



DUPAGE
COUNTY
TRAILS
PLAN



ACKNOWLEDGEMENTS

DuPage County Division of Transportation

Christopher Snyder | Former Director of Transportation

John Loper | Chief Transportation Planner

Sidney Kenyon | Senior Transportation Planner

DuPage County Board Transportation Committee

Mary FitzGerald Ozog | Chair

Sam Tornatore | Vice Chair

Elizabeth Chapin

Sadia Covert

Lucy Chang Evans

James Zay

Trails Plan Advisory Committee

William Eidson | County Engineer

Michael Figuray | Manager of Highway Operations

David Furey | Highway Permits Manager

Tom Hardy | Bridge Program Manager

Jennifer Boyer | Environmental Projects Coordinator

Paul Hoss | Planning & Zoning Administrative Coordinator

David Koehler | Highway Maintenance Supervisor

Joy Hinz | Environmental & Sustainability Manager

Jason Walsh | Highway Maintenance Supervisor

Trails Plan Interagency Committee

Trail Plan Trail User Committee



This plan was funded in part by the unified work program (UWP), administered by the Chicago Metropolitan Agency for Planning (CMAP).

LETTER FROM THE CHAIR

County Chair Deborah Conroy

DuPage County's expansive trail system is a source of pride and enjoyment, benefiting our 932,000 residents and thousands of visitors each year. As of today, 215 total miles of regional trails connect the 29 communities of DuPage. Those trails are integral to DuPage's identity, with the Illinois Prairie Path, Great Western Trail, and Southern DuPage regional trails ranking among our County's most prized assets. While the County operates and/or maintains 59 miles of those three trails, we owe local advocacy groups, such as the Illinois Prairie Path (NFP) gratitude for their foresight as they converted abandoned railways into these remarkable community resources. Without the tireless persistence of the volunteers who laid the groundwork for the Illinois Prairie Path and the rails-to-trails movement over 60 years ago, the quality of life for DuPage residents and visitors alike would not be the same.



In 2003, the Trails Maintenance Policy was adopted by the County Board as a means of setting the stage for consistent maintenance practices for the path surface and vegetation, all the while preserving the safety of the space for pedestrians, bicyclists, and equestrians. We appreciate our partnerships with DuPage municipalities and the Forest Preserve who, through intergovernmental agreements, help the County maintain our high-quality regional trails. As time has passed, we responded to the growing need to update the Trails Plan and Maintenance Policy to reflect the modern, collaborative relationships guiding the regional trail network. The seven chapters of the Plan seek to provide clarity to our trails and path maintenance approach through standards and guidelines. Our intention is to maintain and improve these incredible assets to the high standard the public deserves.

The Plan is a recognition that all the elements of the trails matter. We want to improve the environmental health of the paths not only to fight climate change, but also to provide a high-quality trail experience for the average user. To ensure the safety of path users, we are recommending best-practice standards for regional trail crossings and proposing to update the ordinance that regulates acceptable modes on the paths. Volunteers and private citizens want to leave a positive, lasting impact on the trails, and we are now providing clarity on the roadmap to meaningful participation.

I am pleased to present this framework for the Trails Plan governance and maintenance with the hope that our residents and visitors will enjoy this beautiful natural resource for many decades to come.

TABLE OF CONTENTS

INTRODUCTION	1
CHARACTERISTICS OF TRAILS	11
Regional Trail Elements	
Character Zones	
Trailheads	
TRAIL CROSSINGS	21
Trail Crossing Guidelines	
SIGNAGE & WAYFINDING	27
Brand & Identity Development	
Signage Toolkit	
How We Apply It	
PARTNERSHIPS	39
Partnership Toolkit	
Permitted Uses	
Key Trail Partners	
HEALTHY TRAILS	51
Healthy Ecosystem Strategies	
Ecological Partnerships	
TRAIL USER EXPERIENCE	63
Trail Use Guidelines	
TRAIL MAINTENANCE	67
Trail Maintenance Principles	
APPENDIX	75
Character Zones	
Public Engagement Results/Summaries	
Recommended Tree Species List	
Signage Specifications	

1

CHAPTER

INTRODUCTION

Vision & Objectives

DuPage County, through its Division of Transportation (DuDOT), owns, operates, and maintains significant mileage of three regional trails: the Illinois Prairie Path, the Great Western Trail, and the Southern DuPage Regional Trail. More than 59 of the 105 total miles are operated by DuDOT, with local partners operating the remaining 46 miles of the three regional trails. This network serves 940,000 residents and welcomes more than 115,000 visitors annually. DuPage County Trail network visitors spend approximately \$1.67 million yearly at DuPage businesses. Of the mileage operated by DuDOT, **45 miles of the trail surface are limestone screenings, and 13.5 miles are paved,** providing users access to open space, active transportation, and regional destinations. **In a typical year, DuDOT spends more than 8,600 person-hours of labor to maintain the trail network,** including path mowing, trimming, inspection, and removal of invasive species.



115,000
annual visitors

\$1,670,000
spent at DuPage businesses
by trail visitors (approx.)



13.5

miles of paved trails

45

miles of limestone trails

8,600

hours of labor to maintain
the trail network

940,000

residents served (approx.)

Vision

This plan envisions the DuPage County Division of Transportation as the steward of a seamless, engaging regional trail network that utilizes best practices for design, safety, maintenance, permitted uses, and natural resource conservation.

PURPOSE

The DuPage Trails Plan, developed by the DuPage County Division of Transportation, outlines the framework for the ownership, operations, and maintenance of DuPage County's regional trail network. This Plan primarily focuses on three regional trails: the Illinois Prairie Path, Great Western Trail, and Southern DuPage Regional Trail. It provides detailed guidelines for the management and development of these trails to ensure their accessibility, safety, and environmental sustainability.

This plan builds upon the trail maintenance standards and practices that were established in the DuPage County 2003 Trails Maintenance Policy. Those practices will be applied under DuDOT leadership or in partnership with other public agencies, volunteers, and stakeholders. Strategies outlined in this plan will guide investments, aiming to make the DuDOT Trail network safer, more accessible and easier to navigate. This document is intended to be a resource for DuDOT, municipalities, permittees, and trail users, providing a clear and updated framework for the maintenance and enhancement of the trail system.



Prairie Path, Elmhurst

GOALS



PATH MAINTENANCE

- Improve maintenance through standardized agreements
- Promote and support volunteerism in the maintenance of trail assets
- Outline a clear set of maintenance procedures, schedules, and responsibilities



PERMITTING

- Manage and enforce access to the trail system
- Clarify allowable uses on trails
- Create design standards for access, trail features, and monuments



ENVIRONMENT

- Increase efforts to manage invasive species
- Protect and enhance high quality biomes on the trail system



ENGINEERING

- Continue to evaluate and apply best practices at roadway-trail crossings for user accessibility and safety
- Improve and maintain the network of grade-separated crossings of waterways and transportation corridors



UNIQUE ELEMENTS

- Design and construct elements that interest, educate, and improve user experience
- Implement a consistent wayfinding system that aids users in navigating the trails and locating complementary trails, points of interest, and destinations
- Establish character zones
- Encourage creative and innovative uses



AN ACCESSIBLE, LIVING DOCUMENT

- Provide clear guidance on procedures regarding permitting, maintenance, construction, and use of public space
- Serve as a collaboratively-developed resource for DuPage, public agencies, and other organizations with standalone, easy-to-use sections for points of reference

PLAN PROCESS

The DuPage Trails Plan was developed by DuPage County staff with the assistance of a consultant team. The DuPage County Division of Transportation led the project.



KICKOFF

- Began in July 2021 with the project team setting goals and objectives under the direction of the Transportation Committee of the DuPage County Board.

PUBLIC ENGAGEMENT PUSH #1

- Involved identifying stakeholder groups and creating a website for public involvement. Conducted a web-based trail intercept survey from October 4, 2021 to November 9, 2021, to gather public input on trail use and needs.

STAKEHOLDER ENGAGEMENT #1

- Included interviews with County Board members and convening of three stakeholder groups: **Trail Plan Advisory Committee**, **Interagency Committee**, and **Trail User Committee**, focusing on inter-departmental policies, intergovernmental partnerships, and user experience enhancement.

DUPAGE COUNTY STAFF INTERVIEWS

- Focused on existing standards and practices related to the Trails Plan, primarily involving TPAC members, conducted remotely in Winter 2021-2022.

STANDARDS DEVELOPMENT PROCESS

- Synthesized public engagement and stakeholder input with existing guidelines to create preliminary guidelines and an outline for the Plan.

PUBLIC ENGAGEMENT PUSH #2

- Launched a second survey from April 28, 2022 to June 17, 2022, to collect additional insights on trail use and development.

PLAN DEVELOPMENT

- Utilized survey results and stakeholder meetings to develop the Plan document, incorporating recommendations and action steps based on gathered data and input.

DUPAGE COUNTY DOT TRAILS

ILLINOIS PRAIRIE PATH

The Illinois Prairie Path (IPP) is an east-west regional trail that stretches from Forest Park to the Fox River. Spanning 61 miles across a main stem and four branches, the IPP is primarily on lands formerly occupied by the Chicago, Aurora, and Elgin Railway. Constructed in the 1960s, the IPP is the one of the first successful rail-to-trail conversion in the United States.

GREAT WESTERN TRAIL

The Great Western Trail (GWT) is an east-west regional trail in central DuPage County that connects Villa Park to West Chicago. The trail occupies nearly 13 miles of the former Chicago and Great Western Railway's right-of-way. Lands for the GWT were purchased by the County through the 1980s and converted to trail thereafter.

SOUTHERN DUPAGE COUNTY REGIONAL TRAIL

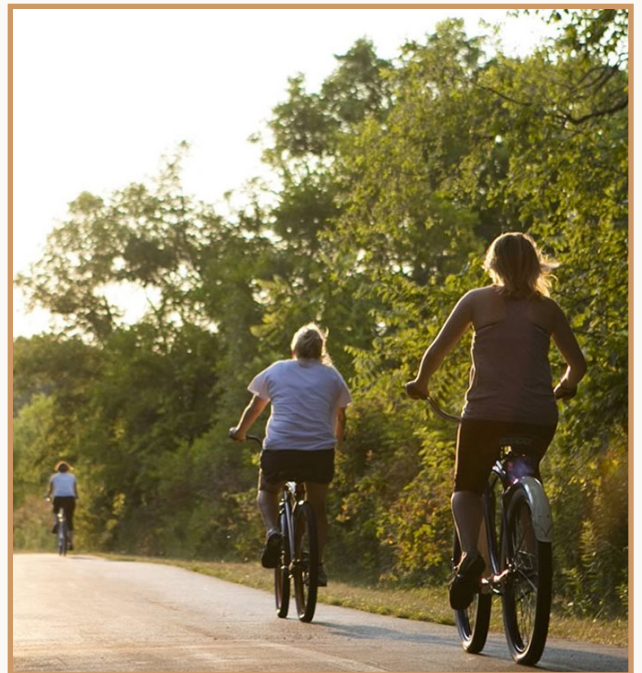
Also known as the Southern DuPage Regional Trail, the SDRT is a 49-mile east-west regional trail in southern DuPage County. Much of the SDRT was constructed throughout the mid-2000s. The SDRT is primarily a network of side paths along County highways and local roads, with some sections of trail mileage in forest preserves.

DUPAGE TRAIL USERS

During the development of the Plan, public engagement efforts provided a glimpse into the characteristics and preferences of DuPage trail users. A notable segment of respondents were middle-aged, resided near the trails, and frequented the trails at least weekly. The majority traveled a short distance to reach the trails and usually accessed them by bicycle. Additionally, many respondents considered the trail itself as their primary destination.

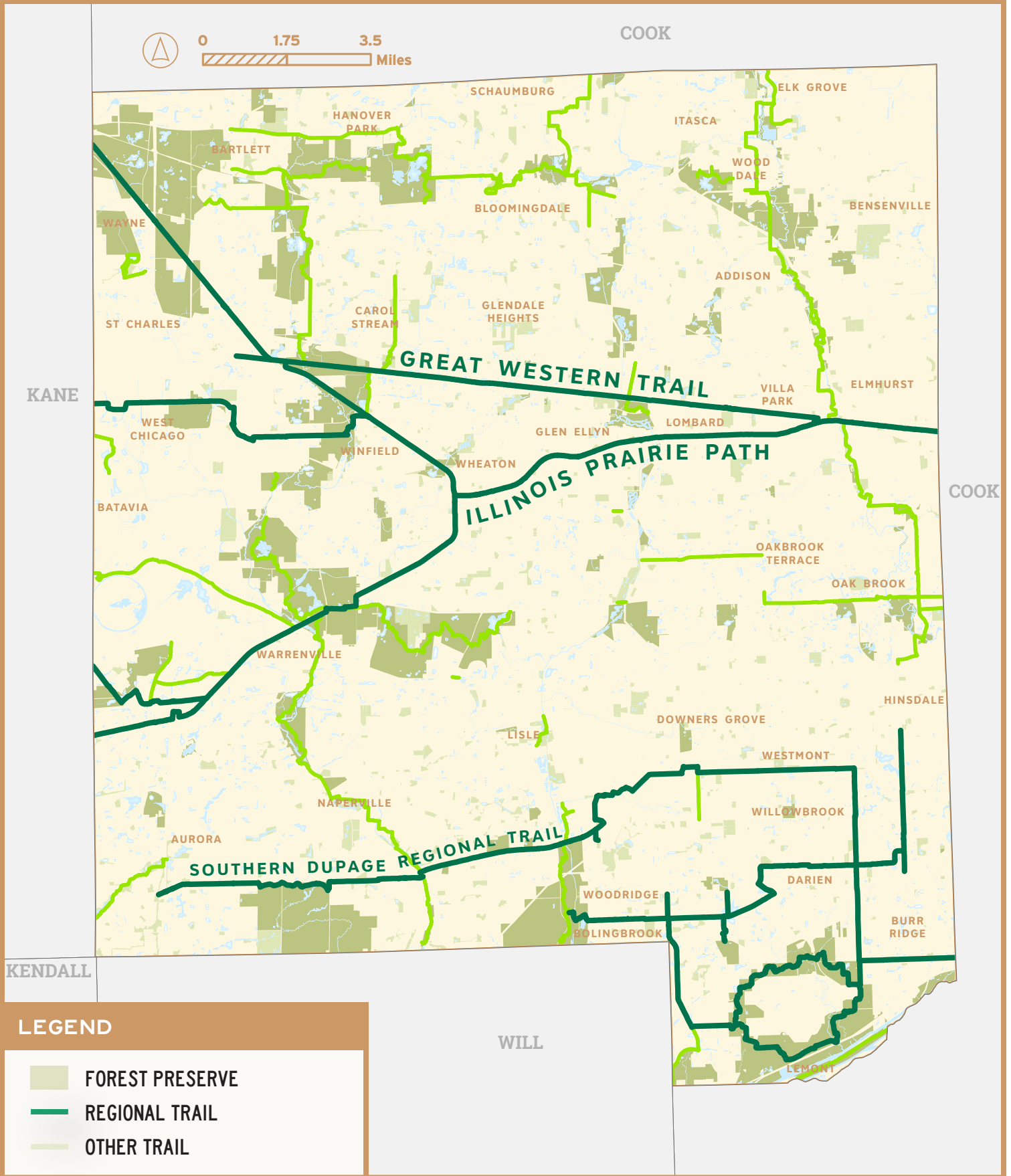
In terms of activities, trail users primarily used the paths for exercise and often included other activities during their visit. The dominant modes of travel on DuDOT trails were bicycling and walking. A smaller number of users utilized other means of travel. Most users reported that exercise and experiencing nature were their main reasons for visiting the trails. A smaller portion used the trails to access shopping, dining, entertainment, or social gatherings, and an even smaller group used the trails for commuting to work or school. It should be noted that the data may have been influenced by the ongoing COVID-19 pandemic, which could have affected the typical behaviors of trail users.

For more information about the results of the public engagement process, please visit **Appendix B**.



DuPage County Forest Preserves

TRAIL NETWORK OVERVIEW



How to Use This Document

To most effectively utilize this document, begin by identifying a project, need, or idea that contributes to the trail network, ensuring alignment with the goals, objectives, and guidelines of DuPage County’s Trails Plan. For implementation support and necessary approvals, consult the DuPage County Trails Coordinator and the Division of Transportation as outlined in this guide.

IDEA GENERATION

Begin by pinpointing an idea, project, or specific need that your concept aims to address, focusing on how it can contribute positively. Then, evaluate whether your idea is pertinent to DuPage County’s trails and determine if it takes the form of an inquiry, a complaint, or a tangible project proposal.



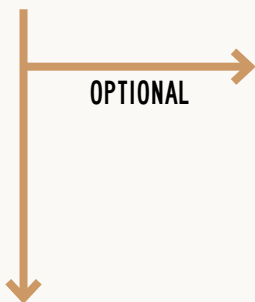
REVIEW PLAN

To ensure alignment with the Plan, assess whether your idea adheres to its stated goals and objectives. Consider which chapter of the Plan document most closely relates to your idea, interest, or inquiry, as this will provide specific insights and relevant information. Finally, identify the key guidelines outlined in the Plan that must be followed to successfully implement your idea, ensuring it is feasible and effective within the Plan’s framework.



PURPOSE

Determine the purpose your idea serves and how this aligns with the goals and objectives of the Trails Plan, ensuring it contributes meaningfully to the plan’s vision. Then, categorize your idea as an enhancement, partnership opportunity, or maintenance request, as defined in the Plan, to understand where it fits within the broader scope of the Trails Plan.



DEVELOPMENT

It is advisable to consult the DuPage County Trails Coordinator for guidance on your project. They can assist with planning, development, and implementation, provide necessary tools, reviews, and approvals, and help interpret the Trails Plan guidelines to ensure successful implementation of your idea.

NEXT STEPS

Contacting the DuPage County Division of Transportation is essential for implementing your idea or project. They will provide the necessary tools, conduct reviews, and grant approvals required to successfully carry out your project.



ILLINOIS PRAIRIE PATH

2
CHAPTER

CHARACTERISTICS OF TRAILS

Trail Elements & Character Zones

Introduction

The Illinois Prairie Path, Great Western Trail, and Southern DuPage Regional Trail traverse various environments through DuPage County, connecting populated areas to natural resources and regional destinations. Those varied environments instill various characteristics on the trails' immediate vicinities integral to the trail user experience. Therefore, the DuPage County Division of Transportation (DuDOT) seeks to apply a context-sensitive approach to enhancements on the trail network.

WHAT WE HEARD

Trail intercept survey participants indicated a general preference to enjoy the outdoors when visiting the trails. When asked why they visit the trails, 73% of survey respondents indicated they visit them to experience nature. Survey participants were also asked to rank five trail settings in order of preference: wooded/shaded, river corridor, prairie/tallgrass, open natural/parkland, and downtown corridor. Wooded/shaded areas received the highest aggregate ranking score, and 66% of respondents ranked them ahead of the other options. While downtown corridors received the lowest aggregate ranking, the various open-ended responses to the survey generally reflected a sentiment that trail users appreciate the variety of trail settings. Discussions with the Trails Plan stakeholder committees confirmed that trail users enjoy a variety of trail environments.

For more information about the Trails Plan process, please visit **Chapter 1: Introduction**. For more information about the results of the public engagement process, please visit **Appendix B**.

WHAT THIS MEANS

Context matters to trail users. Trails are both recreational spaces and transportation corridors. Their accommodation of these functions varies based on context. Some locations, such as those adjacent to forest preserves or parklands, may operate as high-quality outdoor recreation spaces. Other trail segments may function primarily as connections to local destinations for trail users, especially when adjacent to commercial areas or culturally significant attractions. Trail elements should blend with community elements beyond the trail envelope to maximize users' enjoyment. Based on feedback from surveyed trail users, supporting the variety of settings throughout the network is important to the trail users' experience.

TRAIL ENVELOPE

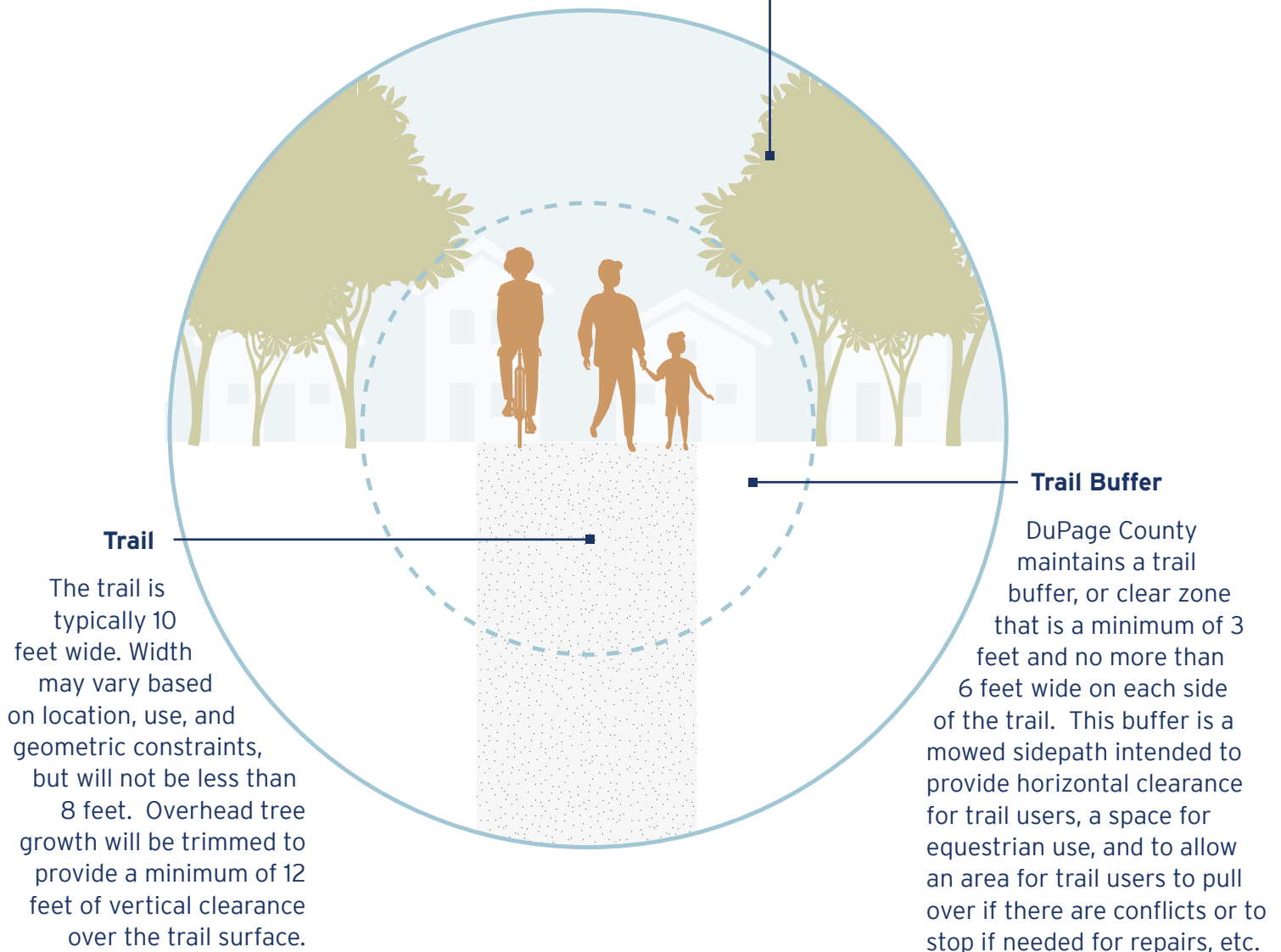
A trail envelope typically consists of a 10-foot wide trail (8 feet minimum), a 3-to-6-foot trail buffer or clear zone on each side, and a tree protection zone beyond that in wooded locations. In many locations, the trail right-of-way is wider than the typical trail envelope, leaving room for more landscaping, natural habitat, or wetlands.

Remainder of Trail Right-of-Way

The County maintains the balance of the right-of-way in a natural state, removing diseased or hazardous trees and shrubs where necessary, and the targeted removal of invasive species as identified by maintenance staff or in accordance with recommendations from a staff ecologist.

Tree Protection Zone

DuPage County maintains a tree protection zone of 6 feet in width on each side of the trail buffer. The tree protection zone defines the area in which trees, branches, and shrubs will be trimmed to maintain the horizontal and vertical clearance standards of the trail and trail buffer. Vegetation within the protection zone will be trimmed if it will encroach on the clear zone within 2 years.



Trail

The trail is typically 10 feet wide. Width may vary based on location, use, and geometric constraints, but will not be less than 8 feet. Overhead tree growth will be trimmed to provide a minimum of 12 feet of vertical clearance over the trail surface.

Trail Buffer

DuPage County maintains a trail buffer, or clear zone that is a minimum of 3 feet and no more than 6 feet wide on each side of the trail. This buffer is a mowed sidepath intended to provide horizontal clearance for trail users, a space for equestrian use, and to allow an area for trail users to pull over if there are conflicts or to stop if needed for repairs, etc.

Regional Trail Elements

Regional trails are composed of several elements that comprise the trail user experience. In addition, sustainable trails minimize environmental impacts, are easy to traverse, and reduce future trail operation and maintenance costs.

ELEMENTS

TRAIL

The physical path. Its surface can be limestone screenings, asphalt or concrete. DuDOT trails may be off-street, on former railroad right-of-way, or side paths (trails along roadways).

TRAIL ENVELOPE

The path and its immediate vicinity. In most rail-trail locations, this is everything within the trail right-of-way and often includes vegetation, public improvements, and utilities.

ACCESS POINT

A location where individuals may enter or exit the path network. This refers to where other trails or sidewalks connect to DuDOT trails. These may or may not include user amenities.

TRAILHEAD

An outdoor public space that serves as a signature access point to a DuDOT trail. Trailheads may carry identifiable regional, cultural, or geographic significance. Trailheads often include parking or other amenities for users.

SIGNAGE

Signage serves a variety of functions for trail users, such as regulating movement, wayfinding, and providing information.

LIGHTING

Trail lighting improves nighttime visibility for trail users.

DRAINAGE

Reserved space in the trail envelope for stormwater conveyance. Typically, a ditch system, which may include culverts.

INTERSECTIONS & CROSSINGS

Locations where the trail crosses another transportation facility at grade are called intersections. Intersections with roads or railroads are often referred to as trail crossings. Path junctions at some locations throughout the trail network are grade-separated (i.e., bridges or tunnels) to allow trail users to cross other transportation corridors (railroads, highways, etc.) or natural features without conflict.

CLEARANCE ZONE

The area in the trail envelope that is kept free and clear of vegetation, debris, or any other obstructions to trail users. The lateral clear zone is six feet from the edge of path, and the overhead clear zone is 12 feet above the path surface.

TREE PROTECTION ZONE

Tree protection zones are areas within the trail envelope that allow trees to propagate and mature. Vegetation management and arboriculture practices may be utilized in the tree protection zone to encourage native tree species to thrive.

Character Zones

Character Zones in the trail network, determined by DuDOT, are unique segments classified by their geographical features, path types, and adjacent land uses. They serve as planning tools to tailor maintenance, design, safety, and usage strategies to each zone's specific characteristics.

