

# Stateline Area Bike System Implementation Plan

A Supplement to the 2010 Stateline Area  
Bike and Pedestrian System Plan

December 2014

City of South Beloit • Village of Rockton  
Village of Roscoe • Roscoe Township





## ACKNOWLEDGEMENTS

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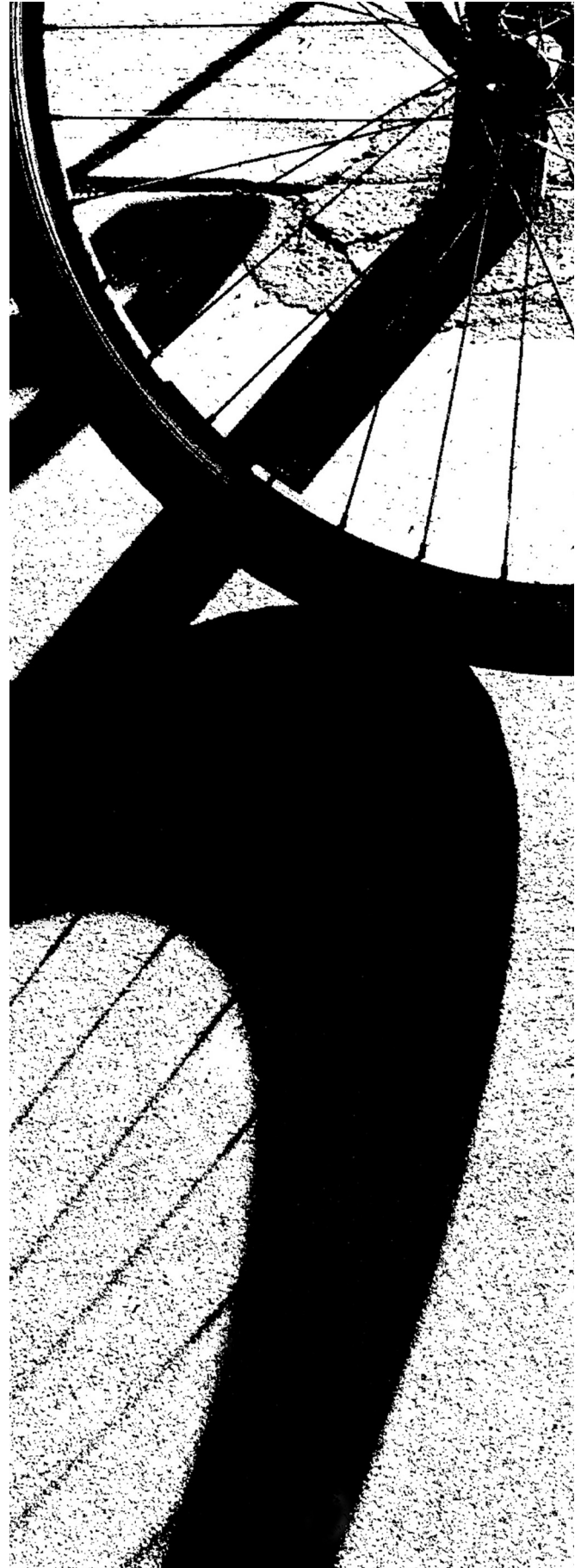
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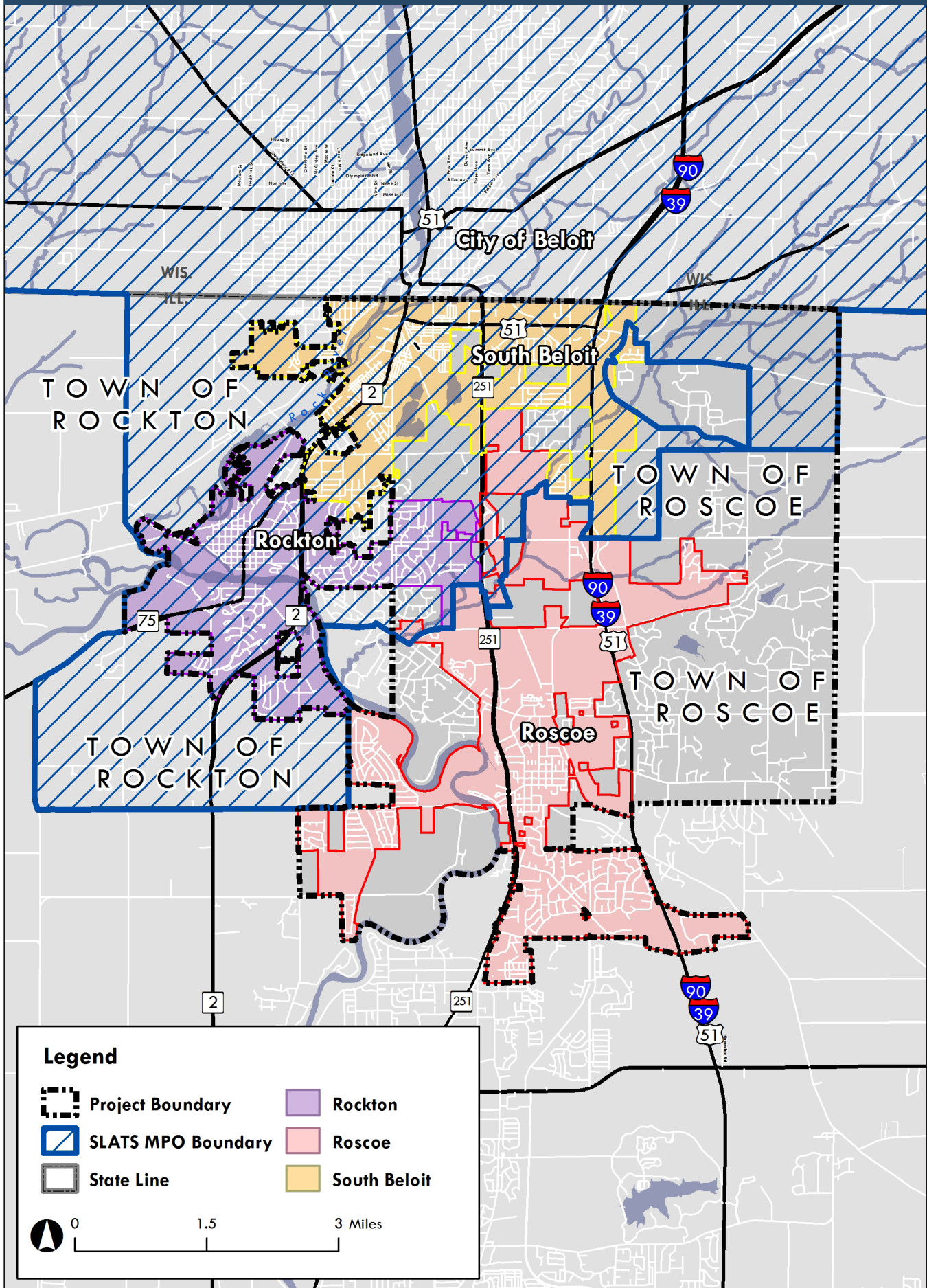
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# PROJECT BOUNDARY





## BACKGROUND

### Stateline Bike Plan History

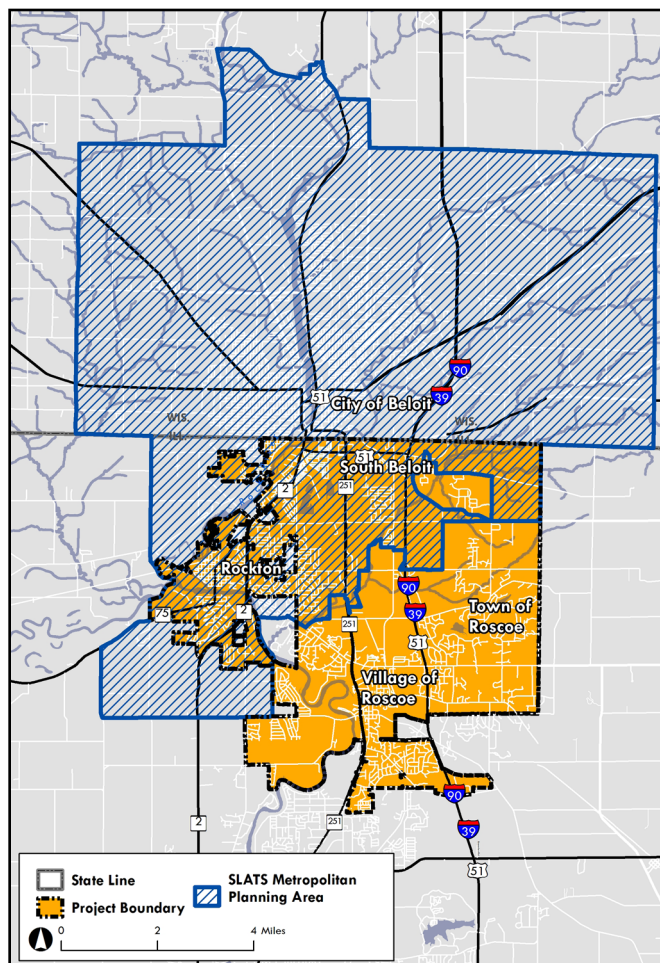
The Stateline Area Transportation Study (SLATS) is the Metropolitan Planning Organization (MPO) that covers the cities of Beloit and South Beloit, the Village of Rockton, and the Towns/Townships of Turtle, Beloit, and Rockton. A map of the SLATS MPO boundary is shown below. The Township and Village of Roscoe, while not presently part of the SLATS MPO, were included in the 2010 plan and this plan's study area because they are closely linked with the rest of the SLATS communities.

The first Bicycle and Pedestrian Master Plan for the Stateline Area was commissioned by the SLATS Policy Committee in 1994. The plan was updated in 2004 and again most recently in 2010. It was overseen by a SLATS Bike and Pedestrian System Plan Technical and Advisory Committee that was assembled to guide the 2004 Plan update. This Committee is comprised of community government staff, municipal consultants, and members of the public from all of the SLATS communities. The 2010 plan focused on updating Plan maps, priority recommendation tables, and cost estimates for first priority recommendations.

### The 2014 Plan

This 2014 plan supplement is a joint effort of the City of South Beloit, Village of Rockton, Village of Roscoe and Roscoe Township. The purpose of this project is to study the feasibility of implementing the 2010 Stateline Area Bike and Pedestrian System Plan recommendations for on- and off-road bike facilities proposed within the jurisdiction of the municipal project partners. The City of Beloit, Town of Beloit, Rockton Township and Town of Turtle are not included in this plan's study area, though key connections to these municipalities provided in the 2010 plan are included in the proposed regional trail network.

This plan focuses on updating and vetting the network of bicycle routes proposed in 2010 and developing site-specific concept design for a selection of near-term priority bicycle routes. It is not intended to replace the 2010 plan's study of area demographics, biking and walking suitability, or pedestrian-only trail and sidewalk improvements.



### GOALS

The goals of this supplement to the Stateline Area Bike and Pedestrian System Plan are to:

**Supplement the area-wide network of bicycle facilities proposed in 2010 to reflect on-going planning efforts in the region**

An effective trail network that serves all of its citizens and that is built in a timely and efficient manner needs to incorporate all scheduled trail and road improvements that fall within its study area. Coordination with state, county, and local governments informs trail prioritization and helps to effectively allocate limited trail planning and construction resources.

**Provide a bicycle trail network that encourages people to ride bicycles rather than relying solely on motor vehicles for daily trips**

The 2009 National Household Travel Survey found that 40% of all car trips are 2 miles or less, and 28% of all car trips are 1 mile or less. Only 2% of all trips 2 miles or less are biked. This reliance on cars for short trips has contributed to a high rate of obesity and heart disease. In nearby Wisconsin, almost 60% of people do not meet physical activity recommendations, and over 60% of people are overweight or obese (Grabow 2010).

Evidence suggests that increased exposure and proximity to bicycling infrastructure makes people more likely to consider taking short trips on a bicycle rather than in a car. Portland Oregon's LUTRAQ Study found that people living in pedestrian-friendly neighborhoods make four times as many walking and bicycling trips as people living in less pedestrian-friendly areas (Clarke, N.D.).

In Minneapolis, bicycling among workers who live within three miles of the Greenway (a multi-use trail network)

increased by 89% during the decade following its construction. (Obesity Society 2014).

Another important element of promoting bicycling as a transportation option is to increase the public's awareness of the amenities available in their neighborhoods. A pamphlet of existing bike trails and on-road routes in the Stateline Area was created in 2011 based on the 2010 Stateline Area Bike and Pedestrian plan. This bike route pamphlet should be updated as new trails are built within the stateline area.

**Link important destinations within the study area and in adjacent communities**

National polling conducted in 2010 found that almost three-quarters of Americans felt they had "no choice but to drive as much as" they did, and two-thirds "would like more transportation options." (Rails-to-Trails Conservancy, N.D.). These results suggest that Americans would like the choice to bike or walk for day-to-day activities but feel they lack the infrastructure to safely do so. Linking schools, employment centers, parks, community facilities, and downtown entertainment areas to a bicycle network gives residents options for moving about their communities.

**Close gaps in the existing trail network**

Gaps between existing trails make it difficult and sometimes dangerous for bicyclists to ride between multiple trails. It also makes it hard for first-time visitors to navigate the trail system.

Closing gaps between trails allows them to begin to function as a network rather than as distinct trail segments. This is the most cost effective way to help the Stateline bike trail system begin to reach its full potential.

**Create a network of loops that serve a variety of bicycling abilities**

Individual trails within a network may be classified as neighborhood or city trails that link people to local destinations, or they may be county, regional, or state trails that link multiple communities. A well-rounded trail network should contain both local and regional trails. While riders who are just starting out with bicycling may only want to take a 1-5 mile bike ride on a city trail, more experienced cyclists can easily cover 10-20+ miles on a regional trail.

Joining bicycle trails together into a network of loops allows people to build the route that best suits their interests and abilities and to access a variety of trail options without needing to drive their bikes to a trailhead.





## Connect the Stateline Area with region-wide facilities such as Winnebago County bicycle routes and proposed state trails

Regional bicycling trails can become popular recreational destinations that have economic benefits for their host communities. Average daily expenditure for recreational cyclists using on-road facilities can range from \$4/day for casual local riders up to more than \$75 per day for “athletic” cyclists who take greater advantage of food and lodging as they complete multi-day riding trips. The average off-road recreational trail user in Wisconsin spends about \$18/day (Grabow 2010).

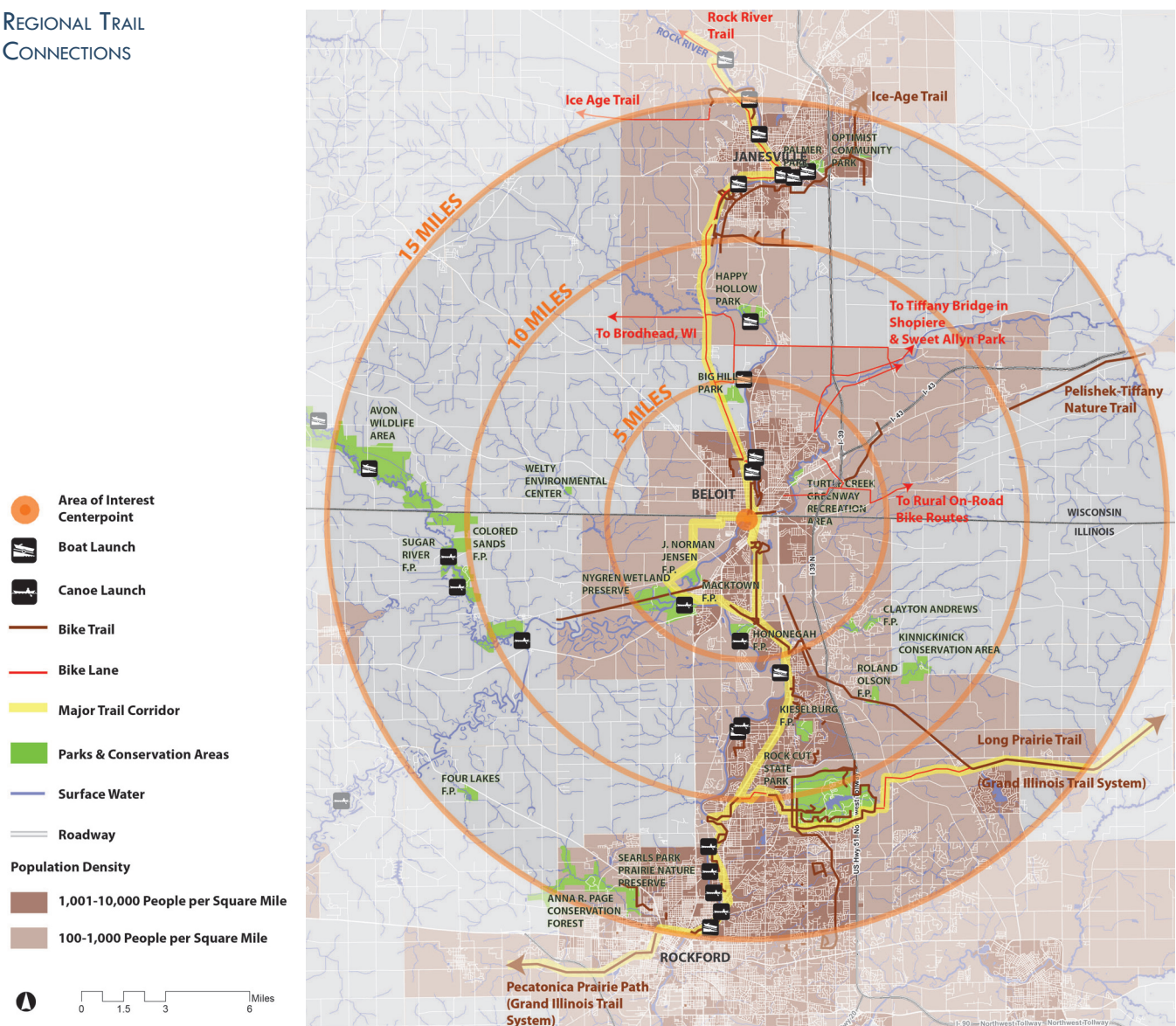
Connecting Stateline communities to already well-established regional trails will help them capitalize on this economic opportunity and increase the popularity of new local recreational trails.

