Danville Area Transportation Study's

# Bicycle Plan

Final Report
August 12, 2010

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Prepared by the Danville Area Transportation Study staff
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# PUBLIC COMMENT SHEET

Please send comments to Angie Stenson via phone: 217-431-2873, email: astenson@cityofdanville.org, fax: 217-431-2237, or mail: 17 W. Main St., Danville, IL 61832 by July 22, 2010.

Name: _____

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# Acronym Index

- AASHTO: American Association of State Highway and Transportation Officials
- ACE: Active Community Environment
- ADA: Americans with Disabilities Act
- ADT: Average Daily Traffic
- APBP: Association of Pedestrian and Bicycle Professionals
- BAC: Bicycle Advisory Committee
- BLOS: Bicycle Level of Service
- CATS: Chicago Area Transportation Study
- CRIS: Community Resources and Information for Seniors
- DATS: Danville Area Transportation Study
- DMT: Danville Mass Transit
- FHWA: Federal Highway Administration
- GIS: Geographic Information System
- HV: Heavy Vehicle
- IDNR: Illinois Department of Natural Resources
- IDOT: Illinois Department of Transportation
- ITEP: Illinois Transportation Enhancements Program
- LIB: League of Illinois Bicyclists
- LOS: Level of Service
- LRTP: Long Range Transportation Plan
- MPA: Metropolitan Planning Area
- MPO: Metropolitan Planning Organization
- MUTCD: Manual on Uniform Traffic Control Devices
- VRA: Vermilion Regional Airport

# Chapter 1: Establishing a Bicycle Plan

*Study Area Overview*

The Danville Area Transportation Study (DATS) is the designated Metropolitan Planning Organization (MPO) for the DATS Metropolitan Planning Area (MPA). DATS identified a bicycle plan as an essential planning document to produce for the MPA. DATS became the acting entity for the MPO in December 2002. The DATS MPA study area includes the City of Danville, City of Georgetown, Village of Tilton, Village of Westville, Village of Catlin, and Village of Belgium. Additional DATS agencies and partners include Catlin Township, Danville Township, Newell Township, Georgetown Township, Vermilion County, Danville Mass Transit (DMT), CRIS Senior Transportation, Vermilion Regional Airport (VRA), and the Illinois Department of Transportation.

DATS transportation planning efforts focus on the DATS MPA region. DATS conducts transportation planning studies and supports regional planning within the MPA to implement a coordinated transportation planning effort. The multiple agencies listed above fall within the MPA boundary. The MPA boundary includes the Urbanized Area boundary, which is defined as including a central city and contiguous areas totaling at least 50,000 people and a density of over 1,000 people per square mile. The total population for the Urbanized Area as of 2000 was 53,223. The MPA boundary is established through a cooperative effort between Illinois Department of Transportation (IDOT) and local officials. The MPA encompasses city, village, township, and county governments in an effort to coordinate transportation planning for the region as a whole. The MPA boundary is the study area for the bicycle plan. See Map 1-1: DATS Planning Boundaries for the Urbanized Area and MPA.

*Bicycle Plan Background*

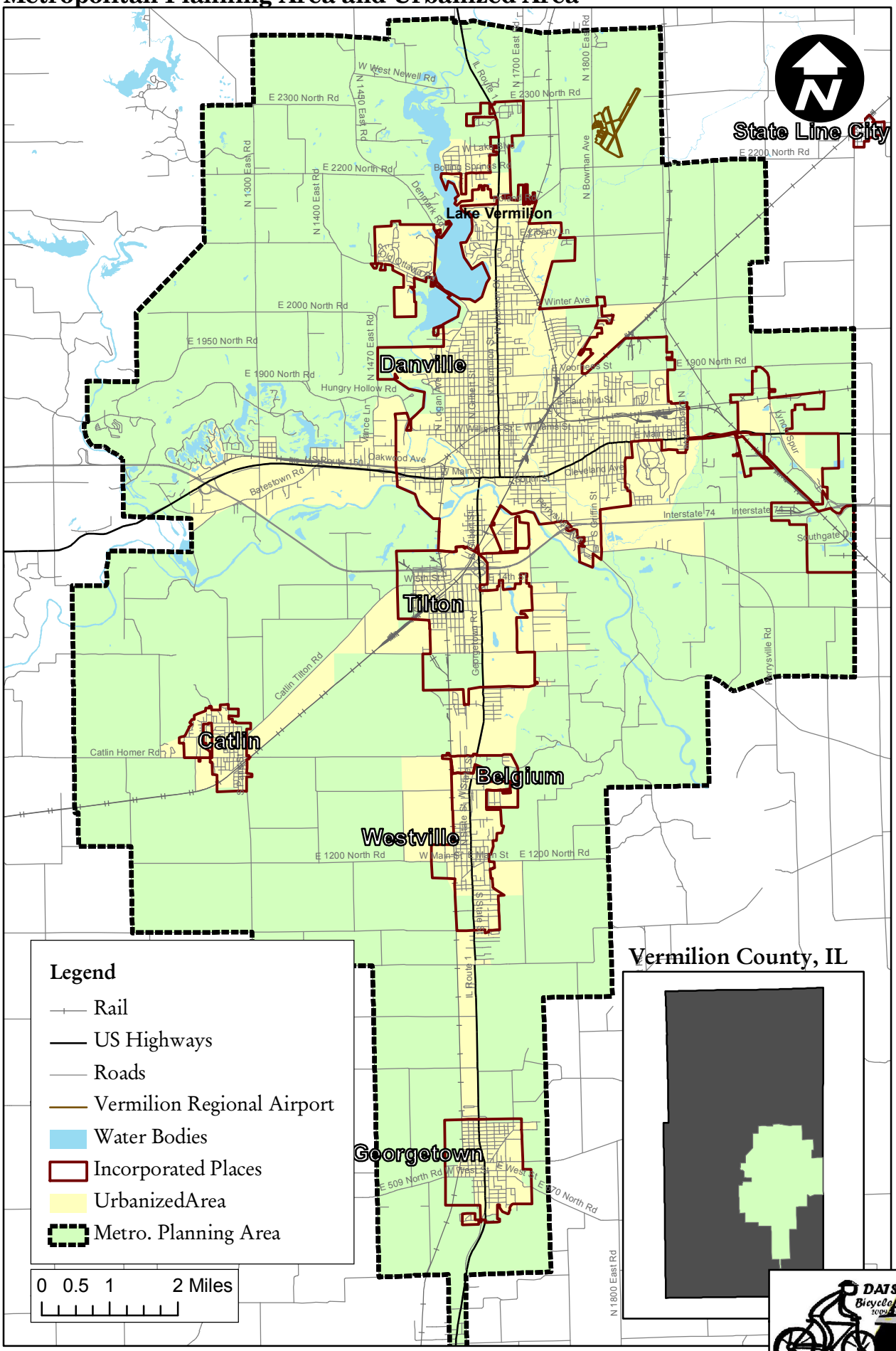
There is no previous bicycle-specific planning for the DATS region or DATS agencies. However, new bicycle and pedestrian infrastructure projects are becoming more common throughout the DATS region and neighboring counties. This plan coordinates these efforts by identifying a bicycle transportation network for future development. The plan also identifies existing bicycle compatible roadways for bicyclists.

The bicycle plan study took place from July 2009 to July 2010. The scope of work focuses on a ten year planning horizon, which identifies and programs short and long range bicycle infrastructure projects. The planning study enables a connected transportation infrastructure system that coordinates the built environment. In addition to planning the comprehensive development of the bicycle transportation system, community issues such as traffic safety, bicycle encouragement and education, equity for all road users, community health, and community economic development are also addressed through the implementation of the bicycle plan. For example, the availability of bicycle facilities for recreation and transportation is an important quality of life indicator for a region and can often impact economic development decisions. Bicycling facilities also impact health indicators because they enable and encourage people to be physically active in their communities.

The purpose of this plan is to improve bicycle access and connectivity throughout the transportation system in order to connect people with places. The outcome of the bicycle plan focuses on the development of an on and off-road bicycle system by identifying existing bicycle-compatible roadways as well as future infrastructure projects. Planning methods included the assessment of existing bicycle conditions using the Bicycle Level of Service (BLOS) calculation, the inventory of existing community destinations, and the identification of opportunities for improvement in potential high use areas. The plan also addresses bicycle facility standards and guidelines as defined by American Association of State Highway and Transportation Officials (AASHTO) and bicycle education and encouragement programs. Project recommendations provide a specific direction for future action regarding projects, policies, funding options, and program initiatives.

Throughout the planning process, public participation activities assisted in understanding the needs of transportation system users and bicyclists. Public input provides the plan's foundation for a community vision statement and subsequent goals. Participants in public workshops, focus groups, and the Bicycle Advisory Committee (BAC) identified existing bicycle infrastructure and barriers to bicycling and suggested a strategic bicycle system plan. Public input assisted in identifying transportation priorities, safety considerations, and barriers to bicycling. The public also provided input for developing long and short range projects and project programming priorities. The next section explains the planning process and participation process in more detail.

# Map 1-1: DATS Planning Boundaries: Metropolitan Planning Area and Urbanized Area



*The Planning Process*

The planning process focused on generating public involvement to form the foundation of the plan. In this way, the bicycle plan reflects community experience, needs, and values. The first public involvement technique implemented was the bicycle plan public input survey. DATS distributed the survey primarily through neighborhood association meeting presentations within the City of Danville. The survey was also made available in neighboring communities at public buildings such as village halls and libraries and via the DATS webpage. See Appendix 1-1: Public Participation for a public participation timeline, meeting dates and locations, and additional public input efforts.

The BAC, a community-wide participation workshop, and community focus groups provided regular input for the bicycle plan. The BAC comprised of city and village officials and residents from the region. The committee met monthly throughout the year long planning process to guide the development of the plan and advise DATS staff based on personal experience and expertise. The BAC meetings contributed community-expressed values, creativity, and concerns into the bicycle plan's vision and goals for the future. Reference Appendix 1-2: Public Announcements for public notice publications of workshops and focus groups and additional media coverage.

In addition to the BAC meetings, the community-wide bicycle planning workshop, held in the City of Danville, allowed community members to gather and provide specific input on bicycle facilities and routes to be studied for the bicycle plan. Four focus groups held outside the City of Danville targeted input from residents throughout the DATS MPA. The public participation process fulfilled specific goals including: identifying goals and objectives necessary in creating a bicycle-friendly community, identifying opportunities and strengths of the current bicycle infrastructure, identifying barriers and hazards in the bike infrastructure network, developing a project list and timeline for implementation, creating milestones for community education and engagement, and identifying community program goals such as bike rack implementation and education programs. The bicycle plan is a community based plan, created from public input.

The bicycle plan combines qualitative data gathered from public input with quantitative data for a complete analysis of the existing bicycle transportation system. The plan utilizes the BLOS calculations developed by the League of Illinois Bicyclists (LIB) as a quantitative measure of existing bicycle roadway compatibility. The calculation is also used to project the future bicycle compatibility of a roadway based on specific improvements. Chapter 6 defines the BLOS calculation variables and explains the methodology used in calculating the measurement. The balance of quantitative and qualitative methodologies creates a significant amount of data, which guide planning directions and outcomes.

*The Existing Transportation Network*

The existing transportation system within the MPA contains assets, opportunities, and challenges for community residents and bicyclists. A brief overview of the existing transportation system conditions assists in describing the MPA transportation network and the framework for the Bicycle Plan. The transportation network consists of coexisting roadways, transit, rail, aviation, and bicycle and pedestrian infrastructure.

The MPA is connected by a network of federal, state, county, and local roadways supporting truck, bus, and other local and regional traffic. Total miles of roadway for Vermilion County equal about 2,097.5 miles (IDOT). Major roadways include I-74 as the main east-west route and IL Rt. 1 as the primary north-south roadway. Running parallel to I-74 is US 150 on the western half of the MPA and US 136 on the eastern half.

DMT provides public transportation to approximately 500,000 passengers per year. The agency has operated in the DATS MPA as the transit agency since 1973. DMT operates 14 fixed-routes and also incorporates a corresponding Americans with Disabilities Act (ADA) paratransit service.

Rail, aviation, and truck traffic add important transportation dimensions to the DATS MPA. Each of these transportation modes helps keep the MPA economically active, functional, and effective. Rail currently serves a number of industries within the MPA, as large employers rely on rail for the shipment of goods. This is significant in transportation and bicycle planning for the MPA because a high number of trains traveling through the urbanized area each day and at-grade rail crossings can create unwanted delays and obstacles for motorists and bicyclists. The VRA also contributes to the economic vitality of the MPA. Reference Map 1-1 to view major roadways, railways, and the VRA.

Limited bicyclist facilities and designated bicycle areas exist within the MPA. Bicyclist and pedestrian travel typically use existing roadways or adjacent sidewalks. Existing conditions are thoroughly assessed in the next chapter.

# Chapter 2: Existing Conditions Inventory and Analysis

An existing conditions inventory and analysis considers qualitative data from public input and quantitative data from the Census and IDOT crash reports. The chapter summarizes results and analysis from the Public Input Survey. Survey results establish the basis for how residents view and use the existing bicycle transportation system. Existing community destinations, bicycle facilities, and existing barriers to bicycling are defined as the region's existing assets and obstacles. This section also provides a quantitative investigation of existing mode to work trends in the region and IDOT pedestrian and bicycle crash locations.

*An Asset-Based Planning Approach*

This chapter promotes an asset-based planning approach by defining the available local assets in order to plan for the connection of them with one another. This allows the region's assets to develop and increase power and effectiveness. This planning approach also allows the region to use outside resources more effectively by defining a planning agenda and mobilizing towards specific objectives. This plan does not promote the view of the bicycle transportation system as a list of problems and needs. This viewpoint leads to a fragmented effort for regional solutions and bicycle infrastructure projects. Although this section lists resident defined barriers to bicycling, this is in order to move forward with connected mitigation projects for these areas. The model for the plan identifies community destinations and existing bicycle infrastructure, and it moves forward to connect regional assets for a comprehensive bicycle transportation system.

*Public Input Survey Results and Analysis*

The Public Input Survey provides a starting point for determining community values, assets, concerns, and preferences. The 30 question survey focused on a range of topics in order to acquire as much information as possible from the public. Main survey topics included questions regarding Bicycle Activity, Bicycle Riding Preferences, Bicycle Infrastructure Preferences, and Safety Education. Reference Appendix 2-1: Neighborhood Public Input Survey to view the Public Input Survey distributed to the public. Survey responses provide the foundation for understanding the existing conditions of the bicycle transportation network, how residents utilize the system, and existing concerns regarding infrastructure and safety.

The Public Input Survey was presented and distributed at eight City of Danville neighborhood association meetings in July and August 2009. Three additional neighborhood associations distributed the survey to their members without a formal presentation. The surveys were also available throughout the region at these locations: Danville Public Library, Cycles Plus, Danville City Hall, Tilton Village Hall, Westville Village Hall, Westville Public Library, Georgetown City Hall, Georgetown Public Library, Catlin Village Hall, and Catlin Public Library. Village mayors were contacted and encouraged to announce availability of the survey at council meetings. The survey was also distributed to DATS Committee members and participant agencies and made available via the DATS webpage. Reference Appendix 1-1 to view the public participation timeline in reference to the distribution of the Public Input Survey. The summary information in Figure 2-1: Bicycling Potential, Figure 2-2: Bicycle Facilities, and Figure 2-3: Encouraging Bicycling and Safety

Concerns presented in the proceeding pages is based on over 50 responses from involved residents.

Survey results indicate residents' priorities regarding bicycling. Conclusions are separated into four major topic areas including: Bicycling Potential, Encouraging Bicycling, Bicycle Facilities, and Safety Concerns. Graphs are included in the following pages with response data for the majority of the survey questions.

Respondents from the community indicated the potential for bicycle activity within the region. The survey found that the majority of respondents own and ride bicycles. In addition, 70 percent of survey respondents specified riding bicycles at least weekly from April to October. Respondents also indicated why they ride a bicycle. Eighty percent of all respondents stated they ride a bicycle. Of those, an overwhelming 100 percent indicated riding for fitness or recreation purposes. Under 10 percent of respondents indicated bicycling due to not owning a vehicle. A number of survey participants also indicated using a bicycle for utilitarian trips such as commuting purposes or personal trips. Although the average survey respondent lives eight miles from their place of work, 63 percent reported living within five miles of their place of work. These survey responses indicate the potential for bicycling within the DATS MPA.

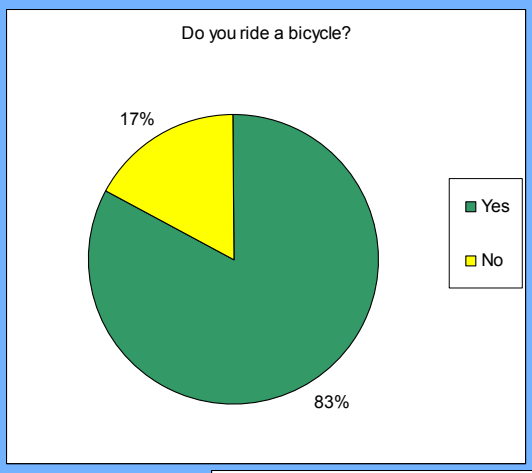
Respondents pointed out that particular factors would encourage bicycling within the DATS MPA. Respondents rated better driver behavior and increased bicycle infrastructure as the most influential factors to encourage bicycling within the region. Respondents ranked safer road conditions, more bicycle paths or wider shoulders, and improved driver behavior as the top factors that would increase bicycling. Top ranked factors that discourage respondents from bicycling include the amount or speed of traffic, driver behavior, and lack of bicycle lanes.

