Tyler Rd	Marked Shared Lanes	Municipality	$6,000	Medium	Tier 1
State Ave	Riverside Ave	3rd Ave	Marked Shared Lanes	Municipality	$2,000	Medium	Tier 1
State St	Dean St	2nd Ave / IL 31	Marked Shared Lanes	Municipality	$5,000	High	Tier 1
State St	7th Ave	CGW Abandoned Rail Corridor	Marked Shared Lanes	Municipality	$1,000	Medium	Tier 1
Stonehedge Rd	Hunt Club Dr	Fox Chase Rd	Marked Shared Lanes	Municipality	$3,000	Low	Tier 1
Stonehedge Rd	Fox Chase Blvd	5th Ave	Marked Shared Lanes	Municipality	$5,000	Medium	Tier 1
Thornwood Dr	Thornwood Dr	Red Haw Rd	Marked Shared Lanes	Municipality	$1,000	Medium	Tier 1
Tyler Rd	Main St	Iroquis Ave	Marked Shared Lanes	Municipality	$3,000	Low	Tier 1
14th St	Rt 38 / Lincoln Hwy	Prairie St	Sidepath (E)	Municipality	$780,000	Low	Tier 2
Bricher Rd	Randall Rd	Rt 38 / Lincoln Hwy	Sidepath (S)	Municipality	$840,000	Medium	Tier 2
Crane Rd	2nd Ave / IL 31	Leroy Oakes Trail	Sidepath	Municipality	$1,000,000	Low	Tier 2
Dean St	Great Western Trail	Randall Rd	Sidepath (N)	Municipality	$820,000	Medium	Tier 2
Dean St	Randall Rd	Township Roadway	Sidepath (N)	Municipality	$450,000	Medium	Tier 2
Dunham Rd	New School Path / Trail	Foxfield Rd	Sidepath (E)	Municipality	$1,600,000	Medium	Tier 2
Foxfield Dr	Fox Chase Dr	Kirk Rd	Sidepath (S)	Municipality	$450,000	Medium	Tier 2
Foxfield Dr	Kirk Rd	New Smith Rd Connection	Sidepath (S)	Municipality	$530,000	Low	Tier 2
Oak St	Oak St / Fairgrounds	Woodward Dr	Sidepath	Municipality	$1,000,000	Medium	Tier 2
Ohio St	Kirk Rd	Kautz Rd	Sidepath	Municipality	$1,500,000	Low	Tier 2
Riverside Ave	Illinois Ave	Western Trail Trailhead	Multiple Options	Municipality	$18,000	High	Tier 2
Tyler Rd	Kirk Rd	Main St	Protected Bike Lanes	Municipality	$120,000	Medium	Tier 2
Woodward Rd	Regency Ct	Randall Rd	Sidepath (N)	Municipality	$1,100,000	Medium	Tier 2
Kautz Rd / Smith Rd	Prairie Path Spur	Pheasant Trail	Sidepath (W / N)	Municipality	$4,500,000	Low	Tier 3

NON-CITY OWNED ROADWAYS OR LAND

Route Name	To	From	Facility	Jurisdiction	Approx. Cost	Prioritization	Phasing Tier
Ferson Creek Rd	Leroy Oakes Trail	Timber Trails Park Trail	Marked Shared Lanes	Township	**$6,000**	**Medium**	**Tier 1**
Leroy Oakes Trail	Crane Rd	Wild Rose Rd	Trail	N/A	**$1,300,000**	**Low**	**Tier 1**
Langum Park (north)	7th Ave	Riverside Ave	New Trail	N/A	**$500,000**	**Medium**	**Tier 2**
Main St / IL 64	Campton Hills Rd	Peck Rd	Sidepath	IDOT	**$280,000**	**Low**	**Tier 2**
New School Path/Trail	Dunham Rd	Kirk Rd	Trail	N/A	**$570,000**	**Medium**	**Tier 2**
Randall Rd	Oak St	Bricher Rd	Sidepath (W)	County	**$1,300,000**	**Medium**	**Tier 2**
2nd Ave / Rt 31	State St	Great Western Trail	Sidepath (W)	IDOT	**$390,000**	**High**	**Tier 3**
2nd Ave / Rt 31*	Timbers Trail	Red Gate Rd	Sidepath (W)	IDOT	**$4,000,000**	**Medium**	**Tier 3**
CGW Abandoned Rail Corridor	Kirk Road	City Limits (or beyond)	Rail Trail	N/A	**$17,300,000**	**High**	**Tier 3**
Gray St	Rt 38 / Lincoln Hwy	12th St	Marked Shared Lanes	N/A	**$3,000**	**Medium**	**Tier 3**
New Trail	Oak St	Harvest Hills Park Trail	Trail	TBD	**$720,000**	**Medium**	**Tier 3**
Randall Rd	Dean St	Mid-County Trail	Sidepath (W)	County	**$1,400,000**	**Low**	**Tier 3**
Red Gate Rd	Randall Rd	Chesapeake Rd	Sidepath (S)	Township	**$1,200,000**	**Medium**	**Tier 3**
Smith Rd / Foxfield Dr Connection	Smith Rd	Foxfield Dr	Sidepath	N/A	**$490,000**	**Low**	**Tier 3**