## Create more north-south connections that link the Stateline Area north to Janesville and south to Rockford

Downtown Beloit and Beloit College are both less than a mile from the IL/WI state border. Tying into these important regional destinations will help bolster ridership of new trails by connecting a large population of potential cyclists to the Stateline trail network.

Similarly, Rockford is less than 20 miles south of the project area, while Janesville is only 15 miles north. These destinations are within a day’s bike ride for experienced cyclists. Connecting these towns through the Stateline bike plan encourages riders from the region to patronize Stateline community businesses and gives community residents new ways to travel to these nearby cities.

### REGIONAL TRAIL CONNECTIONS



### EXISTING CONDITIONS

#### Local Trails

Three major off-road trails presently exist within this plan's study area:

##### *Dorr Road*

The Dorr Road trail extends just over 2.8 miles from Kelley-Myers Park in the Village of Roscoe north to City Park in South Beloit. A small spur trail extends west along Prairie Hill Road to connect the trail to South Beloit Sr. High School.

##### *Hononegah Road*

The Hononegah Road trail runs approximately 4.6 miles from Settler's Park in the Village of Rockton southeast into the Village of Roscoe's downtown. It is connected to the Dorr Road Trail by a path that follows a park maintenance road through Kelley-Myers Park. This trail connects Settler's Park to the Hononegah Forest Preserve and brings users to within a half mile of Riverside Park. It ends approximately a quarter mile from two shorter trail segments in the south portion of the Village of Roscoe that, with the exception of two short gaps, connect to Kieselburg County Forest Preserve.

##### *Stone Bridge Trail*

The Stone Bridge Trail extends about 3.4 miles southeast from the intersection of Rockton Road (CTH 9) and State Highway 251 to the Stone Bridge Forest Preserve. From there it connects to the Long Prairie Trail, which is part of the Grand Illinois Trail. Two other short trails (about 0.5 mile each) in the Village of Roscoe connect the Hononegah Road Trail to the Stone Bridge Trail.

#### Connectivity

Aside from a small 3 mile loop in the Village of Roscoe, existing off-road trails have yet to form closed trail loops within the IL Stateline bike network. There are no designated on-road routes in the planning area. Furthermore there is still an opportunity to connect north to Beloit and west across the Rock River. Most schools in the area are not connected to the bike network and could benefit from a connection like the one at South Beloit Sr. High School. There is great potential for this trail network to grow and better serve recreational users as well as local commuters.

#### Regional Trails

##### *Grand Illinois Trail*

This planned 535 mile-long system of on and off-road trails forms a ring around the perimeter of northern Illinois. The trail runs along the Mississippi River on the west, Lake Michigan on the east, follows a portion of the Pecatonica River on the north, and a portion of the Illinois River and Hennepin Canal on the south. The Grand Illinois Trail was conceived in the 1990s as a way to connect a number of small trails that are either existing or planned

for the future. Connecting to the Grand Illinois Trail is a key priority for the Stateline bike plan.

##### *Rock River Trail*

The Rock River Trail was established in 2010 to promote recreational use of the Rock River. One of the goals of this trail initiative is to create a Rock River Scenic and Historic route on roads within the river corridor to provide access to all of the natural resources, recreational opportunities, and aesthetic, historic, and cultural assets that the Rock River Valley provides (rockrivertrail.com).

#### Planning Documents

The Stateline Area communities have a number of existing and on-going plans that aim to improve bicycling infrastructure in the region. The plans below have been incorporated into this document's recommendations.

##### *Illinois Plans included in the 2010 Stateline Area Bike and Pedestrian System Plan:*

- Roscoe Area Bicycle Path and Overall Location Plan Map (2000)
- Village of Rockton Comprehensive Plan (2001)
- Boone & Winnebago Regional Greenways Plan (1997)
- North Rock Open Spaces Plan (2002)
- Illinois State Trails Plan/Grand Illinois Trail (1995)
- SLATS Transportation Improvement Program 2003-2008 (2002)

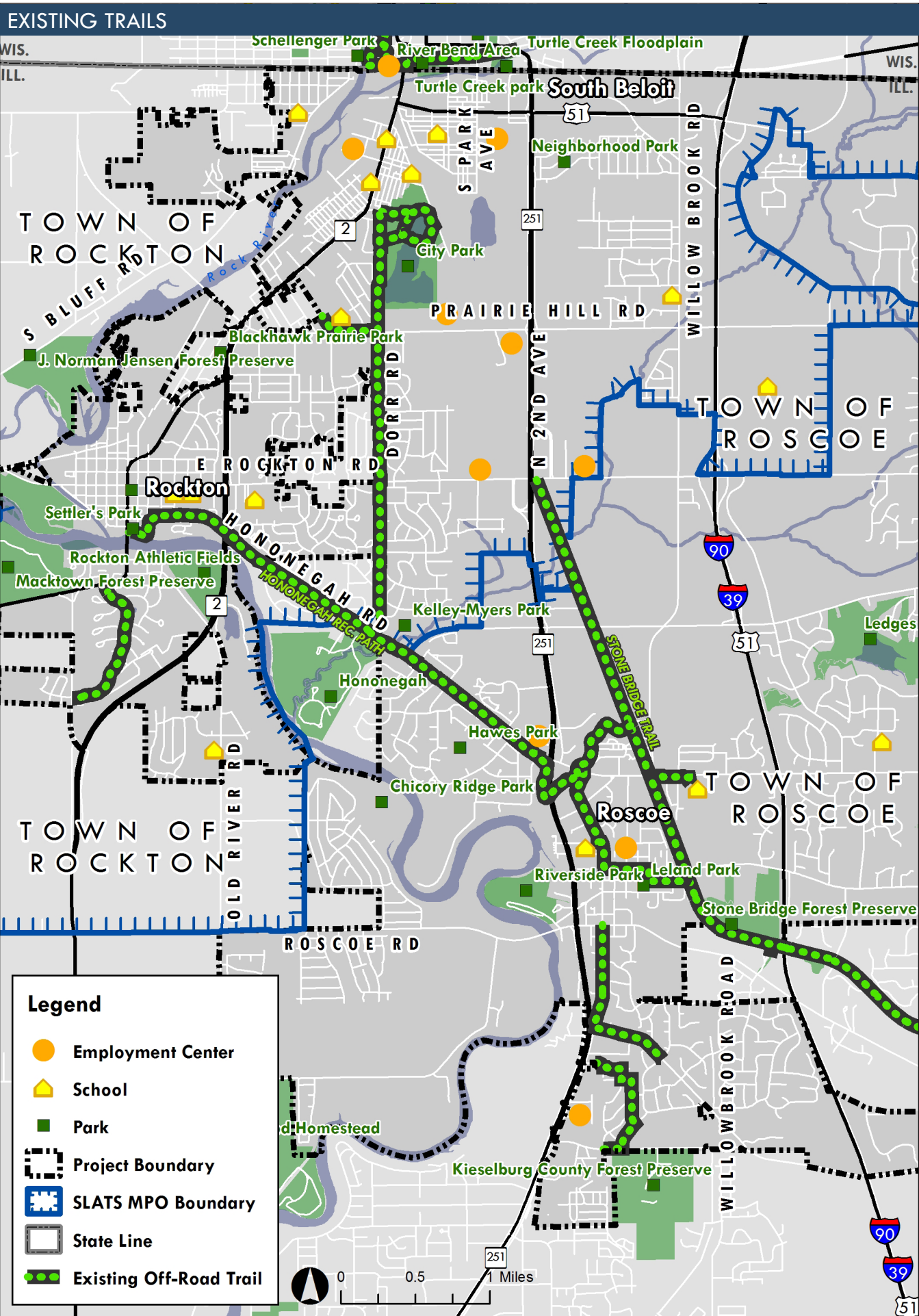
##### *Plans Incorporated into this 2014 Plan Supplement*

- SLATS Transportation Improvement Program 2013 (2012)
- Update of the 2035 Long-Range Transportation Plan (2011)
- Boone & Winnebago Regional Greenways Plan (2011)
- Beloit Bicycling Guide (2011)

##### *On-going Planning Efforts in the SLATS study area*

- City Center Bicycle Link – Preliminary Alignments by Fehr Graham Engineering & Environmental
- East Rockton Road Pedestrian/Bicycle Facility – C.E.S. Inc.
- Willowbrook Road Extension – Winnebago County
- Prairie Hill Road Bridge Improvements – Winnebago County Highway Department – Illinois DOT
- Nature at the Confluence (Anticipated Plan Completion December 2014) – SAA Design Group, Inc.
- Beloit-Janesville Bicycle Corridor Plan – SAA Design Group, Inc.
- Rock River Trail – Rock River Trail Initiative





### PLANNING PROCESS

#### Site Analysis

Consultants from SAA Design Group visited the Stateline planning area to review potential trail corridors identified in the 2010 plan five times from April to December in 2014. The consultants photographed priority areas for trail and intersection improvement. Further analysis of site conditions was also conducted using Google Earth aerial and street view imagery.

#### Public Information Meeting #1

A public information meeting was held at the Roscoe Town Hall on August 12, 2014. The meeting was an hour-long open house noticed by the City of South Beloit. An overview plan showing existing and proposed on-road and off-road bike trail locations and an aerial photograph of the planning area were provided for discussion. Citizens were given the opportunity to review these displays, ask questions, identify existing problems with the trail system, and suggest additional proposed trails.

The seven meeting attendees represented the SLATS MPO, the City of South Beloit, the Village of Rockton, Rockton Township, and the Village of Roscoe. These community members supported the project. Their suggestions focused on providing additional trail connections to schools and the creation of a trail system with multiple loops. These suggestions were taken into consideration in development of the final plan draft.

#### Public Information Meeting #2

A second public information meeting was held at the Roscoe Town Hall on December 18, 2014. The hour-long meeting was noticed by the City of South Beloit and attended by four individuals representing Roscoe Township, the Village of Roscoe, and Rockton Township.

The displays consisted of an overview plan showing existing and proposed on-road and off-road bike trail locations in the area, an overview of the conceptual design for priority trail projects, and detailed concepts for the Prairie Hill and Stone Bridge Extension trails. The meeting began with a presentation of the project purpose, concepts and recommendations. The majority of the meeting consisted of an informal discussion of the project. Everyone attending the meeting was actively engaged in the discussion and expressed support for the project. The majority of the conversation centered around general trail design issues, the benefits of the suggested system of multiple loop trails and regional connections, and trail funding options.

#### Winnebago County Highway Department Meeting

A meeting with officials from the Winnebago County Highway Department was held on October 31, 2014. The meeting's purpose was to ensure that the Stateline Area's bike plan incorporates high priority projects for

Winnebago County and that its recommendations do not conflict with any of the Highway Department's policies for bicycle route signage and construction. This meeting also confirmed jurisdiction for key trail segments that lie within state, county, and railroad right-of-ways (ROWs).

At this meeting Winnebago County officials explained that it is their policy not to designate on-road bike routes along County highways. Bicycling is permitted on county roads, though the County prefers to facilitate on-road bicycling by widening shoulders rather than signing bike routes. Off-road trails may be permitted in County ROWs assuming that all planning, construction, and maintenance responsibilities and costs are assumed by another agency. The agency follows Illinois Department of Transportation (IDOT) design standards for the construction of bicycling facilities within its road ROWs. Plans for shoulder widening on the Prairie Hill Road Bridge and Old River Road (CTH 64) as well as an off-road route on the extension of Willowbrook Road in Roscoe were also discussed. These findings were incorporated into consideration in development of the final plan draft.

#### Elected Officials Meeting

Two meetings were held with elected officials from the study area municipalities. Existing and planned bike routes were discussed at the first meeting, as well as the agenda for the first public information meeting. At the second meeting priority trails were selected based in part on public input.

#### IDOT Coordination

Early drafts of conceptual plans for high-priority trail alignments and intersection crossings were shared with IDOT from October-November 2014. On December 10, 2014 a meeting was held with IDOT to discuss these concept plans. IDOT indicated that there were no objections to these concept plans at this phase of development. Recommendations for key trail segments and intersections are included in relevant sections of this report. IDOT also provided guidance on permitting for key trails and intersections.

#### Railroad Coordination

A railroad representative was contacted in the summer of 2014 to discuss crossing the railroad ROW at the Rockton Road (CTH 9)/Highway 251 Interchange. Railroad officials were not prepared to comment on the feasibility of a trail at this crossing prior to review of the design drawings. IDOT officials recommended sharing the trail alignment within the railroad right-of-way with railroad officials as soon as it is finalized. Early sharing of trail concepts will help to avoid delays caused by often lengthy negotiations with the railroad.

### TRAIL PLANNING

#### Prioritization

To help the Stateline communities allocate their funding and planning resources, all proposed bicycle routes in this plan have been assigned a priority. Near-Term trails are routes that should be planned and built within the next five years. All of these trails have already had some preliminary conceptual design, some of which is included in this report. These near-term routes have been chosen because they create key north-south connections and close loops between existing trail systems.

Mid-term priority projects should ideally be planned within the next five years, assuming funding is available. Efforts to procure funding for planning these trail segments should begin as soon as possible. These trails create new connections from existing and near-term trails to downtown centers, parks, employment centers, schools, and regional trails. These also include Winnebago County planned improvements still waiting for funding.

Long-term priority trails should ideally be funded and planned within the next five to fifteen years. These trails create more loops and north-south connections that help users identify multiple routes of varying lengths within the trail system. Many of these trails are long-term because the planning effort required to acquire permissions to build on private land will require a longer time frame to complete. Construction of many of these trails would complete some of the longest and most scenic links in the Stateline trail network. If opportunities to create these trails are presented within five years these links could be moved to a higher priority.

#### Typologies

Two main types of bike routes are proposed in this plan. On-road signed bicycle routes are a relatively inexpensive way to guide bicyclists through existing streets. In some instances conversion to an on-road bike route may require paving road shoulders to accommodate safe bike passage. In other cases where roads have low traffic volume it may be acceptable to allow bikes to share lanes with cars.

Since it is Winnebago County policy not to designate bike routes along County Highways, desirable routes on these roads are accommodated through shoulder widening and/or paving only. On-road bike routes on State Highways may employ way-finding signs and/or bike lane striping where appropriate.

Off-road bike paths are appropriate for corridors with higher vehicular or anticipated bicycle traffic. They are also best for connections to schools and other locations where bicyclists will be slower or less experienced. These trails should typically be 10' wide with a 2-3' clear shoulder on either side. IDOT recommends that these paths be separated from vehicle travel lanes by a minimum of 10 feet on rural roadways. In urban areas a two-way off-road bike trail may be separated from the roadway by no less than 5 ft, though wider separation is encouraged where practical.





## TRAIL PLANNING: ON-ROAD WAY-FINDING & ROUTE MARKING

*Striped crosswalk: mid-block*



*Bike "sharrow" pavement marking*



*Striped crosswalk-signalized intersection*



*Bike route designation*



*Bike way-finding*



*Striped bike lane*





**Priority Trails**



**PROPOSED TRAIL INDEX**

**Legend**

- Improvement ID
- Intersection Improvement
- Employment Center
- School
- Park
- Project Boundary
- SLATS MPO Boundary
- State Line

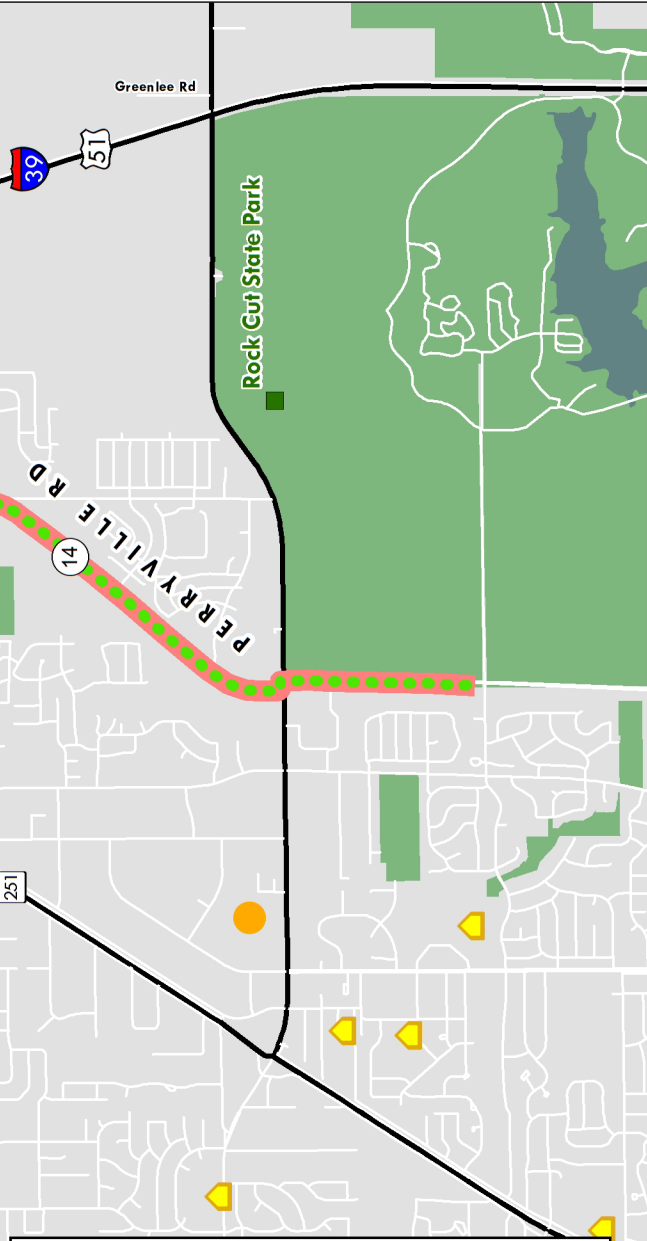
**Trail Type**

- On-Road Path
- Off-Road Path

**Trail Priority**

- Existing
- Near-Term
- Mid-Term
- Long-Term

Scale: 0, 1,900, 3,800 Feet



## PRIORITY TRAIL INDEX

### Near Term Trails

| ID                      | Name                                       | Trail System                 | Page |
|-------------------------|--|------------------------------|------|
| <b>On-Road</b>          |  |                              |      |
| 1                       | South Beloit/Wheeler Ave. Connector-North  | City Center Bicycle Link     | 12   |
| 2                       | South Beloit/Wheeler Ave. Connector-South  | City Center Bicycle Link     | 12   |
| 3                       | Roscoe Ave.                                | City Center Bicycle Link     | 12   |
| 4                       | Kelley-Myers Park Trail                    | Dorr/Hononegah Connection    | 14   |
| 5                       | Dearborn Ave.                              | Stone Bridge Trail Extension | 15   |
| <b>Off-Road</b>         |  |                              |      |
| 6                       | Interchange Trail                          | Stone Bridge Trail Extension | 15   |
| 7                       | Prairie Hill Road-West                     | Prairie Hill Road Trail      | 21   |
| 8                       | Prairie Hill Road-East                     | Prairie Hill Road Trail      | 21   |
| 9                       | Rockton Road Path                          | Rockton Road Path            | 25   |
| <b>Bridge Crossings</b> |  |                              |      |
| b1                      | Wheeler Bridge                             | City Center Bicycle Link     | 12   |
| <b>Intersections</b>    |  |                              |      |
| i1                      | Gardner St. & Wheeler Ave.                 | City Center Bicycle Link     | 12   |
| i2                      | Stone Bridge Trail & Rockton Road Crossing | Stone Bridge Trail Extension | 15   |
| i3                      | State Hwy 251 & Prairie Hill Road          | Stone Bridge Trail Extension | 15   |
| i4                      | Gardner St. & State Hwy 251                | Stone Bridge Trail Extension | 15   |
| i5                      | Prairie Hill Rd. & Dorr Rd.                | Prairie Hill Road Trail      | 21   |
| i6                      | Rockton Rd. & Dorr Rd.                     | Rockton Road Path            | 25   |

