



# SAVOY, IL BIKE & PEDESTRIAN PLAN



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**This report was prepared with funding from the  
Village of Savoy by staff from the Champaign  
County Regional Planning Commission.**





# SAVOY, IL BIKE & PEDESTRIAN PLAN

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# 1. INTRODUCTION

The Savoy Bike & Pedestrian Plan considers the needs of bicyclists and pedestrians and creates a complete transportation network that connects neighborhoods and amenities to enable residents and visitors, of all ages and abilities, multiple alternatives to moving around the Village of Savoy and connecting with surrounding communities. The Village of Savoy is located in Champaign County, Illinois, and its population according to the 2013 American Community Survey (ACS) 5-Year Estimates was 7,290. It occupies an area of 3.2 square miles, and it shares a border on its north and west sides with the City of Champaign.

The study area for this plan (see *Figure 1-1*) encompasses the Village of Savoy and its surrounding area, totaling 9.1 square miles. This includes the unincorporated neighborhoods between the Village's north border and Windsor Road, unincorporated Lake Park subdivision, and the University of Illinois' Willard Airport. *Figure 1-2* shows the subdivisions present in the study area.

This plan was developed in multiple phases which included regular meetings with the Advisory Committee; the analysis of existing conditions; the development of goals, objectives and performance measures; public workshops; development of the bicycle and pedestrian networks, and an implementation plan.

FIGURE 1-1



## Savoy Bike & Pedestrian Plan Study Area

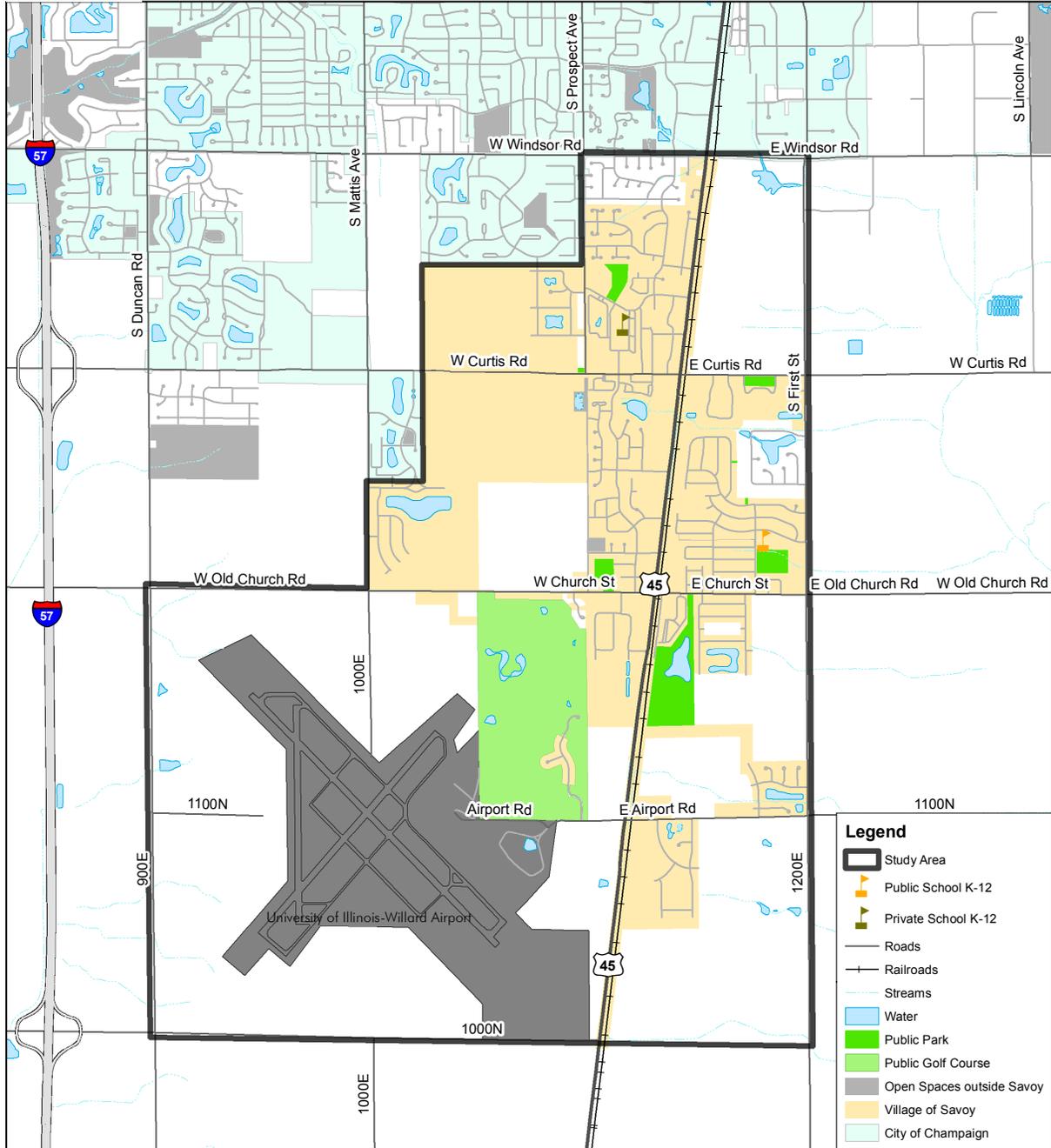
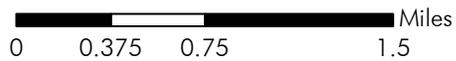
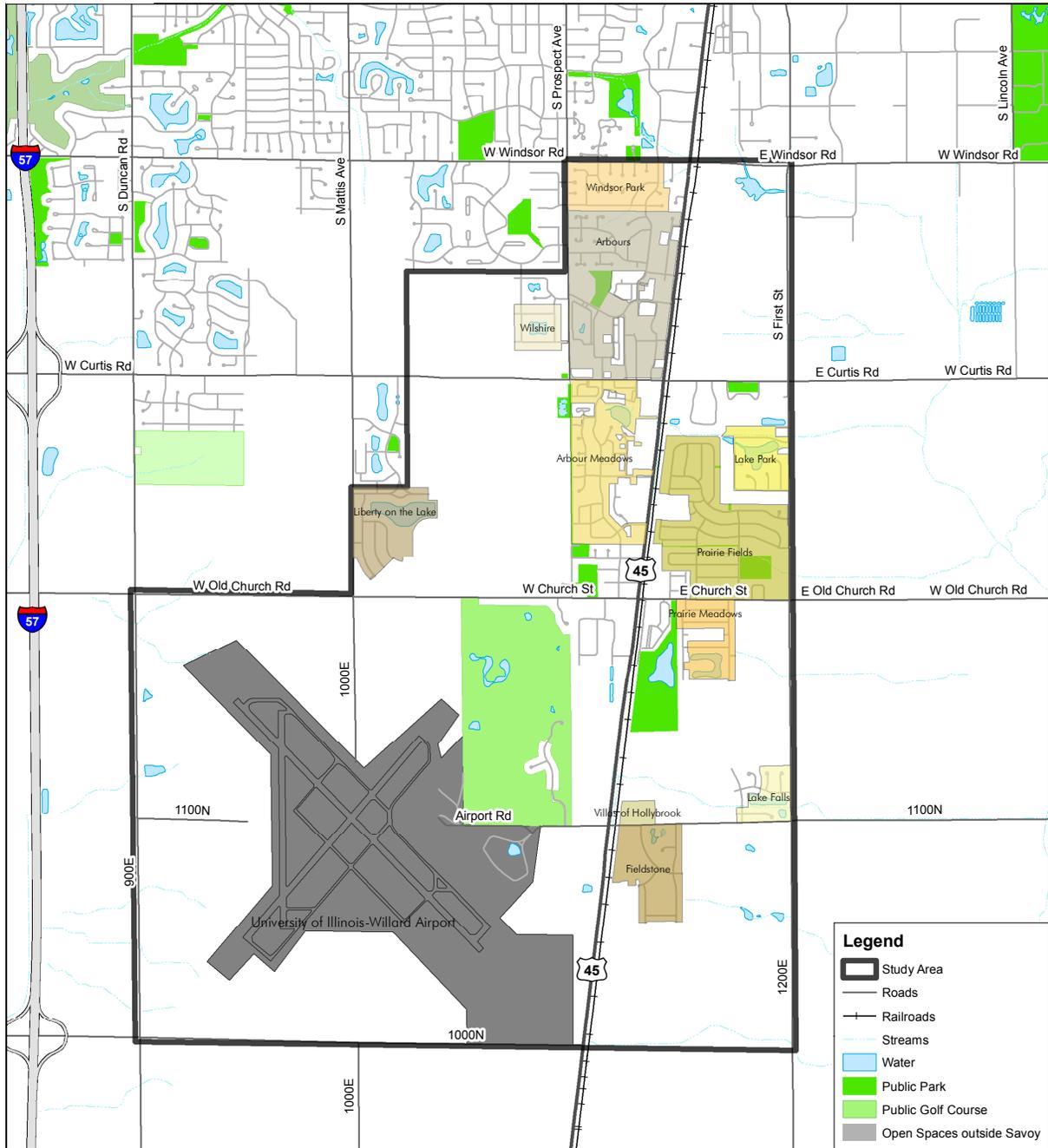


FIGURE 1-2



## Savoy Bike & Pedestrian Plan Larger Residential Subdivisions



## 2. EXISTING PLANS AND POLICIES

The following section is a review of existing planning documents and policies in the state of Illinois, Champaign County, the Village of Savoy, and in contiguous areas. This phase of the planning process makes it possible to create a bicycle and pedestrian network that connects with the regional bicycle and pedestrian network; and allows it to incorporate, where appropriate, the guidelines and recommendations that have been put in place by other plans and policies.

### 2.1 STATE LEVEL

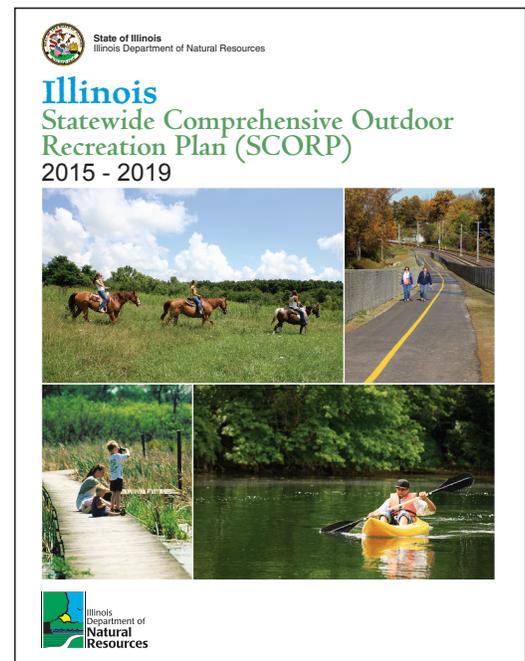
#### Illinois Statewide Comprehensive Outdoor Recreation Plan (SCORP) (IDNR, 2015-2019)

The Illinois Department of Natural Resources (IDNR) prepares this report every five years to assess existing facilities, user statistics, future projects and actions, and a five-year implementation schedule citing agency responsibility for projects. It is not site-specific, but presents the recreational resources, activities, and priorities in Illinois at a larger scale. A major finding of the 2015 SCORP is the state’s deficit of outdoor recreation lands and facilities and its low ranking among states regarding the amount of public outdoor recreation land per person. The priorities for the 2015-2019 SCORP are healthy people and communities, access to outdoor recreation, natural resource stewardship, conservation education, and cooperative partnerships.

#### Connection to the Savoy Bike and Pedestrian Plan:

According to the 2015 SCORP, trails are very popular and an often requested amenity in different communities and on all types of public lands. Additionally, bike paths are said to have become vital to the concept of smart growth and the creation of walkable communities, as they connect neighborhoods to schools and shopping centers.

FIGURE 2-1



## 2.2 COUNTY LEVEL

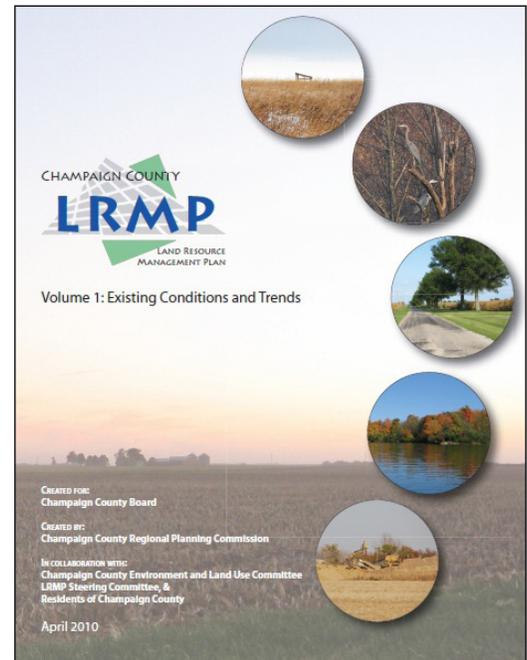
### Champaign County Land Resource Management Plan (CCRPC, 2010, updated 2011)

The *Champaign County Land Resource Management Plan* (LRMP) provides a baseline of information about existing conditions and land use trends in Champaign County. It contains updated goals, objectives, and policies intended to guide the Champaign County Board as it manages issues and resources related to land resource management in the County; a future land use map; and potential measurable means of implementing the recommended policy framework and future land use plan.

#### Connection to the Savoy Bike and Pedestrian Plan:

The plan cites the work of many jurisdictions in Champaign County to construct greenways and trails. It also highlights the implementation of the Champaign County Greenways and Trails Plan as a key policy toward a countywide transportation system.

FIGURE 2-2



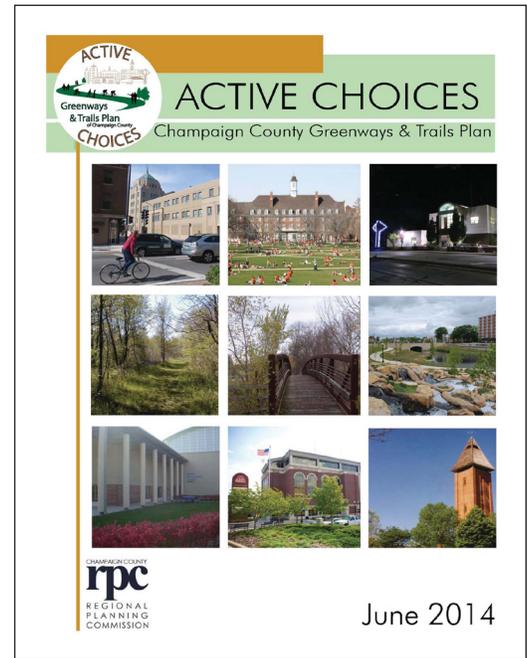
### Active Choices: Champaign County Greenways and Trails Plan, Design Guidelines and Funding Sources List (CCRPC, 2014)

This plan is a guiding document for the development of a countywide greenways and trails system for Champaign County residents and visitors. The purpose of this plan is to facilitate interagency cooperation for the development of a Countywide system of greenways and trails by prioritizing jurisdictional projects on a Countywide scale, and recommending additional projects and funding mechanisms to implement these projects. The design guidelines, logos and signage recommended in this document will help to create a recognizable, consistent, safe and convenient system of greenways and trails across jurisdictions throughout Champaign County.

#### Connection to the Savoy Bike and Pedestrian Plan:

This document outlines existing trail infrastructure, including bicycle and shared use facilities, on municipal and regional levels. Many future trail facilities are also proposed. Consideration of these proposed features, the design guidelines and the funding sources in the Savoy Bike and Pedestrian Plan will strengthen regional planning efforts by matching relevant strategies for trail development.

FIGURE 2-3



## 2.3 LOCAL LEVEL

### Savoy Planning for Parks and Recreation (William A. Smith, CPRP, 2002)

The *Savoy Planning for Parks and Recreation Plan* evaluates existing and future needs for parks and open spaces in the area. It summarizes the parks and recreation opportunities in Savoy, Champaign-Urbana, the Champaign County Forest Preserve District and surrounding area. The needs assessment is based on data analyzed from the Park Plan survey, including questions on developing and financing more open space, both received favorably.

#### Connection to the Savoy Bike and Pedestrian Plan:

This plan emphasizes improving accessibility and increasing open space based on public input. With Savoy’s close proximity to Champaign, potential exists in creating pedestrian and bike networks between the two municipalities.

### Savoy Comprehensive Plan Update (Village of Savoy, 2009)

This update provides an overview of the Village’s environment and the direction of its policy and management decisions for the next five years. The document is organized in areas of focus: Small Town Atmosphere, Village Center, Duncan Rd. Corridor, Savoy Plaza, Church St./Old Church Rd., Curtis Rd. Corridor, Willard Airport at Savoy, Greenspace, Strategic Partnerships, and Economic Development Strategy.

#### Connection to the Savoy Bike and Pedestrian Plan:

*Savoy’s Comprehensive Plan Update* recommends a master planning process to address issues like parks, trails, pedestrian connectivity, native plant growth areas, areas reserved for attractive entrances to developments and to the community, and incorporating drainage design as a possible contributor to greenspace.

FIGURE 2-4

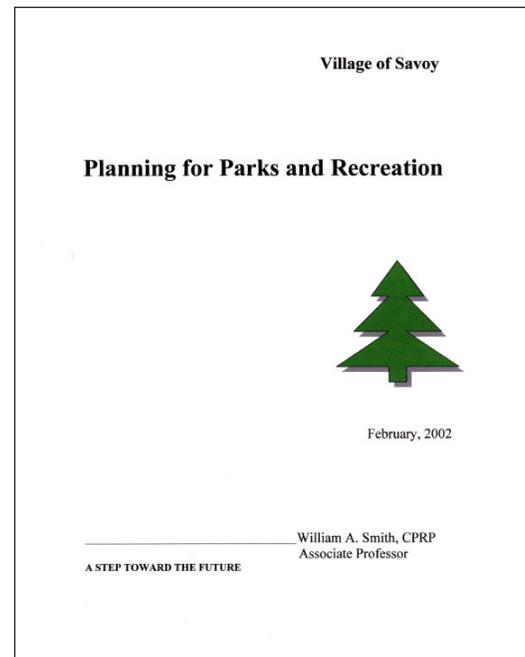
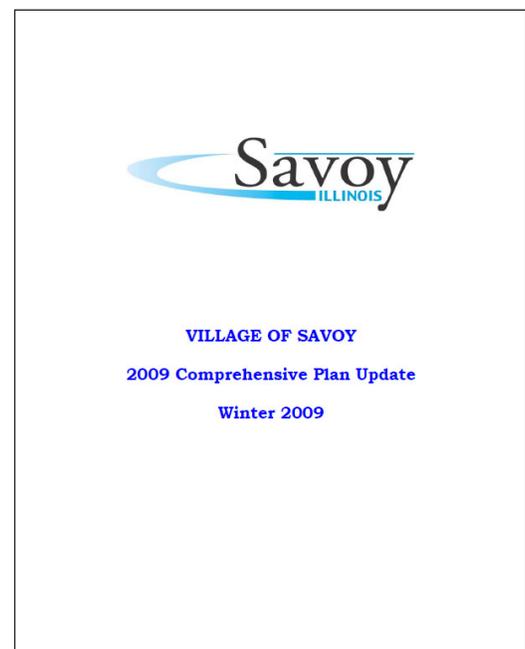


FIGURE 2-5



## 2.4 CONTIGUOUS PLANNING AREAS

### U.S. 45 Corridor Study (CCRPC, 2006)

This study’s intent is to examine land use and transportation issues in the U.S. 45 Corridor. The study area includes all of the Villages of Savoy and Tolono, approximately 5% of the City of Champaign, University of Illinois land, and a large unincorporated area. The plan also intends to provide a framework for cooperative decision making by encouraging separate governments in the area to coordinate their planning efforts.

#### Connection to the Savoy Bike and Pedestrian Plan:

This plan indicates that promoting connectivity of existing and planned open spaces, bike paths, sidewalks, as well as continuing the implementation of projects identified in the *Champaign County Greenways and Trails Plan* was of medium priority.

### St. Mary’s Road Corridor Study (CCRPC, 2008)

The *St. Mary’s Road Corridor Study* is a comprehensive study of current and future development, transportation service, safety conditions and facilities in the St. Mary’s Road corridor on the southern portion of the University of Illinois campus.

#### Connection to the Savoy Bike and Pedestrian Plan:

This document cites the inadequate bicycle and pedestrian conditions in the study area and the need for improvements.

FIGURE 2-6

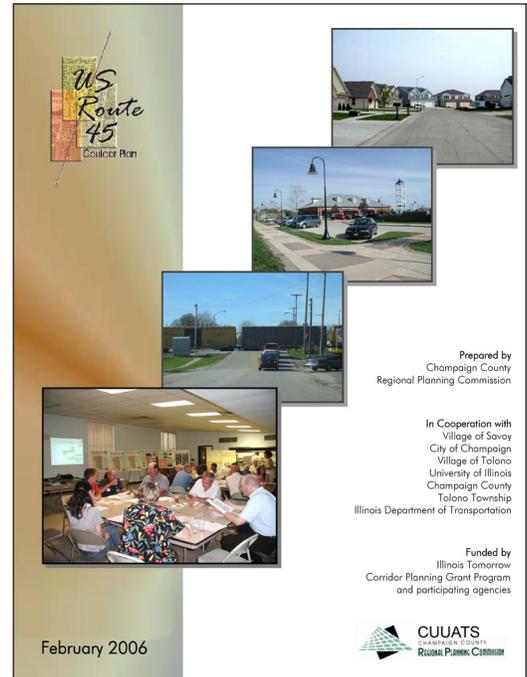


FIGURE 2-7



## Champaign Moving Forward (LSA Associates and Catalyst Consulting, 2008)

This document is a transportation master plan for the City of Champaign and its projected growth areas. It serves as the transportation portion of the Champaign Tomorrow Comprehensive Plan. This plan considers the relationship between many modes of transportation with land uses in neighborhoods and nodes. It also addresses future transportation demands, costs, and capital improvements for the City.

### Connection to the Savoy Bike and Pedestrian Plan:

The plan recommends building on informal bicycle routes and connecting greenways and trails in areas without bike infrastructure to develop the viability of this transportation mode. It includes comprehensive bicycle and pedestrian visions with system inventories and future plans. Part of the plan's recommended policies is to coordinate regional travel issues and plans with IDOT, CUUATS, Urbana, Champaign County, Savoy, and the University of Illinois.

## Walk Champaign: Champaign's Pedestrian Plan (City of Champaign, 2014)

*Walk Champaign* supports a vision for a complete, safe, and accessible pedestrian network. The plan includes a history of pedestrian infrastructure in Champaign, existing conditions, and the process for prioritizing projects. Recommendations are given for sidewalk gaps, protected crossings, signalized intersections, and grade-separated crossings including overpasses, interchanges, underpasses, and viaducts.

### Connection to the Savoy Bike and Pedestrian Plan:

This plan applied a valuable methodology for project prioritization in three tiers, according to the level of pedestrian activity, room for improvement of conditions, existing design features, pedestrian demand generators, and feedback from surveys. Consideration of the proposed improvements in the Savoy Bike and Pedestrian Plan will increase the connectivity of the regional pedestrian network.

FIGURE 2-8

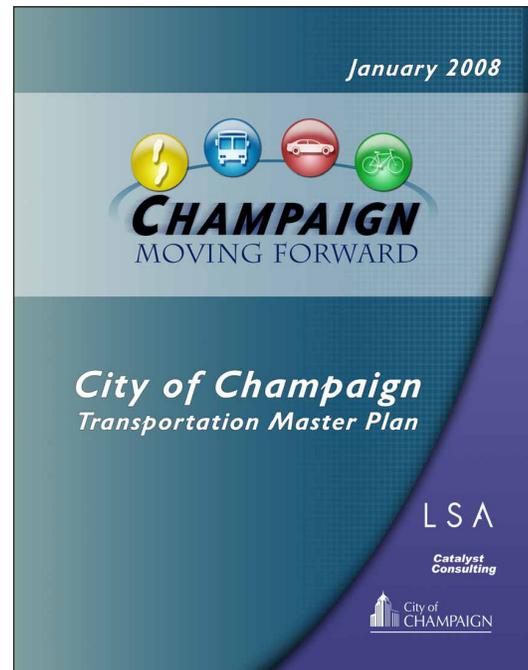
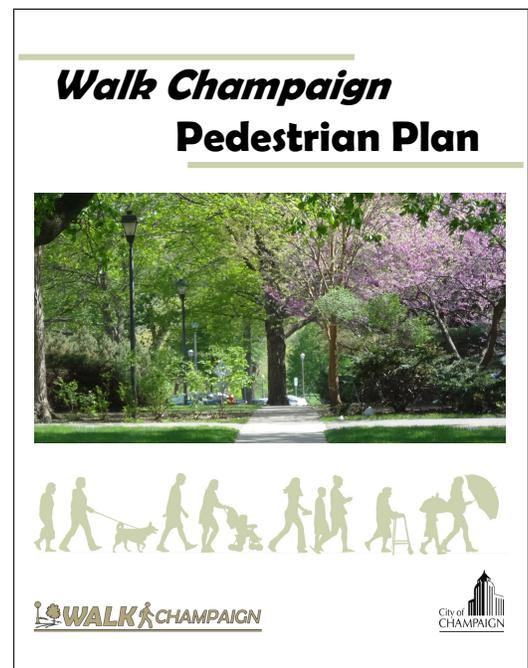


FIGURE 2-9



## Sustainable Choices: Long Range Transportation Plan 2040 (CCRPC, 2014)

*Sustainable Choices 2040* is the long range transportation plan (LRTP) that guides the evolution of the transportation system in the Champaign-Urbana urbanized area over a 25-year planning horizon. The plan strives to use the existing infrastructure to optimize mobility while promoting a multi-modal transportation network that encourages environmental sensitivity, accessibility, and economic development to enhance quality of life for all users.

### Connection to the Savoy Bike and Pedestrian Plan:

Four of the plan’s six planning pillars relate to the Savoy Bike and Pedestrian Plan: safety and security, multimodal connectivity, accessibility and affordability, and healthy neighborhoods. It models the future transportation demand and provides a vision for future transportation that improves accessibility, mobility, and connectivity in the greater Champaign-Urbana area.

## University of Illinois Campus Bicycle Plan (UIUC, 2014)

The *University of Illinois Campus Bicycle Plan* originates from four recommendations in the *2007 UIUC Multi-Modal Transportation Study*: create a comprehensive campus bicycle plan; implement a complete streets program; enhance bicycle education and promotion efforts; and provide greater amenities to bicyclists on campus. This document addresses existing conditions and proposed improvements for the campus bicycle system.

### Connection to the Savoy Bike and Pedestrian Plan:

This plan outlines a proposed bikeway network through campus, including shared-use paths. Proposed bikeways can be considered in the Savoy Bike and Pedestrian Plan to create an integrated bicycle network between the Village of Savoy and the University of Illinois campus.

FIGURE 2-10

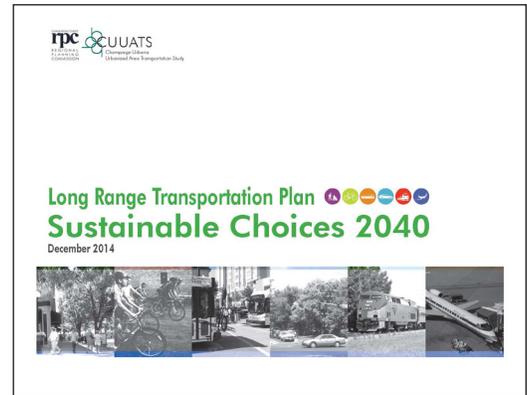
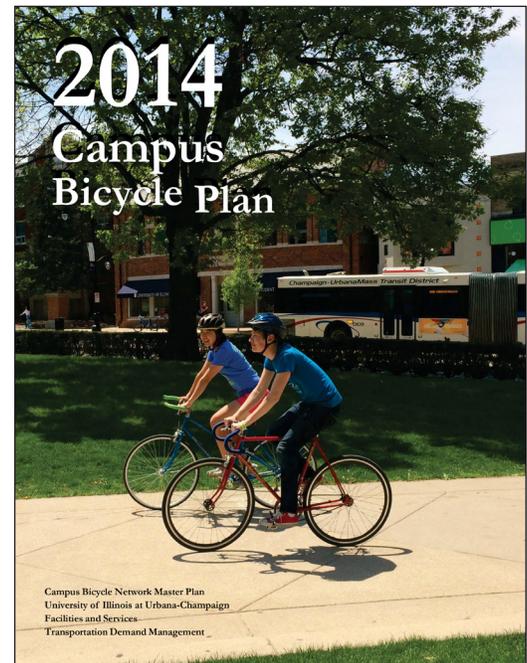


FIGURE 2-11



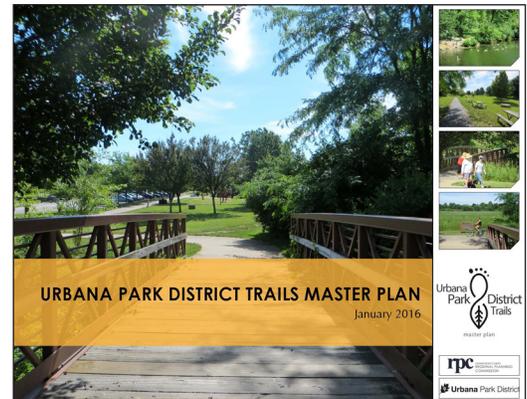
## 2016 Urbana Park District Trails Master Plan (CCRPC, 2016)

The *Urbana Park District Trails Master Plan* is a guide for the creation of a better connected trail system in Urbana. Much like Champaign, Urbana’s trail and bikeway network does not currently connect to all of Urbana’s parks. This plan proposes a framework of linkages for existing and future trails, to make walking and bicycling to all of Urbana’s parks a safe and viable option. Additional connections to Champaign and Savoy are proposed.

### Connection to the Savoy Bike and Pedestrian Plan:

This plan, combined with regional coordination efforts involved with the *Champaign County Greenways & Trails Plan* implementation process, will provide the Village of Savoy and Urbana Park District the opportunity to develop trails that connect different parks within their jurisdictions.

FIGURE 2-12



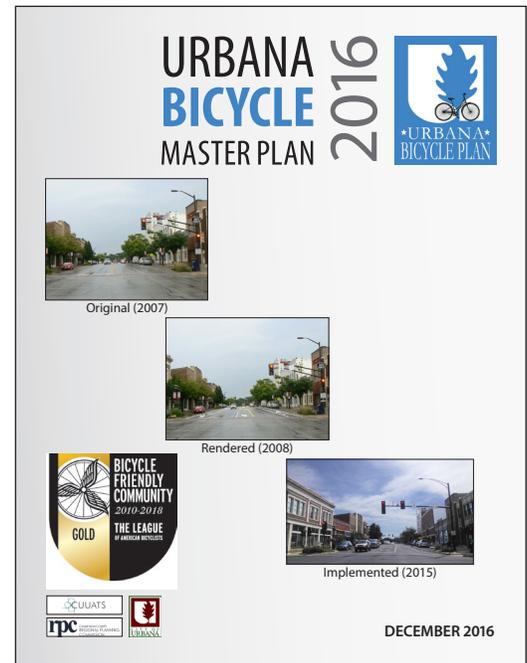
## 2016 City of Urbana Bicycle Master Plan (CCRPC, 2016)

The *Urbana Bicycle Master Plan* is a guide for bicycle infrastructure in the City of Urbana. It defines the bicycle network and recommends strategies to improve it over time. The Champaign County Regional Planning Commission updated the *2008 Urbana Bicycle Master Plan* in conjunction with the *Urbana Park District Trails Master Plan*.

### Connection to the Savoy Bike and Pedestrian Plan:

This plan recommends bikeway connections in the greater Champaign-Urbana-Savoy area. Additionally, design guidelines and recommendations in the *Urbana Bicycle Master Plan* will provide valuable information to enrich the Savoy Bike and Pedestrian Plan.

FIGURE 2-13



### Champaign Park District Trails Master Plan (CCRPC, In Progress)

The Champaign Park District has contracted with the Champaign County Regional Planning Commission to develop a trails master plan for its jurisdiction in 2016.

#### Connection to the Savoy Bike and Pedestrian Plan:

This planning process, combined with regional coordination efforts involved with the Champaign County Greenways & Trails Plan implementation process, will provide the Village of Savoy and Champaign Park District the opportunity to develop trails that connect parks and facilities in their jurisdictions.

FIGURE 2-14



## 3. EXISTING CONDITIONS

### 3.1 POPULATION CHARACTERISTICS

The population of the Village of Savoy was 7,290 in 2013,<sup>1</sup> which represented 3.6% of the total population of Champaign County.

#### Population Density

The densest portion of the study area at 2,278.1 persons per square mile is along Curtis Road east of U.S. 45 (see *Figure 3-2*), and includes Winfield Village, Parkview Apartments, and The Place at 117 apartments. Most remaining areas of Savoy are single family residential. The population density is significantly lower near Willard Airport.

1. 2013 American Community Survey (ACS) 5-Year Estimates.

#### Household Characteristics (Ownership and Age)

In the Village of Savoy, there are 2,966 occupied housing units, of which 47% are renter occupied.<sup>2</sup> According to the 2010 Census, 29% of renter-occupied units had a householder between 25 and 34 years; 24%, a householder between 15 and 24 years; and 20.8% had householders 65 years and over. In addition, 27.8% of households have related children under 18 years.<sup>3</sup>

2. 2013 American Community Survey (ACS) 5-Year Estimates.

3. Includes all people in a household under the age of 18, regardless of marital status, who are related to the householder. Does not include householder's spouse or foster children, regardless of age.

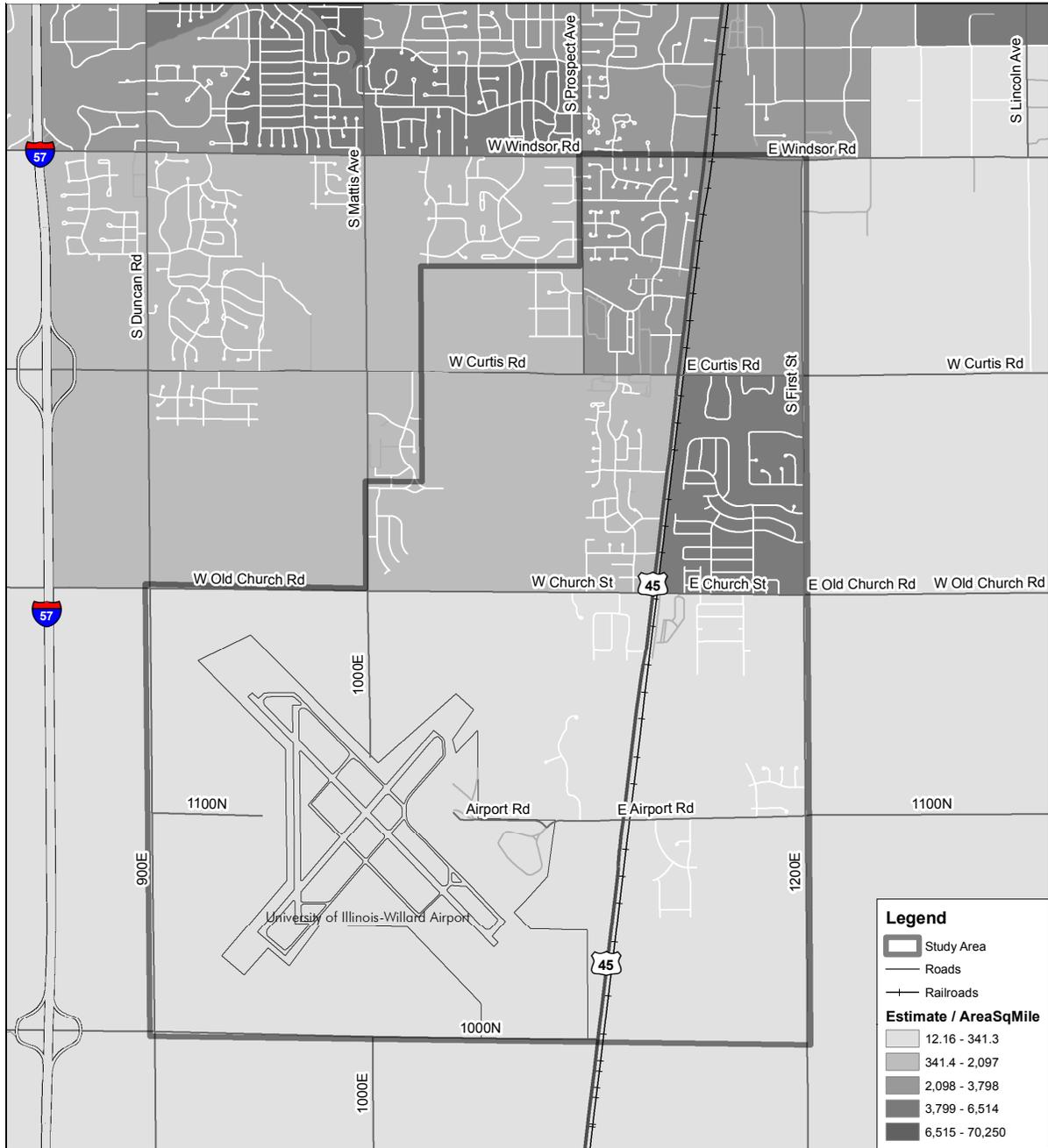


FIGURE 3-1 View of Burwash Park

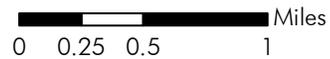
FIGURE 3-2



### Savoy Bike & Pedestrian Plan Population Density



Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup



### Mobility in Different Age Groups

Populations of different age groups also have different levels of mobility and a tendency to use certain means of transportation. In addition, different age groups might have a greater interest in bicycle and pedestrian infrastructure with the purpose of recreation and leisure.

The population age 10 to 14 has fewer transportation options, often relying on parents, guardians and other adults to travel longer distances. On the other hand, they have greater autonomy than younger children when travelling shorter distances, as they may walk or bike on their own.

The age group between 15 and 17 years includes high school students that are potential users of bicycle infrastructure to access the high schools in Champaign and other destinations. In addition, they may or may not drive, as the age to obtain a driver’s license is 16 years in the state of Illinois.

The age group 18 to 21 is largely comprised of University of Illinois students, who often bicycle or take transit to campus. They live in apartments and

condos, as well as in student apartment complexes located on First Street and Church Street.

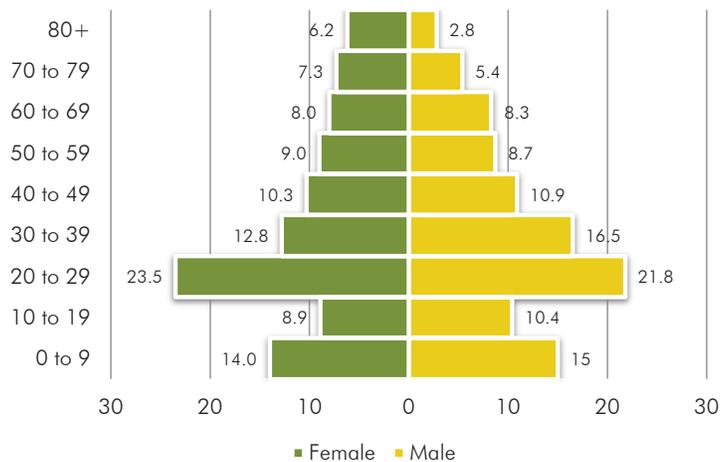
The population age 20 to 29, which includes both college students and recent graduates, is very significant in the Village of Savoy, as can be observed in *Figure 3-4*.

The population between 22 and 29 years of age includes young adults and recent graduates, young couples and families. This age group may have access to a private vehicle, but may also be open to utilizing other means of transportation to commute to work.

Persons over 65 years are more likely to have different levels of vision and movement impairments that may limit their ability to drive. There is a high concentration of senior population in north Savoy, which is likely related to the presence of multifamily housing, such as apartments and condominiums, on Curtis Road and Church Street, and senior living facilities near Curtis Road and on Airport Road (see *Figure 3-5*).



**FIGURE 3-3** Child with parent walking to Carrie Busey Elementary School

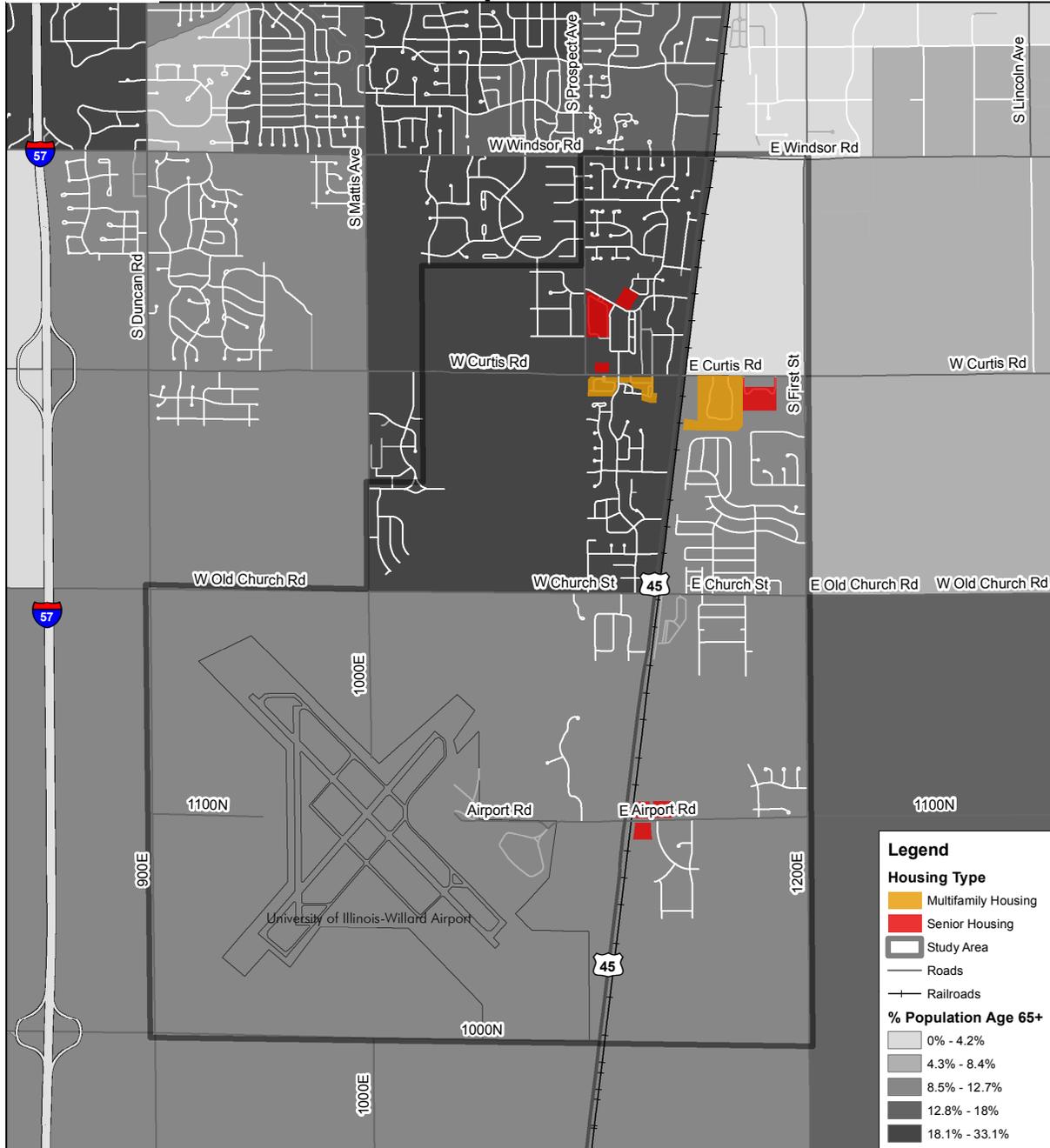


**FIGURE 3-4** Population pyramid (%) for the Village of Savoy, 2013 ACS 5-Year Estimates

FIGURE 3-5



### Savoy Bike & Pedestrian Plan Senior and/or Multifamily Housing and Population Over 65



Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup

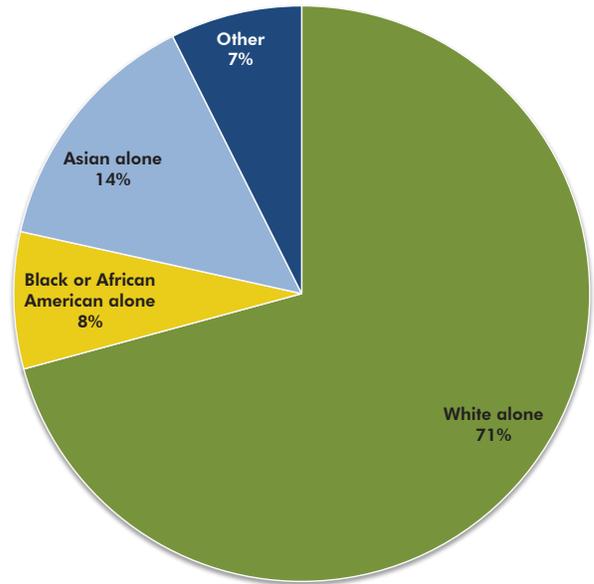


## Race and Ethnicity

The majority of the population of the Village is white (71%), while Asians and Hispanics represent the second and third largest groups (see *Figure 3-6*).<sup>1</sup> They represent respectively 14% and 9% of the population. African-Americans form the fourth largest group at 8%.

There is a significantly larger proportion of Asian and Hispanic population in Savoy in comparison to Champaign County as a whole (9% and 5% respectively). However, the combined proportion of the Asian and Hispanic population is similar to other contiguous planning areas, such as Champaign (18%) and Urbana (22%).

Additionally, residents identifying as American Indian and Alaska Native, Native Hawaiian and Pacific Islander, two or more races, some other race, or “other” accounted for 7% of the Village’s population.



**FIGURE 3-6** Savoy population by race, 2013 ACS 5-Year Estimates

## Median Household Income

As shown in *Figure 3-8*, the highest median household income in the study area is north of Church Street and west of Dunlap Avenue (U.S. 45) (\$73,799).<sup>2</sup> The lowest median household income in the study area is \$56,014, which is still above Champaign County’s (\$45,808) and above the United States’ (\$53,046), but just below the state of Illinois’ (\$56,797).

1. 2013 American Community Survey (ACS) 5-Year Estimates
2. 2013 American Community Survey (ACS) 5-Year Estimates



**FIGURE 3-7** Path in Dohme Park

FIGURE 3-8



### Savoy Bike & Pedestrian Plan Median Household Income



Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup



### Means of Transportation to Work

In the Village of Savoy, the population is highly dependent on automobiles with 85% commuting to work by car, truck or van, driving alone (71%) or carpooling (14%). Less than 1% walk to work, and 2% commuted to work by taxicab, motorcycle, bicycle, or other means.

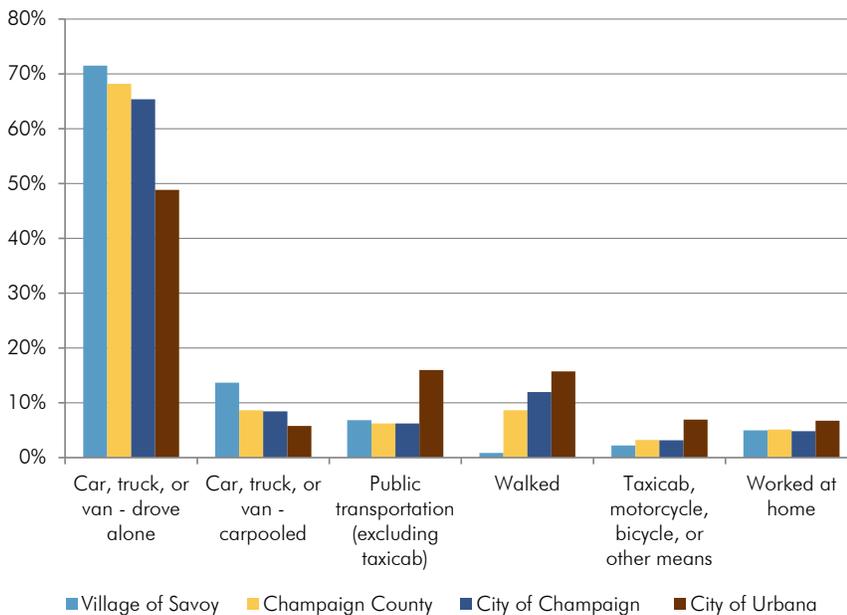
As shown in *Figure 3-10*, a significant percentage of Savoy’s population drives or carpools to work, and a much lower percentage walks to work in comparison to the County and to contiguous planning areas.

While this data shows a high dependency on automobiles, it also indicates the potential for increase in active transportation. Studies have shown that a well connected network of bike lanes can induce mode change from driving to biking and walking.<sup>1</sup>



**FIGURE 3-9** Automobiles on Dunlap Avenue (U.S. 45)

1. *Bicycling for Transportation and Health: The Role of Infrastructure*. Dill, Jennifer. 2009, *Journal of Public Health Policy*, pp. Volume 30, S95-S110.



**FIGURE 3-10** Savoy population by means of transportation to work in comparison to Champaign County and contiguous planning areas, 2013 ACS 5-Year Estimates

## 3.2 MAJOR DESTINATIONS

When constructing a well-connected network for active transportation, it is fundamental to consider the major destinations within the Village of Savoy and in the surrounding area (see *Figure 3-17* and *Figure 3-21*). Increasing access to bicyclists and pedestrians is very important, as these locations attract and generate trips, and concentrate activities and population.

### Savoy Major Destinations

A major destination is the Village of Savoy Municipal Center and Savoy Business Development Center (SBDC) (see *Figure 3-11*). It concentrates both the Village's government office and a business and technology incubator with office and laboratory space.

There are a number of assisted living facilities in the Village of Savoy, such as Champaign Urbana Nursing and Rehab (see *Figure 3-12*) and the Windsor of Savoy, located west of Savoy Plaza. There are also the Parkview Senior Apartments on East Curtis Road, and the Villas of Holly Brook and the Autumn Fields Adult Community, which are located further south on Airport Road.

Concentrated along Curtis Road and Church Street, there are multifamily housing and student apartment complexes, such as the Place at 117 and the Village at Colbert Park (see *Figure 3-13*).



**FIGURE 3-11** Village of Savoy Municipal Center



**FIGURE 3-12** Champaign Urbana Nursing and Rehab



**FIGURE 3-13** Village at Colbert Park student apartment complex



**FIGURE 3-14** Children arriving at Carrie Busey Elementary School on Walk 'n' Roll to School Day 2015

Carrie Busey Elementary School is located on the east side of Savoy (see *Figure 3-14*) and over 450 students are enrolled there. Located west of Savoy Plaza is the Montessori School of Champaign-Urbana. Further south, near John L. Jones Park, is a Champaign County Head Start facility, which is part of a federal program that promotes the school readiness of children ages 5 and under from low-income families by enhancing their cognitive, social, and emotional development.

Savoy Plaza at the northwest corner of Dunlap Avenue (U.S. 45) and Curtis Road concentrates most of the Village's restaurants, as well as the Schnucks supermarket and the Savoy 16 IMAX movie theater. There is also a Walmart Supercenter located further south on U.S. 45.

The Village of Savoy has a number of open and recreational spaces, such as Burwash Park, Colbert Park (see *Figure 3-15*), Dohme Park, John L. Jones Park, and Prairie Fields Park (see *Figure 3-16*). Additional recreational facilities include the Savoy Recreation Center and the University of Illinois Golf Course.

Finally, there is the University of Illinois Willard Airport, which is owned and operated by the University of Illinois at Champaign-Urbana.



**FIGURE 3-15** Path at Colbert Park

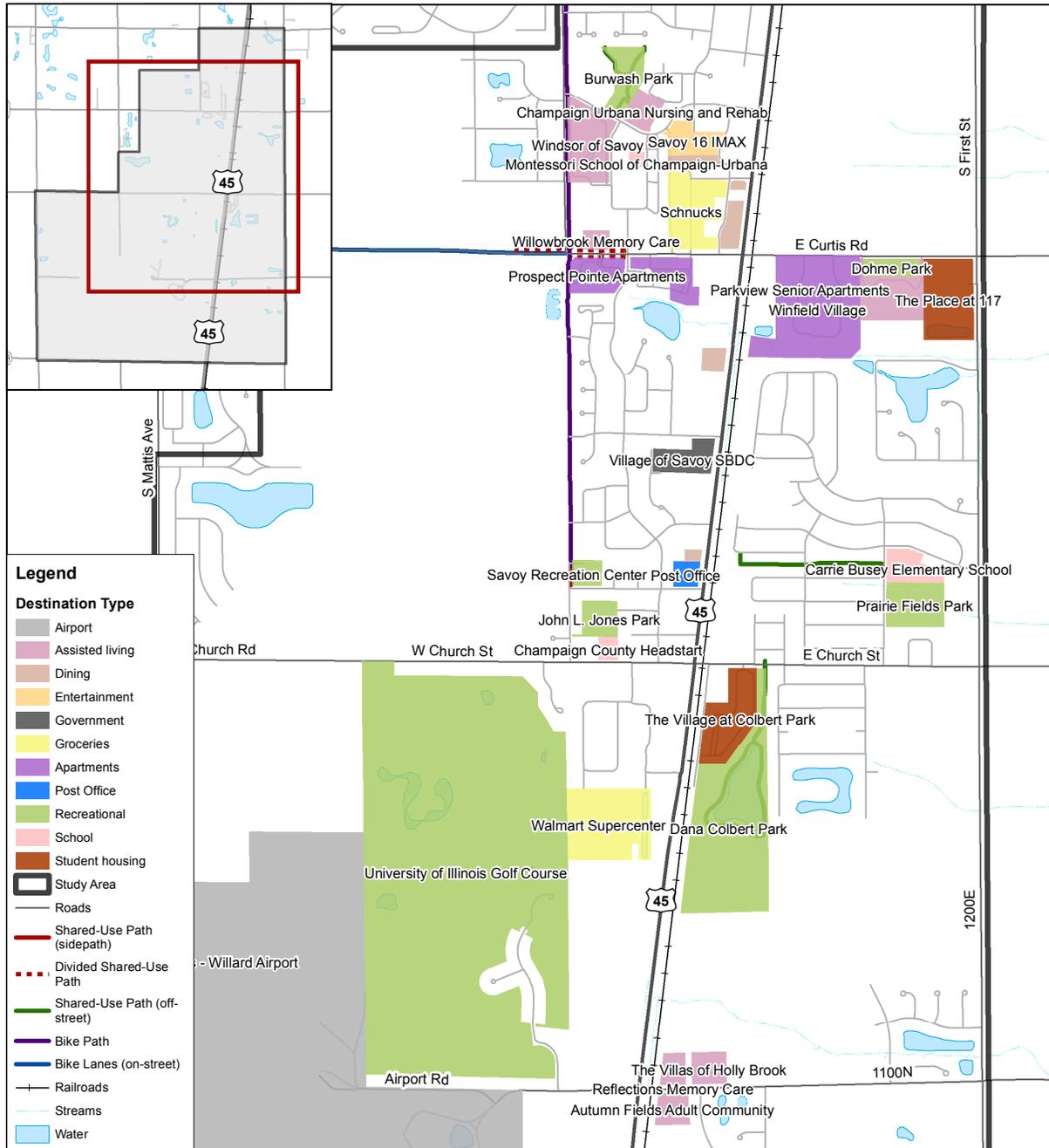


**FIGURE 3-16** Playground area in Prairie Fields Park

FIGURE 3-17



## Savoy Bike & Pedestrian Plan Savoy Destinations



0 0.125 0.25 0.5 Miles



## Regional Major Destinations

As the Village of Savoy has only institutions of elementary and pre-school education, residents are often enrolled in other schools of the Champaign School District. These include Barkstall Elementary School, Bottenfield Elementary School, Edison Middle School, Franklin Middle School, Central High School (see *Figure 3-18*), and Centennial High School (see *Figure 3-21*). Although students from Barkstall, Bottenfield and Carrie Busey do not feed to Jefferson Middle School, it is an important destination because it is located by Centennial High School.

There are two higher education institutions in the Champaign-Urbana area that are key to the community: the University of Illinois at Urbana-Champaign (see *Figure 3-19*) and Parkland College. Together, they have an annual enrollment of over 62,000 students.

Hospitals and clinics are important regional destinations. These include Carle Foundation Hospital and Clinic, and Presence Covenant Medical Center, both located north of the University of Illinois campus. There is also the Carle Clinic Family Practice (Champaign on Curtis) located at Curtis Road and Mattis Avenue.

Major regional shopping destinations are Downtown Champaign, Market Place Mall, and North Prospect Avenue, home to many big box stores. There is also Lincoln Square Mall in Downtown Urbana, one of the United States' first fully enclosed malls and home to Urbana's Market at the Square and the Common Ground Food Co-op.

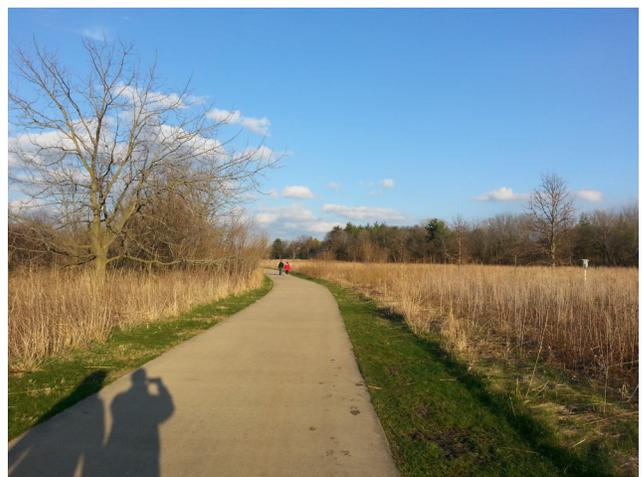
Other important regional destinations are the parks and recreation spaces in the area, such as Centennial Park, Hessel Park and the Stephens Family YMCA in Champaign, and Meadowbrook Park in Urbana (see *Figure 3-20*).



**FIGURE 3-18** Champaign Central High School



**FIGURE 3-19** University of Illinois Main Quad

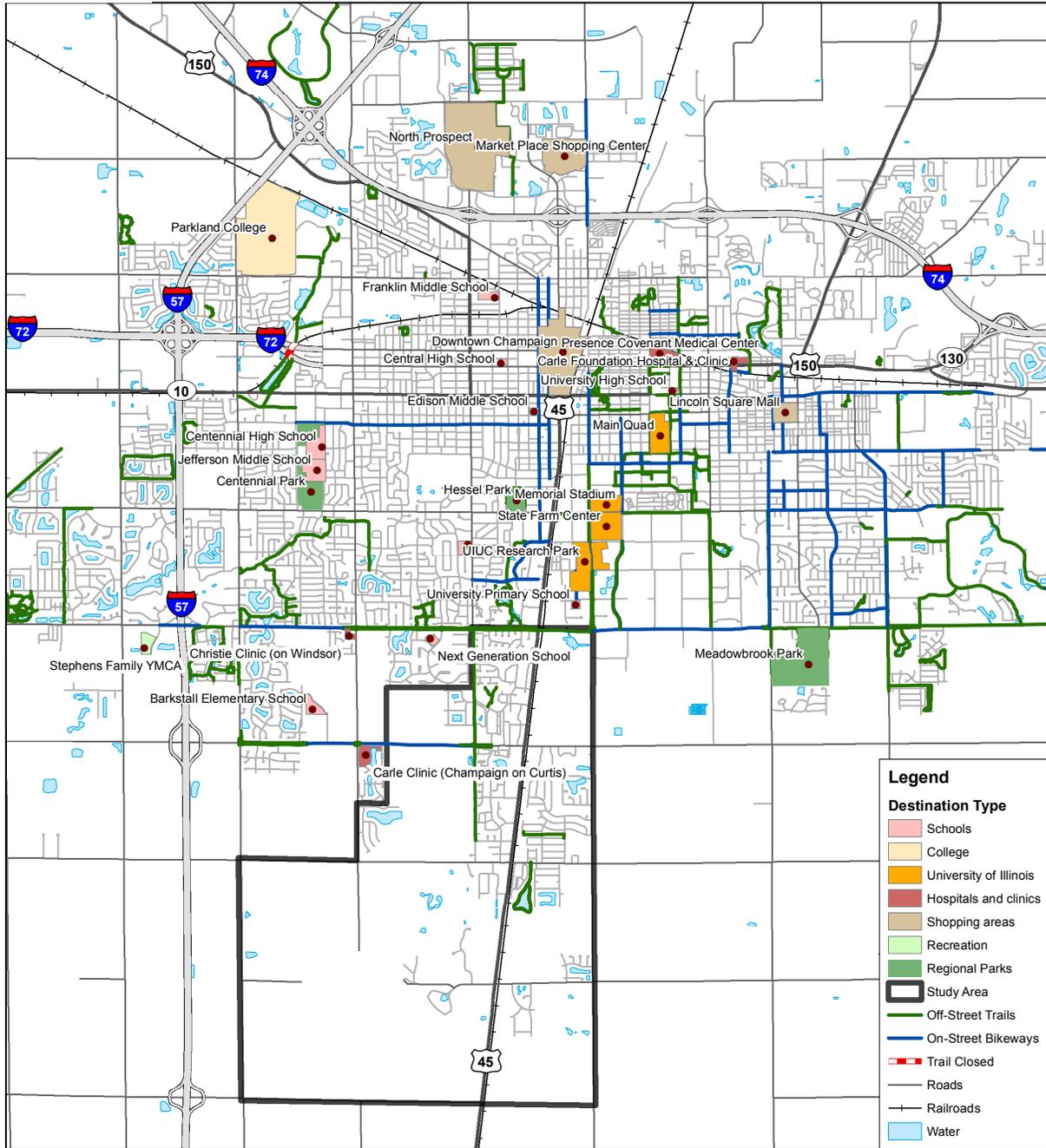


**FIGURE 3-20** Path in Meadowbrook Park in Urbana

FIGURE 3-21



### Savoy Bike & Pedestrian Plan Regional Destinations



## 3.3 ROADWAY NETWORK

### Roadway Functional Classification

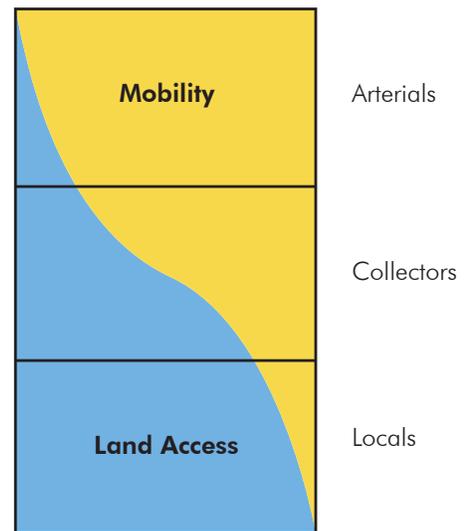
According to the Federal Highway Administration (FHWA):

*Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channeled within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network. (FHWA, 1989)*

A roadway generally has two basic functions: access to land or property and travel mobility. While *mobility* refers to the actual ability of the road to move traffic, *accessibility* has to do with the ease of entering or exiting a roadway to or from adjacent properties (see Figure 3-22). Arterials have high mobility but low land access and are usually used for longer trips. On the other hand, local roads have significantly lower mobility due to lower speed, but provide the highest level of land access. Collectors often act as the transitional roads from arterials to local roads, and they have intermediate levels of mobility and land access. Roadways with higher functional classification tend to have a negative effect on the perceived safety and comfort of pedestrians and bicyclists. In addition, they are also likely to be more difficult to cross.

The **principal arterials** in the study area are Dunlap Avenue (U.S. 45) and Curtis Road (west of Dunlap Avenue) (see Figure 3-24). The **minor arterials** are Mattis Avenue, Church Street, First Street (north of Church Street), Curtis Road (between Dunlap Avenue and First Street), and Monticello Road (County Road 1000N). The **major**

**collectors** are Prospect Avenue, Airport Road, Old Church Road (west of Mattis Avenue and east of First Street), Duncan Road, Airport Road (east of Dunlap Avenue), and First Street (between Church Street and Airport Road).



**FIGURE 3-22** Relationship of Functionally Classified Systems in Serving Traffic Mobility and Land Access

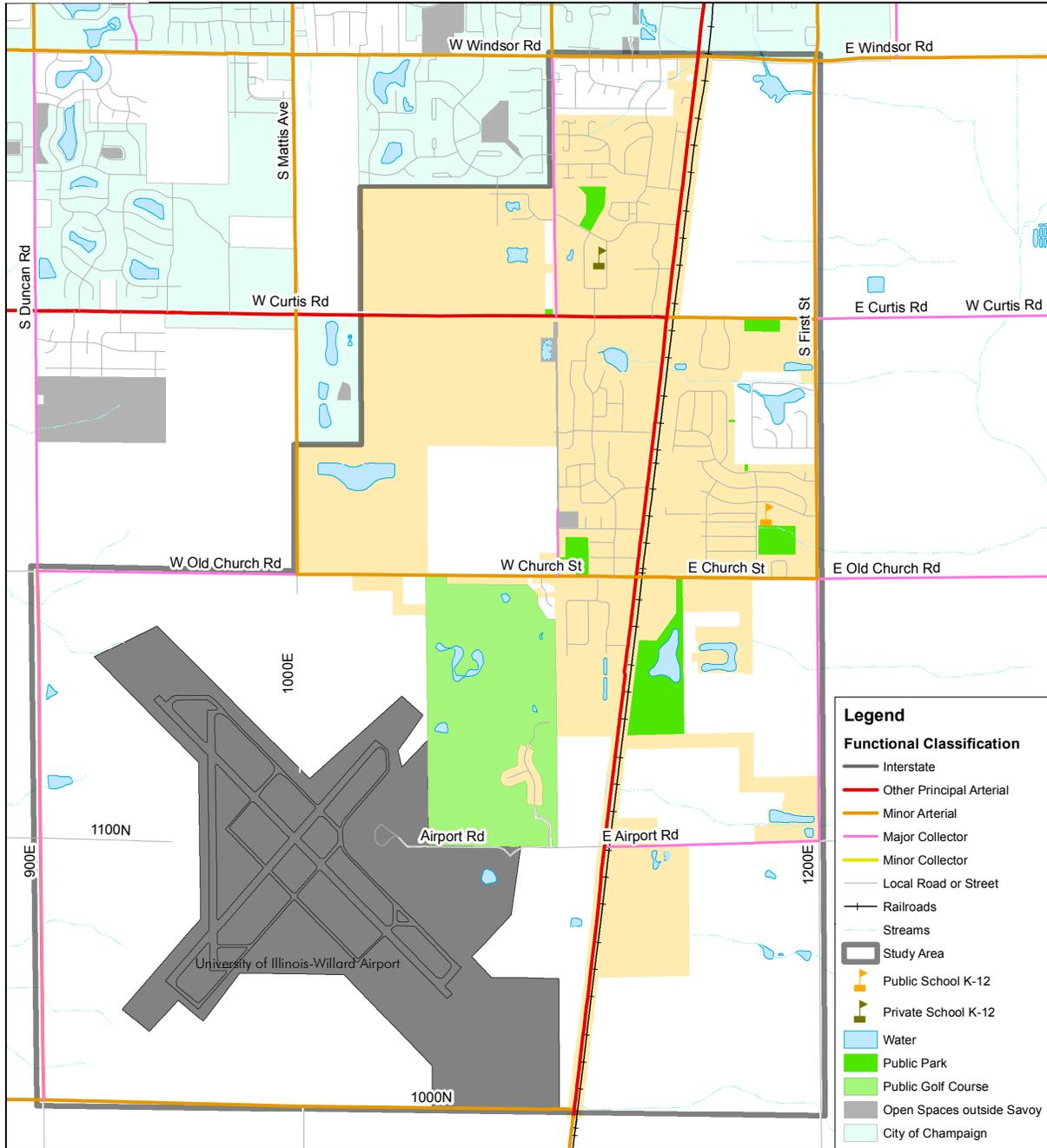


**FIGURE 3-23** Intersection of Windsor Road and U.S. 45

FIGURE 3-24



## Savoy Bike & Pedestrian Plan Roadway Functional Classification



## Roadway Jurisdiction

The study area includes roadways from multiple jurisdictions (see *Figure 3-27*) and it is fundamental to take this into consideration in the creation of a well-connected bicycle and pedestrian network. In the study area and immediate surroundings, there are roadways under the jurisdiction of two municipalities, the Village of Savoy and the City of Champaign; of four different townships, Champaign Township, Tolono Township, Urbana Township, and Philo Township; and a federal route, Dunlap Avenue (U.S. 45).

The different jurisdictions demand the constant cooperation between Savoy and other agencies in multiple occasions. An example is the provision of pedestrian crossings across corridors, such as Dunlap Avenue (U.S. 45), which is under federal jurisdiction.

As development occurs, land use often changes from agricultural to residential and commercial, and land and roads are transferred from townships to the Village. Thus, provisions for bicycle and pedestrian infrastructure must be made together with roadway reconstruction.



**FIGURE 3-25** First Street between Curtis Road and Lake Park Road under jurisdiction of the Village of Savoy

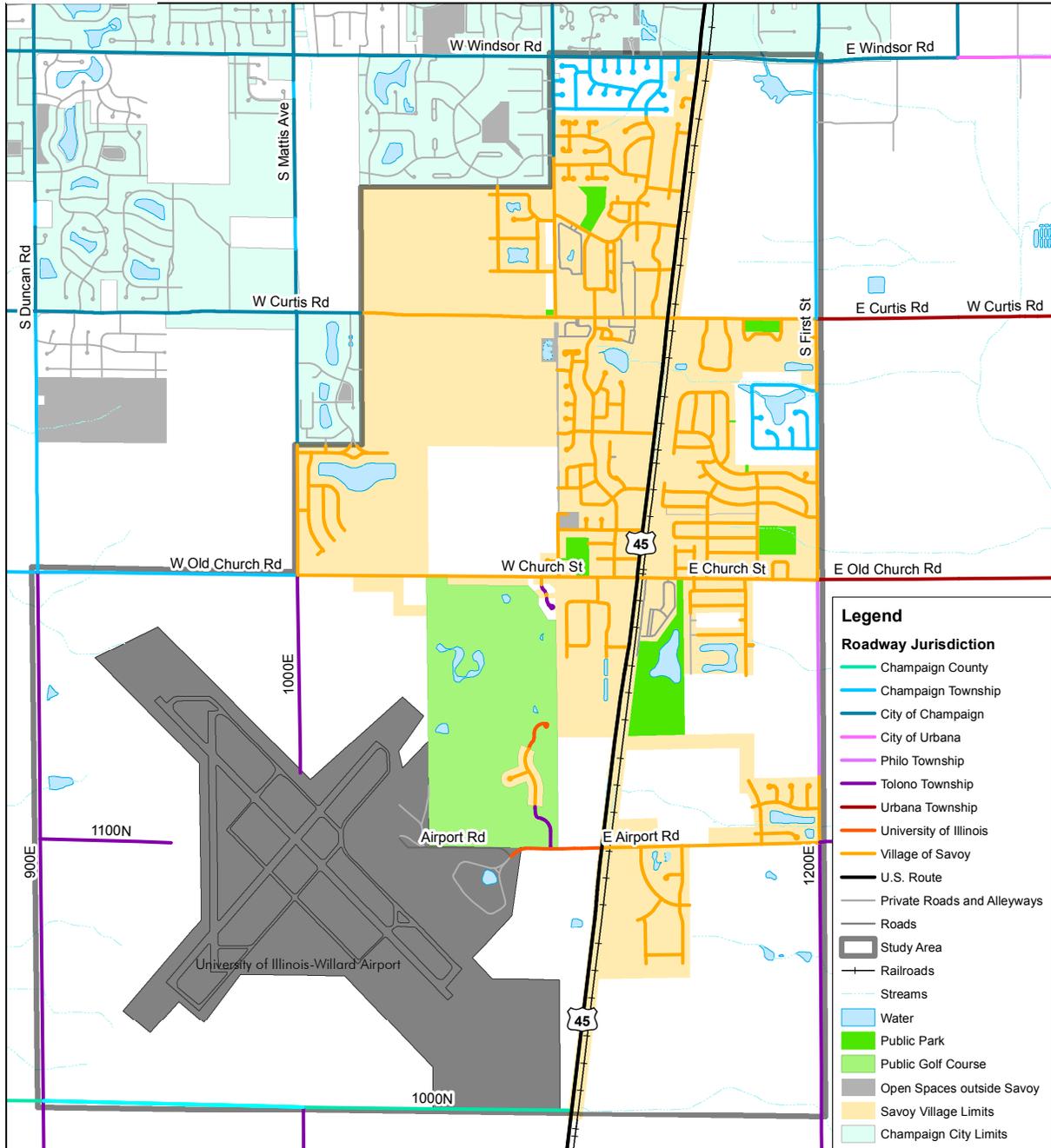


**FIGURE 3-26** Airport Road east of Dunlap Avenue (U.S. 45) under jurisdiction of the Village of Savoy

FIGURE 3-27



## Savoy Bike & Pedestrian Plan Roadway Jurisdiction



## Average Daily Traffic (ADT), Posted Speed Limit, and Heavy Vehicle Traffic

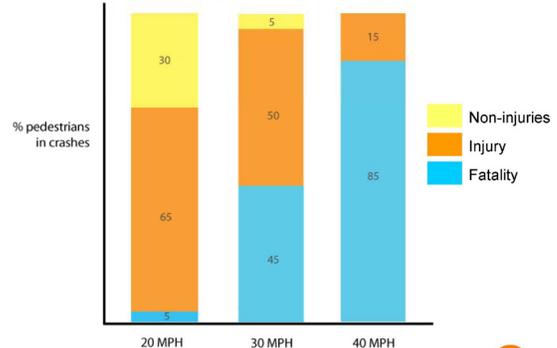
The high intensity of traffic has a strong and negative impact in the perceived level of comfort and safety of both pedestrians and bicyclists, as well as high speed limits and high percentage of heavy vehicles. Roadways with these characteristics demand specific treatment to increase the safety of persons utilizing active modes of transportation, such as sidepaths and protected bike lanes.

Additionally, speed has been identified as a key factor in crash injuries, influencing the risk of a road crash as well as the severity of the resulting injuries (see *Figure 3-28*). According to the World Health Organization (WHO),<sup>1</sup> an increase in average speed of 1 mph typically results in a 4.8% higher risk of a crash involving injury, with a 6.4-8% increase for crashes that result in fatalities. In addition, this relationship between speed and injury severity is even more critical for pedestrians and bicyclists. According to the National Center for Safe Routes to School (SRTS):

Pedestrian crash severity is also much lower at low motor vehicle speeds. If a pedestrian is struck by a car traveling at 40 mph, there is an 85 percent likelihood that the pedestrian will be killed. This percentage drops to 45 percent at 30 mph and 5 percent at 20 mph.

The roadways in the study area with the highest ADT are Dunlap Avenue (U.S. 45) (11,700 to 12,500), Curtis Road (7,500 to 4,500), and First Street (7,400 to 2,650) (see *Figure 3-30*). In addition, Dunlap Avenue (U.S. 45) and Curtis Road have two of the highest posted speed limits at 55 mph and 45 mph respectively (see *Figure 3-31*). These streets also have some of the highest percentages of traffic being heavy vehicles (e.g. trucks), at 3.5% on Dunlap Avenue and Curtis Road west of Dunlap Avenue, and 2% on Curtis Road east of Dunlap Avenue (see *Figure 3-32*). Airport Road also has one of the highest posted speed limits at 45 mph.

Pedestrian injury severity vs. vehicle impact speed



Source: "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries" US DOT HS 809 021 October 1999 Final Report



**FIGURE 3-28** Influence of vehicle impact speed on pedestrian injury severity



**FIGURE 3-29** Dunlap Avenue near Savoy Plaza

1. Pasanen E, 1991.

FIGURE 3-30



### Savoy Bike & Pedestrian Plan Average Daily Traffic (ADT)

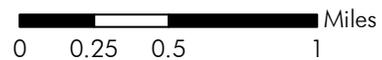
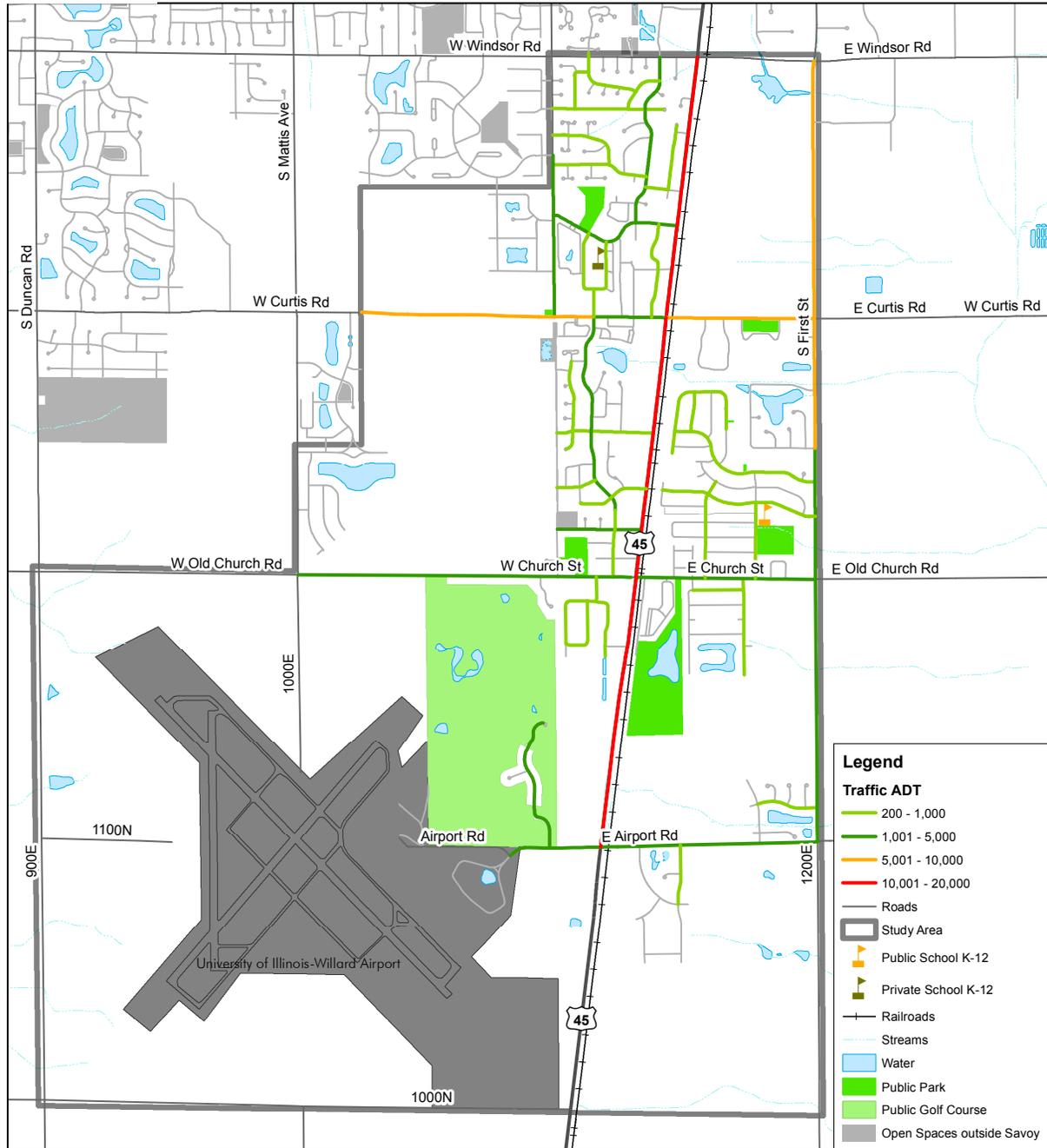


FIGURE 3-31



### Savoy Bike & Pedestrian Plan Posted Speed Limit

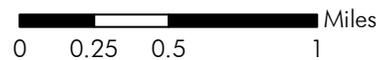
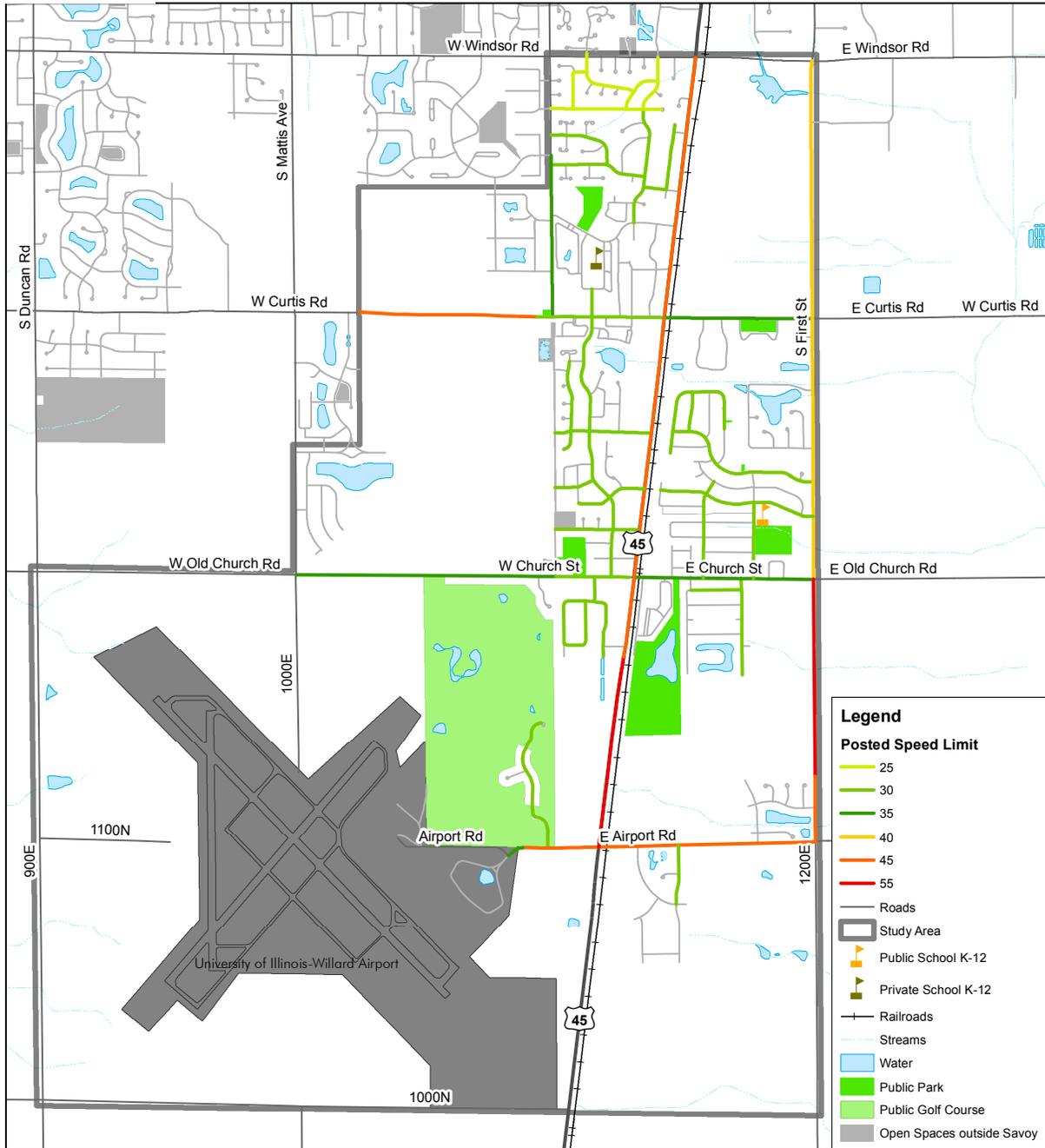
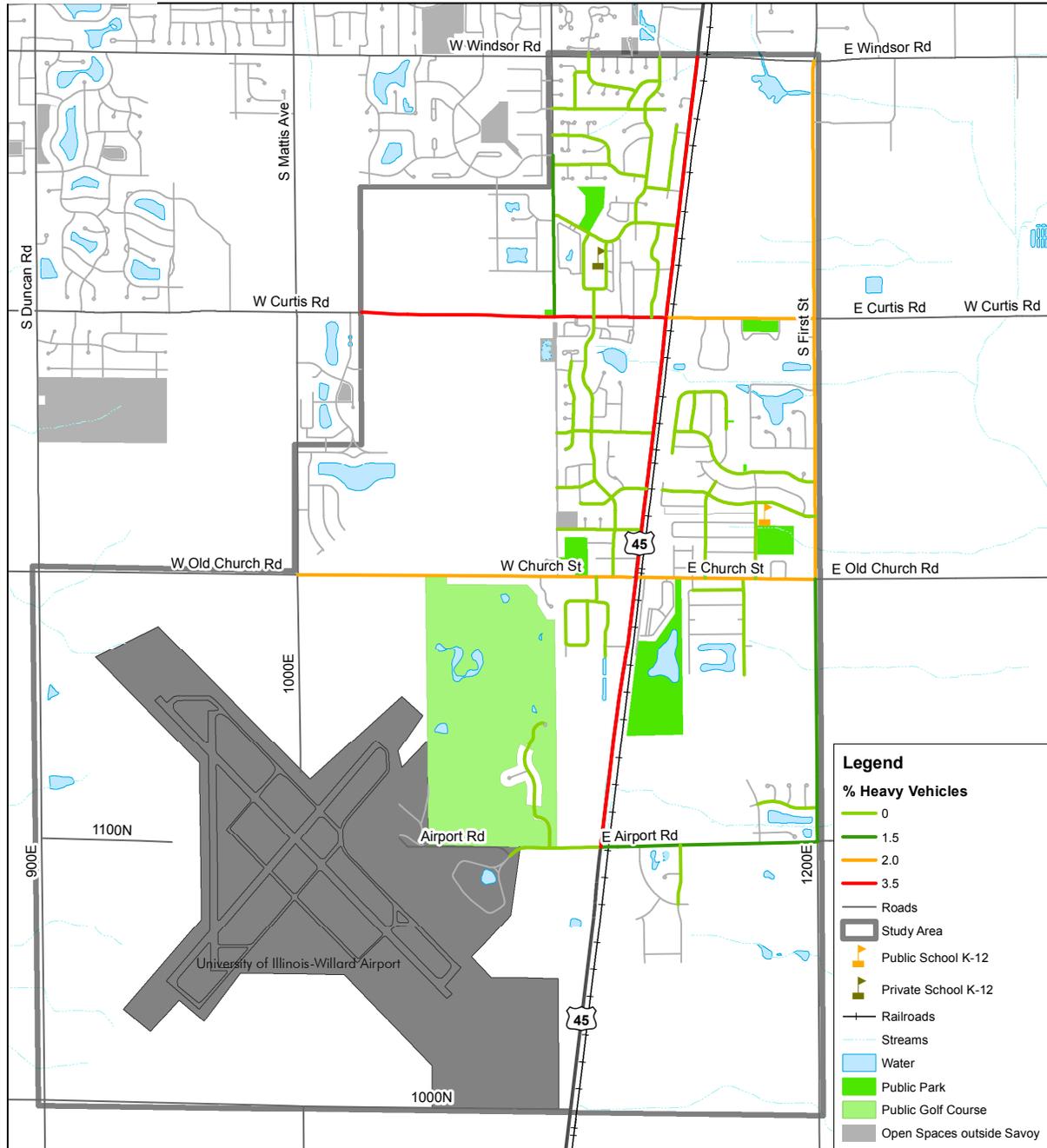


FIGURE 3-32



### Savoy Bike & Pedestrian Plan Heavy Vehicle Traffic



## Roadway Widths and Potential for Bicycle Infrastructure

Roadway width is an important aspect to consider because it influences the potential for adding bike infrastructure, such as protected bike lanes, buffered bike lanes and sidepaths. In addition, it affects pedestrians and bicyclists, who have a decreased level of safety and comfort along roadways with a greater number of lanes and wider lanes.

The roadways with the greatest width in the study area are Dunlap Avenue (U.S. 45) and West Curtis Road, whose maximum total widths are respectively 115 feet and 85 feet (see *Figure 3-35*). These roadways are much wider in comparison to other major roads in the community. For example, the maximum width for Church Street is 36 feet and for First Street, 44 feet.



**FIGURE 3-33** Church Street west of Dunlap Avenue (U.S. 45) with limited width and right of way

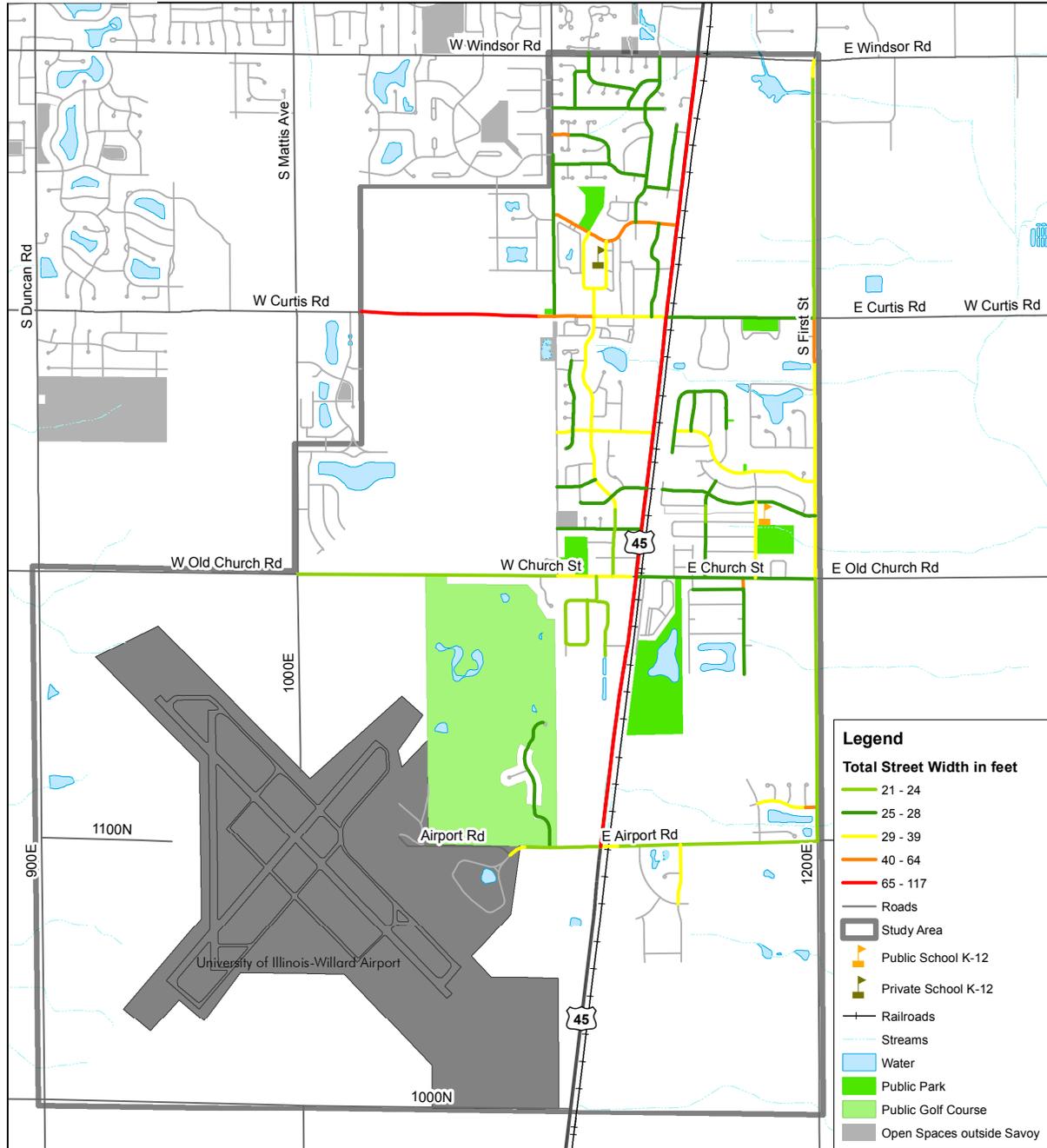


**FIGURE 3-34** First Street near the Curtis Road intersection with shoulders and extensive right of way

FIGURE 3-35



### Savoy Bike & Pedestrian Plan Roadway Width



## Frequency of Driveways

The presence of driveways to commercial buildings or residences increase the conflict potential between automobiles and people bicycling and walking. Bicyclists may have a particularly greater chance of crashing with a car when a large number of driveways intersect with a roadway. In *Figure 3-39*, “low” driveway frequency is more optimal for active transportation than “high” frequency. Driveway frequency is a subjective measure based on aerial observation of the study area’s major roadways.

