Exhibit 1

CITY OF BATAVIA Bike and Pedestrian Plan

February 2023

ride ILLINOIS

ACTIVE TRANSPORTATION ALLIANCE

Acknowledgments

City of Batavia

This plan represents the vision of City Council, Batavia residents, and other key stakeholders. Thank you to every community representative who participated in the creation of this plan.

About the Consultants

Active Transportation Alliance is a non-profit organization dedicated to creating healthy, sustainable, and equitable communities through walking, biking, and public transit in Chicagoland. ATA envisions the region with half the number of crashes and where half of the trips are made by bicycling and transit.

Ride Illinois is a non-profit organization dedicated to making Illinois better through biking. Ride Illinois are the advocates for all Illinois bicyclists, promoting bicycle access, education, and safety.

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CITY OF BATAVIA

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CITY OF BATAVIA

1 Introduction

The Plan Vision

The City of Batavia envisions an efficient, comprehensive, and connected network of roadways, in which all users, regardless of age, ability, and mode of transportation, are safe and comfortable. The result will be improved health and happiness, a cleaner environment, a vibrant local economy, and better access to opportunities for everyone.

CITY OF BATAVIA

1.1 *About the Plan*

In 2007, the City of Batavia adopted its first citywide Bicycle Plan with an aim to make the city a safer and more welcoming destination for bicycling. The Batavia Bicycle Commission, made up of Batavia residents, was then established in 2009 to support the city's implementation of the plan and to promote walking and biking throughout the community.

City staff, elected officials, businesses, advocates, and residents alike have recognized the many community, economic, environmental, and health benefits a walkable and bicycle-friendly place provides and have been actively working towards improving transportation options and safety throughout the community. Since becoming a designated bronze-level Bicycle Friendly Community by the League of American Bicyclists in 2013 and adopting a Complete Streets Policy in 2020, the city initiated a process to update its 2007 Bicycle Plan and develop a combined bicycle and pedestrian plan.

The resulting plan includes recommended improvements to roads and intersections incorporating modern best practices in bikeway, pedestrian, and intersection design; ideas for programs and policies to encourage more people to walk and bike; and actions for the city and its partners to advance and prioritize implementation.

Plan Objectives

This plan includes many actions that can be taken by the City of Batavia and its partners over time. Each step taken will get the city closer to its vision and the following objectives:

- Improve pedestrian and bicycle connectivity across Batavia without changing the city's unique character.
- Enable all pedestrians, bicyclists, and passengers to feel safe and comfortable on streets, sidewalks, paths, and trails.
- Provide low-stress access for pedestrians and bicyclists to community destinations, downtown, trails, and other local amenities.
- Create a stronger, healthier sense of community and connections.
- Promote increased walking and bicycling to support a cleaner environment, better health, less traffic congestion, reduced wear on streets, and a vibrant local economy.
- Keep Batavia an attractive place to live where people have options for traveling throughout the community.

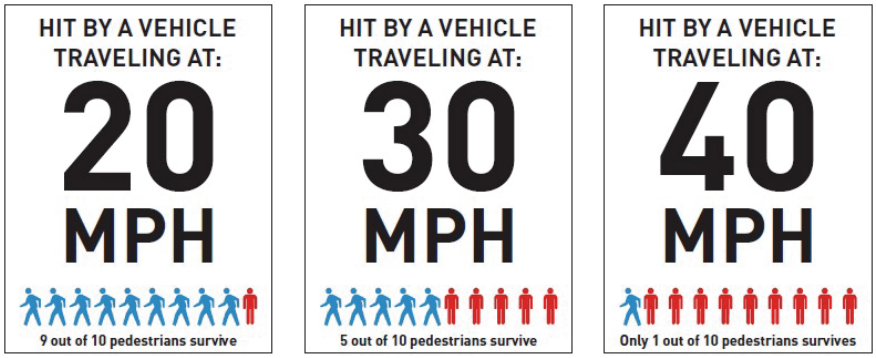
1.2 *Why Walking & Biking Matters*

Transportation impacts everyone. Providing safe walking, biking, and transit options is especially important for Batavia's most vulnerable road users including children, older adults, people with disabilities, and lower income individuals who are most burdened by the cost of owning a car. Safety improvements for vulnerable users likewise improve the safety and wellbeing of drivers by reducing driver crashes and conflicts.

Transportation intersects with many other social, health, and economic issues. As Batavia adds to its extensive pedestrian and bicycle network, it could benefit in many ways.

Safety

In Illinois, 18 people are injured everyday walking and biking and a person is killed every 2 days.[1]



Health

People who live in neighborhoods with sidewalks are 47% more likely to be active 30 minutes a day.[2]

Equity

In most communities, 20-40% of people cannot or prefer not to drive. These are children, people with disabilities, and seniors. Communities should prioritize mobility options for everyone, not just those with access to an automobile or with the ability to drive.[3]

Economic

The average annual cost of owning a new car is over $9,000.[4]

Cyclists and pedestrians make more frequent trips to restaurants, bars, and convenience stores.[5]

[1] *2016-20 IDOT crash data*

[2] *American Journal of Preventative Medicine*

[3] *Litman, Todd. Evaluating Transportation Equity (2022). https://www.vtpi.org/equity.pdf*

[4] *AAA, https://www.aaa.com/autorepair/articles/average-annual-cost-of-new-vehicle-ownership*

[5] *Clifton, K., Currans, K., Muhs, C.D., & Ritter, C. (2013). Consumer Behavior and Travel Choices: A Focus on Cyclists and Pedestrians.*

Investment

In a scenario where two houses are nearly identical, the one with a 5-ft-wide sidewalk and two street trees not only sells for $4,000 to $34,000 more but it also sells in less time.[6]

Environmental

In Chicagoland, 40% of all trips are under 1-mile. Shifting shorter distance trips to walking or biking reduces greenhouse gas emissions and contributes to cleaner air and reduces traffic congestion.[7]

[6] *AARP. https://www.aarp.org/livable-communities/info-2014/sidewalks-fact-sheet.html*

[7] *Chicago Metropolitan Agency for Planning (CMAP). A pre-pandemic snapshot of travel in northeastern Illinois.*

1.3 *Planning Process*

The consultant team in partnership with Batavia staff and the Plan's Steering Committee used the following process to arrive at the recommendations presented in this plan.

STEP 1: Research & Establish Community Priorities

- Draft vision with steering committee
- Launch an online survey and map
- Host community open house
- Interview city agencies and groups representing vulnerable road users
- Review data and existing plans
- Develop a draft vision statement

STEP 2: Analyze & Synthesize Findings

- Conduct in-person field work on bike/ped network
- Evaluate findings from community open house, stakeholder interviews, and survey
- Establish criteria for selecting routes
- Identify areas for improvements

STEP 3: Develop Recommendations

- Develop bike and pedestrian network maps
- Identify targeted route improvements
- Create a toolbox of improvements for intersections
- Recommend policies and programs to be implemented with infrastructure improvements
- Present draft recommendations to the city and Steering Committee
- Create a draft plan

STEP 4: Finalize Recommendations

- Develop implementation matrix
- Finalize the plan
- Present plan to steering committee and City Council

1.4 *Community Engagement*

Hundreds of people provided input on the direction of the Batavia Bike & Pedestrian Plan.

January – May 2022

630 people responded to the online survey

651 comments and ideas were plotted on the online map

February 2022

78 people attended or watched one of two virtual open houses

April – July 2022

8 groups were engaged in stakeholder interviews

50 older adults were engaged in-person at the Batavia Park District's Senior Citizen Club Meeting & Lunch

Video call organized with residents at the Holmstad to collect feedback

Dozens of flyers were posted at local businesses and community centers

89% of people who participated in online opportunities live in Batavia!

Steering Committee Meetings

At the start of the plan, the city assembled a Steering Committee made up of city staff, representatives from other agencies and organizations, and members of the community. Through various meetings and conversations, the Steering Committee recommended and evaluated priority destinations, infrastructure improvements, policies, and programs, and developed the plan vision.

The following departments and organizations were represented on the Committee:

- Batavia Bike Commission
- Batavia Chamber of Commerce
- Batavia City Council
- Batavia Community & Economic Development
- Batavia Fire Department
- Batavia Main Street
- Batavia Park District
- Batavia Planning Commission
- Batavia Police Department
- Batavia School District
- Walk Batavia Bike Batavia
- Batavia Public Works

Steering Committee brainstorm on what an ideal transportation system looks like in Batavia

Online Engagement: Survey, Interactive Map, and Open Houses

Through an online survey, interactive map, and two virtual open houses, residents identified priority destinations, priority roads for bicycle and pedestrian improvements, and stressful intersections.

There are many places people want to reach via walking or biking and streets and intersections people would like improved. These are detailed in Chapter 2 and potential solutions are proposed in Chapter 3.

- **332** destinations marked and mentioned
- **660** intersections marked and mentioned
- **368** walking and biking routes marked and mentioned

Focus Groups and Stakeholder Interviews

The project team spoke to individuals from several groups representing vulnerable populations as well as city and countywide agencies to better understand the community's transportation needs and desires. Thoughtful and innovative ideas for improving transportation access and opportunity for Batavia's most vulnerable and under served populations emerged and are detailed in Chapter 2.

An in-person presentation was given to 50 seniors attending the Batavia Park District's Senior Citizen Club and Lunch (see photo below). The project team additionally engaged in several one-on-one conversations and collected surveys from over 20 of the attendees. A call to collect feedback from residents at the Holmstad was also arranged.

Conversations were held with the following groups and agencies:

Fox Valley Special Recreation Association (FVSRA)

Association of Individual Development (AID)

Batavia School District

Batavia Apartments/Mercy Housing

Batavia Bicycle Commission

Batavia Park District

Kane County Department of Transportation

1.5 *How the Plan is Organized*

Existing Conditions Assessment

- Overview of previous plans and studies that informed the recommendations.
- Summary of community and mobility demographics, including Batavia's commuting trends.
- Analysis of existing roadway and traffic safety data, including jurisdictional control of Batavia's roads and a snapshot of crashes.
- Review of existing walking and biking infrastructure, including sidewalk presence, and existing bikeways.
- Summary of community priorities around walking and biking identified in public engagement.

Recommendations

- Recommendations for pedestrian and bicycle route improvements, including sidewalks, side paths, trails, bike lanes, shared lanes, and bike route signage.
- Design guidance for facility types, including preferred width and other considerations.
- Implementation guidance for each recommendation including partnerships and cost.
- List of improvements for specific intersections on the proposed pedestrian and bicycle network and implementation guidance.
- Suggested additional amenities to be located at destinations to support walking and biking trips.
- Recommended programs and policies to educate all users of the road about walking and biking and encourage more trips.

Resources

- Overview of funding resources and grants to support the plan recommendations.
- List of national, state, and regional resources for expanded guidance on pedestrian facility and bikeway design.
- List of national and local organizations that provide education and encouragement tools and support.

2 Existing Conditions

Walkable, bikeable communities provide routes that are comfortable for people of all ages and abilities and provide convenient access to local destinations. This chapter explores the work the city and other agencies have already done to improve mobility, ways the Batavia transportation network serves pedestrians and cyclists, and where improvements can be made. The goal was to understand how people interact with the transportation system, where improvements are needed, and what the best starting point would be for Batavia.

CITY OF BATAVIA

2.1 *Existing & Ongoing Plans*

This plan builds on other initiatives and studies developed by the City of Batavia and its partner agencies, which provide details on proposed routes, priority destinations, and anticipated improvements to Batavia's streets and places.

- Strategic Plan (2021–23)
- Comprehensive Plan (2007, revisions 2019)
- Batavia Bike Plan (2007)
- Main Street Plan
- Batavia Downtown Streetscape Framework Plan (2011)
- Sidewalk Removal and Replacement Program (2022)
- New Sidewalk Policy "100 Year Plan"
- Street Resurfacing Program (2022)
- Prairie Street and Wilson Street Intersection Improvements (2022)
- North River St. One-Way Conversion (2022)

Kane County Plans

- Kane County Active Transportation Plan (2012, update beginning 2022)

Other Plans

- Batavia Park District Master Plan (2012)
- North Aurora Comprehensive Plan (2015)
- Geneva Bike Implementation Plan (2005)
- CMAP Greenway and Trails Plan (2018)
- Proposed IDOT Route 31 Road Diet

The community's growing preference for active travel is highlighted in many of these plans. The city's Strategic Plan includes walking and biking access and safety as guiding principles, the Comprehensive Plan and Streetscape Plan both provide recommendations for improving upon traffic calming and expanding the sidewalk and bikeway networks, and the Park District Master Plan recommends ways to increase knowledge of and access to the local trail and park system.

PLAN REVIEW

- Comprehensive Plan (2007, 2019 update)
- 2007 Batavia Bike Plan
- 2011 Streetscape Plan
- 2012 Park District Master Plan
- Strategic Plan (2021–23)
- Main Street Plan
- Prairie Street Plan
- 2012 Kane County Bicycle and Pedestrian Plan
- 2018 CMMP Regional Greenways and Trail Plan
- North Aurora Comprehensive Plan
- Geneva Bikeway Implementation Plan

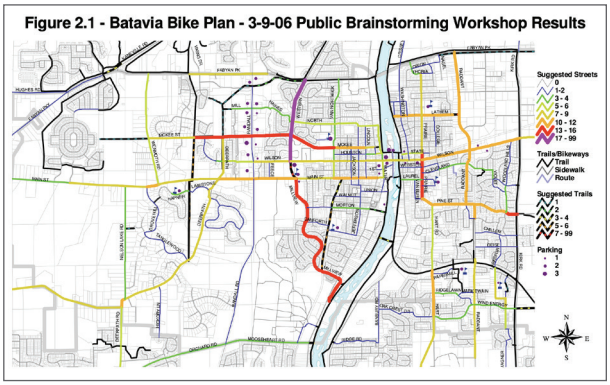


Figure 2.1 - Batavia Bike Plan - 3-9-06 Public Brainstorming Workshop Results

Ongoing Initiatives

In addition to past and current planning efforts, the city is already recognized as an attraction for both cyclists and pedestrians, with off-road trails including the Fox River Trail and the Illinois Prairie Path, an extensive sidewalk network, and popular destinations including the downtown shops and woonerf, Fox River, and Fermilab.

Building off this momentum, Batavia is also fortunate to have many active walking and biking advocates, organizations, and allies such as the Batavia Bicycle Commission, the WellBatavia Initiative, and Batavia School District. Through resources, events, and programming, these groups and individuals are working towards improving walking and biking in Batavia and should be leveraged as the plan is implemented.

2.2 *Community & Mobility*

Batavia residents are largely dependent on cars to get around due to land use patterns and available infrastructure. Batavia is home to **26,098** people and **9,970** households, with an average household size of 2.71. Batavia has low housing density – 81.9% of all housing units are single-family.

Batavia Demographics

- Population Demographics
  - Total: 26,098
    - Seniors (65+): 15%
    - Children (17 and younger): 26.2%
  - Race alone or in combination with one or more races
    - White: 88.2%
    - Black or African American: 3.9%
    - American Indian and Alaska Native: 0.2%
    - Asian: 3.1%
    - Native Hawaiian and Other Pacific Islander: 0.0%
    - Some other race: 4.6%
  - Hispanic or Latino and race
    - Not Hispanic of Latino: 92.3%
    - Hispanic or Latino (of any race): 7.7%
- Poverty: 1,691 people are living below the poverty level
- Languages
  - English: 92.3%
  - Spanish: 5.6%
  - Other Indo-European Languages: 1.1%
  - Asian and Pacific Island Languages: .04%

Batavia Transportation Trends

Given its density of 2,445 people per square mile, Batavia residents are largely car dependent. Most Batavia households have access to two or more cars, however, 6.0% of households have no vehicle and 24.6% of households have only one. Only 26.5% of trips to work are made via non-single occupancy vehicle trips. Mobility options are somewhat limited.

Batavia's Walk Score is 29, meaning most errands require a car. No residents reportedly live within a highly walkable area, although 42.1% of Batavia residents and jobs are within a moderately walkable area. With only 1 active bus line as well as Pace On-Demand service, 3.2% of the population has at least moderately high access to transit and 0.2% of jobs have at least moderately high transit access. Batavia is moderately bikeable with a bike score of 52.

Community & Mobility Characteristics in Batavia and Kane County

Population and Mobility Characteristic	Batavia	Kane County
Population[8]	26,098	516,522
Households[8]	9,970	180,374
Median Household Income[8]	$93,789	$79,394
No Vehicle Households	5.7%	4.5%
One-Vehicle Households	24.7%	26.6%
Housing + Transportation Index[9]	People earning the median household income spend 59% of their income on housing and transportation. People who earn 80% of the median household income spend 70% of their income on housing and transportation	
Walk Score[10]	29	
Bike Score[10]	52	

[8] *American Community Survey, 2016-2020.*

[9] *Location Affordability Index, U.S. Dept. of Transportation, and U.S. Dept. of Housing and Urban Development. The purpose of the H+T Index is to isolate the effect of location on housing and transportation costs, grouped by common demographic characteristics that form four distinct household types. The standard threshold of affordability is equal to 30 percent for housing costs and 45 percent for housing and transportation costs combined. For more information, visit* **hudexchange.com**

[10] *Walk Score and Bike Score are numbers between 0 and 100 that measures the average walkability and bikeability of a municipality. For more information visit walkscore.com (2022)*

Community & Mobility Characteristics in Batavia and Chicagoland[11]		
Population and Mobility Characteristic	**Batavia**	**Chicagoland**
% Resident and Job Locations in Highly Walkable Areas (2015)[12]	0%	40.5%
% Resident and Job Locations classified in Moderately Walkable Area (2015)[12]	41.2%	23.8%
% Population with Moderately High Transit Access (2017)[13]	3.2%	53.2%
% Jobs with Moderately High Transit Access (2017)[13]	0.2%	55.2%

Pre-Pandemic Transportation Patterns

Car ownership decreased[13]

In 2010: **4.6%** of households did not have a car.

