

Project Overview

Whether traveling to school, running errands, or enjoying a stroll through the park, many people in Pekin choose to walk and bike, and many more would choose to do so if conditions were better.

A safe and connected system of sidewalks, trails, and bikeways not only supports people to traveling by bike and foot, but also contributes to the safety of all road users and to the quality of life for Pekin residents.

The Pekin Bicycle and Pedestrian Master Plan will serve as the City’s vision and blueprint for creating a safer, more comfortable transportation environment for people of all ages, abilities, and backgrounds, especially for people who walk, bike, and use mobility assistance devices like wheelchairs or walkers.

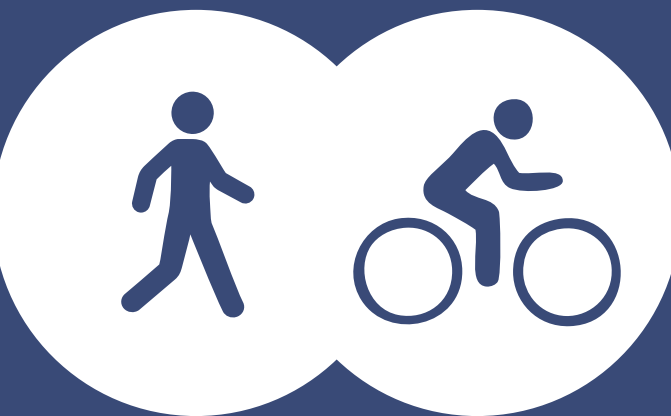
This long-range planning document will fuse inspiration and ideas from Pekin residents and community stakeholders with technical analysis of current conditions and best practices in bicycle and pedestrian planning and facility design.

The final plan will include recommendations for new trails, bikeways, sidewalks, and intersection improvements, as well as supporting policies, programs, and implementation strategies. These recommendations will guide future investments in infrastructure projects and help the City secure funding from state, federal, and other sources.

Planning Inputs



Project Timeline



Pekin Bicycle & Pedestrian Master Plan

September 28, 2023
Open House #2



Vision, Goals & Objectives

THE VISION: The City of Pekin strives to make walking and bicycling safe, accessible, convenient, and equitable transportation options that connect people to places, foster recreational and economic development opportunities, support healthy and active living, and elevate quality of life.



GOAL #1 - SAFETY: Create a safe travel environment for everyone, especially vulnerable road users like people walking, rolling, and bicycling.

Objective 1.1. Improve pedestrian and bicycle safety through the installation of sidewalks, trails, dedicated bikeways, and intersection enhancements.

Objective 1.2. Create a safety action plan to evaluate crash history, identify trends, and develop a high-injury network for future safety investments.

Objective 1.3. Reduce fatal and serious injury crashes through proven safety countermeasures.

Objective 1.4. Support safe and responsible travel through education programs and campaigns.

GOAL #2 - NETWORK: Develop a complete, convenient, and interconnected active transportation network.

Objective 2.1. Expand the Pekin Bike Trail to increase community access to one of the community's most valued recreation and active transportation amenities.

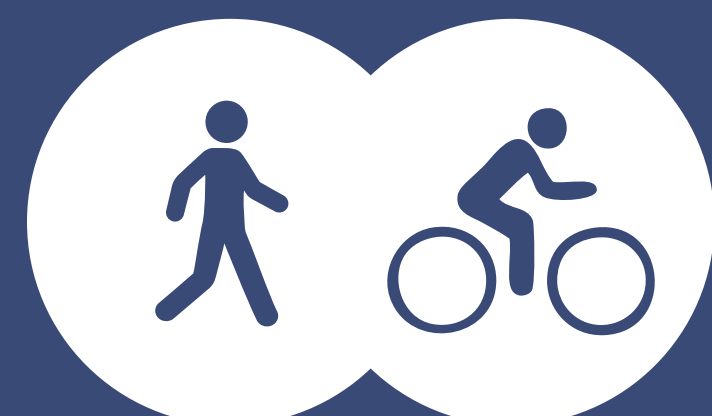
Objective 2.2. Target sidewalk infill, sidewalk system expansion, and crossing improvements on pedestrian priority corridors.

Objective 2.3. Develop a low-stress on-street bikeway system to support access to everyday destinations throughout Pekin.

Objective 2.4. Coordinate with community partners and local, regional, and state agencies to increase regional connectivity and access to destinations in neighboring communities.

Objective 2.5. Develop a community-wide active transportation wayfinding system to guide people to schools, parks, Downtown Pekin, the Pekin Bike Trail, and other major destinations.

Objective 2.6. Prioritize and pursue projects in a manner that balances community impact, project feasibility, and available resources and staff capacity.



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Vision, Goals & Objectives

GOAL #3 - DESIGN: Design active transportation facilities that are accessible and comfortable for people of all ages and abilities.

Objective 3.1. Apply current standards and best practices for low-stress bicycle and pedestrian facility design.

Objective 3.2. Prioritize projects that address known ADA deficiencies, align with the recommendations in the ADA Transition Plan, and promote safe and accessible pathways for people with disabilities, children, seniors, and people with limited mobility.

Objective 3.2. Evaluate Pekin Bike Trail crossings to improve user safety and to increase motorist awareness.

GOAL #4 - POLICY: Develop policies that integrate active transportation into city decision-making processes.

Objective 4.1. Develop internal procedures to consider and integrate active transportation facilities in capital improvement planning, programming, and project development.

Objective 4.2. Support active transportation through revisions to the zoning ordinance, subdivision regulations, and street standards.

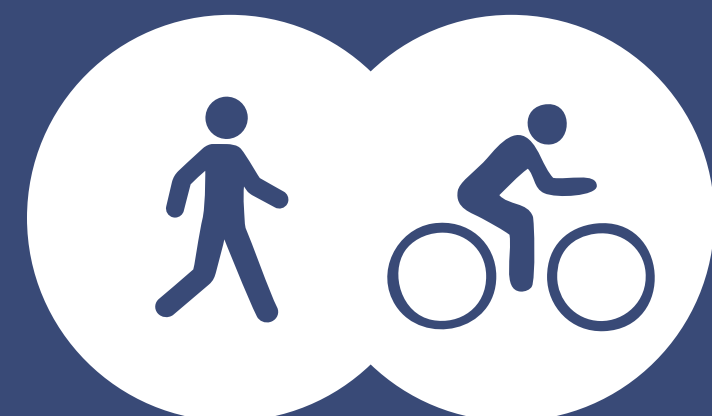
Objective 4.3. Establish baseline community outreach and engagement protocols for transportation projects.

GOAL #5 - PROGRAMS: Foster an environment that supports and embraces walking and biking through community partnerships and education, encouragement, and awareness programs.

Objective 5.1. Foster collaboration and partnerships with community organizations and agencies throughout the region to identify and implement education, encouragement, and awareness programs and campaigns to increase walking and bicycling activity and safety.

Objective 5.2. Develop Safe Routes to School program in partnership with Pekin Public Schools to increase walking and bicycling to school.

Objective 5.3. Create an awareness campaign to raise the profile of active transportation, promote safe travel behaviors, and highlight the benefits of walking and bicycling.



