About This Map

This map was produced collaboratively by the City of Aurora and the League of Illinois Bicyclists. It is intended to encourage bicycling as a healthy and enjoyable form of recreation and an energy-efficient, economical, and non-polluting form of transportation.

The map identifies off-road trails and suggests on-road routes for bicycle travel throughout Aurora. The roads shown in the network are rated using three relative levels of cyclist comfort. These ratings are to be used by adult cyclists, who have at least a moderate level of traffic tolerance. (Other cyclists may choose other routes appropriate for their abilities.)

As much as possible, roads with lower traffic volume and speed, ample width, and fewer stop signs are identified as preferred routes. Intersections with stoplights were preferred for crossing the busiest streets (circled intersections indicate difficult, unsignalized crossings). Though many of the streets are less than ideal, local cyclists judged them as the best available in an area.

The map also indicates which of the City's busier roads have sidewalks for pedestrians, or "sidepath" bicycle trails, on at least one side of the road. Sidewalk status is also shown for those preferred bike routes that fall below the highest comfort rating. Sidewalks along quieter roads are not shown.

Map users are encouraged to read the safety tips included, to help become a more skillful, confident, and safer bicyclist.

NOTICE AND DISCLAIMER: Illinois traffic laws (625 ILCS 5/11-1502) apply to persons riding bicycles. Bicyclists shall be subject to all duties applicable to drivers of a motor vehicle.

This Map is published as an aid to bicyclists by the City of Aurora, Illinois and the League of Illinois Bicyclists and is not intended to be a substitute for a person's use of reasonable care. The City of Aurora, Illinois and the League of Illinois Bicyclists makes no express or implied warranty as to the safety or condition of the roads indicated to bicyclists for shared bicycle/motor vehicle use. The unpredictable change of traffic, road, and weather conditions will require the bicyclist to constantly review all routes for suitability. Thus bicyclists using this map ASSUME ALL RISKS AND RESPONSIBILITIES for their own safety when cycling on the routes indicated on this map.