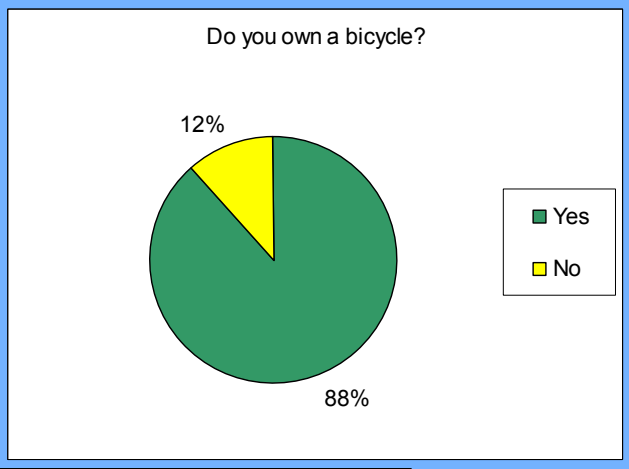
The public judgment of the bicycle transportation system also assists in establishing a complete picture of the existing conditions. Survey participants were asked to rate the bicycle conditions in the DATS MPA from a "1 – poor" to a "5 – excellent". The average survey rated bicycle conditions at a 1.78. Respondents were also asked to rate the overall levels of service provided to bicyclists by the existing transportation system in terms of safety, connectivity, and efficiency on the same scale from "1 – poor" to "5 – excellent". The average response for each category was under 2, with safety ranking the lowest with a 1.7 average. This indicates room for improvement when it comes to the bicycle transportation system.

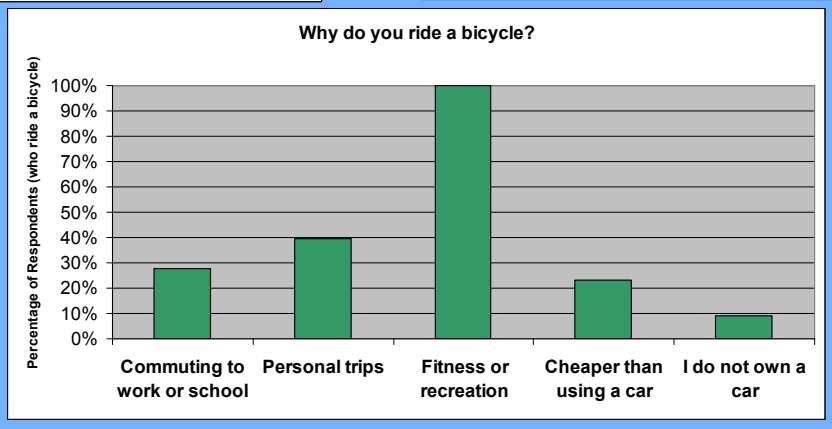
Survey respondents also provided information on bicycle facility preferences. The public indicated the importance of providing both on and off street bicycle infrastructure facilities. Preferred facilities included bicycle lanes on major streets, separated bicycle paths, and major streets with wide lanes or shoulders. These preferences were in line with the most common problems people reported encountering when bicycling. The top hazards respondents encounter when bicycling include: poor road surface conditions, vehicles not sharing the roadway, and difficulty in crossing intersections. Respondents also favored exploring the implementation of design features such as bicycle sensitive intersections and additional bicycle parking.

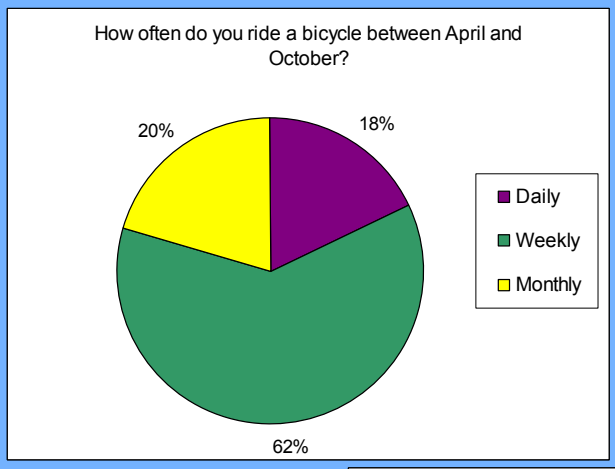
Safety is a critical part of the transportation system for all users including motor vehicles and bicyclists. A majority of survey respondents indicated involvement in a crash on a bicycle (59 percent). Equally concerning is the low percentage of respondents indicating the use of a helmet when riding a bicycle. Thirty-six percent of respondents specified wearing a helmet when riding a bicycle and 49 percent specified not wearing a helmet. The survey concluded the need for bicycle safety awareness for bicyclists and motor vehicle drivers.

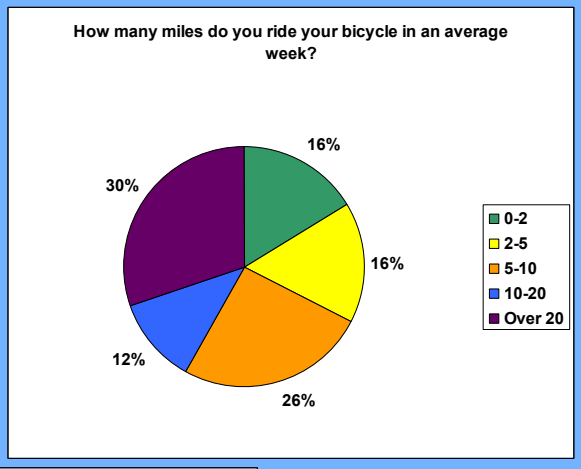
# Figure 2-1: Bicycling Potential

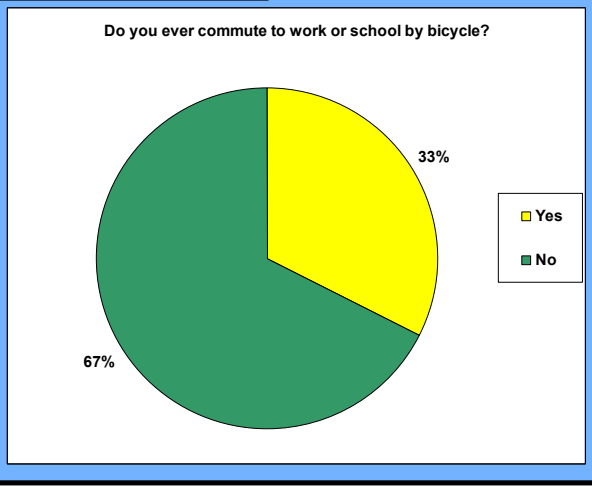


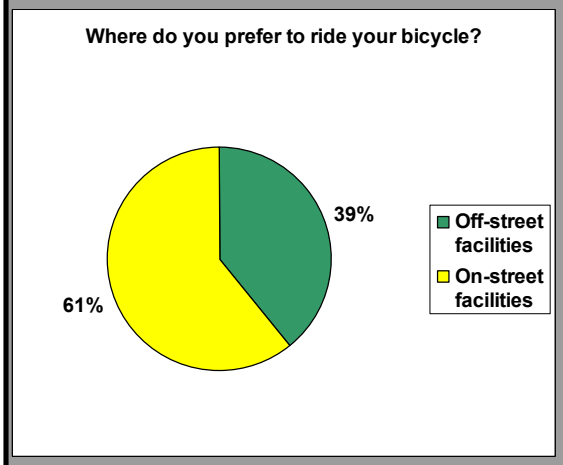



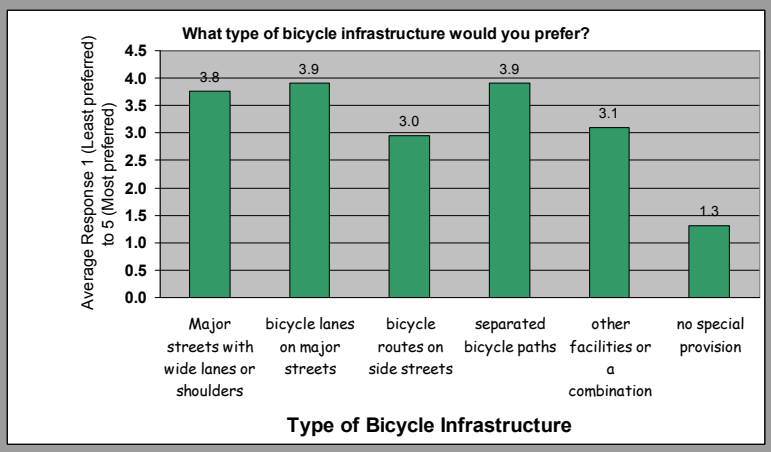



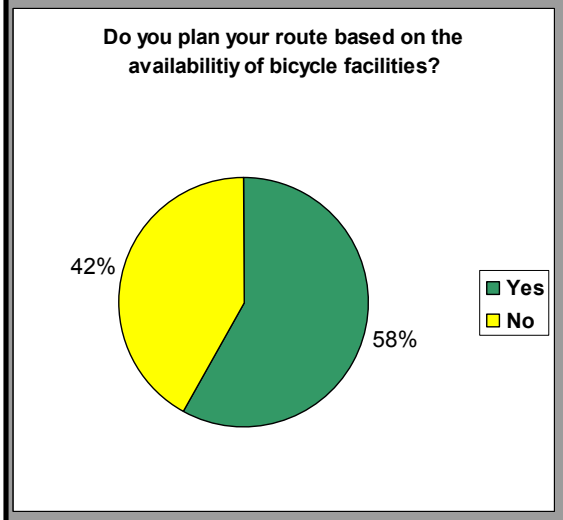



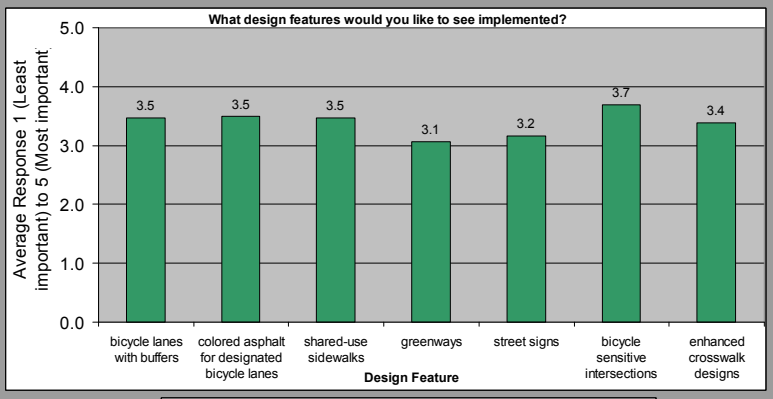



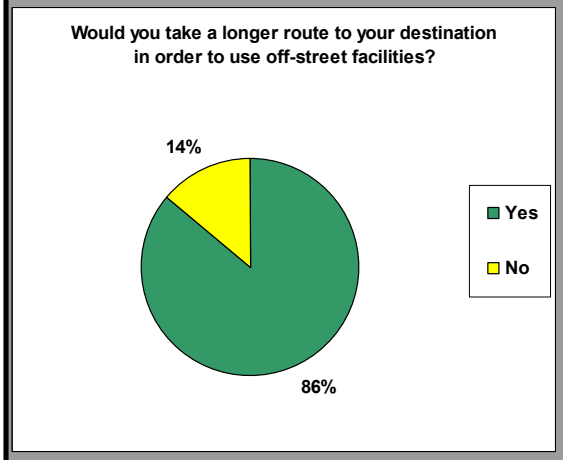
# Figure 2-2: Bicycle Facilities

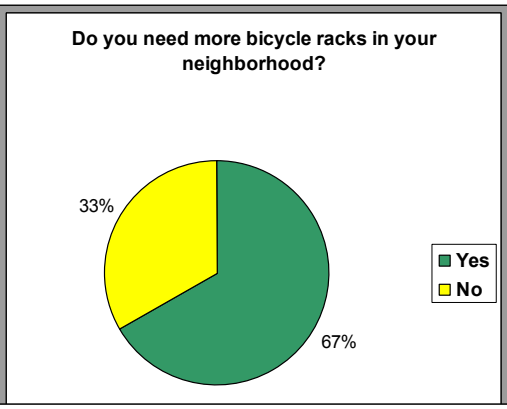


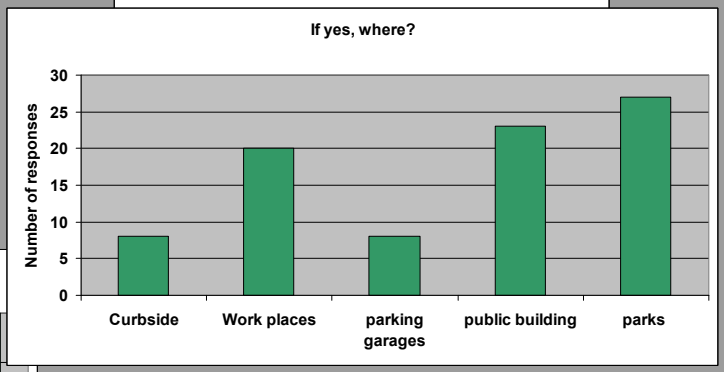



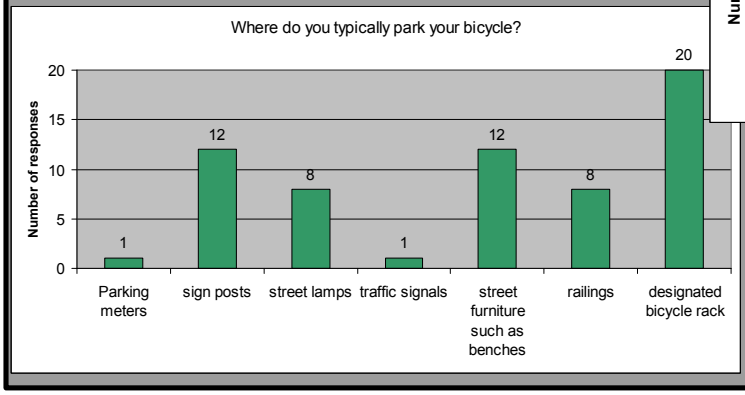



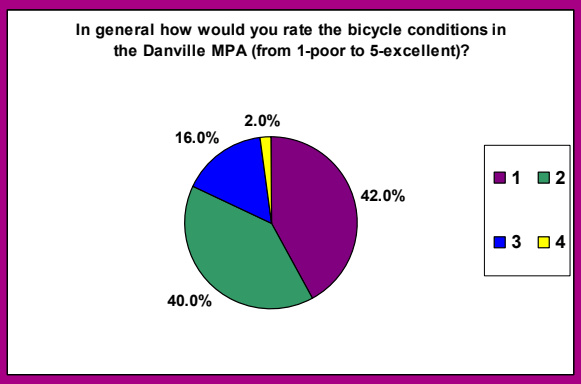



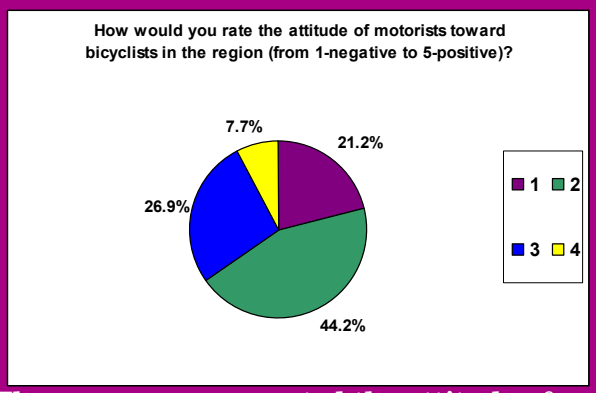



# Figure 2-3: Encouraging Bicycling

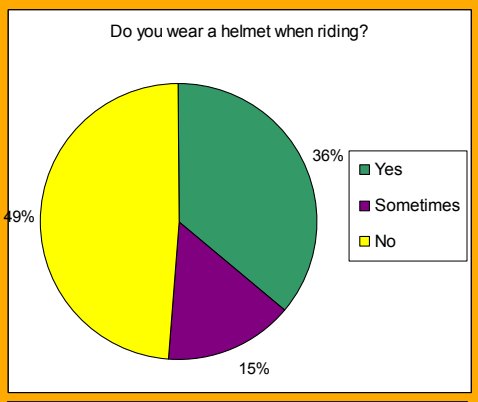


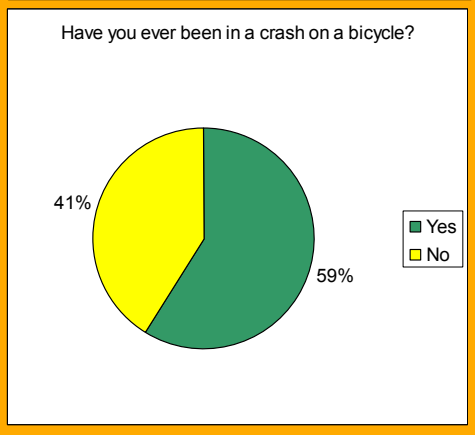

**The average survey rated bicycle conditions at a 1.78.**

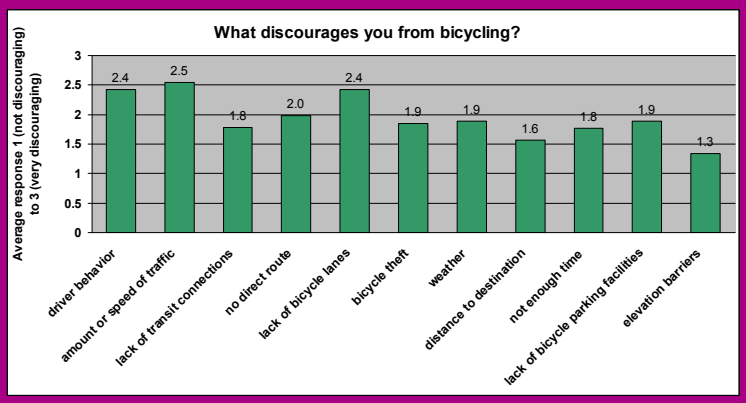


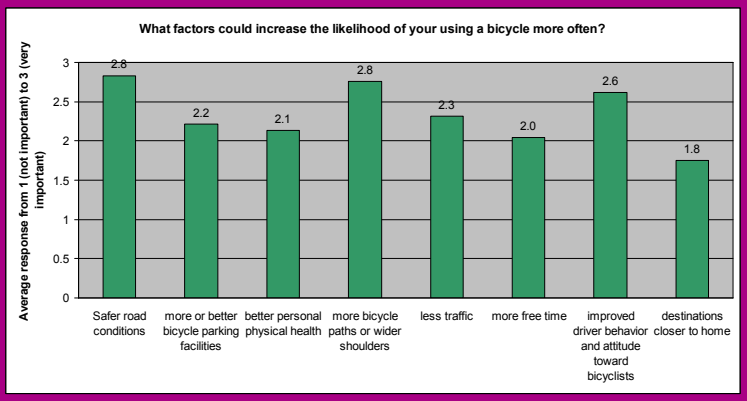

**The average survey rated the attitude of motorists toward bicyclists at 2.21.**

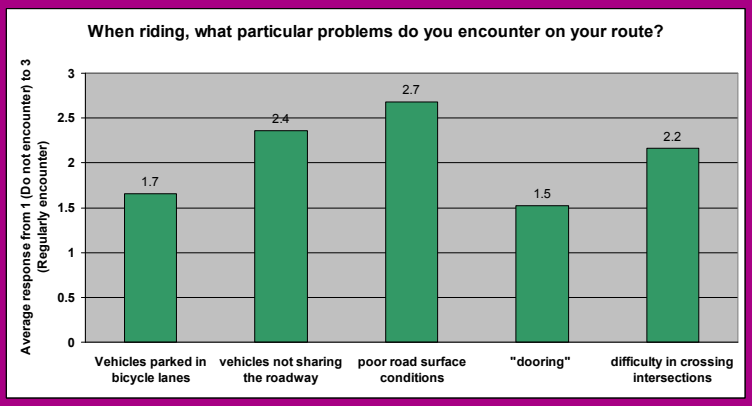
## Safety Concerns

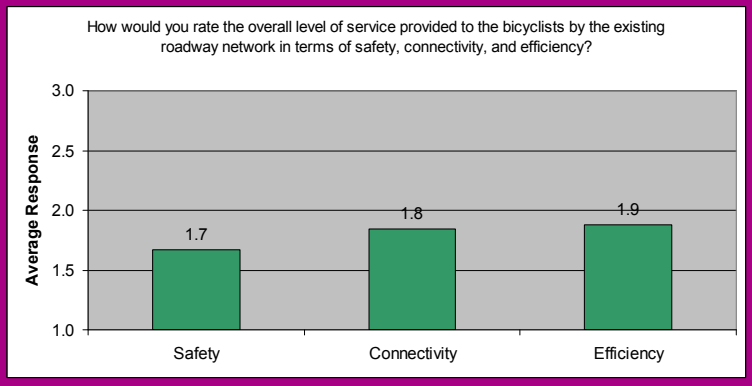


*Asset Identification: Community Destinations and Connections*

The DATS MPA boasts several existing pedestrian and bicyclist amenities located throughout the region. Existing bicycle facility assets are displayed in Map 2-1: Existing Bicycle Facilities and Selected Regional Destinations. Notable facilities include Kickapoo State Park mountain bike trails, Jackson St. bicycle route designation in the City of Danville, Winter Ave. side path, E. 4th St. to Highland Blvd. side path in south Danville, and the 14th St. bridge side path located in Tilton. Additional top rated park bicycle facilities in the region include Lincoln Park in the City of Danville, Forest Glen trails, and Kennekuk Cove County Park.