**Bridge expansion and new structure with potential right-of-way acquisition required to complete sidepath.*

Assumptions

- Marked shared lanes and bike lanes will be constructed in-house (no Phase I, II, or III construction engineering). Cost estimates for materials and construction contingency only.
- Sidepaths and Trail cost estimates include Phase I, II, and III engineering and construction estimates
- D11-1 bike route signage is included every 600' (in each direction) for roadways (not trails/sidepaths)
- D11-1 bike route signs include post and are $150/sign
- Wayfinding signage is not included in estimates
- Sharrows every 220' (in each direction) on marked shared lanes and bike lanes

Intersection / Crossing Improvement Matrix

The intersection and crossing improvement cost estimate matrix includes information about each recommended location, planning-level cost estimate for potential improvements at a given location, and assigns a phasing/prioritization tier for the Village to consider. The phasing tiers are as follows: **Tier 1)** low-hanging fruit, low cost of implementation, and minimal external coordination, **Tier 2)** medium cost of implementation, some external coordination, **Tier 3)** high cost of implementation, heavy external coordination, and potential agreements needed to proceed with improvements. However, as bike routes are installed, the accompanying crossing improvements should also be further studied and implemented.

Roadway 1	Roadway 2	Jurisdiction	Type	Phasing Tier	Potential Improvements to Consider											Cost Estimate Range
					RRFBs	Bicycle & Pedestrian Warning Signs	High Visibility Crosswalks	Green Bike Crossing Markings	Reduced Corner Radii & Curb Extensions	Pedestrian-Friendly Porkchops	Curb Ramp Improvements	Median Refuge Island	Pedestrian Countdown Timers	Railroad Coordination Needed	Other	
12th St	Abandoned Rail	Local / TBD	Tier 1	bike		X		X						X	A	$1,150 - $4,600
Kirk Rd	Ohio Ave	Local	Tier 1	bike		X					X		X			$40,400 - $161,600
Oak St	Costco Driveway	Local	Tier 1	bike/ped		X	X	X			X					$11,300 - $41,100
Peck Rd	Pleasant Plaines Rd	Local	Tier 1	bike/ped			X	X								$900 - $4,500
Ped/Bike Bridge	Fox River Trail	Local	Tier 1	bike/ped		X	X	X			X				B	$11,300 - $41,100
Prairie St	Katherine St	Local	Tier 1	ped	X	X	X				X					$40,550 - $98,100
Riverside Ave	Ohio Ave	Local	Tier 1	ped	X	X	X				X					$40,550 - $98,100
5th Ave	Fulton Ave	IDOT / Local	Tier 2	bike/ped	X		X									$30,150 - $61,500
5th St	Stonehenge Rd / Johnor Ave	IDOT / Local	Tier 2	bike/ped	X	X	X				X					$40,550 - $98,100
Dean St	17th St	Local / Township	Tier 2	bike		X	X	X				X				$51,300 - $156,100
Geneva Rd	Horne St	County / Local	Tier 2	bike/ped	X	X	X				X				C	$40,550 - $98,100
Geneva Rd	Roosevelt St	County / Local	Tier 2	bike/ped	X		X	X			X					$40,900 - $99,500
Geneva Rd	Prairie St	IDOT / Local	Tier 2	bike/ped			X	X			X					$10,900 - $39,500
Illinois Ave	Fox River Trail (west)	Local	Tier 2	bike/ped	X	X	X				X				D	$40,550 - $98,100
Prairie St	Riverside Ave	Local	Tier 2	bike/ped		X	X	X			X		X			$41,300 - $166,100
Prairie St	8th St / Howard St	Local	Tier 2	ped	X		X		X		X					$90,150 - $196,500
Randall Rd	IL-38 / Lincoln Hwy	IDOT / County	Tier 2	bike/ped		X		X			X					$11,150 - $39,600
Randall Rd	Red Haw Ln	County / Local	Tier 2	bike		X	X				X		X			$40,550 - $163,100
Randall Rd	Oak St	County / Local	Tier 2	bike/ped			X	X			X					$10,900 - $39,500