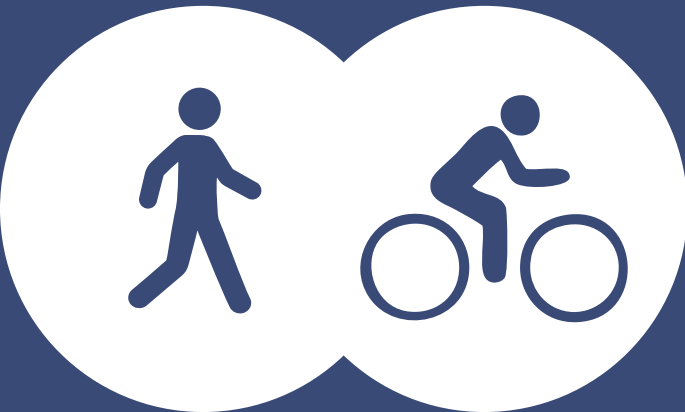
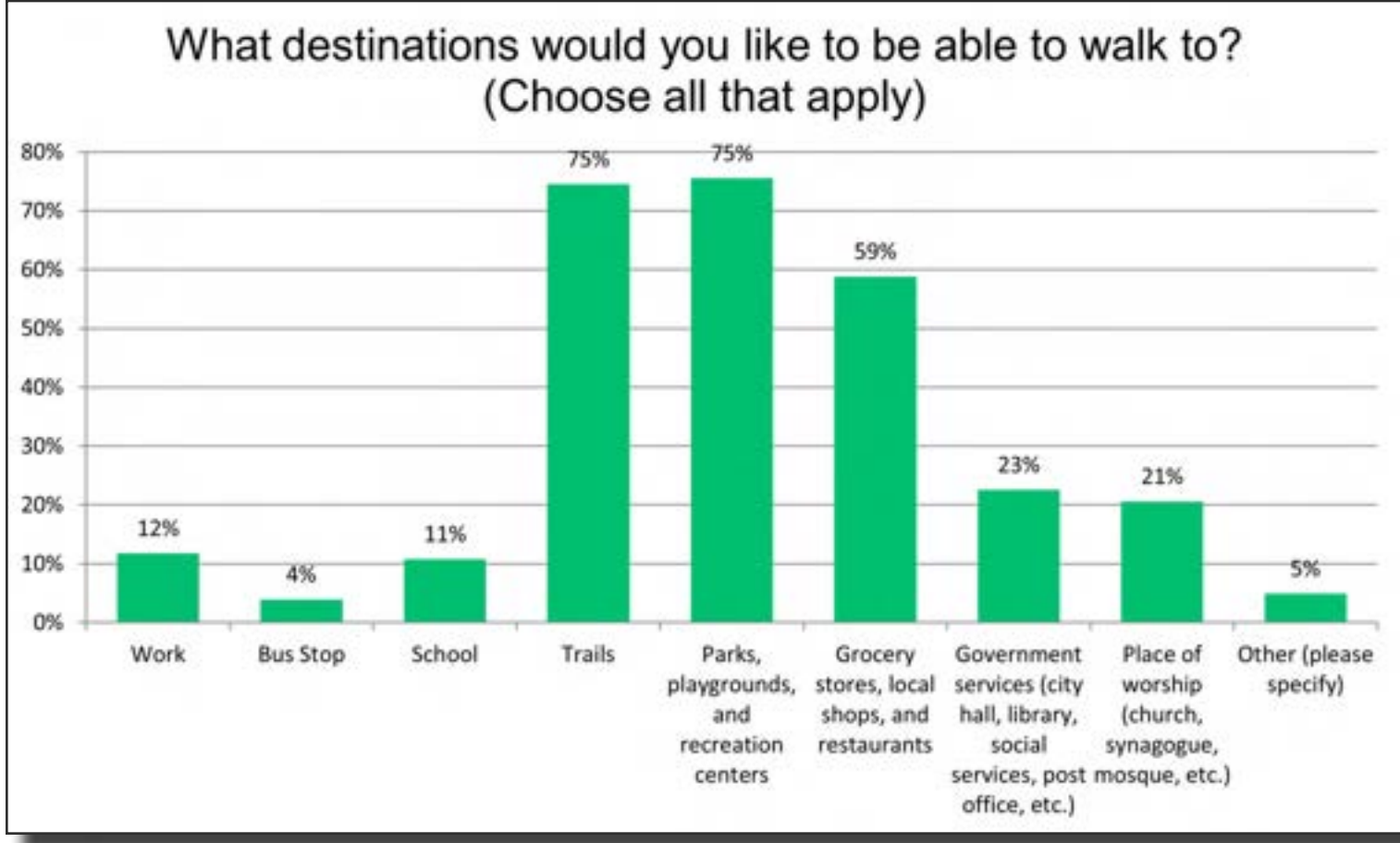
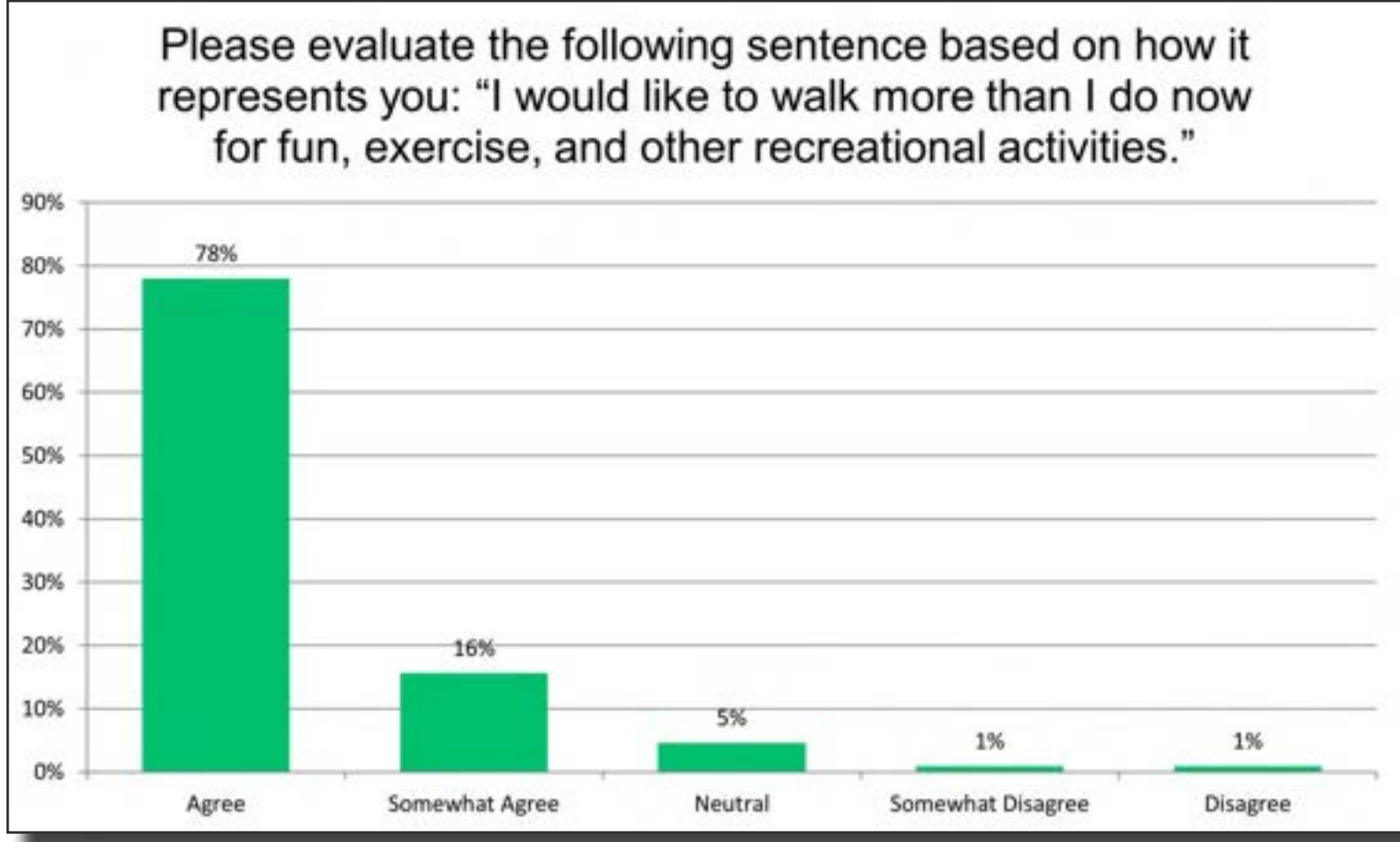
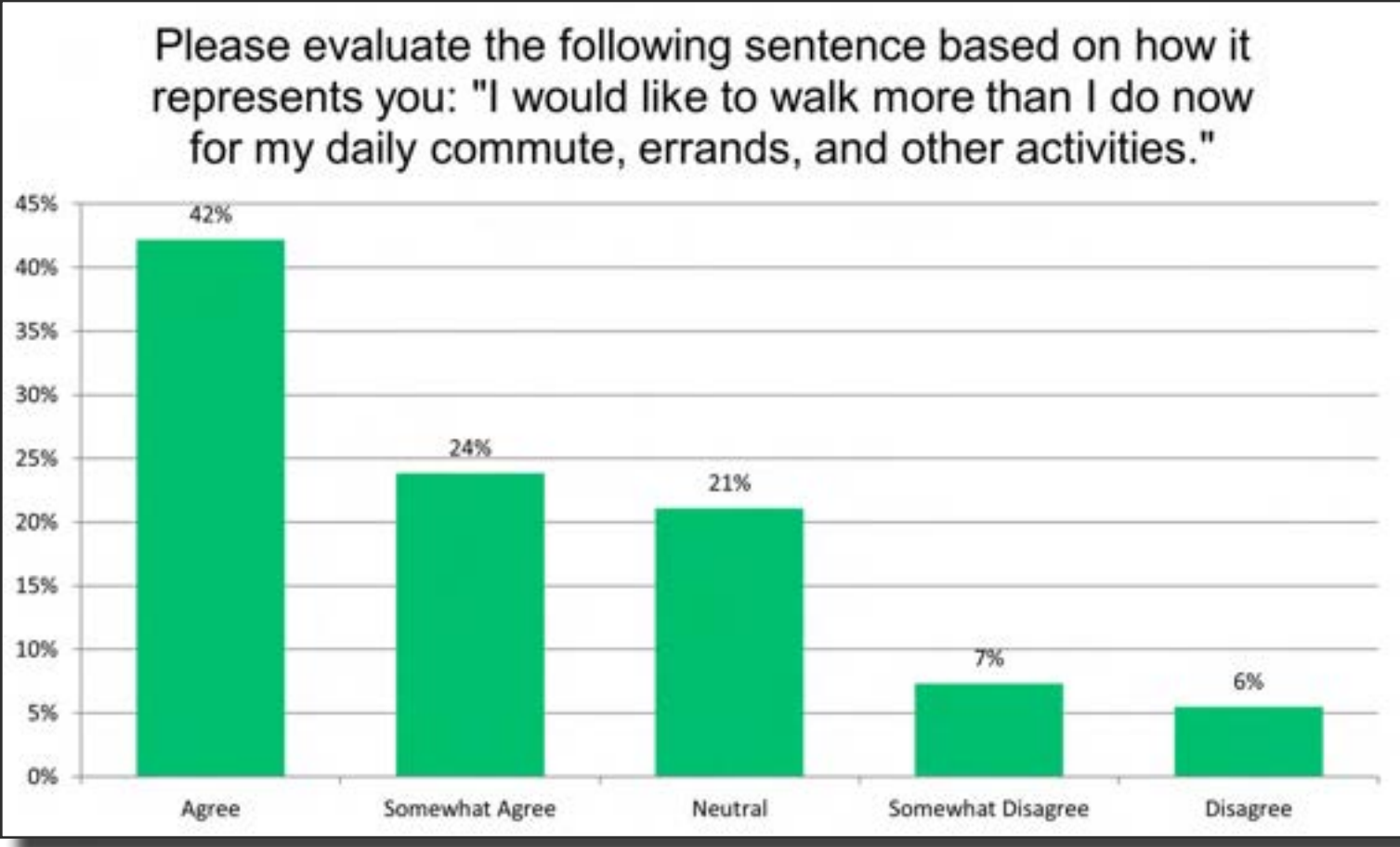
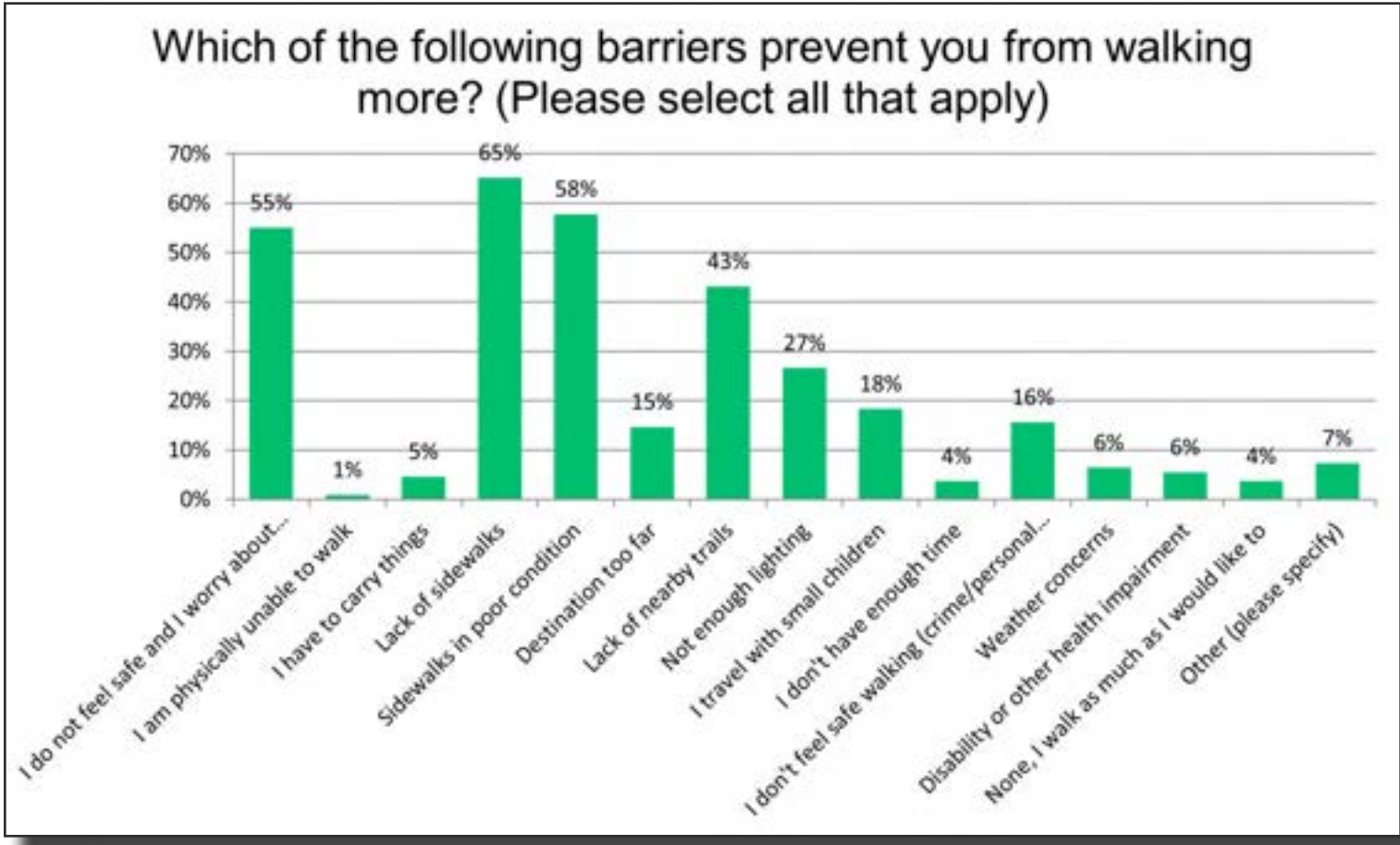