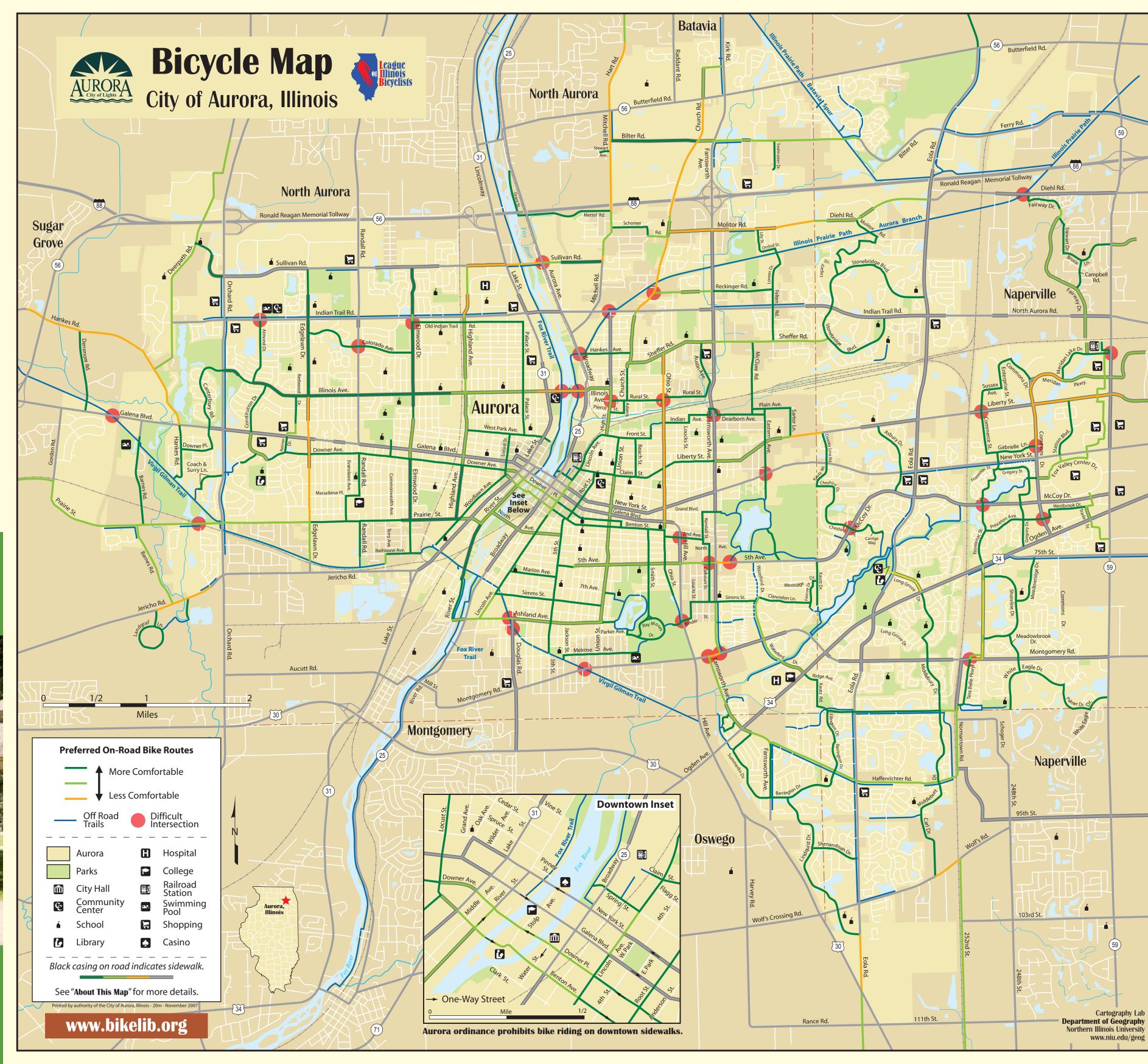
Photographs by Jon Cunningham



City of Aurora, Illinois Bicycle Map



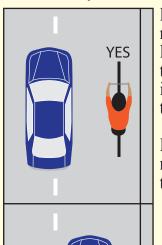




Lane Positioning

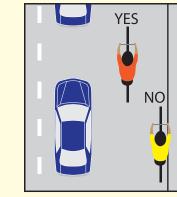
Always ride on the right with the traffic flow. You'll be more visible to cars and safer, especially at intersections. And - it's the law.

Be predictable - ride in a straight line. Learn how to look behind you without swerving.

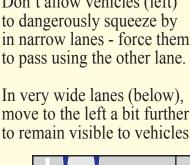


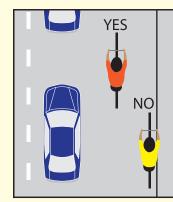
Ride far enough from the road edge to avoid hazards. Don't allow vehicles (left) to dangerously squeeze by in narrow lanes - force them to pass using the other lane.

move to the left a bit further to remain visible to vehicles.



Ride in a straight line. Avoid dodging between parked cars (right). Be aware of people in parked cars who might





YES open a door in your path.

www.bikelib.org

PACE Buses - For route information, call

All Pace buses are equipped with a front bike rack

from your bike before loading your bike. If you're

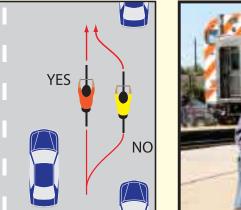
concerned about theft of your bicycle, lock your

bicycle's front wheel to your frame before the bus

capable of holding two bikes. Remove large accessories

Bikes On Transit: Pace

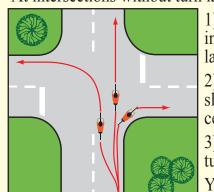
630-836-7000 or visit www.pacebus.com



Use bike racks where provided. No trees, please!