Roadway 1	Roadway 2	Jurisdiction	Type	Phasing Tier	Potential Improvements to Consider											Cost Estimate Range
					RRFBs	Bicycle & Pedestrian Warning Signs	High Visibility Crosswalks	Green Bike Crossing Markings	Reduced Corner Radii & Curb Extensions	Pedestrian-Friendly Porckchops	Curb Ramp Improvements	Median Refuge Island	Pedestrian Countdown Timers*	Railroad Coordination Needed	Other	
Randall Rd	Prairie St	County / Local	Tier 2	bike		X	X	X								$1,300 - $6,100
Riverside Ave	5th Ave	IDOT / Local	Tier 2	ped	X	X	X				X					$40,550 - $98,100
Indiana St	Geneva Rd	IDOT / Local	Tier 3	bike/ped	X	X	X	X	X		X					$91,300 - $201,100
Kautz Rd	Main St	IDOT / Local	Tier 3	bike/ped		X	X		X		X					$60,550 - $138,100
Kirk Rd	Division St	County / Local	Tier 3	bike/ped		X	X	X			X	X	X			$91,300 - $316,100
Main St	7th St	IDOT / Local	Tier 3	bike/ped		X	X	X	X		X					$61,300 - $141,100
Main St	3rd St	IDOT / Local	Tier 3	bike/ped		X	X	X			X					$11,300 - $41,100
Main St	Riverside Ave	IDOT / Local	Tier 3	bike/ped		X	X	X			X					$11,300 - $41,100
Main St	Tyler Rd	IDOT / Local	Tier 3	bike/ped		X	X	X	X						E	$51,300 - $106,100
Main St	Oak St	IDOT / Local	Tier 3	bike/ped			X									$150 - $1,500
Main St	1st St	IDOT / Local	Tier 3	ped		X	X									$550 - $3,100
Main St	2nd St / IL 38 (Geneva Rd)	IDOT	Tier 3	ped			X				X					$10,150 - $36,500
Main St	5th St	IDOT / Local	Tier 3	ped	X	X					X	X				$90,400 - $246,600
Main St	7th Ave	IDOT / Local	Tier 3	bike/ped			X	X	X		X					$60,900 - $139,500
Main St	5th Ave	IDOT	Tier 3	ped		X	X		X		X					$60,550 - $138,100
Main St	Randall Rd	IDOT / County	Tier 3	ped			X		X	X	X					$135,150 - $386,500
Main St	Dunham Rd	IDOT / Local	Tier 3	ped			X		X		X					$60,150 - $136,500
Main St	Kirk Rd	IDOT / Local	Tier 3	ped			X		X	X	X					$135,150 - $386,500
Randall Rd	Dean St	County / Local	Tier 3	bike/ped		X	X	X		X						$76,300 - $256,100

Notes

*Estimate includes Accessible Pedestrian Signal (APS) upgrades

A. W11-1, W16-1P signs on both sides of the one-way underpass

B. Increase size of warning signs

C. Grading/hydraulic east of Geneva Rd to sidepath

D. Potential for raised crosswalk upon further study (not factored into cost estimates)

E. Bike lane push button/signaling

Funding Sources

There are multiple funding sources for transportation programs that are applicable to St. Charles. Most programs are highly competitive and require a local match but provide grant funding opportunities for active transportation projects. Many federal transportation funds can be used for pedestrian and bicycle projects.