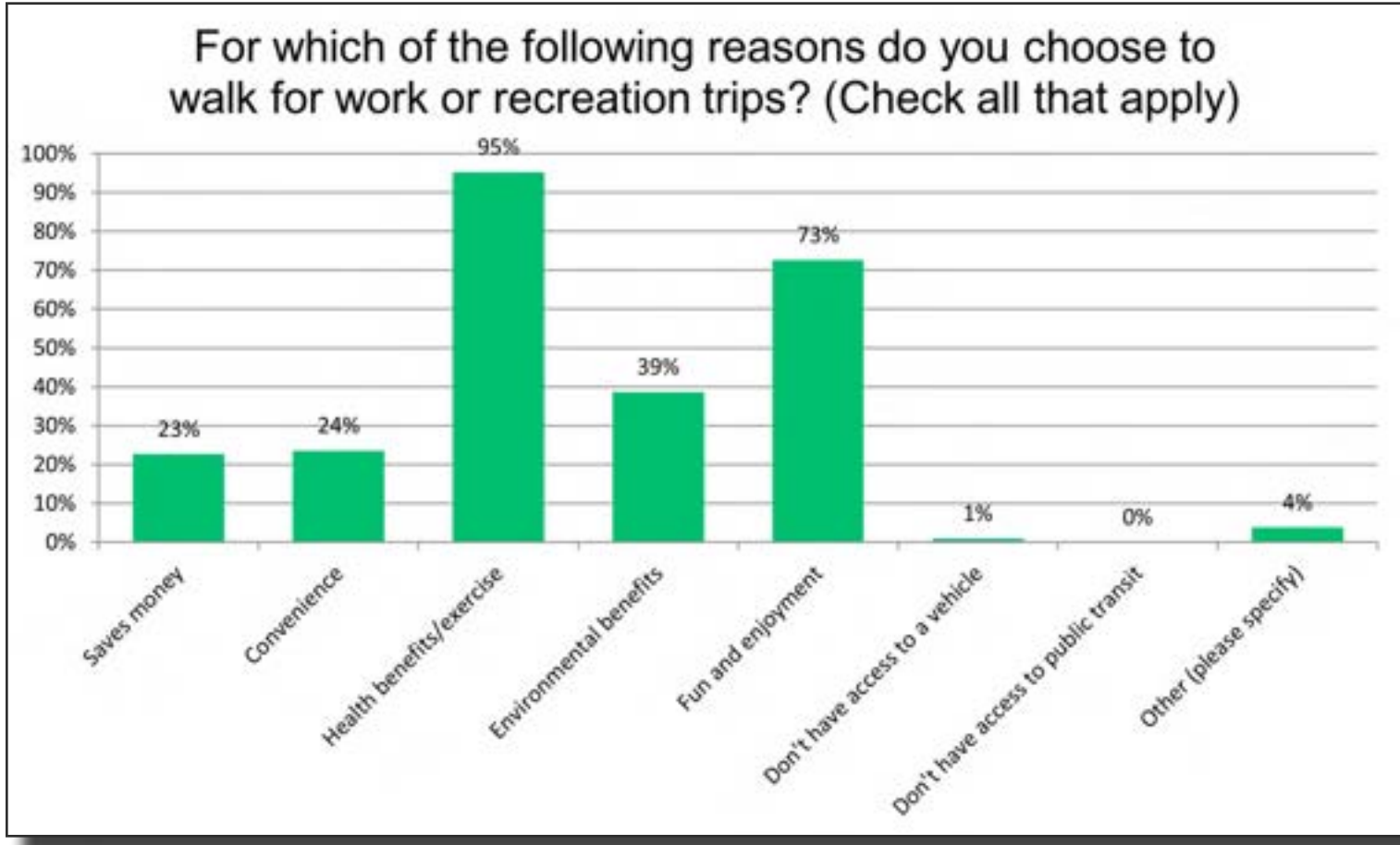
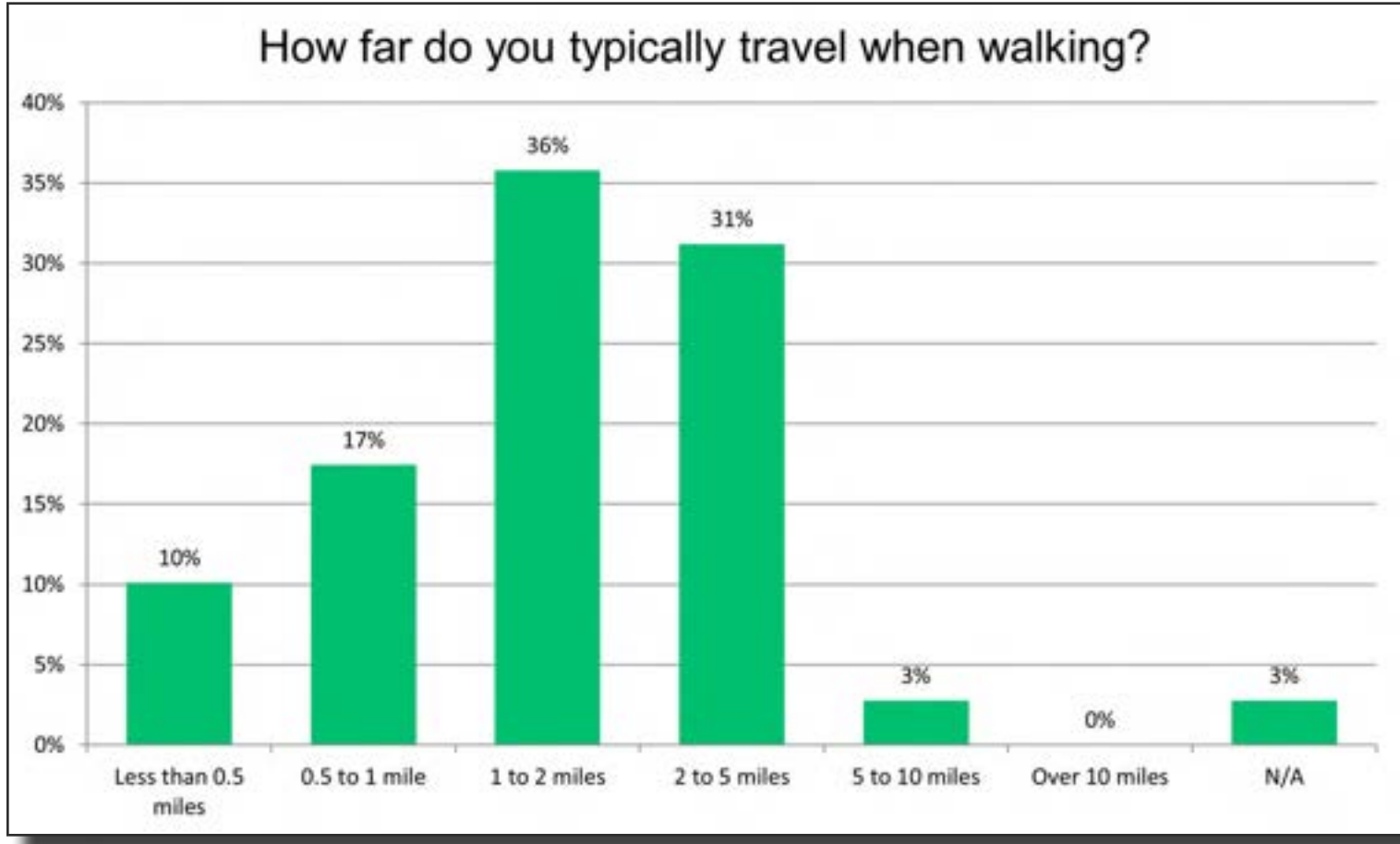
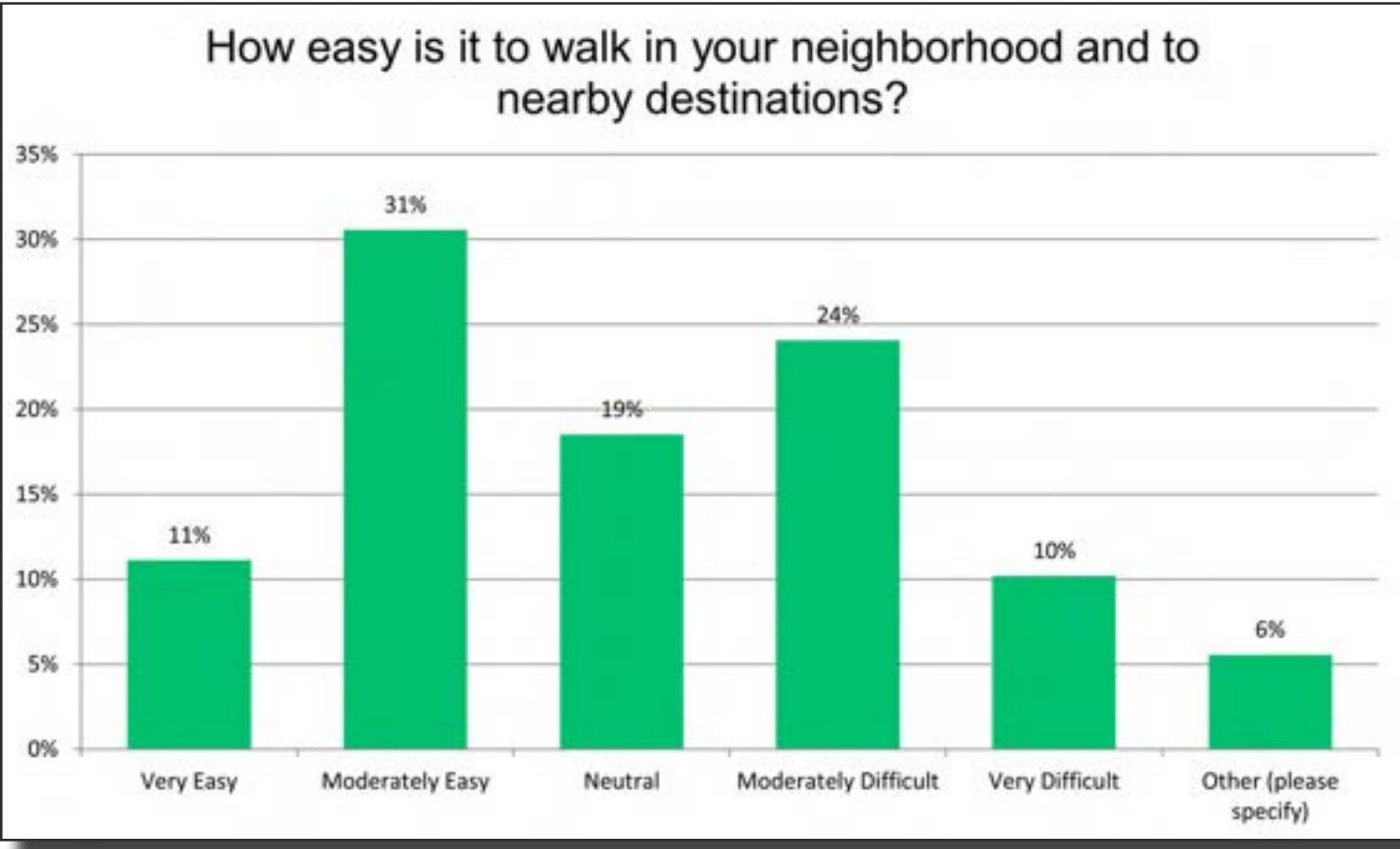
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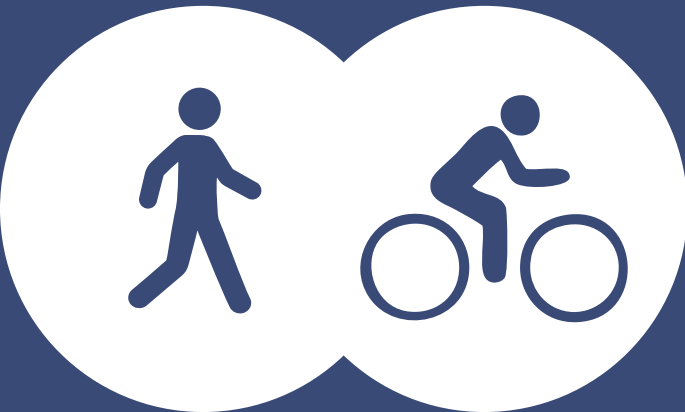
