

# Pekin Bicycle / Pedestrian Action Plan

May 1996

Illinois Valley Wheelm'n  
*Greater Peoria's Bicycle Club*

Pekin Bicycle Plan Task Force

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## **1.0 Introduction:**

### **Motivation -**

The primary thrust of the Pekin Bicycle / Pedestrian Action Plan is to improve conditions and facilities for bicycling and walking in order to provide effective alternatives to short auto travel. If this objective is achieved, bicycling and walking can help improve air quality, reduce energy consumption, reduce traffic congestion, and generally contribute to a positive quality of life for Pekin's residents.

This plan is also meant to assist Pekin with the upcoming reauthorization of the Federal Transportation Budget, ISTEA(2), due in 1997. The original ISTEA bill provided significant funds for local bicycle & pedestrian projects. Many of these projects had been "waiting in the wings" -- they were part of previously-established bike/ped plans with well-identified construction plans and budgets. Projects which expanded a larger road/trail network did especially well. By adopting a detailed road/trail bikeways plan in 1996, Pekin will be well-prepared to compete for 1997 ISTEA(2) bike/ped funds.

Creating this plan also helps predict the impact which existing Transportation Improvement Projects (TIP's) will have on bicycle/pedestrian access in the Pekin area. TIP's which are critical to good bike/ped access can thus be appropriately designed early in the planning process -- when changes are most cost effective.

Finally, this plan is consistent with the goals of the Tri County Regional Planning Commission's Long Range Transportation Plan which call for the inclusion of bicycle and pedestrian elements in local comprehensive plans.

### **Method**

First, a task force of experienced Pekin cyclists marked their own common routes on normal Pekin roadway maps. Access to significant destinations such as shopping/service areas and parks/recreation areas were considered. The routes were then "test ridden" and the final map was adjusted to assure consistent ratings for the existing road/trail network.

A list of suggested road/trail projects was a natural product of this route mapping process. These projects address gaps discovered in the existing Pekin road/trail network. The task force also met with the Pekin Park District to get a detailed understanding of upcoming Pekin trails projects (construction target summer '97). All planned and proposed road/trail improvement projects were then plotted on a second map showing future Pekin bicycle/pedestrian facilities. This planning map shows Pekin's potential as a bicycle-friendly community with a well-integrated road/trail network.

**Task Force -**

The IVW task force which created this plan was composed primarily of Pekin residents. Members drew from their own personal bicycling experience in Pekin as well as the IVW's ongoing experience in creating bicycle maps & plans with the City of Peoria and the Illinois Department of Transportation (since 1992).

**Task force members:**

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**Action**

The IVW submits this plan for consideration in Pekin's Comprehensive Plan. Henceforth, the IVW is available to answer questions about Pekin's bicycle/pedestrian issues as the city works toward adoption of a Pekin Bicycle / Pedestrian Action Plan and future road/trail projects. These steps will also prepare Pekin for participation/coordination with other local governments during creation of a regional bicycle plan/map for the greater Pekin/Peoria urbanized area.

## **2.0 Policy recommendations for Pekin Comprehensive Plan**

### **Benefits of Increased Bicycling and Walking--**

Making the most efficient use of transportation facilities means offering people more transportation choices. When travelers choose bicycling or walking, they bring unique benefits to themselves and their community which include:

- \* Reduced traffic congestion - More people walking and bicycling means fewer cars on the road.
- \* Quiet and clean transportation - Bicycling and walking keeps motor-traffic noise and pollution out of neighborhoods.
- \* Efficient use of public facilities and funds - More bicycling and walking increase the "people moving" capacity of public facilities without the large investment required to add motor-vehicle lanes of traffic.
- \* Improved public health & lower healthcare costs - Increased levels of exercise and reduced air pollution. Exercise becomes part of normal daily activities done close to home.
- \* Improved access to affordable transportation for citizens of all income levels.
- \* Improved neighborhood security- Increased effectiveness of neighborhood watch activity and encouragement of police-on-bicycle patrol units.
- \* Increased energy independence - reduced reliance on foreign oil sources.
- \* Increased mobility - More transportation choices means less dependence on the single occupant automobile.
- \* Improved retail climate - Increases the number of customers for shopping and business areas without the negative impacts of increased motor vehicle traffic (increased congestion & parking space demand). Encourages shopping close to home, which benefits local retailers.
- \* Improved housing market - Good bicycling and walking facilities improve the livability and market-demand for residential areas.

This plan describes specific policy goals which will help local government bring the benefits of increased levels of bicycling and walking to their community.

### **Long Term Goals--**

- \* Provide bicycle and pedestrian access to all destinations normally served by motorized transportation.
- \* Double the current percentage of total trips made by bicycling and walking and reduce by ten percent the number of bicyclists and pedestrians killed or injured in traffic crashes (goals of the National Bicycling and Walking Study, Federal Highways Administration).

### **Strategies--**

#### **Facilities/Infrastructure :**

- \* A local policy is adopted providing routine accommodation for traffic-tolerant bicyclists in all road construction -- adequate pavement width for shared bicyclist/motorist use, bicycle-safe drainage grates, bicycle-sensitive traffic signals, maintenance practices which keep bikeways in a generally clean and smooth condition.

- \* Accommodation for casual/novice bicyclists are provided on selected route networks -- marked bicycle lanes on selected streets, bicycle trails (with safe, vehicle-style transitions to the surrounding roadway network).
- \* Adoption by local government of the Illinois Department of Transportation's design guidelines for bicycle facilities, "Policies and Procedures for Accommodating Bicycle Travel in Highway Improvements", BDE Procedure Memorandum 95-21, August 1, 1995.
- \* Create local building codes which encourage adequate bicycle parking facilities at all destinations normally served by motorized transportation and bicycle commuting facilities (showers & lockers) at employment centers.
- \* Create a ranking criteria for all publicly-funded projects which properly values bicycle and pedestrian accommodations as part of the ranking / selection process for Transportation Improvement Programs (TIP's).
- \* Promote non-motorized transportation by publishing a local bicycle map.
- \* Identify specific road and trail improvement projects which will eliminate the barriers to bicycle and pedestrian access and expand the local bikeways network. These projects will provide future input for Transportation Improvement Programs (TIP's).

#### **Land Use:**

- \* Land-use plans will strive to place residential, commercial, and recreational areas within close proximity to encourage use of non-motorized transportation. Greenspace buffer zones and traffic calming techniques will be included to preserve the quality of life in compact urban/suburban areas.
- \* Subdivision ordinances will encourage a connecting and expanding network of bicycle/pedestrian facilities in new growth areas instead of isolated (dead-end) developments.

#### **Implementation:**

- \* Designation of a bicycle/pedestrian coordinator on the local staff. This person's duties will include:
    - Guide bicycle pedestrian facility improvement projects into the normal planning and funding process (such as Capital Improvement Programs, and Transportation Improvement Programs).
    - Monitor upcoming development projects for potential impact on bicycle/pedestrian access.
- Assist developers in planning infrastructure which provides bike/ped access consistent with the goals and strategies of the Comprehensive Plan.

### **3.0 Bicycle / Pedestrian Project Recommendations**

#### **Introduction:**

This list of specific projects will improve bicycle and pedestrian access in Pekin consistent with the goals and policies recommended for Pekin's Comprehensive Plan. Like the Comprehensive Plan, its focus is long-term.

To help establish priorities, the projects are grouped in three broad categories:

1. **Projects now in planning stages by government agencies.** - Since these plans are already underway, it is important that bike/ped accommodations be considered as soon as possible.
2. **High priority projects not currently programmed by government agencies** -- These projects appear to offer large benefits for a small investment and should be planned soon.
3. **Longer term projects.**

Each project has a specific recommendation followed by the reasons why the project is important for improved bicycle/pedestrian access. Projects should be designed according to the Illinois Department of Transportation's standards for bicycle and pedestrian facilities ("Policies and Procedures for Accommodating Bicycle Travel in Highway Improvements", BDE Procedure Memorandum 95-21, August 1, 1995.).

This project list is not meant to be all-inclusive -- all roadways are potential bikeways. The projects selected for this list are intended to provide the greatest impact on Pekin's bike/ped access in the shortest possible time.