OVERVIEW

A character zone is a defined corridor of a DuPage County operated regional trail. For purposes of the Plan, character zones are utilized to identify unique trail sections to inform appropriate allowable uses, expected types of trail usage, vegetation, or maintenance practices within each zone. Some Character Zones may be influenced by existing agreements with utilities or other agencies, which can impose specific restrictions on trail envelopes or rail-trail rights-of-way

TYPES

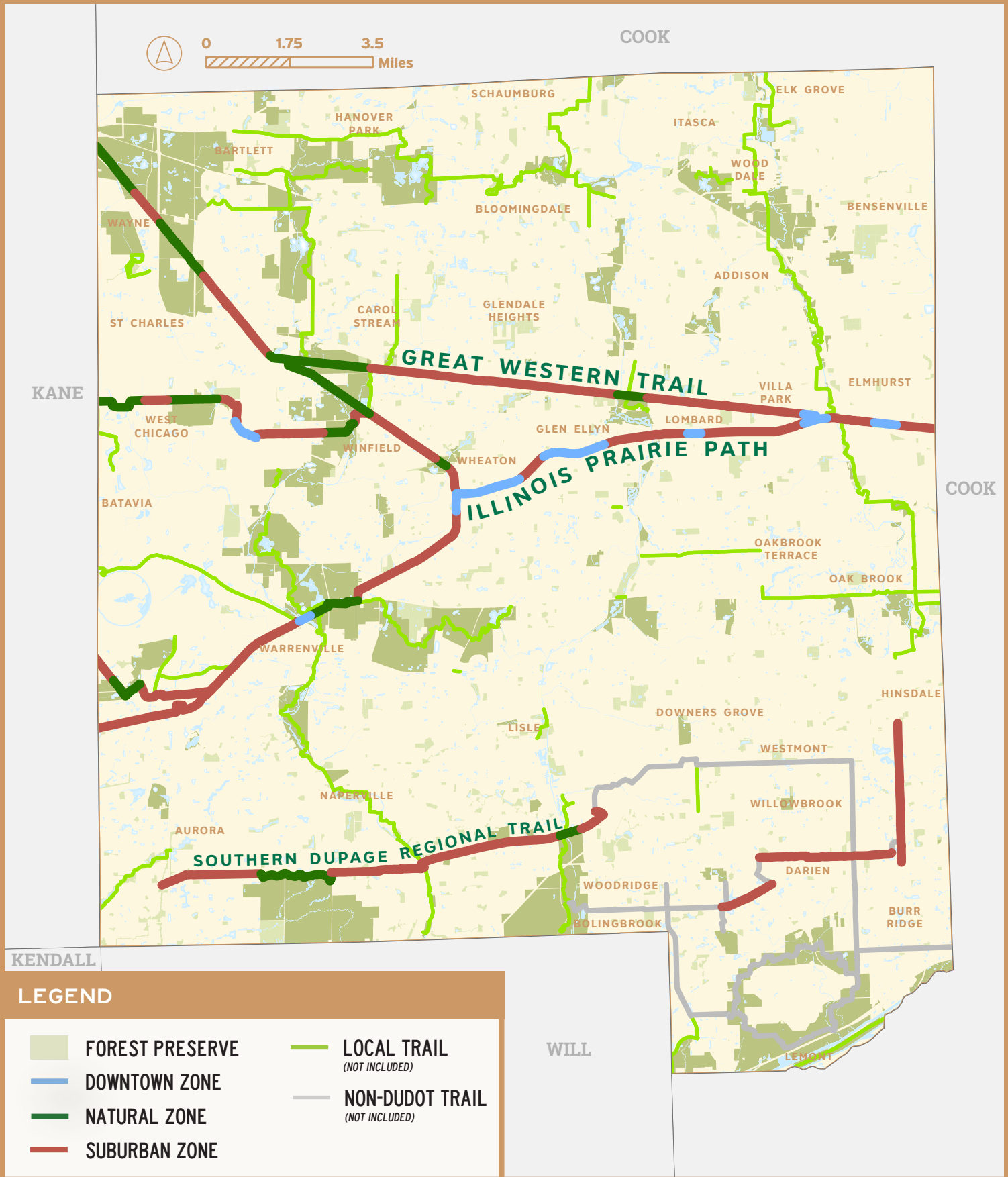
SETTING

- **Natural:** Typified by undeveloped surroundings. In DuPage County, natural areas are generally located within forest preserves and may be surrounded by prairies, forests, or undeveloped landscapes. Within forested areas, Natural zones will feature a tree protection zone.
- **Suburban:** Suburban zones are surrounded primarily by low or medium-density residential and/or commercial development. Suburban character zones may feature a tree protection zone, though they may be impacted by any restrictions by utility companies that share or occupy the DuDOT trail envelope.
- **Downtown:** Corridors that are Downtown character zones are typified by high-density commercial or mixed-use development. Vegetation through Downtown zones may be mowed, and few mature trees may be present. In addition, the trail envelope through Downtown zones may take on special uses or amenities to serve trail users, or it may be continuous into adjacent properties or open land.



Great Western Trail, Source: Hillcrest Property Management

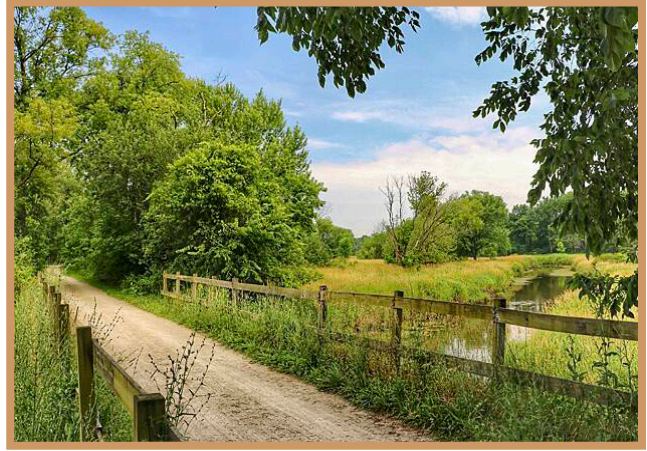
CHARACTER ZONE OVERVIEW



CHARACTER ZONE CONTEXT

Natural character zones...

- *Emphasize nature focus.*
- *Prioritize trail users' engagement with the environment over dense signage and amenities.*
- *Preserve tree protection zones for mature-growth trees.*
- *Feature lower trail user density, mainly bicyclists or equestrians.*
- *Have entrances spaced half-mile or more apart.*



Suburban character zones...

- *Are characterized by low-density residential or commercial surroundings.*
- *Experience varying volumes of bicyclists, pedestrians, and micromobility users.*
- *Have access points typically spaced between one-half and one-quarter mile apart.*
- *May accommodate diverse amenities and improvements in areas with denser access points.*



Downtown character zones...

- *Are access-focused, near community amenities and commercial activities.*
- *May overlap with special-use areas supporting adjacent trail amenities.*
- *Exhibit frequent crossings and entrances, potentially every few hundred feet.*
- *May involve co-management with municipalities or other agencies alongside DuDOT, focusing on amenity enhancement.*



TRAILHEADS

Effective trailheads function as waypoints, gathering spaces, destinations, and/or entrances to the trail network. Trailheads may contain restrooms, maps, wayfinding signs, and vehicle parking areas.

Trailhead: a readily identifiable access point to the trail network, often carrying navigational, cultural, or regional significance.

Access Point: a location where trail users can access the trails.

The DuDOT trail network contains hundreds of access points, many of which are at locations that are not affiliated with intersecting streets, trails, or adjacent landmarks. Access points with regional significance are afforded additional consideration for enhancements via the Trailhead designation.

TRAILHEAD ENHANCEMENTS

Trailheads are crucial trail character waypoints along a trail user’s journey. Because of their navigational value, trailheads can be ideal locations to trail supportive amenities that concentrate on amenities specific to the site or the surrounding community. In addition, trailheads are ideal destinations for wayfinding signs to guide bicyclists and pedestrians from adjacent sidewalks or roadways to the trail. Sometimes, they may be effective access points for a future path or sidewalk connection. For more information see **Appendix A**.



Spyglass Trailhead, Source: Barton Creek Time Stream

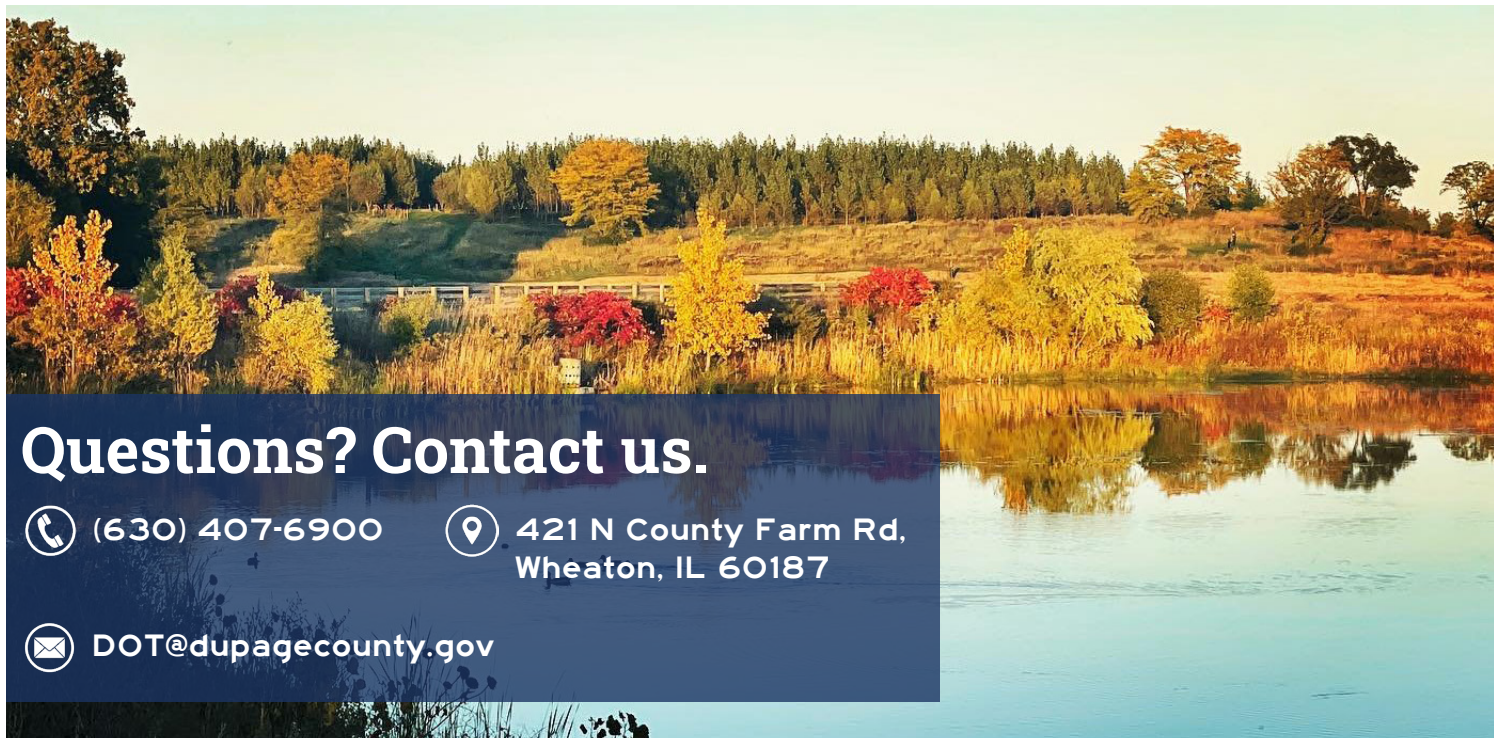
Action Steps - Trail Characteristics

» **Refer to the Character Zones Map for planning guidance.**


Individuals, agencies, and other organizations should review the Character Zones Map and any additional information about the trail corridor of interest before seeking to partner with DuDOT to enhance the trail space.


» **Survey, inventory, and map existing trailheads.**

DuDOT should survey all access points along the trail network to compile a comprehensive inventory of existing entrances. That inventory should also include amenities that enhance entrances.



Questions? Contact us.

 (630) 407-6900

 421 N County Farm Rd,
Wheaton, IL 60187

 DOT@dupagecounty.gov



ILLINOIS PRAIRIE PATH, VILLA PARK

3

CHAPTER

TRAIL CROSSINGS

Design Guidelines

Purpose

The DuPage County Division of Transportation (DuDOT) trail network crosses many transportation facilities and natural features. At each crossing, DuDOT makes investments to enhance access and safety for trail users.

WHY TRAIL CROSSINGS ARE IMPORTANT

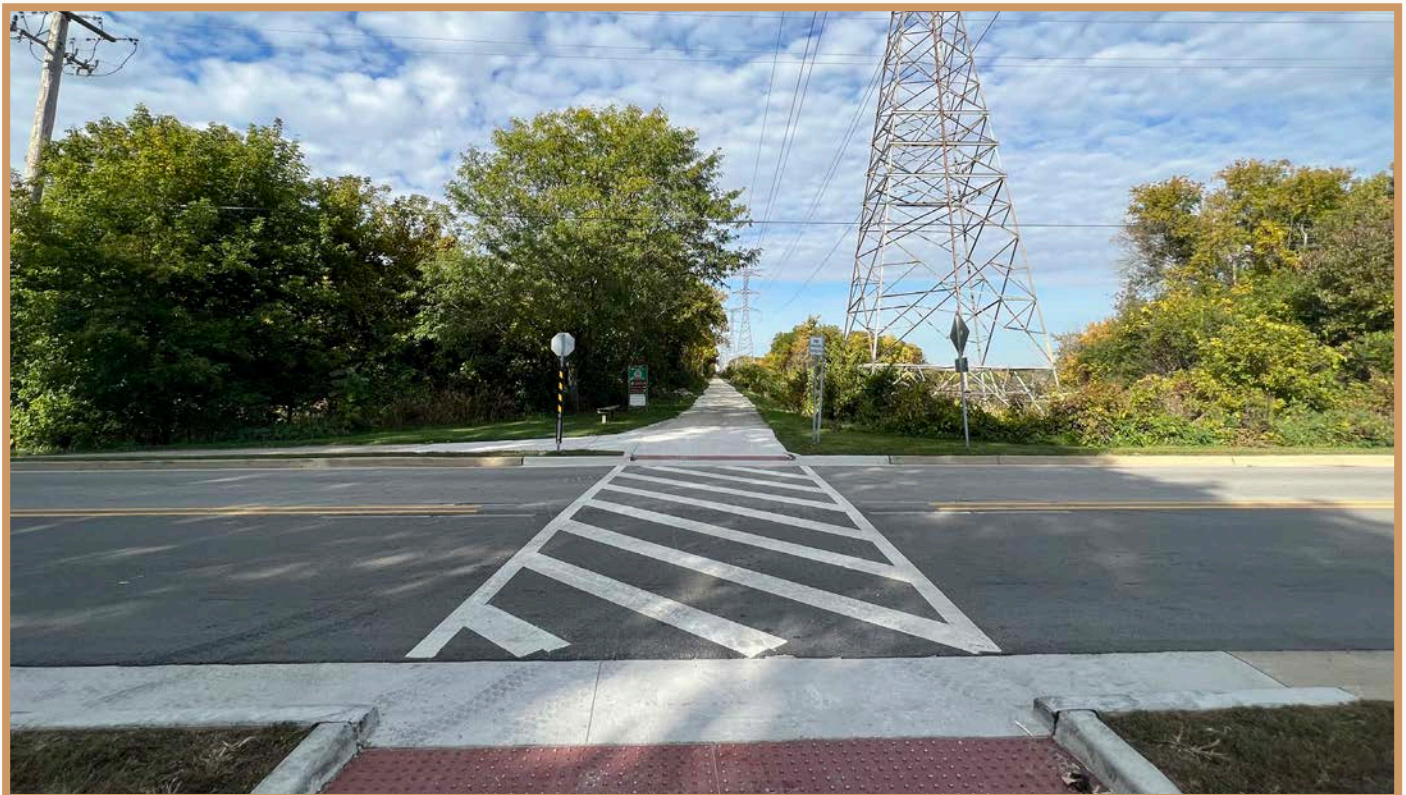
At-grade trail crossings of transportation facilities can present opportunities for trail users to conflict with motorists or trains. Trail users cannot traverse rivers or steep grades without bridges, tunnels, or other site-specific design solutions.

DuDOT invests in enhancements to improve trail user access and safety at crossings of roads, highways, railroads, and natural features. In addition, depending on existing conditions, DuDOT may implement countermeasures to reduce or eliminate conflicts with vehicles.

WHAT WE HEARD

Trail engagement surveys revealed that trail users are generally concerned about safety at crossings. Survey participants identified roadway crossings as an area of concern and indicated that high-visibility signage and clear sight lines are important features at crossings.

For more information about the Trails Plan process, please visit **Chapter 1: Introduction**. For more information about the results of the public engagement process, please visit **Appendix B**.



Great Western Trail, West Chicago

Trail Crossing Selection Guidance

The below table provides enhancement options for trail crossings at roadways, organized by roadway conditions. Depending on existing conditions, DuDOT may evaluate the feasibility of implementing each enhancement independently or in combination with others. Additionally, there are circumstances where a particular enhancement may not be considered suitable for a location, even if the guidance in the table recommends its use. Determining the exact treatment requires site-specific analysis and engineering judgment in all cases before implementation.

This table is based on IDOT’s policy TRA-23: Guidelines for Establishing Pedestrian Crossings and is subject to revision based on updates to the policy and the state-of-the-practice. To use the table, follow the below guidance:

1. Select the column representing the target location speed limit and vehicle Average Annual Daily Traffic (AADT).
2. Select the row that represents the target location roadway configuration.
3. The cell at the intersection of the column from Step 1 and the row from Step 2 contains numbers representing countermeasures.
4. Refer to the table legend for a list of countermeasures. Numbers in a cell indicate candidate countermeasures for the specified conditions. Numbers in filled circles represent treatments that should be considered for those conditions. Numbers without filled circles indicate that, for the specified conditions, crosswalk visibility enhancements be supplemented by other countermeasures.

ROADWAY CONFIGURATION	POSTED SPEED LIMIT AND AADT								
	AADT <9,000			AADT 9,000-15,000			AADT >15,000		
	<30 mph	35 mph	>40 mph	<30 mph	35 mph	>40 mph	<30 mph	35 mph	>40 mph
2 lanes <i>(1 lane in each direction)</i>	① 2, 4, 5, 6	① 5, 6, 7, 9	① ⑦ ⑨ 4, 5, 6	① 4, 5, 6	① 5, 6, 7, 9	① ⑦ ⑨ 5, 6	① 4, 5, 6, 7, 9	CUSTOM	CUSTOM
3 lanes with raised median <i>(1 lane in each direction)</i>	① 2, 4, 5, 6	① ③ 5, 6, 7, 9	① ③ ⑦ ⑨ 5	① ③ 5, 6	① ③ ⑦ ⑨ 5, 6	① ③ ⑦ ⑨ 5, 6	① ③ 4, 5, 6, 7, 9	① ③ ⑨ 5, 6, 7	① ③ ⑨ 5, 6, 7
3 lanes with striped median or left turn lane <i>(1 lane in each direction)</i>	① 2, 3, 4, 5, 6, 7, 9	① ③ 5, 6, 7, 9	① ③ ⑨ 5, 6	① 3, 4, 5, 6, 7, 9	① ③ ⑦ ⑨ 5, 6	① ③ ⑨ 5, 6	① ③ ⑨ 4, 5, 6, 7	① ③ ⑨ 5, 6	① ③ ⑨ 5, 6
4+ lanes with raised median <i>(2 or more lanes in each direction)</i>	① ③ 5, 6, 7, 8, 9	① ③ 5, 6, 7, 8, 9	① ③ ⑨ 5, 6, 8	① ③ 5, 6, 7, 8, 9	① ③ ⑨ 5, 6, 7, 8	① ③ ⑨ 5, 6, 8	① ③ ⑨ 5, 6, 7, 8, 9	① ③ ⑨ 5, 6, 8, 9	① ③ ⑨ 5, 6, 8, 9
4+ lanes w/o raised median <i>(2 or more lanes in each direction)</i>	① ③ 5, 6, 7, 8, 9	① ③ ⑥ 5, 7, 8, 9	① ③ ⑥ ⑨ 5, 8	① ③ ⑥ 5, 7, 8, 9	① ③ ⑥ ⑨ 5, 7, 8	① ③ ⑥ ⑨ 5, 8	① ③ ⑥ ⑨ 5, 8	① ③ ⑥ ⑨ 5, 8, 9	① ③ ⑥ ⑨ 5, 8, 9

LEGEND		
#	RECOMMENDED INFRASTRUCTURE: Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgement at a marked uncontrolled crossing location.	
#	CANDIDATE INFRASTRUCTURE: Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.	
①	High-visibility crosswalk	⑦
②	Raised crosswalk	⑧
③	Yield/Stop Line	⑨
④	In-street Pedestrian Crossing Sign	
⑤	Curb extension	
⑥	Pedestrian refuge island	
		RRFB
		Road diet
		Pedestrian hybrid beacon

TRAIL CROSSING GUIDELINES

Federal and state design guidance plays a crucial role in providing standards and recommendations to ensure the safe design of trail crossings. These guidelines offer valuable insights into factors such as visibility, signage, and traffic control devices. Guidelines that support the following guidance include:

- The Federal Highway Administration (FHWA)
 - *Manual on Uniform Traffic Control Devices (MUTCD)*
 - *Bikeway Selection Guide*
- The American Association of State Highway and Transportation Officials (AASHTO)
 - *Guide for the Development of Bicycle Facilities*
 - *Guide for the Planning, Design, and Operation of Pedestrian Facilities*
- National Association of City Transportation Officials (NACTO)
 - *Urban Bikeway Design Guide*
 - *Urban Street Design Guide*
- Illinois Department of Transportation (IDOT)
 - *Bureau of Local Roads and Streets (BLRS) Design Manual*
 - *Bureau of Design and Environment (BDE) Design Manual*
 - *TRA-23: Guidelines for Establishing Pedestrian Crossings*

ACCESSIBILITY AT TRAIL CROSSINGS

Following the Americans with Disabilities Act (ADA) and the US Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG), any future applicable federal regulations, and all appropriate design guidelines, DuDOT designs and constructs all new crossing facilities to be accessible to the maximum extent practicable. Facilities such as curb ramps and traffic control devices, including pedestrian push buttons, will be constructed to standard to ensure crossings are accessible to all trail users. For more information about accessibility in DuDOT rights of way, please visit DuDOT's ADA Web Page.

RECOMMENDED SIGNAGE BY OTHERS

At locations where the trail crosses other roadway jurisdictions, the roadway jurisdiction agency should provide advance warning signage to advise drivers of the upcoming trail crossing. Warning signs at the road-trail intersection should also include a diagonal arrow pointing at the crossing as part of the assembly.

Where the trail crossing has added out-of-direction travel to a nearby signalized roadway intersection, appropriate signage per MUTCD guidelines should be installed to guide trail users to and through the intersection. All signage involving a DuDOT Trail shall conform to MUTCD guidelines and State law. Municipalities are encouraged to partner with DuDOT to evaluate crossings.

RECOMMENDED WARNING SIGNS

Warning signs recommended for use on the roadways at intersections with DuDOT trails include:



W11-1
(Bicycle Crossing)



W11-15
(Bicycle/Pedestrian Crossing)

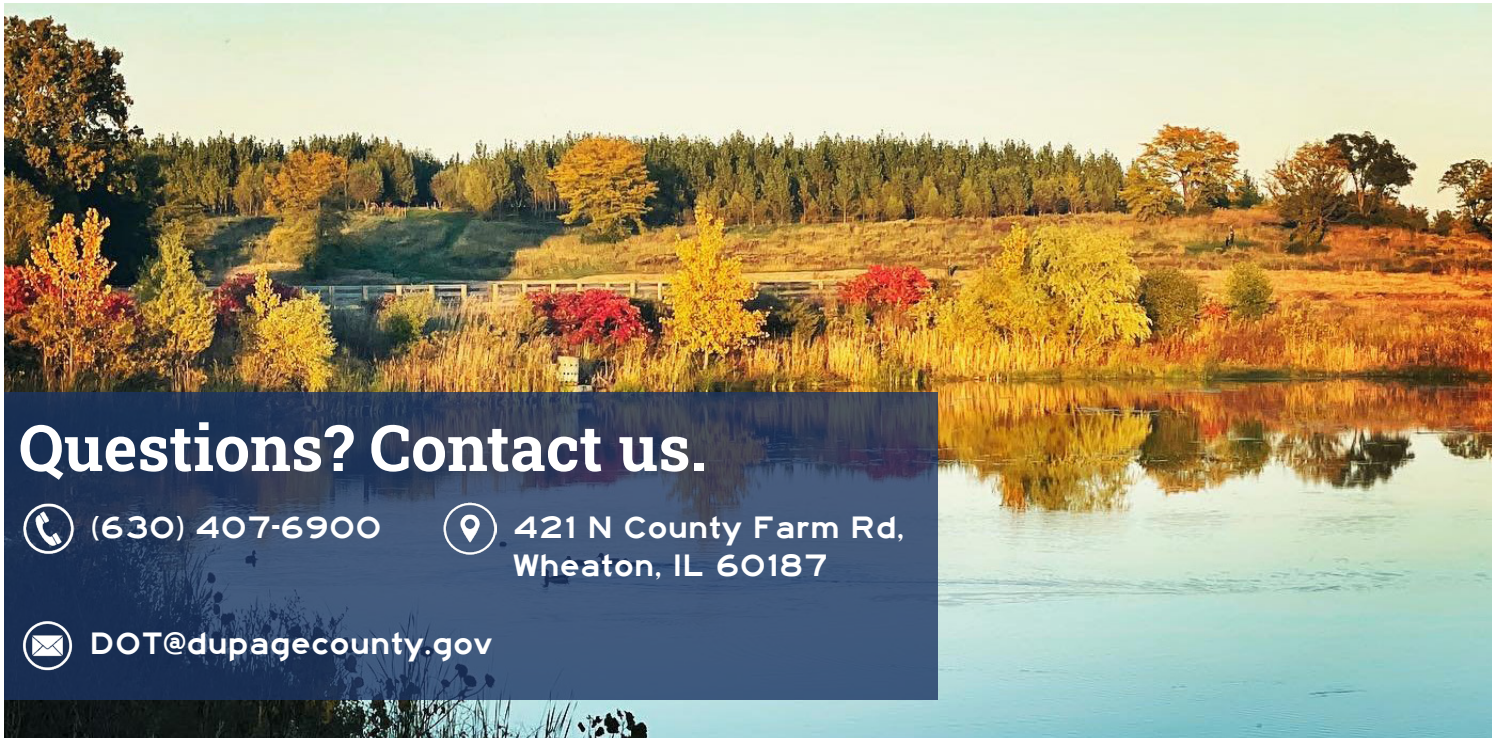


W11-15a
(Trail Crossing)


Recommendations - Trail Crossings


» **Refer to this guide when considering trail crossing improvements.**

Individuals, agencies, and other organizations should review the crossing guidance table for recommended safety enhancements at trail crossings. For further assistance interpreting the table, please contact DuDOT staff.



Questions? Contact us.

 (630) 407-6900

 421 N County Farm Rd,
Wheaton, IL 60187

 DOT@dupagecounty.gov



GREAT WESTERN TRAIL, DUPAGE COUNTY

4

CHAPTER

SIGNAGE & WAYFINDING

Brand & Identity

Purpose

A signage system unique to the trails provides control and guidance throughout the DuPage County Division of Transportation (DuDOT) trail network. Signs along the trails are intended to convey relevant information while preserving the natural beauty of the trails.

Choices about signage type and placement are deliberate. DuDOT staff apply best practices for signage installation, including following the requirements and guidelines from the Federal Highway Administration’s (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) and other applicable sign standards to provide a recognizable sign system. Permanent sign installations on the trails may be regulatory, warning, informational, interpretive, or navigational—also known as wayfinding. Temporary signage could also be informational or provide warnings to trail users of atypical conditions or conflicts. Effective sign systems improve safety, educate trail users, and encourage trail system use.

WHY SIGNAGE AND WAYFINDING MATTERS

Trail wayfinding signage enhances the trail user experience. When implemented effectively, wayfinding signage systems guide trail users in a concise, consistent, and easily recognizable manner. In addition, wayfinding signs can emphasize a trail brand, create a sense of place, support economic development, and provide information about destinations off the trail.

WHAT WE HEARD

Trail engagement survey participants were asked to provide input on signage consistency, intensity, and location. Consistency refers to the standardization of signage branding. Signage intensity describes the quantity, frequency, and scale of signs along the trail. At a network level, sign location means the approach to sign placement throughout the system that would establish effective signage locations for ease of understanding and use.

During the first engagement push, 58% of survey respondents indicated they would either be likely or very likely to read educational or interpretive signage. These responses indicated a general trail user interest in learning about the surrounding environs and the history of the trail network. When asked to rank location destinations by importance for wayfinding signage, respondents indicated that connections to other trails, upcoming parks or forest preserves, and upcoming natural features were the three most essential destinations.

The second engagement push included questions about the sign intensity, in which survey respondents preferred fewer signage placements. Eighty-nine percent (89%) of survey respondents preferred low-intensity or medium-intensity signs or monuments along the trail system. Overwhelmingly, respondents indicated that trail intersections with trails or other roads are where signs were needed the most, with over two-thirds of respondents selecting trail-trail intersections as the highest need. In addition, 40% of survey respondents opined that signage consistency is critical.

For more information about the Trails Plan process, please visit **Chapter 1: Introduction**. For more information about the results of the public engagement process, please visit **Appendix B**.

Brand & Identity Development

DuDOT analyzed existing regional trail logos for consistency, legibility, and appropriateness.

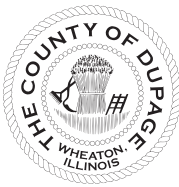
This exercise aimed to create a common language through color, type, and iconography that can be utilized across the trail system.

ICON SYSTEM

The refined system of icons features consistent type treatments and shapes. The circle icons mirror the county seal with a band of color around the exterior. The updated icons embrace what is familiar about the original icons, working together as a system that can be implemented as the backbone of signage and wayfinding.



COUNTY SEAL



The DuPage County seal serves as the top of the brand family—the guiding element to create consistent icons. The round emblem features a roped border and text that rounds a central element.

PREVIOUS TRAIL ICONS



Variations of the existing IPP icon include a green border with the name of the trail and a trio of icons representing users of the trail—cyclists, pedestrians, and equestrians. GWT icons are a bold orange color. In addition, both the IPP and GWT icons feature iconographic references to their railway history. The SRDT logo is difficult to recognize from afar, and its font is difficult to read.

Signage Toolkit

The signage concepts on the following pages provide a template for a consistent system of wayfinding signs throughout DuDOT trails. Future signage should align with the sign types and styles presented here. All signage on DuDOT trails is subject to appropriate signage design standards and guidelines.

TRAIL ACCESS SIGNS

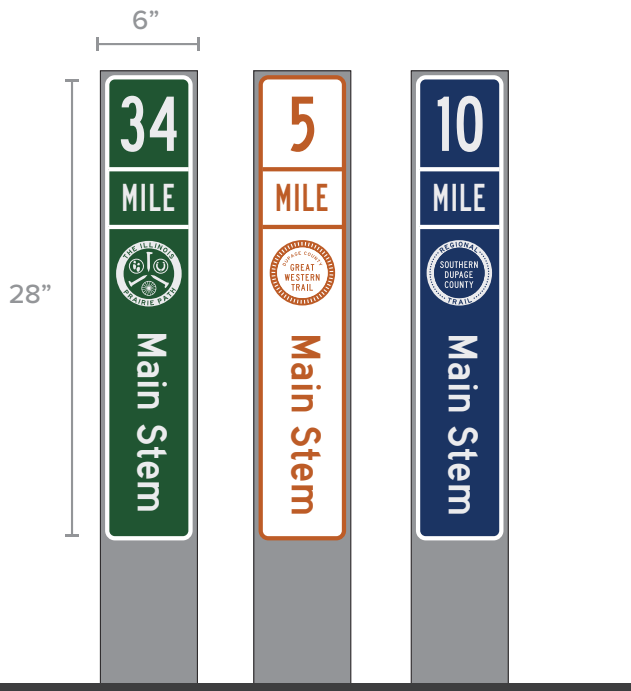
Signs that direct off-system trail users to access points on the trail network.