Most major roadways in the study area have a low frequency of driveways, making them potential candidates for a sidepath. Dunlap Avenue (U.S. 45) is a leading candidate, both due to its location and the concentration of destinations along its length in the study area. The exceptions are the segments near the intersections of U.S. 45 and Windsor Road, U.S. 45 and Church Street, and Church Street between Mattis Avenue and U.S. 45.



**FIGURE 3-36** Church Street has a high frequency of driveways



**FIGURE 3-37** Curtis Road has a medium frequency of driveways

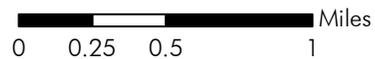
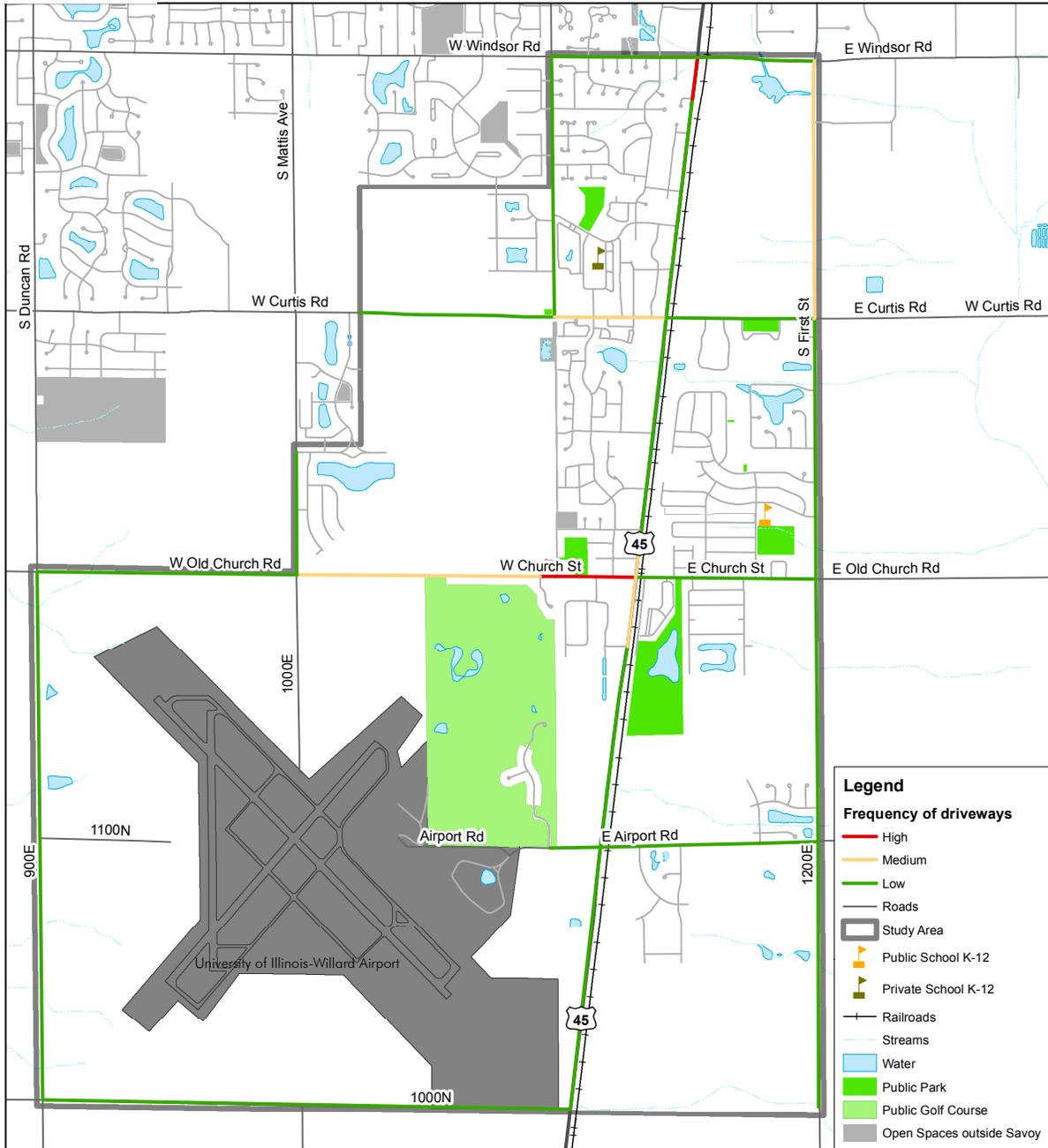


**FIGURE 3-38** First Street has a low frequency of driveways

FIGURE 3-39



### Savoy Bike & Pedestrian Plan Frequency of Driveways



## Vehicle Crashes

Roadways with a large number of crashes may indicate decreased safety for vehicles, but also for pedestrians and bicyclists. They may demand strategies for safer pedestrian crossings and off-street bicycle infrastructure, such as sidepaths.

During the five-year period between 2009 and 2013 (the period with the most recent crash data available), most crashes in the study area happened on major roads, including Dunlap Avenue (U.S. 45), Windsor Road, Curtis Road, and Church Street (see *Figure 3-43*). The crashes of highest severity happened at the intersections of Dunlap Avenue and Windsor Road, and Dunlap Avenue and Church Street.

There was a significant amount of higher severity crashes on Dunlap Avenue near Savoy Plaza, which is a key destination in the Village. In addition, there were a number of crashes on Dunlap Avenue between Church Street and Airport Road, where there is a median strip and the posted speed limit increases to 55 mph.



**FIGURE 3-40** Dunlap Avenue (U.S. 45) near Savoy Plaza



**FIGURE 3-41** Intersection of Windsor Road and U.S. 45

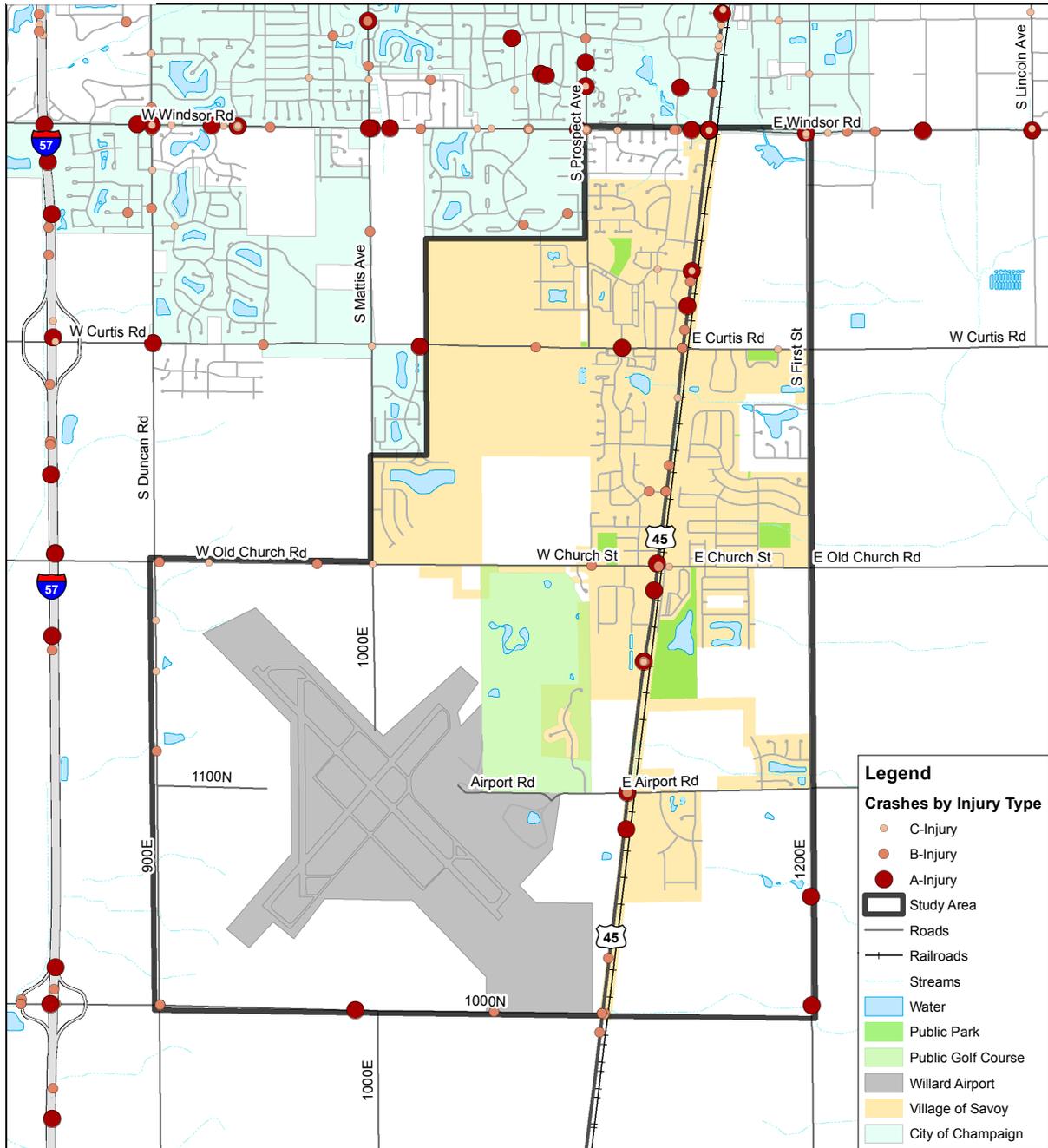


**FIGURE 3-42** Dunlap Avenue (U.S. 45) south of Church Street with a 55 mph posted speed limit

FIGURE 3-43



### Savoy Bike & Pedestrian Plan Vehicle Crashes (2009-2013)



## Bicycle-Vehicle and Pedestrian-Vehicle Crashes

Between 2009 and 2013, four bicycle-vehicle crashes and one pedestrian-vehicle crash took place on Windsor Road at its intersections with U.S. 45 and Prospect Avenue. The remaining crashes took place outside of Savoy village limits (see *Figure 3-46*).

All five crashes occurred at intersections with traffic signals, under dry conditions and with daylight. Factors that possibly contributed to these crashes and to the type B- and C-injuries that resulted from the crashes include the high ADT and the high posted speed limit on these roadways.



**FIGURE 3-44** Bicyclists waiting to cross Windsor Road at Prospect Avenue

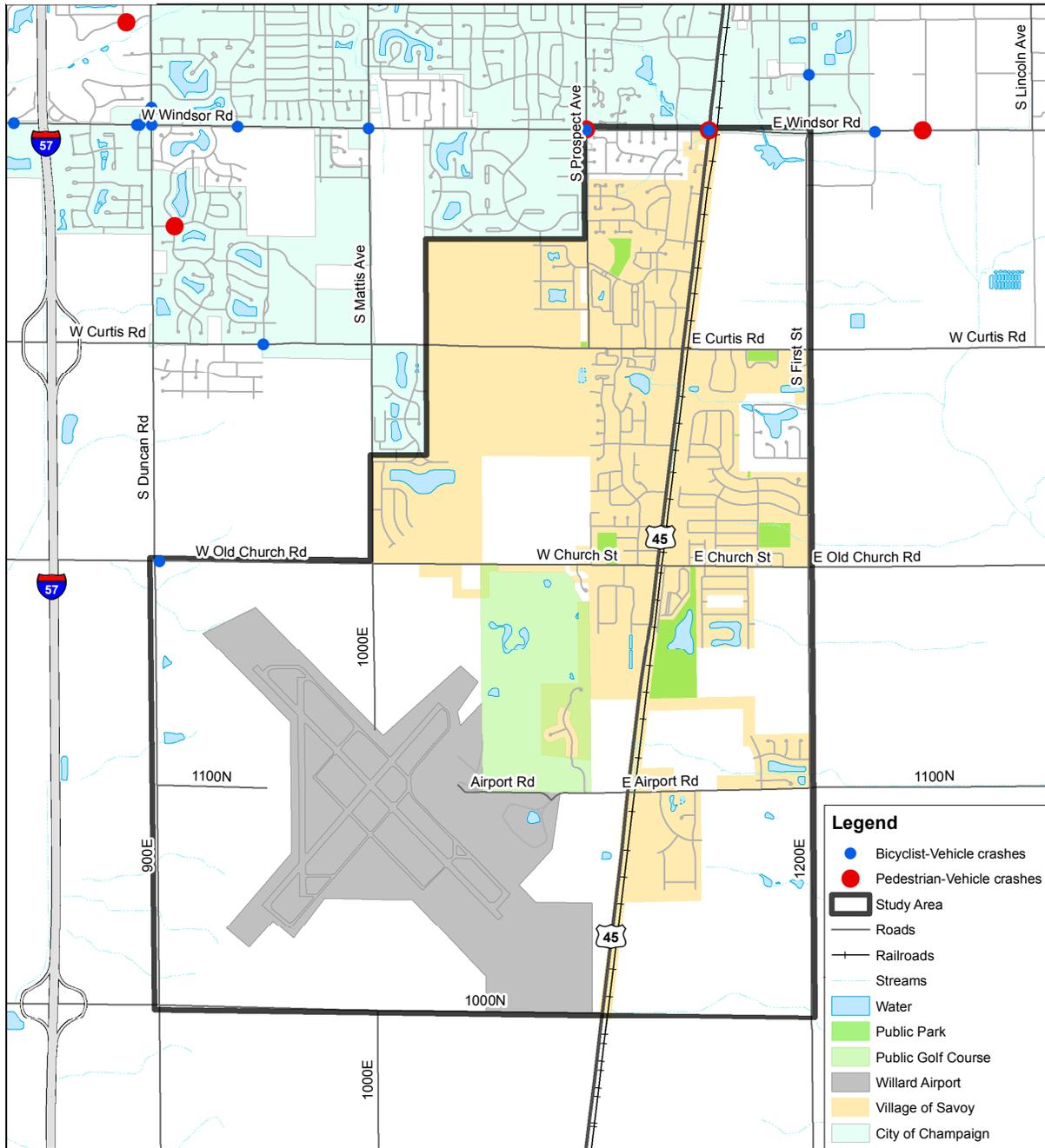


**FIGURE 3-45** Off-street shared-use path west of Carrie Busey Elementary School

FIGURE 3-46



### Savoy Bike & Pedestrian Plan Pedestrian- and Bicyclist-Vehicle Crashes (2009-2013)



## 3.4 BICYCLE NETWORK CONDITIONS

### Existing Bikeways and Trails

In the study area, there are limited existing bikeways and trails (see *Figure 3-50*). There are divided shared-use paths or sidepaths on Windsor Road and on Curtis Road between Prospect Avenue and Wesley Avenue. There are on-street bike lanes on Curtis Road, west of Prospect Avenue. Additionally, there are off-street shared-use paths in Burwash Park and Dana Colbert Sr. Park, and the Prairie Fields Trail north of Dropseed Drive, connecting Blazing Star Drive to Prairie Rose Lane. There is also the Harold E. Ruppel Memorial Bike Path along the Prospect Avenue corridor, which is approximately 1.8 miles long and connects the Savoy Recreation Center directly to Windsor Road. It was constructed in 1995 with assistance from a grant from the Illinois Department of Natural Resources (IDNR), and it commemorates one of the Village's first park advocates.

Another important part of the existing infrastructure are the shared-use paths in subdivisions for both pedestrians and bicyclists. Though privately owned and maintained, these paths create connections between the different residential areas and provide shortcuts for residents and users. The subdivision shared-use paths are concentrated in the Arbours, Arbour Meadows and Prairie Fields subdivisions.



**FIGURE 3-47** Harold E. Ruppel Memorial Bike Path near Tomaras Avenue



**FIGURE 3-48** Harold E. Ruppel Memorial Bike Path near Curtis Road

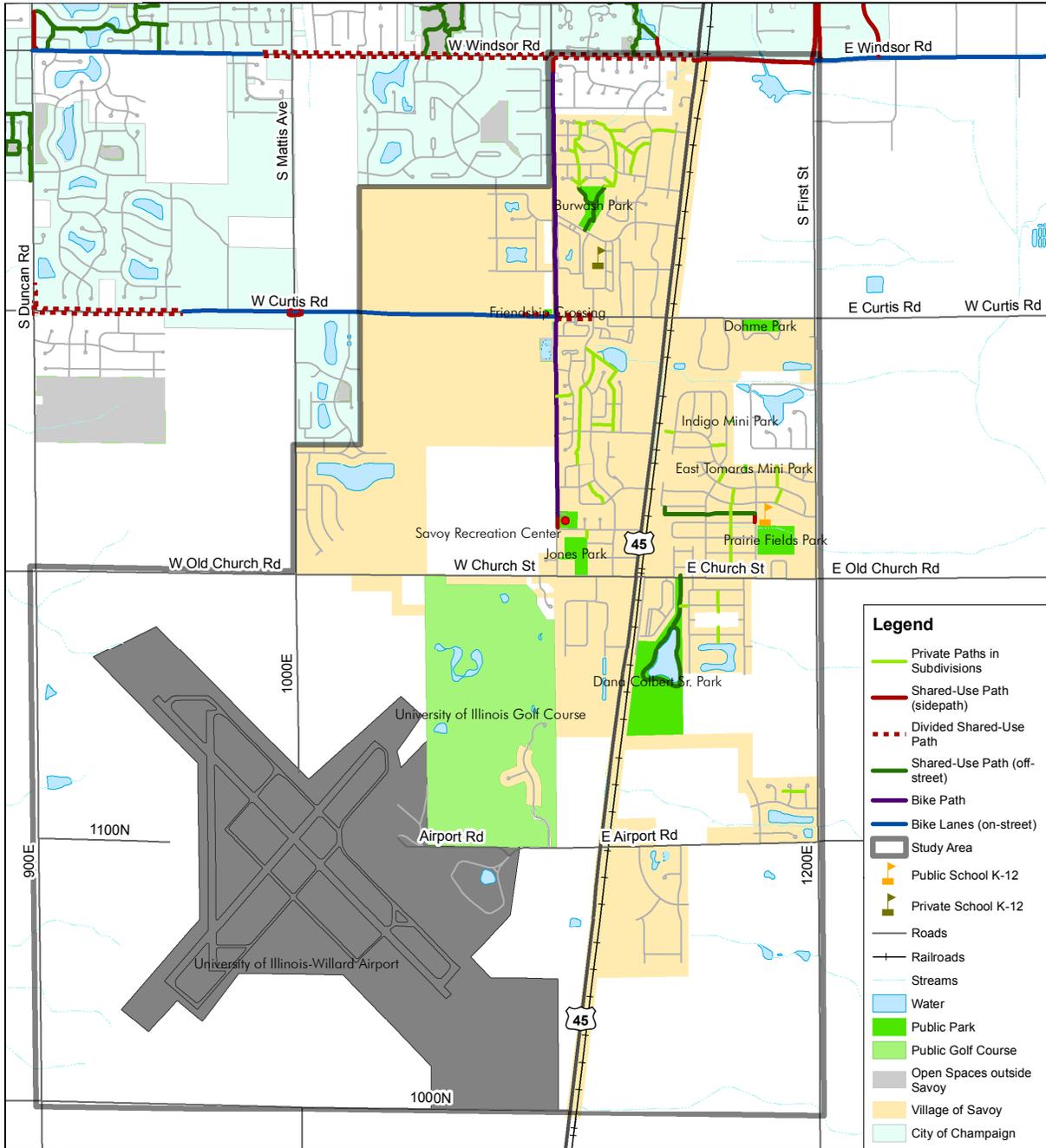


**FIGURE 3-49** Divided shared-use path on Curtis Road

FIGURE 3-50



### Savoy Bike & Pedestrian Plan Existing Bikeways & Trails



## Bicycle Level of Service (BLOS)

The Bicycle Level of Service (BLOS) is a measure used nationally for bicyclist comfort level as a function of a roadway's geometry and traffic conditions, and it was developed by Sprinkle Consulting.

With statistical precision, the Model clearly reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles speed and type, and on-street parking. (Sprinkle Consulting Inc., 2007)

Between Curtis Road and Church Road, First Street has a high BLOS due to the extra width provided by the paved shoulders (see *Figure 3-53*). However, the street segments both north and south of this section have one of the lowest scores of the study area, along with Curtis Road and Airport Road.

Dunlap Avenue (U.S. 45) has a high BLOS score in this analysis due to its wide shoulders. However, the roadway does not have wide shoulders on both sides of its entire length in the study area, which decreases safety for cyclists. In addition, there are busy intersections and turn lanes which increase the risk of collisions, such as at Savoy Plaza and Walmart Supercenter.



**FIGURE 3-51** Bike route sign on a collector street in Urbana

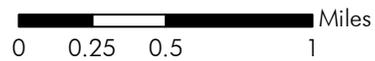
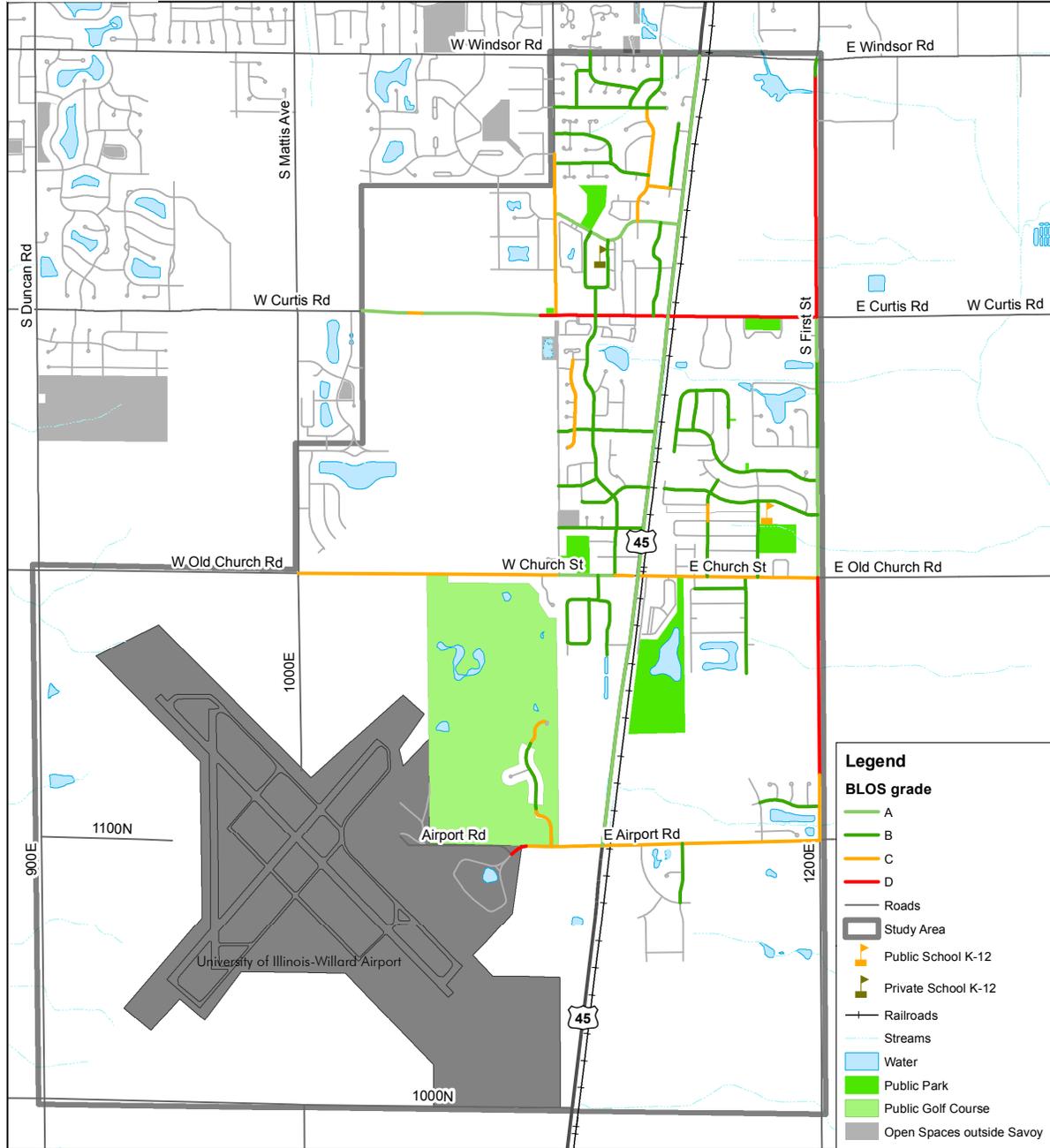


**FIGURE 3-52** Bike lane on Curtis Road in Champaign

FIGURE 3-53



### Savoy Bike & Pedestrian Plan Bicycle Level of Service (BLOS)



## 3.5 SIDEWALK NETWORK

### Conditions and ADA Score

Sidewalk data was collected for the Village of Savoy in 2015, as part of a study done by the Champaign County Regional Planning Commission for the Champaign-Urbana area. The analysis of the collected data provided sidewalk condition and ADA (Americans with Disabilities Act) compliance scores. The sidewalk condition score takes into account surface condition, vertical faults (see *Figure 3-54*), and cracked panels (see *Figure 3-55*). The ADA compliance score considers the sidewalks' cross slope, vertical faults, obstructions (see *Figure 3-56*), and width.

There are no significant gaps in the sidewalk network on major roads in this plan's study area, yet some blocks have sidewalks on a single side such as Curtis Road, Church Street and Dunlap Avenue (U.S. 45) (see *Figure 3-57*). This limits accessibility to important destinations. There are a large number of local streets without sidewalks, especially within Savoy Plaza and in Old Town Savoy near Jones Park. Though it may be relatively safe for pedestrians to use the local streets, the lack of sidewalks may limit pedestrian accessibility in the winter with the accumulation of snow.

Most of the Village's sidewalks have a high conditions score, rating above 80, including the sidewalks on major roads (see *Figure 3-58*). However, there is a section on Dunlap Avenue (U.S. 45) between Main Street and Jones Drive that has a lower conditions score. In addition, there is a concentration of sidewalks in the northern portion of Savoy with condition scores below 60.

Unfortunately, there is a generally low compliance score for ADA requirements in the Village of Savoy (see *Figure 3-59*). This limits the accessibility of persons with disabilities and seniors.



**FIGURE 3-54** Vertical fault on a sidewalk



**FIGURE 3-55** Cracked panels on a sidewalk



**FIGURE 3-56** Sidewalk obstructed by vegetation

FIGURE 3-57



### Savoy Bike & Pedestrian Plan Sidewalks & Trails

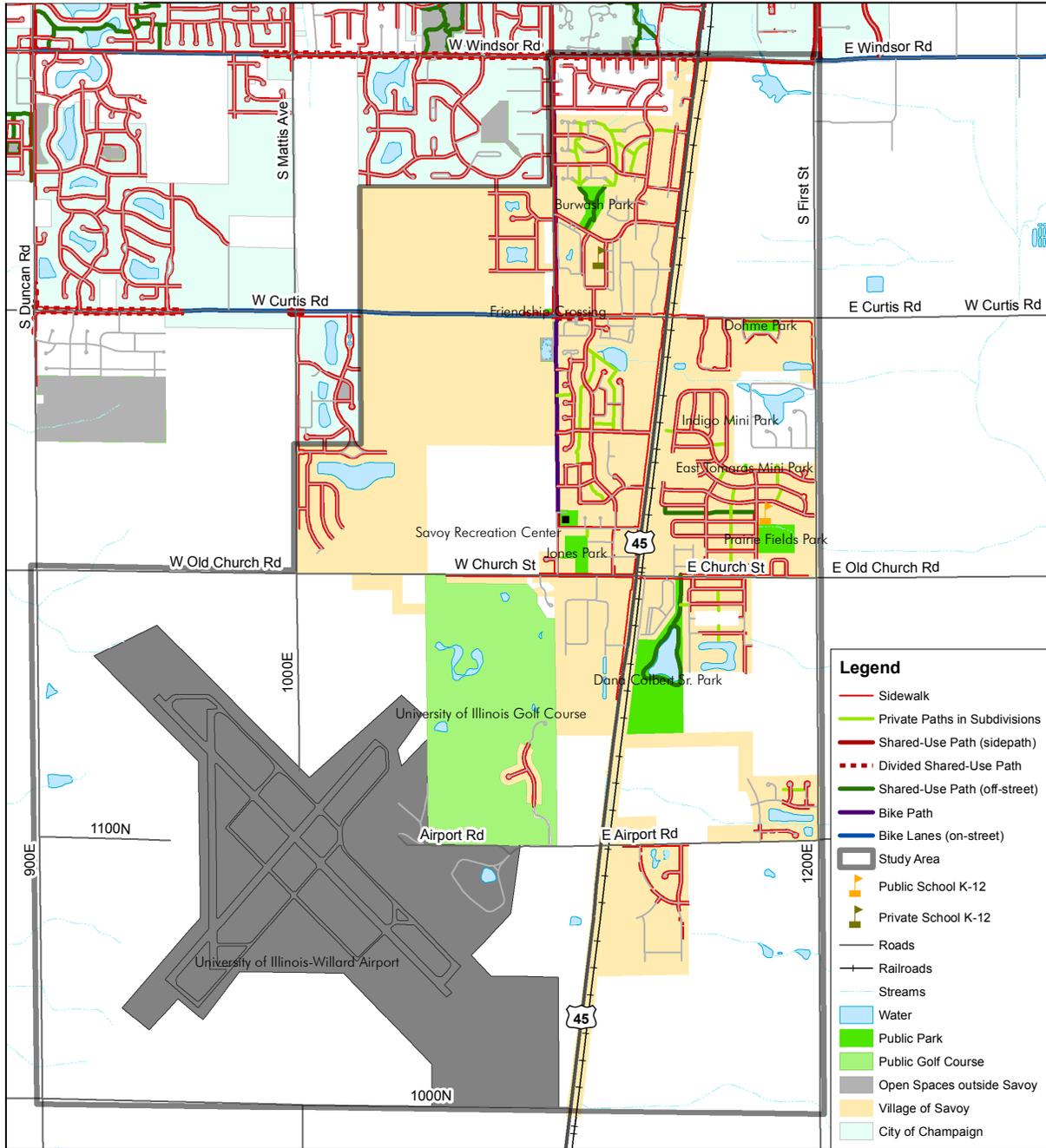
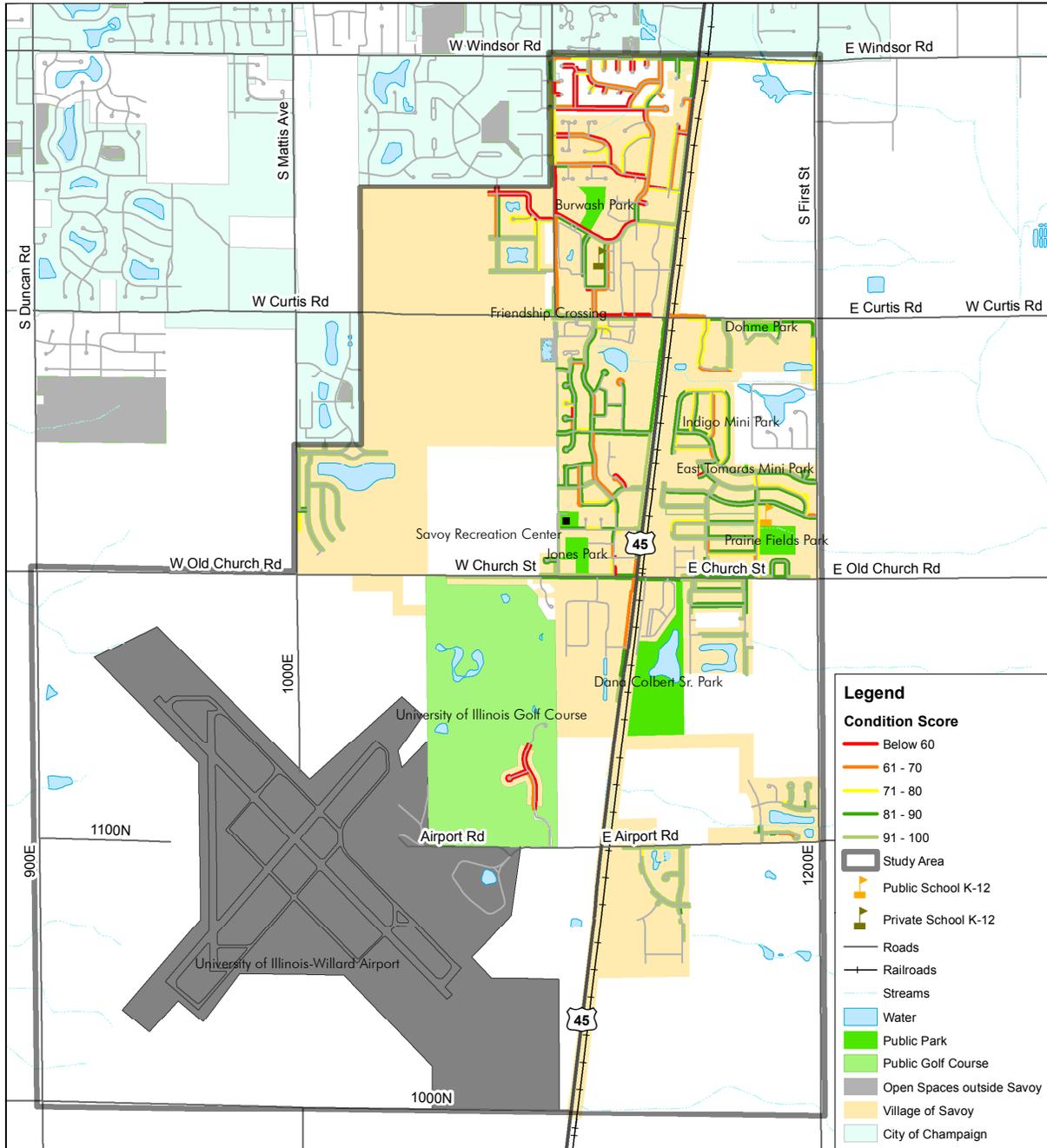


FIGURE 3-58



### Savoy Bike & Pedestrian Plan Sidewalk Conditions Score



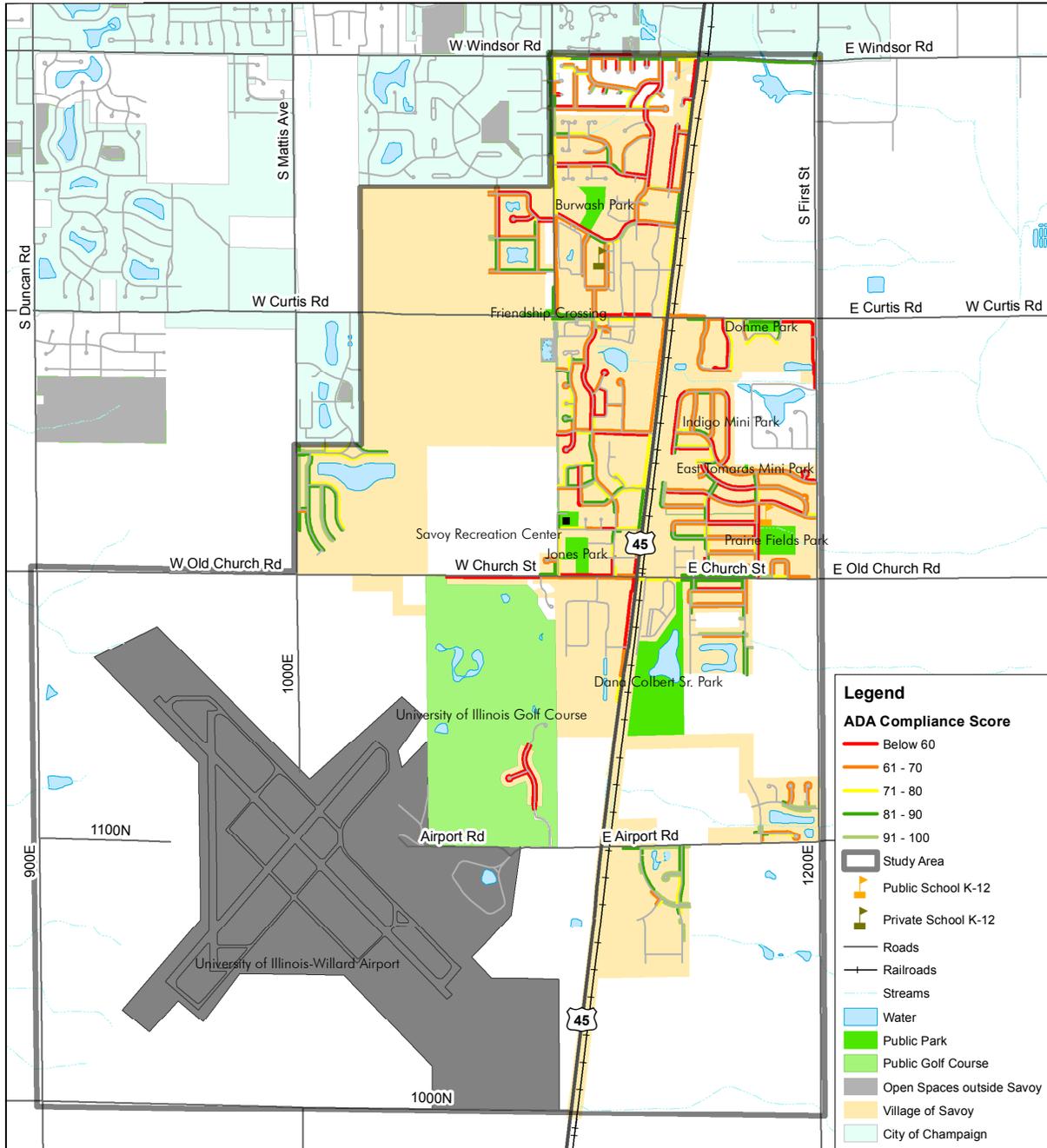
0 0.25 0.5 1 Miles



FIGURE 3-59



### Savoy Bike & Pedestrian Plan ADA Compliance Score



## Network Connectivity and Accessibility

Other key features that contribute to the sidewalk network connectivity and accessibility are traffic signals, pedestrian signals, curb ramps, and crosswalks. Traffic signals are the highest form of traffic control and when installed at appropriate locations, they improve pedestrian safety and reduce the severity of motor vehicle crashes. There are only traffic signals on U.S. 45, Windsor Road, and Curtis Road (see *Figure 3-63*).

Pedestrian signals indicate when a pedestrian is allowed to walk across a street (see *Figure 3-60*). All intersections with traffic signals in the study area have pedestrian signals, with two exceptions: the entrance to Savoy Plaza from U.S. 45, and the intersection of Airport Road and U.S. 45 (see *Figure 3-63*). Yet for a complete, connected pedestrian network, all intersections with traffic signals should have pedestrian signals at every corner with sidewalk approaches.

Painted crosswalks alert drivers where to expect people crossing (see *Figure 3-61*). Crosswalks are typically two white lines across the street, but other designs draw more attention to the crossing and tend not to wear away as quickly. Special paving or colored markings may also be used. Most of the intersections in the study area do not have marked crosswalks. They are only present at intersections with traffic signals, on some intersections along Prospect Avenue and Curtis Road, and near Carrie Busey Elementary School (see *Figure 3-64*).

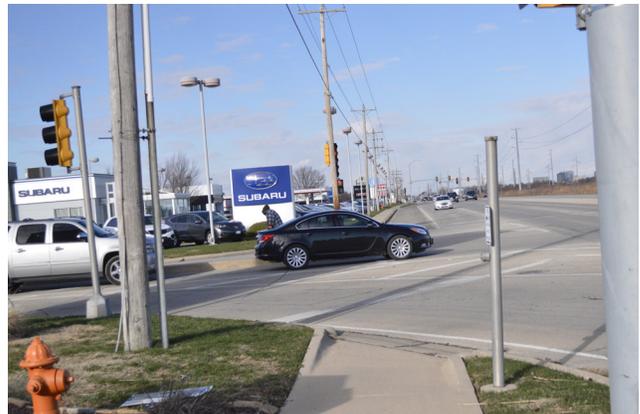
Curb ramps are transitions between sidewalks and the street (see *Figure 3-62*). Most of the intersections in the study area have curb ramps, except for the ones in Savoy Plaza, Lake Park subdivision, and Old Town Savoy southwest of U.S. 45 and Church Street (see *Figure 3-64*). It is important to highlight that having ADA-compliant curb ramps and landings on all corners are necessary for people with disabilities to use sidewalks and crosswalks.



**FIGURE 3-60** Examples of pushbutton-integrated Accessible Pedestrian Signals (APS)



**FIGURE 3-61** Pedestrian crossing on Church Street near Colbert Park



**FIGURE 3-62** Curb ramp not compliant with ADA standards

FIGURE 3-63



### Savoy Bike & Pedestrian Plan Traffic Lights and Pedestrian Signals

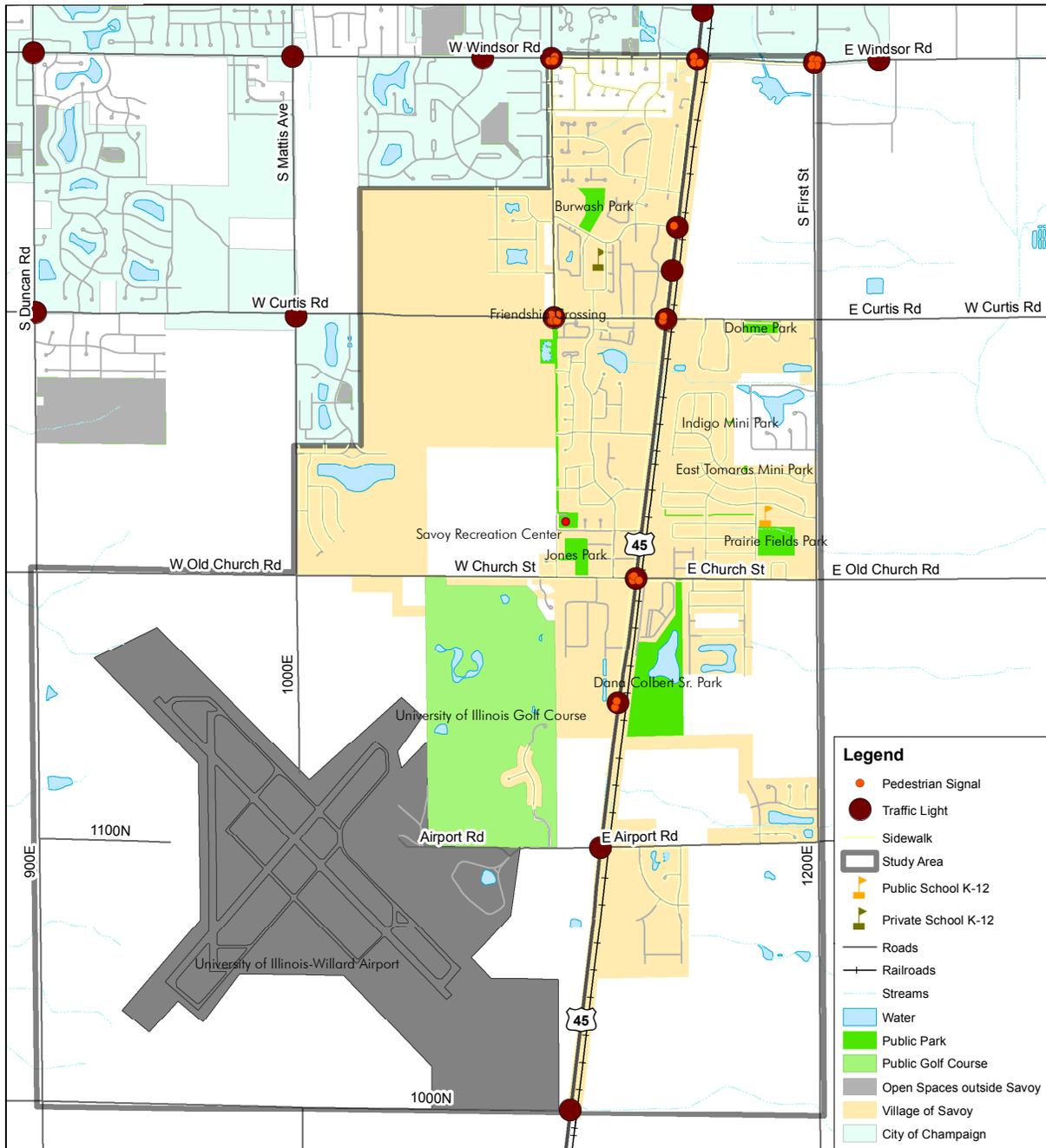
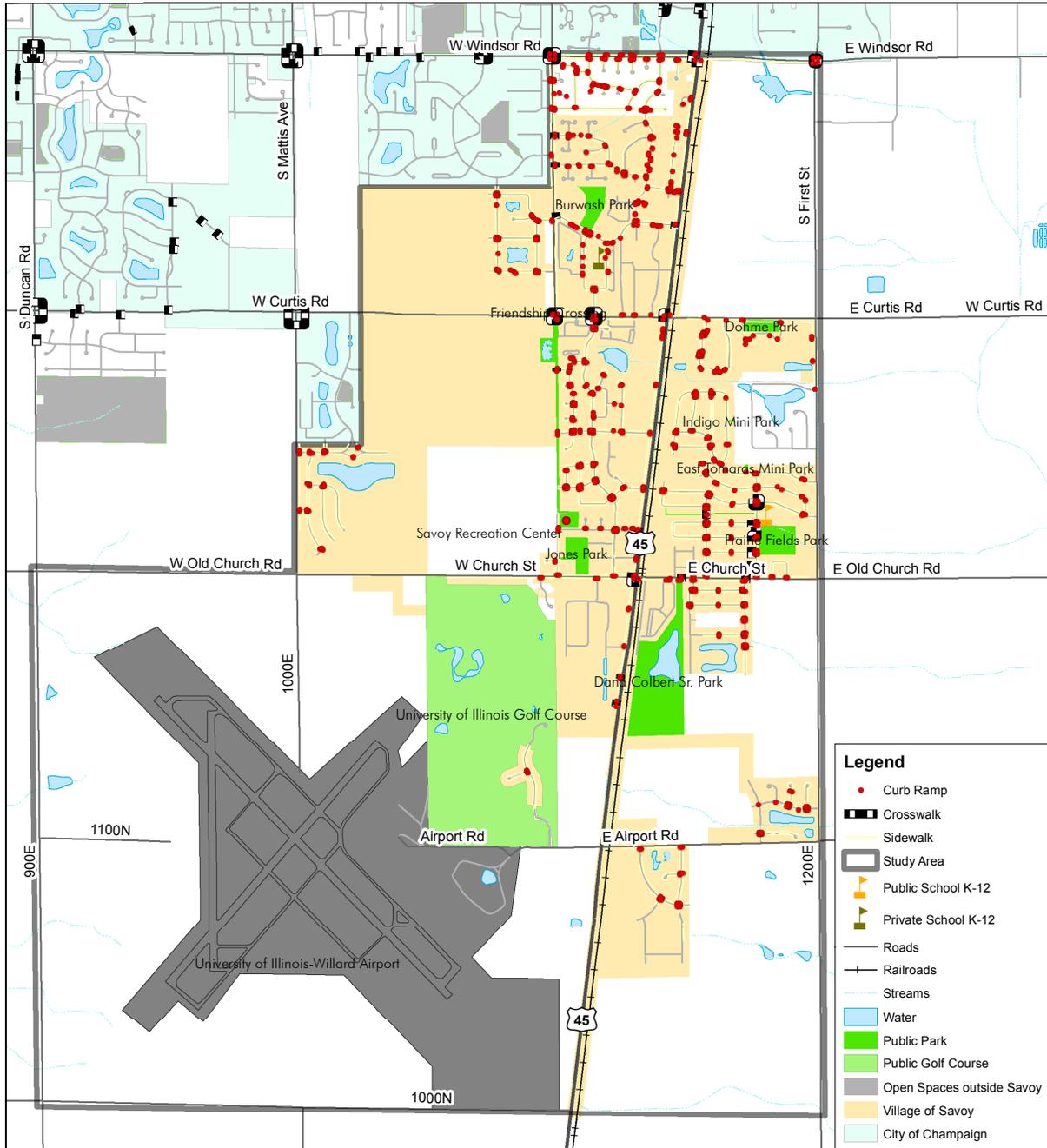


FIGURE 3-64



### Savoy Bike & Pedestrian Plan Curb Ramps and Crosswalks



### 3.6 TRANSIT ACCESSIBILITY

The Champaign-Urbana Mass Transit District (CUMTD) serves 12 million riders annually in the Champaign-Urbana area and operates 20 routes on a regular weekday (see *Figure 3-67*). In *Figures 3-67 and 3-68*, a quarter mile buffer was added because transit riders will generally walk 5 minutes, or a quarter mile, to and from a bus stop. Within areas accessible to transit stops, most areas have sidewalks. The areas without sidewalks include Savoy Plaza, parts of the Arbours subdivision, and Lake Park.

Only the CUMTD Yellow line serves Savoy, yet it does not serve the west nor south portions of the Village. Yellow line buses run by the Savoy Walmart Supercenter only every half hour, despite running every 10 minutes near and across the University of Illinois campus. The Yellow line runs along the same route on weekdays, weekday evenings, and weekends (see *Figure 3-68*). However, no transit service is offered in Savoy on Sunday evenings.

There is one bus line that runs on Windsor Road, the 14 Navy line, which provides service only seven times a day during morning and evening peak hours. This line has two bus stops on Windsor Road, and it serves the population in the northern portion of the study area.

Thus, transit service in Savoy is limited in terms of service area, frequency of buses and bus schedule. Two direct consequences of these limitations are the increased dependence of residents on other means of transportation, especially automobiles, and the decreased accessibility of local destinations.



**FIGURE 3-65** CUMTD Yellow Line bus near Colbert Park



**FIGURE 3-66** CUMTD Yellow line bus leaving Savoy Plaza

FIGURE 3-67



### Savoy Bike & Pedestrian Plan Transit Accessibility on Weekdays

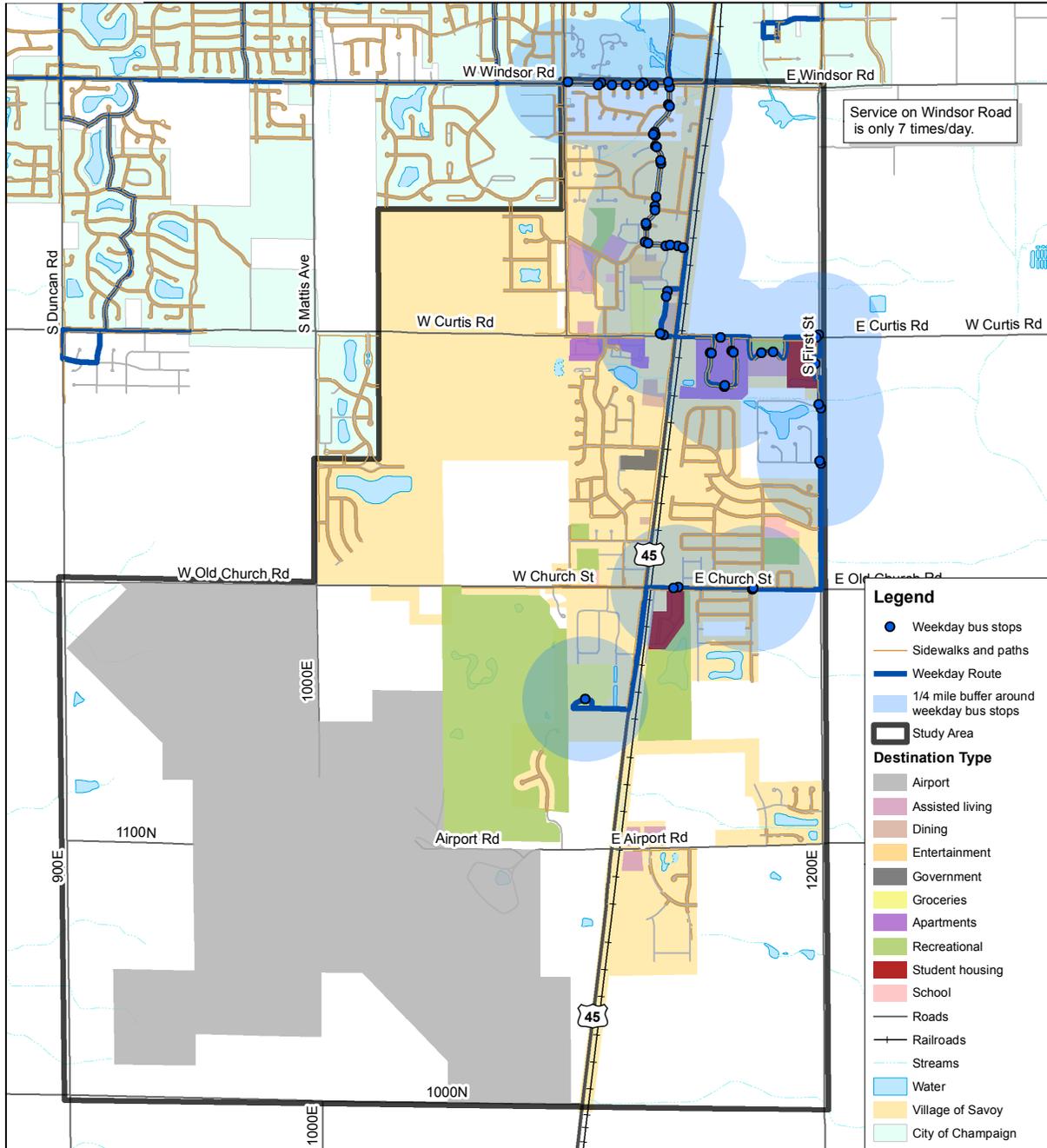
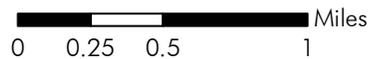
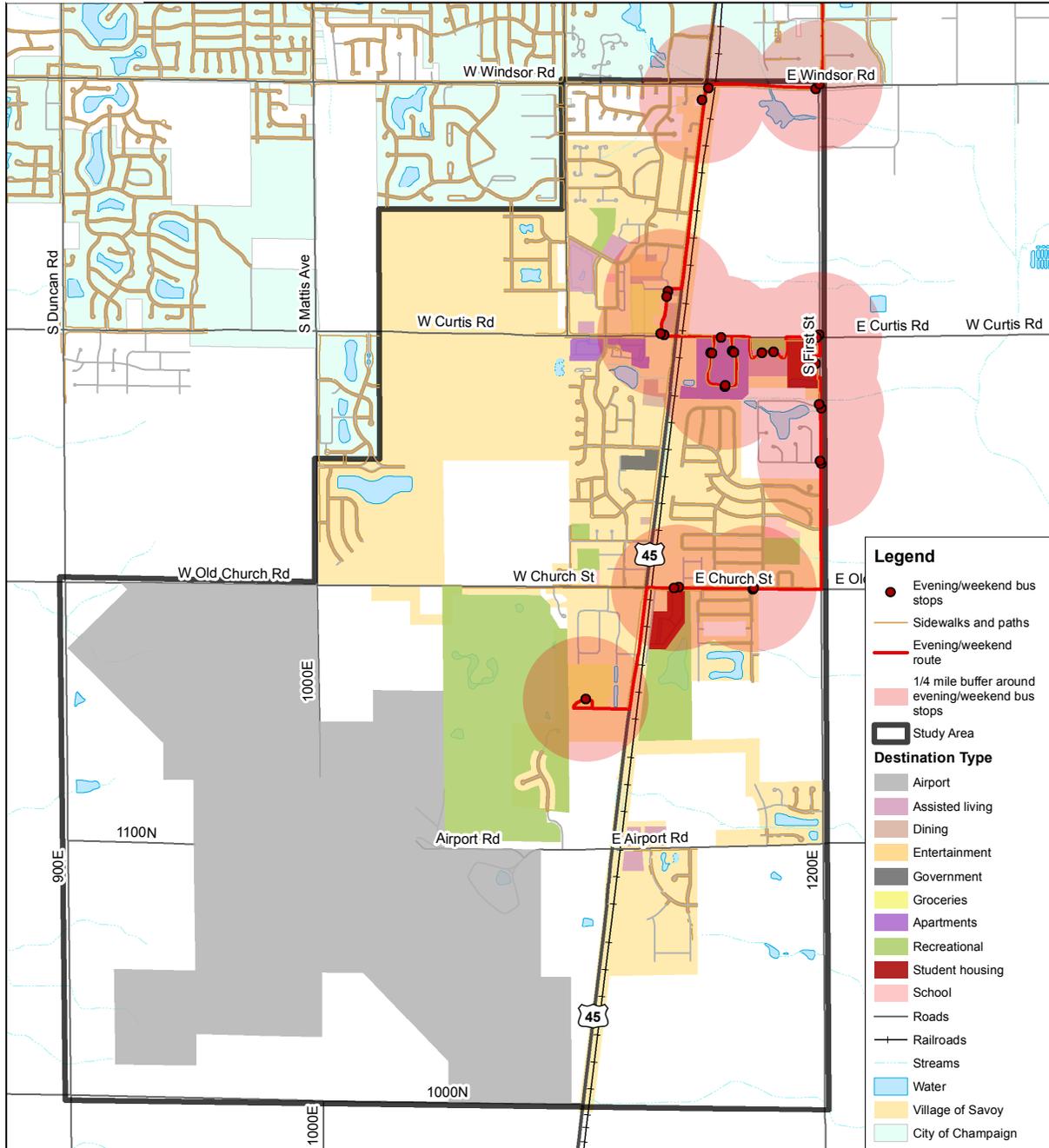


FIGURE 3-68



### Savoy Bike & Pedestrian Plan Transit Accessibility on Evenings and Weekends



### 3.7 SUMMARY OF EXISTING CONDITIONS

The analysis of the existing conditions in the Village of Savoy has revealed a need for increased connectivity and accessibility for pedestrians and bicyclists. The response to this need is the creation of a network of sidewalks, trails, and bicycle infrastructure that connects neighborhoods and destinations.

The existing sidewalk network can be improved by eliminating gaps and increasing accessibility for persons with disabilities and seniors, especially near assisted living facilities, apartments, and Savoy Plaza. Bicycle infrastructure is still at an initial stage in Savoy, as some existing trails and bike paths are disconnected. However, there are a number of roadways with great potential for on-street or off-street bicycle infrastructure, including:

- Airport Road;
- Burwash Avenue;
- Church Street;
- Curtis Road; and
- First Street.

A complete transportation network for Savoy should connect local destinations, such as shopping centers, institutions, and open spaces. In addition, there is a need to connect the different neighborhoods in the Village, both with on-street facilities or trails similar to the Prairie Fields Trail and the Harold E. Ruppel Memorial Bike Path. More recent developments in South Savoy, such as the Lake Falls and Fieldstone subdivisions, would particularly benefit from off-street trails connecting to the northern portions of the Village.

The network should also connect the Village to regional destinations. For example, the network should provide connections between areas with higher density of student population in Savoy and the University of Illinois campus.

Finally, Savoy's transportation network should incorporate a multimodal character, integrating pedestrians, bicyclists, transit, and automobiles, to enable residents and visitors, of all ages and abilities, ample choices for moving around the Village.

# 4. BICYCLIST TYPES

## 4.1 FOUR REQUIREMENTS PEOPLE NEED TO BIKE

ChangeLab Solutions identifies four requirements that people need to choose to make a trip by bike: safety, convenience, social acceptability, and

access. These elements are also needed to create a truly bikeable community. The infographic in *Figure 4-1* explains these concepts further.

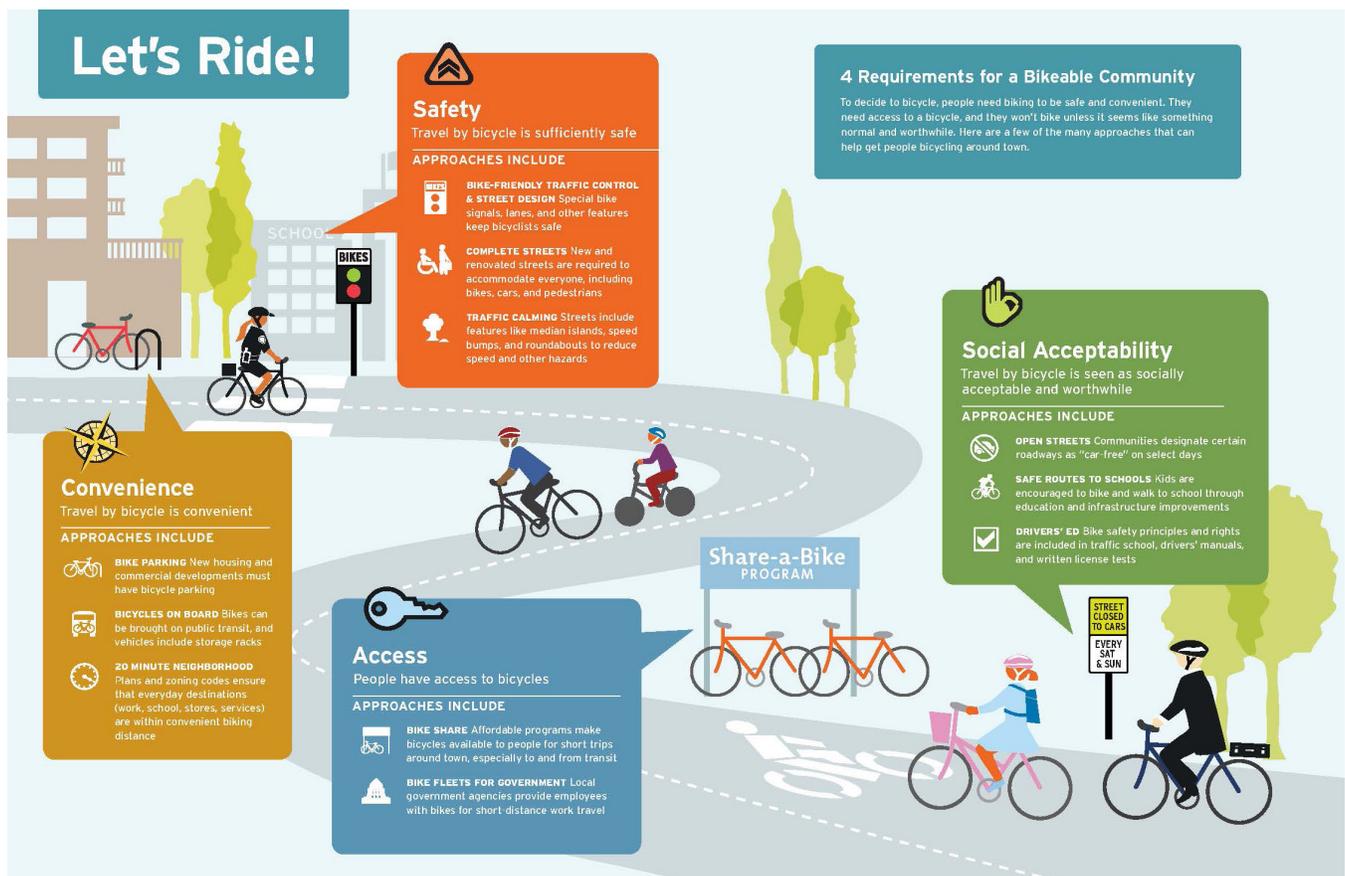


FIGURE 4-1 4 Requirements for a Bikeable Community (Credit: ChangeLab Solutions)

## 4.2 AASHTO BICYCLIST TYPES

Facility selection in this plan largely depends on bicyclists' skill levels and preferences. The 2012 AASHTO Guide for the Development of Bicycle Facilities (Bike Guide) notes that the most common characteristics to classify bicycle riders are trip purpose, physical ability, and comfort level.

Table 1 classifies bicyclists by physical ability and comfort level, or by experience and confidence.

People do not always fit into a single category, but these profiles provide a way to gauge approximate level of comfort on and preference for specific facility types.

	Experienced / Confident Riders	Casual / Less Confident Riders
1	Most are comfortable riding with vehicles on streets, and are able to negotiate streets like a motor vehicle, including use of the full width of a narrow travel lane when appropriate and using left-turn lanes.	Prefer shared-use paths, bike boulevards, or bike lanes along low-volume, low-speed streets.
2	While comfortable on most streets, some prefer on-street bike lanes, paved shoulders or shared-use paths when available.	May have difficulty gauging traffic and may be unfamiliar with rules of the road as they pertain to bicyclists; may walk bike across intersections.
3	Prefer a more direct route.	May use less direct route to avoid arterials with heavy traffic volumes.
4	Avoid riding on sidewalks. Ride with the flow of traffic on streets.	If no on-street facility is available, may ride on sidewalks even though it is not necessarily safer than the street. Should always ride with flow of traffic.
5	May ride at speeds of up to 25 mph on flat ground, up to 45 mph on steep descents.	May ride at speeds around 8 to 12 mph.
6	May cycle longer distances.	Cycle shorter distances: 1 to 5 miles is a typical trip distance.

**TABLE 1** Bicycle User Types. Sources: AASHTO Bike Guide 2012, modified by the Haywood County, NC Bike Plan

### 4.3 FOUR TYPES OF BICYCLISTS

Research conducted at Portland State University has identified four general groups of people based on their attitudes towards bicycling.<sup>1</sup> The specific proportions of the population of each group relate to the Portland, Oregon region, but is currently one of the best standards available to estimate user types and proportions (see Figure 4-2).

Following are descriptions of each bicyclist type from the Montgomery County, Maryland Bicycle Planning Guidance and Portland, Oregon Bureau of Transportation:

#### 1. Strong & Fearless (<1%)

Comfortable operating in the roadway as a vehicle, regardless of facilities.

#### 2. Enthusiastic & Confident (7%)

Comfortable riding on some roadways, but prefer

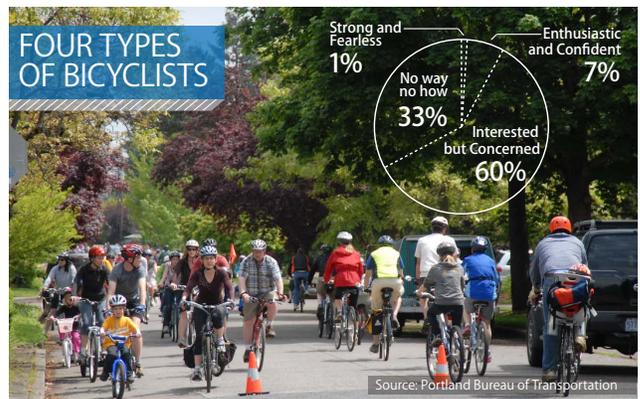
bicycle facilities separate from vehicle traffic (e.g. bike lanes, shared-use path).

#### 3. Interested but Concerned (60%)

Would like to ride more, but have safety concerns that are dissuading them. Not comfortable in traffic. Will ride in low-volume, low-speed conditions (e.g. bike boulevards, off-street bikeways).

#### 4. No Way No How (33%)

No interest in riding a bike for transportation.



**FIGURE 4-2** Four Types of Bicyclists (Credit: Creating Walkable + Bikeable Communities)

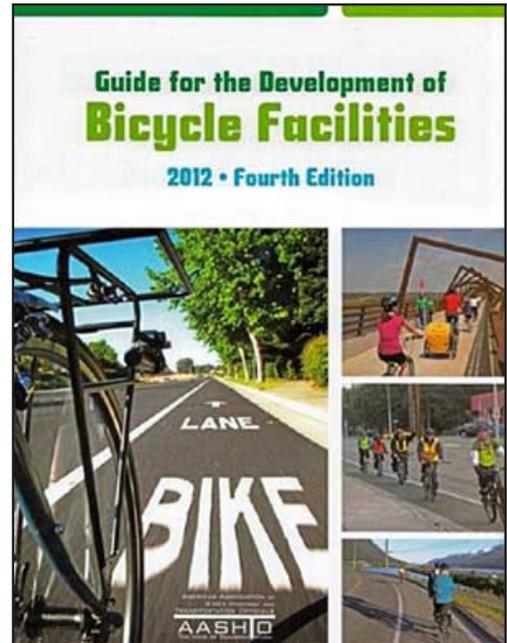
<sup>1</sup> Dill, Jennifer, and Nathan McNeil. "Four Types of Cyclists?." Transportation Research Record: Journal of the Transportation Research Board 2387.1 (2013): 129-138.

## 4.4 TARGET AUDIENCE OF THE SAVOY BIKE & PEDESTRIAN PLAN

The Savoy Bike & Pedestrian Plan aims to serve the following users:

- 2012 AASHTO *Bike Guide*: Casual / Less Confident Riders
- Portland State University - Four Types of Bicyclists: Interested but Concerned (approximately 60% of the population)

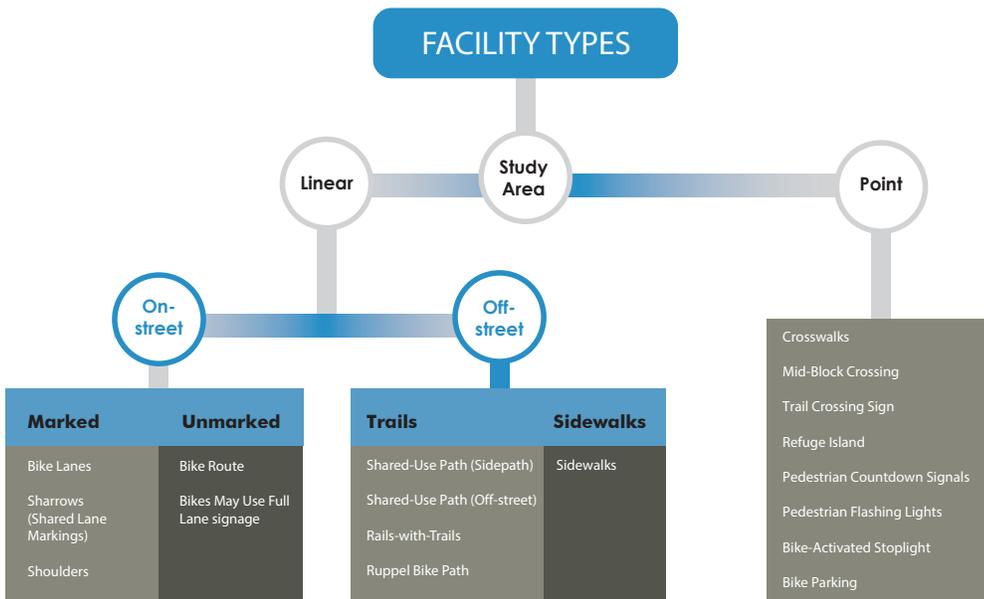
According to *Creating Walkable + Bikeable Communities*, “broadening the target audience beyond hard-core bicyclists...to the ‘interested but concerned’ demographic, low-income and minority populations, older adults, youth, and other underrepresented groups is an increasingly important objective.”



**FIGURE 4-3** Guide for Development of Bicycle Facilities from AASHTO

# 5. FACILITY TYPES

Savoy’s existing and proposed bicycle and pedestrian facility types are organized as shown in Figure 5-1.



**FIGURE 5-1** Savoy Bicycle and Pedestrian Facility Types

## 5.1 BIKEWAY FACILITIES

According to the *AASHTO Bike Guide 2012*, a “bikeway” is:

A generic term for any road, street, path, or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

This plan recommends a mixture of on-street bikeways and off-street trails to foster a cohesive bicycle network that links all parks, major destinations, and areas in the Village of Savoy. All bikeways installed in the Village of Savoy **shall** follow the *Manual on Uniform Traffic Control Devices (MUTCD)*.

Additional guidance on bikeway installation can be found in the following documents:

- *American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities (AASHTO Bike Guide 2012)*
- *National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide*
- *Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide*

The Association of Pedestrian and Bicycle Professionals (APBP) provides comprehensive information on bike parking in the 2nd Edition of its *Bicycle Parking Guidelines*, published in 2010.

Bikeway design and signage should also follow the *2014 Champaign County Greenways & Trails Design Guidelines* (see “Appendix C”) to provide consistency along facilities across jurisdictions and geographies in Champaign County.

## On-street Facilities

Bicyclists have the right to ride on roads. Traffic laws apply to persons riding bicycles. Bicyclists riding on a highway are granted all of the rights and are subject to all of the duties applicable to the driver of a vehicle, with certain exceptions.<sup>1</sup>

On-street bicycle facilities are becoming more popular among the public, and are being installed in more places around the United States. Using the road often improves safety by increasing cyclist visibility, especially at intersections, where most crashes occur. On-street bikeways are especially appropriate on moderate to lower speed roads with more than a few intersections, driveways, and entrances. They also eliminate bicycle-pedestrian conflicts because they keep bicycles off of sidewalks, which are too narrow to safely accommodate both modes.

On-street facilities, especially bike routes, should include sidewalks on at least one side of the street to serve the same users that off-street trails do.

For a full list of regulatory signs and plaques for bicycle facilities, please refer to MUTCD Figure 9B-2.

For a full list of warning signs and plaques and object markers for bicycle facilities, please refer to MUTCD Figure 9B-3.

For guidance on bicycle sign information beyond what is provided in this section, please refer to the NACTO Urban Bikeway Design Guide bike boulevard section, which includes sign and pavement marking information that could be applied to other on-street facilities. NACTO recommends using the “Clearview Hwy” font on wayfinding signage, as it is commonly used for guide signs in the United States for its legibility.

The on-street bicycle facility types existing and proposed in Savoy are listed below:

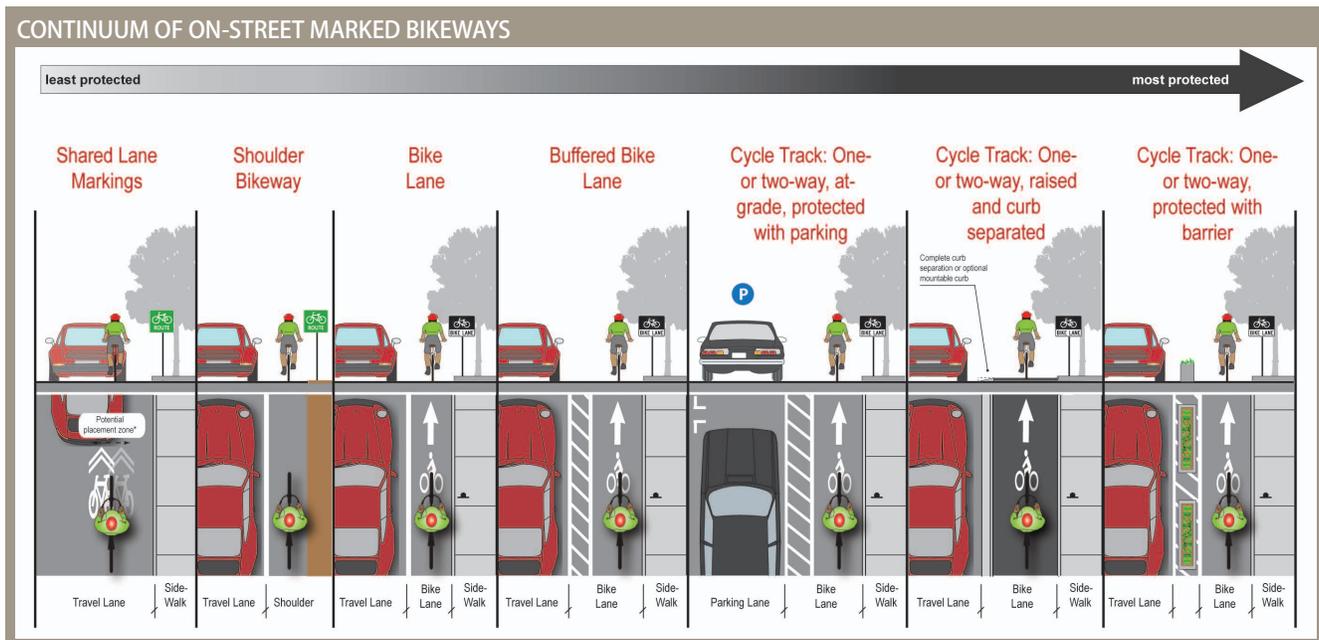
- Bike lanes;
- Bike routes; and
- Sharrows.

*Creating Walkable + Bikeable Communities* illustrates the continuum of on-street marked bikeways in *Figure 5-3*. Treatments from least to most protected from motor vehicles are: shared lane markings (sharrows), shoulder bikeway, bike lane, buffered bike lane, cycle track (one- or two-way, at-grade, protected with parking), cycle track (one- or two-way, raised and curb separated), and cycle track (one- or two-way, protected with barrier).

<sup>1</sup> State of Illinois Vehicle Code 625 ILCS, 5/11-1.502



**FIGURE 5-2** Buffered bike lane on Curtis Road in Champaign



**FIGURE 5-3** Continuum of On-Street Marked Bikeways (Credit: Creating Walkable+Bikeable Communities)

## Bike Lanes

Bike lanes are portions of the roadway designated for bicyclist use. Bike lanes are at least 5' wide on each side of the road (including gutter pans), and include a stripe, signage, and pavement markings. They give bicyclists dedicated road space that is adjacent to but separated from other vehicle traffic lanes.

Cyclists in each bike lane travel one-way with the flow of traffic. Parking is not permitted in designated bicycle lanes. On streets with bike lanes and adjacent parking, the bike lanes should be striped between the parking space and the travel lanes.

Where roadway width permits, bike lanes are recommended on urban collectors, arterials, and some other roads in high-use bicycling areas. Posted speed limits of 35 mph or less are typical.

Some of the benefits of bike lanes include:

- More predictable movements by both cars and bikes
- A decrease in bad cycling, with better cyclist adherence to laws about riding on the right side of the road

- Higher bike usage
- Passive traffic calming effect from lane width narrowing
- Add visual definition and clarity to the roadway, making it easier for motorists and cyclists to share the road

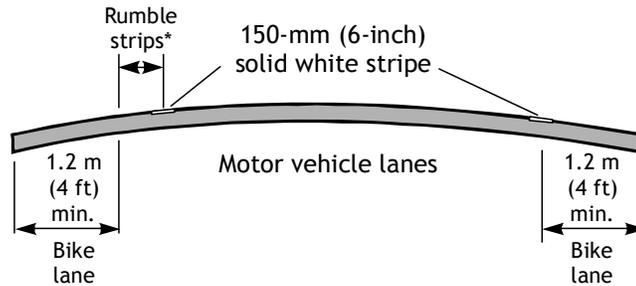
## Dimensions

### Width

Varies based on roadway cross-section:

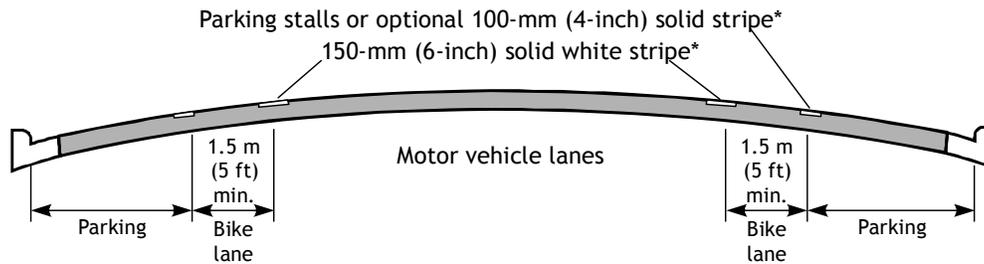
- For roadways with no curb and gutter, the minimum width of a bike lane should be 4'. See *Figure 5-4*.
- For roadways with curb and gutter and where parking is permitted, the minimum width of a bike lane should be 5'. See *Figure 5-5*.
- For roadways with curb and gutter and where parking is prohibited, the minimum width of a bike lane should be 5' from the face of the curb. See *Figure 5-6*.

(4) Typical Roadway in Outlying Areas Parking Protected



**FIGURE 5-4** Street cross-section with Bike Lanes but no curb and gutter (Source: AASHTO, [http://safety.transportation.org/htmlguides/bicycles/description\\_of\\_strat.htm](http://safety.transportation.org/htmlguides/bicycles/description_of_strat.htm))

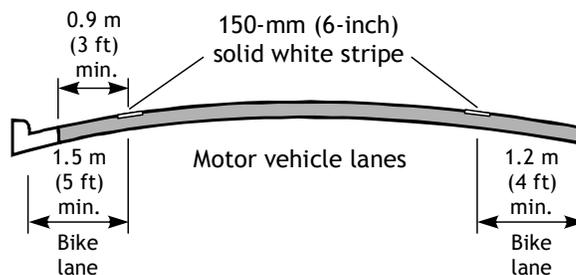
(1) On-Street Parking



\* The optional solid stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorist may misconstrue the bike lane to be a traffic lane.

**FIGURE 5-5** Street cross-section with Bike Lanes and On-Street Parking (Source: AASHTO, [http://safety.transportation.org/htmlguides/bicycles/description\\_of\\_strat.htm](http://safety.transportation.org/htmlguides/bicycles/description_of_strat.htm))

(3) Parking Prohibited



**FIGURE 5-6** Street cross-section with Bike Lanes but no parking (Source: AASHTO, [http://safety.transportation.org/htmlguides/bicycles/description\\_of\\_strat.htm](http://safety.transportation.org/htmlguides/bicycles/description_of_strat.htm))

### Slope/Drainage

- Follow the most recent adopted edition of the Illinois Department of Transportation (IDOT)'s *Bureau of Local Streets & Roads Manual* (Chapter 42 - Bicycle Facilities) for road engineering standards.
- Drainage grates and utility covers should be adjusted flush with the road surface and be bike-proof.
- Curb inlets should be used to eliminate exposure of bicyclists to grates when possible.

### Sub-Grade, Sub-Base, and Roadway Surface

- Follow the most recent adopted edition of the Illinois Department of Transportation (IDOT)'s *Bureau of Local Streets & Roads Manual* (Chapter 42 - Bicycle Facilities) for road engineering standards.
- Paved shoulders marked as bike lanes should be smooth and maintained to provide a desirable riding surface.

### Markings

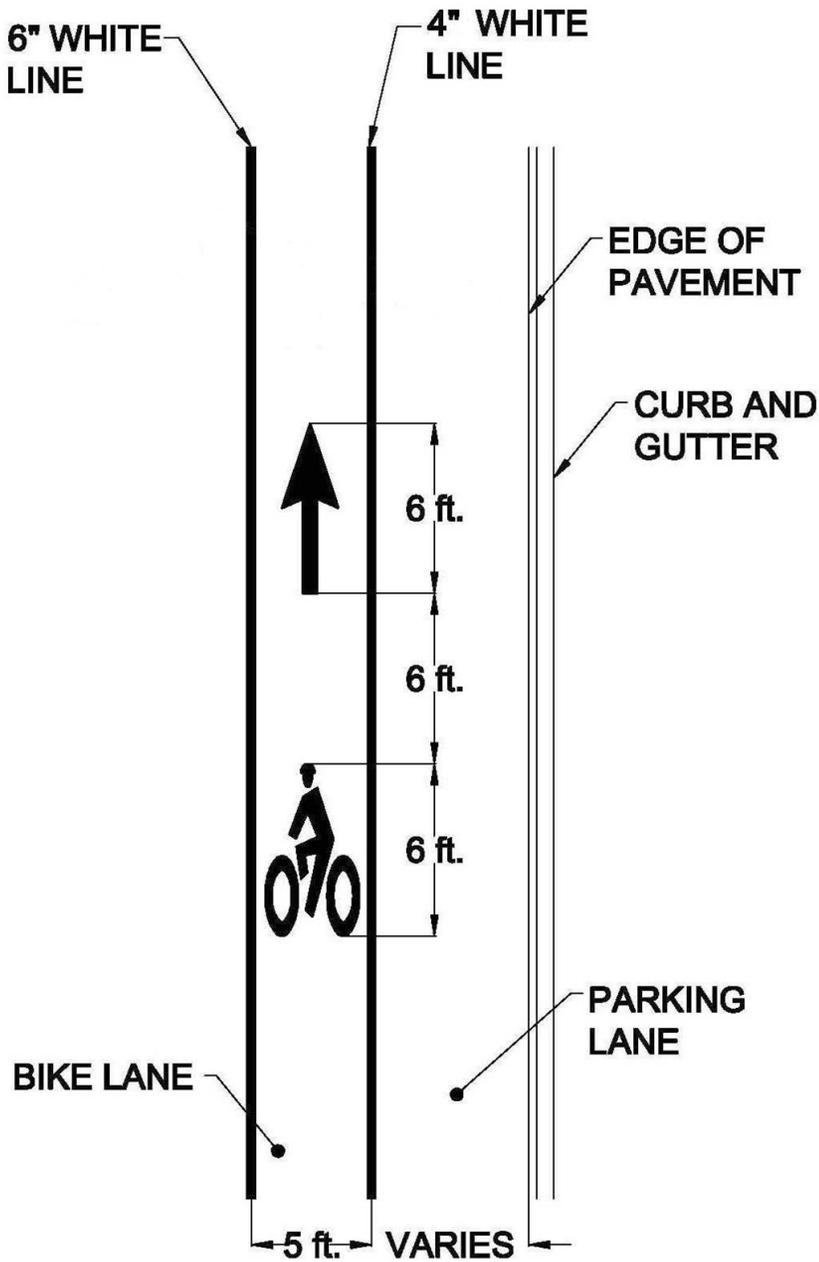
- All bike lane surface markings should be retroreflectorized and be made of skid-resistant material for safety.
- A bike lane should be delineated from the motor vehicle lanes with a 6" minimum solid white line. See *Figure 5-7*.
- A bike lane should be delineated from the parking lanes with a 4" minimum solid white line. A 6" solid white line may be used to further emphasize adjacent parking. See *Figure 5-7*.
- Tick marks to delineate parking spaces should be a 4" solid white line which extends 2' into the bike lane and 2' into the parking lane. See *Figure 5-7*.
- At intersections with a bus stop or right-turning motor vehicles, the solid white bicycle lane shall be replaced with a broken line for a distance of 100' – 200'. See *Figure 5-10*.

- At other designated bus stops (including far-side intersection stops), the solid white line shall be replaced with a broken line for a distance of at least 80'. See *Figure 5-10*.
- A broken line shall consist of 2' dashes with 6' spaces. See *Figure 5-10*.
- A bike lane should be painted with standard pavement symbols to inform bicyclists and motorists of the presence of the bike lane. See *Figure 5-8 & Figure 5-9*.
- Bike lane symbols shall be white.
- Bike lane symbols shall be placed immediately after an intersection and at other locations as needed.
- When bike lane symbols are used, the bike lane signs MUTCD Signs R13-17, R13-17aP, R13-17bP shown in *Figure 5-14* to *Figure 5-16* shall also be used.

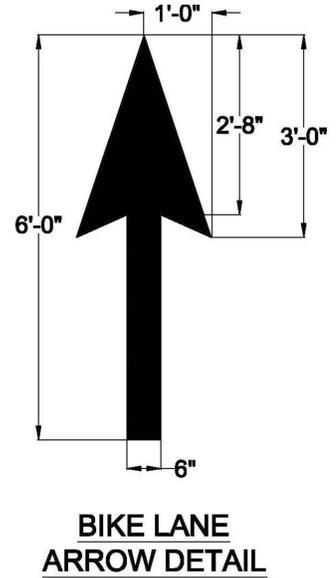
### Intersection Approaches with Bike Lanes

- A through bike lane shall not be positioned to the right of a right turn only lane. See *Figure 5-11*, *Figure 5-12* and *Figure 5-13*.
- When the right through lane is dropped to become a right turn only lane, the bike lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bike lanes should resume to the left of the right turn only lane.
- No markings should be painted across pedestrian crosswalks.
- The bike lane symbol marking should be placed immediately after intersections and as appropriate.
- Follow the *NACTO Urban Bikeway Design Guide* Intersection Treatments section for information on bike boxes, intersection crossing markings, two-stage turn queue boxes, through bike lanes, combined bike lane/turn lane, and cycle track intersection approaches.