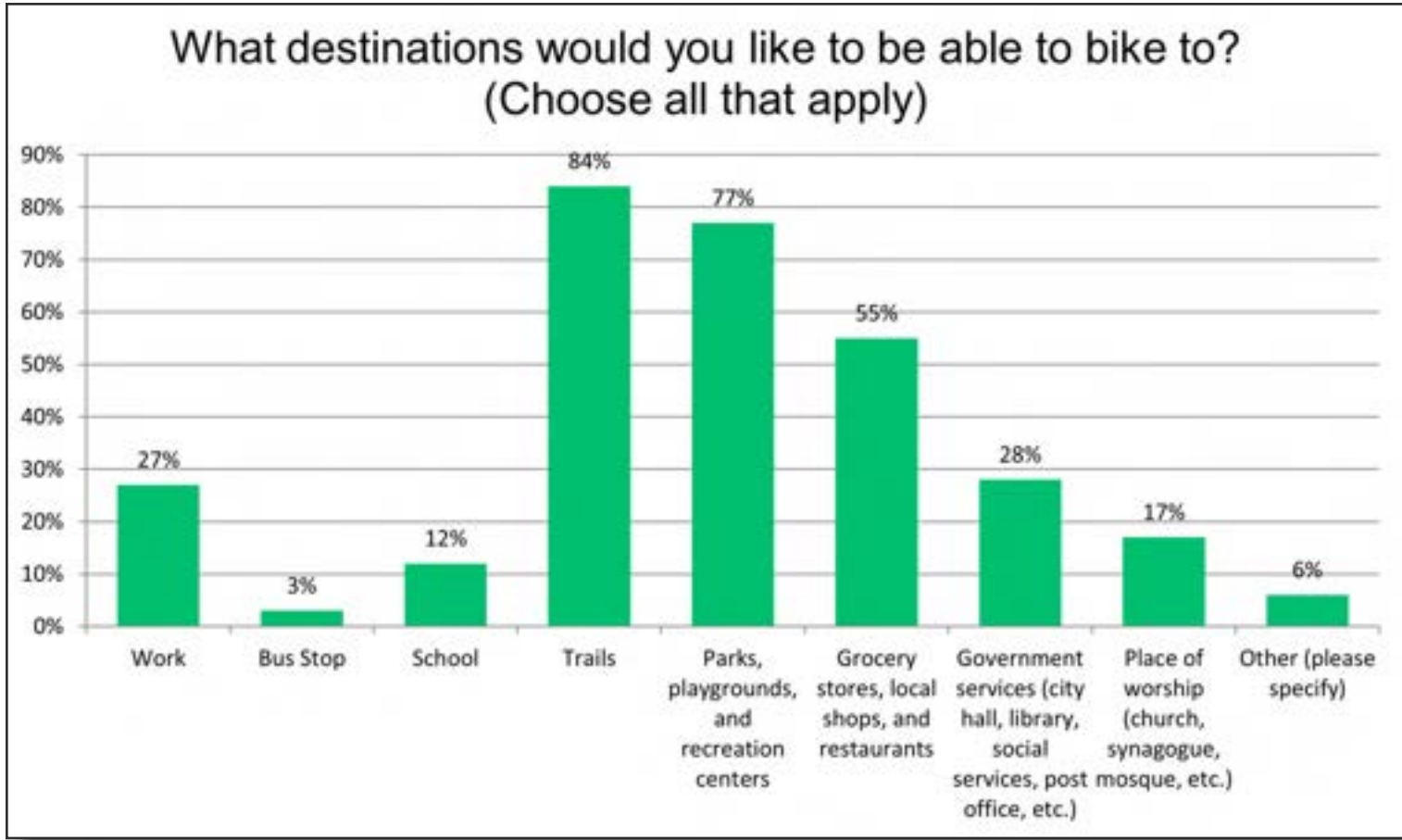
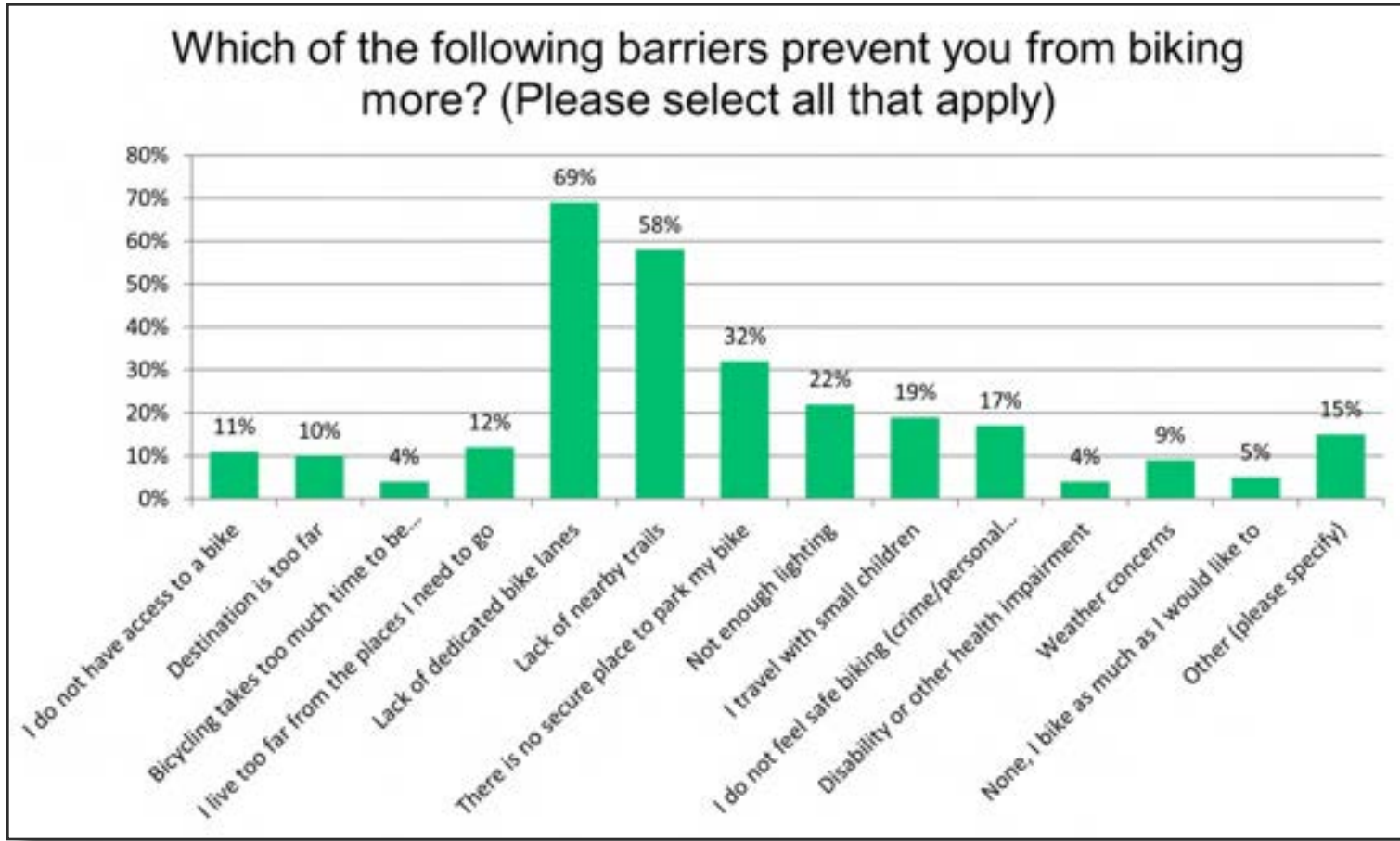
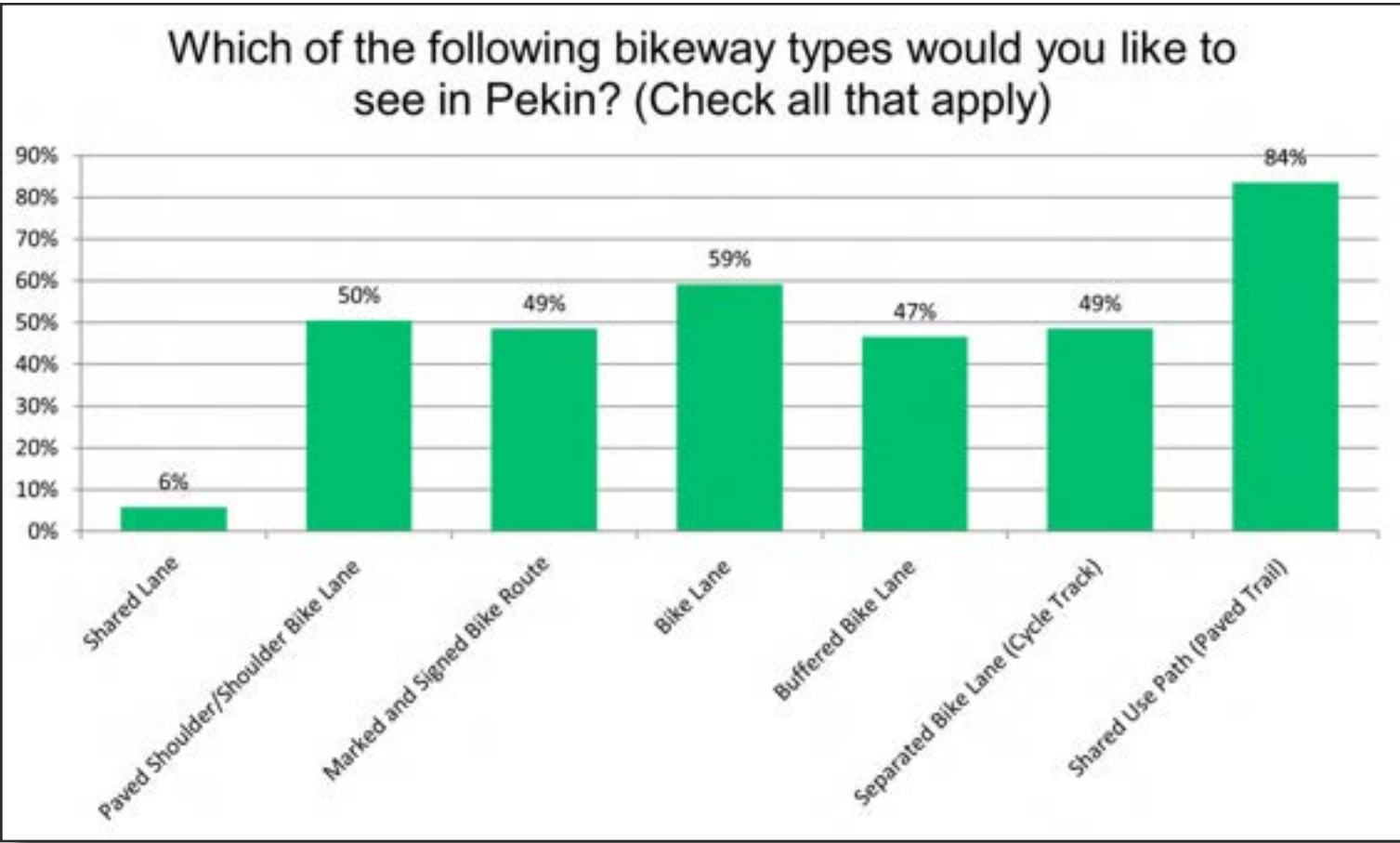
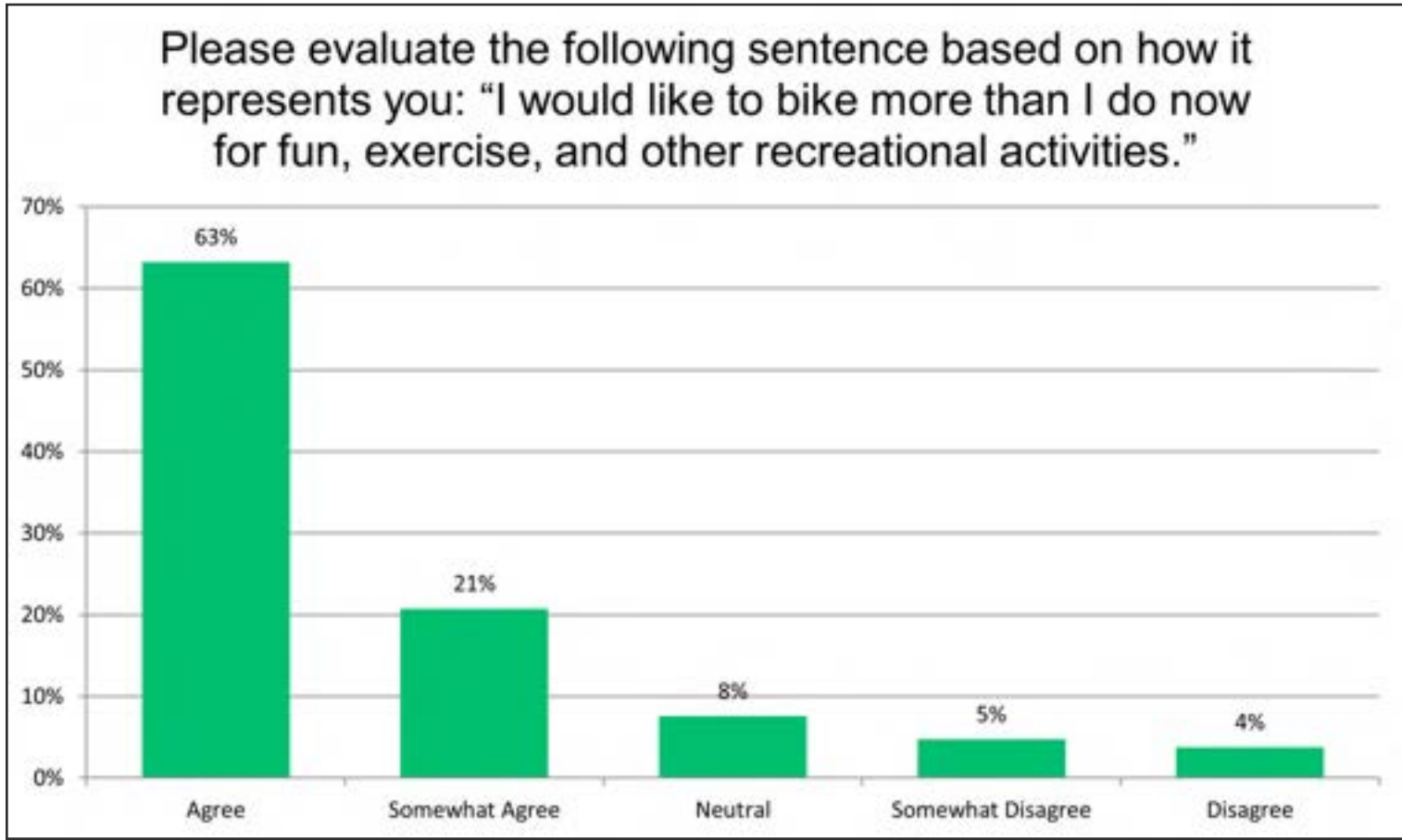
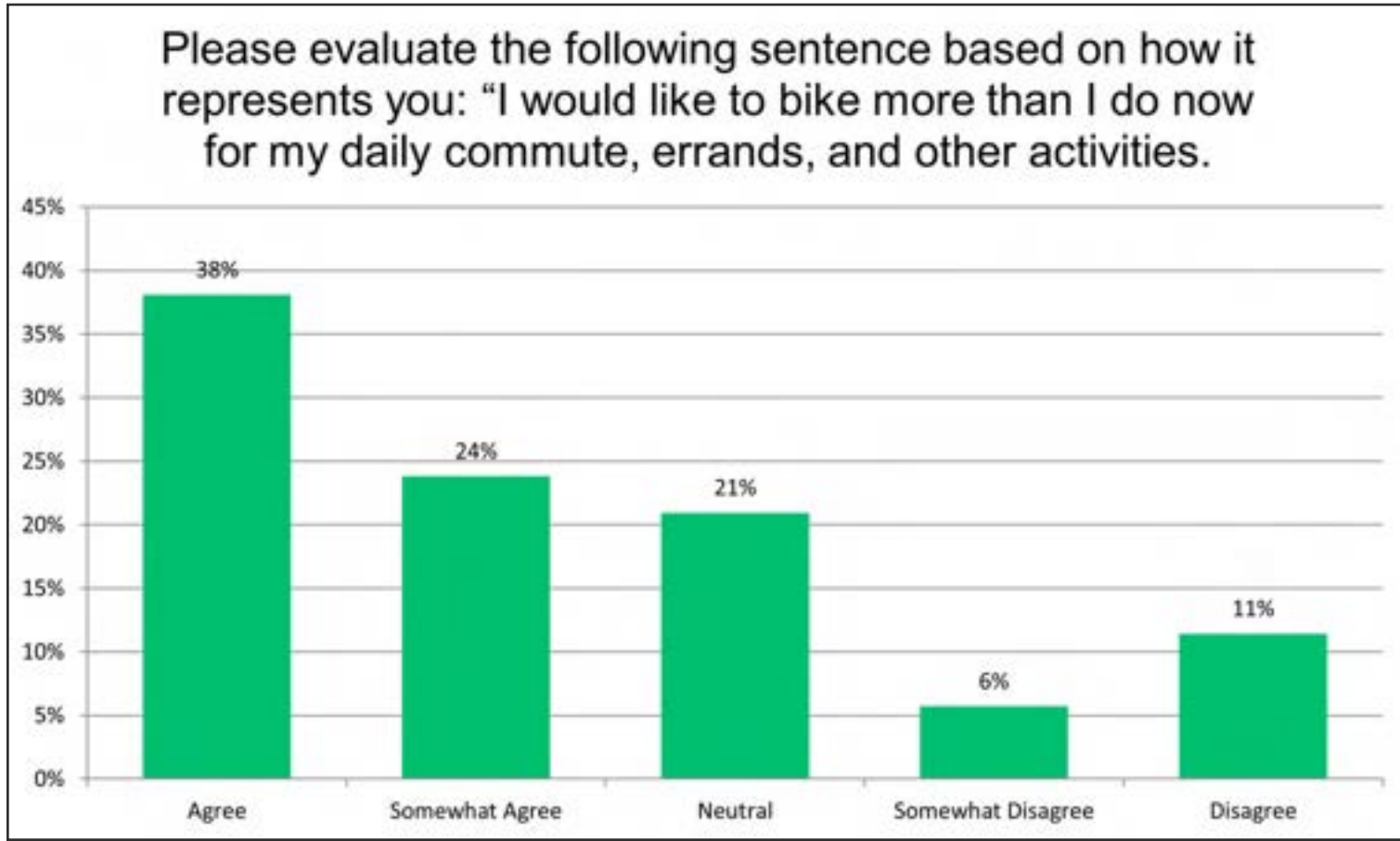