In evaluating the pedestrian and bicyclist transportation network, it is important to consider community destinations. Bicycle infrastructure planning takes into consideration these destination locations as defined by public input. Existing bicycle and pedestrian facilities connect regional and community destinations such as Kennekuk Cove County Park, Kickapoo State Park, downtown Danville, local parks, and public schools. Public input also rated Winter Park, Ellsworth Park, and retail areas as significant community destinations. Map 2-1 illustrates the locations of these community and regional parks and destinations. See Appendix 2-2: List of Community Destinations and Existing Bicycle Facilities for a comprehensive list of community destinations and existing bicycle facilities within the region as defined by public input.

## Regional Bicycle Facility Photos:[1]

*E. 4th St. / Highland Blvd. path near SVMS*

*Pedestrian bridge over I-74 in South Danville - Tilton*

*Jackson St. bicycle route designation*

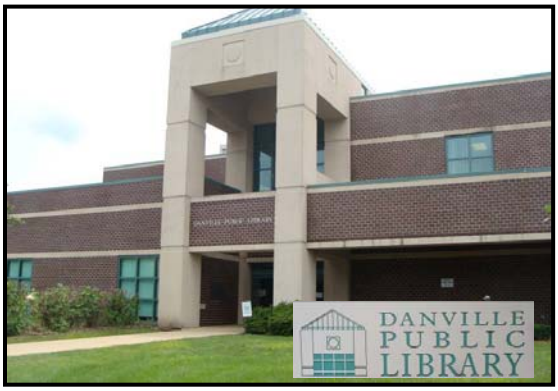
[1] Photos by Angie Stenson: DATS Staff.

*East Winter Ave. side path*

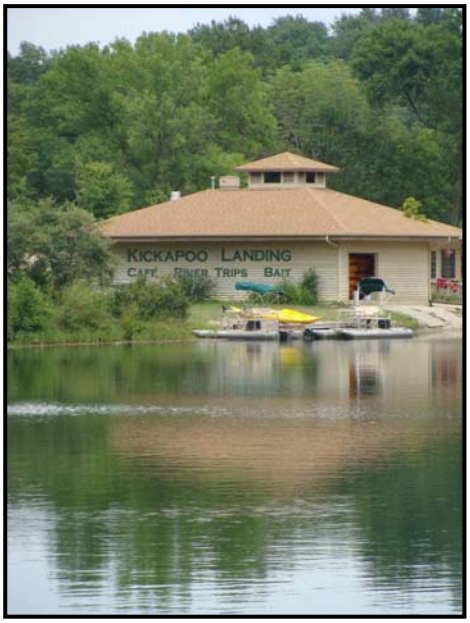
*14th St. Bridge in Tilton*

*Kickapoo State Park*

## Community Destination Photos:[2]

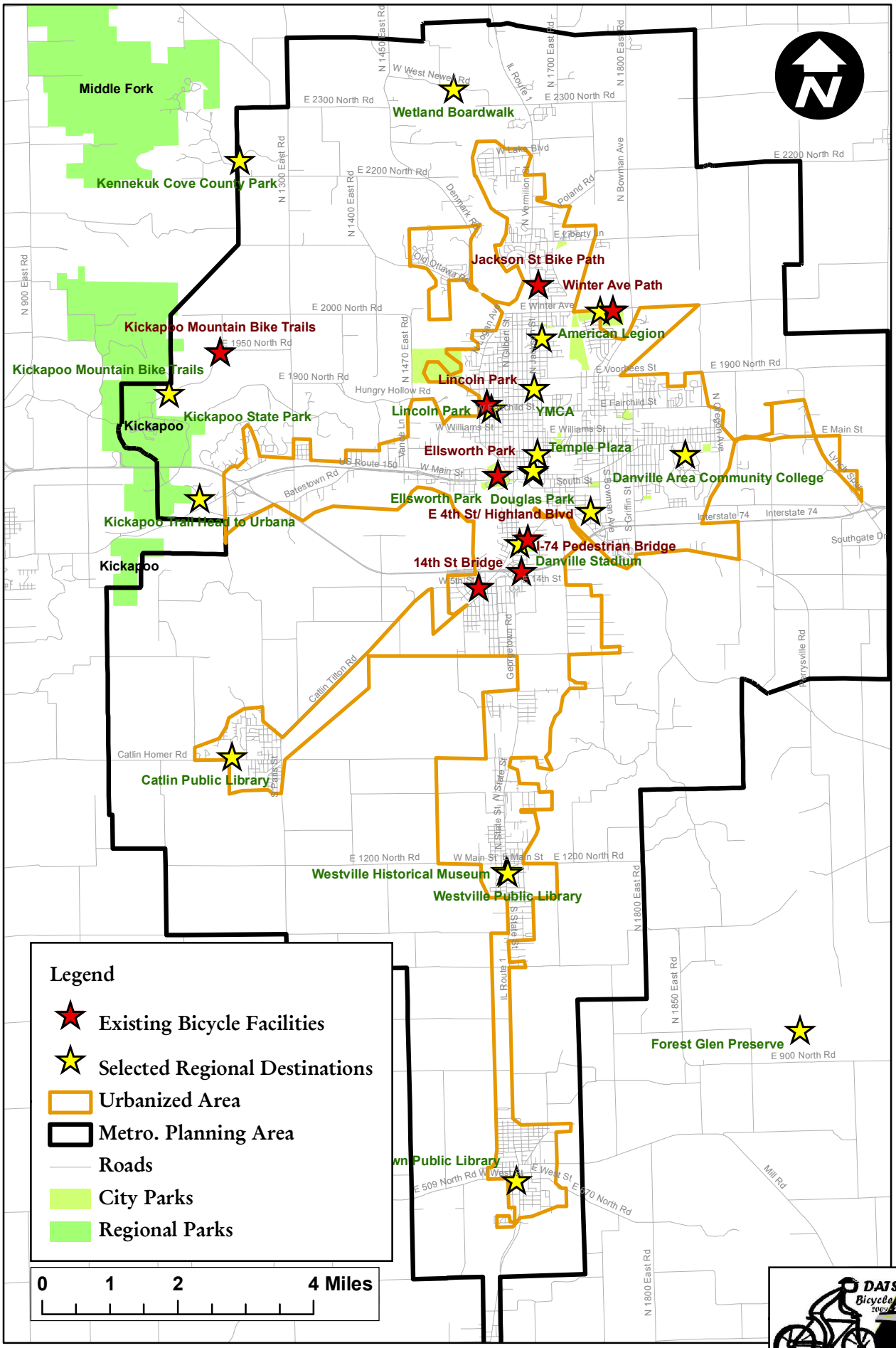


[2] Photos by Angie Stenson: DATS Staff.




*Kickapoo Landing, Kickapoo State Park*

# Map 2-1: Existing Bicycle Facilities and Regional Destinations

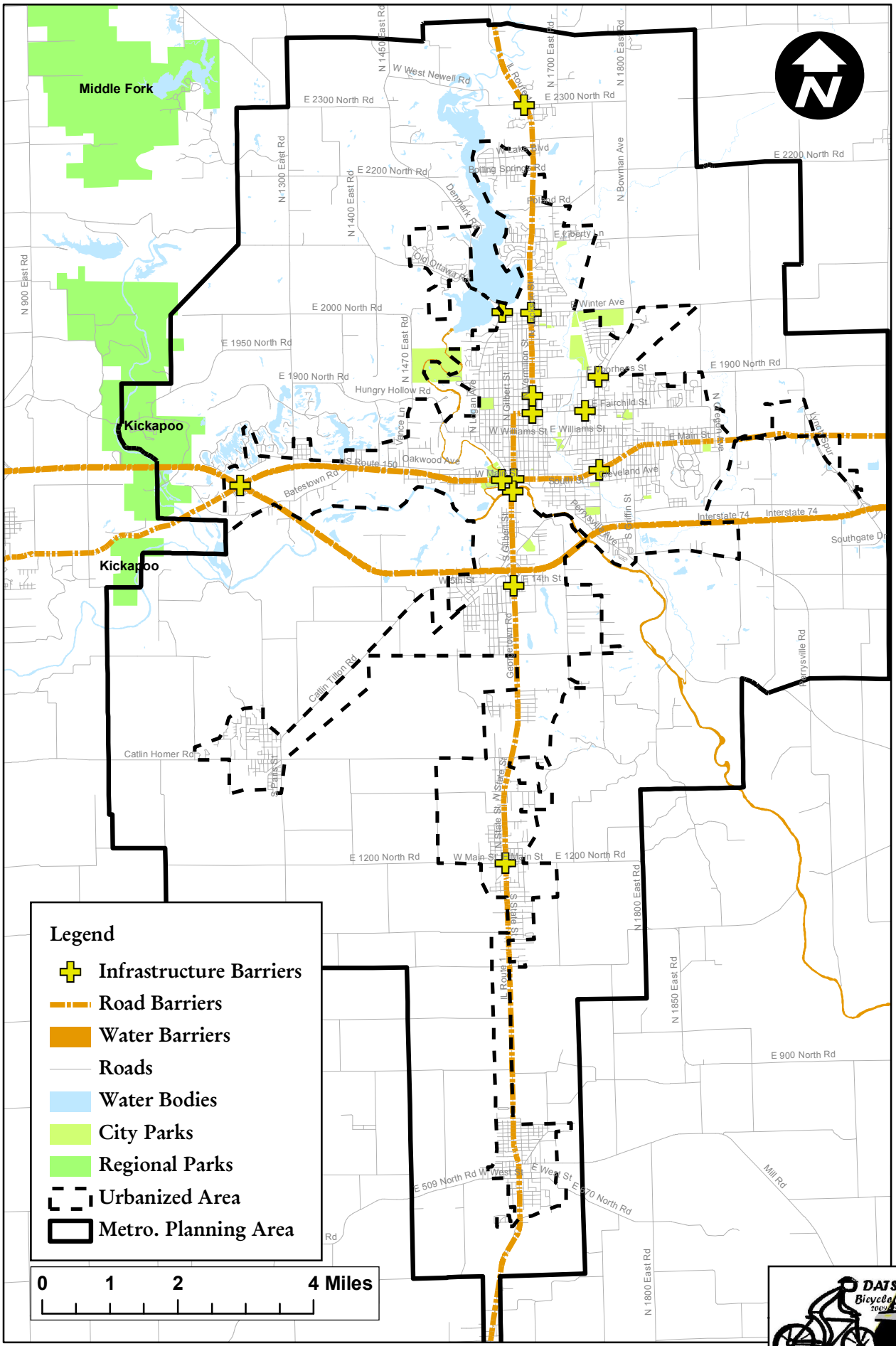


*Needs Assessment: Barriers to Bicycling*

The Public Input Survey provides a starting place for assessing the needs of the bicycle transportation system as defined by public input. The BAC participants and public workshop participants assisted in further defining existing barriers to bicycling in the region. Five main regional bicycle connections to improve or develop were developed through public input. These bicycle infrastructure general connection items include: connecting downtown Danville to surrounding communities, connecting residents to city parks, connecting the City of Danville to Kickapoo State Park and Kennekuk Cove County Park, providing a bicycle compatible north/south thoroughfare throughout the region, and connecting Danville High School and Winter Park.

The planning process also identifies street, intersection, and regional barriers to bicycling in order to articulate areas for improvement or mitigation efforts. The three regional roadways that are barriers to bicycling include I-74, Vermilion St./Gilbert St./IL Rt. 1, and Main St./US 150/US 136. The public reasonably identified these roadways as barriers, due to the high Average Daily Traffic (ADT). These roadways, however, present significant barriers to bicycle connectivity and access within the region, so alternate routes and facilities are essential to mitigate this issue. The public was also instrumental in identifying intersections that are barriers to bicycling. The four main intersections defined as obstacles to bicycling include: Main St./US 136 and Gilbert St./IL Rt. 1, Fairchild St. and Vermilion St., E. Main St. and Bowman Ave., and Rt. 1 & 14$^{th}$ St. Additional regional impediments to bicycling include: the Gilbert St. bridge, I-74 at US 150 (Westgate area), South Danville connection to Tilton/14$^{th}$ St. bridge (I-74), the Fairchild Subway area, Memorial Bridge, at-grade rail crossings, and the Vermilion River. These bicycling barriers are illustrated in Map 2-2: Regional Barriers to Bicycling and listed in Appendix 2-3: List of Major Barriers to Bicycling. This plan incorporates public input regarding developing community destination connections and mitigating barriers to bicycling within the region.

# Map 2-2: Regional Barriers to Bicycling



*Census Data: Alternative Modes to Work*

Census data add quantitative analysis to the planning process. The mode to work variable from the 2000 Census delineates workers' mode of transportation to work. Specifically, data illustrate where workers use an alternate mode of transportation to work and which mode. Map 2-3: DATS Percentage of Workers Over 16: Alternative Transportation Mode to Work focuses on alternate transportation modes to work by breaking down what alternate modes are used in particular areas. Map 2-3 shows the underlying percentage of workers using alternate modes of transportation to work. The overlying pie charts indicate which modes are most used in those areas. Overall, 5.9 percent of workers in the MPA do not drive to work. Of interest is the high percentage of workers (not driving to work) who walk to work. These areas provide an opportunity for increasing bicycling. These maps give a spatial illustration of where people use what mode of transportation. More specific MPA level information is listed in Table 2-1: Means to Work: Percentage of Total Workers and Table 2-2: Alternate Modes to Work: Percentage of Workers Not Driving to Work. Figure 2-4: Means to Work: Percentage of Total Workers and Figure 2-5: Alternate Modes to Work: Percentage of Workers Not Driving to Work correspond with data in the adjacent tables.