This section provides information and guidance on the following funding sources:

- Programs Administered by the US Department of Transportation (USDOT)
- Programs Administered by the Illinois Department of Transportation (IDOT)
- Programs Administered by the Illinois Department of Natural Resources (IDNR)
- Programs Administered by the Illinois Commerce Commission
- Programs Administered by the Chicago Metropolitan Agency for Planning (CMAP)
- Programs Administered by the Kane Kendall County Council of Mayors (KKCOM)
- Nonprofit Organization Grants and Foundation Grants

PROGRAMS ADMINISTERED BY THE US DEPARTMENT OF TRANSPORTATION

SAFE STREETS FOR ALL

Safe Streets for All funds provide supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to an “Vision Zero” or "Towards Zero Deaths” initiatives. Eligible projects are the development of a comprehensive safety action plan or projects that are identified in a comprehensive safety action plan. Local match is 20%.

PROGRAMS ADMINISTERED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)

Most federal funds are controlled at the state DOT level and distributed as block grants. IDOT administers these federal pass-through funds for local and regional bicycle and pedestrian projects and safety initiatives. The funds are authorized by the current federal transportation bill passed in 2021, the Infrastructure Investment and Jobs Act (IIJA).

STATEWIDE PLANNING & RESEARCH (SPR)

Statewide Planning & Research (SPR) funds are used to support planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation planning and research activities throughout the State. Eligible activities include:

- Planning studies
- Data purchase, collection, and/or analysis
- Program development activities
- Performance management activities
- Coordination/outreach activities

A 20% match is required to use these funds. However, a match greater than 20% will be considered positively when prioritizing projects.

ILLINOIS SAFE ROUTES TO SCHOOL (SRTS)

The SRTS program, administered by the IDOT Bureau of Safety Engineering, uses both infrastructure and non-infrastructure approaches to improve conditions for students who walk or bike to school. The program is designed to enable and inspire children to walk and bike to school through improvements to the local active transportation network within two miles of schools and through programs and initiatives. The local match is typically 20%. Eligible project sponsors include schools, school districts, and governmental entities. The program encourages applicants to form a local coalition of stakeholders. Eligible infrastructure projects include Sidewalk Improvements, Traffic Calming/ Speed Reduction Improvements, Traffic Control Devices, Pedestrian and Bicycle

Crossing Improvements, On-Street Bicycle Facilities, Off-Street Bicycle Facilities, and Secure Bicycle Parking Facilities. Eligible non-infrastructure projects include events, equipment, and supplies that help to address areas of Education, Enforcement, Encouragement, and Evaluation.

ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM (ITEP)

ITEP was designed to promote and develop non-motorized transportation options and streetscape beautification. Through ITEP, IDOT awards a portion of federal Surface Transportation Block Grant (STBG) set-aside funds competitively. Any local or state government with taxing authority is eligible to apply. Local governments are required to provide matching funds. The required 20% local match is the responsibility of the project sponsor unless the project qualifies for state matching funds based on high-need criteria. Once all applications are submitted, the local match will be calculated based on the Community Score and set on a sliding scale of 0, 10, or 20%; 50% is required for ROW allocation. Communities should be prepared to commit to expending the highest match amount when possible. Work must begin on the projects within three years of receipt of the award. This program is administered by the IDOT Bureau of Programming in the Office of Planning and Programming.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. It requires states to set performance measures and targets for reducing traffic-related fatalities and serious injuries for all modes of transportation. HSIP funds both infrastructure and non-infrastructure solutions (like public safety campaigns) and is administered by IDOT's Bureau of Safety Engineering. The program funds preliminary engineering, land acquisition, construction, and construction engineering. A minimum 10% local match is required.

SECTION 402 STATE AND COMMUNITY HIGHWAY SAFETY GRANT PROGRAM

The Section 402 program, administered by the IDOT Bureau of Safety Engineering, provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. There are several sub-programs in IDOT's program, but the most pertinent to bicycle and pedestrian issues is the Injury Prevention Program. Section 402 funds do not support infrastructure projects. Eligible applicants include local civic organizations, schools and universities, hospitals, health departments, local governmental agencies, and nonprofit groups. Section 402 funds are considered seed funding and are not for ongoing or sustained support. These funds are considered very limited and no local match is required.