### Mid-Term Trails: Multi-City

|                         |                                     |                             |    |
|-------------------------|-------------------------------------|-----------------------------|----|
| <b>On-Road</b>          |                                     |                             |    |
| 10                      | Prairie Hill Road-Western Extension | Prairie Hill Road Extension | 26 |
| 11                      | Nazarene Drive                      | Prairie Hill Road Extension | 26 |
| <b>Off-Road</b>         |                                     |                             |    |
| 12                      | Prairie Hill Road-Eastern extension | Prairie Hill Road Extension | 26 |
| 13                      | Willowbrook Road                    | Willowbrook Trail           | 27 |
| 14                      | Perryville Road                     | Willowbrook Trail           | 27 |
| <b>Bridge Crossings</b> |                                     |                             |    |
| b2                      | Prairie Hill Road Bridge            | Prairie Hill Road Extension | 26 |

### Mid-Term Trails: City of South Beloit

| ID              | Name                                   | Trail System              | Page |
|-----------------|--|---------------------------|------|
| <b>On-Road</b>  |  |                           |      |
| 15              | Gardner St.                            | Willowbrook/Gardner Trail | 29   |
| 18a             | South Beloit/Rock River Connector Path | Rock River to City Park   | 30   |
| <b>Off-Road</b> |  |                           |      |
| 16              | Gardner St.                            | Willowbrook/Gardner Trail | 29   |
| 17              | Willowbrook Rd.                        | Willowbrook/Gardner Trail | 29   |
| 18b             | South Beloit/Rock River Connector Path | Rock River to City Park   | 30   |
| 19              | South Beloit City Park Connector Path  | Rock River to City Park   | 30   |

### Mid-Term Trails: Village of Rockton

|                         |                        |                                     |    |
|-------------------------|------------------------|-------------------------------------|----|
| <b>On-Road</b>          |                        |                                     |    |
| 20                      | Old River Road - North | Old River Road to Rockton Road Path | 31 |
| 21                      | Old River Road - South | Old River Road to Rockton Road Path | 31 |
| 22                      | Blackhawk Blvd.        | Old River Road to Rockton Road Path | 31 |
| 23                      | Rockton Road - West    | Old River Road to Rockton Road Path | 31 |
| <b>Off-Road</b>         |                        |                                     |    |
| 24                      | Rockton Road - East    | Old River Road to Rockton Road Path | 31 |
| <b>Bridge Crossings</b> |                        |                                     |    |
| b3                      | Railroad Bridge        | Rockton Central Trail               | 33 |

### Long-Term Trails: Village of Rockton

|                 |  |                       |    |
|-----------------|--|-----------------------|----|
| <b>Off-Road</b> |  |                       |    |
| 25              | Macktown to Blackhawk                  | Rockton Central Trail | 33 |
| 26              | Rockton Central Trail, Athletic Fields | Rockton Central Trail | 33 |

### Mid-Term Trails: Roscoe Village/Roscoe Township

|                      |                                  |                |    |
|----------------------|----------------------------------|----------------|----|
| <b>On-Road</b>       |                                  |                |    |
| 27                   | Main St.                         | Gap Connection | 35 |
| 28                   | Frontage Road                    | Gap Connection | 35 |
| <b>Intersections</b> |                                  |                |    |
| i7                   | Belvidere Road & Applegate Drive | Gap Connection | 35 |

### Long-Term: Roscoe Village/Roscoe Township

|                         |                           |                |    |
|-------------------------|---------------------------|----------------|----|
| <b>Bridge Crossings</b> |                           |                |    |
| b4                      | Roscoe Road at Rock River | Gap Connection | 35 |



### CITY CENTER BICYCLE LINK

The trail alignment on Wheeler Ave. between the state line and Lathrop Terrace in South Beloit has been planned by Fehr Graham Engineering & Environmental. Proposed improvements are funded by Illinois Transportation Enhancement Program (ITEP) grant funds.

The Wheeler Bridge, the north-most portion of the City Center Bike Link, is an existing bridge that is presently unavailable for any type of pedestrian, bike, or vehicle traffic. The City of South Beloit plans to convert this trestle to a pedestrian and bike bridge.

South of Gardner St. the City Center Bike Link winds through a network of quiet residential streets to connect with Lathrop Terrace. Eventually, the City of South Beloit intends to connect the City Center Bicycle Link to the South

#### On-Road Connection

##### 1-2. South Beloit/Wheeler Ave. Connector

**Location:** Wheeler Ave. from the state line south to Lathrop Terrace in South Beloit

**Existing Conditions:** Sidewalks only

**Recommendations:** Sign as bike route when Wheeler Bridge is reconstructed.

**Cost:** \$5,320

##### 3. Roscoe Ave.

**Location:** Elmwood Ave. south to Hillside Drive

**Existing Conditions:** Sidewalks only

**Recommendations:** Sign as bike route as part of the South Beloit connector

**Cost:** \$3,050

#### Intersection

##### i1. Gardner St. & Wheeler Ave. Intersection

**Existing Traffic Control:** 2-way stop on Wheeler Ave.

**Recommendation:** Add striped crosswalks and pedestrian crossing signs

**Cost:** \$2,500

#### Bridge/Off Road Connection

##### b1. Wheeler Bridge

**Existing Conditions:** Trestle bridge cordoned off from pedestrian access.

**Recommendations:** Restore bridge to carry pedestrian and bike traffic.

**Cost:** \$370,000

**Total Cost: \$380,870**

Beloit City Park Connector (#19, page 30).

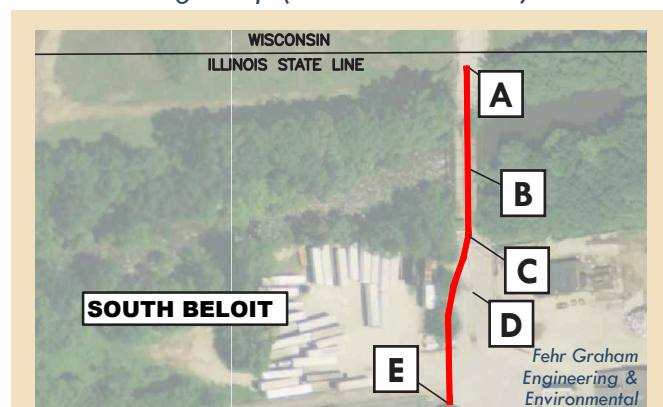
Until this off-road path can be constructed this plan proposes an on-road bicycle route along Roscoe Ave. that will connect the Wheeler Ave. Bridge to City Park and the existing off-road trail on Dorr Rd. Roscoe Ave's quiet residential character allows this corridor to be established with bicycle route signage only. This low-cost route should be established in the near-term while fund-raising and planning for the City Park Connector is still underway.

When completed, this trail will become a critical north-south link that connects the project area's trail system to the City of Beloit.

#### Wheeler Ave. Bridge



#### Wheeler Bridge Map (From Fehr Graham)



A. Beginning of project at Wisconsin State Line. City of Beloit to make path connection to their path system concurrently with this project.

B. Wheeler Bridge rehab will be composed of removal of the cantilevered sidewalk, replacement of the deck and supporting steel, miscellaneous repairs to the truss/concrete abutment elements, and addition of bridge lighting. Estimated construction costs of \$300,000.

C. New 8' paved multi-use path within project limits. Estimated construction costs of \$40,000.

D. Reconstruct public parking lot for approximately 5 stalls. Estimated construction costs of \$30,000.

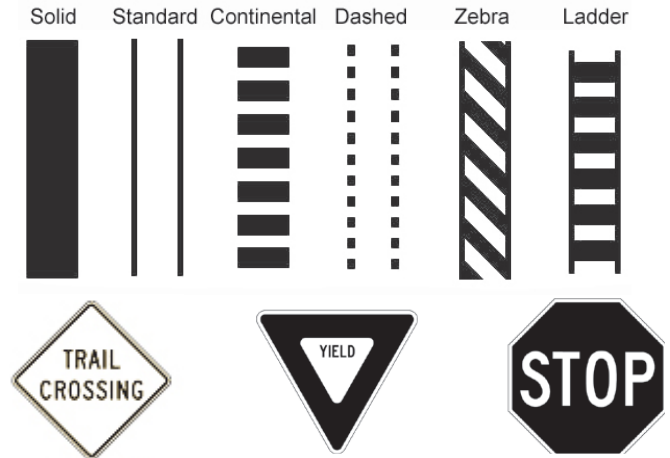
E. End of Project. Path to tie to existing sidewalk.



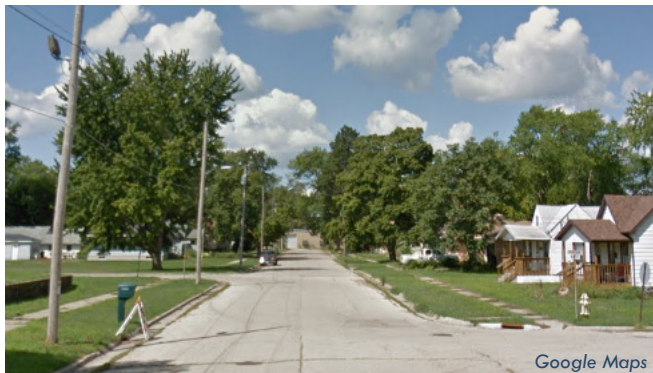
## NEAR-TERM TRAILS

Crosswalk striping, traffic control signs, and crossing signs help make intersections safe for inexperienced bicyclists who gravitate toward off-road trails (FHWA 2004). At right are examples of standard crosswalk striping patterns and traffic control signs.

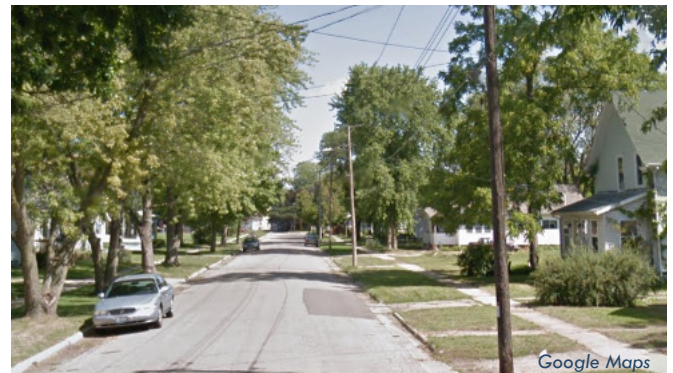
The solid, continental, zebra and ladder pavement markings provide greater visibility than standard crosswalk markers.



Washington Street looking west



Roscoe Ave. looking north



Wheeler Ave. Connector Map (From Fehr Graham)



- ➔ Roscoe Road On-Road Route
- Proposed Bike Path Alignment by ITEP Grant Funds
- South Beloit City Park Connector

### DORR/HONONEGAH CONNECTION

The service road at Kelley-Myers Park currently functions as a link between the off-road trails on Dorr and Hononegah Roads. A spur trail connects north from the Hononegah trail through Kelley-Myers park to the service road. Wilmington Court, a quiet residential street, connects the service road to Dorr Road.

No way-finding signage presently exists on this route, so the experience can be confusing for first time trail users.

Way-finding signs should be added to the Kelley-Myers Park service road to help users navigate between the spur trail and Dorr Road. This small investment will greatly improve the north-south connection between South Beloit, Rockton, and Roscoe.

*View from Dorr Road to Wilmington Court*



### On-Road Connection

#### 4. Kelley-Myers Park Trail

**Location:** Wilmington Ct. & Kelley-Myers Park service road

**Existing Conditions:** Service road with no way-finding signage

**Recommendations:** Sign as a bike route

**Cost:** \$3,000

*View from Wilmington Court to the Kelley-Myers Park service road*



## STONE BRIDGE TRAIL EXTENSION

Today the Stone Bridge Trail extends south from E. Rockton Road (CTH 9) to the Long Prairie Trail in Caledonia, IL. This trail is part of the Grand Illinois Trail.

The proposed trail extension would create an off-road route that parallels the railroad underpass beneath State Highway 251. This route will require working with the Union Pacific Railroad to negotiate permission for trail placement within the rail ROW. This negotiation process should occur as soon as the conceptual alignment for the Interchange Trail is finalized.

West of the underpass this trail will connect to an on-road route at Dearborn Ave. parallel to Highway 251 that runs north to the Wisconsin border. The road should be marked with way-finding signs for bikes as well as

“share the road” signs to alert motorists to the presence of bicyclists. This route will create multiple opportunities to connect to proposed east-west bike routes that run to the Rock River and to downtown Beloit, South Beloit, and Rockton.

This critical connection is a high priority for the stateline area and as such a preliminary concept design and opinion of probable cost have been completed. Special attention has been paid to intersection improvements which will be required to ensure the safety of bicyclists and motorists at busy intersections along Highway 251. These plans are illustrated on the following pages.

The intersection of Dearborn Ave with Prairie Hill road is illustrated on pages 19-20. The intersection of the

### On-Road Connection

#### 5. Dearborn Ave.

|                             |  |
|-----------------------------|--|
| <b>Location:</b>            | State Hwy 251/Rockton Road Interchange to State line |
| <b>Existing Conditions:</b> | Frontage road, no pedestrian amenities               |
| <b>Recommendations:</b>     | Sign as a bike route                                 |
| <b>Cost:</b>                | \$4,550  |

### Off Road Connection

#### 6. Interchange Trail

|                             |                                |
|-----------------------------|--------------------------------|
| <b>Location:</b>            | Rockton Road to Dearborn Ave.  |
| <b>Existing Conditions:</b> | Grass in State Highway 251 ROW |
| <b>Recommendations:</b>     | Pave a 10' asphalt trail       |
| <b>Cost:</b>                | \$361,900                      |

### Intersections

#### i2. Stone Bridge Trail & Rockton Road

|                                  |   |
|----------------------------------|---|
| <b>Existing Traffic Control:</b> | None  |
| <b>Recommendation:</b>           | Stripe a pedestrian crosswalk, add a median break and pedestrian crossing signs and signals |
| <b>Cost:</b>                     | \$18,500  |

#### i3. State Highway 251 & Prairie Hill Road

|                                  |   |
|----------------------------------|---|
| <b>Existing Traffic Control:</b> | Traffic signal with no pedestrian crossing  |
| <b>Option 1 Recommendation:</b>  | Stripe a pedestrian crosswalk, add a median break and pedestrian crossing signs and signals   |
| <b>Option 1 Cost:</b>            | \$116,725   |
| <b>Option 2 Recommendation:</b>  | Create a mid-block crossing west of the intersection with a striped pedestrian crosswalk, median break and pedestrian crossing signs. |
| <b>Option 2 Cost:</b>            | \$60,350  |

#### i4. Gardner St. & State Highway 251

|                                  |  |
|----------------------------------|--|
| <b>Existing Traffic Control:</b> | Traffic signal with no pedestrian crossing   |
| <b>Option 1 Recommendation:</b>  | Stripe a pedestrian crosswalk, add a median break and pedestrian crossing signs and signals  |
| <b>Option 1 Cost:</b>            | \$116,725  |
| <b>Option 2 Recommendation:</b>  | Re-route the trail to Clark Street and cross Gardner at the Clark/Gardner intersection. Sign as bike route and place pedestrian crossing signs at intersection |
| <b>Option 2 Cost:</b>            | \$5,000  |

**Total Cost (Option 1): \$618,400**

**Total Cost (Option 2): \$450,300**



### STONE BRIDGE TRAIL EXTENSION

Gardner St. trail with the proposed Dearborn Ave bike route could either happen at the Gardner/Highway 251 intersection (similar to option 1 for the Prairie Hill Road Intersection) or be routed down Clark Street.

Further analysis of traffic volumes and anticipated bicycle traffic should be conducted for both intersections to determine the safest crossing option. One phasing approach could be to sign Dearborn Ave as a bike route prior to completing intersection improvements. This would allow planners to gain a better understanding of potential bike traffic before selecting an appropriate intersection improvement.