Table 2-1

| Means to Work: Percentage of Total Workers | |
|---|---|
| Drive to work: Car - Truck - Van | 94.07% |
| Work at Home | 2.73% |
| Walk | 1.98% |
| Public Transportation | 0.77% |
| Other | 0.55% |
| Bicycle | 0.15% |
| Motorcycle | 0.06% |

*Source: 2000 Census Block Group Data*

Table 2-2

| Alternate Modes to Work: Percentage of Workers Not Driving to Work | |
|---|---|
| Work at Home | 43.32% |
| Walk | 31.32% |
| Public Transportation | 13.05% |
| Other | 8.68% |
| Bicycle | 2.58% |
| Motorcycle | 1.05% |

*Source: 2000 Census Block Group Data*

**Figure 2-4: Means to Work: Percentage of Total Workers**

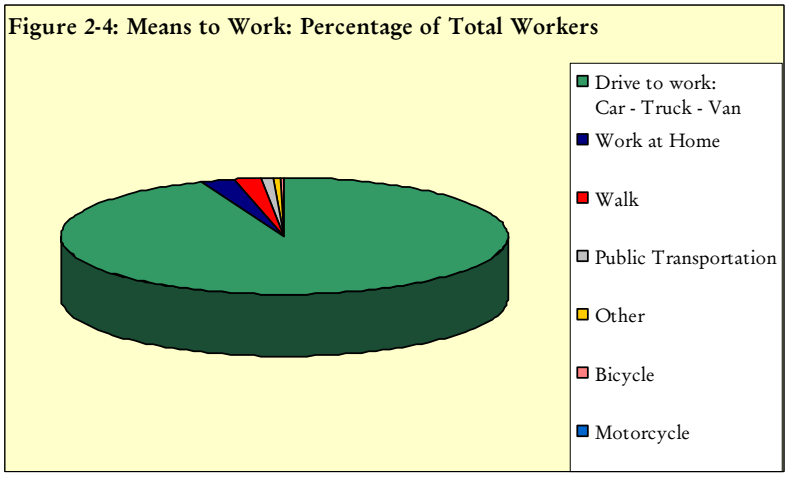
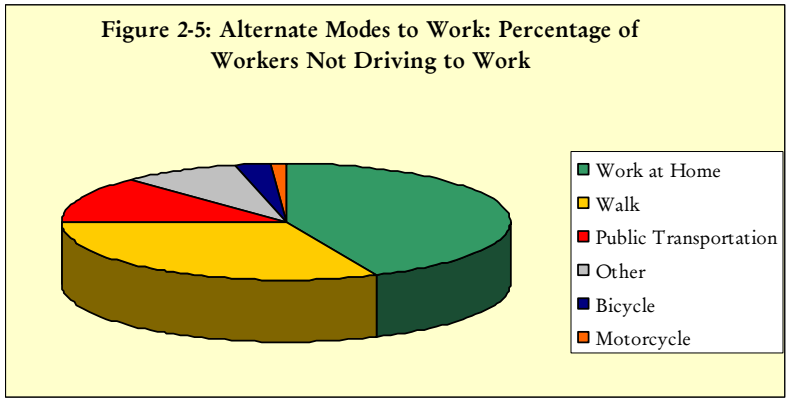
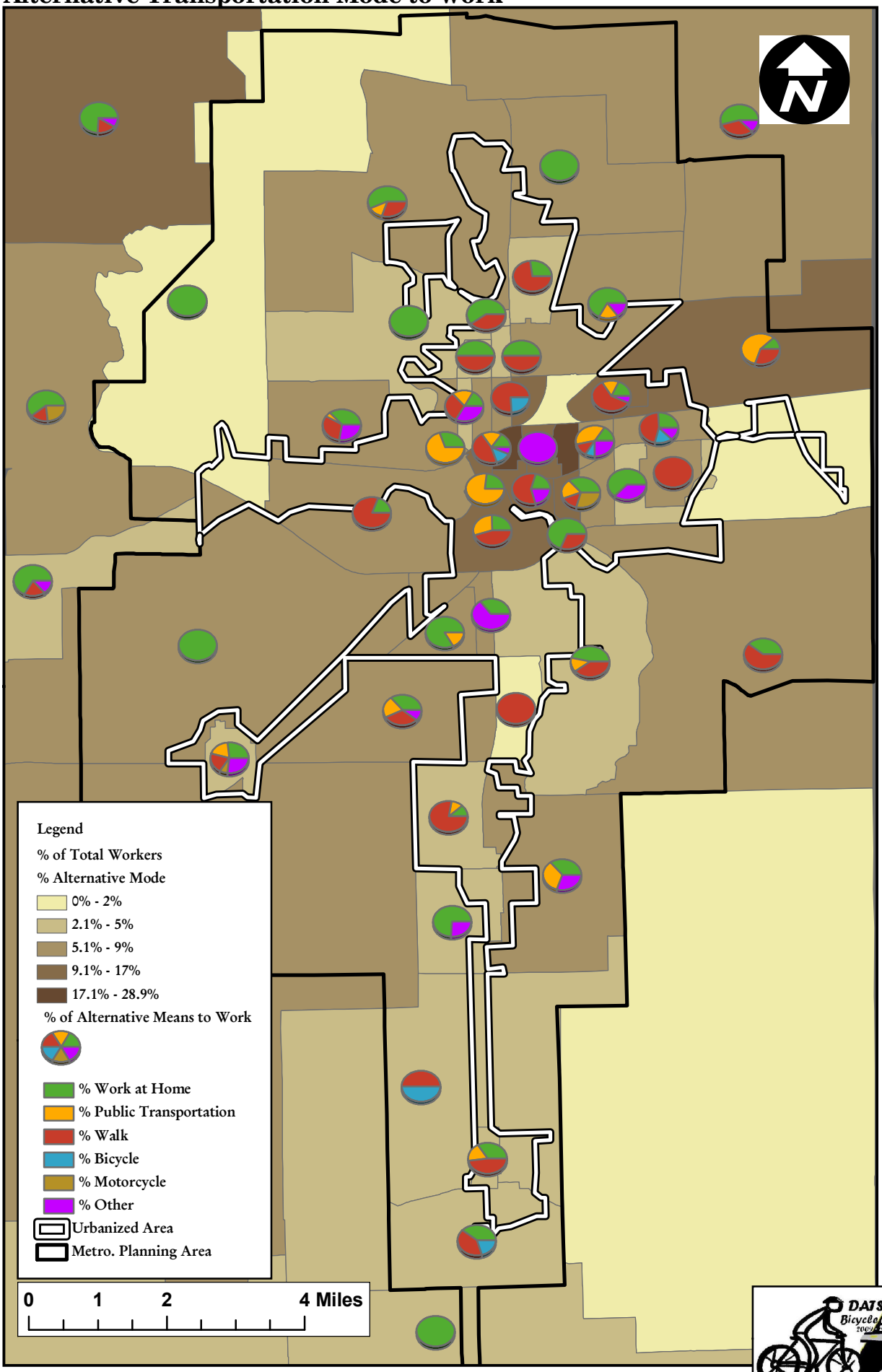



**Figure 2-5: Alternate Modes to Work: Percentage of Workers Not Driving to Work**



# Map 2-3: DATS Percentage of Workers Over 16: Alternative Transportation Mode to Work



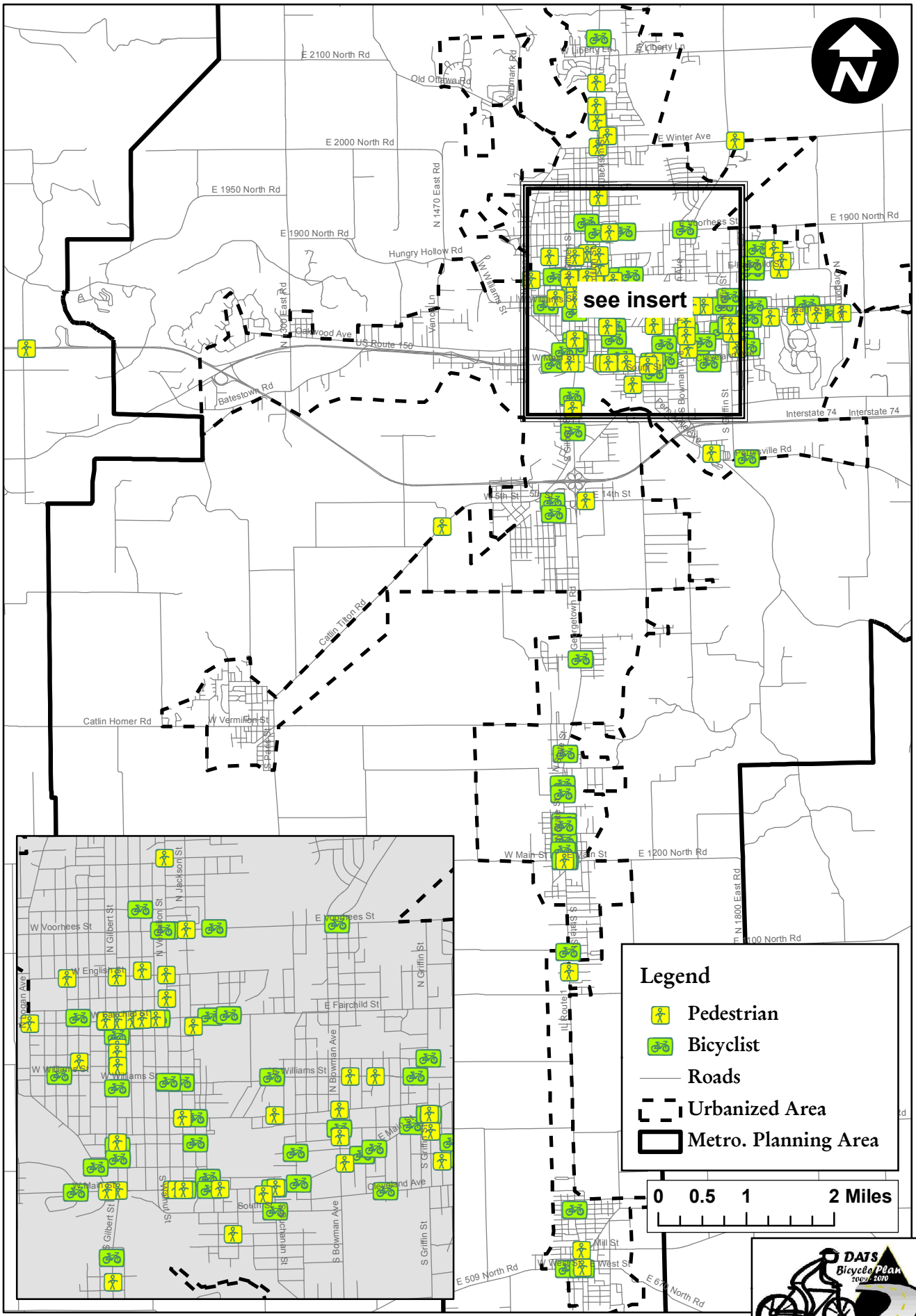
*Bicycle Safety: Crash Analysis*

In addition to qualitative public input data, crash data are existing conditions data available for analyzing the future needs of the bicycle system. The pedestrian and bicyclist crash map, Map 2-4: Vehicle Crashes Involving a Pedestrian or Bicyclist, shows reported crash locations from the IDOT database involving bicyclists and pedestrians from 2001 through 2007. This map reinforces the need to emphasize safety for all transportation system users. It also illustrates where higher frequency crash locations exist, thus where future safety mitigation techniques can be utilized for bicyclists. For example, Map 2-4 shows a higher crash frequency down the portion of IL Rt. 1/US 136 along Fairchild St. Findings like this support decisions of locating new pedestrian and bicyclist facilities and safety measures. Bicycle infrastructure and amenities provide an essential benefit because define where bicyclists are present within the transportation system. This promotes the reduction of bicyclist – vehicle conflicts.

*Moving Forward: Existing Conditions Analysis Guides Planning Efforts*

Existing conditions within the DATS MPA define community assets and needs to guide the planning process. Public input clarified noteworthy community destinations and existing bicycle facilities. The region contains numerous assets, which provide important resources for moving forward. The public also identified community concerns and barriers to bicycling. The needs recognized by the public assist in the prioritization of future projects and policies. Overall, this analysis assists in defining focus areas for planning efforts. The proceeding chapter brings together this analysis by delineating specific goals and objectives addressed within the plan.

# Map 2-4: Vehicle Crashes Involving a Pedestrian or Bicyclist Crash Locations 2001-2007



# Chapter 3: Planning Premise – Vision, Goals, and Objectives

*Public Participation Process and Methodology*
The planning vision, goal, and objective statements were established through public input. Public Input Survey results defined in Chapter 2 were incorporated into initial goal and objective concepts. The survey results were presented to BAC participants during a BAC meeting regarding vision, goal, and objective statement development. Draft vision, goal, and objective statements were then presented and made available for public comment at the Community-wide Workshop. The statements below guide the bicycle plan according to practical community input. In this way, the plan reflects community values, concerns, and interests.

*Bicycle Plan Vision Statement*
The vision statement is summarized as: *Encouraging Bicycle Connectivity and Accessibility for a Safe, Healthy Community.* The complete vision statement is recorded below.

> *Plan for, promote, and provide a complete, inter and intra connected, and efficient bicycle transportation system accessible for all citizens, which encourages community health and bicycle safety.*

*Bicycle Plan Goal and Objective Statements*
The goals below promote a bicycle friendly community. The goal areas include: *Connectivity, Health, Accessibility, Safety, and Encouragement.* Goal topic areas are defined in detail below and correspond with objective statements. Below the objective statements, action steps and performance measures are defined in order to address the goal in a tangible manner and measure the progress toward attaining each goal.

**Connectivity**: *Create a connected and efficient bicycle transportation system that links people with community and regional destinations via existing and future bicycle infrastructure.*

- Connect regional destinations via bicycle infrastructure facilities.
  - Connect 75 percent of identified destinations via bicycle infrastructure by 2020
  - Make bicycle infrastructure connections to parks a priority
- Provide designated bicycle lanes and routes to create a connected bicycle transportation system.
  - Restripe and clearly identify with signage 10 miles of paved shoulders or designated bicycle lanes by 2020.
  - Create and distribute a public bicycle map with designated bicycle routes and existing bicycle infrastructure.
- Improve overall roadway conditions with consideration to designated bicycle routes.
  - Make improvements to shoulders and roadways suggested for bicycle use. Make improvements to 50 percent of suggested roadways by 2020.

**Health:** *Endorse a healthy community by promoting individual active lifestyles, supporting economic health for the community, and encouraging a healthy environment for the region.*

- Promote a healthy lifestyle of activity by encouraging bicycling as an active mode of everyday transportation.
  - Incorporate healthcare professions and educational systems in promoting the benefits of exercise via bicycles by providing educational seminars and brochures.
- Provide bicycle facilities for the economic health of the region.
  - Connect bicycle facilities to commercial and retail areas for consumers.
  - Market the increased community livability factor associated with bicycle facilities near residential areas.
- Encourage a healthier environment.
  - Increase the percentage of bicycle transportation trips to 2 percent.
  - Promote environmental benefits of bicycling for short trips less than two miles.

**Accessibility:** *Provide accessible bicycle infrastructure for all people.*

- Promote equity by increasing accessibility for bicycles on roads.
- Evenly distribute bicycle facilities throughout the region.
  - Create an inclusive bicycle transportation system that connects each incorporated place with at least one other incorporated place.
- Provide bicycle parking at community destinations.
  - Provide bicycle parking at 50 percent of the identified community destinations by 2020.
  - Create a draft ordinance promoting bicycle parking at new commercial and retail development.

**Safety:** *To promote a safe bicycling environment and bicycling safety principles for bicyclists and motorists.*

- Provide community roadway safety education for bicyclists and motorists.
  - Implement bicycle safety education programs for drivers and bicyclists.
  - Hold community "bicycle rodeos" to teach children basic bicycle safety skills.
- Mitigate motorist and bicyclist conflicts.
  - Reduce the number of motorist/bicyclist crashes per year.
- Promote safe and secure bicycle infrastructure.
  - Add lights along shared use paths/bicycle facilities to increase safety and security.
  - Add bicycle safety measures to roadways such as painted shoulders and bicycle safety zones at unsafe intersections.
- Increase communitywide bicycle helmet use to 65 percent of bicyclists by 2020.
  - Educate public about safety benefits of helmet use.
  - Incorporate helmet use into bicycle safety programs at schools.
  - Provide helmet giveaways or raffles at community events.

**Encouragement:** *Encourage bicycling in the DATS MPA.*

- Increase overall bicycle usage and non-recreational bicycle trips.
  - Develop an annual community "Bicycle Day".
  - Encourage employers to participate in the national "Ride your Bike to Work Day".
- Promote bicycle awareness.
  - Develop sustainable community programs encouraging bicycling safety and driver awareness.
- Educate the community on the personal and community benefits of bicycling.
  - Promote bicycle education as part of regional school programs.

# Chapter 4: Bicycle Facility Guidelines and Policies

*Bicycle Facility Definitions and Guidelines*

The AASHTO 1999 "Guide for the Development of Bicycle Facilities"[1] provides standards for bicycle facilities. This resource states specific guidelines for the adoption of bicycle facilities. According to LIB, following the court-accepted AASHTO guidelines is the best way to minimize liability exposure while improving public safety. For this reason, it is recommended to use AASHTO guidelines when implementing the Bicycle Plan. Below is a summary of the recommended guidelines for each type of bicycle facility including: bicycle lanes, signed bicycle routes, wide paved shoulders, shared-use paths, wide outside lanes, and bicycle intersection treatments.

A bicycle lane is defined as a part of a roadway designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists. Guidelines from AASHTO recommend two-way bicycle lanes on two-way roads. Bicycles are not to be directed to ride against the flow of motor vehicle traffic. The recommended width for a bicycle lane is five feet from the curb to the bike lane stripe. The minimum is also five feet if parking is permitted adjacent to the bicycle lane. In this circumstance, the bicycle lane is placed between the parking area and travel lane. A greater width is desirable where substantial truck traffic exists or where motor vehicle speeds exceed 50 mph. It is recommended that the bicycle lane be marked with a six inch solid white line to clearly define it from motor vehicle traffic.

*Bicycle Lane Example*[2]

A shared roadway designated as a signed bicycle route is typically authorized along lightly traveled residential or secondary roads. A shared roadway is indicated by signage and/or roadway markings. Identifying shared roadways within the bicycle system provides continuity to other bicycle facilities such as bicycle lanes and shared use paths. Often shared roadway routes extend along local neighborhood streets and collector streets, leading to neighborhood destinations such as a park or school. Shared-roadways are preferred in rural areas due to low motor vehicle traffic volume.

[1]American Association of State Highway and Transportation Officials. "Guide for the Development of Bicycle Facilities. Washington, DC: 1999.
[2]Bicycle Miami Blog. http://bikemiamiblog.files.wordpress.com/2009/10/bicycle_lane_1.jpg

*Shared Roadway Pavement Marking Example*[3]

A wide paved shoulder on a roadway is a type of shared-roadway bicycle infrastructure. The width of this facility is suggested to be at least four feet wide, with five feet recommended. This width is in addition to the existing roadway in order to more safely accommodate bicycles. In order to be considered usable for bicyclists, the shoulder must be paved.

*Wide Paved Shoulder Example*[4]

A wide outside lane is another type of shared roadway bicycle facility. The outside lane referred to in this type of facility means the through lane closest to the curb and gutter of a roadway. Fourteen feet of usable lane width is recommended for shared motor vehicle and bicycle use in a wide outside lane. When the pavement lane width is greater than 15 feet, consider striping a bicycle lane or shoulder.

*Wide Outside Lane Example*[5]

The shared-use path is a dedicated off-road bicycle and pedestrian facility. Shared-use path users are non-motorized. The path is physically separated from motor vehicle traffic and

[3]Seattle, WA Department of Transportation. "Bike Smart Seattle." 2010.
http://www.ci.seattle.wa.us/transportation/images/bs_spot.jpg
[4]Bicyclinginfo.org: Pedestrian and Bicycling Information Center. "Paved Shoulders".
http://www.bicyclinginfo.org/engineering/images/paved-shoulder2.jpg
[5] North Carolina Department of Transportation. "Bicycle Facilities Guide: Types of Bicycle Accommodations." April 17, 2003.

assumes two-way travel. The recommended paved width of a shared-use path is ten feet, with a minimum of eight feet. Higher use areas require an increased width of 12 to 14 feet. If a one-directional shared-use path is implemented, which assumes a path on both sides of the roadway, the minimum width is six feet. It is important to note that shared-use paths are not intended to preclude on-road bicycle facilities. Instead, shared-use paths supplement an on-road bicycle infrastructure system.