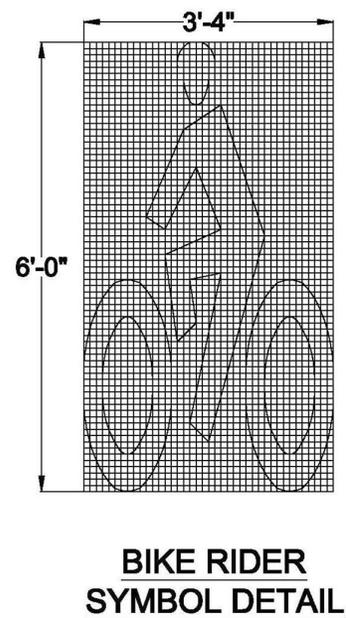
**FIGURE 5-7** Bike Lane symbol layout

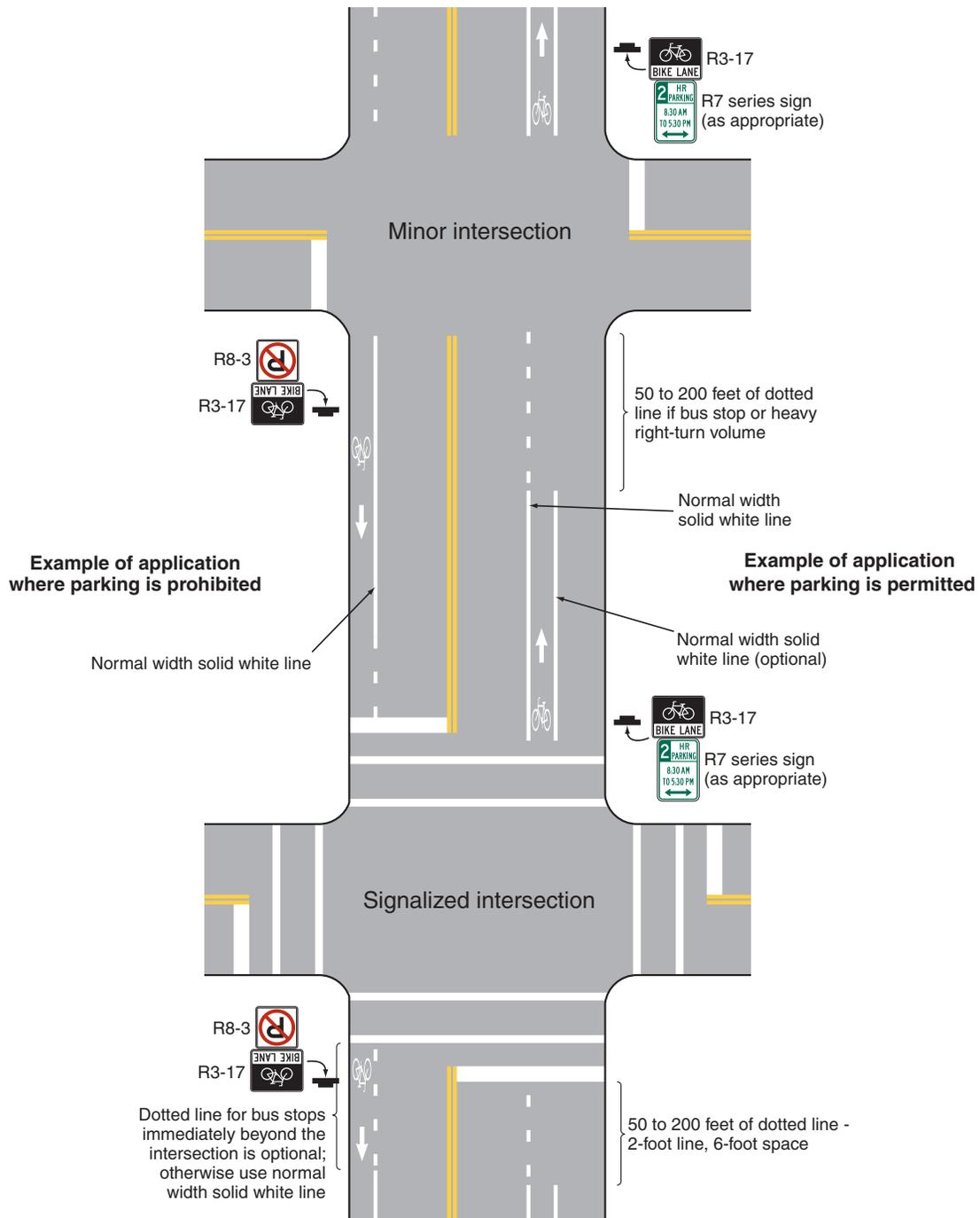


**FIGURE 5-8** Bike Lane Pavement Marking Arrow



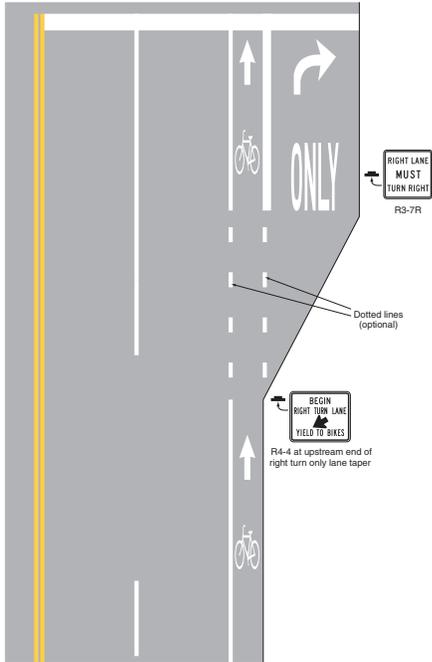
**FIGURE 5-9** Bike Lane Pavement Marking Bike Rider Symbol



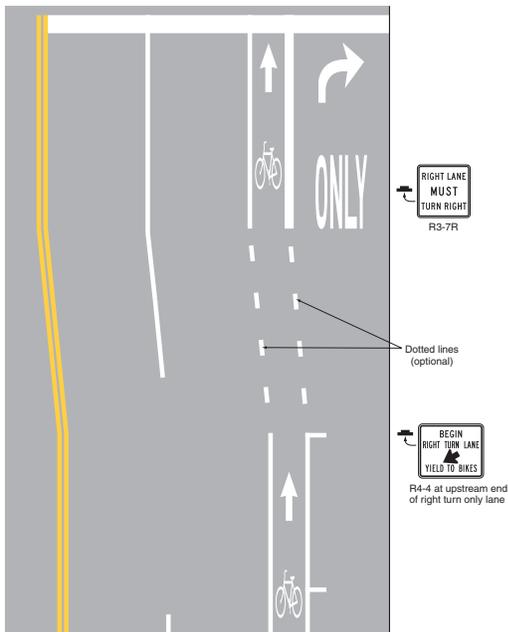


**FIGURE 5-10** Typical pavement marking for Bike Lanes on a two-way street (Source: MUTCD Figure 9C-6, [http://mutcd.fhwa.dot.gov/hm/2009/part9/fig9c\\_06\\_longdesc.htm](http://mutcd.fhwa.dot.gov/hm/2009/part9/fig9c_06_longdesc.htm))

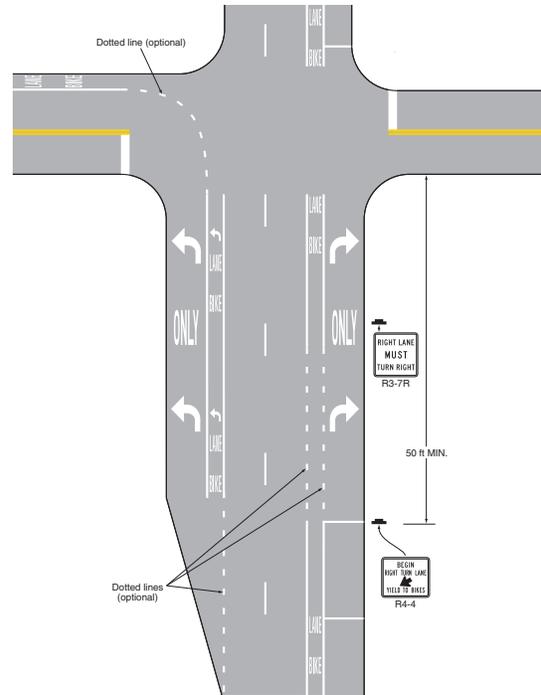
**FIGURE 5-11** Example of bike lane treatment at a right-turn only lane (Source: MUTCD Figure 9C-4, [http://mutcd.fhwa.dot.gov/hdm/2009/part9/fig9c\\_04\\_longdesc.htm](http://mutcd.fhwa.dot.gov/hdm/2009/part9/fig9c_04_longdesc.htm))



**FIGURE 5-12** Example of bike lane treatment at parking lane into a right-turn only lane (Source: MUTCD Figure 9C-5, [http://mutcd.fhwa.dot.gov/hdm/2009/part9/fig9c\\_05\\_longdesc.htm](http://mutcd.fhwa.dot.gov/hdm/2009/part9/fig9c_05_longdesc.htm))



**FIGURE 5-13** Example of intersection pavement markings - designated bike lane with left-turn area, heavy turn volumes, parking, one-way traffic, or divided highway (Source: MUTCD Figure 9C-1, [http://mutcd.fhwa.dot.gov/hdm/2009/part9/fig9c\\_01\\_longdesc.htm](http://mutcd.fhwa.dot.gov/hdm/2009/part9/fig9c_01_longdesc.htm))



## Signage

Signs along bike lanes are intended to inform both bicyclists and motorists of the rules associated with roads with bike lanes. All signage should follow the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*.

- MUTCD Sign R3-17 (see *Figure 5-14*) shall be used in conjunction with marked bike lanes and be placed at periodic intervals along the marked bike lane. Spacing of the sign should be determined by engineering judgment based on the prevailing speed of bicycle and other traffic, block length, distances from adjacent intersections, and other considerations.
- MUTCD Sign R3-17aP (see *Figure 5-15*) should be mounted directly below MUTCD Sign R3-17 in advance of the beginning of a marked bike lane.
- MUTCD Sign R3-17bP (see *Figure 5-16*) should be mounted directly below MUTCD Sign R3-17 at the end of a marked bike lane, but should not be installed at temporary interruptions in a bike lane.
- MUTCD Sign R4-4 (see *Figure 5-17*) may be used when motor vehicles must cross a bike lane to enter an exclusive right-turn lane.
- MUTCD Sign R7-9a (see *Figure 5-18*) should be installed if it is necessary to restrict parking, standing or stopping in a bike lane.
- MUTCD Sign R9-3cP (see *Figure 5-19*) should be used only in conjunction with MUTCD Sign R5-1b, and shall be mounted directly below MUTCD Sign R5-1b.



**FIGURE 5-14** MUTCD Sign R3-17, Bike Lane, 30" x 24"



**FIGURE 5-15** MUTCD Sign R3-17aP, Bike Lane (plaque), 30" x 12"



**FIGURE 5-16** MUTCD Sign R3-17bP, Bike Lane (plaque), 30" x 12"



**FIGURE 5-17** MUTCD Sign R4-4, Begin Right Turn Lane Yield to Bikes, 36" x 30"



**FIGURE 5-18** MUTCD Sign R7-9a, No Parking Bike Lane, 12" x 18"



**FIGURE 5-19** MUTCD Sign R9-3cP, Ride With Traffic (plaque), 12" x 12"

Source: MUTCD Figure 9B-2, [http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b\\_02\\_longdesc.htm](http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_02_longdesc.htm)

Wayfinding Signage on Streets with Bike Lanes

The AASHTO Bike Guide no longer recommends that Bike Route signs be used on streets with bike lanes.

Therefore, the following MUTCD Bike Route signs should **not** be used on streets with bike lanes:

- D11-1 (Bike Route)
- M5 series (Bicycle Route Arrow)
- M6 series (Bicycle Route Arrow)

Instead, the signs in Figure 5-20 to Figure 5-23 can be used on streets with bike lanes at the following locations:

- Intersecting bikeways
- Where bike lanes transition to a Bike Route
- Where bike lanes transition to a Shared-Use Path

The use of these particular signs with the bicycle symbol will remind bicyclists and motorists that they are on a bicycle facility, while also providing destination, distance (in miles) and/or time (in minutes), and direction information. The City of Chicago also uses these wayfinding signs on its bike lanes.



**FIGURE 5-20** MUTCD Sign D1-1b, Bicycle Destination (1 line), Varies x 6"



**FIGURE 5-21** MUTCD Sign D1-1c, Bicycle Destination (1 line), Varies x 6"



**FIGURE 5-22** MUTCD Sign D1-2c, Bicycle Destination (2 lines), Varies x 12"



**FIGURE 5-23** MUTCD Sign D1-3c, Bicycle Destination (3 lines), Varies x 18"

Source: MUTCD Figure 9B-4

Bike Routes

Bike routes are specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes. These "signed shared roadways" may be appropriate where there is not enough room or less of a need for dedicated bike lanes.

The 2012 AASHTO Bike Guide lists the following uses for bicycle route and guide signs:

- Designate a system of routes in a city, county, region, or state that is likely to generate bicycle trips, because it connects important origins and destinations.
- Designate a continuous route that may be composed of a variety of facility types and settings, or located wholly on local neighborhood streets.
- Provide wayfinding guidance and connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.
- Provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Provide location-specific guidance for bicyclists such as:
  - How to access and cross a bridge.
  - How to navigate through an area with a complex street layout.
  - Where the route diverges from a way motorists use.
  - How bicyclists can navigate through a neighborhood to an internal destination, or to a through route that would otherwise be difficult to find.

The 1999 AASHTO Bike Guide lists the following reasons for designating signed bike routes:

- The road is a common route for bicyclists through a high-demand corridor.
- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as a park, school, or commercial district.

A road does not require a specific geometry to be signed as a Bike Route. Generally, a road’s Bicycle Level of Service (BLOS) grade should be High C or better in order to be designated a Bike Route.

**Signage**

When the Village of Savoy installs Bike Route signs, supplemental destination, distance (in miles) and/or time (in minutes), and direction sign plates should also be placed beneath them.

The signs shown in *Figure 5-25 to Figure 5-29* should **only** be used on streets designated as Bike Routes.

D11-1 signs should **only** be placed on streets that are designated Bike Routes.

Directional arrows will typically be horizontal or vertical; however, a sloping arrow may be used if it conveys a clearer indication of the direction bicyclists should travel.<sup>1</sup>

*Sign Benefits*

Following are several benefits of installing Bike Route wayfinding signage based on the *NACTO Urban Bikeway Design Guide*, especially to Interested but Concerned bicyclists:

- Identifies lower traffic routes to destinations
- Overcomes a “barrier to entry” for infrequent bicyclists
- Signage that includes mileage and travel time to destinations may help minimize the tendency to overestimate the amount of time it takes to travel by bicycle
- Visually indicates to motorists that they are driving along a Bike Route and should use caution
- Passively markets the bicycle network by providing unique and consistent imagery throughout the Village of Savoy

<sup>1</sup> AASHTO. *Guide for the Development of Bicycle Facilities*. American Association of State Highway and Transportation Officials, Washington, DC, 2012.



**FIGURE 5-24** Bike Route sign with wayfinding signage that consists of destination, distance (in miles), and direction



**FIGURE 5-25** MUTCD Sign D11-1, Bike Route, 24” x 18”



**FIGURE 5-26** MUTCD Sign D1-1, Destination (1 line), Varies x 18”



**FIGURE 5-27** MUTCD Sign D1-1a, Bicycle Destination (1 line), Varies x 18”



**FIGURE 5-28** MUTCD Sign D1-2a, Bicycle Destination (2 lines), Varies x 30”



**FIGURE 5-29** MUTCD Sign D1-3a, Bicycle Destination (3 lines), Varies x 42”

Source: MUTCD Figure 9B-4

Sign Placement & Categories

Bicycle guide signs should be visible to bicyclists and oriented so bicyclists have sufficient time to comprehend the sign and change their course, when needed, according to the 2012 AASHTO Bike Guide. Consideration should be made to prevent signage from being blocked by vegetation and parked cars.

MUTCD standards shall be followed for sign installation, notably Section 9B.01 Application and Placement of Signs, and Section 9B.20 Bicycle Guide Signs. Section 9B.01 provides guidance on mounting height and lateral placement from the edge of the roadway.

Based on guidance from the AASHTO Bike Guide, Bike Route signs should be placed at the following locations:

- Where a Bike Route turns at an intersection
- Where a Bike Route crosses another Bike Route or bikeway
- Where a Bike Route crosses major roadways, especially at signalized intersections
  - It may be appropriate to place signs at both the near and far side, or at multiple locations
- At least every 1/4 mile

Adherence to a spacing standard helps create a legible network and a degree of predictability for bicyclists.

The NACTO Urban Bikeway Design Guide lists three types of Bike Route signs: Confirmation, Decision, and Turn.

Confirmation signs in Savoy should at minimum consist of the MUTCD D11-1 Bike Route sign, and can also include destination and distance/time information. NACTO recommends installing Confirmation signs along Bike Routes at the following locations:

- Every 2 to 3 blocks
- On the far side of major street intersections
- Within 150 feet of a Decision or Turn sign
- After turns, to confirm destinations

Decision signs (see Figure 5-30) in Savoy should include the MUTCD D11-1 Bike Route sign and MUTCD D1-1, D1-1a, D1-2a, or D1-3a supplemental signs, and be installed at decision points along the Bike Route.

Decision signs should be placed on the near side of intersections in advance of a junction with another bikeway, and along a route to indicate a nearby destination. Decision signs should include destinations, directional arrows, and distance and/or time, and should therefore be the most frequent Bike Route sign type used in Savoy.

Turn signs are placed on the near side of intersections where bike routes turn. However, it is recommended to install Decision signs at Bike Route turns in Savoy instead of Turn signs.

For consistency, and to fully realize the benefits of Bike Route signs previously stated, it is recommended to always install MUTCD D1-1, D1-1a, D1-2a, or D1-3a signs beneath every D11-1 sign installed in Savoy.



FIGURE 5-30 Bike Route Decision sign. Source: NACTO Urban Bikeway Design Guide, <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/>

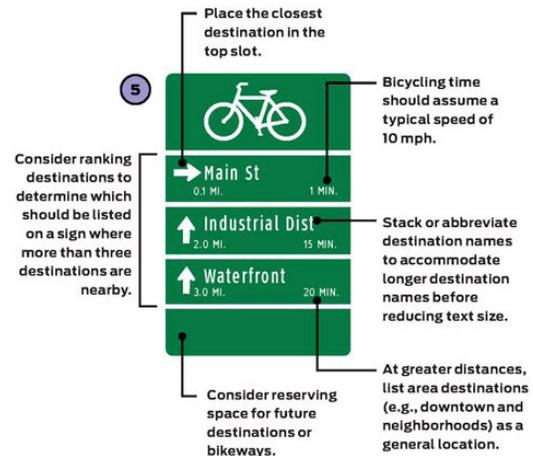
### Wayfinding Sign Assembly

Key destinations or the cross street at the end of the Bike Route designation are suggested for wayfinding signage. Based on guidance from NACTO, the following types of destinations can be included on wayfinding signage. They are generally ranked to assist the Village of Savoy with choosing destinations when assembling signs. See Chapter “8. Recommendations” for more information on what specific destinations should be listed on specific proposed Bike Routes.

- Schools / University of Illinois campus
- Local or regional parks and trails
- Bikeways
- Commercial centers
- Civic/community destinations
- Hospitals/clinics

Based on guidance from NACTO (see *Figure 5-31*), the Village of Savoy should follow these guidelines for assembling Bike Route wayfinding signage:

- Place the closest destination in the top slot.
- Destinations that are further away can be placed in slots two and three. This allows the nearest destination to “fall off” the sign and subsequent destinations to move up the sign as the bicyclist approaches.
- Rank destinations using the list above to determine which should be listed on a sign where more than three destinations are nearby.
- For longer routes, show immediate destinations rather than include all destinations on a single sign.
- Stack or abbreviate destination names to accommodate longer destination names before reducing text size.
- At greater distances, list area destinations (e.g. downtown, neighborhoods) as a general location.
- Consider reserving space for future destinations or bikeways. This can be done by always installing MUTCD D1-3a signs.
- If bicycling time is included, it should assume a typical speed of 10 MPH.



**FIGURE 5-31** Bike Route wayfinding sign assembly guidance. Source: NACTO Urban Bikeway Design Guide, <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/>

### Wayfinding Signage on Non-Bike Routes

For guidance on placement of bicycle wayfinding signage on streets with bike lanes, see “Bike Lanes”

For guidance on placement of wayfinding signage on shared-use paths, see “Shared-Use Path (Off-Street Trail)”

Although the MUTCD allows for Bike Route (D11-1) signs to be installed on any type of bikeway (on-street and off-street), it is not recommended to install these signs on shared-use paths. Bike Route signs along sidepaths also face vehicular traffic, and signs can confuse motorists, especially if the sign is on the opposite side of the road. These signs can also confuse bicyclists, who may not be sure if the sidepath or road is the designated bicycle facility.

Trail signage for shared-use paths were developed as part of the *Champaign County Greenways & Trails Plan*, and should be installed along all off-street bikeways in Savoy. Supplemental distance/time, destination, and directional signage that match these trail signs should also be installed.

*Sign Consolidation*

The *AASHTO Bike Guide 2012* states “when appropriate, bicycle guide signs may be placed on existing posts and light poles to reduce sign and post clutter. However, the MUTCD prohibits displaying certain types of signs on the same post and should therefore be consulted.”

This plan recommends wayfinding signs that list destinations, distances/times, and directions on one sign to reduce the burden of sign maintenance on the Village of Savoy.

**Pedestrian Facilities**

All on-street Bike Routes should have an adjacent pedestrian path (e.g. sidewalk) constructed or already existing. This would serve the same users that shared-use paths accommodate. Wayfinding signage can also serve pedestrians, although they may not walk as far as bicyclists will bike.

**Shared Lane Markings (Sharrows)**

Bicycle positioning on the roadway is key to avoiding crashes with cars turning at intersections. Shared lane markings, also known as “sharrows” (see *Figure 5-32*), are included in the 2009 version of the Federal Highway Administration’s *Manual on Uniform Traffic Control Devices (MUTCD)*.



**FIGURE 5-32** Shared Lane Marking road pavement symbol on Philo Road in Urbana

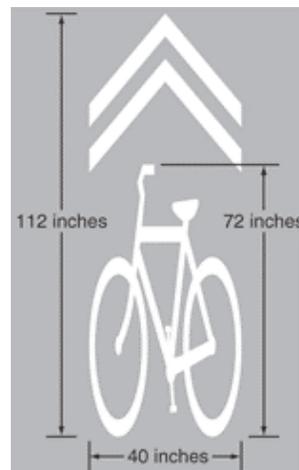
Shared lane markings are used to indicate correct straight-ahead bicycle position at intersections with turn lanes, and at intersections where bike lanes are temporarily discontinued due to turn lanes or other factors. Shared lane markings will be installed where needed to provide connections to bicycle facilities and/or to complete a network. The following is information regarding shared lane markings from the 2009 MUTCD.

The Shared Lane Marking may be used to:

- Help bicyclists with lateral positioning in a shared lane with on-street parallel parking. This will reduce the chance of a bicyclist’s impacting the open door of a parked vehicle.
- Help bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way.
- Encourage motorists’ safe passing of bicyclists.
- Reduce the incidence of wrong-way bicycling.

**Dimensions**

The shared lane marking consists of two chevron markings above a bicycle symbol (see *Figure 5-33*). The entire marking is 40 inches wide and 112 inches tall. The bicycle symbol is 72 inches high, from the top of the handlebars to the bottom of the tires.



**FIGURE 5-33** Shared Lane Marking road pavement symbol. Source: MUTCD

### Markings

- Shared lane markings should not be placed on roadways that have a speed limit above 35 mph.
- Shared lane markings shall not be used on shoulders or in designated bicycle lanes.
- On shared lanes with on-street parallel parking, shared lane markings should be placed in the center of the lane. The centers of the markings should be at least 11 feet from the edge of the pavement.
- On a street without on-street parking with an outside travel lane less than 14 feet wide, the centers of the shared lane markings should be at least 4 feet from the edge of the pavement.
- On a street without on-street parking, shared lane markings should be placed far enough from the curb to direct bicyclists away from gutters, seams, and other obstacles.
- On streets with posted 25 mph speeds or slower, the **preferred** placement of shared lane markings is in the center of the travel lane to minimize wear and encourage bicyclists to occupy the full travel lane.
- On a street with a center turn lane, shared lane markings should be placed closer to the curb.
- On a two-lane street, shared lane markings should be placed in the center of the lane.
- Shared lane markings should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.
- The number of shared lane markings along a street should correspond to the difficulty bicyclists experience taking the proper travel path or position. Shared lane markings used to bridge discontinuous bicycle facilities or along busier streets should be placed more frequently (50 to 100 feet) than along low traffic bicycle routes (up to 250 feet).

### Signage

A *Bicycles May Use Full Lane* sign (see Figure 5-34) may be used in addition to or instead of the shared lane marking to inform road users that bicyclists may occupy the full travel lane (see “Bikes May Use Full Lane” for more information).

### Bikes May Use Full Lane

A *Bicycles May Use Full Lane* sign (see Figure 5-34) may be used to inform road users that bicyclists may occupy the full travel lane. This sign may be used on roadways where no bike lanes or adjacent shoulders usable by bicyclists are present, and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

Bikes May Use Full Lane signage is recommended under any of the following conditions:

- Where traffic volumes and speeds are low.
- At intersections where bike lanes do not continue on the other side of the intersection (see Figure 5-35).
- On roads popular with more advanced cyclists, but have insufficient width to install bike lanes or shoulders. These roads have Bicycle Level of Service (BLOS) grades of Low C or High D.

Installation of the sign in Figure 5-34 should be no less than every 1/2 mile on urban streets. On rural roads, signs should be installed every 1/4 to 1/2 mile.



**FIGURE 5-34** MUTCD Sign R4-11, Bicycles May Use Full Lane, 30" x 30". Source: MUTCD Figure 9B-2



**FIGURE 5-35** Bikes May Use Full Lane Sign on Main Street in Urbana

## Off-Street Facilities

### Shared-Use Path (Off-Street Trail)

Shared-use paths, or trails, are physically separated from motor vehicle traffic, except at road crossings. Trails accommodate a variety of users, including pedestrians, bicyclists, rollerbladers, people with baby strollers, skateboarders, and others, for both recreation and transportation purposes. Trails away from roads, on easements or their own rights-of-way, tend to be more pleasant and popular.

The sidepath (see “Shared-Use Path (Sidepath)”) and Rail-Trail (see “Rails-With-Trails”) are both a type of shared-use path, with more specification regarding the location of the path. The other shared-use paths in this plan are off-street paths through parks, green space, and neighborhoods. **The ideal width for all shared-use paths is 10’, with a minimum recommended width of 8’,** in order to facilitate bi-directional and multi-modal traffic. Striping is not necessary on shared-use paths.

Following are the *Champaign County Greenways & Trails* shared-use path design standards:

### Dimensions

#### Width

- **The desired surface width of a shared-use path is 10’.**
- **The minimum surface width of a shared-use path should not be less than 8’.**
- Transitions between existing narrower trails and the 10’ wide shared-use path should be created using tapers.

#### Clear Zone

- A clear zone should be maintained adjacent to both sides of all shared-use paths for the use of joggers and to keep vegetation from erupting through the trail surface. **The desired clear zone width is 3’, and the minimum clear zone width should not be less than 2’.** **Therefore, a 16’ right-of-way (ROW) is recommended for shared-use paths, with a minimum recommended ROW of 12’.**

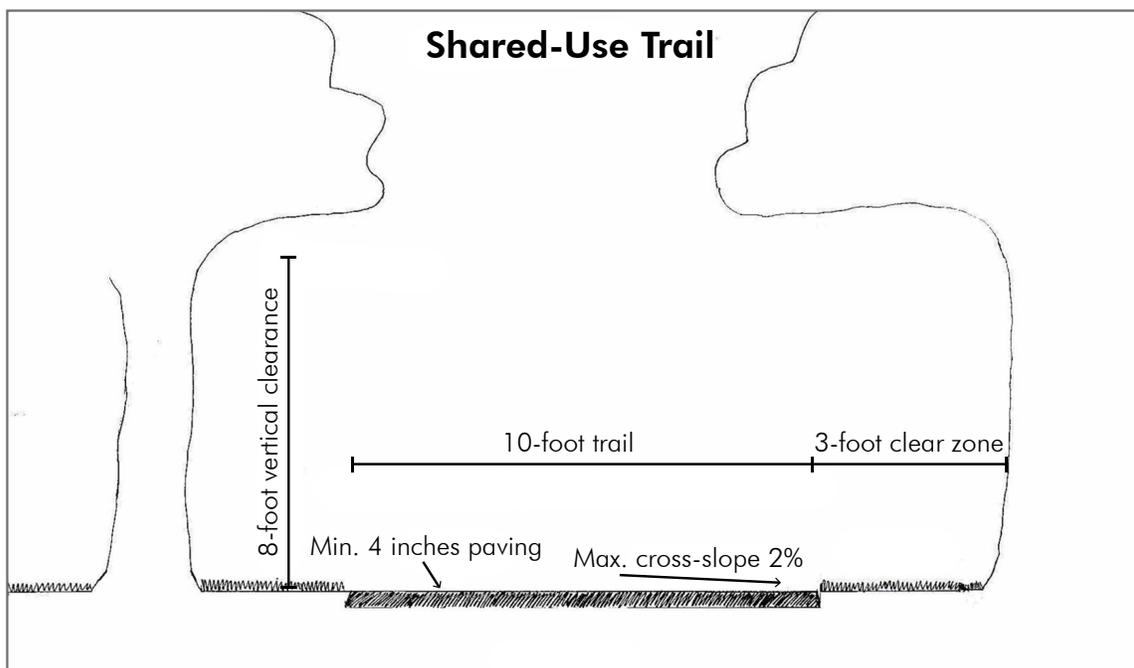


FIGURE 5-36 Shared-Use Path Dimensions Diagram

- Where a roadway runs adjacent to or near a shared-use path, the roadway should be separated from the shared-use path with a 5' wide clear zone. **Therefore, 15' is recommended between the far side of the shared-use path and the road or rail edge, and a minimum of 13' is recommended between the two locations.**
- When separation of 5' cannot be achieved, a physical barrier of at least 4.5' high between the trail and the roadway is recommended.
  - Smooth rub rails should be attached to the barriers at handlebar height of 3.5'.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) is recommended to be a minimum of 10' to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

#### *Vertical Clearance*

- The vertical clearance should be a minimum of 8' high (or higher to accommodate maintenance vehicles).
- Tunnels and other undercrossings should have a vertical clearance of at least 10'.

### **Sub-Grade and Trail Surface**

#### *Sub-Grade*

- The trail and shoulders should be cleared of organic materials. Soil sterilants should be used where necessary to prevent vegetation from erupting through the pavement.

#### *Trail Surface*

- The following are acceptable surface types for shared-use paths:
  - Asphalt
  - Concrete
  - Compacted crushed rock
- The paved surface should be a minimum of 6" thick.
- All joints in concrete paths should be cut with a saw, and tooled joints should not be used. The spacing of transverse joints is desirably equal to the width of the path.
- Shared-use paths should be designed to sustain without damage wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path.
- Edge support to accommodate vehicles can be in the form of stabilized shoulders or in additional pavement width.
- Shared-use paths should be machine laid, using the appropriate machines and tools to smooth and compact the trail surface.

### **Engineering**

- Refer to the most recent adopted edition of the *AASHTO Guide for the Development of Bicycle Facilities* and the Illinois Department of Transportation (IDOT)'s *Bureau of Local Streets & Roads Manual* (Chapter 42 - Bicycle Facilities) for engineering specifications, including design speed, sight distances, horizontal alignment and superelevation.

**Markings**

All surface markings on shared-use paths should be retroreflectorized and be made of skid-resistant material for safety. Obstructions in the traveled way of a shared-use path should be marked with retroreflectorized material. Striping should not be used on shared-use paths to separate directions; yield signage (MUTCD Sign R9-6 in Figure 5-40) should be used instead. Where there are curves with restricted sight distance, a 4" wide yellow centerline stripe may be used to separate opposite directions of travel.

**Signage**

Shared-use path signage, especially MUTCD Signs R1-1 and R1-2 (see Figure 5-37 and Figure 5-38), should be shielded from road user visibility to decrease confusion. Sign R5-3 (see Figure 5-41) should be installed at the entrance to a shared-use path. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.



**FIGURE 5-37** MUTCD Sign R1-1, Stop, 18" x 18"



**FIGURE 5-38** MUTCD Sign R1-2, Yield, 18" x 18" x 18"



**FIGURE 5-39** MUTCD Sign R4-3, Movement Restriction, 12" x 18"



**FIGURE 5-40** MUTCD Sign R9-6, Bicycle Regulatory, 12" x 18"



**FIGURE 5-41** MUTCD Sign R5-3, No Motor Vehicles, 24" x 24"



**FIGURE 5-42** MUTCD Sign R15-1, Grade Crossing (Crossbuck), 24" x 4.5"



**FIGURE 5-43** MUTCD Sign W3-1, Stop Ahead, 18" x 18"



**FIGURE 5-44** MUTCD Sign W3-2, Yield Ahead, 18" x 18"



**FIGURE 5-45** MUTCD Sign W3-3, Signal Ahead, 18" x 18"



**FIGURE 5-46** MUTCD Sign W10-1, Grade Crossing Advance Warning, 24" diameter

Source: MUTCD Figure 9B-2 and 9B-3

MUTCD Sign W11-15 (see Figure 5-47) should be used on roads where they cross shared-use paths. Sign W11-15P (see Figure 5-48) should be mounted below the W11-15 sign ahead of the crossing. Sign W16-9P (see Figure 5-50) can also be mounted below the two aforementioned signs ahead of the crossing. Sign W16-7P (see Figure 5-49) should be mounted below Sign W11-15 at the trail crossing.



**FIGURE 5-47** MUTCD Sign W11-15, Combination Bike and Pedestrian Crossing, 30" x 30"



**FIGURE 5-48** MUTCD Sign W11-15P, Trail Crossing (plaque), 24" x 18"



**FIGURE 5-49** MUTCD Sign W16-7P, Diagonal Arrow (plaque), 24" x 12"

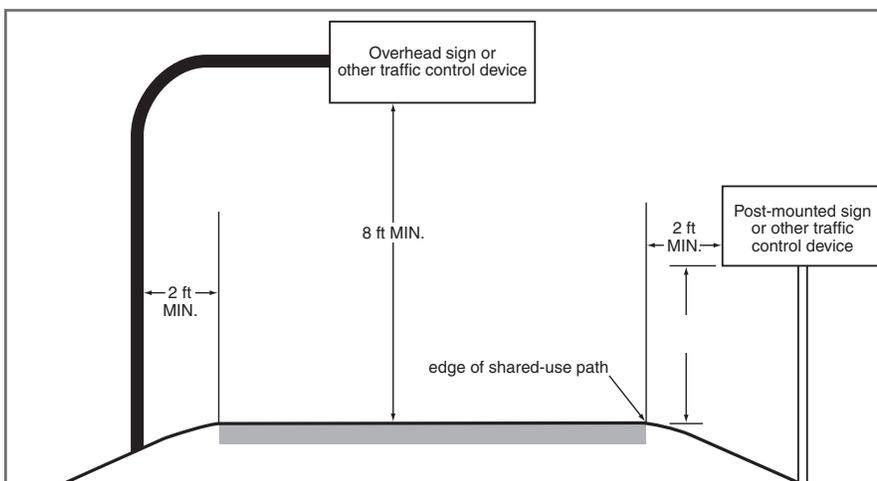


**FIGURE 5-50** MUTCD Sign W16-9P, Ahead (plaque), 24" x 12"

Lateral sign clearance should be a minimum of 2' from the near edge of the sign to the near edge of the path. The mounting height for ground-mounted signs should be a minimum of 4', measured from the bottom edge of the sign to the near edge of the path surface. Overhead signs should have a clearance of 8' from the bottom edge of the sign to the path surface directly under the sign (or higher to accommodate maintenance vehicles). See Figure 5-51.

Although the MUTCD allows for Bike Route (D11-1 - see Figure 5-25) signs to be installed on any type of bikeway (on-street and off-street), it is not recommended to install these signs on shared-use paths. Bike Route signs along sidepaths also face vehicular traffic, and signs can confuse motorists, especially if the sign is on the opposite side of the road. These signs can also confuse bicyclists, who may not be sure if the sidepath or road is the designated bicycle facility.

Trail signage for shared-use paths were developed as part of the *Champaign County Greenways & Trails Plan*, and should be installed along all off-street bikeways in Savoy. Installing these signs will also create consistency along trails between the Village of Savoy, Cities of Champaign and Urbana, University of Illinois, Champaign and Urbana Park Districts, Champaign County Forest Preserve District, and other participating jurisdictions.



**FIGURE 5-51** Sign Placement Diagram on Shared-Use Paths. Source: MUTCD Figure 9B-1, [http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b\\_01\\_longdesc.htm](http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_01_longdesc.htm)

The most appropriate sign to install along shared-use paths is the Trail Mile Marker Sign (see Figure 5-52):

- The sign should be 18" in height and 9" wide.
- Unnamed linear and loop shared-use paths should be named after one of the following places that are adjacent to the trail or where the trail leads:
  - Adjacent street name (especially for sidepaths, e.g. First Street Trail)
  - Streets that the trail connects (e.g. Curtis-Church Trail)
  - Where a street ends and continues as a trail
  - Neighborhoods (e.g. Prairie Fields Trail)
  - Areas of Savoy (e.g. South Savoy Trail)
  - Parks
  - Railroads
  - Water body (e.g. Phinney Branch Trail)
  - Other destinations
- Supplemental distance/time (in miles/minutes), destination, and directional signage that match these trail signs should also be installed (see Figure 5-53).



**FIGURE 5-52** Trail Mile Marker Sign, 18" x 9".  
Source: Champaign County Greenways & Trails Design Guidelines



**FIGURE 5-53** Trail Destination, Distance, and Direction Sign

Other Champaign County Greenways & Trails sign types that can be installed along Savoy shared-use paths are:

- Oval sign
- Point of Interest sign
- Arrow sign
- Map sign (includes removable map concept to display updated maps)



**FIGURE 5-54** Burwash Park Trail

### Trailhead & Rest Area Facilities

Please refer to the *Champaign County Greenways & Trails Design Guidelines* for more information on the following features that could be installed along trails:

- Accessible bathrooms
- Benches
- Bollards
- Drinking fountains
- Information kiosks
- Landscaping
- Lighting
- Motorized vehicle parking
- Trash receptacles
- Trail art

### Shared-Use Path (Sidepath)

Sidepaths are shared-use paths running immediately parallel to a roadway, similar to, but wider than a sidewalk (see *Figure 5-55*). In general, sidepaths may be better choices than on-road bikeways for faster, busier roads with few access points and with well-designed intersections.

Sidepath conflicts can be reduced by:

- Bringing the sidepath closer to the road at intersections, for better visibility during all turning motions and better stop line adherence for right turners, as shown in *Figure 5-56*.
- Using corner and/or median refuge islands (see “Refuge Islands”) to break up major crossings and right-in-right-out entrances.
- Using high visibility crosswalks or color differences, including at commercial entrances.

### Dimensions

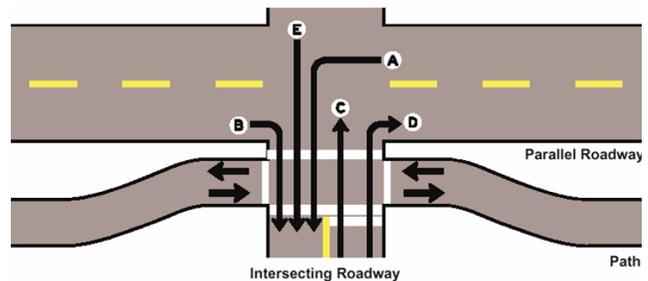
Follow the recommendations in “Shared-Use Path (Off-Street Trail)”.

### Sub-Grade and Trail Surface

Follow the recommendations in “Shared-Use Path (Off-Street Trail)”.



**FIGURE 5-55** Sidepath on Orchard Street north of Church Street, Urbana



**FIGURE 5-56** Example of a Sidepath/Roadway Intersection. Source: AASHTO

### Engineering

Follow the recommendations in “Shared-Use Path (Off-Street Trail)”.

### Markings

Follow the recommendations in “Shared-Use Path (Off-Street Trail)”.

### Signage

Follow the recommendations in “Shared-Use Path (Off-Street Trail)”.

**Rails-With-Trails**

A “rail-with-trail” is a shared-use path that parallels active railtrack, sometimes as an easement on railroad right-of-way (see *Figure 5-57*). The Federal Highway Administration’s *Rails with Trails: Lessons Learned* provides best practices information on rails-with-trails.

**Dimensions**

Follow the recommendations in “Shared-Use Path (Off-Street Trail)”.

**Sub-Grade and Trail Surface**

Follow the recommendations in “Shared-Use Path (Off-Street Trail)”.

**Engineering**

Follow the recommendations in “Shared-Use Path (Off-Street Trail)”.

**Markings**

Follow the recommendations in “Shared-Use Path (Off-Street Trail)”.

**Signage**

Follow the recommendations in “Shared-Use Path (Off-Street Trail)”.



**FIGURE 5-57** MetroBikeLink Trail, a rail-with-trail shared-use path, Belleville, IL. Credit: [Harry Sanders](#).

**5.2 PEDESTRIAN FACILITIES**

**Sidewalks**

Pedestrians primarily use sidewalks and they should be accessible to all users. It is important that sidewalks be provided extensively throughout the transportation network to provide pedestrians with a safe place to travel. It should be noted that all bicyclists who choose to travel on sidewalks have the same rights as pedestrians, except where prohibited, and must yield to pedestrians. Accessible sidewalk facilities should be provided on all new right-of-way projects in Savoy.

**Dimensions**

*Width*

- The recommended minimum width of all sidewalks is 5 feet (see *Figure 5-58*). Sidewalks in high traffic areas, including the commercial, downtown, and campus districts, may require a width of 6 feet or greater as determined by the appropriately designated person.
- Transitions from existing narrower sidewalks may be made using tapers.

*Buffer*

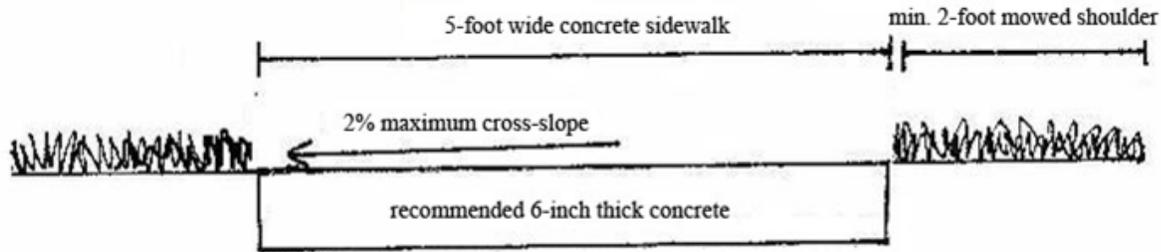
- Sidewalks should have at minimum a 2 foot wide mowed shoulder on both sides of the paved surface.

*Vertical Clearance*

- Sidewalks should have a vertical clearance of at least 8 feet.

*Miscellaneous*

- The vegetative distance between the concrete surface and any water bodies (stream, wetland, lake) is recommended to be a minimum of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.
- Maximum distances for expansion joints should not exceed 75 feet.



**FIGURE 5-58** Sidewalk Dimensions Diagram

## Engineering

### General

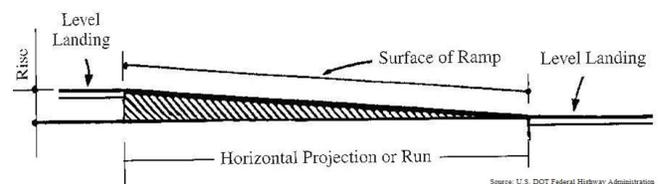
- All engineering of sidewalks shall meet the applicable agency's accepted engineering design standards.
- All newly constructed sidewalks shall comply with ADA accessibility guidelines.

### Slope

- The longitudinal slope of all sidewalks shall be a maximum of 5% to maintain accessibility (see *Figure 5-59*).
- The cross-slope of all sidewalks shall be a maximum of 2.0% to maintain accessibility and should slope in one direction or be crowned.

### Ramps

- Ramp specifications shall follow the Illinois Accessibility Code:
  - The least possible slope should be used for any ramp.
  - The maximum slope of a ramp in new construction shall be 8.3%.
  - The maximum rise for any run shall be 30 inches.
- The minimum clear width of a ramp shall be 48 inches.



**FIGURE 5-59** Ramp Cross-Section

- The recommended clear width of a ramp is 60 inches.
- If a ramp has a rise greater than 6 inches, or a horizontal projection greater than 72 inches, it shall have handrails on both sides.

### Curb Ramps

- Curb ramps shall be installed in all new sidewalk construction projects wherever an accessible route crosses a curb, as well as where existing sidewalks cross a curb or other barrier.
- The maximum running slope of a curb ramp in new construction shall be 8.3%.
- The minimum width of a curb ramp shall be 48 inches, exclusive of flared sides.

- A 4 foot by 4 foot minimum landing shall be provided at the top of a perpendicular curb ramp (see *Figure 5-60*).
- A 5 foot by 5 foot landing is recommended to be provided at the top of a perpendicular curb ramp.
- The maximum slope of flared sides of a perpendicular ramp shall be 10.0%.
- A 4 foot by 4 foot minimum landing shall be provided at the bottom of a parallel curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the bottom of a parallel curb ramp.
- Running slopes and cross slopes at landings shall be 2.0% maximum. No portion of the curb ramp shall exceed this maximum.
- Diagonal curb ramps should not be used because they do not allow pedestrians to properly align with crosswalks.
- Handrails are not required on curb ramps.

*Detectable Warning Surface*

- A detectable warning surface shall be provided where curb ramps, blended transitions (see *Figure 5-66*) or landings provide a flush pedestrian connection to the street.

- A detectable warning surface shall be provided at commercial driveways provided with traffic control devices.
- Detectable warnings shall consist of a surface of truncated domes.
- Truncated domes shall provide color contrast with adjacent surfaces.
- Detectable warning surfaces shall extend a minimum of 2 feet in the direction of travel and the full width of the curb, exclusive of flares.

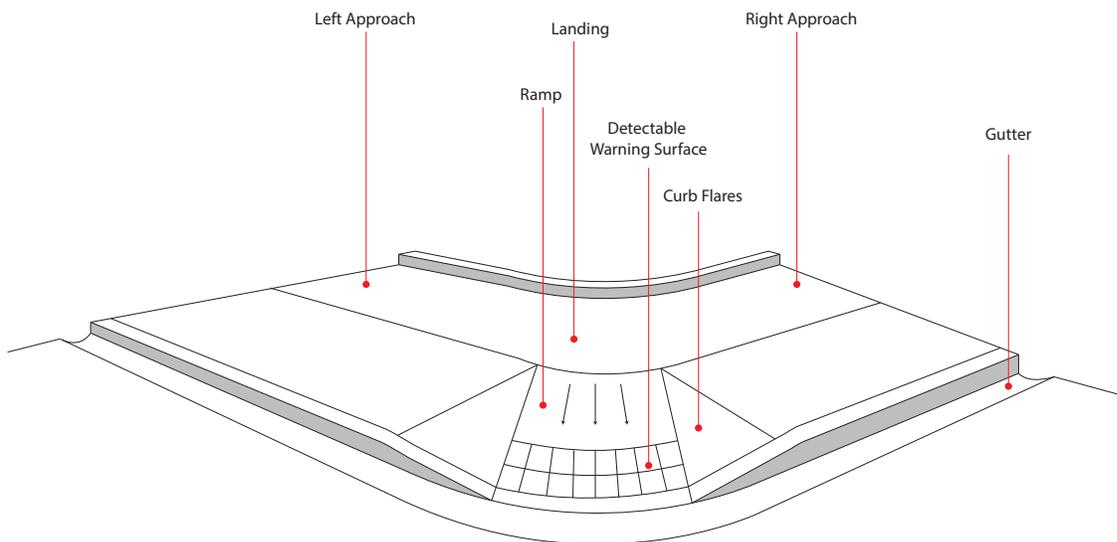
**Sub-Grade and Sidewalk Surface**

*Sub-Grade*

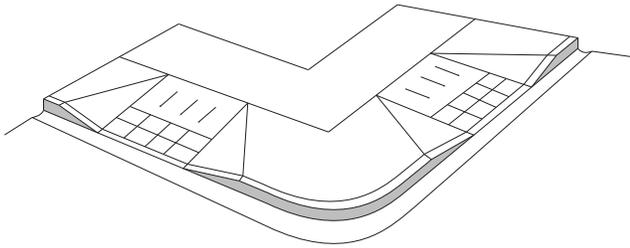
- Vegetation should be cleared from the 5-foot wide sidewalk path.

*Sidewalk Surface*

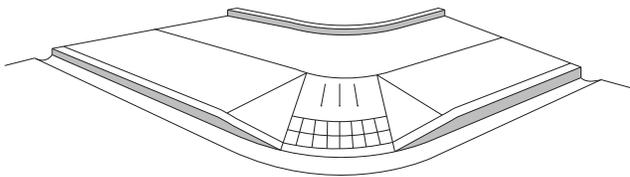
- The sidewalk surface should be concrete.
- The concrete surface should be 6 inches thick.
- The sidewalk surface should be jointed to control cracking.
- A rough brushed surface is recommended to increase traction.



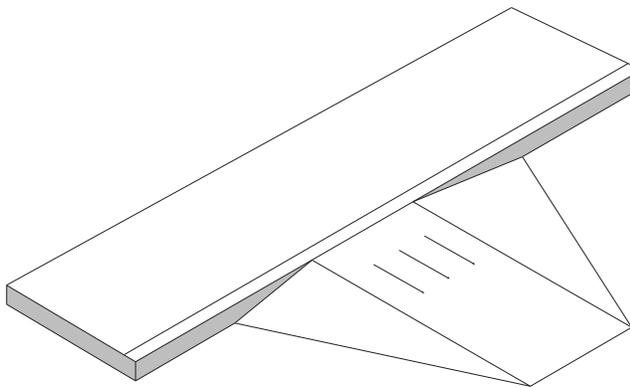
**FIGURE 5-60** Components of a Curb Ramp. Source: CUUATS Sidewalk Network Inventory



**FIGURE 5-61** Perpendicular Ramp

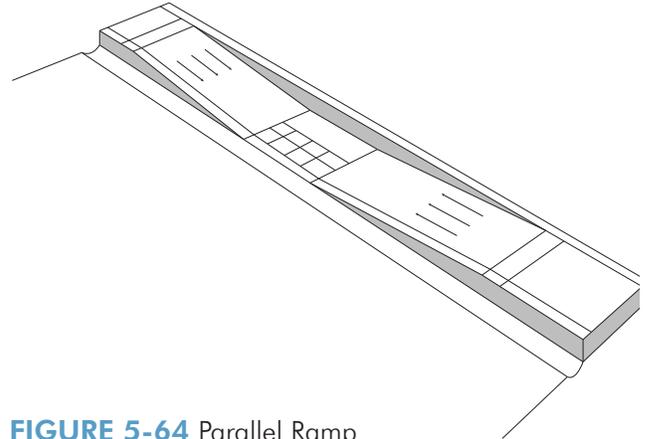


**FIGURE 5-62** Diagonal Ramp

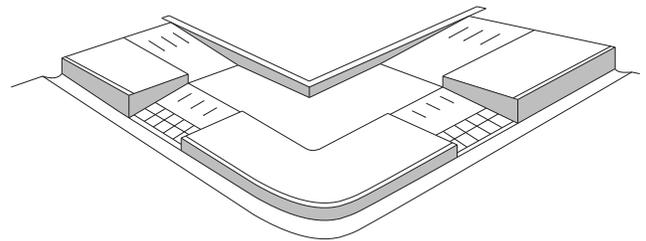


**FIGURE 5-63** Built-Up Ramp

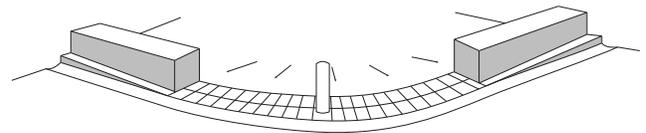
Source: CUUATS Sidewalk Network Inventory



**FIGURE 5-64** Parallel Ramp



**FIGURE 5-65** Combination Ramp



**FIGURE 5-66** Blended Transition

### 5.3 POINT FACILITIES

Safe bicycle and pedestrian crossings of roads are important to creating a safe and attractive active transportation network. Convenient and accessible bike parking is also important to ensure bicyclists have a secure, attractive place to store their bike at the end of each trip.

Safety, convenience, and access are three of the four requirements people need to choose to make a trip by bike (see “4.1 Four Requirements People Need to Bike”). Guidance on trail crossing signage can be found in “Shared-Use Path (Off-Street Trail)”. Further guidance on shared-use path crossings can be found in MUTCD Figure 9B-7 and AASHTO Bike Guide Figures 5-17 through 5-20. The point bicycle and pedestrian facility types existing and proposed in Savoy are listed below:

- Crosswalks;
- Mid-Block Crossings;
- Trail Crossing Signs;
- Pedestrian Countdown Signals
- Pedestrian Flashing Lights;
- Refuge Island;
- Bike-Activated Stoplight; and
- Bike Parking.

#### Crosswalks

Crosswalks serve as the pedestrian right-of-way across a street and thus should be designed to offer as much comfort and protection as possible. The definition of an intersection crosswalk is the extension of a sidewalk across an intersection. Marked crosswalks inform motorists of the location of a pedestrian crossing, allowing them time to lawfully yield to a crossing pedestrian; and also assure the pedestrian of the existence of a legal crosswalk at a particular location. To effectively communicate this, the crosswalk design must be easily understood, clearly visible, and incorporate realistic crossing opportunities for all pedestrians.

#### Dimensions

- Marked crosswalks should be at least 6’ wide, though they can be 10’ or wider in central business districts of larger cities.

#### Markings

- There are primarily four types of crosswalk markings: standard, continental, zebra, and ladder (see Figure 5-67). Continental, diagonal and longitudinal are preferred because they are more visible to approaching vehicles and have been shown to improve yielding behavior.
- Zebra and continental lines should be 1’ to 2’ wide, spaced 1’ to 5’ apart, and should avoid vehicle wheel paths.
- Standard lines consist of solid lines no less than 6” wide and no greater than 2’ wide.
- Crosswalk lines should extend the full length of crossing.
- According to the MUTCD, all crosswalk markings should be white.
- Durable crosswalk marking materials may be preferable to paint at some locations because of durability and cost-effectiveness (see Figure 5-68).

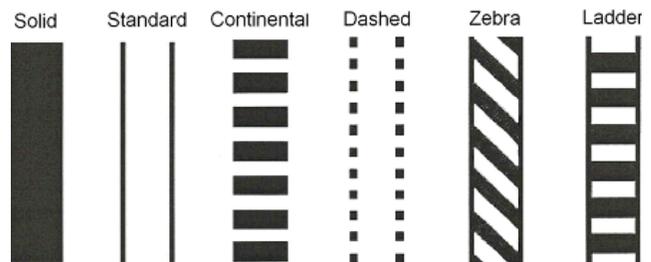


FIGURE 5-67 Crosswalk Types. Source: FHWA



FIGURE 5-68 Painted crosswalk in front of Colbert Park in need of maintenance

## Mid-Block Crossings

Mid-block crossings help supplement the crossing needs within an area, where intersections are spaced relatively far apart or substantial pedestrian generators are located between them (see *Figure 5-69*). However, these crossings must be well signed and marked because they are not expected by motorists.

## Trail Crossing Signs

Shared-use trails should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. The Combination Bike and Pedestrian Crossing sign (pictured at right) should be used on all roads where they cross shared-use trails. A Trail Crossing plaque should be mounted below the Combination Bike and Pedestrian Crossing sign ahead of the crossing. An “Ahead” plaque can also be mounted below the two aforementioned signs ahead of the crossing. A diagonal arrow plaque should be mounted below the Combination Bike and Pedestrian Crossing sign at the trail crossing (see *Figure 5-70*). See “Appendix C” for more information on trail crossing sign installation.

The Village of Savoy is responsible for installing trail crossing signs along roads that it owns.

## Refuge Islands

A refuge island is a concrete island in the middle of a roadway that allows bicyclists and pedestrians to cross one direction of traffic at a time. The benefit of a refuge island is that it allows bicyclists and pedestrians to cross one direction of traffic at a time on roads where cross-traffic does not stop.

Typically, refuge islands include marked crossings on either side of the island, and are oriented at an angle so that the person(s) crossing must look at the approaching traffic before crossing (see *Figure 5-71*). The minimum width of a refuge island should not be less than 6', according to the Federal Highway Administration Report No. FHWA-SA-05-12.<sup>1</sup>

<sup>1</sup> FHWA. *How to Develop a Pedestrian Safety Action Plan, Report No. FHWA-05-12*. Federal Highway Administration, McLean, VA, 2006.

## Dimensions

- The desired width of a refuge island is 10', in order to accommodate a bicycle with a trailer.<sup>7</sup>
- The minimum width of a refuge island should not be less than 6'.
- The refuge island should be wide enough to accommodate two-way bicycle traffic.
- Detectable warning surfaces should be installed at the edges of the sidewalks and the refuge island.



**FIGURE 5-69** Mid-block crossing on the University of Illinois campus



**FIGURE 5-70** Trail crossing at Prairie Fields Trail



**FIGURE 5-71** Refuge island and crosswalk across Windsor Road in Urbana

## Engineering

Refuge islands should be designed in accordance with the *Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)* and the proposed *Public Rights-of-Way Accessibility Guidelines (PROWAG)*.

## Markings

- High visibility crosswalk markings should be installed on both sides of the refuge island.
- Advance stop lines may be appropriate to install on the cross street ahead of the refuge island where the users crossing are given priority.

## Signage

Follow the recommendations in “Shared-Use Path (Off-Street Trail)” and *Figure 5-47 to Figure 5-50*.

## Countdown Pedestrian Signals

The countdown pedestrian signals informs pedestrians the number of seconds remaining in the pedestrian change interval (see *Figure 5-72*). They indicate whether a pedestrian has time to cross the street before the signal phase ends.



**FIGURE 5-72** Countdown pedestrian signal in Champaign

## Flashing Lights

Flashing lights supplement warning signs at unsignalized intersections or mid-block crosswalks to increase pedestrian crossing visibility for motorists (see *Figure 5-73*).



**FIGURE 5-73** Flashing lights and crosswalk on Church Street

## Bike-Activated Stoplight

There are two types of traffic signals possible in Savoy: fixed-time and demand-actuated. Fixed-time signals change at pre-set intervals. These signals do not have loop detectors. Therefore, if a car, bicycle, or pedestrian wants to cross the street, they must wait for the signal to change at the pre-set interval.

Demand-actuated signals consist of detector loops embedded in the pavement. The detector loops detect the presence of vehicles over them. Other demand-actuated signal detection methods include video, thermal imaging, and radar. Demand-actuated signals typically give a green light to the busier street until a car, bicycle, or pedestrian on the minor street wants to cross the busier street.

Both bicycles and motorcycles often have difficulty activating demand-actuated traffic signals. Cars may not be present to trip the signal, or cars may be stopped too far behind a bike. Pedestrian push-button actuation, if present, is often inconveniently located for on-road bikes.

The MUTCD Bicycle Detector Pavement Marking in *Figure 5-74* (see MUTCD Figure 9C-7 for dimensions), together with the R10-22 Bicycle Signal Actuation Sign in *Figure 5-75*, can indicate the detector trigger point for actuating the signal. This is typically on the perimeter of the detector. The Bicycle Detector Pavement Marking can have the auxiliary benefit of indicating proper bicycle positioning at an intersection, such as the straight-ahead lane where a right-turn lane is present.



**FIGURE 5-74** Bicycle detector pavement marking in Urbana



**FIGURE 5-75** MUTCD Sign R10-22, To Request Green Wait on Symbol, 12" x 18".  
Source: MUTCD Figure 9B-2

Correct tuning of the detector is needed for sufficient sensitivity without false triggers from “crosstalk.” Other options are available. Quadropole loop detectors are more sensitive to bikes and motorcycles, especially diagonal quadropole inductive loops.

Pedestrian push buttons on poles for bicyclists should only be used in locations where it is not possible to reliably detect the presence of bicycle traffic, or as an interim measure to ensure safe passage of bicycles until adequate detection systems can be installed. The placement of the push button detectors must be convenient to the bicyclist.

The Illinois Department of Transportation (IDOT) is responsible for installing and maintaining bike-activated stoplights at intersections along U.S. 45, since it is a United States route.

## Bike Parking

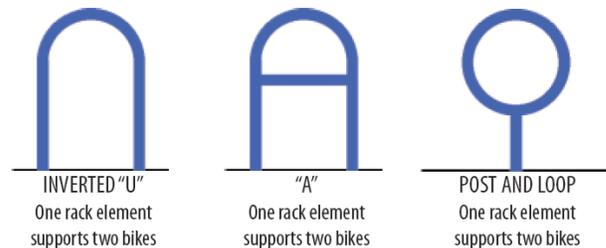
Providing secure bicycle parking is a necessary part of a bikeway network, allowing people to use their bikes for transportation and reducing parking in undesirable places. Successful bicycle parking requires a good bike rack in a good location within 50 feet of an entrance.

Bike parking should be located at trailheads and destinations along trails and bikeways, employment centers, schools, and public buildings (e.g. libraries, post offices, and shops). Bicycle storage facilities may be used in high traffic areas where users will be away from their bicycles for long time periods (e.g. employment centers, shopping malls, and schools) to protect bicycles from weather.

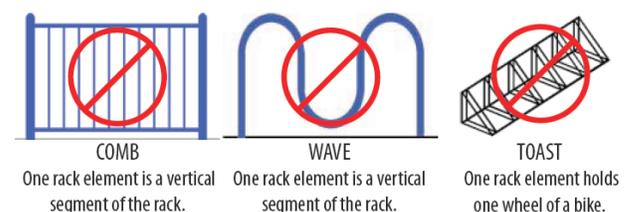
### Types

A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The most common styles include the “inverted-U” and the “post and loop” (accommodates two bikes each; see *Figure 5-76*).

Old-fashioned “school racks,” which secure only one wheel, are a poor choice for today’s bicycles (see *Figure 5-77*).



**FIGURE 5-76** Recommended bike racks.  
Source: APBP Bike Parking Guidelines



**FIGURE 5-77** Not recommended bike racks.  
Source: APBP Bike Parking Guidelines

The Association of Pedestrian and Bicycle Professionals (APBP) provides comprehensive information on bike parking in the 2nd Edition of its *Bicycle Parking Guidelines*, published in 2010. This document further categorizes acceptable and non-acceptable bike parking types.

Recommended bike parking types (see *Figure 5-76*):

- Inverted U (“A” rack when it includes a crossbar)
- Post and Ring (i.e. Post and Loop)
- Inverted U Series

Acceptable bike parking types:

- Wall-Mounted Racks
- Wheelwell - Secured (see *Figure 5-78*)
- Tree Guard Bicycle Racks
- Modified Coathanger
- Two-Tier or Double Decker

Unacceptable bike parking types (see *Figure 5-77*):

- Undulating (i.e. Wave)
- Schoolyard (i.e. Grid, Comb)
- Sprial
- Wheelwell
- Coathanger
- Swing Arm Secured

The unacceptable bike parking types do not meet some of the critical design criteria in the APBP *Bicycle Parking Guidelines* 2nd Edition.

Other considerations for bicycle parking include:

- Sheltered bike parking (i.e. Covered bike parking)
- In-street bike parking facilities (i.e. Bike Corrals)
- Bike parking in public right-of-way (e.g. sidewalks)
- Event bike parking
- Bike transit centers

Dero and Park-A-Bike (especially the Varsity Bike Dock) are two companies whose bike parking types have been installed on the University of Illinois campus. The Varsity Bike Dock is a secured wheelwell, an acceptable bike parking type (see *Figure 5-78*).



**FIGURE 5-78** Varsity Bike Docks.

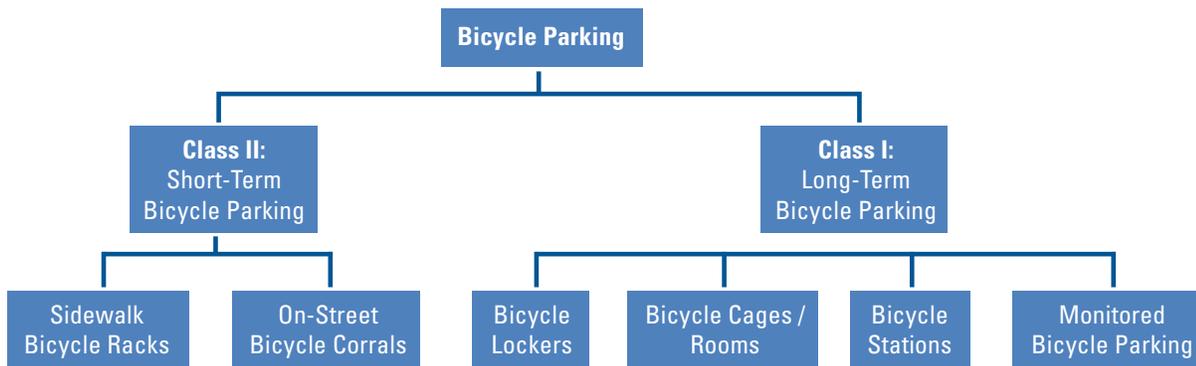
Source: Park-A-Bike

### Length of Stay

All bike parking facilities fall into two categories: short-term (two hours or less) and long-term (more than two hours). Short-term bike parking accommodates convenience and ease of use, while long-term bike parking provides security and weather protection.<sup>2</sup> The San Francisco Municipal Transportation Agency (SFMTA) lists various short-term and long-term bike parking types in its *Bicycle Parking Standards, Guidelines, and Recommendations* document (see *Figure 5-79*).

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<sup>2</sup> APBP. *Bicycle Parking Guidelines*, 2nd Edition. Association of Pedestrian and Bicycle Professionals, Cedarburg, WI, 2012.



**FIGURE 5-79** Bicycle Parking Typology Diagram. Source: San Francisco Municipal Transportation Agency.

### Recommended Bike Rack Placement

According to the *AASHTO Bike Guide*, bicyclists will seek to park as close as practical to their final destination. Therefore, bike parking should be conveniently placed in a highly visible location within 50 feet or as close to the building entrance as practical. Bike parking should also be placed at both the trip origin and destination.

Following are the *Champaign County Greenways & Trails (GT) Plan's* bike parking design standards:

- Located no more than 50 feet from the building entrance or trail entrance.
- A minimum of 24 inches from a parallel wall and 30 inches from a perpendicular wall.
- A minimum of 4 feet from curb ramps, fire hydrants, building entrances, etc.
- Facilities should not interfere with pedestrian flow. If located on sidewalks, racks and the bicycles linked to them should provide sufficient clearance around them for all types of pedestrians, including wheelchair users.
- Bicycle racks should be mounted on a 6-inch thick concrete slab.
- Bike racks should support both wheels to prevent bent rims.
- Bike racks should be fabricated of pipe or other durable material.

### Signage

MUTCD Sign D4-3 (see *Figure 5-80*) may be installed where it is desirable to show the direction to a designated bicycle parking area, from either an on-street or off-street bikeway.



**FIGURE 5-80** MUTCD Sign D4-3, Bicycle Parking Area, 12" x 18". Source: MUTCD Figure 9B-4

# 6. PUBLIC INPUT

The planning process includes public input provided during previous plans, such as the Sustainable Choices 2040 and the Active Choices Plan, as well as comments from the Savoy Bike & Pedestrian Plan’s public workshops.

## 6.1 SUSTAINABLE CHOICES 2040

CCRPC/CUUATS completed *Sustainable Choices 2040*, the update of the Champaign-Urbana Long Range Transportation Plan (LRTP), in 2014. The process involved a robust public involvement initiative, including the use of a refurbished CUMTD bus taken to community events to solicit public input on transportation (see *Figure 6-1*).

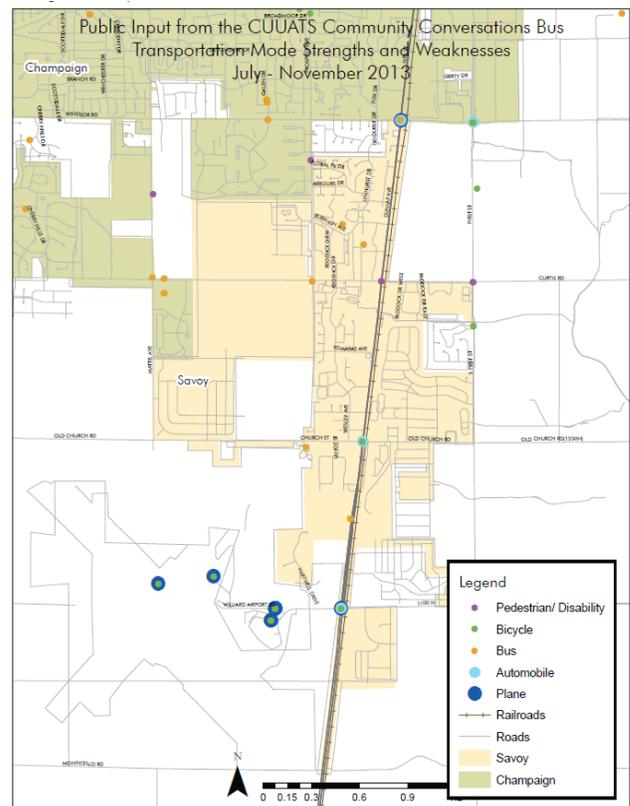
*Figure 6-2* maps the locations of comments received about bicycling and walking in Savoy in 2013. Comments and requests regarding bicycling and walking in Savoy included:

- People will run along Neil in Savoy and it’s not very safe with traffic passing by.
- The village did not place their entrance sign correctly and it often obstructs the vision of drivers exiting the apartments, which increases the risk of accidents with people driving on Church Street.

Public input helped form the LRTP 2040 Vision, and one of the concepts that relates to bicycling and walking in Savoy is *Accessibility: Complete Streets and Bridges for Bikes and Pedestrians*.



**FIGURE 6-1** CUUATS Community Conversations Bus at Prairie Fields Park



**FIGURE 6-2** Public input from the CUUATS Community Conversations Bus about transportation mode strengths and weaknesses (July - November 2013)

In 2014, the public voted for their most preferred proposed projects (see *Figure 6-3*). Scores were normalized, and the highest scoring projects regarding bicycling in Savoy were:

- Prairie Fields Subdivision: Colbert Park to Prospect Ave Multi-Use Path
- First St: Church St to Airport Rd - Roadway Improvement
- Mattis Ave: Church St to Corporate Limits - Widening/Pavement
- West Church St: Dunlap Ave to Mattis Ave - Widening/Pavement
- Airport Rd: First St to Dunlap Ave - Widening/Pavement
- Prospect Ave: Windsor Rd to Curtis Ave - Reconstruction/Bike Lanes/Sidepath
- Curtis Rd/RR Grade Separation: Wesley Ave to First St - Reconstruction/Off-street Bike and Pedestrian Facilities/New Rail Bridge

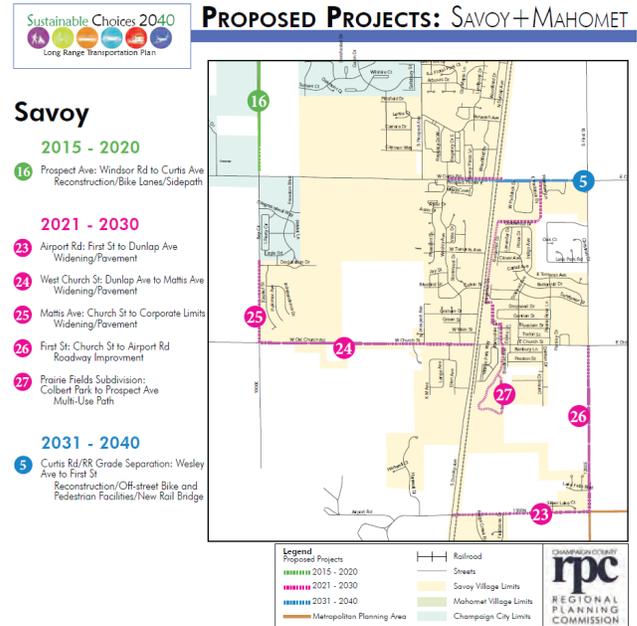
## 6.2 ACTIVE CHOICES PLAN

CCRPC updated the Champaign County Greenways & Trails Plan (*Active Choices*) in 2014 (see *Figure 6-4*). Public comments received in Fall 2012 regarding bicycling in Savoy are listed in *Figure 6-5*.

The bike lanes and a sidepath on First Street was the recommendation that received the most public votes.

Other projects receiving a high number of votes were:

- Better sidewalks or bike routes connecting Savoy to Downtown Champaign and to campus.
- The need for bike racks in the commercial district.
- The need for winter maintenance on the Harold E. Ruppel Memorial bike path with consistent snow removal.



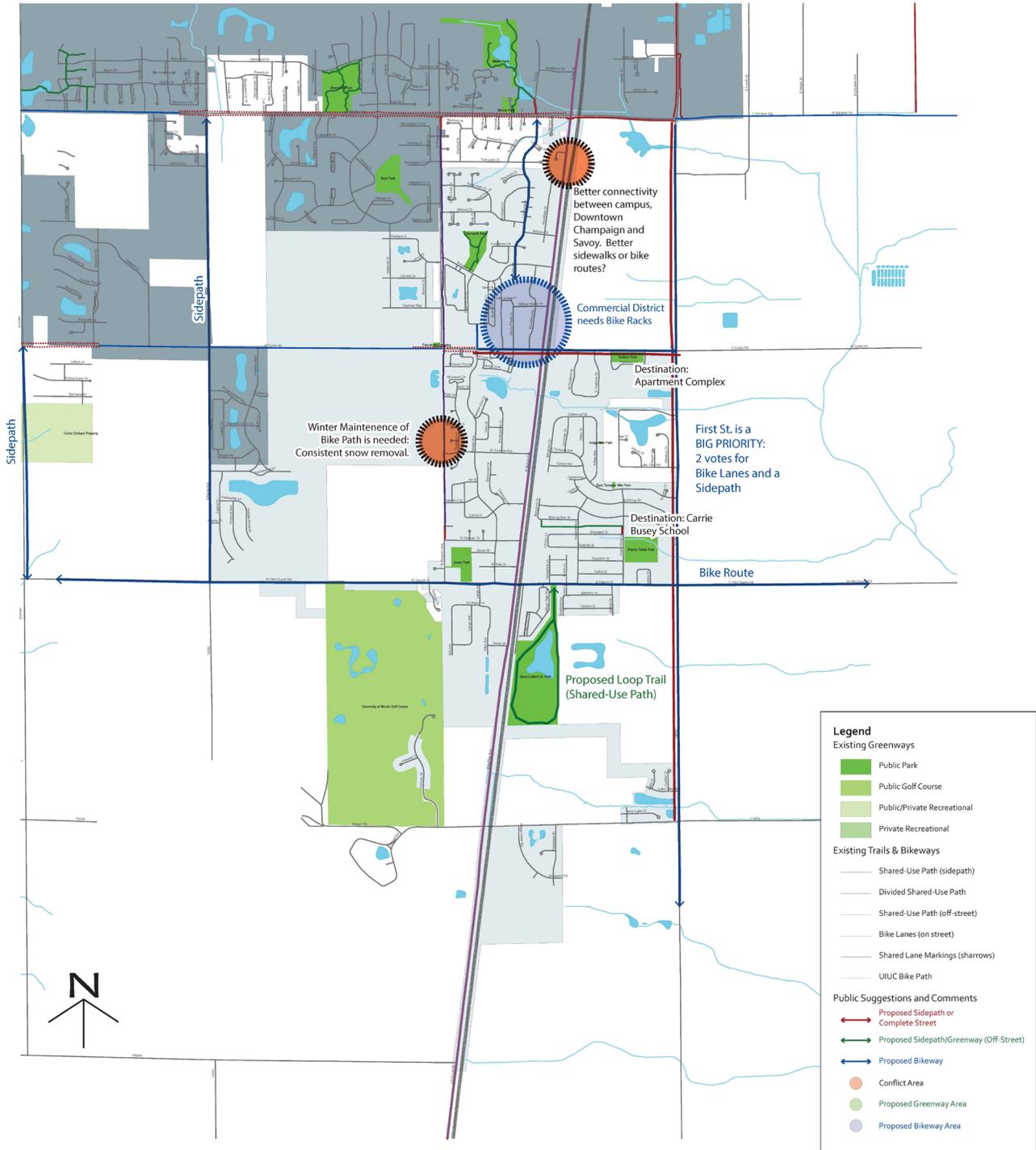
**FIGURE 6-3** Public's votes on preferred projects



**FIGURE 6-4** Public workshop held at the Illinois Terminal for the Active Choices Plan update

FIGURE 6-5

Savoy Group Map  
Public Workshop 1, 11-15-12



## 6.3 PUBLIC WORKSHOPS

CCRPC hosted two public workshops in February and March 2016 to solicit Savoy residents' input about pedestrian, bicycle and trail facilities in Savoy (see Figure 6-6). Both meetings were held at the Savoy Recreation Center on Thursday evenings and materials from the workshops were made available to the public through the mailing list and the CUUATS website.

### Public Workshop #1

In the first round, 42 people submitted comments:

- 38 by attending the workshop on February 4, 2016; and
- Four people submitted comments by email.

For the complete comments, see "Appendix E"

### Existing Conditions and Vision Boards

As part of the workshop, boards displaying information regarding existing conditions were presented.

Workshop participants were presented two vision boards with four subject areas: health, safety, sustainability, and transit (see Figure 6-7). In the first board, the participants were invited to state what a *good bike and pedestrian network in Savoy should include*, and in the second, what a *good bike and pedestrian network in Savoy allows them to do*. Their comments helped to shape the vision of the Savoy Bike & Pedestrian Plan (see "7. Goals & Objectives").

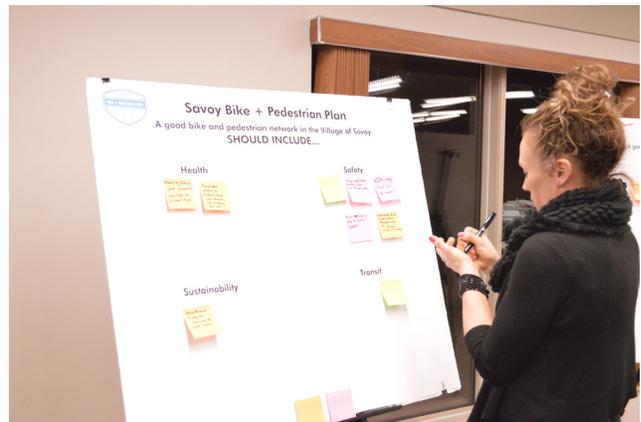
### Comment Cards: Themes and Locations

Key locations and themes were extracted from the comments provided on the comment cards. The most commented locations were (see Figure 6-8):

- First Street
- University of Illinois Campus and U.S. 45
- Prospect Avenue and Harold E. Ruppel Memorial Bike Path



**FIGURE 6-6** Participants watching presentation during the first public workshop



**FIGURE 6-7** Participant adding comment to vision board



**FIGURE 6-8** Wordle with locations cited in comment cards

- Curtis Road
- Church Street and Colbert Park

The most commented subjects were (see Figure 6-9):

- Destinations
- Route
- Connectivity
- Existing Facility
- Treatment

### Group Maps

Attendees participated in a series of group exercises where they drew desired bicycle and trail facilities on maps of Savoy’s three geographical zones (see Figure 6-10). Each group had 15 minutes to review and comment on each zone with the support of a CUUATS staff member (see Figure 6-11). The three areas were:

- North Savoy: south of Windsor Road and north of Curtis Road.
- Central Savoy: south of Curtis Road and north of Church Street.
- South Savoy: south of Church Street and north of Monticello Road.

The participants were encouraged to draw lines representing desired facilities and place stickers of multiple colors, according to this symbology:

- Red: issues
- Green: opportunities
- Blue: other

Some of the most popular requests were:

- Bike lanes and shared-use path on First Street;
- Pave gravel path in Colbert Park;
- Prairie Fields Trail II; and
- Lake Falls Trail.

Figure 6-12 shows the location of comments according to the number of votes and color coding.



FIGURE 6-9 Wordle with themes present in comment cards



FIGURE 6-10 Map of North Savoy with comments from the public

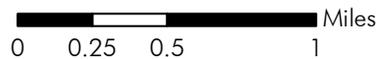
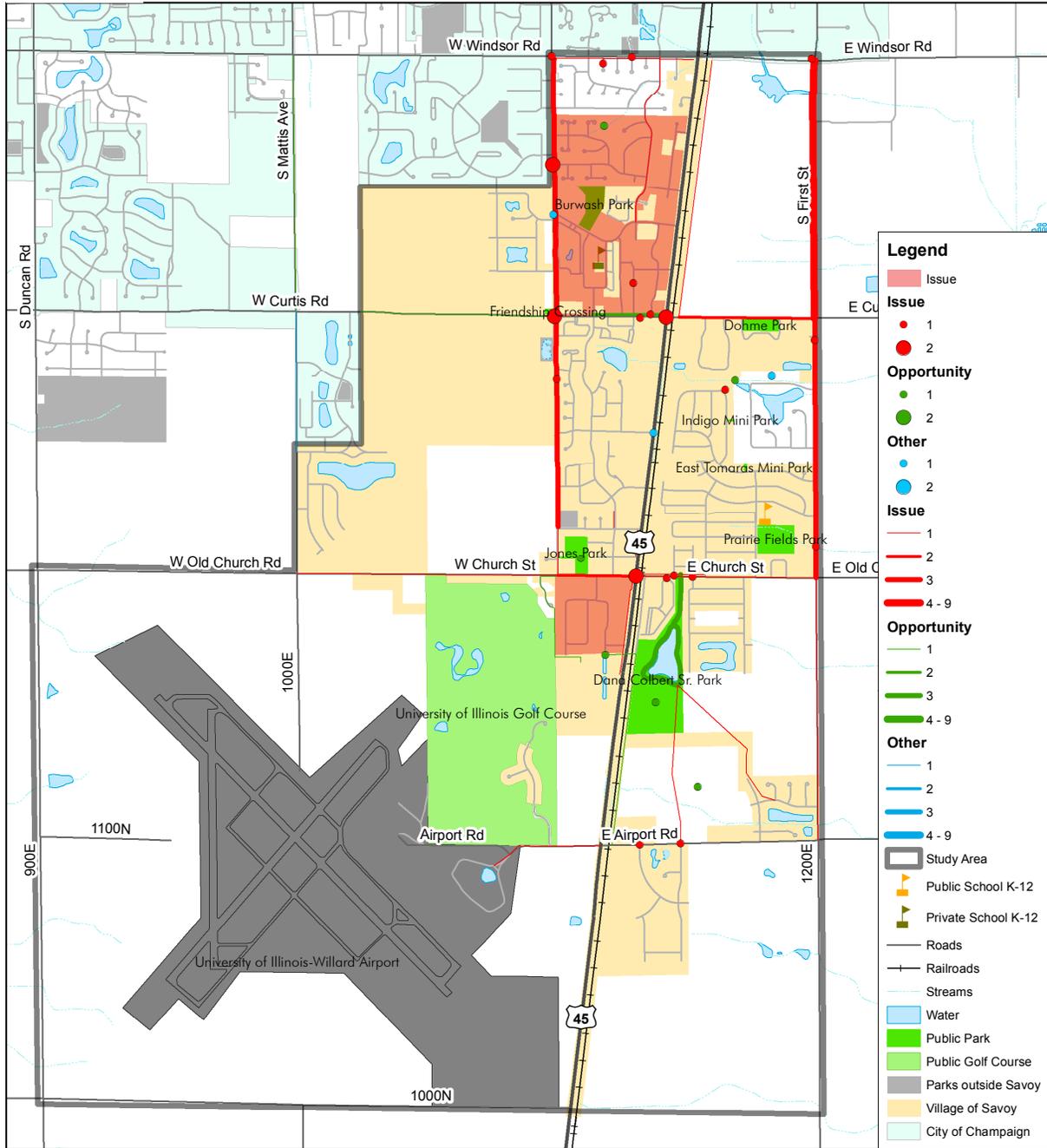


FIGURE 6-11 Participants providing comments during the group map exercise

FIGURE 6-12



## Savoy Bike & Pedestrian Plan Public Workshop #1 - Results



## Public Workshop #2

In the second round, 74 people submitted comments:

- 21 by attending the workshop on March 31, 2016;
- One person submitted comments by email;
- One person submitted comments through the CUUATS website; and
- 51 submitted comments through the online comment card, which was accessible between April 4 and 11, 2016.

For the complete comments, see “Appendix F”

### Recommendations Maps and Non-Infrastructure Recommendations

The public was invited to vote on infrastructure and non-infrastructure recommendations displayed on tables and boards by placing stickers beside the desired recommendations (see *Figure 6-14* and *Figure 6-15*). This is a list of the maps and boards presented:

- Point Recommendations
- Linear Bicyclist Recommendations
  - North Savoy
  - Central Savoy
  - South Savoy
- Linear Pedestrian Recommendations
  - North Savoy
  - Central Savoy
  - South Savoy
- Non-Infrastructure Recommendations
  - Education
  - Encouragement
  - Enforcement
  - Evaluation

The participants received a total of 12 stickers and they were instructed to distribute them in the following manner: 6 votes for the Linear Recommendations Maps, 2 votes for the Point Recommendations Map, and 4 votes for Non-Infrastructure Recommendations.



**FIGURE 6-13** Participant reading about different types of facilities



**FIGURE 6-14** Participants providing comments during the group map exercise



**FIGURE 6-15** Participants reading about the plan’s goals

### Comment Card Comments: Printed and Online

Printed comment cards were distributed at the beginning of Public Workshop #2, and participants were asked to fill it out and hand it in at the end of the meeting (see Figure 6-16). There were four questions: two written and two multiple-choice questions. The online comment card had a total of 8 questions: it included the four questions asked in the printed comment card and four additional questions, which enabled those who were unable to attend the workshop to vote on infrastructure and non-infrastructure recommendations.

### Priority Locations and Themes

In the discursive questions in the comment cards, the participants were invited to share their opinions on what the priorities of the Savoy Bike & Pedestrian Plan should be. The responses were analyzed and sorted by subject and location.

The 3 most mentioned locations in the comment cards distributed at the workshop were (see Figure 6-17):

- First Street
- Lake Falls Trail
- Colbert Park

The 3 most mentioned locations in the online cards were (see Figure 6-18):

- First Street
- Lake Falls subdivision
- Liberty on the Lake Trail

The 3 most mentioned themes in the comment cards distributed at the workshop were (see Figure 6-19):

- Connectivity
- Pave gravel path
- Safety



**FIGURE 6-16** Participant filling out a copy of the printed comment card



**FIGURE 6-17** Wordle with comment locations from paper comment cards



**FIGURE 6-18** Wordle with comment locations from online comment cards



**FIGURE 6-19** Wordle with comment themes from paper comment cards

The 3 most mentioned themes in the online cards were (see Figure 6-20):

- Shared-Use Path
- Connectivity
- Safety

### Analysis of votes on Recommendations and Comment Card Comments

The 5 most voted linear bicyclist recommendations on the workshop maps and boards and on the online form were:

- Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park (31)
- First Street Shared-Use Path between Windsor Road and Curtis Road (28)
- Colbert Park Shared-Use Path: pave existing gravel path (23)
- Airport Road Shared-Use Path (16)
- First Street Shared-Use Path between Curtis Road and Airport Road (15)

The 5 most voted linear pedestrian recommendations on the workshop maps and boards and on the online form were:

- “Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park” (32)
- “First Street Shared-Use Path between Windsor Road and Curtis Road” (27)
- “First Street Shared-Use Path between Curtis Road and Airport Road” (26)
- “Colbert Park Shared-Use Path: pave existing gravel path” (24)
- “Prairie Fields Trail Phase II: connecting Curtis Road to Church Street” (20) and “Airport Road Shared-Use Path” (20)

The 3 most voted point recommendations on the workshop maps and boards and on the online form were:

- Install pedestrian countdown signals at the intersection of U.S. 45 and Church Street (24)
- Install pedestrian countdown signals at the intersection of U.S. 45 and Curtis Road (22)



FIGURE 6-20 Wordle with comment themes from online comment cards

- Move Village at Colbert Park sign on Church Street away from road to prevent blocking of pedestrian visibility (12) and Add mid-block crossing at the intersection of Airport Road and Ridge Creek Road (12)

The most voted non-infrastructure recommendations in each of the four categories were:

- Education: K-12 Bicycle Education Curriculum
- Encouragement: Bike Route & Trail Signage
- Enforcement: Enforce Motorist Violations
- Evaluation: Savoy Bike & Pedestrian Plan Updates

### Key Findings from Public Workshop #2

- The public is very concerned about connectivity and safety. Connecting the different neighborhoods and destinations of Savoy and increasing safety through the provision of adequate facilities and programs are two great priorities for the public. Providing connections to key regional destinations, especially the University of Illinois campus, is also a priority.
- The public is very interested in:
  - Off-street facilities, such as shared-use paths and trails, as they provide greater separation between vehicles and pedestrians and bicyclists.
  - First Street improvements to provide a safer commute to campus.
  - Paving the gravel path in Colbert Park to increase accessibility.
  - Connecting the neighborhoods in South Savoy to Central and North Savoy with pedestrian and bicyclist facilities.

## 7. GOALS & OBJECTIVES

Goals and objectives are formed to provide clear and specific direction for how planning efforts should be considered in improving and expanding bicycling in Savoy. They will also help the Village of Savoy to move toward the plan's vision:

### PLAN VISION

Create a complete transportation network that connects neighborhoods and amenities to enable residents and visitors, of all ages and abilities, multiple alternatives to moving around the Village of Savoy and connecting with surrounding communities.

A **theme** is the subject of a goal.

A **goal** is defined as an end state that will be brought about by implementing the Savoy Bike & Pedestrian Plan.

**Objectives** are sub-goals that help organize the implementation of the plan into measurable and manageable parts. The SMART (specific, measurable, agreed, realistic, and time-bound) acronym was used to guide the objective development process.

**Performance measures** help agencies track the progress of each objective over time.

**Strategies** will help agencies reach the stated goals and objectives.

**Responsible Parties** are the entities who do or may have the ability to implement strategies, and therefore goals and objectives.

Each of these elements was developed with input from the Savoy Bike & Pedestrian Plan steering committee. Each table below shows the objectives, performance measures, strategies, and responsible parties for implementation in achieving each of the six goals. Specific themes are listed for each goal.

"Appendix G" includes sheets for Village of Savoy staff to track the performance measures listed in this chapter.