#### **1.0 Projects currently in planning stages by government agencies.**

**VFW Road** (Veteran's Drive) - Provide bicycle access during planned upgrade. Add a bike/ped linkage to the southern tip of the Sunset Hills residential area (Wildwood Dr.). Links retail, residential, and employment areas. Links regional routes - 14th St (Pekin), Towerline Rd (Green Valley), Powerton Rd (Manito).

**IL98** (Edgewater Drive) - Provide bicycle access during the planned upgrade and extend the improvements east of Parkway Drive. Provides access to McNaughton Park, Dirksen Park, and Twin Lakes. Links regional routes - Main St (North Pekin), Parkway Dr (Pekin), Cole Hollow Rd (East Peoria), California Rd (Pekin).

**IL24** - Provide bicycle access during the planned upgrade.

Provides linkage between Pekin and Bartonville via IL9. The IL9 McNaughton Bridge which links with IL24 provides unique bicycle access across a natural barrier (Illinois River).

**Cole Miners Park** - Trail upgrades and extensions. Continue existing plans providing paved trails between Cole Miner's Park and Allentown Road. Plans should include vehicle-style linkage with adjacent streets (Cottage Grove, Tazewell St., Allentown Rd.).

*Dave*

## **2.0 High priority projects not currently programmed by government agencies.**

**Allentown Rd / Valle Vista linkage** - Extend trail plans for Cole Miner's Park (which now end at Allentown Rd) to Valle Vista. This short link (~0.2 mile) would tie a large residential area (Sunset Hills) and commercial areas (east Court St) to the Pekin Trail system. Valle Vista's traffic light would assist nonmotorized traffic crossing Court Street.

**Lake Aarlann / Sunset Hills linkage** - Upgrade bike/ped access to Court Street or provide a bike/ped linkage between Commonwealth Drive and Audubon Dr. This short link would unite the large residential areas of southeast and southwest Pekin (about 60% of Pekin's total area) currently separated by natural and man-made barriers.

**Sunset Hills, southern bike/ped linkage** - Create linkage for bikes/peds (~0.3 mile) between the southern tip of the Sunset Hills residential area and the adjacent roadways (VFW road or Towerline Rd). Opens a large network of scenic secondary roads for N/S travel (covering about 30% of Pekin's land mass). Links residences with the bike road/trail network.

## **3.0 Longer term projects**

**IL9 (East Court St.)** - Include bicycle access in future upgrades.  
Court street provides unique access to businesses and a large residential area (Sunset Hills). A short extension of the paved shoulders on east Court to Glendale Memorial Gardens (~0.2 mile) would provide bicycle access to the Everett Dirksen Tomb.

**IL29** - Include bicycle access in future upgrades.  
Provides access to employment center (Federal Prison) and state recreation areas (via linkage with Powerton Road). The segment between Koch St & VFW Rd is most-critical.

**Powerton Road** - Include bicycle access in future upgrades.  
Provides access from Pekin to Manito and state recreation areas including Powerton Fish and Wildlife Area, Sand Ridge State Forest, Spring Lake Conservation Area, and the Jake Wolf Memorial Fish Hatchery.

**Parkway Drive** - Include bike/ped access in future upgrades.  
Provides the only continuous N/S route on Pekin's eastside. Links commercial, residential, and recreational areas.

**Orr Ave** - Create bike/ped linkage between the eastern tip of Orr Ave and the Pekin Mall parking lot. Provides bike/ped access to the mall from a large residential area (Sunset Hills).

**Cole Miners Park / Parkview Golf Course** - Create bike/ped linkage.  
Provides access to the Pekin Trails system from residential areas to the north (via Broadway Rd, Schramm Dr, and Willow St).



**Koch St / IL 29 traffic signal** - Tune loop detectors to be bicycle-sensitive. Provides linkage between main E/W route (Koch St), Pekin riverfront (Front St), and employment center (Pekin Energy).

**Speed Bumps (Mineral Springs Park)** - Modify design to increase cycling safety. Options include providing speed bumps only when accompanied by a stop sign or complete removal of speed bumps.

**Wesley Road** - Upgrade to a paved road.

With improvement, Wesley Road would provide linkage between East Peoria, Creve Coeur, North Pekin, and Pekin. Provides a scenic route along the Illinois River with a traffic light to assist crossing IL29 (at Main St, N Pekin). Links with Fort Creve Coeur Historic Park and opens potential linkage with Peoria via the RH Michel Bridge.

*- long up  
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#### **4.0 Pekin Bicycle Map - route selection principles.**

The task force planned the Pekin Bicycle Route system towards the same goals normally used to accommodate motorized traffic. Travelers should be able to reach significant destinations along routes which are reasonably direct and safe. In this manner, the task force identified a system of "bicycling arterials" in the Pekin area. Lower volume streets were preferred, but higher traffic arterials were also included when necessary for continuity or to reach important destinations. The resulting network provides reasonably long & direct routes for nonmotorized travelers to reach destinations all across Pekin as well as surrounding communities.

Not all bicycle appropriate streets in Pekin were marked on the map. Many other local roads, for example those in Mineral Springs Park, provide collector routes but do not contribute to the overall continuity of the bike route network at the present time. The number of mapped routes will increase as future roads/trails are upgraded to improve bike/ped access.

In summary, the road/trail network was developed using the following principles:

1. Travel between residential areas and important local destinations is the primary purpose of the network.
2. Access to the regional road/trail network is the secondary purpose of the network.
3. Lower volume local and collector streets that provide direct access to likely destinations should be used when available.
4. Arterial streets are included in the network when they provide unique directness or access across barriers (example McNaughton Bridge across the Illinois River).
5. This network does not imply that other local streets and arterials will not be used by bicyclists. Other local streets will be used for shorter trips and to access the network. Other arterials will be used to access destinations along them.

A more detailed list of principles used by task force members in selecting routes for the Pekin road/trail network are given in the attachment - "Bike Route Map Evaluation, criteria used by IVW to rate Pekin bicycle facilities".

Two distinct maps were created by the task force. The first, "Pekin Bicycle Facilities, existing conditions", shows non-motorized travelers how to navigate the city today. It could be published immediately to promote bike/ped access in Pekin. When published, attention should be given to clearly marking Pekin's one-way streets on the map to avoid confusion and possible wrong-way riding by inexperienced cyclists. Also Transportation Improvement Plans (TIP's) for streets identified on the map should give improvement of bicycle/pedestrian access a high priority.

The second map, "Pekin Bicycle Facilities, future projects", plots the locations of the IVW's recommended bike/ped projects and trail projects now planned/funded by the Pekin Park District. It also shows the resulting expansion of Pekin's bicycle/pedestrian network - a pleasant glimpse of the future.

The mapped routes have the following legends:

- Recommended Route - More appropriate as a bicycle arterial than other nearby roads.
- - - - Cautionary Route - More traffic and/or narrower than a "recommended route", but necessary to reach significant destinations.
- >-> One-way streets
- ||-||- Planned / funded trail (Pekin Park District)
- x-x-x Proposed trail/road link (IVW)
- O Difficult intersections - crossing a major arterial without a controlled intersection.
- L Traffic light at major intersection.
- 4 (3) 4-way (or 3-way) stop-sign intersection.

**Highlights from existing bicycle/pedestrian facilities:**

(Not an all-inclusive list of bicycle-appropriate routes)

**Primary N/S routes:**

**2nd & 3rd St's (segments)** - Access to IL 9 McNaughton Bridge with traffic lights to assist safe merge with higher-volume streets.

**Capitol & 4th St's** - Complete N/S routes spanning Pekin from Sheridan to Koch passing through downtown. Location of 1-way segments should be noted on any published maps. Destinations include downtown businesses, Tazwell Co. Courthouse, Pekin Public Library.

**11th & 10th St's** - Lower-volume streets (than 14th) with stop-sign protection from cross-street traffic. Traffic light to assist crossing Broadway (at 11th) and Court Street (at 10th). Destinations include Rotary Park and shopping centers (drug store & groceries).

**14th St** - Provides primary access to Pekin's recreational hub, Mineral Springs Park. Primary regional route to areas south of Pekin. Higher volume traffic than 11th/10th, but wide enough for shared bicyclist/motorist use. Only exception is at Mineral Springs Lagoon where traffic lanes are too narrow for shared-use.