*Shared-Use Path Example*[6]

Bicycle intersection treatments include bicycle lane striping delineation at intersections as well as traffic signal activation detectors. Bicycle lane intersection pavement markings designate preferred traffic movements between turning motor vehicle traffic and bicycle traffic. A dotted white line shows the continuation of the bicycle lane and indicates where turning motor vehicle traffic is to cross over the bicycle lane. For specific details on the implementation of pavement markings refer to Federal Highway Administration's 2009 edition of the "Manual on Uniform Traffic Control Devices" (MUTCD).[7]

The bicycle activated stoplight is another important intersection treatment. Demand actuated signals consist of detector loops placed in the pavement. These loops detect the presence of vehicles over them. When a bicyclist arrives at the intersection, a motor vehicle may not be present to activate the signal, which gives a green light to the busier street until activated. The intersection creates a barrier to the on-road bicyclist because the bicycle does not activate the signal and the pedestrian push-button activation is located off the roadway. The MUTCD includes an approved Bicycle Detector Pavement Marking (Figure 9C-7: Bicycle Detector Pavement Marking) and a Bicycle Signal Actuation Sign (see Bicycle Intersection Treatment Example below), which are used to indicate the detector trigger point for activating the signal. Additional bicycle friendly intersection amenities include tuning the detector to the needed sensitivity and installing quadruple loop detectors, which are more sensitive to bicycles and motorcycles. These bicycle intersection treatments are recommended.

[6] US Department of Transportation Federal Highway Administration (USDOT FHWA): Pedestrian and Bicycle Information Center. "Lesson 1: The Need for Bicycle and Pedestrian Mobility."
http://www.tfhrc.gov/safety/pedbike/pubs/05085/images/fig13.jpg
[7] USDOT FHWA. "Manual on Uniform Traffic Control Devices." December, 2009 edition.

*Bicycle Intersection Treatment Example*[8]

*Bicycle Signage*

Signage and pavement markings are an important part of implementing a bicycle transportation system and promoting bicycle safety. Signage indicates where motor vehicle drivers can expect to see increased bicycle traffic. Pavement markings benefit bicyclists and motorists by defining the on-road space for bicyclists in order to reduce on-road bicycle-motor vehicle conflicts. For recommended bicycle signage, please reference Part 9: Traffic Control for Bicycle Facilities in the MUTCD 2009 edition. This section defines numerous bicycle signage recommendations including bike lane (R3-17), share the road (W16-1P), bike route (D11-1), and guide signs for bicycle facilities (Figure 9B-4). Pavement markings are also included in this section including Figure 9C-3: Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes and Figure 9C-9: Shared Lane Marking.

The BAC provided public feedback on preferred types of bicycle infrastructure. Bicycle lanes and shared-use paths were the favored types of infrastructure improvements. The wide outside lane was the least preferred infrastructure type, due to no definition of bicycle and motor vehicle areas. The wide paved shoulder received mixed feedback. Participants noted that wide paved shoulders work well for rural areas, but urban areas often do not have enough right of way to provide this type of facility. Participants also commented on bicycle signage options. Feedback indicated the importance of using the bicycle symbol with signs like share the road and bike route. Committee participants also provided comments on types of bicycle parking. The main concern highlighted the need to provide secure bicycle parking facilities near the entrance of community destinations and significant buildings. Participants voiced concern about the lack of existing bicycle racks in the community and stated the need for future bicycle racks securely fastened into the ground.

*Bicycle Parking Amenities*

Bicycle parking availability influences the viability of the bicycle transportation system. Bicyclists need safe, secure areas at destinations to lock a bicycle. The Association of Pedestrian and Bicycle Professionals (APBP) provide a pamphlet titled "Bicycle Parking Guidelines"[9] (2002), which defines the components and dimensions for recommended bicycle parking implementation. Included in the suggestions is information regarding the rack

[8] USDOT FHWA. MUTCD: Chapter 9: Traffic Control for Bicycle Facilities. December, 2009 edition.
[9] APBP. "Bicycle Parking Guidelines." Spring, 2002. See 2nd Edition, published in 2010 for additional bicycle parking guidelines.

element, the rack, the rack area, and the rack area site. The guidelines suggest that the rack element support the bicycle upright by its frame in two places, enable both the frame and one or both wheels to be secured, and allow a U-lock to be able to lock the wheel and tube of the bicycle. According to these criteria, a "comb, toast, school-yard, and other wheel-bending racks that provide no support for the bicycle frame are not recommended.

*Bicycle Parking Example*[10]

Instead, the inverted "U", "A", or post and loop rack are recommended. The location of the rack area is also of importance. The ideal location for a rack area is adjacent to the entrance it serves and preferably within 50 feet of the entrance. The parking rack area should not be more than 120 feet from the entrance. Please reference the APBP's Bicycle Parking Guidelines for additional information on bicycle parking dimensions and recommendations. Adding bicycle parking at community destinations (reference Map 2-1), will increase the functionality of the bicycle transportation system.

The League of Illinois Bicyclists released a statement addressing liability issues for public agencies. The memo by Ed Barsotti is titled "On-road Bicycle Routes and Illinois' Liability Disincentive" (please see Appendix 4-1). The memo asks agencies to take a closer look at making a decision that "weighs risk management and exposure against policy, safety, and service to residents." The memo concludes that on-road bikeways create much less risk exposure than many other public amenities, and much can be learned from successful examples around the country and from resources such as the court-accepted AASHTO guidelines.

*Existing Bicycle Planning, Policy, and Law*

Existing transportation planning efforts, policies, and laws influence the implementation of the bicycle transportation system. Existing transportation planning efforts conducted by DATS provide a foundation for moving forward with bicycle specific planning. Existing policies demonstrate the statewide value given to bicycle facilities as part of the transportation system. State and local bicycle codes grants rights and duties to on-road bicyclists and establishes operation laws for bicyclists for the safety of the transportation system.

[10]City of Denver, CO. "Rules and Regulations for Establishing the Dimensional and Equipment Standards for Bicycle Parking Areas." December, 1998.http://www.denvergov.org/Portals/482/images/PW_bike_inverted_u.jpg
Toronto National Post. September, 2008. http://rubiking.files.wordpress.com/2008/09/torontopost.jpg

Bicycle planning is an important component of planning for the transportation system as a whole. The Long Range Transportation Plan (LRTP) is the Metropolitan Planning Area's (MPA) primary transportation planning document, providing direction for a 25 year time horizon. The LRTP identifies bicycle transportation as part of the main goals for the plan to address. Goal 4 in the LRTP is to "Create a safe, livable, environmentally aware community through the promotion of a responsible transportation system with alternative modes available for all residents." Bicycle related objectives of Goal 4 specifically state: "Improve safety for transit users, pedestrians, and bicyclists," "Increase and enhance pedestrian and bicycle amenities such as sidewalks, multi-use paths, and bike racks," and "Create a regional bike path plan and take steps toward establishing a regional bike path network that connects important trip destinations and amenities." The LRTP establishes an origin for bicycle planning for the region. The plan also lists performance measures to evaluate the bicycle transportation system planning and implementation efforts over the next 25 years.

Existing bicycle infrastructure policy includes the State of Illinois' Complete Streets Law. "'Complete Streets' are designed to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders are all able to safely move along and across a complete street" (National Complete Streets Coalition). The state of Illinois' enacted a Complete Streets Law with Senate Bill 314, effective as of July 1, 2007. This legislation amends the Illinois Highway Code, Section 4-220, stating that "(a) Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs. (b) In or within one mile of an urban area, bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any State transportation facility except:…" (Illinois General Assembly, Complete Streets Law). Specific exceptions are listed as part of this legislation; however, it clearly states the necessary measures to include bicycle and pedestrian infrastructure in the planning of state roadway facilities.

Implementation policies for the State of Illinois' Complete Streets Law are found Chapter 5: Local Agency Agreements and Chapter 17: Bicycle and Pedestrian Accommodations of the Bureau of Design and Environment Manual.[11] Chapter 5 of the manual identifies the state and local cost sharing split regarding specific bicycle and pedestrian facilities. It also defines jurisdictional maintenance responsibilities for new facilities. Chapter 17 focuses on the main policy portion of the Complete Streets Law. The law is stated verbatim in this section. The 2010 revision to the chapter adds a Bicycle Facility Selection Table (see Appendix 4-1) to identify appropriate accommodations for a project area based on existing criteria. In addition, the table guides the process of identifying an appropriate facility when the recommended accommodation cannot be built due to excessive cost, safety issues, or ROW concerns.

The State of Illinois' Vehicle Code 625 ILCS specifies legislation in Article XV for the use of bicycles within the transportation system. This code states that traffic laws apply to persons riding bicycles, and bicyclists are granted all of the rights and are subject to all of the duties applicable to the driver of a vehicle, with certain exceptions. The code also designates the positioning for bicycles within the traffic lane: "when riding on roadways and bicycle paths at

[11] IDOT. "Bureau of Design and Environment Manual: Chapter 5: Local Agency Agreements and Chapter 17: Bicycle and Pedestrian Accommodations." 2002 edition: be aware of 2010 revisions.

less than normal traffic speed, ride as close as practicable and safe to the right-hand curb or edge of the roadway, with certain exceptions. The code also indicates specific hand signals for bicyclist turning movements. The code states the state law is for bicyclists to use a white light visible from at least 500 feet to the front of their bicycle when riding at night. A red reflector must also be present on the rear of the bicycle and be visible from at least 100 feet. Bicycles are not allowed to carry more persons at one time than the number for which it is designed and equipped. The law also states that for vehicles passing and overtaking a bicycle on the road, the operator shall leave a safe distance, not less than three feet until safely past the overtaken bicycle.

Illinois bicycle law also includes Public Act 96-1007, signed into law as of July 2010 and effective as of January 1, 2011. The law amends Section 11-703 of the Illinois Vehicle Code by making it illegal for the driver of a motor vehicle to "crowd" or threaten a bicyclist by unnecessarily driving the motor vehicle close to, toward, or near the bicyclist. The law also specifies penalties for violation of this law.

The City of Danville Code of Ordinances regarding bicycles mirrors principles in the State of Illinois' Vehicle Code. The ordinance states, like the State's code, that every person riding a bicycle on a roadway shall be granted all of the rights and is subject to the duties applicable to the driver of a vehicle. In addition to the laws mentioned in the State's code, the City's ordinance specifies that no person operating a bicycle shall carry any article which prevents the use of both hands in the control and operation of the bicycle. The ordinance also states that bicycles must be equipped with a white light for nighttime riding with the same specifications as the State's code, a brake, side reflectors, and a bell or other warning device. All owners of bicycles who reside within the City are required to register the bicycle each year with the City's police department and attach the permit tag to the bicycle as to be plainly visible. The ordinance prohibits bicycles to be ridden on any sidewalk in downtown Danville in the area bounded by Hazel Street on the east, Walnut Street on the west, Main Street on the south, and Harrison Street on the north. The ordinance does not make any other restrictions regarding riding bicycles on sidewalks.

These ordinances are important for furthering the safety of the bicyclist within the transportation system. Educating the public on state and local laws and encouraging cooperation through enforcement efforts will be crucial in creating a safer transportation system for all roadway users.

# Chapter 5: Education and Encouragement Programs

Education programs and encouragement programs are a vital part of a comprehensive effort to improve the bicycle transportation system. Bicycle education programs reinforce the principles of bicycle safety and responsibility. Encouragement programs promote a healthy, active community by supporting bicycling in the community. Bicycle education and encouragement programs provide a foundation for the coordination of a better bicycle transportation system.

*Bicycle Education Programs*

Bicycle education programs inform all road users of bicycle laws and bicycle safety guidelines. Informing bicyclists and motorists about state and local bicycle laws assists in mitigating bicycle-motor vehicle conflicts. The League of American Bicyclists states: "Education includes teaching cyclists of all ages how to ride safely in any area from multi-use paths to congested city streets as well as teaching motorists how to share the road safely with cyclists." Education programs are intended for a wide range of the public including: young bicyclists, adult bicyclists, and motorists.

Education programs focus on informing the public of regulation and safety topics. Supporting functional bicycle education programs within the region offers the opportunity to address roadway safety issues. For example, bicycle safety education classes included in driver's education programs create awareness for new drivers of how to mitigate bicycle-vehicle conflicts. The LIB offers a ready-made 20 to 30 minute lesson for Illinois driver education programs. This lesson is relevant for motorists and bicyclists and incorporating the ready-made program into education programs makes it straightforward. Distributing tip sheets or postcards defining state bicycle laws with driver's license or vehicle registration renewals are additional ways to inform the adult public about bicycle safety.

Incorporating bicycle education for primary school age children is another way to invest in safety. In addition to including safety education as part of the school day, a community "Bicycle Rodeo" presents another learning opportunity for children. A "Bicycle Rodeo" is a bicycle skills community event to provide an opportunity to practice and develop skills for children to become better bicyclists and avoid typical crashes. The goal of the "Bicycle Rodeo" is to provide an experiential learning environment to educate children on bicycle skills, traffic concepts, and techniques in order to avoid the most common types of crashes for children. A "Bicycle Rodeo" is typically sponsored and organized by a volunteer organization or public agency and range in size from large communitywide events to smaller neighborhood assemblies. Please reference "An Organizer's Guide to Bicycle Rodeos" by Lois Chaplin[1] for more details on Bicycle Rodeos.

[1] Chaplin, Lois. "An Organizer's Guide to Bicycle Rodeos." 2005.

*Enforcing Bicycle Laws*

A coordinated effort with law enforcement agencies to enforce bicycle laws is necessary to establish safe bicycling in the region. Behavior rarely reflects safe practices unless all three elements of the traffic safety triangle are implemented: education, engineering, and enforcement. Bicycle traffic enforcement practices have the greatest potential to reduce bicycle-motor vehicle conflicts and crashes.[2] Local police and sheriff departments need to be included in community bicycle education and encouragement efforts in order to illustrate the value of bicycle safety. Providing training to police officers on state bicycle laws and local bicycle ordinances is a fundamental component of enforcing bicycle safety. LIB provide a concise training video titled "Share the Road – Same Road, Same Rules, Same Rights"[3] and the National Highway Traffic Safety Administration also offers an informational training video[4] regarding bicycle laws for law enforcement. These are simple, straightforward methods to provide additional information to law enforcement personnel. Offering police officers opportunities to ride a bicycle in the community also promotes an understanding for the relationship between the bicyclist, motorist, and existing infrastructure. Law enforcement agencies are an excellent community partner in working towards improving bicycle riding behavior.

*Bicycle Encouragement Programs*

The focus of bicycle encouragement programs is to promote bicycling within the community. Encouraging bicycling supports the idea of an Active Community Environment (ACE), where people walk and bicycle as part of an active lifestyle. Health, physical activity, and community infrastructure design are all interrelated. Encouraging walking and bicycling activity addresses a significant public health link: the relationship between physical inactivity and obesity. Please reference the guidebook "Increasing Physical Activity through Community Design," produced by the National Center for Bicycling and Walking[5], for additional information on addressing this link. A variety of programs exist with the goal of supporting bicycling.

"Bike to Work Week" or "Bike to Work Day" events take place during the national bike to work month of May each year. A bike to work event is fun, healthy, and environmentally beneficial. It builds employee morale and camaraderie and encourages employees to be active. A bike to work event incorporates numerous components to encourage employees to participate. For example, bike to work week event supporting activities can include route mapping assistance, commuter convoys, a company commuter challenge contest, and a ride with the Mayor. Including and incorporating sponsors for bike to work and school events encourages community buy-in. A bike to work event is a dynamic and community building event, which encourages the entire community to get out and ride a bicycle. Please reference the League of American Bicyclists' "May is National Bike Month" pamphlet[6] for more information on bike to work events.

[2] Beck, Kirby. "Safe Roads for Bicycling: The Case for Bicycle Law Enforcement." Coon Rapids, MN Police Department. www.bikelib.org/wp-content/uploads/2009/11/kirbybeckcolumn.pdf
[3] League of Illinois Bicyclists (funding from IDOT), Safety Education: Enforcement Resources. "Share the Road – Same Road, Same Rules, Same Rights." www.bikelib.org/safety-education/motorists/driver-education/
[4] Video available at: www.bikelib.org/safety-education/enforcement-resources/
[5] National Center for Bicycling and Walking. "Increasing Physical Activity through Community Design." Washington, DC: May 2002.
[6] League of American Bicyclists. "May is National Bike Month." Washington, DC.

Regular community bicycle rides encourage residents to participate in a recreational bicycle ride. This activity promotes bicycling in groups and is a fun way to get people out riding a bicycle. Another encouragement program organizes "bike mentors" in order to assist prospective and novice bicyclists. The program allows prospective and novice bicyclists to contact a "bike mentor" to receive information on finding the correct bicycle, helmet, lock, and route to work or other destination. The mentor is also a teacher for proper on-road bicycle safety, potential hazard areas, and bicycle laws. This program functions with an organized base of experienced bicyclist volunteers.

Employer and business bicycle encouragement programs address a wide range of issues in order to promote healthier employee lifestyles through bicycling. Bicycle commuter financial incentives offered to employees includes examples such as discounts at local bike shops, financial subsidies for not using car parking spaces, extra vacation time, or lunch discounts. Employers and businesses also encourage bicycling and support those who currently bicycle by providing bicycle parking and storage facilities for employees and customers. Shower and changing facilities for bicycle-commuter employees are also ideal. Providing bicycle route coordination and bicycle safety education for employees is another tactic for employers to encourage bicycling.

Community bicycle maps are a key component to encouraging bicycling in the region. The bicycle map shows the public where bicycle facilities exist and which roadways are compatible for bicycling. Creating, printing, and distributing community bicycle maps promote safety through a coordinated effort to provide compatible bicycle facilities for the public. A bicycle map also includes bicycle laws and safety tips for an added safety education component. A community bicycle map is not a regulatory device, instead it is made available as a tool for bicyclists to form compatible bicycle routes between destinations.

*Linking Bicycling and Transit*

Linking the bicycle transportation system with the transit transportation system encourages residents to be multimodal in transportation choices. Public feedback indicated three suggestions for improving bicycle compatibility with transit. These proposals include: providing bicycle racks on the front of buses, improving the connection between bicycle routes and bus stops, and improving transit and bicycle signage in the region. The application of these concepts within the community encourages bicycling while improving the overall service of the transit system.