DIRECTIONAL WAYFINDING

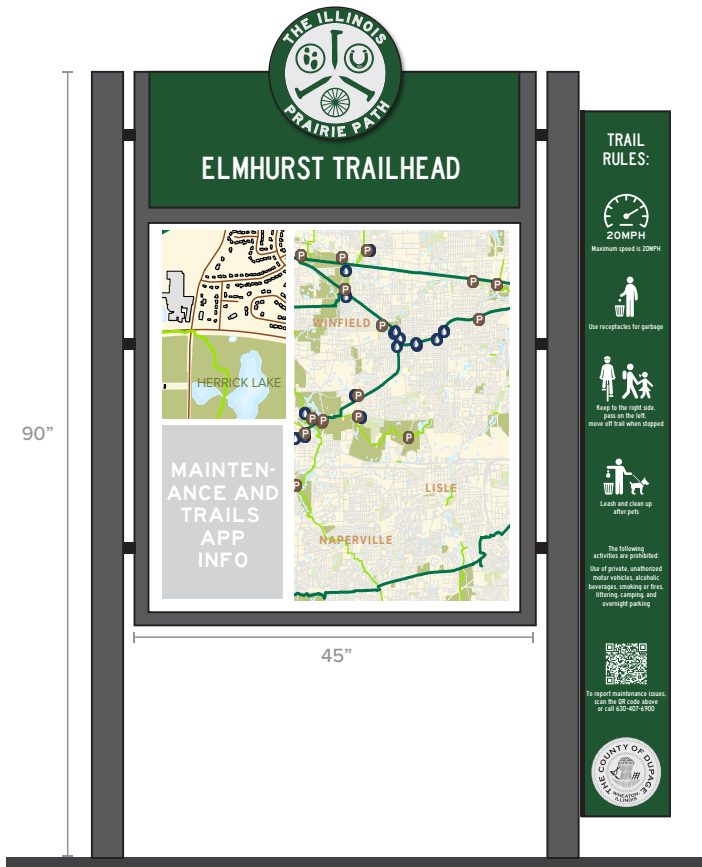


Signs that identify which trail a user is on, directions to points of interest, and their distance.



MILE MARKERS

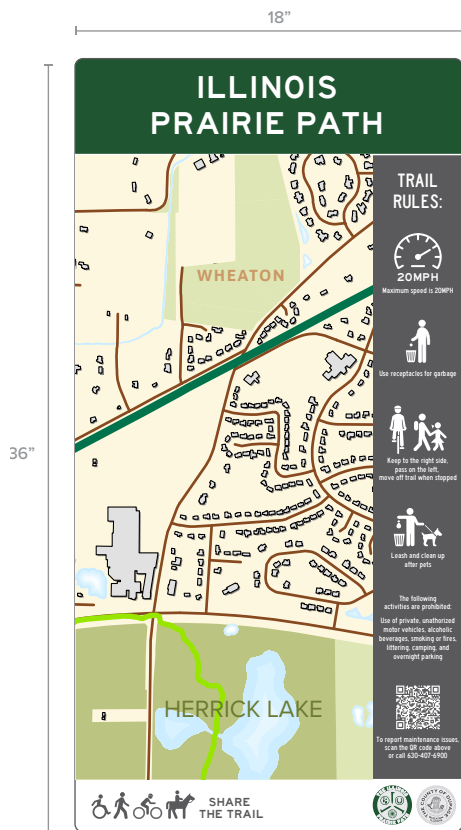
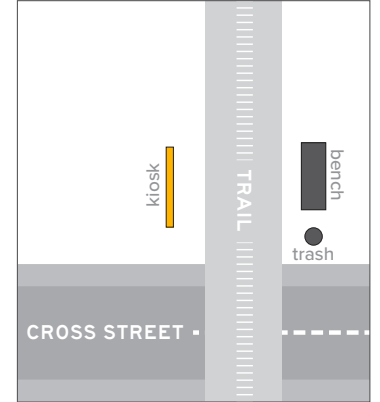
Signs that indicate mileage from the trail terminus.



TRAILHEAD KIOSK & LARGE TRAIL MAP

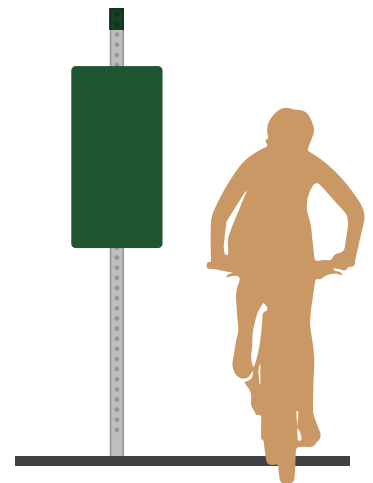
Large sign assemblies may include a regional trail map, local map, and other information, such as upcoming trail events. When located effectively, large signs guide users entering the system at trailheads.

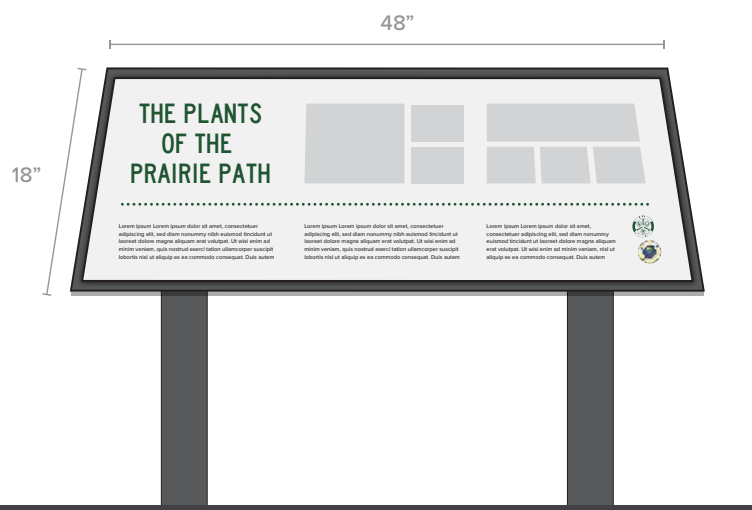
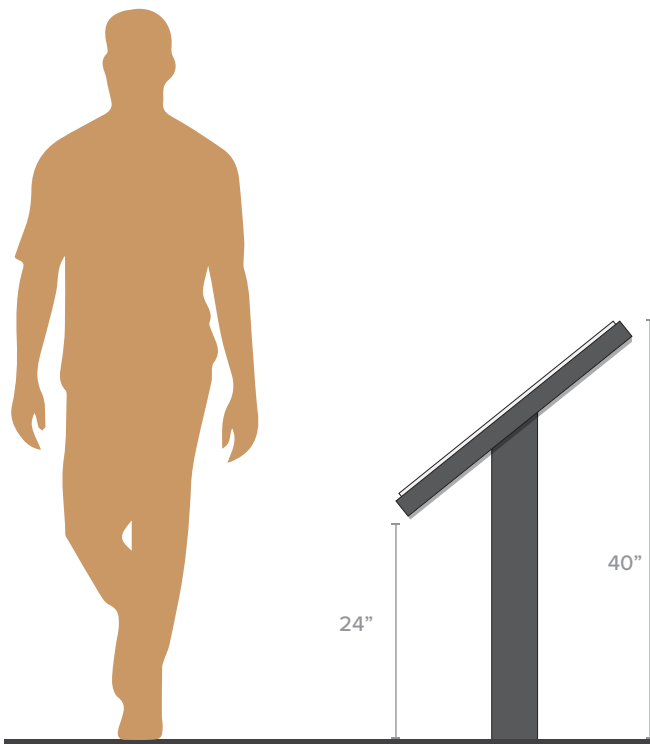
TYPICAL TRAILHEAD ORIENTATION



HEADS-UP TRAIL MAP

A small map that focuses on nearby or local points of interest. Heads-up maps should be placed between trailhead locations and no closer than one mile between maps.





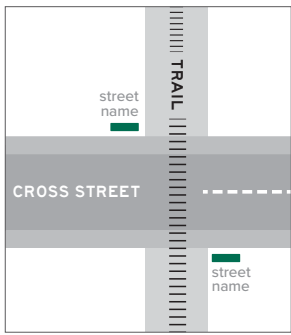
INTERPRETIVE SIGNS

Also known as wayside exhibits, interpretive signs allow users to learn about the DuDOT trail environment. Content may describe natural features, discuss historical events, or explain the significance of wildlife or conservation efforts. Content should include strong photography and a concise narrative. Interpretive signs should include the trail logo and the DuPage County logo.



Existing interpretive signage on the Illinois Prairie Path.

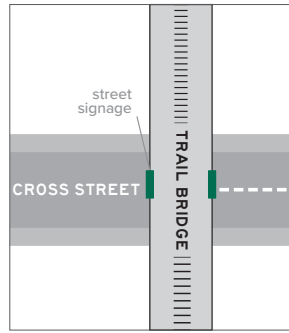
CROSS STREET SIGNAGE



APPLY WITH STOP SIGN



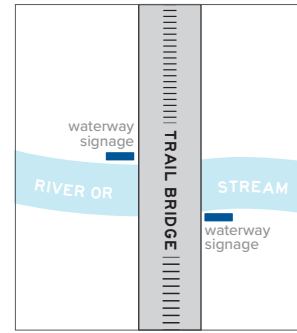
BRIDGE OVERPASS SIGNAGE



ON BRIDGE FACE



WATERWAY SIGNAGE



ROADWAY-TRAIL CROSSING SIGNS

When a DuPage County trail crosses a street, waterway, or bridge, the name of that street or waterway should be identified for the trail user to orient their location. These signs should be standard MUTCD signs on the DuDOT right-of-way or match the sign standards utilized in any given municipality.

HONORARY SIGNS/BENCHES

Honorary signs or benches are allowed on the trail system by permit. Approval of these memorials follows the same permitting process outlined in the Partnerships chapter and would require an associated permitting fee.

PAINTED IDENTIFIERS

In some instances, painted identifiers can add to the sense of place and give users confidence in their location. These may be within underpasses/tunnels or on other structural concrete elements. These locations are also prime locations for public art. While a blank slate is typically more of a target for graffiti than a painted area, a graffiti-resistant coating should be applied on top of graphics or art.

SIGNAGE REQUESTS

Any signage request is submitted to the DuPage County DOT for review and approval via permit application. All signage requests must meet MUTCD requirements and should also follow the guidelines outlined in this document.



Artistic rendering of an existing bikeway tunnel



Artistic rendering of an existing bikeway tunnel



Roadway-Trail crossing sign, Villa Park



Roadway-Trail crossing sign, Lombard



Memorial bench, Illinois Prairie Path in Lombard

How We Apply It

The following section explains how DuDOT will evaluate programming signage improvements.

DOT SIGNAGE GUIDANCE

DuDOT utilizes the following guidance for signage and sign placement on its trail network:

- The Federal Highway Administration (FHWA)
 - *Manual on Uniform Traffic Control Devices (MUTCD)*
- The National Park Service (NPS)
 - *Wayside Guide*
- Illinois Department of Transportation (IDOT)
 - *Illinois Supplement to the MUTCD*
 - *TRA-23: Guidelines for Establishing Pedestrian Crossings*
 - *Bureau of Local Roads and Streets (BLRS) Design Manual*
 - *Bureau of Design and Environment (BDE) Design Manual*

All signage on DuDOT rights-of-way shall adhere to design and placement requirements from the MUTCD and supplemental placement guidance from IDOT published in TRA-23 and other applicable policies and standards.

DuDOT wayfinding signage is focused on trail intersections with other trails, trail-roadway crossings, and guidance in and near recreational areas to provide a positive user experience and promote safety for all trail users. In all cases, DuDOT reserves the right to make the final determination regarding signage along its trails and on County Highways.

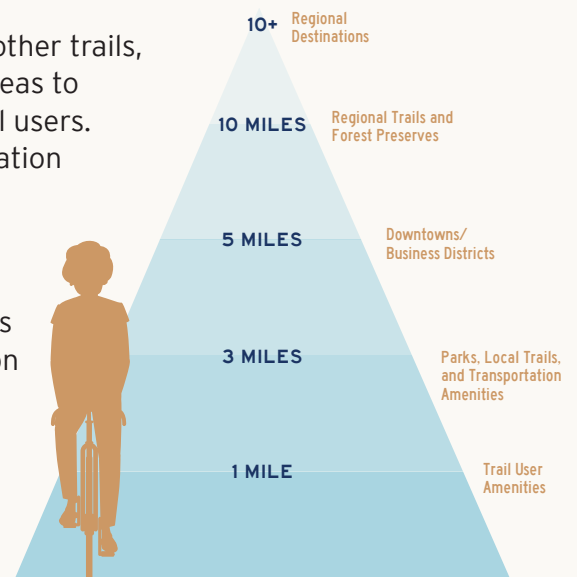
DESTINATION IDENTIFICATION

DuDOT supports providing navigational assistance to destinations that may benefit the trail-using public. However, to be included on directional signage on the trail system, destinations should be relevant for all trail users, open to the public, and open year-round.

DESTINATION HIERARCHY

The effectiveness of directional signage can be improved when signs highlight the proximity of upcoming destinations. One resource used by DuDOT to determine the most effective presentation of upcoming destinations is the adjacent diagram.

The frequency of wayfinding signage will change depending on the character of each trail segment. Other than mile markers, natural areas with few trail intersections may have signs spaced one mile apart or more. Conversely, downtown settings may have wayfinding signs as frequently as every block to maximize navigational value.



Recommendations - Signage & Wayfinding

» **Refer to signage guidelines for new signage requests.**


Individuals, agencies, and other organizations should review this chapter’s signage guidelines for recommended safety enhancements at trail crossings. For further assistance interpreting the table, please contact DuDOT staff.

» **Develop a signage and wayfinding plan.**

In conjunction with agency partners, DuDOT staff should develop a new signage and wayfinding plan to implement the brand family established in this Plan. The plan should determine the sign type, location, and scope of investment for implementation.



Questions? Contact us.

 (630) 407-6900

 421 N County Farm Rd,
Wheaton, IL 60187

 DOT@dupagecounty.gov



JACK T. KNUEPFER BRIDGE, WEST CHICAGO

5

CHAPTER

PARTNERSHIPS

Permits & Agreements

Introduction

The DuPage County Division of Transportation (DuDOT) operates its regional trail network amid a web of partnerships and longstanding agreements. Coordinated efforts between DuDOT and local partners help to enhance trail corridors and make the trail network a destination.

WHY PARTNERSHIPS MATTER

DuDOT believes it is in the County's best interest to collaborate with other agencies, organizations, and volunteers to serve residents and trail visitors. Some public agencies such as park districts or forest preserves can provide desirable recreational amenities or maintain portions of the regional trail network. Not-for-profits can engage volunteers interested in the trail network's health and welfare to perform coordinated tasks such as trail cleanups, invasive species removal, or native flora plantings. While DuDOT is not primarily a recreational provider, opportunities may arise for DuDOT to collaborate with local partners.

Collaborative partnerships can encourage innovation and control maintenance costs. Ideally, any arrangements would enhance public spaces to encourage year-round enjoyment. For a comprehensive list of permitted uses and activities, please visit **Appendix A**.

WHAT WE HEARD

Stakeholder committees revealed a general desire among partner agencies for consistent permitting and agreements. Local agencies enjoy the flexibility to customize the trail user experience but seek standardized partnership models. In addition, trail user committee members expressed an interest in participating in more trail enhancement activities. While the public is generally aware of trail plantings and cleanups, some committee members wanted volunteer activities be more widely publicized.

Trail engagement surveys demonstrated that trail users might desire more volunteer-led activities, too. Sixteen percent (16%) of survey respondents indicated that they had previously been involved in a trail cleanup, and 21% indicated that they had participated in a club or activity on the trail system. In addition, many respondents indicated they belonged to volunteer groups with an environmental focus, such as the Sierra Club, Friends of the Great Western Trail, or the Illinois Prairie Path Not-for-Profit Corporation. Consistent with survey participants' affiliations, environmental improvement activities like habitat restoration and invasive species removal were identified by respondents as desirable activities.

At the same time, the trail-using public may need more assistance to work with DuDOT. Of survey respondents who indicated they tried to organize an event on the trail in the past, 22% stated they needed help understanding the necessary level of coordination with the County. Some open-ended responses cited insurance requirements as prohibitive to their event. Public feedback suggests additional clarity and standardization of DuDOT permitting and agreement procedures may be needed.

During the second engagement push, trail survey participants were asked to rank proposed allowable uses within the trail envelope. On average, habitat restoration, covered shelters, dog clean-up stations, public restrooms, and historical/environmental markers were ranked more highly. Other ideas that respondents submitted included community gardens, birdhouses, and first-aid stations.

For more information about the Trails Plan process, please visit **Chapter 1: Introduction**. For more information about the results of the public engagement process, please visit **Appendix B**.

Partnership Toolkit

DuPage County, via DuDOT, enters into agreements and issues permits for project, uses, or improvements on its path property. While intergovernmental agreements (IGAs) are most suitable for cooperation between public entities for long-term programs and projects, permits can be issued for specific projects, activities, or uses.

INTERGOVERNMENTAL AGREEMENTS

An intergovernmental agreement (IGA) is a contractual arrangement between two or more public agencies. DuDOT tends to enter into IGAs for capital improvements that must be operated and/or maintained. Some examples of IGAs on the path network include: constructing and operating recreational facilities, trail maintenance, cost-sharing agreements, infrastructure improvements, and new regional trail connections.

Illinois state law enables public agencies under the Illinois Intergovernmental Cooperation Act to enter into agreements with other entities.

Effective IGAs include the following elements:

- Clear distinction of the parties involved;
- Descriptions of the subject matter and where it is located. A map should be included as an addendum if the agreement has a geographic component;
- Descriptions of the parties' responsibilities during the lifespan of the agreement (i.e., cost-sharing, project management, construction, operations, and maintenance);
- Cost-sharing responsibilities of the involved parties are described as a percentage or lump sum;
- Adoption date, effective date, and, if applicable, the expiration date of the agreement; and
- Terms for amendment and termination.

FINAL APPROVAL PROCEDURE

Approval by a municipal Board or Council and the DuPage County Board is typically required.



Great Western Trail, Source: DuDOT

REGIONAL TRAIL INTERGOVERNMENTAL AGREEMENTS

Below are some common frameworks of regional trail IGAs with DuDOT:

- Maintenance: agreements with municipalities, forest preserves, or park districts to assume maintenance responsibilities of existing trail segments.
- Construction and maintenance: agreements with other agencies to assume maintenance responsibilities over a trail segment. Maintenance is assumed upon completion of the project. Common for side paths and structures within DuDOT rights-of-way.
- Cost sharing: agreements to allocate the costs of a capital project with another entity, either absolutely or proportionately. Cost shares and payment schedules are agreed to before construction begins. This practice is common for structures within DuDOT rights-of-way.
- Shared services: agreements with other entities for mutual assistance in the performance of routine services to make efficient use of materials, labor, equipment, or expertise.
- Property transfer: agreement with another entity to transfer real property. It could be specifically right-of-way or could be for the parceled property.
- Lease: an agreement with another entity that allows them to occupy and/or maintain the entirety of the trail envelope. Typically done in exchange for the entity's right to provide a public service on the path property, such as parking or recreational uses.
- New regional trail connection: an agreement with another agency to construct a new connection to a DuDOT trail. They are typically written in a way that explicitly identifies maintenance responsibilities and may include cost-sharing terms, if applicable.

The County is open to working with other agencies to identify the appropriate framework, terms, and scope of work that fits their project. Agencies interested in entering into an IGA should contact the Trails Coordinator to discuss the project goals and purpose and begin the IGA process. IGA's are not handled by DuDOT Permitting staff.

TRAIL JURISDICTION

For information about which agency has maintenance jurisdiction or ownership throughout the regional trail network, contact DuDOT staff for assistance.



New Trail in Danada Forest Preserve, Source: Daily Herald

PERMITS

When granted by a public agency, a permit is a document that gives another entity permission to install an improvement or perform an activity on its property. In contrast to agreements, permits are typically issued for more discrete path improvements such as new trail connections, signage installations, utility connections within the trail envelope, or trailside native vegetation plantings. DuDOT also issues permits for special events such as non-competitive running or bicycling events and festivals.

All agencies, organizations, or individuals issued permits must follow DuPage County Highway Permit Ordinance requirements. Terms and conditions are included on the issued permit. For more information about DuPage County permits and permitting ordinances, please visit the DuDOT Permits web page.

It is essential for all agencies and groups interested in working on the DuDOT trails or holding an event to know that a DuDOT permit is required, except where an IGA has been signed. Under no circumstances are entities other than the County allowed to make improvements or changes to DuDOT trails or hold an event without express permission from the County in the form of a permit. This permit is required for all the following activities, including, but not limited to, installing, maintaining, or removing signs, benches, structures, path connections, and capital improvements not covered by an IGA.

HOW TO APPLY FOR A PERMIT

Anyone proposing to use, occupy, or modify DuDOT-designated County Highway rights-of-way (including the Illinois Prairie Path and Great Western Trail) must obtain a permit before the event or construction commences. All private homeowner(s), developers, contractors, governmental agencies, or not-for-profit organizations must apply for and obtain a highway permit for such activities.

PERMIT TYPES

All DuDOT permits are subject to applicable Federal, State, and County regulations, including regulations under DuPage County Stormwater Management Stormwater Ordinance.

SPECIAL EVENT PERMITS

Permits issued for coordinated events taking place on DuDOT rights-of-way with the potential to disrupt public use of the right-of-way.

UTILITY PERMITS

Permits issued for utility connections, modification, or maintenance within DuDOT rights-of-way.

ACCESS PERMITS

Permits issued for other entities to provide permanent road or trail network access.

RIGHT-OF-WAY PERMITS

Permits in the right-of-way category are issued for improvements that are neither utility nor access-related. Improvements issued a right-of-way permit include new sidewalks, new path connections, or signage installations.

GENERAL GUIDELINES

PERMITTED NEW PUBLIC ACCESS

All new connections to the DuDOT trail network should conform to the existing trail surface. Allowable surface types include limestone screenings, hot mix asphalt (HMA), or Portland cement concrete (PCC). Limestone screenings must be unwashed FA-5 screenings and mechanically compacted upon completion. Landscaping repairs must conform to landscape guidelines.

LANDSCAPING AND SHRUBS

Detailed landscaping plans must accompany all permit applications that include landscaping improvements. DuDOT requires the permittee to replace all disturbed grasses and native shrubs. Disturbed grass must utilize an appropriate IDOT seed mixture, with a seed blanket or hydroseed. Plantings in high voltage transmission corridors may be subject to electric utility vegetation maintenance restrictions.

TREE PLANTINGS

All permitted tree plantings must conform to the County's recommended plantings on County highways ordinance. Detailed landscaping plans must accompany all permit applications for tree plantings. Tree mature heights are subject to electric utility vegetation maintenance restrictions. Landscaping plans must demonstrate that the mature height of the proposed trees will not conflict with aerial utilities or nearby structures. For more information about recommended plantings, please visit **Appendix C**.

SIGNAGE REQUESTS

Within DuDOT rights-of-way, all sign installations are subject to review by DuDOT for all applicable signage regulations and guidelines, including MUTCD and IDOT TRA-23. In addition, sign type, location, and maintenance responsibility will be evaluated during the permitting review process. For sign installations outside DuDOT right-of-way, DuDOT requests local agency concurrence to ensure message consistency.

Other entities seeking to install wayfinding signage that utilizes images or guidelines from this Plan shall consult with DuDOT for approval. DuDOT may provide direction or guidance on the appropriate use, assembly, placement, and/or location of wayfinding signs through its approval process. For more information about signage, please visit **Chapter 4: Signage and Wayfinding**.

MAINTENANCE OF TRAFFIC

Any improvement that requires the closure of a DuDOT trail, regardless of the duration, will require a viable detour.

UNPERMITTED IMPROVEMENTS OR ACTIVITIES

Also known as trail encroachments, unpermitted improvements are features, amenities, or structures installed on DuDOT property without prior authorization—either by IGA or permit. Unpermitted activities are actions or activities subject to permits but operating without prior DuDOT approval.

Occasionally, trail users encounter unpermitted trail activity, such as discarded lawn waste or other illegal dumping. Unpermitted activities on the trail negatively impact the trail user experience and can create potential safety or health hazards.

TRAIL ENCROACHMENTS

Any installation on trail property without prior approval from DuPage County DOT is considered an encroachment and violates the DuDOT Permitting Ordinance. Encroachments may include unauthorized trail access points, plantings or landscaping, unauthorized clearing, pedestrian bridges, pedestrian walkways, unpermitted structures above or below ground, unpermitted earthwork, or unpermitted trail surface improvements.

DuDOT reserves the right to inspect, report, and remove any unauthorized trail installation. If an installation is determined to be an encroachment, DuDOT may officially notify the owner of one of the following required actions:

- The owner of the encroachment must obtain a permit within a specified period or must replace the encroaching feature with a conforming feature
- The owner must move or remove the encroachment within a specified period
- DuDOT will move or remove the encroachment

If the encroachment is not removed or improved by the owner in a timely and acceptable manner, DuDOT may remove the encroachment at the owner's expense. Penalties for non-compliance may include fines or liens on the owner's property.

UNPERMITTED ACTIVITIES

Any activity subject to the DuDOT Permitting Ordinance operating without prior approval violates the Ordinance. Unpermitted activities categorized as special events may include for-profit activities, running or bicycling races, unpermitted festivals, marketplaces, or events serving alcoholic beverages without permission. Other prohibited activities include fly dumping (dumping any material in the public right-of-way), hazardous waste disposal, or any other unauthorized disposal on DuDOT premises. DuDOT reserves the right to assess fines or fees to offenders.

If trail users encounter suspected unauthorized trail improvements or activity, please notify DuDOT.



Trash Removed From Illegal Dumping Areas At Pearsall Park, Source: San Antonio Report

Permitted Uses

Periodically, other agencies or individuals express interest in providing enhancements or improvements for the benefit of trail users. In recognition of the public's interest in trail improvements, DuDOT has established guidelines for implementing trail enhancements.

Acceptable permitted uses are grouped into four use categories. The activities listed within these categories define the scope of uses/activities allowed within and upon rights-of-way and properties under DuDOT jurisdiction.

- **Animal Habitat Management or Enhancement:** installations that support animal/insect habitats or make the trails more pet-friendly.
- **Environmental & Sustainability:** installations or activities that support the environmental goals of this Plan.
- **Cultural, Education, Artistic:** installations or activities to celebrate local heritage, highlight local artists, or educate trail users about the trail.
- **Trailhead & Transportation Improvements:** amenities that serve trail users.

These guidelines are intended for public entities, volunteer organizations, private individuals, donors, and other interested parties. All proposed uses are subject to the DuDOT permit ordinance.

CHARACTER ZONE USE COMPATIBILITY

Some factors within Character Zones that dictate their compatibility with proposed improvements include:

- Presence of other trail elements: clearance zones, signage, lighting, drainage improvements, and existing trailhead enhancements are some elements that may impact the suitability of a proposed installation or activity. Downtown and suburban character zones will feature a higher density of trail elements and thus may require careful consideration of where installations can be situated. Any permitted use category could be affected.
- Presence of the tree protection zone (TPZ): most permitted installations, monuments, or activities must avoid the tree protection zone. Trailhead and cultural improvements are largely prohibited within the TPZ but may be permitted outside the TPZ area. Some habitat enhancements may be permitted. Character zones with a TPZ may be suitable for sustainability activities.
- The density of intersections with roads or other trails: trail corridors with a higher density of intersections may be unsuitable for enhancements that require significant space or clearance. Some trailhead enhancements, such as outdoor theater spaces, parking lots, and gardens, may struggle to find suitable locations in Downtown or Suburban corridors.
- Compatibility of surrounding land uses: Character Zones are intended to reflect their surroundings. Thus, approved monuments or other enhancements should also reflect their immediate surroundings and nearby community amenities. DuDOT staff will review applications for proposed enhancements for compatibility with surrounding land uses.

For more information about Character Zone types, please visit **Chapter 2: Characteristics of Trails**. For a comprehensive list of permitted activities in each Character Zone, please visit **Appendix A**.

Key Trail Partners

Key Trail Partners, comprising various organizations and entities, are integral to the successful operation and enhancement of the DuPage County trail network. These partners include municipal agencies, the Forest Preserve District of DuPage County, volunteer organizations, and the Illinois Department of Transportation. Each plays a specific role, from maintaining and operating trail segments to ensuring safety at trail and highway intersections, further contributing to the overall effectiveness and sustainability of the trail system.

MUNICIPAL PARTNERS

Collectively, DuPage County municipalities represent the largest group of trail partner agencies. DuDOT has entered into agreements with several municipalities for the construction, operations, maintenance, and enhancement of the countywide trail network. In addition, municipalities and their sister agencies operate or maintain 33 miles of the 105 regional trail miles that the Trails Plan covers.