*Dearborn Ave.*

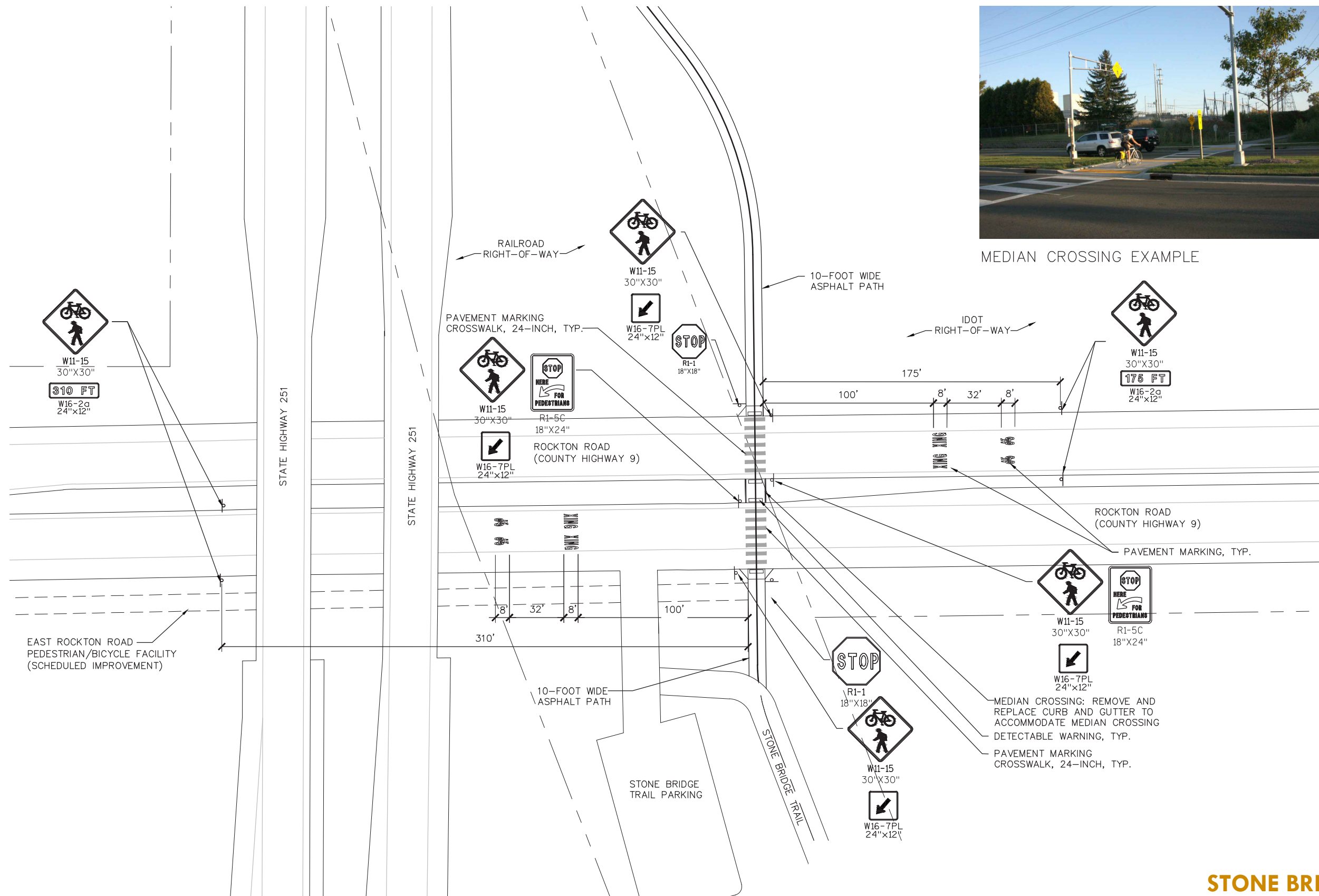


*Off-Road Trail Location East of Highway 251 /  
Rockton Road (CTH 9) Intersection*

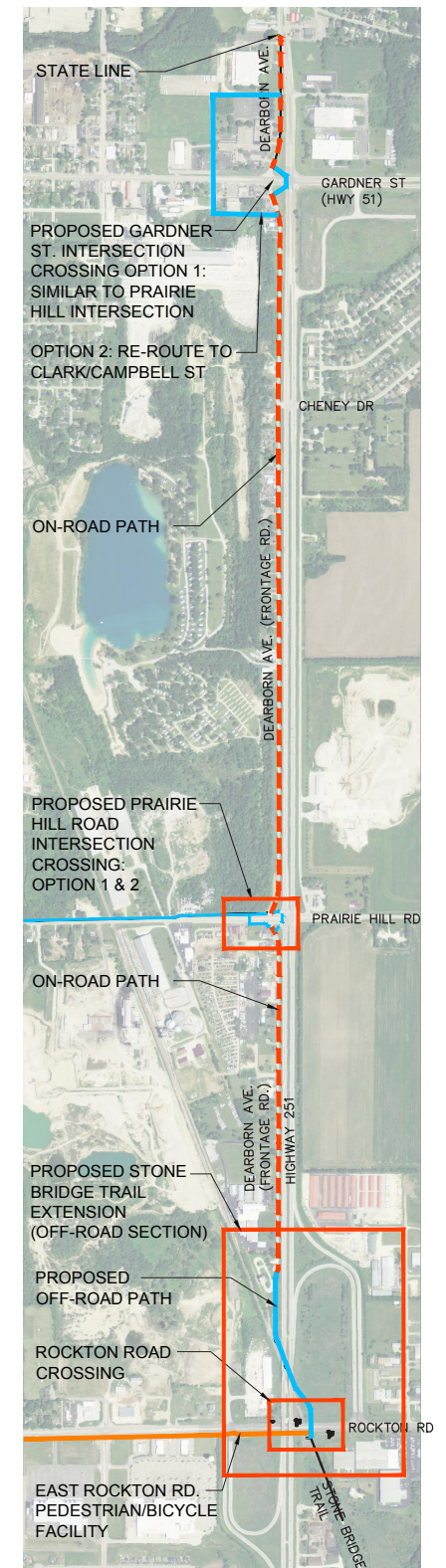


*Existing Conditions under the State Highway  
251 Interchange*



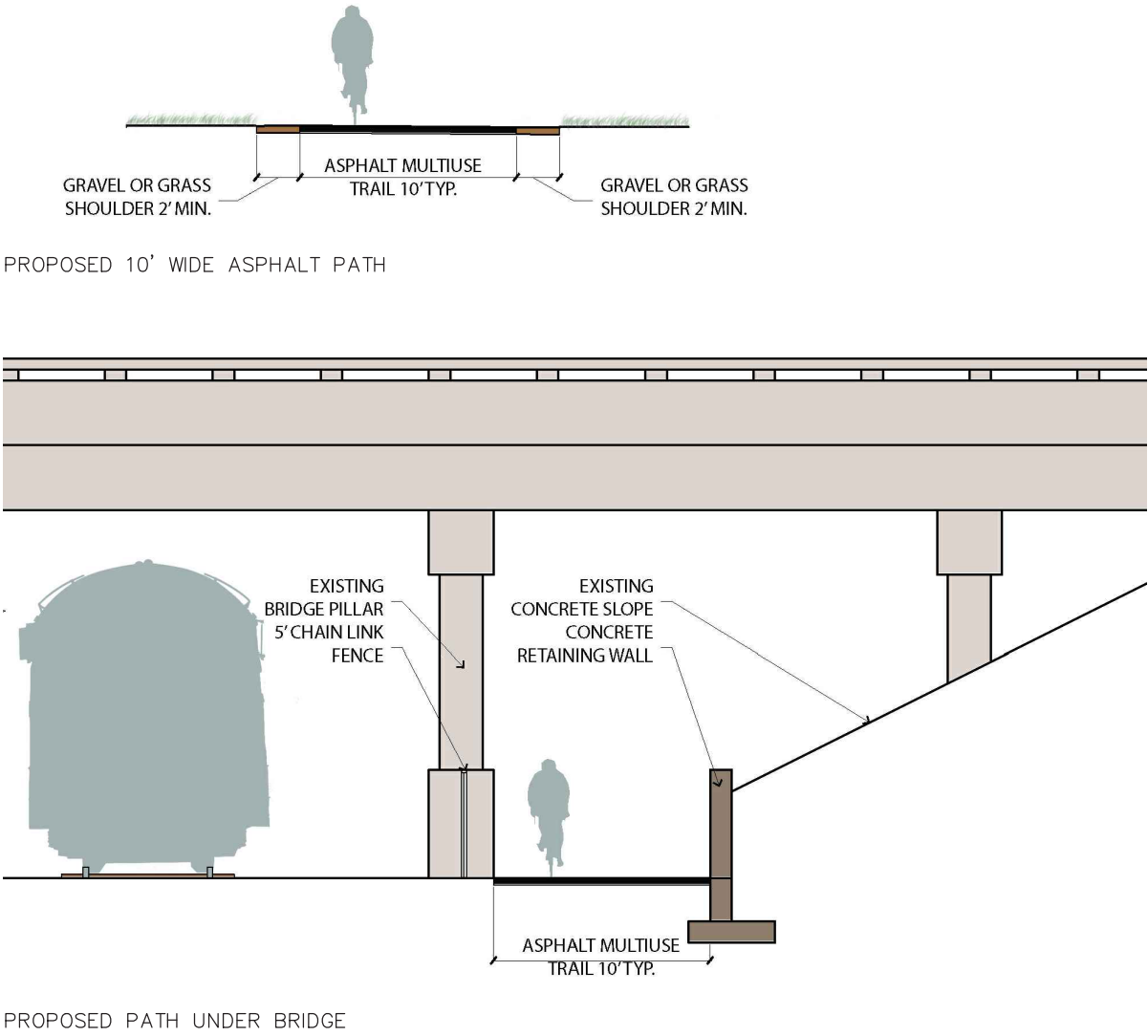
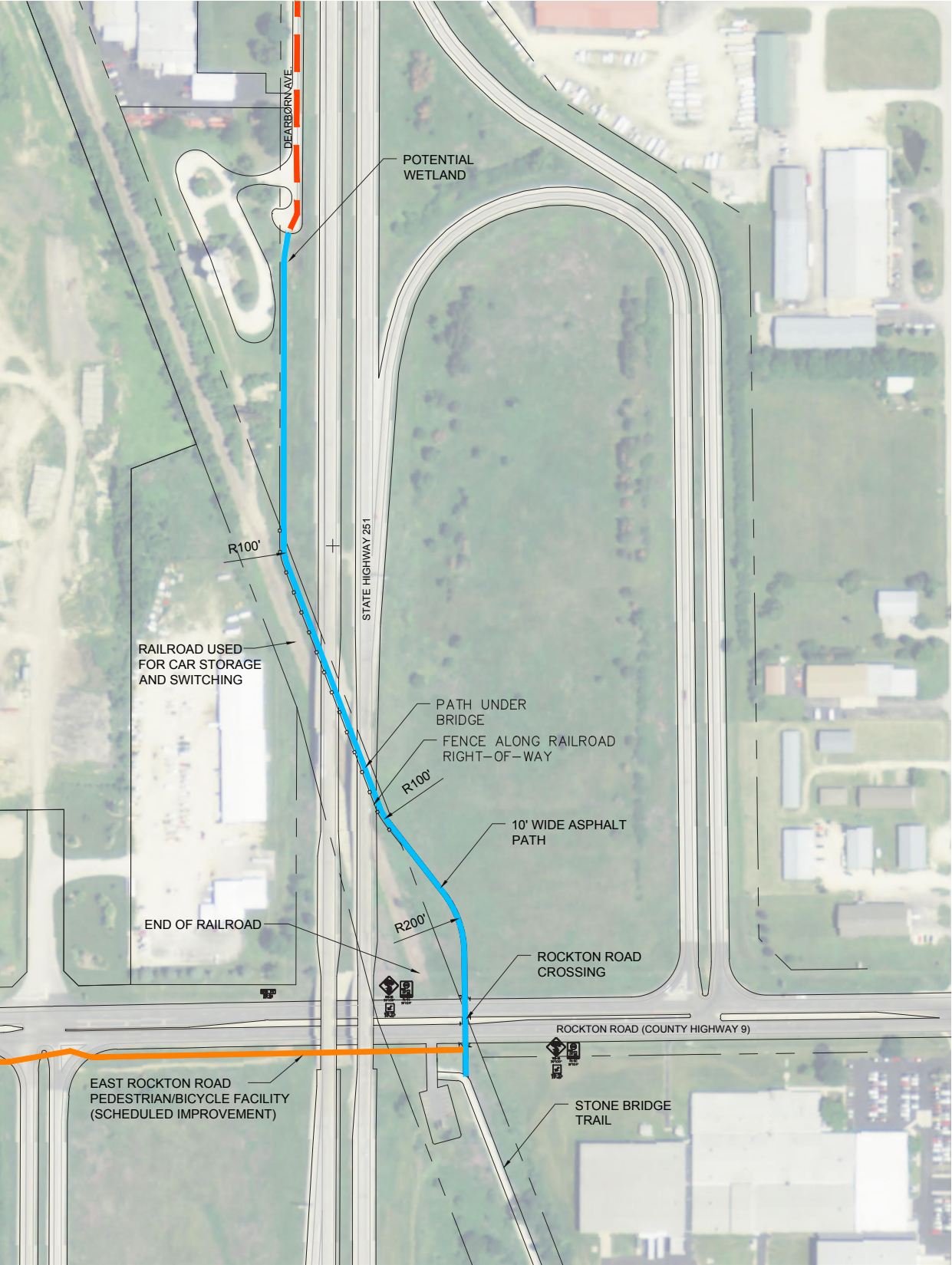