In 2019: **5.7%** of households did not have a car.

Walking and biking commute levels stayed constant[14]

In 2010 and 2019: **1.3%** of commuters walked or biked to work.

Walking and biking during the pandemic

During the pandemic, travel patterns throughout the country and region shifted. More people began working from home and general interest in walking and biking to access nature and local amenities increased.

According to Replica, a travel behavior database which models trip type and purpose using cell phone data, there were an average of 8,300 walking trips and 420 biking trips per day that originated in Batavia. The most common type of walking and biking trip between 2020 and 2022 involved visiting a shop (37% of trips) followed by a social visit such as visiting friends or family (19% of trips).

Travel patterns during COVID-19

8,300 walking trips per day on average

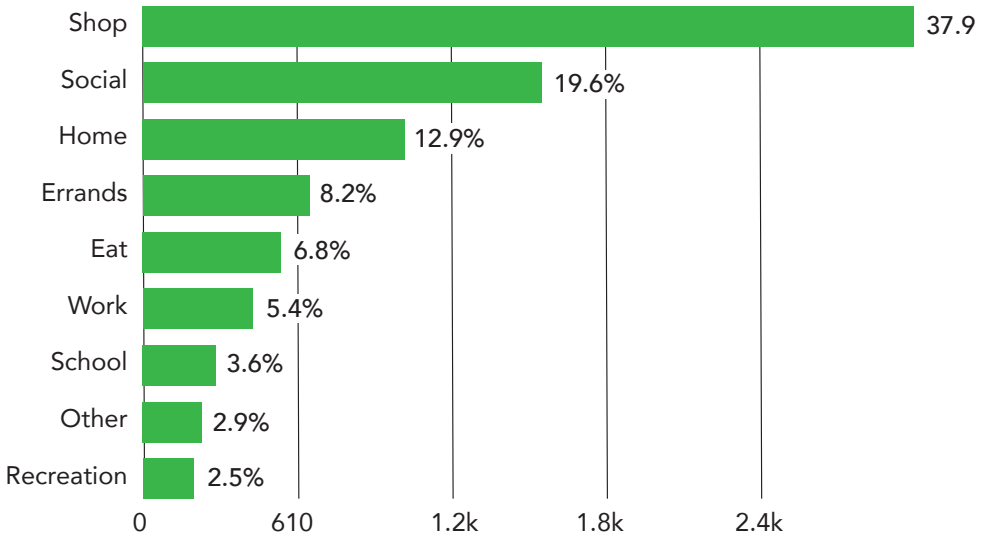
420 biking trips per day on average

[11] *Chicago Metropolitan Agency for Planning, Community Snapshot of Batavia at www.cmap.illinois.gov/documents/10180/102881/Batavia.pdf*

[12] *Chicago Metropolitan Agency for Planning, Walkability Strategy Map*

[13] *American Community Survey, comparison of 5-year data from 2006-2010 and 2015-2019*

Most Common Trip Purposes



Community Destinations

Batavia has many important local places and regional destinations. Many already walk and bike to these community hubs while others desire improved access.

In a survey completed by more than 600 residents, respondents shared how much and how far they are willing to walk or bike to reach a destination:

How far are you willing to walk/bike to reach a destination?

25% of respondents were willing to walk between a half mile and 1 mile.

44% were willing to walk 1 to 2 miles.

47% were still willing to walk in bad weather.

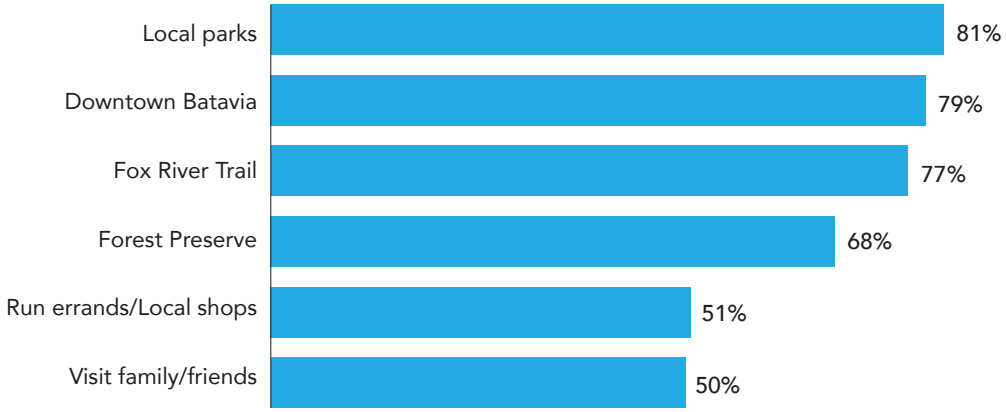
27% of respondents were willing to bike between a two to five miles.

49% were willing to bike more than 5 miles.

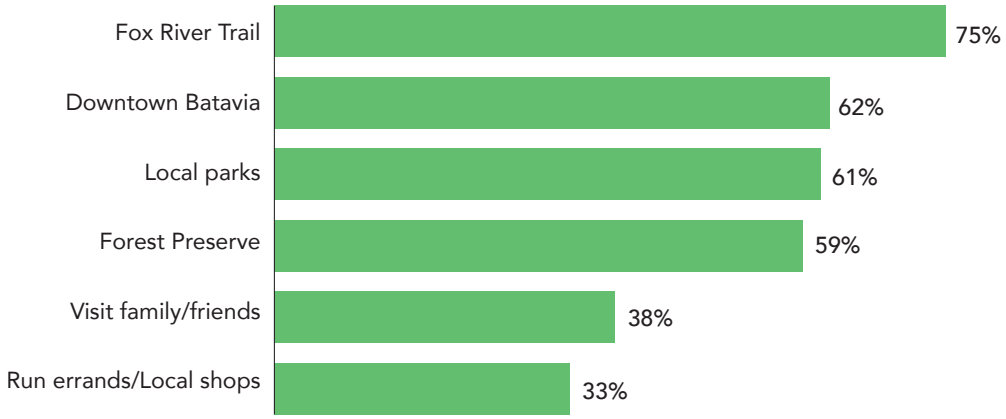
15% were still willing to bike in bad weather.

According to survey respondents, many Batavia residents currently walk and bike for both transportation and recreation. Commercial areas along busy roads, local parks and forest preserves, local grocery stores, downtown Batavia, and the Fox River Trail were the most highly requested places survey respondents want improved walking and biking access. See the table and map for more detail.

Destinations Where Community Members Currently Walk



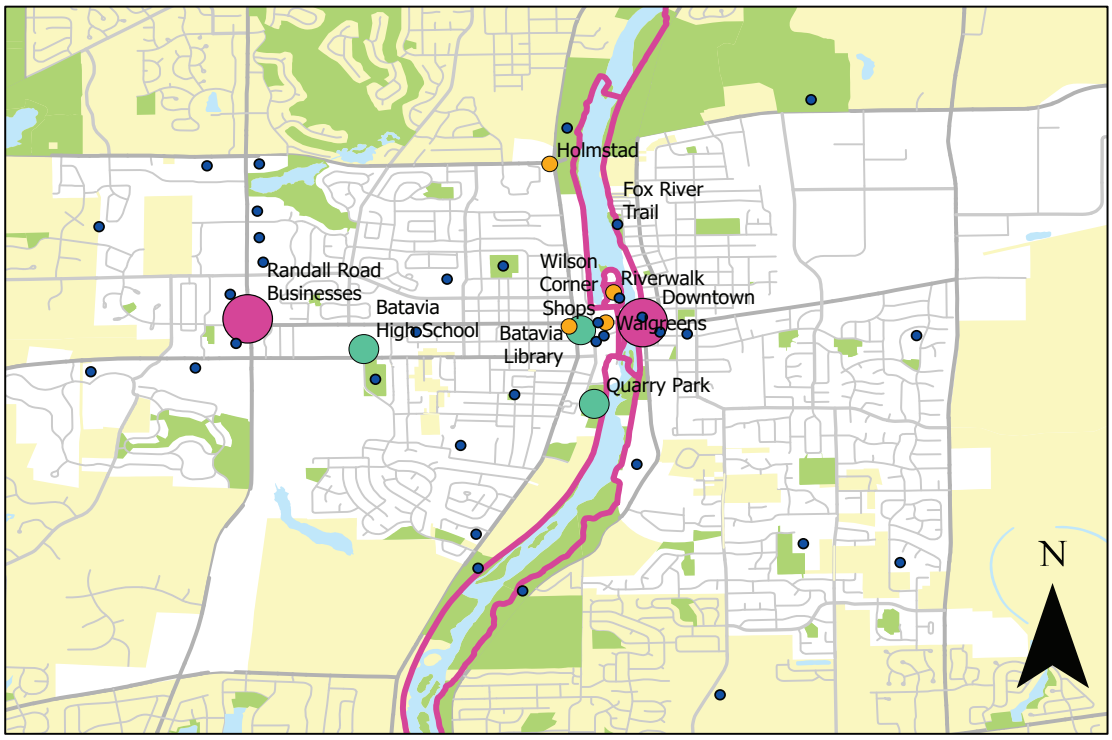
Destinations Where Community Members Currently Bike



[14] *Aggregated responses received to the question, "Name up to three destinations you would like to see better walking or biking access in Batavia." Source: Batavia Bicycle and Pedestrian Plan Survey and Wikimap data collected in Winter and Spring 2022.*

Most Requested Destinations for Improved Walking & Biking Access[14]

Destination Name	Votes	Details
Specific Roads & Commercial Areas	115	Randall Rd. (47), Route 31 (20), Wilson St. (16), Main St. (9), Kirk Rd. (7), Fabyan Pkwy. (6), McKee St. (6), Route 25 (5), various others
Forest Preserves & Park Space	42	Quarry (12), Forest Preserves (7), West Main Park (4), Memorial Park (2), Nelson Lake (2), various others
Grocery & Shop	37	Grocery (16), Restaurants (5), various others
Downtown Batavia	34	Includes shopping, restaurants, and the Riverwalk
Fox River Trail	28	
Schools	20	High School (10), Middle School (1), Elementary (4), KinderCare (2)
Library	11	
Fermilab	9	
Other	9	Church (3), Holmstad (5), Health Care (1)
Sporting	7	Cougars Stadium (4), Funway (1), Golf Course (1), Ice Arena (1)
Batavia Neighborhoods	7	
Nearby Communities	6	Geneva & Metra (4), West of Batavia (2), St. Charles (1)
Civic	3	City Hall (1), Police Station (1), Post Office (1)



2.3 *Streets & Safety*

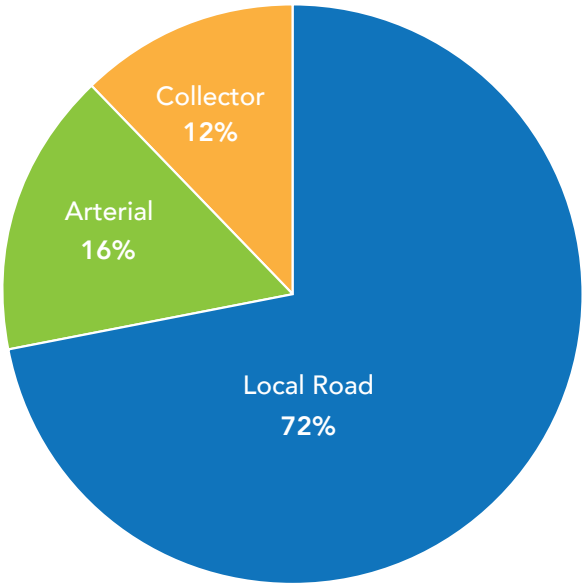
There are more than 130 miles of roads in Batavia. Not all miles are owned and maintained by the city. Each has a specific function that determines its speed limit and other factors.

Roadway Classification

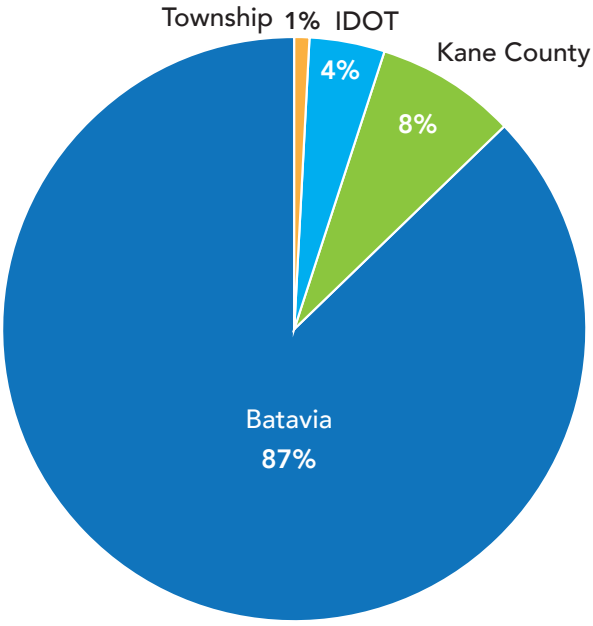
Most streets in Batavia (72%) are classified as local roads, meaning they have less traffic and lower speed limits. These calm streets provide good connectivity within neighborhoods but not across town.

Arterials and collectors make up 28% of roadways. These are typically streets with more traffic and faster speeds. While they are less comfortable for pedestrians and bicyclists, they provide connections between neighborhoods and to major destinations.

Roadway Classification Distribution[15]



Roadway Jurisdiction Distribution*



Roadway Jurisdiction

Within Batavia, nearly 87% of the streets are owned and maintained by the city. Implementation or improvements will typically be easier on local streets.

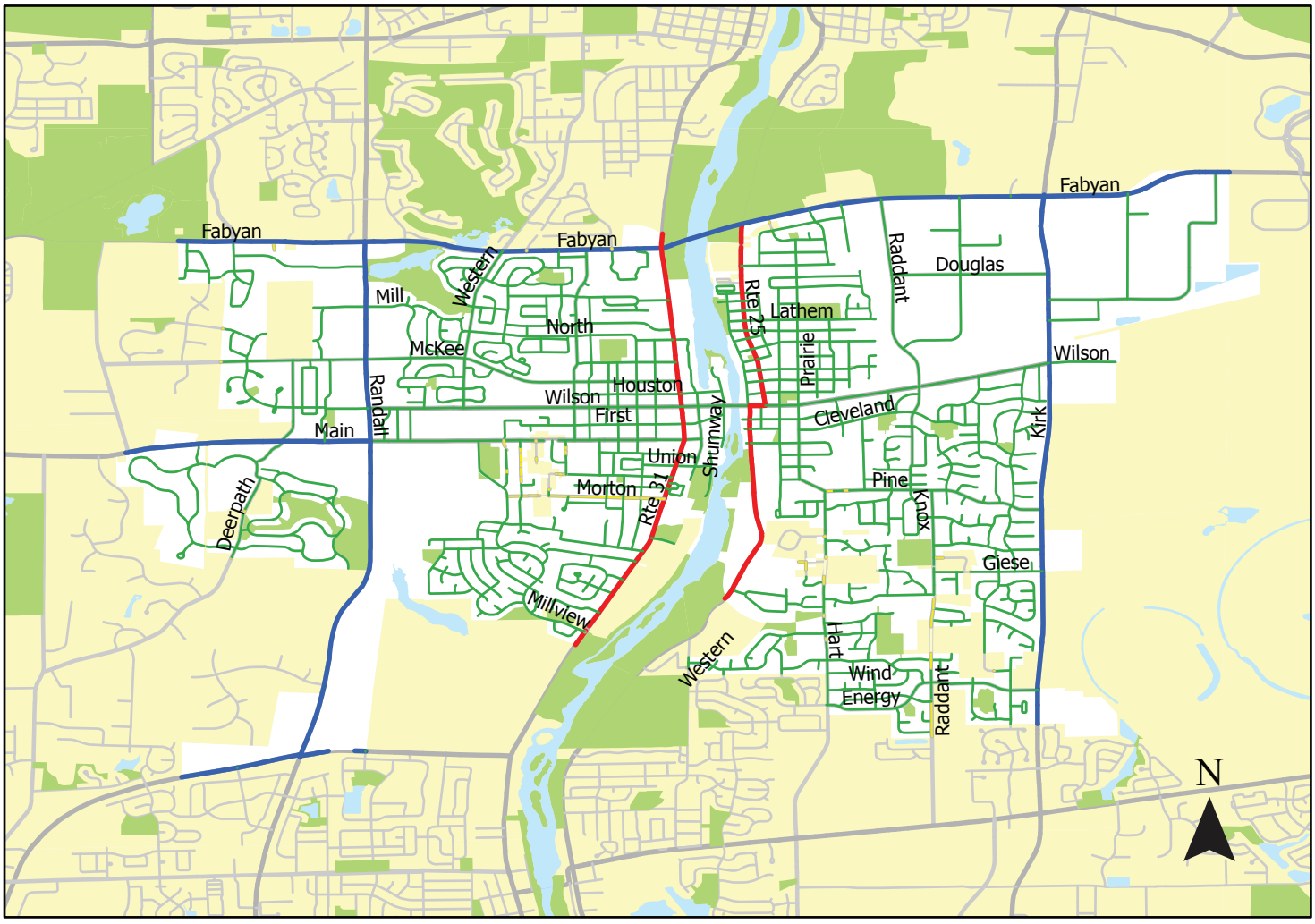
There is, however, limited connectivity between neighborhoods on local roads, necessitating all users of the transportation system to travel along and across busy arterials to reach destinations. These streets with more lanes and faster speeds are owned and maintained by other agencies. Any improvements proposed on these corridors will require approval from the owner and coordination with them.