FOREST PRESERVE DISTRICT OF DUPAGE COUNTY

The Forest Preserve District of DuPage County (FPDDC) owns and operates 26,000 acres of open space and 166 miles of trails. In addition, FPDDC owns, operates, and maintains 8 miles of the 105 regional trail miles that the Trails Plan covers. Forest preserves and their trails are common connection points to the DuDOT trail system. In addition to their role as the steward of high-quality recreational destinations, the FPDDC has collaborated with DuDOT on new trail connections, cost-sharing agreements, and staff support.

VOLUNTEER ORGANIZATIONS

Volunteer organizations, like trail advocacy groups, environmentalists, and bicycle/pedestrian commissions, are joint partners with DuDOT. Volunteers play a crucial role in preserving the trail environment, enhancing trail spaces, coordinating cleanup efforts, and promoting awareness. In addition, volunteers like the Illinois Prairie Path Not-for-Profit Corporation and the Friends of the Great Western Trail have long-standing relationships with DuPage County.

ILLINOIS DEPARTMENT OF TRANSPORTATION

The Illinois Department of Transportation (IDOT) is the State of Illinois statewide transportation agency. IDOT is primarily responsible for constructing, operating, and maintaining the State highway network. State highways in DuPage are generally high-volume and have 4-6 lane cross sections, sometimes representing barriers to the trail network. Therefore, all DuDOT trail crossings at IDOT-maintained state routes are either grade-separated or located at a traffic signal to maximize trail user safety. DuDOT and IDOT commonly enter into an IGA's for cost-sharing, construction, and maintenance of trail crossings at state highways.



Forest Preserves, Source: DuPage County Forest Preserve

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

The Illinois State Toll Highway Authority, also known as the Illinois Tollway, is the State of Illinois' toll highway operator. The Illinois Tollway is primarily responsible for constructing, operating, and maintaining the interstate toll highway network, with limited tolled state highways under its jurisdiction. Four tollways—interstates I-355, I-88 and I-490 and Illinois route 390—cross DuPage County, with Interstate 294 running along the eastern DuPage County border. All three regional trails subject to this plan cross Illinois Tollway facilities via grade-separations (e.g., bridge or tunnel). Like IDOT, the Illinois Tollway and DuDOT have entered into IGA's for cost-sharing, construction, and maintenance of DuDOT trail bridges and tunnels.

PUBLIC UTILITIES

Most DuDOT rail-trails share the trail envelope with public utilities. Commonwealth Edison (ComEd), the primary electric utility for northeastern Illinois, commonly operates transmission or distribution lines within the DuDOT trail envelope. In some segments of the trail, ComEd is located within DuDOT right-of-way via the right of permanent easement. The DuDOT trails have been constructed on ComEd property under a lease agreement in other segments. Nicor, the natural gas provider for northeastern Illinois, also operates a limited number of facilities on rail-trails, with several pipelines crossing or overlapping the trail network at various locations. Similar to the arrangements with ComEd, some portions of the Illinois Prairie Path is located on Nicor property under the agreement.

Other utilities that provide water, cable/internet, or fiber optic services may cross DuDOT paths at various locations throughout the network. For improvements or maintenance activities near the trail, utilities must obtain permits, except where they have existing rights to the property.



ComEd Greenway Trail, Source: Bolingbrook Park District

Recommendations - Partnerships

» **Develop a Menu of recommended monuments.**


DuDOT staff should develop a menu of recommended monument items for guidance and public consumption. That menu should include recommended types and specifications of public benches, kiosks, and maps.


» **Pursue streamlining of regional trail intergovernmental agreements.**

» **Inventory encroachments and pursue steps to address or permit.**



Questions? Contact us.

 (630) 407-6900

 421 N County Farm Rd,
Wheaton, IL 60187

 DOT@dupagecounty.gov



SPRINGBROOK PRAIRIE FOREST PRESERVE



6

CHAPTER

HEALTHY TRAILS

Trail Stewardship

Purpose

The DuPage County Division of Transportation (DuDOT) recognizes that its trail network serves as a transportation and a greenway corridor. Maintenance of healthy native plant communities in its open spaces fulfills the department's goals to support local ecosystems and enhance the trail user experience. DuDOT supports collaborative efforts to improve the quality of its trails' open spaces, habitats, and immediate natural environment.

IMPORTANCE OF ENVIRONMENTAL STEWARDSHIP

Open spaces within DuDOT's rail-trail envelope cover over 340 acres. Innately, the trail network is an opportunity for DuPage County residents and visitors to interact with nature and experience the associated wellness benefits. As a result, many of the core principles of environmental stewardship are identical to the County's approach to regional trail management, supporting the creation of a desirable landscape aesthetic while reflecting the values of nature enthusiast trail users.

As a road-building agency, DuDOT recognizes that its capital projects may impact the natural environment. The trails could present an opportunity to offset those impacts while providing an enhanced trail experience for the public. Some benefits of that approach include:

- Supporting human wellness
- Stemming the proliferation of invasive plant species
- Providing habitat for native plants and animals
- Reducing temperature extremes on the trails and reducing the heat island effect
- Improving water and air quality
- Establishing environmental stewardship activities that engage volunteers

WHAT WE HEARD

Trail users who participated in trail intercept surveys generally recognized the value of healthy trail ecosystems. When asked their opinion of native plants and prairie grasses, 86% of respondents indicated that they found plants and grasses to be a beautiful and highly desirable natural aesthetic.

When asked to rank what they valued most about plants and trees along the trails, survey respondents consistently ranked function as the most valuable characteristic of plants and trees—specifically, their value to habitat creation, providing shade, and attracting pollinator insects. When asked to rank five trail settings by preference, survey respondents ranked wooded/shaded areas as their most preferred setting.

The second trail intercept survey participants expressed interest in environmentally-conscious volunteer activities. When asked which volunteer activities interest them, 65% of survey respondents indicated an interest in trail cleanup activities. In addition, vegetation maintenance and seasonal planting events (29%), habitat restoration events (28%), and trail stewardship events (27%) all received interest.

For more information about the Trails Plan process, please visit **Chapter 1: Introduction**. For more information about the results of the public engagement process, please visit **Appendix B**.

ECOLOGICAL POLICY LANDSCAPE

DuDOT operates in an environmentally-conscious manner, though not in a vacuum. The State of Illinois has enacted environmental protection laws that compel public agencies to adopt ecologically beneficial practices. In addition, the DuPage County Stormwater Ordinance requires DuPage communities and County departments to mitigate or avoid disturbances to the natural hydrologic balance of DuPage watersheds. Per those policies, DuDOT intends to maintain its trailside trees and ecosystems as a community asset for its trail users, neighboring property owners, and the county. DuDOT staff may seek guidance from state or local agencies with regulatory authority or applicable professional competencies.

DUPAGE COUNTY STORMWATER ORDINANCE

First enacted in 1989, the Stormwater Ordinance primarily aims to promote effective, equitable, acceptable, and legal stormwater management measures. The Ordinance's key elements include drainage, flood control, water resources, watersheds, and wetlands. DuPage County Stormwater Management (SWM) executes the Ordinance. Municipalities with local stormwater ordinances consistent with the County's Stormwater Ordinance (Waiver Communities) enforce their ordinances for public works projects or new developments. DuDOT capital improvements are subject to the Stormwater Ordinance, and in some cases, mitigation is necessary to offset watershed impacts.

Trails that are owned and operated by DuDOT pass through several DuPage watersheds, bridge rivers, and meander through riverine environments. In addition, the trail envelope encompasses some wetland and floodplain areas. DuDOT manages its trail network following the most up-to-date SWM and Waiver Community regulations and seeks to minimize hydrologic disturbances.



Bioswales, Source: Lower DuPage Watershed Coalition



Teasel



Glossy Buckthorn, Source: Woody Invasives of the Great Lakes Collaborative

ILLINOIS NOXIOUS WEED ACT

An invasive species may also be considered a noxious weed regulated by the Illinois Noxious Weed Law (NWL). In Illinois, a noxious weed is defined as any plant harmful to public health, crops, livestock, land, or other property. Therefore, property owners must control the spread of and eradicate noxious weeds.

Under the NWL, DuDOT collaborates with DuPage County SWM to identify and remove noxious weeds on the trail network. Designated as the County's noxious weed control agency, SWM has appointed a lead staff member to coordinate control and removal. In collaboration with SWM, DuDOT may coordinate resources to remove noxious weeds on the trail network.

ILLINOIS EXOTIC WEED ACT

The Illinois Exotic Weed Act (EWA) prohibits the cultivation of non-native vegetation that can harm ecosystems. The EWA defines exotic weeds as non-native plants that, when planted, either spread vegetatively or naturalize and degrade natural communities, reduce the value of fish and wildlife habitat, or threaten an Illinois endangered or threatened species.

Managed by the Illinois Department of Natural Resources, the EWA is accompanied by a list of plant species whose purchase, sale, or purposeful planting is prohibited in Illinois. Control of these species is encouraged but not required. In accordance with the EWA, DuDOT does not support the planting or distribution of any EWA-prohibited cultivars.

Until recently, municipalities were not empowered to remove invasive species from private property. However, as of January 2023, municipalities have been given statutory authority to adopt ordinances to eradicate buckthorn cultivars on all public and private property within their jurisdiction. DuDOT would support partnering with municipalities to remove buckthorn and other invasive species adjacent to its right-of-way.

VEGETATION AND PLANTINGS

DuDOT's trail network has many trees, shrubs, flowering plants, and grasses. Together, they represent a multi-layered ecological footprint within the trail envelope. In addition, the trail network serves as a corridor for a combination of native and planted vegetation that gives the trails their natural aesthetic.

Those floras are threatened by various external factors that negatively impact plant and ecosystem health. For example, invasive species and poor plant selection undermine the natural beauty of the trails' open spaces, reduce benefits to people, impact water quality in receiving waterways, and promote nuisance insect populations.

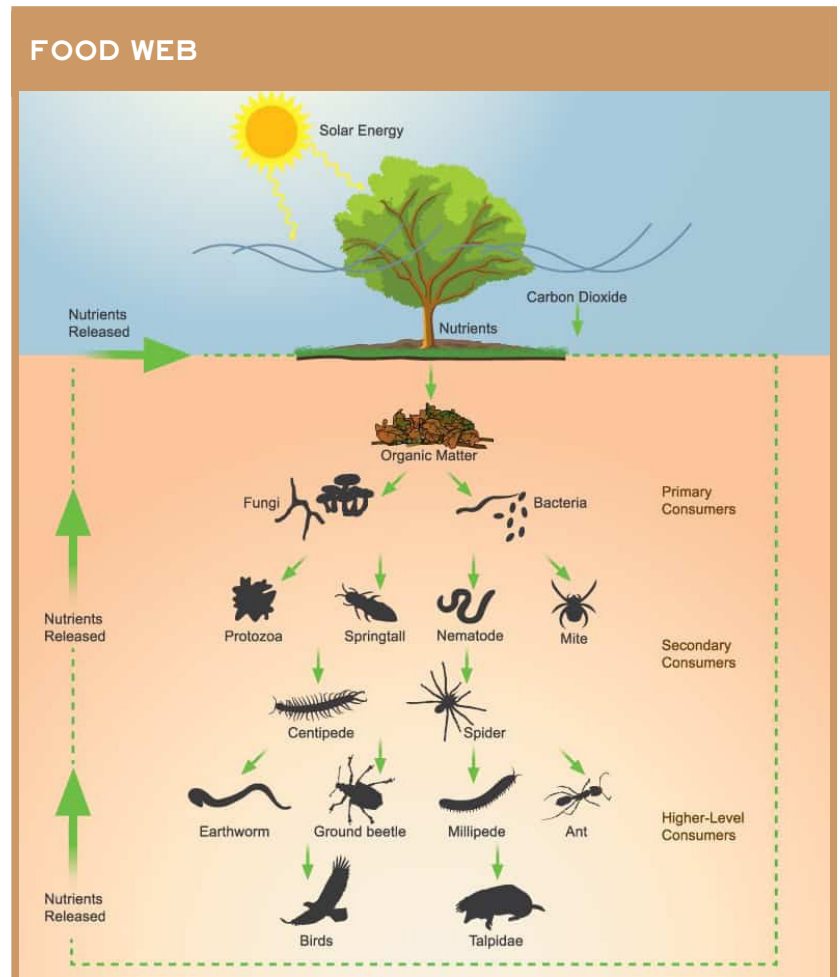
DUDOT TRAIL ECOLOGY

Much of the DuDOT trail network is lined with trees and shrubs. The association between access to natural resources and human wellness is well documented. Trees intercept airborne particulate matter to improve air quality. Time spent near trees decreases psychological distress, and access to natural areas can contribute to overall health and well-being by providing a sense of peace. Additionally, a safe and attractive trail system increases exercise opportunities for the public.

Trees and shrubs intercept rainfall during the growing season, reducing water runoff. Excessive stormwater runoff is expected in urban watersheds like DuPage County, causing streambank erosion and habitat loss for fish and other organisms. In addition, shade trees can mitigate temperature extremes nearby; in a large enough collective, trees can reduce the heat island effect of an urban area.

Native animals and insects, including those in the soil, have evolved with native plants, and numerous species flourish together in a healthy ecosystem. Native insects such as butterflies specialize, meaning that they feed on or use a single species or genus of plant to complete their life cycle. A diversified ecosystem of native plants provides a healthier food web and opportunities for better habitats. In comparison to an area dominated by non-native plants, diverse native plant species support several specialized insect species, which in turn can be used as a reliable food source by predators like birds.

Native trees in various life stages provide habitat opportunities for birds to nest, raise young, and for protection. And those native trees are an essential food source for pollinating insects in the early spring and provide habitat to other insects throughout their life stages. Via this example, many types of birds and wildlife are supported by a broadly diverse inventory of flowering trees and shrubs to provide food from various insects, fruits, and nuts.



Soil Food Web, Source: Smiling Gardener



Common Buckthorn, Source: University of Minnesota Extension



Honeysuckles, Source: University of Minnesota Extension

NON-NATIVE AND INVASIVE SPECIES

Non-native species are plants and animals living in areas where they don't naturally exist. Invasive species are non-native species that cause harm to the environment, economy, and human, animal, or plant health.

Invasive species out-compete or create a hostile environment for native species; in doing so, they form a monoculture. Monocultures cannot provide the many benefits of a diverse ecosystem because they cannot support native organisms. In addition, monocultures may impact soil health by causing topsoil to erode or become compacted. The loss of these benefits can lead to further cascading impacts: loss of diverse habitat and food sources for animals and insects, increased erosion and runoff, and a degraded experience for trail users.

According to the Chicago Region Tree Initiative's (CRTI) 2020 Tree Census Report, 36% of tree canopy coverage across the Chicagoland region was attributable to the genus *Rhamnus*, which includes common buckthorn (*R. cathartica*). No other species reported by CRTI is as prevalent as the invasive buckthorn; boxelder (*A. negundo*) represented the next-most single species canopy coverage at 4%. Buckthorn may be the most prevalent by canopy cover, but it is not the only species impacting open spaces on the trail system. Other invasive species observed on the DuDOT trail network include Amur Honeysuckle, Garlic Mustard, and Dame's Rocket.

EMERGING INVASIVE SPECIES

Illinois botanists identify exotic or non-native species that may pose a future threat so that land managers have opportunities to stop an infestation before it becomes a problem. Allowing strands of the same invasive species—monocultures—to grow out of control makes them more difficult and expensive to bring back under control.

As guidance and best practices improve, DuDOT may consult the most up-to-date resources or professional experts to control the exotic, toxic, or emergent non-native species.



Poison hemlock

Healthy Ecosystem Strategies

ADAPTIVE MANAGEMENT

Adaptive management is a systematic approach to improving conservation. In summary, it is described by the US Department of the Interior as a decision-making process that can be adjusted as outcomes from management actions become better understood. In practice, a conservation framework encourages agencies to re-evaluate and update management protocols based on policy outcomes continually.

An adaptive management plan would provide an effective decision-making structure to reclaim the trail envelope for native plant species resulting in improved ecological health on the DuDOT trail network. The purpose of an adaptive management plan is to identify areas of concern, establish a desired outcome (for example, converting a buckthorn thicket to a prairie-type ground cover or eradicating Teasel and preventing its reestablishment), establish means and methods, and the timeframe for implementation and established growth. Adaptive management plans maintain a core goal but are flexible enough to implement new techniques, adapt to site conditions, and quickly deal with emerging threats. An adaptive framework would enable DuDOT and its partners to identify vegetation management corridors or locations of concern, prioritize activities based on agreed-upon objectives, and cooperatively implement management protocols.

The adaptive management approach incorporates a cyclical process with six core decision-making steps: assessment, design, implementation, monitoring, evaluation, and adjustment. In addition, a monitoring program would be implemented along with the adaptive framework to support evaluation and future adjustments to vegetation maintenance practices.

INVASIVE SPECIES REMOVAL

Invasive species removal along the trail system requires agencies to target and prioritize areas for removal, replanting, and management. Therefore, planned activities may require cooperation between agencies to control invasive species efficiently and cost-effectively. Planned activities would also be bolstered by public involvement.

An adaptive management plan on the DuDOT trail network would allow staff to prioritize species to control, locations for clearing, replanting of native species, maintenance, and monitoring activities. A monitoring protocol and metrics for success should also be developed and implemented to support adaptive changes to the target species and means and methods. For example, at regular intervals, staff could re-assess locations cleared of invasive species to apply lessons learned for future efforts. Monitoring and reassessment processes would also be applied to noxious weed control.

Priority locations could be in downtown areas with few invasive specimens or locations adjacent to natural areas where clearings have already occurred. Both approaches maximize effectiveness by starting new management areas where invasive species are not present in adjacent lands.

A permit or approval from the local stormwater management authority would be required to remove vegetation in a wetland, wetland buffer, or riparian area.

INVASIVE SPECIES REMOVAL

The County identifies areas with large populations of invasive species, such as buckthorn or honeysuckle, and removes them, in order to protect the surrounding plant ecosystem. Left unchecked, these species can cause damage to native plants. Some of the replacement species are listed below:

- *Blackhaw viburnum*
- *Hazelnut*
- *Nannyberry*
- *Sweetbay magnolia*
- *Leatherflower vine*
- *Spicebush*
- *Northern bayberry*

Refer to the [Chicago Regional Tree Initiative \(CRT\)](#) for more information.

TREES

Trees are a desirable feature along much of the DuDOT trail network. Trail users prefer shaded or tree-lined corridors, and trees' benefits for people and the local ecosystem are generally understood. DuDOT has established protection corridors for tree growth—known as Tree Protection Zones—and staff work with partner agencies and utilities to manage trees' establishment, growth, and form. However, an adaptive management approach may further enhance the trail network by establishing a collaborative framework for sustaining the trail network's tree canopy.

Like an invasive species control program, an adaptive tree management program would enable DuDOT to partner with agencies, organizations, and certified professionals to sustain a healthier tree canopy. Trees that pose a hazard to the public must be removed. However, new trees should be planted, maintained, and protected per the public interest to encourage their maturation. In consultation with an International Society of Arboriculture (ISA) certified arborist, an adaptive management plan could identify desirable species, priority locations for tree plantings, and planting and vegetation management guidelines to encourage tree maturation.



Tree canopy

To assist with the monitoring and re-assessment stages of the tree management program, a tree inventory should be developed to track species, tree health, and size over time. While tagging all trees or species along the trail may not be feasible, regular updates to the inventory could yield helpful information for planning future ecological improvements.

IMPLEMENTATION

Successful implementation of an adaptive management plan may require the assistance of natural resource professionals such as arborists or ecologists. Understanding the life cycle of future invasive species threats will be vital in finding and implementing the most effective control method at a reasonable cost. That understanding is also critical to establishing a sustainable ecosystem in place of invasive species. Continuing education and contact with the natural resources community are ways that DuDOT staff could learn and share information about new techniques and emerging ecological threats.

TREE AND SHRUB SELECTION LIST AND GUIDANCE

A list of trees, shrubs, and applicable planting guidance for planting on the trail system is provided in **Appendix C**. DuDOT will link to the planting list and related planting programs on the County website.

Tree and shrub species should be selected to:

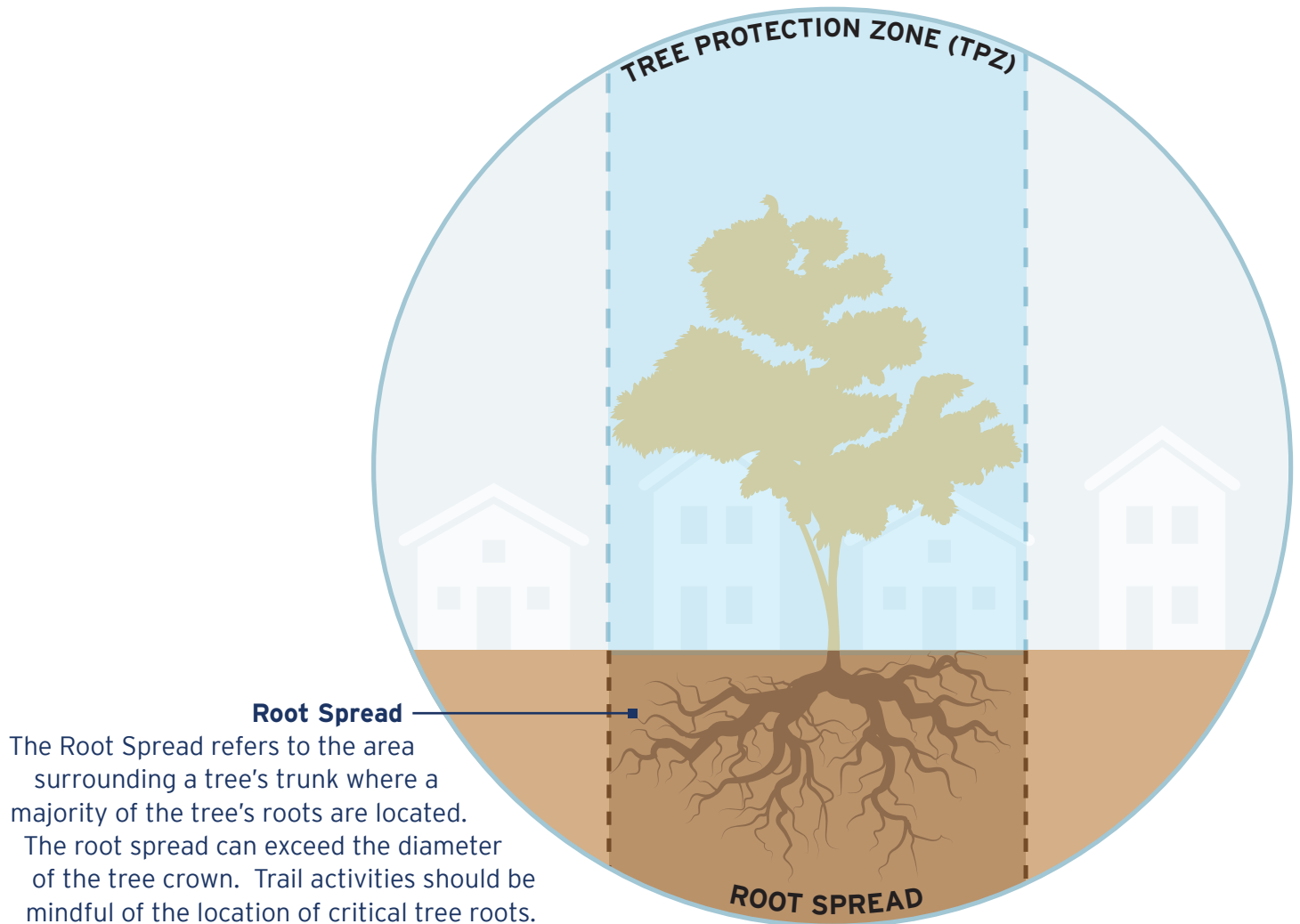
- Thrive in the site conditions, taking into consideration landscape position, utilities, vegetation, soils, moisture, sunlight, and exposure to harsh conditions
- Provide and support diverse native habitats
- Consider the presence of structures and underground and overhead utilities.
- Allow for the efficient and cost-effective maintenance of the trails
- Consider maintenance and safety
- Consider regulated environments such as wetlands, wetland buffers, and floodplains.

TREE PROTECTION ZONE

The Tree Protection Zone (TPZ) is the area within the trail envelope where trees are encouraged to propagate and grow to maturity. Mature trees are managed in ways that safeguard their health, structural integrity, and natural form. The TPZ is typically 6 feet wide. That width may vary based on the zone's species, age, or density of trees. Any of those factors could affect the trunk diameter, root spread, and crown spread—all of which are elements of tree specimens critical to their growth and health. Regardless of width, the TPZ is located outside the mowed trail buffer.

While trail users appreciate their presence, native tree species provide benefits above and beyond their aesthetic value. By supporting the ecological significance of trees and implementing appropriate protective measures, the TPZ helps maintain the natural balance of urban and natural landscapes, promotes environmental sustainability, and fosters a healthy environment for both human and non-human species.

DuDOT staff and partner agencies should continue to utilize vegetation management best practices to ensure that mature native trees in the TPZ are healthy. In addition, seedlings or plantings should be encouraged to establish and grow. Combined with an adaptive management plan, a tree management plan could support the natural regeneration of the trailside forest.



LOCALIZED OFFSETS

As an agency focused primarily on road construction and maintenance, DuDOT recognizes that its projects may impact the environment. For example, paved roads, concrete sidewalks, and asphalt paths add impervious surface area. Impermeable surfaces increase stormwater runoff, impede groundwater filtration, and may impact animal and insect habitats. Per the National Environmental Policy Act (NEPA), the Illinois Environmental Protection Act, and the DuPage County Stormwater Ordinance, DuDOT must minimize, avoid, or mitigate impacts to the natural environment. In addition, wetlands, floodplains, endangered species habitats and designated natural areas are spaces that may be subject to federal and state environmental laws or County ordinances.

CAPITAL PROJECT OFFSETS

The DuDOT trail network occupies a substantial footprint that could serve as a suitable venue to offset the impacts of DuDOT capital projects. The 340 acres of rail-trail visited by over 115,000 trail users each year could be enhanced by ecological improvements, providing outdoor recreational benefits while contributing to overall ecological health. Capital projects in the vicinity of regional trails may be evaluated for ecological improvements. DuDOT should evaluate the suitability of candidate locations on the trail network on a case-by-case basis and may consult professionals for guidance. Potential project offsets may include:

- Habitat restoration
- Invasive species removal and replacement with recommended plantings
- Small-scale water features (e.g. rain gardens, bioswales)

HABITAT RESTORATION

In collaboration with other entities, DuDOT could utilize tree plantings, understory management, wetland creation, or any combination strategy to improve animal habitats on the trail network. Some threatened, and endangered species depend on the kinds of environments that DuDOT's trails can provide.

DuDOT staff could collaborate with other County departments to identify threatened and endangered species that would benefit from specific habitat improvement strategies.

HABITAT EXAMPLES

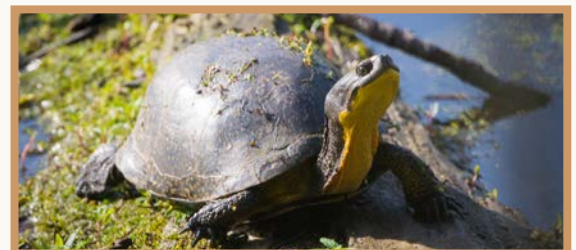
NORTHERN LONG-EARED BAT

Recently, the Northern Long Eared Bat was identified as critically endangered in northeastern Illinois due to White Nose Syndrome, a deadly fungal infection. As a result, tree removal techniques have been adjusted to prevent habitat destruction.



BLANDING'S TURTLE

The Blanding's Turtle is confronted with habitat destruction. Wetland alteration, such as drainage and filling for agriculture and urban development, disrupts the natural hydrological cycles, depriving the turtles of essential resources. Landscape fragmentation poses a significant threat to the species' survival.



ECOLOGICAL PARTNERSHIPS

DuDOT recognizes that the public has a stake in the environmental health of the trail system. As a result, adjacent property owners, volunteers, and other organizations seek to make the trails a better place.

Prospective partners must apply for a permit through DuDOT. For more information about permits and the application process, please review **Chapter 5: Partnerships and Agreements**.

HEALTHY HEDGES REPLACEMENT PROGRAM

DuDOT could lead a vegetation replacement program encouraging adjacent property owners to pick from a recommended list of shrub species. For example, some adjacent property owners like the visual screen that bushy shrubs like buckthorn provide and may desire replacement cultivars that provide a similar screen. DuDOT could provide a list of recommended non-invasive, low-maintenance shrubs. Additionally, DuDOT could remove non-conforming plants on its property or collaborate with other entities and/or volunteer groups to identify plants for removal.

VOLUNTEER-LED EFFORTS

Below are examples of volunteer-led strategies that the County may support:

- Group cleanups via the County's Adopt-a-Trail program
- Native planting projects under a DuDOT permit
- Coordinated invasive species removal activities with the use of hand tools
- Projects in partnership with not-for-profit organizations
- Coordinated plantings or educational experiences
- Jointly publicized opportunities via the County's social media networks

ORGANIZATION-LED EFFORTS

DuDOT is interested in partnering with groups of volunteers to accomplish the environmental goals and objectives of this Plan. Therefore, staff will consider the applicant organization's expertise, organizational character, and experience. DuDOT expects to review the scope of work via the permit application process and may require a permit application to guarantee the completion of the entire project or effort.