MEDIAN CROSSING EXAMPLE

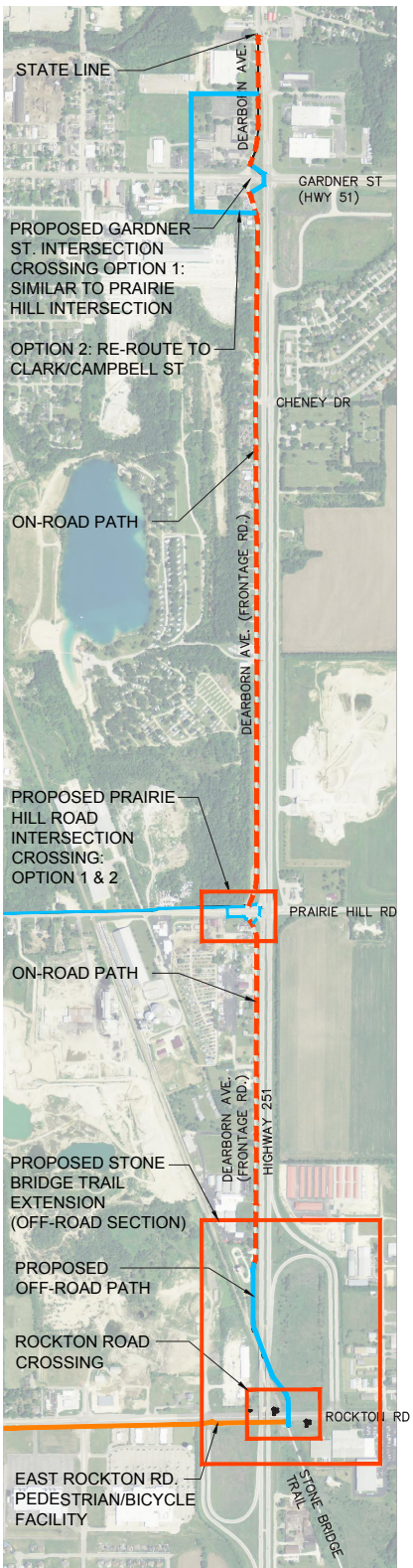


## STONE BRIDGE TRAIL EXTENSION - ROCKTON ROAD CROSSING





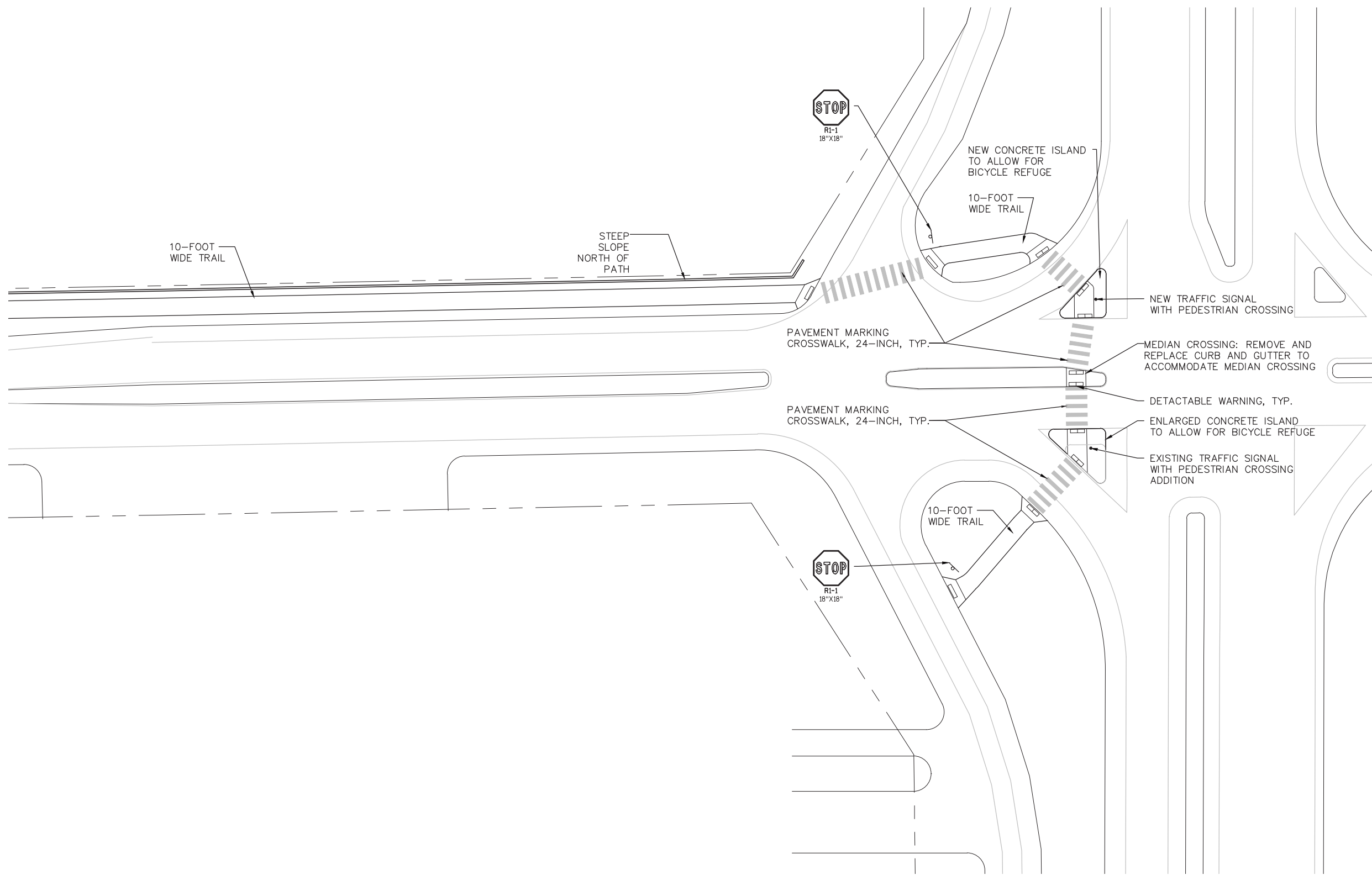
EXISTING CONDITION FOR PATH UNDER BRIDGE



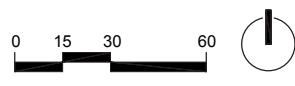
OVERVIEW

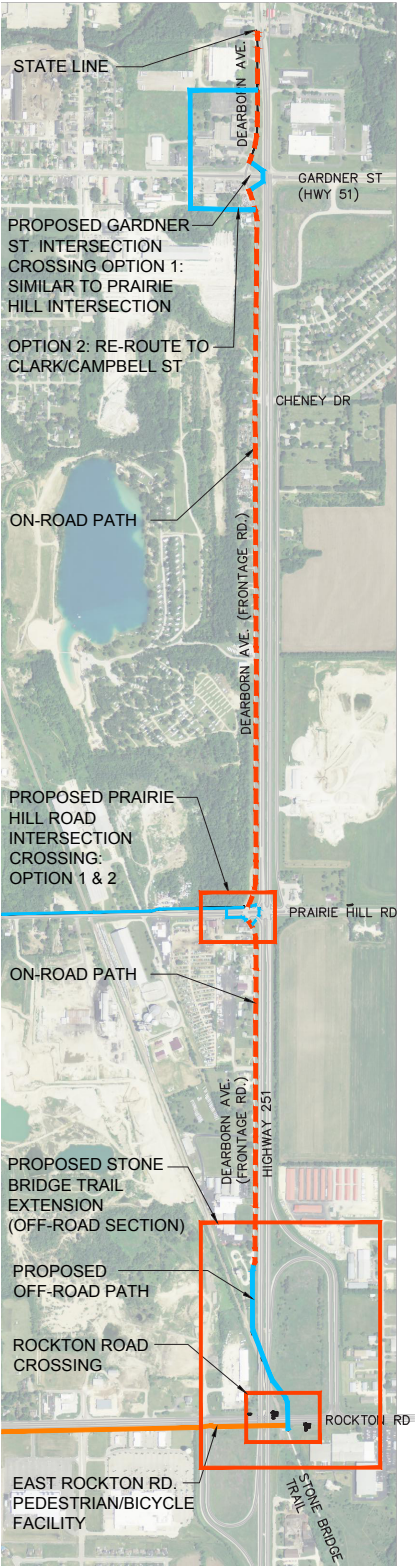
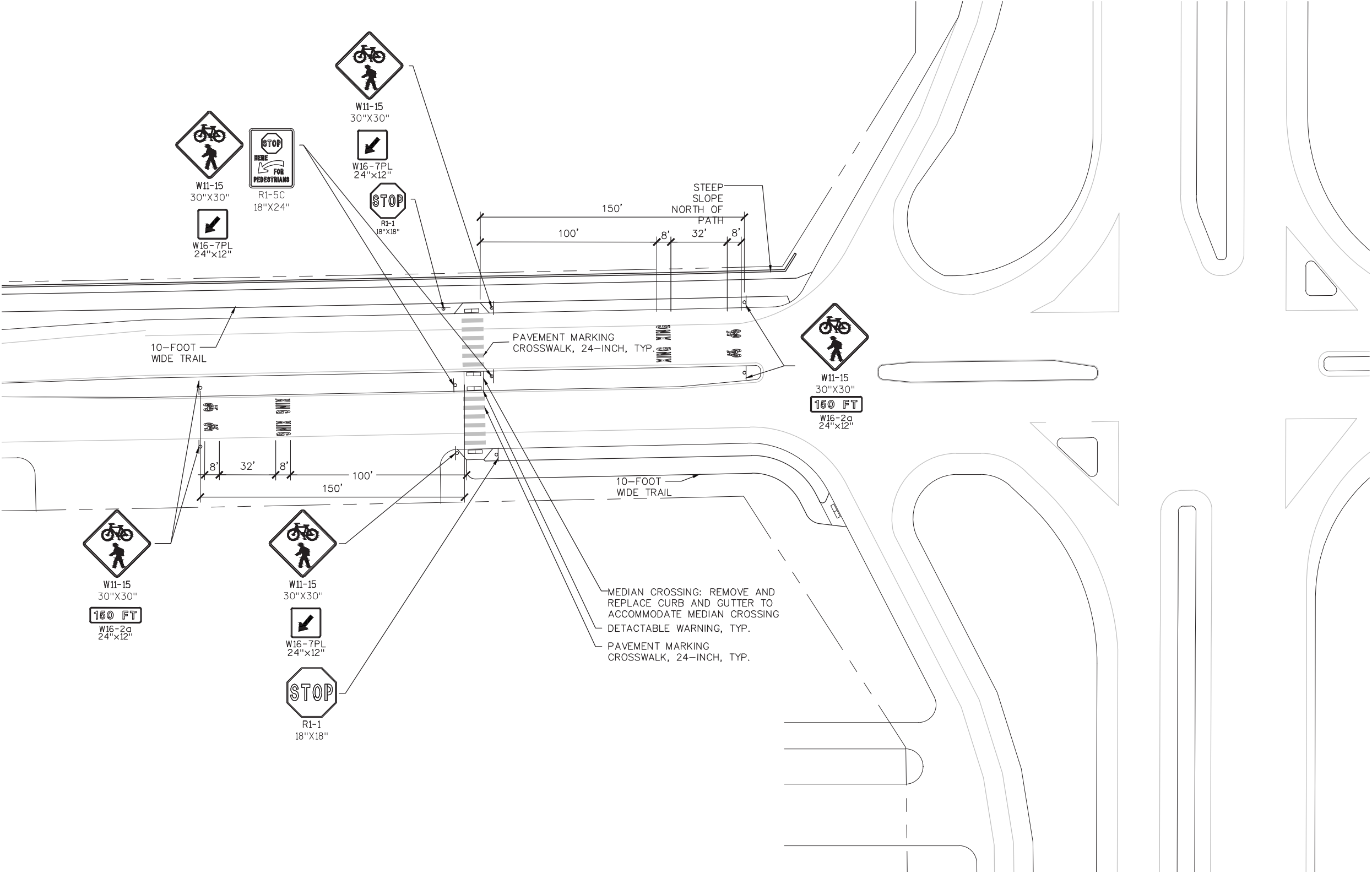
## STONE BRIDGE TRAIL EXTENSION - OFF ROAD SECTION





**STONE BRIDGE TRAIL EXTENSION -  
PRAIRIE HILL ROAD INTERSECTION:  
OPTION 1**





**STONE BRIDGE TRAIL EXTENSION -  
PRAIRIE HILL ROAD INTERSECTION:  
OPTION 2**



### PRAIRIE HILL ROAD TRAIL

The near-term section of the Prairie Hill Road Trail will extend from Blackhawk Boulevard (State Highway 2) to State Highway 251. This connection is an east-west trail that unites the existing Stone Bridge, Hononegah Road, and Dorr Road Trails to form a closed loop. Eventually this trail will be extended west across the Rock River and east to Willowbrook Middle School (page 26).

The off-road trail alignment will be contained entirely within the County Road ROW but will need to be constructed and maintained by the municipality or another organization as determined by the project partners. The trail alignment will also need to be aligned so as not to interfere with roadside drainage ditches.

On the west side of Highway 251 the slope drops off sharply beyond the existing guard rail. Further analysis of soil composition and slope stability should be conducted to determine whether a retaining wall will be needed to safely support the trail infrastructure. Building the trail alignment here may require the addition of a retaining wall if the existing slope proves unstable. The trail should be built on the north side of the road if at all possible because it is a safer option for cyclists and nearby businesses than moving the trail alignment to the road's south side where driveway crossings are far more frequent.

### Off-Road Connection

#### 7. Prairie Hill Road-West

- Location:** South Beloit Sr. High School to Blackhawk Blvd. (State Highway 2)
- Existing Conditions:** No pedestrian amenities, shallow roadside ditches
- Recommendations:** 10' wide paved asphalt path on north side of road
- Cost:** \$289,560

#### 8. Prairie Hill Road-East

- Location:** Dorr Road to State Highway 251
- Existing Conditions:** No pedestrian amenities, shallow roadside ditches. Steep embankment on the west side of the Hwy 251 intersection
- Recommendations:** 10' wide paved asphalt path on north side of road. Separate from driving lane with guard rail and add fence at the top of the steep slope.
- Cost:** \$505,000

### Intersection

#### i5 Prairie Hill Road & Dorr Road

- Existing Traffic Control:** 4-way stop, north/south trail connection along Dorr Road (un-striped)
- Recommendation:** Add pedestrian crossing signs & striped crosswalks on the north and west sides of the intersection. Optional: shorten turn radii to reduce pedestrian crossing distance
- Cost:** \$3,400
- Cost to shorten turn radii** \$15,000\*

\*Cost will vary depending on location of utilities

**Total Cost Including Turn Radii Improvements:**  
**\$809,560**

### PRAIRIE HILL ROAD TRAIL

The trail intersection with State Highway 251 was illustrated as part of the Stone Bridge Trail Extension concept design on pages 19-20. Two options for this intersection were presented to IDOT and Winnebago County officials. One option would route bicycle and pedestrian traffic to the signalized intersection of Highway 251 and Prairie Hill Road. This option would require pedestrian improvements to the intersection including pedestrian islands, pedestrian crossing, and crosswalk striping.

Option 2 would create a mid-block crossing west of the intersection. This option would be less expensive to implement but may make crossing difficult for bicyclists during peak rush hour when cars stack up prior to entering Highway 251. At lower traffic times this route may decrease waiting times by allowing bicyclists to safely bypass the traffic signal. Further traffic analysis should be conducted to determine whether option 1 or 2 provides the safest and most convenient crossing for bicyclists and pedestrians.

The intersection with Prairie Hill Road & Dorr Road is already a 4-way stop, and as such does not require the addition of pedestrian signals. Striped crosswalks and crossing signs at this intersection would increase pedestrian and cyclist visibility. Optional shortening of turn radii at this intersection would reduce the crossing distance for pedestrians, creating a safer intersection without the addition of refuge islands at the center of the intersection.

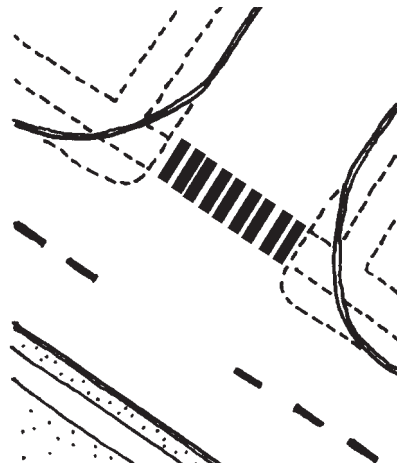
*Prairie Hill Road-West of Highway 251*



*Prairie Hill Road-East of Blackhawk Boulevard*

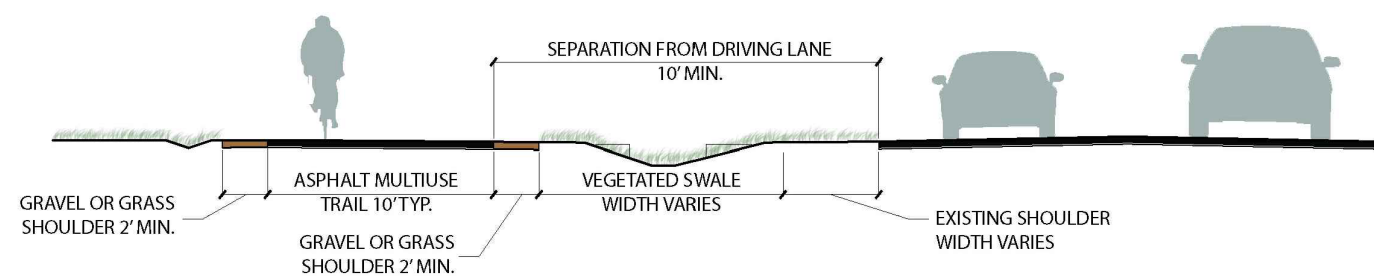


*Shortening turn radii reduces pedestrian crossing distance and slows turning traffic, creating a safer intersection for bike and pedestrian traffic.*

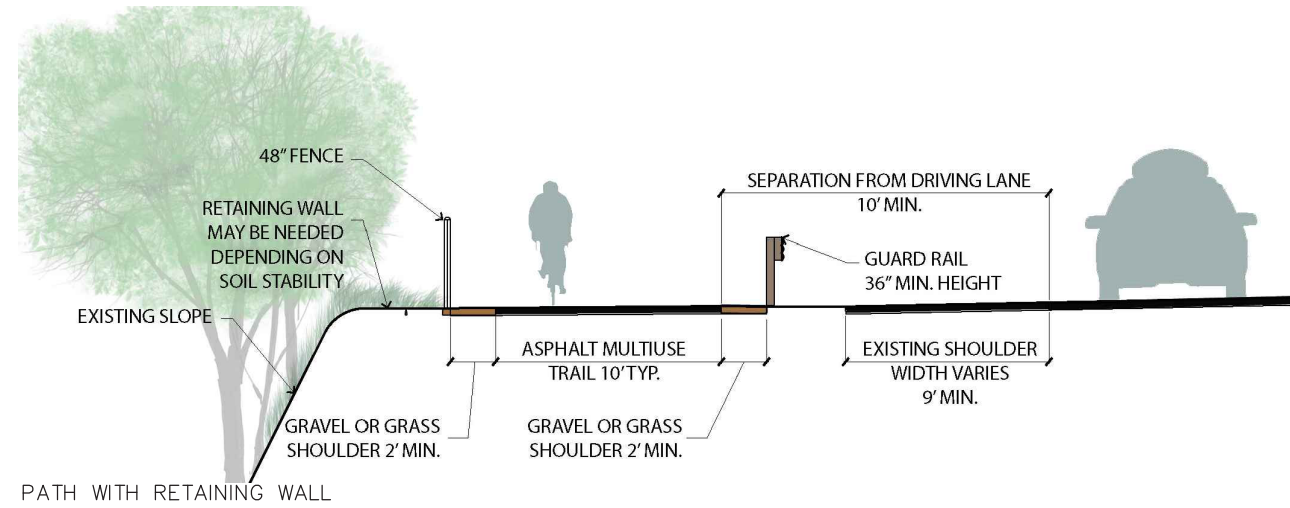


*Adapted from Making Streets that Work, Seattle, 1996 by Pedsafe: Pedestrian Safety Guide and Countermeasure Selection System (FHWA-SA-04-003)*

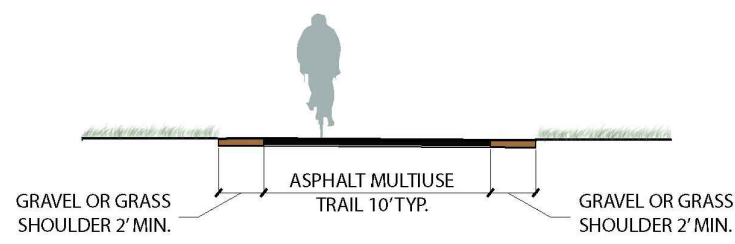
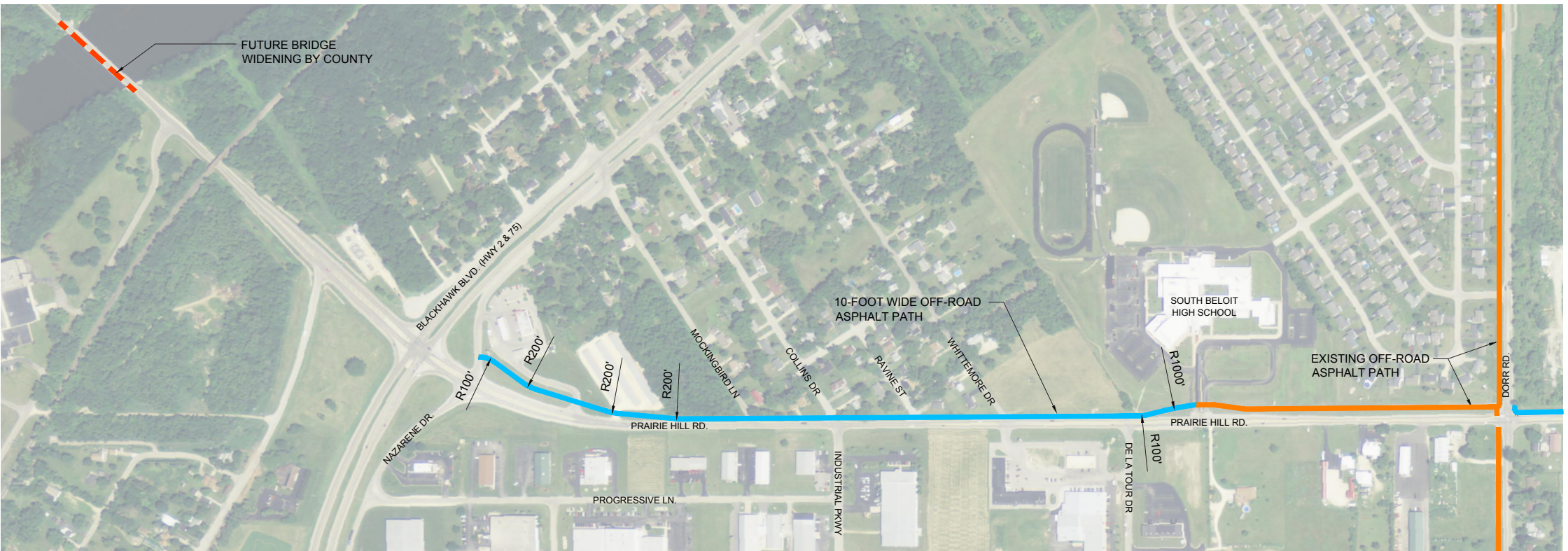




PATH WITH ROADSIDE DITCH



PATH WITH RETAINING WALL



PATH, TYPICAL







## NEAR-TERM TRAILS

### ROCKTON ROAD PATH

The portion of the Rockton Road path between Old Meadow Lane and the Existing Stone Bridge Trail completes an off-road trail loop with existing trails on Dorr Road and Hononegah Road. Planning for this trail section is already underway. A preliminary alignment completed by Civil Engineering Services (C.E.S.) is illustrated below.