*Preferred Education and Encouragement Programs*

Public feedback indicated the preferred education and encouragement programs for implementation in the community. Including bicycle safety education in driver's education programs was the highest rated education program. Public comment also indicated that handing out tip sheets defining state and local bicycle laws at the Department of Motor Vehicle office is a desired education strategy. For encouragement programs, participants rated a bike to work week event as the most significant program to include for the region. A bike to work week event combined with employer and business encouragement programs addresses the goal of encouraging a large sector of the public to bicycle. The public also identified community bicycle rides and distributing a community bicycle map as essential parts of the bicycle encouragement implementation process.

Additional comments focused on a variety of noteworthy education and encouragement ideas. This feedback addressed the importance of bicycle racks at businesses and government buildings. Another notable comment suggested promoting neighborhood and work bicycling groups and holding regular bicycle rides for these groups.

Public feedback influences the direction of future education and encouragement programs. The programs described in this chapter and supported by public input define the priorities for implementing bicycle safety education and encouragement programs. The goal of these programs is to better the transportation system by educating bicyclists and motorists as well as improving residents' quality of life by providing bicycling programs. Education and encouragement programs are an interconnected part of bicycle planning and need to be coordinated with regional infrastructure planning and improvements.

# Chapter 6: Bicycle Level of Service Study

The BLOS calculation is a measurement used for quantifying the bicycle compatibility of existing roadways. In planning efforts, it is important to balance qualitative public input and feedback with a quantitative measurement. The measurement provides a quantitative data set for designating on-road bicycle compatible routes throughout the region. The BLOS calculation results assist in the development of the communitywide on-road bicycle suitability map and the prioritization of infrastructure projects.

*BLOS Calculation Definition*

The BLOS calculation measurement was created by Bruce Landis with the Transportation Research Board to evaluate actual roadway conditions for bicyclists.[1] The BLOS calculation was studied along side other bicycle compatibility indices in a report by LIB and the Chicago Area Transportation Study (CATS).[2] The report analyzed and recommended the preferred measurement technique for determining bicycle roadway compatibility. The research effort concluded that the BLOS calculation was the most suitable technique due to the inclusion of numerical measurements such as roadway speed limit and the application of traffic volume and lane width variables within the logarithm.

The BLOS calculation incorporates significant roadway variables in order to quantify the bicycle compatibility score. Calculation variables include: the number of through lanes per direction, the width of the outside lane, the width of the paved shoulder or bicycle lane, the ADT, the posted speed limit in miles per hour (mph), the percentage of heavy vehicles, a pavement condition rating between 1 (worst) and 5 (best), the percentage of the road with occupied on-street parking, on-street parking time limit in minutes, and whether the road is located in a residential area.[3] In relation to other compatibility measurements, the BLOS calculation emphasizes the importance of curb lane width, roadway ADT, pavement surface quality, and heavy vehicle traffic. On the other hand, it overlooks variables such as development type and right-turning traffic.

Bicycle compatibility scores from the calculation are translated into the "level of service" (LOS) gradation from A through F, which is consistent with the terminology used for other travel modes. Reference the table below for the designations of each LOS grade level for BLOS calculation ranges. A roadway segment must qualify with a "C" LOS grade level or better to be considered a bicycle compatible roadway and to be included as a suggested bicycle route for the community.

**Table 6-1:**
**BLOS Calculation Range and LOS Grade Level**

| LOS Grade | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| BLOS Range | < 1.50 | 1.51-2.50 | 2.51-3.50 | 3.51-4.50 | 4.51-5.50 | > 5.50 |
| Compatibility Level | Extremely High | Very High | Moderately High | Moderately Low | Very Low | Extremely Low |

[1] Landis, Bruce. "Real-Time Human Perceptions: Toward a Bicycle Level of Service." Transportation Research Board 1578, Washington, DC: Transportation Research Board, 1997.
[2] Barsotti, Ed and Gin Kilgore. "The Road Network is the Bicycle Network: Bicycle Suitability Measures for Roadways and Sidepaths." LIB and CATS.
[3] LIB. "BLOS/BCI Calculator Form." www.bikelib.org/roads/blos/blosform.htm

Roads with a "C" LOS grade level or better are illustrated as bicycle compatible roadways in Chapter 7: Bicycle Transportation Network. This standard applies for the casual adult bicyclist or basic bicycle user as defined in the 1999 AASHTO Guide. This type of bicyclist is comfortable riding on neighborhood streets and shared-use paths and prefers designated facilities such as bicycle lanes or wide shoulder lanes on higher traffic roads. In general, this type of rider avoids roads with faster vehicle traffic unless there is ample roadway width to allow for vehicles to pass. Children and novice bicycle riders are typically comfortable using facilities with an "A" grade, while advanced riders are able to consider using facilities with a "D" grade or better.

*BLOS Calculation Process and Methodology*

Roads were selected for inclusion in the BLOS calculation study through the public input process. Comments from the Public Input Survey and feedback from the Communitywide Workshop and BAC meetings formed a specific list of road segments to study. Participants marked maps to indicate which roads would be ideal for a connected and accessible bicycle transportation system.

DATS staff began the data collection process for the BLOS calculation variables in November 2009. Variables available in the DATS GIS database included: the number of lanes, ADT, and speed limit of a road section. If number of lane or speed limit data did not exist in the database for a road segment, it was collected in the field with the other attributes. The average road segment ADT for a study segment was used in the calculation. For example, if a road segment contained three traffic counts in the database, then the average of these three counts was used for the calculation.

Actual heavy vehicle percentages were used in the database where available, such as for roads designated as truck routes. For all other roads, a default value related to the roadway functional classification was used in the BLOS calculation. See Table 6-2: Heavy Vehicle Percentage Default Values for the default values used in the calculation.

**Table 6-2**
**Heavy Vehicle (HV) Percentage Default Values**

| HV % | Roadway Functional Classification |
|---|---|
| 3.5% | Principal Arterial |
| 2.0% | Minor Arterial |
| 1.5% | Collector Street |
| 0.0% | Local Street |

Staff collected additional variables by visiting each road segment on the list during December 2009 and January 2010. Outside lane width and paved shoulder width were measured using a rolling measuring wheel on each road. The percentage of the road with occupied on-street parking was estimated by counting the cars parked on the road segment and dividing by the number of parking spaces available. Staff also took note of the proximity of the road segment to residential areas during this process.

A pavement condition rating was also determined during the field data collection. The rating followed a scale from two to five, with five being a recently repaved road and two being a gravel road. The rating scale was determined by the function of the BLOS calculator

provided by LIB. See Table 6-3: BLOS Pavement Condition Rating Scale for pavement condition rating designations.

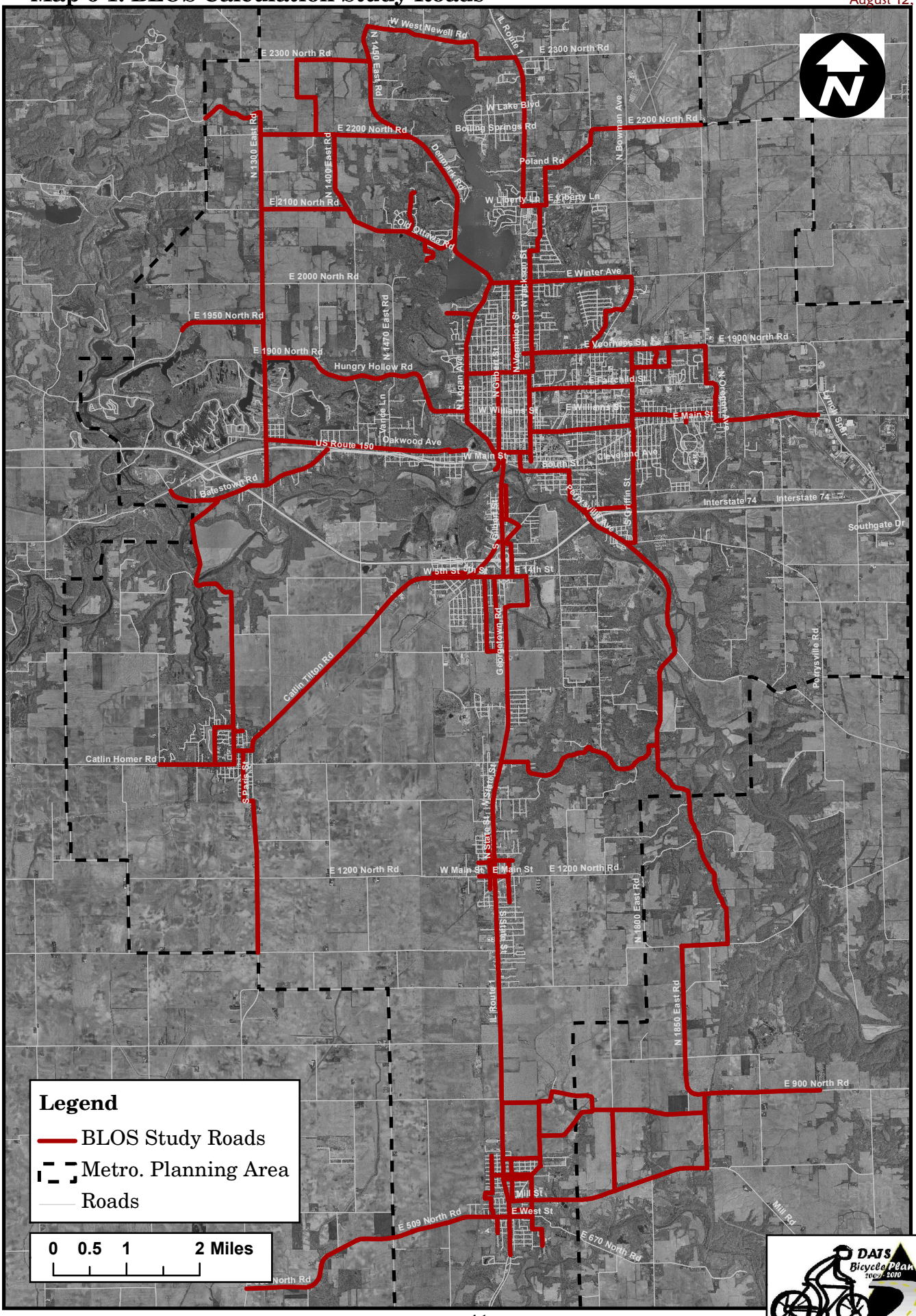
**Table 6-3**
**BLOS Pavement Condition Rating Scale**

| Pavement Rating | Pavement Condition |
|---|---|
| 5 | Recently repaved |
| 4.5 | Parts recently repaved |
| 4 | Average |
| 3.5 | Less than average |
| 3 | Poor pavement or brick road |
| 2 | Gravel road |

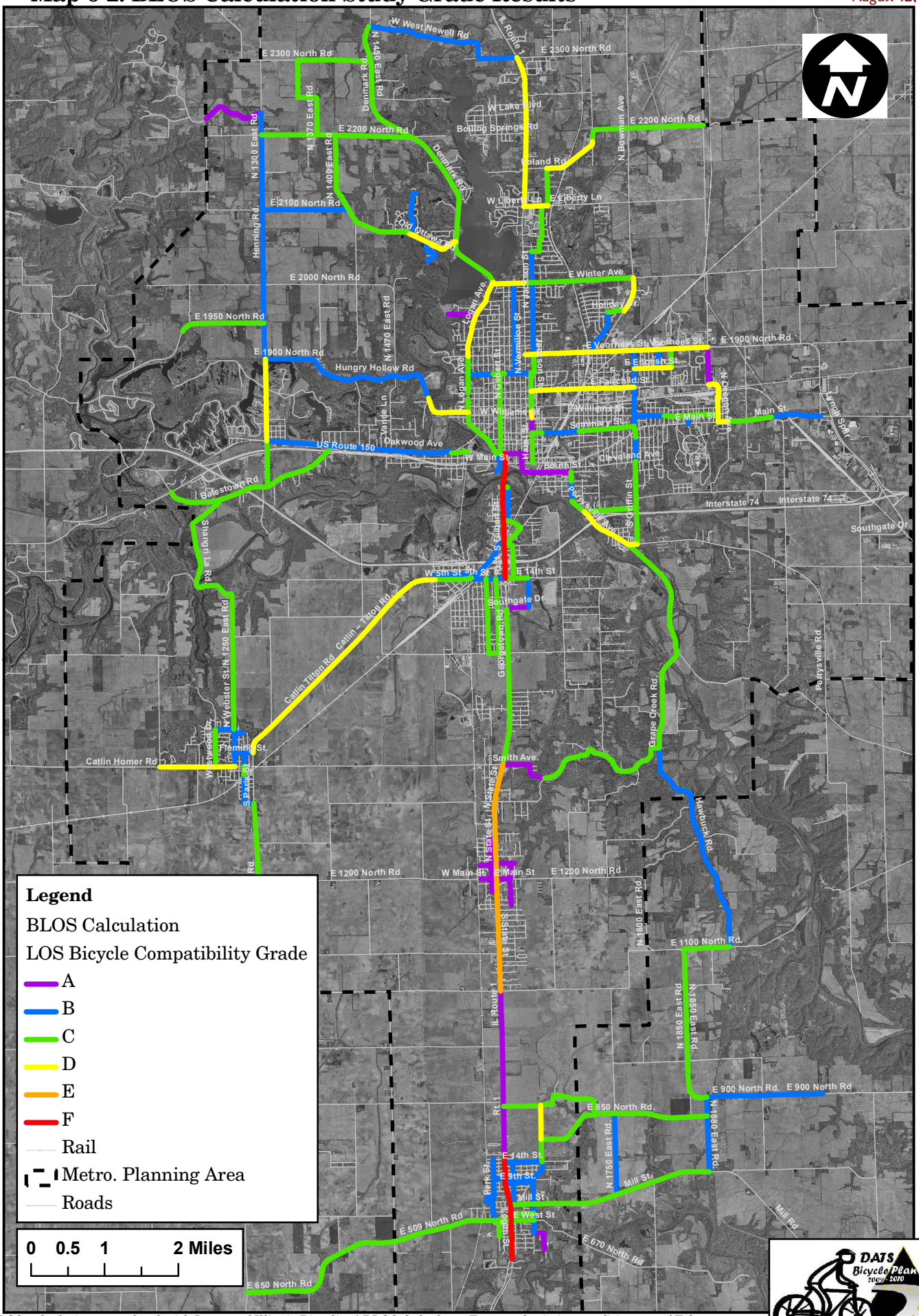
Once all variables were collected for each road segment, the BLOS measurement was calculated. Data for each road segment was entered into LIB's BLOS/BCI calculator form, which is provided as a planning tool on LIB's website. The form calculates the BLOS number and LOS grade for each road segment using the preset formula.

The BLOS calculations and LOS grades of the studied road segments were brought to the BAC February meeting for further public review and comment. The BAC participants identified a second round of road segments for data collection and BLOS calculation in order to address gaps and explore alternate routes within the bicycle transportation system. BAC participants focused on connecting the transportation system to community destinations. Participants worked to provide suitable route connections to these facilities by suggesting the study of the feasibility of numerous existing routes. The first round of the study included 115 road segments and the second round added 62 road segments. Overall, 177 total road segments were studied as part of the BLOS calculation study. Please reference Map 6-1: BLOS Calculation Study Roads to view the road segments included in the study. Map 6-2: BLOS Calculation Study Grade Results shows the results of the BLOS calculation study by illustrating the existing LOS grade for each road segment. Reference Appendix 6-1: BLOS Calculation Study Results for more details regarding the BLOS study road segments, including the road segment name, BLOS calculation number, and LOS grade.

# Map 6-1: BLOS Calculation Study Roads



# Map 6-2: BLOS Calculation Study Grade Results*


Legend
BLOS Calculation
LOS Bicycle Compatibility Grade
A
B
C
D
E
F
Rail
Metro. Planning Area
Roads
0 0.5 1 2 Miles
W West Newell Rd
E 2300 North Rd
N 1450 East Rd
Denmark Rd
N 1370 East Rd
N 1300 East Rd
E 2200 North Rd
N 1400 East Rd
E 2100 North Rd
Henning Rd
E 2000 North Rd
E 1950 North Rd
N 1470 East Rd
E 1900 North Rd
Hungry Hollow Rd
Oakwood Ave
US Route 150
Batestown Rd
Stangl Ln Rd
N Webster St/N 1250 East Rd
Catlin Homer Rd
Catlin Tilton Rd
Westwood Dr
Fleming St
S Main St
Rd.
E 1200 North Rd
W Main St
E Main St
N State St
S State St
Rt 1
Smith Ave.
Georgetown Rd
W 5th St
E 14th St
Southgate Dr
S Gilbert St
N Gilbert St
N Logan Ave
N Vermilion St
S Vermilion St
N Collett St
S Collett St
N Jackson St
S Jackson St
N Franklin St
S Franklin St
N Griffin St
S Griffin St
Cleveland Ave
Seminary St
E Fairchild St
E English St
E Voorhees St
Voorhees St
E Main St
Main St
Lincoln Stadium
Interstate 74
Southgate Dr
Perrysville Rd
Grape Creek Rd
Hawbuck Rd
N 1800 East Rd
E 1100 North Rd.
N 1850 East Rd.
E 900 North Rd.
E 850 North Rd.
N 1750 East Rd.
N 1880 East Rd.
Mill St.
Mill Rd
E West St
E 509 North Rd
E 650 North Rd
E 670 North Rd
Old Ottawa Rd
Boling Springs Rd
W Lake Blvd
Poland Rd
N Bowman Ave
E 2200 North Rd
E Liberty Ln
E Winter Ave
Holiday Dr
Logan Ave
N Rolfe
Rolfe 1
Rolfe 2
Rolfe 3
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*BLOS Calculation Results and Analysis*

The BLOS calculation study provided a quantitative measure for roadway bicycle compatibility levels. Data collection and BLOS calculation was conducted on numerous roadways suggested by the public for bicycle routes. Multiple roadways were studied in specific sections in order to explore alternate routes and provide information for determining the most bicycle compatible existing route to significant community destinations.