Below are strategies that could be successful in partnership with DuDOT:

- Partnerships with chambers of commerce, convention and visitor bureaus, or local restaurant groups to offer gift cards for implementing recommended species and removing identified invasive species
- Participation in events to demonstrate how DuDOT trails provide benefits through the responsible management of tree and ecosystem elements
- Participation in training and conversations in the communities of ecological management
- Training opportunities for residents
- Participation in social media campaigns or promotion via the County's social media networks
- In partnership with other organizations, develop a matching grant program to incentivize individuals to plant recommended trees and shrubs.

Recommendations - Healthy Trails

» **Develop an Adaptive Management Plan for trail ecology**

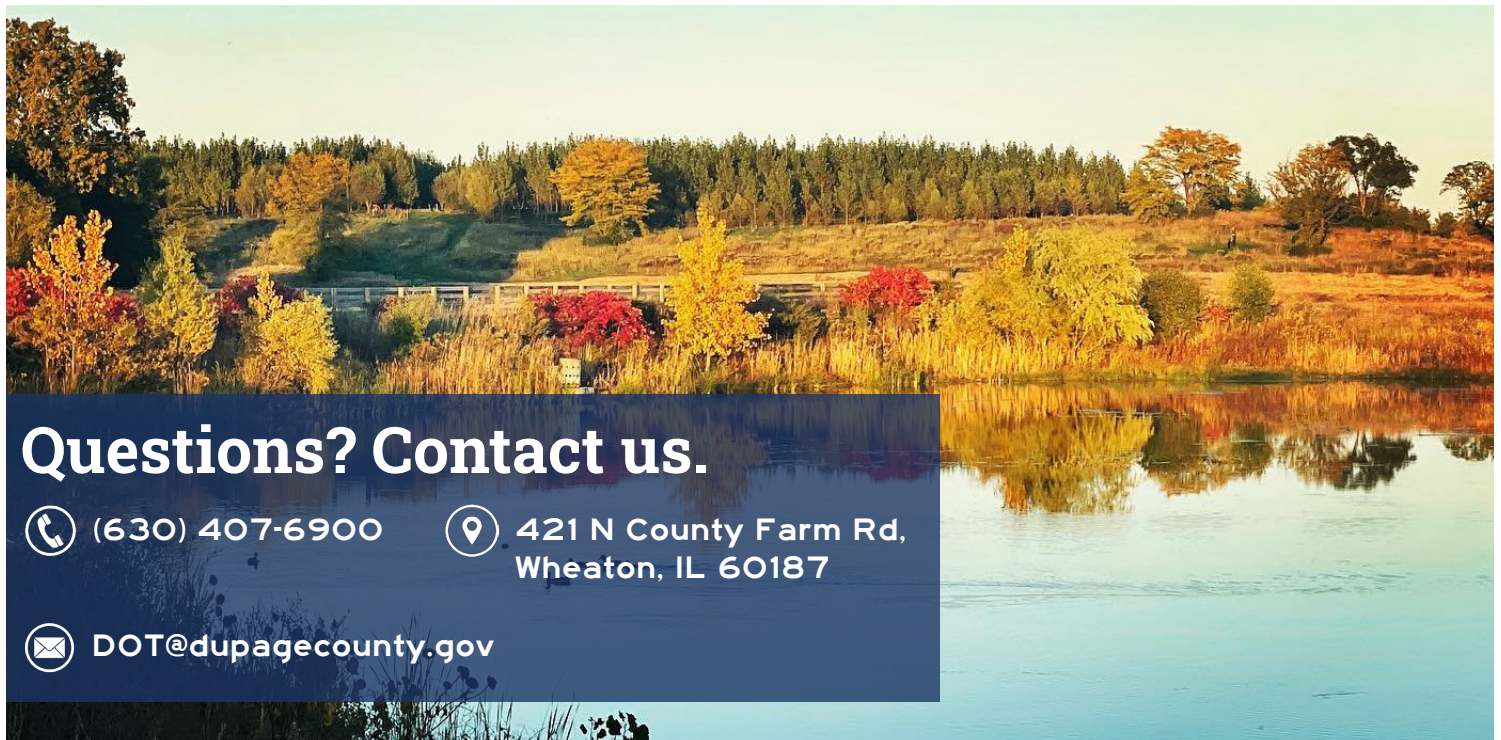
DuDOT should develop an adaptive management plan to improve and actively manage its regional trail network's ecological health, focusing on promoting native species and removing exotic or invasive species.

» **Develop an inventory of trailside trees, known exotic species, and noxious weeds..**


DuDOT could collaborate with other County departments to develop an inventory of exotic species and noxious weeds. The inventory would aid DuDOT's ability to target invasive species for removal.

» **Identify strategies to replace dead or removed trees on the trail network.**

To help replenish the trees that have been removed from the trails, DuDOT could support the establishment of a tree nursery dedicated to farming new trees for the trail network.



Questions? Contact us.

 (630) 407-6900

 421 N County Farm Rd,
Wheaton, IL 60187

 DOT@dupagecounty.gov

7

CHAPTER

TRAIL USER EXPERIENCE

Trail Safety & Etiquette

Purpose

The DuPage County Division of Transportation (DuDOT) trail network is intended to be mode-inclusive. Traditionally, rail-trails in DuPage County have emphasized three modes of non-motorized transportation: walking, bicycling, and horseback riding. Over time, other modes of travel have grown in popularity, causing DuDOT to re-examine how to balance trail user comfort with expanded mode-inclusiveness.

WHY THE TRAIL USER EXPERIENCE MATTERS

Since the first rail-trails were constructed in DuPage County in the 1960s, the DuDOT trail network has maximized its friendliness to non-motorized transportation. With some exceptions for authorized maintenance and emergency vehicles, motorized vehicles are prohibited from using DuDOT trails. Today, trail users are predominantly walkers, runners, bicyclists, and equestrians. In service to those diverse modes, DuDOT trails are largely limestone-screened surfaces, which equestrians and many runners prefer. However, as a corridor with varied modes of travel at equally varied speeds, there are opportunities for conflicts between trail users.

In addition to the modes mentioned above, other modes of travel have grown in popularity among the general public: electric bicycles (e-bikes) and electric scooters (e-scooters). Due to the growing popularity of these modes, many members of the public have expressed a desire for clarification about allowable uses of the DuDOT trail network.

WHAT WE HEARD

During the first engagement push, trail intercept survey participants were asked to indicate if they had ever felt unsafe on the DuDOT trail network. Fifty-one percent (51%) of respondents said they felt unsafe on at least one occasion. When asked to provide additional context, 20% of survey respondents indicated that other trail users made them feel unsafe. Open-ended responses revealed that many of the respondents were concerned about other people were worried about conflicts with bicyclists. Survey respondents who identified primarily as bicyclists made up 58% of the total responses.

Trail intercept survey participants were asked during the second engagement push if any trail etiquette reminders should be prioritized. Out of six options, “speed limits for bikes” was the option that received the highest aggregate score.

For more information about the Trails Plan process, please visit **Chapter 1: Introduction**. For more information about the results of the public engagement process, please visit **Appendix B**.



Wheels Yield to Heels: How to Share Trails with Horses,
Source: FVMBA



Source: Danada Equestrian Center

TRAIL USE GUIDELINES

RULES OF THE TRAIL

Guidelines for responsibly using the trail. Shared spaces require shared responsibility. All trail users should interact in a manner that prioritizes safety and protects the slowest and most vulnerable users. Some elements of the rules are codified in state or local laws, while many of them are common courtesies and etiquette for users to follow.

MODE RESTRICTIONS

Rules for what modes of travel are allowable on DuDOT trails. New modes of travel have been emerging recently, with more likely to be developed in the future. In response, DuDOT may review vehicle types for compatibility with all other permitted users of the trail network.

PETS AND OTHER ANIMALS

While pets are allowed on the trails, not all users feel comfortable around pets. Consequently, DuDOT requires pets to remain on a leash at all times. Following these guidelines is essential to reducing unwanted pet encounters with trail users and preventing unsafe conditions.

EQUESTRIAN TRAIL USERS

Horseback riders, or equestrians, are commonly seen on the DuDOT trail network, especially in western DuPage County. Generally speaking, much of western DuPage has fewer trail users and more significant swaths of continuous public lands, providing ideal equestrian trail riding settings. However, other trail users—especially those on bicycles or micromobility devices—should proceed cautiously out of respect for the horses.

Crushed limestone is preferred for equestrian trail users, as it is softer on horses' hooves than paved surfaces.

PET OWNERS

WASTE PICKUP

All trail users who take pets or animals are responsible for picking up and disposing of animal waste.

GENERAL CONTROL OF ANIMALS

An adult must accompany animals and pets on paths and be kept on a leash under eight feet long. In addition, DuDOT trails are subject to all applicable state and local regulations pertaining to pet ownership.

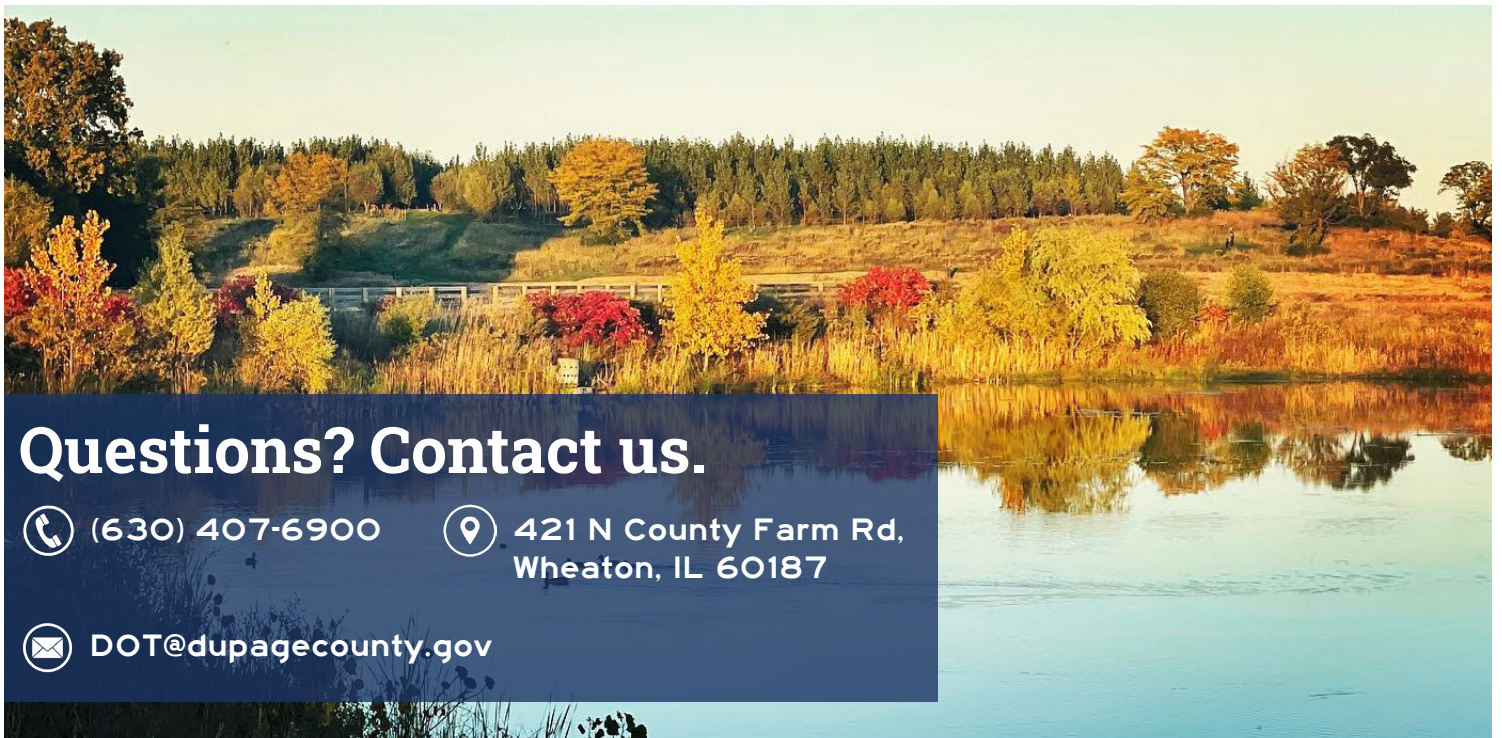
Recommendations - Permitted Users

» **Codify a new mode restriction ordinance for the DuDOT trail network.**

DuDOT should update its ordinance that controls the use and operation of motorized vehicles on the trail system. New state laws have changed the definition of a motorized vehicle, and new modes of travel have become more popular since the ordinance was passed.

» **Develop and incorporate new Rules of the Trail into signage, operations, and publications.**

DuDOT should develop new Rules of the Trail and publicize for trail users on signage, publications, and the County's website.



Questions? Contact us.

 (630) 407-6900

 421 N County Farm Rd,
Wheaton, IL 60187

 DOT@dupagecounty.gov

8

CHAPTER

TRAIL MAINTENANCE

Maintenance Responsibilities

Purpose

DuPage County Division of Transportation (DuDOT) maintains its regional trail network in a state of good repair. DuDOT’s Maintenance division is responsible for many tasks, including trail surface maintenance, signage, tree trimming, vegetation management, and drainage maintenance.

WHAT WE HEARD

Maintenance and consistent upkeep were common themes among survey respondents. During the first engagement push, trail intercept survey participants were asked to indicate whether they had ever felt unsafe on the trail. Of the selection options, 51% of respondents indicated they had felt unsafe at least once. However, when asked to provide context, only 11% of respondents indicated they had ever felt unsafe due to the physical conditions of the trail.

Participants in the first trail intercept survey were also asked about common nuisances they encountered on the trail network. Sixty percent (60%) encountered a nuisance while on a DuDOT trail. Out of 2,000 survey responses, overgrown vegetation (473 responses) and trails being inaccessible or impassable (358 responses) were commonly-reported nuisance types.

During the second engagement push, trail intercept survey participants were asked about common hazards they may have experienced while on the DuDOT trails. The most common issue respondents reported was storm-related: flooding, standing water, mud, or a washed-out trail section (446 votes) was reported the most. Dead or fallen tree(s) blocking the path received 238 responses, followed by view obstructions at trail crossings, which received 209 responses. Many open-ended responses noted that hazards were consistently addressed quickly.

For more information about the Trails Plan process, please visit **Chapter 1: Introduction**. For more information about the results of the public engagement process, please visit **Appendix B**.

ANNUAL MAINTENANCE NEEDS

The Maintenance division is outfitted with the staff and equipment necessary to maintain the DuDOT-operated trail network. The DuDOT maintenance program ensures that trail users enjoy a high-quality trail user experience. In addition, Maintenance supervisors identify annual maintenance needs, such as tree trimming or invasive species removal, and allocate resources accordingly through annual preventive maintenance programs. Guided by the 2003 DuPage County Trail Maintenance Policy, the Maintenance division ensures that all tasks, from trail surface maintenance to vegetation management, adhere to longstanding standards for safety and quality.

ANNUAL TRAIL LABOR

In an average year, DuDOT dedicates over 8,600 labor hours to the upkeep of the trail network, which encompasses activities like mowing paths, trimming foliage, conducting inspections, and eliminating invasive species.



Downed Tree, Source: KNSI



DuPage River Trail, Source: TrailLink

TRAIL MAINTENANCE

DUDOT MAINTENANCE

The Maintenance division ensures the path system remains open and in good repair. Staff is trained to respond to all trail maintenance issues, including trail surface degradation, removing downed trees, clearing drainage structures, addressing localized flooding, vegetation management, and maintaining clear lines of sight—both along the paths and at intersections.

Maintenance staff routinely inspect the trail surface, vegetation, drainage structures, and other items within the immediate vicinity of the trail that may pose a hazard to trail users. Vegetation maintenance is a broad activity, including tree trimming, weed removals, and removing dead trees and branches.

Inspections can sometimes reveal facility repair needs beyond DuDOT's in-house capabilities. The Maintenance and Engineering divisions frequently collaborate to identify solutions and solicit appropriate design contracts if needed.

DUDOT MAINTENANCE POLICY

The DuPage County 2003 Trails Maintenance Policy provides a comprehensive set of guidelines for the upkeep of the County's trail system. The Policy's framework provides guidance for vegetation management practices, trail surface maintenance, tree pruning and protection, trail user safety, and trail user accommodations. Trail Maintenance Policy specifications for trail features such as trail widths, vegetation management areas, and clearance zones

are the basis upon which Maintenance staff conduct their operations.

TRAIL BRIDGE AND STRUCTURE MAINTENANCE

DuDOT is responsible for maintaining trail bridges and tunnels under its jurisdiction. Maintenance staff is equipped to paint, remove graffiti, or repair the trail surface, fencing, or retaining walls as needed.

All structures spanning 20 feet or greater are inspected every two years. Culverts and bridge structures between 6 and 20 feet are also inspected regularly. Infrastructure improvements are addressed as needed, and bridges and culverts are monitored as part of DuDOT's bridge maintenance program.

Although DuDOT is responsible for maintaining structures exclusively under its jurisdiction, some bridge maintenance responsibilities are shared with other agencies. For example, DuDOT has partnered with the Illinois Department of Transportation (IDOT), the Illinois State Toll Highway Authority (Illinois Tollway), the Forest Preserve District of DuPage County (FPDDC), and local municipalities to share trail bridge maintenance responsibilities. Typically, one agency maintains the bridge deck while the other maintains the substructure, and those responsibilities are defined in an intergovernmental agreement.

Trail Maintenance Principles

The core of DuDOT's commitment to maintaining a high-quality trail network in DuPage County is encapsulated in our Trail Maintenance Principles. These principles are deeply rooted in the comprehensive framework established by the 2003 Trails Maintenance Policy.

TRAIL SURFACE

The primary surface material on DuDOT trails is crushed limestone screenings. Maintenance staff regularly inspect trails to identify where surface repairs are needed. Small vertical discontinuities like divots or bike tire ruts are typically spot-repaired, overlaid with screenings, and raked smooth. This technique is effective at addressing vertical discontinuities, even over long distances. If the overall trail surface condition has significantly declined, Maintenance staff may overlay large quantities of screenings to restore the surface.

Other surface conditions that are regularly addressed include trailside drop-offs, rutting or subsidence, drainage issues, and washouts. When the scope of work required to repair these issues exceeds Maintenance staff capabilities, Maintenance may coordinate with Engineering staff to identify a suitable solution in the DuDOT capital program.

Paved segments of the DuDOT trail network are also regularly inspected for surface condition. Typically, Maintenance staff addresses vertical discontinuities in hot-mix-asphalt surfaces via pothole patching, asphalt patching, or removal and replacement of the asphalt surface.

TRAIL CLEAR ZONE

DuDOT staff maintain a buffer zone beside the path surface. The minimum buffer width is six feet from the edge of the path. Buffers improve trail users' lines of sight, prevent vegetative obstructions from encroaching, and provide trail users a safe space to step off the path. The overhead clear zone is 12 feet above the trail surface, though tree canopies are allowed to grow over the clear zone. Overhead clear zones allow heavier vehicles, such as dump trucks, bucket trucks, and fire engines, to safely proceed.

TRAIL VISIBILITY

DuDOT maintenance activities ensure visibility for trail users and approaching motorists at trail crossings. Maintenance staff perform routine vegetation removals within the DuDOT rights-of-way to reduce encroaching plant growth or corrective removals when new encroachments are observed. Sight lines at intersections are maintained to the maximum extent practicable; sometimes, visual obstructions outside DuDOT property, including buildings and structures, cannot be removed. When an identified visual obstruction is outside the DuDOT right-of-way, DuDOT may coordinate with the property owner or appropriate agency to identify a solution.

In addition to crossings, buffer zones around curves are frequently inspected and cleared to maximize trail user visibility.



Road Crossing, Source: American Trails



Unexpected Inspiration: NYC DOT Sign Shop Source: Mochi Home



Highway Surface Drainage System and Its Design, Source: The Constructor

VEGETATION MAINTENANCE

DuDOT Maintenance personnel perform vegetation maintenance tasks throughout the DuDOT trail network. The principal goal of vegetation maintenance is to preserve the clear zones around the trails on public property. For example, the six-foot lateral buffer is cleared by routine mowing, tree trimming, and preventive vegetation removal. Likewise, the 12-foot overhead clearance zone is preserved primarily by tree trimming.

On occasion, trees adjacent to the trail envelope significantly decline in health. Maintenance staff routinely inspect the DuDOT trail network for trees that may become a future hazard, and those trees are scheduled for preventive removals. Maintenance staff does not perform tree trimming or removals on private property.

SIGNAGE

Signs on the DuDOT trail network are maintained by personnel in the Maintenance division. Generally, DuDOT is responsible for maintaining regulatory, wayfinding, and warning signage on the trail network. Staff assigned to sign maintenance are familiar with federal and state sign guidelines and can fabricate, install, and repair signs. A Professional Engineer in the Engineering section oversees sign installation and placement requirements. Installations and removals of DuDOT-maintained signs are done at the agency's discretion per all applicable signage guidelines. All signs are regularly inspected for placement, legibility, and appropriateness of use on the trail network.

DRAINAGE

Rail-trails under DuDOT jurisdiction primarily have open drainage systems, which commonly include ditches and culverts. Maintenance staff perform routine maintenance on trailside ditches to ensure sufficient conveyance for trail runoff during storm events. Debris removal and earthwork are the most common ways drainage ditches are cleared. In limited areas, closed drainage systems may convey stormwater runoff along the trail.

DuDOT will investigate ways to incorporate drainage modifications for trail segments where drainage is poor, such as locations prone to frequent washouts or flooding. When complex solutions are required, Maintenance may consult with Engineering to determine if a drainage repair is appropriate for inclusion in the DuDOT capital program.

STEEP GRADES

In some circumstances, the grade of a trail may be too steep for limestone screenings. When limestone screenings are no longer a practicable surface material on an incline, DuDOT may evaluate the option of paving the trail to improve trail surface durability. Asphalt paving can be performed by Maintenance staff. However, if the trail segment is sufficiently extensive or complex, the paving project may need to be added to the DuDOT capital program.

The methods employed for managing drainage and addressing steep grades on trails are in accordance with the strategies outlined in the 2003 Trails Maintenance Policy.



How to Crack Seal, Source: AsphaltPro Magazine

MAINTENANCE BY OTHERS

DuDOT is not the sole steward of the Illinois Prairie Path, Great Western Trail, or Southern DuPage Regional Trail. Partner agencies, including local municipalities and townships, maintain or operate various segments of each regional trail. For other agencies sharing trail mileage with DuDOT, the following maintenance practices are recommended:

- ***Inventory Assets***
- ***Regularly Inspections***
- ***Monitor and Repair Infrastructure at Recommended Intervals***

For information regarding the elements of effective intergovernmental agreements, please consult **Chapter 5: Partnerships and Agreements**.

MAINTENANCE PRACTICES - NOT RECOMMENDED

Below are maintenance practices **not** recommended by DuDOT:

- ***Snow removal or de-icing on trails:*** snow removal can impact the layers of limestone screenings. When plows make contact with the trail surface, it pushes screenings off the trail, thereby accelerating surface degradation.
- ***Corridor-wide tree clearance:*** tree clearance above-and-beyond prioritizing public safety is not in accordance with DuDOT maintenance principles, nor is it supported by the public. Vegetation management should seek to preserve mature trees and native tree species, and must be sensitive to threatened and endangered tree-dwelling animal and insect species.
- ***Corridor-wide application of herbicide treatments:*** DuDOT does not support widespread herbicide application and would only approve spot application under the supervision of a trained professional.

We encourage partner agencies to align with the standards of the 2003 Trails Maintenance Policy, which also serves as the basis for identifying practices that are not recommended.

Maintenance Resources

» **Refer to the Maintenance chapter for information about maintenance principles.**


Individuals, agencies, and other organizations should refer to this chapter when proposing installations or activities that may impact trail maintenance.

» **Refer to the Maintenance Policy for specific trail maintenance practices.**

Consult the approved maintenance practices for further guidance.

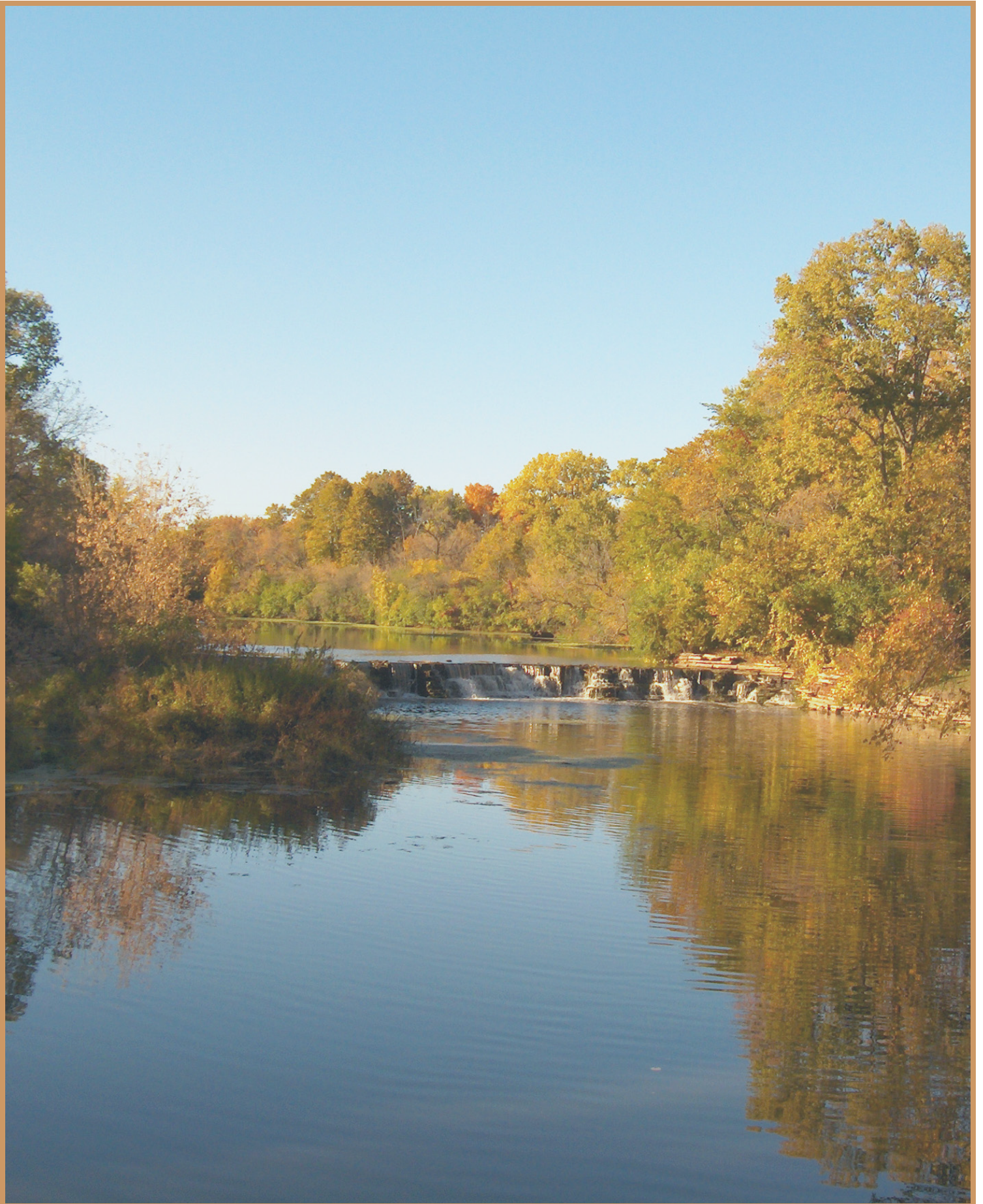


Questions? Contact us.

 (630) 407-6900

 421 N County Farm Rd,
Wheaton, IL 60187

 DOT@dupagecounty.gov



WARRENVILLE GROVE FOREST PRESERVE, WARRENVILLE

10

CHAPTER

APPENDIX

- A. Character Zones
- B. Public Engagement Results/Summaries
- C. Recommended Tree Species List
- D. Signage Specifications

A. Character Zone Permitted Uses

PERMITTED USES AND MAINTENANCE IMPACTS

Each permitted use will have maintenance impacts on DuDOT and its partners. Therefore, ensuring a balance between implementing new recreational amenities while not overburdening maintenance capabilities is critical. The table below describes the maintenance impacts in greater detail.

ENVIRONMENTAL & SUSTAINABILITY ACTIVITIES

The trail network and its long-term viability is one of DuPage County's greatest natural resources. This category revolves around preserving and protecting its aesthetic, ecology, and natural setting.

- **NATIVE PLANTINGS**
Plantings, conducted by volunteers or DuPage/municipal staff under the guidance of an arborist.
- **STRATEGIC CLEARING OF INVASIVE SPECIES**
Large-scale clearing efforts to clear invasive woody species like buckthorn or honeysuckle.
- **VOLUNTEER-LED INVASIVE SPECIES REMOVAL**
Invasive species removal by volunteer groups under the guidance DuPage County staff and arborists.
- **COMMUNITY GARDENS**
Community gardens are shared gardening plots maintained by at least one individual or group.
- **TREE NURSERIES**
A nursery is where plants are propagated and grown to the desired size.

CULTURAL, EDUCATIONAL, ARTISTIC

DuPage County permits activities on and adjacent to the trails such as hosting scholastic, organizational, and civic events that do not interfere with ongoing trail activity.