- Roads controlled by Kane County include: Randall Rd., Fabyan Pkwy., Kirk Rd., Main St. west of Randall Rd. and a small portion of Orchard Rd./Moosehart Rd.
- Roads controlled by the Illinois Department of Transportation (IDOT) include Route 31 (Batavia Ave.) and Route 25 (Washington Ave. and River St.).

** Source: Illinois Roadway Inventory System, Illinois Department of Transportation, 2022*

[15] *Illinois Roadway Inventory System, Illinois Department of Transportation, 2022*

Roadway Jurisdiction Map



Traffic Safety

Batavia has a relatively low incidence of pedestrian and bicycle crashes. However, several pedestrian and bicycle crashes have resulted in severe injuries. According to the Illinois Department of Transportation, in Batavia, between 2016 and 2020, there were:

24 Pedestrian Crashes

Failure to yield was a factor in **44%** of crashes

Road with the most crashes: **Wilson St.**

0 fatal pedestrian crashes in years of data collection

4 Serious pedestrian injuries since **2016**

3 Serious bicycle injuries since **2016**

21 Bicycle Crashes

In **2021**, the City of Batavia additionally recorded **6** pedestrian crashes and **3** bicycle crashes

Other high crash corridors: Route 31, Randall Rd., McKee St., Kirk Rd., Main St., Pine St.

Desired Routes

Survey respondents identified dozens of routes and corridors as priority areas for walking and biking.

Residents responding to the Bicycle and Pedestrian Plan survey and online map identified routes they frequently use for walking and biking and routes that need improvement. Among those that need improvement, Route 31 (Batavia Ave.), Wilson St., Main St., McKee St., Randall Rd., and Route 25 (River St./Washington Ave.) were the most frequently cited.

Several of the uncomfortable routes are controlled by Kane County or IDOT. The County or State would be the lead agency and Batavia would play a supportive role.

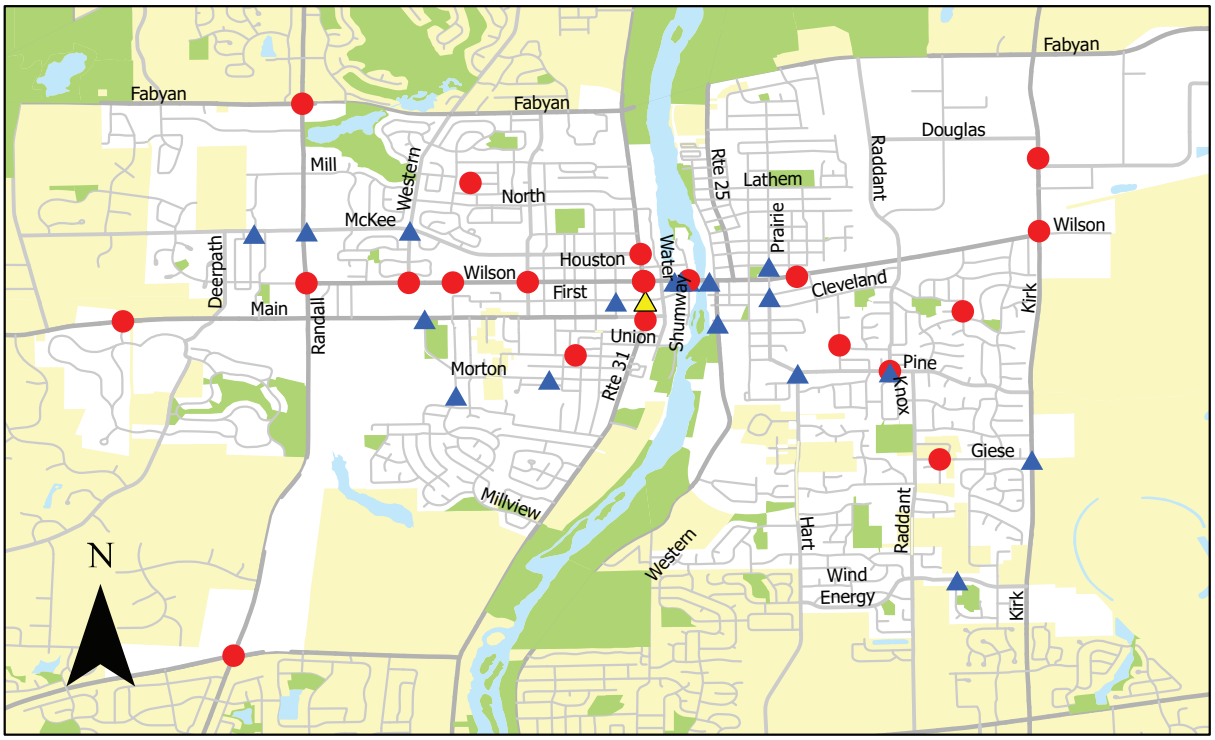
Most Used and Requested Walking and Biking Routes

Route Name	Votes
Route 31*	64
Wilson St.	59
Main St*	33
McKee St.	25
Randall Rd.*	24
Route 25	22
Fabyan Pkwy.*	14
Hart Rd.*	13
Pine St.	12
Raddant Rd.	11
Kirk Rd.*	9

** Routes controlled (or partly controlled) by IDOT or Kane County. Note: Main St. is only controlled by Kane County west of Randall Rd.*

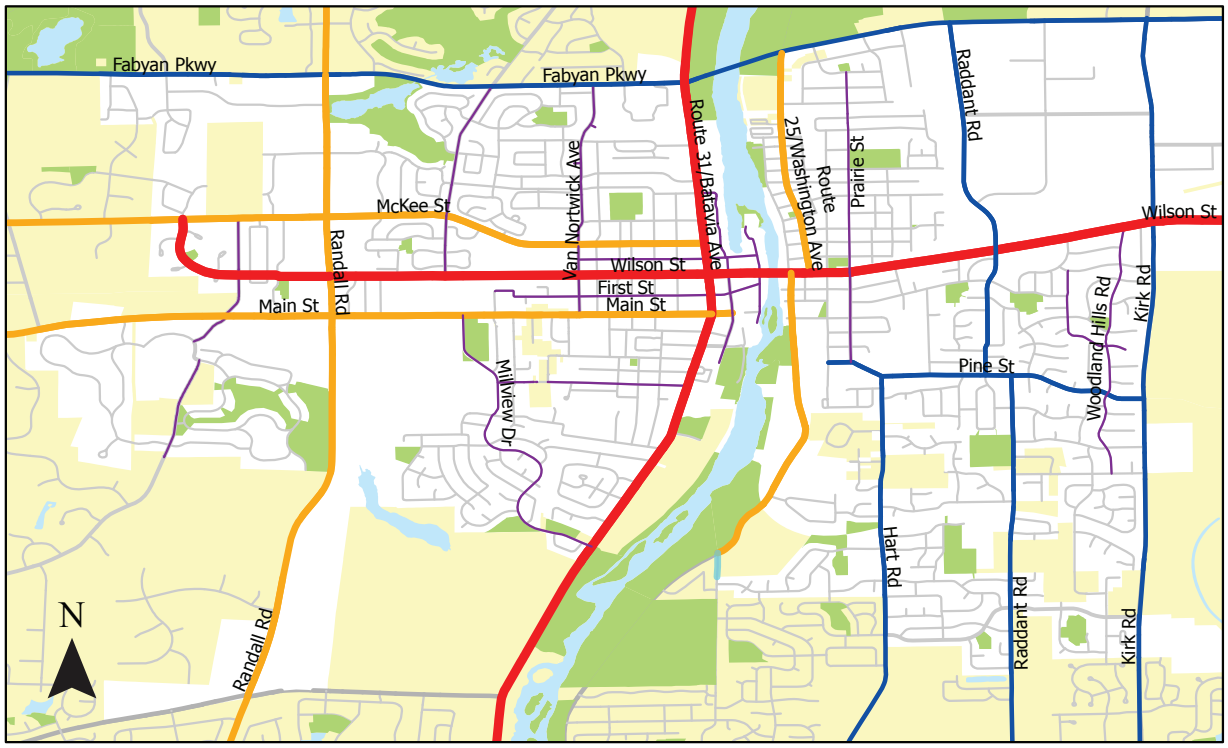
[16] *Batavia Bicycle and Pedestrian Plan Survey and Wikimap data collected in Winter and Spring 2022*

Pedestrian and Bicycle Crashes 2016 – 2020



Bicyclist Property Damage
Bicyclist Injury
Pedestrian Injury

Most Used and Requested Walking and Biking Routes



3 - 8
9 - 15
16 - 33
34 - 64

# of Survey Respondents Using or Requesting Improvements to a Route

Challenging Crossings

Survey respondents also suggested numerous intersections that are difficult to cross while walking and biking. Many of these overlap with challenging routes, some of which include:

- Route 25 at Wilson St.
- Route 31 at Wilson St., Houston St., Fabyan Pkwy., and McKee St.
- Randall Rd. at Wilson St., Main St., and McKee St.
- Wilson St. at Water St. and Prairie St.
- Accessing or crossing the Fox River Trail

Route 31 at Wilson St., McKee St. and Fabyan Pkwy., Wilson St. and Main St., Kirk Rd., Randall Rd., and Main St. (to the west of Randall Rd.) are controlled by IDOT or Kane County. Additional steps will need to be taken to implement changes.

Roads With the Most Challenging Crossings

Intersection Name	Votes[17]
Route 31 (Batavia Ave.) and ...	149
Wilson St. and ...	127
Randall Rd. and ...	68
Route 25 (River St./ Washington Ave.) and ...	43
Main St. and ...	37
Fabyan Pkwy. and ...	36
McKee St. and ...	33
Fox River Trail Access	18
Houston St. and ...	17
Pine St. and ...	17

Specific Areas Challenging to Cross – Top 10 Intersections

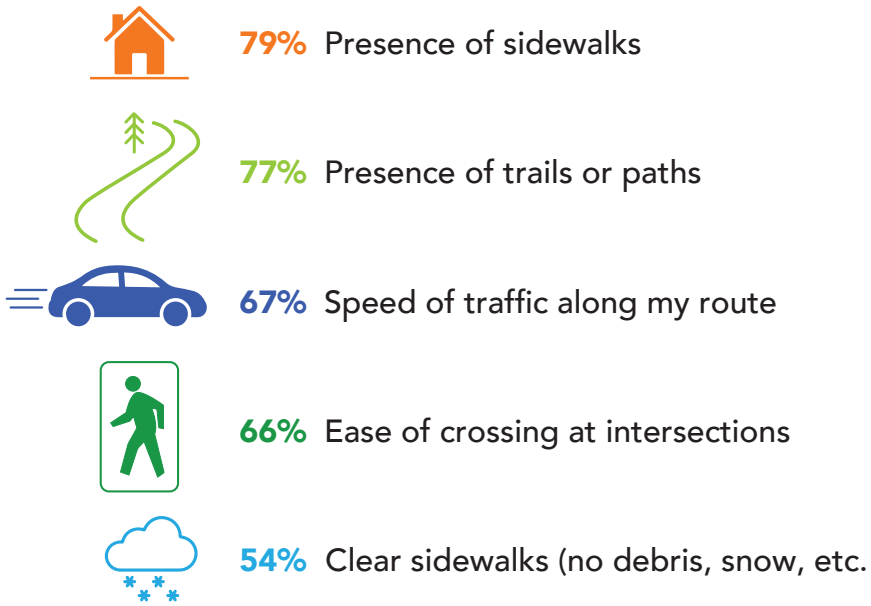
Intersection Name	Votes
Route 25 & Wilson St.	43
Route 31 & Wilson St.	31
Route 31 & Houston St.	31
Route 31 & McKee St.	29
Randall Rd. & Wilson St.	27
Route 31 & Fabyan Pkwy.	27
Randall Rd. & Main St.	26
Randall Rd. & McKee St.	18
Wilson St. & Water St.	16
Wilson St. & Prairie St.	15

[17] *Batavia Bicycle and Pedestrian Plan Survey and Wikimap data collected in Winter and Spring 2022*

2.4 *Walking in Batavia*

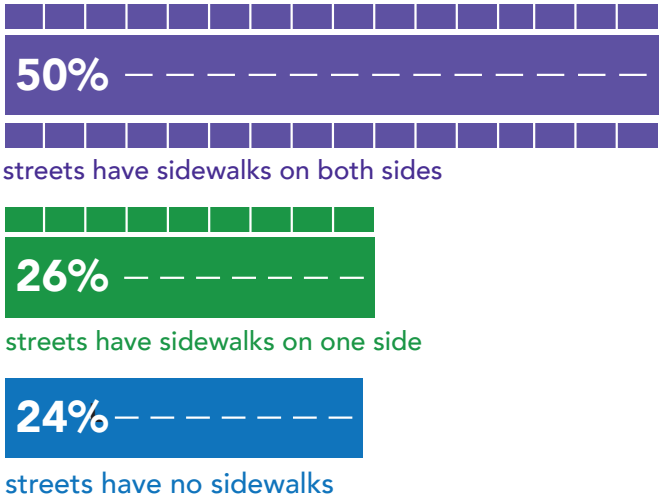
Sidewalk availability is the top factor people consider when choosing to walk in Batavia. Other factors include the presence of trails or paths, speed of traffic, and ease of crossing at intersections. If these improvements were made, a majority of survey respondents said they would walk more often.

Top 5 Factors That Influence a Decision to Walk Somewhere[18]



Batavia Sidewalks[19]

Overall, **76%** of streets have sidewalks on at least one side. Filling in sidewalk gaps around key destinations can enhance walkability for Batavia residents.



[18] *Batavia Bicycle and Pedestrian Plan Survey data collected in Winter and Spring 2022.*

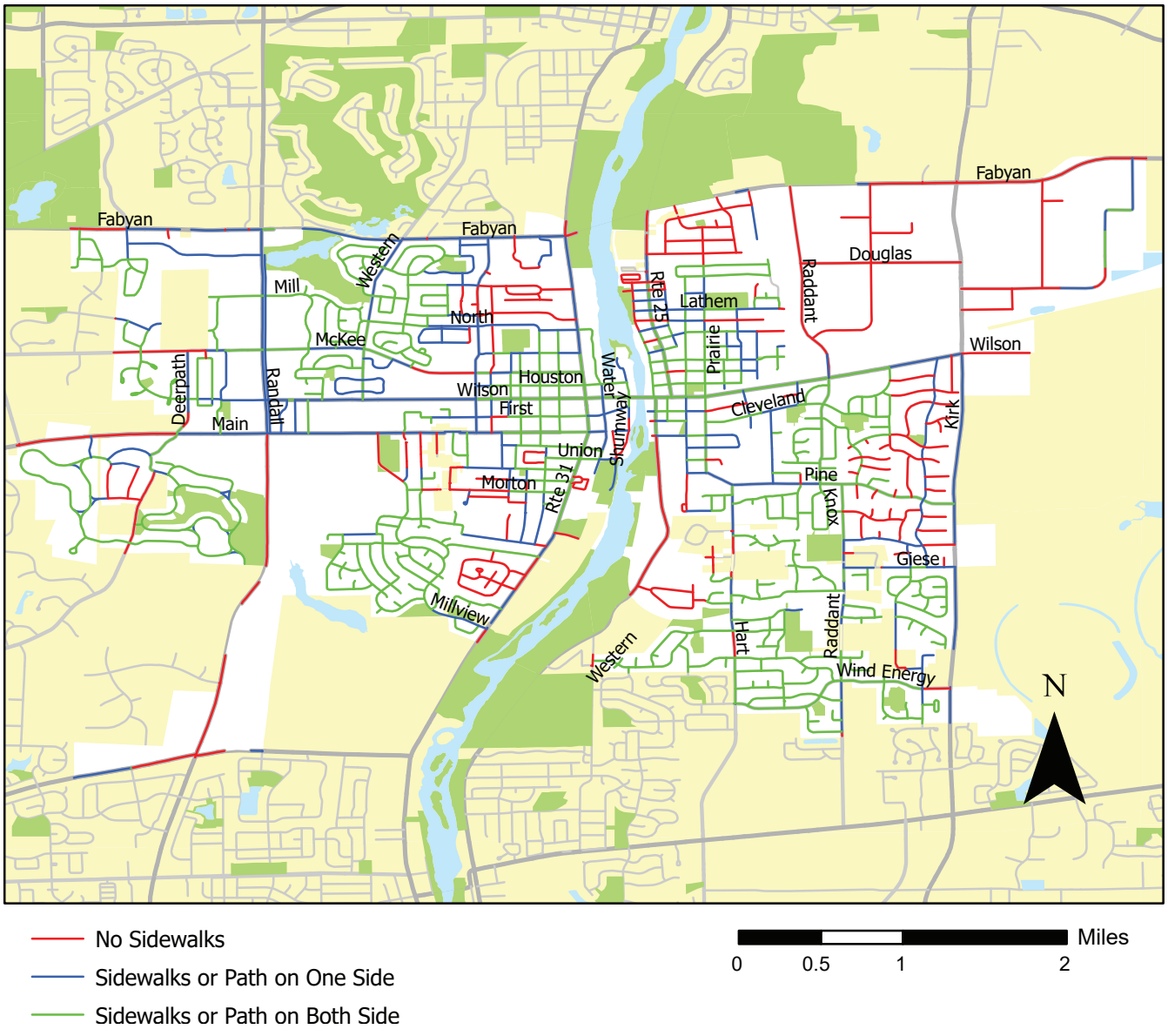
[19] *Chicagoland Metropolitan Agency for Planning Sidewalk Inventory, 2019, updated with Google Map and field checks, 2022. See https://datahub.cmap.illinois.gov/dataset/regional-sidewalkinventory.*

Preferred Pedestrian Facilities

Other pedestrian facilities such as high visibility crosswalks and curb extensions can also enhance the comfort and safety of people walking. Survey respondents shared their comfort level using various facility types while walking in Batavia.