FIGURE 7-1 Women exercising along Curtis Road

## 7.1 THEME: CONNECTIVITY

Goal 1: Create and maintain a bicycle and pedestrian network that is continuous, connected, and easily accessible for all users, and includes on-road and off-road facilities.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Implement all of the short term projects proposed in this plan by 2021.	A. Number of miles of bicycle facilities constructed between 2016 and 2021.	I. Create routes that connect neighborhoods to major destinations and recreation facilities. Seek input from neighborhood associations and impacted residents.	Village of Savoy, Developers
		II. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants and acquiring property that provides off-street connections between bicycle and pedestrian facilities.	Village of Savoy, Developers
2. Provide access for bicyclists of all ages and abilities to 3 destinations in Savoy by 2021.*	A. Number of local destinations being fully connected by bicycle facilities	I. Give priority and provide bicycle access to important activity centers (e.g. school, parks, retail areas, employment centers, etc.).	Village of Savoy, Developers, Existing employers
		II. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants, acquiring property that provides off-street connections between bicycle facilities, and working with railroads to develop bicycle facilities on, along, or across rights-of-way.	Village of Savoy, Developers, Railroad companies, University of Illinois
3. Provide access for pedestrians of all ages and abilities from 3 local destinations to the connected sidewalk network in Savoy by 2021.*	A. Number of local destinations being fully connected by pedestrian facilities	I. Give priority and provide pedestrian access to important activity centers (e.g. school, parks, retail areas, employment centers, etc.)	Village of Savoy, Developers, Existing employers
		II. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants, acquiring property that provides off-street connections between pedestrian facilities, and working with railroads to develop bicycle facilities on, along, or across rights-of-way.	Village of Savoy, Developers, Railroad companies, University of Illinois

Goal 1: Create and maintain a bicycle and pedestrian network that is continuous, connected, and easily accessible for all users, and includes on-road and off-road facilities.			
Objectives	Performance Measures	Strategies	Responsible Parties
4. Create 2 bikeways or trails in Savoy that connect to bikeways or trails in Champaign-Urbana that provide access to regional destinations, including the University of Illinois, by 2026.	A. Number of bikeway connections established to surrounding jurisdictions	I. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants, acquiring property that provides off-street connections between bicycle and pedestrian facilities, and working with railroads to develop bicycle facilities on, along, or across rights-of-way.	Village of Savoy, Developers, Railroad companies, University of Illinois, Neighboring jurisdictions
		II. Take advantage of opportunities to install on-street bikeways, including bike lanes and signed bike routes with destination, distance, and direction information.	Village of Savoy, Developers, University of Illinois, Neighboring jurisdictions
	B. Number of trail connections established to surrounding jurisdictions	I. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants, acquiring property that provides off-street connections between bicycle and pedestrian facilities, and working with railroads to develop bicycle facilities on, along, or across rights-of-way.	Village of Savoy, Developers, Railroad companies, University of Illinois, Neighboring jurisdictions
		II. Contribute to creating a continuous loop in the Champaign-Urbana urbanized area.	Village of Savoy, Developers, Railroad companies, University of Illinois, Neighboring jurisdictions
5. Complete a continuous bikeway/ trail loop around Savoy by 2030.	A. Miles of loop bikeway/trail loop infrastructure constructed	I. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants, acquiring property that provides off-street connections between bicycle and pedestrian facilities, and working with railroads to develop bicycle facilities on, along, or across rights-of-way.	Village of Savoy, Developers, University of Illinois
		II. Contribute to creating a continuous loop in the Champaign-Urbana urbanized area.	Village of Savoy, Developers, Railroad companies, University of Illinois, Neighboring jurisdictions

### Connectivity Goal Notes

\*These three destinations should be chosen based on the list in “Savoy Major Destinations” in Chapter 3.

## 7.2 THEME: SAFETY

Goal 2: Provide a bicycle and pedestrian network that is safe for all users.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Strive to maintain the number of annual pedestrian-vehicle crash fatalities in Savoy at 0 between 2016 and 2021.	A. Number of pedestrian crash fatalities	I. Provide consistent pedestrian signage and markings.	Village of Savoy
		II. Educate pedestrians on their legal rights and responsibilities.	Village of Savoy, CCB, C-U SRTS Project, Champaign County Sheriff's Office (CCSO)
		III. Educate motorists and bicyclists on stopping for pedestrians.	Village of Savoy, CCB, C-U SRTS Project, CCSO
		IV. Have Village staff explore the development of a Traffic Calming Policy and Neighborhood Speed Reduction Policy to reduce vehicle speed.	Village of Savoy, CCSO
2. Strive to maintain the number of annual bicycle-vehicle crash fatalities in Savoy at 0 between 2016 and 2021.	A. Number of bike crash fatalities	I. Provide consistent bicycle signage and pavement markings.	Village of Savoy
		II. Educate bicyclists on the Rules of the Road.	Village of Savoy, CCB, Ride Illinois, C-U SRTS Project, CCSO
		III. Educate motorists on Rules of the Road regarding bicyclists, utilizing law enforcement of traffic laws.	Village of Savoy, CCB, Ride Illinois, C-U SRTS Project, CCSO
		IV. Have Village staff explore the development of a Traffic Calming Policy and Neighborhood Speed Reduction Policy to reduce vehicle speed.	Village of Savoy, CCSO
3. Strive to reduce the number of severe pedestrian-vehicle crash injuries in Savoy over a five-year period from 1 to 0 by 2021.	A. Number of severe pedestrian crash injuries	I. Provide consistent pedestrian signage and markings.	Village of Savoy
		II. Educate pedestrians on their legal rights and responsibilities	Village of Savoy, CCB, C-U SRTS Project, Champaign County Sheriff's Office (CCSO)
		III. Educate motorists and bicyclists on stopping for pedestrians.	Village of Savoy, CCB, C-U SRTS Project, CCSO
		IV. Have Village staff explore the development of a Traffic Calming Policy and Neighborhood Speed Reduction Policy to reduce vehicle speed.	Village of Savoy, CCSO

Goal 2: Provide a bicycle and pedestrian network that is safe for all users.			
Objectives	Performance Measures	Strategies	Responsible Parties
4. Strive to reduce the number of severe bicycle-vehicle crash injuries in Savoy over a five-year period from 4 to a maximum of 1 by 2021.	A. Number of severe bike crash injuries	I. Provide consistent bicycle signage and pavement markings.	Village of Savoy
		II. Educate bicyclists on the <i>Rules of the Road</i> .	Village of Savoy, CCB, Ride Illinois, C-U SRTS Project, CCSO
		III. Educate motorists on <i>Rules of the Road</i> regarding bicyclists, utilizing law enforcement of traffic laws.	Village of Savoy, CCB, Ride Illinois, C-U SRTS Project, CCSO
		IV. Have Village staff explore the development of a Traffic Calming Policy and Neighborhood Speed Reduction Policy to reduce vehicle speed.	Village of Savoy, CCSO
5. Install drainage grates to be bicycle friendly through installing transverse covers and making surface grates flush with the road surface on all newly constructed streets in Savoy beginning in 2016.	A. Number of bicycle friendly drainage grates installed		Village of Savoy
	B. Miles of streets with bicycle friendly grates	I. Install bicycle friendly drainage grates in road construction projects.	Village of Savoy
6. Retrofit all drainage grates to be bicycle friendly through installing transverse covers and making surface grates flush with the road surface by 2021.	A. Number of bicycle friendly drainage grates installed	I. Install bicycle friendly drainage grates in road reconstruction projects.	Village of Savoy
	B. Miles of streets with bicycle friendly grates	II. Retrofit bicycle friendly drainage grates along on-street bikeways as part of maintenance projects.	Village of Savoy
7. Improve pedestrian safety at at least 2 signalized intersections in Savoy by 2021.*	A. Number of signalized intersections with pedestrian safety features installed	I. Only stripe crosswalks that connect to sidewalks on both ends.	Village of Savoy, IDOT
		II. Install pedestrian countdown timers.	Village of Savoy, IDOT
		III. Install pedestrian refuge islands along the crossing.	Village of Savoy, IDOT
8. Partner with the Champaign County Sheriff's Office (CCSO) to promote safety and security of existing and proposed trail facilities by 2017.	A. Police reports related to vandalism on park trails	I. Initiate a bicycle education program that includes information on personal safety.	Village of Savoy, CCSO
	B. Police reports related to personal safety on park trails	II. Initiate a trail education program that includes information on personal safety.	Village of Savoy, CCSO

## Safety Goal Notes

\* Possible candidates are: Prospect Avenue and Windsor Road, U.S. 45 and Curtis Road, U.S. 45 and Church Street, and U.S. 45 and Airport Road.

### 7.3 THEME: USER-FRIENDLINESS

Goal 3: Provide a bicycle and pedestrian network that is attractive for all users.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Install bicycle signs and markings on all new bicycle facilities according to the Champaign County Greenways & Trails Design Guidelines by 2021.	A. Miles of bike infrastructure projects built with signs according to the Champaign County Greenways & Trails Design Guidelines	I. Provide consistent bicycle signage across Savoy and surrounding jurisdictions.	Village of Savoy
		II. Install Bike Route and wayfinding signs only along on-street facilities.	Village of Savoy
		III. Install Champaign County Greenways & Trails trail and wayfinding signs only along off-street facilities.	Village of Savoy
	B. Miles of bike infrastructure projects built with markings according to the Champaign County Greenways & Trails Design Guidelines	IV. Provide consistent bicycle pavement markings across Savoy and surrounding jurisdictions.	Village of Savoy
2. Increase the sidewalks conditions score of existing sidewalks to a minimum of 90 villagewide, but especially north of Curtis Road, by 2021.	A. Sidewalk Condition Scores	I. Reduce vertical faults through beveling programs.	Village of Savoy, IDOT
		II. Retrofit cracked panels.	Village of Savoy, IDOT
3. Increase the Sidewalk ADA Compliance Score of existing sidewalks to a minimum of 80 for at least 10% of the sidewalks in the study area by 2021.	A. Sidewalk ADA Compliance Scores	I. Install curb ramps to comply with ADA standards.	Village of Savoy, IDOT
		II. Retrofit or replace curb ramps to comply with ADA standards.	Village of Savoy, IDOT
		III. Retrofit sidewalk sections with slopes that do not comply with ADA standards.	Village of Savoy, IDOT

Goal 3: Provide a bicycle and pedestrian network that is attractive for all users.			
Objectives	Performance Measures	Strategies	Responsible Parties
4. Install bicycle detection systems (e.g. in-pavement, video, thermal imaging) at 2 signalized intersections and other locations as appropriate by 2021.*	A. Number of bicycle detection systems installed at signalized intersections	I. Install in-pavement bicycle detection systems.	Village of Savoy, IDOT
		II. Install video bicycle detection systems.	Village of Savoy, IDOT
		III. Install thermal imaging bicycle detection systems.	Village of Savoy, IDOT
5. Add trail amenities in accordance with the Champaign County Greenways and Trails Design Guidelines to at least 1 mile of new or existing trails by 2021.	A. Miles of new trails built with amenities following the Champaign County Greenways and Trails Design Guidelines	I. Install benches, bike parking, lighting, maps, mile markers, trail signs, waste receptacles, and/or water fountains when new trails are constructed.	Village of Savoy
	B. Miles of existing trails retrofitted with amenities following the Champaign County Greenways and Trails Design Guidelines	II. Install benches, bike parking, lighting, maps, mile markers, trail signs, waste receptacles, and/or water fountains along existing trails.	Village of Savoy
6. Install trail signs and markings on all new trails in accordance with the Champaign County Greenways & Trails Design Guidelines by 2021.	A. Miles of new trails built with signs following the Champaign County Greenways & Trails Design Guidelines	I. Install Champaign County Greenways & Trails trail and wayfinding signs only along off-street facilities.	Village of Savoy

### User-Friendliness Goal Notes

\* Possible candidates are: Prospect Avenue and Windsor Road, U.S. 45 and Curtis Road, U.S. 45 and Church Street, and U.S. 45 and Airport Road.

## 7.4 THEME: CONVENIENCE

Goal 4: Provide supporting facilities to make bicycling and walking more convenient as means of transportation.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Install or upgrade bike parking to meet recommended or acceptable standards as defined by the Association of Pedestrian and Bicycle Professionals (APBP)* in all new development and redevelopment projects between 2016 and 2021.	A. Number of new developments with bike parking installation that meet recommended or acceptable standards as defined by APBP*	I. Ensure that the Municipal Code includes information on recommended and acceptable bike parking standards as defined by APBP.	Village of Savoy, Developers, Businesses, Champaign Unit #4 School District
	B. Number of redevelopment projects with new bike parking installation that meet recommended or acceptable standards as defined by APBP*		Village of Savoy, Developers, Businesses, Champaign Unit #4 School District
	C. Number of redevelopment projects with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*		Village of Savoy, Developers, Businesses, Champaign Unit #4 School District
2. Install or encourage the installation of bicycle parking facilities as appropriate at a minimum of 2 existing local destinations by 2021 (e.g. school, major employers, businesses, municipal buildings).**	A. Number of local destinations with new bike parking installation that meet recommended or acceptable standards as defined by APBP*	I. Install bicycle parking facilities as appropriate at Village-owned facilities and along public right-of-way.	Village of Savoy
	B. Number of local destinations with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*	II. Encourage the installation of bicycle parking facilities as appropriate at major bicycle traffic generators (e.g. school, Airport, major employers, businesses).	Village of Savoy, University of Illinois, Developers, Businesses, Champaign Unit #4 School District

Goal 4: Provide supporting facilities to make bicycling and walking more convenient as means of transportation.			
Objectives	Performance Measures	Strategies	Responsible Parties
3. Provide long-term (e.g. covered, indoor) bike parking at a minimum of 2 local destinations by 2021.	A. Number of local destinations with covered bike parking installed	I. Install covered bike parking at major bicycle traffic generators at Village-owned facilities and along public right-of-way.	Village of Savoy
		II. Encourage the installation of covered bike parking at major bicycle traffic generators on non-Village owned property.	Village of Savoy, University of Illinois, Developers, Businesses, Champaign Unit #4 School District
	B. Number of local destinations with indoor bike parking installed	III. Install covered bike parking at major bicycle traffic generators at Village-owned facilities.	Village of Savoy
		IV. Encourage the installation of covered bike parking at major bicycle traffic generators on non-City owned property.	Village of Savoy, University of Illinois, Developers, Businesses, Champaign Unit #4 School District
4. Provide bike parking at a minimum of 3 bus stops by ridership (1 high and 2 medium) in Savoy as defined by the CUUATS Transit Facility Guidelines by 2021.***	A. Number of bus stops with bike parking installed	I. Provide bike racks at major bus stops.	CUMTD, Village of Savoy
5. Install bicycle and pedestrian facilities that make it possible to travel on or parallel to most major roadways by 2031.	A. Number of bike infrastructure projects installed along or parallel to major roadways	I. Install on-street facilities along major roadways	Village of Savoy, IDOT
		II. Install off-street facilities along major roadways	Village of Savoy, IDOT
		III. Install sidewalks along major roadways	Village of Savoy, IDOT

### Convenience Goal Notes

\*Bike parking standards are described in “Bike Parking” in Chapter 5.

\*\*Possible destinations are the University of Illinois Willard Airport, Savoy Recreation Center, and Carrie Busey Elementary School.

\*\*\*As defined by the CUUATS Transit Facility Guidelines, the major bus stops by ridership in Savoy are Walmart Supercenter, Woodfield & Curtis, Winfield Village Lot Stops, and First at The Place.

## 7.5 THEME: EDUCATION

Goal 5: Educate residents about active modes of transportation and bicycle and pedestrian facilities			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Distribute educational, encouragement, and/or enforcement materials focusing on bicycling, walking, trail accessibility, and/or trail proximity at a minimum of 1 public event per year.	A. Number of events with materials available	I. Bike to School Day	Village of Savoy, CCB, C-U SRTS Project
		II. Bike to Work Day	Village of Savoy, CCB
	B. Number of materials distributed	III. Playing It Safe safety fair	C-U SRTS Project, Champaign County Sheriff's Office
2. Distribute at least 1 type of bicycle/pedestrian education, encouragement, and enforcement material to schools annually.	A. Number of bicycle or pedestrian education, encouragement, and enforcement materials distributed to schools and/or Parent-Teacher Associations (PTAs)	I. Safe Routes to School (SRTS) materials for K-8 students	C-U SRTS Project, Champaign School District
		II. CUUATS Bicycle Safety Activity Coloring Book	CCRPC
		III. CUUATS Pedestrian Safety Activity Coloring Book	CCRPC
3. Make a minimum of 2 educational, encouragement, and/or enforcement materials regarding bicycling, walking, and/or trails available on the Village of Savoy website by 2017.	A. Number of materials available on and/or linked from <a href="http://www.savoy.illinois.gov/">http://www.savoy.illinois.gov/</a>	I. Champaign-Urbana-Savoy Bicycle Guide & Map	CCB, Ride Illinois
		II. Champaign County Greenways & Trails Map	CCRPC
		III. IDOT Regional Bicycle Map	IDOT
4. Produce and distribute a regularly updated map available in a paper and/or web format that includes existing bicycle and trail facilities in Savoy at least every 3 years.	A. Frequency of map publication and distribution	I. Champaign-Urbana-Savoy Bicycle Guide & Map	CCB, Ride Illinois
		II. Champaign County Greenways & Trails Map	CCRPC
		III. IDOT Regional Bicycle Map	IDOT

Goal 5: Educate residents about active modes of transportation and bicycle and pedestrian facilities			
Objectives	Performance Measures	Strategies	Responsible Parties
5. Continue to provide at least one opportunity per new bikeway and/or pedestrian improvement project for citizens to express comments.	A. Number of public comment opportunities	I. Village Board meetings	Village of Savoy
	B. Number of attendees at public comment opportunities	II. Project Open Houses	Village of Savoy
	C. Number of new public outreach methods	III. Public Workshops	Village of Savoy
6. Make available educational, encouragement, and/or enforcement materials regarding bicycling, walking, and/or trails in at least 1 language besides English by 2021.	A. Number of multilingual materials	I. Maps	Village of Savoy, CCB
		II. Brochures	Village of Savoy
7. Identify and work with 3 partners to provide bicycle and pedestrian education, enforcement, and encouragement programs in Savoy by 2021.	A. Number of new partners identified	I. Take advantage of opportunities to partner with private entities.	Village of Savoy
		II. Take advantage of opportunities to partner with public entities interested in the benefits of bicycling and walking.	Village of Savoy
	B. Number of educational opportunities provided	III. Take advantage of opportunities to partner with non-profit entities interested in the benefits of bicycling and walking.	Village of Savoy

## 7.6 THEMES: FUNDING AND IMPLEMENTATION

Goal 6: Secure funding and implement bicycle and pedestrian improvements.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Annually dedicate at least \$5,000 of capital improvement projects (CIP) funding to bicycle improvements and maintenance annually.	A. Amount of CIP funding dedicated annually to bicycle improvements	I. List a specific CIP line item for SBPP projects.	Village of Savoy
		II. Incorporate bicycle infrastructure into roadway projects.	Village of Savoy
2. Annually dedicate at least \$5,000 of capital improvement projects (CIP) funding to pedestrian improvements and maintenance annually.	A. Amount of CIP funding dedicated annually to pedestrian improvements	I. List a specific CIP line item for SBPP projects.	Village of Savoy
		II. Continue to incorporate pedestrian infrastructure into roadway projects.	Village of Savoy
3. Submit a list of completed and current bicycle and pedestrian facility construction projects at the end of each construction year to the Village Board and CUUATS, issue a press release, and post it to the Village website.	A. List of completed bicycle & pedestrian facility construction projects	I. Create a list of bicycle and pedestrian facility construction projects completed in the current construction year.	Village of Savoy
	B. List of current bicycle & pedestrian facility construction projects	II. Create a list of bicycle and pedestrian facility projects being constructed in the current construction year.	Village of Savoy
4. For new roadway construction and existing roadway reconstruction projects between 2016 and 2021, implement the bike and pedestrian facilities proposed in this plan for those projects.	A. Number of new roadway projects with bikeway &/ or pedestrian infrastructure installation	I. New roadway construction	Village of Savoy, Developers
		II. Existing roadway reconstruction	Village of Savoy
	B. Number of existing roadway construction projects with bikeway &/or pedestrian infrastructure installation	III. Municipal Code requirements for bike facilities	Village of Savoy
		IV. Bikeway and pedestrian facilities accommodation in development proposals	Village of Savoy, Developers

Goal 6: Secure funding and implement bicycle and pedestrian improvements.			
Objectives	Performance Measures	Strategies	Responsible Parties
5. Apply for at least one Federal, State, and/or private grant for bicycle and/or pedestrian projects by 2021.	A. Number of grant applications submitted	I. Utilize this plan’s short-term recommendations and funding sources list to apply for grants.	Village of Savoy
		II. Combine projects that can be geographically linked for implementation.	Village of Savoy, Neighboring jurisdictions
6. Implement at least 10% of all bikeway/trail mileage recommended in this plan by 2021.*	A. Percentage of recommended bikeways/trails installed between 2016 and 2021	I. Implement at least 30% of bike lane mileage proposed in this plan.*	Village of Savoy
		II. Implement at least 10% of bike route mileage proposed in this plan.*	Village of Savoy
		III. Implement at least 15% of shared-use path mileage proposed in this plan.*	Village of Savoy, University of Illinois
		IV. Implement at least 25% of shoulders proposed in this plan.*	Village of Savoy
		V. Implement at least 15% of sidewalks proposed in this plan.*	Village of Savoy
7. Dedicate or contribute resources to help fund at least 1 FTE staff from a regional agency to work on bicycle and pedestrian planning, design, and engineering issues, as well as education, enforcement, and encouragement activities by 2021.	A. Staff time allocated to bicycle and pedestrian planning	I. Work with other local agencies to dedicate resources to hiring a bicycle coordinator to be housed at a regional agency.	Village of Savoy, other local agencies, CCRPC, other regional agencies
	B. Staff time allocated to bicycle and pedestrian design and engineering		
	C. Staff time allocated to bicycle and pedestrian education, encouragement, and enforcement		

Goal 6: Secure funding and implement bicycle and pedestrian improvements.			
Objectives	Performance Measures	Strategies	Responsible Parties
8. Perform counts of bicyclists and pedestrians in at least two locations in Savoy by 2021 to evaluate the usage of existing and proposed facilities.	A. Number of pedestrian count locations	I. Work with neighborhood groups to dedicate resources to perform counts at private subdivision paths.	Village of Savoy, Neighborhood groups
	B. Number of bicyclist count locations	II. Work with CCRPC and neighborhood groups to determine best locations to conduct counts along trails and streets.	Village of Savoy, Neighborhood groups, CCRPC

## 7.7 THEME: EQUITY

Goal 7: Provide equal access of bicycle and pedestrian facilities and information to all residents.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Implement at least one short term project proposed in this plan in each of the three zones of Savoy as defined during this plan's public workshops by 2021.*	A. Number of zones with a new bikeway, trail, or pedestrian improvement	I. Create routes that connect to and through all neighborhoods. Seek input from neighborhood groups when possible.	Village of Savoy, Developers
		II. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants, acquiring property that provides off-street connections between bicycle and pedestrian facilities, and working with railroads to develop bicycle facilities on, along, or across rights-of-way.	Village of Savoy, Developers, Railroad companies, University of Illinois
2. Distribute educational, encouragement, and/or enforcement materials regarding bicycling, walking, and/or trails to a minimum of 25 residents of each of the three zones of Savoy as defined during this plan's public workshops by 2021.*	A. Number of residents in each zone who have received active transportation materials	I. Playing It Safe safety fair	Village of Savoy, C-U SRTS Project, Carle
		II. Neighborhood group meetings & events	Village of Savoy, Neighborhood groups
		III. Faith-based organizations	Village of Savoy, churches
		IV. School bike rodeos	Village of Savoy, Carrie Busey Elementary School

### Convenience Goal Notes

\*Savoy Zones as defined by this plan's public workshops in 2016:

- North Savoy: Between Windsor and Curtis Roads
- Central Savoy: Between Curtis Road and Church Street
- South Savoy: South of Church Street

## 8. RECOMMENDATIONS

The following are recommendations to make walking and bicycling safer and more attractive for pedestrians and cyclists in and around Savoy. Transportation projects should be designed, constructed, and maintained to allow pedestrians, bicyclists, transit riders and motorists to safely and comfortably move along and across a street, regardless of age or physical abilities.

In 2000, the Federal Highway Administration (FHWA) provided the following guidance: “Bicycling, walking, and transit facilities will be incorporated into all new transportation projects

unless exceptional circumstances exist.” Since then, cities and counties throughout the country have started working towards providing “complete streets” in their communities. Complete Streets also create a sense of place and improves social interaction, while generally improving adjacent property land values.

The Illinois Department of Transportation (IDOT), City of Champaign, City of Urbana, Campus Area Transportation Study (CATS), and CUUATS have all adopted Complete Streets policies in recent years.

### INFRASTRUCTURE RECOMMENDATIONS

The proposed bicycle and pedestrian network covers all developed neighborhoods in Savoy, with an attempt to reach local destinations, unincorporated areas, and surrounding communities as well. Some facilities that the Village of Savoy is not responsible for implementing are listed here, and a full description of responsible agencies is listed in Chapter “9. Implementation”.

Figure 8-2 to Figure 8-4 respectively show the bicyclist, pedestrian and point recommendations for the Village of Savoy and surrounding area. Small area maps are also provided for each corridor. Please use the legend for Figure 8-2 to Figure 8-4 as the legend for these maps.

This section breaks down the proposed improvements by street or path corridor. It not only includes recommendations for bikeway striping, signage, and construction, but also includes recommended existing paths that bicyclists may use to get through a particular corridor to one’s desired destination.

The Savoy Bike & Pedestrian Plan will be evaluated every year through the Performance Measures Tracking Sheet (see “Appendix G”). The Savoy Bike & Pedestrian Plan will be updated every 5 years, with amendments made between plan updates if necessary.



**FIGURE 8-1** Children at a Bike Rodeo organized by the C-U SRTS Project

FIGURE 8-2



# Savoy Bike & Pedestrian Plan Bicyclist Recommendations

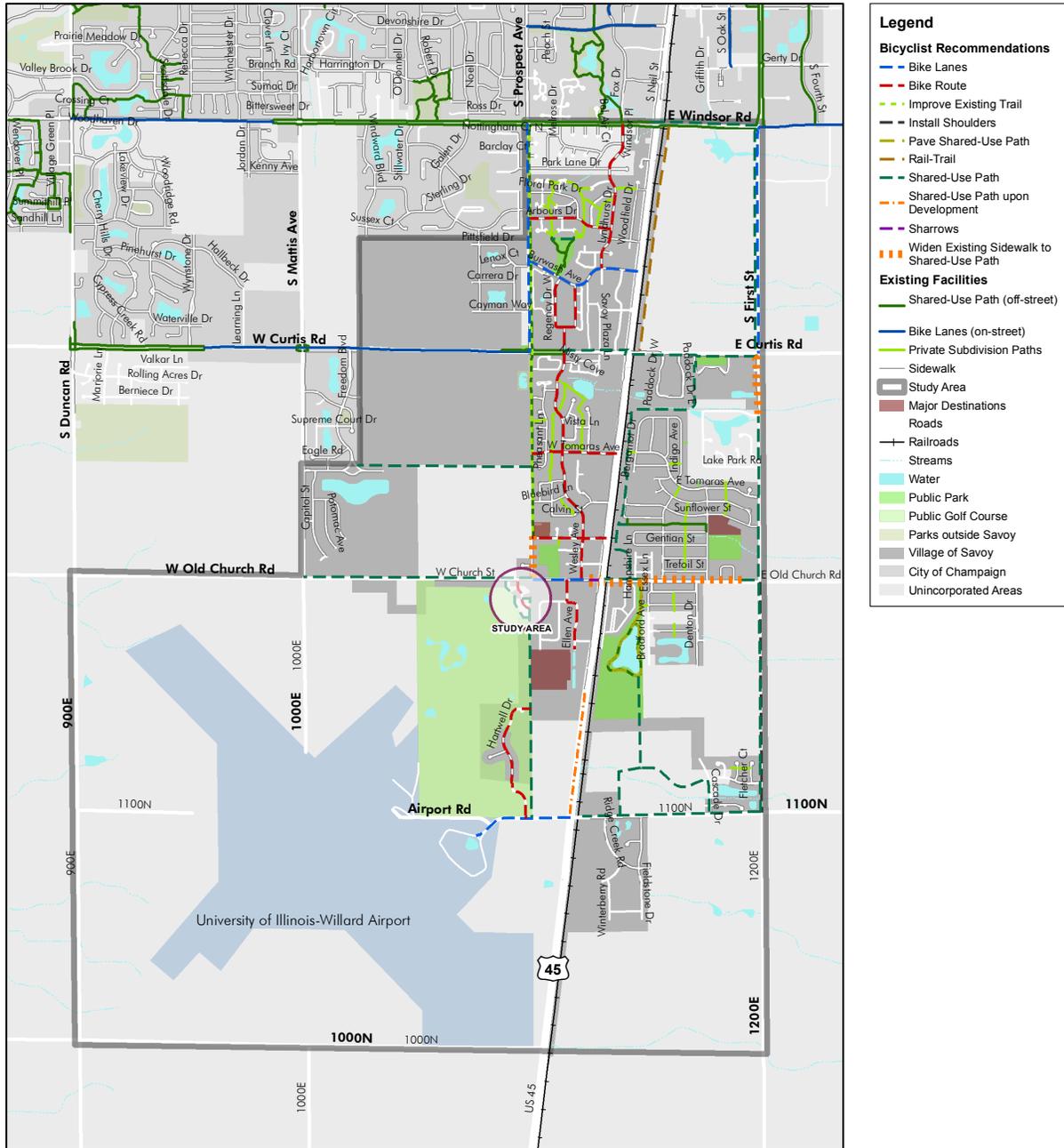


FIGURE 8-3



# Savoy Bike & Pedestrian Plan Pedestrian Recommendations

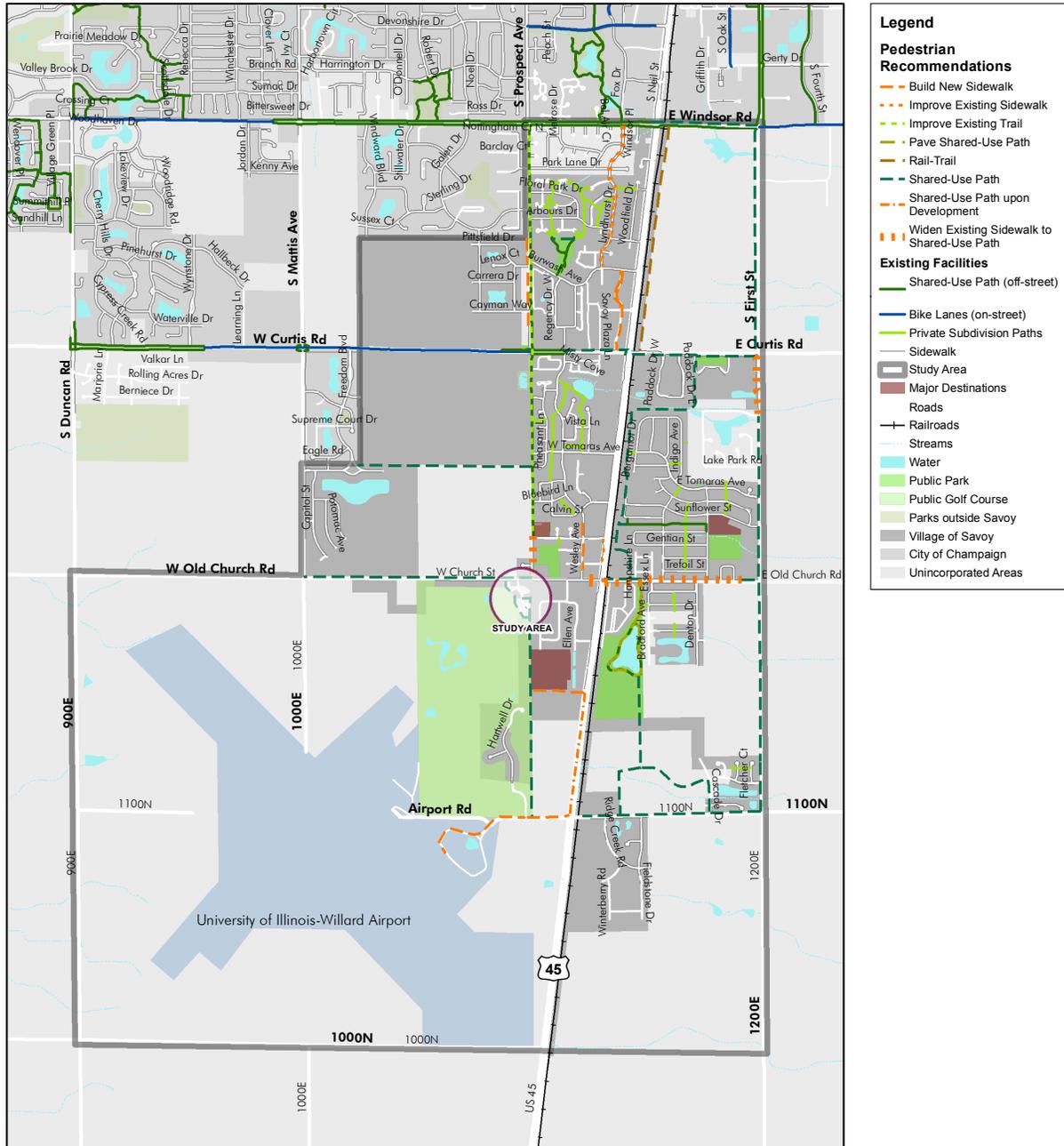
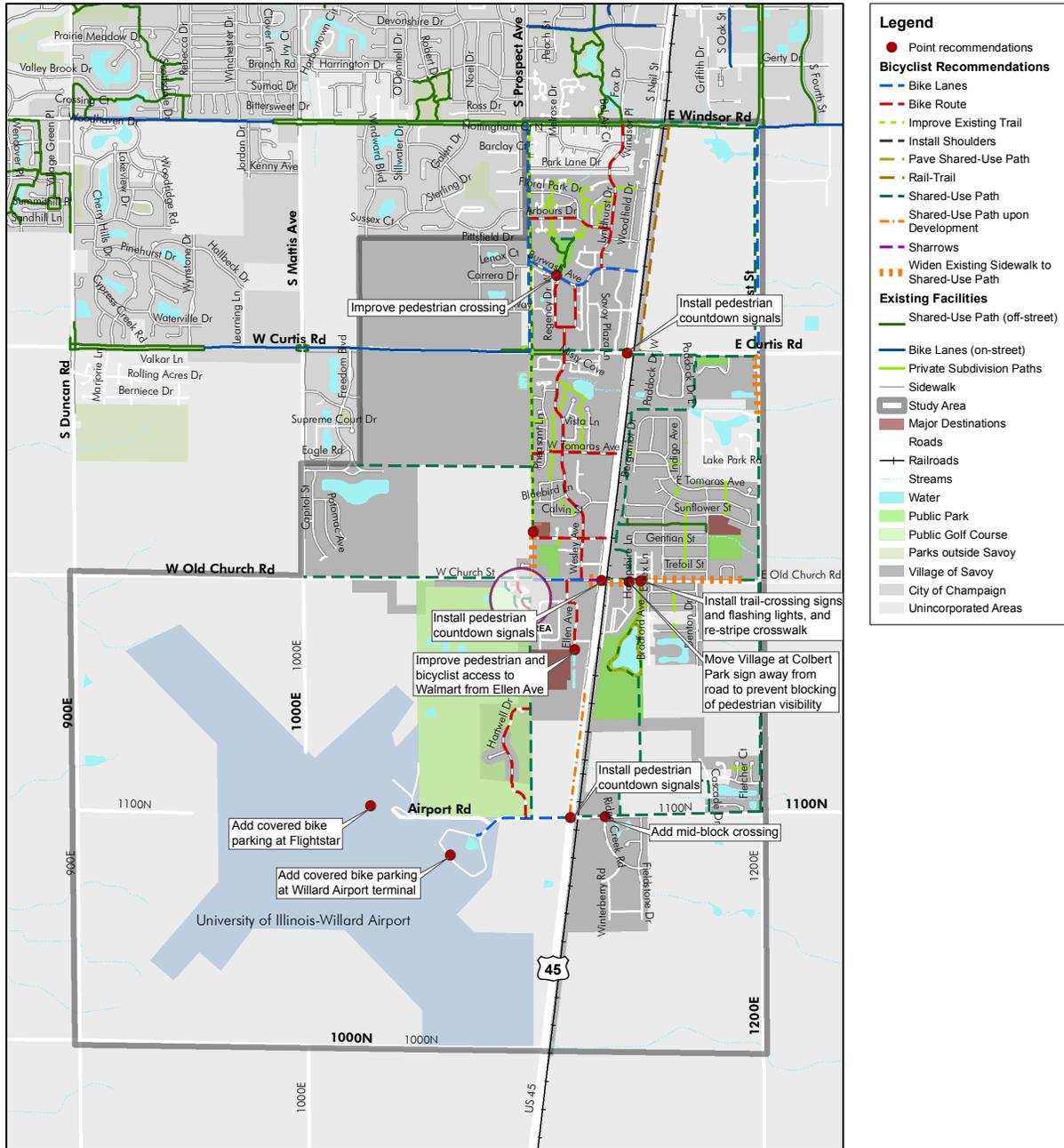


FIGURE 8-4



# Savoy Bike & Pedestrian Plan Point Recommendations



## North Savoy

North Savoy includes the portion of the study area located south of Windsor Road and north of Curtis Road (see *Figure 8-5* and *Figure 8-6*).

### Arbours subdivision

#### Lyndhurst Drive

- Windsor Road-Burwash Avenue: Bike Route with wayfinding signage.
  - Destinations: Windsor Road (NB), Champaign (NB), Savoy Plaza (SB), Burwash Avenue (SB).
- Windsor Road-Burwash Avenue: Improve Existing Sidewalk on both sides of the road.

#### Arbours Drive

- Prospect Avenue-Lyndhurst Drive: Bike Route with wayfinding signage.
  - Destinations: Lyndhurst Drive (EB), Burwash Park (EB and WB), Harold E. Ruppel Memorial Bike Path (WB).

#### Burwash Avenue

- Prospect Avenue-U.S. 45: Bike Lanes

#### Woodfield Drive

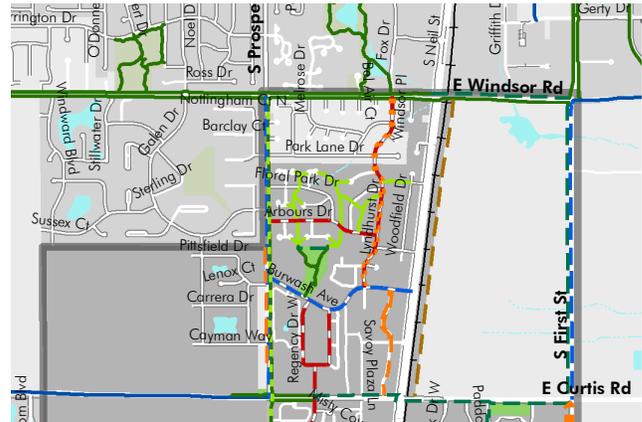
- Burwash Avenue-Arbour Towne Place: Build New Sidewalk on both sides of the road.
- Arbour Towne Place-Curtis Road: Build New Sidewalk on east side of the road.

#### Regency Drive East

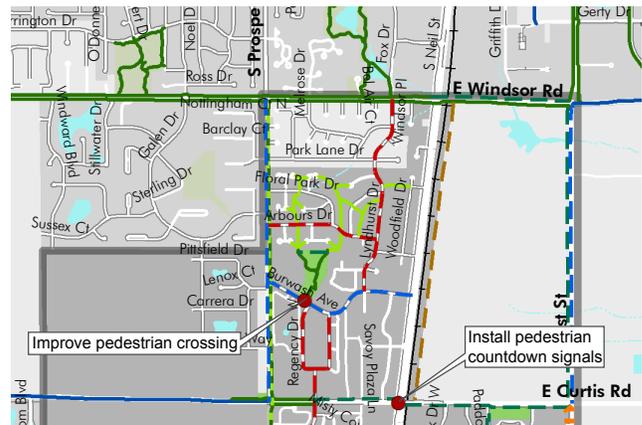
- Burwash Avenue-Wesley Avenue: Bike Route with wayfinding signage.
  - Destinations: Burwash Avenue (NB), Savoy Plaza (NB), Champaign (NB), Wesley Avenue (SB).

#### Regency Drive West

- Burwash Avenue-Wesley Avenue: Bike Route with wayfinding signage.
  - Destinations: Burwash Park (NB), Burwash Avenue (NB), Wesley Avenue (SB).



**FIGURE 8-5** Linear Recommendations for North Savoy



**FIGURE 8-6** Point Recommendations for North Savoy

#### Wesley Avenue

- Regency Drive-Curtis Road: Bike Route with wayfinding signage.
  - Destinations: Regency Drive (NB), Burwash Park (NB), Champaign (NB), Curtis Road (SB).

#### Burwash Park Crossing

- Burwash Avenue at Burwash Park: Improve Pedestrian Crossing by installing a marked continental crosswalk and Trail Crossing signs.

#### Canadian National Railroad Corridor

- Windsor Road-Curtis Road: Rail-Trail. An alternative is to Widen the Existing Sidewalk to a Shared-Use Path on the west side of U.S. 45.

### First Street

- Windsor Road-Curtis Road: Shared-Use Path on west side of the road. Bike Lanes.

### Prospect Avenue Corridor

- Windsor Road-Curtis Road: Bike Lanes.
- Harold E. Ruppel Memorial Bike Path: Improve the Existing Trail to mitigate cracks and other paving conditions.
- North of Pittsfield Drive-South of Cayman Way: Build New Sidewalk on west side of the road.

### U.S. 45 at Curtis Road

- Install Pedestrian Countdown Signals.

## Central Savoy

Central Savoy includes the portion of the study area located south of Curtis Road and north of Church Street (see Figure 8-7 and Figure 8-8).

### Arbour Meadows subdivision

#### Wesley Avenue

- Curtis Road-Church Street: Bike Route with wayfinding signage.
  - Destinations: Savoy Plaza (NB), Burwash Park (NB), Curtis Road (NB), Savoy Recreation Center (NB & SB), Post Office (NB & SB), Jones Park (SB), Church Street (SB), Walmart (SB).
- North of Graham Drive-Graham Drive: Build New Sidewalk on the west side of the road to close a sidewalk gap.
- Graham Drive-South of Main Street: Build New Sidewalk on the east side of the road to close a sidewalk gap.

#### Tomaras Avenue

- Harold E. Ruppel Memorial Bike Path-U.S. 45: Bike Route with wayfinding signage.
  - Destinations: Savoy Municipal Center (EB), Wesley Avenue (EB & WB), Harold E. Ruppel Memorial Bike Path (WB).

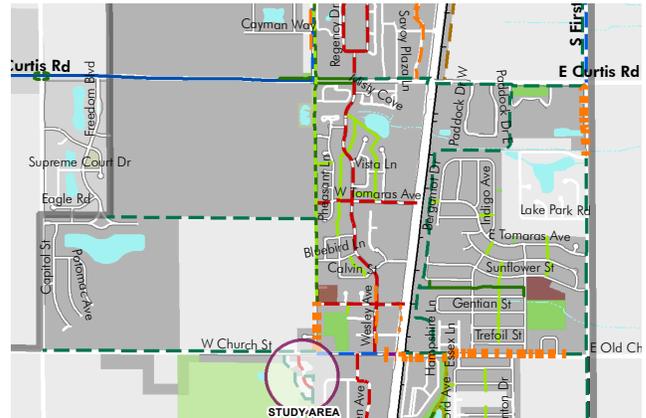


FIGURE 8-7 Linear Recommendations for Central Savoy

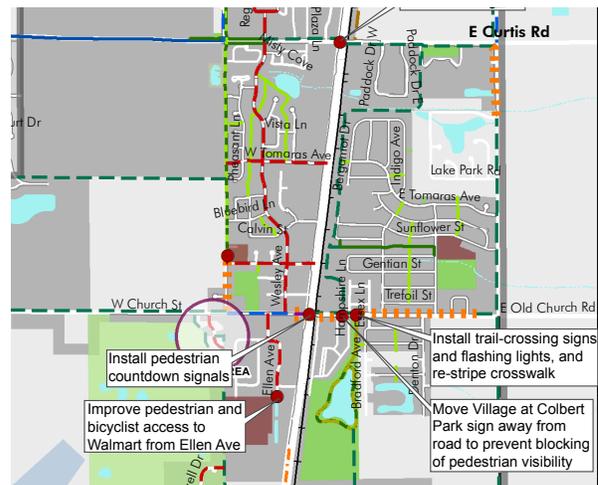


FIGURE 8-8 Point Recommendations for Central Savoy

#### Graham Drive

- Harold E. Ruppel Memorial Bike Path-U.S. 45: Bike Route with wayfinding signage.
  - Destinations: Post Office (EB), Wesley Avenue (EB & WB), Jones Park (WB), Savoy Recreation Center (WB), Harold E. Ruppel Memorial Bike Path (WB).

#### Church Street

- Mattis Avenue-Prospect Avenue: Shared-Use Path on north side of the road.
- Prospect Avenue-Wesley Avenue: Bike Lanes.

- Wesley Avenue-U.S. 45:
  - Medium-term: Sharrows.
  - Long-Term: Widen Existing Sidewalks to Shared-Use Paths on both sides of the road.
- U.S. 45-Colbert Park:
  - Shared-Use Path on north side of the road.
  - Widen Existing Sidewalk to Shared-Use Path on south side of the road.
- Colbert Park-West of First Street: Widen Existing Sidewalk to Shared-Use Path on north side of the road.
- West of First Street-First Street: Shared-Use Path on north side of the road.

### Church Street at Colbert Park

- Install trail crossing signs. Install flashing lights. Re-stripe existing crosswalk.

### First Street

- Curtis Road-Lake Park Road: Widen Existing Sidewalk to Shared-Use Path on west side of the road.
- Lake Park Road-Church Street: Shared-Use Path on west side of the road.

### Prairie Fields Trail Phase II

#### Curtis Road

- Wesley Avenue-U.S. 45: Shared-Use Path on north side of the road.
- U.S. 45-First Street: Shared-Use Path on south side of the road.

#### Prairie Fields subdivision

- Curtis Road-Church Street: Shared-Use Path connecting Dohme Park to Colbert Park.

### Prospect Avenue Corridor

#### Harold E. Ruppel Memorial Bike Path

- Curtis Road-Graham Drive: Improve the Existing Trail to mitigate cracks and other paving conditions.

#### Prospect Avenue

- Graham Drive-Church Street: Widen Existing Sidewalk to Shared-Use Path on east side of the road.

### Savoy Recreation Center

- Replace existing bike parking with Inverted U racks. Install a shelter to create Covered Bike Parking.

### U.S. 45 (Dunlap Avenue)

- Curtis Road-Church Street: Take advantage of any opportunities to Widen the Existing Sidewalk to a Shared-Use Path on west side of the road.
- Graham Drive-Church Street: Improve Existing Sidewalk on west side of the road. The sidewalk cross-section is currently narrower than the sidewalk north of it, and it should be widened.

### U.S. 45 at Church Street

- Install Pedestrian Countdown Signals.

### Village at Colbert Park Apartments

- Move Village at Colbert Park sign away from Church Street to prevent blocking of motorists seeing pedestrians.

### South Savoy

South Savoy includes the portion of the study area located south of Church Street (see *Figure 8-9* and *Figure 8-10*).

#### Airport Road

- Willard Airport Terminal-U.S. 45: Bike Lanes. Build New Sidewalk.
- U.S. 45-First Street: Shared-Use Path on north side of the road.

#### Airport Road at Fieldstone Drive

- Add Mid-Block Crossing upon construction of Lake Falls Trail Phase 2.

### Colbert Park

- Pave existing Shared-Use Path.

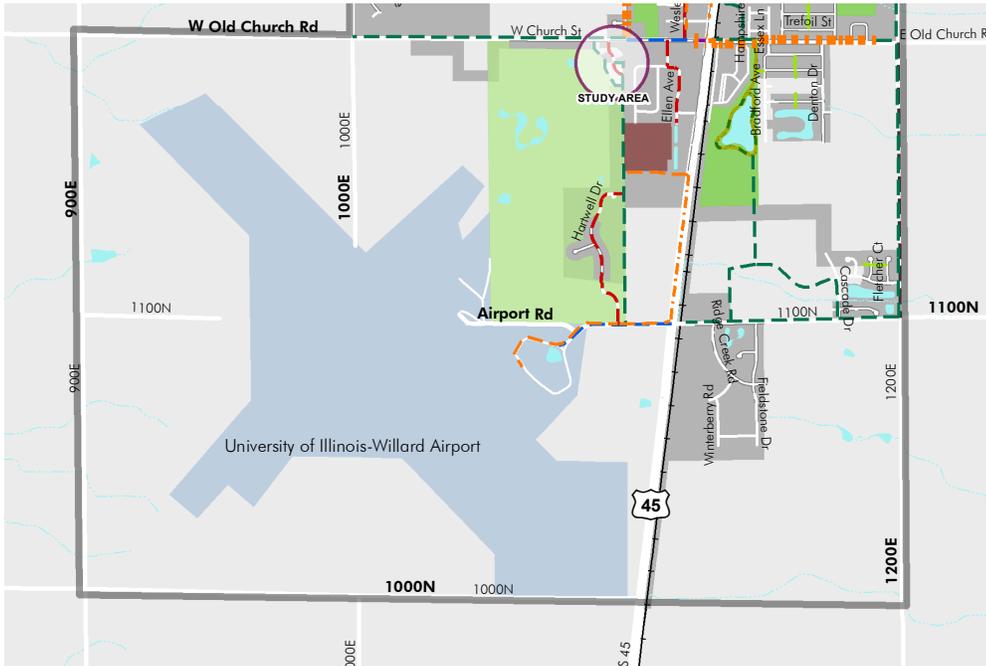


FIGURE 8-9 Linear Recommendations for South Savoy



FIGURE 8-10 Point Recommendations for South Savoy

## Ellen Avenue Corridor

### Lange Avenue

- Church Street-Ellen Avenue: Bike Route with wayfinding signage.
  - Destinations: Church Street (NB), University of Illinois Golf Course (SB), Willard Airport (SB), Prospect Avenue Corridor (NB & SB), Walmart Supercenter (SB).

### Ellen Avenue

- Lange Avenue-Walmart Supercenter: Bike Route with wayfinding signage.
  - Destinations: Church Street (NB), University of Illinois Golf Course (SB), Willard Airport (SB), Prospect Avenue Corridor (NB & SB), Walmart Supercenter (SB).

### Walmart-Neighborhood Connection

- Improve pedestrian and bicyclist access to Walmart from Ellen Avenue.

### First Street

- Church Street-Airport Road:
  - Medium-term: Install Shoulders.
  - Long-Term: Shared-Use Path on west side of the road.

## Golfview Court Study Area

### Golfview Court

- Bike Route with wayfinding signage.
  - Destinations: Savoy Recreation Center (NB), Church Street (NB), University of Illinois Golf Course (SB), Willard Airport (SB), Airport Road (SB), Prospect Avenue Corridor (NB & SB), Walmart Supercenter (SB).

### Study Area

- There is public desire for an off-street trail between the Savoy Recreation Center, Walmart Supercenter, University of Illinois Golf Course, and Willard Airport. The Golfview Court corridor is therefore identified as a Study Area until exact alignment and feasibility for bicycle and pedestrian facilities can be determined connecting these destinations.

## Hartwell Drive

- University of Illinois Golf Course-Airport Road: Bike Route with wayfinding signage.
  - Destinations: University of Illinois Golf Course (NB), Walmart Supercenter (NB), Prospect Avenue Corridor (NB & SB), Willard Airport (SB), Airport Road (SB).

## Lake Falls Trail

### Phase 1

- Colbert Park Path-Airport Road: Shared-Use Path via Lake Falls Boulevard and Cascade Drive.

### Phase 2

- Lake Falls Trail Phase 1-Airport Road: Shared-Use Path via Villas of Holly Brook Adult Community.

## U.S. 45 (Dunlap Avenue)

- Church Street-Walmart Supercenter: Take advantage of any opportunities to Widen the Existing Sidewalk to a Shared-Use Path on west side of the road.
- Walmart Supercenter Access Road-Airport Road: Shared-Use Path Upon Development on west side of the road.

## U.S. 45 at Airport Road

- Install Pedestrian Countdown Signals upon sidewalk and sidepath construction.

## Walmart Supercenter Access Road

- U.S. 45-Walmart Store Entrance: Build New Sidewalk.

## Willard Airport

- Add Covered Bike Parking at Flighstar.
- Add Covered Bike Parking at Willard Airport Terminal.

## NON-INFRASTRUCTURE RECOMMENDATIONS

In addition to the development of sidewalks, bikeways, and trails (Engineering), the other 4 E’s (Education, Encouragement, Enforcement, and Evaluation) are the best way to increase the number of pedestrians and bicyclists safely using the active transportation system in Savoy. Many people are afraid to walk or bike anywhere besides off-road trails, because of their concern and perception about safety and security. The 4 non-infrastructure E’s can lessen these concerns and enhance the walking and bicycling experience in and around Savoy.

### Education

Education and awareness of pedestrians, bicyclists, and motorists is vital to increasing walking and bicycling while improving safety and encouraging use of these modes. It is important to educate not only pedestrians and bicyclists, but motorists as well, so that each group will be aware of their legal rights and responsibilities, safety precautions they can take, and be more cognizant of other users.

#### 1. Adult Bicycle Education

Offer bicycle education opportunities for adults to educate them about rules of the road, how to properly handle a bicycle in traffic, and how to respectfully share the road with other users (see Figure 8-11).

##### Potential Partners

- Village of Savoy
- Champaign County Bikes (CCB)
- League [of American Bicyclists] Certified Instructors (LCIs)

#### 2. Availability of Materials in Other Languages

Make education, encouragement, and enforcement materials regarding bicycling, walking and/or trails

available in print and/or on the Village of Savoy website in at least 1 language besides English (see Figure 8-12).

##### Potential Partners

- Village of Savoy
- Champaign-Urbana Mass Transit District (CUMTD)
- CCRPC
- CCB



**FIGURE 8-11** Adult bike education classes promoted by Arlington County and the Washington Area Bicyclist Association (WABA). Source: <http://www.bikearlington.com/pages/bike-education/>



**FIGURE 8-12** Map in Spanish of southeast Portland, OR for bicyclists and pedestrians. Source: <https://www.portlandoregon.gov/transportation/article/321402>

### 3. Bicycle Rodeos

Increase volunteer base in order to institutionalize bicycle rodeos at public events and schools for children to learn and improve bicycling skills (see *Figure 8-13*). Install a permanent bicycle rodeo station in a parking lot.

#### Potential Partners

- Village of Savoy
- Champaign Unit #4 School District
- Champaign-Urbana Safe Routes to School (C-U SRTS) Project
- CUMTD
- Champaign-Urbana Public Health District (CUPHD)
- CCRPC
- Parent-Teacher Associations (PTAs)
- Service organizations
- CCB



**FIGURE 8-13** Helmet fitting at a Bike Rodeo held by C-U SRTS Project beside Urbana’s Market at the Square

### 4. Bicycle Safety Town

Support regional efforts to identify an approximately 5 acre location in Champaign-Urbana to install a permanent bicycle safety town, with a closed course designed to allow children to learn and practice how to safely and legally bicycle on streets.

#### Potential Partners

- Champaign Unit #4 School District
- Champaign Park District
- Urbana Park District

### 5. K-12 Bicycle Education Curriculum

Coordinate with Carrie Busey Elementary School to incorporate bicycle education into existing curriculum, such as physical education and health.

#### Potential Partners

- Champaign Unit #4 School District
- C-U SRTS Project
- CCB

### 6. Law Enforcement Officer Training

Support law enforcement officer attendance at professional development opportunities regarding the enforcement of bicycle and pedestrian laws, especially as they change.

#### Potential Partner

- Champaign County Sheriff’s Office

### 7. Map Updates and Distribution

Continue updating and distributing maps with existing bicycle and trail facilities as the network continues to grow, including but not limited to: Champaign County Greenways and Trails Map, Champaign-Urbana-Savoy Bicycle Guide & Map, and a future Savoy Bike & Pedestrian Map.

Produce an online map or mobile application with existing bikeways and trails and preferred routes. Coordinate with existing online map sources (e.g. Google) to ensure accuracy of existing bikeways and trails and preferred routes.

#### Potential Partners

- CCB
- Ride Illinois
- CCRPC
- Village of Savoy
- Mobile app developers

- Google
- Open Street Map

### 8. Professional Development

Support Village of Savoy staff attendance at professional development opportunities, such as the Illinois Bike Summit and other conferences, to provide learning, networking, and planning opportunities regarding bicycles and pedestrians.

#### Potential Partners

- Village of Savoy
- Champaign Unit #4 School District
- Ride Illinois

### 9. Public Participation

The Village of Savoy should continue to provide at least one opportunity per new bicycle or pedestrian facility project for citizens to provide input regarding new treatments (see Figure 8-14).



**FIGURE 8-14** Public Workshop #1 of the SBPP at the Savoy Recreation Center

### 10. Road User Safety Campaigns

Provide bicyclists and motorists with educational opportunities concerning how to share the road and show respect to other road users, raising the awareness that bicyclists have the same rights and responsibilities as motorists when traveling on the roadway.

#### Potential Partners

- C-U SRTS Project
- Village of Savoy
- CUMTD

## Encouragement

Promotion programs are also important to promote and encourage the use of on-street bikeways, trails, and sidewalks. Encouraging people to walk and bike more improves air quality by reducing the number of cars, and improves health among residents.

### 1. Bicycle Friendliness Application

Apply for the Bicycle Friendly Community Award from the League of American Bicyclists (see Figure 8-15) to demonstrate community support for and usage of active transportation.

#### Potential Partners

- Village of Savoy
- League of American Bicyclists (LAB)



**FIGURE 8-15** Bicycle Friendly Communities in the U.S. by rank in 2015. Source: <http://www.bikeleague.org/content/new-platinum-new-gold-bicycle-friendly-communities>

## 2. Bike App

Support the creation and promote the use of a bicycling app that provides benefits to users (e.g. distance ridden, health analysis, reporting of issues and non-injury crashes), as well as to planners and engineers (e.g. preferred routes, hazards).

### Potential Partners

- CCRPC
- CCB
- University of Illinois

## 3. Bike Route & Trail Signage

Install standardized trail signage along off-road bikeways and trails, and standardized bike route signage on on-road bikeways only, using local and nationally accepted design standards including the Champaign County Greenways & Trails Design Guidelines. All signs should include destination, distance and/or time, and direction information to better inform users.

### Potential Partners

- Village of Savoy

## 4. “Bike to” and “Walk to” Events

Support events to bike or walk to dinner at Savoy restaurants or shopping at Savoy businesses, perhaps offering special discounts to customers arriving on foot or bike.

### Potential Partners

- Village of Savoy
- Businesses
- CCB

## 5. Bikeway, Trail, and Walkway Dedication Events & Rides

Hold events to celebrate new and/or rehabilitated bicycle, pedestrian, and trail facilities, such as ribbon-cutting ceremonies, bike rides, fun runs, and/or walks. Use these events to showcase businesses and destinations along the route.

### Potential Partners

- Village of Savoy
- CCB
- Businesses
- Neighborhood groups

## 6. Business Bike Parking Improvement Incentives

Develop an incentive program for existing businesses to install and/or upgrade their bike parking to meet current standards recommended in the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines.

### Potential Partners

- Village of Savoy
- Businesses
- CCB

## 7. Champaign-Urbana Bike Month

Resume celebrating Champaign-Urbana Bike Month in May in Savoy by participating in Bike to Work Day, and Bike to School Day, and other planned activities (see *Figure 8-16*).

### Potential Partners

- CCB
- C-U SRTS Project
- Village of Savoy
- Businesses
- Sponsors



**FIGURE 8-16** 2013 C-U Bike to Work Day station at Friendship Crossing in Savoy. Source: Facebook

## 8. Engage Employers in Bicycling

Meet with employers, especially large employers (e.g. Flightstar, University of Illinois Willard Airport, Parkland Institute of Aviation, Schnucks, Walmart Supercenter, and others) to determine barriers and incentives to bicycling for employees, such as bike events, facilities, lockers, parking, and showers. Use the League of American Bicyclists' (LAB) *National Bike Month Guide* to highlight the economic and productivity benefits of bicycling for employers. Coordinate with employers to overcome barriers.

### Potential Partners

- Village of Savoy
- CCB
- Businesses
- Employers

## 9. National Trails Day

Work with neighborhood groups to celebrate National Trails Day in Savoy on the first Saturday in June, including a fun run and/or bike ride along trails within and between parks.

### Potential Partners

- Village of Savoy
- CUPHD
- Neighborhood groups
- CCB
- Sponsors

## 10. Open Streets initiative (car-free streets)

Temporarily close streets to motorized traffic so that people may use them for healthy and fun physical activities like walking, bicycling, dancing, jogging, playing, and socializing.

### Potential Partners

- Village of Savoy
- CUPHD
- CCB

- Businesses
- Sponsors

## 11. Public-Private Partnerships

Engage local businesses in trail maintenance (e.g. adopt-a-trail, adopt-a-mile, trail cleanup days) and/or trail encouragement events (e.g. fun runs, bike rides, trail dedications).

### Potential Partners

- Village of Savoy
- Businesses

## 12. Support for Advocacy Organizations

Support existing advocacy organizations to increase their capacity to carry out bicycling and walking encouragement activities. This includes volunteer and financial support from local organizations for the C-U Safe Routes to School (SRTS) Project, as this program will struggle to survive without SRTS grant funding.

### Potential Partners

- Village of Savoy
- CCB
- Prairie Cycle Club
- Ride Illinois
- CUPHD
- Champaign Unit #4 School District

## 13. Year-Round Walking & Biking Program

Support regional efforts to create a year-round program of events and master calendar to encourage and support walking and bicycling in Savoy.

### Potential Partners

- Village of Savoy
- CCB
- C-U SRTS Project
- University of Illinois
- Champaign Unit #4 School District
- CUPHD

## Enforcement

Enforcement tactics are necessary to create a safe environment for walking and bicycling when using road facilities and the trails system. These recommendations aim to compel public obedience to follow rules of the road, trail etiquette, and to reduce common car-bike and car-pedestrian collision types.

### 1. Enforce Bicyclist and Pedestrian Violations

Issue warning citations and/or ticket bicyclists and pedestrians for traffic offenses, such as riding against traffic, disregarding traffic signals (unless the cyclist has legally waited 2 minutes for a light to change) and stop signs, and riding without lights at night. Develop methods to educate bicyclists and pedestrians on safe and legal behaviors before ticketing them (e.g. Bicycle Diversion Program).

#### Potential Partners

- Champaign County Sheriff's Office

### 2. Enforce Motorist Violations

Continue issuing warning citations and/or ticket motorists for traffic offenses against bicyclists and pedestrians, such as failing to stop for bicyclists and pedestrians at intersections. Develop methods to educate motorists on using the road safely with people using other travel modes.

#### Potential Partners

- Champaign County Sheriff's Office

### 3. Off-Campus Light the Night Event

Investigate the feasibility and value of holding an event to install free bike lights in the fall in Savoy, in conjunction with or separately from the University of Illinois campus Light the Night event. This event would be coupled with an education component, to keep bicyclists compliant with bike light and riding laws.

#### Potential Partners

- CCB
- The Bike Project (TBP)
- CUMTD
- Neighborhood groups
- Village of Savoy
- Champaign County Sheriff's Office

### 4. Promote Rights & Responsibilities Awareness

Continue to promote awareness that bicyclists have the same rights and responsibilities as motorists when using the roadway, and that bicyclists have the same rights and responsibilities as pedestrians when using the sidewalk.

#### Potential Partners

- Village of Savoy
- Champaign County Sheriff's Office

### 5. Stop for Pedestrians

Promote awareness that motorists should stop for bicyclists, and motorists and bicyclists should stop for pedestrians.

#### Potential Partners

- Village of Savoy
- Champaign County Sheriff's Office

### 6. Trail Safety & Security

Create partnership between the Village of Savoy and the Champaign County Sheriff's Office to promote safety and security of existing and proposed trail facilities.

#### Potential Partners

- Village of Savoy
- Champaign County Sheriff's Office

## Evaluation

Various qualities of the on-street bikeway and off-street sidewalk and trail system should be assessed regularly for success and improvement. This section proposes some assessment procedures.

### 1. Annual Performance Measure Assessment

Identify a lead Village of Savoy staff member(s) to assess the progress of this plan’s goals and objectives using this plan’s performance measures, as projects occur and/or each year after January 1st. Submit a report to the Savoy Village Board, post it to the Savoy village website, and incorporate information into the press release about completed and current bicycle and pedestrian projects.

#### Potential Partner

- Village of Savoy

### 2. Bicycle & Pedestrian Counts

Conduct counts before and after bikeways, sidewalks, and trails are installed, considering factors such as day of the week, school being in session, temperature, and precipitation.

#### Potential Partners

- Village of Savoy
- CCRPC
- Illinois Department of Transportation (IDOT)

### 3. Bicycle & Pedestrian Network Analysis

Use Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) to measure existing and future conditions, to set standards for the trail network, and to support recommendations.

Evaluate different measures of bicycle and pedestrian friendliness if different tools become available or are shown to be more effective (e.g. Bicycle Level of Traffic Stress).

#### Potential Partners:

- Village of Savoy
- CCRPC

### 4. Bicyclist & Pedestrian Crash Studies

Continue to analyze bicyclist and pedestrian crash data as part of the CUUATS Selected Crash Intersection Locations (SCIL) Report.

#### Potential Partners

- CCRPC
- Village of Savoy

### 5. Economic Impact of Walking & Biking

Take advantage of opportunities to measure the economic impact of walking, bicycling, and trail facilities and events on Savoy’s economy.

#### Potential Partners

- University of Illinois
- Ride Illinois
- Trails for Illinois
- CCRPC

### 6. Plan Updates

Update the Savoy Bike & Pedestrian Plan (SBPP) every 5 years, making plan amendments between plan updates if necessary.

#### Potential Partners

- Village of Savoy
- CCRPC

### 7. Traffic Calming Policies and Programs

Evaluate new policies (e.g. traffic calming policy) and programs (e.g. neighborhood speed reduction programs) that can be instituted by the Village of Savoy to create a safer and more welcoming environment for bicyclists and pedestrians.

#### Potential Partners

- Village of Savoy
- Champaign County Sheriff’s Office
- Neighborhood groups

## POLICY RECOMMENDATIONS

### Complete Streets Policy

As previously mentioned, the Village of Savoy is in the process of adopting a Complete Streets policy (see “Appendix H”). Savoy’s Complete Streets Policy is recommended for approval by the Village Board as a separate document from the Savoy Bike & Pedestrian Plan. The approval of this policy will support the implementation process of this plan in the years to come.



complete streets are for everyone

**FIGURE 8-17** Complete Streets are for everyone.  
Source: <http://togethernorthjersey.com/?p=18027>

### Bike Parking & Municipal Code of Ordinances Recommendations

Following are recommendations for the addition of a new Bike Parking section to the Savoy Municipal Code of Ordinances, possibly under Title 15 - Buildings and Construction. The purpose of this new section is to improve and increase bicycle parking at all non-single family residential land uses in Savoy. **The Village of Savoy Planning & Development Department should coordinate with the Planning Commission and the Board of Trustees to make any official amendments to the Savoy Municipal Code of Ordinances after the 2017 Savoy Bike & Pedestrian Plan planning process is complete.**

### Summary of Recommended Additions to the Savoy Municipal Code of Ordinances

Following are the major concepts of the recommended additions to the Savoy Municipal Code of Ordinances regarding bicycle parking:

- **Definitions:** Definitions of bike parking and bike lockers are to be described.
- **Developments:** The bike parking ordinance should be followed for new developments and major redevelopments.
- **Land Use:** The number of bike parking spaces required for a lot is based on land use, not the number of automobile parking spaces required.
- **Length of Visit:** Bike parking requirements are provided for both short-term visits to a site (2 hours or less) and long-term visits to a site (more than 2 hours).
- **Minimum Quantities:** A required minimum of bike parking spaces is provided for some land uses.
- **Maximum Quantities:** There are no maximums of bike parking spaces.
- **Location:** Information is provided on the location of the placement of bike parking, so that it is closer to the main building entrance and/or provided inside a building.

### Recommended Additions to the Savoy Municipal Code of Ordinances

#### CHAPTER 15.31 - BICYCLE PARKING

##### Purpose

The purpose of Chapter 15.31 is to provide sufficient safe and convenient bicycle parking in new development and in major redevelopment to encourage bicycling as a form of transportation. Increasing bicycling can mitigate the impacts of auto travel in the Village of Savoy by reducing traffic congestion, pollution, and wear and tear on roads, and fosters healthy physical activity. Increasing bicycle parking achieves the Village of Savoy’s goals, objectives, and implementation strategies that directly relate to the Savoy Bike & Pedestrian Plan.

## Definitions

- **Bicycle Locker:** A locker or box designed to securely store a single bicycle.
- **Bicycle Parking:** The accessory storage of non-motorized bicycles (which may include trailers or other customary accessories) in a secure manner that allows for quick and convenient access, storage, and removal of the bicycle by users who are making trips to or from the associated principal use.
- **Bicycle Parking Space:** An area within which one bicycle may be conveniently and securely stored and removed in an upright position with both wheels resting upon a stable surface and without requiring the movement of other parked bicycles, vehicles or other objects to access the space. Bicycle racks that stagger bicycles vertically to allow them to be parked more closely together, such as double-decker or vertical wall-mounted racks, are also acceptable bicycle parking spaces.
- **Bicycle Rack:** A fixed-in place stand, solidly anchored to the ground or other fixed object, which allows a bicycle to lean against it in an upright position with both wheels on a level surface, or in the case of a wall-mounted stand, allows a bicycle to be supported in a hanging position.
- **Long-term Bicycle Parking:** A bicycle parking space that serves bicycle parking needs longer than two hours.
- **Short-term Bicycle Parking:** A bicycle parking space that serves bicycle parking needs for two hours or less.

## Required Bicycle Parking

### A. Number of spaces required.

1. The required minimum number of bicycle parking spaces for each use category is shown in *Table 1*.
2. The required minimum number of bicycle parking spaces is based on the principal uses on a site. If the principal use is not listed in

the table below, the required number of bicycle parking spaces shall be determined based on the requirements of the most similar use in *Table 1*, as determined by the Zoning Administrator. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the principal use is based on net building area, the net building area of accessory uses is included with the principal uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of accessory Office use would have a bicycle parking requirement of 4 spaces, based on 60,000 square feet of net building area.

3. When there are two or more separate principal uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual principal uses.

### B. Exemptions

1. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.
2. No bicycle parking is required for detached one-family or two-family dwellings.
3. No bicycle parking is required for the enlargement, expansion or conversion of an existing building, where the difference between the bicycle parking required for the proposed building and the bicycle parking that would be required for the existing building (under this Section of the Ordinance) equals fewer than two (2) bicycle parking spaces.
4. No bicycle parking is required for the enlargement, expansion or conversion of an existing building resulting in a dwelling containing three (3) or fewer dwelling units.

Where bicycle parking requirements are applicable pursuant to this Section, they shall be applied to the entirety of any use that is established, expanded or enlarged within a building or on a lot, and not only to the incremental increase in the intensity of such use.

**TABLE 1** Bicycle Parking Requirements by Use<sup>1</sup>

Use	Long Term Bicycle Parking Spaces	Short Term Bicycle Parking Spaces
<b>Residential</b>		
Single-family dwellings, existing single-family dwellings converted for two families, two-family dwellings, townhome dwellings	No minimum	No minimum
Multifamily dwellings or mobile home park	1 space per dwelling unit for the first twenty (20) units in a building; 1.05 spaces per dwelling unit for all units over twenty (20) in a building	1 space for every 20 dwelling units. Minimum of 2 spaces.
Elderly oriented housing	0.5 space per dwelling unit	None
Group housing, including dormitories, fraternities and sororities	0.5 space per bed	None
<b>Commercial<sup>2</sup></b>		
Retail Sales and Services	1 per 12,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 5,000 sq. ft. of net building area. Minimum of 2 spaces.
Office	1 per 10,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.
Pay Parking Lots & Garages	1 per 20 auto spaces. Minimum of 10 spaces.	None
<b>Industrial</b>		
Manufacturing and Production	1 per 15,000 sq. ft. of net building area. Minimum of 2 spaces.	None
Warehouse and Freight Movement	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	None
<b>Community Services</b>		
Schools, grades 2 through 5	2 for every classroom	None
Schools, grades 6 through 12	4 for every classroom	None
Medical Centers	1 per 70,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.
Religious Institutions	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 2,000 sq. ft. of net building area. Minimum of 2 spaces.

<sup>1</sup> The Zoning Administrator shall determine whether proposed developments are subject to these bicycle parking requirements based upon demand generated by the use, the location of the development, the proximity to other uses with bicycle parking demand, and other relevant factors.

<sup>2</sup> Commercial uses include: Office and Related Uses, Service Business Uses, Retail Business Uses, and Commercial Recreational Uses.

**Requirements**

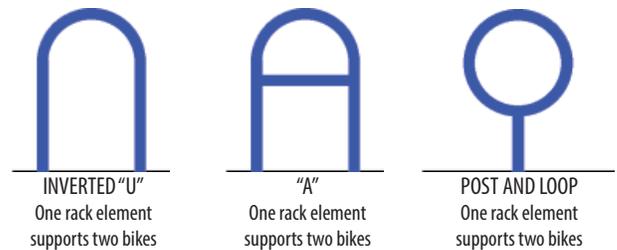
Bicycle parking requirements shall apply to the following projects:

- a) The construction of a new building or establishment.
- b) An increase of at least 15% in the number of residential dwelling units on a lot or in the amount of non-residential Gross Floor Area on a lot from the time of adoption of this section in the Ordinance.
- c) The conversion of existing Gross Floor Area to a new category of non-residential use, where such conversion results in at least fifteen percent (15%) increase in the total number of bicycle parking spaces that would be required for the entire building by this section in the Ordinance.
- d) If the new building or facility is for a use not listed in the above table, the number of Bicycle Parking Spaces required shall be calculated on the basis of a similar use, as determined by the Zoning Administrator.

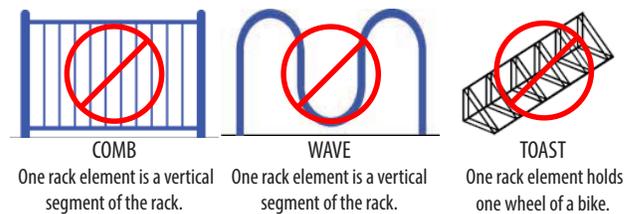
**Bicycle Parking Standards**

- A. Standards for all bicycle parking
  - 1. Purpose. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
  - 2. Bicycle lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored to concrete footings, and made to withstand severe weather and permanent exposure to the elements.
  - 3. Bicycle racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:
    - i. A bicycle shall make contact with the rack at two (2) points along the length of the bicycle and shall allow one or both wheels to be locked

to the stand by way of a cable, chain, U-lock or shackle. Types of permissible bicycle racks include, but are not necessarily limited to those commonly known as “Inverted U-shape,” “A,” and “Post-and-Loop” racks (see Figure 8-18 and Figure 8-19).



**FIGURE 8-18** Recommended bike racks. Source: APBP Bike Parking Guidelines



**FIGURE 8-19** Not recommended bike racks. Source: APBP Bike Parking Guidelines

- ii. Each bicycle rack, if designed to the spacing requirements set forth herein may provide up to two bicycle parking spaces, with one bicycle parking space provided on each side of the bicycle rack. If a bicycle rack meets the spacing requirements on one side of the stand but not the other (as may be the case where a bicycle rack is attached to a wall), then it may provide one bicycle parking space.
- iii. A single interconnected structure may provide parking for more than two bicycles, in which case the term bicycle rack as applied in this Ordinance shall refer to any vertical element of the structure upon which one or two bicycles may be secured and which otherwise meets the layout standards set forth herein.
- iv. A space 2 feet by 6 feet must be provided for

each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.

v. Bicycle racks shall generally be arranged either in rows (where bicycles are parked side-to-side) or in alignment (where bicycles are parked end-to-end). Where bicycle racks are arranged in rows, they shall be spaced at least four feet (4') apart on-center. Where bicycle racks are arranged in alignment, they shall be spaced at least eight feet (8') on-center.

vi. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.

vii. The area devoted to bicycle parking must be hard surfaced.

4. Covered bicycle parking. Covered bicycle parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where covered bicycle parking is not within a building or locker, the cover must be:

- i. Permanent.
- ii. Designed to protect the bicycle from rainfall

#### B. Short-term bicycle parking

1. Purpose. Short-term bicycle parking shall be intended primarily to serve visitors, such as retail patrons, making trips of up to a couple of hours to a particular use; however, it may serve other bicycle users as needed.

It shall be located on-site or in a publicly accessible space near pedestrian entrances to the uses they are intended to serve and should be visible to pedestrians and bicyclists. Short-term bicycle parking may be provided adjacent to public streets and sidewalks, or in some cases within the public right of way as bicycle corrals.

If bike racks are located on public sidewalks, they must provide at least 6 feet of pedestrian clearance and be at least 2 feet from the curb.

2. Standards. Required short-term bicycle parking must meet the following standards:

i. Short-term parking must be provided in lockers or racks that meet the design and layout standards set forth in Section A3. Installers of bicycle racks may consult the illustrations shown of acceptable bicycle rack design (*Figure 8-18*). Types of permissible bicycle racks include, but are not necessarily limited to those commonly known as "Inverted U-shape," "A," and "Post-and-Loop" racks.

ii. Location. Short-term bicycle parking must be:

1. Outside a building
2. At the same grade as the sidewalk or at a location that can be reached by an accessible route
3. Within the following distances of the main entrance:
  - a. Within 50 feet of the main public entrance of the building or facility.
  - b. No farther than the nearest motor vehicle parking space to the main public entrance (excluding handicapped parking).
  - c. If the development contains multiple buildings or facilities or has multiple entrances that can be considered "main entrances," the required Short-Term Bicycle Parking shall be distributed so as to maximize convenience and use.

#### C. Long-term bicycle parking.

1. Purpose. Long-term bicycle parking shall be intended primarily to provide residents, employees, commuters or other persons who would require storage of a bicycle for a substantial portion of the day, for an overnight period or for multiple days a secure and weather-protected place to park bicycles; however, it may serve other bicycle users as needed.

2. Standards. Required long-term bicycle parking must meet the following standards:

- i. Long term bicycle parking must be provided in racks or lockers that meet the standards of Section A3.
- ii. Location. Long-term bicycle parking shall be provided within the building containing the use or uses that it is intended to serve, or no more than 300 feet from the main public entrance.
- iii. Long-term bicycle parking may be provided within the following types of facilities:
  - 1. Enclosed spaces within a building, such as bicycle rooms or garages.
  - 2. Bicycle sheds, covered bicycle cages, or other enclosed structures designed to provide secure and fully covered parking for bicycles.
  - 3. Bicycle lockers or fixed-in-place containers into which single bicycles may be securely stored and protected.
  - 4. Weather-protected bicycle parking spaces that are monitored at most or all times by an attendant or other security system to prevent unauthorized use or theft.

3. Optional. Long-term bicycle parking can meet the following standards:

- i. Covered Spaces. At least 50 percent of long-term bicycle parking is recommended to be covered. All covered bike parking must meet the standards in Section A4 above.

D. Motor vehicle parking space credits

- 1. For every 6 Bicycle Parking Spaces provided, the number of required off-street motor vehicle parking spaces (excluding handicapped parking spaces) on a site may be reduced by 1 space.

**Sources**

*Bicycle Parking Guidelines 2<sup>nd</sup> Edition*, 2010, Association of Pedestrian and Bicycle Professionals (APBP).

*Model Bicycle Parking Ordinance*, October 2011, Public Health Law & Policy.

Ordinance Number 1357, Amendment to the Zoning Ordinances of the City of Cambridge, MA, April 25, 2013.

Portland, Oregon Zoning, Chapter 33.266 Parking and Loading, July 11, 2014.

**Recommended Locations for Bike Parking Installation and Upgrades**

Bike racks currently exist at a few locations throughout Savoy. However, many bike racks installed have an inadequate “front-wheel-in-slot” design in which the bicycle cannot be properly locked unless the bicycle is parked broadside.

Some recommended locations to provide, increase, or upgrade bicycle parking facilities (including covered parking) include:

- Apartment complexes and multi-family housing, including public housing
- Banks, such as First Bank & Trust and Iroquois Federal Savings & Loan
- Christie Clinic in Savoy
- Churches and places of worship
- Commercial establishments in Savoy, including but not limited to Walmart and those in Savoy Plaza
- Hotels
- Office buildings
- Polling places
- Post Office
- Restaurants
- Savoy Municipal Center
- Savoy Parks, particularly at Colbert Park and Prairie Fields Park
- Savoy Recreation Center
- Schools, as needed (especially covered bike parking)

For more information on bike parking design guidelines, see “Bike Parking” in Section 5.3 and Appendix D.

# 9. IMPLEMENTATION

## 9.1 IMPLEMENTATION CONCEPTS

In order to achieve adequate maintenance of the bicycle and pedestrian network, there needs to be clear performance standards. There also needs to be adequate staffing and revenue funding covering the maintenance of bicycle and pedestrian facilities (on- and off- road), regarding surface quality, signing, markings, and intrusive vegetation. Regular inspection of network facilities is vital, as well as clear and well-publicized mechanisms for reporting defects.

Following are recommendations for bikeway and walkway maintenance based on the *Champaign County Greenways & Trails Plan*:

1. Protect green corridors providing and connecting open space.
2. Prioritize consistent upkeep and maintenance of bikeways and walkways (on-street and off-street).
3. Through good design practices, minimize weather related obstacles such as ice and mud. Bikeway and walkway segments that regularly have these problems should be identified and corrected when and where it is possible.
4. Prioritize improvements including accessibility to all facilities, facility safety, and improvements to field conditions.
5. Define ongoing preventive maintenance needs based on current facility conditions and build sustainable budgets based on this information.
6. Implement maintenance plans for trails, walkways, and bikeways promoting safety, increasing efficiency, and minimizing lifetime costs.
7. Increase public awareness of how to report bikeway and walkway condition issues to the Village of Savoy.
8. Support the creation of volunteer programs to provide additional trail and walkway maintenance support.
9. Schedule trail and walkway inspection on a regularly basis. Frequency will depend on the amount of facility usage, location, age and availability of staff.

Additionally, consider the use of permeable pavement when installing sidewalks and off-street shared-use paths. This will assist with stormwater management, returning more water to the ground instead of the storm sewer system. This can also help offset the loss of green space benefits when a paved surface is installed.

### Maintenance of On-Road Bicycle Facilities

All on-road bicycle facilities have common maintenance needs:

- Debris which tends to end up in the expected travel path of bicyclists must be picked up.
- Repaint bike lane lines as regularly as those on the rest of the street.
- Sweeping of grit, glass, etc. should be done at the end of the winter season and at other times of the year when an accumulation of debris impacts bicycle travel, subject to manpower and equipment.
- Potholes that develop need to be repaired and left as smooth as weather conditions allow.
- Fill any large longitudinal cracks which can affect steering, trap a wheel and stop forward rotation.
- Address drainage at spots where puddles form and stay for over 48 hours – bicyclists will probably move over into the traffic lane (and surprise some motorists) if there is standing water in their usual travel path. Puddle locations become slick icy spots in winter.
- Plow snow off of bike lanes and bikeways when snow on the rest of the same street segment is plowed.

- Accommodate bicyclists during road construction.

Missing and vandalized signs for signed routes and bike lanes need to be replaced. Painted bike lane and shoulder bike lane pavement markings work well, but have to be renewed frequently. Thermoplastic that is not slick when wet is acceptable marking material and will last longer. A regular schedule for restriping of bike lanes, restenciling of sharrows, and replacement of bicycle wayfinding signage should be created. The Village of Savoy should also maintain a comprehensive inventory of the location and age of bikeway and wayfinding signage to plan for sign replacement in the Capital Improvement Plan (CIP).

While infrastructure improvements are essential to building a bicycle network, there are also many other strategies for maximizing the use and effectiveness of the network. These are discussed in “Non-Infrastructure Recommendations”, which can help make bicycling safer and more attractive in Savoy.

## Public Input

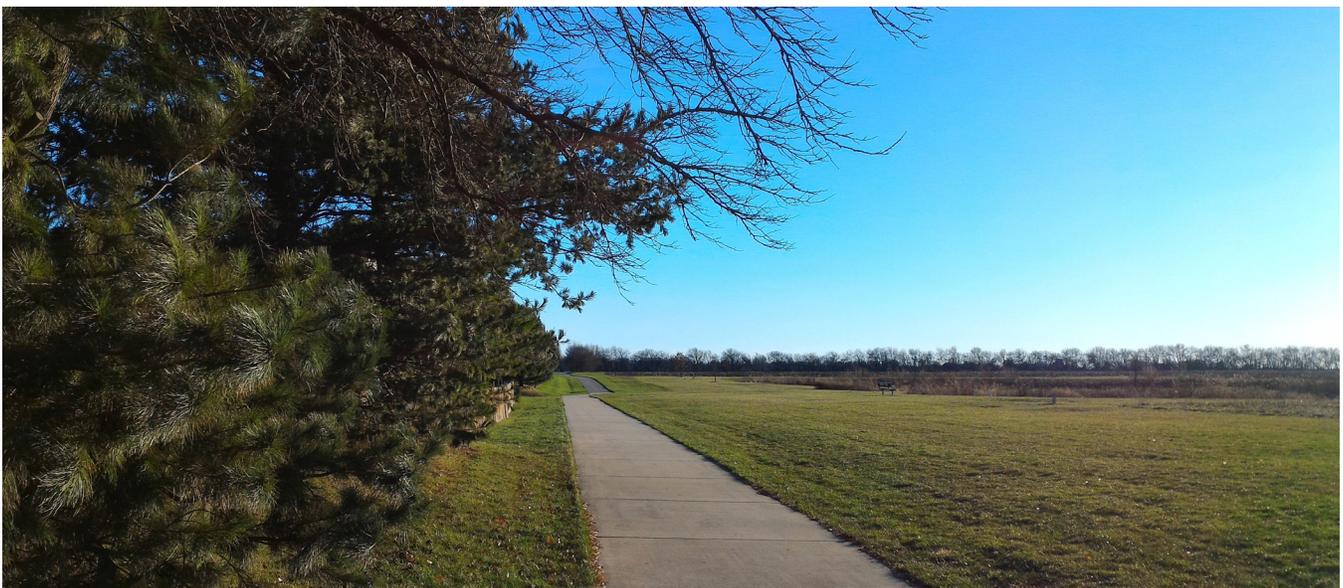
The existing mechanisms listed below should be publicized for citizens interested in providing feedback on bicycle and pedestrian projects:

- **Village of Savoy Board of Trustees**
- **Project Open Houses or Workshops**

## High Priority Infrastructure Recommendations

This is a list of 4 high priority infrastructure recommendations that the Village of Savoy and neighboring jurisdictions should try to work on implementing as opportunities arise. Some of these are large projects, and some currently do not have dedicated funding, but might be good candidates for grant applications. Some projects require interagency cooperation, and the Village of Savoy should continue interagency cooperation when needed for implementation of any bikeway or walkway project.

1. **First Street between Windsor & Curtis Roads**
2. **Paving the Colbert Park Path**
3. **Prairie Fields Trail Phase II**
4. **Lake Falls Trail**



**FIGURE 9-1** Harold E. Ruppel Memorial Bike Path

## 9.2 IMPLEMENTATION MAPS & MATRICES

Figure 9-2 to Figure 9-4 show the proposed bicycle and pedestrian improvements by timeframe: short-term (0-5 years), medium-term (6-10 years), and long-term (11+ years) respectively. However, these projects will be completed depending on availability of funding.