**Parkway Dr (segment)** - Primary regional route from areas north of Pekin to Sheridan Rd. South of Sheridan, Parkway provides the most direct N/S route linking many destinations, but lane width and traffic volume makes it inappropriate for bicycle use at this time. Due to lack of parallel secondary roads, the segment south of Broadway is the most difficult. Improved bike/ped access to Parkway during future upgrades is strongly recommended.

**California Rd** - Provides regional linkage-- from East Peoria, Morton, Mackinaw -- to Pekin's road/trail bicycle network.

**Primary E/W routes:**

**IL 98, Edgewater Dr (segments)** - provides linkage between primary N/S regional routes to North Pekin (Main St - Parkway) and East Peoria (Cole Hollow Rd - California Rd). Provides access to large recreational areas - McNaughton Park & Dirksen Park. Currently marked as a "cautionary" route, improved bike/ped access are recommended for future IL 98 upgrades.

**Sheridan Rd** - Complete E/W route spanning Pekin's northside and providing regional linkage east of Pekin (Groveland & Morton).

**Willow St** - Links dense residential areas on Pekin's northside. Generous width for shared bicyclist/motorist use. Stop sign protection from cross traffic. Existing design of 8th St (IL 29) intersection to limit motor traffic creates a bike route interruption on Willow. Alternative streets north and south of Willow (Chestnut & State) have been mapped to provide route continuity to Pekin riverfront.

**Broadway** - Access to commercial and shopping areas throughout central Pekin. Regional linkage to Morton. Currently marked as "cautionary", improved bike/ped access during future upgrades recommended.

**Court St (segments) -**

**Bicycle accessible:** Downtown (Broadway to riverfront). Access to downtown businesses, riverfront parks, Tazewell Co. Courthouse. Also east of Valle Vista Dr (new section of IL9) to Egg Ranch Rd. Access to shopping / commercial areas from Sunset Hills residences.

**Bicycle inaccessible:** Between Broadway and Valle Vista (narrow lanes & high traffic volume).

The Sunset Hills residential area has great potential as one of Pekin's most scenic areas for riding, but current bike/ped access is limited by conditions on east Court St and lack of connecting secondary roads. The Court St segment between Mineral Springs Park and Parkway Dr is the major "bottleneck" and is included in the list of projects suggested in this report.

**Washington St / Park Ave / Derby St. / Koch St** - Provides a solid network of E/W routes through Pekin's historic and scenic neighborhoods. Derby St is higher volume, but provides business access. Koch St links with employment areas (Pekin Energy) and riverfront road (Front St) with traffic light to assist crossing IL29.

**VFW Rd** - Links residences with shopping areas (Pekin Mall), employment center (Federal Prison), and regional roadway network south of Pekin.

### 5.0 Attachments

- \* Pekin Bicycle Map, existing facilities.
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- \* Bike Route Map Evaluation,  
criteria used by IVW to rate Pekin bicycle facilities.
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- \* Photographs - Pekin Bicycle / Pedestrian Sites

## BIKE ROUTE MAP - EVALUATION

Eric Hutchison, IVW Govt. Relations Rep., 20 Feb 96

### Introduction:

This sheet lists some design features which are common to all good bicycle routes. It will be used as a reference by IVW members as they help local government select "bicycle friendly" routes on existing streets/trails and plan future improvements.

### Bicycle Route Design Issues:

**1.0 CONNECTIVITY** - Bicyclists can use the suggested routes to reach a meaningful destination (park, store, work,..) or plan a loop (recreation).

**1.1 DIRECTNESS** - Route does not add unreasonable distance or complexity (compared to the normal motor-traffic route).

**1.2 CONTINUITY** - No "missing links"; overly difficult intersections, ect.

**2.0 BICYCLIST SKILL LEVEL REQUIRED** - routes should be chosen and rated to suite the "average" rider.

Example ratings: 1) RECOMMENDED ROUTE (Solid line on bike map).

2) CAUTIONARY ROUTE (Dashed line on bike map).

"Average" rider - Familiar with traffic laws (an adult cyclist). Prefers low-traffic streets, but willing to mix with motorist traffic to reach a destination. It is further assumed that children using these routes would be accompanied by an adult cyclist familiar with traffic law.

**3.0 LANE WIDTHS VS. TRAFFIC VOLUME/SPEED**- best judged by riding.

-Outside lanes are wide enough for shared bicyclist/motorist use under existing traffic conditions.

-On-street parking -- Is there room to avoid opening car doors with exiting lane widths & traffic conditions?

**4.0 DIFFICULT INTERSECTIONS** - Traffic signals exist to help bicyclists cross major streets.

**5.0 AESTHETIC APPEAL** - attractive surroundings will attract more bicyclists. Route contains scenic highlights - trees, parks, scenic overlooks, historic buildings.

**6.0 ROAD SURFACE CONDITIONS** - minimum of potholes, cracks, dangerous drainage grates, rough paving bricks.

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# National Bicycle and Pedestrian Clearinghouse

## List of Publications

**National Bicycling and Walking Study :** The NBWS case studies and final report are designed to provide bicycle and pedestrian professionals with the information and tools necessary to achieve the dual goals of doubling the percentage of total trips taken by bicycling and walking, while simultaneously reducing the number of bicyclists and pedestrians killed or injured by ten percent.

<u>Study Number</u>	<u>Title</u>	<u>Publication Number</u>
<input type="checkbox"/> 1	Reasons Why Bicycling and Walking are Not Being Used More Extensively as Travel Modes	FHWA-PD-92-041
<input type="checkbox"/> 2	The Training Needs of Transportation Professionals Regarding the Pedestrian and Bicyclist	FHWA-PD-92-038
<input type="checkbox"/> 3	What Needs to Be Done to Promote Bicycling and Walking	FHWA-PD-93-039
<input type="checkbox"/> 4	Measures to Overcome Impediments to Bicycling and Walking	FHWA-PD-93-031
<input type="checkbox"/> 5	An Analysis of Current Funding Mechanisms for Bicycle and Pedestrian Programs at the Federal, State and Local Level	FHWA-PD-93-008
<input type="checkbox"/> 6	Analysis of Successful Grassroots Movements Relating to Pedestrians and Bicycles/How to Initiate a Program	FHWA-PD-93-031
<input type="checkbox"/> 7	Transportation Potential and Other Benefits of Off-Road Bicycle and Pedestrian Facilities	FHWA-PD-92-040
<input type="checkbox"/> 8	Organizing Citizen Support and Acquiring Funding for Bicycle and Pedestrian Trails	FHWA-PD-93-007
<input type="checkbox"/> 9	Linking Bicycle/Pedestrian Facilities with Transit	FHWA-PD-93-012
<input type="checkbox"/> 10	Trading Off Among the Needs of Motor Vehicle Users, Pedestrians, and Bicyclists	FHWA-PD-94-012
<input type="checkbox"/> 11	Balancing Engineering, Education, Law Enforcement, and Encouragement	FHWA-PD-93-009
<input type="checkbox"/> 12	Incorporating Consideration of Bicyclists and Pedestrians into Education Programs	FHWA-PD-92-036
<input type="checkbox"/> 13	A Synthesis of Existing Bicyclist and Pedestrian Related Laws and Enforcement Programs	FHWA-PD-93-018
<input type="checkbox"/> 14	Benefits of Bicycling and Walking to Health	FHWA-PD-93-025
<input type="checkbox"/> 15	The Environmental Benefits of Bicycling and Walking	FHWA-PD-93-015
<input type="checkbox"/> 16	A Study of Bicycle and Pedestrian Programs in European Countries	FHWA-PD-92-037
<input type="checkbox"/> 17	Bicycle and Pedestrian Policies and Programs in Asia, Australia, and New Zealand	FHWA-PD-93-016
<input type="checkbox"/> 18	Analyses of Successful Provincial, State, and Local Bicycle and Pedestrian Programs in Canada and the U.S.	FHWA-PD-93-010
<input type="checkbox"/> 19	Traffic Calming, Auto-Restricted Zones and Other Traffic Management Techniques - Effects on Bicycling & Pedestrians	FHWA-PD-93-028
<input type="checkbox"/> 20	The Effects of Environmental Design in the Amount and Type of Bicycling and Walking	FHWA-PD-93-037
<input type="checkbox"/> 21	Integrating Bicycle and Pedestrian Considerations Into State and Local Transportation Planning, Design, Operations	FHWA-PD-93-017
<input type="checkbox"/> 22	The Role of State Bicycle/Pedestrian Coordinators	FHWA-PD-93-019
<input type="checkbox"/> 23	The Role of Local Bicycle/Pedestrian Coordinators	FHWA-PD-93-014
<input type="checkbox"/> 24	Current Planning Guidelines and Design Standards Being Used By State and Local Agencies For Bike/Ped Facilities	FHWA-PD-93-006