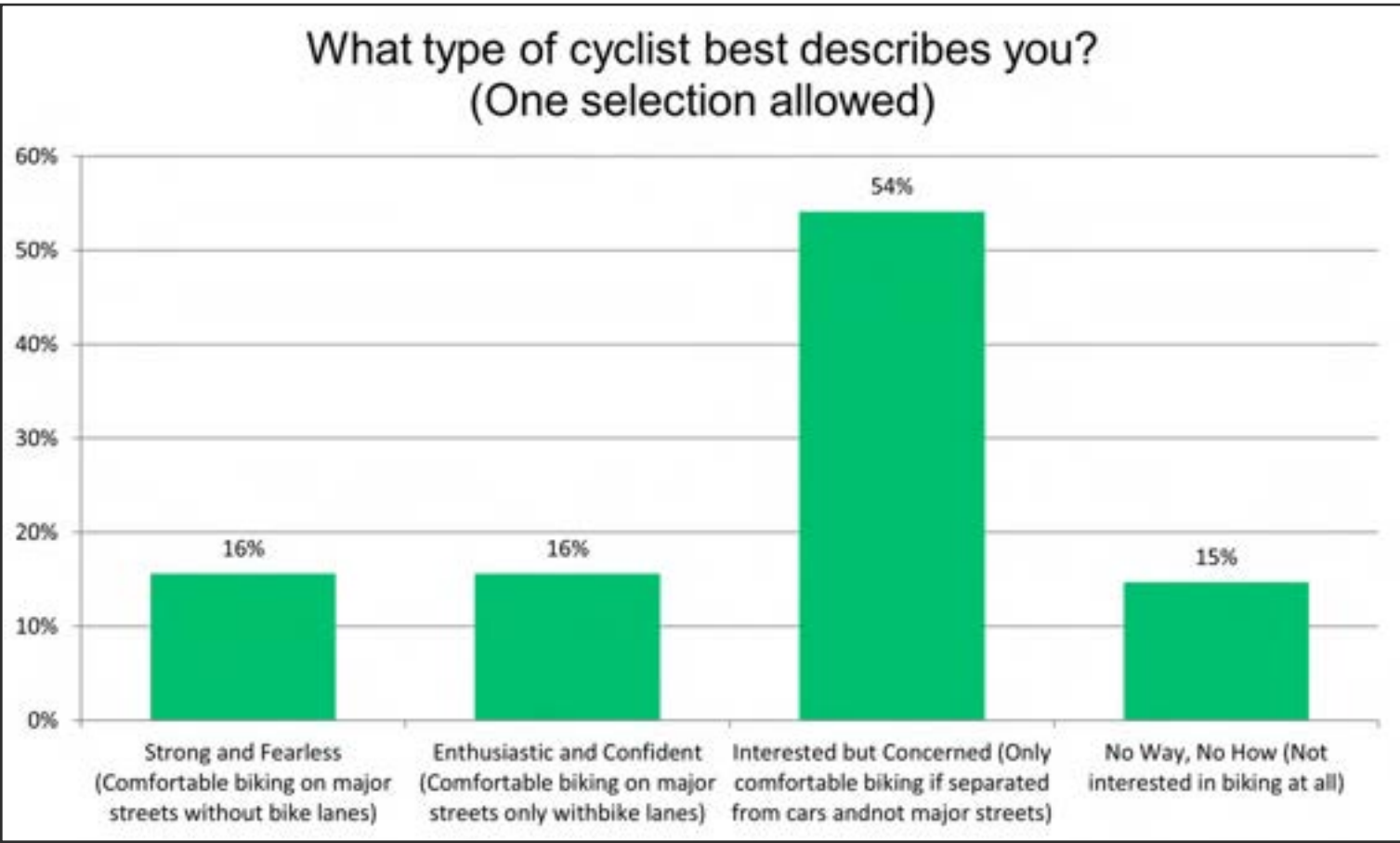
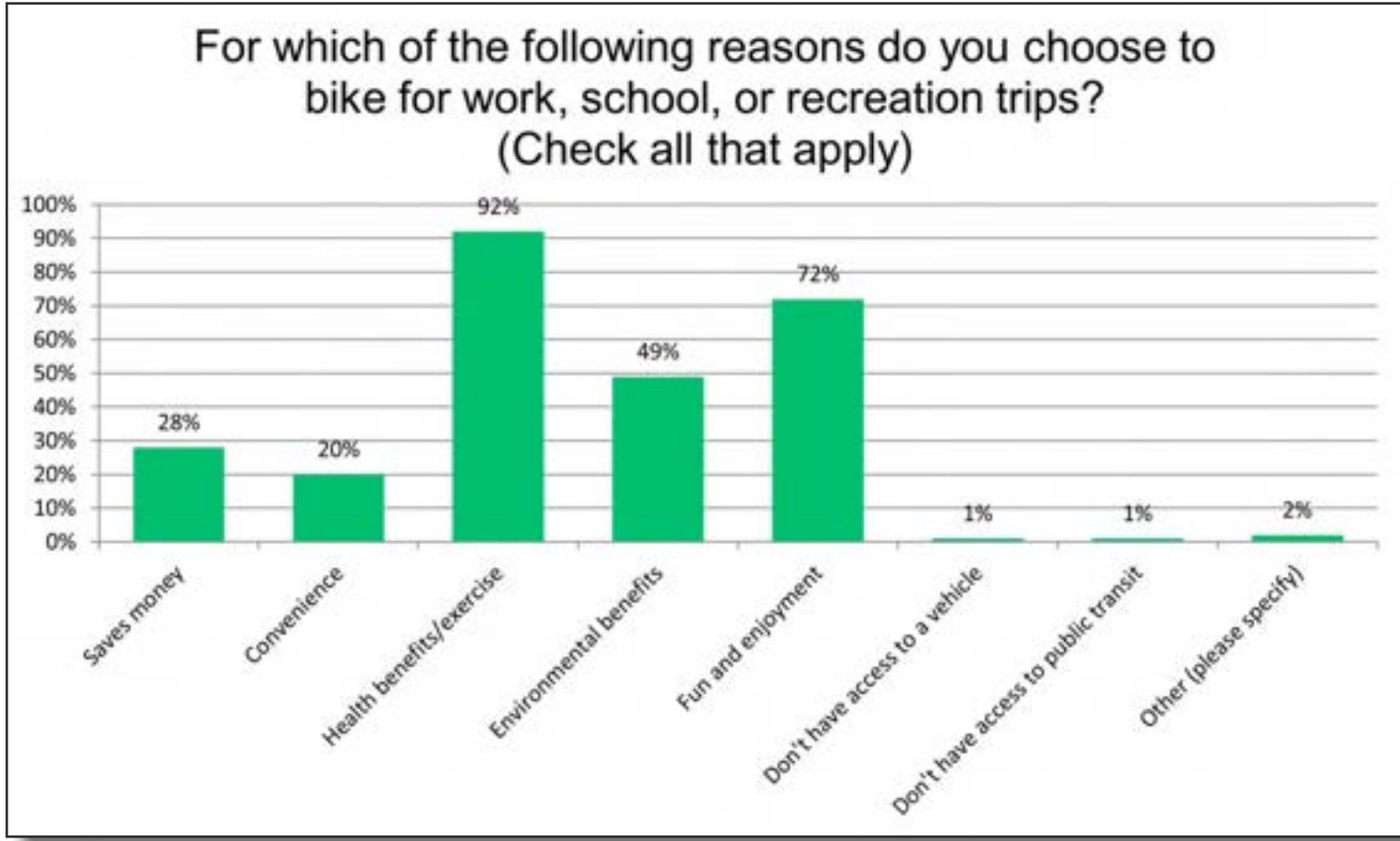
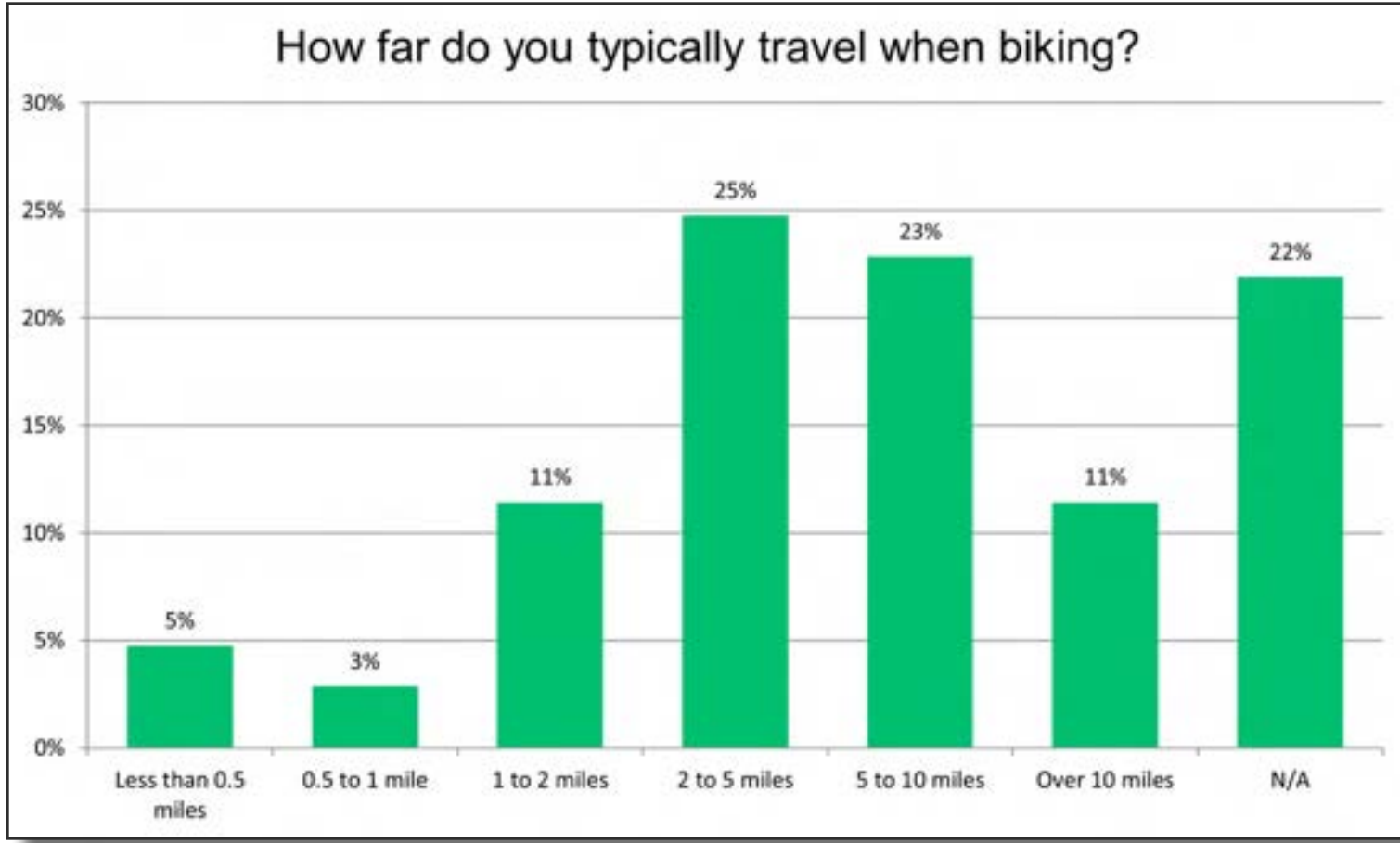
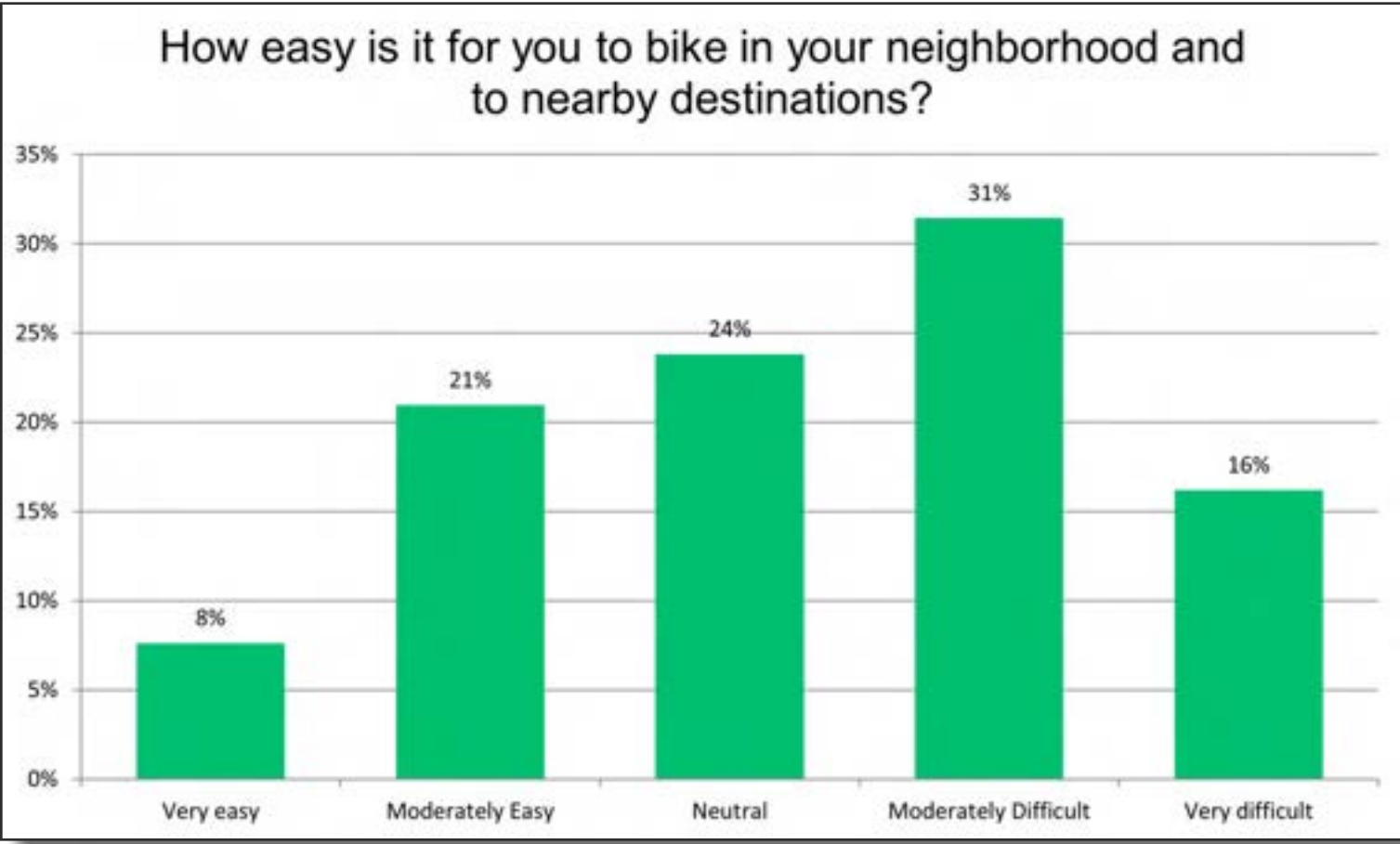
Online Survey Results