Respondents who answered 'very comfortable' or 'comfortable' when asked to rate their comfort level using one of the following facility types:

Sidewalk Presence



2.5 *Biking in Batavia*

Batavia already has over 17 miles of local and regional trails or paths and 1.6 miles of bike lanes as well as shared marked lanes (also known as 'sharrows') and signed bike routes. Access to trails and paths are a primary factor people consider when choosing to bike in Batavia, followed by roadway condition, comfortable crossings, knowledge of comfortable routes, traffic speed, and marked bike lanes. If these improvements were made, a majority of survey respondents said they would bike more often.

Top 6 Factors That Influence a Decision to Bike Somewhere

74% Presence of trails or paths

61% Condition of roads on my route (debris, potholes)

59% Ease of crossing at intersections

58% Knowledge of comfortable local routes

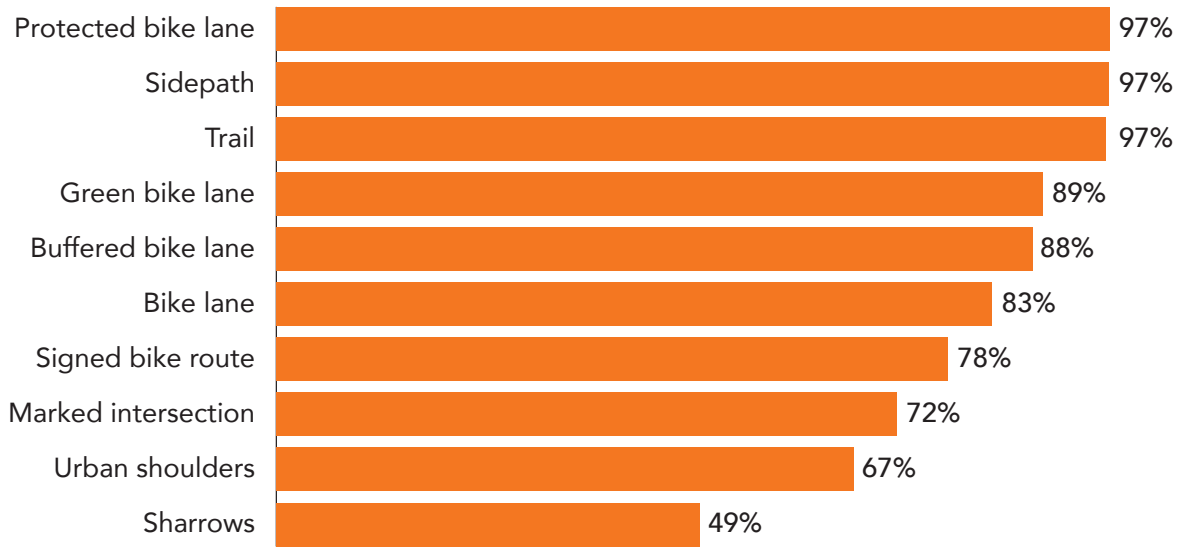
53% Speed of traffic along my route

48% Presence of pavement markings (bike lanes, etc.)

Preferred Bicycle Facilities

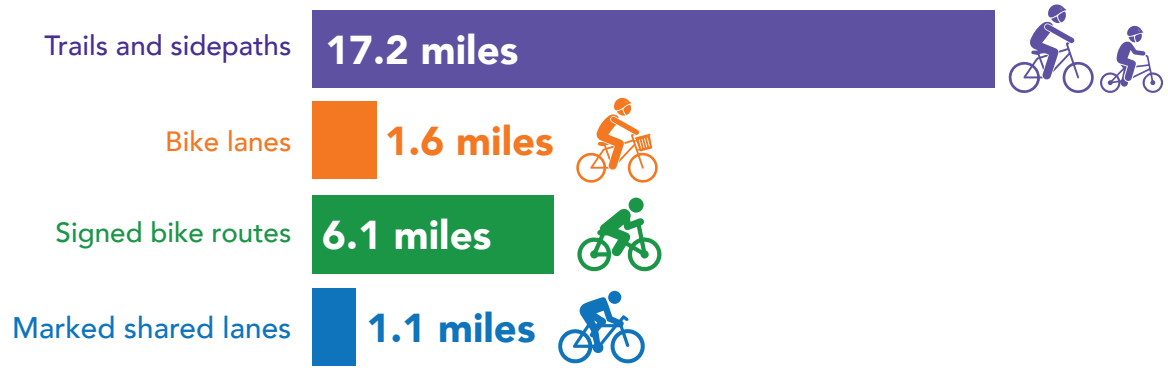
Survey respondents shared their feedback on how comfortable they would feel using various bicycle facilities in Batavia, with bikeways separated from car traffic being preferred over other facility types.

Respondents who answered 'very comfortable' or 'comfortable' when asked to rate their comfort level using one of the following facility types:

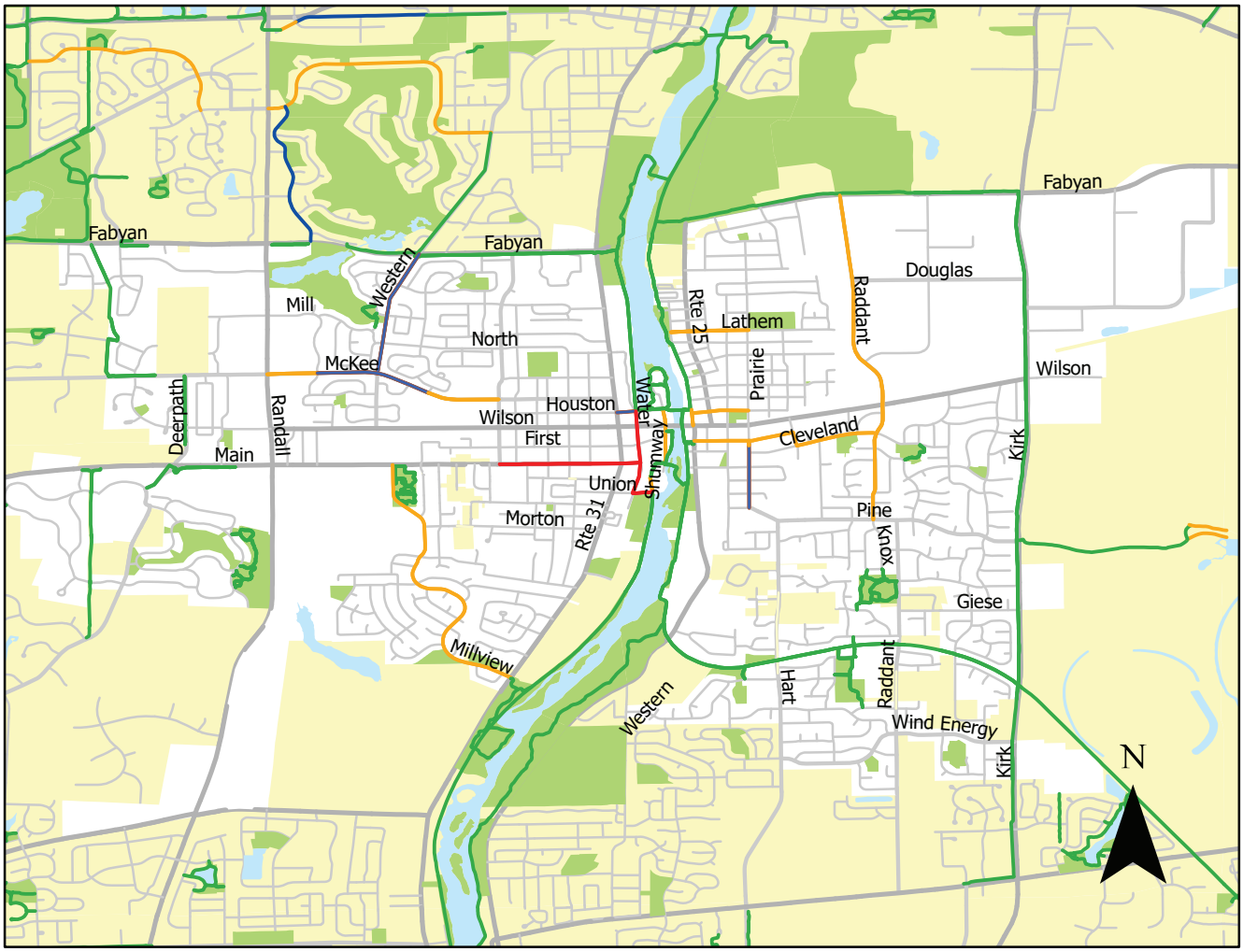


[20] *Batavia Bicycle and Pedestrian Plan Survey data collected in Winter and Spring 2022.*

Existing Bikeway Facilities



Existing Bikeways



Bike Lane
Bike Route
Sidepath/Trail
Marked Shared Lane

Miles
0 0.5 1 2

2.6 *Understanding the Needs of Batavia's Vulnerable Populations*

Through conversations with seniors, the Batavia School District, and representatives serving people with disabilities and lower-income households, several key findings emerged on what would improve access and safety for some of Batavia's most vulnerable road users:

- Speeding car traffic discourages residents from walking and biking more throughout the community, particularly older adults, young children, and people with disabilities.
- People often feel drivers may not see them while they wait to cross at an intersection.
- Sidewalk condition and width can make it challenging for vulnerable users to easily get around by foot or assisted mobility device. Eliminating sidewalk gaps, clearing sidewalks of debris, and striping more high visibility crosswalks would make residents feel more comfortable walking or biking to reach a destination.
- Wayfinding signage with images and audible traffic signals would help more residents access Batavia's active transportation network and visit more local businesses and institutions.
- Improving access to the Library and Pace bus stops were referenced as important needs.
- Specific roads mentioned where residents would like to see improved walking and biking facilities included Wilson St., Randall Rd., Main St., McKee St., Route 31, and Hart Rd.

3 Recommendations

A critical step in advancing the vision of this plan is to develop complete, accessible, context sensitive sidewalks, trails, bikeways, and intersections. This chapter includes recommendations for the types of improvements needed and where to make them as well as program and policy ideas.

CITY OF BATAVIA

3.1 *Key Recommendations*

Batavia has many assets that can be built upon to increase pedestrian and bicycle mobility. Below are key recommendations that will be realized by implementing the specific projects outlined through the entirety of this plan.

Many of Batavia's quiet residential streets, many miles of trails, on-street bikeways, and sidewalks are already comfortable for walking and biking. With schools, parks, retail, employment, and neighborhoods distributed throughout the community, there is growing demand for additional infrastructure and traffic calming to safely reach these destinations. The following recommendations can help encourage more walking and biking in Batavia and advance the vision of this plan.

Local Roads: Create a complete, connected, low-stress network of pedestrian and bicycle routes to improve safety and access to local and regional destinations

1. Enhance pedestrian mobility by installing sidewalks on at least one side of each street, with priority around important destinations including the central business district, schools, parks, and bus stops.
2. Build on the existing network of off-street trails, sidepaths, and local bikeways to create a connected bicycle network. The city can continue to build on the local trail network by creating marked and signed routes on comfortable, local roads and explore opportunities to improve the Fox River Trail off-road experience through new amenities and wayfinding.
3. Continue to increase connectivity between neighborhoods and developments for pedestrians and bicyclists to minimize short-distance trips by motor vehicles. These can be provided as new cut-throughs at cul-de-sacs and streets adjacent to parks, schools, and other public properties. Some neighborhoods lack connected local streets, requiring people to travel long distances to get from point to point, often along busy arterials.
4. Increase pedestrian and bicycle visibility and safety at school and park crossings and in business districts with high visibility crosswalks, curb bump-outs, pedestrian and bicyclist signage, and other traffic calming enhancements.

State and County Roads: Forge partnerships with other roadway jurisdictions to create continuous and context appropriate pedestrian and bicycle routes:

1. Continue partnerships with Kane County and the Illinois Department of Transportation to improve pedestrian and bicycle access along key corridors, especially during state and county road construction, reconstruction, and maintenance projects.
2. Develop targeted improvements in coordination with Kane County and the Illinois Department of Transportation to enhance crossings along the pedestrian and bicycle network on arterials and collectors.

Project Prioritization Checklist

Because it is not feasible to replace all sidewalk gaps, complete a comprehensive bike network, and improve all intersections at once, the project team developed a decision-matrix for determining the overall priority for implementing infrastructure improvements. Each recommendation outlined in this plan was evaluated utilizing the considerations outlined below.

This decision matrix should be reassessed over time to ensure that it is consistent with the community's goals and priorities. Lower priority projects are listed in a full spreadsheet provided to the city. Prioritization considerations were filters through which projects passed, and each consideration holds different weight depending on a myriad of factors and variables.

Projects were ranked as follows:

Prioritization Considerations

PRIORITY 1

Projects that provide access to key destinations like schools, parks, social service centers, bus stops, and the town center

PRIORITY 2

Projects that provide access to underserved populations, such as people living below the poverty line, older adults, youth, and households with fewer or no automobiles

PRIORITY 3

Projects that were prioritized by the community in surveys, maps, and focus group conversations

PRIORITY 4

Projects in areas with bicycle and pedestrian injuries from crashes

PRIORITY 5

Projects that are feasible within the next ten years based on cost, jurisdiction, and complexity

Unconstrained Projects

Numerous projects could not be included within the Project Plan 2023 – 2033 because they cannot be completed within the limits of the city's forecasted revenues. A list of unconstrained projects were given to the city in a spreadsheet. Unconstrained projects were not prioritized using the above checklist. Each project outlined in the spreadsheet should be evaluated by the checklist above and other criteria outlined by the city and other stakeholders.