- **COVERED SEATING OR GATHERING AREA (I.E., PAVILION)**
Roofed structure that can provide seating, shelter, restrooms, or public art within a recreational space.
- **OUTDOOR THEATER**
Permanent or temporary outdoor bandshells or amphitheatres used for plays, concerts, or other events.
- **GENERAL PROMOTIONAL EVENTS**
Not-for-profit community events advertised on approved trail facilities.
- **SHORT-TERM SIGNAGE PROMOTING TRAIL EVENTS**

TRAILHEAD & TRANSPORTATION IMPROVEMENTS

The regional trails within DuPage County help thousands of residents move about their communities on a daily basis. This category includes permitted uses that help users access the trails from other locations or further enjoy their experience while using the trails.

- **OUTDOOR EXERCISE EQUIPMENT**

Outdoor gyms are comprised of all-weather exercise equipment.

- **PLAYGROUNDS**

Outdoor environments or equipment that facilitate play.

- **RESTROOMS**

Restrooms, preferably accessible portable restrooms, placed at locations not served by existing facilities.

- **TRAILHEAD PARKING**

Parking lots at trailheads, access points to the trail, providing further access for users.

- **TRAILHEAD LIGHTING**

The most common lighting for parking lots and trailheads is LED flood lights with a wide-beam angle.

- **SHORT-TERM BICYCLE PARKING**

Bicycle storage and parking facilities, specifically bicycle racks and sheltered racks.

- **MOBILITY HUB**

Mobility hubs co-locate public transit station(s), bike share, car share, and other transportation options.

- **NON-MOTORIZED BOAT LAUNCHES**

Boat launches are an inclined slab, set of pads, rails, planks, or graded slope used for launching boats.

- **BUS SHELTERS**

A bus shelter is an enclosed waiting area near a bus station or stop.

- **FOOD TRUCKS (AS PART OF EVENTS ADJACENT TO THE TRAIL)**

Event organizers or approved partners can request to host food trucks as part of an event where suitable surface exists.

- **NON-TRADITIONAL BIKE PATH SURFACES**

Innovative bike path surfaces or color treatments, including solar and colorful pavements.

- **BICYCLE REPAIR KIOSK**

Freestanding mobile units that provide air pumps, wrench attachments, tire levers, and other attachments.

- **DOG WASTE STATION**

A freestanding, pole-mounted storage containing dog waste bags.

CHARACTER ZONE USE COMPATIBILITY

The Characteristics of Trails chapter described the nine (9) different character zones within the DuPage County trail network. Each character zone has varying density, adjacent land uses, and vegetation that make each ideal for certain activities but not others. Selecting compatible character zones for the permitted uses listed previously will ensure that locations within the trail network are not overwhelmed with uses/activities or misused.

Conversely, underutilized or sizable trail sections that can take on additional uses will be paired with suitable uses. The following section describes the land uses/activities deemed appropriate to implement in each character zone. In some cases, uses can be in multiple categories if deemed appropriate for multiple zones.

	Permitted Use	Setting		
		Natural	Suburban	Downtown
Environmental & Sustainability Activities	Native Plantings	✓	✓	✓
	Invasive Species Clearing	✓	✓	
	Volunteer-Led Invasive Species Removal	✓	✓	
	Solar Panels	✓	✓	✓
	Community Garden	✓	✓	✓
	Tree Nursery	✓		
Cultural, Educational, Artistic	Permanent Covered Seating(s)	✓	✓	
	Outdoor Theater			✓
	Promotional Events	✓	✓	✓
	Outdoor Dining		✓	✓
	Short-Term Signage	✓	✓	✓
Trailhead & Transportation Improvements	Outdoor Gym		✓	
	Playgrounds		✓	✓
	Portable Restrooms	✓	✓	✓
	Trailhead Parking Lot	✓	✓	✓
	Trailhead Lighting	✓	✓	✓
	Bicycle Storage	✓	✓	✓
	Mobility Hub		✓	✓
	Boat Launch	✓		
	Bus Shelters		✓	✓
	Food truck(s)		✓	✓
	Non-Traditional Surface	✓	✓	
	Bicycle Repair Kiosk		✓	✓
	Dog Cleanup Station	✓	✓	✓

B. Public Engagement Results/Summaries

This page left intentionally blank.





DUPAGE COUNTY TRAILS PLAN

ENGAGEMENT SUMMARY

1.21.2022

SURVEY

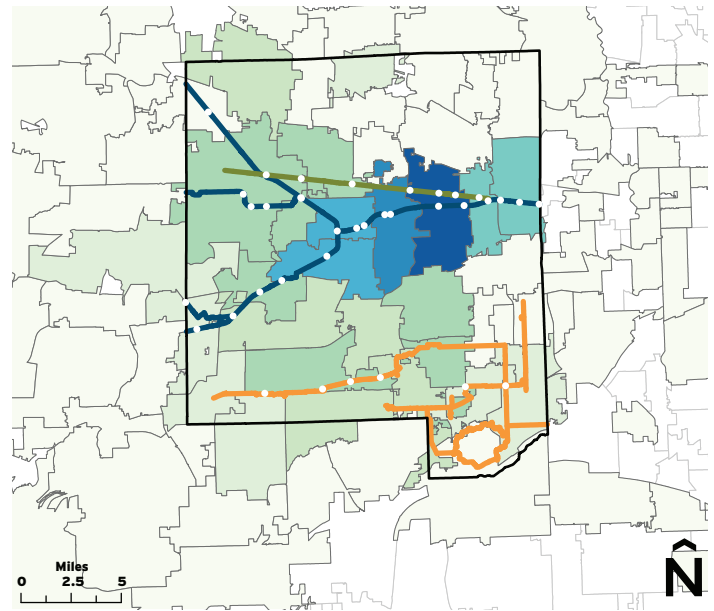
OVERVIEW

As part of the DuPage County Trails Plan, a survey was designed to gather public input on topics such as trail usage, trail character, barriers, wayfinding, volunteerism, and marketing. The survey was live for six weeks from October 4 - November 9, 2021. A total of 2,323 responses were gathered. The survey was predominately advertised via signage on the trail, which was strategically distributed throughout the trail system. In addition, the survey was marketed through DuPage County communications and distributed to community partners including bike and pedestrian advocacy groups, service providers for people with disabilities, and area municipalities to share through their communications networks.

The map to the right shows where the survey was completed by zip code with an overlay of where signs advertising the survey were placed. The zip codes with the most responses are 60148 (Lombard and Villa Park, 279 responses), 60137 (Glen Ellyn, 218 responses), 60187 (north Wheaton, 167 responses), 60189 (south Wheaton, 159 responses), and 60126 (Elmhurst, 140 responses). Of the survey respondents that provided a zip code (2,107), 91% are in DuPage

County, and 82% of responses are from zip codes that touch either the Illinois Prairie Path, the Great Western Trail, or the Southern DuPage County Regional Trail.

SURVEY RESPONSES BY ZIP CODE



DuPage County Trails

- ILLINOIS PRAIRIE PATH
- GREAT WESTERN TRAIL
- SOUTHERN DUPAGE COUNTY REGIONAL TRAIL
- TRAIL USER SURVEY SIGN LOCATIONS

Survey Responses by Zip Code

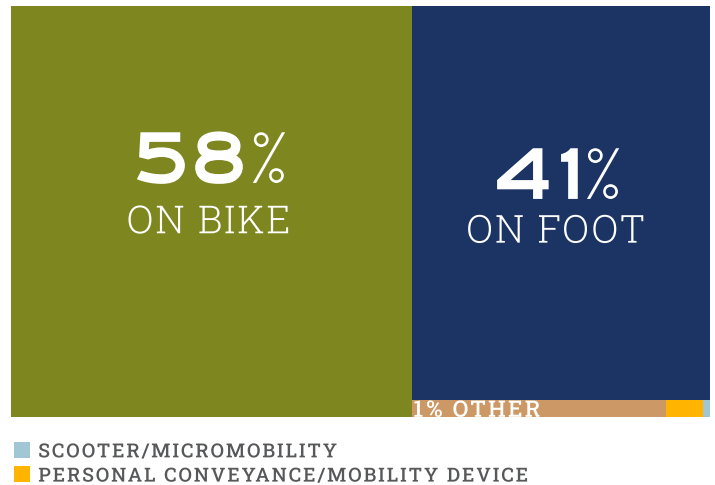
- 1 - 10
- 11 - 25
- 26 - 50
- 51 - 100
- 101 - 150
- 151 - 200
- 201 - 250
- 251 - 281

TRAIL USAGE

MODE

The vast majority of survey respondents are either biking (58%) or walking (41%). Of the 1% of respondents who chose "Other", the majority report that they ride the trails on horseback.

HOW DO YOU TYPICALLY USE DUPAGE COUNTY TRAILS?



PURPOSE

Most respondents indicated that the main reason they use the trail is exercise/fitness (91%, 2,116 responses), with the next most common selection as recreation/experiencing nature (73%, 1,711 responses). Access to shopping/dining/entertainment and social gathering are the next most common options, with 16% of responses respectively (377 and 366 responses).

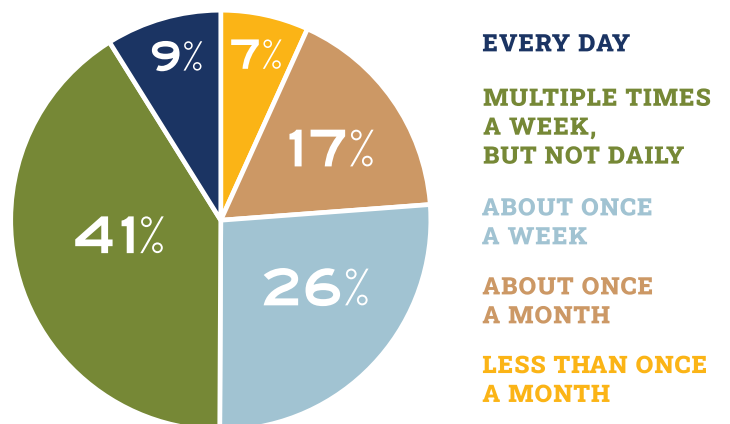
WHY DO YOU USE THE TRAIL?
SELECT ALL THAT APPLY



FREQUENCY

Most survey respondents visit the DuPage County Trail system on a weekly basis, with the largest group of respondents indicating that they visit the trail system multiple times a week, but not daily (41%). Roughly a quarter of respondents use the trails once a month (17%) or less (7%). Just 9% of survey respondents visit the system on a daily basis.

HOW OFTEN DO YOU VISIT THE TRAIL SYSTEM?



DESIRED CONNECTIONS

The survey posed the question "Is there somewhere you wish you could get to on the trail system but cannot reach?" A total of 555 people outlined places they want to go on the trail system but are not currently able to (this excludes those who replied "No"). The table to the right highlights the twenty most mentioned destinations pulled from these responses.

The most commonly desired connection is the **Morton Arboretum** in Lisle (with 151 responses referencing it). This destination is along the planned corridor of the East Branch DuPage River Trail (EBDRT), and has been noted as a highly desired future connection. The wheels are in motion to make the Arboretum more accessible, including the reconstruction of IL 53 between Butterfield Rd and S. Park Blvd., which will include a side path on the east side. In addition, the Village of Lisle and the Morton Arboretum have coordinated on a study to identify connections across I-88 to bring Lisle residents to the Arboretum.

Other top responses include **more connections county-wide** (mentioned 62 times), particularly **north-south connections** (mentioned 55 times). Either in-part or as a whole, the planned **EBDRT** is also mentioned 49 times.

Community areas that were mentioned often as desired connections include **Naperville** (38 mentions), **Downers Grove** (32 mentions), **Chicago** (35 mentions), and **Glen Ellyn** (23 mentions).

The West Branch DuPage River Trail (**WBDRT**) was mentioned 28 times, either in-part or in its entirety. The most mentioned WBDRT project was a bridge over IL 59/Roosevelt Rd. When complete, this connection would connect the WBDRT trail system to **Blackwell Forest Preserve**, a picturesque destination that was also mentioned 22 times.

WHERE DO YOU WISH YOU COULD GO ON THE TRAIL SYSTEM?

DESTINATION	COUNT
Morton Arboretum	151
More Connections, County-wide	62
North and South	55
East Branch DuPage River Trail (EBDRT)	49
Naperville	38
Chicago	35
Downers Grove	32
West Branch DuPage River Trail (WBDRT)	28
Glen Ellyn	23
Blackwell Forest Preserve	22
Shopping	19
Crossing I-88	14
Waterfall Glen	14
Forest Preserves, County-wide	14
Lisle	14
Hidden Lake	13
Pate Philip State Park	12
Crossing IL 53	12
Bartlett	12
Fermilab	11

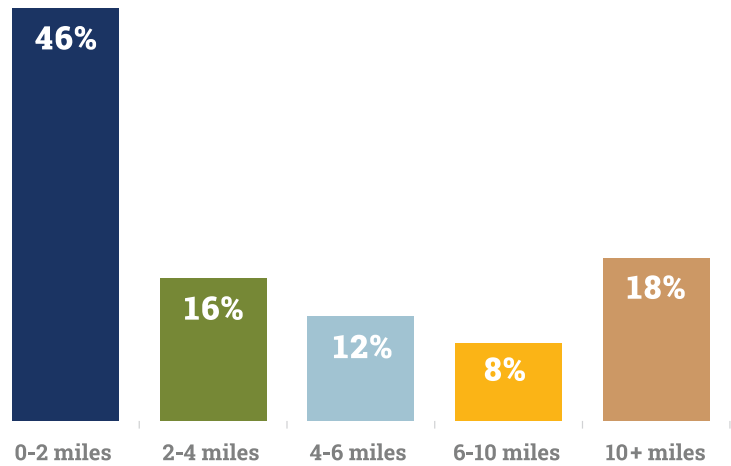
Initial funding for this bridge was awarded in 2017, and construction of the bridge is anticipated to break ground in 2023.

Other notable areas noted in the responses (mentioned between 10-20 times) include crossing I-88, shopping, Waterfall Glen, Forest Preserves, Lisle, Hidden Lake, Phillips State Park, Crossing IL-53, Bartlett, and Fermi Lab.

DISTANCE TRAVELED

Forty-six percent of survey respondents (1,062) travel a very short distance to access DuPage County trails, between 0-2 miles. The next most commonly traveled distance is over ten miles, with 18% (418) making the trek. Another 16% (366) reported traveling between 2-4 miles, while the remaining 20% (470) travel between 4-10 miles.

HOW FAR DO YOU TRAVEL TO ACCESS DUPAGE COUNTY TRAILS?



COMMON ROUTES & STEMS

Of the DuPage County trails, the most commonly used trail among survey respondents was the Illinois Prairie Path (IPP), with over 2,000 reporting that they have used the trail within the last year. The next most used trail was the Great Western Trail (GWT) with 1,527 reported users, followed by the Southern DuPage Regional Trail (SDRT) with 654 reported users. Though somewhat uncommon, 170 people report that they didn't know which of the trails they had used.

WHICH OF THE FOLLOWING REGIONAL TRAILS HAVE YOU USED IN THE LAST YEAR?

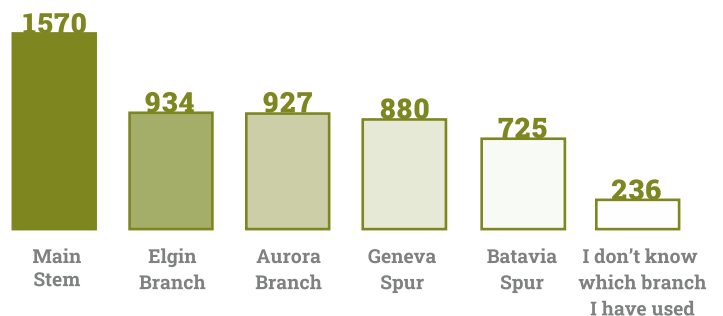
SELECT ALL THAT APPLY



Of those who indicated they use the IPP, a follow up question prompted respondents to indicate which branches they had used in the last year. The IPP Main Stem was the most common branch (1,570 responses) with the Elgin Branch, Aurora Branch, Geneva Branch, and Batavia Spur all reporting similar use. Around 12% (or 236) respondents are not sure which branch they had used.

WHICH OF THE FOLLOWING BRANCHES OF THE ILLINOIS PRAIRIE PATH HAVE YOU USED IN THE LAST YEAR?

SELECT ALL THAT APPLY

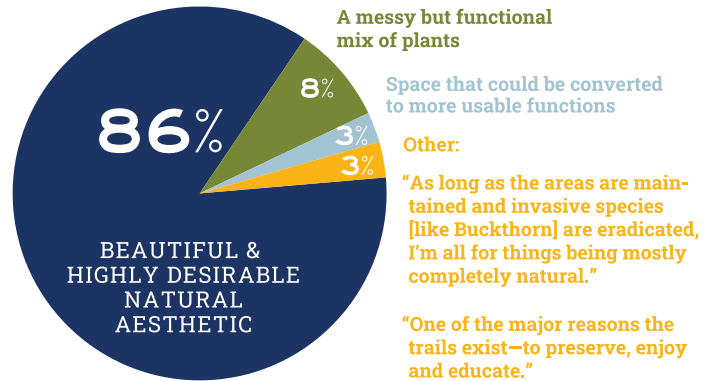


TRAIL CHARACTER

NATIVE PLANTS

The vast majority of survey respondents (86%) consider native plants and prairie grasses as a beautiful and highly desirable natural aesthetic. While some (8%) see them as messy but functional, most open ended responses reiterated the benefit to local ecology and the need to inform the public of their value. Many comments address a need for better maintenance to curb the spread of invasive species like buckthorn, as well as poison ivy and poison oak. Maintaining sight-lines was also a concern among those who chose "Other".

DO YOU CONSIDER NATIVE PLANTS AND PRAIRIE GRASS AREAS TO BE:



VALUE OF PLANTS & TREES

Most respondents rank the function of plants (in terms of wetland stabilization, habitat, shade, etc.) and native species (in terms of biodiversity and adaptation to the local climate) as the most valuable characteristics of plants and trees along the trail. Open ended responses highlight the value of shade and trees along the trail system, as well as the need to maintain sight lines and curb invasive species.

WHICH OF THE FOLLOWING DO YOU VALUE THE MOST WHEN IT COMES TO PLANTS AND TREES ALONG THE TRAIL?



TRAIL SETTINGS

The top ranked natural setting is wooded/shaded, with 66% of respondents prioritizing this condition. Many of the open ended responses noted that they like all settings/don't have a preference, noting that the variety of settings within a trail is what makes it interesting. Others indicated a preference for wooded/shaded in the summer and open natural/parkland in the winter. Comments regarding downtown corridors noted that the main nuisances with this setting are vehicular fumes and safety concerns.

PLEASE RANK THE BELOW TRAIL SETTINGS BY PREFERENCE.

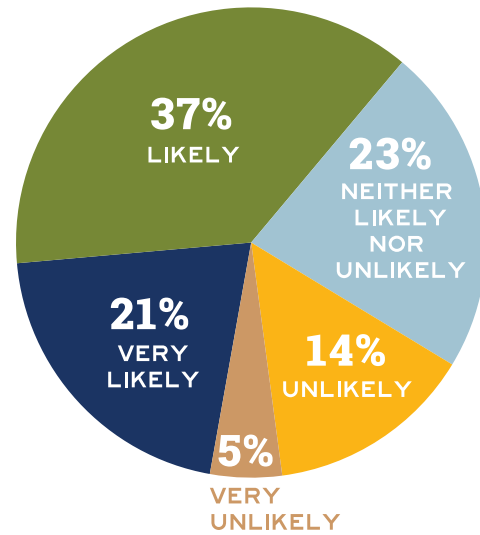
- 1 WOODED/SHADED
- 2 RIVER CORRIDOR
- 3 PRAIRIE/TALLGRASSS
- 4 OPEN NATURAL/PARKLAND
- 5 DOWNTOWN CORRIDOR

"It's nice to experience the variety, from the openness of the prairies to the coolness and windbreaks that the wooded areas provide."

INFORMATIONAL SIGNAGE

More than half of survey respondents (1,136 or 58%) are likely or very likely to stop and read educational signage about the native landscape, with 23% indicating that they are very likely to stop and learn more. Alternatively, 19% said that they are either unlikely or very unlikely to stop and read. The remaining 23% of respondents fall somewhere in between.

HOW LIKELY ARE YOU TO STOP & READ EDUCATIONAL SIGNAGE THAT PROVIDES INFORMATION ON THE TYPES/FUNCTIONS OF NATIVE LANDSCAPE ENVIRONMENTS?



TRAIL BARRIERS

NAVIGATION & WAYFINDING

While most respondents indicated they have never been turned around or unsure of their location, about one in six have been lost or turned around on the trail system (16%) and one in five have found themselves in situations where they are unsure if they were on the right trail (19%).

HAVE YOU EVER FOUND YOURSELF LOST OR TURNED AROUND ON THE TRAIL SYSTEM?

16%
HAVE BEEN LOST OR TURNED AROUND

19%
HAVE BEEN UNSURE THEY ARE ON THE RIGHT TRAIL

There were a few locations that commonly caused confusion, particularly at places where the IPP split into branches and spurs. Connections with other trails were sources of confusion as well.

Some respondents indicated locations that may not be on the County’s trails network. Many people mentioned West Chicago, as well as Herrick Lake Forest Preserve.

Many mention poor signage as the culprit of their confusion, and some mention that mile markers with cardinal directions would be helpful.

MOST COMMON LOCATIONS OF CONFUSION

Connection Points:
 IPP Branch Splits |
 IPP & Salt Creek Trail |
 IPP and Fox River Trail

Other: West Chicago |
 Herrick Lake Forest Preserve

SAFETY

While almost half of respondents (49%) reported that they have never felt unsafe on the trail, the other half of respondents have. The most common reason people feel unsafe are trail crossings and automobiles (33%). Many report that streets with high speeds and poorly marked crossings are a concern.

Twenty percent of respondents indicated that other people on the trails have made them feel unsafe. Comments referenced people on electric bikes or cycling at high speeds. Some responses mention a fear of loitering and attacks on the trail, though many indicated that this fear comes from the news as opposed to personal experience. Ideas like additional lighting and emergency posts were proposed as solutions.

The physical conditions of the trail make up 11% of unsafe conditions. Many report issues such as loose gravel and ruts in the trail as concerns, as well as impacts from weather, such as icy stretches, and limestone screenings being washed away from rain.

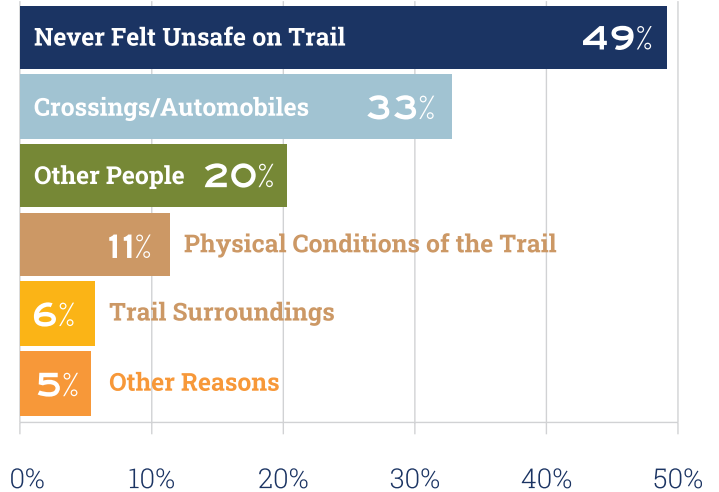
NUISANCES

Of the over 2,000 survey responses, 60% experienced some sort of nuisance while on a DuPage County trail. The most commonly reported nuisances are animals off-leash in prohibited areas (550 reports) and overgrown vegetation (473 reports).

Those that marked that they found trails inaccessible/impassable (358 reports) provide more context for their response. Most indicated that this was the result of a weather event, such as heavy rains or storms, which resulted in standing water, muddy areas, and most often down trees and limbs. Many people noted that these issues were addressed “remarkably quick”.

The issue of animal waste on the trails—namely from horses and dogs—is mentioned in a number of responses.

HAVE YOU EVER FELT UNSAFE ON THE TRAIL SYSTEM? CHECK THE CONDITIONS THAT MADE YOU FEEL UNSAFE.



HAVE YOU EVER ENCOUNTERED ANY OF THE FOLLOWING NUISANCES WHILE ON A DUPAGE COUNTY TRAIL?

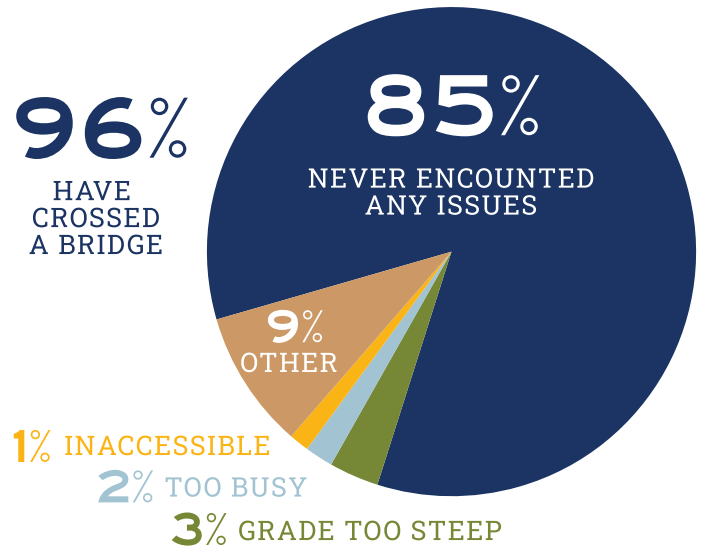


BRIDGES

The vast majority of survey respondents (96%) indicated that they have crossed a bridge while on a DuPage County Trail, and most (85%) have never encountered any issues with these trail bridges.

Of those that have encountered issues, most concerns are around bridges that are slippery, too narrow, or are uneven and in need of maintenance.

HAVE YOU EVER ENCOUNTERED ISSUES OR CONCERNS WITH ANY TRAIL BRIDGES THAT YOU'VE CROSSED?



WAYFINDING

COMMUNICATION

According to the survey results, the most important piece of information to communicate on navigational signage is connection to other trails. Based on the responses, navigating between trails is often the most common point of confusion. Other navigational priorities include pointing trail users to parks, forest preserves, and natural areas, and features such as rivers and lakes.

Survey respondents did not prioritize navigational signage to municipalities, downtowns, transit stops, or public amenities as highly as natural areas and other trails.

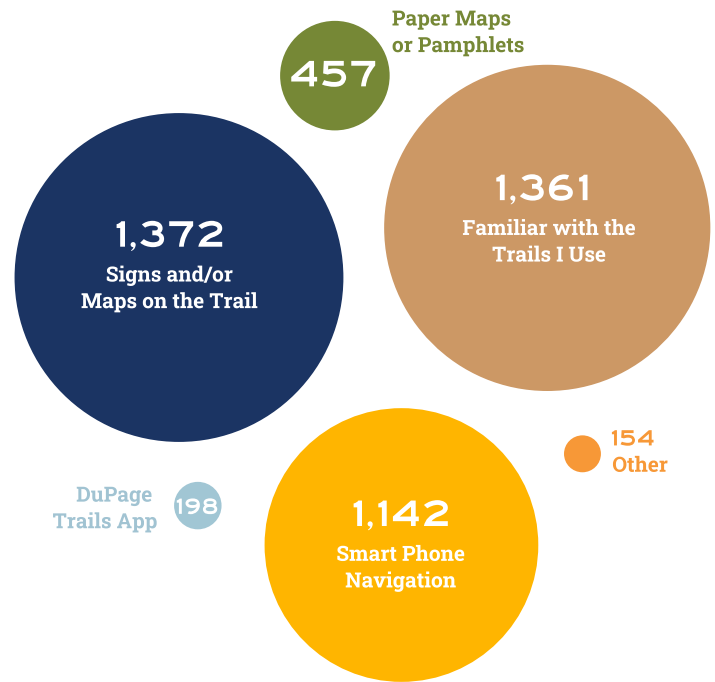
RANK THE BELOW ITEMS IN ORDER OF IMPORTANCE TO COMMUNICATE ON NAVIGATIONAL SIGNAGE



NAVIGATION

Most survey respondents use the signs or maps on the trails to navigate the system, or they are familiar enough with the trails that they do not need navigation assistance. Smart phone navigation is also popular with survey respondents. Relatively few respondents use paper maps or the DuPage Trails App.

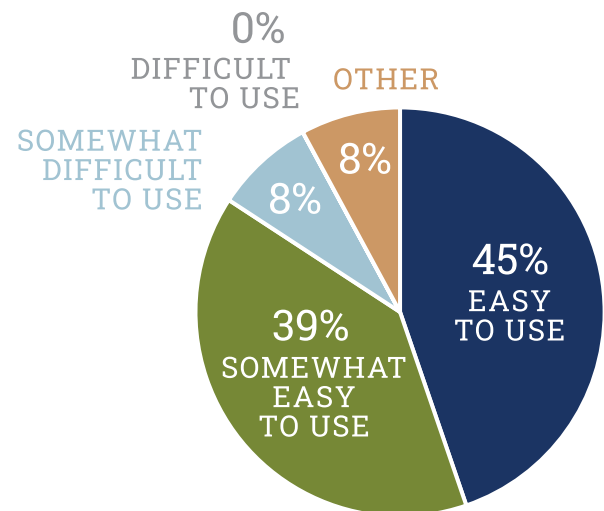
HOW DO YOU KNOW WHERE TO GO ON THE TRAILS SYSTEM? WHAT DO YOU USE TO NAVIGATE THE TRAILS?