The full list of bicycle and pedestrian network improvement projects include the following details:

- Project location
- Treatment type
- Agenc(ies) responsible
- Proposed timeframe of facility installation
- Future status of on-street parking
- Other relevant comments (e.g. temporary facilities, sidepaths that are part of a loop path)
- Estimates of striping, signage, and/or construction cost (based on information from the Pedestrian and Bicycle Information Center (PBIC) in Table 1)

Treatment	Average Cost Estimate	Cost Unit	Source
Bicycle Parking (bike racks and shelter)	\$3,000	each	Portland, OR Public Schools Bike Shelter Project Development Guide
Bike Lanes	\$133,170	Mile	PBIC
Bike Route (signed)	\$25,070	Mile	PBIC
Build New Sidewalk	\$168,960	Mile	PBIC
Flashing Lights	\$10,010	each	PBIC
Improve Existing Sidewalk	\$84,480	Mile	PBIC
Improve Existing Trail	\$120,000	Mile	PBIC
Install Shoulders	\$29,357	Mile	PBIC
Pave Shared-Use Path	\$240,000	Mile	PBIC
Pedestrian Countdown Signal	\$740	each	PBIC
Pedestrian Crossing	\$2,540	each	PBIC
Rail-Trail	\$481,140	Mile	PBIC
Shared-Use Path	\$481,140	Mile	PBIC
Sharrows	\$7,560	Mile	PBIC
Shared-Use Path Upon Development	\$481,140	Mile	PBIC
Trail Crossing Sign	\$160	each	PBIC
Widen Existing Sidewalk to Shared-Use Path	\$240,000	Mile	PBIC

**TABLE 1** Cost Estimates for Bicyclist and Pedestrian Improvements. Source: [http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs\\_Report\\_Nov2013.pdf](http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf)

FIGURE 9-2



# Savoy Bike & Pedestrian Plan Short-Term Recommendations

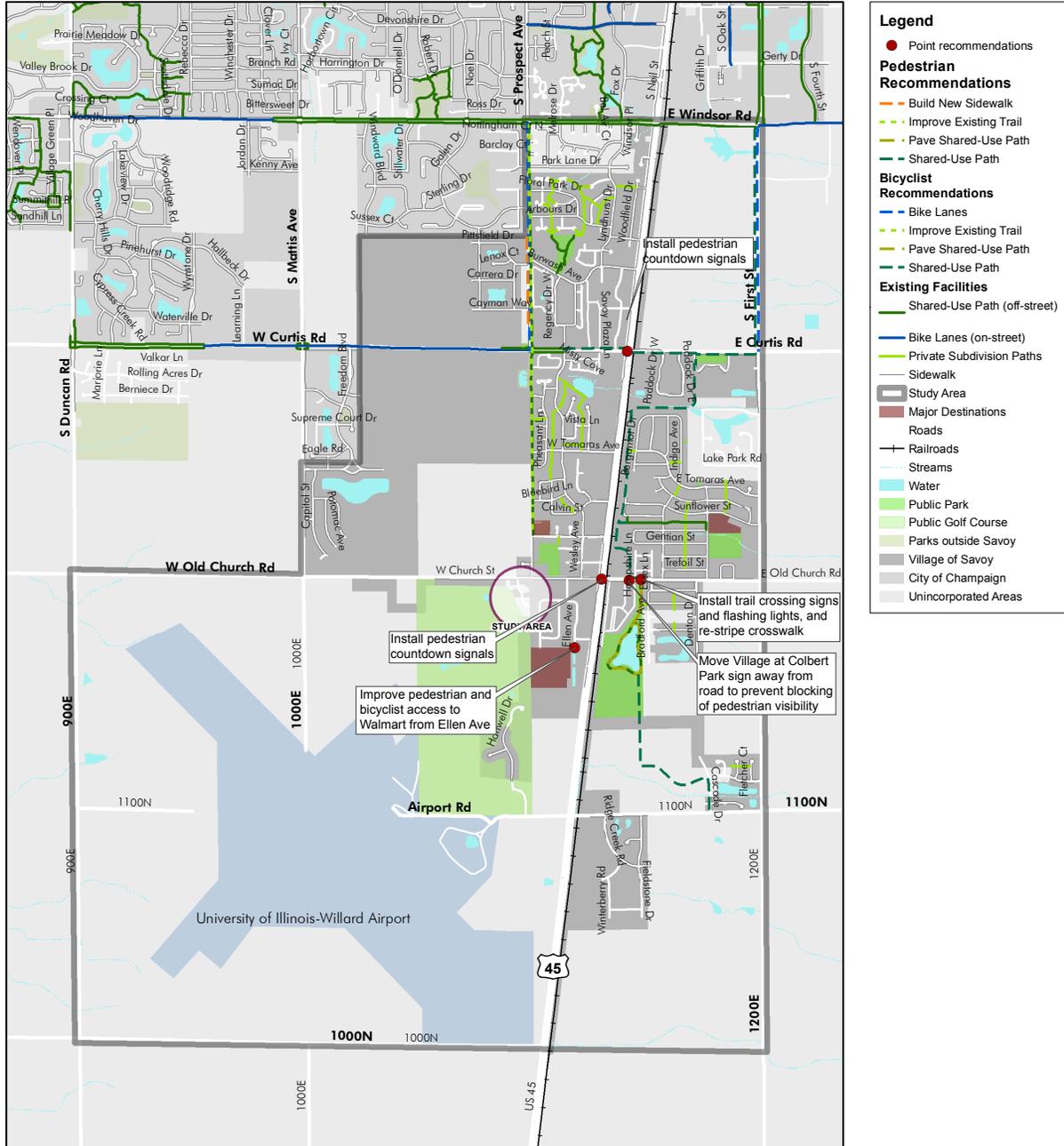


FIGURE 9-3



## Savoy Bike & Pedestrian Plan Medium-Term Recommendations

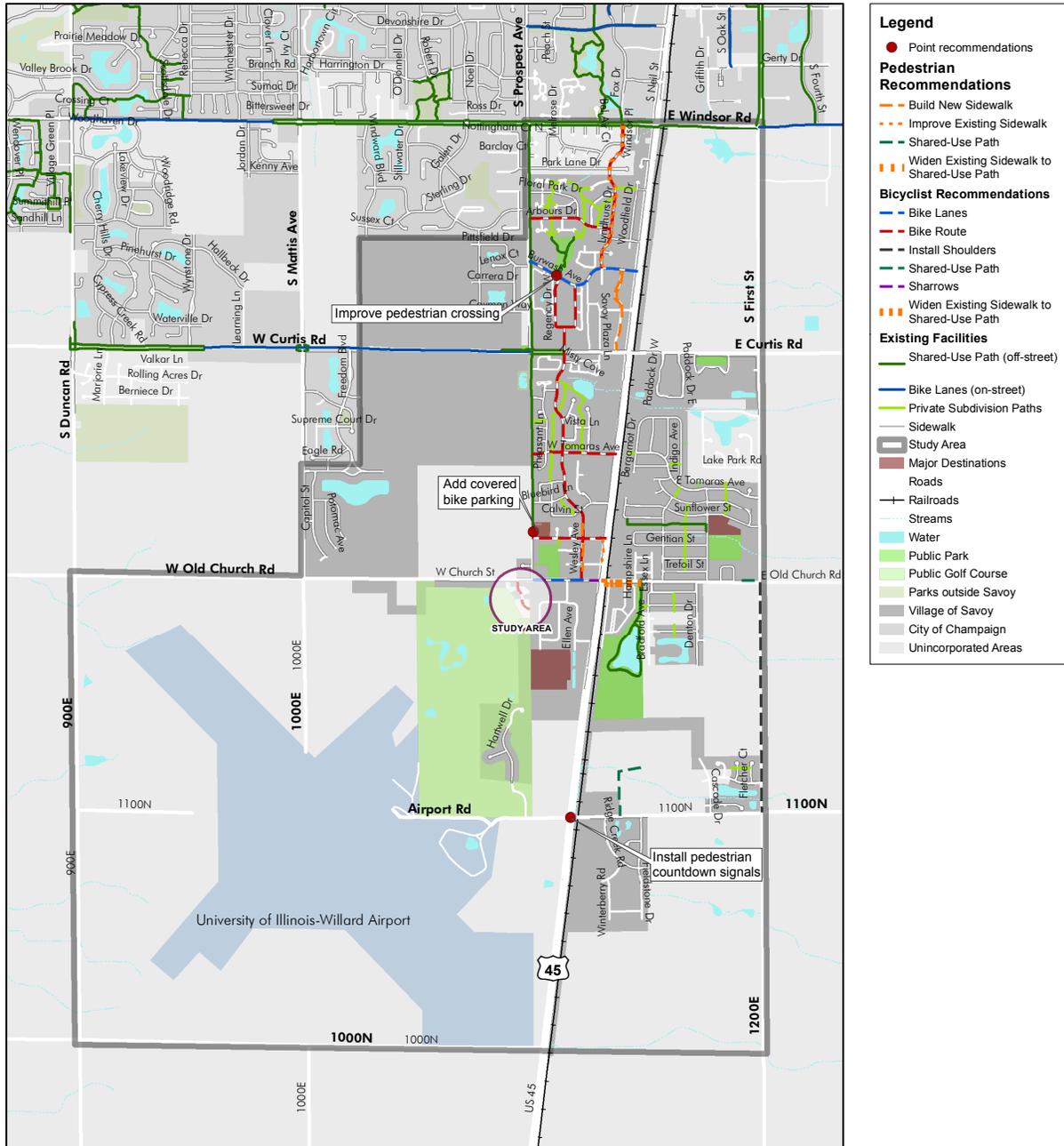


FIGURE 9-4



# Savoy Bike & Pedestrian Plan Long-Term Recommendations

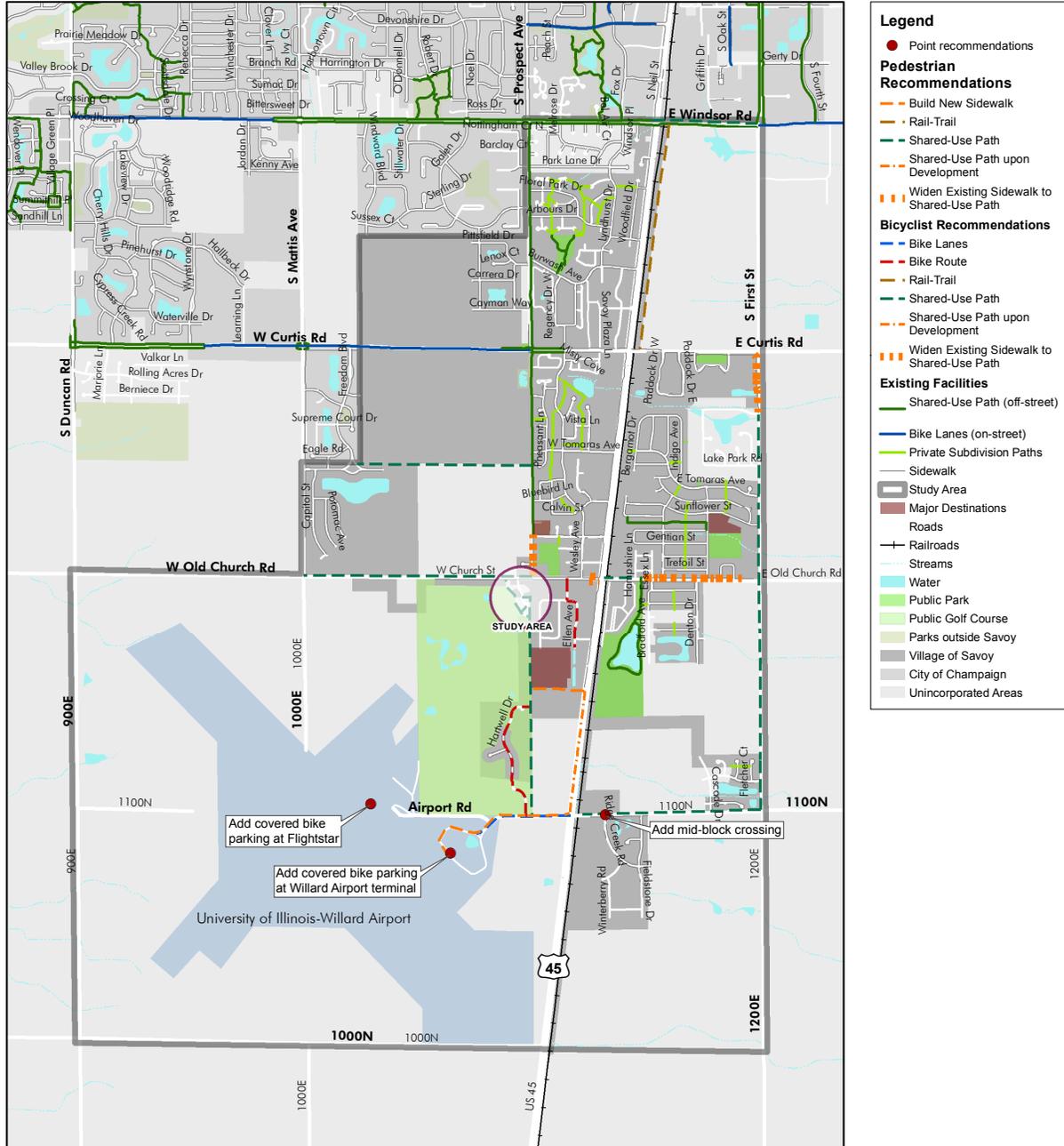


Table 2 organizes the implementation matrix by treatment type. Streets and path names are alphabetized under each treatment type, corresponding to the alphabetization of corridors in Chapter “8. Recommendations”. For on-road facilities that require striping, the recommended dimensions are listed for bike lane, parking lane, and travel lane width. The recommended side of the street is usually listed for sidepaths. Alignment is described for off-street paths.

Table 3 shows the implementation matrix by the agency responsible for installing the facility, and is further divided by timeframe. A total cost of recommended improvements is also listed for each agency. The table first lists single-party responsibilities, then multi-party responsibilities. Costs do not include major roadway improvements, such as widening, resurfacing, etc. Costs do include such things as striping, signage, and pavement markings.

Table 4 displays the implementation matrix by timeframe of implementation. These periods are broken into 0-5 years, 6-10 years, and 11 years or more.

Separate plans showing specific designs and each stage of the work should be prepared. Such plans help identify and avoid any gaps in the network.



**FIGURE 9-5** Pedestrians on the Harold E. Ruppel Memorial Bike Path



**FIGURE 9-6** Pedestrian on the Prairie Fields Trail

TABLE 2 Implementation Matrix by Treatment

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>On-Street Facilities</b>										
<b>BIKE LANES</b>										
Airport Road	U.S. 45	Willard Airport	Bike Lanes	University of Illinois	11+	5-10-10-5	No		0.44	\$429,807
Burwash Avenue	U.S. 45	Prospect Ave	Bike Lanes	Village of Savoy	6-10	6-3-12-12-3-6	Yes	Buffered bike lanes	0.53	\$58,481
Church Street	U.S. 45	Prospect Ave	Bike Lanes	Village of Savoy	6-10	6-12-12-6	Yes		0.25	\$71,174
First Street	Windsor Rd	Curtis Rd	Bike Lanes	Champaign Township, University of Illinois, Village of Savoy	0-5	5-10-10-5	No		1.00	\$33,239
Prospect Avenue	Windsor Rd	Curtis Rd	Bike Lanes	Village of Savoy	0-5	4-12-12-12-4	No	Upon street reconstruction	1.00	\$133,156
<b>BIKE ROUTE SIGNAGE (INCLUDES WAYFINDING SIGNAGE)</b>										
Arbours Drive	Lyndhurst Dr	Prospect Ave	Bike Route	Village of Savoy	6-10		No		0.37	\$112,228
Ellen Avenue	Church St	Walmart	Bike Route	Village of Savoy	11+		No		0.34	\$9,392
Golfview Court	Church St	S terminus	Bike Route	Village of Savoy	6-10		No	In Study Area	0.14	\$8,625
Graham Drive	U.S. 45	Prospect Ave	Bike Route	Village of Savoy	6-10		No		0.33	\$3,556
Hartwell Drive	University of Illinois Golf Course	Airport Rd	Bike Route	Tolono Township, University of Illinois, Village of Savoy	11+		No		0.60	\$8,196
Lyndhurst Drive	Windsor Rd	Burwash Ave	Bike Route	Champaign Township, Village of Savoy	6-10		No		0.68	\$15,005
Regency Drive East	Burwash Ave	Wesley Ave	Bike Route	Village of Savoy	6-10		No		0.23	\$16,956
Regency Drive West	Burwash Ave	Wesley Ave	Bike Route	Village of Savoy	6-10		No		0.25	\$5,690
Tomaras Avenue	U.S. 45	Harold E. Ruppel Bike Path	Bike Route	Village of Savoy	6-10		No		0.37	\$6,363
Wesley Avenue	Regency Dr	Church St	Bike Route	Village of Savoy	6-10		No		1.16	\$9,376
<b>SHARROWS</b>										
Church Street	U.S. 45	Wesley Ave	Sharrows	Village of Savoy	6-10		No		0.04	\$29,069
<b>INSTALL SHOULDERS</b>										
First Street	Church St	Airport Rd	Install Shoulders	Village of Savoy	6-10		No		1.01	\$316
										\$29,695

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>Off-Street Facilities</b>										
<b>BUILD NEW SIDEWALK</b>										
Airport Road	U.S. 45	Willard Airport	Build New Sidewalk	University of Illinois	11+	North side	No		0.68	\$114,893
Prospect Avenue	N of Pittsfield Dr	S of Cayman Way	Build New Sidewalk	Village of Savoy	0-5	West side	No		0.37	\$62,515
Walmart Supercenter Access Road	U.S. 45	Prospect Avenue Path	Build New Sidewalk	Village of Savoy	11+	South side	No		0.23	\$38,836
Wesley Avenue	N of Graham Dr	Graham Dr	Build New Sidewalk	Village of Savoy	6-10	West side	No		0.06	\$10,138
Wesley Avenue	Graham Dr	S of Main St	Build New Sidewalk	Village of Savoy	6-10	East side	No		0.14	\$23,654
Woodfield Drive	Burwash Ave	Arbour Towne Pl	Build New Sidewalk	Village of Savoy	6-10	West side	No		0.18	\$30,073
Woodfield Drive	Burwash Ave	Curtis Rd	Build New Sidewalk	Village of Savoy	6-10	East side	No		0.37	\$61,817
<b>IMPROVE EXISTING SIDEWALK</b>										
Lyndhurst Drive	Windsor Rd	Burwash Ave	Improve Existing Sidewalk	Village of Savoy	6-10	Both sides	No		1.32	\$111,514
U.S. 45	Graham Dr	Main St	Improve Existing Sidewalk	IDOT	6-10	West side	No		0.10	\$8,856
<b>IMPROVE EXISTING TRAIL</b>										
Harold E Ruppel Memorial Bike Path	Windsor Rd	Graham Dr	Improve Existing Trail	Village of Savoy	0-5		No		1.81	\$216,882
<b>PAVE SHARED-USE PATH (OFF-STREET)</b>										
Colbert Park			Shared-Use Path (off-street)	Village of Savoy	0-5	North side	No		1.02	\$244,702
<b>RAIL-TRAIL</b>										
Canadian National Railroad	Windsor Rd	Curtis Rd	Rail-Trail	Village of Savoy	11+	East side	No	Alternative is US 45 West Sidepath	0.99	\$478,479
<b>SHARED-USE PATH (SIDEPATH, PARALLEL TO THE ROAD)</b>										
Airport Road	First St	U.S. 45	Sidepath (parallel to the road)	Village of Savoy	11+	North side	No		0.78	\$376,268
										<b>\$341,927</b>
										<b>\$216,882</b>
										<b>\$244,702</b>
										<b>\$478,479</b>
										<b>\$2,901,578</b>

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Church Street	First St	W of First St	Sidewalk (parallel to the road)	Village of Savoy	11+	North side	No		0.07	\$33,680
Church Street	Colbert Park Path	U.S. 45	Sidewalk (parallel to the road)	Village of Savoy	6-10	North side	No		0.12	\$59,376
Church Street	Prospect Ave	Mattis Ave	Sidewalk (parallel to the road)	Village of Savoy	11+	North side	No		1.00	\$482,810
Curtis Road	First St	U.S. 45	Sidewalk (parallel to the road)	Village of Savoy	0-5	South side	No	Prairie Fields Trail Phase II	0.58	\$279,061
Curtis Road	U.S. 45	Wesley Ave	Sidewalk (parallel to the road)	Village of Savoy	0-5	North side	No	Prairie Fields Trail Phase II	0.30	\$144,342
First Street	Windsor Rd	Curtis Rd	Sidewalk (parallel to the road)	Champaign Township, University of Illinois, Village of Savoy	0-5	West side	No		0.98	\$471,136
First Street	Lake Park Rd	Airport Rd	Sidewalk (parallel to the road)	Champaign Township, Philo Township, Village of Savoy	11+	West side	No		1.73	\$834,348
Windsor Road	First St	U.S. 45	Sidewalk (parallel to the road)	City of Champaign	11+	North side	No		0.46	\$220,556
<b>SHARED-USE PATH (OFF-STREET)</b>										<b>\$2,253,999</b>
Burwash Park	East path	West path	Shared-Use Path (off-street)	Village of Savoy	11+	North side	No		0.10	\$46,319
Golfview Court corridor	Golfview Ct	Prospect Ave corridor	Shared-Use Path (off-street)	Village of Savoy	11+	East side	No	Golfview Court study area	0.09	\$42,016
Lake Falls Trail Phase I	Colbert Park Path	Airport Rd	Shared-Use Path (off-street)	Developers, Village of Savoy	0-5	East side	No	Via Lake Falls Blvd & Cascade Dr	0.87	\$420,716
Lake Falls Trail Phase II	Lake Falls Trails Phase I	Airport Rd	Shared-Use Path (off-street)	Developers, Village of Savoy	6-10	West side	No	Via Villas of Holly Brook Adult Community	0.29	\$141,365
Liberty on the Lake Trail	Harold E. Ruppel Memorial Bike Path	Declaration Dr	Shared-Use Path (off-street)	Developers, Village of Savoy	11+	North side	No		0.77	\$369,310

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Prairie Fields Trail Phase II	Curtis Rd	Church St	Shared-Use Path (off-street)	Village of Savoy	0-5	West side	No		1.39	\$670,162
Prospect Avenue Path Extension	Church St	Airport Rd	Shared-Use Path (off-street)	University of Illinois, Village of Savoy	11+	East side	No	Golfview Court study area	1.00	\$478,992
Walmart-Neighborhood Access	Ellen Ave	Walmart	Shared-Use Path (off-street)	Village of Savoy	0-5		No		0.01	\$4,811
West of Golfview Court corridor	Church St	Golfview Ct corridor	Shared-Use Path (off-street)	Village of Savoy	11+	East side	No	Golfview Court study area	0.17	\$80,308
<b>SHARED-USE PATH UPON DEVELOPMENT</b>										
U.S. 45	Walmart Supercenter	Airport Rd	Shared-Use Path upon Development	Developers, IDOT, Village of Savoy	11+	West side	No		0.54	\$260,181
<b>WIDEN EXISTING SIDEWALK TO SHARED-USE PATH</b>										
Church Street	W of First St	Colbert Park Path	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	North side	No		0.44	\$105,600
Church Street	Colbert Park Path	U.S. 45	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	6-10	South side	No		0.17	\$39,866
Church Street	U.S. 45	W of U.S. 45	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	Both sides	No		0.08	\$19,200
First Street	Curtis Rd	Lake Park Rd	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	West side	No		0.26	\$63,247
Prospect Avenue	Graham Dr	Church St	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	East side	No		0.19	\$45,697
<b>Point Recommendations Facilities</b>										
<b>ADD COVERED BIKE PARKING</b>										
Flightstar			Add covered bike parking	University of Illinois	11+		No			\$3,000
Savoy Recreation Center			Add covered bike parking	Village of Savoy	6-10		No			\$3,000
Willard Airport Terminal			Add covered bike parking	University of Illinois	11+		No			\$3,000

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>ADD MID-BLOCK CROSSING</b>										
Airport Road at Fieldstone Drive			Pedestrian Crossing	Village of Savoy	11+		No	Upon construction of Lake Falls Trail Phase 2		\$2,540
<b>INSTALL PEDESTRIAN COUNTDOWN SIGNALS</b>										
U.S. 45 at Curtis Road			Pedestrian Countdown Signals	IDOT	0-5		No			\$5,920
U.S. 45 at Church Street			Pedestrian Countdown Signals	IDOT	0-5		No			\$5,920
U.S. 45 at Airport Road			Pedestrian Countdown Signals	IDOT	6-10		No			\$5,920
<b>IMPROVE PEDESTRIAN CROSSING</b>										
Burwash Avenue at Burwash Park			Pedestrian Crossing	Village of Savoy	6-10		No			\$2,540
Burwash Avenue at Burwash Park			Trail Crossing Sign	Village of Savoy	6-10	North and south sides	No			\$320
Church Street at Colbert Park			Pedestrian Crossing	Village of Savoy	0-5		No			\$2,540
Church Street at Colbert Park			Trail Crossing Sign	Village of Savoy	0-5	North and south sides	No			\$320
Church Street at Colbert Park			Flashing lights	Village of Savoy	0-5		No			\$20,020

\*Based on minimal field survey. Actual striping dimensions may change based on full engineering study.

\*\*Costs do not include major roadway improvements, i.e. widening, resurfacing, etc. Costs only include striping, signage, pavement markings, etc.

TABLE 3 Implementation Matrix by Agency

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>Single-Party Responsibilities</b>										
<b>VILLAGE OF SAVOY</b>										
<b>0-5 Years</b>										
Prospect Avenue	Windsor Rd	Curtis Rd	Bike Lanes	Village of Savoy	0-5	4-12-12-12-4	No	Upon street reconstruction	1.00	\$133,756
Prospect Avenue	N of Pittsfield Dr	S of Cayman Way	Build New Sidewalk	Village of Savoy	0-5	West side	No		0.37	\$62,515
Harold E Ruppel Memorial Bike Path	Windsor Rd	Graham Dr	Improve Existing Trail	Village of Savoy	0-5		No		1.81	\$216,882
Curtis Road	First St	U.S. 45	Sidepath (parallel to the road)	Village of Savoy	0-5	South side	No	Prairie Fields Trail Phase II	0.58	\$279,061
Curtis Road	U.S. 45	Wesley Ave	Sidepath (parallel to the road)	Village of Savoy	0-5	North side	No	Prairie Fields Trail Phase II	0.30	\$144,342
Colbert Park			Shared-Use Path (off-street)	Village of Savoy	0-5	North side	No		1.02	\$244,702
Prairie Fields Trail Phase II	Curtis Rd	Church St	Shared-Use Path (off-street)	Village of Savoy	0-5	West side	No		1.39	\$670,162
Walmart-Neighborhood Access	Ellen Ave	Walmart	Shared-Use Path (off-street)	Village of Savoy	0-5		No		0.01	\$4,811
Church Street at Colbert Park			Pedestrian Crossing	Village of Savoy	0-5		No			\$2,540
Church Street at Colbert Park			Trail Crossing Sign	Village of Savoy	0-5	North and south sides	No			\$320
Church Street at Colbert Park			Flashing lights	Village of Savoy	0-5		No			\$20,020
<b>6-10 Years</b>										
Burwash Avenue	U.S. 45	Prospect Ave	Bike Lanes	Village of Savoy	6-10	6-3-12-12-3-6	Yes	Buffered bike lanes	0.53	\$71,174
Church Street	U.S. 45	Prospect Ave	Bike Lanes	Village of Savoy	6-10	6-12-12-6	Yes		0.25	\$33,239
Arbours Drive	Lyndhurst Dr	Prospect Ave	Bike Route	Village of Savoy	6-10		No		0.37	\$9,392
Golfview Court	Church St	Walmart	Bike Route	Village of Savoy	6-10		No	In Study Area	0.14	\$3,556
Graham Drive	U.S. 45	Prospect Ave	Bike Route	Village of Savoy	6-10		No		0.33	\$8,196
Regency Drive East	Burwash Ave	Wesley Ave	Bike Route	Village of Savoy	6-10		No		0.23	\$5,690

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Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Regency Drive West	Burwash Ave	Wesley Ave	Bike Route	Village of Savoy	6-10		No		0.25	\$6,363
Tomaras Avenue	U.S. 45	Harold E. Ruppel Bike Path	Bike Route	Village of Savoy	6-10		No		0.37	\$9,376
Wesley Avenue	Regency Dr	Church St	Bike Route	Village of Savoy	6-10		No		1.16	\$29,069
Church Street	U.S. 45	Wesley Ave	Sharrows	Village of Savoy	6-10		No		0.04	\$316
First Street	Church St	Airport Rd	Install Shoulders	Village of Savoy	6-10		No		1.01	\$29,695
Woodfield Drive	Burwash Ave	Curtis Rd	Build New Sidewalk	Village of Savoy	6-10	East side	No		0.37	\$30,073
Woodfield Drive	Burwash Ave	Arbour Towne Pl	Build New Sidewalk	Village of Savoy	6-10	West side	No		0.18	\$61,817
Wesley Avenue	N of Graham Dr	Graham Dr	Build New Sidewalk	Village of Savoy	6-10	West side	No		0.06	\$10,138
Wesley Avenue	Graham Dr	S of Main St	Build New Sidewalk	Village of Savoy	6-10	East side	No		0.14	\$23,654
Lyndhurst Drive	Windsor Rd	Burwash Ave	Improve Existing Sidewalk	Village of Savoy	6-10	Both sides	No		1.32	\$111,514
Church Street	Colbert Park Path	U.S. 45	Sidepath (parallel to the road)	Village of Savoy	6-10	North side	No		0.12	\$59,376
Church Street	Colbert Park Path	U.S. 45	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	6-10	South side	No		0.17	\$39,866
Savoy Recreation Center			Add covered bike parking	Village of Savoy	6-10		No			\$3,000
Burwash Avenue at Burwash Park			Pedestrian Crossing	Village of Savoy	6-10		No			\$2,540
Burwash Avenue at Burwash Park			Trail Crossing Sign	Village of Savoy	6-10	North and south sides	No			\$320
<b>11+ Years</b>										
Ellen Avenue	Church St	Walmart	Bike Route	Village of Savoy	11+		No		0.34	\$1,823,625
Walmart Supercenter Access Road	U.S. 45	Prospect Avenue Path	Build New Sidewalk	Village of Savoy	11+	South side	No		0.23	\$8,625
Canadian National Railroad	Windsor Rd	Curtis Rd	Rail-Trail	Village of Savoy	11+	East side	No	Alternative is US 45 West Sidepath	0.99	\$38,836
Airport Road	First St	U.S. 45	Sidepath (parallel to the road)	Village of Savoy	11+	North side	No		0.78	\$478,479
										\$376,268

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Church Street	First St	W of First St	Sidewalk (parallel to the road)	Village of Savoy	11+	North side	No		0.07	\$33,680
Church Street	Prospect Ave	Mattis Ave	Sidewalk (parallel to the road)	Village of Savoy	11+	North side	No		1.00	\$482,810
Burwash Park	East path	West path	Shared-Use Path (off-street)	Village of Savoy	11+	North side	No		0.10	\$46,319
Golfview Court corridor	Golfview Ct	Prospect Ave corridor	Shared-Use Path (off-street)	Village of Savoy	11+	East side	No		0.09	\$42,016
West of Golfview Court corridor	Church St	Golfview Ct corridor	Shared-Use Path (off-street)	Village of Savoy	11+	East side	No		0.17	\$80,308
Church Street	W of First St	Colbert Park Path	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	North side	No		0.44	\$105,600
Church Street	U.S. 45	W of U.S. 45	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	Both sides	No		0.08	\$19,200
First Street	Curtis Rd	Lake Park Rd	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	West side	No		0.26	\$63,247
Prospect Avenue	Graham Dr	Church St	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	East side	No		0.19	\$45,697
Airport Road at Fieldstone Drive			Pedestrian Crossing	Village of Savoy	11+		No	Upon construction of Lake Falls Trail Phase 2		\$2,540

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>CITY OF CHAMPAIGN</b>										
<b>11+ Years</b>										
Windsor Road	First St	U.S. 45	Sidepath (parallel to the road)	City of Champaign	11+	North side	No		0.46	\$220,556
<b>IDOT</b>										
<b>0-5 Years</b>										
U.S. 45 at Curtis Road			Pedestrian Countdown Signals	IDOT	0-5		No			\$5,920
U.S. 45 at Church Street			Pedestrian Countdown Signals	IDOT	0-5		No			\$5,920
<b>6-10 Years</b>										
U.S. 45	Graham Dr	Main St	Improve Existing Sidewalk	IDOT	6-10	West side	No		0.10	\$8,856
U.S. 45 at Airport Road			Pedestrian Countdown Signals	IDOT	6-10		No			\$5,920
<b>UNIVERSITY OF ILLINOIS</b>										
<b>11+ Years</b>										
Airport Road	U.S. 45	Willard Airport	Bike Lanes	University of Illinois	11+	5-10-10-5	No		0.44	\$58,481
Airport Road	U.S. 45	Willard Airport	Build New Sidewalk	University of Illinois	11+	North side	No		0.68	\$114,893
Flightstar			Add covered bike parking	University of Illinois	11+		No			\$3,000
Willard Airport Terminal			Add covered bike parking	University of Illinois	11+		No			\$3,000
<b>TOTAL COST OF SINGLE-PARTY PROJECTS \$4,577,647</b>										
<b>Multi-Party Responsibilities</b>										
<b>CHAMPAIGN TOWNSHIP, UNIVERSITY OF ILLINOIS, VILLAGE OF SAVOY</b>										
<b>0-5 Years</b>										
First Street	Windsor Rd	Curtis Rd	Bike Lanes	Champaign Township, University of Illinois, Village of Savoy	0-5	5-10-10-5	No		1.00	\$133,156

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
First Street	Windsor Rd	Curtis Rd	Sidewalk (parallel to the road)	Champaign Township, University of Illinois, Village of Savoy	0-5	West side	No		0.98	\$471,136
<b>CHAMPAIGN TOWNSHIP, PHILO TOWNSHIP, VILLAGE OF SAVOY</b>										
<b>11+ Years</b>										
First Street	Lake Park Rd	Airport Rd	Sidewalk (parallel to the road)	Champaign Township, Village of Savoy, Philo Township	11+	West side	No		1.73	\$834,348
<b>CHAMPAIGN TOWNSHIP, VILLAGE OF SAVOY</b>										
<b>6-10 Years</b>										
Lyndhurst Drive	Windsor Rd	Burwash Ave	Bike Route	Champaign Township, Village of Savoy	6-10		No		0.68	\$16,956
<b>DEVELOPERS, VILLAGE OF SAVOY</b>										
<b>0-5 Years</b>										
Lake Falls Trail Phase I	Colbert Park Path	Airport Rd	Shared-Use Path (off-street)	Developers, Village of Savoy	0-5	East side	No	Via Lake Falls Blvd & Cascade Dr	0.87	\$420,716
<b>6-10 Years</b>										
Lake Falls Trail Phase II	Lake Falls Trails Phase I	Airport Rd	Shared-Use Path (off-street)	Developers, Village of Savoy	6-10	West side	No	Via Villas of Holly Brook Adult Community	0.29	\$141,365
<b>11+ Years</b>										
Liberty on the Lake Trail	Harold E. Ruppel Memorial Bike Path	Declaration Dr	Shared-Use Path (off-street)	Developers, Village of Savoy	11+	North side	No		0.77	\$369,310
<b>DEVELOPERS, IDOT, VILLAGE OF SAVOY</b>										
<b>11+ Years</b>										
U.S. 45	Walmart Supercenter	Airport Rd	Shared-Use Path upon Development	Developers, IDOT, Village of Savoy	11+	West side	No		0.54	\$260,181
<b>TOLONO TOWNSHIP, UNIVERSITY OF ILLINOIS, VILLAGE OF SAVOY</b>										
<b>11+ Years</b>										
Hartwell Drive	University of Illinois Golf Course	Airport Rd	Bike Route	Tolono Township, University of Illinois, Village of Savoy	11+		No		0.60	\$15,005

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>UNIVERSITY OF ILLINOIS, VILLAGE OF SAVOY</b>										
<b>11+ Years</b>										
Prospect Avenue Path Extension	Church St	Airport Rd	Shared-Use Path (off-street)	University of Illinois, Village of Savoy	11+	East side	No	Golfview Court study area	1.00	\$478,992
<b>TOTAL COST OF MULTI-PARTY PROJECTS</b>										<b>\$3,141,164</b>
<b>TOTAL COST OF ALL PROPOSED PROJECTS</b>										<b>\$7,718,812</b>

\*Based on minimal field survey. Actual striping dimensions may change based on full engineering study.

\*\*Costs do not include major roadway improvements, i.e. widening, resurfacing, etc. Costs only include striping, signage, pavement markings, etc.

TABLE 4 Implementation Matrix by Timeframe

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>0-5 YEARS</b>										
First Street	Windsor Rd	Curtis Rd	Bike Lanes	Champaign Township, University of Illinois, Village of Savoy	0-5	5-10-10-5	No		1.00	\$133,156
Prospect Avenue	Windsor Rd	Curtis Rd	Bike Lanes	Village of Savoy	0-5	4-12-12-12-4	No	Upon street reconstruction	1.00	\$133,756
Prospect Avenue	N of Pittsfield Dr	S of Cayman Way	Build New Sidewalk	Village of Savoy	0-5	West side	No		0.37	\$62,515
Harold E Ruppel Memorial Bike Path	Windsor Rd	Graham Dr	Improve Existing Trail	Village of Savoy	0-5		No		1.81	\$216,882
Curtis Road	First St	U.S. 45	Sidepath (parallel to the road)	Village of Savoy	0-5	South side	No	Prairie Fields Trail Phase II	0.58	\$279,061
Curtis Road	U.S. 45	Wesley Ave	Sidepath (parallel to the road)	Village of Savoy	0-5	North side	No	Prairie Fields Trail Phase II	0.30	\$144,342
First Street	Windsor Rd	Curtis Rd	Sidepath (parallel to the road)	Champaign Township, University of Illinois, Village of Savoy	0-5	West side	No		0.98	\$471,136
Colbert Park			Shared-Use Path (off-street)	Village of Savoy	0-5	North side	No		1.02	\$244,702
Lake Falls Trail Phase I	Colbert Park Path	Airport Rd	Shared-Use Path (off-street)	Developers, Village of Savoy	0-5	East side	No	Via Lake Falls Blvd & Cascade Dr	0.87	\$420,716
Prairie Fields Trail Phase II	Curtis Rd	Church St	Shared-Use Path (off-street)	Village of Savoy	0-5	West side	No		1.39	\$670,162
Walmart-Neighborhood Access	Ellen Ave	Walmart	Shared-Use Path (off-street)	Village of Savoy	0-5		No		0.01	\$4,811
U.S. 45 at Curtis Road			Pedestrian Countdown Signals	IDOT	0-5		No			\$5,920
U.S. 45 at Church Street			Pedestrian Countdown Signals	IDOT	0-5		No			\$5,920
Church Street at Colbert Park			Pedestrian Crossing	Village of Savoy	0-5		No			\$2,540

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Church Street at Colbert Park			Trail Crossing Sign	Village of Savoy	0-5	North and south sides	No			\$320
Church Street at Colbert Park			Flashing lights	Village of Savoy	0-5		No			\$20,020
<b>6-10 YEARS</b>										
Burwash Avenue	U.S. 45	Prospect Ave	Bike Lanes	Village of Savoy	6-10	6-3-12-12-3-6	Yes	Buffered bike lanes	0.53	\$71,174
Church Street	U.S. 45	Prospect Ave	Bike Lanes	Village of Savoy	6-10	6-12-12-6	Yes		0.25	\$33,239
Arbours Drive	Lyndhurst Dr	Prospect Ave	Bike Route	Village of Savoy	6-10		No		0.37	\$9,392
Golfview Court	Church St	Walmart	Bike Route	Village of Savoy	6-10		No	In Study Area	0.14	\$3,556
Graham Drive	U.S. 45	Prospect Ave	Bike Route	Village of Savoy	6-10		No		0.33	\$8,196
Lyndhurst Drive	Windsor Rd	Burwash Ave	Bike Route	Champaign Township, Village of Savoy	6-10		No		0.68	\$16,956
Regency Drive East	Burwash Ave	Wesley Ave	Bike Route	Village of Savoy	6-10		No		0.23	\$5,690
Regency Drive West	Burwash Ave	Wesley Ave	Bike Route	Village of Savoy	6-10		No		0.25	\$6,363
Tomaras Avenue	U.S. 45	Harold E. Ruppel Bike Path	Bike Route	Village of Savoy	6-10		No		0.37	\$9,376
Wesley Avenue	Regency Dr	Church St	Bike Route	Village of Savoy	6-10		No		1.16	\$29,069
Church Street	U.S. 45	Wesley Ave	Sharrows	Village of Savoy	6-10		No		0.04	\$316
First Street	Church St	Airport Rd	Install Shoulders	Village of Savoy	6-10		No		1.01	\$29,695
Woodfield Drive	Burwash Ave	Curtis Rd	Build New Sidewalk	Village of Savoy	6-10	East side	No		0.37	\$30,073
Woodfield Drive	Burwash Ave	Arbour Towne Pl	Build New Sidewalk	Village of Savoy	6-10	West side	No		0.18	\$61,817
Wesley Avenue	N of Graham Dr	Graham Dr	Build New Sidewalk	Village of Savoy	6-10	West side	No		0.06	\$10,138
Wesley Avenue	Graham Dr	S of Main St	Build New Sidewalk	Village of Savoy	6-10	East side	No		0.14	\$23,654
Lyndhurst Drive	Windsor Rd	Burwash Ave	Improve Existing Sidewalk	Village of Savoy	6-10	Both sides	No		1.32	\$111,514
U.S. 45	Graham Dr	Main St	Improve Existing Sidewalk	IDOT	6-10	West side	No		0.10	\$8,856

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Lake Falls Trail Phase II	Lake Falls Trails Phase I	Airport Rd	Shared-Use Path (off-street)	Developers, Village of Savoy	6-10	West side	No	Via Villas of Holly Brook Adult Community	0.29	\$141,365
Church Street	Colbert Park Path	U.S. 45	Sidepath (parallel to the road)	Village of Savoy	6-10	North side	No		0.12	\$59,376
Church Street	Colbert Park Path	U.S. 45	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	6-10	South side	No		0.17	\$39,866
Savoy Recreation Center			Add covered bike parking	Village of Savoy	6-10		No			\$3,000
U.S. 45 at Airport Road			Pedestrian Countdown Signals	IDOT	6-10		No			\$5,920
Burwash Avenue at Burwash Park			Pedestrian Crossing	Village of Savoy	6-10		No			\$2,540
Burwash Avenue at Burwash Park			Trail Crossing Sign	Village of Savoy	6-10	North and south sides	No			\$320
<b>11+ YEARS</b>										
Airport Road	U.S. 45	Willard Airport	Bike Lanes	University of Illinois	11+	5-10-10-5	No		0.44	\$58,481
Ellen Avenue	Church St	Walmart	Bike Route	Village of Savoy	11+		No		0.34	\$8,625
Hartwell Drive	University of Illinois Golf Course	Airport Rd	Bike Route	Tolono Township, University of Illinois, Village of Savoy	11+		No		0.60	\$115,005
Walmart Supercenter Access Road	U.S. 45	Prospect Avenue Path	Build New Sidewalk	Village of Savoy	11+	South side	No		0.23	\$38,836
Airport Road	U.S. 45	Willard Airport	Build New Sidewalk	University of Illinois	11+	North side	No		0.68	\$114,893
Canandian National Railroad	Windsor Rd	Curtis Rd	Rail-Trail	Village of Savoy	11+	East side	No	Alternative is US 45 West Sidepath	0.99	\$478,479
Airport Road	First St	U.S. 45	Sidepath (parallel to the road)	Village of Savoy	11+	North side	No		0.78	\$376,268
Church Street	First St	W of First St	Sidepath (parallel to the road)	Village of Savoy	11+	North side	No		0.07	\$33,680
Church Street	Prospect Ave	Mattis Ave	Sidepath (parallel to the road)	Village of Savoy	11+	North side	No		1.00	\$482,810

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
First Street	Lake Park Rd	Airport Rd	Sidewalk (parallel to the road)	Champaign Township, Philo Township, Village of Savoy	11+	West side	No		1.73	\$834,348
Windsor Road	First St	U.S. 45	Sidewalk (parallel to the road)	City of Champaign	11+	North side	No		0.46	\$220,556
Burwash Park	East path	West path	Shared-Use Path (off-street)	Village of Savoy	11+	North side	No		0.10	\$46,319
Liberty on the Lake Trail	Harold E. Ruppel Memorial Bike Path	Declaration Dr	Shared-Use Path (off-street)	Developers, Village of Savoy	11+	North side	No		0.77	\$369,310
Prospect Avenue Path Extension	Church St	Airport Rd	Shared-Use Path (off-street)	University of Illinois, Village of Savoy	11+	East side	No	Golfview Court study area	1.00	\$478,992
Golfview Court corridor	Golfview Ct	Prospect Ave corridor	Shared-Use Path (off-street)	Village of Savoy	11+	East side	No	Golfview Court study area	0.09	\$42,016
West of Golfview Court corridor	Church St	Golfview Ct corridor	Shared-Use Path (off-street)	Village of Savoy	11+	East side	No	Golfview Court study area	0.17	\$80,308
U.S. 45	Walmart Supercenter	Airport Rd	Shared-Use Path upon Development	Developers, IDOT, Village of Savoy	11+	West side	No		0.54	\$260,181
Church Street	W of First St	Colbert Park Path	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	North side	No		0.44	\$105,600
Church Street	U.S. 45	W of U.S. 45	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	Both sides	No		0.08	\$19,200
First Street	Curtis Rd	Lake Park Rd	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	West side	No		0.26	\$63,247
Prospect Avenue	Graham Dr	Church St	Widen Existing Sidewalk to Shared-Use Path	Village of Savoy	11+	East side	No		0.19	\$45,697

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Flightstar			Add covered bike parking	University of Illinois	11 +		No			\$3,000
Willard Airport Terminal			Add covered bike parking	University of Illinois	11 +		No			\$3,000
Airport Road at Fieldstone Drive			Pedestrian Crossing	Village of Savoy	11 +		No	Upon construction of Lake Falls Trail Phase 2		\$2,540
<b>TOTAL COST OF ALL PROPOSED PROJECTS</b>										<b>\$7,718,812</b>

\*Based on minimal field survey. Actual striping dimensions may change based on full engineering study.

\*\*Costs do not include major roadway improvements, i.e. widening, resurfacing, etc. Costs only include striping, signage, pavement markings, etc.

## 9.3 FUNDING SOURCES

Recommendations in this plan range from low-cost or no-cost improvements to major capital investments. These may be funded in a number of ways.

Each year, local governments receive a set amount of funds from federal and state transportation agencies for transportation projects. They also have funding set aside within their own budgets for transportation projects. Local governments allocate most of this funding for roadway projects and only periodically allocate a small part of this funding for bicycle and/or pedestrian projects. Therefore, local agencies must seek funding from external sources for many proposed greenway, trail, bikeway, and pedestrian projects.

**It is recommended that the Village of Savoy dedicate at least \$10,000 of Capital Improvement Plan (CIP) projects funding to pedestrian and bicyclist improvements and maintenance annually.** Potential activities include:

- Rehabilitation
- Sign Installation
- Pavement Marking Striping & Maintenance
- Amenity Installation (e.g. lights, bike racks, etc.)

The Village of Savoy should also continue to coordinate with the **Champaign County Greenways & Trails member agencies** on regional bikeway and trail planning, in case there are funding opportunities that can benefit multiple jurisdictions. Project funding may come from member agencies such as the **Champaign County Highway Department, Illinois Department of Transportation (IDOT), or the University of Illinois.**

Beyond those member agencies, the Village of Savoy should maintain a relationship with the **Champaign-Urbana Public Health District (CUPHD)** and **Healthy Champaign County (HCC)**, as funding and resources for bicycle and pedestrian use and education have become

increasingly available from the public health sector.

Another major builder of bikeways, trails, and walkways is **developers**. Plan recommendations may be implemented opportunistically when a new subdivision or commercial development is added.

Other opportunities include road projects by the Village, County, or State. Including bikeways and walkways as part of a larger road project is substantially cheaper and easier than retrofit bike and pedestrian projects. Even resurfacing work can be used to add on-road bikeway striping, sometimes at no additional cost.

Road impact fees help pay for road improvements needed as an impact of development. Should the opportunity arise for the Village of Savoy, a novel approach would be to require a non-motorized transportation impact fee along with road impact fees.

**Trails for Illinois** is another organization that the Village of Savoy can investigate working with on regional trail projects, especially the **Illinois Trails Corps** that piloted the “do-it-yourself trail building” model in Shelby County, IL in 2014. A young adult service corps and volunteers were recruited to repair, rebuild, and extend nearly 27 miles of hiking, biking and equestrian trails in Shelby County.<sup>1</sup> The Village of Savoy should also explore working with the **Rails-to-Trails Conservancy** on long-term rail-trail corridor recommendations.

At the state level, the **Illinois Department of Transportation (IDOT)** and **Illinois Department of Natural Resources (IDNR)** provide the most access to funding for bikeways, walkways, and trails. Those funding sources, along with federal, private, and non-profit sources are listed below. The E’s that apply to each funding source are also noted under the Category field.

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<sup>1</sup> Trails for Illinois. Illinois Trail Corps. <http://www.trails-forillinois.org/ILtrailcorps>

**TABLE 5** Possible Funding Sources

<b>State of Illinois</b>			
<b>Department of Natural Resources (IDNR)</b>			
<b>Illinois Bicycle Path Program</b>			
Department: IDNR	Deadline: March 1st	Maximum Amount: \$200,000 for Development Projects, None for Acquisition Projects	Category: Engineering
Description: The Illinois Bicycle Path Grant Program was created to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program.			
Website: <a href="http://www.dnr.illinois.gov/AEG/Pages/BikePathProgram.aspx">http://www.dnr.illinois.gov/AEG/Pages/BikePathProgram.aspx</a>			
<b>Illinois Biodiversity Field Trip</b>			
Department: IDNR	Deadline: January 31st	Maximum Amount: \$500	Category: Education
Description: Grants are only available to teachers in Illinois and should be for the purpose of studying some aspect of Illinois' biodiversity, referring to the variety of life in an area. The field trip site must be in Illinois and can include state parks, natural areas, natural history museums and nature centers. A budget with an itemized list of expenditures to be covered by the grant must be included. Items eligible for funding include: transportation, substitute teachers, admission fees, and guest speakers.			
Website: <a href="http://dnr.state.il.us/lands/education/CLASSRM/grants.htm">http://dnr.state.il.us/lands/education/CLASSRM/grants.htm</a>			
<b>Off-Highway Vehicle (OHV) Recreation Program</b>			
Department: IDNR	Deadline: March 1st	Maximum Amount: N/A	Category: Engineering
Description: The OHV grant program provides financial aid to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for off-highway vehicle parks and trails. These facilities must be open and accessible to the public. The program can also help restore areas damaged by unauthorized OHV use. The program can provide up to 100% funding reimbursement assistance for approved, eligible project costs.			
Website: <a href="http://www.dnr.illinois.gov/AEG/Pages/OffHighwayVehicleprogram.aspx">http://www.dnr.illinois.gov/AEG/Pages/OffHighwayVehicleprogram.aspx</a>			
<b>Open Space Lands Acquisition and Development Program (OSLAD) &amp; Land and Water Conservation Fund (LWCF)</b>			
Department: IDNR	Deadline: Between May 1st & July 1st	Maximum Amount: \$750,000 for Acquisition Projects, \$400,000 for Development/ Renovation Projects	Category: Engineering
Description: The OSLAD Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The federal LWCF program (also known as LAWCON) is a similar program with similar objectives. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. Both programs provide funding assistance up to 50% of approved project.			
Website: <a href="http://www.dnr.illinois.gov/AEG/Pages/OpenSpaceLandsAquisitionDevelopment-Grant.aspx">http://www.dnr.illinois.gov/AEG/Pages/OpenSpaceLandsAquisitionDevelopment-Grant.aspx</a>			

<b>State of Illinois</b>			
<b>Department of Natural Resources (IDNR)</b>			
<b>Recreational Trails Program (RTP)</b>			
Department: IDNR	Deadline: March 1st	Maximum Amount: N/A	Category: Engineering
<p>Description: This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. Examples of eligible project activities include: trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. By law, 30% of each state’s RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.</p>			
Website: <a href="http://www.dnr.illinois.gov/AEG/Pages/FederalRecreationalTrailsProgram.aspx">http://www.dnr.illinois.gov/AEG/Pages/FederalRecreationalTrailsProgram.aspx</a>			
<b>Snowmobile Grant Program for Local Governments</b>			
Department: IDNR	Deadline: May 1st	Maximum Amount: N/A	Category: Engineering
<p>Description: The state-funded Snowmobile Grant Program for local governments is financed from the registration fees of snowmobiles and provides up to 50% reimbursement of approved facility development/rehabilitation costs and 90% of approved trail corridor land acquisition costs for public snowmobile trails and areas in the state. This program is available to any unit of local government located in a region of Illinois with sufficient snow cover and having statutory authority to acquire and develop lands for public park and recreation purposes.</p>			
Website: <a href="http://www.dnr.illinois.gov/AEG/Pages/LocalGovernmentSnowmobileProgram.aspx">http://www.dnr.illinois.gov/AEG/Pages/LocalGovernmentSnowmobileProgram.aspx</a>			
<b>Snowmobile Trail Establishment Fund (STEF)</b>			
Department: IDNR	Deadline: May 1st	Maximum Amount: N/A	Category: Engineering
<p>Description: The Snowmobile Trail Establishment Fund (STEF) Program provides financial assistance to incorporated, private snowmobile clubs in Illinois. The STEF Program provides reimbursement funding assistance up to 100% of eligible project costs. Funds for the program come from a portion of snowmobile registration fees collected by the state. Grants may be obtained by local snowmobile clubs to develop and maintain additional public trails and facilities in the state. Although grants are made to private clubs, STEF-assisted snowmobile trails and facilities must be open and available for general public use.</p>			
Website: <a href="http://www.dnr.illinois.gov/AEG/Pages/SnowmobileTrailEstablishmentFund.aspx">http://www.dnr.illinois.gov/AEG/Pages/SnowmobileTrailEstablishmentFund.aspx</a>			

<b>State of Illinois</b>			
<b>Department of Transportation (IDOT)</b>			
<b>Illinois Transportation Enhancement Program (ITEP)</b>			
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: N/A	Category: Engineering
Description: ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. A project must qualify as one of the 6 eligible categories listed in the ITEP Guidelines Manual and it must relate to surface transportation to be eligible for funding.			
Website: <a href="http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP">http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP</a>			
<b>Pedestrian &amp; Bicycle Safety Program (PBS)</b>			
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: N/A	Categories: Education, Enforcement
Description: Pedestrian and Bicycle Safety Program (PBS) is designed to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through education and enforcement. The primary focus of this program will be on areas experiencing disproportionately high pedestrian and bicycle crashes and surrounding facilities such as schools, parks, and senior centers.			
Website: <a href="http://www.trafficsafetygrantsillinois.org">http://www.trafficsafetygrantsillinois.org</a>			
<b>Safe Routes to School (SRTS)</b>			
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: \$200,000 for Infrastructure Applications, \$30,000 for Non-Infrastructure Applications	Categories: Engineering, Education, Encouragement, Enforcement, Evaluation
Description: The Illinois Safe Routes to School Program (SRTS) is a federally funded program administered by the Illinois Department of Transportation. The Illinois SRTS Program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to schools serving grades Kindergarten through 8th grade. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor.			
Website: <a href="http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index">http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index</a>			

<b>Private &amp; Non-Profit Organizations</b>			
<b>AmeriCorps Funding Opportunities</b>			
Organization: Corporation for National and Community Service (CNCS)	Deadline: Varies	Maximum Amount: Varies	Categories: Engineering, Education
Description: The Corporation for National and Community Service (CNCS) provides grants through its AmeriCorps program to national and local nonprofits, schools, government agencies, faith-based and community organizations, and other groups committed to strengthening their communities through volunteering. The promotion of environmental stewardship is one of CNCS' six focus areas.			
Website: <a href="http://www.nationalservice.gov/build-your-capacity/grants/funding-opportunities">http://www.nationalservice.gov/build-your-capacity/grants/funding-opportunities</a>			
<b>Doppelt Family Trail Development Fund</b>			
Organization: Rails-to-Trails Conservancy (RTC)	Deadline: Varies	Maximum Amount: \$10,000 for Community Support Grants, \$50,000 for Project Transformation Grants	Categories: Engineering, Encouragement
Description: The Rails-to-Trails Conservancy (RTC) launched a new grant program in 2015 to support organizations and local governments that are implementing projects to build and improve rail-trails. Under the Doppelt Family Trail Development Fund, RTC will award a total of \$85,000 per year for the next five years to qualifying projects through a competitive process.			
Website: <a href="http://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/">http://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/</a>			
<b>National Trails Fund</b>			
Organization: American Hiking Society	Deadline: Mid-December	Maximum Amount: \$5,000	Category: Engineering
Description: The American Hiking Society's National Trails Fund is the only privately funded, national grants program dedicated solely to building and protecting hiking trails. Created in response to the growing backlog of trail maintenance projects, the National Trails Fund has helped hundreds of grassroots organizations acquire the resources needed to protect America's cherished hiking trails. Grant applicants must be a member of the American Hiking Society Alliance and a 501(c)(3) non-profit organization.			
Website: <a href="http://www.americanhiking.org/national-trails-fund/">http://www.americanhiking.org/national-trails-fund/</a>			
<b>New Belgium Environmental Stewardship Grants Program</b>			
Organization: New Belgium Brewing Company	Deadline: Varies depending on grant strategy	Maximum Amount: \$10,000	Categories: Engineering, Education, Encouragement
Description: The purpose of New Belgium's Environmental Stewardship Grants Program is to serve and connect with the communities where they sell their beers. Their goal is to improve the health of the planet and inspire others to joyously embrace sustainable choices. They focus their grants on the following four strategies to mitigate human impacts on the planet: youth environmental education, sustainable agriculture, sensible transportation & bike advocacy, and water stewardship.			
Website: <a href="http://www.newbelgium.com/sustainability/Community/Philanthropy.aspx">http://www.newbelgium.com/sustainability/Community/Philanthropy.aspx</a>			

Private & Non-Profit Organizations			
<b>People for Bikes (PFB) Community Grants Program</b>			
Organization: People for Bikes	Deadline: Varies; Letter of Interest Required	Maximum Amount: \$10,000	Category: Engineering
Description: The People for Bikes (PFB) Community Grants Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths, bike lanes, rail trails, bridges, mountain bike trails, bike parks, BMX facilities, end-of-trip facilities, and large-scale bicycle advocacy initiatives.			
Website: <a href="http://www.peopleforbikes.org/pages/community-grants">http://www.peopleforbikes.org/pages/community-grants</a>			
<b>Walmart Community Grant Program</b>			
Organization: Walmart Foundation	Deadline: December 31st	Maximum Amount: \$2,500	Categories: Education, Encouragement
Description: Walmart believes in operating globally and giving back locally – creating impact in the neighborhoods where they live and work. Through the Community Grant Program, their associates are proud to support the needs of their communities by providing grants to local organizations. These include non-profit organizations, state and local government entities, educational institutions, and faith-based organizations. The Walmart Foundation engages in opportunities to align with its key areas of focus: Hunger Relief & Healthy Eating, Sustainability, Women’s Economic Empowerment, and Career Opportunity. However, programs that do not align with these areas will still be given consideration.			
Website: <a href="http://foundation.walmart.com/apply-for-grants/local-giving">http://foundation.walmart.com/apply-for-grants/local-giving</a>			

## 9.4 FULL-TIME BICYCLE/PEDESTRIAN COORDINATOR

**Perhaps the key recommendation of this plan is to develop a way to ensure its implementation.**

In line with Goal 6.7 of this plan, the Village of Savoy should pool resources with other local agencies to create a full-time bicycle/pedestrian coordinator position at a regional agency. Regional agencies include the Champaign County Regional Planning Commission (CCRPC), Champaign-Urbana Mass Transit District (CUMTD), and the Champaign-Urbana Public Health District (CUPHD).

Ensuring that Savoy improves upon the 5 E’s of bicycling and achieves Bicycle Friendly Community status is a full-time job, and can be a large responsibility for existing Village staff. It is also a large responsibility for the C-U Safe Routes to School (SRTS) Project, which relies heavily on volunteers, and will struggle to survive without SRTS grant funding.

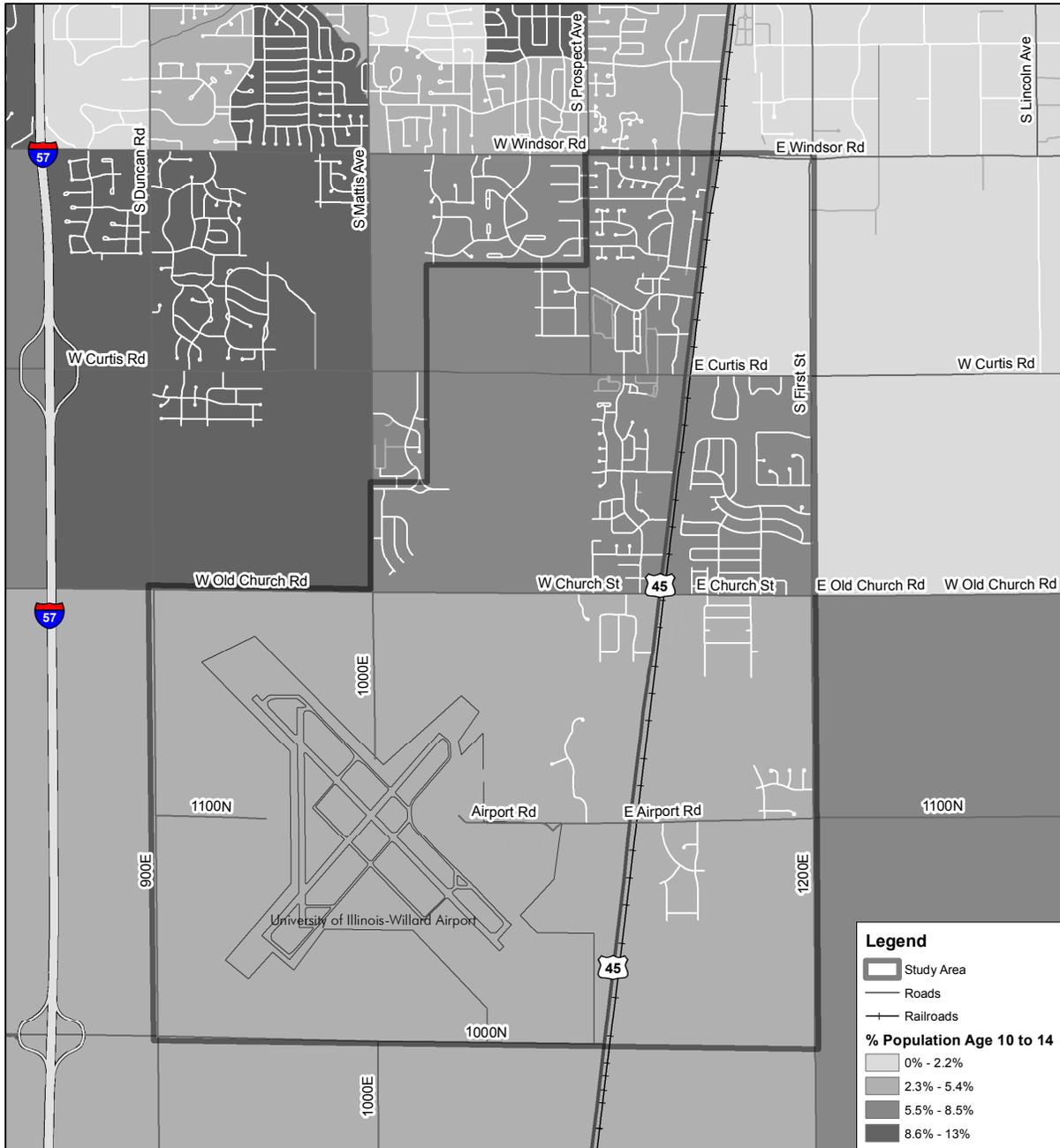
Activities of this position can include working on bicycle and pedestrian planning, design and engineering issues, as well as coordination of education, encouragement, and enforcement activities. With the number of local agencies in Champaign-Urbana-Savoy that are involved in and benefit from bicycling and walking, the logical approach is to house this coordinator at a regional agency. Other agencies that could be approached to pool resources to create this position are the City of Champaign, City of Urbana, University of Illinois, Champaign Park District, Urbana Park District, and/or Champaign County Forest Preserve District.

# APPENDIX A

## POPULATION DATA



## Savoy Bike + Pedestrian Plan Population Age 10 to 14

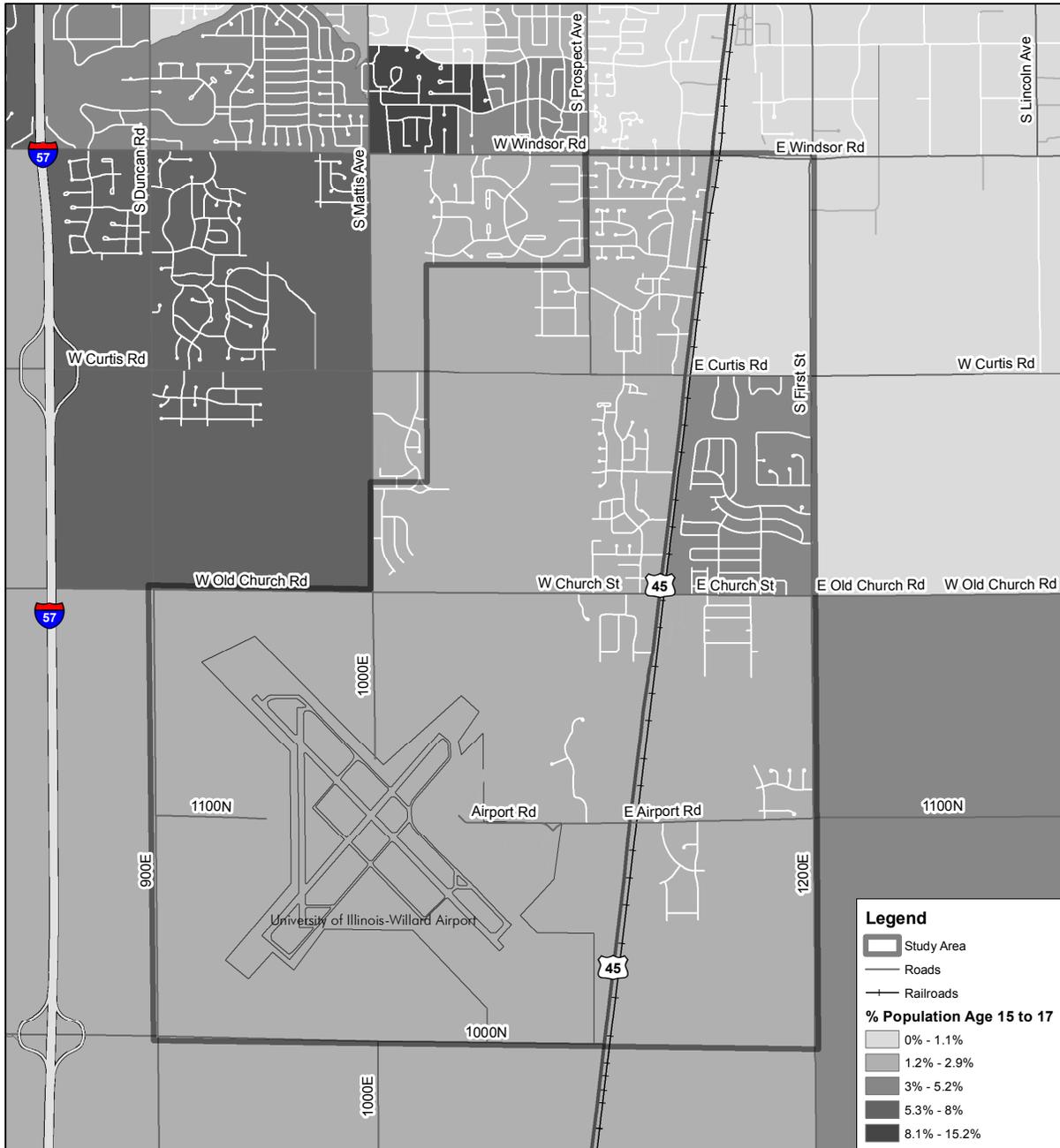


Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup

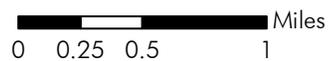




## Savoy Bike + Pedestrian Plan Population Age 15 to 17

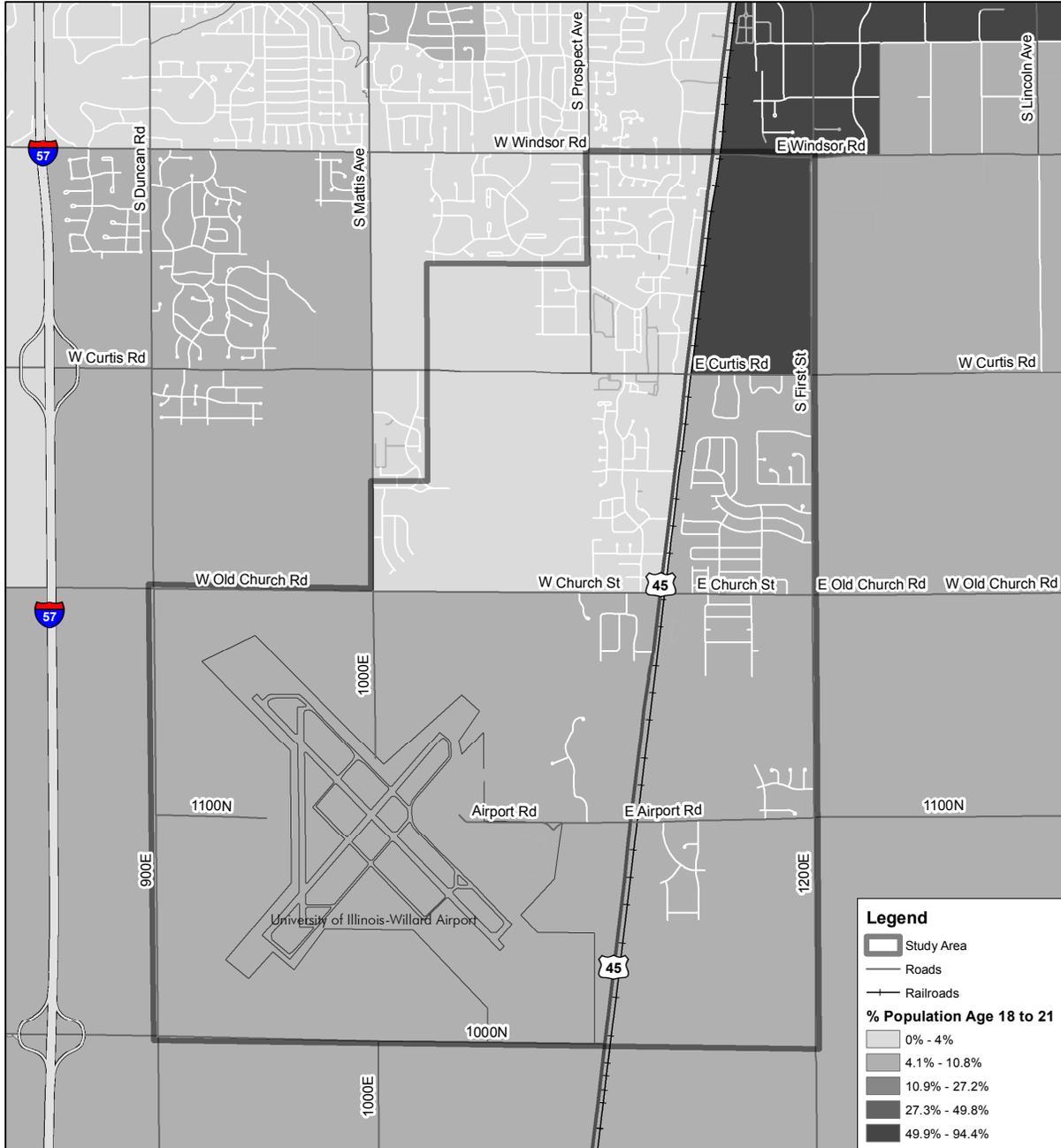


Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup

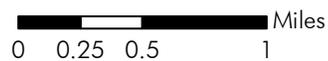




## Savoy Bike + Pedestrian Plan Population Age 18 to 21

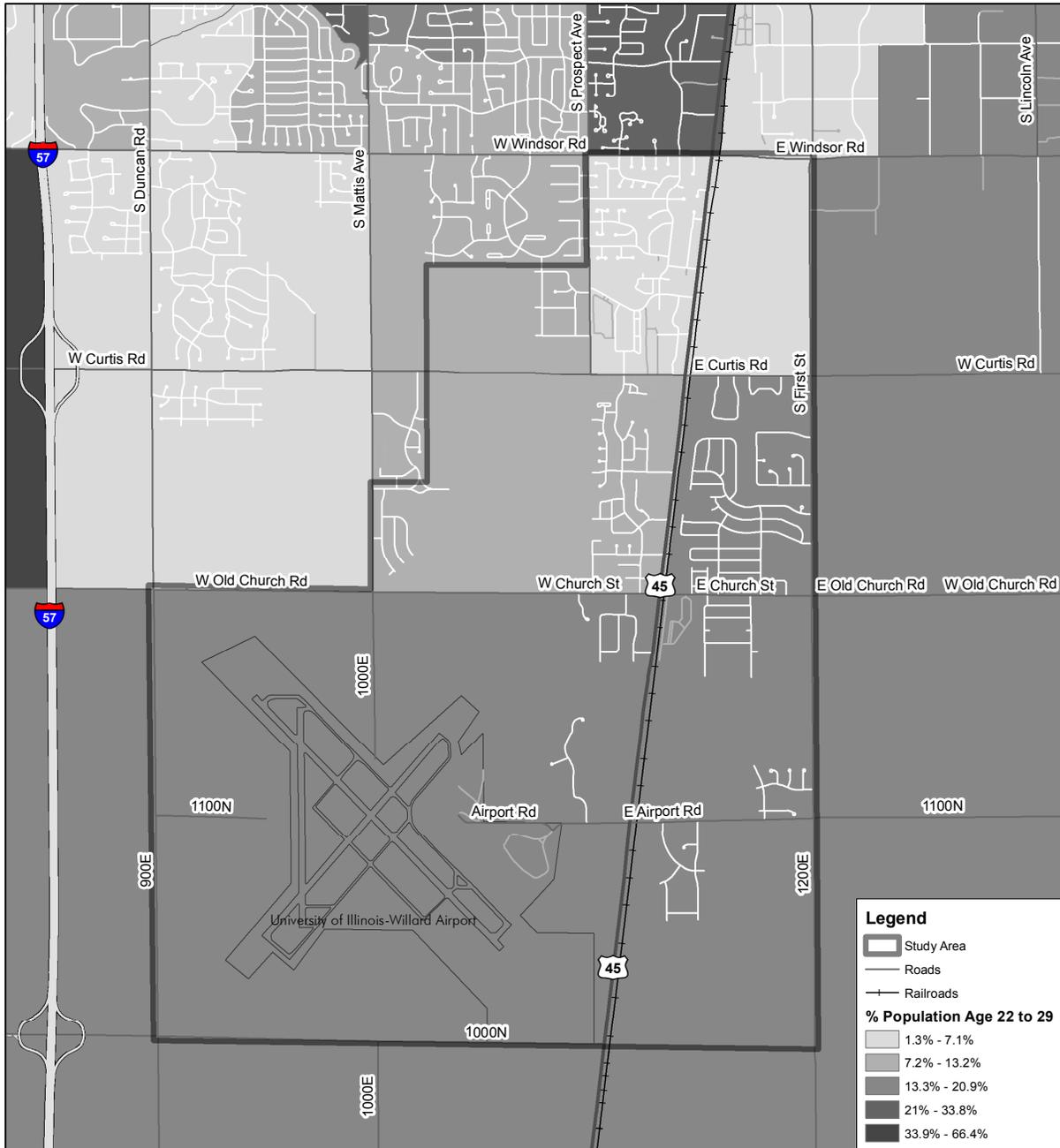


Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup





## Savoy Bike + Pedestrian Plan Population Age 22 to 29



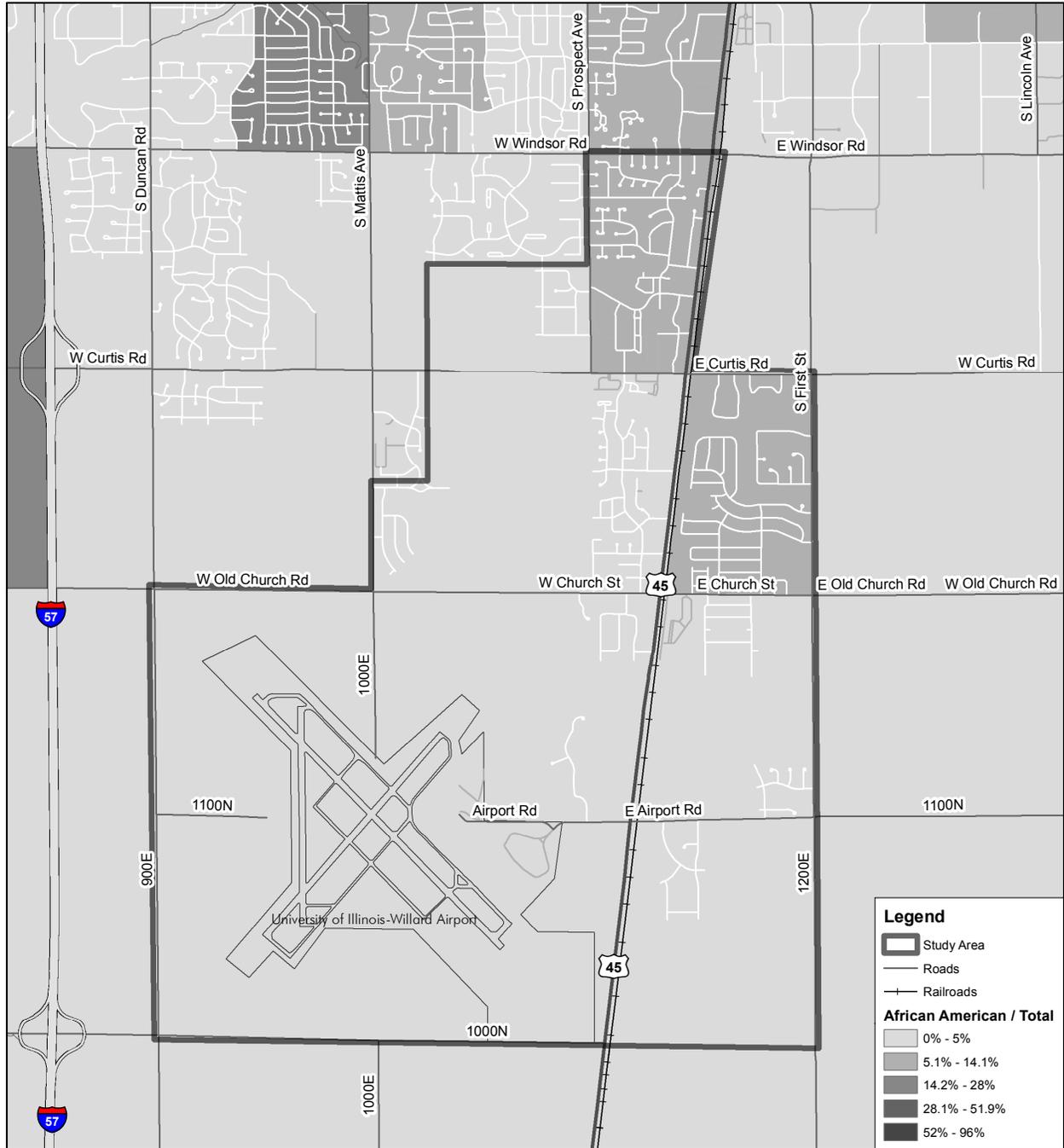
Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup





# Savoy Bike + Pedestrian Plan

## African-American Population

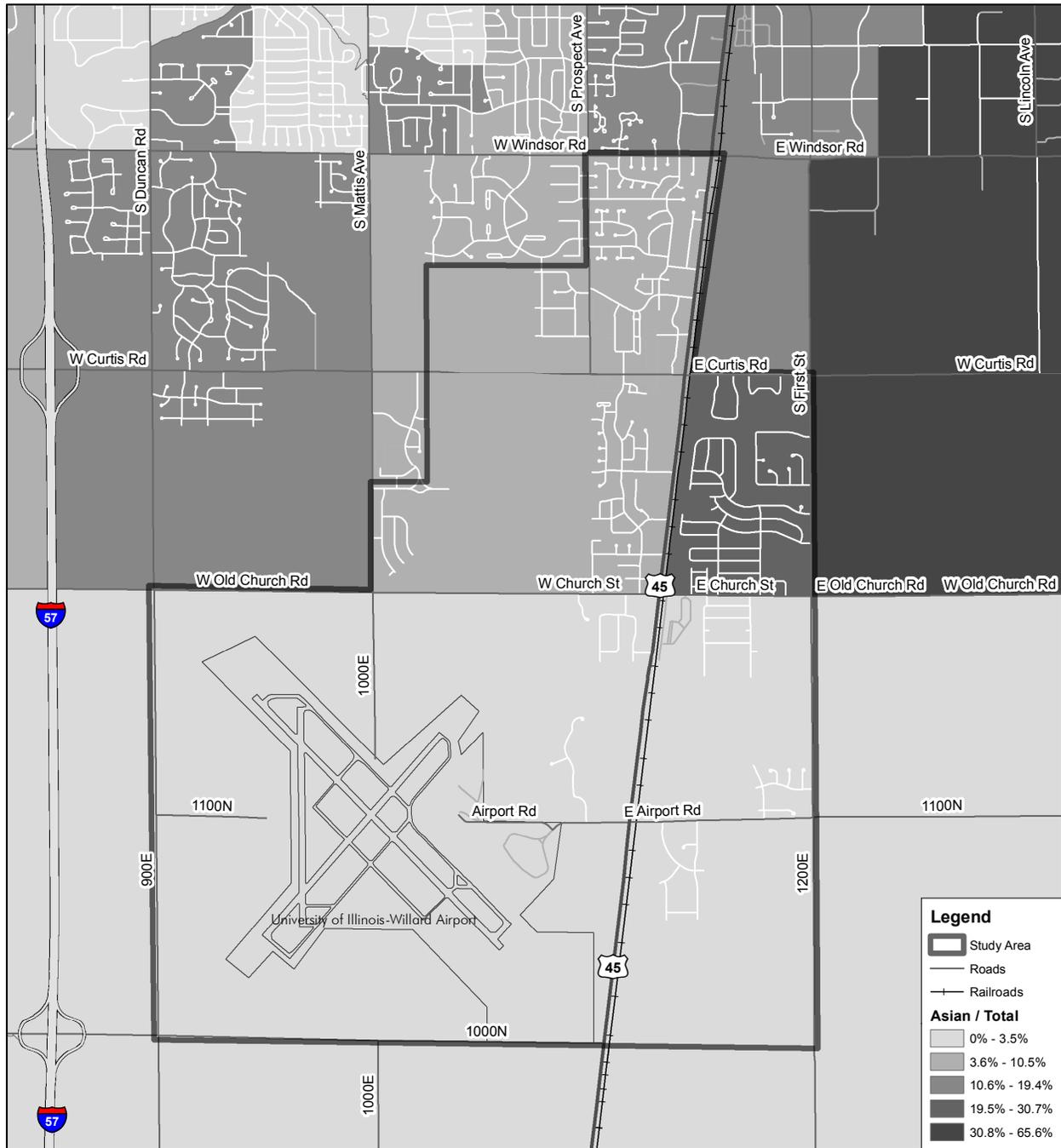


Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup

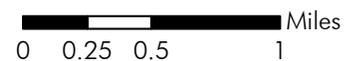




## Savoy Bike + Pedestrian Plan Asian Population

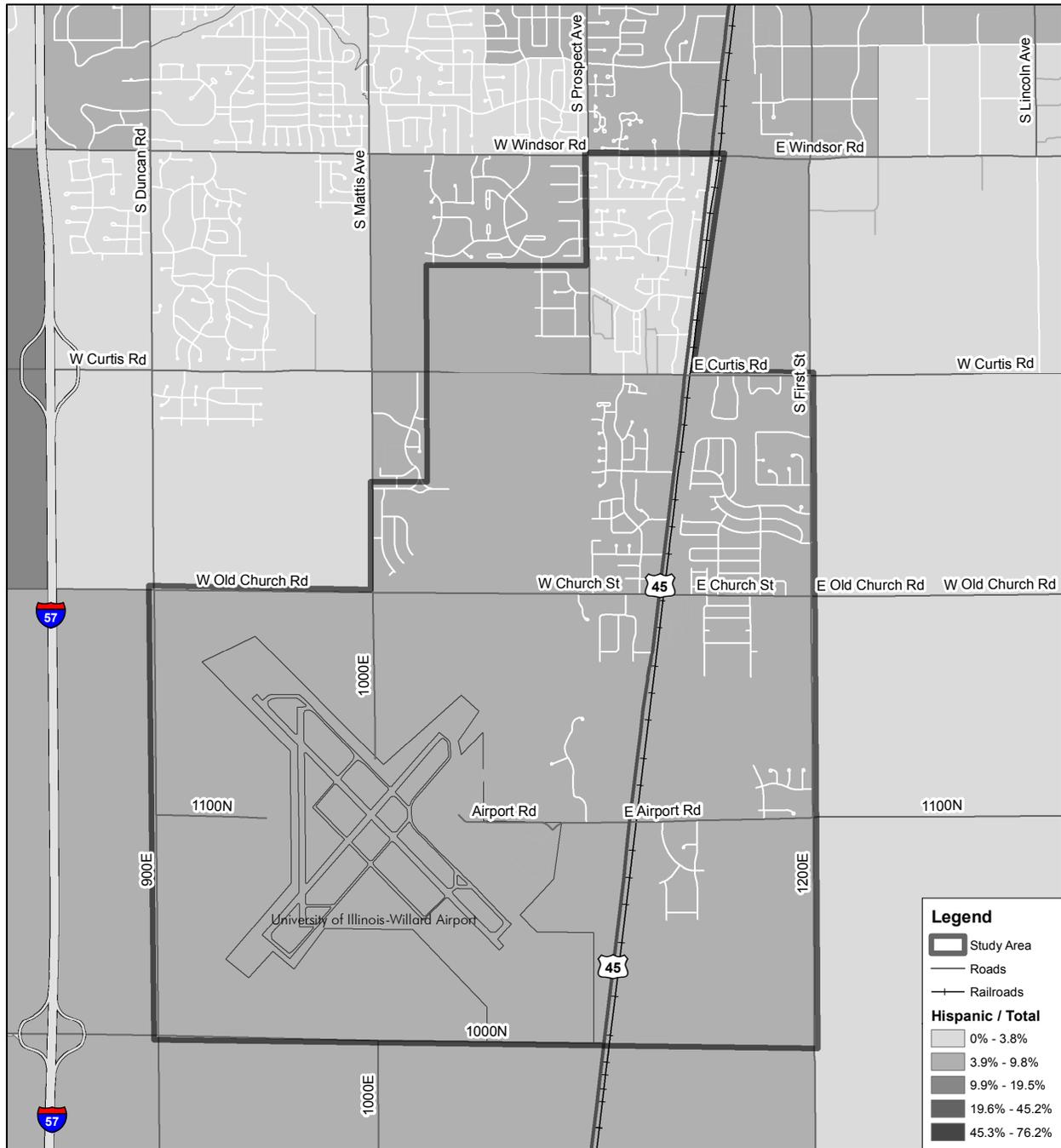


Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup

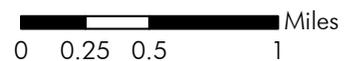




## Savoy Bike + Pedestrian Plan Hispanic Population

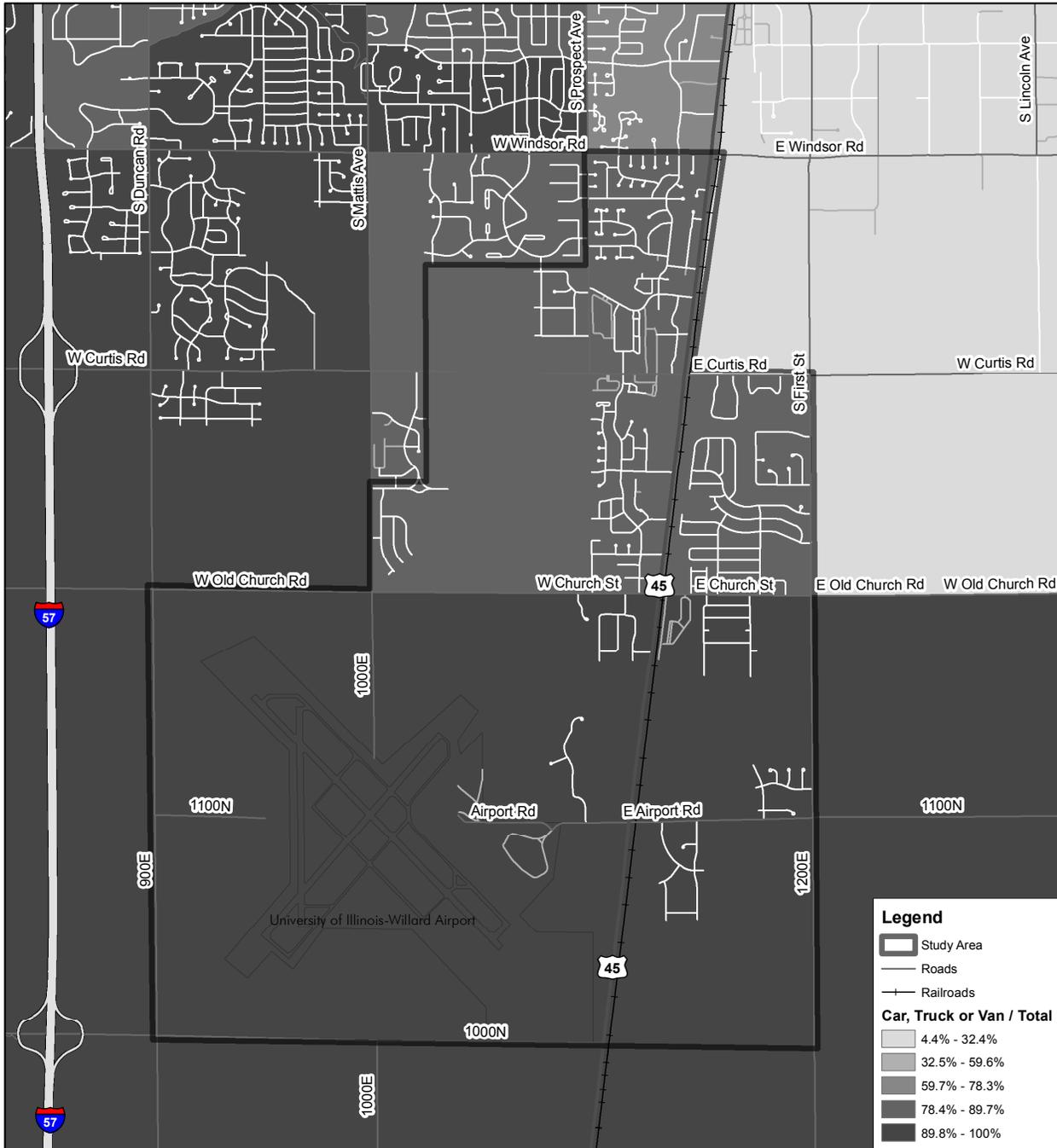


Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup





## Savoy Bike + Pedestrian Plan Commuting to Work by Car, Truck or Van

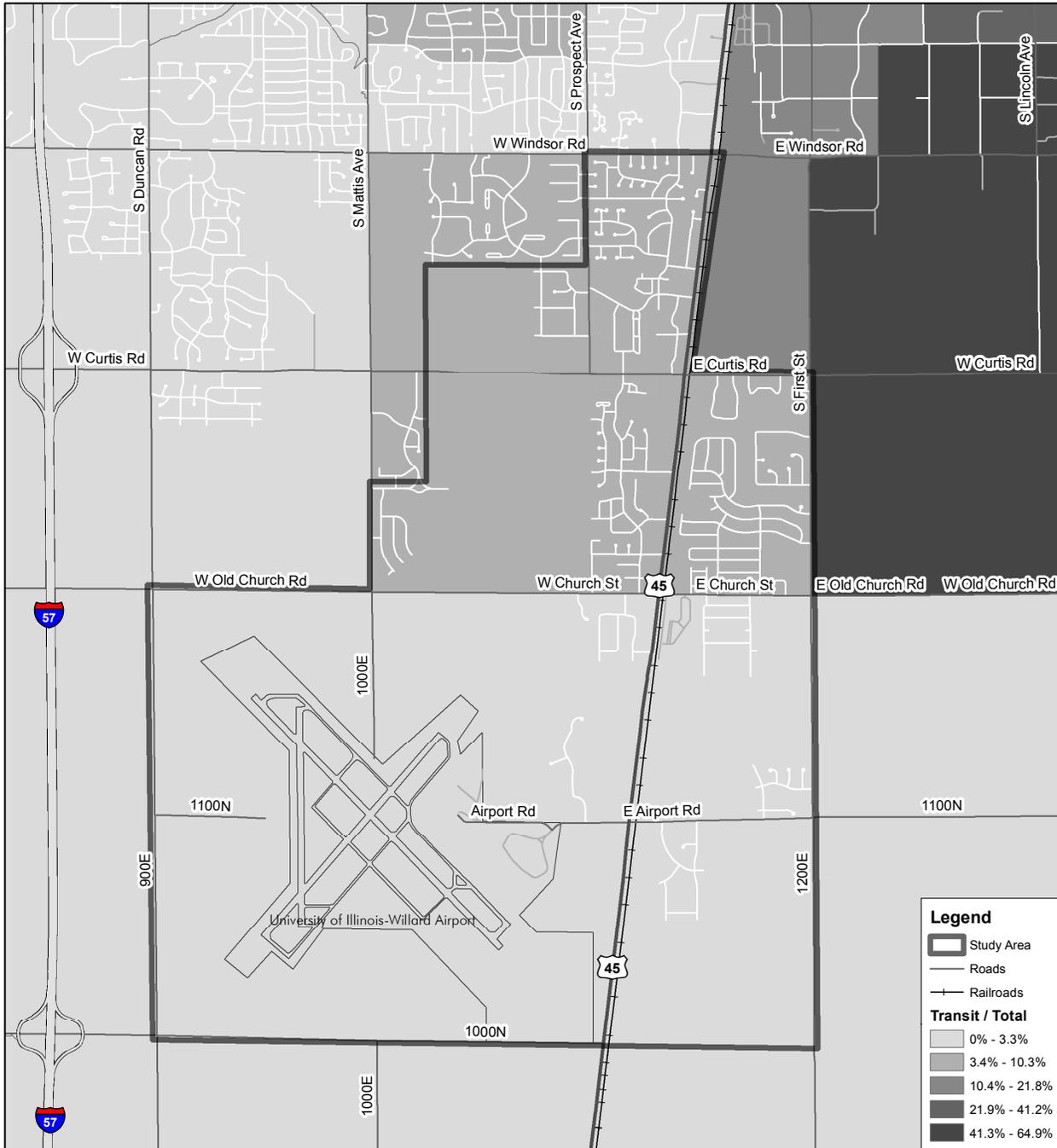


Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup





## Savoy Bike + Pedestrian Plan Commuting to Work by Transit



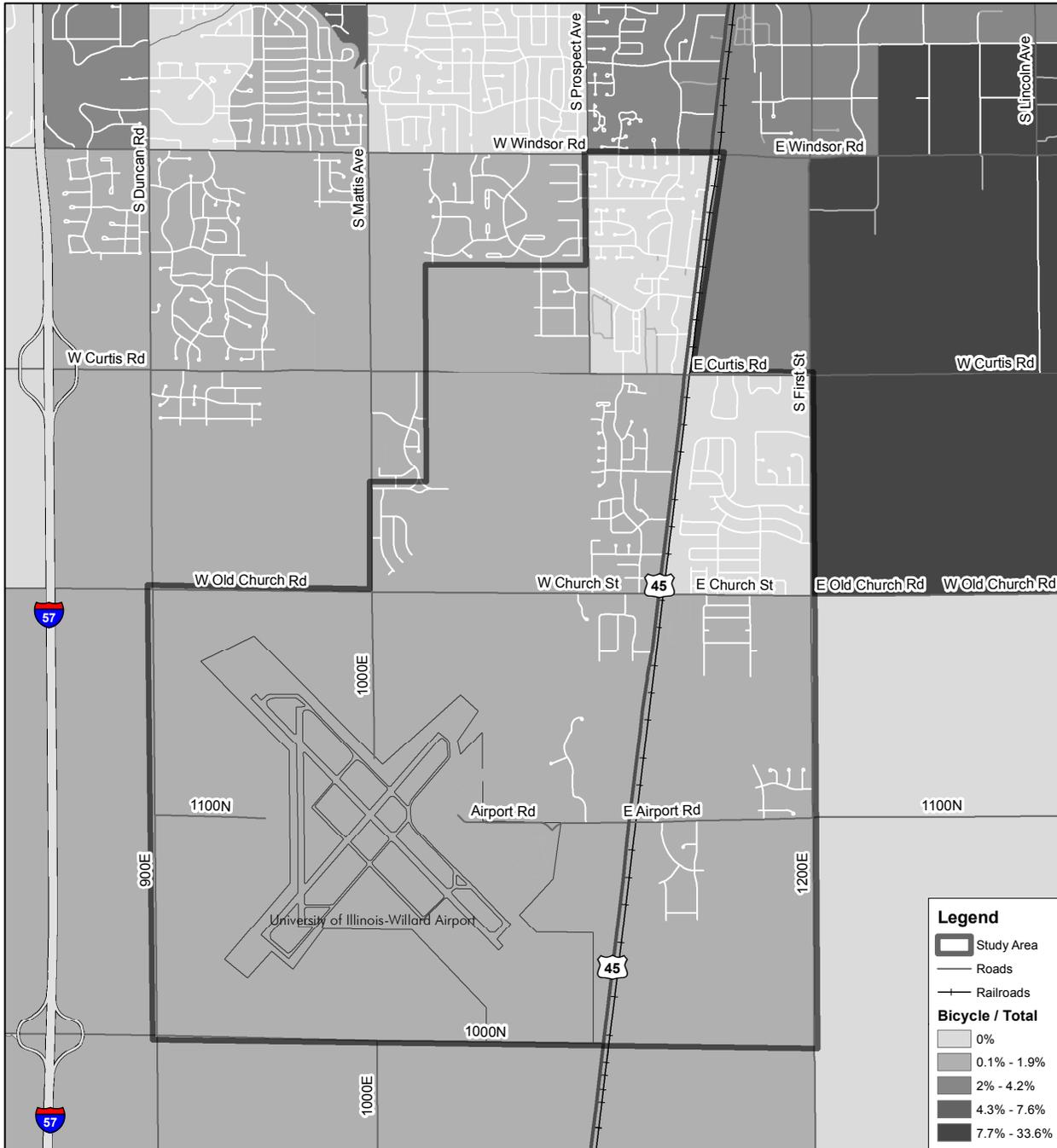
Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup





# Savoy Bike + Pedestrian Plan

## Commuting to Work by Bicycle

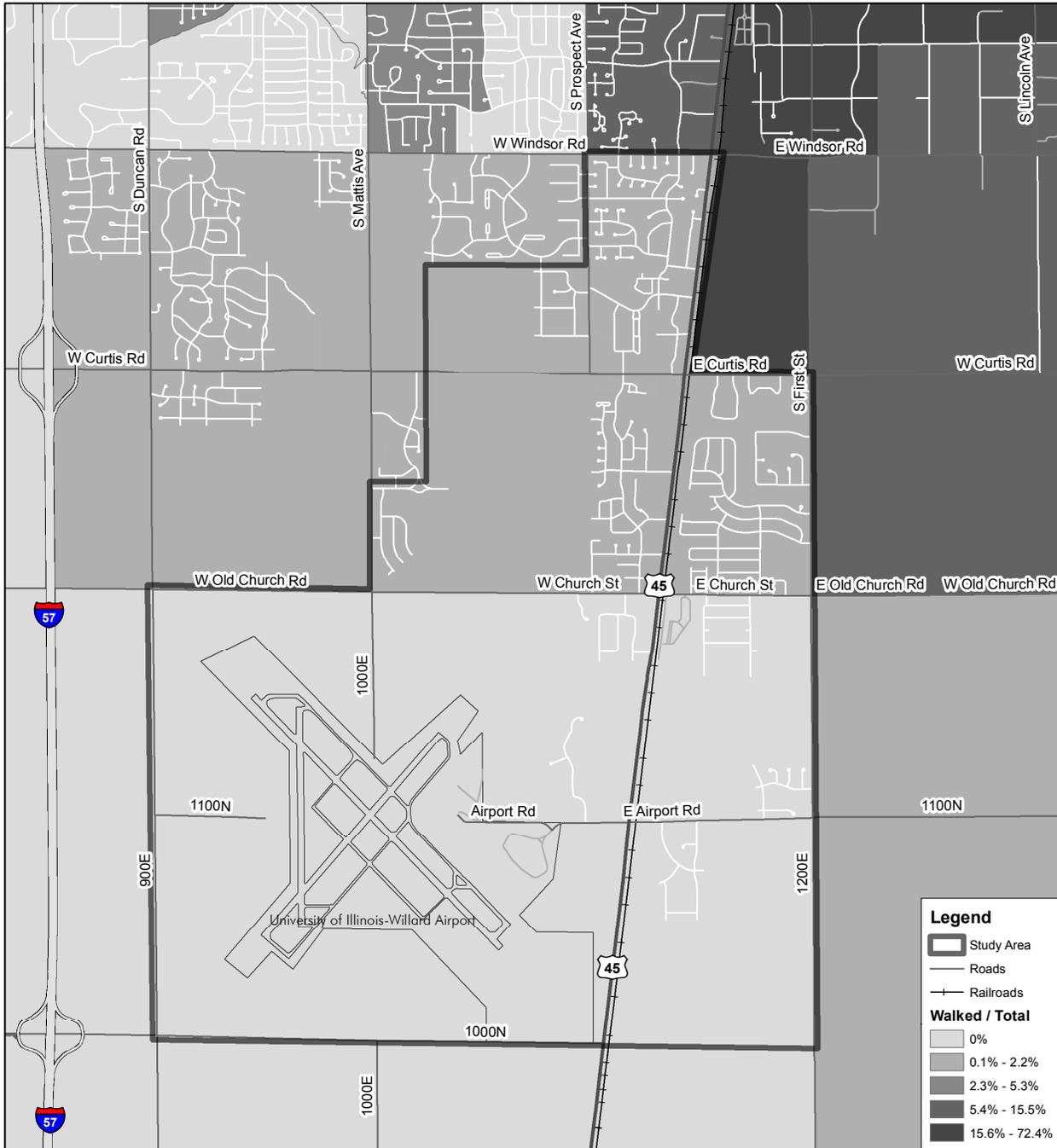


Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup





## Savoy Bike + Pedestrian Plan Commuting to Work by Walking



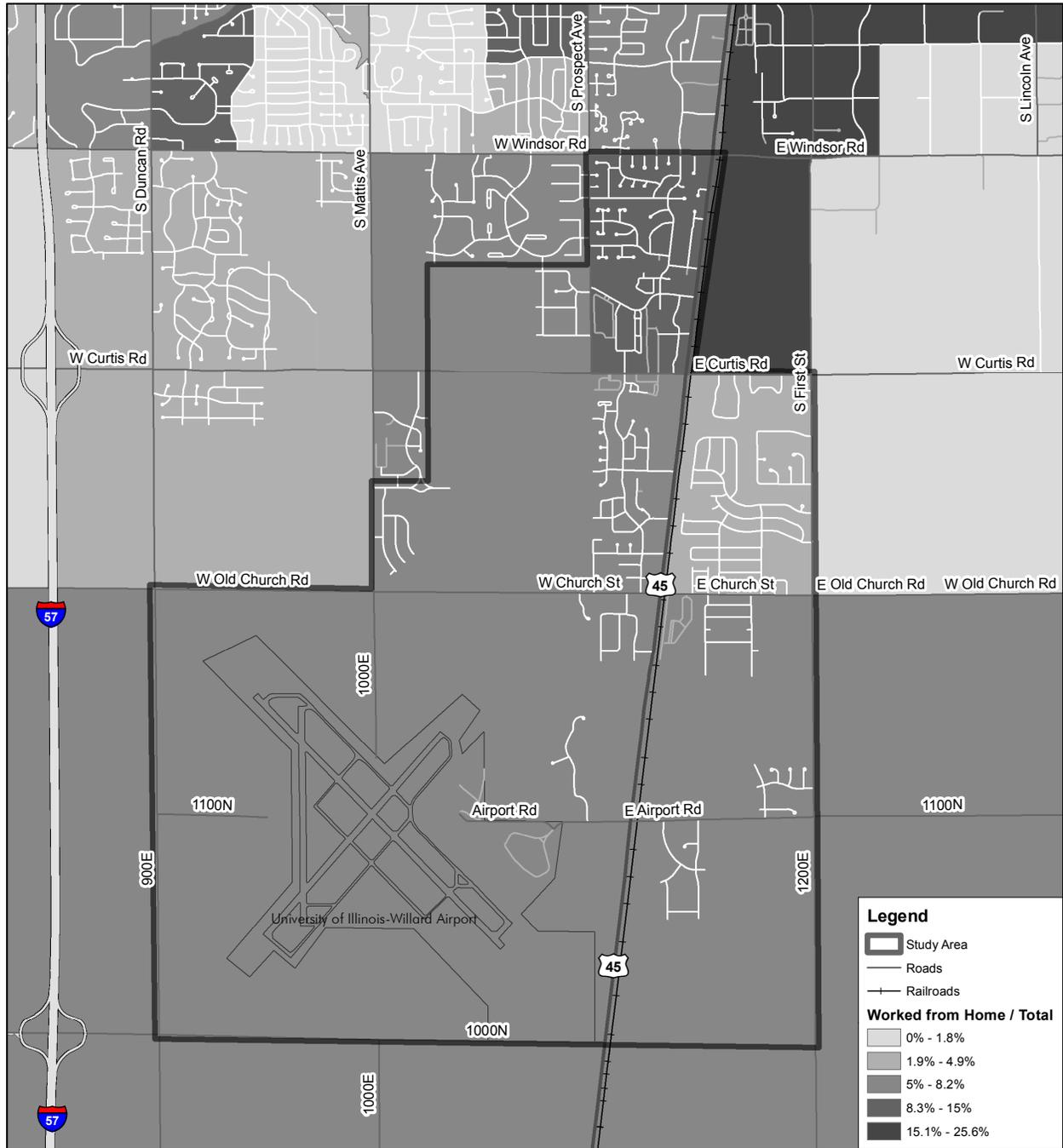
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Geographic Unit: Census Blockgroup



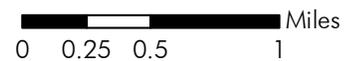


# Savoy Bike + Pedestrian Plan

## Working from Home



Source: American Community Survey (ACS) 2013 5-Year Estimates  
Geographic Unit: Census Blockgroup

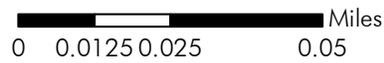
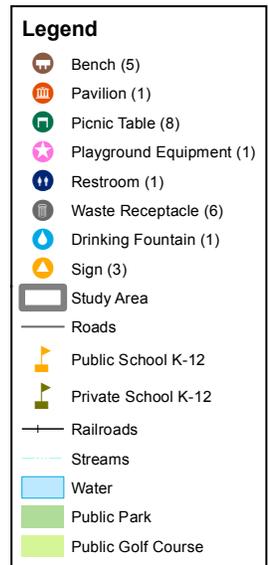
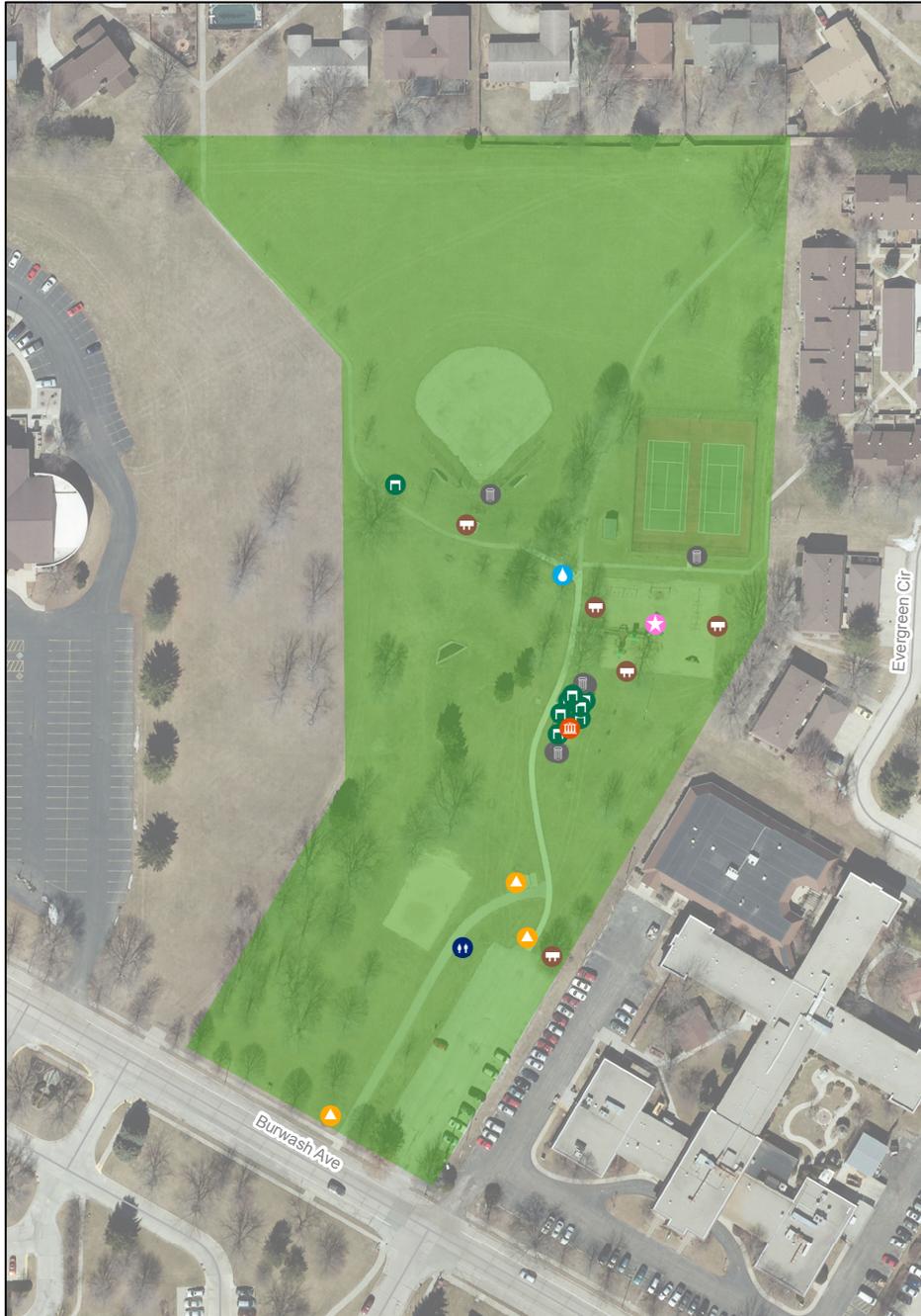


# APPENDIX B

## EXISTING PARKS



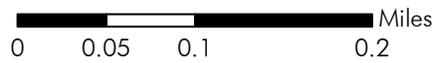
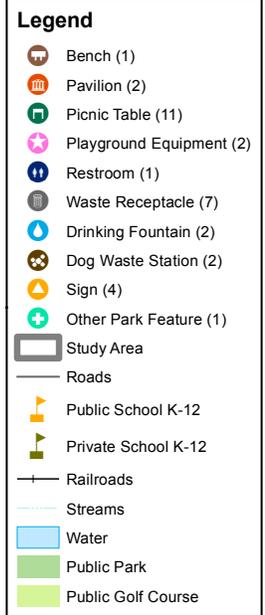
## Savoy Bike + Pedestrian Plan Burwash Park





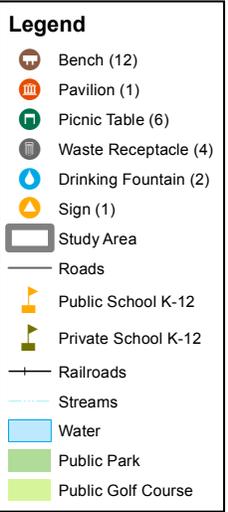
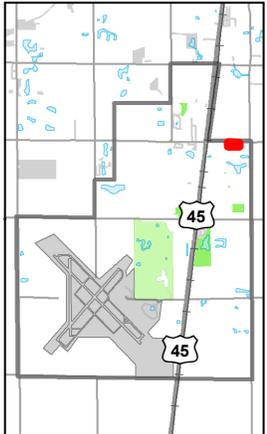
# Savoy Bike + Pedestrian Plan

## Dana Colbert Sr. Park





## Savoy Bike + Pedestrian Plan Dohme Park



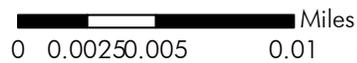


## Savoy Bike + Pedestrian Plan East Tomaras Mini Park



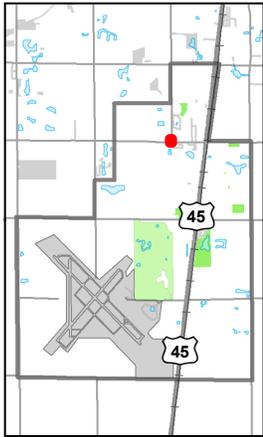
**Legend**

- Bench (2)
- Study Area
- Roads
- Public School K-12
- Private School K-12
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course





## Savoy Bike + Pedestrian Plan Friendship Crossing



**Legend**

- Bench (5)
- Pavilion (1)
- Picnic Table (1)
- Drinking Fountain (1)
- Sign (1)
- Study Area
- Roads
- Public School K-12
- Private School K-12
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course





## Savoy Bike + Pedestrian Plan Indigo Mini Park



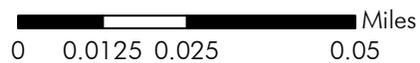
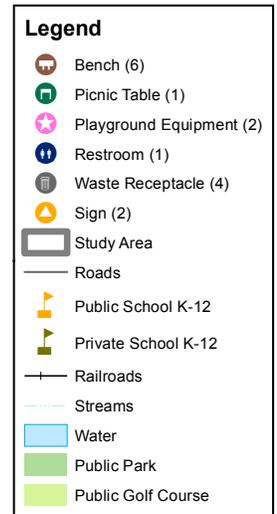
**Legend**

- Study Area
- Roads
- Public School K-12
- Private School K-12
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course



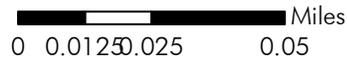
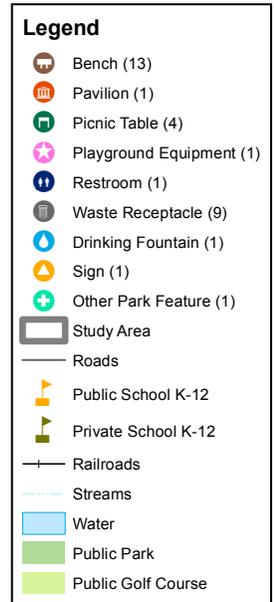
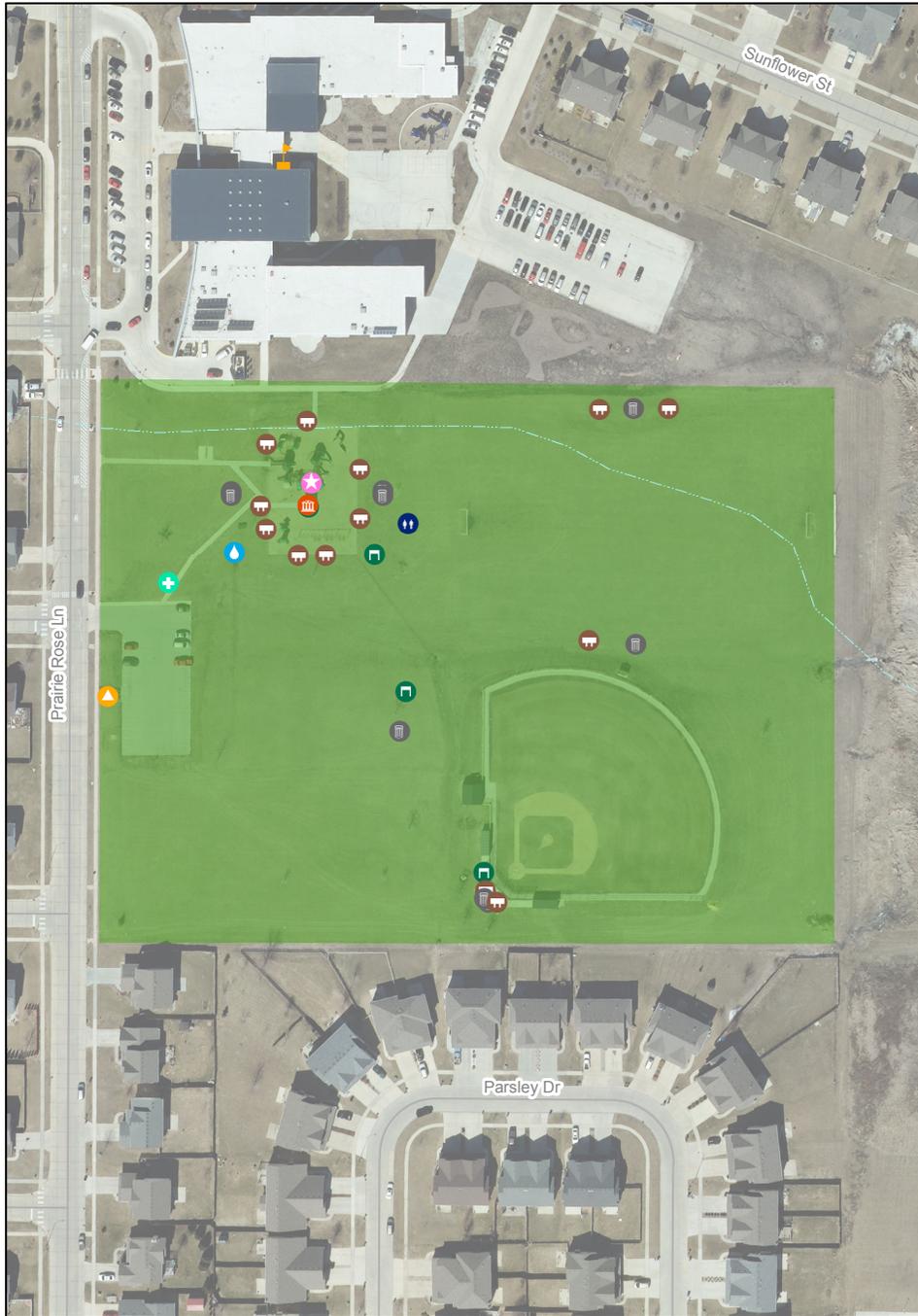


## Savoy Bike + Pedestrian Plan Jones Park



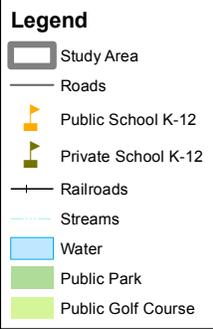
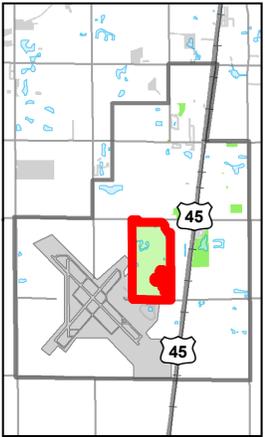


## Savoy Bike + Pedestrian Plan Prairie Fields Park





# Savoy Bike + Pedestrian Plan University of Illinois Golf Course



# APPENDIX C

## GREENWAYS & TRAILS DESIGN GUIDELINES

## 13 DESIGN GUIDELINES

### 13.1 Introduction

Champaign County Trails Design Guidelines were created to facilitate development of all non-motorized paths throughout Champaign County, including sidewalks, bike lanes, shared use trails, and nature trails. Existing trails in the area are of varying widths and materials. No standard facilities or design features moreover, show users they are using a trail that is part of an overall countywide system. Once implemented, these design guidelines will help create a recognizable and consistent system of greenways and trails of which Champaign County can be proud.

These guidelines were developed using a collection of resources to ensure that the end product meets the needs of municipalities, special use districts, grant-funding agencies, and trail users, while maintaining accessibility requirements. In compiling these guidelines, best practices already in use in counties across the nation were combined with guidelines tailored to Champaign County's specific needs.

#### 13.1.1 Goals and Objectives

The creation of countywide greenway, trail, and bikeway design guidelines is a first step in implementing the Champaign County Greenways & Trails Plan adopted in February 2004. This relates directly to this Plan's Goal #2, that "all Champaign County residents will be provided with a greenways and trails system that emphasizes safety and user-friendliness."

These guidelines seek to create a system of greenways and trails capturing Champaign County's community character and history, and serving as an educational and recreational resource for trail and bikeway users. It also seeks to maintain the greenways and trails' environmental integrity.

#### 13.1.2 General Standards

- All facilities shall meet or exceed Americans with Disabilities Act (ADA) standards.
- All paved surfaces shall meet or exceed all applicable Illinois Department of Transportation (IDOT) standards for the installation of surface type.
- All paved surfaces shall meet or exceed all applicable local codes.
- All paved surfaces shall meet or exceed current American Association of State Highway and Transportation Officials (AASHTO) standards for trail and bikeway type.
- All guidelines shall comply with the most recent versions of the Americans with Disabilities Act (ADA), IDOT, and AASHTO standards as applicable.

#### 13.1.3 Methodology

Staff from the Champaign County Regional Planning Commission interviewed participating agencies, including representatives from Champaign County, cities and villages, park districts, the University of Illinois, the Champaign-Urbana Mass Transit District, IDNR and IDOT, and several local developers. Questions included what they wanted addressed in the design guidelines, what format they preferred, what practices the agencies currently followed, and the process their agency would go through to adopt the design guidelines into practice if they chose to do so. Many of the representatives were on the Greenways & Trails Plan Steering Committee, so they were familiar with the Greenways & Trails Plan and were interested in its implementation.

#### Interviewees

The Champaign County Regional Planning Commission conducted interviews with the following organizations and individuals:

##### City of Champaign

- Public Works: Steve Wegman
- Planning: Rob Kowalski, Danielle Rideout

### City of Urbana

- Public Works: Bill Gray, Doug Miller
- Planning: Libby Tyler, Paul Lindahl, Matt Wempe

### Village of Savoy

- Public Works: Frank Rentschler
- Parks & Grounds: Joshua Mikeworth

### Village of Rantoul

- Public Works: Pete Passarelli

### Village of Mahomet

- Village Administrator: Teri Legner

### Champaign County Highway Department

- Jeff Blue

### Champaign Park District

- Bobbie Herakovich, Terri Gibble

### Urbana Park District

- Facilities Planning: Tim Bartlett

### Champaign County Forest Preserve District

- Facilities Planning: Sally Prunty

### Champaign-Urbana Mass Transit District

- Planning: Cynthia Hoyle, Bill Volk

### University of Illinois

- Facilities Planning: Kevin Duff
- Facilities Engineering: Gary Biehl

### Champaign County

- Planning & Zoning: Frank DiNovo
- CUUATS: Rita Black, Susan Chavarria

### Champaign County Board

- Chair: Barb Wysocki

### Illinois Department of Natural Resources

- Marla Gursh (Springfield)

### Illinois Department of Transportation

- Bureau of Design & Environment: Todd Hill

### Several Local Developers

Support for countywide trails design guidelines was generally high, although many agencies stressed the importance of keeping the guidelines flexible for different settings and circumstances. They wanted a short document that would be user-friendly and easy to understand, and they wanted more pictures and diagrams and less text. Safety and practicality were top priorities for each agency, with separation of pedestrians and bicyclists from vehicular traffic and low-cost construction frequently mentioned.

After compiling the information from the interviews, the Champaign County Regional Planning Commission determined the design guidelines' format. Keeping in mind suggestions the different agencies made and the formats other regions used, the Champaign County Regional Planning Commission organized the document by facility type: off-street trails (shared-use trails, nature trails, and sidewalks) and on-street bikeways (bike lanes, bike routes, shared bike/parking lanes, sharrows, and Share the Road). They also included sections on connections and crossings, facilities at trailheads and rest areas.

Each section begins with a description of the feature's use, followed by a cross-section with dimensions and engineering specifications. All design guidelines for Champaign County follow the Illinois Department of Transportation and the Illinois Department of Natural Resources' recommended guidelines for grant funding and accessibility.

## 13.2 Off-Street Facilities

### 13.2.1 Shared-Use Trails

A shared-use trail is a recreational pathway that pedestrians, bicyclists, rollerbladers, strollers, and skateboarders may use. They may connect parks, employment centers, shopping centers, and public places. Shared-use trails should not be located immediately adjacent to interstate highways.

#### Dimensions

##### Width

- The desired surface width of a shared-use trail is 10 feet. The minimum width should not be less than 8 feet.
- Transitions between existing narrower trails and the 10 foot wide shared-use trail should be created using tapers.

##### Clear Zone

- A 3-foot wide clear zone should be maintained adjacent to both sides of all shared-use trails for the use of joggers and for keeping vegetation from erupting through the trail surface.
- Where a roadway runs adjacent to or near a shared-use trail, the roadway should be separated from the shared-use trail with a 5 foot wide clear zone.
- When separation of five feet cannot be achieved, a physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
  - Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) is recommended to be at least 10 feet. This will reduce water pollution potential from runoff and chemicals associated with paved surfaces.

##### Vertical Clearance

- The vertical clearance should be at least 8 feet high (or higher to accommodate maintenance vehicles).

### Subgrade, Subbase, and Trail Surface

#### Subgrade

- The trail and shoulders should be cleared of organic materials. Soil sterilants should be used where necessary to prevent vegetation from erupting through the pavement.

#### Subbase

- The sub-base should be a 6-inch compacted crushed rock.

#### Trail Surface

- The following are acceptable surface types for shared-use trails:
  - Asphalt,
  - Concrete, and
  - Compacted crushed rock.
- The paved surface should be a minimum of 4 inches thick or follow the applicable agency's specifications, whichever is greater.
- Shared-use trails should be designed to sustain without damage wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path.
- Edge support to accommodate vehicles can be in the form of stabilized shoulders or in additional pavement width.
- Shared-use trails should be machine laid, using the appropriate machines and tools to smooth and compact the trail surface.



### Engineering

- Refer to the most recent adopted edition of the AASHTO "Guide for the Development of Bicycle Facilities" and the Illinois Department of Transportation (IDOT)'s "Bureau of Local Roads & Streets Manual" Chapter 42 - Bicycle Facilities for engineering specifications, including design speed, sight distances, horizontal alignment, and superelevation.

### Shared-Use Trail Signage

Shared-use trail signage (see right), especially Signs 1 and 2, should be shielded from road user visibility to decrease confusion. Sign 6 should be installed at the entrance to a shared-use trail. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.

Lateral sign clearance should be a minimum of 2 feet from the near edge of the sign to the near edge of the path. The mounting height for ground-mounted signs should be a minimum of 4 feet, measured from the bottom edge of the sign to the near edge of the path surface. Overhead signs should have a clearance of 8 feet from the bottom edge of the sign to the path surface directly under the sign (or higher to accommodate maintenance vehicles).

### Shared-Use Trail Markings

All surface markings on shared-use trails should be retroreflectorized and made of skid-resistant material for safety. Obstructions in the traveled way of a shared-use trail should be marked with retroreflectorized material. Striping should not be used on shared-use trails to separate directions; yield signage should be used instead. Where there are curves with restricted sight distance, a 4 inch wide yellow centerline stripe may be used to separate opposite directions of travel.



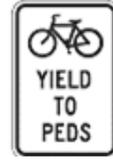
1. R1-1



2. R1-2



3. R4-3



4. R9-6



5. R9-7

### Sign Dimensions

- 18"x18"
- 18"x18"x18"
- 12"x18"
- 12"x18"
- 12"x18"
- 24"x24"
- 24"x4.5"
- 12"x18"
- 18"x18"
- 18"x18"
- 18"x18"
- 15" diameter



6. R5-3



7. R15-1



8. D4-3



9. W3-1



10. W3-2

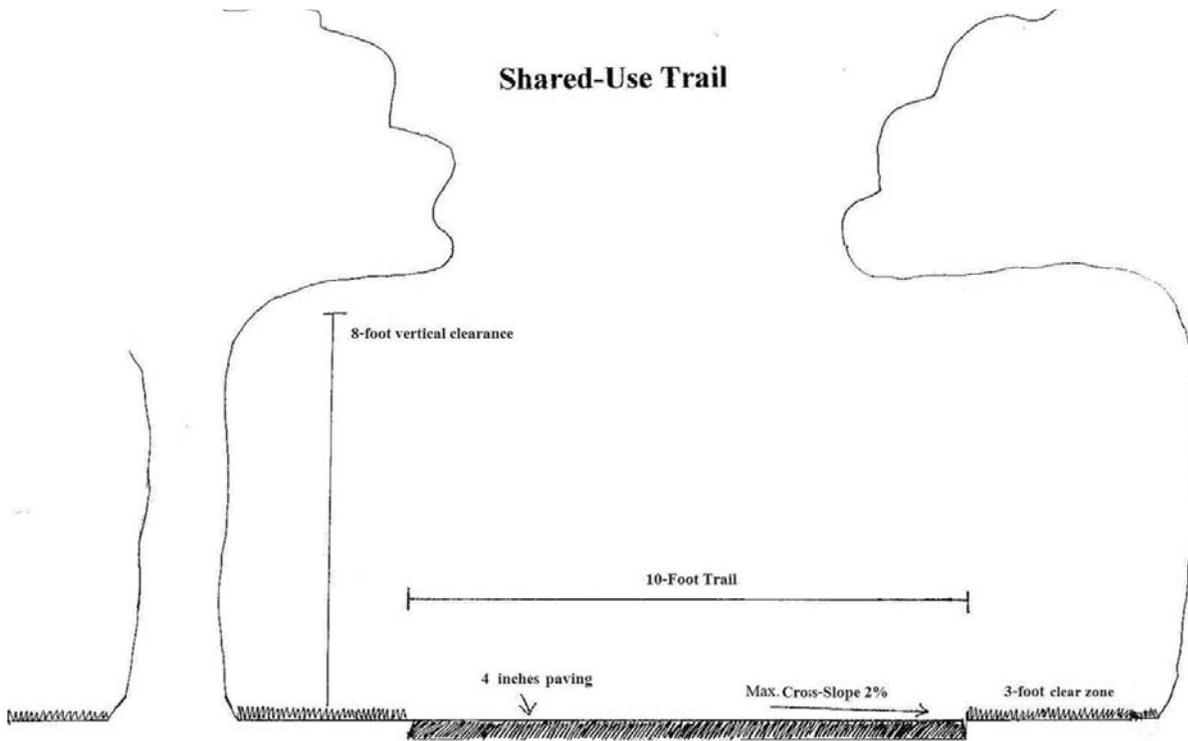


11. W3-3

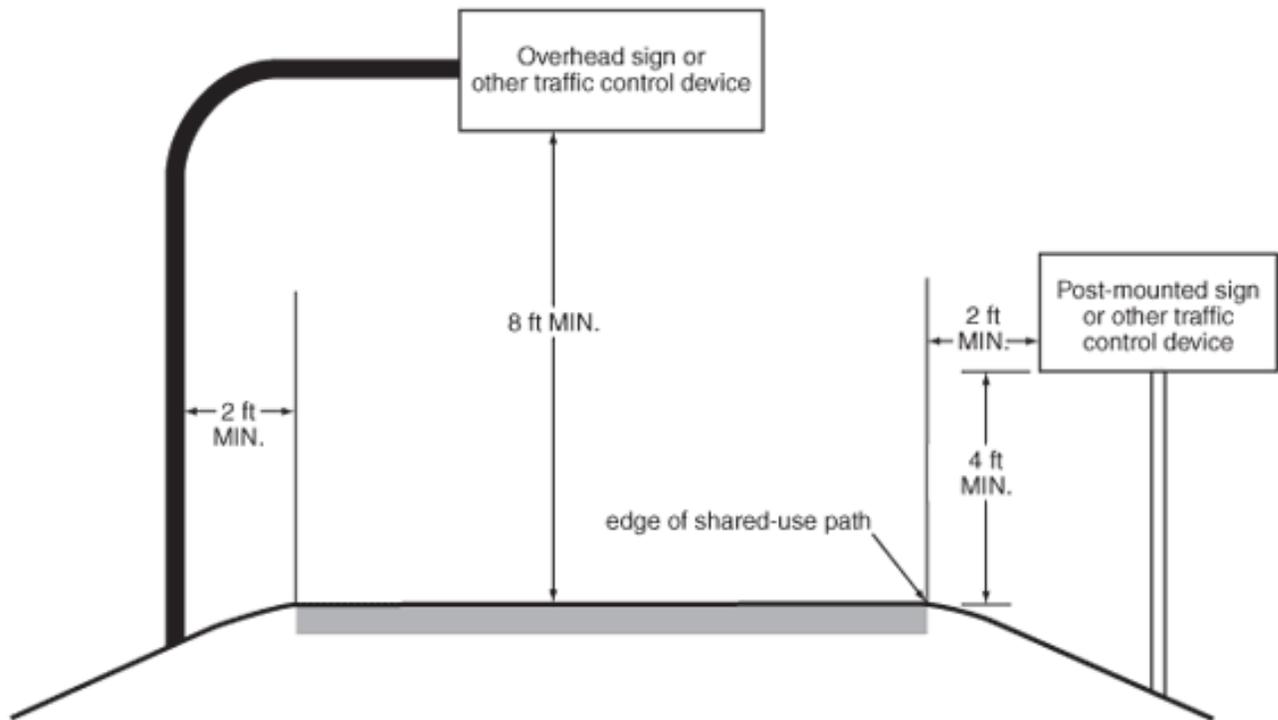


12. W10-1

Regulatory and Warning Signs and Plaques for Bicycle Facilities  
 Source: Manual on Uniform Traffic Control Devices (MUTCD) 2009, Figures 9B-2 and 9B-3



Shared-Use Trail Dimensions Diagram



Sign Placement Diagram on Shared-Use Paths

Source: MUTCD 2009, Figure 9B-1



### 13.2.2 Nature Trails

Nature trails are a form of shared-use path, although they typically run through environmentally sensitive areas. The surfacing and width specifications are more flexible than for shared-use paths; for example, nature trails may have a soft, permeable surface, such as bark, wood chips, or crushed aggregate in lieu of asphalt. Therefore, nature trails are not designed to be ADA accessible. The width of the nature trail may be as narrow as 18 inches to allow for passage through densely vegetated areas and hilly terrain.

#### Dimensions

##### Width

- Nature trails should maintain a width of no less than 18 inches.

##### Clear Zone

- Where a roadway runs adjacent to or near a nature trail, the roadway should be separated from the nature trail with a 5 foot wide mowed shoulder or vegetation.
  - When separation of five feet cannot be achieved, an approved, crash-tested physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
  - Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) should be maintained at a minimum distance of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

##### Vertical Clearance

- The vertical clearance should be a minimum of 8 feet high (or higher to accommodate maintenance vehicles).
- Tunnels and other undercrossings should have a vertical clearance of at least 10 feet.

##### Subgrade, Subbase, and Trail Surface

In general, earthen trails do not require a subbase. If soils are particularly wet, a layer of geotextile fabric covered with a layer of aggregate may be placed between the ground and trail surface to provide a moisture barrier.

##### Trail Surface

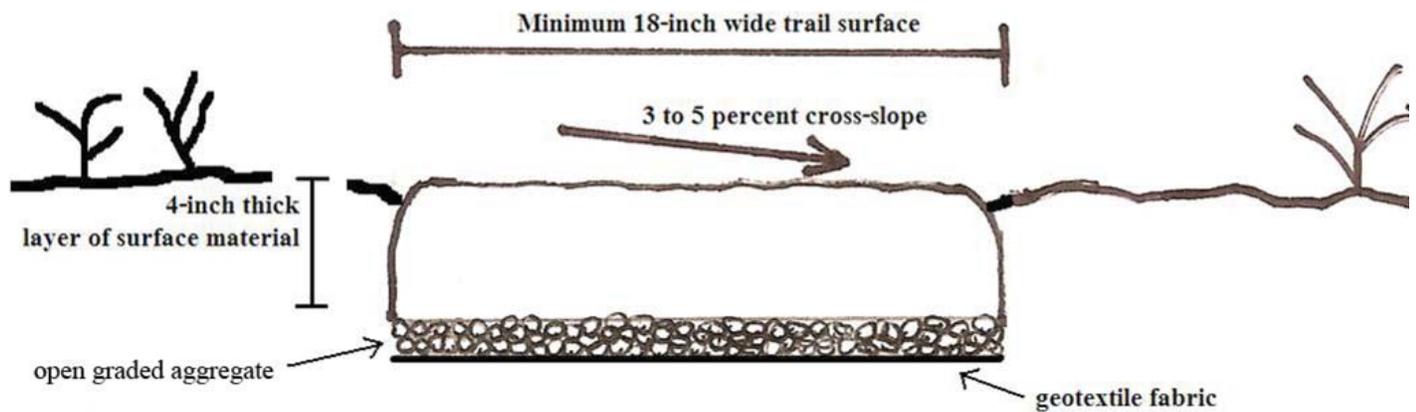
Nature trails may use a variety of alternative surfacing, some of which are listed below:

- Bark or wood chips
  - A 4-inch layer of bark or wood chips is recommended.
  - Bark or wood chips should be replaced every year due to compaction and dislocation.
  - Bark or wood chips should not be used near streams or wetlands or on portions of the trail with cross-drainage.
- Crushed Aggregate
  - Open-graded, crushed rock of 1 inch or smaller diameter is recommended.
  - A 4-inch thick layer of crushed rock compacted to 95 percent is recommended.
  - The sub-grade should be prepared and compacted to prevent vegetation encroachment.
- Plastic lumber
  - Plastic lumber is suitable for boardwalks in wet areas.
  - Plastic lumber may be colored or painted to blend in with the surroundings.

## Engineering

- Due to their often-varied topographic setting, nature trails are not designed to be universally accessible.
- Design Speed should be 15 mph for unpaved trails.
- The trail should be sloped to drain at 3 to 5 percent.

## Nature Trail



Nature Trail Dimensions Diagram



### 13.2.3 Sidewalks

Pedestrians primarily use sidewalks. Sidewalks in Champaign County should be accessible to all users. It is important that sidewalks be provided extensively throughout the transportation network to provide pedestrians with a safe place to travel. It should be noted that all bicyclists who choose to travel on sidewalks have the same rights as pedestrians, except where prohibited, and must yield to pedestrians. Accessible sidewalk facilities should be provided on all new right-of-way projects in Champaign County.

#### Dimensions

##### Width

- The recommended minimum width of all sidewalks is 5 feet. Sidewalks in high traffic areas, including the commercial, downtown, and campus districts, may require a width of 6 feet or greater as determined by the appropriately designated person.
- Transitions from existing narrower sidewalks may be made using tapers.

##### Buffer

- Sidewalks should have at minimum a 2 foot wide mowed shoulder on both sides of the paved surface.

#### Vertical Clearance

- Sidewalks should have a vertical clearance of at least 8 feet.

#### Miscellaneous

- The vegetative distance between the concrete surface and any water bodies (stream, wetland, lake) is recommended to be a minimum of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.
- Maximum distances for expansion joints should not exceed 75 feet.

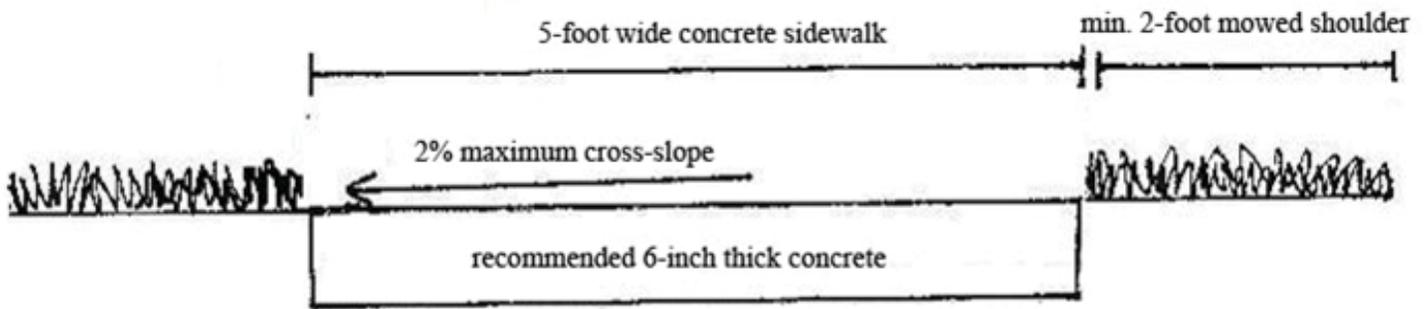
#### Engineering

##### General

- All engineering of sidewalks shall meet the applicable agency's accepted engineering design standards.
- All newly constructed sidewalks shall comply with ADA accessibility guidelines.

##### Slope

- The longitudinal slope of all sidewalks shall be a maximum of 5% to maintain accessibility.
- The cross-slope of all sidewalks shall be a maximum of 2.0% to maintain accessibility and should slope in one direction or be crowned.



Sidewalk Dimensions Diagram

## Ramps

- Ramp specifications shall follow the Illinois Accessibility Code:
  - The least possible slope should be used for any ramp.
  - The maximum slope of a ramp in new construction shall be 8.3%.
  - The maximum rise for any run shall be 30 inches.
- The minimum clear width of a ramp shall be 48 inches.
- The recommended clear width of a ramp is 60 inches.
- If a ramp has a rise greater than 6 inches, or a horizontal projection greater than 72 inches, it shall have handrails on both sides.

## Curb Ramps

- Curb ramps shall be installed in all new sidewalk construction projects wherever an accessible route crosses a curb, as well as where existing sidewalks cross a curb or other barrier.
- The maximum running slope of a curb ramp in new construction shall be 8.3%.
- The minimum width of a curb ramp shall be 48 inches, exclusive of flared sides.
- A 4 foot by 4 foot minimum landing shall be provided at the top of a perpendicular curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the top of a perpendicular curb ramp.
- The maximum slope of flared sides of a perpendicular ramp shall be 10.0%.
- A 4 foot by 4 foot minimum landing shall be provided at the bottom of a parallel curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the bottom of a parallel curb ramp.
- Running slopes and cross slopes at landings shall

- be 2.0% maximum. No portion of the curb ramp shall exceed this maximum.
- Diagonal curb ramps should not be used because they do not allow pedestrians to properly align with crosswalks.
- Handrails are not required on curb ramps.

## Detectable Warning Surface

- A detectable warning surface shall be provided where curb ramps, blended transitions or landings provide a flush pedestrian connection to the street.
- A detectable warning surface shall be provided at commercial driveways provided with traffic control devices.
- Detectable warnings shall consist of a surface of truncated domes.
- Truncated domes shall provide color contrast with adjacent surfaces.
- Detectable warning surfaces shall extend a minimum of 2 feet in the direction of travel and the full width of the curb, exclusive of flares.

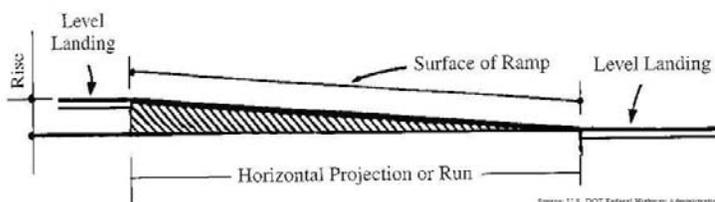
## Subgrade and Sidewalk Surface

### Subgrade

- Vegetation should be cleared from the 5-foot wide sidewalk path.

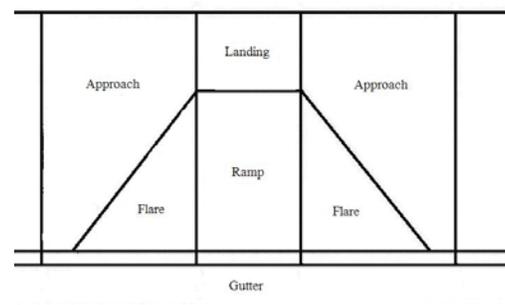
### Sidewalk Surface

- The sidewalk surface should be concrete.
- The concrete surface should be 6 inches thick.
- The sidewalk surface should be jointed to control cracking.
- A rough brushed surface is recommended to increase traction.



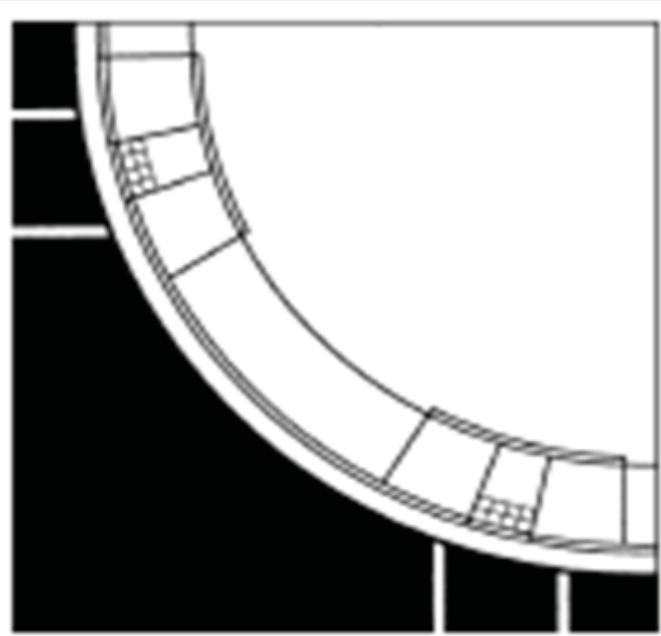
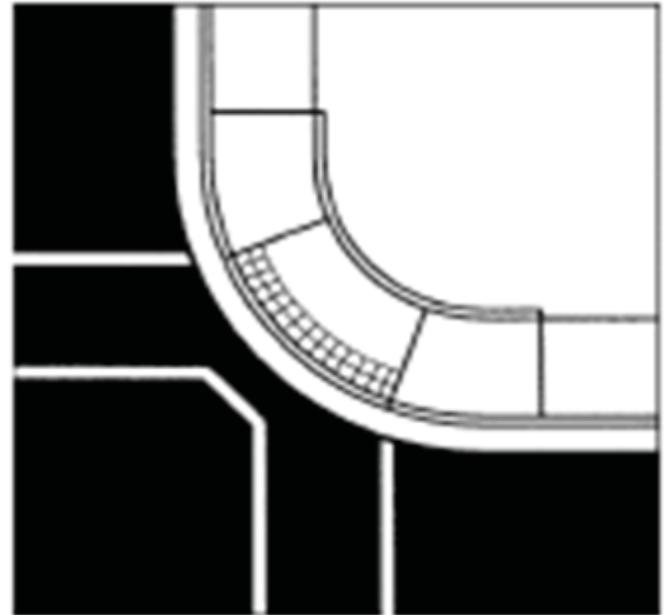
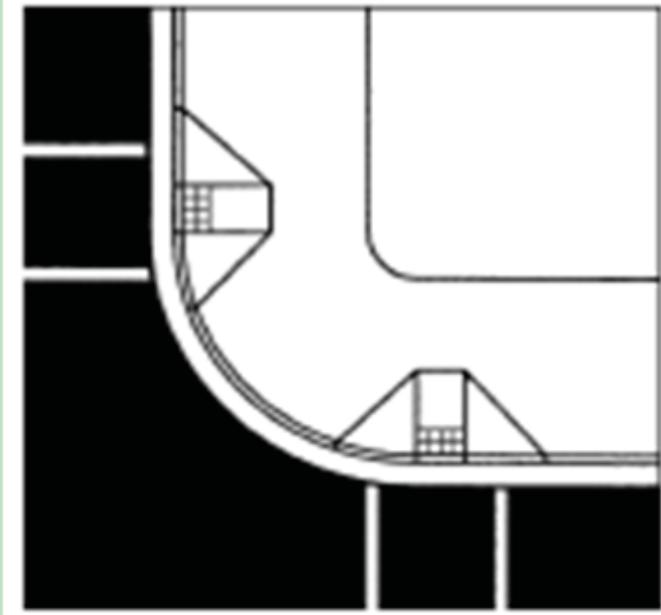
Ramp Cross-Section

Source: U.S. DOT Federal Highway Administration



Components of a Curb Ramp

Source: U.S. DOT Federal Highway Administration



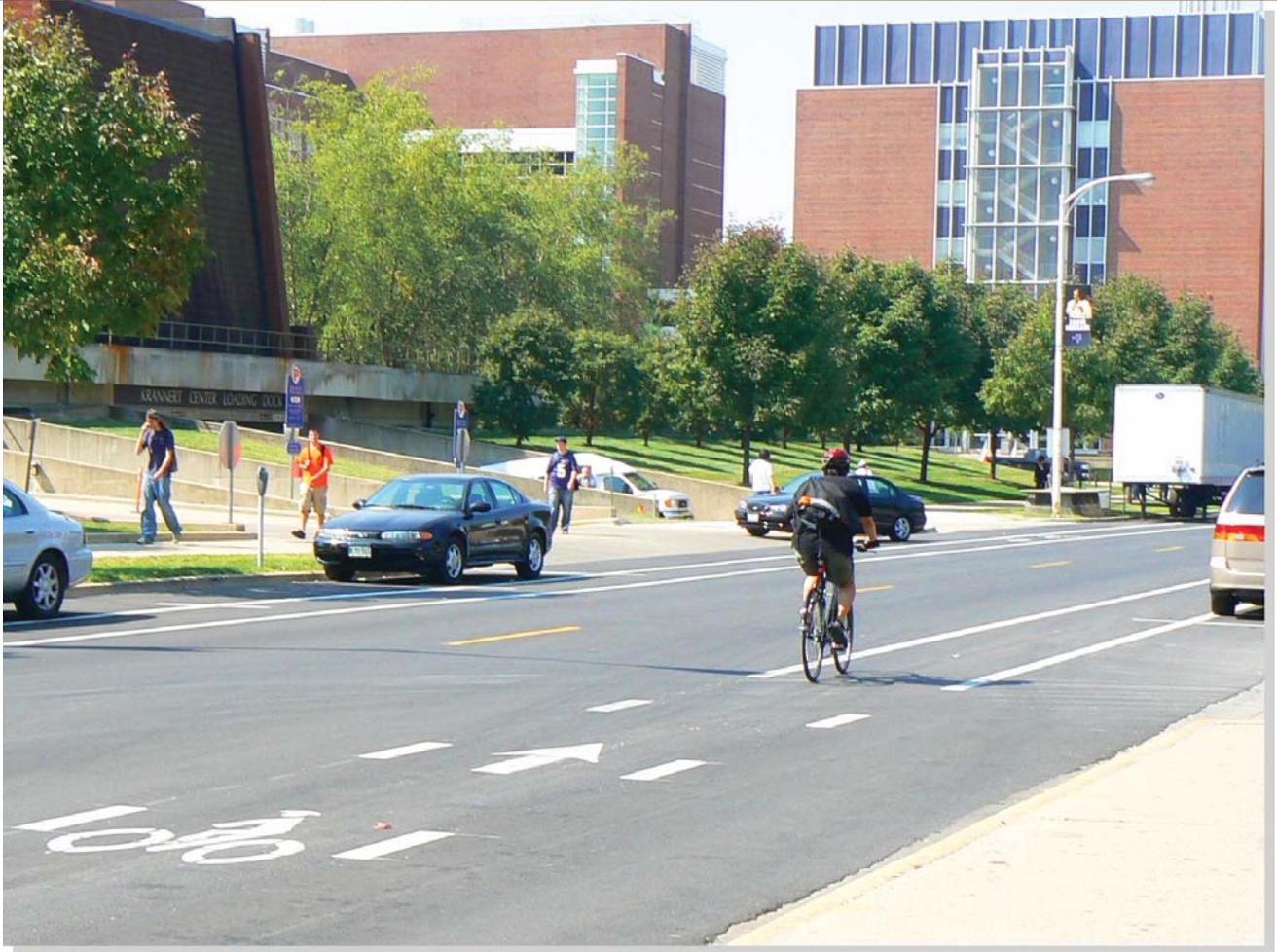
Above left: Perpendicular Curb Ramp

Above right: Diagonal Curb Ramp  
*(this type of curb ramp is not recommended, but may be used if situation provides no alternative)*

Left: Parallel Curb Ramp

*Source: Designing Sidewalks and Trails for Access*

*Part II of II: Best Practices Design Guide, Chapter 7: Curb Ramps*



## 13.3 On-Street Facilities

### 13.3.1 Bike Lanes

An on-road bike lane is a one-way path that carries bicyclists in the same direction as the adjacent motorized travel lane. Bike lanes should be located on the right side of the roadway, between the parking lane (if one exists) and the travel lane. Bicycles traveling in bike lanes have the same rights and responsibilities as motorized vehicles.

#### Dimensions

##### Width

Varies based on roadway cross-section:

- For roadways with no curb and gutter, the minimum width should be 4 feet.
- For roadways with curb and gutter and where parking is permitted, the minimum width should be 5 feet.

- For roadways with curb and gutter and where parking is prohibited, the minimum width should be 5 feet from the face of the curb.

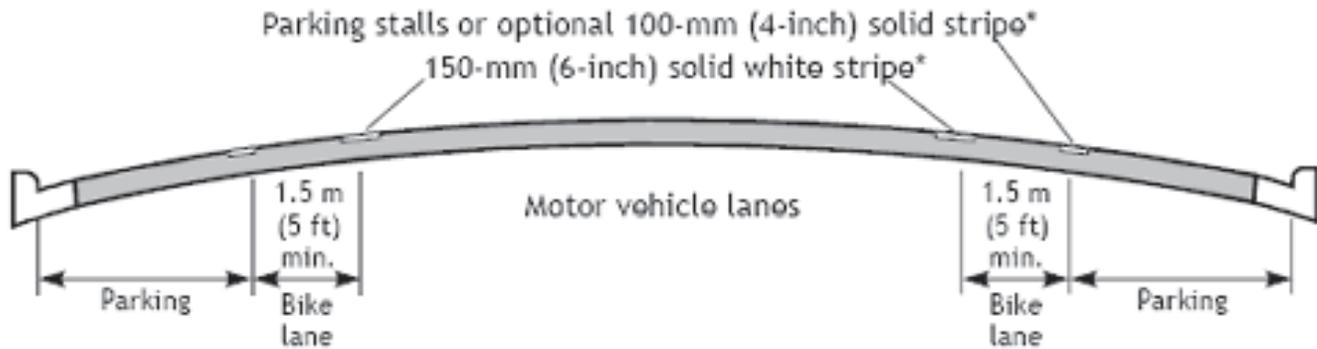
##### Slope/Drainage

- To follow the road engineering standards adopted by each agency.
- Drainage grates and utility covers should be adjusted flush with the road surface and be bike-proof.
- Curb inlets should be used to eliminate exposure of bicyclists to grates.

##### Subgrade, Subbase, and Bikeway Surface

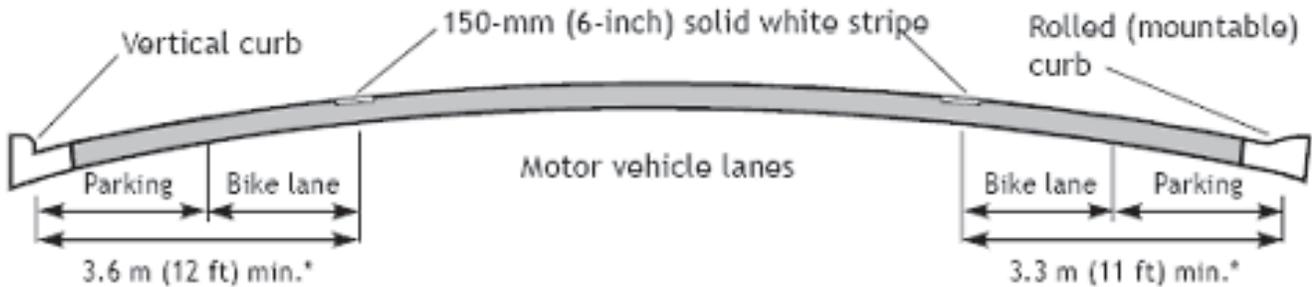
- To follow the road engineering standards adopted by each agency.
- Paved shoulders marked as bike lanes should be smooth and maintained to provide a desirable riding surface.

## (1) On-Street Parking



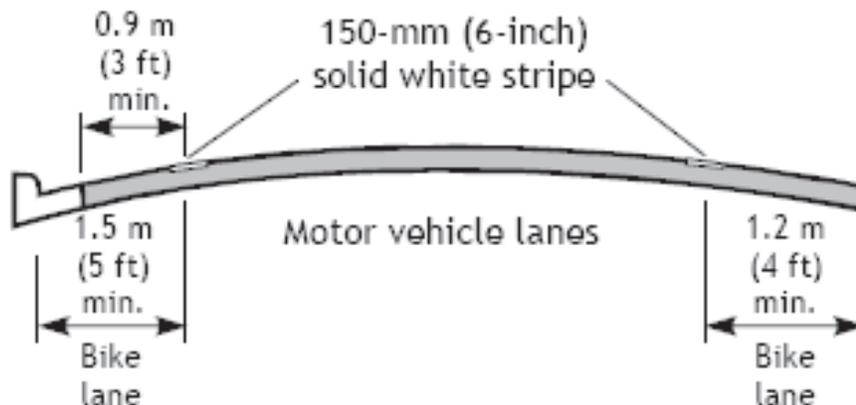
\* The optional solid stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

## (2) Parking Permitted without Parking Stripe or Stall



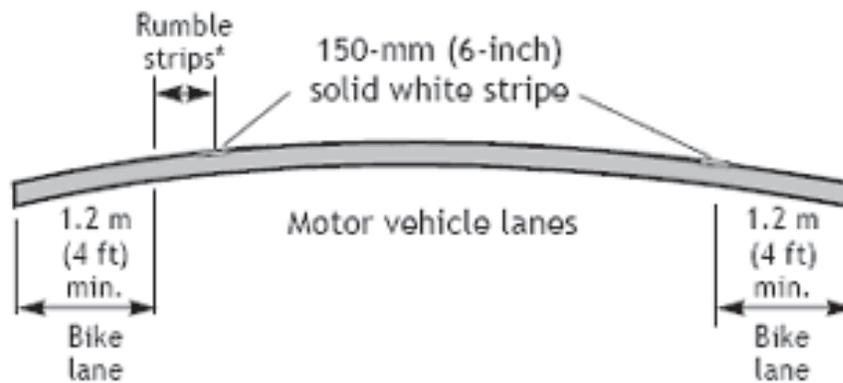
\* 3.9 m (13 ft) is recommended where there is a substantial parking or turnover of parked cars is high (e.g., Commercial areas).

## (3) Parking Prohibited



Source: American Association of State Highway and Transportation Officials (AASHTO)

## (4) Typical Roadway in Outlying Areas Parking Protected

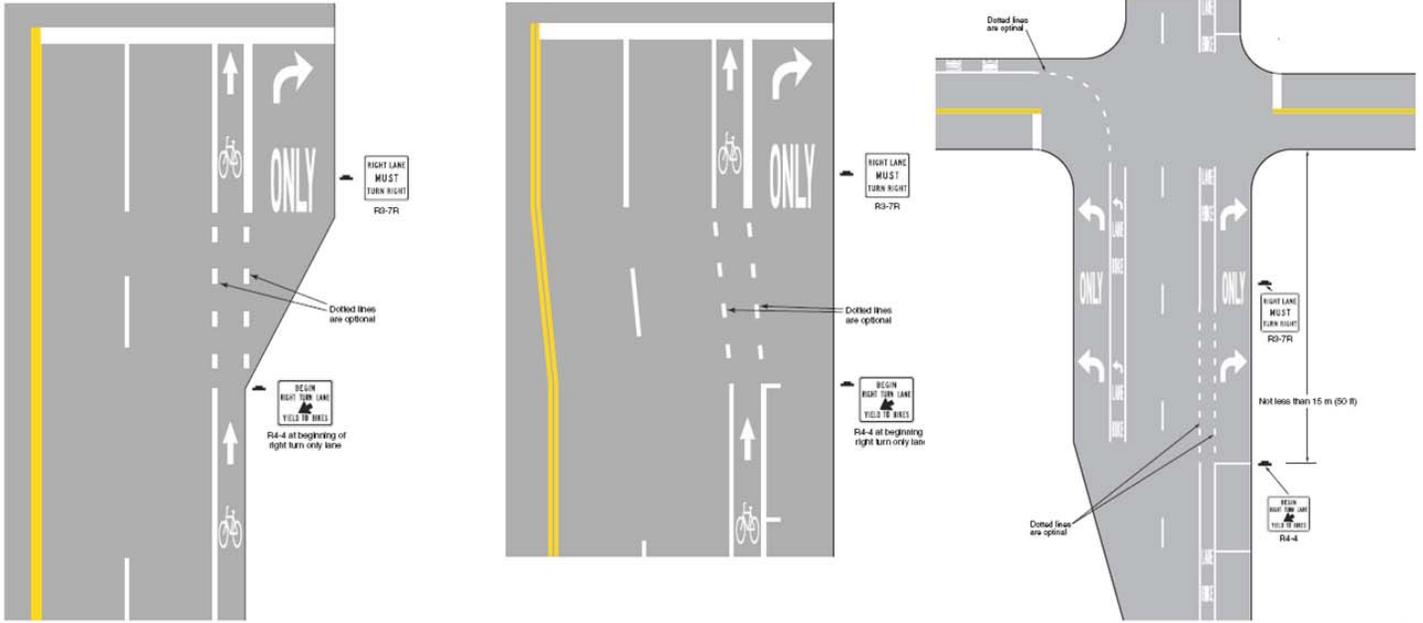


\* If rumble strips exist there should be 1.2 m (4 ft) minimum from the rumble strips to the outside edge of the shoulder.

Source: AASHTO

### Markings

- A bike lane should be delineated from the motor vehicle lanes with a 6 inch minimum solid white line.
- A bike lane may be delineated from the parking lanes with a 4 inch minimum solid white line.
- At intersections with a bus stop or right-turning motor vehicles, the solid white bicycle lane shall be replaced with a broken line for a distance of 100-200 feet.
- At other designated bus stops (including far-side intersection stops) the solid white line shall be replaced with a broken line for a distance of at least 80 feet.
- A broken line shall consist of 2 foot dashes with 6 foot spaces.
- A bike lane should be painted with standard pavement symbols to inform bicyclists and motorists of the presence of the bike lane.
- Bike lane symbols shall be white.
- Bike lane symbols shall be placed immediately after an intersection and at other locations as needed.
- When bike lane symbols are used, bike lane signs (R3-17, R3-17aP, R3-17bP) shall also be used.
- In areas where a sidewalk runs adjacent to or near a bike lane, such as on the University of Illinois campus, the bike lane should have a “Bike Only” sign painted on the surface to discourage pedestrians from using the bike lane as a walkway. Surface markings should be consistent throughout the community.
- Intersections approaches with bicycle lanes:
  - A through bicycle lane shall not be positioned to the right of a right turn only lane.
  - When the right through lane is dropped to become a right turn only lane, the bicycle lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bicycle lanes should resume to the left of the right turn only lane.
  - No markings should be painted across pedestrian crosswalks or in the intersections.
  - If used, the bicycle lane symbol marking should be placed immediately after intersections and as appropriate.



Source: MUTCD

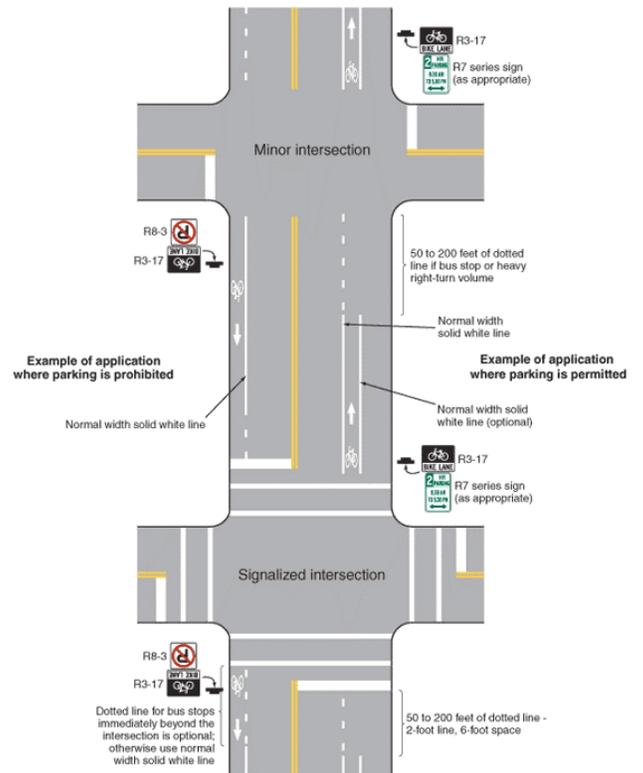
**Above left:** Example of bicycle lane treatment at a right-turn only lane

**Above center:** Example of bicycle lane treatment at parking lane into a right turn only lane

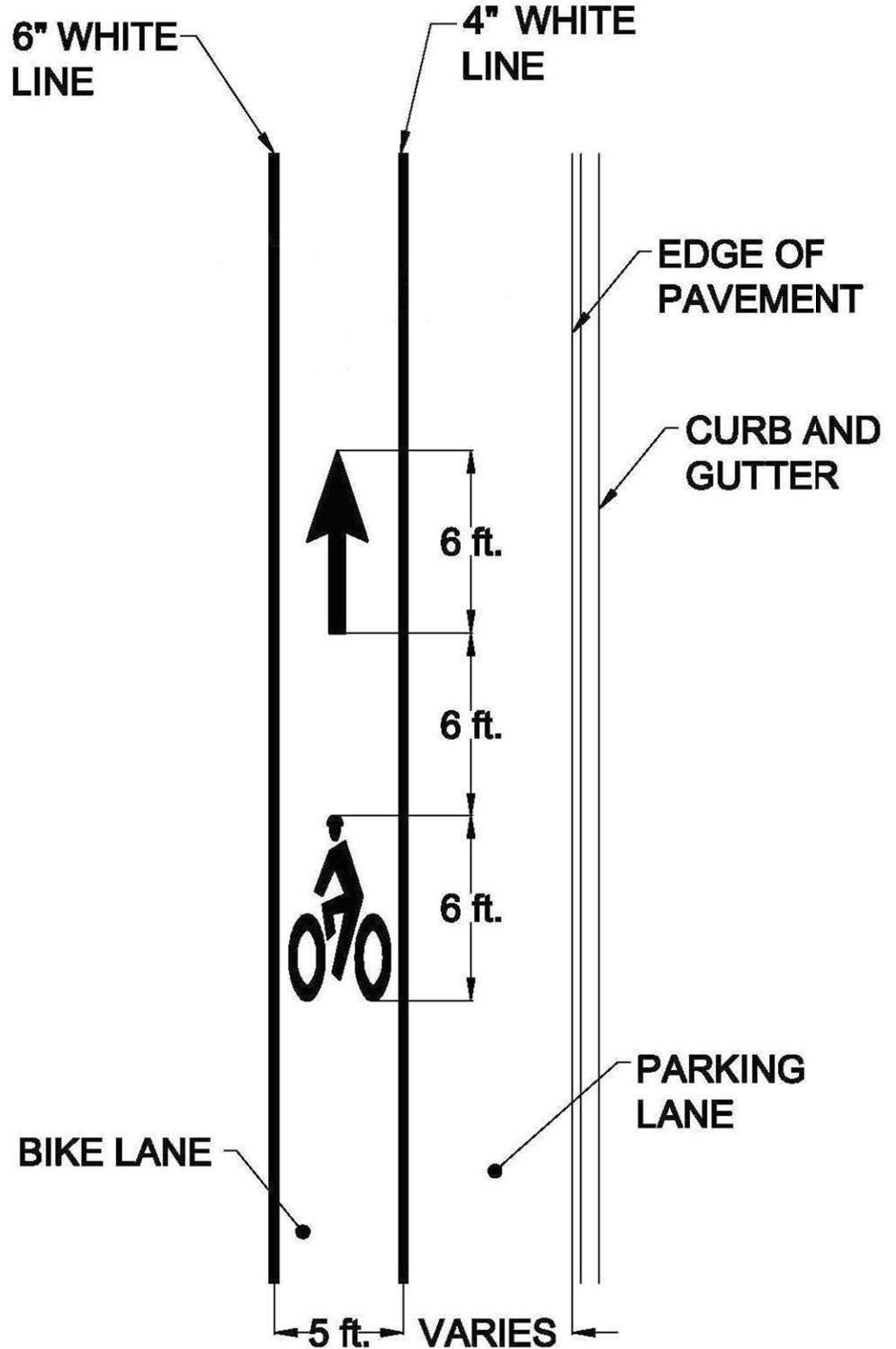
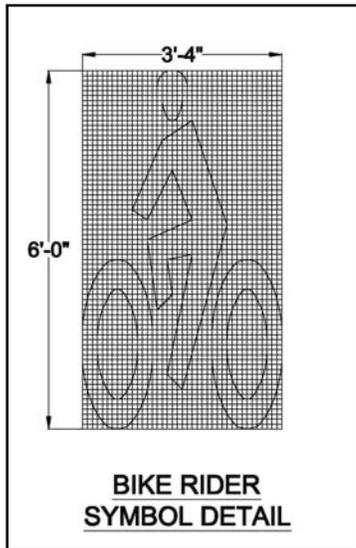
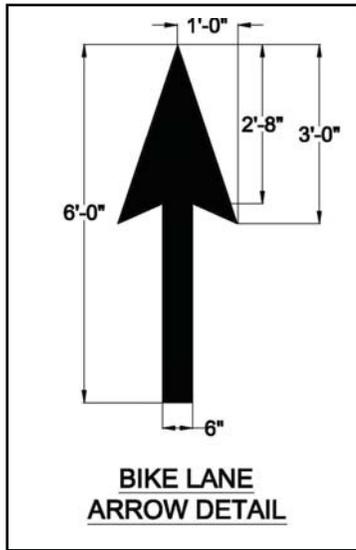
**Above right:** Example of intersection pavement markings—designated bicycle lane with left-turn area, heavy turn volumes, parking, one-way traffic, or divided highway

**Right:** Typical pavement markings for bike lane on two-way street

Source: MUTCD 2009; Figures 9C-4, 9C-5, 9C-1, and 9C-6



## Bicycle Lane Symbol Layout



### Signage

Signs along bike lanes are intended to inform both bicyclists and motorists of the rules associated with roads with bike lanes. All signage should follow the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*.

- Sign 1 shall be used in conjunction with marked bicycle lanes and be placed at periodic intervals along the marked bike lane.
- Sign 2 should be mounted directly below Sign 1 in advance of the beginning of a marked bike lane.
- Sign 3 should be mounted directly below Sign 1 at the end of a marked bike lane.
- Sign 4 may be used when motor vehicles must cross a bike lane to enter an exclusive right-turn lane.
- Sign 5 should be installed if it is necessary to restrict parking, standing or stopping in a bicycle lane.
- Sign 6 may be installed when it is desirable to show the direction to a designated bicycle parking area.
- Sign 8 should be used only in conjunction with Sign 7, and shall be mounted directly below Sign 7.
- Signs 9 and 10 may be installed where there is insufficient width for a designated bike lane.



1. R3-17



2. R3-17aP



3. R3-17bP



4. R4-4



5. R7-9a



6. D4-3



7. R5-1b



8. R9-3cP



9. W11-1



10. W16-1P

#### Sign Dimensions

1. 30" x 24"
2. 30" x 12"
3. 30" x 12"
4. 36" x 30"
5. 12" x 18"
6. 12" x 18"
7. 12" x 18"
8. 12" x 12"
9. 24" x 24"
10. 18" x 24"

Source: MUTCD

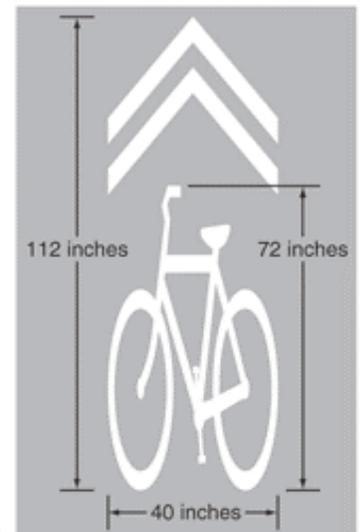
## 13.3.2 Shared Lane Markings (sharrows)

Bicycle positioning on the roadway is key to avoiding crashes with cars turning at intersections. Shared lane markings, also known as “sharrows,” are included in the 2009 version of the Federal Highway Administration’s Manual on Uniform Traffic Control Devices (MUTCD).

Shared lane markings are used to indicate correct straight-ahead bicycle position at intersections with turn lanes, and at intersections where bike lanes are temporarily discontinued due to turn lanes or other factors. Shared lane markings will be installed where deemed appropriate. The following is information regarding shared lane markings from the 2009 version of the Manual on Uniform Traffic Control Devices.

The Shared Lane Marking may be used to:

- Help bicyclists with lateral positioning in a shared lane with on-street parallel parking. This will reduce the chance of a bicyclist’s impacting the open door of a parked vehicle.
- Help bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way.
- Encourage motorists’ safe passing of bicyclists.
- Reduce the incidence of wrong-way bicycling.



Source: MUTCD 2009

### Dimensions

The shared lane marking consists of two chevron markings above a bicycle symbol. The entire marking is 40 inches wide and 112 inches tall. The bicycle symbol is 72 inches high, from the top of the handlebars to the bottom of the tires.

### Markings

- Shared lane markings should not be placed on roadways that have a speed limit above 35 mph.
- Shared lane markings shall not be used on shoulders or in designated bicycle lanes.
- On shared lanes with on-street parallel parking, shared lane markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- On a street without on-street parking with an outside travel lane less than 14 feet wide, the centers of the shared lane markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- Shared lane markings should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

### Signage

A *Bicycles May Use Full Lane* sign may be used in addition to or instead of the shared lane marking to inform road users that bicyclists may occupy the travel lane. This sign may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present, and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.



Sign Dimensions:  
30" x 30"

Source: MUTCD 2009

Some agencies may choose to use the *Bicycles May Use Full Lane* sign on urban streets, and *Share The Road* signs on rural roads (see page 150). Other agencies may choose to only use *Bicycles May Use Full Lane* signs or *Share The Road* signs for its roads.

### 13.3.3 Bike Route

Bike routes are specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes. These “signed shared roadways” may be appropriate where there is not enough room or less of a need for dedicated bike lanes.

The 2012 *AASHTO Guide for the Development of Bicycle Facilities* lists the following uses for bicycle route and guide signs:

- Designate a system of routes in a city, county, region, or state that is likely to generate bicycle trips, because it connects important origins and destinations.
- Designate a continuous route that may be composed of a variety of facility types and settings, or located wholly on local neighborhood streets.
- Provide wayfinding guidance and connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.
- Provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Provide location-specific guidance for bicyclists such as:
  - How to access and cross a bridge.
  - How to navigate through an area with a complex street layout.
  - Where the route diverges from a way motorists use.
  - How bicyclists can navigate through a neighborhood to an internal destination, or to a through route that would otherwise be difficult to find.
- Provide bicyclists wayfinding guidance along a shared use path or other bicycle facility.



The 1999 *AASHTO Guide for the Development of Bicycle Facilities* also lists the following reasons for designated shared bike routes:

- The road is a common route for bicyclists through a high-demand corridor.
- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as a park, school, or commercial district.

A road does not require a specific geometry to be signed as a Bike Route. Generally, a road’s Bicycle Level of Service (BLOS) grade should be High C or better in order to be designated a Bike Route. Bike routes can be signed using the D11, D1, M1-8, or M1-9 signs from the *Manual on Uniform Traffic Control Devices*, depending on the route distance and information the agency wants to express to cyclists.

Bike route signs should be provided at decision points along the bike route. Bike route signs should be installed at periodic intervals so that bicyclists entering from side streets know they are on a bike route.

Generally, bike route signs should be placed every 1/4 mile, at turns in the route, and at signalized intersections. Adherence to a spacing standard helps create a legible network and a degree of predictability for bicyclists.

Regardless of the type of facility or roadway on which they are used, the Champaign County Regional Planning Commission recommends that Bike Route signs always include destination, direction, and distance information. For Bike Route signs to provide wayfinding assistance at turns, supplemental destination plates (MUTCD D1-1) and arrows (MUTCD M5 and M6 series) should be placed beneath them. Key destinations or the cross street at the end of the bike route designation are suggested for wayfinding signage.

### Pedestrian Facilities

All on-street bike routes should have an adjacent pedestrian path (e.g. sidewalk) constructed or already existing.

### 13.3.4 Shared Bike/Parking Lanes

Bike/parking lanes are recommended on streets with low parking occupancy. They are designated with Bike Route signage and a continuous white line to separate the parking lane from travel lanes. Shared bike/parking lanes should be used for each travel direction, with each lane typically 7'-8' wide (including gutter pans).

Roads are signed with Bike Route signs, but do not include any bike lane signage or pavement markings. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads. The benefits include:

- The cyclist's increased perception of comfort,
- Lower likelihood of a car hitting an occasional parked car, and
- Traffic-calming from narrower lanes.



### 13.3.5 Share the Road

Share the Road signage is used to alert motorists of the presence of cyclists in a normal, shared lane. Wayfinding signage is not to be included on these roads. These roadways are not considered part of the bicycle network.

Share the Road signage is recommended for the following conditions:

- Where traffic volumes and speeds are low.
- At intersections where bike lanes do not continue on the other side of the intersection.
- On roads popular with more advanced cyclists, but not meeting criteria for inclusion in the designated bicycle network. These roads have Bicycle Level of Service (BLOS) grades of Low C or High D.



The Manual on Uniform Traffic Control Devices signs in the figures below on urban streets should be installed no less than every 1/2 mile. On rural roads, signs should be installed every 1/4 to 1/2 mile.



Figure 6-27  
MUTCD Sign W11-1  
Sign Dimensions: 24" x 24"



Figure 6-28  
MUTCD Sign W16-1P  
Sign Dimensions: 18" x 24"

## 13.4 Connections & Crossings

### Tunnels

- An engineer should inspect existing tunnels.
- Tunnels should have a 10 foot vertical clearance.
- Tunnels should be 14 feet wide to accommodate maintenance and emergency vehicles.
- Long tunnels should have postings to use flashlights and dismount bikes.
- Please see the tunnel cross section diagram on the next page.

### Bridges

#### General

- Newly constructed bridges on trails should be engineered based on use and span.
- If the trail corridor contains an existing bridge, the bridge may have architectural or historic features that an engineer, architect, or historian should evaluate.
- Please see the bridge crossing's cross section diagram on the next page.

#### Decking

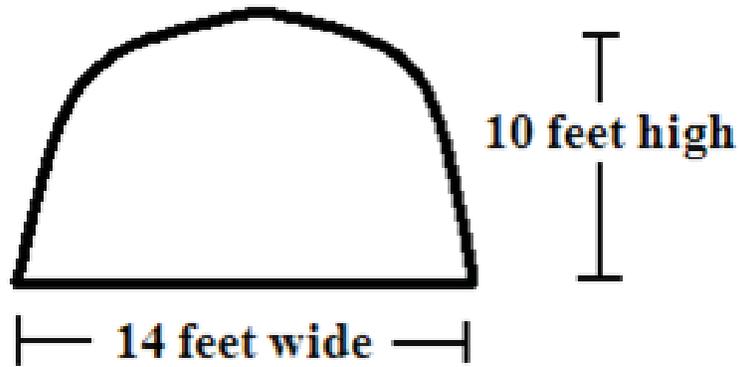
- The decking should be made of 4-inch thick pressure-treated planks (2 inches thick for pedestrian-only bridges).
- Planks should be laid perpendicular to the substructure's beams.
- Planked should be laid with gaps of 1/8 to 1/4 inch between planks for drainage and to maintain accessibility.

### Railings

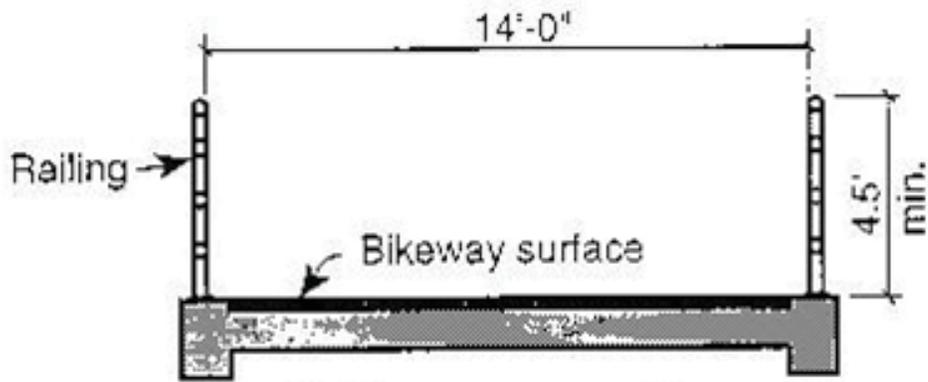
- Vertical posts should be evenly spaced, no more than 6 feet apart.
- Railings should support a vertical load of 50 pounds per linear foot of rail height.
- Top rail height should be at least 54 inches above the deck surface for bicyclists (at least 42 inches for pedestrian-only bridges).
- Middle rail height should be 33 to 36 inches from the deck surface and no wider than 1 1/2 inches.
- Bottom rail height should be no higher than 15 inches from the deck surface.
- There should be no more than 15 inches of vertical opening between railings.

### Approaches

- Approach railings should be constructed the same as the bridge railings.



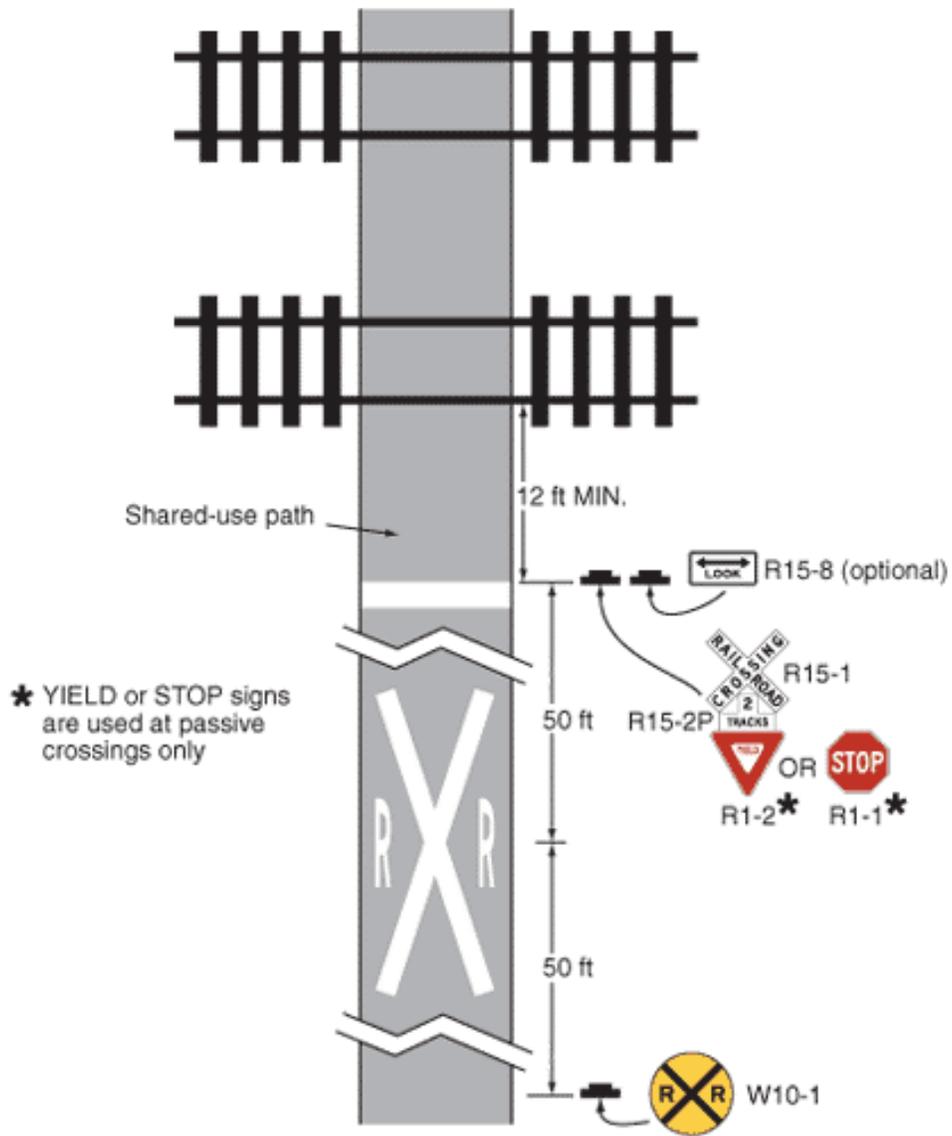
Cross Section: Tunnel Crossing



Cross Section: Bridge Crossing

## Railroad Crossings

- Trail should cross railroad at no less than a 75-degree angle.
- Gates should be installed at all trail crossings where feasible to increase train crossing safety and awareness.
- At railroad crossings, path users should yield and watch for trains. A Yield or Stop sign may be used to facilitate this behavior.