The BLOS calculation study results expose missing connections for the existing bicycle transportation system. As previously mentioned, an existing roadway with an LOS grade of "A", "B", or "C" can be included in the existing conditions bicycle route map. This indicates roadways within the region which are more compatible for bicycles, specifically the casual adult bicyclist. Roadways with a "D", "E", or "F" grade are not included in the existing conditions bicycle map. If roadways receiving a "D" grade or lower were determined by public input to be an important bicycle connection within the region, then a short or long term improvement project is suggested in Chapter 7: Bicycle Transportation System for that roadway. The BAC provided input regarding preferred bicycle routes among the roadways studied. The BLOS calculation study information and public input formed the foundation for the existing bicycle route transportation system map and the future infrastructure improvement projects to create a connected and accessible system.

# Chapter 7: Bicycle Transportation Network

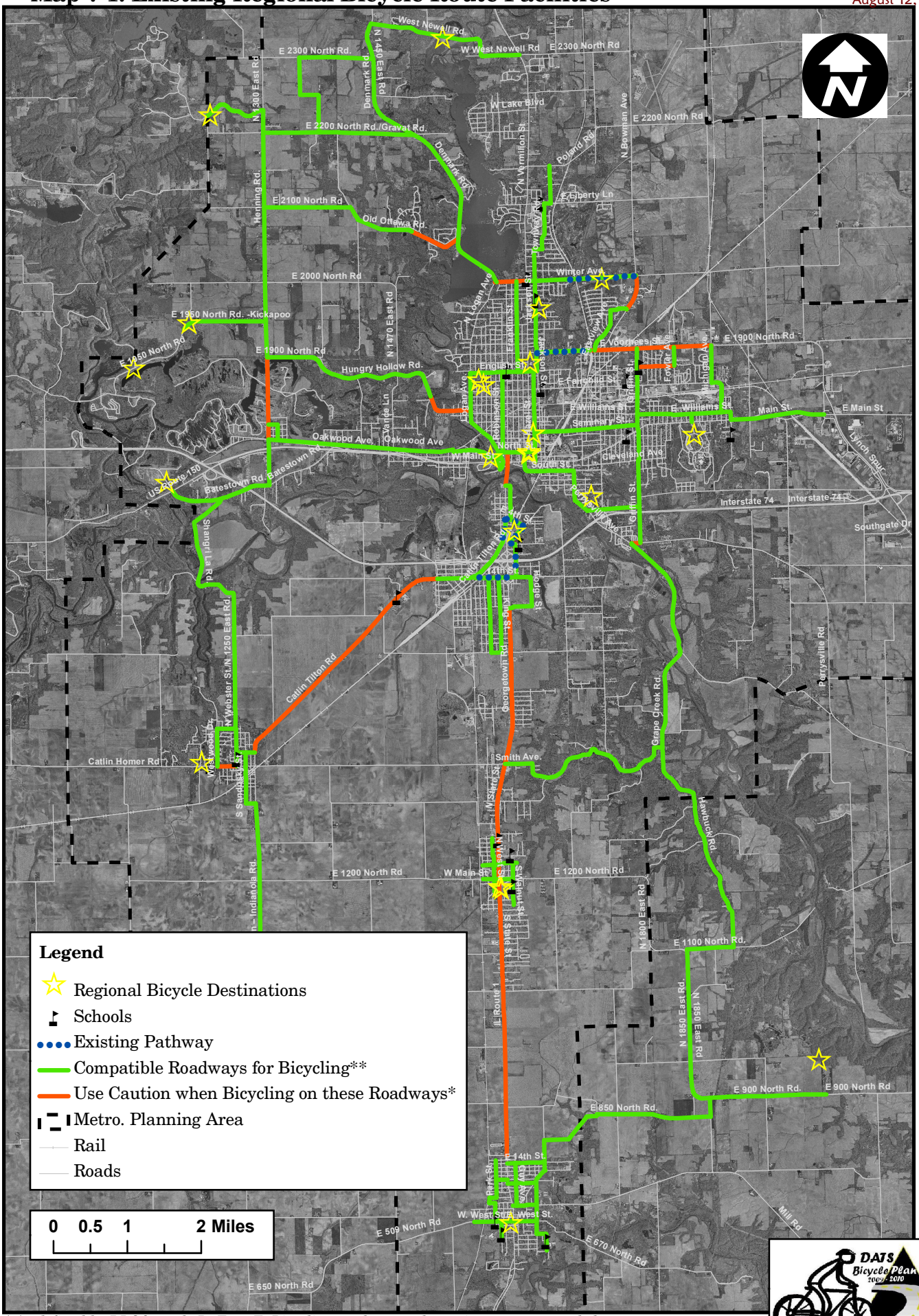
*Existing Regional Bicycle Network: Route Identification*
The existing regional bicycle network identification process relied on BLOS calculation study results and public input. Public input and feedback was used to determine desired bicycle routes among the multiple alternative routes studied with the BLOS calculation. Roads were evaluated based on their connectivity to regional destinations, LOS grade, and provision of accessibility to residents. Map 7-1: Existing Regional Bicycle Route Facilities lists only roadways with an "A", "B", or "C" LOS grade as "compatible roadways for bicycling". Roadways with an LOS grade of "D", "E", or "F" that provide necessary system connections are included on the map under the title: "use caution when bicycling on these roadways". These roadways illustrate missing bicycle compatible connections within the transportation system. Bicyclists are advised to use caution or to avoid these roadways when bicycling. In addition, bicyclists are urged to consider walking as a pedestrian, dismounted from the bicycle, using available sidewalk infrastructure along the incompatible roadways when necessary.

The roads displayed in Map 7-1 illustrate the selected roadways for the bicycle transportation route system. Roadways indicated on Map 7-1 as "compatible roadways for bicycling" represent existing roadways for recommended bicycle travel within the region. These roads are a priority for bicycle route and share the road signage (see Chapter 4: Bicycle Signage). Providing traffic control signage communicates traffic expectations to roadway users. Bicycle route signage indicates the expected presence of bicyclists on the road and the need to share the road with bicyclists. Designating roadways as bicycle routes promotes safety by encouraging bicyclists to use roadways compatible for bicycles.

For additional information and suggestions regarding bicycle suitability on State of Illinois' roads and arterial roads within the region, please reference IDOT's "Illinois Official Bicycle Map: East Central Illinois Map 5".[1] As stated in Chapter 4: Existing Bicycle Planning, Policy, and Law, all Illinois traffic laws apply to persons riding bicycles. The maps produced and referenced in this document are not intended to substitute for a person's use of reasonable care. In addition, the unpredictability of traffic, road, and weather conditions require the bicyclist to review any and all routes for bicycle suitability and compatibility. This document makes no implied guarantee regarding the safety or conditions of the roadways indicated as "compatible roadways for bicycling". It is important to note that bicyclists using the maps produced or referenced in this document assume the risk and responsibility for their own safety when bicycling on the suggested bicycle routes.

[1] IDOT Division of Highways: Bureau of Design and Environment. "Illinois Official Bicycle Map: East Central Illinois Map 5." Cartographic Production by Department of Geography at Northern Illinois University: 2004.

# Map 7-1: Existing Regional Bicycle Route Facilities




** As defined by BLOS grade D, E, or F. Bicycling on these roadways is not recommended*
*** As defined by BLOS grade A, B, or C.*

*Future Regional Bicycle Network: Project Identification*
The "use caution when bicycling on these roadways" category in Map 7-1 indicates areas for future infrastructure improvements in the bicycle transportation system. These areas are currently not considered compatible for the casual, adult bicyclist and represent gaps in the connectivity of the bicycle transportation system. These areas need to be addressed in order to provide an accessible and bicycle compatible transportation system.

Map 7-2: Proposed Infrastructure Project Improvement Areas clearly defines the project areas for short and long term bicycle and roadway infrastructure projects. Addressing the areas indicated in Map 7-2 mitigates the missing links in the existing bicycle transportation system. The BAC focused on project development and project identification over a series of four monthly meetings. During this time, participants identified and prioritized project areas necessary to include in the final plan. BAC participants also specified a recommended infrastructure improvement project for each roadway. Recommended improvement types include projects such as roadway resurfacing, restriping traffic lanes with added paved shoulders, adding bicycle lanes, and paving existing gravel shoulders. These specific improvement proposals were projected into a future BLOS measurement. The recalculated BLOS measurement illustrates the bicycle compatibility of the roadway with the proposed improvements. Table 7-1: Proposed Infrastructure Projects lists the proposed project area, the proposed infrastructure improvement, the recalculated projected BLOS measurement and LOS grade, and the proposed project build year.

*Future Regional Bicycle Network: Long Term Project Considerations*
Shared-use path project areas and Rail to Trails project areas are also illustrated on Map 7-2. As stated in Chapter 4: Bicycle Facility Definitions and Guidelines, a shared use path is a dedicated off-road bicycle and pedestrian facility with a recommended paved width of ten feet. These paths are suggested for project areas with limited traffic access points in order to mitigate barriers and safety hazards to bicycle traffic. A shared-use path is a desirable bicycle facility for less experienced bicyclists and recreational bicycling. A high percentage of bicyclists in the region ride bicycles for recreational purposes. Shared-use path facilities correspond with public values and objectives.

Table 7-2 lists proposed shared-use path facilities for the region. Public feedback focused on the importance of providing a safe connection for bicyclists and pedestrians via the S. Gilbert St. bridge (IL Rt. 1) between Main St. and Bluff St. over the Vermilion River. This bridge is the only existing central connection from the north part of the region and population center (City of Danville) over the river to south Danville businesses and the Village of Tilton. Due to the high traffic volume on this roadway, a separated shared-use path for bicyclists and pedestrians is suggested as a long term project to incorporate into roadway planning efforts. Additional projects in Table 7-2 connect neighborhood schools to residential areas in order to promote health, safety, accessibility, and connectivity within the bicycle transportation system.

Map 7-2 indicates potential areas for future Rails to Trails planning and projects. A Rails to Trails project converts an exempt railroad line into a paved or crushed limestone or gravel pathway, which is navigable for pedestrians and bicyclists. Most Rails to Trails routes wind through small towns and into rural areas. The trail provides an excellent recreational

amenity and attraction for a region. Often the rail line has existing infrastructure that can be converted as part of the trail. Existing bridges over natural barriers such as rivers or manmade barriers such as high traffic volume roadways make these pathways ideal for bicyclists of all levels.

Proposed Rails to Trails project areas focus on connecting the region's bicycle transportation system. The trails illustrated in Map 7-2 address the need to provide an in-town dedicated bicycle path connection from north to south within the City of Danville and a north-south connection for the entire DATS MPA. The map also shows the trail head at the Vermilion County fairgrounds for the planned Kickapoo Trail from Urbana, IL to Kickapoo State Park. The proposed trail connection within the City of Danville begins near Danville High School and extends northeast. This trail would provide separated grade crossings at major roadways within the City of Danville. The DATS MPA connection focuses on choosing an exempt rail that extends from the City of Danville south to Georgetown in order to provide an alternate route to bicycling on IL Rt. 1 or Grape Creek Rd. The trail would also provide a recreation opportunity for the region by connecting regional parks.

Rails to Trails project areas are included in this plan to illustrate the community need for these connections due to a lack of on-road bicycle facilities in these specified areas. An additional planning study needs to be conducted in order to explore possibilities for Rails to Trails projects in the region. A future planning study should define ideal locations and phases for a regional Rails to Trails effort as well as provide an overall cost and benefit analysis.

Short and long term infrastructure projects advance safety and equity principles for bicycle transportation within the region. Focusing infrastructure improvement efforts on the project areas indicated in Map 7-2, Table 7-1, and Table 7-2 promotes a connected, efficient, and accessible bicycle transportation system. Roadway improvements in these project areas need to consider the addition of bicycle infrastructure improvements due to the regional significance identified by the public and the comprehensive nature of such improvements. Since this plan focuses on a ten year planning horizon, bicycle infrastructure improvement projects and planning efforts need to be updated on a consistent basis. Chapter 8: Implementation and Recommendations states specific objectives and steps for moving forward.

# Map 7-2: Proposed Infrastructure Project Improvement Areas

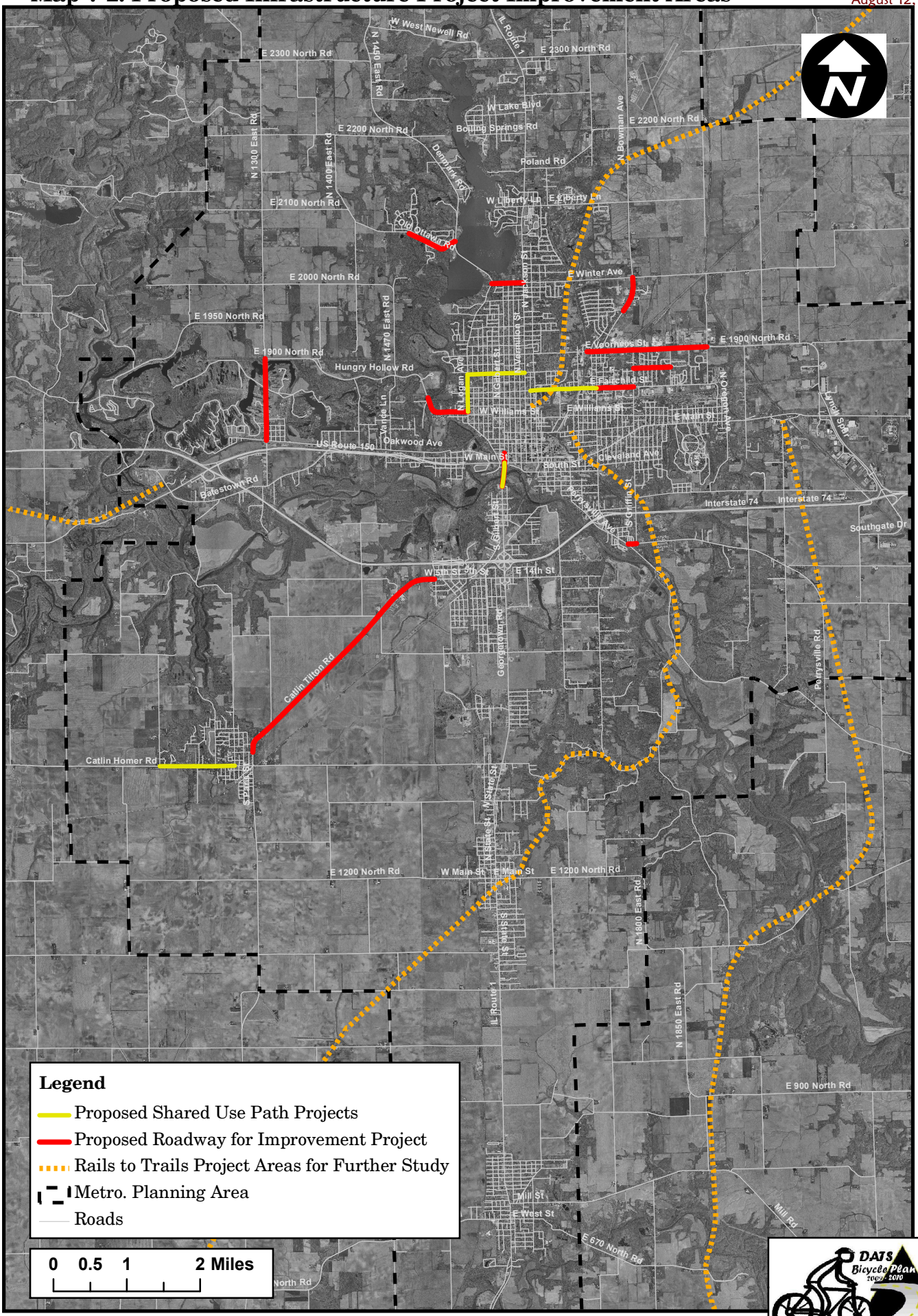


**Table 7-1: Proposed Road Projects**

| Average Priority Ranking* | Road Name | From (West/North Road) | To (East/South Road) | Road Jurisdiction | Existing BLOS Calculation Score | Existing LOS Grade Classification | Type of project | Proposed BLOS calculation change | Proposed BLOS Calculation Score | Proposed New LOS Grade | Proposed Build Year** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | W. Williams St. | Parras St. | Logan Ave. | City of Danville | 3.59 | D | resurface | pavement condition = 5 | 3.29 | C | 2012 |
| 2 | W. Williams St. | Hampton Rd. | Parras St. | City of Danville/ Danville Township | 3.80 | D | resurface/widen shoulder | shoulder width = 4, pavement condition = 5 | 2.38 | B | 2012 |
| 3 | Denmark Rd. | E 2300 North Rd. | Danville city limits | Vermilion County | 3.63 | D | resurface | pavement condition = 5 | 3.34 | C | 2010 |
| 4 | Old Ottawa Rd. | Park Haven Blvd. | Denmark Rd. | City of Danville | 3.56 | D | resurface | pavement condition = 5 | 3.4 | C | 2015 |
| 5 | Voorhees St. | Rail Road Tracks | Griffin St. | City of Danville | 4.13 | D | bike lanes | shoulder width = 5 | 2.43 | B | 2018 |
| 6 | Voorhees St. | Bowman Ave. | Rail Road Tracks | City of Danville | 4.16 | D | widen shoulder | shoulder width = 4 (either widen roadway or eliminate turning lane) | 2.88 | C | 2018 |
| 7 | Bowman Ave. | Winter Ave. | Garden Dr. | City of Danville | 3.98 | D | resurface/widen shoulder | shoulder width = 4, pavement condition = 5 | 2.76 | C | 2011 |
| 8 | Bowman Ave. | Garden Dr. | Holiday Dr. | City of Danville | 4.38 | D | resurface/widen shoulder | shoulder width = 4, pavement condition = 5 | 2.93 | C | 2011 |
| 9 | Perrysville Ave. | Grape Creek Rd. | Griffin St. | City of Danville | 3.54 | D | added paved shoulder/signage | shoulder width = 4 | 2.31 | B | 2018 |
| 10 | Voorhees St. | Griffin St. | Michigan Ave. | City of Danville | 4.07 | D | resurface/bike lanes | shoulder width = 5, pavement condition = 5 (either widen roadway or eliminate turning lane) | 2.08 | B | 2020 |
| 11 | N 1450 East Rd. (Denmark Rd) | West Newell Rd. | E 2300 North Rd. | Vermilion County | 3.53 | D | resurface | pavement condition = 5 | 3.23 | C | 2010 |
| 12 | W. Winter Ave. | Logan Ave./Denmark Rd. | Vermilion St. | City of Danville | 3.93 | D | resurface/bike lanes | shoulder width = 5, pavement condition = 5 (change lane width to 10 ft. add two ft. shoulder width) | 2.5 | B | 2016 |
| 13 | Griffin St. | E Voorhees St. | E Williams St. | City of Danville | 3.51 | D | resurface/bike lane | shoulder width = 5, (outside lane width = 10) pavement condition = 5 | 2.25 | B | 2010 |
| 14 | Catlin – Tilton Rd. | Paris St. (Catlin) | L St. (Tilton) | IDOT | 3.80 | D | resurface/widen shoulder | pavement condition = 5, paved shoulder width 4 | 2.65 | C | 2020 |
| 15 | Henning Rd. | Hungry Hollow Rd. | US 150 | Vermilion County/IDOT | 3.84 | D | resurface/widen shoulder | change lane width = 10, paved shoulder = 4, pavement condition = 5 | 2.91 | C | 2016 |
| 16 | E English St. | N Griffin St. | Fowler Ave. | City of Danville | 3.51 | D | resurface | pavement condition = 5 | 3.01 | C | 2015 |
| Not Ranked | Fairchild St. | Bowman Ave. | Griffin St. | City of Danville | 3.76 | D | restripe road/resurface | outside lane width = 14 ft. center turn lane width = 12 ft. pavement condition = 5 | 3.33 | C | 2012 |