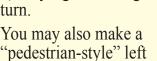
Intersection Positioning

At intersections without turn lanes:



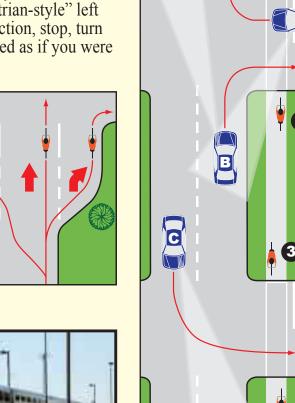
1) To turn left, merge into the left part of the lane. 2) To go straight, move

slightly toward the center of the lane. 3) Stay right for a right



turn. Go straight through the intersection, stop, turn your bike left 90 degrees, then proceed as if you were coming from the right.

Whether there are turn lanes or not, always use the right-most lane going to your destination.



might be seen. Bikes 1 and 3 are harder to see. Car A: Be alert for cars that stop past the

you.

When biking on sidepaths (trails along roads) or

make eye contact, and ride defensively.

sidewalks, be aware of conflicts at side streets, busi-

crossing and assume you have not been seen. Try to

This illustration shows where motorists look when

ness entrances, and driveways. Look each way before

A

Sidepath Bicycling

In each case above, cyclists on the right side of the road are cycling where turning motorists are looking. This is one reason why many cyclists prefer riding on the road, especially on medium or low speed roads with lots of inter-

turning. Bikes 2 and 4

stopline or only look

Car B: Watch for cars

which might cross your

path to turn in front of

when cars on the other

side of the road will turn

Car C: Anticipate

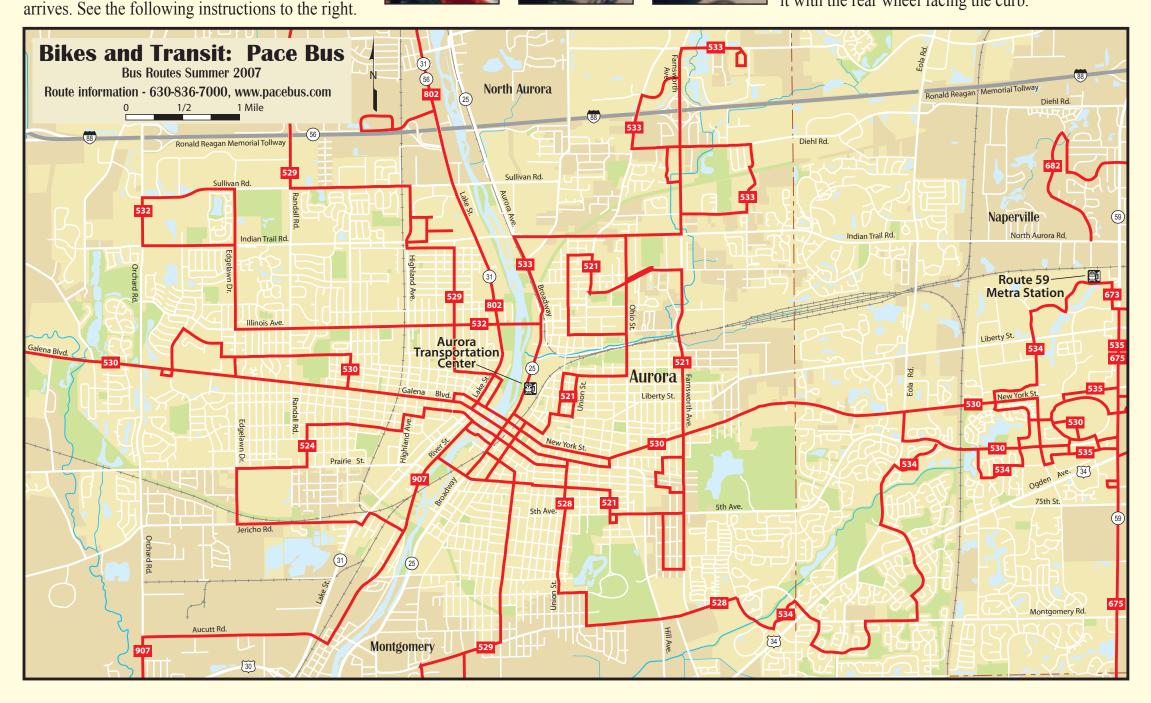
and cross your path.