3.2 *Pedestrian Routes*

No matter the primary mode of travel used, every trip taken begins and ends with a walk. Sidewalks are essential to creating a safe, comfortable, and accessible transportation network for people of all ages and abilities

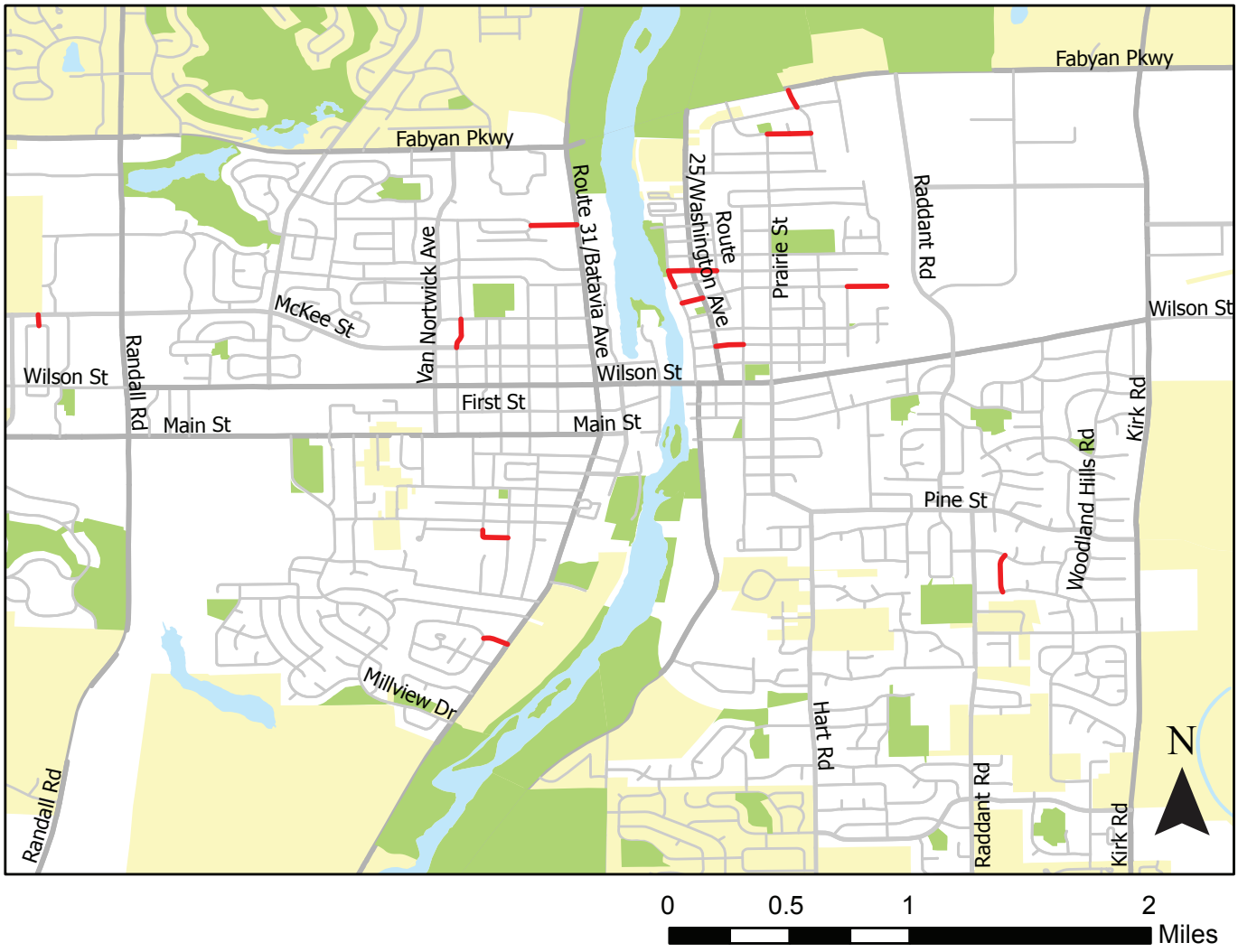
Pedestrian Route Toolbox

The pedestrian network functions best when it is well connected and complete. Completing a network can easily be accomplished through elimination of sidewalk gaps, providing buffers for walkways along busy roads, wider sidewalks in areas with heavy pedestrian traffic, and signage to aid pedestrians in getting around Batavia

The following recommendations and map illustrate the location and type of pedestrian improvements that should be made.

- **Sidewalks**
  - Install sidewalks on at least one side of each street and fill in sidewalk gaps that provide access to key destinations, including parks, schools, bus stops, and the central business district.
  - Sidewalks should be at least 5-ft wide. Sidewalks 6-ft or wider are preferred in places with high pedestrian foot traffic, such as around schools, parks, and in commercial areas. Where sidewalks cross driveways, the sidewalk should be clearly delineated and remain visible.
- **Sidewalk Buffers**: A minimum 4-ft wide grass buffer is preferred on all streets. Parking lanes and/or furniture zones may be used in downtown areas.
- **Sidepaths and Trails**: Sidepaths are recommended along busy, high-traffic corridors and trails are recommended for specific natural areas to improve local and regional connectivity. Depending on the location, a trail may be paved or unpaved. Sidepaths and trails shared by pedestrians and cyclists can vary from 8-ft wide (minimum) to 10-ft wide (desired). Sidepaths should have a 4-ft wide buffer. Specific sidepath and trail recommendations are included in both the sidewalk and bikeway sections of this plan.
- **Traffic Calming**: Enhance the pedestrian environment by slowing down motor vehicles through the implementation of traffic calming measures including high visibility crosswalks, curb bump-outs, and pedestrian refuge islands. See the intersection section for specific recommendations.
- **Right-of-Way**: Work with private property owners and partner agencies to build sidewalks where no public-right-of way is available.

Pedestrian Route Recommendations



Pedestrian Route Implementation

The map and table on the following pages detail the recommended sidewalk improvements for Batavia. The city of Batavia aims to install sidewalks on at least one side of each street with a focus on building sidewalks on streets that currently have no sidewalks and filling in sidewalk gaps near key destinations. Because there are many miles of sidewalk needed to meet this goal, this plan outlines the first 10 years of implementation.

Project Plan 2023–2033

This list includes sidewalk projects that could be accomplished over the next decade, and streets that currently have no sidewalks as well as additional sidewalk gaps near schools, parks, bus stops, and other important community destinations. This list assumes an annual budget of $300,000 for all sidewalk, bikeway, and intersection projects outlined in this plan. Each sidewalk recommendation was evaluated utilizing the Project Prioritization Criteria. The sidewalk table on the following page details these existing gaps in the pedestrian network.

Unconstrained Projects

Other worthwhile sidewalk projects do not currently fit into the sidewalk budget for the next 10 years. Many of these sidewalk projects already have sidewalks on one side of the street or are part of a cul-de-sac. Projects on this list can be prioritized sooner if Batavia's annual sidewalk budget is increased or a grant or development opportunity arises. The city can work with other agencies to express support for these projects. A list of unconstrained projects was given to the city in a spreadsheet. Unconstrained projects were not prioritized using the Project Prioritization Criteria checklist. Each project outlined in the spreadsheet should be evaluated by the checklist and other criteria outlined by the city and other stakeholders.

Sidewalk Implementation Matrix

The below matrix includes limits for each proposed sidewalk and sidepath project, the project type, recommended side of the street, and estimated cost. Costs were calculated assuming surface preparation and materials. The following estimates do not take into account labor costs, right-of-way acquisition or inflation. The City of Batavia has jurisdiction over each of these roadways. The annual totals for the entire Bike and Pedestrian Plan is included on page 55.

Year	Type	Roadway	From	To	East/ West Facility	West/ South Facility	Length (feet)	Est. Cost
1	Sidewalk	Garfield Ave.	Harrison St.	Jackson St.		Sidewalk	563	$101,340
2	Sidewalk	Church St.	Hamlet St.	Eastern terminus	Sidewalk		648	$116,640
3	Sidewalk	Madison St.	N River St.	N. Van Buren St.		Sidewalk	792	$142,560
4	Sidewalk	Republic Rd.	Illinois Ave.	McKee St.		Sidewalk	642	$115,560
5	Sidewalk	N. River St.	Madison St.	Fayette St.	Sidewalk		366	$65,880
5	Sidewalk	Spring St.	Route 25/ Washington Ave.	Van Buren St.		Sidewalk	457	$82,260
6	Sidewalk	Surrey St.	Fabyan Pkwy..	Orion Rd.	Sidewalk		400	$72,000
6	Sidewalk	Church St.	N. River St.	Route 25/ Washington Ave.	Sidewalk	Sidewalk	359	$64,620
7	Sidewalk	Thoria Rd.	Prairie St.	Surrey Rd.	Sidewalk		716	$128,880
8	Sidewalk	Monticello Rd.	Brandywine Cr.	Route 31/Batavia Ave.	Sidewalk		425	$76,500
8	Sidewalk	Martin Dr.	McKee St.	Crane Ct.	Sidewalk		242	$43,560
9	Sidewalk	Willow Ln.	Lexington Ln.	Chillem Dr.	Sidewalk		827	$148,860
10	Sidewalk	Timber Trail	Shabbona Trail/ Waubonsee Trail	Route 31/Batavia Ave.	Sidewalk		756	$136,080

** Assumes surface preparation and materials, estimated $180/linear ft of sidewalk, and $215/linear ft of sidepath.*

*** Numbers rounded to the nearest decimal point.*

Pedestrian Route Implementation Guidance

- **Funding:** Through the New Sidewalk Policy "100 Year Plan", the city has already identified an annual expenditure amount to allocate per year to pedestrian projects and supplement by targeting grant funding. The Illinois Transportation Enhancements Program (ITEP), RTA Access to Transit Program, Surface Transportation Funding (STP), Community Development Block Grants (CDBG), or Safe Routes to School (SRTS) can help offset at least 80% of the cost of construction and enable Batavia to stretch its budget. Although these grants are highly competitive, the City should still apply. Any successful grant applications will be used as extra funding outside of the budgets set forth in this plan.
- **Maintenance:** Sidewalk maintenance is as important as installation. Batavia has several programs to ensure existing sidewalks are in good condition and free from hazards. These include the Sidewalk Removal and Replacement Program. This program should continue so that the city can maintain a high-quality sidewalk network.
- **Developer Standards:** Continue to work with private developers to ensure sidewalk goals and design standards are met. The city should enforce street and sidewalk standards for new development and redevelopment projects including the city's requirement for developers to install sidewalks in all new subdivisions and developments and create direct access to entryways.
- **Periodic Reassessment:** Reassess these recommendations to ensure they meet the community's needs. Community preferences and needs change over time. The prioritization model established by this plan should be periodically looked at to see if it is addressing the areas that most need improvement in Batavia.

3.3 *Bike Routes*

The bicycle network in Batavia can be made up of neighborhood streets, bike routes, shared lane markings, buffered and separated bike lanes, trails and sidepaths. Constructing a complete and connected network will encourage biking in a safe and efficient manner throughout the city.

Bicycle Routes Toolbox

Recommended bike facility types vary by the speed of the road, available right-of-way, average daily traffic, and design standards used by the jurisdiction. This plan reviewed the 2007 bikeway recommendations and recommends the following facility types.

- **Bikeway Signage**
  - Bike Route Wayfinding: Mount bike route signage on local roads with low traffic volumes that connect between neighborhoods and key destinations. Signs should include information about distances and directions to travel to reach destinations. Batavia has many streets already signed as Bike Routes which could be upgraded with wayfinding. This plan suggests other streets to be added to the network with such signage, including on streets with other bikeway facilities or recommendations.
  - 3-Ft Law Signs: Nationally, the "Share the Road" sign has been falling out of favor, due to recent studies showing misinterpretation by many motorists. To deliver a clearer message, IDOT recently approved local agency use of a regulatory sign informing drivers of the state's 3-ft lateral clearance law when passing bikes. Installation should be limited to locations where the operation of the two vehicle types is demonstrating a problem or crash history, and/or where there is a recurring presence of bicycles.
- **Bike Lanes:** Bike lanes are portions of the roadway designated for bicyclist use. They are typically between 5- and 6-ft wide (including gutter pan) on each side of the road with a stripe and pavement markings. Placement is ideal on wide local roads with no on-street parking and moderate traffic. Batavia already has bike lanes on parts of McKee St., Western Ave., Prairie St., and Flinn St. which could be expanded to other streets.
- **Buffered Bike Lanes:** Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane or parking lane. They are suitable on streets with moderate to heavy traffic and are now accepted by the FHWA and IDOT and detailed in the NACTO Urban Bikeway Design Guide. This plan calls for buffered bike lanes on parts of Western Ave., McKee St., Hart Rd., and elsewhere.
- **Shared Lane Markings:** Install shared lane markings (also called 'sharrows') on local roads with speed limits 35 mph or lower that connect to key destinations or provide cross-neighborhood connectivity. Place markings at least every 250-ft. Markings may be placed more frequently along busier streets or where block lengths are shorter. Streets with shared lane markings should be accompanied by wayfinding or 3-ft law signs. The city already has several streets with shared lane markings.
- **Urban Shoulders (combined bike/parking lanes):** Some residential collector streets with wide lane widths permit on-street parking, but parked cars are sparse – under 5% or at most 10% occupancy – except on special occasions. If removing parking is infeasible, this space can be designated as an urban shoulder which bikes may use too. Sign the road with bike route wayfinding signage, but do not include any designated bike lane signage or pavement markings. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads.
- **Sidepaths and Trails:** Sidepaths are physically separated from motor vehicles and recommended along busy, high-traffic corridors and trails are recommended for specific natural areas to improve local and regional connectivity. Depending on the location, a trail may be paved or unpaved. Sidepaths and trails shared by pedestrians and cyclists can vary from 8-ft wide (minimum) to 10-ft wide (desired). Specific sidepath and trail recommendations are included in both the sidewalk and bikeway sections of this plan.

Bikeway Route Selection & Guiding Principles

The following general guiding principles were used for selecting the plan's recommended improvements to Batavia's bikeway network:

- Plan for a target audience of casual adult cyclists. At the same time, address the needs of those who are more advanced and those who are less traffic-tolerant, including children.
- Strive for a network that is continuous, forming a grid of target spacing of ½ to 1 mile to facilitate bicycle transportation throughout the city.
- As much as possible, choose direct routes with lower traffic, ample width, stoplights for crossing busy roads – and at least some level of traffic control priority (minor collectors or higher classification) so that cyclists do not encounter stop signs at every street.
- Look for spot improvements, short links, and other small projects that make an impact.
- Be opportunistic, implementing improvements during other projects and development. An example is restriping during resurfacing. Widening a road to add an on-road bikeway will be considered as part of a major road reconstruction (under the City's Complete Streets policy), but not as a standalone project without external funding.

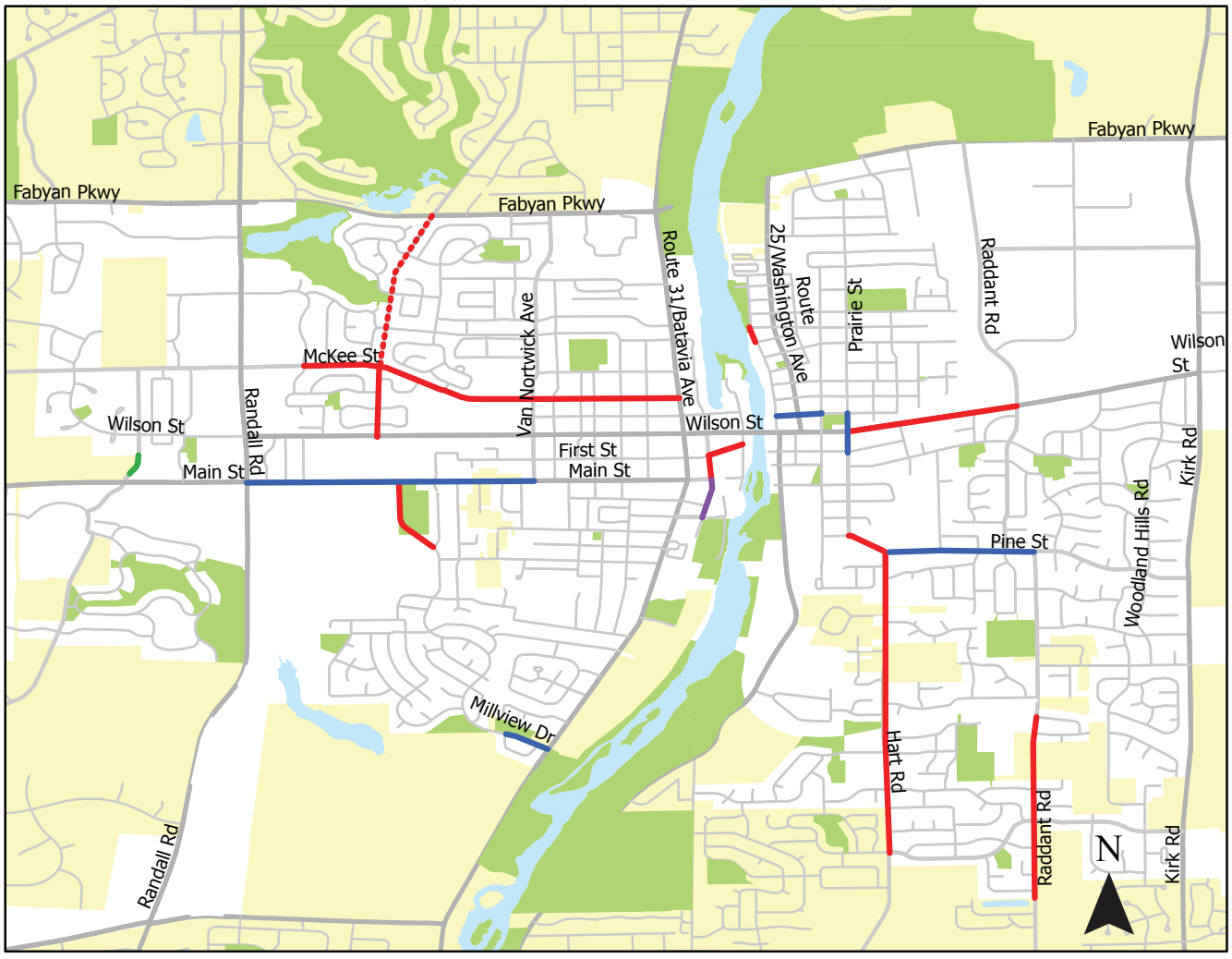
These additional guidelines were used for making recommendations for specific route segments:

- Consider both on-road and off-road improvements. Narrowing lane width to 11-ft or 10-ft will be considered if necessary to implement an on-road bikeway on local roads with lower speed and lower truck traffic.
- For the on-road segments designated as being in the network, raise the priority of filling sidewalk or sidepath gaps on at least one side of the road. This recognizes that children – and more traffic-intolerant adults – will ride on the sidewalk. However, sidewalks with width under sidepath standards should not be designated or marked as part of the bikeway network.
- Only in special cases should sidepaths be recommended where there are too many crossing conflicts (driveways, entrances, cross streets) or where residential front yards will be impacted. Where sidepaths are recommended, use design techniques to reduce risks at intersections.
- Where there is sufficient width and need, and speeds are moderate to low, use striping to improve on-road cyclist comfort level. Depending on available width and parking occupancy, the striping may be in the form of either traditional bike lanes, buffered bike lanes, or urban shoulders. Where such roads have insufficient width for striping, shared lane markings or bike route wayfinding signs alone are recommended, depending on parking occupancy and assuming an on-road comfort level.
- Use shared lane marking and bike signal actuation pavement markings (see intersection recommendations) to indicate proper on-road bicycle position, especially where heavy bicycle traffic is expected. Shared lane markings should be used in straight-ahead lanes, at intersections where turn lanes require the interruption of striped bike lanes or urban shoulders.