Example of signing and markings for a shared-use trail railroad grade crossing  
Source: MUTCD 2009, Figure 8D-1

## 13.5 Facilities at Trailheads and Rest Areas

A trailhead is a public access point at the beginning of a trail or at designated access points along a trail. Trailheads will usually have varying service levels for trail users, depending on anticipated trail use, proximity to other developments, and site inventories. Rest stops are areas adjacent to the trail corridor that typically have a seating area, whether a bench or a gathering of boulders. Rest areas are also appropriate locations for trail art.

The following are a list of trail support facilities that may be included at trailheads and rest stops in Champaign County.

### Information Kiosks

All trailheads should have an information kiosk with the following:

- Trail system maps and brochures,
- Trail Rules and Regulations,
- Distances between rest areas along the trail, and
- Interpretive information.

### Trail Art

- To highlight an important trailhead in the Champaign County trail system, trail art may be displayed.
- Preferably, the trail art will depict something of local significance or be designed by a local artist.
- Care should be taken to ensure that vandalism is minimized, including securing the art to a heavy base.

### Bicycle Parking

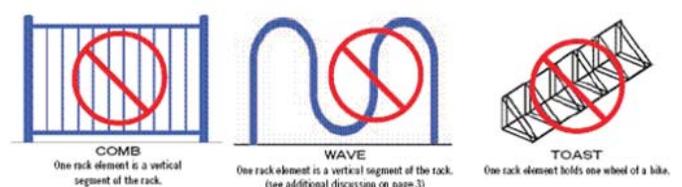
Bike parking should be located at trailheads and destinations along trails, employment centers, schools, and public buildings (e.g. libraries, post offices, and shops). Bicycle storage facilities may be used in high traffic areas where users will be away from their bicycles for long time periods (e.g. employment centers, shopping malls, and schools) to protect bicycles from weather.

### Recommended Bike Rack Placement

- Located no more than 50 feet from the building entrance or trail entrance.
- A minimum of 24 inches from a parallel wall and 30 inches from a perpendicular wall.
- A minimum of 4 feet from curb ramps, fire hydrants, building entrances, etc.
- Facilities should not interfere with pedestrian flow. If located on sidewalks, racks and the bicycles linked to them should provide sufficient clearance around them for all types of pedestrians, including wheelchair users.
- Bicycle racks should be mounted on a 6-inch thick concrete slab.
- Bike racks should support both wheels to prevent bent rims.
- Bike racks should be fabricated of pipe or other durable material.



Recommended Bicycle Parking Facilities  
Source: Federal Highway Administration (FHWA)



NOT Recommended Bicycle Parking Facilities  
Source: FHWA

### Motorized Vehicle Parking

- At major trail access points, motorized vehicle parking may be provided.
- Parking lot specifications should follow the agency's adopted parking specifications.

### Landscaping

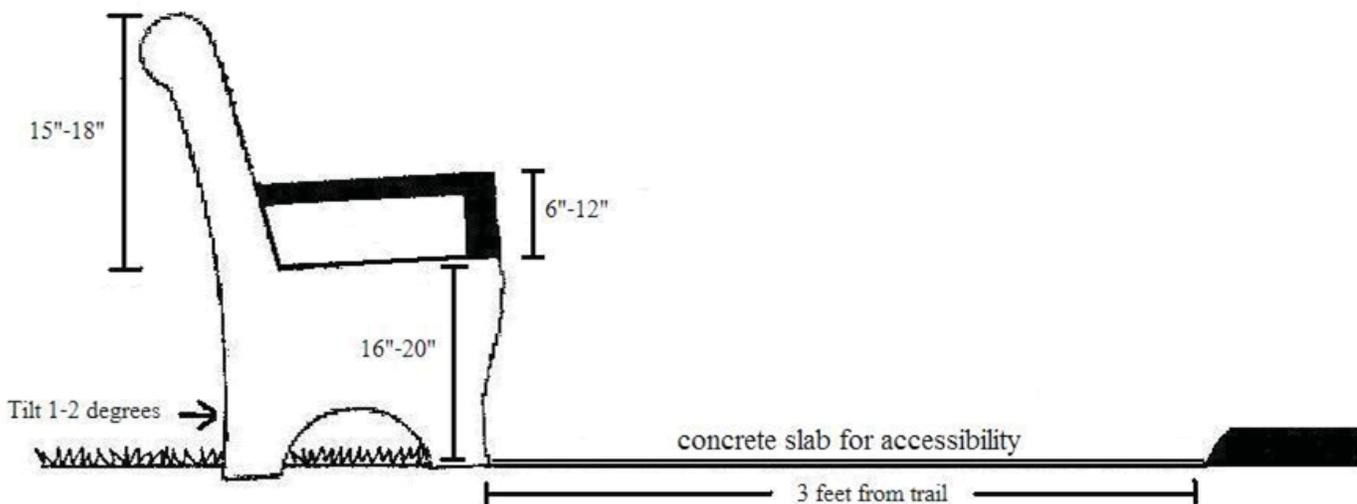
- Landscaping at trailheads and along trail corridors should be in reference to the agency's landscaping ordinance.
- Wherever feasible, use noninvasive native plant species without invasive roots.
- Vegetation may be planted beyond the grading area to discourage users from wandering beyond the trail boundary.
- Trees and shrubs should be set back at least 5 feet from the trail's edge.
- Where trail users would be exposed to increased wind, sun exposure, or snow, it is recommended to plant evergreens on the north side of the trail and deciduous trees on the south side of the trail (Evergreens will serve as a windbreak year-round, and deciduous trees will provide shade).
- Trees and shrubs may be planted in clusters and groves rather than in straight lines to break up the viewshed and add visual interest.

### Benches

- Benches may be placed at rest areas along the trail and at trailheads.
- All benches should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.
- Benches should be set back three feet from the trail edge.
- Bench back should be tilted at a slope of 1 to 2 degrees to prevent standing water.
- Bench Dimensions:
  - Length should be 72 to 90 inches.
  - Seat should be 16-20 inches above the ground.
  - Back supports should be 15 to 18 inches high and extend the bench's full length.
  - Armrests should be provided on both ends of the bench, 6 to 12 inches above the seat.

### Lighting

- Pedestrian level lighting may be used on Champaign County trails where nighttime accessibility is desired.
- The average maintained horizontal illumination level should be 0.5 foot-candle to 2 foot-candles.
- Lighting should be at pedestrian scale.
- Lighting is recommended for long overpasses and tunnels.

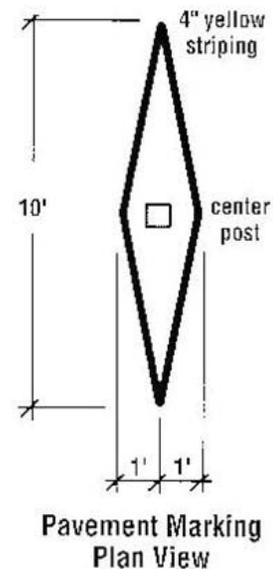
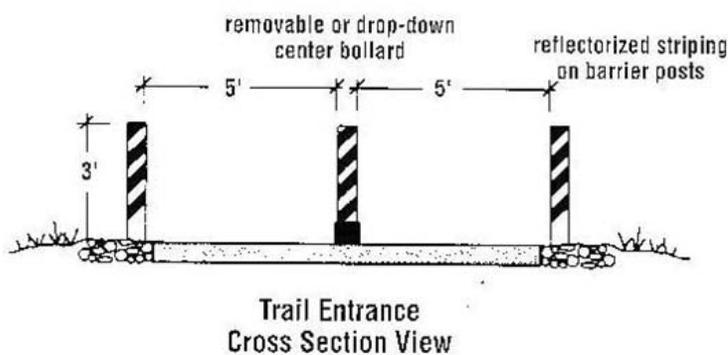


Cross Section: Benches

## Bollards

Bollards are posts or other forms of barricades that prevent unauthorized vehicles from entering a trail.

- Bollards should be placed 10 feet from the road.
- The bollard post should be permanently reflectorized for nighttime visibility and painted a bright color for improved daytime visibility.
- A clearance of at least 32 inches wide should be provided for wheelchair access.
- When more than one post is used, 5-foot spacing is recommended.
- The recommended height for bollards is 3 feet.
- Bollards should be designed to be removable for maintenance and emergency vehicle access.



Source: APA PAS

Cross Section: Bollards and Pavement Markings

## Drinking Fountains

- Adults: spigot height should be 42 inches above the ground.
- Children: steps should be provided for children to access adult spigot. Considerations should be made for children with disabilities.
- Accessible: spigot should be no higher than 36 inches, with at least 27 inches below the basin.

## Trash Receptacles

- Trash receptacles may be located at trail entrances and bench seating areas.
- Trash receptacles should be set back at least 3 feet from the trail edge.
- The container should be secured to a buried concrete slab.
- Dog cleanup facilities should be located at trailheads.

## Accessible Bathroom

- Accessible bathrooms may be located at major trailheads for trail users' convenience.
- Bathrooms should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.

## 13.6 Logos and Signage

Creating a countywide logos and signage system is another step toward implementing the 2004 Champaign County Greenways & Trails (G&T) Plan. Once implemented, the logos and sign types will help create a recognizable and consistent greenways and trails system of which Champaign County can be proud.

### Methodology

The Champaign County Regional Planning Commission worked with all Greenways & Trails agencies through the Greenways & Trails Technical and Policy Committees to update the Champaign County Greenways & Trails Logos and to determine uses for those logos. The Champaign County Regional Planning Commission also researched sign types from other greenways and trails plans and systems throughout the country, and worked with the Committees to create cost-efficient and long-lasting signage types for different uses.

### Approval and Amendment to Design Guidelines

The Greenways & Trails Technical Committee in January 2009 and the Greenways & Trails Policy Committee in April 2009 approved the Greenways & Trails Logos and Signage Guidelines. Both committees also amended the Greenways & Trails Design Guidelines document in April 2009 to include the final Logos and Signage as part of the document.

### Logos

The Greenways & Trails logo should be used as so for the following purposes:

- Logo should include borderlines for letterhead usage.
- Logo should have no borderlines for signage usage.
- Logo should have white border when placed on green signage.

### Signage

#### Dimensions

Dimensions for each Greenways & Trails sign type is listed in height by width format in each image caption.

13.6.1 Logo Images



Greenways and Trails Letterhead Logo



Greenways and Trails Signage Logo

Note: Logo should have white border when placed on green signage.

13.6.2 Stamp Logo on Oval Sign



Oval Sign: 15" x 11"  
Logo: Stamp

13.6.3 All Other Sign Images



Mile Marker Sign: 18" x 9"  
Logo: Stamp



# Greenways & Trails

of Champaign County

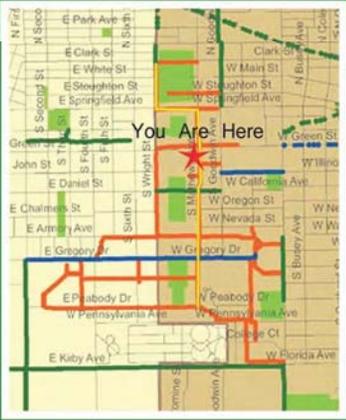
## Map Name

### Large Map



The Greenways and Trails system runs throughout much of Champaign County, and links most of the parks, forests preserves, and recreation areas. The system is comprised of # routes, spanning # miles, set aside for biking, hiking and walking. This map outlines these routes, and gives information about the length, and difficulty of each one.

### Detail Map



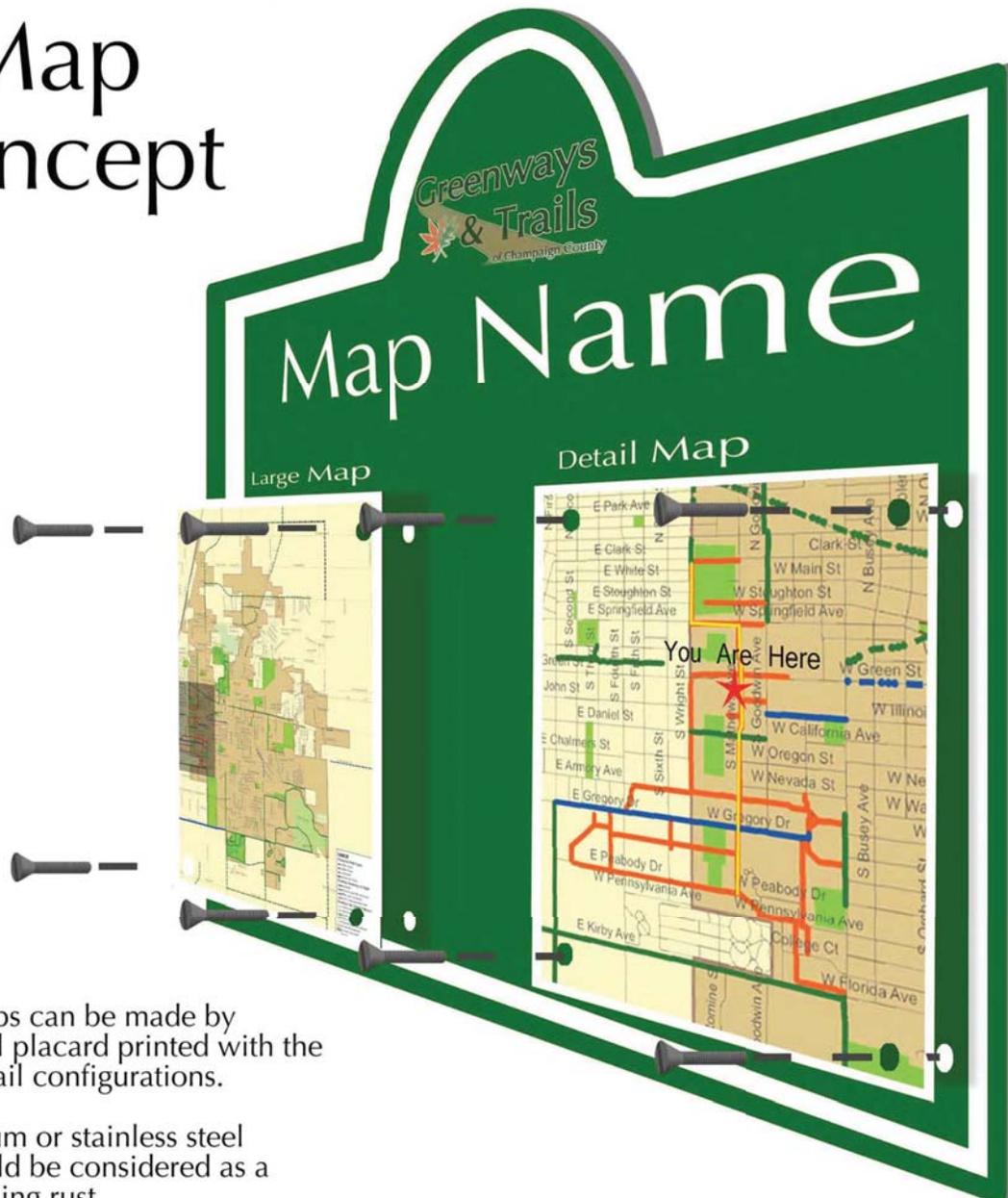
This map shows the immediate area which you are in. Paths in the area are: (path names).

These paths will link users to (landmarks, features, services)

Interesting features to be found along these trails are (features).

Map Sign: 24" x 36"  
Logo: Signage

## Removable Map Concept



Updates to maps can be made by replacing metal placard printed with the most current trail configurations.

Use of aluminum or stainless steel hardware should be considered as a means of avoiding rust.

# APPENDIX D

## SIGNAGE & BIKE PARKING DESIGN GUIDELINES



## A1. SHARED-USE PATH (OFF-STREET TRAIL) SIGNAGE

**Figure A1** Boulware Trail through Mattis Park

Shared-use paths, or trails, are physically separated from motor vehicle traffic, except at road crossings. Trails accommodate a variety of users, including pedestrians, bicyclists, rollerbladers, people with baby strollers, skateboarders, and others, for both recreation and transportation purposes. Trails away from roads, on easements or their own rights-of-way, tend to be more pleasant and popular.

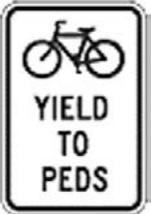
Shared-use paths include off-street trails, sidepaths, fitness trails, rails-to-trails, and rails-with-trails.

Following are the Village of Savoy design standards for shared-use paths, which incorporate the Champaign County Greenways & Trails shared-use path design standards:

**SIGNAGE**

Shared-use path signage, especially MUTCD Signs R1-1 and R1-2 in [Table A1](#), should be shielded from road user visibility to decrease confusion. Sign R5-3 should be installed at the entrance to a shared-use path. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.

MUTCD Sign W11-15 in [Table A2](#) should be used on roads where they cross shared-use paths. Sign W11-15P should be mounted below the W11-15 sign ahead of the crossing. Sign W16-9P can also be mounted below the two aforementioned signs ahead of the crossing. Sign W16-7P should be mounted below Sign W11-15 at the trail crossing.

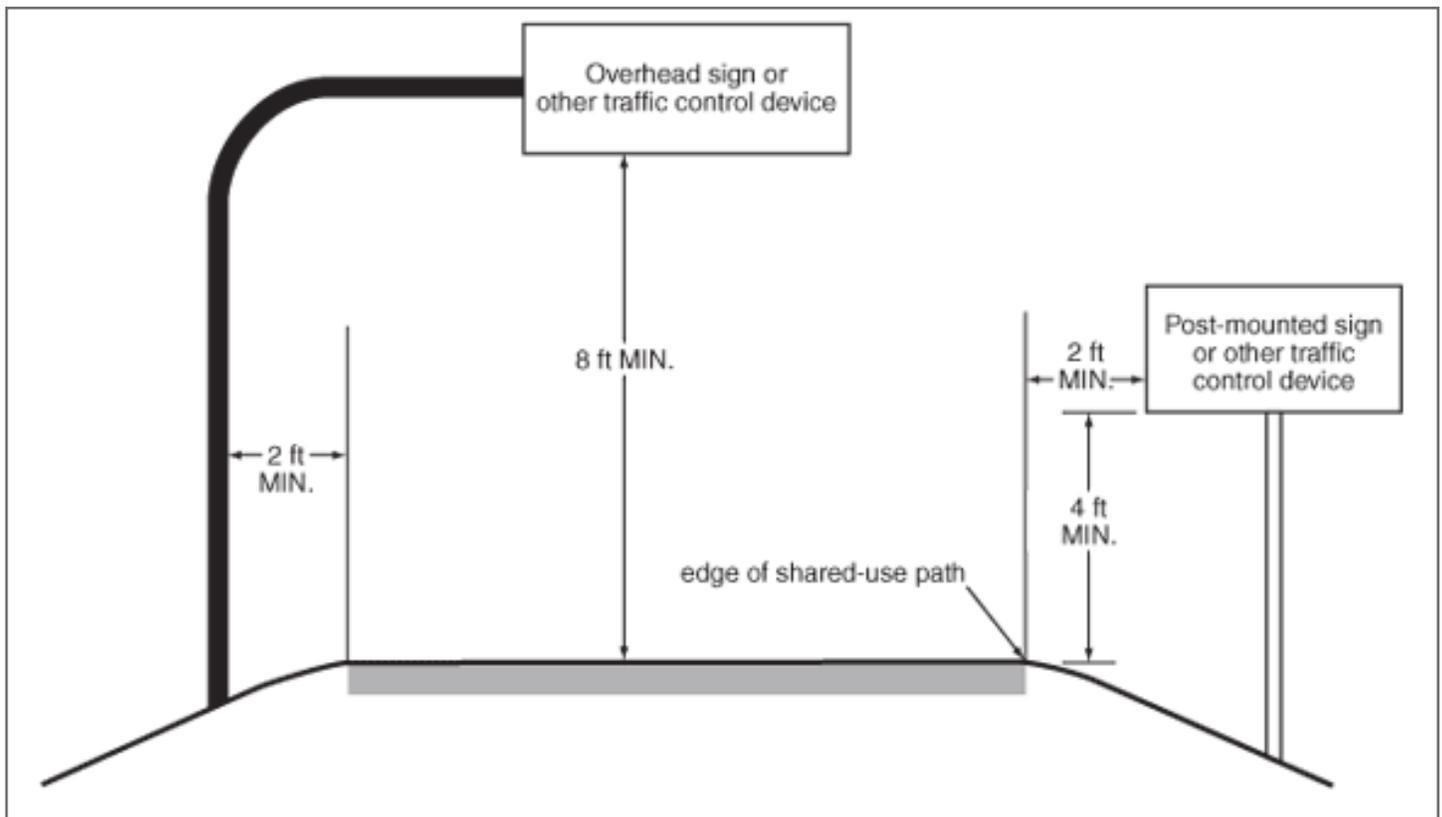
Signage Dimensions: Shared-Use Paths			
Signs	Name and Dimensions	Signs	Name and Dimensions
	MUTCD Sign R1-1 Stop 18" x 18"		MUTCD Sign R15-1 Grade Crossing (Crossbuck) 24" x 4.5"
	MUTCD Sign R1-2 Yield 18" x 18" x 18"		MUTCD Sign W3-1 Stop Ahead 18" x 18"
	MUTCD Sign R4-3 Movement Restriction 12" x 18"		MUTCD Sign W3-2 Yield Ahead 18" x 18"
	MUTCD Sign R9-6 Bicycle Regulatory 12" x 18"		MUTCD Sign W3-3 Signal Ahead 18" x 18"
	MUTCD Sign R5-3 No Motor Vehicles 24" x 24"		MUTCD Sign W10-1 Grade Crossing Advance Warning 24" diameter

**Table A1** Shared-Use Path sign dimensions (Source: MUTCD Figures 9B-2 and 9B-3)

Signage Dimensions: Shared-Use Path Crossing			
Signs	Name & Dimensions	Signs	Name & Dimensions
	MUTCD Sign W11-15 Combination Bike and Pedestrian Crossing 30" x 30"		MUTCD Sign W16-7P Diagonal Arrow (plaque) 24" x 12"
	MUTCD Sign W11-15P Trail Crossing (plaque) 24" x 18"		MUTCD Sign W16-9P Ahead (plaque) 24" x 12"

**Table A2** Shared-Use Path Crossing sign dimensions  
(Source: MUTCD Figure 9B-3)

Lateral sign clearance should be a minimum of 2' from the near edge of the sign to the near edge of the path. The mounting height for ground-mounted signs should be a minimum of 4', measured from the bottom edge of the sign to the near edge of the path surface. Overhead signs should have a clearance of 8' from the bottom edge of the sign to the path surface directly under the sign (or higher to accommodate maintenance vehicles). See [Figure A2](#).



**Figure A2** Sign Placement Diagram on Shared-Use Paths (Source: MUTCD Figure 9B-1)

Although the MUTCD allows for Bike Route (D11-1) signs to be installed on any type of bikeway (on-street and off-street), it is not recommended to install these signs on shared-use paths. Bike Route signs along sidepaths also face vehicular traffic, and signs can confuse motorists, especially if the sign is on the opposite side of the road. These signs can also confuse bicyclists, who may not be sure if the sidepath or road is the designated bicycle facility.

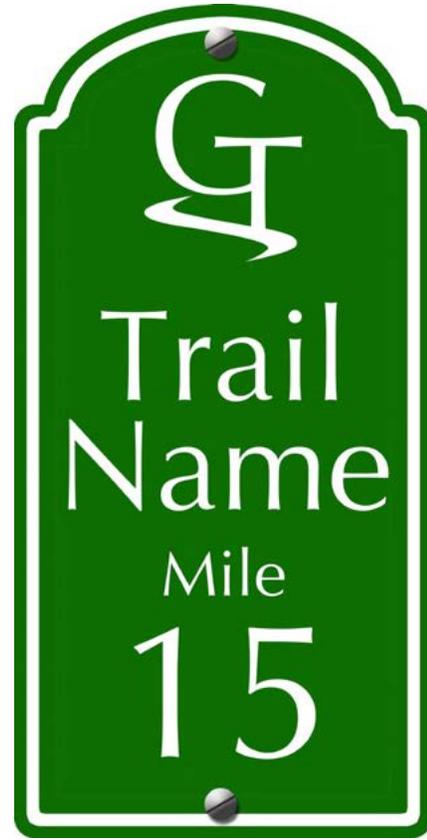
Trail signage for shared-use paths were developed as part of the *Champaign County Greenways & Trails Plan*, and should be installed along all off-street bikeways in Savoy. Installing these signs will also create consistency along trails between the Village of Savoy, Champaign Park District, City of Champaign, Urbana Park District, University of Illinois, Champaign County Forest Preserve District, and other participating jurisdictions.

The most appropriate sign to install along shared-use paths is the Trail Mile Marker Sign (see [Figure A3](#)):

- The sign should be 18" in height and 9" wide.
- Unnamed linear and loop shared-use paths should be named after one of the following places that are adjacent to the trail or where the trail leads:
  - Adjacent street name (especially for sidepaths, e.g. Kirby Avenue Trail)
  - Streets that the trail connects (e.g. Garden Hills Drive Trail)
  - Where a street ends and continues as a trail (e.g. Fields South Drive Trail)
  - Neighborhoods (e.g. Ashland Park Trail)
  - Areas of Savoy
  - Railroads
  - Water body (e.g. Phinney Branch Trail)
  - Other destinations
- Supplemental distance/time, destination, and directional signage that match these trail signs should also be installed (see [Figure A4](#)).

Other Champaign County Greenways & Trails sign types that can be installed along Savoy shared-use paths are:

- Oval sign
- Point of Interest sign
- Arrow sign
- Map sign (includes removable map concept to display updated maps)



**Figure A3** Trail Mile Marker Sign, 18" x 9"  
(Source: *Champaign County Greenways & Trails Design Guidelines*)



**Figure A4** Trail Destination, Distance, and Direction Sign

### TRAILHEAD & REST AREA FACILITIES

Please refer to the *Champaign County Greenways & Trails Design Guidelines* ([Appendix B](#)) for more information on the following features that could be installed along trails:

- |                        |                             |
|------------------------|-----------------------------|
| • Accessible bathrooms | • Landscaping               |
| • Benches              | • Lighting                  |
| • Bollards             | • Motorized vehicle parking |
| • Drinking fountains   | • Trash receptacles         |
| • Information kiosks   | • Trail art                 |

## A2. BIKE ROUTE SIGNAGE



**Figure A5** Eads Street in Urbana leading to Douglass Park in Champaign

Bike routes are specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes. These “signed shared roadways” may be appropriate where there is not enough room or less of a need for dedicated bike lanes.

The *2012 AASHTO Guide for the Development of Bicycle Facilities* lists the following uses for bicycle route and guide signs:

- Designate a system of routes in a city, county, region, or state that is likely to generate bicycle trips, because it connects important origins and destinations.
- Designate a continuous route that may be composed of a variety of facility types and settings, or located wholly on local neighborhood streets.
- Provide wayfinding guidance and connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.
- Provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Provide location-specific guidance for bicyclists such as:
  - How to access and cross a bridge.
  - How to navigate through an area with a complex street layout.
  - Where the route diverges from a way motorists use.
  - How bicyclists can navigate through a neighborhood to an internal destination, or to a through route that would otherwise be difficult to find.

The *1999 AASHTO Guide for the Development of Bicycle Facilities* lists the following reasons for designating signed bike routes:

- The road is a common route for bicyclists through a high-demand corridor.
- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as a park, school, or commercial district.

A road does not require a specific geometry to be signed as a Bike Route. Generally, a road’s Bicycle Level of Service (BLOS) grade should be High C or better in order to be designated a Bike Route.



**Figure A6** Bike Route sign with wayfinding signage that consists of destination, distance, and direction

## SIGNAGE

When the Village of Savoy installs Bike Route signs, supplemental destination, distance/time, and direction sign plates should also be placed beneath them.

The signs in [Table A3](#) should **only** be used on streets designated as Bike Routes.

D11-1 signs should **only** be placed on streets that are designated Bike Routes.

D1-1a, D1-2a, and D1-3a signs should be used to list all destinations on Bike Routes, and their corresponding distance and direction from the sign location.

Directional arrows will typically be horizontal or vertical; however, a sloping arrow may be used if it conveys a clearer indication of the direction bicyclists should travel.<sup>1</sup>

## SIGN BENEFITS

Following are several benefits of installing Bike Route wayfinding signage based on the *NACTO Urban Bikeway Design Guide*, especially to Interested but Concerned bicyclists:

- Identifies lower traffic routes to destinations
- Overcomes a “barrier to entry” for infrequent bicyclists
- Signage that includes mileage and travel time to destinations may help minimize the tendency to overestimate the amount of time it takes to travel by bicycle
- Visually indicates to motorists that they are driving along a Bike Route and should use caution
- Passively markets the bicycle network by providing unique and consistent imagery throughout Champaign-Urbana urbanized area

Signage Dimensions: Bike Route Wayfinding	
Signs	Name & Dimensions
	MUTCD Sign D11-1 Bike Route 24" x 18"
	MUTCD Sign D1-1a Destination (1 line) Varies x 18"
	MUTCD Sign D1-2a Destination (2 lines) Varies x 30"
	MUTCD Sign D1-3a Destination (3 lines) Varies x 42"

**Table A3** Bike Route wayfinding sign dimensions  
(Source: MUTCD Figure 9B-4)

1. AASHTO. *Guide for the Development of Bicycle Facilities*. American Association of State Highway and Transportation Officials, Washington, DC, 2012.

## SIGNAGE & BIKE PARKING DESIGN GUIDELINES

### SIGN PLACEMENT & CATEGORIES

Bicycle guide signs should be visible to bicyclists and oriented so bicyclists have sufficient time to comprehend the sign and change their course, when needed.<sup>1</sup> Consideration should be made to prevent signage from being blocked by vegetation and parked cars.

**MUTCD** standards shall be followed for sign installation, notably Section 9B.01 Application and Placement of Signs, and Section 9B.20 Bicycle Guide Signs. Section 9B.01 provides guidance on mounting height and lateral placement from the edge of the roadway. Information from Section 9B.20 has been incorporated into [Table A3](#).

Based on guidance from the **AASHTO Bike Guide**, Bike Route signs should be placed at the following locations:

- Where a Bike Route turns at an intersection
- Where a Bike Route crosses another Bike Route or bikeway
- Where a Bike Route crosses major roadways, especially at signalized intersections
  - It may be appropriate to place signs at both the near and far side, or at multiple locations
- At least every 1/4 mile

Adherence to a spacing standard helps create a legible network and a degree of predictability for bicyclists.

The **NACTO Urban Bikeway Design Guide** lists three types of Bike Route signs: Confirmation, Decision, and Turn.

Confirmation signs in Savoy should at minimum consist of the MUTCD D11-1 Bike Route sign, and can also include destination and distance/time information. NACTO recommends installing Confirmation signs along Bike Routes at the following locations:

- Every 2 to 3 blocks
- On the far side of major street intersections
- Within 150 feet of a Decision or Turn sign
- After turns, to confirm destinations

Decision signs (see [Figure A7](#)) in Savoy should include the MUTCD D11-1 Bike Route sign and MUTCD D1-1a, D1-2a, or D1-3a supplemental signs, and be installed at decision points along the Bike Route.

Decision signs should be placed on the near side of intersections in advance of a junction with another bikeway, and along a route to indicate a nearby destination. Decision signs should include destinations, directional arrows, and distance and/or time, and should therefore be the most frequent Bike Route sign type used in Savoy.



**Figure A7**

Bike Route Decision sign

(Credit: NACTO Urban Bikeway Design Guide,

<http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/>)

Turn signs are placed on the near side of intersections where bike routes turn. However, it is recommended to install Decision signs at Bike Route turns in Savoy instead of Turn signs.

For consistency, and to fully realize the benefits of Bike Route signs previously stated, it is recommended to always install MUTCD D1-1a, D1-2a, or D1-3a signs beneath every D11-1 sign installed in Savoy.

## WAYFINDING SIGN ASSEMBLY

Key destinations or the cross street at the end of the Bike Route designation are suggested for wayfinding signage. Based on guidance from NACTO, the following types of destinations can be included on wayfinding signage. They are generally ranked to assist the Village of Savoy with choosing destinations when assembling signs.

1. Local or regional parks and trails
2. Bikeways
3. Schools/college campuses
4. Civic/community destinations
5. Commercial centers
6. Hospitals

Based on guidance from NACTO (see [Figure A8](#)), the Village of Savoy should follow these guidelines for assembling Bike Route wayfinding signage:

- Place the closest destination in the top slot.
- Destinations that are further away can be placed in slots two and three. This allows the nearest destination to “fall off” the sign and subsequent destinations to move up the sign as the bicyclist approaches.
- Rank destinations using the list above to determine which should be listed on a sign where more than three destinations are nearby.
- For longer routes, show immediate destinations rather than include all destinations on a single sign.
- Stack or abbreviate destination names to accommodate longer destination names before reducing text size.
- At greater distances, list area destinations (e.g. downtown, neighborhoods) as a general location.
- Consider reserving space for future destinations or bikeways. This can be done by always installing MUTCD D1-3a signs.
- If bicycling time is included, it should assume a typical speed of 10 MPH.

## WAYFINDING SIGNAGE ON NON-BIKE ROUTES

For guidance on placement of wayfinding signage on shared-use paths, see [Section A1](#).

Although the MUTCD allows for Bike Route (D11-1) signs to be installed on any type of bikeway (on-street and off-street), it is not recommended to install these signs on shared-use paths. Bike Route signs along sidepaths also face vehicular traffic, and signs can confuse motorists, especially if the sign is on the opposite side of the road. These signs can also confuse bicyclists, who may not be sure if the sidepath or road is the designated bicycle facility.

Trail signage for shared-use paths were developed as part of the *Champaign County Greenways & Trails Plan*, and should be installed along all off-street bikeways in Savoy. Supplemental distance, destination, and directional signage that match these trail signs should also be installed.

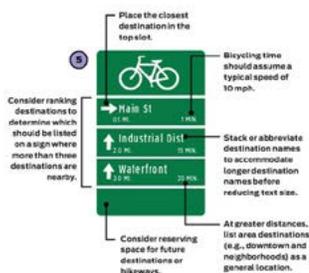
## SIGN CONSOLIDATION

The *AASHTO Bike Guide 2012* states “when appropriate, bicycle guide signs may be placed on existing posts and light poles to reduce sign and post clutter. However, the MUTCD prohibits displaying certain types of signs on the same post and should therefore be consulted.”

This plan recommends wayfinding signs that list destinations, distances, and directions on one sign to reduce the burden of sign maintenance on the Village of Savoy.

## PEDESTRIAN FACILITIES

All on-street Bike Routes should have an adjacent pedestrian path (e.g. sidewalk) constructed or already existing. This would serve the same users that shared-use paths accommodate. Wayfinding signage can also serve pedestrians, although they may not walk as far as bicyclists will bike.



**Figure A8**  
Bike Route wayfinding sign  
assembly guidance

(Credit: NACTO Urban  
Bikeway Design Guide)



Inverted U bike racks in Scott Park

# A3. BIKE PARKING

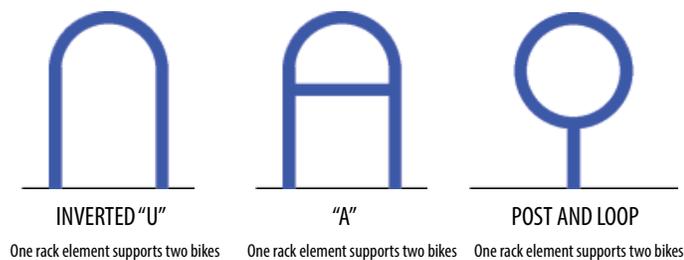
Providing secure bicycle parking is a necessary part of a bikeway network, allowing people to use their bikes for transportation and reducing parking in undesirable places. Successful bicycle parking requires a good bike rack in a good location within 50 feet of an entrance.

Bike parking should be located at trailheads and destinations along trails and bikeways, employment centers, schools, and public buildings (e.g. libraries, post offices, and shops). Bicycle storage facilities may be used in high traffic areas where users will be away from their bicycles for long time periods (e.g. employment centers, shopping malls, and schools) to protect bicycles from weather.

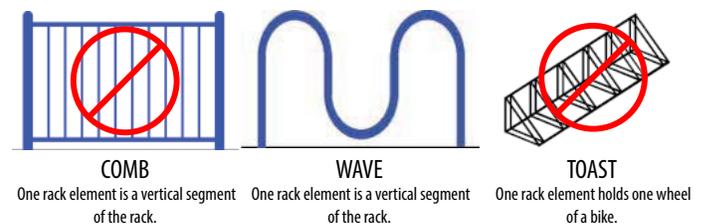
## TYPES

A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The most common styles include the “inverted-U” and the “post and loop” (accommodates two bikes each; see [Figure A10](#)).

Old-fashioned “school racks,” which secure only one wheel, are a poor choice for today’s bicycles (see [Figure A11](#)).



**Figure A10** Recommended bike racks  
(Source: APBP Bike Parking Guidelines)



**Figure A11** Not recommended bike racks  
(Source: APBP Bike Parking Guidelines)

The Association of Pedestrian and Bicycle Professionals (APBP) provides comprehensive information on bike parking in the 2nd Edition of its *Bicycle Parking Guidelines*, published in 2010. This document further categorizes acceptable and non-acceptable bike parking types:

Recommended bike parking types (see [Figure A10](#)):

- Inverted U (“A” rack when it includes a crossbar)
- Post and Ring (i.e. Post and Loop)
- Inverted U Series

Acceptable bike parking types:

- Wall-Mounted Racks
- Wheelwell - Secured
- Tree Guard Bicycle Racks
- Modified Coathanger
- Two-Tier or Double Decker

Unacceptable bike parking types (see [Figure A11](#)):

- Undulating (i.e. Wave)
- Schoolyard (i.e. Grid, Comb)
- Sprial
- Wheelwell
- Coathanger
- Swing Arm Secured

The unacceptable bike parking types do not meet some of the critical design criteria in the APBP *Bicycle Parking Guidelines* 2nd Edition.

Other considerations for bicycle parking include:

- Sheltered bike parking (i.e. Covered bike parking)
- In-street bike parking facilities (i.e. Bike Corrals)
- Bike parking in public right-of-way
- Event bike parking
- Bike transit centers

Dero and Park-A-Bike (especially the Varsity Bike Dock) are two companies whose bike parking types have been installed in Champaign-Urbana and on the University of Illinois campus. The Varsity Bike Dock is a secured wheelwell, an acceptable bike parking type (see [Figure A12](#)).

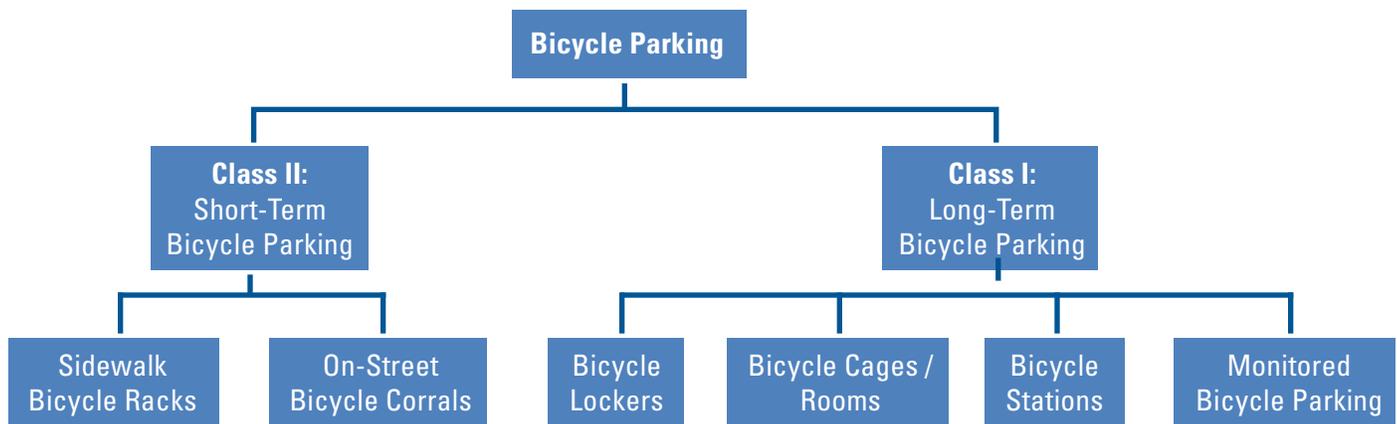


**Figure A12** Varsity Bike Docks (Credit: Park-A-Bike)

### LENGTH OF STAY

All bike parking facilities fall into two categories: short-term (two hours or less) and long-term (more than two hours). Short-term bike parking accomodates convenience and ease of use, while long-term bike parking provides security and weather protection.<sup>2</sup> The San Francisco Municipal Transportation Agency (SFMTA) lists various short-term and long-term bike parking types in its *Bicycle Parking Standards, Guidelines, and Recommendations* document (see [Figure A13](#)).

2. APBP. *Bicycle Parking Guidelines*, 2nd Edition. Association of Pedestrian and Bicycle Professionals, Cedarburg, WI, 2012.



**Figure A13** Bicycle Parking Typology Diagram (Credit: San Francisco Municipal Transportation Agency)

**DIMENSIONS**

According to the AASHTO Bike Guide, bicyclists will seek to park as close as practical to their final destination. Therefore, bike parking should be conveniently placed in a highly visible location within 50 feet or as close to the building entrance as practical. Bike parking should also be placed at both the trip origin and destination.

Following are the Village of Savoy design standards for bike parking, which incorporate the *Champaign County Greenways & Trails (GT) Plan's* bike parking design standards:

- Located no more than 50 feet from the building entrance or trail entrance.
- A minimum of 24 inches from a parallel wall and 30 inches from a perpendicular wall.
- A minimum of 4 feet from curb ramps, fire hydrants, building entrances, etc.
- Facilities should not interfere with pedestrian flow. If located on sidewalks, racks and the bicycles linked to them should provide sufficient clearance around them for all types of pedestrians, including wheelchair users.
- Bicycle racks should be mounted on a 6-inch thick concrete slab.
- Bike racks should support both wheels to prevent bent rims.
- Bike racks should be fabricated of pipe or other durable material.

**SIGNAGE**

MUTCD Sign D4-3 (see [Table A4](#)) may be installed where it is desirable to show the direction to a designated bicycle parking area, from either an on-street or off-street bikeway.

Signage Dimensions: Bike Parking	
Signs	Name & Dimensions
	<p>MUTCD Sign D4-3 Bicycle Parking Area 12" x 18"</p>

**Table A4** Bike Parking sign dimensions  
(Source: MUTCD Figure 9B-4)

# **APPENDIX E**

## **PUBLIC WORKSHOP #1: RESULTS & MATERIALS**



## SAVOY BIKE & PEDESTRIAN PLAN

### Public Comments – Round #1: Winter 2016

**Pages 1-20** compiles all comments received from February 4-6, 2016. This includes comments received at Public Workshop #1 on February 4, 2016 via comment cards, vision boards, and maps. This also includes comments received by email from people who were not able to attend Public Workshop #1.

**Page 21** shows the comments' location and number of votes based on the group maps at Public Workshop #1.

### **PARTICIPATION**

42 people submitted comments in Round #1 of public input for this plan:

- 38 people attended Public Workshop #1 on February 4, 2016.
- 4 people submitted comments by email.

### **VISION BOARD COMMENTS**

Workshop participants were presented two vision boards, and four subject areas on each board (see image below). Comments in the Transit category should be interpreted as Travel comments. Participants were asked to leave comments to help shape the vision of the Savoy Bike & Pedestrian Plan.





<b>A good bike and pedestrian network in the Village of Savoy <i>allows me to...</i></b>	
<b>Health</b>	Commute (Savoy to N.E. Urbana) by bike
	Exercise! Enjoy Outdoors!
	Exercise – bike/run with my family
	Take kids on a walk around Savoy to parks out of our neighborhood
<b>Safety</b>	Bike to parks and other neighborhoods with my children, not fearing cars
	Stay alive & not get run off the road
<b>Sustainability</b>	Less car traffic
<b>Transit/Travel</b>	Commute to work
	Lets me come from Champaign to visit businesses in Savoy (Schnucks, movie, theater, etc.).
	Lets my kids visit friends in Savoy without needing a ride
	Visit parks, travel to school

<b>A good bike and pedestrian network in the Village of Savoy <i>should include...</i></b>	
<b>Health</b>	Improved access to Colbert Park via Church St., especially crossing US 45
	Walking/biking path connecting Lake Falls to Colbert Park
<b>Safety</b>	A bike path along First St. to campus!
	A non-scary way to cross Dunlap Ave. (US 45)
	Improve E-W access between Prospect Ave. and First St., along Curtis and Windsor Roads
	More bike paths
	More walk/bike paths. Less on street paths.
	Safe crosswalks, bike paths for kids to get to school.
<b>Sustainability</b>	Maintenance and regular clearing of bike lanes
<b>Transit/Travel</b>	Bike paths from Winfield Village (east and west) to Prairie Fields
	Convenient cycling and walking access to Walmart from north and west (without having to go via US 45)



**COMMENT CARD COMMENTS**

The following lists all questions asked, and all responses sorted by subject and location.

**Question #1A: What is your favorite place in Savoy to walk?**

Comment	Comment Location	Comment Subject
Wesley through Burwash Park + North to Hessel Park	Burwash Park, Hessel Park (Champaign), Wesley Avenue	Connectivity, Destinations (greenway), Route
The Arbours subdivision, along Prospect, bikepath to Savoy Rec Center	Arbours Subdivision, Savoy Recreation Center	Destinations
The Prairie plot east of Winfield Village	Prairie east of Winfield Village	Destinations (greenway)
U of I Golf Course	U of I Golf Course	Destinations (greenway)
My neighborhood - Prairie Meadows, Colbert Park, over to Carrie Busey	Colbert Park, Carrie Busey School, Prairie Meadows Subdivision	Destinations (greenway, neighborhood)
Colbert Park, Prairie Fields, Prairie Meadows	Colbert Park, Prairie Fields Subdivision, Prairie Meadows Subdivision	Destinations (greenway, school)
Path around Lake Falls subdivision that was mostly completed.	Lake Falls Subdivision	Destinations (neighborhood)
Neighborhoods	Neighborhoods	Destinations (neighborhood)
Around Prairie Fields	Prairie Fields Subdivision	Destinations (neighborhood)
Prairie Fields Subdivision	Prairie Fields Subdivision	Destinations (neighborhood)
Prairie Fields Subdivision	Prairie Fields Subdivision	Destinations (neighborhood)
Schnucks plaza, to campus, on Prospect path	Schnucks, Savoy Plaza, University of Illinois	Destinations (shopping, University)
Bike trail	Ruppel Bike Path (Prospect Ave.)	Existing Facility
Mixed-use path between Windsor and Church	Ruppel Bike Path (Prospect Ave.)	Existing Facility
On trail behind Savoy Rec Center	Ruppel Bike Path (Prospect Ave.)	Existing Facility
Savoy Bike Path	Ruppel Bike Path (Prospect Ave.)	Existing Facility
Schnucks plaza, to campus, on Prospect path	Ruppel Bike Path (Prospect Ave.)	Existing Facility
The Arbours subdivision, along Prospect, bikepath to Savoy Rec Center	Ruppel Bike Path (Prospect Ave.)	Existing Facility
The trail that goes behind the Rec Center	Ruppel Bike Path (Prospect Ave.)	Existing Facility
Every place is scary.	None specified	Safety



**Question #1B: What is your favorite place in Savoy to bike?**

Comment	Comment Location	Comment Subject
Ruppel bike path to northern destinations	Ruppel Bike Path (Prospect Ave.)	Connectivity, Destinations, Existing Facility
In the country	Rural areas outside Savoy	Destinations
Prospect Ave bike path corridor; Colbert Park	Colbert Park	Destinations (greenway)
Prospect bike path, Colbert Park	Colbert Park	Destinations (greenway)
Neighborhoods	Neighborhoods	Destinations (neighborhood)
The Arbours subdivision, along Prospect, bikepath to Savoy Rec Center	Arbours Subdivision, Ruppel Bike Path (Prospect Ave.)	Destinations (neighborhood), Existing Facility
Frequently use the Prospect path all the way to Bottenfield	Ruppel Bike Path (Prospect Ave.)	Destinations (school), Existing Facility
Savoy Plaza	Savoy Plaza	Destinations (shopping)
Schnucks	Schnucks	Destinations (shopping)
Schnucks plaza, to campus, on Prospect path	Ruppel Bike Path (Prospect Ave.), Schnucks, Savoy Plaza, University of Illinois	Destinations (shopping, University), Existing Facility
Savoy Bike Path, East and West Church Street	Church Street	Existing Facility
Along path from Rec center to Windsor. Walk Prospect trail	Ruppel Bike Path (Prospect Ave.)	Existing Facility
Prospect	Ruppel Bike Path (Prospect Ave.)	Existing Facility
Prospect Ave bike path corridor; Colbert Park	Ruppel Bike Path (Prospect Ave.)	Existing Facility
Prospect bike path, Colbert Park	Ruppel Bike Path (Prospect Ave.)	Existing Facility
Savoy Bike Path, East and West Church Street	Ruppel Bike Path (Prospect Ave.)	Existing Facility
The trail that goes behind the Rec Center	Ruppel Bike Path (Prospect Ave.)	Existing Facility
Typically along Church, exiting town	Church Street	Route
West on Curtis to Duncan, North on Prospect	Curtis Road, Prospect Avenue	Route
Anywhere except First St between Windsor and Curtis	NOT First Street between Windsor & Curtis Rds.	Route



**Question #2A: In the future, where in Savoy would you like walk?**

Comment	Comment Location	Comment Subject
My husband is a manual wheelchair user and with little kids we also are often pushing a stroller when we go out walking. We thus would really like to encourage Savoy to pave as many paths as possible so that they would be accessible for wheelchair users and strollers. We love to go to the lake at Colbert Park but the gravel path makes it impossible for my husband to push on and very difficult to push the stroller also.	Colbert Park	Accessibility, Treatment
Everywhere	<i>none listed</i>	Connectivity, Destinations
Everywhere	<i>none listed</i>	Connectivity, Destinations
Throughout the Village - attaching all parks	Parks	Connectivity, Destinations (greenway)
Between the grade school and big parks	Carrie Busey School, Parks	Connectivity, Destinations (greenway, school)
From Liberty on the Lake to other areas in Savoy	Liberty on the Lake subdivision	Connectivity, Destinations (neighborhood)
From Lake Falls to Carrie Busey, but not along First St	Carrie Busey School, Lake Falls subdivision	Connectivity, Destinations (neighborhood, school)
Between Lake Falls and nearby developments	First Street, Lake Falls subdivision, University of Illinois	Connectivity, Destinations (neighborhood, University)
In my neighborhood, to child's school, path from Fieldstone Subdivision to Carrie Busey School, Airport Rd/U.S. 45/First St	Airport Road, Carrie Busey School, First Street, US 45	Connectivity, Destinations (school), Route
Easier access to campus via First St	First Street	Connectivity, Destinations (University), Route
I would like to see a bike and pedestrian path that connects the east end of Declaration Dr. to the Harold E. Ruppel bike path. This would connect over 225 households to the Savoy Rec Center, Jones Park, and the Savoy Post Office. It also provides a safer mode of transportation for children riding their bikes.	Curtis Road, Declaration Drive, Jones Park, Post Office, Savoy Recreation Center	Connectivity, Destinations, Safety, Treatment
Research Park, U of I	University of Illinois	Destinations (University)
Either along east side of tracks or along 1st for walk and bike	First Street, RR Tracks	Route
Either along railroad track to east or First St corridor	First Street, RR Tracks	Route



Comment	Comment Location	Comment Subject
Sidewalks S First St between Church + Windsor	First Street	Route, Treatment
My main interest in this project is for Old Church Road, 45/S Neil, and First Street. It would be nice to have wider sidewalks that offer the “shared” routes for bikes and pedestrians. If that isn’t possible because the sidewalks are handled by the developers, then having a bike lane on both of these roads would be preferred.	Church Street, First Street, US 45	Treatment

**Question #2B: In the future, where in Savoy would you like to bike?**

Comment	Comment Location	Comment Subject
From Liberty on the Lake to other areas in Savoy	Liberty on the Lake subdivision	Connectivity, Destinations (neighborhood)
In my neighborhood, to child’s school, path from Fieldstone subdivision to Carrie Busey School, Airport Rd/U.S. 45/First St	Airport Road, Carrie Busey School, First Street, US 45	Connectivity, Destinations (school), Route
Bike to Walmart; bike lanes added to Fox Dr continue south on Lyndhurst particularly since the bike lanes on Burwash are so nice and they connect with those on Prospect and then Curtis	Lyndhurst Drive, Walmart	Connectivity, Destinations (shopping), Treatment
I would like to see a bike and pedestrian path that connects the east end of Declaration Dr. to the Harold E. Ruppel bike path. This would connect over 225 households to the Savoy Rec Center, Jones Park, and the Savoy Post Office. It also provides a safer mode of transportation for children riding their bikes.	Curtis Road, Declaration Drive, Jones Park, Post Office, Savoy Recreation Center	Connectivity, Destinations, Safety, Treatment
Prairie Fields Trail to Curtis, connecting North	First Street, Prairie Fields Trail	Connectivity, Route
Post office, Schnucks, Dairy Queen	Dairy Queen, Post Office, Schnucks, Savoy Plaza	Destinations
Better access to Colbert Park (no sidewalks!) when riding with kids - especially near Rt 45	Colbert Park, US 45	Destinations (greenway), Safety, Treatment
Carrie Busey, Prairie Meadows, Prairie Fields	Carrie Busey School, Prairie Meadows subdivision, Prairie Fields subdivision	Destinations (neighborhood, school)
From Prairie Fields subdivision to campus (need a safer route)	Prairie Fields subdivision, University of Illinois	Destinations (neighborhood, University), Route, Safety



**Public Comments Round #1 – Winter 2016**

<b>Comment</b>	<b>Comment Location</b>	<b>Comment Subject</b>
Schnucks	Schnucks	Destinations (shopping)
Easier access to campus via First St	First Street	Destinations (University), Route
Down to campus on First Street	First Street, University of Illinois	Destinations (University), Route
To campus on a safe path	First Street, University of Illinois	Destinations (University), Route, Safety
South from SRC	Savoy Recreation Center	Destinations, Route
A link between Curtis Rd and Windsor Rd along First St	First Street	Route
Either along east side of tracks or along First St for walk and bike	First Street, RR tracks	Route
Either along railroad track to east or First St corridor	First Street, RR tracks	Route
Something up First St	First Street	Route, Treatment
From Liberty on the Lake to other areas in Savoy	Liberty on the Lake subdivision	Connectivity, Destinations (neighborhood)



**Question #3A: Where in Savoy do you think there are walkability issues?**

Comment	Comment Location	Comment Subject
My husband is a manual wheelchair user and with little kids we also are often pushing a stroller when we go out walking. We thus would really like to encourage Savoy to pave as many paths as possible so that they would be accessible for wheelchair users and strollers. We love to go to the lake at Colbert Park but the gravel path makes it impossible for my husband to push on and very difficult to push the stroller also.	Colbert Park	Accessibility, Treatment
Everywhere!		Connectivity
Crossing Church	Church Street	Crossing
Crossing Rt 45, crossing Curtis	Curtis Road, US 45	Crossing
Crossing Dunlap would be nice to be able to walk to the Post Office/rec center from Prairie Fields/Meadows subdivisions, the gravel path around Colbert lake is difficult to walk + push strollers (or bicyclists) I see many use the street to avoid the gravel	Colbert Park, Post Office, Prairie Fields subdivision, Prairie Meadows subdivision, Savoy Recreation Center, US 45	Crossing, Destinations, Existing Facility
Crossing Curtis on Wesley Ave, crossing Burwash on trail, turning traffic hazard	Burwash Avenue, Curtis Road, Ruppel Bike Path (Prospect Ave.), Wesley Avenue, Windsor Road	Crossing, Safety
South First St between Church + Windsor, Burwash Park, north crossing Windsor	Burwash Park, First Street, Windsor Road	Destinations (greenway), Route
Most of the subdivisions		Destinations (neighborhood)
Curtis Rd from Savoy Plaza east to First St	Curtis Road	Destinations (shopping), Route
Colbert Park - gravel path is hard to walk and run on	Colbert Park	Destinations, Existing Facility
South/ on 45/ Airport Rd	Airport Road, US 45	Route
South First by Lake Park, Parts of Church St and South Mattis	Church Street, First Street, Mattis Avenue	Route
Going on First St between Windsor and Curtis. No path or shoulder	First Street	Route
First St Church to Windsor corridor	First Street, RR tracks	Route
First St corridor	First Street, RR tracks	Route
Running along First St is not safe	First Street	Safety



**Question #3B: Where in Savoy do you think there are bikeability issues?**

Comment	Comment Location	Comment Subject
First St all the way to the University, bike racks in Savoy Plaza are pretty bad	First Street, Savoy Plaza	Bike Parking, Destinations (shopping), Route
Everywhere!		Connectivity
Crossing Church	Church Street	Crossing
Intersection of Prospect + Windsor	Prospect Avenue, Windsor Road	Crossing
Crossing Dunlap would be nice to be able to walk to the Post Office/rec center from Prairie Fields/Meadows subdivisions, the gravel path around Colbert lake is difficult to walk + push strollers (or bicyclists) I see many use the street to avoid the gravel	Colbert Park, Post Office, Prairie Fields subdivision, Prairie Meadows subdivision, Savoy Recreation Center, US 45	Crossing, Destinations, Existing Facility
First Street (not safe), crossing 45 (not safe)	First Street, US 45	Crossing, Route, Safety
I have young children and would not be comfortable letting them ride their bikes along the Curtis Road bike lane.	Curtis Road	Existing Facility, Safety
East-west between Prospect and First on Church and Curtis	Church Street, Curtis Road	Route
South First by Lake Park, Parts of Church St and South Mattis	Church Street, First Street, Mattis Avenue	Route
First St between Curtis Rd and Windsor Rd, Curtis Rd east of Prospect Ave to First St	Curtis Road, First Street	Route
Along First St from Curtis to Windsor!	First Street	Route
First St	First Street	Route
First St Church to Windsor corridor	First Street	Route
First St corridor	First Street	Route
Going on First St between Windsor and Curtis. No path or shoulder	First Street	Route
South First St between Curtis + Windsor	First Street	Route
South/ on 45/ First St	First Street, US 45	Route



**Question #4: What do you think this plan should accomplish in the next five years?**

Comment	Comment Location	Comment Subject
Creating paths safe enough for people of all ages to walk/run/bike around Savoy	<i>none listed</i>	Bicyclist Types, Safety
Make it easier for less experienced bicyclists and kids to get to places walking or biking	<i>none listed</i>	Bicyclist Types, Safety
Interconnection in Savoy with Champaign pathways	<i>none listed</i>	Connectivity
Connect east side of Savoy to U of I and connect both sides of Rt. 45 in Savoy with safer way to cross 45	East Savoy, University of Illinois, US 45	Connectivity, Crossing, Destinations (University)
Connect east side of Savoy to Champaign and Urbana bike paths, connect to Urbana parks through southern route	C-U bike paths, East Savoy, Urbana Parks	Connectivity, Destinations (greenway), Route
Complete Prairie Fields trail, improve connection to trails to the north, particularly walking from Burwash Park to Hessel Park	Burwash Park, Hessel Park (Champaign), Prairie Fields Trail	Connectivity, Destinations (greenway), Treatment
Connect all areas/subdivisions in Savoy	Savoy subdivisions	Connectivity, Destinations (neighborhood)
First St for bicycle commuters going to/from campus, connectivity throughout Savoy	First Street	Connectivity, Destinations (University), Route
Recreation paths connecting Savoy to campus + path that follows Prospect south of Curtis	Ruppel Bike Path (Prospect Ave.), University of Illinois	Connectivity, Destinations (University), Treatment
Coordinate with Champaign Plan, especially First St improvements (if any), establish bike routes between Prospect and First St	First Street	Connectivity, Route
First St corridor to Champaign/U of I	First Street, University of Illinois	Destinations (University), Route
Maybe better path in the Colbert Park	Colbert Park	Existing Facility, Treatment
Help obtain grants	<i>none listed</i>	Funding
Expand walk/bike paths	<i>none listed</i>	Infrastructure, Treatment
Upkeep is important for existing pathways. The blacktop paths have not had routine maintenance and now require repair. Proper care extends the life and usefulness of well-worn trails.	<i>none listed</i>	Maintenance
Have all new and reconstruction of roadway infrastructure include bike lane, bike paths or adequate shoulders for safe mixing of motorized and non-motorized vehicles	<i>none listed</i>	Modes, Treatment



## Public Comments Round #1 – Winter 2016

Comment	Comment Location	Comment Subject
Make a path down First St from Church to Windsor for safe biking and walking	First Street	Route, Safety, Treatment
Have additional routes so children don't have to navigate narrow roads with cars travelling at accelerating or high rates of speed	<i>none listed</i>	Route, Safety, Treatment



**Question #5: Are there any other issues, concerns or suggestions you would like to bring to our attention about existing conditions or about this project?**

Comment	Comment Location	Comment Subject
We thus would really like to encourage Savoy to pave as many paths as possible so that they would be accessible for wheelchair users and strollers.	<i>none listed</i>	Accessibility
So glad you are asking!	<i>none listed</i>	Appreciation
I bike from Champaign to Savoy Plaza quite often. My kids would do this more if it were safer. I'd really like Savoy businesses to know that being bike friendly makes a big difference!	Savoy Plaza	Bicyclist Types, Bike Friendly Businesses, Destinations, Safety
Details of Prairie Fields trail where it crosses stream at new corner of Lake Park, bridge must not restrict stream flow - critical drainage issue!	Prairie Fields Trail	Bridge
I have young children and would not be comfortable letting them ride their bikes along the Curtis Road bike lane. Another point of consideration would be to provide better bike and pedestrian transportation along Curtis Road east of Neil St. For example, a pedestrian has to cross the street to remain on the sidewalk as he/she is approaching Neil St. This would provide residents at Winfield Village and The Place at 117 access to the shopping area at the Savoy Plaza. I often see people trying to walk along Curtis Road without sufficient sidewalks and trying to cross the railroad tracks to get to the shopping area.	Curtis Road, The Place at 117, Savoy Plaza, Winfield Village	Connectivity, Crossing, Destinations (neighborhood, shopping), Route, Safety
Wants all red on US 45 and Curtis/Prospect for bikes + peds to cross	Curtis Road, Prospect Avenue, US 45	Crossing
Add Winfield Village to the subdivision map	Winfield Village	Destination (neighborhood)
There is a great need of a path along First to campus, but understand most of the land is University property, which poses restrictions.	First Street, University of Illinois	Destinations (University), Route
Narrow sidewalk along 45 by Post Office	US 45	Destinations, Treatment
The reconstruction of East Church St from railroad to First Street failed to integrate cycling infrastructure, e.g. bike lanes or adequate shoulder	Church Street	Infrastructure, Treatment



**Public Comments Round #1 – Winter 2016**

Comment	Comment Location	Comment Subject
Older people and their families need walking paths around the retirement, assisted living, nursing home facilities	Assisted Living Facilities, Senior Housing	Seniors
Airport Road traffic + First St traffic, 45 path	Airport Road, First Street, US 45	Traffic
A plan exists to put a "broken" center line on the path to aid night riding (path can be quite dark!)	<i>none listed</i>	Treatment
I have an issue brought to my attention from someone in Windsor Park	Windsor Park	



### ANALYSIS OF COMMENT CARD COMMENTS

The analysis of the comments is based on the number of occurrences of locations and subjects.

The most commented locations in the written comments were:

1. First Street (42)
2. University of Illinois Campus and U.S. 45 (13)
3. Prospect Avenue and Harold E. Ruppel Memorial Bike Path (12)
4. Curtis Road (11)
5. Church Street and Colbert Park (10)



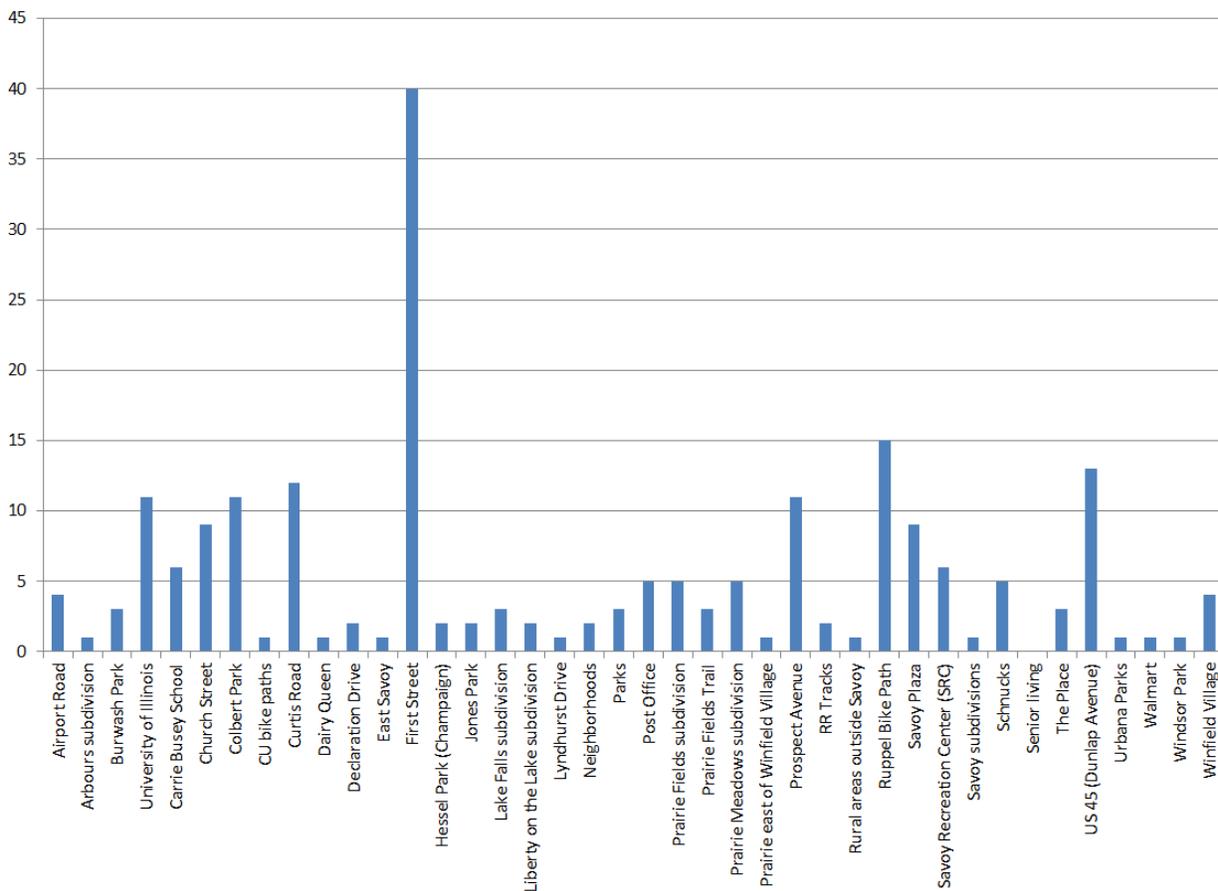
The most commented subjects in the written comments were:

1. Destinations (62)
2. Route (44)
3. Connectivity (28)
4. Existing Facility (22)
5. Treatment (20)



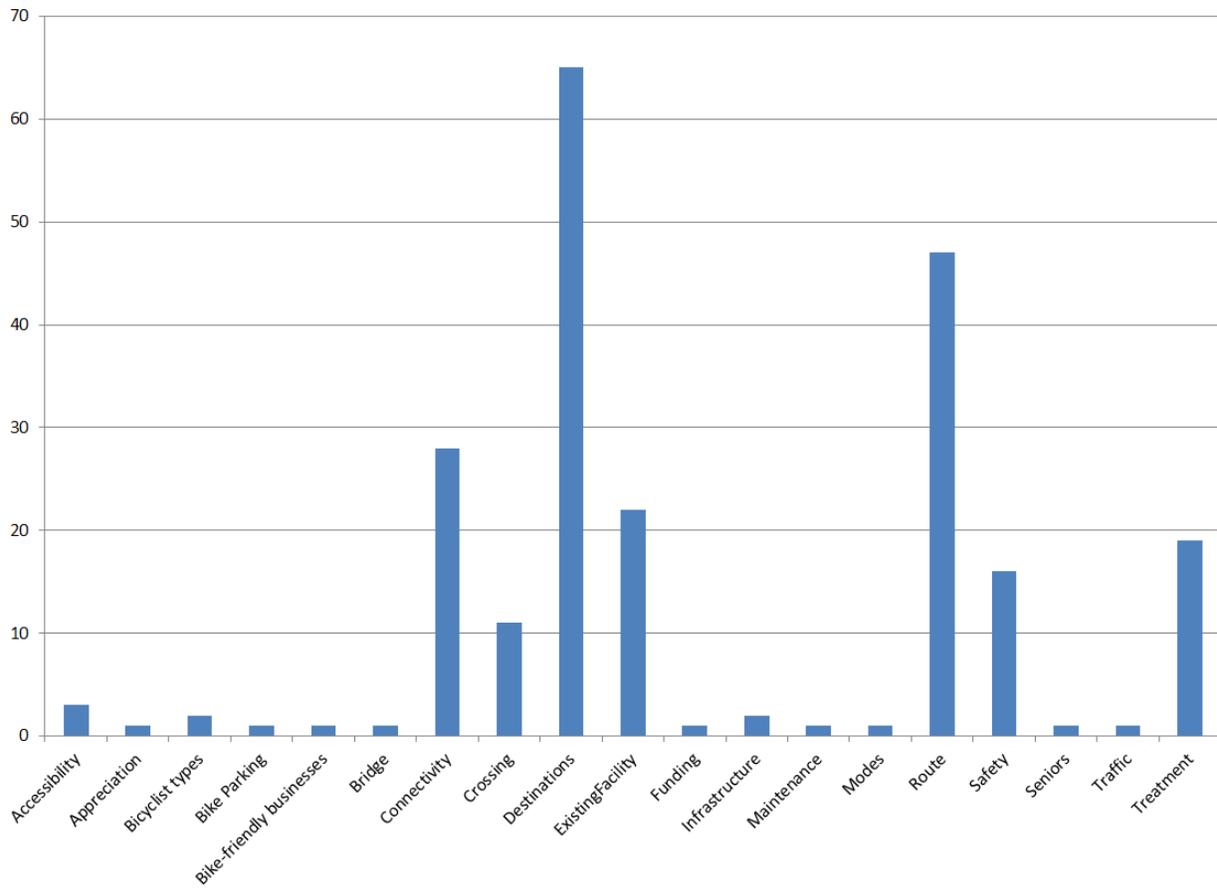


### Analysis of Comment Location





### Analysis of Comment Subject





## GROUP MAP COMMENTS

POINT COMMENTS			
Location	# of Comments	Comment Type	Issue
Prospect Ave and Arbours Dr	2	Issue	Ditch and need to cross
Prospect Ave and Curtis Rd	2	Issue	All cars should stop. Speeding/traffic lights safety
U.S. 45 and Church St	2	Issue	Safety of crosswalks/bike/walking. Hard to trigger signals on bike
U.S. 45 and Curtis Road	2	Issue	Intersection difficult for bikers to cross and it is hard to trigger signals on bike. All cars stop like on campus.
Airport Rd and Ridge Creek Rd	1	Issue	Need safe crossing from the senior facility to the neighborhood (Fieldstone)
Church St and Essex Ln	1	Issue	Lack of crosswalk
Church St and Hampshire Ln	1	Issue	Cars will back up coming outside new development on Church and Hampshire
Curtis Rd	1	Issue	Sidewalk has cracks and it is missing a piece
Fieldstone Dr and Airport Rd	1	Issue	Need safe crossing on Airport Rd
First St E of Prairie Fields Park	1	Issue	Drainage issues due to University building on First St
First Street in front of The Place at 117	1	Issue	Sidewalk trip hazard for First St at The Place at 117 for bikes and peds
Harold E. Ruppel Memorial Bike Path (Prospect Avenue corridor)	1	Issue	Flooding over bike path (3 areas)
Monterrey Ct	1	Issue	Sidewalk subsided
NW corner of Prairie Fields subdivision	1	Issue	Detention, drainage, sedimentation issues in NW corner of Prairie Fields subdivision - hard to walk/bike over as is
Savoy Plaza	1	Issue	Insufficient bike parking near businesses
The Village at Colbert Park	1	Issue	Remove sign for the apartment because it blocks sidewalk from being seen by cars
Windsor Rd and Bel Air Ct	1	Issue	Crossing from the subdivisions (traffic lights help)
Windsor Rd and First St	1	Issue	Sidewalk lacks connection
Windsor Rd and Prospect Ave	1	Issue	Blind intersection (can't see biker)
Woodfield Dr and Curtis Rd	1	Issue	Needs bike parking near bus stop
Arbours subdivision paths	1	Opportunity	Paths for bikes and peds (5 ft.)



**Public Comments Round #1 – Winter 2016**

Colbert Park	1	Opportunity	Need drinking fountains at Colbert Park
Developing areas	1	Opportunity	Need more playground on areas that are developing
Ellen Ave at Walmart	1	Opportunity	Opportunity to improve connection
John L. Jones Park	1	Opportunity	Need drinking fountains
Stream NW of the Prairie Fields subdivision	1	Opportunity	Design stream abuttment so that it doesn't restrict stream flow - Lake Park needs water to drain through
N Lake Park	1	Other	Bicyclists are currently using north side to access First St in AM commute from Prairie Fields subdivision
Prospect Ave and Burwash Ave	1	Other	Rethink intersection (future development to the west)
U.S. 45 and Tomaras Ave	1	Other	Potential crossing midpoint between Curtis and Church

LINEAR COMMENTS						
Name	From	To	Facility Type	# of Comments	Comment Type	Comments
First Street	Windsor Rd	Curtis Rd	Bike Path	9	Issue	Terrribly unsafe, people go really fast. Bike path along First or along U.S. 45. People want bike/ped facilities. Kids go to school north.
Colbert Park path			Shared-Use Path	3	Opportunity	Wants Colbert Park path to be converted from gravel to paved. Extension?
First Street	Curtis Rd	Church St		3	Issue	Heavy traffic, no paths. Kids go to school north, can't access Urbana.
Harold E Ruppel Memorial Bike Path (Prospect Avenue corridor)	Graham Dr	Windsor Rd	Bike Path	3	Issue	Maintenance on path (exposed cracks), severe
Church Street	Prospect Ave	U.S. 45	Sidewalk	2	Issue	No good access/sidewalk safety on Church-45 (need repair). Sidewalks narrow. Roadway in bad condition
Curtis Road	RR Tracks	First St		2	Issue	Unimproved
Curtis Road	Wesley Ave	U.S. 45	Bike Path	2	Opportunity	Needs a bike path
First Street	Church St	Airport Rd	Bike Lanes, Sidepath	2	Issue	Bike lanes along First St. Path to Windsor and campus. Sidepath along First St.
Airport Road	Willard Airport	U.S. 45		1	Issue	Need sidewalk & bike facilities to the airport



Public Comments Round #1 – Winter 2016

LINEAR COMMENTS						
Church Street	Mattis Ave	Prospect Ave	Bike Path	1	Issue	Bike path/ sidewalk/ sidepath on Church St
Church Street	U.S. 45	First St	Shoulders	1	Issue	Lack of shoulders on Church St
Colbert Park to Fieldstone Drive	Colbert Park	Fieldstone Dr		1	Issue	Connecting Fieldstone Dr & Colbert Park
Connection from Lake Falls subdivision to Colbert Park	Lake Falls Blvd	Colbert Park path		1	Issue	Connection between Lake Falls subdivision and Colbert Park
Curtis Road	West village limits	Prospect Ave	Bike Path	1	Opportunity	Connection to Curtis Orchard and to YMCA (traffic goes very fast)
Golfview Court	Church St	Walmart		1	Opportunity	Opportunity for a path to access Walmart
Lyndhurst Drive	Windsor Rd	Burwash Ave		1	Issue	Parking on both sides and buses
Lyndhurst Drive	Windsor Rd	Burwash Ave		1	Issue	Sidewalks need maintenance
Mattis Avenue	Windsor Rd	Curtis Rd	Bike Path	1	Opportunity	Bike path
Mattis Avenue	Liberty on the Lake	City of Champaign	Bike Path	1	Other	Bike path into Champaign
Prairie Fields subdivision to Walmart	Tickseed Ave	Walmart	Sidewalk	1	Issue	No good access/sidewalk safety on Church-45 (need repair). Sidewalks narrow. Roadway in bad condition.
Prospect Avenue	Graham Dr	Church St	Bike Path	1	Issue	Bike path/ sidewalk/ sidepath on Church St
Railroad Tracks	Windsor Rd	Curtis Rd	Shared-Use Path	1	Issue	Terribly unsafe, people go really fast. Bike path along First or along U.S. 45. People want bike/ped facilities.
U.S. 45	Ellen Ave	Airport Rd		1	Opportunity	Provide bike connections from Airport Rd to Walmart & along U.S. 45
U.S. 45	Graham Dr	Main St	Sidewalk	1	Issue	Sidewalk narrow
Wesley Avenue	Calvin St	Graham Dr	Sidewalk	1	Issue	Complete sidewalk gaps by Wesley St
Wesley Avenue	Graham Dr	Main St	Sidewalk	1	Issue	Complete sidewalk gaps by Wesley St
Windsor Road	Prospect Ave	U.S. 45	Divided Shared-Use Path	1	Issue	Very narrow path and driveways have no visibility

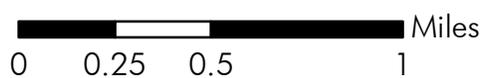
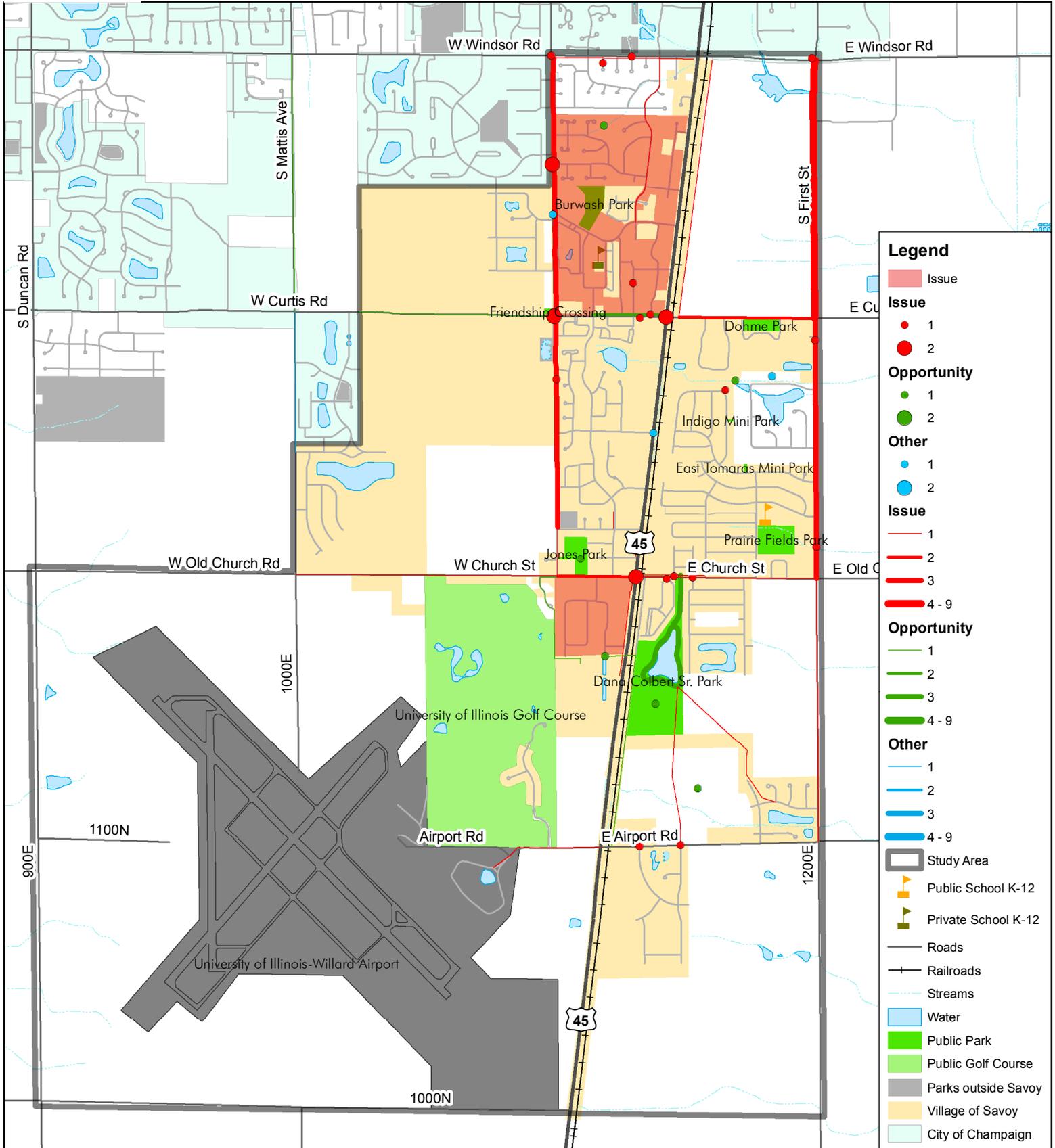


**Public Comments Round #1 – Winter 2016**

<b>AREA COMMENTS</b>		
<b>Location</b>	<b>Comments</b>	<b>Comment Type</b>
Arbours Subdivision	Paths for bikes and pedestrians (5 feet). Issue with golf carts on paths and they had to call the police.	Issue
North of Walmart	No sidewalks near store	Issue



# Savoy Bike & Pedestrian Plan Public Workshop #1 - Results





# Savoy Bike + Pedestrian Plan Comment Card

Your input on the Savoy Bike + Pedestrian Plan is vital in determining the future vision for bicycling and walking in Savoy. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. What is your favorite place in Savoy to...

Walk? \_\_\_\_\_

Bike? \_\_\_\_\_

2. In the future, where in Savoy would you like to...

Walk? \_\_\_\_\_

Bike? \_\_\_\_\_

3. Where in Savoy do you think there are...

Walkability Issues? \_\_\_\_\_

\_\_\_\_\_

Bikeability Issues? \_\_\_\_\_

\_\_\_\_\_

4. What do you think this plan should accomplish in the next five years?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

5. Are there any other issues, concerns or suggestions you would like to bring to our attention about existing conditions or about this project?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

6. How did you hear about this meeting? Check all that apply.

Flyer  News-Gazette  Word of Mouth  Email  Website  Facebook

NAME \_\_\_\_\_  
ORGANIZATION \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY, STATE, ZIP \_\_\_\_\_  
PHONE \_\_\_\_\_  
E-MAIL \_\_\_\_\_

- Yes! Add my name to the mailing list*
- Please DO NOT add my name to the mailing list*
- Please remove my name off of the mailing list*

PLACE  
STAMP  
HERE

CCRPC  
Savoy Bike + Pedestrian Plan  
c/o Gabriel Lewis  
1776 East Washington Street  
Urbana, IL 61802



**Champaign County Regional Planning Commission (CCRPC)**  
1776 E. Washington St.  
Urbana, IL 61802  
Phone: 217-328-3313 Fax: 217-328-2426  
[www.ccrpc.org](http://www.ccrpc.org)

# APPENDIX F

## PUBLIC WORKSHOP #2: RESULTS & MATERIALS



## SAVOY BIKE & PEDESTRIAN PLAN

### Public Comments – Round #2: Spring 2016

#### Participation

74 people submitted comments in Round #2 of public input for this plan:

- 21 people attended Public Workshop #2 on March 31, 2016;
- 51 people submitted comments through the online comment form or card, which was accessible between April 4 and 11, 2016;
- 1 person submitted comments through the CUUATS website; and
- 1 person submitted comments by email.

#### Key Findings

- The public is very **concerned** about connectivity and safety. Connecting the different neighborhoods and destinations of Savoy and increasing safety through the provision of adequate facilities and programs are two great priorities for the public. Providing connections to key regional destinations, especially the University of Illinois campus, is also a priority.
- The public is very **interested** in:
  - Off-street facilities, such as shared-use paths and trails, as they provide greater separation between vehicles and pedestrians and bicyclists.
  - First Street improvements to provide a safer commute to campus.
  - Paving the gravel path in Colbert Park to increase accessibility.
  - Connecting the neighborhoods in South Savoy (e.g. Lake Falls) to Central and North Savoy with pedestrian and bicyclist facilities.

#### Recommendations Maps and Non-Infrastructure Recommendations

The public was invited to vote on infrastructure and non-infrastructure recommendations displayed on tables and boards by placing stickers beside their desired recommendations (see Figures 1 and 2). The following maps and exhibit boards were available for voting:

- Point Recommendations
- Linear Bicyclist Recommendations – North Savoy
- Linear Pedestrian Recommendations – North Savoy
- Linear Bicyclist Recommendations – Central Savoy
- Linear Pedestrian Recommendations – Central Savoy
- Linear Bicyclist Recommendations – South Savoy
- Linear Pedestrian Recommendations – South Savoy
- Non-Infrastructure Recommendations – Education
- Non-Infrastructure Recommendations – Encouragement
- Non-Infrastructure Recommendations – Enforcement
- Non-Infrastructure Recommendations – Evaluation



Figure 1. Participants voting on an infrastructure recommendation map



Figure 2. Participant voting on a non-infrastructure recommendation board

The participants received a total of 12 stickers, and they were instructed to distribute them in the following manner:

- 6 votes for the Linear Recommendations Maps (preferably one per map)
- 2 votes for the Point Recommendations Map
- 4 votes for Non-Infrastructure Recommendations (preferably one per category)

## Comment Card Comments: Printed and Online

Printed comment cards were distributed at the beginning of Public Workshop #2, and participants were asked to fill it and hand it in at the end of the meeting (Figure 3). There were four questions: two written and two multiple-choice questions. The online comment card had a total of 8 questions: it included the four questions asked in the printed comment card and four additional questions, which enabled those who were unable to attend the workshop to vote on infrastructure and non-infrastructure recommendations (Figure 4).

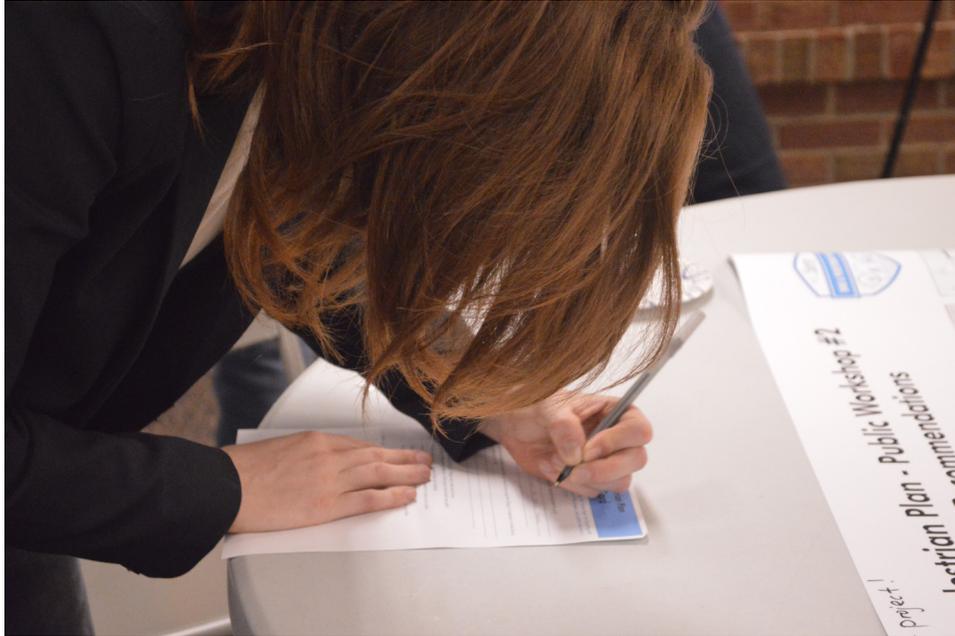


Figure 3. Participant filling out a printed comment card

**Savoy Bike & Pedestrian Plan:  
Comment Card**

Your input on the Savoy Bike & Pedestrian Plan is vital in determining the future vision for bicycling and walking in Savoy. Please let us know your thoughts about any aspect of the project, and submit the form by Monday, April 11, 2016.