- ☐ The National Bicycling and Walking Study Final Report: Transportation Choices for a Changing America
- ☐ National Bicycling and Walking Study - Executive Summary

**Trail-Related Publications**

- ☐ Conflicts on Multiple Use Trails: Synthesis of Literature and State-of-the-Practice
- ☐ National Recreational Trails Committee Annual Report for Fiscal Year 1993

You may order any of the above reports (due to limited availability, we ask that you limit your selection to the reports most suitable to your needs and interests) by checking the boxes, and returning the list with your name, address and phone number to:

The National Bicycle and Pedestrian Clearinghouse  
1506 21st Street, NW  
Suite 210  
Washington, DC 20036  
Phone: 800 760-NBPC, or 202 463-8405  
Fax: 202 463-6625

Your Name: \_\_\_\_\_  
Organization: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

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*The National Bicycle and Pedestrian Clearinghouse is a partnership of  
the, the Bicycle Federation of America, the Rails-to-Trails Conservancy  
and the Federal Highway Administration*

**THE MOST COMMON CAUSES OF CHILDREN'S BICYCLE ACCIDENTS --  
AND HOW TO PREVENT THEM.**

At a minimum, every child's bicycle safety education program should address these issues.

"Accident based" bicycle rodeos are an excellent forum to teach these skills.

1. **THE RIDEOUT** - Child enters the street from a driveway, alley, sidewalk, or between parked cars without checking for clear cross-traffic. Teach child to always stop and look left, right and then left again before entering a roadway.

2. **THE SUDDEN SWERVE** - Child fails to look left behind for clear traffic before moving left into the path of an overtaking car. Teach child to look behind them -- without swerving -- before moving left.

3. **TRAFFIC SIGNAL RIDEOUT** - Child rides through at stop sign or traffic light into cross traffic. Most common at stop-sign intersection with stop signs only on cyclist's street. Teach child to understand traffic signals and always check for clear cross-traffic before riding through intersections.

4. **WRONG WAY RIDING** - Turning or crossing motorist fails to see child who is riding against traffic. Teach child to always ride on the right -- in the same direction as other traffic.

5. **MOTORIST DRIVEOUT** - Motorist fails to see child when pulling in or out of a driveway. Teach child to always ride defensively and treat every driveway as an intersection.

6. **BICYCLE EQUIPMENT PROBLEMS** - Bike is too large for child to safely handle or in poor operating condition. Bike should be proper size for rider - cyclist should be able stand over top-bar of bike with feet flat on the ground. Parents and child should routinely check bike's operating condition -- especially brakes.

Another common problem is child's helmet being worn incorrectly. Helmet should fit snugly (helmet properly sized & straps adjusted) & must be worn straight on head (covering forehead, not on back of head) to give good protection in a fall.

**Helpful Materials:**

"GUIDE TO BICYCLE RODEOS" (planning book for a "accident based" bicycle skills event)

"BICYCLE SAFETY: What Every Parent Should Know" (booklet)

"WHY KNOCK YOURSELF OUT?" (helmet campaign brochure for kids)

"DO YOU MAKE THESE EIGHT MISTAKES?" (Advice for novice riders)

Adventure Cycling Association (800/721-8719), PO Box 8308, Missoula, MT 59807.

"KID'S EYE VIEW" (video)

"THE RIDE SAFE WAY TO FIT A HELMET" (video)

Ride Safe, Inc. (800/285-RIDE), 30W260 Butterfield Rd, PO Box 888, Warrenville, IL 60555.



## **Bicycle / Pedestrian Information Resources**

-- Suggestions for government staff members in Illinois.

Illinois Valley Wheelm'n Bicycle Club

Eric Hutchison, Government Relations May96, ivw\_advoc\pekin\ref\_doc1.txt

### **Documents:**

"Policies and Procedures for Accommodating Bicycle Travel in Highway Improvements", BDE Procedure Memorandum 95-21, August 1, 1995, Illinois Department of Transportation.

-- IDOT's official bicycle facilities design document based on the AASHTO "Guide for the Development of Bicycle Facilities", 1991 and FHWA's "Selecting Roadway Design Treatments to Accommodate Bicycles", 1994.

"Illinois Official Bicycle Maps", contact Map Sales, Illinois Department of Transportation, 2300 S. Dirksen Parkway, Springfield, IL 62764.

"List of Publications", The National Bicycle and Pedestrian Clearinghouse, 1506 21st Street, NW, Suite 210, Washington, DC 20036. Ph: 800/760-NBPC.

-- The final report and case studies from the National Bicycling and Walking Study.

"Peoria-Pekin Urbanized Area Long Range Transportation Plan, 1995-2015", 8Feb95, Tri County Regional Planning Commission, 100 N Main St., #301, E. Peoria, IL 61611-2533.

"Street Smarts, Bicycling's Traffic Survival Guide" by John S. Allen, Rodale Press, Inc., Emmaus, PA 18098. -- A guide to safe bicycling.

"Effective Cycling" (the video), League of American Bicyclists, 190 W. Ostend St., Suite 120, Baltimore, MD 21230-3755

### **Periodicals:**

"Illinois Bicyclist" - quarterly newsletter of the League of Illinois Bicyclists, 417 S. Dearborn, Suite 1000, Chicago, IL 60605.

"Bicycle USA" - official magazine of the League of American Bicyclists, 190 W. Ostend St., Suite 120, Baltimore, MD 21230-3755

"Pro Bike News" - monthly publication from the Bicycle Federation of America, 1506 21st St. NW, Suite 200, Washington, DC 20036-1008.

### **Professional Societies:**

Association of Pedestrian and Bicycle Professionals - planners, engineers, and other professionals for whom bicycle and pedestrian transportation is a career or specialty. For APBP membership contact the Bicycle Federation of America (address above, Pro Bike News).

### **On-line:**

League of Illinois Bicyclists World Wide Web home page:

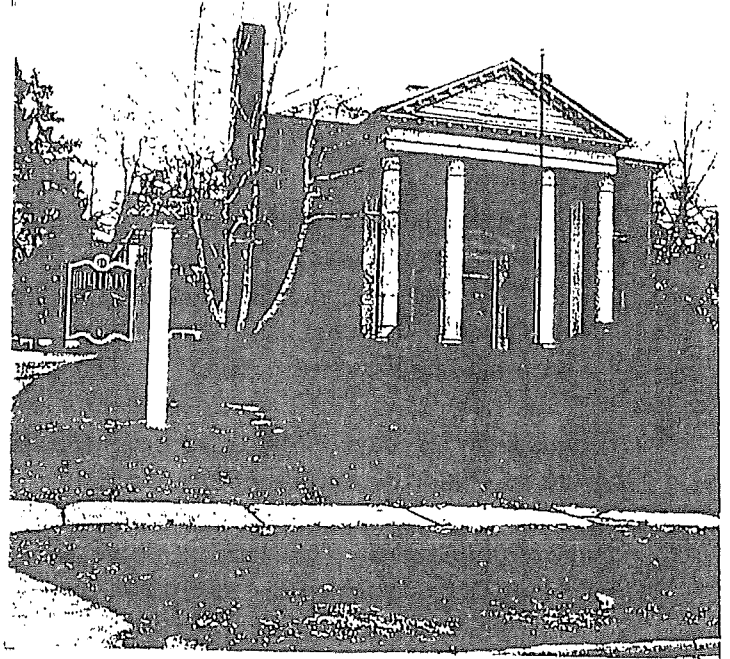
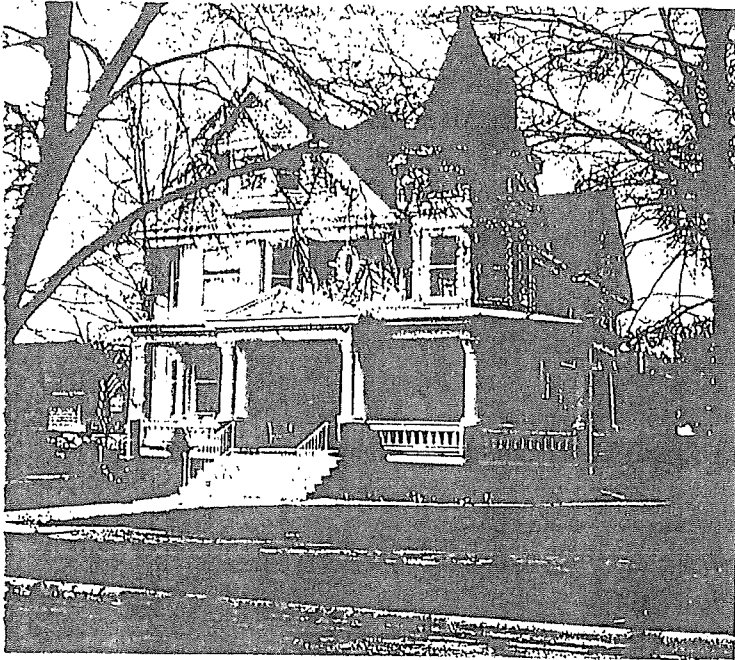
<http://www.lib.uchicago.edu/~rd13/lib/>