PROGRAMS ADMINISTERED BY THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES (IDNR)

RECREATIONAL TRAILS PROGRAM (RTP) AND ILLINOIS BICYCLE PATH (BIKE PATH) GRANT PROGRAMS

The Recreational Trails Program provides funding to assist government agencies and trail groups in the rehabilitation, development, maintenance, and acquisition of recreational trails and related facilities. The Illinois Bicycle Path Grant Program provides financial assistance to eligible local units of government to assist them with the acquisition, construction, and rehabilitation of public off-road, non-motorized bicycle paths and directly related support facilities. The Recreational Trails Program requires a 20% local match, while the Illinois Bike Path Program requires a 50% local match.

PROGRAMS ADMINISTERED BY THE ILLINOIS COMMERCE COMMISSION

CROSSING SAFETY IMPROVEMENT PROGRAM

The Illinois Commerce Commission (ICC) administers the Crossing Safety Improvement Program funded by the Grade Crossing Protection Fund. The Program assists jurisdictions in paying for safety improvements at highway-railroad crossings on local roads and streets.

PROGRAMS ADMINISTERED BY THE CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP)

CMAP administers federal pass-through money that funds bicycle and pedestrian facilities: the Congestion Mitigation and Air Quality Improvement Program and the regional allocation of the Surface Transportation Block Grant (STBG) program set-aside (formerly Transportation Alternatives Program or TAP). The STBG funds are programmed in two ways: through CMAP for regional projects and through the Councils of Mayors (COMs) for local surface transportation projects. For their allocation, CMAP funds bike facilities that provide regional connections. CMAP will typically only program pedestrian facilities if they provide access to transit. The other allocation of funding is divided amongst the COMs. The COMs will program these funds to more local and granular pedestrian and bike projects.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The CMAQ program is a flexible funding source that targets projects and programs to help meet the congestion mitigation and air quality reduction requirements of the federal Clean Air Act. Bicycle and pedestrian facilities, transit improvements, and traffic flow enhancements make up some of the eligible projects. CMAP will give priority to projects that reduce ozone emissions and particulate matter. The local match is 20%.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP-L)

Programming authority is by the regional Councils of Mayors and City of Chicago. The STP Shared Fund is focused on larger-scale, multi-jurisdictional and regional projects that address ON TO 2050 goals (the CMAP regional comprehensive plan).

LOCAL TECHNICAL ASSISTANCE PROGRAM (LTA)

This program provides free planning assistance to communities in the CMAP region. Applicable projects include feasibility studies, parking studies, and comprehensive plans. The call for proposals is typically announced in late spring.

PROGRAMS ADMINISTERED BY THE KANE KENDALL COUNCIL OF MAYORS

The Surface Transportation Program (STP) Local Program funding is a set-aside within the Surface Transportation Block Grant Program (STBG) program. This program provides flexible funding that may be used by municipalities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities. CMAP approves the allocation of this funding to each of the subregional Council of Mayors (COMs), and the COMs administer the local programs. The Kane Kendall Council of Mayors (KKCOM) administers the STP Local Program for St. Charles and receives approximately $8 million a year in STP funds.

Approximately every three years, the KKCOM has a call for all eligible projects. The projects are ranked according to the KKCOM methodology. The rankings are utilized by the Transportation Policy Committee to prepare a programming recommendation. The Policy Committee program recommendation is forwarded to the Full Council for final approval.

One of the STP categories focuses on Transportation Control Measures (TCM), which are projects to reduce single occupancy automobile travel and have a positive net impact on air quality. Eligible projects as relevant to this plan include on-street pedestrian/bicycle facilities and trail projects. The remainder of the funding is focused on State routes, and as related to this plan could include intersection improvements and several bike network recommendations.

Safety need score as calculated using IDOT's Safer Road Index (SRI), project readiness (status of Phase I Engineering and ROW acquisition), traffic volumes, pavement conditions, local need (years since a community won STP funding), financial commitment, Complete Streets Planning Factor (St. Charles would be awarded points for having an adopted Complete Streets policy), Green Infrastructure Planning Factor, and Freight Planning Factor are all criteria for roadway projects. There is specific scoring criteria for trail projects, which includes project connectivity, market for facility, project readiness, local needs (years since a community won STP funding), financial commitment, consistency with adopted plans, Complete Streets Planning Factor, Inclusive Growth Planning Factor (low to moderate income residents in block group), and Transit Supportive Land Use (proximity to transit).