1. What is your HIGHEST priority for biking?

- Close gaps in the existing network of bike lanes and shared-use paths
- Provide more separation between bikes and vehicles
- Increase education and outreach programs related to biking and safety
- Improve the maintenance of the existing bicycle/trail network
- Encourage businesses and other destinations to install bicycle parking facilities

2. What is your HIGHEST priority for walking?

- Close sidewalk gaps and improve sidewalks
- Improve ADA accessibility on sidewalks and at intersections
- Improve pedestrian safety at intersections and midblock crossings
- Reduce conflicts between bikes, pedestrians, and other users on sidewalks
- Increase education and outreach programs related to walking and safety
- Improve maintenance of the sidewalk network

3. Please select your top 3 bicycle priorities for linear recommendations (refer to maps on pages 9 to 11 at

Figure 4. Image of the online comment card

## Analysis of votes on Recommendations and Comment Card Comments

### **INFRASTRUCTURE RECOMMENDATIONS**

The 5 most voted linear bicyclist recommendations on the workshop maps, boards, and online form were:

- Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park (31)
- First Street Shared-Use Path between Windsor Road and Curtis Road (28)
- Colbert Park Shared-Use Path: pave existing gravel path (23)
- Airport Road Shared-Use Path (16)
- First Street Shared-Use Path between Curtis Road and Airport Road (15)

<b>Infrastructure Linear Bicyclist Recommendations</b>	<b>Workshop</b>	<b>Online Form</b>	<b>Total</b>
Airport Road Bike Lanes	0	5	<b>5</b>
Airport Road Shared-Use Path	5	11	<b>16</b>
Arbours Drive Bike Route	0	1	<b>1</b>
Burwash Ave Bike Lanes	0	0	<b>0</b>
Burwash Park Shared-Use Path closing a loop behind the ball field	0	0	<b>0</b>
Church Street Shared-Use Path	3	6	<b>9</b>
Colbert Park Shared-Use Path: pave existing gravel path	10	13	<b>23</b>
Ellen Avenue Bike Route	1	0	<b>1</b>
First Street between Church Street and Airport Road: install shoulders	4	6	<b>10</b>
First Street between Curtis Road and Church Street: widen shoulders	0	5	<b>5</b>
First Street Bike Lanes between Windsor Road and Curtis Road	0	9	<b>9</b>
First Street Shared-Use Path between Curtis Road and Airport Road	0	15	<b>15</b>
First Street Shared-Use Path between Windsor Road and Curtis Road	6	22	<b>28</b>
Golfview Court Bike Route	0	0	<b>0</b>
Graham Drive Bike Route	1	0	<b>1</b>
Harold E. Ruppel Memorial Bike Path maintenance	5	0	<b>5</b>
Hartwell Drive Bike Route	1	0	<b>1</b>
Lake Falls Trail West Path: connecting to the Fieldstone subdivision and senior living facilities	1	13	<b>14</b>
Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park	17	14	<b>31</b>
Liberty on the Lake Trail/Shared-Use Path	5	0	<b>5</b>
Lyndhurst Drive Bike Route	1	0	<b>1</b>
Prairie Fields Trail Phase II: connecting Curtis Road to Church Street	2	12	<b>14</b>
Prospect Avenue Bike lanes	3	0	<b>3</b>
Prospect Avenue Shared-Use Path (south of the Savoy Recreation Center)	0	1	<b>1</b>
Prospect Avenue Shared-Use Path from Golfview Court to Airport Road	5	0	<b>5</b>
Rail-trail along the east side of the rail tracks	0	5	<b>5</b>
Regency Drive Bike Route	1	0	<b>1</b>
Tomaras Avenue Bike Route	1	0	<b>1</b>

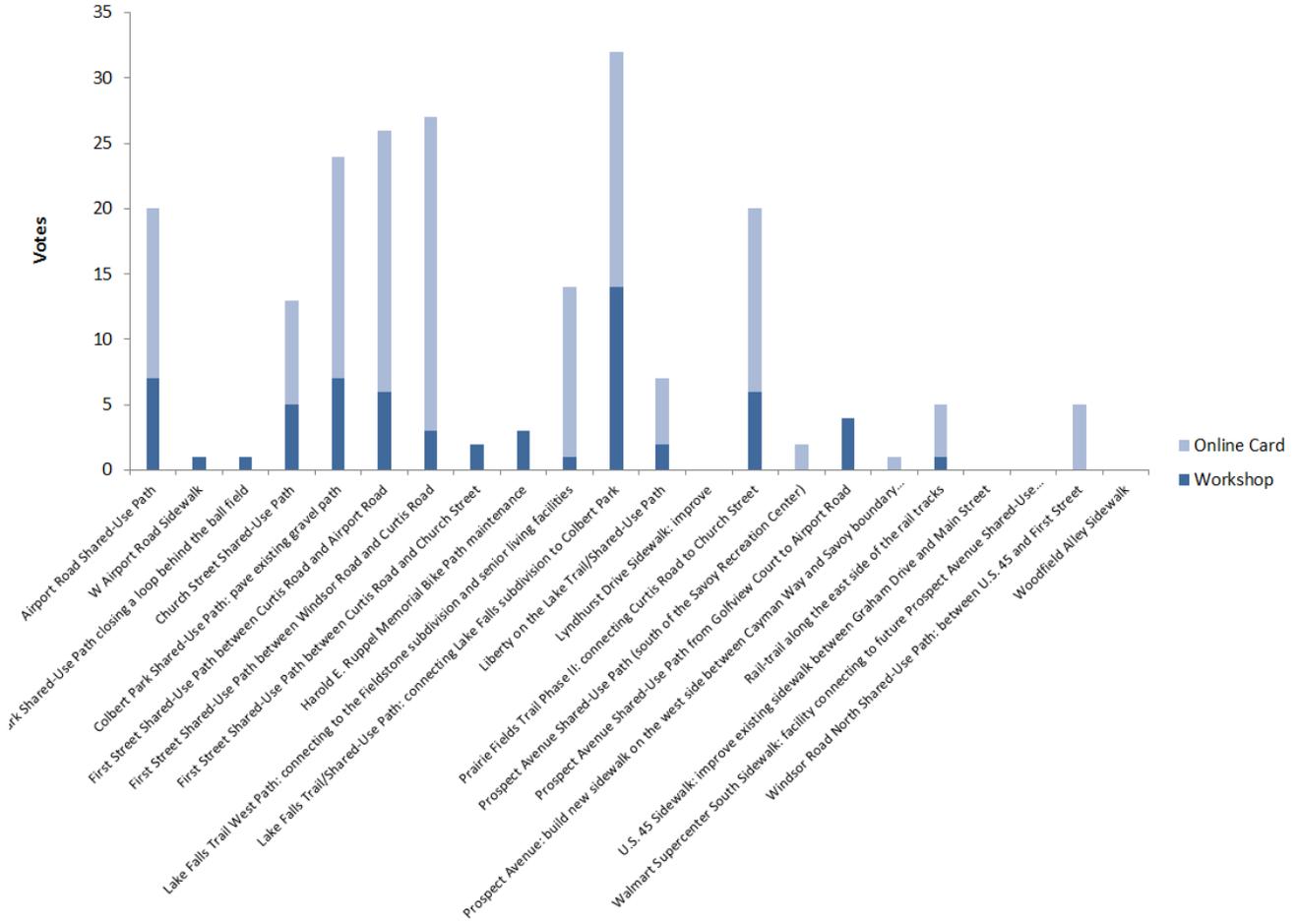


The 5 most voted linear pedestrian recommendations on the workshop maps, boards, and online form were:

- Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park (32)
- First Street Shared-Use Path between Windsor Road and Curtis Road (27)
- First Street Shared-Use Path between Curtis Road and Airport Road (26)
- Colbert Park Shared-Use Path: pave existing gravel path (24)
- Prairie Fields Trail Phase II: connecting Curtis Road to Church Street (20)
- Airport Road Shared-Use Path (20)

<b>Infrastructure Linear Pedestrian Recommendations</b>	<b>Workshop</b>	<b>Online Card</b>	<b>Total</b>
Airport Road Shared-Use Path	7	13	20
Airport Road Sidewalk	1	0	1
Burwash Park Shared-Use Path closing a loop behind the ball field	1	0	1
Church Street Shared-Use Path	5	8	13
Colbert Park Shared-Use Path: pave existing gravel path	7	17	24
First Street Shared-Use Path between Curtis Road and Airport Road	6	20	26
First Street Shared-Use Path between Windsor Road and Curtis Road	3	24	27
First Street Shared-Use Path between Curtis Road and Church Street	2	0	2
Harold E. Ruppel Memorial Bike Path maintenance	3	0	3
Lake Falls Trail West Path: connecting to the Fieldstone subdivision and senior living facilities	1	13	14
Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park	14	18	32
Liberty on the Lake Trail/Shared-Use Path	2	5	7
Lyndhurst Drive Sidewalk: improve	0	0	0
Prairie Fields Trail Phase II: connecting Curtis Road to Church Street	6	14	20
Prospect Avenue Shared-Use Path (south of the Savoy Recreation Center)	0	2	2
Prospect Avenue Shared-Use Path from Golfview Court to Airport Road	4	0	4
Prospect Avenue: build new sidewalk on the west side between Cayman Way and Savoy boundary north of Pittsfield Drive	0	1	1
Rail-trail along the east side of the rail tracks	1	4	5
U.S. 45 Sidewalk: improve existing sidewalk between Graham Drive and Main Street	0	0	0
Walmart Supercenter South Sidewalk: facility connecting to future Prospect Avenue Shared-Use Path and future sidewalk on U.S. 45 south of Walmart	0	0	0
Windsor Road North Shared-Use Path: between U.S. 45 and First Street	0	5	5
Woodfield Alley Sidewalk	0	0	0

# Savoy Bike & Pedestrian Plan – Public Comments Round #2, Spring 2016

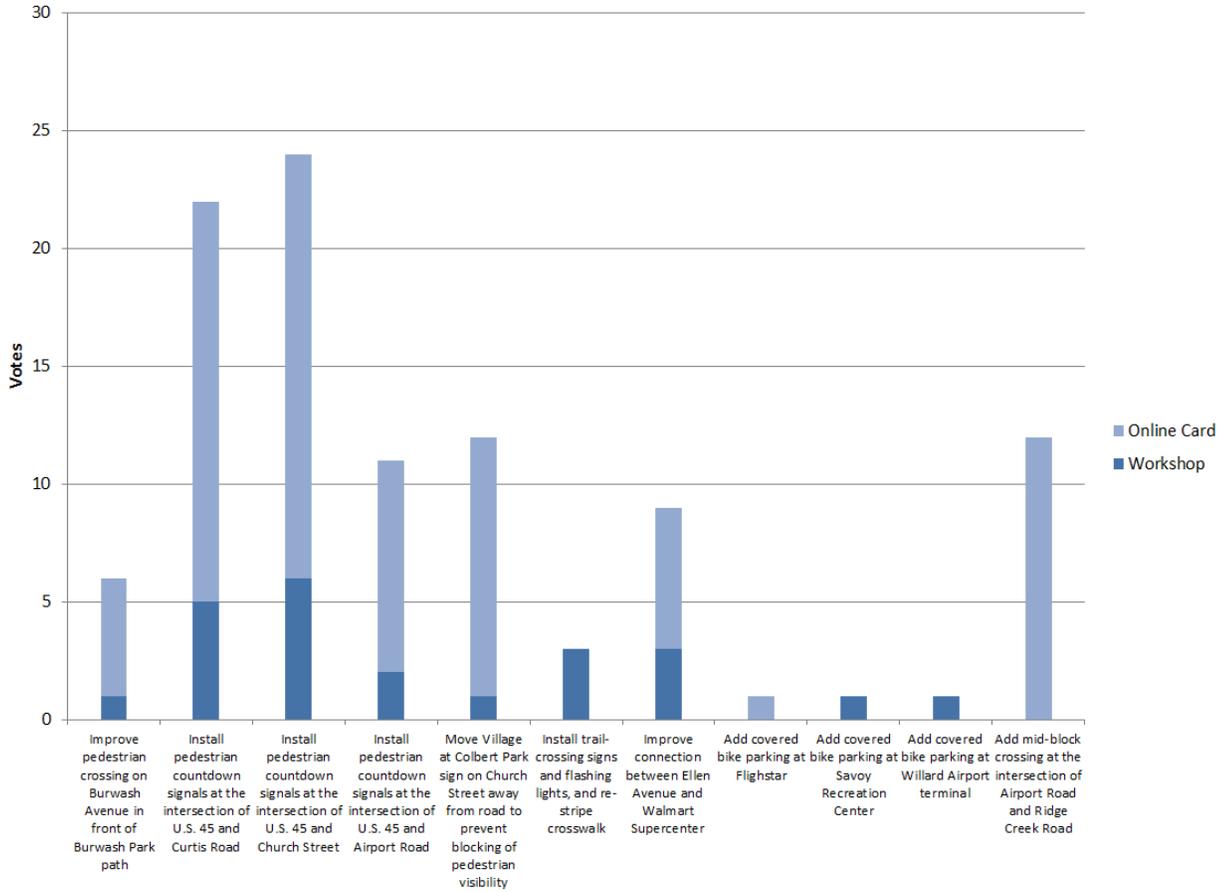


The 3 most voted point recommendations on the workshop maps, boards, and online form were:

- Install pedestrian countdown signals at the intersection of U.S. 45 and Church Street (24)
- Install pedestrian countdown signals at the intersection of U.S. 45 and Curtis Road (22)
- Move Village at Colbert Park sign on Church Street away from road to prevent blocking of pedestrian visibility (12)
- Add mid-block crossing at the intersection of Airport Road and Ridge Creek Road (12)

<b>Infrastructure Point Recommendations</b>	<b>Workshop</b>	<b>Online Card</b>	<b>Total</b>
Improve pedestrian crossing on Burwash Avenue in front of Burwash Park path	1	5	<b>6</b>
Install pedestrian countdown signals at the intersection of U.S. 45 and Curtis Road	5	17	<b>22</b>
Install pedestrian countdown signals at the intersection of U.S. 45 and Church Street	6	18	<b>24</b>
Install pedestrian countdown signals at the intersection of U.S. 45 and Airport Road	2	9	<b>11</b>
Move Village at Colbert Park sign on Church Street away from road to prevent blocking of pedestrian visibility	1	11	<b>12</b>
Install trail-crossing signs and flashing lights, and re-stripe crosswalk	3	0	<b>3</b>
Improve connection between Ellen Avenue and Walmart Supercenter	3	6	<b>9</b>
Add covered bike parking at Flightstar	0	1	<b>1</b>
Add covered bike parking at Savoy Recreation Center	1	0	<b>1</b>
Add covered bike parking at Willard Airport terminal	1	0	<b>1</b>
Add mid-block crossing at the intersection of Airport Road and Ridge Creek Road	0	12	<b>12</b>

# Savoy Bike & Pedestrian Plan – Public Comments Round #2, Spring 2016



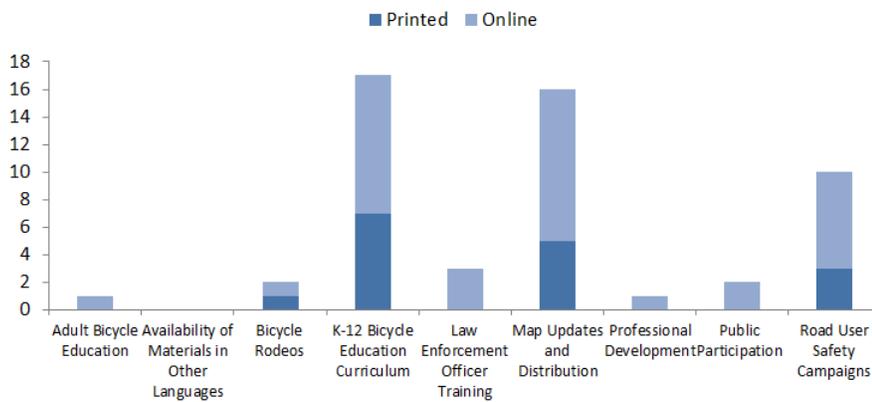
## **NON-INFRASTRUCTURE RECOMMENDATIONS**

The most voted non-infrastructure recommendations in each of the four categories were:

- **Education:** K-12 Bicycle Education Curriculum
- **Encouragement:** Bike Route & Trail Signage
- **Enforcement:** Enforce Motorist Violations
- **Evaluation:** Savoy Bike & Pedestrian Plan Updates

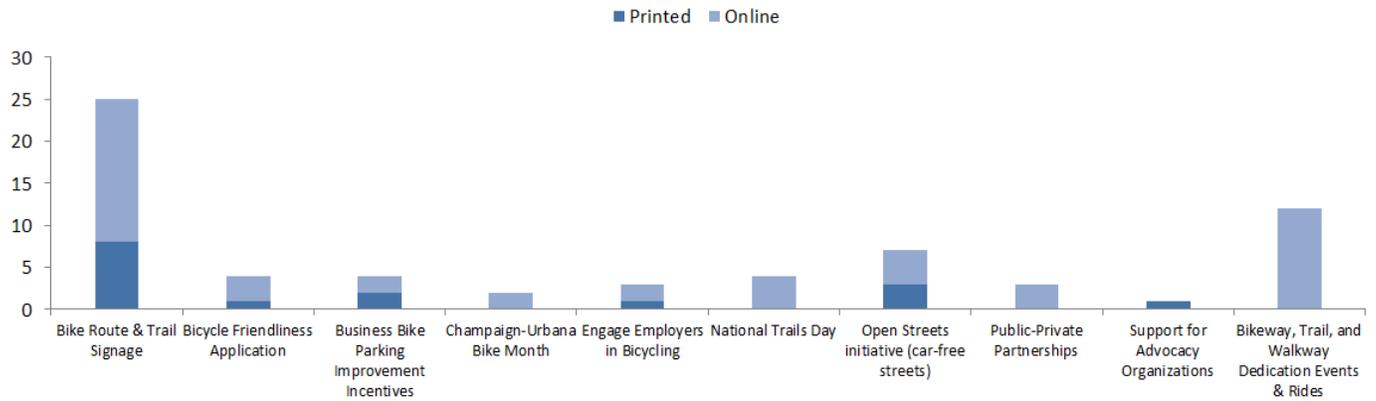
<b>EDUCATION</b>			
<b>Recommendations</b>	<b>Votes</b>		
	<b>Printed</b>	<b>Online</b>	<b>Total</b>
Adult Bicycle Education	0	1	1
Availability of Materials in Other Languages	0	0	0
Bicycle Rodeos	1	1	2
K-12 Bicycle Education Curriculum	7	10	17
Law Enforcement Officer Training	0	3	3
Map Updates and Distribution	5	11	16
Professional Development	0	1	1
Public Participation	0	2	2
Road User Safety Campaigns	3	7	10

### **EDUCATION RECOMMENDATIONS CHART**



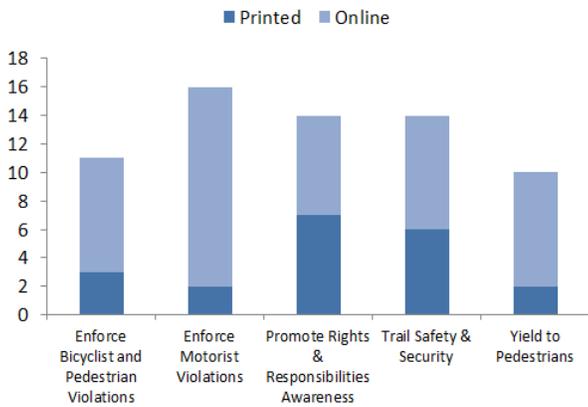
ENCOURAGEMENT			
Recommendations	Votes		
	Printed	Online	Total
Bike Route & Trail Signage	8	17	25
Bicycle Friendliness Application	1	3	4
Business Bike Parking Improvement Incentives	2	2	4
Champaign-Urbana Bike Month	0	2	2
Engage Employers in Bicycling	1	2	3
National Trails Day	0	4	4
Open Streets initiative (car-free streets)	3	4	7
Public-Private Partnerships	0	3	3
Support for Advocacy Organizations	1	0	1
Bikeway, Trail, and Walkway Dedication Events & Rides	0	12	12

### ENCOURAGEMENT RECOMMENDATIONS CHART



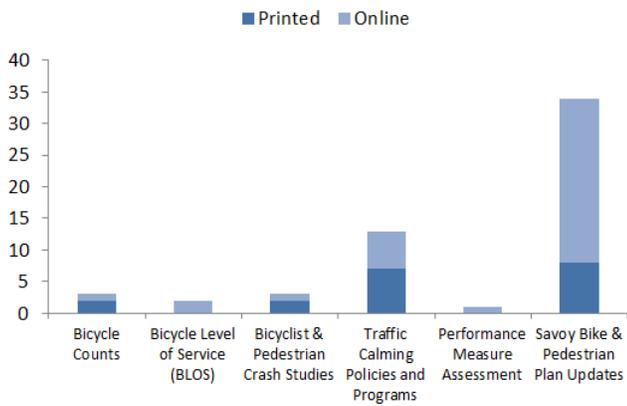
ENFORCEMENT			
Recommendations	Votes		
	Printed	Online	Total
Enforce Bicyclist and Pedestrian Violations	3	8	11
Enforce Motorist Violations	2	14	16
Promote Rights & Responsibilities Awareness	7	7	14
Trail Safety & Security	6	8	14
Yield to Pedestrians	2	8	10

**ENFORCEMENT RECOMMENDATIONS CHART**



EVALUATION			
Recommendations	Votes		
	Printed	Online	Total
Bicycle Counts	2	1	3
Bicycle Level of Service (BLOS)	0	2	2
Bicyclist & Pedestrian Crash Studies	2	1	3
Traffic Calming Policies and Programs	7	6	13
Performance Measure Assessment	0	1	1
Savoy Bike & Pedestrian Plan Updates	8	26	34

### EVALUATION RECOMMENDATIONS CHART



## Priority Locations and Themes

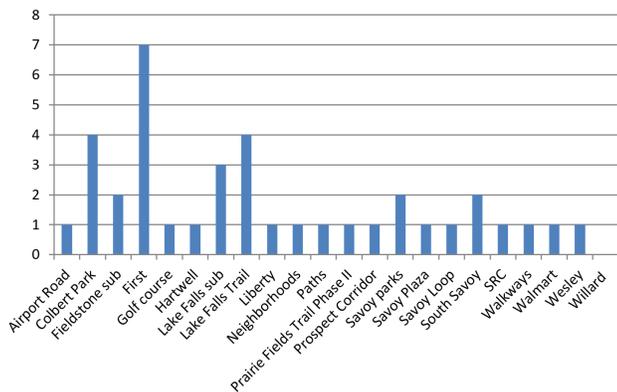
In the discursive questions in the comment cards, the participants were invited to share their opinions on what the priorities of the Savoy Bike & Pedestrian Plan should be. The responses were analyzed and sorted by subject and location.

### LOCATION AND THEME ANALYSIS

The 3 most mentioned locations in the comment cards distributed at the workshop were:

- First Street
- Lake Falls Trail
- Colbert Park

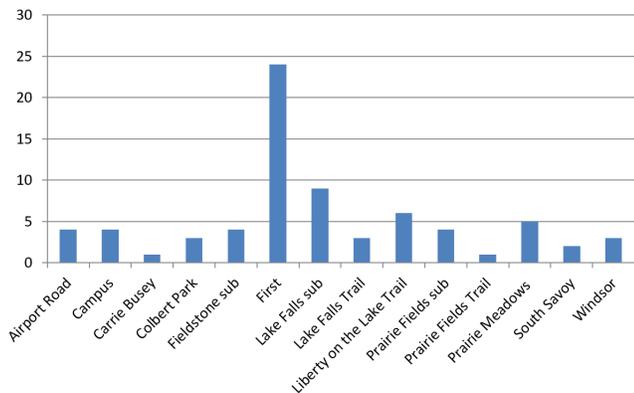
**Paper Comment Card**



The 3 most mentioned locations in the online cards were:

- First Street
- Lake Falls subdivision
- Liberty on the Lake Trail

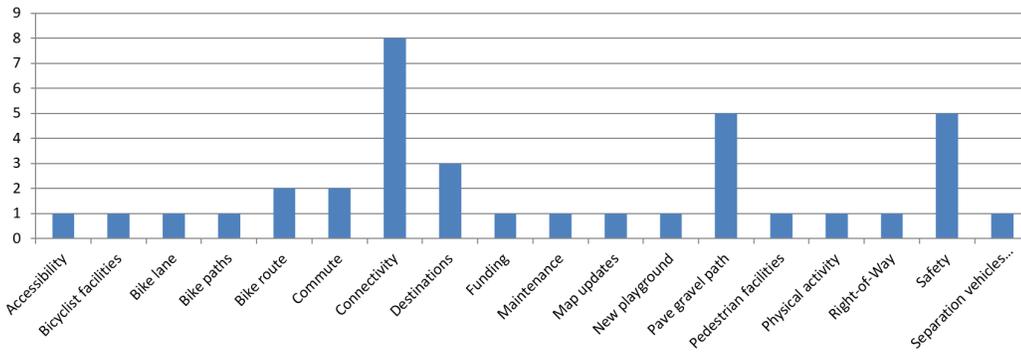
**Online Comment Card**



The 3 most mentioned themes in the comment cards distributed at the workshop were:

- Connectivity
- Pave gravel path
- Safety

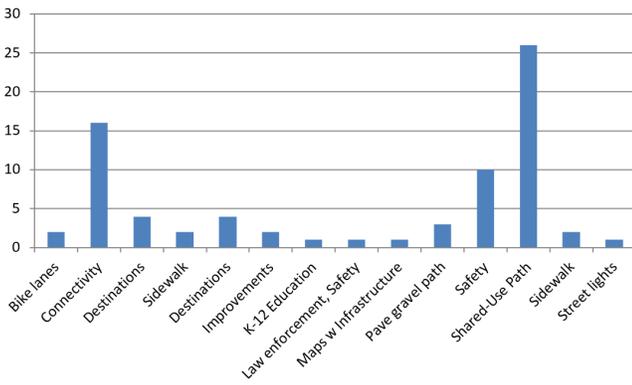
**Paper Comment Card**



The 3 most mentioned themes in the online cards were:

- Shared-Use Path
- Connectivity
- Safety

**Online Comment Card**



**PAPER COMMENT CARDS**

Question #1: Which facility, policy, or program recommendations in this plan are most important to you?

<b>Comment</b>	<b>Comment Location</b>	<b>Comment Subject</b>
Getting access to the parks and rec center for kids who are walking or biking.	Savoy parks, Savoy Recreation Center	Accessibility, Destinations
1. Linear bicyclist for south Savoy. 2. Linear pedestrian for south Savoy	South Savoy	Bicyclist facilities, Pedestrian facilities
I would love to have a bike path on 1st Street between Church and Windsor. My husband commuted to work by bike in Boston and Minneapolis, and misses the exercise and opportunity to do so here in Savoy. I would love to be able to safely ride with my children to access Champaign and Urbana via 1st Street. I sincerely hope you put in a bike lane.	First Street	Bike lane, Commute, Physical activity, Safety
Bike paths along First St and Airport Rd.	First Street, Airport Road	Bike paths
New bike routes for Lake Falls. New park/playground for Lake Falls	Lake Falls subdivision	Bike route, New playground
One of the greatest impacts on bicycle safety for the residents of Savoy would be to improve 1 <sup>st</sup> street between Curtis and Windsor. I know there are township issues etc, but there are a great number of people who would probably consider bicycling to work at the University from Savoy if this were improved to accommodate bicycles safely-complete street cross section.	First Street	Commute, Destinations, Safety
Connectivity - allowing citizens to easily travel around and through Savoy		Connectivity
1. Please maintain walkways in place. 2. Close gaps. 3. Connect new areas	Walkways	Connectivity, Maintenance
The routes from Lake Falls to Colbert Park and paving path around Colbert Park lake	Lake Falls subdivision, Colbert Park	Connectivity, Pave gravel path
Safe connections between and among neighborhoods in south Savoy and parks for bicyclists and pedestrians.	South Savoy, Neighborhoods, Savoy Parks	Connectivity, Safety
The south First Street corridor connecting Windsor and Curtis Road (and thus the U of I to Savoy) is probably the most urgently needed safety and infrastructure need	First Street	Connectivity, Safety
Shared-use path connecting south Savoy (Fieldstone) with central Savoy	Fieldstone subdivision	Connectivity, Shared-Use Path
Repaving the Colbert Park gravel trail. In its current state, it is only functional to walkers without bikes, strollers, etc. And it floods!	Colbert Park	Pave gravel path
Parks, paved paths	Savoy parks	Pave gravel path
A policy that requires separation of bike paths, sidewalks, and shared use from streets. (to decrease injuries and increase rates of active transportation)		Safety, Separation vehicles pedestrians bicyclists
Programs that encourage coexistence of motorists, cyclists, and peds.		Share the road

Comment	Comment Location	Comment Subject
Improve signage, markings, crossings for bike and pedestrian paths.	Paths	Signage and markings

**Question #2: What would be the first recommended action that you would encourage the Village to implement to make Savoy more bicycle and pedestrian friendly?**

Comment	Comment Location	Comment Subject
1. Connect Lake Falls to Colbert Park. 2. Shared use path bike path along First to Windsor. 3. Connection to Prospect path. 4. Cool proposed bike path proposed through Wesley Avenue	Lake Falls Trail, First Street, Prospect Corridor, Wesley Avenue	Bike route, Shared-Use Path
Connect new areas		Connectivity
See above as well as having total connectivity to the south (Willard Airport, apartments, golf course, and Walmart) as well as tying new development on S First St Airport Rd (east) side of tracks with subdivision as well as retail areas to the north	Willard Airport, Hartwell Drive, University of Illinois Golf course, Walmart, Lake Falls subdivision, Fieldstone subdivision, Savoy Plaza	Connectivity, Destinations
Funding to pay for projects		Funding
Map updates and distribution. Determine which neighborhoods will use and benefit the most		Map updates
Pave the trail! With the increased traffic to Colbert Park for the new playground and future ball fields, we need a safe way to get there. Currently there are so many people that are on the road, dodging cars!	Colbert Park	Pave gravel path
Connect Colbert Park to Lake Falls and pave path around Colbert Park Lake	Lake Falls Trail, Colbert Park	Pave gravel path
Purchase/Obtain right-of-way for multi-use paths NOT along existing streets. E.g. access from the south to Colbert Park	Lake Falls Trail	Right-of-Way, Trails
Fix/pave First Street and add bike path from Airport to Windsor	First Street	Shared-Use Path
Path on First Street. Path connecting Liberty on the Lake to Ruppel Trail	First Street, Liberty on the Lake subdivision	Shared-Use Path
More marked bike and ped crossings - flashing signs, etc		Signage and markings
Calming practices		Traffic calming
Find/complete routes where you could complete a circuit around Savoy safely (for example Church, Mattis, Curtis, 45)	Savoy Loop	
More bike lanes to connect places		
Connect Lake Falls subdivision to Colbert Park and through to Curtis	Lake Falls Trail, Prairie Fields Trail Phase II	

**ONLINE COMMENT CARDS**

Question #7: Which facility, policy, or program recommendations in this plan are most important to you?

Comment	Comment Location	Comment Subject
Bike lanes connecting from Airport road to Windsor. Connecting Fieldstone to Colbert park way of Lake Falls.	Airport Road, Colbert Park, Fieldstone subdivision, Lake Falls subdivision, Windsor Road	Bike lanes, Connectivity
Connect Prairie Meadows Neighborhood to Lake Falls to Fieldstone	Fieldstone subdivision, Lake Falls subdivision, Lake Falls Trail, Prairie Meadows subdivision	Connectivity
Connection between Fieldstone to Lake Falls to Colbert Park to Carrie Busey	Carrie Busey, Colbert Park, Fieldstone subdivision, Lake Falls subdivision, Lake Falls Trail	Connectivity
Connecting all areas/neighborhoods of Savoy		Connectivity
Connect Prairie Fields subdivision(s) to campus	Prairie Fields subdivision, Campus	Connectivity, Destinations
Creating SAFE bike/running paths that are connected throughout Savoy. *INCLUDING Fieldstone Subdivision through North Savoy.	Fieldstone subdivision	Connectivity, Safety
Connecting south savoy with the rest of the bike infrastructure	South Savoy	Connectivity, Shared-Use Path
Sidewalks connecting Fieldstone subdivision and Lake Falls.	Fieldstone subdivision, Lake Falls sub	Connectivity, Sidewalk
Creating a path from Fieldstone to Colbert Park	Colbert Park, Fieldstone subdivision, Lake Falls Trail	Destinations
Educating children k-12 on bike safety/rules of the road		K-12 Education
Pave gravel Colbert park path	Colbert Park	Pave gravel path
Pave the gravel at the Dana Colbert Park so we can ride our bikes to the park.	Colbert Park	Pave gravel path
Paved path to Colbert park, including regrading to prevent path flooding	Colbert Park	Pave gravel path
Making first Street safe for cycling	First Street	Safety
A paved bike/pedestrian off-street path between Curtis and Windsor on First.	First Street	Shared-Use Path
Connection of declaration drive to prospect bike path	Liberty on the Lake Trail	Shared-Use Path

Savoy Bike & Pedestrian Plan – Public Comments Round #2, Spring 2016

Comment	Comment Location	Comment Subject
Developing a shared use path on first street between church and Windsor.	First Street	Shared-Use Path
Pedestrian path along first from Windsor to church	First Street	Shared-Use Path
Having a shared-use path along First St. between Curtis and Windsor	First Street	Shared-Use Path
Shared use paths		Shared-Use Path
First st path	First Street	Shared-Use Path
First Street shared-use path.	First Street	Shared-Use Path
Safe bicycling to campus via first street (improvements in the form of bike/pedestrian trail or bike lanes along First Street as far north as Windsor)	First Street, Campus	Shared-Use Path, Safety
Building walkways along and surrounding Airport Rd.	Airport Road	Sidewalk

Question #8: What would be the first recommended action that you would encourage the Village to implement to make Savoy more bicycle and pedestrian friendly?

Comment	Comment Location	Comment Theme
Bike lanes connecting from Airport road to Windsor.	Airport Road, First Street, Windsor Road	Bike lanes
Connect Prairie Meadows Neighborhood to Lake Falls to Fieldstone	Fieldstone subdivision, Lake Falls subdivision, Prairie Meadows subdivision	Connectivity
Connect Lake Falls to Colbert Park	Colbert Park, Lake Falls subdivision	Connectivity
Connecting the neighborhoods: Fieldstone, Lake Falls, Prairie Meadows, Prairie Fields	Fieldstone subdivision, Lake Falls subdivision, Prairie Fields subdivision, Prairie Meadows subdivision	Connectivity
Connecting south savoy with the rest of the bike infrastructure	South Savoy	Connectivity
Safer trail connections between the subdivisions east of Rt. 45 and the University, Savoy businesses, and Champaign trails. Many good pieces are in place, but disjointed at present.	Campus, Fieldstone subdivision, Lake Falls subdivision, Prairie Fields subdivision, Prairie Meadows subdivision, Savoy businesses, Champaign trails	Connectivity, Destinations
Creating a continuous path (exceeding 3 miles) from Fieldstone Subdivision to/throughout North Savoy. One where young children through adults can bike/run safely to reach other Savoy destinations (i.e.: parks) and get a substantial amount of exercise.	Fieldstone subdivision, Savoy Parks	Connectivity, Destinations, Safety, Shared-Use Path
Connecting all of the new neighborhoods with bike paths/walking paths. (Fieldstone, to Lake Falls, To Prairie Fields/Meadows) We would do so much more biking with our family to the parks in Savoy if there were safe routes for us to take.	Fieldstone subdivision, Lake Falls subdivision, Prairie Fields subdivision, Prairie Meadows subdivision, Savoy businesses, Champaign trails	Connectivity, Safety
Connect savoy to campus with pedestrian and bike friendly paths separate from roadway. Currently there is no way for bicyclists to safely bike to campus.	Campus	Connectivity, Safety
Continue to improve infrastructure		Improvements
improved paths along major roadways	Major roadways	Improvements
Education by Law Enforcement for Safety of both vehicles and pedestrians.		Law enforcement, Safety
Publicize existing infrastructure that is friendly		Maps w Infrastructure
Move Colbert Village sign to improve visibility.	Village at Colbert Park	Safety
A safe bike/pedestrian path between Savoy along 1st to	First Street, Campus,	Safety, Shared-Use Path

Savoy Bike & Pedestrian Plan – Public Comments Round #2, Spring 2016

Comment	Comment Location	Comment Theme
campus and the Windsor Road bike path would let residents commute and visit campus and the rest of C-U so much more safely and conveniently.	Windsor Road	
Developing a shared use path on first street between church and Windsor. Many people choose not to ride their bikes in Savoy as a means of transportation, because it is not safe to get out of Savoy unless you take many indirect paths to Champaign/Urbana/Campus.	First Street	Safety, Shared-Use Path
First Street Shared-Use Path between Windsor Road and Curtis Road !!!!!!!!!!!	First Street	Shared-Use Path
The bike path near Declaration Dr	Liberty on the Lake Trail	Shared-Use Path
First street bike / pedestrian paths	First Street	Shared-Use Path
Shared path along first between Windsor and church	First Street	Shared-Use Path
Shared use path on first all the way to Windsor	First Street	Shared-Use Path
Shared use path on 1st street from Windsor to Curtis	First Street	Shared-Use Path
First street path	First Street	Shared-Use Path
First Street Shared-Use Path between Windsor Road and Curtis Road	First Street	Shared-Use Path
First street shared-use path	First Street	Shared-Use Path
The First Street corridor is really unsafe for bikes and pedestrians right now. I love the idea of a multi-use path going all the way to Airport Road!	First Street	Shared-Use Path
Connecting Savoy to campus via first street for safe bicycling and pedestrian movement along first street as far north as Windsor.	First Street, Campus	Shared-Use Path
Shared use path on First Street	First Street	Shared-Use Path
Liberty at lakes path	Liberty on the Lake Trail	Shared-Use Path
Install street lights on Church St. between Prairie Field and Prairie Meadows (extremely dark at night)	Prairie Fields subdivision, Prairie Meadows subdivision	Street lights
Get families involved in volunteering.		Volunteer activities
Liberty on the Lake Path	Liberty on the Lake Trail	
Add a bike path from Curtis to Windsor.	First Street	



# Savoy Bike & Pedestrian Plan Comment Card

Your input on the Savoy Bike & Pedestrian Plan is vital in determining the future vision for bicycling and walking in Savoy. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices by Monday, April 4, 2016.

1. Which facility, policy, or program recommendations in this plan are most important to you?

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2. What would be the first recommended action that you would encourage the Village to implement to make Savoy more bicycle and pedestrian friendly?

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3. What is your HIGHEST priority for biking? Please only mark one choice.

- Close gaps in the existing network of bike lanes and shared-use paths
- Provide more separation between bikes and vehicles
- Increase education and outreach programs related to biking and safety
- Improve the maintenance of the existing bicycle/trail network
- Encourage businesses and other destinations to install bicycle parking facilities

4. What is your HIGHEST priority for walking? Please only mark one choice.

- Close sidewalk gaps and improve sidewalks
- Improve ADA accessibility on sidewalks and at intersections
- Improve pedestrian safety at intersections and midblock crossings
- Reduce conflicts between bikes, pedestrians, and other users on sidewalks
- Increase education and outreach programs related to walking and safety
- Improve maintenance of the sidewalk network

NAME \_\_\_\_\_  
ORGANIZATION \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY, STATE, ZIP \_\_\_\_\_  
PHONE \_\_\_\_\_  
E-MAIL \_\_\_\_\_

- Yes! Add my name to the mailing list*
- Please DO NOT add my name to the mailing list*
- Please remove my name off of the mailing list*

PLACE  
STAMP  
HERE

CCRPC  
Savoy Bike & Pedestrian Plan  
c/o Gabriel Lewis  
1776 East Washington Street  
Urbana, IL 61802



**Champaign County Regional Planning Commission (CCRPC)**  
**1776 E. Washington St.**  
**Urbana, IL 61802**  
**Phone: 217-328-3313 Fax: 217-328-2426**  
**[www.ccrpc.org](http://www.ccrpc.org)**

# Savoy Bike & Pedestrian Plan: Comment Card

Your input on the Savoy Bike & Pedestrian Plan is vital in determining the future vision for bicycling and walking in Savoy. Please let us know your thoughts about any aspect of the project, and submit the form by Monday, April 11, 2016.

## 1. 1. What is your HIGHEST priority for biking?

*Mark only one oval.*

- Close gaps in the existing network of bike lanes and shared-use paths
- Provide more separation between bikes and vehicles
- Increase education and outreach programs related to biking and safety
- Improve the maintenance of the existing bicycle/trail network
- Encourage businesses and other destinations to install bicycle parking facilities

## 2. 2. What is your HIGHEST priority for walking?

*Mark only one oval.*

- Close sidewalk gaps and improve sidewalks
- Improve ADA accessibility on sidewalks and at intersections
- Improve pedestrian safety at intersections and midblock crossings
- Reduce conflicts between bikes, pedestrians, and other users on sidewalks
- Increase education and outreach programs related to walking and safety
- Improve maintenance of the sidewalk network

3. **3. Please select your top 3 bicycle priorities for linear recommendations (refer to maps on pages 9 to 11 at [http://cuuats.org/wp-content/uploads/2016/03/SavoyBPP\\_PW2\\_PostPacket.pdf](http://cuuats.org/wp-content/uploads/2016/03/SavoyBPP_PW2_PostPacket.pdf))**

*Check all that apply.*

- Airport Road Bike Lanes
- Airport Road Shared-Use Path
- Arbours Drive Bike Route
- Burwash Ave Bike Lanes
- Burwash Park Shared-Use Path closing a loop behind the ball field
- Colbert Park Shared-Use Path: pave existing gravel path
- Church Street Shared-Use Path
- Ellen Avenue Bike Route
- Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park
- Lake Falls Trail West Path: connecting to the Fieldstone subdivision and senior living facilities
- Prospect Avenue Shared-Use Path (south of the Savoy Recreation Center)
- Rail-trail along the east side of the rail tracks
- First Street Shared-Use Path between Windsor Road and Curtis Road
- First Street Bike Lanes between Windsor Road and Curtis Road
- First Street Shared-Use Path between Curtis Road and Airport Road
- First Street between Curtis Road and Church Street: widen shoulders
- First Street between Church Street and Airport Road: install shoulders
- Golfview Court Bike Route
- Graham Drive Bike Route
- Harold E. Ruppel Memorial Bike Path maintenance
- Hartwell Drive Bike Route
- Liberty on the Lake Trail
- Lyndhurst Drive Bike Route
- Prairie Fields Trail Phase II: connecting Curtis Road to Church Street
- Prospect Avenue Bike Lanes
- Prospect Avenue corridor Shared-Use Path from Golfview Court to Airport Road
- Regency Drive Bike Route
- Tomaras Avenue Bike Route
- Wesley Avenue Bike Route
- Windsor Road North Shared-Use Path: between U.S. 45 and First Street

4. **Please select your top 3 pedestrian priorities for linear recommendations (refer to maps on pages 12 to 14 at [http://cuuats.org/wp-content/uploads/2016/03/SavoyBPP\\_PW2\\_PostPacket.pdf](http://cuuats.org/wp-content/uploads/2016/03/SavoyBPP_PW2_PostPacket.pdf))**

*Check all that apply.*

- Airport Road Shared-Use Path
- Burwash Park Shared-Use Path closing a loop behind the ball field
- Colbert Park Shared-Use Path: pave existing gravel path
- Church Street Shared-Use Path
- Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park
- Lake Falls Trail West Path: connecting to the Fieldstone subdivision and senior living facilities
- Prospect Avenue Shared-Use Path (south of the Savoy Recreation Center)
- Rail-trail along the east side of the rail tracks
- First Street Shared-Use Path between Windsor Road and Curtis Road
- First Street Shared-Use Path between Curtis Road and Airport Road
- Harold E. Ruppel Memorial Bike Path maintenance
- Liberty on the Lake Trail/Shared-Use Path
- Lyndhurst Drive Sidewalk: improve
- Prairie Fields Trail Phase II: connecting Curtis Road to Church Street
- Prospect Avenue: build new sidewalk on the west side between Cayman Way and Savoy boundary north of Pittsfield Drive
- Prospect Avenue Shared-Use Path from Golfview Court to Airport Road
- U.S. 45 Sidewalk: improve existing sidewalk between Graham Drive and Main Street
- Walmart Supercenter South Sidewalk: facility connecting to future Prospect Avenue Shared-Use Path and future sidewalk on U.S. 45 south of Walmart
- Windsor Road North Shared-Use Path: between U.S. 45 and First Street
- Woodfield Alley Sidewalk

5. **Please select your top 2 priorities for point recommendations (refer to maps on page 8 at [http://cuuats.org/wp-content/uploads/2016/03/SavoyBPP\\_PW2\\_PostPacket.pdf](http://cuuats.org/wp-content/uploads/2016/03/SavoyBPP_PW2_PostPacket.pdf))**

*Check all that apply.*

- Improve pedestrian crossing on Burwash Avenue in front of Burwash Park path
- Install pedestrian countdown signals at the intersection of U.S. 45 and Curtis Road
- Install pedestrian countdown signals at the intersection of U.S. 45 and Church Street
- Install pedestrian countdown signals at the intersection of U.S. 45 and Airport Road
- Move Village at Colbert Park sign on Church Street away from road to prevent blocking of pedestrian visibility
- Install trail crossing signs and flashing lights, and re-stripe crosswalk
- Improve connection between Ellen Avenue and Walmart Supercenter
- Add covered bike parking at Flighstar
- Add covered bike parking at Willard Airport terminal
- Add mid-block crossing at the intersection of Airport Road and Ridge Creek Road

**6. Please select your top 4 priorities for non-infrastructure recommendations, preferably one vote per category (refer to maps on pages 15 to 18 at [http://cuuats.org/wp-content/uploads/2016/03/SavoyBPP\\_PW2\\_PostPacket.pdf](http://cuuats.org/wp-content/uploads/2016/03/SavoyBPP_PW2_PostPacket.pdf))**

*Check all that apply.*

- EDUCATION: Adult Bicycle Education
- EDUCATION: Availability of Materials in Other Languages
- EDUCATION: Bicycle Rodeos
- EDUCATION: K-12 Bicycle Education Curriculum
- EDUCATION: Law Enforcement Officer Training
- EDUCATION: Map Updates and Distribution
- EDUCATION: Professional Development
- EDUCATION: Public Participation
- EDUCATION: Road User Safety Campaigns
- ENCOURAGEMENT: Bike Route & Trail Signage
- ENCOURAGEMENT: Bicycle Friendliness Application
- ENCOURAGEMENT: Business Bike Parking Improvement Incentives
- ENCOURAGEMENT: Champaign-Urbana Bike Month
- ENCOURAGEMENT: Engage Employers in Bicycling
- ENCOURAGEMENT: National Trails Day
- ENCOURAGEMENT: Open Streets initiative (car-free streets)
- ENCOURAGEMENT: Public-Private Partnerships
- ENCOURAGEMENT: Support for Advocacy Organizations
- ENCOURAGEMENT: Bikeway, Trail, and Walkway Dedication Events & Rides
- ENFORCEMENT: Enforce Bicyclist and Pedestrian Violations
- ENFORCEMENT: Enforce Motorist Violations
- ENFORCEMENT: Promote Rights & Responsibilities Awareness
- ENFORCEMENT: Trail Safety & Security
- ENFORCEMENT: Yield to Pedestrians
- EVALUATION: Bicycle Counts
- EVALUATION: Bicycle Level of Service (BLOS)
- EVALUATION: Bicyclist & Pedestrian Crash Studies
- EVALUATION: Traffic Calming Policies and Programs
- EVALUATION: Performance Measure Assessment
- EVALUATION: Savoy Bike & Pedestrian Plan Updates

**7. Which facility, policy, or program recommendations in this plan are most important to you?**

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**8. What would be the first recommended action that you would encourage the Village to implement to make Savoy more bicycle and pedestrian friendly?**

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# APPENDIX G

## PERFORMANCE TRACKING SHEETS

<b>Theme 1: CONNECTIVITY</b>				
<b>Goal 1: Create and maintain a bicycle and pedestrian network that is continuous, connected, and easily accessible for all users, and includes on-road and off-road facilities.</b>				
<b>Objective</b>	<b>Performance Measure</b>	<b>Lead</b>	<b>Potential Sources</b>	<b>Best Time to Collect Data</b>
1. Implement all of the short term projects proposed in this plan by 2021.	A. Number of miles of bicycle facilities constructed between 2016 and 2021	Public Works Department	Public Works Department, CCRPC	Every January 1st
2. Provide access for bicyclists of all ages and abilities to 3 destinations in Savoy by 2021.*	A. Number of local destinations being fully connected by bicycle facilities	Public Works Department	Public Works Department, CCRPC	Every January 1st
3. Provide access for pedestrians of all ages and abilities from 3 local destinations to the connected sidewalk network in Savoy by 2021.*	A. Number of local destinations being fully connected by pedestrian facilities*	Public Works Department	Public Works Department, CCRPC	Every January 1st
4. Create 2 bikeways or trails in Savoy that connect to bikeways or trails in Champaign-Urbana that provide access to regional destinations, including the University of Illinois, by 2026.	A. Number of bikeway connections established to surrounding jurisdictions	Public Works Department	Public Works Department, CCRPC	Every January 1st
	B. Number of trail connections established to surrounding jurisdictions	Public Works Department	Public Works Department, CCRPC	Every January 1st
5. Complete a continuous bikeway/trail loop around Savoy by 2030.	A. Miles of loop bikeway infrastructure constructed	Public Works Department	Public Works Department, CCRPC	Every January 1st

\*Based on Savoy destinations listed in Chapter 3.

<b>Theme 2: SAFETY</b>				
<b>Goal 2: Provide a bicycle and pedestrian network that is safe for all users.</b>				
<b>Objective</b>	<b>Performance Measure</b>	<b>Lead</b>	<b>Potential Sources</b>	<b>Best Time to Collect Data</b>
1. Strive to maintain the number of annual pedestrian-vehicle crash fatalities in Savoy at 0 between 2016 and 2021.	A. Number of pedestrian crash fatalities	Public Works Department	IDOT crash database	As SCIL Report is updated every other year or every January 1st
2. Strive to maintain the number of annual bicycle-vehicle crash fatalities in Savoy at 0 between 2016 and 2021.	A. Number of bike crash fatalities	Public Works Department	CUUATS SCIL Report	As SCIL Report is updated every other year or every January 1st
3. Strive to reduce the number of serious pedestrian-vehicle crash injuries in Savoy over a five-year period from 1 to 0 by 2021.	A. Number of severe pedestrian crash injuries	Public Works Department	CUUATS SCIL Report	As SCIL Report is updated every other year or every January 1st
4. Strive to reduce the number of serious bicycle-vehicle crash injuries in Savoy over a five-year period from 4 to a maximum of 1 by 2021.	A. Number of severe bike crash injuries	Public Works Department	CUUATS SCIL Report	As SCIL Report is updated every other year or every January 1st
5. Install drainage grates to be bicycle friendly through installing transverse covers and making surface grates flush with the road surface on all newly constructed streets in Savoy beginning in 2016.	A. Number of bicycle friendly drainage grates installed	Public Works Department	Public Works Department, Developers	At the end of each construction project, or every January 1st
	B. Miles of streets with bicycle friendly grates	Public Works Department	Public Works Department, Developers	At the end of each construction project, or every January 1st
6. Retrofit all drainage grates to be bicycle friendly through installing transverse covers and making surface grates flush with the road surface by 2021.	A. Number of bicycle friendly drainage grates installed	Public Works Department	Public Works Department	At the end of each construction project, or every January 1st
	B. Miles of streets with bicycle friendly grates	Public Works Department	Public Works Department	At the end of each construction project, or every January 1st
7. Improve pedestrian safety at at least 2 signalized intersections in Savoy by 2021.*	A. Number of signalized intersections with pedestrian safety features installed	Public Works Department	Public Works Department	At the end of each construction project, or every January 1st
8. Partner with the Champaign County Sheriff's Office (CCSO) to promote safety and security of existing and proposed trail facilities by 2017.	A. Police reports related to vandalism on park trails	Champaign County Sheriff Office	Champaign County Sheriff Office, Village of Savoy	Every January 1st
	B. Police reports related to personal safety on park trails	Champaign County Sheriff Office	Champaign County Sheriff Office, Village of Savoy	Every January 1st

\* Possible candidates are: Prospect Avenue and Windsor Road, U.S. 45 and Curtis Road, U.S. 45 and Church Street, and U.S. 45 and Airport Road.

**Theme 3: USER-FRIENDLINESS**

**Goal 3: Provide a bicycle and pedestrian network that is attractive for all users.**

Objective	Performance Measure	Lead	Potential Sources	Best Time to Collect Data
1. Install bicycle signs and markings on all new bicycle facilities according to the Champaign County Greenways & Trails Design Guidelines by 2021.	A. Miles of bike infrastructure projects built with <b>signs</b> according to the Champaign County Greenways & Trails Design Guidelines	Public Works Department	Public Works Department, CCRPC	At the end of each construction project, or every January 1st
	B. Miles of bike infrastructure projects built with <b>markings</b> according to the Champaign County Greenways & Trails Design Guidelines	Public Works Department	Public Works Department, CCRPC	At the end of each construction project, or every January 1st
2. Increase the sidewalks conditions score of existing sidewalks to a minimum of 90 villagewide, but especially north of Curtis Road, by 2021.	A. Sidewalk Condition Scores	Public Works Department	Public Works Department, CCRPC	At the end of each construction project, or every January 1st
3. Increase the Sidewalk ADA Compliance Score of existing sidewalks to a minimum of 80 for at least 10% of the sidewalks in the study area by 2021.	A. Sidewalk ADA Compliance Scores	Public Works Department	Public Works Department, CCRPC	At the end of each construction project, or every January 1st
4. Install bicycle detection systems (e.g. in-pavement, video, thermal imaging) at 2 signalized intersections and other locations as appropriate by 2021.*	A. Number of bicycle detection systems installed at signalized intersections	Public Works Department	Public Works Department	At the end of each construction project, or every January 1st
5. Add trail amenities in accordance with the Champaign County Greenways and Trails Design Guidelines to at least 1 mile of new or existing trails by 2021.	A. Miles of new trails built with amenities following the Champaign County Greenways and Trails Design Guidelines	Public Works Department	Public Works Department, Parks Division	At the end of each construction project, or every January 1st
	B. Miles of existing trails retrofitted with amenities following the Champaign County Greenways and Trails Design Guidelines	Public Works Department	Public Works Department, Parks Division	At the end of each construction project, or every January 1st
6. Install trail signs and markings on all new trails in accordance with the Champaign County Greenways & Trails Design Guidelines by 2021.	A. Miles of new trails built with signs following the Champaign County Greenways & Trails Design Guidelines	Public Works Department	Public Works Department, Parks Division	At the end of each construction project, or every January 1st

\* Possible candidates are: Prospect Avenue and Windsor Road, U.S. 45 and Curtis Road, U.S. 45 and Church Street, and U.S. 45 and Airport Road.

<b>Theme 4: CONVENIENCE</b>				
<b>Goal 4: Provide supporting facilities to make bicycling and walking more convenient as means of transportation.</b>				
<b>Objective</b>	<b>Performance Measure</b>	<b>Lead</b>	<b>Potential Sources</b>	<b>Best Time to Collect Data</b>
1. Install or upgrade bike parking to meet recommended or acceptable standards as defined by the Association of Pedestrian and Bicycle Professionals (APBP)* in all new development and redevelopment projects between 2016 and 2021.	A. Number of new developments with bike parking installation that meet recommended or acceptable standards as defined by APBP*	Planning & Development Department	Planning & Development Department, developers, businesses	As development applications are processed
	B. Number of redevelopment projects with new bike parking installation that meet recommended or acceptable standards as defined by APBP*	Planning & Development Department	Planning & Development Department, developers, businesses, Champaign Unit #4 School District	As development applications are processed
	C. Number of redevelopment projects with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*	Planning & Development Department	Planning & Development Department, developers, businesses, Champaign Unit #4 School District	As development applications are processed
2. Install or encourage the installation of bicycle parking facilities as appropriate at a minimum of 2 existing local destinations by 2021 (e.g. school, major employers, businesses, municipal buildings).**	A. Number of local destinations with new bike parking installation that meet recommended or acceptable standards as defined by APBP*	Planning & Development Department	Planning & Development Department, Public Works Department, schools, businesses, developers	As development applications are processed
	B. Number of local destinations with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*	Planning & Development Department	Planning & Development Department, Public Works Department, schools, businesses, developers	As development applications are processed
3. Provide long-term (e.g. covered, indoor) bike parking at a minimum of 2 local destinations by 2021.	A. Number of local destinations with covered bike parking installed	Public Works Department	Public Works Department, Parks Division, Planning & Development Department, schools, businesses, developers	At the end of each construction project, or every January 1st
	A. Number of local destinations with indoor bike parking installed			
4. Provide bike parking at a minimum of 3 bus stops by ridership (1 high and 2 medium) in Savoy as defined by the CUUATS Transit Facility Guidelines by 2021.***	A. Number of bus stops with bike parking installed	CUMTD	CUMTD, Public Works Department	As bike parking is installed, or every January 1st
5. Install bicycle and pedestrian facilities that make it possible to travel on or parallel to most major roadways by 2031.	A. Number of bike infrastructure projects installed along or parallel to major roadways	Public Works Department	Public Works Department, IDOT, Townships	At the end of each construction project, or every January 1st
	B. Number of pedestrian infrastructure projects installed along or parallel to major roadways	Public Works Department	Public Works Department, IDOT, Townships	At the end of each construction project, or every January 1st

\*Bike parking standards are described in "Bike Parking" in Chapter 5.

\*\*Possible destinations are the University of Illinois Willard Airport, Savoy Recreation Center, and Carrie Busey Elementary School.

\*\*\*As defined by the CUUATS Transit Facility Guidelines, the major bus stops by ridership in Savoy are Walmart Supercenter, Woodfield & Curtis, Winfield Village Lot Stops, and First at The Place.

**Theme 5: EDUCATION****Goal 5: Educate residents about active modes of transportation and bicycle and pedestrian facilities.**

<b>Objective</b>	<b>Performance Measure</b>	<b>Lead</b>	<b>Potential Sources</b>	<b>Best Time to Collect Data</b>
1. Distribute educational, encouragement, and/or enforcement materials focusing on bicycling, walking, trail accessibility, and/or trail proximity at a minimum of 1 public event per year.	A. Number of events with materials available	Planning & Development Department	Planning & Development Department, Champaign County Sheriff's Office, CCB, Public Works Department, CUMTD, CCRPC, C-U SRTS Project	As events occur or every January 1st
	B. Number of materials distributed	Planning & Development Department	Planning & Development Department, Champaign County Sheriff's Office, CCB, Public Works Department, CUMTD, CCRPC, C-U SRTS Project	As events occur or every January 1st
2. Distribute at least 1 type of bicycle/pedestrian education, encouragement, and enforcement material to schools annually.	A. Number of bicycle or pedestrian education, encouragement, and enforcement materials distributed to schools and/or Parent-Teacher Associations (PTAs)	Planning & Development Department	Planning & Development Department, Public Works Department, schools, CCB, C-U SRTS Project, CCRPC	As materials are released or every January 1st
3. Make a minimum of 2 educational, encouragement, and/or enforcement materials regarding bicycling, walking, and/or trails available on the Village of Savoy website by 2017.	A. Number of materials available on and/or linked from <a href="http://www.savoy.illinois.gov/">http://www.savoy.illinois.gov/</a>	Planning & Development Department	Planning & Development Department, Public Works Department, Parks Division	As materials are linked or every January 1st
2. Produce and distribute a regularly updated map available in a paper and/or web format that includes existing bicycle and trail facilities in Savoy at least every 3 years.	A. Frequency of map publication and distribution	Planning & Development Department	Champaign County Bikes (CCB), CCRPC, Public Works Department, Parks Division, IDOT	As maps are released or every January 1st
4. Continue to provide at least one opportunity per new bikeway and/or pedestrian improvement project for citizens to express comments.	A. Number of public comment opportunities	Public Works Department	Public Works Department	As events occur or every January 1st
	B. Number of attendees at public comment opportunities	Public Works Department	Public Works Department	As events occur or every January 1st
	C. Number of new public outreach methods	Public Works Department	Public Works Department	As events occur or every January 1st
5. Make available educational, encouragement, and/or enforcement materials regarding bicycling, walking, and/or trails in at least 1 language besides English by 2021.	A. Number of multilingual materials	Planning & Development Department	Planning & Development Department, Public Works Department, CCB	As materials are released or every January 1st
6. Identify and work with 3 partners to provide bicycle and pedestrian education, enforcement, and encouragement programs in Savoy by 2021.	A. Number of new partners identified	Planning & Development Department	Planning & Development Department, Carrie Busey School, C-U SRTS Project	Every January 1st
	B. Number of educational opportunities provided	Planning & Development Department	Planning & Development Department, Carrie Busey School, C-U SRTS Project	Every January 1st

<b>Theme 6: FUNDING AND IMPLEMENTATION</b>				
<b>Goal 6: Secure funding and implement bicycle and pedestrian improvements.</b>				
<b>Objective</b>	<b>Performance Measure</b>	<b>Lead</b>	<b>Potential Sources</b>	<b>Best Time to Collect Data</b>
1. Annually dedicate at least \$5,000 of capital improvement projects (CIP) funding to bicycle improvements and maintenance annually.	A. Amount of CIP funding dedicated annually to bicycle improvements	Public Works Department	Public Works	Annual development of Capital Improvement Program (CIP)
2. Annually dedicate at least \$5,000 of capital improvement projects (CIP) funding to pedestrian improvements and maintenance annually.	A. Amount of CIP funding dedicated annually to pedestrian improvements	Public Works Department	Public Works	Annual development of Capital Improvement Program (CIP)
3. Submit a list of completed and current bicycle and pedestrian facility construction projects at the end of each construction year to the Village Board and CUUATS, issue a press release, and post it to the Village website.	A. List of completed bicycle & pedestrian facility construction projects	Public Works Department	Public Works	End of each construction season
	B. List of current bicycle & pedestrian facility construction projects	Public Works Department	Public Works	End of each construction season
4. For new roadway construction and existing roadway reconstruction projects between 2016 and 2021, implement the bike and pedestrian facilities proposed in this plan for those projects.	A. Number of new roadway projects with bikeway &/or pedestrian infrastructure installation	Public Works Department	Public Works	End of each construction season
	B. Number of existing roadway construction projects with bikeway &/or pedestrian infrastructure installation	Public Works Department	Public Works	End of each construction season
5. Apply for at least one Federal, State, and/or private grant for bicycle and/or pedestrian projects by 2021.	A. Number of grant applications submitted	Public Works Department	Public Works, CCRPC	As applications are submitted or every January 1st
6. Implement at least 10% of all bikeway/trail mileage recommended in this plan by 2021.*	A. Percentage of recommended bikeways/trails installed between 2016 and 2021	Public Works Department	Public Works, CCRPC	End of each construction season
7. Dedicate or contribute resources to help fund at least 1 FTE staff from a regional agency to work on bicycle and pedestrian planning, design, and engineering issues, as well as education, enforcement, and encouragement activities by 2021.	A. Staff time allocated to bicycle and pedestrian planning	Planning & Development Department	Planning & Development, Public Works, CCRPC	As work occurs or every January 1st
	B. Staff time allocated to bicycle and pedestrian design and engineering	Public Works Department	Public Works	As work occurs or every January 1st
	C. Staff time allocated to bicycle and pedestrian education, encouragement, and enforcement	Planning & Development Department	Planning & Development, Public Works, CCRPC	As work and events occur or every January 1st
8. Perform counts of bicyclists and pedestrians in at least two locations in Savoy by 2021 to evaluate the usage of existing and proposed facilities.	A. Number of pedestrian count locations	Public Works Department	Public Works, CCRPC, neighborhood groups	As counts occur or every January 1st
	B. Number of bicyclist count locations	Public Works Department	Public Works, CCRPC, neighborhood groups	As counts occur or every January 1st

<b>Theme 7: EQUITY</b>					
<b>Goal 7: Provide equal access of bicycle and pedestrian facilities and information to all residents.</b>					
<b>Objective</b>	<b>Performance Measure</b>	<b>Lead</b>	<b>Potential Sources</b>	<b>Best Time to Collect Data</b>	<b>Zone</b>
1. Implement at least one short term project proposed in this plan in each of the three zones of Savoy as defined during this plan's public workshops by 2021.*	A. Number of zones with a new bikeway, trail, or pedestrian improvement	Public Works Department	Public Works Department, CCRPC	Every January 1st	North Savoy
					Central Savoy
					South Savoy
					<b>Total</b>
2. Distribute educational, encouragement, and/or enforcement materials regarding bicycling, walking, and/or trails to a minimum of 25 residents of each of the three zones of Savoy as defined during this plan's public workshops by 2021.*	A. Number of residents in each zone who have received active transportation materials	Planning & Development Department	Planning & Development Department, Champaign County Sheriff's Office, CCB, Public Works, CUMTD, CCRPC, C-U SRTS Project	As events occur or every January 1st	North Savoy
					Central Savoy
					South Savoy
					<b>Total</b>

\*Savoy Zones as defined by this plan's public workshops in 2016:  
 North Savoy: South of Windsor Road and North of Curtis Road  
 Central Savoy: South of Curtis Road and North of Church Street  
 South Savoy: South of Church Street

# APPENDIX H

## SAVOY COMPLETE STREETS POLICY



# Complete Streets Policy Brief

April 2017



Prepared by:



Prepared for:



Funded by:



In cooperation with:



April 2017

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## Introduction

### What is a Complete Street?

The term “complete street” describes a roadway designed to serve all users and modes of transportation. Complete streets are optimized to meet the needs not only of motorists but also of pedestrians, cyclists, transit users and people of different abilities and ages. The specific features of a complete street vary depending on the context and corridor, but common features include:

- Sidewalks, crosswalks, curb ramps and curb extensions
- Sharrows, on-street bicycle lanes or sidepaths
- Medians, pedestrian refuge islands and pedestrian signals
- Transit signs and shelters in areas with fixed-route service
- Signs reminding motorists to share the road

Which of these treatments is appropriate for a particular roadway depends on a wide variety of factors, including the width of the street, the volume of traffic, the surrounding land uses, the proximity to destinations and the level of transit service. Complete streets principles do not prescribe a one-size-fits-all approach to street design; instead, they encourage local decision-makers to consider the conditions of a particular corridor and select the best combination of features to serve all modes and users.

### Benefits of Complete Streets

Complete streets offer a wide variety of benefits to individuals and communities. These benefits can be grouped into two broad categories: direct benefits to users of the transportation system, and indirect benefits to the community.

- **Direct Benefits to Users** – People who travel on complete streets reap immediate benefits in improved safety, increased mobility and greater health:
  - **Safety** – Research conducted by the Federal Highway Administration showed that streets with sidewalks, medians and other treatments typical of complete streets improved safety for pedestrians. In addition, these features can improve safety for motorists by increasing awareness, decreasing traffic speed and preventing collisions due to mid-block turning.
  - **Mobility** – Complete streets improve mobility by offering a wide variety of transportation choices, allowing users to reach destinations by walking, cycling, riding transit or driving. The mobility benefits of complete streets are particularly important for users for whom driving is not an option because of age, ability, income or other limitations. These users depend on the availability of other modes of transportation, and complete streets can dramatically increase their ability to move throughout the community.
  - **Health** – Complete streets improve health by encouraging active transportation such as walking and cycling. By providing a safe and comfortable environment for pedestrians and cyclists, they offer an alternative to sedentary lifestyle choices that can contribute to obesity and other chronic diseases.
- **Indirect Benefits to the Community** – Beyond the direct benefits to users of the transportation system, complete streets offer indirect benefits to the entire community in which they are located:
  - **Economic Development** – Complete streets are designed to promote active transportation, increasing the bicycle and foot traffic near retail establishments. In addition, increasing transportation choices allows some users to reduce their transportation costs, freeing up income for other purposes and increasing the community’s resilience during difficult economic times.
  - **Community Identity** – Streets are an important part of a community’s identity and one of the most visible aspects of its public image. By increasing active transportation options and providing opportunities for interactions among neighbors, complete streets can help to build a sense of community and make the area more attractive to potential residents.
  - **Sustainability** – By making active transportation and transit more attractive, complete streets have the potential to reduce personal vehicle trips, conserving fossil fuels and reducing air pollution.

Complete streets policies tend to focus on the direct benefits of complete streets because they are the most apparent and easiest to measure, especially in the short term.

### **Why Adopt a Complete Streets Policy?**

In early 2014, the National Complete Streets Coalition reported that 610 U.S. jurisdictions, including more than 475 municipalities, had adopted complete streets policies. These policies, along with federal legislation such as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) of 2012, reflect a widespread shift in transportation planning philosophy. Instead of responding only to vehicular traffic counts, communities increasingly are looking for opportunities to enhance safety, mobility and health for all users of the transportation system.

Adopting a complete streets policy is a key step in moving toward an inclusive, multimodal transportation system. It expresses a community's commitment to develop a street network that works for everyone and lays out a process to support that commitment. More importantly, the policy provides concrete actions that the community can take to realize its vision of a street network that serves all users and modes of transportation.

The document that follows summarizes the best practices in complete streets policy design and reviews innovative policies as well as those adopted by surrounding communities. It presents resources for complete streets planning and design and summarizes the local policies on which the complete streets policy builds. Finally, it presents a draft complete streets policy for consideration by the Village Board and other local stakeholders.

## Literature Review

### Best Practices

The National Complete Streets Coalition, one of the leading advocates for complete streets policies, recommends that policies include ten elements<sup>1</sup>. These elements are present to varying degrees in nearly all complete streets policies, though the most effective policies explicitly address all ten elements.

1. **Vision** – To succeed, a complete streets policy must create a compelling vision that is specific and appropriate to the community. The vision should be rooted in the community’s history and identity, drawing on existing documents such as plans and mission statements. It should also describe the benefits of complete streets to the community.
2. **Users and Modes** – In order to encourage streets that serve all members of the community, the policy should provide clear definitions for “all modes” and “all users.” It should list the modes of transportation covered by the policy, recognizing that walking and bicycling are legitimate means of transportation. It should also identify factors that may limit access to transportation options, such as ability, age, race, ethnicity or income.
3. **Projects and Phases** – Under a complete streets policy, any change to the street environment presents an opportunity to improve safety and increase access. The policy should specify which projects and phases of work must incorporate complete streets principles. It should strive to integrate complete streets best practices into the full street lifecycle, from construction to maintenance and operations.
4. **Exceptions** – Complete streets principles are not applicable to every project and type of facility. The policy should identify cases where complete streets principles are not appropriate while avoiding loopholes that weaken the program. Common exceptions include:
  - a. Facilities where certain modes are prohibited (e.g., freeways)
  - b. Cases where the cost of accommodating all modes is “excessively disproportionate” to the need for accommodation
  - c. Projects where there is a lack of current and future need for accommodation
5. **Jurisdiction** – Creating a connected network of complete streets requires a collaborative effort among various levels of government and private developers. The policy should specify how the local community will partner with other jurisdictions and should identify the types of roadways to which complete streets principles apply.
6. **Network Connectivity** – Complete streets provide little benefit to the community unless they form a connected network that links residential neighborhoods with common destinations. The policy should provide strategies to increase connectivity and should describe how complete streets principles apply to private residential development.
7. **Design Criteria** – Most complete streets policies do not create their own design guidelines and instead, adopt one or several existing documents. Common sources of design guidelines include:
  - a. State departments of transportation
  - b. National associations such as the American Association of State Highway and Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE) and the National Association of City Transportation Officials (NACTO)
  - c. Accessibility laws and guidelines such as the Americans with Disabilities Act (ADA) and the Public Rights-of-Way Accessibility Guidelines (PROWAG)
  - d. Recognized best practice manuals such as the Model Design Manual for Living Streets (2011)
8. **Context Sensitivity** – Complete streets are never a one-size-fits-all solution and require different approaches in different environments. In order to reinforce the idea that complete streets never require elements that are wasteful or inappropriate, the policy should include a commitment to context sensitivity.
9. **Performance Measures** – Performance indicators can help to track progress toward a community’s complete streets objectives and to improve accountability and transparency. The specific metrics used in

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<sup>1</sup> “Complete Streets: Local Policy Workbook,” National Complete Streets Coalition, last modified Spring 2013, <http://www.smartgrowthamerica.org/documents/cs/resources/cs-policyworkbook.pdf>.

complete streets policies vary widely and range from simple metrics like linear feet of new bicycle facilities to complex aggregate indicators such as vehicle miles traveled (VMT).

10. **Implementation** – Adoption of a policy is often the first step in a community’s journey toward complete streets. The policy should identify next steps to put the policy into action and should specify the responsible parties and timeline for implementation. Next steps could include development of new plans; revision of existing codes or documents; reprioritization of projects; education and training; and reporting requirements for performance measures.

### Model Complete Streets Policies

Each year, the National Complete Streets Coalition publishes rankings of newly adopted complete streets policies based on their adherence to the best practices described above. Several highly ranked policies from communities of similar size and character are summarized below, along with policies with unique or innovative features.

- **Littleton, MA** – The Town of Littleton, a community of nearly 3,000 residents on the northwestern edge of the Boston metropolitan area, adopted a complete streets policy in 2013. The policy, which ranked highest among the 2013 policies, affirmed the legitimacy of a wide variety of modes of transportation and set out a vision for streets that would serve “people of all ages and abilities.” Among its key features, the policy:
  - Included public and private projects as well as state-owned roads
  - Emphasized the importance of a connected network
  - Described a context-sensitive strategy
  - Incorporated a comprehensive list of implementation steps, including:
    - Development of performance measures
    - Revision of existing plans and codes
    - Inventory of bike and pedestrian facilities
    - Reevaluation of capital improvement projects
    - Training of staff and decision-makers
- **Peru, IN** – Located in north-central Indiana, the City of Peru passed an ordinance in 2013 creating a complete streets program to serve its approximately 11,000 residents. The program’s vision centered on improving “access, mobility and health for all users.” Among its unique features, the policy:
  - Provided a wide range of rationales for complete streets, including:
    - Improving the bicycle and pedestrian experience
    - Increasing access to destinations
    - Increasing transportation choice
    - Ensuring thorough review of projects
    - Increasing the safety of non-motorized transportation
  - Identified nine phases of design and construction that should incorporate complete streets principles, from planning and programming to capital improvements and major maintenance
  - Provided exceptions for the following, in addition to the three standard exceptions:
    - Routine maintenance projects
    - Projects where facilities already exist in the same corridor
    - Exclusion of transit in locations where there is no planned service
  - Listed 15 performance metrics, and required calculation of the metrics within six months followed by quarterly online reports
- **Muscatine, IA** – Located on the Mississippi River in eastern Iowa, the City of Muscatine is a community of approximately 23,000 residents. Its 2013 complete streets policy, designed to improve the City’s “quality of life and image,” emphasized connectivity, safety, accessibility, convenience, comfort and visual appeal. Among its primary features, the policy:
  - Used the language of opportunity to describe improvements to safety and accessibility
  - Described specific procedures for granting an exception, and listed the documentation needed to support such exceptions
  - Provided examples of the benefits of a connected non-motorized network
  - Explicitly allowed for the use of innovative ideas, provided safety was maintained

- Specified that projects should strive to:
    - Minimize pavement width
    - Maximize transportation choice
    - Plant street trees where appropriate
  - Identified the following factors for consideration in implementing complete streets principles:
    - Access to destinations
    - Access across barriers
    - Expected number of users of non-motorized modes
    - Connectivity of trails and other safe routes
    - Existing level of service in the corridor
  - Listed as next steps the creation of an active transportation route map and the development of an implementation plan
- **Piqua, OH** – The City of Piqua, a community of approximately 21,000 residents located in western Ohio, adopted a complete streets policy in January 2013. The policy included an extensive list of complete streets resources and laid out a vision of creating a safe, accessible, attractive and livable community. To that end, the policy:
  - Identified several broad purposes for moving toward complete streets, including:
    - Decreased dependence on fossil fuels
    - Reduced traffic congestion
    - Improved air quality
    - Reduced wear on roads
    - Increased economic development
    - Compliance with MPO policies to ensure funding for projects
  - Grounded its goals in a recent comprehensive plan
  - Provided eleven specific directives, including:
    - Provision of door-to-door bicycle and pedestrian connectivity
    - Separation of bike and pedestrian facilities from traffic
    - Improved compliance with the Americans with Disabilities Act
- **Fort Lauderdale, FL** – With a population of approximately 166,000, the City of Fort Lauderdale had the highest-ranked 2013 complete streets policy for a large city. Its policy emphasized mobility and walkability, and:
  - Focused on improving access to destinations through non-motorized connectivity
  - Specified that all streets were subject to the design manual regardless of jurisdictional ownership
  - Required integration of the complete streets policy with a wide variety of planning documents, including the comprehensive plan and land development regulations
  - Included the concept of “sense of place” in its treatment of context sensitivity
  - Identified eight performance metrics, including:
    - Miles of on-street bicycle facilities
    - Miles of pedestrian facilities
    - Number of non-compliant curb ramps
    - Proportion of new street projects that serve multiple modes
  - Listed seven implementation actions, including identification of a lead department and development of an active transportation facilities inventory.
- **Des Plaines, IL** – The City of Des Plaines, a northwestern suburb of Chicago with a population of approximately 58,000, adopted a complete streets policy in December 2011. The policy:
  - Required the creation of a complete streets checklist to be used in development review.
  - Suggested that “designing complete streets is not additional work for planners, architects and engineers; it is different work.”
  - Included specific metrics to measure progress
  - Specified that metrics should be reported as part of the annual budget report

## Local Complete Streets Policies

Several municipalities and agencies in Champaign County have adopted complete streets policies in recent years. These policies offer insight into the ways in which complete streets principles have been applied locally.

- **Champaign, IL** – In 2008, the City of Champaign, a neighboring community, adopted the Champaign Moving Forward transportation master plan. The plan listed adherence to complete streets principles as one of its roadway policies.
- **Urbana, IL** – The City of Urbana, a neighboring community, adopted a complete streets policy in November 2011. The policy amended the City's comprehensive plan by adding an objective and an implementation step related to complete streets. The background document accompanying the amendment:
  - Provided examples of complete streets concepts illustrated, where possible, with local photographs
  - Described the benefits of complete streets in terms of safety, health, sustainability and livability
  - Outlined the process for updating existing planning documents such as the Urbana Subdivision and Land Development Code and the Urban Manual of Practice
  - Summarized the results of a review performed by the Urbana Bicycle and Pedestrian Advisory Commission and a public hearing held by the Urbana Plan Commission
- **Campus Area Transportation Study (CATS)** – The CATS Policy Committee, representing the University of Illinois, the City of Champaign, the City of Urbana and the Champaign-Urbana Mass Transit District, adopted a complete streets policy in 2012. The policy:
  - Identified the values supporting the policy as “safety, mobility, and fiscal responsibility” as well as “environmental, scenic, aesthetic, historic and natural resources, and social equity values.”
  - Listed five phases, from project identification to reconstruction, to which complete streets principles apply
  - Excluded privately owned streets from complete streets considerations, in addition to the standard exceptions, and specified a process for granting exceptions
- **Champaign Urbana Urbanized Area Transportation Study (CUUATS)** – In September 2012, the CUUATS Policy Committee adopted a complete streets policy for the metropolitan planning organization (MPO). The policy and accompanying background document:
  - Described the shift in federal transportation regulation from auto-centric to multi-modal
  - Outlined the benefits of complete streets in terms of livability, economic development and environmental sustainability
  - Described the impact of the policy on planning documents developed by CUUATS
  - Identified ten types of plans and codes that member municipalities could review, in consultation with CUUATS, for compatibility with complete streets principles

## Resources

The past few years have seen the publication of numerous resources on complete streets, including street design manuals and reviews of complete streets policies. This list of resources, while not exhaustive, offers a starting point for learning about complete streets policies and processes.

- **National Complete Streets Coalition** (<http://www.completestreets.org>) – This website provides a comprehensive overview of the benefits and discusses specific elements of complete streets. It also provides resources such as a workbook, model legislation language and fact sheets.
- **Complete Streets Resource List** (<http://www.planning.org/research/streets/resources.htm>) – This list developed by the American Planning Association (APA) covers aspects of complete streets, from basics, guidelines and design considerations to aging population, children, health aspects, and transit.
- **The Best Complete Streets Policies of 2013** (<http://www.smartgrowthamerica.org/documents/best-complete-streets-policies-of-2013.pdf>) – This list, compiled annually by the National Complete Streets Coalition, reviews the policies adopted to date and assesses how well they meet the ten elements of a complete streets policy. The report also highlights exemplary policy language from the highest ranking complete street policies.
- **Complete Streets: Best Policy and Implementation Practices** ([https://www.planning.org/store/product/?ProductCode=BOOK\\_P559](https://www.planning.org/store/product/?ProductCode=BOOK_P559)) – This book by Barbara

McCann and Suzanne Rynne discusses policy and implementation best practices based on the experiences of communities around the United States. It covers the full range of the complete streets planning process, from building support to adoption of a policy to integration with existing planning documents.

- **Champaign County Greenways & Trails Design Guidelines** ([http://www.ccrpc.org/greenways/pdf/ActiveChoices/13GT\\_DesignGuidelines\\_2014.06.17.pdf](http://www.ccrpc.org/greenways/pdf/ActiveChoices/13GT_DesignGuidelines_2014.06.17.pdf)) – This chapter of the Champaign County Greenways & Trails Plan includes design standards of on- and off-street facilities developed through interviews with local public works and planning officials.
- **Bureau of Design & Environment (BDE) Manual** (<http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Split/Design-And-Environment/BDE-Manual/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf>) – This manual published by the Illinois Department of Transportation (IDOT) includes a chapter on bicycle and pedestrian accommodations that covers both policies and design guidelines.
- **Manual on Uniform Traffic Control Devices (MUTCD)** ([http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf\\_index.htm](http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm)) – This manual published by the Federal Highway Administration describes standards for signs, signals and pavement marking, as well as traffic control measures for bicycle facilities.
- **Guide for the Development of Bicycle Facilities (Bike Guide)** ([https://bookstore.transportation.org/collection\\_detail.aspx?ID=116](https://bookstore.transportation.org/collection_detail.aspx?ID=116)) – This book published by the American Association of State Highway and Transportation Officials (AASHTO) provides design guidelines for incorporating bicycle facilities into a variety of street environments.
- **Public Rights-of-Way Accessibility Guidelines (PROWAG)** (<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>) – These guidelines published by the United States Access Board provides specifications for the design of accessible sidewalks and pedestrian facilities.
- **Urban Street Design Guide** (<http://nacto.org/usdg/>) – This design manual published by the National Association of City Transportation Officials (NACTO) offers guidelines for designing multi-modal streets and intersections.
- **Urban Bikeway Design Guide** (<http://nacto.org/cities-for-cycling/design-guide/>) – This manual published by the National Association of City Transportation Officials (NACTO) provides design guidelines for incorporating on- and off-street bicycle facilities into urban street environments.

## Policy Background

Effective complete streets policies do not arise independently, but instead grow out of the local context. They build on past planning efforts and policies, providing an opportunity to revisit these documents and, if necessary, to revise them to support a multi-modal transportation system that serves all users.

- **Village of Savoy Comprehensive Plan Update (2009)** – In 2009, the Village of Savoy updated its 2002 comprehensive plan. The updated plan examined ten areas of focus, many of which were centered on specific sites in the Village. Key elements that relate to complete streets include:
  - Based on feedback received at public meetings, preserving the “small town atmosphere” of Savoy was one of the plan’s goals. The plan referenced the existing requirement that developers include sidewalks and pedestrian trails in new subdivisions, and it recommended that this requirement be maintained. According to the plan, these pedestrian facilities could help to increase interaction among neighbors and build a sense of community.
  - In order to increase pedestrian activity in the U.S. 45 corridor, identified as the “Village Center of Savoy,” the Village installed a wide sidewalk along the west side of the road.
  - The plan recommended development of a greenspace master plan that would address, among other issues, trails and pedestrian connectivity.
  - The 2009 plan update reviewed objectives from the 2002 comprehensive plan, including the goal of providing an “improved system of bicycle and pedestrian trails.” As of 2009, the objective was being discussed in the Champaign County Greenways and Trails Committee with the possibility of incorporating bicycle and pedestrian facility requirements into the existing subdivision regulations.
  - Another objective from 2002, that the Village “require interconnections between commercial and residential projects to allow pedestrian and vehicular access,” was listed as being implemented in the subdivision development code.
  - Several comments from a June 18, 2008 public meeting referenced the need for additional pedestrian and bicycle facilities. These comments envisioned a walkable and bicycle-friendly community that would attract new residents by promoting an active, healthy lifestyle.
- **Village of Savoy: Planning for Parks and Recreation (2002)** – Released in February 2002, this report described the existing recreational facilities in Savoy, presented the results of a community needs assessment survey and identified strategies for improving parks and recreation. Elements that relate to complete streets include:
  - The report found that Village fell well below national guidelines for amount of park space in communities of its size.
  - One of the report’s recommendations was to “link park components to neighborhoods with safe pedestrian and bicycle routes.”

## Complete Streets Policy

### Vision

Building on its small town character and existing connections to the Champaign-Urbana urban area, the Village of Savoy will develop a safe, efficient and connected street network that improves safety, increases mobility and promotes health for all users and modes of transportation.

### Users and Modes

The Village of Savoy recognizes that certain populations face obstacles or limitations in their use of the transportation system. The Village will develop a street network that serves all users regardless of age, ability, race, ethnicity or income.

The Village of Savoy acknowledges that walking, bicycling and other non-motorized modes are legitimate means of travel that deserve access to the transportation system. The Village will develop a street network that is safe and convenient for all modes of transportation, including:

- Pedestrians
- Bicyclists
- Motorists
- Transit riders
- Emergency responders
- Freight providers

In addition, the Village will develop the street network to meet the needs of adjacent land owners.

### Projects and Phases

The Village of Savoy is committed to meeting the needs of all users and modes throughout the street lifecycle. The Village will approach every transportation project as an opportunity to improve safety, mobility and health for all users and modes. It will do so during all phases of the project, including:

- Project identification
- Scoping, planning, design and engineering
- Right-of-way acquisition
- Construction
- Operation and maintenance
- Reconstruction

To ensure that all transportation projects comply with this policy, the Village has developed a brief checklist, included as an attachment. The checklist must be completed by the lead developer or department responsible for the project and submitted to the Village Engineer, or to a staff member designated by the Village Engineer, for review and approval.

### Exceptions

The Village of Savoy recognizes that it is neither possible nor appropriate to accommodate all modes of transportation on all roadways. The Village Board of Trustees may grant exceptions to this policy in cases where:

- Certain modes of transportation are prohibited by law from using the roadway
- The cost of providing accommodation is excessively disproportionate to the need or probable use
- There is an absence of both current and future need for accommodation based on current and predicted population, employment, traffic volumes or transit service
- Equivalent facilities already exist in the same corridor
- The project includes only routine maintenance activities (e.g., restriping or spot repairs) that do not change the geometry or operations of the roadway
- The street ultimately will be privately owned and maintained

All requests for exceptions, including those for privately-developed projects, must be submitted in writing, along with supporting documentation, to the Village Manager.

## **Jurisdiction**

The Village of Savoy includes roadways under the jurisdiction of the Village, the Champaign County Highway Department and the Illinois Department of Transportation. The Village will apply this policy to all village-owned transportation facilities in the public right-of-way, including streets and bridges. In addition, the Village will partner with the Champaign County Highway Department and Illinois Department of Transportation in order to apply, where possible, the policy to roadways under their respective jurisdiction.

## **Network Connectivity**

The Village of Savoy recognizes that complete streets function most effectively when they are part of a cohesive, connected network. The Village will develop its street network in a way that creates multimodal connections between residential areas and destinations such as employment centers, schools, parks and retail. In addition, the Village of Savoy will partner with the City of Champaign, the City of Urbana and the University of Illinois in order to provide connections between the Village's transportation facilities and services and the facilities and services available in and planned for their respective jurisdictions.

## **Design Standards**

The Village of Savoy acknowledges that the layout of roadways that serve all users and modes is documented in a variety of recognized design manuals. In designing its roadway network, the Village will make use of the current best practices documented in resources published by:

- Champaign County Regional Planning Commission (CCRPC)
  - e.g. Champaign County Greenways & Trails Design Guidelines
- Illinois Department of Transportation (IDOT)
  - e.g. Bureau of Design & Environment (BDE) Manual
- Federal Highway Administration (FHWA)
  - e.g. Manual on Uniform Traffic Control Devices (MUTCD)
- American Association of State Highway and Transportation Officials (AASHTO)
  - e.g. Guide for the Development of Bicycle Facilities (Bike Guide)
- Institute of Transportation Engineers (ITE)
- United States Access Board
  - e.g. Public Rights-of-Way Accessibility Guidelines (PROWAG)
- Americans with Disabilities Act (ADA)
- National Association of City Transportation Officials (NACTO)
  - e.g. Urban Street Design Guide
  - e.g. Urban Bikeway Design Guide

In responding to local conditions and public input, the Village may depart from these guidelines in order to pursue innovative approaches given that the safety of all users is maintained.

## **Context Sensitivity**

The Village of Savoy recognizes that transportation facilities most effectively meet the needs of all users and modes when they are tailored to fit the local context. The Village will provide multimodal facilities in a way that complements the character and land use patterns of the surrounding area, adapting solutions to suit the neighborhood and corridor. Complete streets design concepts will be of particular priority in corridors identified in a future Bicycle and Pedestrian Plan for the Village of Savoy.

## **Performance Measures**

The Village of Savoy is aware that creating a street network that serves all modes and users will take time and is committed to tracking its progress toward the vision outlined in this policy. With the assistance of agencies like the Champaign County Regional Planning Commission, the Village will measure progress toward a multimodal transportation network using recognized transportation metrics, including:

- Total miles of sidewalks and pedestrians paths
- Total miles of on-street bicycle facilities

- Percentage of new street projects that include pedestrian and bicycle facilities
- Number and severity of collisions between vehicles and users of other modes of transportation
- Traffic counts for arterial streets and major collector streets, as data is available

The Village will establish baseline values for these measures within six months of the adoption of this policy and will publish yearly updates on its website while the policy is in effect.

### **Implementation**

The Village of Savoy is committed to providing a multimodal street network that serves all users and will take the steps necessary to move in that direction. Specifically, the Village will:

- Revise or amend the Village's forthcoming comprehensive plan to incorporate this policy
- Complete an inventory of the location and condition of existing bicycle and pedestrian facilities within the Village as part of a future Bicycle and Pedestrian Plan for the Village, and maintain a database of active transportation facilities
- Revise the zoning code, subdivision ordinance and other applicable regulations to bring them into conformity with this policy
- Review future capital improvement projects, and prioritize multimodal projects and those that expand transportation choice
- Using videos, webinars and other available resources, train relevant officials and staff on the principles and design requirements of a multimodal transportation network
- Coordinate infrastructure investments with the Champaign Urbana Urbanized Area Transportation Study (CUUATS) and neighboring municipalities in order to advance the principles outlined in this policy

## Complete Streets Checklist

Project name and location:

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Contact name: \_\_\_\_\_

Contact phone: \_\_\_\_\_

Contact e-mail: \_\_\_\_\_

The Village of Savoy has a complete streets policy that requires transportation projects to accommodate all users and modes of transportation except in certain narrowly defined cases. This checklist is designed to ensure that planned transportation projects are compliant with the policy.

### A. Existing Conditions

1. What accommodations currently exist within this corridor for each of the following modes?

Pedestrian: \_\_\_\_\_

Bicycle: \_\_\_\_\_

Transit: \_\_\_\_\_

2. If there are no accommodations for a mode, where is the nearest facility or service for that mode?

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3. What needs or challenges currently exist in the corridor for pedestrians, cyclists, transit riders, the elderly or people with disabilities?

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### B. Plans and Public Input

1. Which adopted plans, if any, call for accommodations for users of non-motorized transportation in this corridor? Describe any planned or proposed accommodations.

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2. Have comments received as part of a public input process identified the need for accommodations in this corridor? If so, summarize the relevant comments.

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### C. Proposed Project

1. What accommodations are planned for each of the following modes? Describe accommodations provided during all phases of the project, including construction and ongoing maintenance.

Pedestrian: \_\_\_\_\_

Bicycle: \_\_\_\_\_

Transit: \_\_\_\_\_

2. In providing these accommodations, which relevant design standards or guidelines have been used?

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3. Will the proposed project decrease safety, mobility or health for any group of users or mode of transportation? If so, describe the proposed changes and provide the justification for making them.

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4. Does the project qualify for any of the exceptions outlined in the complete streets policy? If so, list the exception and attach supporting documentation. \_\_\_\_\_

5. With which agencies and jurisdictions has the project staff coordinated to ensure network connectivity?

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