Walking-Related Questions



Online Survey Results

Bicycling-Related Questions

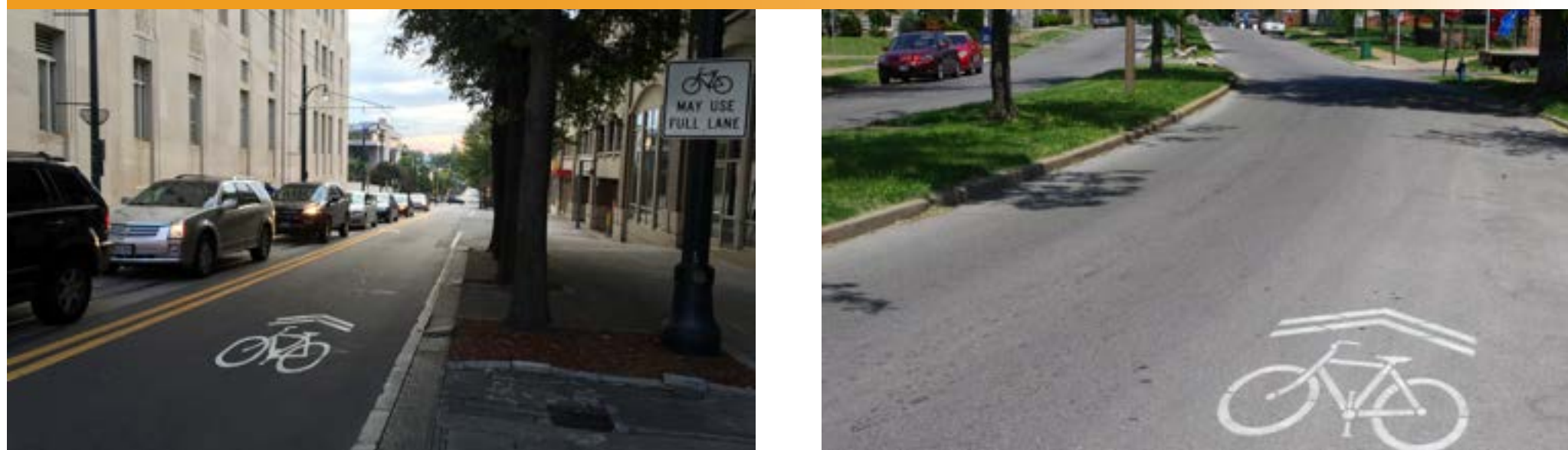


Bicycle Improvements Toolkit

There is no one-size-fits-all approach to bicycle improvements. Each bicycle facility or intersection improvement must be compatible with roadway characteristics, traffic patterns, and adjacent land uses. The following bicycle facilities and intersection improvements highlight the diversity of options available to better support bicycling in Pekin.