NONPROFIT ORGANIZATION AND FOUNDATION GRANTS

There are various local and national NPOs and private sector foundations dedicated to improving walking, biking and access to transit. The call for applications can vary year-to-year, however some programs to look out for include:

COMMUNITY CHANGE GRANT AWARD (AMERICA WALKS)

In 2018, this foundational-based grant program awarded communities $1,500 stipends for projects related to creating healthy, active, and engaged places to live, work, and play.

PEOPLE FOR BIKES COMMUNITY GRANT

Eligible projects for funding (up to $10,000, must have at least a 50% local match) include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

COMED GREEN REGION, IN PARTNERSHIP WITH OPENLANDS

This grant program can be used for the planning, acquisition and improvements to local parks, natural areas, and recreation resources. The ComEd Green Region grants of up to $10,000 for conservation projects based in Northern Illinois. Eligible Applicants are municipalities, townships, counties, park districts, conservation districts and forest preserve districts within ComEd's service territory. The grantee must have matching funds either secured or another pending application.

AMERICAN ASSOCIATION OF RETIRED PERSONS (AARP) COMMUNITY CHALLENGE GRANTS

This program is intended to help communities make immediate improvements and jump-start long-term progress in support of residents of all ages.

FUNDING MATRIX

	Grant Programs					
	Recreational Trails Program	**Crossing Safety Improvement Program**	**Congestion Mitigation and Air Quality (CMAQ)**	**Transportation Enhancements (ITEP)**	**Transportation Alternatives Program (TAP-L)**	**Safe Routes to School (SRTS)**
Program Purpose	To develop and maintain recreational trails and facilities for both motorized and non-motorized users	To improve safety at public highway-rail crossings on local roads	To improve air quality and reduces traffic congestion in areas that do not meet air quality standards	To foster cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure	To support non-motorized modes of transportation	To enable and encourage children to walk and bike to school
Program Administrator	IDNR	ICC	CMAP	IDOT	CMAP	IDOT
Eligible Projects	• Trails • Trail/road intersection improvements • Trailheads • Educational materials • Training	• Warning device upgrades • Grade separations • Connecting roads • Remote monitoring devices • Low cost improvements at unsignalized crossings	• Bike and pedestrian facilities • Safety education programs and encouragement incentives • Active transportation plans • Bike and pedestrian maps • Bike and pedestrian coordinator position	• Bicycle and pedestrian facilities • Streetscaping • Vegetation Management in Transportation Rights-of-Way • Construction of Turnouts, Overlooks, and Viewing Areas	• Bicycle and pedestrian facilities • Streetscaping	• Bicycle and pedestrian facilities • Safety education programs • Encouragement incentives
Key Project Requirements	30% allocated to non-motorized trail projects, 30% for motorized, 40% for diversity of trail use	Supports improvements on local roads and streets	Must be spent in non-attainment and maintenance areas Will be evaluated on air quality emissions	Must relate to surface transportation	Phase I engineering must be nearly complete Project must be included in a local, sub-regional or regional plan that was formally adopted	Can be spent within 2 miles of a school that serves students in grades pre-K through High School
Call for Projects	Irregular schedules at call of IDNR	5-year plan, next plan period: 2028-2032	Generally an annual call for proposals	Annual call for projects	Annual call for projects	Annual call for projects
Local Match Required	20%		20%	20%	20%	20%
Eligible Applicants	Any governmental entity or non-profit	Local governments	Local governments	Local governments	Local governments	Any government entity
Bike Plan Projects	Trails (Langum Park between 7th Ave and Riverside Ave)	Crossing improvements on local road bike routes (3rd St/Indiana)	High priority bike route improvements (bike lanes, trails, sidepaths)	High priority bike route improvements (bike lanes, trails, sidepaths)	Larger-scale bike route improvements that require partnerships with other agencies (CGW Abandoned Rail Corridor, sidepaths)	Bike route and crossing improvements connecting to schools (Prairie St & 3rd St Bike Lanes)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