TRAILS APP

Very few people (just 1.6% or 38 people) answered the question about the user experience of the Trails App. Of those that responded, most indicated that it was easy to use (45%) or somewhat easy to use (39%). No one reported the app as difficult to use (0%). Comments on this question note that they haven't used the app, or that phone connectivity issues unrelated to DuDOT make using the app a challenge while on the trails.

HOW WOULD YOU RATE THE USER EXPERIENCE OF THE TRAILS APP?



VOLUNTEERISM & MARKETING

TRAILS CLEANUP

Although most survey respondents have never been involved in a trail cleanup, those that have been involved (16%) describe many organizations that spearhead cleanups. Many noted that they pick up trash on their own when they walk. Of those that have been involved in an organized cleanup, common organizers include the Boy Scouts, Sierra Club, and municipal Earth Day.

CLUB PARTICIPATION

Slightly more respondents (21%) indicated that they have been involved in a club activity on the trail system. These groups overlap with the cleanup groups, and most often involve running clubs and cyclist clubs, girl and boy scout excursions, Meetup groups, and hiking groups. Specific groups include the Elmhurst Bike Club, CARA Running Club, and Wheaton Pedal Pushers.

ADVERTISING

Relatively few survey respondents (12%) have seen the trail network advertised at or by a local business. The most common place that people see the trail system advertised is at local bike shops. Others mention generally seeing the trails advertised in downtown districts throughout the county, as well as by local realtors and developers.

HAVE YOU EVER BEEN INVOLVED IN A FUNDRAISER OR CLEANUP INITIATIVE ON THE TRAIL SYSTEM?

16% HAVE BEEN INVOLVED IN A TRAIL CLEANUP

SPECIFIC CLEANUP INITIATIVES:

Boy Scouts | Earth Day | Sierra Club-River Prairie Group | Spring Prairie Path Cleanup | Villa Park Path Cleanup Day | Path Adoption Sections | Elmhurst Bike Club | Faith Lutheran Church | God's Work, Our Hands | Milton Township Democrats

HAVE YOU EVER PARTICIPATED IN A CLUB ACTIVITY ON THE TRAIL SYSTEM?

21% HAVE BEEN INVOLVED IN A CLUB ACTIVITY

SPECIFIC CLUBS INCLUDE:

Running Clubs | Bike Clubs | Girl & Boy Scouts | Hiking Group | DuPage Birding Club | Kiwanis | Friends of the GWT | Friends of the IPP | Sierra Club | Geocaching with Church Groups | American Legion | Meetup Groups

HAVE YOU EVER SEEN THE TRAIL NETWORK ADVERTISED BY A LOCAL BUSINESS?

12% HAVE SEEN THE TRAILS ADVERTISED LOCALLY

ADVERTISED AT:

Bike Shops such as: **Midwest Cyclery | J&R Cycle | Prairie Path Cycles | Trek Downers Grove | The Bike Rack | Spokes | All Spoked Up | The Bike Hib**

Downtown Businesses such as: **Fuel & Crème | Graue Mill | REI | Dry City Brew Works | Realtors & Developers | Wheaton French Market | Dick Pond Athletics | Noodles Tattoo | Naperville Running**

WEBSITE

OVERVIEW

A website for the project was created under the domain DuPageTrailsPlan.com. The website includes information about the project and its timeline, details about the project partners, and information about ongoing engagement activities.

STATISTICS

Following the website's launch in September, it has seen 4,816 total visitors and 6,136 total page views. The majority of these website visits were in October when the survey was released. Of those page visitors, 39 entered their email to receive project updates, in addition to the 695 who entered their email in the survey to receive project updates.

SUBMISSIONS

In addition to the survey, 45 people submitted ideas or questions through the contact section of the website. These range from ideas about future connections, advocating for the EBDRT, and improvements that could be made along the trail. A sample of submissions are included to the right.

“Wondering how we can get lights on the Great Western Trail. The path would be safer and more usable with them. Likewise for a few more clearing spaces.”

“In your planning, please add restrooms at regular intervals. Very helpful when out running! ”

“Realizing that cost is the primary obstacle to progress on the proposed East Branch DuPage River Trail, I believe the connection between the Great Western Trail and the Prairie Path [should be prioritized]. We need north-south connectivity.”

“I recommend adding No electric bikes to the Rules of the Trails. They go too fast, and can be unsafe for others. It stirs up the dust and creates potholes.”

“There are many people frequenting that trails that do not know proper etiquette. Recreate on the right, pass on left, don't stop in middle of trail, etc.”

GENERAL SENTIMENT

The people of DuPage County love their trail systems, and continue to voice how important these trails are to their quality of life. The majority of concerns around the trails relate to unsafe crossings or routes where the trail becomes unsafe due to automobile traffic. The desire for additional bathrooms along the trail was repeatedly voiced, as was the need to better control invasive species. Increased guidance on the role of e-bikes on the system is desired. Despite these concerns, most people who have engaged with the survey are grateful for the work that the County does to provide this public benefit.



DUPAGE COUNTY TRAILS PLAN

ENGAGEMENT SUMMARY

9.21.2022 DRAFT

SURVEY #2

OVERVIEW

As part of the DuPage County Trails Plan, two surveys were designed to gather public input on topics such as trail usage, trail character, barriers, wayfinding, volunteerism, and marketing. In Fall 2021, Survey #1 helped DuPage County to learn more about trail user habits and preferences, as well as suggestions for future trail improvements. Survey #2 asked follow-up questions based on the team’s insights and explored additional topics such as innovative uses of the trail right-of-way. The second survey was available to the community from April 28 - June 17, 2022. A total of 823 responses were gathered, totaling to 3,146 respondents between the two community surveys.

SURVEY RESPONSES

2,323

Survey #1 responses

(October 4 - November 9, 2021)

823

Survey #2 responses

(April 28 - June 17, 2022)

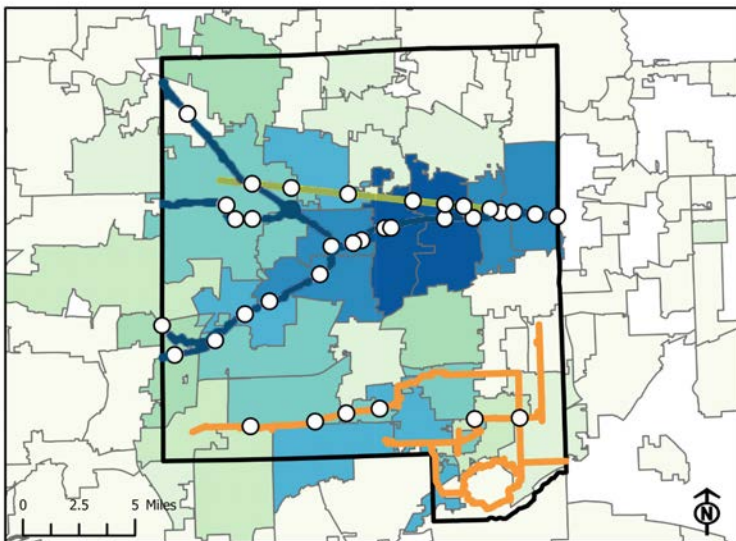
3,146

Total survey responses

***~2,831 unique IP addresses**

Survey #2 was predominately advertised via signage on the trail, which was strategically distributed throughout the trail system. In addition, the survey was marketed through DuPage County communications and distributed to community partners including bike and pedestrian advocacy groups, service providers for people with disabilities, and area municipalities to share through their communications networks.

The map on the following page shows where the survey was completed by zip code with an overlay of where signs advertising the survey were placed. The zip codes with the most responses are 60137 (Glen Ellyn, 96 responses), 60148 (Lombard and Villa Park, 90 responses), 60187 (north Wheaton, 48 responses), 60181 (Villa Park and Oakbrook Terrace, 37 responses), and 60126 (Elmhurst, 33 responses). Of the survey respondents that provided a zip code (691), 63% are in DuPage County.



DuPage County Trails

- Illinois Prairie Path
- Great Western Trail
- Southern DuPage County Regional Trail
- Trail User Survey Sign Locations

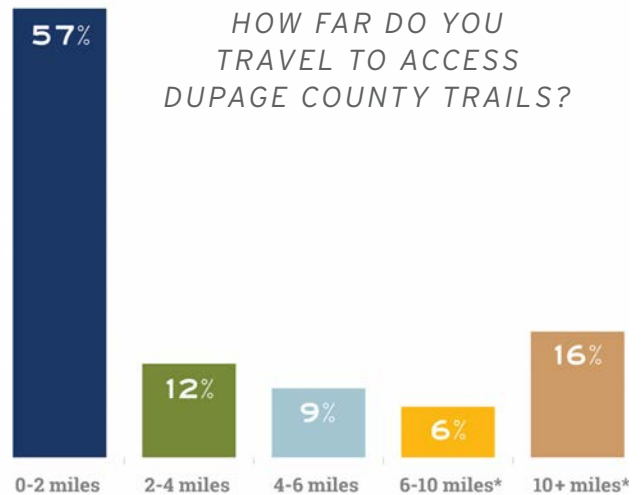
Survey Responses by Zip



TRAIL USAGE

DISTANCE TRAVELED

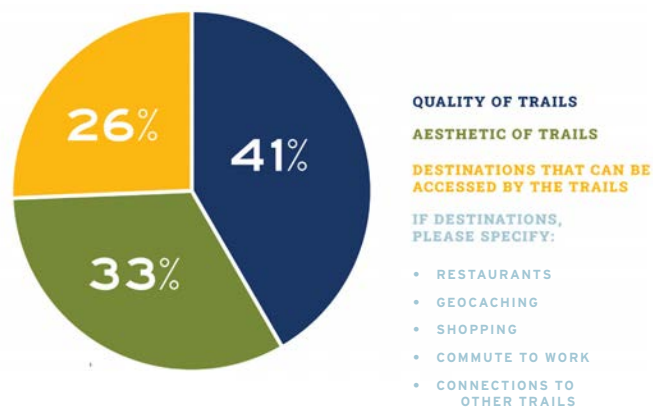
Fifty-seven percent the survey respondents (469) travel a very short distance to access DuPage County trails, between 0-2 miles. The next most commonly traveled distance is over ten miles, with 16% (131) making the trek. These findings align with the same question that was asked on the first survey, which presented similar results.



PURPOSE

The top reason for traveling over 6 miles to access the trail system is the quality of the trails (41%, 112 responses). Thirty-three percent of survey respondents (88) indicated that the aesthetics of the trails is their largest draw to the trail system. Destinations that can be accessed by the trail is the last option, with 26% of responses respectively (69 responses). Forty-one respondents (41) followed up with specific destination examples—common responses include restaurants, geocaching, and connections to other trails.

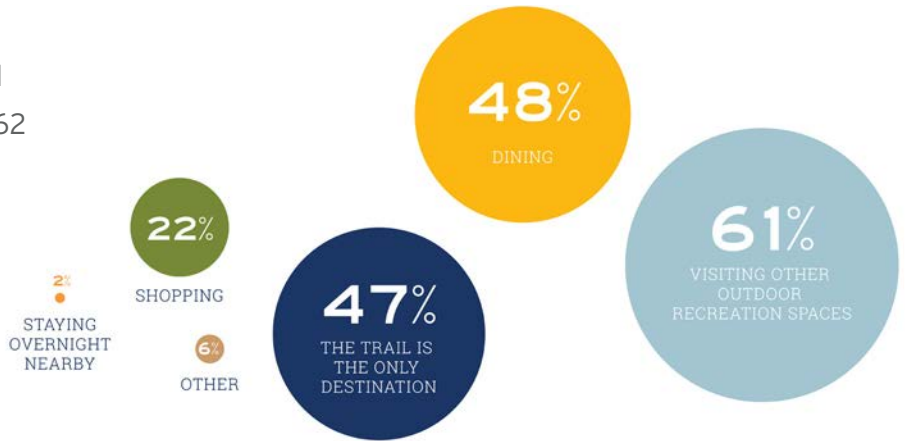
**IF YOU TRAVELED OVER 6 MILES, WHAT BRINGS YOU TO THIS TRAIL SYSTEM?*



- QUALITY OF TRAILS**
- AESTHETIC OF TRAILS**
- DESTINATIONS THAT CAN BE ACCESSED BY THE TRAILS**
- IF DESTINATIONS, PLEASE SPECIFY:
- RESTAURANTS
 - GEOCACHING
 - SHOPPING
 - COMMUTE TO WORK
 - CONNECTIONS TO OTHER TRAILS

OTHER ACTIVITIES

The top three activities that the survey respondents engage in as part of their day on the trail network includes **visiting other outdoor recreation spaces** (61%, 466 respondents), **dining** (48%, 368 respondents), and **shopping** (22%, 168). Alternatively, forty-seven percent shared that **the trail is the only destination** (362 respondents). Of the 6% of respondents who chose "Other", responses include other activities such as commuting, picnics, volunteering, socializing, etc. The remaining survey respondents (2%, 17) said that they stay overnight near the trail system.



FROM A TOURISM PERSPECTIVE, WE ARE INTERESTED TO KNOW WHETHER YOU ENGAGE IN OTHER ACTIVITIES AS PART OF YOUR TRAIL USAGE.

PLEASE SELECT ALL THAT YOU HAVE DONE AS PART OF A DAY ON THE TRAIL NETWORK.

MODE

The vast majority of survey respondents are either **biking** (54%, 423 respondents) or **walking/running** (26%, 201 respondents) to reach the trail from their original location. Eighteen percent of survey respondents (143) drive to access the trail system. Of the 2% of respondents who chose "Other", the majority report that they ride the trails on horseback or that they drive and bike.

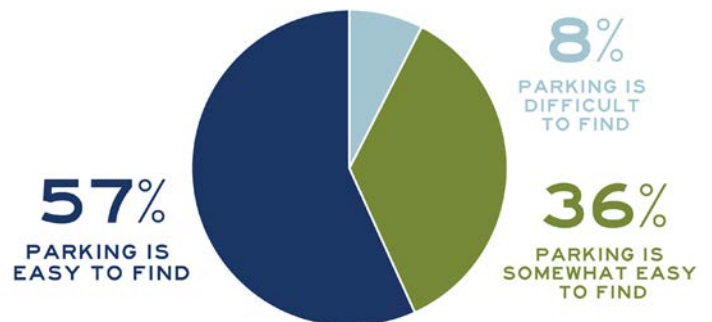
HOW DO YOU USUALLY GET TO THE TRAIL?



PARKING

A large majority of the survey respondents (57%, 263) believe parking is easy to find when driving to the trail system. Thirty-six percent find parking somewhat easy to find (165 respondents), while the remainder find parking difficult to find (8%, 35 respondents).

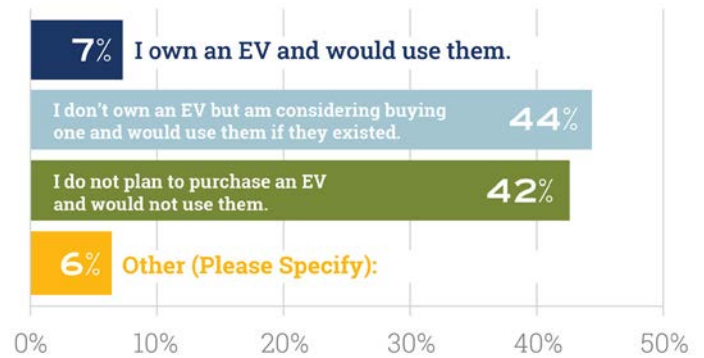
IF YOU DRIVE TO THE TRAIL, IS FINDING PARKING AROUND THE TRAIL AN ISSUE?



CHARGING STATIONS

More than half of survey respondents (51% or 355) would use electric vehicle charging stations if they were located near a county path or trail. Of that fifty-one percent, seven percent own an EV (50 respondents) and forty-four percent are considering buying an EV (305 respondents). Forty-two percent stated that they do not plan to purchase an EV and would not use the charging stations (293 respondents). The remaining survey respondents (6%, 44) provided alternative responses, such as charging an EV at their residence.

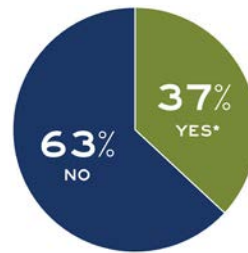
IF ELECTRIC VEHICLE CHARGING STATIONS WERE LOCATED NEAR A COUNTY PATH OR TRAIL, WOULD YOU USE THEM?



BIKE RACKS

Most of the survey respondents (63%, 491) have not used a bike rack near or on the trail.

HAVE YOU USED A BIKE RACK NEAR / ON THE TRAIL?



*IF YES, PLEASE IDENTIFY A TRAIL SEGMENT AND ITS NEAREST CROSS-STREET OR LANDMARK/BUSINESS WHERE YOU WANTED TO PARK YOUR BIKE ON / NEAR THE TRAIL BUT COULD NOT FIND A BIKE RACK:

- ST. JAMES FARM FOREST PRESERVE
- PRAIRIE PATH IN DOWNTOWN WHEATON
- SPRING BROOK PRAIRIE AT THE MODAFF ENTRANCE
- DOWNTOWN VILLA PARK AREA
- COUNTY FARM AND ST. CHARLES ROAD

TRAIL ETIQUETTE

The top three trail etiquette reminders that the survey respondents believe should be prioritized include: (#1) **speed limits for bikes**, (#2) **acknowledging stop signs at trail-roadway crossings**, and (#3) **trail cleanliness rules**. The following information reminders were voted as a lesser priority for the trail system: (#4) animal management, (#5) yielding hierarchy, and (#6) how to pass others safely.

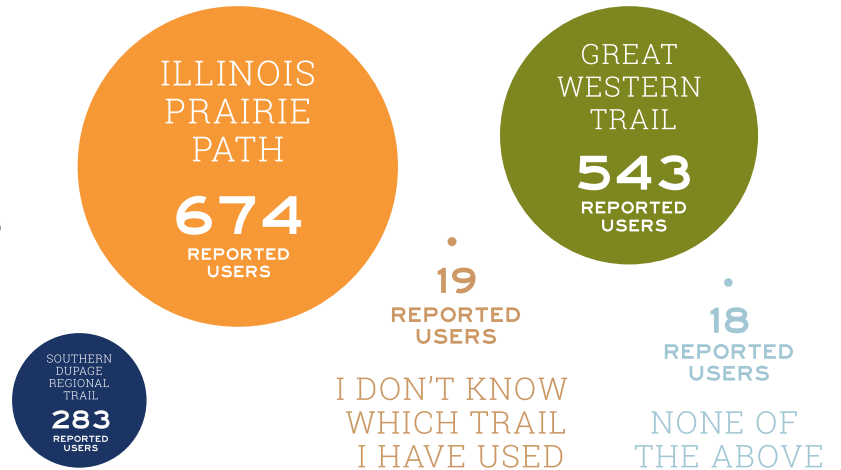
WE HAVE HEARD THAT TRAIL ETIQUETTE REMINDERS ARE NEEDED ON THE TRAILS. WHAT INFORMATION WOULD YOU PRIORITIZE?

PLEASE RANK FROM MOST EFFECTIVE (1) TO LEAST EFFECTIVE (6).

- #1 Speed limits for bikes (2.72)**
- #2 Acknowledging stop signs at trail-roadway crossings (2.99)**
- #3 Trail cleanliness rules (3.16)**
- #4 Animal management (3.17)**
- #5 Yielding hierarchy (4.17)**
- #6 How to pass others safely (4.84)**

COMMON ROUTES

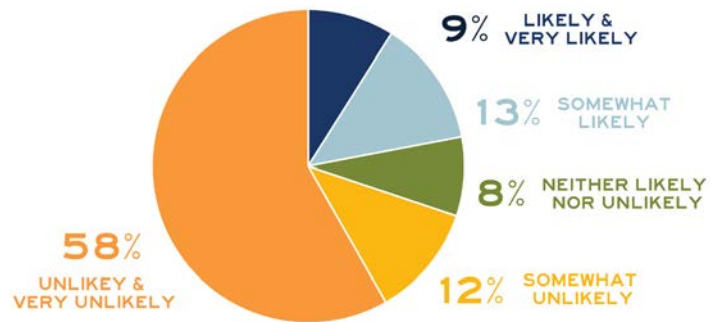
Of the DuPage County trails, the most commonly used trail among survey respondents was the Illinois Prairie Path (IPP), with 674 reporting that they have used the trail within the last year. The next most used trail was the Great Western Trail (GWT) with 543 reported users, followed by the Southern DuPage Regional Trail (SDRT) with 283 reported users. Though somewhat uncommon, 19 people report that they didn't know which of the trails they had used. These align with the findings from Survey 1, which showed similar results.



BIKE SHARES

More than half of survey respondents (58% or 437) are **unlikely or very unlikely to utilize shared bikes** located along the trail system. Alternatively, 9% stated that they are likely and very likely to use a bike share as a resource (67 respondents). The remaining 33% of respondents (246) fall somewhere in between.

IF SHARED BIKES WERE LOCATED ALONG THE TRAIL, HOW LIKELY WOULD YOU BE TO USE THEM?



INNOVATIVE USES

INNOVATIVE USE IDEAS

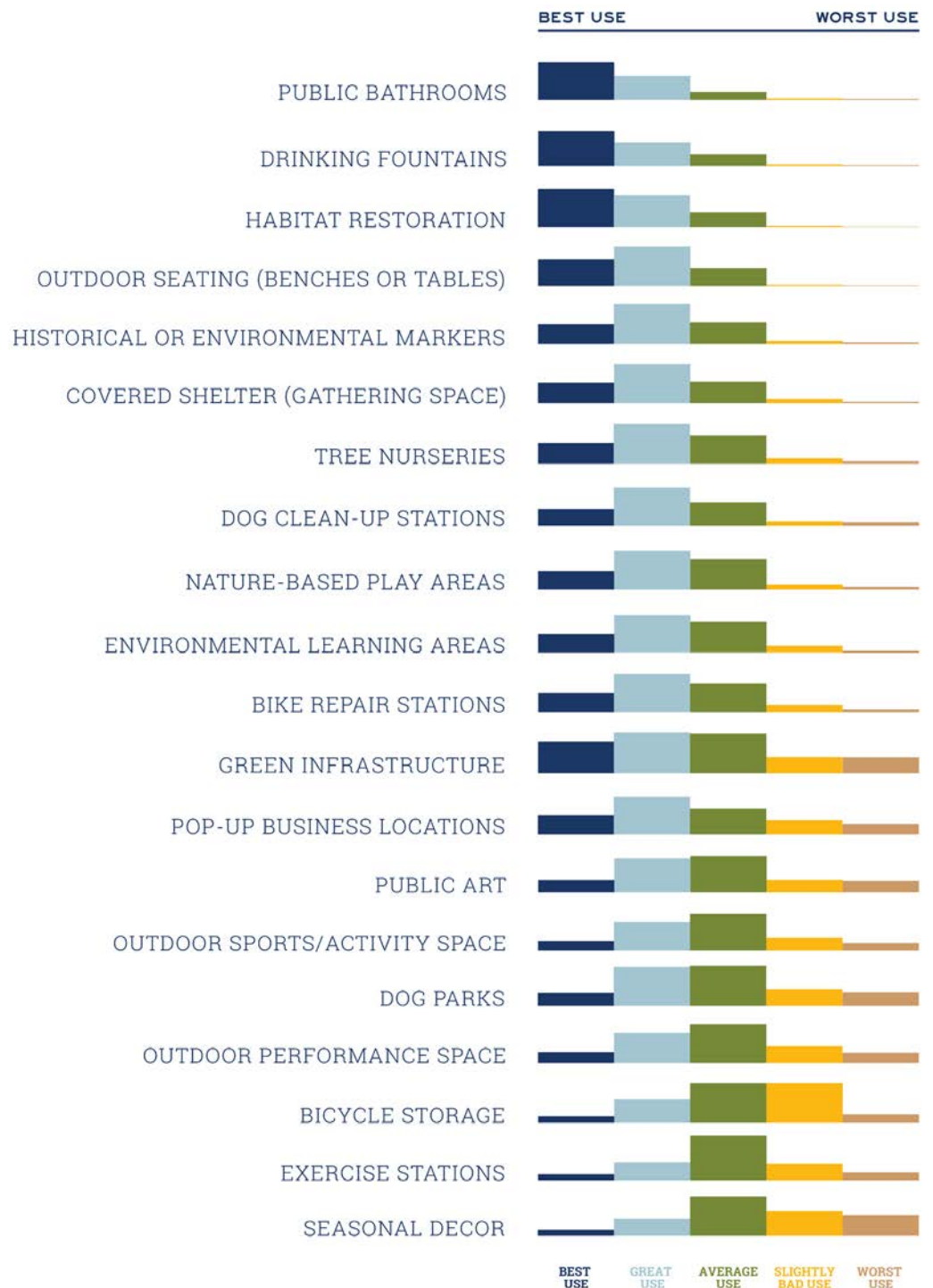
Generally, DuPage County owns and maintains a trail corridor that is between 20 and 100 feet wide, inclusive of the trail. The County is interested in innovative uses that can fit within this space. Survey respondents were asked to rank each preliminary idea individually from best use to worst use. Highlights include:

-  **HABITAT RESTORATION**
-  **COVERED SHELTERS (GATHERING SPACE)**
-  **DOG CLEAN-UP STATIONS**
-  **PUBLIC BATHROOMS**
-  **HISTORICAL/ ENVIRONMENTAL MARKERS**

Many of the other ideas presented were seen as a great or average use. Other ideas that respondents submitted include: seasonal pop-ups, community gardens, outdoor working space, bird houses, First-aid stations, community-based games, etc.

WE ARE LOOKING FOR INNOVATIVE WAYS THE AREAS ADJACENT TO THE TRAIL CAN BE USED AT KEY LOCATIONS.

PLEASE RANK EACH PRELIMINARY IDEA INDIVIDUALLY FROM BEST INNOVATIVE USE TO WORST INNOVATIVE USE.



INNOVATIVE USE LOCATIONS

Over 200 survey respondents submitted their ideas regarding potential locations for innovative uses along the trail corridors throughout DuPage County. Some of the most commonly sited locations include:

IPP Elgin Branch + GWT Intersect	Near Downtown Glen Ellyn
IPP between Wheaton & Lombard	355 Bridge in Lombard

WHAT SPECIFIC LOCATIONS ARE YOUR PREFERRED INNOVATIVE USES MOST NEEDED?

PLEASE LET US KNOW OF A SPECIFIC LOCATION ALONG A TRAIL TO THE BEST OF YOUR ABILITY.

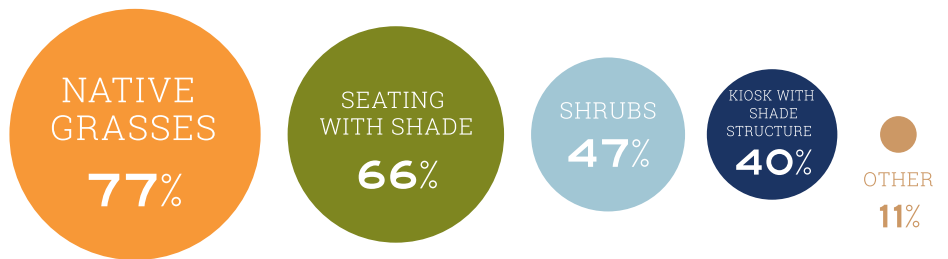
VEGETATION

When asked what types of vegetations would make areas without trees more comfortable, **native grasses** were the most desired (535 votes). Seating with shade was also popular with 461 votes, followed by shrubs and kiosks with shade structures.

Of the respondents who chose "Other", responses include: wildflowers, water bottle filling stations, rain gardens/wetlands, and butterfly garden/pollinators.

MANY OF THE DUPAGE COUNTY TRAILS ARE ALONG A COMED CORRIDOR, WHICH MEANS THEY MUST BE FREE OF TALL TREES THAT MIGHT INTERFERE WITH UTILITY LINES. KNOWING THESE LIMITATIONS, WHAT OTHER TYPES OF VEGETATION WOULD MAKE THE EXPERIENCE IN THESE AREAS MORE COMFORTABLE?

PLEASE SELECT ALL THAT APPLY.

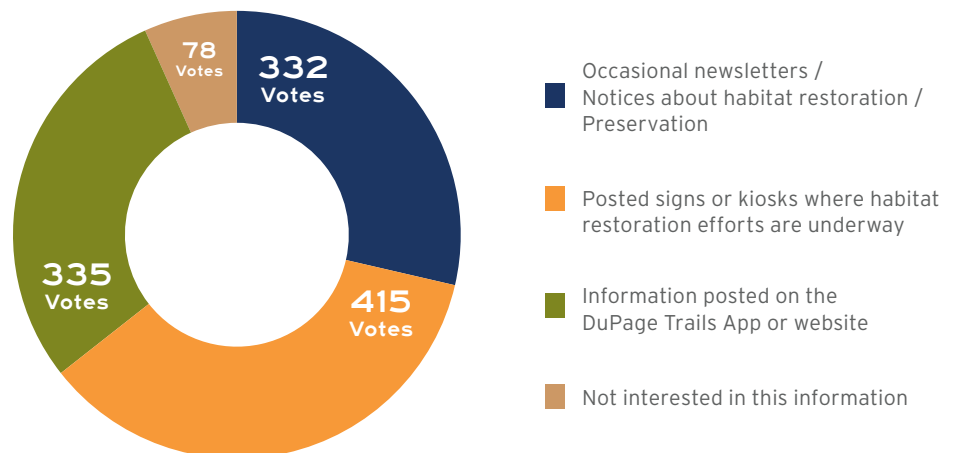


HABITAT RESTORATION

Fifty-nine percent of the survey respondents would be interested in seeing **posted signs or kiosks where habitat restoration efforts are underway** (415 respondents). Other ways people would like to see this information is through the DuPage Trails App or website and occasional newsletters and notices about habitat restoration/preservation.