Same Roads, Same Rules, Same Rights





- Alert the bus operator that you need to lower the rack. Lower the rack by squeezing the handle. If another bicycle is in position, the rack will already be lowered. If the bicycle rack is full, wait for the next bus.
- 2 Lift your bicycle so it sits in the empty wheel well. If yours is the first bicycle to be loaded, place it in the position nearest the bus, with the front wheel facing the curb. If yours is the second bicycle to be loaded, place it with the rear wheel facing the curb.

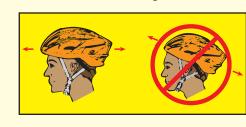


Other Information

Status on Roads - By state law, bicyclists are granted all the rights on the road and are subject to all the rules for motorists. Traffic laws apply to cyclists ignoring them hurts our public perception! Cyclists fare best when we act and are treated like other vehicles on the road.

Riding Side by Side - Riding two abreast is permitted as long as the normal and reasonable movement of traffic is not impeded.

Wear a Helmet - your brain is worth protecting! Wea the helmet low in the front to protect the forehead.



Adjust for a snug fit:

1) EYES - should see helmet edge when you look up 2) EARS - straps should form a "Y" just under your

3) MOUTH - straps loose enough for a finger between buckle and jaw, but tight enough that the helmet pulls down on top your head when you open your mouth wide.

See, Be Seen and Be Heard. Use lights at night or in poor visibility. A white headlight and rear red reflector are required. Flashing lights are very effective. Use bike reflectors, reflective clothing, and a bell.

Be Predictable - signal your intentions. Also use eye contact to communicate with drivers.



Swing the bicycle support arm over the front tire to hold the bicycle in place. Locks may not be used to secure the bicycles to the racks.

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

Bikes On Transit: Metra

Metra's Bikes on Trains program enables cyclists to bring their standard-form bicycles on board trains during weekday, off-peak hours, and on weekends. Three bikes are allowed in the priority seating area in each wheelchair-accessible rail car. There is no additional charge to your Metra fare to take a bicycle on board the train. Check www.metrarail.com for more information and blackout dates.

Bicycle parking is available at both the downtown Aurora and the Route 59 stations. See Aurora's "Bike to Metra" pamphlets at www.bikelib.org/aurora for logistics and other details.



www.bikelib.org

Trail Etiquette - Keep right, pass on the left. Announce intentions to pass. Move off trail when stopped. Yield to other users as shown on this

Preventing Potential Accident Situations:

1) Motorist's Failure to Yield - As you approach an intersection, don't hug the curb. If you are going straight, ride where a car's right wheel would be if it were going straight. Put your hands on the brake levers and watch closely. Be prepared to maneuver.

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- 2) Cyclist's Failure to Yield Wait for traffic to clear. Stop for traffic signals. Don't turn left unless you have checked for traffic and it is clear.
- 3) Wrong Way Riding Ride with traffic, it's the
- 4) Being Hit from Behind Become proficient at looking over your shoulder without swerving. Get a rear view mirror. Occasionally check traffic to the rear to help you blend better with the flow of cars, buses, trucks, and other bikes.
- 5) Opening Car Doors Never ride closer than 3' to a parked car.
- 6) Being Hit at Driveway or Intersection while on a Sidewalk - Avoid riding on sidewalks unless
- 7) Interactions at Intersections Use hand signals and eye contact to signal your intentions to drivers.



Illinois Bicycle Laws

(paraphrased from Illinois' Vehicle Code 625 ILCS) Bicyclist's Status- Traffic laws apply to persons riding bicycles. Bicyclists riding on a highway are granted all of the rights and are subject to all of the duties applicable to the driver of a vehicle, with certain exceptions. [5/11-1502]

Lane Positioning - When riding on roadways and bicycle paths at less than normal traffic speed, ride as close as practicable and safe to the right-hand curb or edge of roadway except:

- 1) When overtaking and passing another bicycle or vehicle proceeding in the same direction; or
- 2) When preparing for a left turn; or
- 3) When reasonably necessary to avoid fixed or moving objects, parked or moving vehicles, bicycles, motorized pedal cycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. A "substandard width lane" means a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.
- 4) When approaching a place where a right turn is authorized.
- 5) When riding on a one-way highway with two or more marked traffic lanes, bicyclists may ride as near the left-hand curb or edge of the roadway as practicable. [5/11-1505]