# Ideal Cycling On Washington Street and Park Avenue

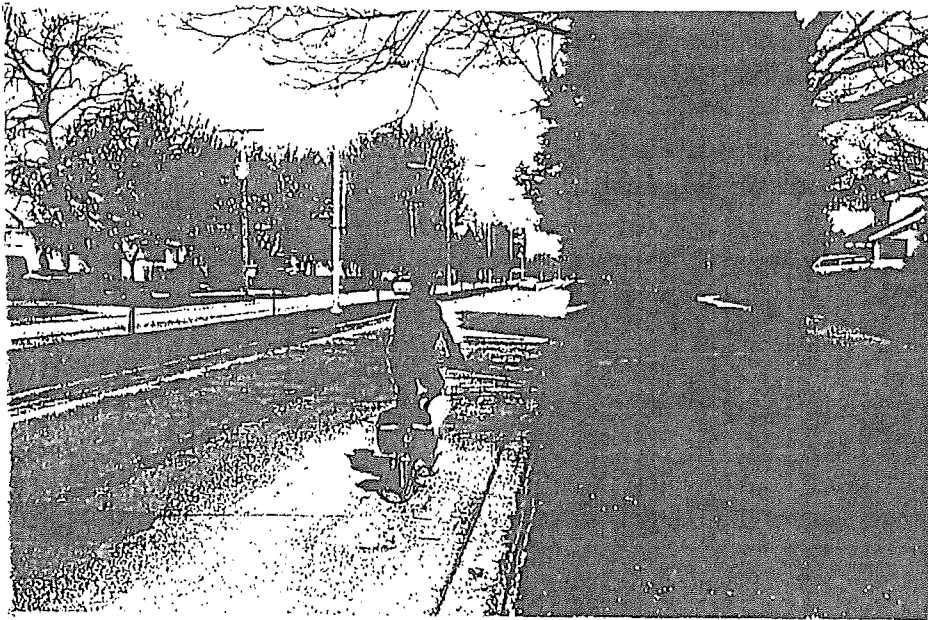
Pekin Bicycle / Pedestrian Action Plan

May 1996

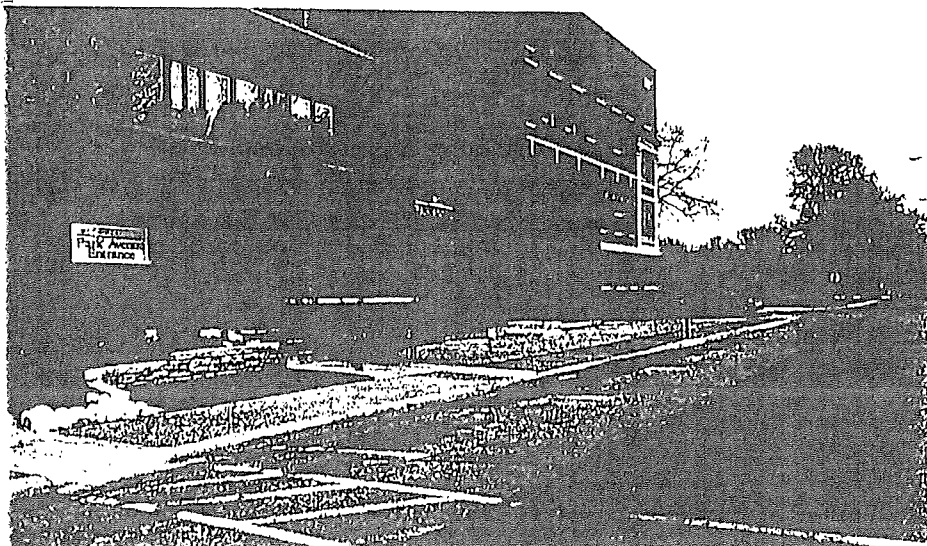
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Scenic / historic homes



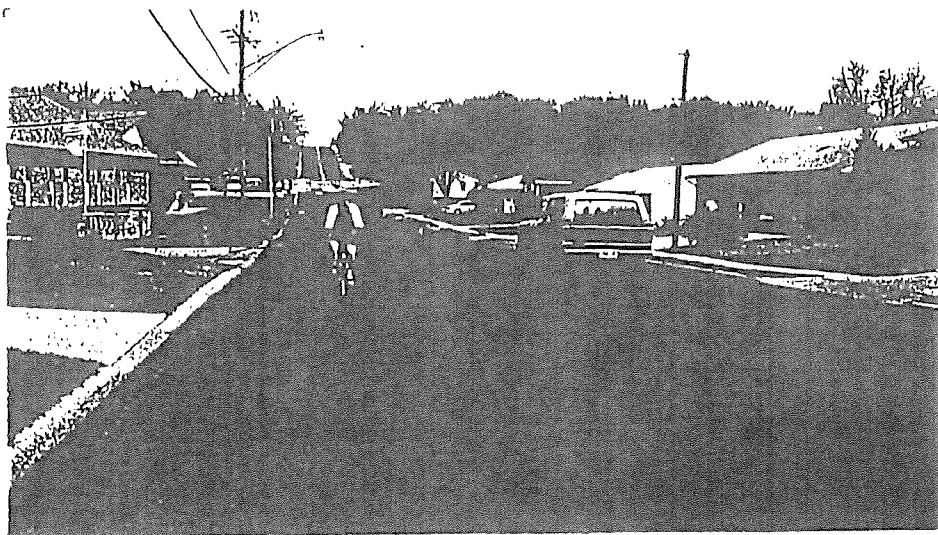
Tree lined boulevards  
\* with wide outside lanes



Bike friendly access to  
major employer

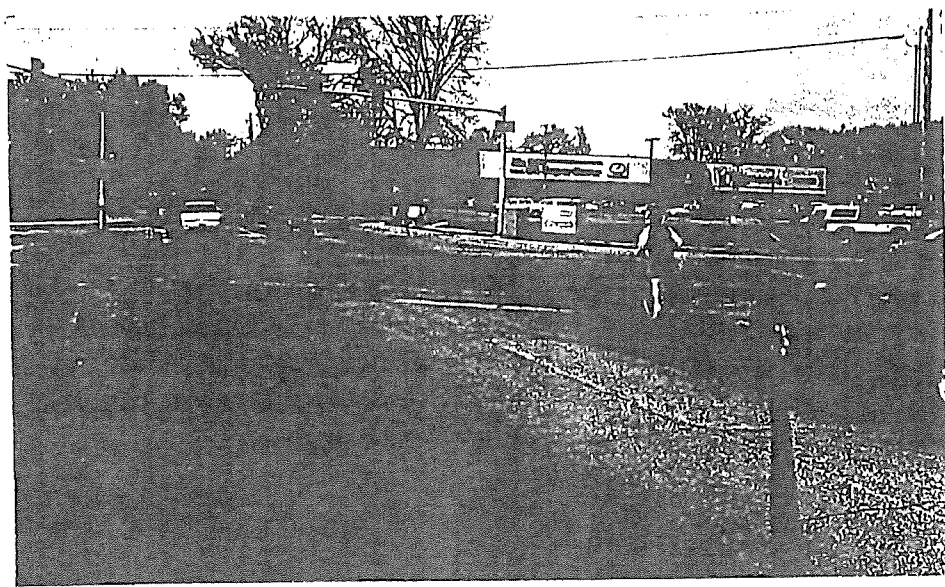
### **Bicycle Friendly Arterial Streets**

(Wide outside traffic lanes for shared bicyclist / motorist use.)