Some of the routes that were studied did not result in a recommendation, due to lack of feasibility, redundancy with a nearby network segment, and/or other factors.

The following map illustrates the location and type of bicycle improvements that should be made.

Bicycle Route Recommendations



Bicycle Route Implementation

The map and table on the following pages detail the recommended bikeway improvements for Batavia. The long-term goal is to have a connected network of context-appropriate bikeways. Because there are many miles of proposed bike routes needed to meet this goal, this plan outlines the first ten years of implementation.

Project Plan 2023–2033

This list includes high priority bikeway projects to be accomplished over the next decade. This list assumes an annual budget of $300,000 for all sidewalk, bikeway, and intersection projects outlined in this plan. Each bikeway recommendation was evaluated utilizing the Project Prioritization Criteria. The bikeway table on the following pages details these existing gaps in the bikeway network. The annual totals for the entire Bike and Pedestrian Plan is included on page 55.

Unconstrained Projects

Other worthwhile bike projects do not currently fit into the bikeways budget for the next 10 years. Projects on this list can be prioritized sooner if Batavia's annual bikeways budget is increased or a grant or development opportunity arises. The city can work with other agencies to express support for these projects. A list of unconstrained projects was given to the city in a spreadsheet. .

Bicycle Route Implementation Matrix

The below matrix includes limits for each proposed bikeway project, the facility type, estimated cost. On-street bikeway costs were calculated assuming just the material cost.

The following estimates do not take into account labor costs, right-of-way acquisition or inflation.

The following estimates do not take into account labor costs, right-of-way acquisition or inflation.

Some projects such as Hart Rd., McKee St, and Millview Dr. can be completed as part of roadway resurfacing projects.

Year	Type	Roadway	From	To	Facility Type	Length (feet)	Est. Cost
1	Bikeway	First St.	Water St.	Shumway Ave.	Bike lanes (consider dashed Bike lane stripes near and adjacent to perpendicular parking)	652	$7,409
1	Bikeway	McKee St.	Stonefield Way	Van Nortwick Ave.	Bike lanes	1660	$18,864
1	Bikeway	Water St.	First St.	Main St.	Separated bike lanes; alternative) bike lanes (northbound) / shared lane markings (southbound)	524	$39,300
2	Bikeway	(Citywide)			Add wayfinding signs (supplemental or new) on existing network routes	40000	$40,000
3	Sidepath /Trail	Deerpath Rd.	Wilson St. (near)	Main St.	Fill sidepath gap	400	$86,000
4	Bikeway	Hart Rd.	Pine St.	Wind Energy Pass	Bike lanes or buffered bike lanes	7022	$109,719
5	Bikeway	Main St.	Lincoln St.	Water St.	Bike route wayfinding	1109	$1,331
5	Bikeway	McKee St.	Van Nortwick Ave.	Route 31	Bike lanes (with parking removal); alternative) bike route wayfinding and 3-ft law sign	2504	$28,455
5	Bikeway	Millview Dr.	Main St.	Ellen Ln.	Buffered bike lane (northbound), shared lane markings (southbound), and bikeway wayfinding (southbound)	1788	$12,983
5	Bikeway	Pine St.	Prairie St.	Hart Rd.	BikelLanes (westbound) and shared lane markings (eastbound)	690	$9,497
6	Bikeway	Pine St.	Hart Rd.	S. Raddant Rd.	Shared lane markings and 3-ft law signs	2113	$10,542
6	Bikeway	Knox Ln. et al	Pine St.	Wind Energy Pass/Ridgelawn	Bike route wayfinding	8570	$10,284
6	Bikeway	Prairie St.	State St.	Webster	Shared lane markings and bike route wayfinding	897	$5,382
6	Bikeway	State St.	N River St.	Van Buren St.	Shared lane markings	796	$3,821
6	Bikeway	Water St.	First St. or Main St.	Union St.	Bike route wayfinding	1459	$1,751
6	Bikeway	McKee St.	Mill St.	Stonefield Way	Buffer existing bike lanes	2600	$22,159
7	Bikeway	Pine St.	S. Raddant Rd.	Kirk Rd.	3-ft law sign	3291	$200

Year	Type	Roadway	From	To	Facility Type	Length (feet)	Est. Cost
7	Bikeway	Raddant Rd.	Fabyan Pkwy..	Wilson St.	Bike route wayfinding	6348	$7,618
7	Bikeway	Webster St.	Fox River Trail (east)	Route 25	Bike route wayfinding	190	$228
7	Bikeway	Western Ave.	McKee St.	Wilson St.	Bike lanes (southbound) and shared lane markings (north-bound)	1633	$13,198
7	Bikeway	Western Ave.	Fabyan Pkwy..	McKee St.	Buffer existing bike lanes	3592	$30,614
7	Bikeway	Branson et al.	Hansford Ave.	McKee St.	Bike route wayfinding	4555	$5,466
7	Bikeway	Houston St.	Route 31	Water St.	Bike route wayfinding	379	$455
8	Bikeway	Jefferson St.	First St.	Morton St.	Bike route wayfinding	2422	$2,906
8	Bikeway	Lincoln St.	North Ave.	Main St.	Bike route wayfinding	3280	$3,936
8	BIkeway	Main St.	Randall Rd.	Van Nortwick Ave.	Shared marked lanes	5051	$24,245
8	Bikeway	Morton St.	Millview Dr.	Jefferson St.	Bike route wayfinding	3277	$3,932
8	Bikeway	Raddant Rd.	Edwards Dr.	City of Aurora/Batavia City Limits	Bike lanes or buffered bike lanes	4313	$67,391
8	Bikeway	Van Nortwick Ave.	Fabyan Pkwy..	First St. or Main St.	Bike route wayfinding	6178	$7,414
8	Bikeway	Wilson St.	Prairie St.	Raddant Rd.	Bike lanes	2980	$33,864
9	Bikeway	Raddant Rd.	Edwards Dr.	City of Aurora/Batavia City Limits	Bike Lanes or Buffered Bike Lanes	4313	$67,391
10	Bikeway	Fox River Trail (East)	Madison St.	Fayette St.	Separation elements (e.g. plastic bollards/tubular markers)	319	$6,250
10	Bikeway	Haines Dr./ Aldrin Ave.	Mill St.	North Ave.	Bike route wayfinding	1471	$1,765
10	Bikeway	Mill St.	Branson Dr.	Wolcott Ln.	Bike route wayfinding	2031	$2,437
10	Bikeway	North Ave.	Aldrin Ave.	Lincoln St.	Bike route wayfinding	4782	$5,738
10	Bikeway	Water St.	Houston St.	First St.	Bike route wayfinding	961	$1,153
10	BIkeway	Wind Energy Pass	Hart Rd.	Kirk Rd.	Bike route wayfinding	5684	$6,821
10	Bikeway	Millview Dr.	Gosselin Cr.	Route 31	Shared lane markings	837	$4,018
10	Bikeway	Millview Dr.	Ellen Ln.	Gosselin Cr.	Widen urban shoulders	5739	$0***
10	Bikeway	Prairie St.	Ozier Dr/ Louise White School	State St.	Bike route wayfinding	3444	$4,133
10	Bikeway	Union St.	Jefferson St.	Water St.	Bike route wayfinding	1292	$1,550
10	Bikeway	Water St.	Main St.	Union St.	Remove southbound shared lane markings	903	NA

** Assumes $215/linear ft of sidepath/paved trail (includes surface preparation and materials), $75/linear ft for bike lanes (striping and stencils), $1.20/linear ft for wayfinding signage, and $1.20/linear ft for marked shared lanes (placed every 1,000 ft)*

*** Numbers rounded to the nearest decimal point*

**** At the next resurfacing, there would be no additional incremental cost from replacing the stripes at slightly different locations on the road.*

Bike Route Implementation Guidance

- **Funding:** Identify an annual expenditure amount to allocate per year to bike projects and supplement by targeting grant funding. The Illinois Transportation Enhancements Program (ITEP), RTA Access to Transit Program, Surface Transportation Funding (STP), CMAQ/TAP, or Safe Routes to School (SRTS) can help offset at least 80% of the cost of construction and enable Batavia to stretch its budget. Although many of the listed grant programs are highly competitive, the City should still apply. Any funding in addition to the $300,000 budget for active transportation improvements will be welcomed.
- **Maintenance:** Develop an asset management plan to ensure regular maintenance and upkeep of bikeways. On-street pavement markings have a limited lifespan and will need to be refreshed every few years. The markings should be inspected and re-applied over time. In addition, pavement markings and signage are often not replaced after construction occurs on a road. The city should develop a process for inspecting roads after construction projects to ensure pavement markings are replaced to the proper specification.
- **Periodic Reassessment:** Reassess these recommendations to ensure they meet the community's needs. Community preferences and needs change over time and new infrastructure improvements may produce unintended results. The prioritization model established by this plan should be periodically looked at to see if it is addressing the areas that most need improvement in Batavia and all new projects should be evaluated for safety and community opinion.
- **Generating Public Support:** To improve public support for plan implementation, these additional approaches are suggested:
  - Achieve early, easy successes ("low-hanging fruit") to gather momentum.
  - Where possible, avoid removing on-road parking, especially by businesses and on roads with more than very low parking occupancy. When a primary recommendation calls for the removal of any parking, provide secondary, fallback recommendations as options.
  - Where appropriate, use road striping to serve not only bicyclists but adjacent residents and pedestrians, as well. Cite the traffic calming (slowing) and other benefits of striped, narrower roads.
  - Where possible, do not widen 4-5 ft sidewalks to 8-10 ft sidepath widths where at least some residential front yards and landscaping would be impacted.
  - Do not widen residential roads solely for bikeways, unless there is adequate funding and negligible impacts to front yards.
  - Work with local businesses and media to help promote the plan and highlight progress.

3.4 *Intersections*

The goal of these intersection recommendations is to improve crossings along proposed pedestrian and bicycle routes. Several tools are recommended and described below.

Intersection Toolbox

Recommended bike facility types vary by the speed of the road, available right-of-way, average daily traffic, and design standards used by the jurisdiction. This plan reviewed the 2007 bikeway recommendations and recommends the following facility types.

Many different tools are available to improve intersection safety and help calm traffic. The following table includes tailored tools to address specific locations and issues identified by the community. Improvements recommended vary by the geometry of the intersection, type of road, type of traffic control, and other factors.

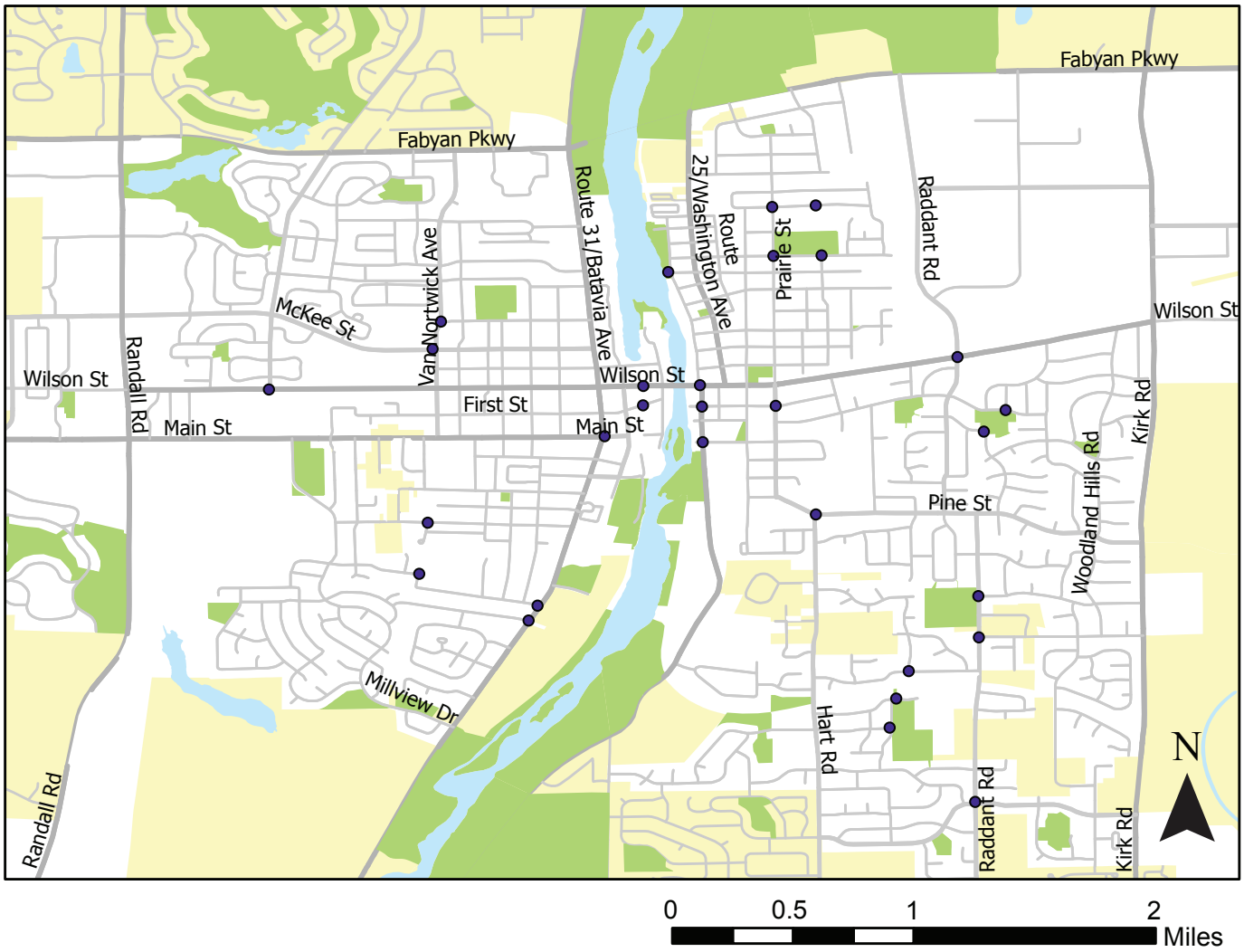
Specific locations are included on the Intersection map and detailed recommendations are included in the implementation table.

Tool Name	Tool Description
Curb Ramps, Detectable Warning Pads, Crosswalks	Curb ramps, detectable warning pads, and crosswalks should be provided at appropriate intersections with sidewalks and multi-use paths. Curb ramps enable people using wheelchairs to cross streets and detectable warning pads direct people with visual impairments through an intersection at a crosswalk. Crosswalks should be as wide as an approaching sidewalk. High visibility crosswalks are recommended at intersections with high traffic volume as well as those near schools, parks, the central business district, and other popular destinations.
Curb Bump-Outs (or Extensions)	Curb bump-outs provide shorter crossing distances for pedestrians and improve sight lines for both drivers and pedestrians. In addition to improving sightlines, they can slow the speed of turning traffic, though careful attention should be paid to the design to accommodate turning truck traffic. They are most appropriate for use on local roads where they intersect arterial and collector streets. Curb bump-outs can be physical, concrete barriers complete with planters or other natural elements. Curb bump-outs can also be painted on the asphalt to gauge a community's response to the traffic calming measure prior to committing to building physical infrastructure.
Reduced Corner Radii	The size of the corner relates to the length of a crosswalk and the speed of turning traffic. Smaller curb radii create a shorter crossing distance for pedestrians and encourage drivers to slow down when making right turns, though narrower radii can be challenging for truck drivers to navigate.
Bicycle/Pedestrian Warning Crossing Signs	There are several signage options to alert drivers to the presence of pedestrians and cyclists. Pedestrian and/or bicycle crossing signs warn drivers that a school, pedestrian or bicycle crossing is ahead. When used, this treatment should include an advanced warning sign and a sign at the crossing. "Must stop for pedestrians in crosswalk" signage can be placed at traffic signals, stop signs and uncontrolled crossings to remind drivers and bicyclists of the legal requirement to give pedestrians the right-of-way at intersections.
In-Road Must Stop for Pedestrian Signs	In-Road Must Stop for Pedestrian Signs are installed in the center of crosswalks or at medians to remind drivers of the state law. They should not be installed adjacent to left turn lanes. These are especially useful in areas with high pedestrian volumes, such as near schools, parks, and local business districts.
Intersection Markings (For Streets with Bike Lanes)	Intersection crossing markings indicate the proper lane position for a cyclist through an intersection. They are particularly 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. Intersection crossing markings can be represented by dashed lines called elephant's feet and/or highlighted in green paint.

