



Bicycle Level of Service (BLOS) Explanation and Disclaimer

This map uses the Bicycle Level of Service (BLOS) system to rate key roads. BLOS is a nationally recognized measure of the perceived "comfort level" for adult bicyclists sharing a roadway with traffic. Factors include traffic speed, daily traffic volume, surface condition, lane width, and the presence of on-road bike lanes or paved shoulders. Scores range from "A" or "B" (most comfortable) to "Low D" or "E" (least comfortable) and are based on 2010 data.

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

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

Communicate

LEFT **RIGHT** **STOP**

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

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

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

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

Be a Smart Cyclist

Be Seen and Avoid Injury

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

Sharing the Trail

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

Avoid blocking the trail
Step off to the side if you stop for any reason. Allow room for others to pass, or go single-file if necessary. If you're biking or walking too close to a younger child biking with you stays on the right.

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

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

Safe Sidepath Cycling

Sidepaths are trails parallel to roads, similar to sidewalks. Very surprisingly, sidepath cyclists get into more crashes with cars than on-road cyclists because more conflicts at road and driveway intersections. Knowing why may reduce your risk.

To turn right, **Car B** looks on the road to his left for a gap in traffic. While **Bicyclist 2** may possibly be seen, **Bicyclist 1** is generally not seen. Also, **Car B** may pull to a stop in the sidepath crossing, sometimes without even looking to the right. If **Bicyclist 1** goes behind stopped **Car B**, visibility and safety are greatly reduced.

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

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

Sharing the Road

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

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

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

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

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

Two methods for turning left

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

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

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

Explore On Two Wheels

Bikes On Transit

For route information, call the RTA Travel Information Center at 312.836.7000 or visit www.pacebus.com

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

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

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

Same Roads, Same Rules, Same Rights

Bicycle Resource Information

Emergencies - Call 911

Government Contacts
Kane County Bicycle/Pedestrian Planner
Kane County Division of Transportation - 630.584.1170
www.kkccom.org

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

Information found on the Kane County Bicycle and Pedestrian Website:

- Suggestion/Maintenance Requests
- Kane County Bicycle and Pedestrian Plan
- Kane and Kendall County Bicycle Planning Map
- Bikes on Transit Information
- Bicycle/Pedestrian related links
- Kane Kendall Council of Mayors Bicycle and Pedestrian Committee Information

Forest Preserve District of Kane County - 630.232.5980
www.kaneforest.com
Kendall County Forest Preserve District - 630.553.4025
Active Transportation - www.activetrans.org
Illinois Department of Transportation
www.idot.illinois.gov/home/bicycle

Bicycle Clubs and Advocacy Organizations
The Illinois Prairie Path - www.ippp.org
Fox Valley Bicycle & Ski Club - www.fbvsc.org
Active Transportation - www.activetrans.org
Ride Illinois - www.rideillinois.org
Trails for Illinois - www.trailsforillinois.org
For visitors information visit - www.foxvalleyillinois.com

A Message From Your Kane County Leaders

Welcome to Kane County!
Kane County continues to make significant improvements towards enhancing the safety and increasing the efficiency of the county highway system for both the motorist and non-motorist public. While the state created the county highway departments to build roads, the overall transportation system has evolved to include so much more. A transportation system that started out as dirt roads is now an impressive network of safe and efficient roadways, intersections, bike paths, and pedestrian and transit accommodations.

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

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

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

Christopher J. Lauzen
Chairman, Kane County Board

Michael Kenyon
President, Forest Preserve District of Kane County

Mayor Jeffery Schielke
Chairman
Kane Kendall Council of Mayors

FREE **KANE COUNTY KENDALL COUNTY BICYCLE MAP** **2017-18**

STATE LAW
3 FEET MIN TO PASS BICYCLES

KANE COUNTY HIGHWAY MAP

Kane County Division of Transportation Forest Preserve District of Kane County Kane Kendall Council of Mayors Local Park Districts & Municipalities

ROAD MAP

Illinois Bicycle Laws

625 ILCS 5/Ch. 11 Art. XV

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

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

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

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

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

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

Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear which shall be visible from 100 to 600 feet to the rear when directly in front of lower beams of headlights on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.

625 ILCS 5/Ch. 11-703 Art. VII

(d) The operator of a motor vehicle overtaking a bicycle or individual proceeding in the same direction on a highway shall leave a safe distance, but not less than 3 feet, when passing the bicycle or individual and shall maintain that distance until safely past the overtaken bicycle or individual.