#### **Sheridan Road**

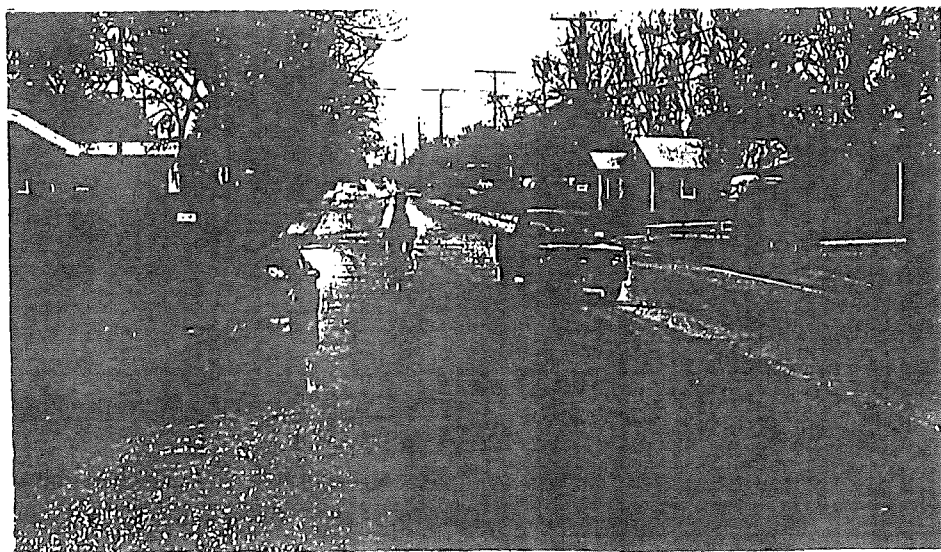
- \* Complete E/W route spanning Pekin's northside.
- \* Regional linkage (Groveland & Morton)
- \* Traffic light to assist crossing IL 29.



#### **11th / 10th Street**

(11th north of Court,  
10th south of Court.)

- \* Linkage to shopping areas
- \* Traffic light to assist crossing Court St & Broadway.
- \* Stop sign protection from crossing traffic.



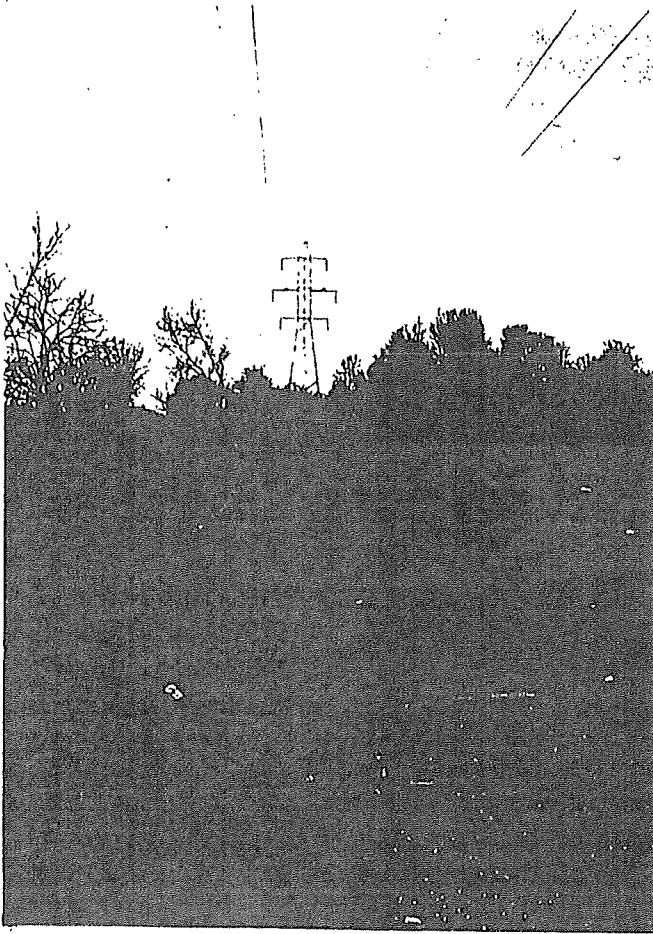
#### **Willow Street**

- \* Links dense residential area on Pekin's northside.



**Sunset Hills - Large benefits from small bike/ped linkages.**

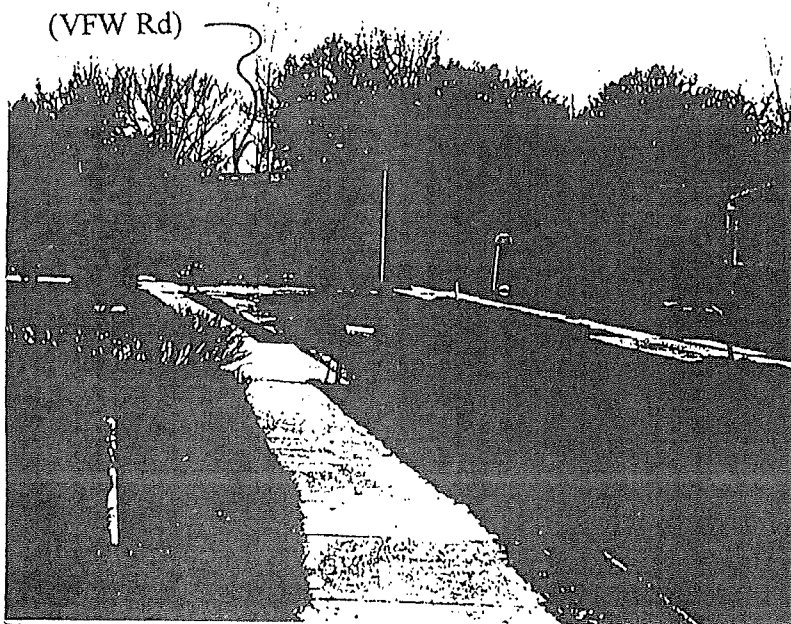
(suggested future projects)



**Allentown Rd. to Valle Vista Dr.**

(~ 0.2 mile)

- \* Ties planned Pekin Trail to large residential area (Sunset Hills) & commercial area ( east Court St.).
- \* Traffic light to assist crossing Court St. (at Valle Vista Dr.).

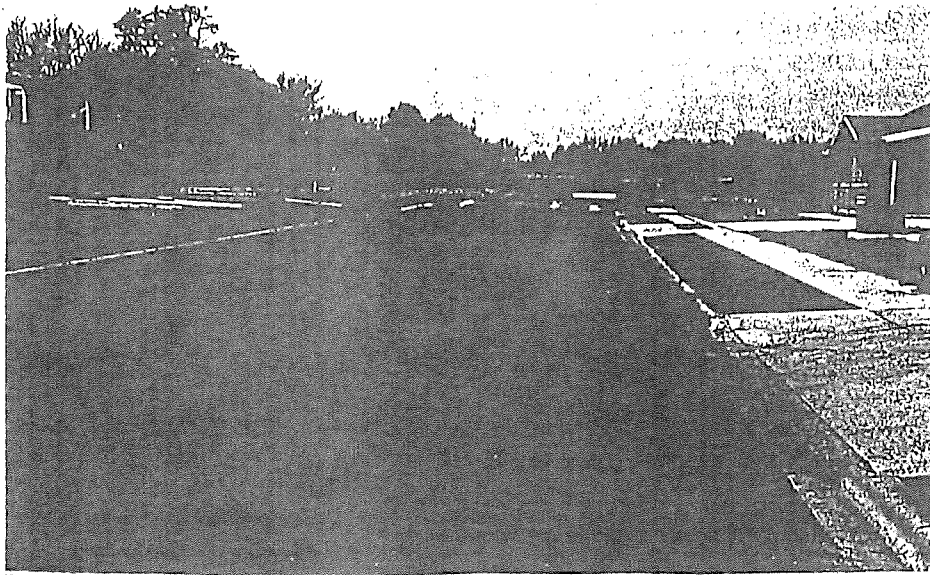


**Sunset Hills southern termination to VFW Road (~0.3 mile).**

- \* Opens complete N/S bike/ped network through large scenic residential area.