BICYCLE FACILITY TYPES

SHARED TRAVEL LANES



PAVED SHOULDERS



SEPARATED BICYCLE LANES



BICYCLE WAYFINDING & DIRECTION SIGNS



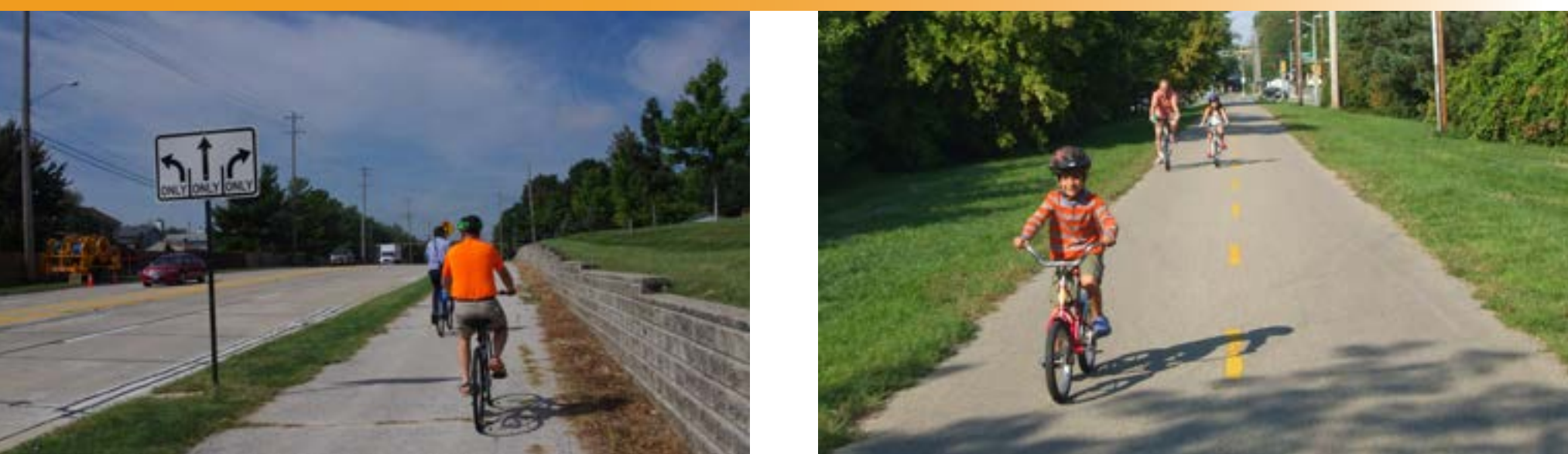
BICYCLE BOULEVARD



BICYCLE LANES / BUFFERED BICYCLE LANES



SHARED USE PATHS & TRAILS



BICYCLE PARKING



INTERSECTION IMPROVEMENTS

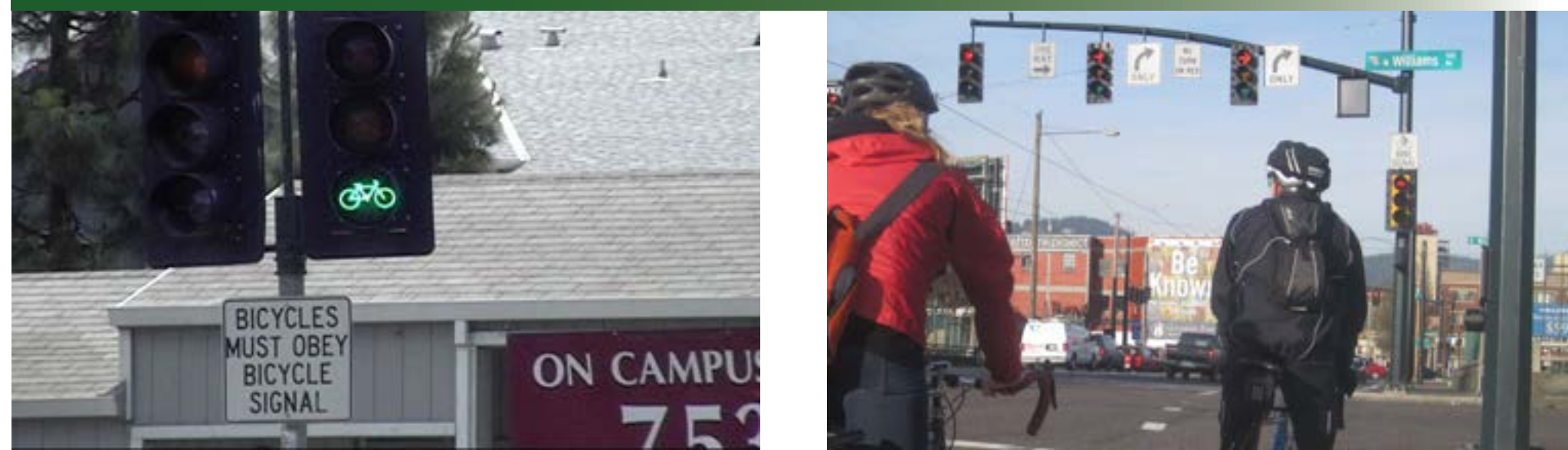
BIKE BOXES



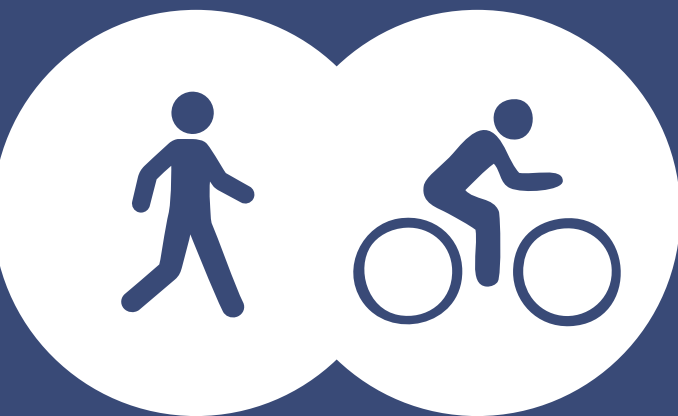
BIKE LANE MARKINGS/CONFLICT MARKINGS/GREEN PAINT



BICYCLE SIGNALS



PROTECTED INTERSECTIONS

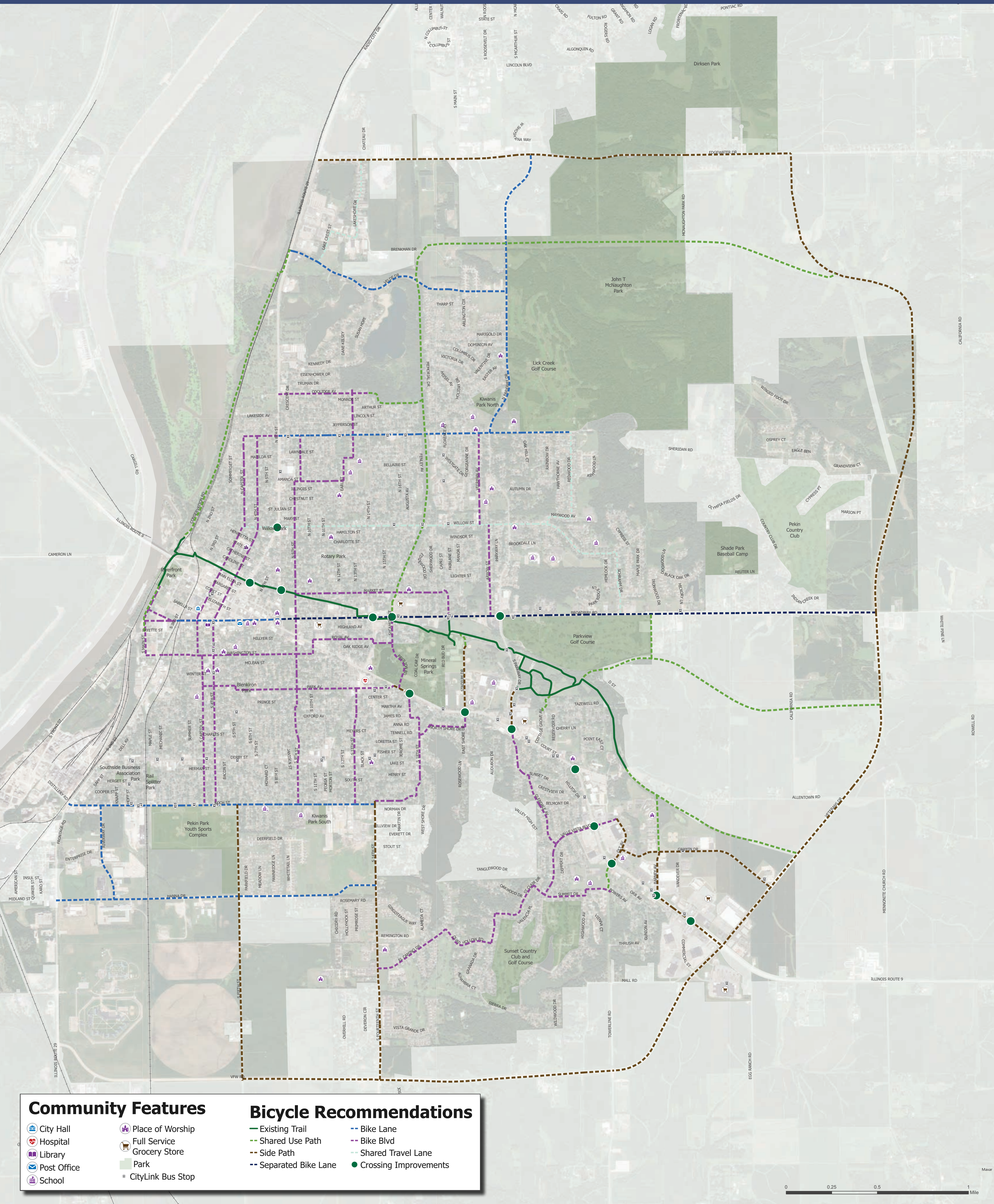


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Proposed Bicycle Network

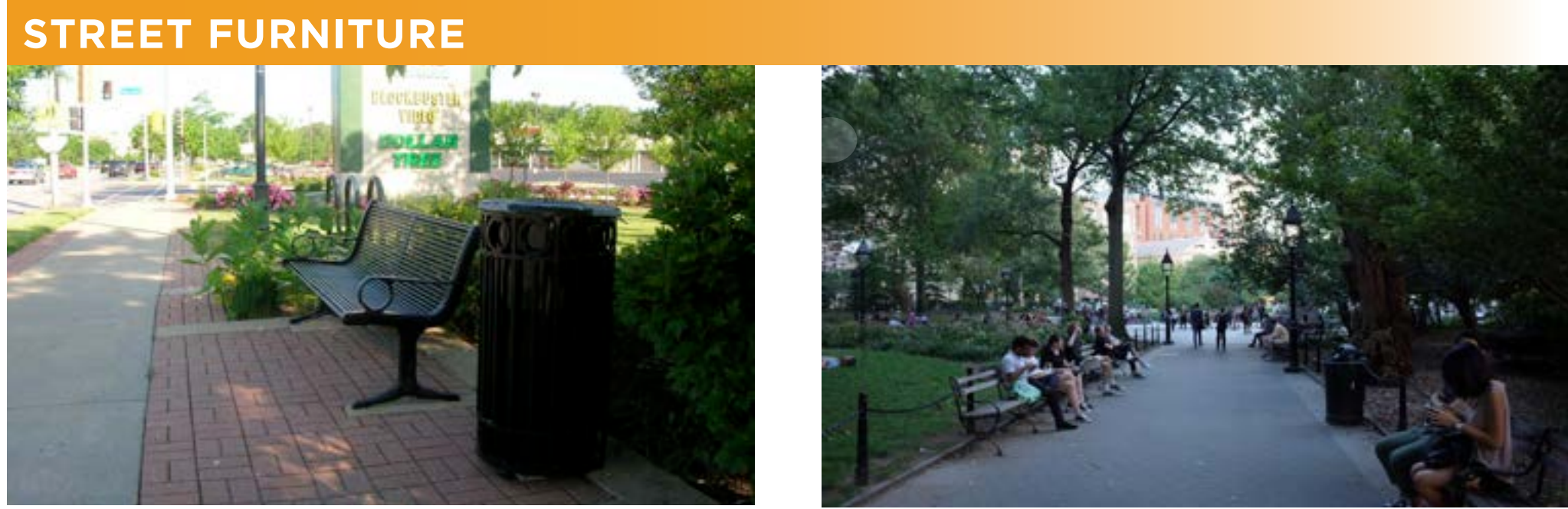


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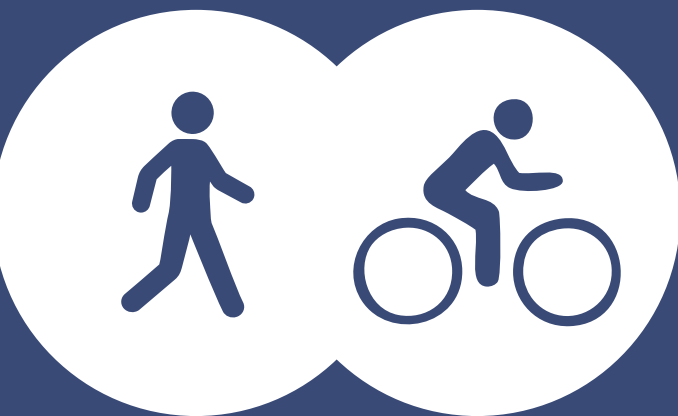
Pedestrian Improvements Toolkit

Creating a safe, comfortable, accessible, and attractive environment for walking does not happen overnight. It takes years to develop a high-quality pedestrian system. With the right plans and policies in place, the City of Pekin can direct public infrastructure investments and private development to support people walking, regardless of their age, ability, or use of mobility assistance devices.

NETWORK ENHANCEMENTS



INTERSECTION IMPROVEMENTS



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Pedestrian Priority Corridors

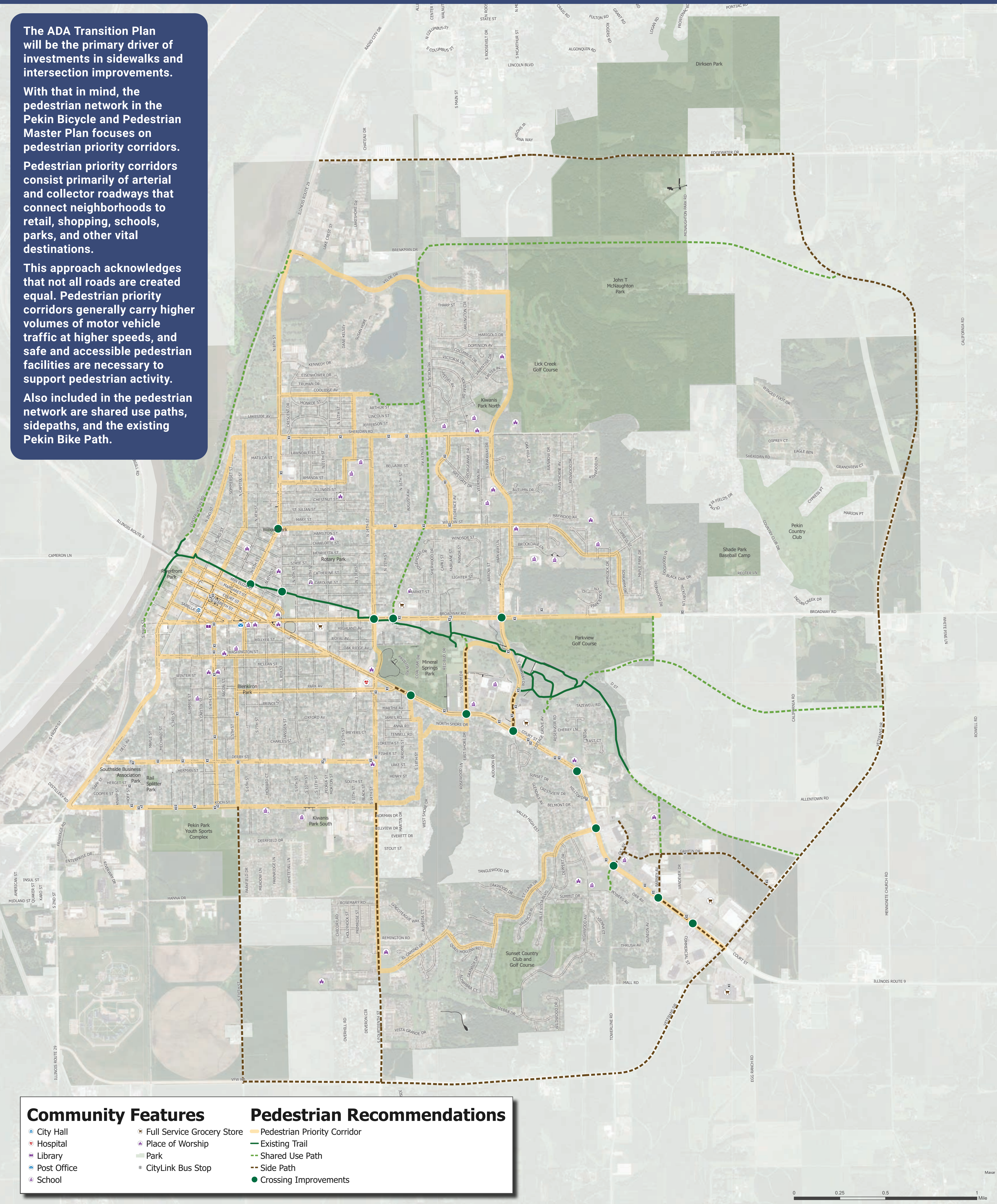
The ADA Transition Plan will be the primary driver of investments in sidewalks and intersection improvements.

With that in mind, the pedestrian network in the Pekin Bicycle and Pedestrian Master Plan focuses on pedestrian priority corridors.

Pedestrian priority corridors consist primarily of arterial and collector roadways that connect neighborhoods to retail, shopping, schools, parks, and other vital destinations.

This approach acknowledges that not all roads are created equal. Pedestrian priority corridors generally carry higher volumes of motor vehicle traffic at higher speeds, and safe and accessible pedestrian facilities are necessary to support pedestrian activity.

Also included in the pedestrian network are shared use paths, sidepaths, and the existing Pekin Bike Path.