Tool Name	Tool Description
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. Countdown pedestrian signals are required by the MUTCD for all new and rehabbed pedestrian signal installations. Follow MUTCD for timing requirements.
Leading Pedestrian Intervals (LPI)*	Provide a 3 second advance walk signal for pedestrians only to make them more visible to turning cars. These are most effective at intersections with high pedestrian volumes and high vehicle turning movements.
Accessible Pedestrian Signals*	Use sound or voice at signals to inform pedestrians of a signal phase to assist people with visual disabilities.
Bicycle Detection*	Traditional demand-actuated traffic signals do not detect most bicycles. All demand-actuated signals should be designed to detect a normal bike with metal rims, through loop detectors, cameras, or alternative detection methods, such as video or microwave detectors. Additionally, pavement markings should show bicyclists where to position themselves to actuate in-pavement detectors. Bicycle actuated signals are equally effective and beneficial for motorcyclists.
Right-Turn Corner or 'Pork Chop' Island	A right-turn corner island, or "pork-chop" island, creates a refuge between a right-turn lane and the through lanes, splitting up the crossing movement. Right-turn corner islands can be used to retrofit existing intersections with large turning radii that promote higher vehicle speeds.
Median Refuge Islands	Median refuge islands buffer and protect pedestrians and cyclists crossing wide or busy streets, enabling them to cross in two stages. Where possible, they should be wide enough to accommodate the length of a standard bicycle, about 7-ft. Crossing islands should be paired with high visibility crosswalks, stop bars, and pedestrian crossing warning signs. They are most appropriate for use at unsignalized crossings on 2-lane roads with a center turn lane, though may also be used at mid-block locations. Where space permits, they also may be considered at multi-lane intersections with painted medians. Guidance and acceptable uses will vary by roadway jurisdiction.
Rectangular Rapid Flashing Beacon (RRFB)	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. These user-activated beacons are FHWA-approved and promote increased yield rates and improved pedestrian safety. They are a low-cost alternative to a hybrid beacon and are appropriate for use at locations that do not warrant a full traffic signal. RRFBs should be installed on each side of the road at a center island or median if applicable.
Daylighting Intersections	To increase pedestrian visibility at intersections, parking can be prohibited within 15- to 20-ft of the intersection. The policy can be accompanied by no parking signage.
Neighborhood Traffic Circles	Neighborhood 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 into a series of three. They can be designed with mountable curbs to allow large vehicles to travel through an intersection. Traffic circles can include landscaping or can be painted on the pavement with reflective posts. While not recommended at a specific intersection in this plan, neighborhood traffic circles can be considered as a potential tool for future implementation.

** Only the traffic signal at Wilson St. & Island Ave. is under the City's jurisdiction. Improvements to any other traffic signals in town would need to be performed by KDOT and/or IDOT.*

Intersection Recommendations



Intersection Implementation

The map and table on the following pages detail the recommended intersection improvements for Batavia. The long-term goal is to have a network of safe intersections without crashes or conflicts. Because there are many improvements needed to meet this goal, this plan outlines the first ten years of implementation.

Project Plan 2023–2033

Intersection improvements projects to be accomplished over the next decade. This list assumes an annual budget of $300,000 for all sidewalk, bikeway, and intersection projects outlined in this plan. Each intersection improvement recommendation was evaluated utilizing the Project Prioritization Criteria. The intersection improvement table on the following pages details these existing gaps in the bikeway network. The annual totals for the entire Bike and Pedestrian Plan is included on page 55.

Unconstrained Projects

Other worthwhile intersection projects do not currently fit into the roadways budget for the next 10 years. Projects on this list can be prioritized sooner if Batavia's annual roadways budget is increased or a grant or development opportunity arises. The city can work with other agencies to express support for these projects. A list of unconstrained intersection projects was provided to the city in a spreadsheet.

Intersection Implementation Matrix

The below matrix includes locations and recommendations for proposed intersections, in addition to the estimated cost and jurisdictions. Additional notes and considerations are included in the implementation spreadsheets that accompany this plan.

Year	Intersection Name	Recommendation	Jurisdiction	Cost Estimate
1	Route 31 & Carlisle Rd.	Stripe high visibility crosswalk on Carlisle Rd. This project is contingent upon implementation of road diet project and subject to approval by IDOT.	IDOT & Batavia	$4,200
1	Wilson St. & McDonalds/ Walgreens	Restripe/resurface Walgreen's and McDonald's crosswalks.	Batavia	$8,400
1 + 2	Wilson St. & Route 25 (S. River St.) & Woonerf	With intersection treatments under review, encourage IDOT to address pedestrian safety at this intersection e.g. including curb bump-outs and enhancements to signal timing.	IDOT & Batavia	This priority project will be done in conjunction with IDOT
2	River St. & Madison St.	Stripe standard crosswalk on south leg, install curb ramp and connection to Fox River Trail.	Batavia	$30,200
3	Morton St. & Garfield Ave.	Stripe high visibility crosswalk on east leg, add sidewalk ADA detectable warnings.	Batavia	$30,200
4	Papermill Hill Dr. & path near Middle School	Install high visibility crosswalk and school crossing signage.	Batavia	$5,700
4	Van Nortwick Ave. & Illinois Ave.	Install high visibility crosswalks west and south legs, add school crossing warning signs.	Batavia	$9,900
4	McKee St. & Van Nortwick Ave.	Stripe high visibility crosswalks on all legs, add school crossing warning signs.	Batavia	$18,300
4	Danforth Dr. & Hoover Dr.	Stripe high visibility crosswalks, add school crossing warning signs.	Batavia	$5,700
4	Hamlet St. & Lathem St.	Stripe high visibility crosswalk on north leg, install school crossing warning signs.	Batavia	$5,700
5	Hart Rd. & Pine St.	Stripe high visibility crosswalk and install pedestrian crossing warning signs on south leg. Install advanced stop/crossing signage on all legs. Add sidewalk ADA detectable warning at SW corner.	Batavia	$31,700
6	Hoover Dr. & Carlisle Rd.	Add school crossing signage.	Batavia	$1,500
6	Lathem St. & College St.	Stripe high visibility crosswalk on west leg, install school crossing warning signs.	Batavia	$5,700
6	Lathem St. & N. Prairie St.	Stripe high visibility crosswalk on all legs, install school crossing warning signs.	Batavia	$18,300
6	Norcross Dr. & Davey Dr.	Stripe high visibility crosswalk on north leg, add pedestrian crossing warning signs.	Batavia	$5,700
7	Ozier Dr. & N. Prairie St.	Stripe high visibility crosswalk on all legs, install school crossing warning signs.	Batavia	$18,300
7	Wilson St. & Deerpath Rd.	Install high visibility crosswalk on west leg.	Batavia	$4,200

Year	Intersection Name	Recommendation	Jurisdiction	Cost Estimate
7	Wilson St. & N. Raddant Rd.	Stripe high visibility crosswalks on all legs. Install pedestrian crossing warning signs.	Batavia	$5,700
7	Wilson St. & Western Ave.	Add must stop for pedestrian/bicyclist signs.	Batavia	$1,500
7	Route 25 & Laurel St.	Coordinate with IDOT to add must stop for Pedestrian/bicyclist signs on Route 25.	IDOT & Batavia	$1,500
7	Webster St. & Route 25	Add pedestrian/bicyclist crossing warning signage on Route 25.	IDOT & Batavia	$1,500
7	Barkei Dr. & Fox Trail Dr.	Stripe high visibility crosswalk on south leg.	Batavia	$4,200
8	Chillem Dr. & S. Raddant Rd.	Stripe high visibility crosswalk on west, south, and east legs, install pedestrian crossing warning signs. Install missing sidewalk square at SW corner.	Batavia	$40,100
9	Ozier Dr. & pathway to Louise White School	Stripe high visibility crosswalk.	Batavia	$4,200
9	Route 31 & Bernadette Ln.	Stripe standard crosswalk on Bernadette Ln.	IDOT & Batavia	$4,200
9	Route 31 & Main St.	Stripe high visibility crosswalks on all legs.	IDOT & Batavia	$16,800
9	S. Raddant Rd. & Giese Rd.	Stripe high visibility crosswalk on south leg, add pedestrian crossing warning signs.	Batavia	$5,700
10	S. Raddant Rd. & Wind Energy Pass	Stripe high visibility crosswalks on all legs, add pedestrian/bicycle crossing warning signs. Install detectable warning strips on all legs.	Batavia	$42,802
10	Viking Dr. & Hanson St.	Stripe high visibility crosswalk with advanced pedestrian crossing warning signs.	Batavia	$5,700
10	Cleveland Ave. & Stafney Dr.	Stripe high visibility crosswalk on east leg with pedestrian warning crossing signs. Stripe standard crosswalk on north leg.	Batavia	$9,900
10	Webster St. & Prairie St.	Add pedestrian/bicyclist crossing warning signage on Prairie St.	Batavia	$1,500
10	First St., Water St. to Shumway Ave.	Add skip striping of green paint through conflict areas, including commercial entrances and parallel and perpendicular parking.	Batavia	$8,400

Intersection Implementation Guidance

- **Agency Coordination:** Coordinate with external agencies to advance pedestrian and bicycle recommendations on their roads. Many of the intersections targeted for improvement are on IDOT and Kane County roads. These improvements will need to be managed and approved by these agencies. The city should work with these agencies to determine if the intersections are in their multi-year plans and how the city can encourage and support project implementation.
- **Project Coordination:** Implement intersection improvements in conjunction with pedestrian and bicycle routes. On local roads, signage, crosswalks, curb ramps, and other small-scale improvements can be implemented at the same time as a sidewalk installation or bikeway project. This section should be referenced to ensure these projects happen as work is conducted.
- **Maintenance:** Develop an asset management plan to ensure regular maintenance and upkeep of intersections. Crosswalks and signage need to be replaced frequently. The city should conduct regular audits of intersections to ensure these assets are in good condition, visible, and usable by the public.
- **Periodic Reassessment:** Reassess these recommendations to ensure they are meeting the community's needs. Community preferences and needs change over time and new infrastructure improvements may produce unintended results. The prioritization model established by this plan should be periodically looked at to see if it is addressing the areas that most need improvement in Batavia and all new projects should be evaluated for safety and community opinion.

3.4 *Amenities*

Amenities such as benches, lighting, bike racks, and bus shelters can encourage more active transportation trips. These types of amenities should be considered at destination as the network is developed.

Public Seating

Benches and other seating areas are essential elements of the walking environment, providing comfortable places for people to rest, eat, socialize, or read in a public space. A well-sited bench creates a sense of place for the immediate surrounding area.

Bike Racks

The best choices for sidewalk bike parking are inverted U or ring designs, which maximize the potential locking area and can stand alone or be grouped. Sidewalk bike parking structure designs can be integrated with the design aesthetic of other street furnishings and public art. Sidewalk bike racks should be placed in the frontage or furniture zones, so bicyclists using them do not interfere unduly with building access or the pedestrian zone. Sidewalk bike parking structures can do double duty by substituting for bollards. In areas where long-term bike parking is expected, such as near Pace stops or employment centers, covered bike parking should be considered.

Wayfinding Signage

Maps and informational kiosks can be placed throughout Batavia and the Fox River Trail to direct visitors to regional destinations and local shops and services.

Transit Shelters

Transit shelters should be provided in any area prioritized for transit. Transit shelters should be designed to fully shield waiting passengers from inclement weather. While custom shelters can be developed, all designs should meet the specifications of the servicing transit agencies (e.g. Pace Suburban Bus). Generally, shelters should be at least 5-ft deep and long enough to provide space for a minimum of three seats plus wheelchair accessibility. Bus transit shelters typically are placed in the buffer area so passengers can board more readily. Transit shelter placement should never limit the pedestrian way to less than 5 ft. Pace Suburban Bus has a Shelter Program and guidelines on best practices for placing bus shelters.

Amenity Guidance

The below matrix highlights destinations and areas that should be considered for amenities. Design standards, quantities, siting criteria, and other specifications can be codified into Batavia's local zoning code for new development and redevelopment projects.

Amenity Type	Parks	Schools	Commercial Districts	Transit Stations	Cultural Institutions
Public seating	●		●		
Bike racks	●	●	●	●	●
Wayfinding signage	●		●	●	●
Transit shelters	●		●	●	●

[21] *Pace Suburban Bus, Passenger Amenities: https://www.pacebus.com/passenger-amenities*

3.5 *Programs & Policies*

Policies and programs help create a supportive and welcoming environment for pedestrians and bicyclists and provide near-term steps that can be taken in advance of infrastructure improvements. This section highlights existing policies and programs and offers additional strategies that can build upon these ideas.

Existing Initiatives

Batavia and many community partners already offer numerous initiatives that promote a culture of walking and biking.

- Education & Events (City of Batavia and various partners)
  - Maps
    - Downtown Batavia Bike & Business Map (Batavia Bicycle Commission)
    - Countywide Bike Map (Kane County)
    - Bicycle and pedestrian resources including safety videos and a walk/bike pledge
    - Batavia Bicycle Commission – www.bikingbatavia.org
    - Walk Batavia / Bike Batavia www.wellbatavia.com/walkbatavia-bikebatavia
  - Youth programming

    School programs including bike rodeo, educational curriculum, bike to school day participation, and student bike clubs (Batavia School District)

    Caught Being Good Program to reward good bicycle and pedestrian behavior (Police Department)
  - Slow the Fast Down yard sign campaign to encourage safe driving (City of Batavia)
  - Event participation

    Bike Month events every May (Batavia Bicycle Commission)

    Move with the Mayor participation which encourages residents to stay physically active (City of Batavia)
  - Bike Access

    Bike donation and repair program (Bikes for Batavia) Fox Valley Bike Share (Kane County)
- Policies & Designations (City of Batavia)
  - 2020 Complete Streets Policy
  - Developers required to build sidewalks across frontage on new development
  - Bike parking required in new commercial developments
  - League of American Bicyclists Bronze Bicycle Friendly Community designation

Recommended programs and policies to educate all users of the road about walking and biking and encourage more trips have been grouped into the following categories:

- Education & Encouragement
- Promotion & Events
- Policy & Process

Recommended Initiatives
Education & Encouragement

Engaging educational activities and resources can be designed to promote safe travel behavior on local streets and help build more community support and interest in walking, biking, and transit. Many of the following educational programs and resources can be coordinated by the city, the Batavia Bicycle Commission, or other partners:

- **Local Active Transportation Map:** The city can produce and distribute a free city-wide map of Batavia that includes safe bicycling and walking routes to key places and safety tips. This map can be posted around town including at Fox Valley Bike Share stations.
- **Snow Clearing Encouragement Program:** Every winter, the city should encourage residents to clear snow and ice from the sidewalks adjacent to their properties promptly. Provide education on the importance of snow clearing and specify when snow removal needs to occur, under what conditions, and how much needs to be removed. Additionally, encourage residents to help their neighbors shovel their sidewalks, including older adults or those with disabilities.
- **Pedestrian & Bicycle Training:** Local experts such as Batavia Bicycle Commission members, staff from local bike shops, or a League Certified Instructor (LCI) could offer pedestrian and bicycle trainings for adults, teens, and youth. Examples of bicycle programming could include safety classes, learn-to-ride programs, bike mechanics workshops, mentorship program for new riders, and on-bike education classes through the Park District or Library.
- **Youth Bike Mechanics:** Community partners such as Bikes for Batavia or the Batavia Bicycle Commission could work with youth where youth learn to assemble bikes, ride safely, and use their knowledge to create a "pop-up" bike repair shop. Participants can be recruited from the Boy Scouts, Girl Scouts, or high and middle school clubs.
- **Walking and Biking Education/Safety Campaigns:** Designated city staff can help distribute information about pedestrian and cycling safety and the transportation network through local media, newspapers, social media, community partners, schools, the library, park district, private sector, and health providers.
  - Utilize the expertise of local advocates and partners or the many regional, state, and national organizations such as the Active Transportation Alliance, Ride Illinois, Illinois Secretary of State, America Walks, the League of American Bicyclists who have existing educational and safety resources that can be shared (see Resources section for links). Additional educational campaigns, led by the city or community partners, could include:
- **Bike Light Giveaways:** Give away front and rear lights to cyclists at community events with educational information on bicycle safety. Lights could be donated by local businesses or health care providers. If available, free bike helmets and other safety equipment can also be distributed.
- **Safety Video Updates:** The Batavia Bicycle Commission has a library of useful safety videos that could be reshared with residents. New videos could also be produced and shared on a regular basis by the city and partners.
- **Ride Illinois Bike Safety Quiz Distribution and Raffle:** The Bike Safety Quiz is a free online interactive quiz-based resource on relevant laws and safety techniques for adult bicyclists, child bicyclists, motorists, and truck drivers. Distribute Bike Safety Quiz postcards at City Hall, pass them out at special events, the farmers market, schools, the library and other popular destinations, and hold a community-wide raffle for those who complete the quiz with prizes every year.
- **Ride Illinois Bike Safety Quiz school mini-grants:** Through IDOT Injury Prevention funding, Ride Illinois provides schools with mini-grants of $2 per student completing Bike Safety Quiz online lessons tailored for elementary schools, high school Physical Education/Health classes, and high school driver education. 2021–2022 participating schools included Storm, McWayne, Gustafson, and BHS' driver ed program. Louise White, Hoover Wood, J.B. Nelson, and BHS Phys Ed/Health could sign up, too. The City could play a role in facilitating partnerships between Ride Illinois and potential partners at city schools.
- **Driver Safety Education:**
  - Regularly educate residents on cell phone use, speeding laws, sharing the road, must stop for pedestrians law, and rules of the road. Providing

yard signs, city stickers, announcements with water bills, posters, public service announcements, and educational events will bring more awareness to these laws. Useful resources for motorists are included in the Resources section.