The intersection at Rockton Road already has traffic signals, pedestrian crossing signals, and striped crosswalks. These improvements are sufficient to successfully support the Rockton Road Trail.

*Rockton Road & Dorr Road*



### Off-Road Connection

#### 9. Rockton Road Path

**Location:** Between Old Meadow Lane and State Highway 251

**Existing Conditions:** No pedestrian amenities, shallow roadside ditches

**Recommendations:** 10' wide off-road asphalt trail on Rockton Road's south side

**Cost:** \$688,890  
(Estimated by C.E.S.)

### Intersection

#### i6. Rockton Road & Dorr Road

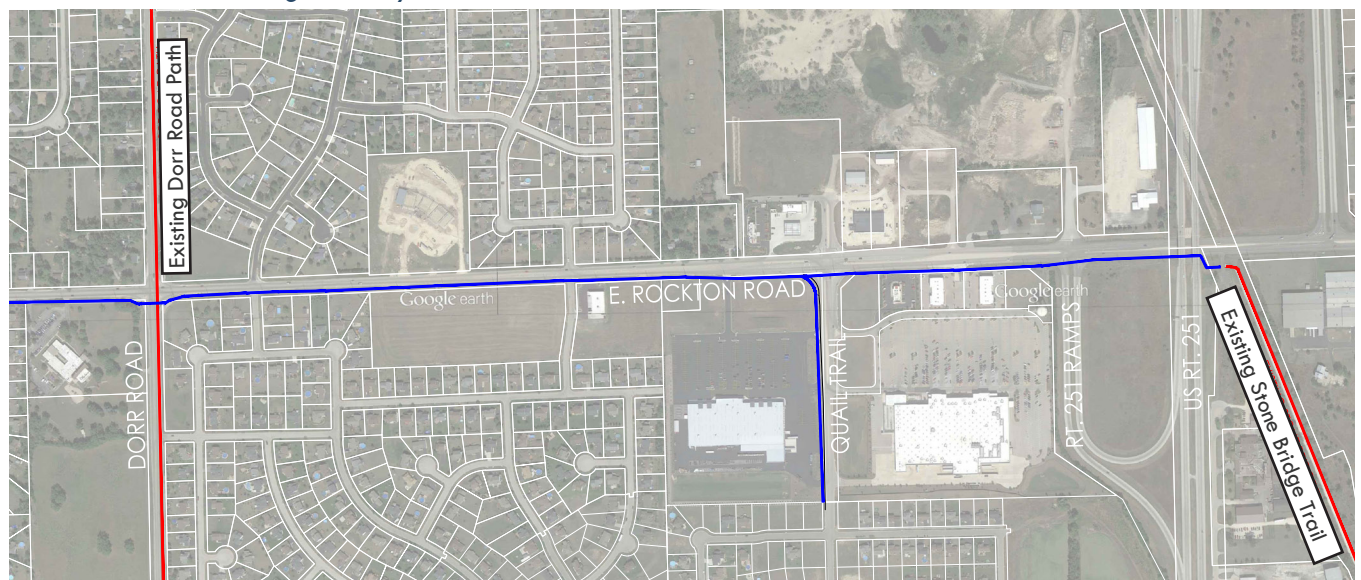
**Existing Traffic Control:** Signalized with pedestrian crosswalks

**Recommendation:** No action needed

**Cost:** Not applicable

**Total Cost:** \$688,890

*Rockton Road Trail Alignment by C.E.S.*



## PRAIRIE HILL ROAD EXTENSION

At the western end of the near-term Prairie Hill Road trail a narrow bridge underpass makes continuing the off-road trail an impractical option. This provides a natural location to transition to on-road travel prior to crossing the Prairie Hill Road Bridge. This western extension of the Prairie Hill Road bike route to the Prairie Hill Road Bridge cannot be signed as a bike route per Winnebago County policy, but any unpaved shoulders on the route can be paved to accommodate cyclists.

Pending funding, the Prairie Hill Road Bridge is scheduled to undergo improvements which will provide 8' paved shoulders to accommodate cyclists. Winnebago County reported that planning of these improvements was substantially completed in October of 2014.

### On-Road Connection

#### 10. Prairie Hill Road-Western Extension

**Location:** State Hwy 2 to Prairie Hill Road Bridge

**Existing Conditions:** 8-10' shoulders, some segments paved

**Recommendations:** Pave unpaved shoulders

**Cost:** \$44,900

### Off-Road Connection

#### 11. Nazarene Drive (State Hwy 2 Frontage Road)

**Location:** Prairie Hill Road to Rockton Road

**Existing Conditions:** No paved shoulders, low traffic volume

**Recommendations:** Sign as bike route

**Cost:** \$2,300

#### 12. Prairie Hill Road-Eastern Extension

**Location:** State Hwy 251 to Willowbrook Middle School

**Existing Conditions:** No paved shoulders, shallow grass swales

**Recommendations:** Pave multi-use trail on south side of road

**Cost:** \$759,800

**Total Cost: \$807,000**

A connection between Prairie Hill and Rockton Roads will be made on Nazarene Drive, a Highway 2 frontage road with low traffic. Way-finding signage should be sufficient to make this road an effective bike route.

East of Highway 251 the Prairie Hill Road trail should be extended off-road to Willowbrook Middle School. The southern road ROW is the widest and most suitable location for this trail.

All of these trails are critical to connecting the Roscoe Township, Rockton Township, and Village of Rockton to the near-term and existing trail network in South Beloit. These trail connections also create a gateway from these communities to the proposed regional networks extending north to Janesville and south to Rockford.

### Bridge Connection

#### b2. Prairie Hill Road Bridge

**Existing Conditions:** No pedestrian amenities, narrow paved shoulders

**Recommendations:** Widen paved shoulders as part of scheduled improvements

**Cost:** IDOT/County Project

#### Prairie Hill Extension - Looking East from the Bridge



#### Nazarene Drive - Looking South





## WILLOWBROOK TRAIL

Winnebago County is planning an extension of Willowbrook Road in the Village of Roscoe between Swanson Road and Belvidere Road (CTH 25). Plans for this route will include an off-road bike trail. Approximately 0.5 miles of the road has been built in this corridor as part of a subdivision street network. The new extension is divided into two phases. The southern phase from the existing Willowbrook Road segment to Swanson Road will be proposed for the next funding cycle. The northern phase from the existing Willowbrook Road segment to Belvidere Road (Highway 25) is not yet funded.

This plan proposes a further northern extension from Swanson Road to the Stone Bridge Trail to connect the Willowbrook Road Trail to the northern trail network and the Grand Illinois Trail.

The trail should also extend south along Perryville Road into the Roscoe Township to connect to Rock Cut State Park. Perryville Road has a wide unpaved ROW that is well-suited to the addition of an off-road trail. This connection will potentially invite visitors to Rock Cut State Park to bicycle into nearby downtown centers, thereby increasing economic benefits in these areas.

## Off-Road Connection

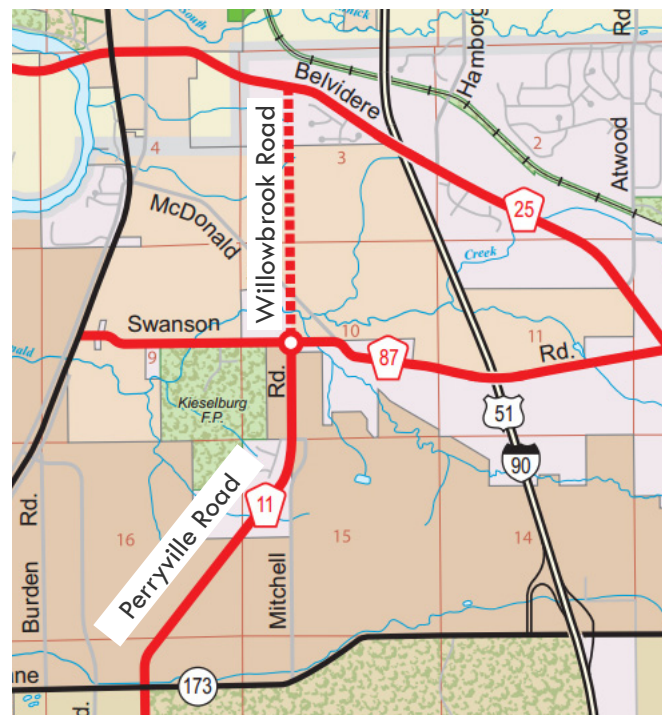
### 13. Willowbrook Road

- Location:** Stone Bridge Trail to Swanson Road, incorporating existing Willowbrook Road segment
- Existing Conditions:** Mostly unpaved, existing Willowbrook Road has wide grass shoulder
- Recommendations:** 10' asphalt trail
- Cost:** Winnebago County is pursuing funds

### 14. Perryville Road

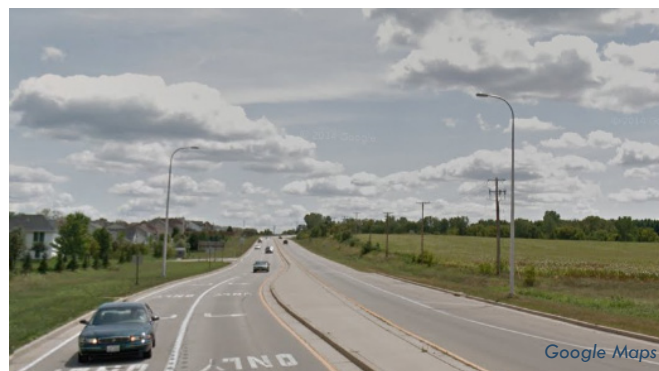
- Location:** Swanson Road to Rock Cut State Park
- Existing Conditions:** Wide grass shoulders with shallow swales
- Recommendations:** 10' asphalt trail
- Cost:** Winnebago County is pursuing funds

## Winnebago County Highway Map-Planned Extension of Willowbrook Road



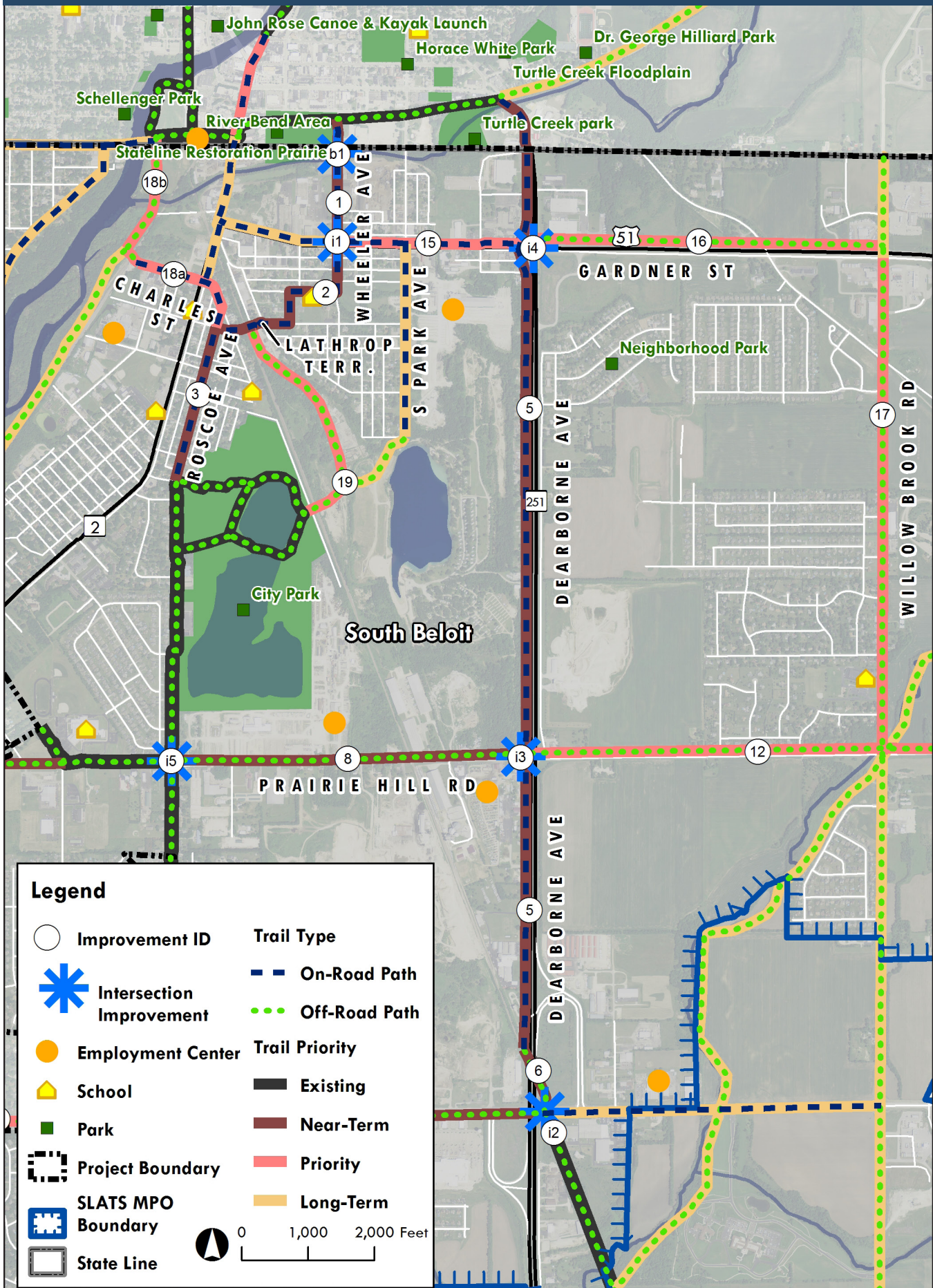
## Willowbrook Road Extension (Looking north from Perryville Rd.)

## Perryville Road - Looking South





# MID-TERM TRAILS: CITY OF SOUTH BELOIT





## WILLOWBROOK/GARDNER TRAIL

The segment of Willowbrook Road between Prairie Hill Road and Gardner St. in South Beloit should be converted to an off-road bike route. This segment provides a connection to Prairie Hill Elementary from both the north and south. It will also connect to the planned “Ironworks at Willowbrook” shopping center at the corner of Willowbrook and Manchester roads and set the stage for a long-term on-road connection from Prairie Hill Road down to the Stone Bridge Trail.

The bike route along Gardner St. forms multiple loops between Willowbrook Road, Dearborn Ave., Dorr Road, and the City Park Connector once near-term priority trails are completed. This route will be on-road from Wheeler to Highway 251 due to a narrow right-of-way and existing sidewalks that already serve pedestrian needs.

### On-Road Connections

#### 15. Gardner St. - West

(State Highway 75, US Highway 51)

**Location:** Wheeler Ave. to State Highway 251

**Existing Conditions:** Sidewalks, 4 lanes with no shoulders

**Recommendations:** Sign as bike route, optional sharrows in right lane

**Cost:** \$3,050

### Off Road Connection

#### 16. Gardner St. - East

**Location:** State Highway 251 to Willowbrook Road

**Existing Conditions:** Wide paved shoulders, grass swales

**Recommendations:** 10' asphalt trail on north side of road

**Cost:** \$465,150

#### 17. Willowbrook Road

**Location:** Gardner St. (State Highway 51) to Prairie Hill Road (County Highway 76)

**Existing Conditions:** Unpaved shoulder with grass swale

**Recommendations:** 10' asphalt trail on west side of road

**Cost:** \$678,900

**Total Cost: \$1,147,100**

The trail should ideally be off-road east of Highway 251 so that it can accommodate both bicyclists and pedestrians, who currently have no amenities for this portion. In the short-term wide shoulders on this stretch could also be designated as an on-road bike route without additional improvements other than signage.

Willowbrook Road - Looking north from Prairie Hill Elementary School



Gardner St. - West of Highway 251



Gardner St. - East of Highway 251



## ROCK RIVER TO CITY PARK

The South Beloit/Rock River Connector Path extends on-road from the near-term City Park Connector at the corner of Elmwood Ave. and Roscoe Ave. to the western end of Charles St. From there it turns north through City of Beloit property to connect to Shirland Ave. and existing trails in the City of Beloit. The City of Beloit Transit Center is less than 0.25 miles from the northern end of this trail, making it an important gateway to the Stateline trail network.