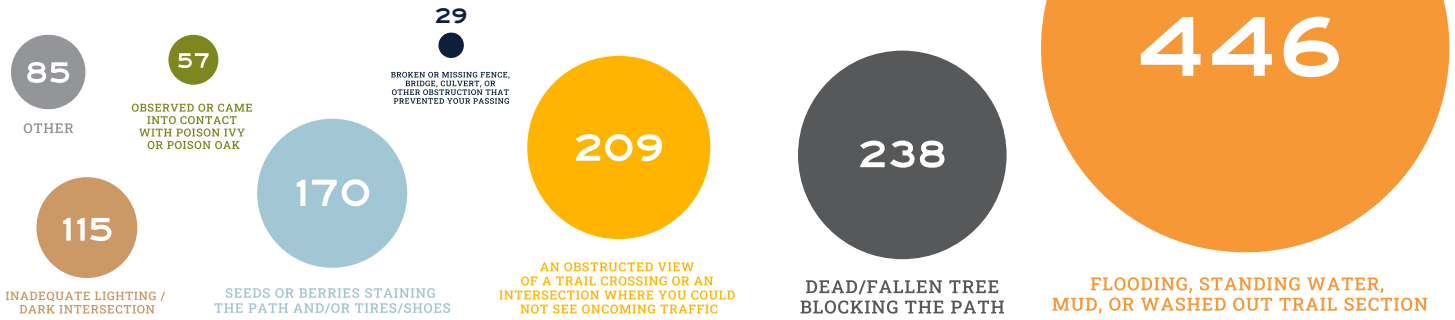
WHAT INFORMATION WOULD YOU BE INTERESTED IN RECEIVING REGARDING HABITAT RESTORATION ALONG THE TRAILS?

SELECT ALL THAT APPLY.



TRAIL HAZARDS

Of the trails hazards outlined, the most common issues that the respondents experience are rain related: **flooding, standing water, mud, or washed out trail section** (446 votes). The next most experienced hazard is dead/fallen tree blocking the path with 238 votes, followed by an obstructed view with 209 votes, followed by an obstructed view with 209 votes. Of the 85 "Other" votes, responses included: heavy tire ruts, snow/ice, parked vehicles, soft gravel/limestone, and bathroom closures.



DESPITE OCCASIONAL HABITAT RESTORATION OR PRESERVATION EFFORTS, TRAIL HAZARDS STILL ARISE. IN THE LAST 12 MONTHS, WHICH OF THE FOLLOWING ISSUES HAVE YOU EXPERIENCED ON A VISIT TO DUPAGE COUNTY TRAILS?

SELECT ALL THAT APPLY.

EVENT ORGANIZATION

The vast majority of survey respondents (91% or 653 respondents) have **never tried to organize an event within the trail system.**

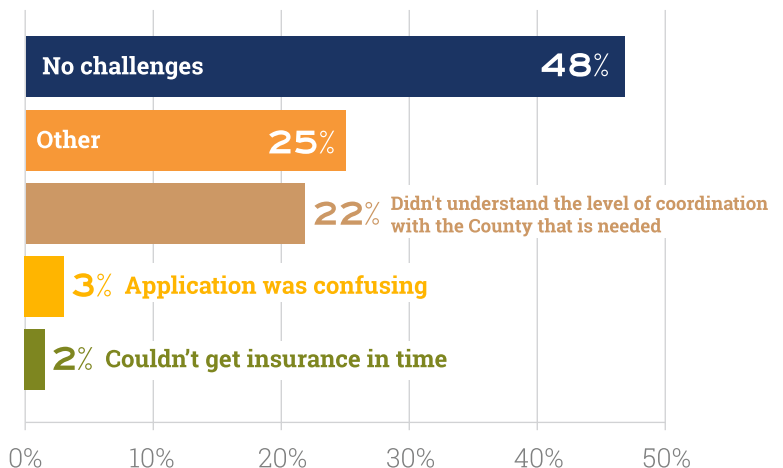
HAVE YOU EVER TRIED TO ORGANIZE AN EVENT ON THE TRAIL?



SPECIAL EVENTS PERMIT

Of those that have tried to organize an event on the trail system, most (48% or 30) **experience no challenges when applying for a Special Events permit** with DuPage County. The top two challenges that are encountered include not understanding the level of coordination that is needed (22% or 14) or Other (25% or 16). Of the "Other" responses, comments included: event was too small to require permitting, expensive, application process and length, and lack of proof of insurance.

IN ORGANIZING AN EVENT ON THE TRAIL, WHAT CHALLENGES, IF ANY, DID YOU ENCOUNTER IN GETTING A SPECIAL EVENTS PERMIT?

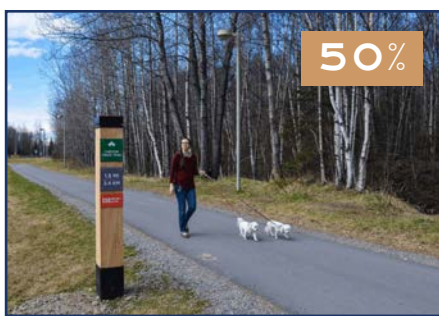


WAYFINDING

DENSITY

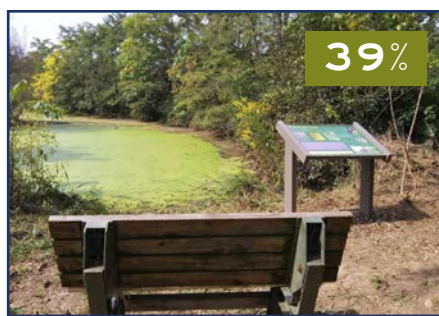
Signs on the trail system can be installed and maintained by the Division of Transportation, local municipalities, or other partner organizations, and they can vary in style and design based on who manages them. Wayfinding should prioritize maintaining the natural aesthetic of the trail, without the crowding of signage, benches, kiosks, etc., except for at key trailhead locations. Fifty percent of the **survey respondents prefer the image displaying a low intensity of signs/monuments** (295 respondents), followed thirty-nine percent preferring the medium intensity image (230 respondents). The image with the highest intensity of signs/monuments received the least amount of votes (11% or 68 respondents).

PLEASE INDICATE WHICH DENSITY OF SIGNS/MONUMENTS YOU FIND MOST APPEALING.



50%

LOW INTENSITY



39%

MEDIUM INTENSITY



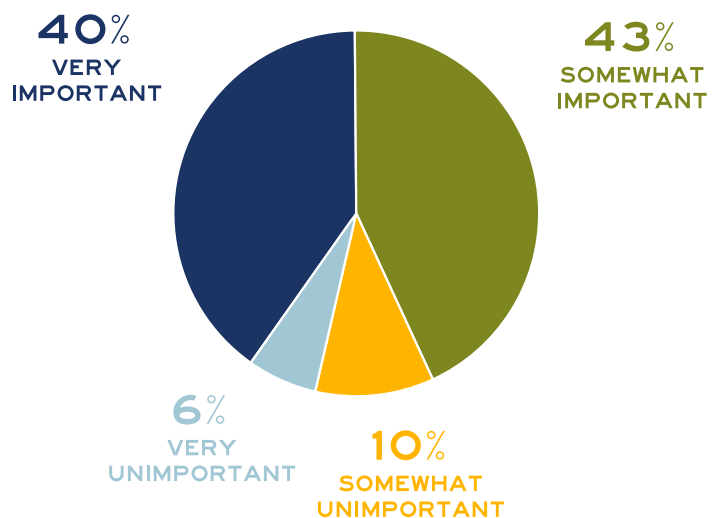
11%

HIGH INTENSITY

VISUAL CONSISTENCY

Visual consistency can be enhanced by the use of color, how information is organized on signs, and the use and recognition of trail logos and municipal logos. More than three-quarters of the survey respondents (83% or 508) believe that **visual consistency of signage throughout the trails system to be very important or somewhat important**. The remaining 16% of respondents find visual consistency of signage to be somewhat or very unimportant for the trail system.

HOW IMPORTANT TO YOU IS TRAIL SIGNAGE THAT IS VISUALLY CONSISTENT AND RECOGNIZABLE THROUGHOUT THE TRAIL NETWORK?



SIGNAGE LOCATION

Of the locations included in the survey, the most desired location for wayfinding signage are **trail-trail crossings** (535 responses) and **roadway-trail crossings** (431 responses). The next most desired locations are to/through downtowns or near Metra stations, followed by at the border between two towns, cities, or counties.

FUNCTIONAL AND USEFUL SIGNAGE, ESPECIALLY WAYFINDING SIGNAGE, IS IMPORTANT, BUT WHERE DO YOU FIND YOU NEED IT MOST?

SELECT YOUR TOP LOCATIONS.



#1: At other trails

#2: At major roads

#3: To/Through Downtowns or near Metra Stations

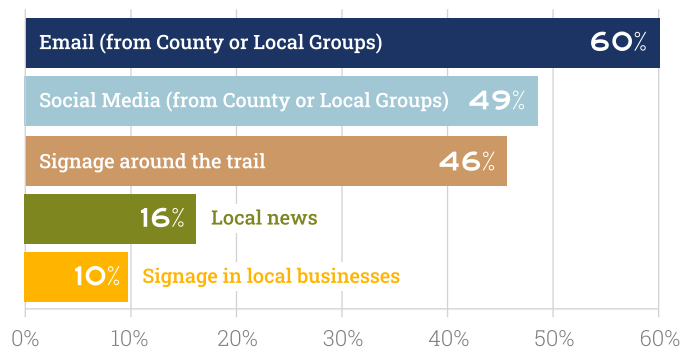
VOLUNTEERISM & MARKETING

OUTREACH PLATFORM

Survey respondents were asked to share the most common ways they hear about and engage with events and volunteer opportunities. The top three outreach platforms include: **email from local county or local groups** (60% or 418 votes), **social media from local county or local groups** (49% or 338 votes), and **signage around the trail** (46% or 317 votes).

HOW ARE YOU MOST LIKELY TO HEAR ABOUT AND ENGAGE WITH EVENTS OR VOLUNTEER OPPORTUNITIES ALONG THE TRAIL?

SELECT ALL THAT APPLY.

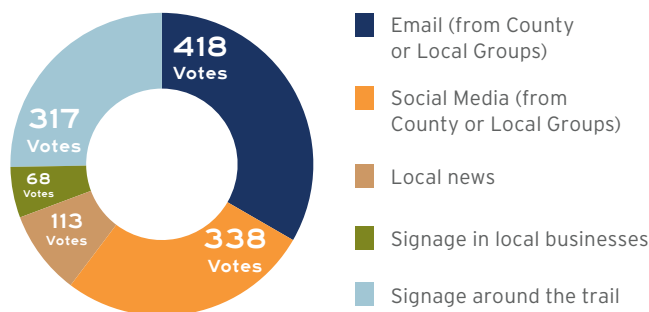


VOLUNTEER ACTIVITIES

A majority of survey respondents are **interested in periodic trail cleanup events** (65% or 444 votes). The next three activities received similar interest and include: periodic vegetation maintenance and seasonal planting events (29% or 199 votes), one-time larger habitat restoration events (28% or 195 votes), and regular trail stewardship and reporting (27% or 188 votes). Twenty-two percent of respondents are not interested in volunteer activities (148 votes).

WHAT SORTS OF VOLUNTEER ACTIVITIES WOULD YOU BE INTERESTED IN?

SELECT ALL THAT APPLY.



C. Recommended Tree Planting List

This page left intentionally blank.



Common Name	Scientific Name	Source	Native	Height (in feet)
Three-flowered Maple	<i>Acer triflorum</i>	ComEd	No	25
Red Buckeye	<i>Aesculus pavia</i>	ComEd	No	20
Allegheny Serviceberry	<i>Amelanchier laevis</i>	ComEd, Naperville	Yes	25
Apple Serviceberry	<i>Amelanchier x grandiflora</i>	ComEd, Naperville	No	25
Fox Valley River Birch	<i>Betula nigra 'Little King'</i>	ComEd	Yes	12
European Hornbeam	<i>Carpinus betulus</i>	ComEd	No	20
American Hornbeam	<i>Carpinus caroliniana</i>	ComEd, Naperville	Yes	20
Eastern Redbud	<i>Cercis canadensis</i>	ComEd, Naperville	Yes	20
White Fringetree	<i>Chionanthus virginicus</i>	ComEd	Yes	18
Pagoda Dogwood	<i>Cornus alternifolia</i>	ComEd, Naperville	Yes	25
Kousa Dogwood	<i>Cornus kousa</i>	ComEd, Naperville	No	20
Cornelian-cherry Dogwood	<i>Cornus mas</i>	ComEd, Naperville	No	25
Japanese Cornel Dogwood	<i>Cornus officinalis</i>	ComEd, Naperville	No	25
Thornless Cockspur Hawthorn	<i>Crataegus crus-galli var. inermis</i>	ComEd, Naperville	No	15
Winter King Hawthorn	<i>Crataegus viridis</i>	ComEd	No	25
Little Girl Magnolia	<i>Magnolia x little girl</i>	ComEd, Naperville	No	15
Loebner Magnolia	<i>Magnolia x loebneri</i>	ComEd, Naperville	No	25
Saucer Magnolia	<i>Magnolia x soulangeana</i>	ComEd, Naperville	No	25

<i>Landscape Use</i>	<i>Culture</i>	<i>Suitable for Rail Trails</i>
Residential, parks and under power lines	Prefers well draining soil and partial sun. Not tolerant to poor drainage. Protection from afternoon sun recommended. Slow growth rate. Tolerant to dry sites and road salt.	Yes
Residential, parks and under power lines	Prefers acidic soil, moist, well-drained soil. Tolerant to alkaline soil, clay soil, occasional drought, occasional flooding, and road salt. Slow growth rate.	Yes
City parkway, residential and parks, under utility lines, wide median	Prefers moist, well-drained soil. Tolerant to alkaline soil, clay soil. Moderate growth rate.	Yes
City parkway, residential and parks, under utility lines, wide median	Prefers acidic soil. Tolerant to alkaline soil and dry sites. Moderate growth rate.	Yes
Residential and parks	Prefers moist, well-drained soil. Moderate growth rate.	Yes
City parkway, residential and parks, wide median	Prefers moist, well-drained soil. Moderate growth rate. Tolerant to alkaline soil and dry sites.	Yes
Residential and parks	Prefers acidic soil, moist, well-drained soil. Tolerant to alkaline soil, clay soil, occasional drought, occasional flooding. Slow growth rate.	No
Residential and parks	Prefers moist, well-drained soil. Moderate growth rate. Messy fruit/plant parts. Tolerant to alkaline and clay soil.	No
Residential and parks, under utility lines	Prefers acidic, moist, well-drained soil. Tolerant to clay soil and road salt. Slow growth rate.	Yes
Residential and parks, under utility lines	Prefers acidic, moist, well-drained soil. Tolerant to dry sites. Moderate growth rate.	Yes
City parkway, residential and parks, wide median	Prefers acidic, moist, well-drained soil. Tolerant to alkaline soil and occasional drought. Slow growth rate.	Yes
City parkway, residential and parks, under utility lines, wide median	Prefers alkaline, moist, well-drained soil. Tolerant to alkaline soil, dry sites, and occasional flooding. Slow growth rate.	Yes
City parkway, residential and parks, under utility lines, wide median	Prefers acidic, moist, well-drained soil. Tolerant to alkaline soil. Slow growth rate.	Yes
City parkway, residential and parks, wide median	Prefers moist, well-drained soil. Tolerant to alkaline soil, clay soil, dry sites, road salt, and wet sites. Moderate growth rate.	Yes
City parkway, residential and parks, wide median	Prefers moist, well-drained soil. Tolerant to alkaline soil, clay soil, dry sites, and occasional drought. Moderate growth rate.	Yes
Excellent small- to medium-sized specimen tree. Can be used for large hedge rows and under power lines.	Prefers acidic, moist, well-drained soil. Moderate growth rate.	Yes
Excellent small- to medium-sized specimen tree. Can be used for large hedge rows and under power lines.	Prefers acidic, moist, well-drained soil. Moderate growth rate.	Yes
Excellent small- to medium-sized specimen tree. Can be used for large hedge rows and under power lines.	Prefers acidic, moist, well-drained soil. Moderate growth rate.	Yes

Common Name	Scientific Name	Source	Native	Height (in feet)
Star Magnolia	<i>Magnolia stellata</i>	ComEd, Naperville	No	15
Crabapple	<i>Malus</i>	ComEd, Naperville	Yes	20
Hoptree, Wafer Ash	<i>Ptelea trifoliata</i>	ComEd	Yes	20
Peking Lilac- China Snow	<i>Syringa pekinensis 'Morton'</i>	ComEd	No	25
Japanese Tree Lilac	<i>Syringa reticulata</i>	ComEd, Naperville	No	25
Yellowhorn	<i>Xanthoceras sorbifolium</i>	ComEd	No	24
Chinese Cedar	<i>Toona sinensis</i>	ComEd	No	25
Eastern Red Cedar	<i>Juniperus virginiana</i>	ComEd	Yes	25
American Arborvitae	<i>Thuja occidentalis</i>	ComEd	Yes	25
Western Red Cedar	<i>Thuja plicata</i>	ComEd	No	25
River Birch	<i>Betula nigra</i>	Dupage County	Yes	40
Hackberry	<i>Celtis occidentalis</i>	Dupage County	Yes	60
Downy Hawthorn	<i>Crataegus mollis</i>	Dupage County	Yes	30
American Linden	<i>Tilia americana</i>	Dupage County	Yes	45
Swamp White Oak	<i>Quercus bicolor</i>	Dupage County	Yes	60
Bur Oak	<i>Quercus macrocarpa</i>	Dupage County	Yes	80

<i>Landscape Use</i>	<i>Culture</i>	<i>Suitable for Rail Trails</i>
Excellent small-sized specimen tree. Can be used for large hedge rows and under power lines.	Prefers acidic, moist, well-drained soil. Moderate growth rate.	Yes
City parkway, residential and parks, under utility lines, wide median	Prefers moist, well-drained soil. Tolerant to alkaline soil and dry sites. Moderate growth rate.	Yes
Excellent small- to medium-sized specimen tree. Can be used for large hedge rows and under power lines.	Prefers moist, well-drained soil. Tolerant to alkaline soil, clay soil, occasional drought and road salt. Moderate growth rate.	Yes
City parkway, residential and parks, under utility lines, wide median	Prefers moist, well-drained soil. Tolerant to alkaline soil, clay soil, occasional drought and road salt. Moderate growth rate.	Yes
City parkway, residential and parks, under utility lines, wide median	Prefers moist, well-drained soil. Tolerant to alkaline soil, dry sites and road salt. Moderate growth rate.	Yes
Excellent small- to medium-sized specimen tree. Can be used for large hedge rows and under power lines.	Requires well drained soils. Tolerant to drought, alkaline soils, and salt.	Yes
City parkway, residential and parks, under utility lines, wide median	Prefers moist, well drained soils.	Yes
City parkway, residential and parks, under utility lines, wide median	Prefers alkaline, dry soil, moist, well-drained soil. Tolerant to alkaline soil, dry sites, and occasional drought and road salt. Moderate growth rate.	Yes
Residential and parks	Prefers alkaline, moist, well-drained soil. Tolerant to dry sites and road salt. Moderate growth rate.	No
Residential and parks	Prefers moist, well-drained soils. Tolerant to Alkaline soil, dry sites, occasional drought and wet sites. Slow growth rate.	No
Residential and parks, restricted areas	Fast growth rate. Tolerant to clay soil, road salt, wet sites and occasional flooding. Prefers acidic, moist, well-drained wet soil.	No
Good tree for open, dry and windy sites. Best as a large lawn or park tree. Many cultivars exist.	Adaptable to a broad range of soil conditions and tolerates wet and dry sites. Withstands wind, drought, full sun and gritty urban conditions. Witches broom and leaf galls can be an aesthetic problem.	No
Residential and parks, wide medians	Moderate growth rate. Prefers moist, well drained soils. Tolerant to alkaline soil, clay soil, dry sites and wet sites. Dangerous thorns to consider when planting. Messy fruit and plant parts.	Yes
City parkway, residential and parks, wide median	Moderate growth rate. Prefers moist, well drained soils. Tolerant to alkaline soil, dry sites and wet sites.	Yes
Requires ample space. Useful for large park-like areas and to reestablish native stands of oaks. Also planted as street trees.	Medium growth rate. Tolerates drought, salt and soil compaction better than other oaks.	No
Requires spacious grounds for room to grow. Used in parks, large estate grounds and as a street tree.	A sturdy and durable tree with a long life that tolerates urban stresses well. Growth is slow at first and then medium.	No

FIGURE X.X: Recommended Tree Plantings List

Common Name	Scientific Name	Source	Native	Height (in feet)
Speckled Alder	<i>Alnus incana</i>	Dupage County	Yes	25
Freeman Maple	<i>Acer x freemanii</i>	Naperville	Yes	60
Sugar Maple	<i>Acer saccharum</i>	Naperville	Yes	60
Black Maple	<i>Acer nigrum</i>	Naperville	Yes	60
Gingko (male only)	<i>Gingko biloba</i>	Naperville	No	60
Honeylocust	<i>Gleditsia triacanthos var. inermis</i>	Naperville	Yes	65
Kentucky Coffee Tree	<i>Gymnocladus dioicus</i>	Naperville	Yes	65
Dawn Redwood	<i>Metasequoia glyptostroboides</i>	Naperville	No	70
London Planetree	<i>Plantanus x acerifolia</i>	Naperville	No	70
Sawtooth Oak	<i>Quercus accutissima</i>	Naperville	No	55
White Oak	<i>Quercus alba</i>	Naperville	Yes	65
Chinkapin Oak	<i>Quercus muhlenbergii</i>	Naperville	Yes	55
Red Oak	<i>Quercus rubra</i>	Naperville	Yes	60
Bald Cyprus	<i>Taxodium distichum</i>	Naperville	Yes	60
Miyabe Maple	<i>Acer miyabei</i>	Naperville	No	40

<i>Landscape Use</i>	<i>Culture</i>	<i>Suitable for Rail Trails</i>
Residential and parks, under utility lines	Fast, Moderate growth rate. Tolerant to flooding/ wet sites. Prefers moist, well-drained wet soil.	Yes
Excellent for parkway plantings or as a large shade tree. Many cultivars exist, including 'Marmo' and 'Autumn Blaze'.	Adapts to most sites except extremely dry locations. Full sun or light shade. Drought and alkaline soil tolerant.	Yes
Excellent shade tree. Used in parks, golf courses and as a street tree.	Likes well-drained, moist soils. Does poorly in compacted soil with limited root space. Full sun to partial shade. Intolerant of salts. Native to Illinois.	No
Excellent shade tree. Used in parks, golf courses and as a street tree. Black Maple is a Midwestern version of Sugar Maple better adapted to our region	Likes well-drained, moist soils. Does poorly in compacted soil with limited root space. Full sun to partial shade. Intolerant of salts. Native to Illinois.	No
Excellent city tree. Many cultivars exist.	Slow to grow but adaptable to wide range of soil pH. Prefers soil with adequate moisture. Requires full sun. Very urban tolerant, no notable insect or disease problems. One of the oldest trees, growing for more than 150 million years.	Yes
Good lawn trees or in areas where filtered light is desired. Popular for streets and parking lots. New cultivars exist that do not have pods or thorns.	Fast growing and transplants readily. Adaptable to a wide range of soil. Tolerates salt, heat, drought and compaction. Native to Illinois.	Yes
Adaptable to urban conditions. Tolerates salt, drought, and tough conditions. Can be used as a specimen tree for large areas and a street tree.	Requires full sun, has a medium growth rate and has very few diseases or insect problems. Seed pods can be a litter problem. Native to Illinois.	Yes
Planted mainly as a specimen tree and a street tree.	Medium growth rate and prefers rich soil. This tree has many attractive unique features and has been growing for more than 100 million years.	Yes
Good for large sites including parks, golf courses and parkways.	Medium to fast growing. Tolerates urban conditions well.	No
Good specimen tree for large lawns, parks and parkway trees.	Medium to fast growth rate. Easy to transplant and adaptable to many soil types except alkaline. Acorns are popular with wildlife.	No
Large areas are best for this tree. It is used along streets and in parks.	Slow to medium growth. Prefers moist, well-rained acidic soils. Native to Illinois and is the state tree.	No
Beautiful tree in old age. Great tree for parks and parkway.	Medium growth rate. Somewhat difficult to transplant and prefers rich bottom-land soils, but also found on dry limestone outcroppings. Native to Illinois.	No
Sturdy tree used in lawns and parks	Fast growth rate. Transplants readily in spring. Tolerates urban conditions. Prefers well-drained acidic soils	No
Great specimen for parks and large estates. Also used as parkway trees as it is very adaptable to urban conditions.	Medium growth rate. Adaptable to wet or dry conditions. Best known in wet areas, where it may develop "cypress knees". Prefers acidic soil. Native to Illinois.	No
Good specimen tree for small residential areas and parkways.	Fast growing. Prefers moist, well-drained soil on the acidic side but is adaptable to dry sites. 'State Street' is the only cultivar.	No

FIGURE X.X: Recommended Tree Plantings List

Common Name	Scientific Name	Source	Native	Height (in feet)
Red Maple	<i>Acer rubrum</i>	Naperville	Yes	50
Ohio Buckeye	<i>Aesculus glabra</i>	Naperville	Yes	40
Horsechestnut	<i>Aesculus hippocastanum</i>	Naperville	No	50
Turkish Filbert	<i>Corylus colurna</i>	Naperville	No	45
American Beech	<i>Fagus grandifolia</i>	Naperville	Yes	50
Black Tupelo	<i>Nyssa sylvatica</i>	Naperville	Yes	40
Ironwood	<i>Ostrya virginiana</i>	Naperville	Yes	35
English Oak	<i>Quercus robur</i>	Naperville	No	50
Little Leaf Linden	<i>Tilia cordata</i>	Naperville	No	50
Silver Linden	<i>Tilia tomentosa</i>	Naperville	No	50
Zelkova	<i>Zelkova serrata</i>	Naperville	No	50
Japanese Maple	<i>Acer palmatum</i>	Naperville	No	25
Common Witchhazel	<i>Hamamelis virginiana</i>	Naperville	Yes	25

<i>Landscape Use</i>	<i>Culture</i>	<i>Suitable for Rail Trails</i>
Good tree for lawn, park or street. Many cultivars are available	Best in full sun. Requires well-drained soil with ample moisture. Develops chlorosis if grown in highly alkaline soil. Native to Illinois.	No
This tree is best for parks and natural settings	Native to Illinois river banks. Prefers moist, deep, well-draining acidic soil and full sun to part shade.	No
Good tree for parks and large areas. Also used as a street tree. One cultivar exists. 'Baumannii' is fruitless.	Medium growth rate. Prefers moist, well-drained soil and full sun to part shade. Avoid very dry sites.	No
Useful as a specimen tree and as a street tree.	Medium growth rate. Withstands a range of adverse conditions including drought. Disease and pest resistant.	Yes
Best in large areas like parks or wide parkways	A low growth rate. Prefers moist, well-drained, acidic soil. Will not tolerate wet or compact soil. Native to Illinois.	No
One of the most consistent native trees for fall color. Excellent as specimen and street tree.	Slow growth. Prefers moist, well-drained acidic soil. Full sun to part shade in wind-sheltered locations.	Yes
Useful in naturalized settings and as a small-to medium-size parkway tree for narrow spaces.	Slow growing. Transplant in spring. Prefers rich, moist well-drained soil. Native to Illinois.	Yes
Good tree for parks and along streets. Many cultivars exist. Some are very columnar and good for small spaces.	Slow to medium growth. Prefers well-drained soil.	Yes
Grows best on fertile soils, but is urban tolerant. Used in parks, lawns and as a street tree. Susceptible to Japanese beetles. Many cultivars exist.	Medium growth rate. Readily transplanted in the spring or fall. Prefers well-drained soils.	Yes
One of the best lawn and street trees. Tolerates heat and drought and is less prone to insects than other lindens.	Medium growth rate. Prefers moist, well-drained soil. Pollution tolerant.	Yes
Used as a specimen tree and as a street tree	Its growth rate is medium. Somewhat marginally hardy in our region. Can be subject to winter injury.	Yes
Used as a single specimen tree or in groupings. Can be used as a parkway tree under utility lines if in a protected site.	Used as a single specimen tree or in groupings. Can be used as a parkway tree under utility lines if in a protected site.	Yes
For naturalized locations, borders and for under utility lines.	Medium growth rate. Prefers moist soil. Somewhat tolerant of urban conditions. Full sun or shade. Avoid very dry sites. Native to Illinois.	Yes

D. Signage Specifications



COLOR: HEX# 1a5632
TYPE: Highway Gothic Wide



COLOR: HEX# bd5d28
TYPE: Highway Gothic Wide +
Highway Gothic Narrow



COLOR: HEX# 1c3564
TYPE: Highway Gothic Wide +
Highway Gothic Narrow



This page left intentionally blank.









DUPAGE
COUNTY
**TRAILS
PLAN**