  - The Bike Safety Quiz has also been used as a soft enforcement method for both cyclists and motorists, while providing education on proper car-bike interactions and the relevant laws. To reduce a ticket to a warning, offenders take the Adult Bicyclist or Motorist quiz on quiz copies made for the local police department. This method has been received well in several Illinois cities and is suitable for Batavia, too.

- **Caught Being Good Program:** Continue Batavia's caught being good program where the police department rewards children for good walking and biking behaviors such as stopping at traffic lights or wearing their helmet properly. Rewards can include giving children praise or a prize such as a sticker or coupon for a free treat.
- **Continuing Education for Police:** In several cities around Illinois, including Aurora, Ride Illinois' Bike Safety Quiz has been used as a continuing education tool for police officers. The Adult Bicyclist and Motorist quizzes cover the rationale and nuances of relevant state laws, as well as situations leading to the most common types of car-bicycle crashes. Greater understanding leads to better enforcement and possibly saved lives.

Events & Promotion

Through the promotion of new and existing events, Batavia residents will have a greater awareness of opportunities to walk, bike, and enjoy the many amenities in Batavia.

- **Create a Dedicated City Bicycle & Pedestrian Webpage:** On the city's website, create a page dedicated to walking and biking initiatives and include links to this plan, the 2020 Complete Streets Policy, information about the Batavia Bicycle Commission, a calendar of events, updates on related projects and studies, staff contacts for infrastructure requests such as bike parking, educational resources, local and regional maps, and performance tracking.
- **Citywide Bicycle & Pedestrian Branding:** Develop branding for walking and biking initiatives including studies, policies, programs, and infrastructure projects undertaken by the city and partners.
- **Local Leadership Involvement:** Continue existing programs including walks and bike rides with Batavia's city council and participation in the national Move with the Mayor program. Move with the Mayor provides resources to communities to encourage residents to protect and improve their health and make their communities more active and accessible. Every spring and fall there's a Fit City Challenge that asks mayors to host one physical activity event as well as complete a Step It Up! Roadmap.
- **Local Business Spotlight Events**
  - Shop by Foot & Bike: Develop a campaign to encourage residents to walk or bike when making short errands to local shops. Batavia's Chamber of Commerce, Batavia MainStreet, or the Batavia Bicycle Commission could partner to reestablish the Bicycle Friendly Business Program and work with local businesses to provide discounts and promotions for encouragement.
  - Walk/Bike & Dine Events: Invite pedestrians or cyclists to enjoy a progressive dinner on foot or by bike at local restaurants.
- **Seasonal Walking & Biking Events:** Organize seasonal walking and biking events to feature Batavia's neighborhoods and active transportation network. Seasonal event ideas include an Earth Day trail clean-up, a Summer bike wash, a Fall Halloween bike ride, and a Winter holiday lights walking tour.
- **Open Streets on the Woonerf:** Once car traffic resumes on the woonerf, continue programming to close the street to vehicles for special events such as the farmers market and open it for walking, biking, and informal play. The woonerf could be closed quarterly or monthly to host programming such as walking, biking, a bike rodeo obstacle course, yoga, dance, face painting, arts and crafts, and live music.

- **Bike Month Promotion:** In addition to the Bike Month events already organized in Batavia, challenge residents to complete the Ride Illinois Bike Safety Quiz every May. Have City Council members lead by example, holding their own certificates of completion from the Adult Bicyclist and Motorist quizzes in a press release photo publicizing the event.
- **Promote Walking and Biking to Local Events:** Encourage residents to walk or bike to existing events such as the farmers market, citywide festivals, park district events, and the Riverwalk concert series. To provide additional encouragement, offer bike valet, low- or no-cost bike tube-ups, or token incentives, such as refreshments at City Hall, coupons for ice cream, waived entrance fees at park events, or free bike lights.
- **Advertising Strategy for Event Promotion:** To promote Batavia events and safety resources and help event organizers reach a wider audience around the region, online content from the city's webpage and Batavia Bicycle Commission could be cross-promoted by regional agencies, neighboring municipalities, and community organizations including Kane County Health Department, the cities of Geneva and North Aurora, Batavia Park District, Batavia MainStreet, and Chamber of Commerce. Events should be listed in both English and Spanish.
- **Promote International and National Celebrations:** Promote and encourage participation in existing international and national walking and biking celebrations, such as:
  - Transit Driver Appreciation Day (March 18)
  - Walk to Work Day (April 3)
  - Earth Day (April 22)
  - Bike to School Day (second week of May)
  - National Bike Month (May)
  - Chicagoland Bike Commuter Challenge (two weeks in June)
  - ADA Anniversary (June 26)
  - Stop on Red Week (early August)
  - PARKing Day (third Friday in September)
  - Car Free Day (September 22)
  - International Walk to School Day (first Wednesday in October)
  - Distracted Driving Awareness Month and National Pedestrian Safety Awareness Month (October)

Total Bike and Pedestrian Plan Annual Budget

	Sidewalks	Intersections	Bikeways	Total
Year 1*	$101,340	$12,600	$65,573	$179,513
Year 2*	$116,640	$30,200	$40,000	$186,840
Year 3	$142,560	$30,200	$86,000	$258,760
Year 4	$115,560	$45,300	$109,719	$270,579
Year 5	$148,140	$31,700	$52,266	$232,106
Year 6	$136,620	$31,200	$53,939	$221,759
Year 7	$128,880	$41,000	$57,778	$227,658
Year 8	$120,060	$40,100	$76,297	$236,457
Year 9	$148,860	$30,900	$67,391	$247,151
Year 10	$136,080	$68,302	$34,066	$238,448

** Included in years 1 and 2 is a joint project between IDOT and the City with an undetermined budget. The project is a top priority.*

Policy & Process

Additional policies and processes can be adopted to help support the goals of this plan. The following ideas could be considered by the city with support from community partners and volunteers:

- **City Staff Identified as Plan Implementor:** Key staff members should be identified to help guide the implementation of this plan, assist in policy and program development, and evaluate progress made on plan implementation. Coordination will be required across city departments, other agencies, and community partners.
- **Track & Report Performance Measures:** A successful plan involves collecting and reporting data to evaluate progress so achievements can be celebrated, lessons can be shared, and strategies can be adjusted. On an annual basis, (or when data is released) designated city staff should review progress made on implementation of this plan and advancement of complete streets. Findings should be published on the city's website and shared with city council. Performance measures could include the following:
  - Mode share counts (e.g. the number of people who commute by foot, bike, bus, and car)*
  - Severe and fatal crash statistics for all modes
  - Infrastructure installed
    - Miles of new sidewalk
    - Miles of new bikeways (e.g. bike lanes, marked shared lanes)
    - Miles of sidepaths/trails
    - Number of ADA accessible crosswalks added or improved
    - Number of RRFBs and other intersection treatments installed
    - Number of pedestrian/bicycle road signs added to the right-of-way
    - Number of new bike parking spaces and structures installed
    - Number of new connected routes between transit destinations
  - Total number of grants applied for bicycle and pedestrian projects
  - Total number of funded bicycle and pedestrian projects and new facilities
  - Number of approved exceptions made to the Complete Streets Policy
- **Traffic Calming Policy & Request Form:** Develop a traffic calming policy that allows residents to submit concerns about streets with unreasonably high and unsafe traffic speeds or volumes. Complaints can be evaluated by municipal staff and, if warranted, affordable interventions can be proposed to address the concerns. The traffic calming policies of other Chicagoland communities including St. Charles, Aurora, Wilmette and Glenview can be referenced as well as their process to receive input from community members.
- **Continue to Update Zoning Code to Ensure Walkable and Bikeable Development:** Facilities within private developments play a significant role in whether they can be accessed by active transportation. Batavia should continue to update its zoning code to ensure connectivity and access for pedestrians, cyclists and transit users in all new and redeveloped sites.

- **Review Subdivision Regulations:** Review and update current design standards for subdivision developments. Provide a checklist of requirements, which includes pedestrian and bicycle elements, to help both the developer and administrative zoning staff better gauge if an application is complete.
- **Safe Park Zones:** As havens for physical activity and recreation, parks are priority destinations for all community members, especially children. Traffic safety can be a major barrier for children walking and biking to parks, and Batavia can improve access to parks by adopting Safe Park Zones, allowable under Illinois Vehicle Code section 5/11-605.3. Similar to Safe School Zones, Safe Park Zones are streets adjacent to parks where traffic safety is prioritized with lower speed limits and marked with appropriate signage.

* *This data can be found in the US Census Bureau's "American Community Survey" (https://www.census.gov/programs-surveys/acs) and CMAP's "Community Snapshots" (https://www.cmap.illinois.gov/data/community-snapshots). Both sources are regularly updated to reflect shifts in demographics and travel modes.*

4 Resources

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4.1 *Funding Resources*

There are many dedicated funding streams for bicycle and pedestrian projects. Below is a list of government grants that are commonly used to fund active transportation infrastructure. An overview of the programs available in northeastern Illinois is summarized in the funding table on the following page. In addition to government-sponsored grants, there are a handful of foundation grants available to government entities. Although these grant programs are highly competitive, the city should consider submitting applications. These include:

- **PeopleForBikes Community Grant Fund:** An annual grant program that provides up to $10,000 in funding for bicycle infrastructure and non-infrastructure projects. Projects must be significant and must have a match. The call for proposals is typically announced in December.
- **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.
- **America Walks MicroGrants:** Small grants up to $1,000 are offered to communities to advance walking-related initiatives.
- **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.

State and Federal Funding Resources

	Transportation Enhancements (ITEP)	Safe Routes to School (SRTS)	Highway Safety Improvement Program (HSIP)	Section 402- State and Community Highway Safety Grant Program
Program Purpose	To foster cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure	To enable and encourage children to walk and bike to school through the 5 Es.	To fund highway infrastructure safety projects aimed at reducing fatalities and serious injuries.	To create safety programs aimed at reducing traffic crashes.
Program Administrator	IDOT	IDOT	IDOT Division of Traffic Safety	IDOT Division of Traffic Safety
Eligible Projects	Bike/ped facilities, safety education programs, and encouragement incentives. Phase I engineering, design engineering, construction	Bike/ped facilities, safety education programs, and encouragement incentives.	Bike lanes, paved shoulders, Trail/ Highway intersection improvements, crosswalks, signal improvement, and curb cuts as well as safety education and awareness programs	Enforcement campaigns to improve bike/ ped safety, helmet promotion, educational materials, and training.
Key Project Requirements	Must relate to surface transportation	Can only be spent within 1-mile of a school.	Must address goals written in State Highway Safety Plan.	Must address goals written in State Highway Safety Plan.
Application Process	Next anticipated call for projects 2024.	Irregular schedule at the call of IDOT.	Generally, there is an annual update to the Plan at the call of IDOT Division of Traffic Safety.	Generally, each spring at the call of IDOT Division of Traffic Safety.
Local Match Required	Need-based scale, typically 20%	20%	10%	No match required

Regional, State, and Federal Funding Resources				
Eligible Applicants	Local governments	Any governmental entity	Any governmental entity or non-profit	Any governmental entity or non-profit
	Recreational Trails Program (RTP)	Surface Transportation Block Grant Program (STBG)	STBG Program SetAside (formerly TAP)	Kane County Community Development Fund
Program Purpose	To develop and maintain recreational trails and facilities for both motorized and nonmotorized users.	To fund state and local road and transportation projects.	To support nonmotorized modes of transportation.	To support activities aimed at improving quality of life issues for Kane County residents
Program Administrator	IDNR	Kane Kendall Council of Mayors	CMAP	Kane County
Eligible Projects	Trails, Trail/ Highway intersection improvements, trailheads, educational materials, and training.	Bike/ped facilities. Road projects that include sidewalks receive additional points	Bicycle and pedestrian facilities, streetscaping	Public improvements to parks and neighborhood infrastructure such as streets, sidewalks, and water/sewer lines
Key Project Requirements	30% allocated to nonmotorized trail project, 30% for motorized, 40% for the diversity of trail use	1) Must reduce single occupancy vehicle trips and positively impact air quality. 2) Must be applied toward projects on collectors or arterials.	1) Phase I engineering must be nearly complete. 2) The project must be included in a local, sub-regional or regional plan that was formally adopted.	1) Must satisfy national objective of the CDBG program. 2) Must be available to all residents of an area where at least 48.02% of those residents are low to moderate incomes
Application Process	Irregular schedules at the call of Illinois Department of Natural Resources.	Varies depending upon sub-regional council of government	Generally, an annual call for proposals in tandem with the CMAQ announcement.	Generally, an annual call for proposals
Local Match Required	Typically, 20%, some 50%	Need-based scale, typically 20%	Need-based scale, typically 20%	No minimum or maximum on award amounts
Eligible Applicants	Any governmental entity or non-profit	Local governments in Kane County	Local governments	Local governments in Kane County

4.2 *Program and Policy Resources*

Design Guidance

Guide for the Planning, Design, and Operation of Pedestrian Facilities
American Association of State Highway and Transportation Officials (AASHTO), 2004
http://www.transportation.org

Designing Sidewalks and Trails for Access
U.S. DOT Federal Highway Administration
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalks/index.cfm

Guide for the Development of Bicycle Facilities, 4th Edition
American Association of State Highway and Transportation Officials (AASHTO), 2012
http://www.transportation.org

Urban Bikeway Design Guide
National Association of City Transportation Officials
http://nacto.org/cities-for-cycling/design-guide/

Urban Street Design Guide
National Association of City Transportation Officials
http://nacto.org/publication/urban-street-designguide/

Complete Streets Complete Networks: A Manual for the Design of Active Transportation
Active Transportation Alliance, 2012
www.atpolicy.org/design

Bicycle Parking Design Guidelines
Association of Pedestrian and Bicycling Professionals
http://www.apbp.org/?page=Publications

Manual on Uniform Traffic Control Devices
Federal Highway Administration, 2009
http://mutcd.fhwa.dot.gov/

Bicycle and Pedestrian Accommodations Bureau of Design & Environment Manual
Illinois Department of Transportation, 2011 Edition
http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf

Interagency Transit Passenger Information Design Manual
Regional Transportation Authority
http://www.rtams.org/pdf/planning/SignageDesignManual.pdf

Transit Street Design Guide
National Association of City Transportation Officials
http://nacto.org/publication/transit-street-designguide/

Transit Supportive Guidelines
Pace
http://pacebus.com/guidelines/index.asp

Parking Strategies to Support Livable Communities Chicago Metropolitan Agency for Planning
http://www.cmap.illinois.gov/documents/20583/c224c06f-2735-4400-8281-d3c263ce5ba6

Zoning Resources

Licensing and Zoning Tools for Public Health
Change Lab Solutions
https://www.changelabsolutions.org/product/licensing-zoning

Land Use and Zoning
Chicagoland Metropolitan Agency for Planning
https://www.cmap.illinois.gov/programs/land-usezoning

Regulating Electric Bikes and Scooters

Electric Bikes Policies and Laws
People for Bikes
https://peopleforbikes.org/our-work/e-bikes/policies-and-laws/https://wsd-pfb-sparkinfluence.s3.amazonaws.com/uploads/2020/01/Model-eBike-Legislation-Jan2020.pdf

Bicycle and Pedestrian Guidance Framework
Federal Highway Administration
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/framework.cfm

Data and Performance Measures

Community Snapshots

Chicagoland Metropolitan Agency for Planning

https://www.cmap.illinois.gov/data/communitysnapshots

Global Heat Map

Strava

https://www.strava.com/heatmap#13.44/-88.08530/41.78701/hot/all

Education and Encouragement Resources

Illinois Bike Safety Quiz Challenge

Encourage cyclists and drivers to test their bike safety and share the road knowledge in this online test designed by Ride Illinois.

http://www.bikesafetyquiz.com/

National Safe Routes to School Partnership

Offer an annotated bibliography of traffic safety curricula and other educational resources.

www.saferoutespartnership.org

National Highway Traffic Safety Association

Provides lesson plans by grade level on pedestrianand bicycle safety.

https://www.nhtsa.gov/pedestrian-safety/childpedestrian-safety-curriculum

League of American Bicyclists

Sponsor the Bicycle Friendly Community program and offer resources for encouragement campaigns. It also certifies instructors to provide bike mechanic and traffic safety skills courses.

www.bikeleague.org

Association of Pedestrian & Bicycle Professionals

Offer webinars and other resources for professionals who implement education and encouragement campaigns. www.apbp.org

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February 2023