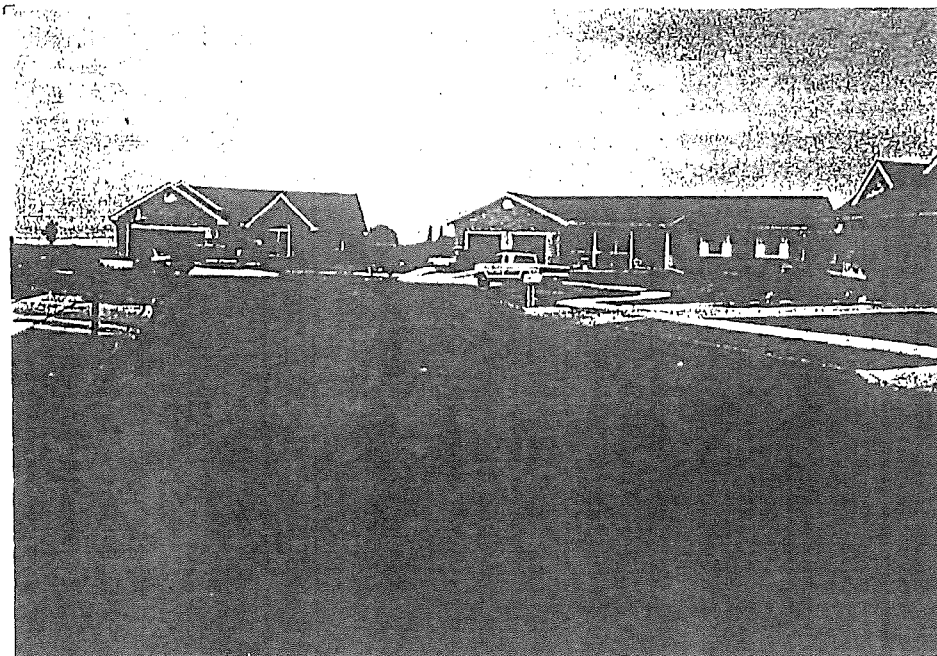
### Subdivision Layout Has Long Term Impact

(Both photos taken in the same new development on Pekin's northside)



#### **Bicycle / Pedestrian Friendly**

\* Open termination allows future expansion of secondary roadway network.



#### **Not Bike/Ped Friendly**

\* Dead end cul-de-sacs leave few options for future bike/ped access.

\* After property is in private hands, future addition of bike/ped linkage (road or trail) is difficult.

East Court Street - The old & new part-ways at Valle Vista Dr.



Old

(West of Valle Vista Dr.)

- \* In general, sidewalks make poor bikeways.
- \* Too narrow for shared bike/ped use & poor visibility from turning / crossing motor traffic.

(Photo taken at Monge Ave., near Mineral Springs Park)

- \* This sidewalk is currently the only bike/ped option on this section of Court St due to lack of connecting alternate routes.
- (See suggested projects in this report)



New

(East of Valle Vista Dr.)

- \* Generous shoulders.
- \* Bike/ped access to business / shopping areas.

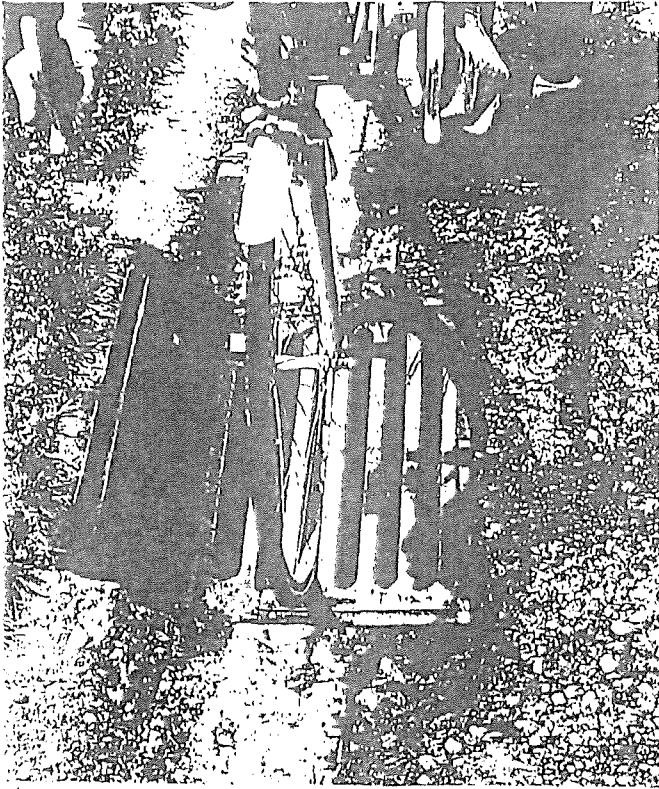


## Details Make the Difference

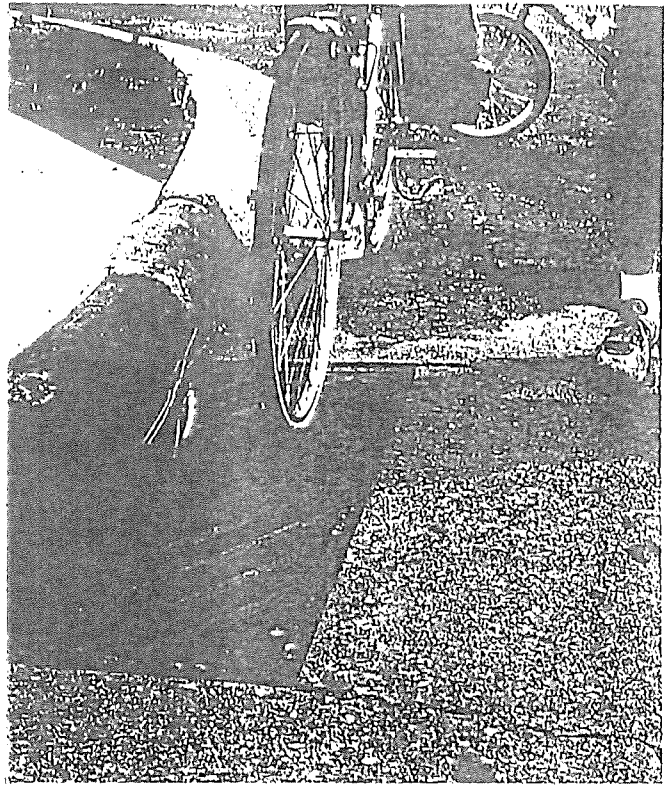
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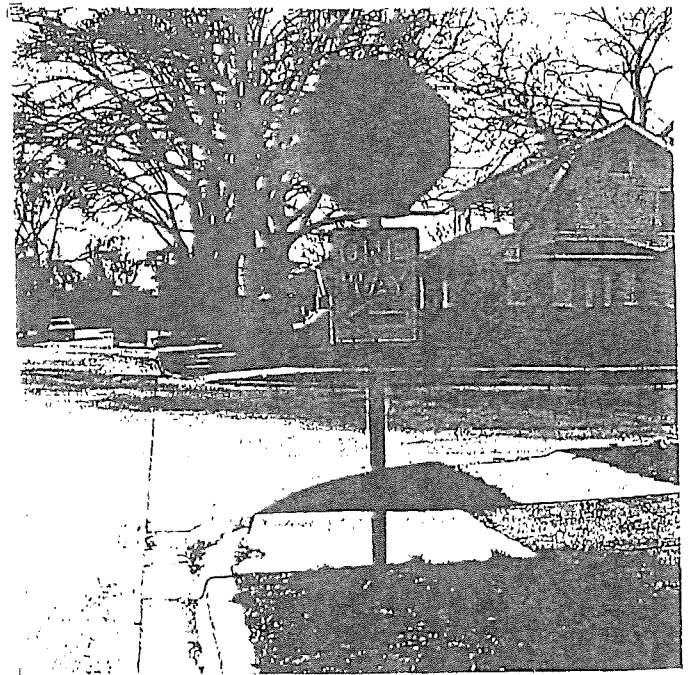
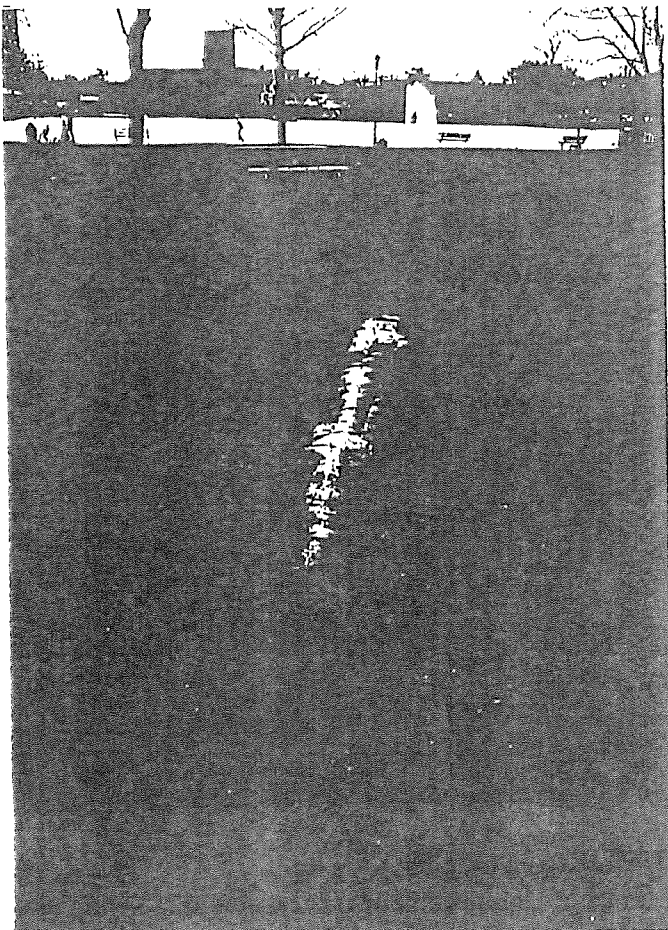
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Old Grates (bike hazard)