A separate planning study called Nature at the Confluence is examining concepts for park and trail design within this City of South Beloit property. The master planning document for this project is expected to be completed in December of 2014.

The South Beloit City Park Connector will utilize existing privately owned gravel roads to create the corridor for an asphalt multi-use trail. The City will need to acquire ownership of these parcels for this trail alignment to be planned and built.

This alignment has changed since the 2010 plan to create a more direct off-road connection between City Park and the Wheeler Ave. Bridge Project. The old alignment, which connected to the south end of Park Ave. is proposed as a long-term trail corridor that will help create a more robust trail network adjacent to City Park.

### On-Road Connection

#### 18a. South Beloit/Rock River Connector Path

**Location:** Charles St. to Elmwood Ave.

**Existing Conditions:** No shoulders or sidewalks, low traffic

**Recommendations:** Sign as bike route, optional sharrows

**Cost:** \$3,050

### Off Road Connections

#### 18b. South Beloit/Rock River Connector Path

**Location:** Shirland Ave. to Charles St. through City of South Beloit Property

**Existing Conditions:** Open space owned by the City of South Beloit

**Recommendations:** 10' asphalt trail including existing railroad bridge improvement over Turtle Creek

**Cost:** \$500,000

#### 19. South Beloit City Park Connector

**Location:** City Park to Lathrop Terrace

**Existing Conditions:** Open space owned by the City of South Beloit

**Recommendations:** 10' asphalt trail

**Cost:** \$323,100

**Total Cost: \$826,150**

Charles Street-Looking West



South Beloit/Rock River Connector Path Site



South Beloit City Park Connector Site





## OLD RIVER ROAD TO ROCKTON ROAD PATH

Paving the shoulders of Old River Road (CTH 64) is a high priority for Winnebago County. The northern portion of this route is the County's first priority, followed by the segment south of State Highway 2.

This route will connect Stephen Mack Middle School to the Rockton Athletic Fields and set the stage for connecting students and residents to the Macktown Forest Preserve and downtown Rockton.

The Blackhawk Boulevard connection is a short connector route that connects Settler's Park to Rockton Road and downtown Rockton. Ultimately from Settler's Park visitors will be able to cross the Rock River on either the Blackhawk Boulevard bridge or the railroad bridge (b3).

From Blackhawk Boulevard bicyclists can travel west or east along an on-road route on Rockton Road. This route connects to the proposed off-road Rockton Road Trail to the east and, in the long term, to the Rockton Road bridge on the west. This long-term connection across the Rock River to the west connects three forest preserves (Macktown, Millrace Isle, and J. Norman Jensen) into a traversable recreational destination that is easily accessible from downtown Rockton.

The off-road Rockton Road Trail creates an important connection from Downtown Rockton to the Dorr Road Trail. Together, the on and off-road segments of the Rockton Road Trail connect three schools (Rockton Grade School, Hononegah High School, and Whitman Post Elementary School) to the stateline trail network.

### On-Road Connections

#### 20. Old River Road - North

- Location:** Blackhawk Blvd. to State Highway 2
- Existing Conditions:** No paved shoulder
- Recommendations:** Pave shoulder to accommodate bicyclists
- Cost:** Winnebago County is pursuing funding

#### 21. Old River Road - South

- Location:** State Highway 2 to Stephen Mack Middle School
- Existing Conditions:** No paved shoulder
- Recommendations:** Pave shoulder to accommodate bicyclists
- Cost:** \$345,000

#### 22. Blackhawk Boulevard

- Location:** Rock River to Rockton Road
- Existing Conditions:** Sidewalk on west side, no shoulder
- Recommendations:** Sign as bike route
- Cost:** \$1,500

#### 23. Rockton Road - West

- Location:** Macktown Forest Preserve to State Highway 2
- Existing Conditions:** Sidewalks available, parking lane on one side of road
- Recommendations:** Sign as bike route
- Cost:** \$2,300

### Off-Road Connection

#### 24. Rockton Road - East

- Location:** State Highway 2 to Dorr Road
- Existing Conditions:** Wide shoulder on south side, steep swale on north side
- Recommendations:** 10' asphalt trail on south side of road
- Cost:** \$484,500

**Total Cost: \$1,165,300**

#### Old River Road - Looking Southeast



#### Rockton Road - Looking East



**MID-TERM TRAILS: VILLAGE OF ROCKTON**

**Legend**

- Improvement ID
- Intersection Improvement
- Employment Center
- School
- Park
- Project Boundary
- SLATS MPO Boundary
- State Line
- Trail Type
- On-Road Path
- Off-Road Path
- Trail Priority
- Existing
- Near-Term
- Mid-Term
- Long-Term

0 1,000 2,000 Feet



### ROCKTON CENTRAL TRAIL

In the 2010 Stateline Area bike and pedestrian plan an off-road trail extended from Macktown Golf Course to the railroad bridge along River St. before continuing south on the rail corridor to Old River Road (CTH 64). This connection to the railroad bridge from E. River St. would be ideal, but it is improbable in the short-term due to privately owned parcels sitting between River St. and the rail corridor.

This plan proposes an alternate route that truncates the River St. off-road trail at State Highway 75 (Blackhawk Boulevard) and runs it on-road to Old River Road. This route takes advantage of existing County plans to widen shoulders on Old River Road.

An off-road trail on the existing railroad bridge will

connect Downtown Rockton directly to the Rockton Athletic fields. The railroad bridge trail is connected to Old River Road by a proposed off-road trail that runs through the Rockton Athletic Fields at the perimeter of the park, where it would not interfere with athletic activities.

The Rockton Central Trail network is discussed here due to its high priority in the 2010 plan. However, this plan recommends that these trails be incorporated into the long-term trail plan because they will require further study to determine appropriate funding, alignment, and land acquisition strategies.

The addition of a bicycle trail connection across the railroad bridge remains a priority since it would create an important connection between downtown Rockton and the Rockton athletic fields.

### Off-Road Connections

#### 25. Macktown to Blackhawk (Long Term)

**Location:** Macktown Golf Course to Blackhawk Blvd. along River St.

**Existing Conditions:** Forested, E. River St. is residential with partial sidewalks.

**Recommendations:** 10' asphalt trail on north side of road

**Cost:** \$282,000

#### 26. Rockton Central Trail, Athletic Fields (Long Term)

**Location:** Rockton Athletic Fields parallel to tree line

**Existing Conditions:** Mowed recreational fields

**Recommendations:** 10' asphalt trail

**Cost:** \$375,500

### Bridge Connection

#### b3 Railroad Bridge

**Existing Conditions:** Active railroad bridge

**Recommendations:** Convert to 10' multi-use trail

**Cost:** To be determined based on future analysis

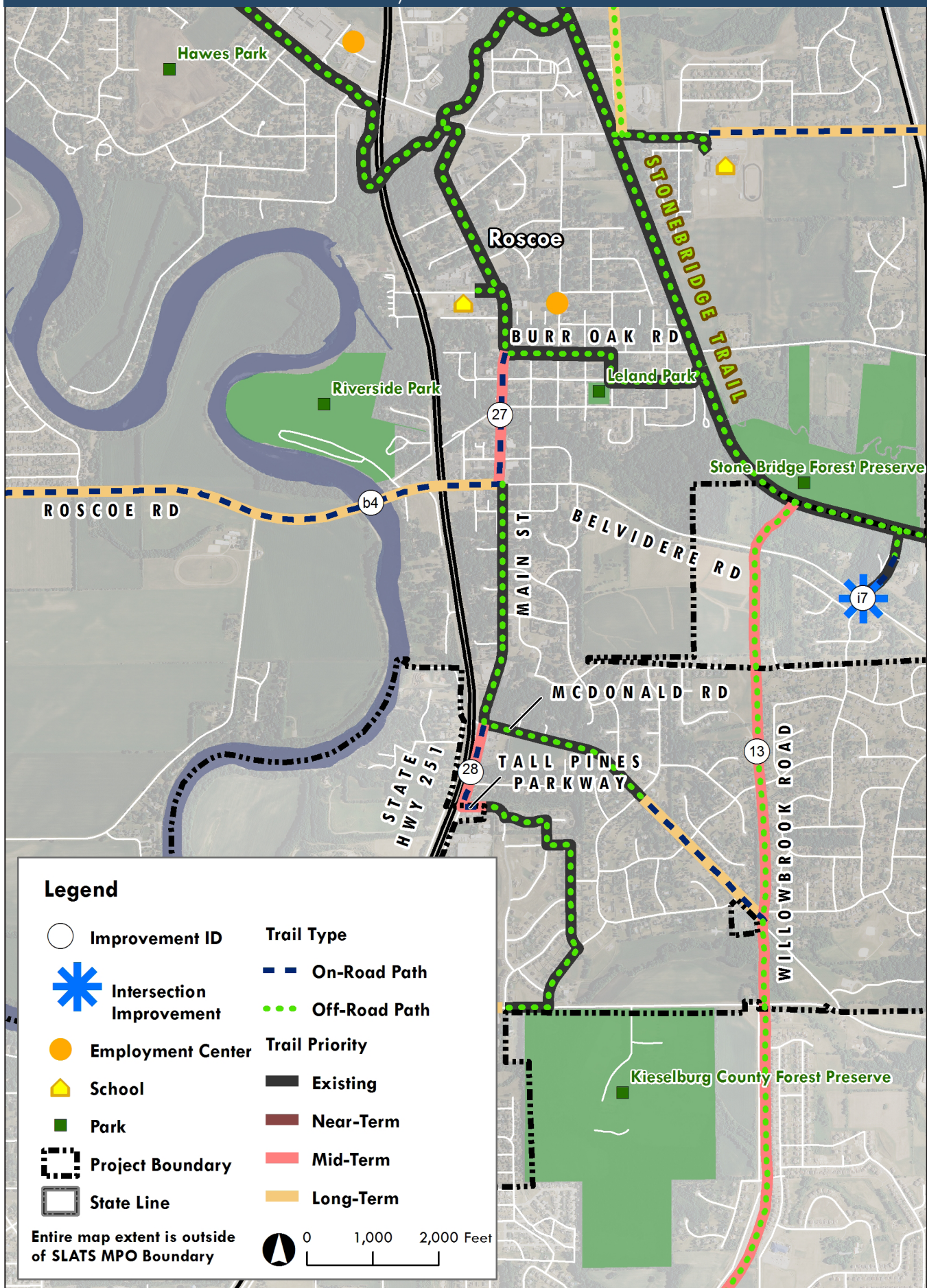
**Total Cost:** \$657,500

#### Railroad Bridge





# MID-TERM TRAILS: VILLAGE OF ROSCOE/ROSCOE TOWNSHIP





## GAP CONNECTION

The Village of Roscoe contains a relatively high density of trail connectivity compared to other communities in the region. The closure of two critical gaps with on-road connections will help to complete this network.

The Main Street route would provide way-finding for cyclists to connect existing trails to the north and south of downtown. The frontage road trail similarly provides signage and possibly bike lanes to connect small residential off-road trails on Tall Pines Parkway and McDonald Road to downtown Roscoe and ultimately to the Stateline trail network.

The Roscoe Road Bridge was considered a high-priority crossing in the 2010 plan. This plan considers it a long-term priority since the narrow bridge would be difficult to retrofit for safe accommodation of cyclists and doesn't

immediately connect to a near-term or mid-term trail. In the long-term, revitalization of this bridge would connect downtown Roscoe to communities west of the Rock River and create a nice long loop between Roscoe, Rockton, and the existing Hononegah Road Trail. The next time deck improvements to this bridge are made accommodation for cyclists through widening shoulders should be considered.

Improvements to the intersection of Belvidere Road and Applegate Drive will effectively create a new trailhead for the Stone Bridge Trail and connect nearby neighborhoods to the Stone Bridge Forest Preserve. This connection will largely serve local cyclists or people who drive to the trailhead, as other cyclists coming from the trail will be able to access it from Willowbrook Road.

## On-Road Connections

### 27. Main St.

- Location:** Bridge St. to Chestnut St.
- Existing Conditions:** Angled parking on both sides of the street
- Recommendations:** Sign as a bike route, optional sharrows
- Cost:** \$1,500

### 28. Frontage Road

- Location:** Tall Pines Parkway to McDonald Road
- Existing Conditions:** Unimproved shoulders
- Recommendations:** Sign as a bike route
- Cost:** \$1,500

## Bridge Connection

### b4. Roscoe Road at Rock River (Long Term)

- Existing Conditions:** Narrow shoulders
- Recommendations:** Widen shoulders to accommodate bicyclists
- Cost:** To be determined based on future analysis

## Intersection

### i7. Belvidere Road & Applegate Drive

- Existing Traffic Control:** None
- Recommendations:** Add striped crosswalks & pedestrian crossing signs
- Cost:** \$2,550

**Total Cost: \$5,550**

*Main Street - Looking north*



*Frontage Road - Looking north*



*Applegate Drive*





## WORKS CITED

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- Illinois DNR. 2014. Grand Illinois Trail. <http://www.dnr.illinois.gov/recreation/greenwaysandtrails/pages/grandillinoistrail.aspx>
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- Rails-To-Trails Conservancy. N.D. Investing in Trails: Cost-Effective Improvements - for Everyone.
- Rock River Trail Initiative. <http://rockrivertrail.com/>



## Appendix 1: Trail Summary Tables





**Near-Term Trails**

## Trails

| ID       | Segment Name                                      | Trail System                   | Priority  | Location   | Community                               | 2010 Proposed Bike/Ped Improvements   | 2014 Cost | 2014 Proposed Bike Improvements   |
|----------|---|--------------------------------|-----------|--|---|---|-----------|---|
| On-Road  |   |                                |           |  |   |   |           |   |
| 1        | South Beloit/<br>Wheeler Avenue Connector - North | City Center Bicycle Link       | Near-term | Wheeler Avenue from the state line south to Gardner St       | South Beloit                            | Sign as bike route when Wheeler Bridge reconstructed  | \$759     | Sign as bike route when Wheeler Bridge is reconstructed.                                      |
| 2        | South Beloit/<br>Wheeler Avenue Connector - South | City Center Bicycle Link       | Near-term | Gardner St to Lathrop Terrace in South Beloit                | South Beloit                            | Sign as bike route when Wheeler Bridge reconstructed  | \$4,554   | Sign as bike route when Wheeler Bridge is reconstructed.                                      |
| 3        | Roscoe Avenue                                     | City Center Bicycle Link       | Near-term | Elmwood Avenue south to Hillside Drive                       | South Beloit                            | Sign as bike route as part of South Beloit connector (there is already existing sidewalk on this stretch) | \$3,050   | Sign as bike route as part of the South Beloit connector                                      |
| 4        | Kelley-Myers Park Trail                           | Dorr Road/Hononegah Connection | Near-term | Wilmington Ct. and Kelley-Myers Park Service Road            | Town of Roscoe                          | -   | \$3,000   | Sign as bike route  |
| 5        | Dearborn Ave                                      | Stone Bridge Trail Extension   | Near-term | State Hwy 251/Rockton Road (CTH 9) Interchange to State line | Village of Roscoe, South Beloit, Beloit | -   | \$4,550   | Sign as a bike route  |
| Off-Road |   |                                |           |  |   |   |           |   |
| 6        | Interchange Trail                                 | Stone Bridge Trail Extension   | Near-term | Rockton Road (CTH 9) to Dearborn Ave                         | Roscoe Village                          | Paved off-street path, 5-15 year priority   | \$361,900 | Pave a 10' asphalt trail  |
| 7        | Prairie Hill Road - West                          | Prairie Hill Road Trail        | Near-term | South Beloit Sr. High School to Blackhawk Blvd               | South Beloit                            | Paved on-street bikeway, 5-15 year priority   | \$289,560 | 10' wide paved asphalt path on north side of road   |
| 8        | Prairie Hill Road - East                          | Prairie Hill Road Trail        | Near-term | Dorr Road to State Highway 251                               | South Beloit                            | Paved on-street bikeway, 5-15 year priority   | \$639,175 | 10' wide paved asphalt path on north side of road. Retaining wall needed at steep embankment. |
| 9        | Rockton Road Path                                 | Rockton Road Path              | Near-term | Between Old Meadow Lane and State Highway 251                | Rockton                                 | Paved off-street path   | \$688,890 | 10' wide off-road asphalt trail on Rockton Road's south side                                  |

## Priority Bridge Crossings

| ID | Name           | Trail System             | Priority  | Existing Conditions                                   | Community    | 2010 Proposed Bike/Ped Improvements  | 2014 Cost | 2014 Proposed Bike Improvements                      |
|----|----------------|--------------------------|-----------|---|--------------|--|-----------|--|
| b1 | Wheeler Bridge | City Center Bicycle Link | Near-term | Railroad trestle cordoned off from pedestrian access. | South Beloit | Restore bridge to carry pedestrian and bike traffic as part of the South Beloit/Wheeler Avenue Connector | \$370,000 | Restore bridge to carry pedestrian and bike traffic. |