Left Turns - Bicyclists may choose between a vehicular-style left turn or a pedestrian-style left turn [5/11-1510]. For vehicular-style left turns, proceed as if driving a vehicle, moving to the left lane or the left side of a single lane prior to the intersection [5/11-801]. For pedestrian-style left turns, cycle on the right side of the roadway, cross the intersecting

roadway, and stop as much as practicable out of the way of motor traffic. Cyclist will then yield to traffic and proceed in the new direction, while obeying traffic control devices and/or police officers. [5/11-1510]

Riding Two Abreast- Riding two abreast is permitted as long as the normal and reasonable movement of

Resources & Websites

Emergencies - call 911

www.bikelib.org - League of Illinois Bicyclists (statewide bicycle advocacy – 630-978-0583) www.aurora-il.org - City of Aurora www.biketraffic.org - Chicagoland Bicycle Federation (regional bicycle advocacy and bike

www.co.kane.il.us/dot/COM/bicycle - Kane County bike map and bike/ped coordinator

www.dupageco.org/bikeways - DuPage County trail map and trail system coordinator

www.dot.il.gov/bikemap/bikehome.html - IDOT bike maps and state bike/ped coordinator

www.bikelib.org/mapstrails - other bike maps, and listings of Illinois trails

www.bikelib.org/video - LIB's video on sharing the road, for motorists

www.bikelib.org/education/kidsheets.htm - safety sheets for kids and their parents

www.fvbsc.org - Fox Valley Bicycle and Ski Club napervillebikeclub.com - Naperville Bicycle Club www.lepirtle.com/lib/rides/events.cfm - public rides/events by bike clubs, others

What is LIB?

The League of Illinois Bicyclists (LIB) is the statewide advocacy group for Illinois cyclists, Bicyclists promoting bicycle access, education, and safety. Staff and volunteers work on issues including promotion of better roads and policies, more trails and funding, education of cyclists and motorists, and favorable legislation. LIB works closely with municipalities, including the City of Aurora.

LIB relies heavily on dues from bicyclists like you. Check out the website at www.bikelib.org, and look through the latest newsletter. Support LIB's efforts by becoming a member at www.bikelib.org/join

traffic is not impeded. Riding more than two abreast is prohibited except on paths or parts of roadways set aside for the exclusive use of bicycles. [5/11-1505.1]

Hand Signals - Signals shall be given from the left side as follows: Left turn – hand and arm extended horizontally. Right turn – hand and arm extended upward, except bicyclists may extend the right hand and arm horizontally and to the right side of the bicycle. Stop or decrease of speed – hand and arm extended downward. [5/11-806]

Use of Sidewalks - Where permitted, bicyclists must yield to pedestrians and give audible signals before passing pedestrians. Bicyclists using sidewalks have all the rights and duties of pedestrians. [5/11-1512]. By Aurora ordinance, children under 15, and those accompanying them, may ride their bicycles on sidewalks. Bicyclists of all ages are prohibited from riding on downtown

Lights and Other Equipment on Bicycles - For night riding, a front lamp with a white light visible from at least 500 feet to the front and a red reflector on the rear visible from 100 feet to 600 feet are required. A rear light visible from 500 feet may be used in addition to the red reflector. Equipment required on new bicycles includes pedal reflectors, side reflectors, and an essentially colorless front facing reflector. [5/11-1507]

Two or More on a Bike - Bicycles shall not be used to carry more persons at one time than the number for which it is designed and equipped, except that an adult rider may carry a child securely attached to his person in a backpack or sling. [5/11-1503]

Cars Passing Bikes - Motorist overtaking a bicycle shall leave a safe distance, but not less than 3 feet, when passing the bicycle and shall maintain that distance until safely past the overtaken bicycle. [5/11-703(d)]

Download a handy Illinois bike laws card at www.bikelib.org/education/laws.htm