New Grates (bike safe)



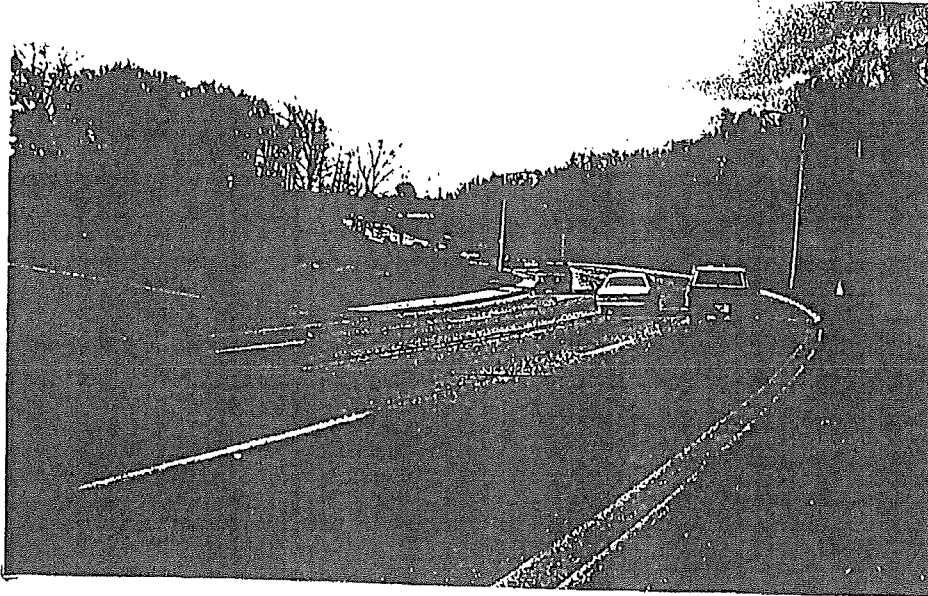
One-way streets

\*should be clearly marked  
on any published bike/ped map.  
(discourages wrong-way riding).

Speed Bumps can cause bike spills.

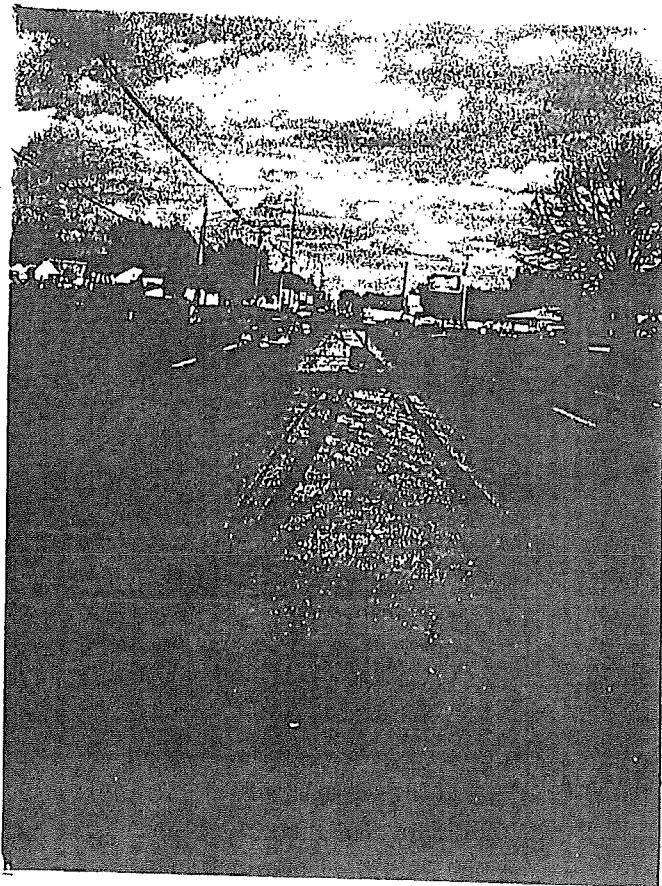
**Important Linkage, but difficult for bicycling.**

- Access to significant destinations,  
but has narrow lanes, high traffic, & lack of parallel secondary roads.



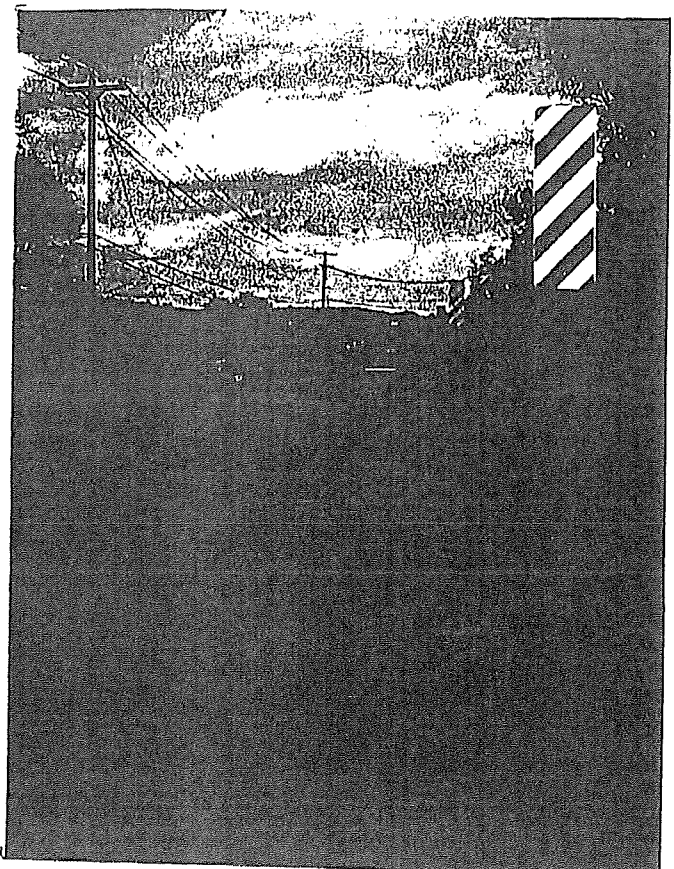
**Parkway Drive**

- \* Links residences, shopping, parks, and schools.
- \* Regional linkage (North Pekin).



**Broadway**

- \* Links residences to commercial/shopping areas.
- \* Regional linkage (Morton).



**IL 98 (Edgewater Dr.)**

- \* Links McNaughton Park, Dirksen Park, Twin Lakes area.
- \* Links regional routes to North Pekin and East Peoria.