Intersections

| ID | Intersection                               | Trail System                 | Priority  | Existing Traffic Control   | Community    | 2010 Proposed Bike/Ped Improvements   | 2014 Cost                                 | 2014 Proposed Bike Improvements   |
|----|--|------------------------------|-----------|--|--------------|---|---|---|
| i1 | Gardner Street & Wheeler Avenue            | City Center Bicycle Link     | Near-term | 2-way stop on Wheeler Avenue   | South Beloit | Add striped crosswalks and pedestrian crossing signs                                | \$2,500                                   | Add striped crosswalks and pedestrian crossing signs  |
| i2 | Stone Bridge Trail & Rockton Road Crossing | Stone Bridge Trail Extension | Near-term | None   | Roscoe       | Add striped crosswalk, median break, pedestrian crossing signage                    | \$18,500                                  | Stripe a pedestrian crosswalk, add a median break and pedestrian crossing signs and signals   |
| i3 | Highway 251 & Prairie Hill Road            | Stone Bridge Trail Extension | Near-term | Traffic signal with no pedestrian crossing                           | South Beloit | -   | Option 1: \$116,725<br>Option 2: \$60,350 | Stripe a pedestrian crosswalk, add a median break and pedestrian crossing signs and signals or create a mid-block pedestrian crossing   |
| i4 | Gardner Street & Highway 251               | Stone Bridge Trail Extension | Near-term | Traffic signal with no pedestrian crossing                           | South Beloit | Add striped crosswalks, pedestrian crossing signs, and pedestrian signals           | Option 1: \$116,725<br>Option 2: \$5,000  | Stripe a pedestrian crosswalk, add a median break and pedestrian crossing signs and signals or re-route the trail to ClarkCampbell St to cross Gardner St.                            |
| i5 | Prairie Hill Road & Dorr Road              | Prairie Hill Road Trail      | Near-term | 4-way stop, North/South trail connection along Dorr Road (unstriped) | Rockton      | Add striped crosswalks and possibly or in the future incorporate pedestrian signals | \$3,400                                   | Add pedestrian crossing signs & striped crosswalks on the north and west sides of the intersection. Optional: shorten turn radiuses to reduce pedestrian crossing distance (\$15,000) |
| i6 | Rockton Road & Dorr Road                   | Rockton Road Path            | Near-term | 4-way stop   | Rockton      | Add striped crosswalks and possibly or in the future incorporate pedestrian signals | -   | Complete  |

Mid-Term Trails: Multi-City

Priority

| ID       | Segment Name                                   | Trail System                | Priority | Location                                       | Community                                    | 2010 Proposed Bike/Ped Improvements | 2014 Cost | 2014 Proposed Bike Improvements               |
|----------|--|-----------------------------|----------|--|--|-------------------------------------|-----------|---|
| On-Road  |  |                             |          |  |  |                                     |           |   |
| 10       | Prairie Hill Rd - Western Extension            | Prairie Hill Road Extension | Mid-Term | State Highway 2 to Yale Bridge                 | Rockton Village, South Beloit                | -                                   | \$44,900  | Pave unpaved shoulders                        |
| 11       | Nazarene Drive (State Highway 2 Frontage Road) | Prairie Hill Road Extension | Mid-Term | Prairie Hill Road to Rockton Road              | Rockton Village, South Beloit                | -                                   | \$2,300   | Sign as bike route                            |
| Off-Road |  |                             |          |  |  |                                     |           |   |
| 12       | Prairie Hill Road - Eastern Extension          | Prairie Hill Road Extension | Mid-Term | State Highway 251 to Willowbrook Middle School | South Beloit, Roscoe Village, Town of Roscoe | -                                   | \$759,800 | Pave multi-use trail on south side of road    |
| 13       | Willowbrook Road                               | Willowbrook Trail           | Mid-Term | Stonebridge Trail tp Swanson Road              | Roscoe Village, Town of Roscoe               | -                                   | N/A       | 10' asphalt trail planned by Winnebago County |
| 14       | Perryville Road                                | Willowbrook Trail           | Mid-Term | Swanson Road to Rock Cut State Park            | Roscoe Village, Town of Roscoe               | -                                   | N/A       | 10' asphalt trail planned by Winnebago County |

Priority Bridge Crossings

| ID | Name                     | Trail System                | Priority | Existing Conditions                             | Community                           | 2010 Proposed Bike/Ped Improvements                      | 2014 Cost           | 2014 Proposed Bike Improvements                         |
|----|--------------------------|-----------------------------|----------|---|-------------------------------------|--|---------------------|---|
| b2 | Prairie Hill Road Bridge | Prairie Hill Road Extension | Mid-Term | No pedestrian amenities, narrow paved shoulders | Rockton Township/Village of Rockton | Include bike lanes on IDOT bridge reconstruction project | IDOT/County Project | Widen paved shoulders as part of scheduled improvements |

Mid-Term Trails: South Beloit

Priority Trails

| ID       | Segment Name                           | Trail System              | Priority | Location   | Community    | 2010 Proposed Bike/Ped Improvements                     | 2014 Cost | 2014 Proposed Bike Improvements  |
|----------|--|---------------------------|----------|--|--------------|---|-----------|--|
| On-Road  |  |                           |          |  |              |   |           |  |
| 15       | Gardner St - West                      | Willowbrook/Gardner Trail | Mid-Term | Wheeler Ave to State Highway 251                             | South Beloit | -   | \$3,050   | Sign as bike route, optional sharrows in right lane                                |
| 18a      | South Beloit/Rock River Connector Path | Rock River to City Park   | Mid-Term | Charles St to Elmwood Ave                                    | South Beloit | Paved off-street path (cost per 2010 grant application) | \$3,050   | Sign as bike route, optional sharrows in right lane                                |
| Off-Road |  |                           |          |  |              |   |           |  |
| 16       | Gardner Street - East                  | Willowbrook/Gardner Trail | Mid-Term | State Highway 251 to Willowbrook Road                        | South Beloit | Add sidewalk on at least one side of street             | \$465,150 | 10' asphalt trail on north side of road  |
| 17       | Willowbrook Rd                         | Willowbrook/Gardner Trail | Mid-Term | Gardner Road (State Highway 51) to Prairie Hill Road (CTH 9) | South Beloit | -   | \$678,900 | Pave shoulders, sign as bike route   |
| 18b      | South Beloit/Rock River Connector Path | Rock River to City Park   | Mid-Term | Shirland Ave to Charles St                                   | South Beloit | Paved off-street path (cost per 2010 grant application) | \$500,000 | 10' asphalt trail including existing railroad bridge improvement over Turtle Creek |
| 19       | South Beloit City Park Connector Path  | Rock River to City Park   | Mid-Term | City Park to Lathrop Terrace                                 | South Beloit | paved off-street path                                   | \$323,100 | 10' asphalt trail  |

Mid-Term Trails: Village of Rockton

Priority Trails

| ID       | Segment Name        | Trail System                        | Priority | Location                                      | Community       | 2010 Proposed Bike/Ped Improvements         | 2014 Cost | 2014 Proposed Bike Improvements                  |
|----------|---------------------|-------------------------------------|----------|---|-----------------|---|-----------|--|
| On-Road  |                     |                                     |          |   |                 |   |           |  |
| 20       | Highway 64 - North  | Old River Road to Rockton Road Path | Mid-Term | Blackhawk Blvd to State Highway 2             | Rockton         | Paved on-street bikeway, 5-15 year priority | N/A       | County to pave shoulders to accommodate cyclists |
| 21       | Highway 64 - South  | Old River Road to Rockton Road Path | Mid-Term | State Highway 2 to Stephen Mack Middle School | Rockton Village | -   | \$345,000 | Pave shoulder to accomodate bicyclists           |
| 22       | Blackhawk Boulevard | Old River Road to Rockton Road Path | Mid-Term | Rock River to Rockton Road                    | Rockton         | -   | \$1,500   | Sign as bike route                               |
| 23       | Rockton Road - West | Old River Road to Rockton Road Path | Mid-Term | Macktown Forest Preserve to State Highway 2   | Rockton         | Sidewalk                                    | \$2,300   | Sign as bike route                               |
| Off-Road |                     |                                     |          |   |                 |   |           |  |
| 24       | Rockton Road - East | Old River Road to Rockton Road Path | Mid-Term | State Highway 2 to Dorr Road                  | Rockton         | Paved off-street path                       | \$484,500 | 10' asphalt trail on south side of road          |

Priority Bridge Crossings

| ID | Name            | Trail System          | Priority | Existing Conditions    | Community       | 2010 Proposed Bike/Ped Improvements | 2014 Cost        | 2014 Proposed Bike Improvements |
|----|-----------------|-----------------------|----------|------------------------|-----------------|-------------------------------------|------------------|---------------------------------|
| b3 | Railroad Bridge | Rockton Central Trail | Mid-Term | Active railroad bridge | Rockton Village | Off-road multi-use trail            | To be determined | Convert to 10' multi-use trail  |



Long-Term Trails: Village of Rockton

Priority Trails

| ID       | Segment Name                           | Trail System          | Priority  | Location  | Community | 2010 Proposed Bike/Ped Improvements | 2014 Cost | 2014 Proposed Bike Improvements         |
|----------|--|-----------------------|-----------|---|-----------|-------------------------------------|-----------|---|
| Off-Road |  |                       |           |   |           |                                     |           |   |
| 25       | Macktown to Blackhawk                  | Rockton Central Trail | Long-Term | Macktown Golf Course to Highway 75 along River St | Rockton   | Paved off-street path               | \$282,000 | 10' asphalt trail on north side of road |
| 26       | Rockton Central Trail, Athletic Fields | Rockton Central Trail | Long-Term | Rockton Athletic Fields parallel to tree line     | Rockton   | Paved off-street path               | \$375,500 | 10' asphalt trail                       |

Mid-Term Trails: Roscoe Village

Priority Trails

| ID      | Segment Name  | Trail System   | Priority | Location                         | Community      | 2010 Proposed Bike/Ped Improvements | 2014 Cost | 2014 Proposed Bike Improvements         |
|---------|---------------|----------------|----------|----------------------------------|----------------|-------------------------------------|-----------|---|
| On-Road |               |                |          |                                  |                |                                     |           |   |
| 27      | Main St       | Gap Connection | Mid-Term | Bridge St to Chestnut St         | Roscoe Village | -                                   | \$1,500   | Sign as a bike route, optional sharrows |
| 28      | Frontage Road | Gap Connection | Mid-Term | Tall Pines Parkway & McDonald Rd | Roscoe Village | -                                   | \$1,500   | Sign as bike route                      |

Town of Roscoe

Priority Intersections

| ID | Intersection                     | Trail System   | Priority | Existing Traffic Control | Community                           | 2010 Proposed Bike/Ped Improvements                  | 2014 Cost | 2014 Proposed Bike Improvements                      |
|----|----------------------------------|----------------|----------|--------------------------|-------------------------------------|--|-----------|--|
| i7 | Belvidere Road & Applegate Drive | Gap Connection | Mid-Term | None                     | Township of Harlem (Town of Roscoe) | Add striped crosswalks and pedestrian crossing signs | \$2,550   | Add striped crosswalks and pedestrian crossing signs |

Priority Bridge Crossings

| ID | Name                       | Trail System   | Priority  | Existing Conditions | Community         | 2010 Proposed Bike/Ped Improvements   | 2014 Cost        | 2014 Proposed Bike Improvements           |
|----|----------------------------|----------------|-----------|---------------------|-------------------|---|------------------|---|
| b4 | Roscoe Road and Rock River | Gap Connection | Long-Term | Narrow shoulders    | Village of Roscoe | Enhance bridge with paths and/or on-street bike lanes in conjunction with Roscoe Road Trail project | To be determined | Widen shoulders to accommodate bicyclists |



## **Appendix 2: Agency Meeting Notes**

**MEETING NOTES**

Date: October 31, 2014

Project: City of South Beloit, Village of Rockton, Village of Roscoe, and Town of Roscoe  
Bike Facility Implementation Study  
SAA#: 2553

Meeting Date: 10.30.2014

Location: Winnebago County Highway Department Office

Prepared by: Caitlin Blue

Meeting Attendees: Bruce Morrow and Caitlin Blue with SAA, Wayne Vlk and Frank Hodina with Winnebago County

Discussion: Winnebago County Highway Department Meeting

1. SAA's project goal is to update the 2010 SLATS bike plan with priority routes along the Highway 251 frontage road Dearborn Ave and Prairie Hill Road (County Highway 9).
2. The connection of the Stone Bridge Trail to the proposed bike route along Dearborn Ave will fall under IDOT jurisdiction and possibly require coordination with the railroad. It is plausible that the trail alignment could run parallel to the railroad tracks that pass under Highway 251 without infringing on the railroad right-of-way.
3. Any proposed bike route along Prairie Hill Road will fall under Winnebago County jurisdiction. The County is open to an off-road bike trail along this corridor assuming that installation and maintenance of the trail is completed by another agency.
4. It is the County's policy not to designate on-road bike lanes along County highways, although bicycling on these roads is a permitted use.
5. The Prairie Hill Bridge over the Rock River is currently under IDOT jurisdiction and is anticipated to be transferred to the Winnebago County. Plans for the bridge improvements are approximately 90% complete. A follow-up e-mail from Frank Hodina reported that 8' shoulders to accommodate bike users are included in IDOT's Phase 1 Report. Bridge improvements will occur after the jurisdictional transfer is complete and the county applies for and receives funding. Improvements will likely not be complete until after 2018.
6. New bicycle trails should be designed to IDOT standards. The County generally avoids managing stormwater underground, so trail alignments should accommodate road-side swales.
7. SAA should review the Boon-Winnebago County Greenways Plan for the most current information on the County's plans for its bikeways.



8. Paved shoulders are planned on County Highway 64 to accommodate bikes. This project is high priority but is waiting SLATS federal funding.
9. There is a planned extension of Willow brook Road to Highway 25. This route will include an off-road bike trail to Swanson Road. This project did not receive funding in the latest round of grants. The county plans divide the project into two phases and resubmit the south half of the extension in the next funding round.
10. The bridge over Dry Run Creek (Highway 9) was recently replaced and widened to accommodate bicycles.

## MEETING NOTES

Date: December 11, 2014

Project: City of South Beloit, Village of Rockton, Village of Roscoe, and Roscoe Township  
Bike Facility Implementation Study

SAA#: 2553

Meeting Date: 12.10.2014

Location: I-DOT District 2 Office (819 Depot Ave, Dixon, IL)

Prepared by: Caitlin Blue

Meeting Attendees:

### SAA Design Group:

- |                |                    |
|----------------|--------------------|
| • Bruce Morrow | Project Manager    |
| • Caitlin Blue | Landscape Designer |

### I-DOT:

- |                      |   |
|----------------------|---|
| • Dewayne Bonnell    | Railroad Coordinator                    |
| • Kurt Glazier       | Traffic Operations Technician           |
| • Brent Hasenauer    | Senior Permits Technician               |
| • Scott Kullerstrand | Operations Design and Planning Engineer |
| • Dan Long           | District Bicycle Coordinator            |
| • Kyle Lorenz        | Traffic Operations Engineer             |
| • John McCormick     | Geometrics Engineer                     |

Discussion: I-DOT Review of Concept Plans

1. **SAA's project goal** is to provide a supplement to the 2010 SLATS bike plan for the City of Beloit, Village of Rockton, Village of Roscoe, and Roscoe Township. Concept designs have been completed for high priority routes and key intersections along the Highway 251 frontage road Dearborn Ave and Prairie Hill Road (County Highway 9). The purpose of this meeting was to review these concept designs and incorporate I-DOT feedback into the updated plan.
2. **Crossing Rockton Ave from the Stone Bridge Trailhead:** I-DOT officials did not have major issues with the concept design as presented by SAA. Corrections were suggested for pedestrian crossing sign types and distances from the median crossing that will be incorporated into the final report. A 'Z' angled crossing at the median was suggested to allow more stacking of bicyclists.
3. **Crossing the Union Pacific Railroad ROW beneath State Highway 251:** This was identified as the largest obstacle for trail construction but I-DOT officials believed that it would be possible to negotiate a trail crossing within the railroad ROW. John

Venice and Richard Ellison were identified as contacts at Union Pacific Railroad who could assist with permitting the trail within the railroad's jurisdiction. I-DOT confirmed that these negotiations will need to be conducted directly with the railroad. Concept level design illustrations should be sufficient to initiate the permitting process with the railroad so long as the alignment does not change once the permitting process is underway. See railroad contact information below

John Venice  
Manager Special Projects  
Engineering  
Union Pacific Railroad  
101 North Wacker Dr.  
Suite 1920  
Chicago, IL 60606  
P 312.777.2043  
F 402 233 2769

[jnvenice@up.com](mailto:jnvenice@up.com)

Richard Ellison  
PROJ CORR 1  
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F 402 233-3069  
C 847.323.7197

[richardellison@up.com](mailto:richardellison@up.com)

4. No structural issues are anticipated with the trail crossing beneath the Highway 251 Bridge as presented in the concept design so long as there is no digging above the spread footing on the bridge pier.
5. **Dearborn Ave bike route:** Should consider "Share the Road" signs to warn motorists of bicycle presence in addition to bike route way-finding signs.
6. **Prairie Hill Road & Dearborn Ave Intersection:** SAA presented options for a bicycle/pedestrian crossing at the signalized intersection of State Highway 251 and Prairie Hill Road as well as a mid-block crossing on Prairie Hill Road. While both options were considered workable by I-DOT there was a preference for the mid-block crossing. This option limits I-DOT involvement in the permitting process and could create a more convenient crossing for bicyclists by limiting time spent waiting at the signalized intersection. There is concern that bicyclists would not use the signalized intersection. Maintenance of pedestrian signs and signals would also be more intensive with the signalized intersection option. With either option responsibility for maintenance will have to be negotiated in the next phase of design development.

The primary concern with the mid-block crossing was that it is too close to the intersection. SAA should explore the feasibility of moving the crossing further back from the intersection of 251 and Prairie Hill Road.

7. **Gardner Street (State Highway 75):** This route would be the primary location requiring I-DOT involvement. There is a preference for crossing Gardner St away from the intersection with Highway 251 if possible. Future studies of this



intersection could include re-routing the Dearborn Ave bike route to Clark St so that it crosses at the intersection of Clark/Carpenter St and Gardner St. This could be a safer option than crossing at the busy State Highway 251/75 intersection.

8. **Willowbrook Shopping Center:** A new shopping center is being developed at the corner of Willowbrook and Manchester Roads. Once completed this development, called “Ironworks at Willowbrook,” could become a destination within the community that should be connected to the proposed network of bicycle trails.
9. **Funding:** TAP funds at both the SLATS MPO and the State level could be a potential funding option for the proposed trail and bike route improvements.
10. **I-DOT Complete Streets Policy:** It is I-DOT’s policy to incorporate accommodations for bicyclists and pedestrians on all new I-DOT road projects.