Pekin Bicycle & Pedestrian Master Plan

Project Prioritization

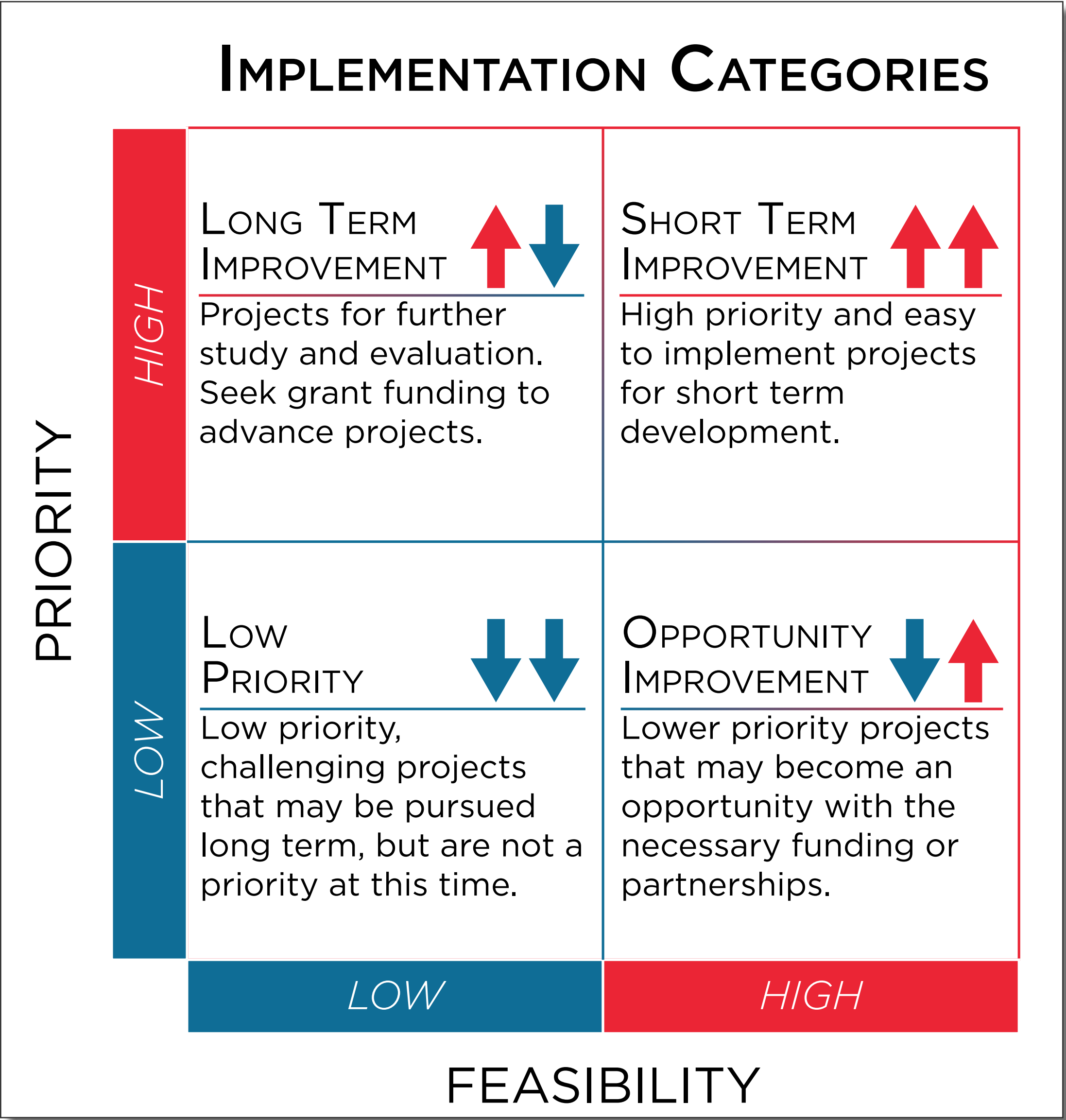
Active transportation infrastructure projects must compete with other capital improvements and municipal services, as well as with one another, for limited internal and external resources. In order to maximize investment and provide the greatest benefit, the City of Pekin should take a prioritized approach to invest in active transportation infrastructure and plan implementation.

Impact Factors:

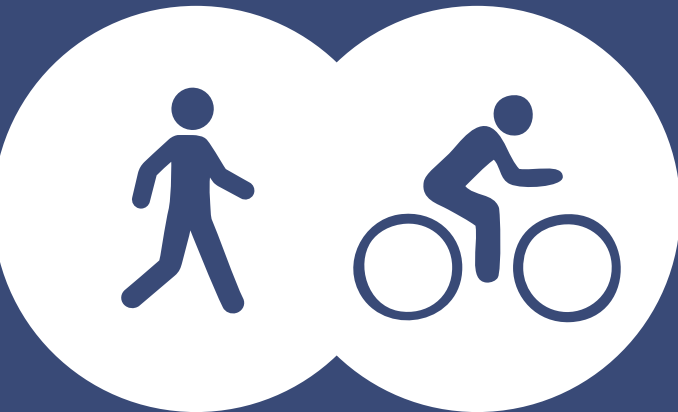
- Access to schools, parks, commercial districts/hubs, transit
- Low stress/all ages and abilities
- Connections to existing facilities
- Safety (addressing high-crash corridors & intersections)
- Public support

Effort Factors:

- Project Cost
- Project Complexity
- Ownership
- Coordination with Programmed Improvements



What are your Priorities?



Supporting Programs

Place a sticker in the box below the programs you want to see in Pekin!

EARN-A-BIKE PROGRAM

Earn-a-Bike programs offer students the opportunity to learn basic bike maintenance and bicycling skills, as well as route selection and mapping. Students who participate in these programs typically learn to build a bicycle from the ground up, and upon completion of the program receive a refurbished bike (usually the one they build), along with a helmet, bike lock, and bike lights.

SAFE ROUTES TO SCHOOL PROGRAM

The City of Pekin can benefit from a comprehensive Safe Routes to School program that combines local facility, safety, and route planning with more frequent organized travel events, like walking school buses or bike trains. Both of these strategies require a commitment and support from school leadership and staff, the City of Pekin, and families with school-aged children.

BICYCLE FRIENDLY BUSINESS PROGRAM

Businesses in Pekin have an important role to play in fostering a bicycle friendly community. From supporting employees with secure bicycle storage facilities, showers, and lockers to incentivizing customers that arrive on bike with discounts or other promotions, there are many ways businesses can promote bicycling. The League of American Bicyclists' Bicycle Friendly Business program will be a valuable resource, and businesses should strive to achieve recognition as a Bicycle Friendly Business.

BICYCLE COUNT PROGRAM

By utilizing both automatic and manual counting practices, Pekin can better measure and understand how people travel in the community, which corridors are being heavily utilized, and where to invest in future transportation improvements. The Pedestrian and Bicycle Information Center (PBIC) has a wealth of information and resources to help the City develop a comprehensive counting program.

CREATE-A-COMMUTER PROGRAM

Create-A-Commuter programs equip people with the tools to overcome common barriers to bicycling to work, school, and other everyday destinations. A successful program often includes bicycle skills and maintenance courses, mentorship pairing with experienced cyclists, and Guaranteed Ride Home (GRH) element to provide participants with taxi, rideshare, or transit service if an unexpected need arises.

TRAIL USER ETIQUETTE CAMPAIGN

Shared-use greenways and trails are available for use by bicyclists, walkers, runners, skateboarders, rollerbladers, parents with strollers, dogs, children, and, in some cases, equestrians, as well as other modes. A campaign for trail user etiquette works to ensure that all users safely and responsibly share the trail. The campaign may include media advertisements, trail signage, brochures, an “ambassador” program, etc.

SILVER SNEAKERS SENIORS PROGRAM

Interested agencies, nonprofits, health departments and senior centers can partner to develop an active lifestyles program for senior citizens utilizing the bicycle, pedestrian, and greenways network. Activities could include adult tricycle or bicycle rides, nature walks, walks to lunch, and safety education.

BIKE MONTH EVENTS

Cities and towns across the country participate in National Bike Month annually, during May. The League of American Bicyclists (LAB) hosts a website for event organizers. The website contains information on nationwide and local events, an organizing handbook, and promotional materials. Bike month activities include Bike to Work Day events like morning-commute energizer stations and an end-of-day rally or celebration, a group ride with the mayor, discounts at local businesses for bicycle commuters, short, themed community bicycle rides, mountain bike skills clinics, and commuter courses for adults.

TARGETED TRAFFIC ENFORCEMENT

By focusing enforcement activities to encourage safe travel around schools, senior centers, business districts, and high-crash locations, the Pekin Police Department can support bicycle and pedestrian safety, especially for the most vulnerable road users in our community.

BICYCLE + PEDESTRIAN RESOURCE WEBSITE

The City should create a website that serves as a one-stop resource for bicyclists, pedestrians, and trail users of all types. Information could include tips for commuters, route planning services, community events, message boards, and more.

HAPPY TRAILS TO HEALTHY FOODS

Many communities are recognizing the role that both physical activity and healthy eating play in improving overall public health and wellness. This important link can be highlighted in a fun and interactive manner through promoting healthy food outlets along the bicycle, pedestrian, trail, and transit network and partnering with health food providers to identify safe routes for active transportation to their locations.

OUTDOOR PUBLIC ART

Public art along a bicycle, pedestrian, and trail network can bring attention to the network and attract newcomers to bicycling and walking, both from within and outside Pekin. By combining art and greenway facilities, the community is creating a unique interactive amenity for both residents and visitors. Such programs can also attract new partners, promoters, and sponsors of the active transportation network.

THEMED WALKS AND RIDES

Organized walks and bicycle rides offer people a comfortable and fun way to explore Normal's streets and trails in a group setting. Organized walks and bike rides serve the valuable purpose of building many participants' confidence and knowledge of the walking and bicycling network, giving them the tools necessary to choose walking and bicycling for short daily trips.

THEMED WALKING/BIKING MAPS & GUIDES

Walking, biking, and transit guides can capitalize on and promote the Pekin's rich history, unique character, and beautiful parks. The guides would be targeted to a variety of ages and abilities, offering varying routes for families, touring cyclists, and others. Themes can include history, architecture, parks, and culture and suited for both Pekin residents and visitors.

BICYCLE PARKING PROGRAM

People traveling by bicycle rely on safe and secure bicycle parking facilities to support their trips. To incentivize bicycle parking installation, the City of Pekin should consider the development of a bicycle parking program that provides reduced-cost bicycle racks for local businesses and community destinations.

CAR-FREE STREET EVENTS

Car-free street events involve periodic street “openings” that create a temporary park that is open to the public for walking, bicycling, dancing, etc. The purpose of the event is to encourage biking and other forms of physical activity to the general public by providing a fun, welcoming environment for activity. Car-free street events have been very successful internationally and are rapidly becoming popular in the U.S.

INTERPRETIVE SIGNAGE

Interpretive signage along a trail and greenway network serves as an education tool. Information related to the history of an area, its cultural significance, or natural features is provided on a graphically appealing sign. Topics could range from native species of plants to river currents to famous historical figures.

PERSONAL TRAVEL ENCOURAGEMENT

PTE programs are proven to reduce drive-alone trips by approximately 10% and increase bicycling, walking and transit use within a target area. The program:

- Delivers customized travel information packets;
- Hosts fun events such as guided rides, walks, and classes; and
- Sends trained outreach staff to farmers’ markets and other community events

TRAFFIC TICKET DIVERSION CLASS

A diversion class is offered to first-time offenders of certain bicycle-related traffic violations, such as running a stop sign on a bike. It can be aimed just at bicyclists or at bicyclists, motorists, and pedestrians. In lieu of a citation and/or fine, individuals can take a one-time, free or inexpensive class.

LAUNCH PARTIES FOR NEW BIKEWAYS

The area's cities and counties should partner with local advocacy groups to generate media attention and engage local citizens in each incremental expansion of the bikeway network. Popular launch parties in other jurisdictions have included bicycle-handling workshops, free bike mechanic services, live music, bicycle giveaways, and other activities.

FAMILY BIKING PROGRAMS

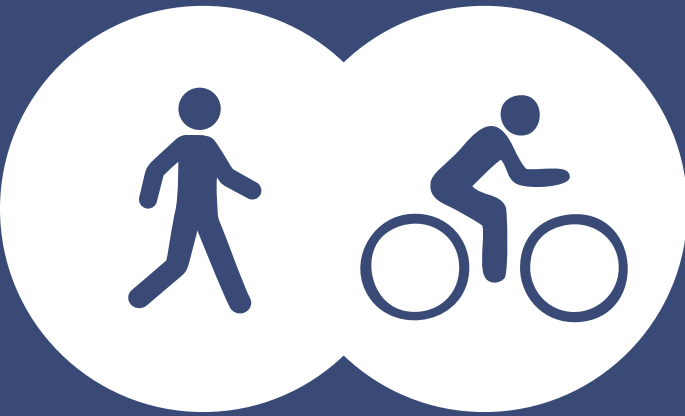
Family bicycling programs help parents figure out how to safely transport children by bicycle and help children learn bicycling skills. Activities may include bicycle safety checks, a group ride or parade, “freedom from training wheels” clinics, and opportunities to try out different ways to transport children (e.g., trailers, cargo bicycles, kid seats, etc.).

BICYCLE & PEDESTRIAN SAFETY CAMPAIGN

A high-profile marketing campaign is an effective strategy for highlighting the importance of respect and shared responsibility on the road between bicyclists, motorists, and pedestrians. This type of campaign is particularly effective when launched in conjunction with other events such as Walk to School Day or National Bike Month.

KEY QUESTION: ARE THERE OTHER PROGRAM IDEAS YOU WOULD LIKE TO SEE IN PEKIN?

(write your thoughts or place a dot beside an existing idea to show your support)



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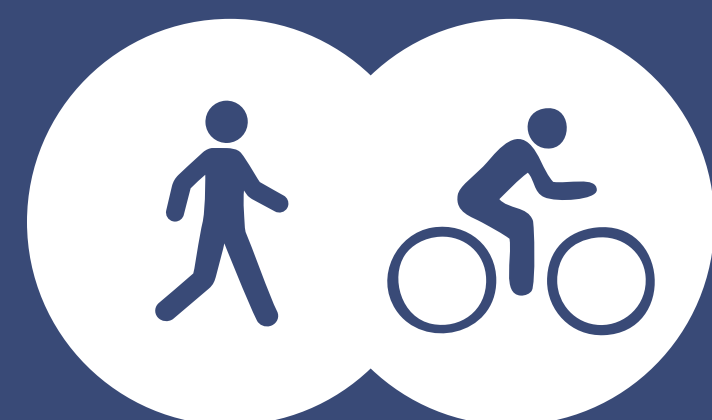


We Need Your Input!

What will make this plan a success?

What's your top priority or project?

What else do we need to know?



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