** Project Priority Rank is based on averages from BAC participant project rankings. The default value of 20 was used for averaging purposes in cases where a project was not ranked. Project rankings are subject to change based on community priorities.*

*** Proposed build year is an illustrative year based on the priority and extent of the proposed project and is provided for planning purposes.*

**Table 7-2: Proposed Shared Use Path Projects**

| Average Priority Ranking | Road Name | From (West/North Road) | To (East/South Road) | Road/ROW Jurisdiction | Existing BLOS Calculation Score | Existing LOS Grade Classification | Type of project | Proposed Build Year |
|---|---|---|---|---|---|---|---|---|
| 1 | Rt. 1 (Gilbert St. bridge) | North St. | Bluff St. | IDOT | 5.60 | F | Proposed Shared Use Path (8-10 ft.) | 2020 |
| 2 | W. Vermilion St. | Westwood Dr. | Webster St. | Village of Catlin | 3.52 | D | Proposed Shared Use Path (8-10 ft.) | 2018 |
| 3 | Lincoln Park SUP | Logan Ave. - English St. - Vermilion St. | | City of Danville | | | Planned Shared Use Path (8-10 ft.) | 2012 |
| 4 | Catlin-Homer Rd./Vermilion St. | Mapleleaf Dr. | Westwood Dr. | Vermilion County | 3.65 | D | Proposed Shared Use Path (8-10 ft.) | 2020 |
| 5 | Catlin – Homer Rd. | McGee Rd. | Mapleleaf Dr. | Vermilion County | 3.72 | D | Proposed Shared Use Path (8-10 ft.) | 2020 |
| Not Ranked | Fairchild St. | Hazel St. | Bowman Ave. | City of Danville | 4.08 | D | Planned Shared Use Path (8-10 ft.) | 2013 |

# Chapter 8: Implementation Methods

*Bicycle Plan Recommendations Summary*
Recommendations for bicycle transportation system infrastructure improvement projects are stated in Chapter 7. These projects promote connectivity, accessibility, and safety within the transportation system. Supporting the implementation of these recommended projects promotes healthy community objectives by encouraging bicycling as a viable mode of transportation and recreational activity.

Incorporating the community vision and goal statement principles, as stated in Chapter 3, is important in regional efforts to support bicycling. The principles of Connectivity, Health, Accessibility, Safety, and Encouragement provide a focused direction for creating a bicycle friendly community. Performance measures for determining the progress toward each goal area are identified in Chapter 3. Regional and local planning and implementation efforts need to focus on achieving these performance measures. Regular, biyearly evaluation of the performance measures by DATS will assist the region in measuring progress towards a bicycle compatible transportation system.

*Implementation Methods*
Producing a bicycle plan is the first step towards a bicycle compatible transportation system. Programs, projects, strategies, and steps proposed in the bicycle plan need to be implemented throughout the region in order to create a comprehensive bicycle transportation system. Distributing information to public agencies and residents throughout the region is the first step in promoting a safe, bicycle compatible transportation system. The bicycle plan needs to be distributed to all participating DATS agencies and agencies in the DATS MPA. An existing bicycle compatible route map also needs to be published and distributed to the public. This map will designate existing bicycle compatible roadways for the public and provide bicycle safety education and bicycle laws. Education and encouragement planning efforts stated in Chapter 5 need to be an ongoing effort throughout the region.

Formal adoption of the plan by local governmental jurisdictions will greatly increase the effectiveness of the proposed measures. By adopting the bicycle plan, a local agency agrees to adopt the goals, principles, and projects proposed in the plan for future development. Incorporating the bicycle plan proposals into public policy measures is a significant step towards implementing a bicycle compatible transportation system. A bicycle compatible policy incorporates bicycle needs into development and infrastructure projects. For example, bicycle parking at new retail development sites can be incorporated as an incentive into vehicle parking requirement ordinances. Bicycle friendly policies such as these follow the State of Illinois' lead by providing the principles stated in the Complete Streets law.

Following the development and adoption of a bicycle plan, local agencies can utilize the plan to apply for grants. The bicycle plan identifies a system plan for a connected and accessible bicycle transportation system for the public welfare. It illustrates the need for infrastructure projects in specific locations by incorporating multiple types of public input and the BLOS calculation study. The bicycle plan is a foundational document, which identifies public bicycle priorities and a regional bicycle transportation system for the future.

*Cost Projection and Funding Sources*

Estimates for projects types are helpful in determining a project cost range. This plan does not identify specific costs for each proposed infrastructure project. Project type estimates are discussed for designated on-road bicycle facilities, striped bicycle lanes, and shared-use paths as rough estimates from LIB resources. Designating on-road bicycle facilities with bike route signage and pavement markings is the least expensive bicycle project improvement. Cost ranges from $3,000 to $5,000 per mile for on-road bicycle route designation amenities. A striped bicycle lane is estimated to cost between $10,000 and $25,000 per mile if no additional pavement is added to the roadway. A shared-use path is the most expensive bicycle amenity with an estimated cost between $400,000 and $700,000 per mile. Project agencies need to coordinate with designated agency engineers for specific project cost estimates. Additional cost projection resources are available for project agencies to utilize for infrastructure planning at bicycleinfo.org.[1]

Dedicated funding sources are necessary for the implementation of the bicycle infrastructure project improvements recommended in this plan. Local government agencies can incorporate smaller, inexpensive projects such as roadway restriping or added bicycle signage into yearly roadway maintenance budget programs. The implementation of larger, more expensive infrastructure projects can utilize funding sources available from state and federal grant programs. Typical grant resources for bicycle infrastructure projects include the Illinois Transportation Enhancements Program (ITEP), Illinois State Bike Path Grants, Recreational Trails Program, and Safe Routes to School.

The ITEP grant is a competitive grant resource administered by IDOT. The cost share for the grant is 80 percent federal/state funding with a 20 percent local match. The program is better suited for larger bicycle projects or off-road trails with a typical cost between $200,000 and $2 million. Projects are subject to federal and state design standards and review process.

The Illinois State Bike Path Grant is administered by Illinois Department of Natural Resources (IDNR) with a typical ratio of two to one of applications to grants. The program is a reimbursement grant with a cost share of 50 percent state and 50 percent local. Project funding has a $200,000 limit, but the program has a history of funding consecutive phases of a project.

The Recreational Trails Program is a federal grant source administered annually by IDNR and IDOT. The program has a cost share of 80 percent federal with a 20 percent local match. The target range for project cost is between $100,000 and $250,000. The grant program is for non-motorized and motorized trails. Partnering with other trail user groups such as equestrian, hikers, cross-country skiers, or snowmobilers increases the chances for securing funding.

The Safe Routes to School grant program is another federal grant source administered by IDOT. The grant is a 100 percent federal cost share reimbursement grant. Up to 90 percent of the grant funding is available for infrastructure improvements around elementary and middle schools. Funding is also designated for pedestrian and bicyclist education and encouragement programs. Additional funding for bicycle infrastructure improvement

[1] Bicycleinfo.org. "Bicycle Encyclopedia: Benefit-Cost analysis of Bicycle Facilities." www.bicyclinginfo.org/bikecost.

projects can also come from miscellaneous sources such as federal legislator initiatives and STP funding. In order to utilize as many funding sources as possible, consider dividing projects into segments or phases for grant applications.

The bicycle plan is a regional document, which provides information regarding the existing bicycle transportation system and principles and projects to guide the future bicycle transportation system. The plan is rooted in public participation input, and it incorporates the quantitative BLOS calculation data set to identify bicycle compatible roadways. The recommended programs and bicycle infrastructure improvement projects uphold the principle goals of the document to support connectivity, health, accessibility, safety, and bicycle encouragement. Created as a regional plan, the implementation and adoption of the plan relies on local agency efforts for its success in establishing a bicycle compatible transportation system for the public.

## Appendix 1-1: Public Participation

*Neighborhood Association Meeting Presentations on Bicycle Plan*

- Vermilion Heights Neighborhood Association: July 2, 2009 at 6:30 pm
- Elmwood Community Group: July 11, 2009 at 10:00 am
- Rabbittown I Neighborhood Association: July 20, 2009 at 7:00 pm
- Northeast Neighborhood Association: July 23, 2009
- The Patch Neighborhood Association: July 30, 2009 at 6:30 pm
- Center City Neighborhood Association: August 6, 2009 at 7:00 pm
- Oaklawn Improvement Association: August 10, 2009 at 6:30 pm
- Kentucky, Tennessee, Delaware Neighborhood Association: August 11, 2009 at 6:30 pm

*Communitywide Workshop*

- Tuesday, October 20, 2009 from 6:00-8:00 pm at the Bremer Center – Theater at Danville Area Community College in Danville
    - Community input on future bicycle facilities and bicycle route designations

*Bicycle Advisory Committee Meetings*

- BAC Meeting 1: Kickoff Meeting
  Monday, July 13, 2009 at 6:00 pm: Danville Public Library
- BAC Meeting 2: Existing Conditions
  Monday, July 27, 2009: Danville YMCA
- BAC Meeting 3: Vision and Goals
  Monday, August, 24, 2009 at 6:00 pm: Lincoln Park Pavilion, Danville
- BAC Meeting 4: Facility Standards and Guidelines
  Monday, September 21, 2009 at 6:00 pm: Tilton Village Hall Board Room
- BAC Meeting 5: Identify Education and Encouragement Programs
  Monday, October 19, 2009 at 6:00 pm: DACC Bremer Conference Center Room 110, Danville
- BAC Meeting 6: Ideal Route Identification
  Monday, November 16, 2009 at 6:00 pm: American Legion Hall, Danville
- BAC Meeting 7: BLOS Results and Project Identification
  Monday, January 25, 2010 at 6:00 pm: Danville City Hall Community Room
- BAC Meeting 8: BLOS Results and Project Identification continued
  Monday, February 22, 2010 at 6:00 pm: University of IL Extension Vermilion County
- BAC Meeting 9: Project Identification and Development
  Monday, March 15, 2010 at 6:00 pm: Village of Westville Public Library
- BAC Meeting 10: Bicycle Route Map and Project Review
  Monday, April 19, 2010 at 6:00 pm: South View Middle School, Danville
- BAC Meeting 11: Bicycle Plan Presentation to DATS Committees
  DATS Technical Committee: Thursday, August 5, 2010 at 10:30 am: Danville City Hall Council Chambers
  DATS Policy Committee: Thursday, August 12, 2010 at 10:30 am: Danville City Hall Council Chambers

*MPA Village and City Focus Groups*

- Village of Catlin: Focus group held at Catlin Village Hall on January 19, 2010 from 6:00-6:45 pm
- Village of Westville: Focus group held at Village of Westville Public Library on January 20, 2010 from 6:30-7:30 pm
- Village of Tilton: Focus group held at Tilton Village Hall on January 28th, 2010 from 6:00-7:00 pm
- City of Georgetown: Focus group held at Georgetown City Hall on January 26, 2010, from 6:00-7:00 pm

## Appendix 1-2: Public Announcements

*Neighborhood Association Contacts*

- Phone calls on June 26, 2009 to all listed neighborhood associations in the City of Danville regarding presenting the Bicycle Plan project and distributing Public Input Survey
- Letter mailed on July 7, 2009 to nine neighborhood associations not reached by phone regarding presenting the Bicycle Plan project and distributing Public Input Survey
- Email distribution on July 2, 2009 of Bicycle Plan project letter and Public Input Survey to Holiday Hills and Shady Lane neighborhood associations
- Lincoln Park neighborhood association distributed Bicycle Plan project letter and hard copies of the Public Input Survey

*Public Input Survey Distribution in MPA*

- Public Input Survey hard copies made available between July 14, 2009 and September 10, 2009 at:
    - Danville Public Library, Cycles Plus, Danville City Hall, Tilton Village Hall, Westville Village Hall, Westville Public Library, Georgetown City Hall, Georgetown Public Library, Catlin Village Hall, and Catlin Public Library
- Public Input Survey available on DATS website www.cityofdanville.org/dats
- Public Input Survey distributed via email to DATS participants (Advisory, Technical, Policy Committees) on September 11, 2009

*Media Coverage*

- Commercial News article on July 18, 2009 by Jennifer Bailey titled: "DATS seeks resident input for bike plan"
- Public Input Survey available in Catlin in July 22, 2009 council notes mentioned in Commercial News by April Evans in article titled: "Catlin plans park improvements"
- Communitywide Workshop Public Notices
    - Independent News: Announcement published October 14, 2009
    - Commercial News: Announcement published October 12, 2009
- Commercial News article on September 30, 2009 by Jennifer Bailey titled: "Residents rate bicycle conditions: poor"
- Commercial News article on October 21, 2009 and picture by Susan Joy McKinney of Communitywide Workshop
- News Gazette article on January 11, 2010 by Tracy Moss titled: "Study to look at traffic options near Danville High School"
- Bicycle Plan Public Review Notices for 14-day public review period
    - Commercial News: Announcement published June 30, 2010
    - Independent News: Announcement published July 7, 2010
- Commercial News article on August 6, 2010 by Jennifer Bailey titled: "Black cautions cities on bike plan"
- News Gazette article on August 9, 2010 by Tracy Moss titled: "Danville council committee to discuss bicycle path right-of-way"
- WCIA Channel 3 news story on August 6, 2010 by Ashley Sears

*Communitywide Workshop Flyer Distribution*

- Workshop Flyers posted on Wednesday, September 23, 2009 at the following Danville locations:
    - Danville Public Library, Danville YMCA, County Market North Danville, Wal-Mart, DACC (4 flyers), Provena-USMC (2 flyers), Veterans Affairs (2 flyers), Cahill's, 5-Star, Jocko's, Arby's, First IL Credit Union, Big R, Lincoln Lanes, Danville City Hall
    - Flyer faxed to DATS' media contacts on September 24, 2009 including: Commercial News, News Gazette, WCIA, WDAN, WDWS, WICD, WITY
- Workshop Flyer mailed to 18 City of Danville Neighborhood Associations on September 24, 2009
- Workshop Flyer mailed to all public and private schools in the DATS MPA on September 24, 2009 (27 schools)
- Workshop Flyer distributed at the Kickapoo Trail open house at the Oakwood Public Library on September 24, 2009

*MPA Village and City Focus Groups*

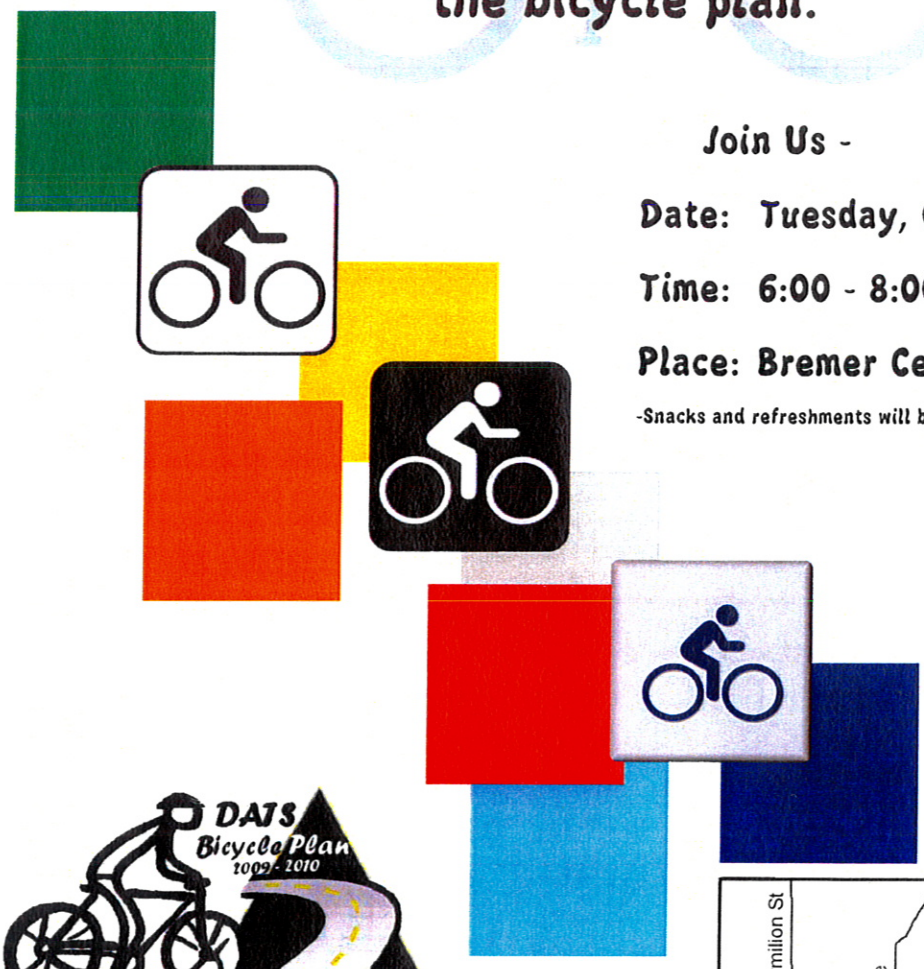
- Letters announcing focus group schedule mailed to village and city halls and Westville, Georgetown, and Catlin Public Libraries on December 22, 2009

# Notice of Public Meeting

## Danville Area Transportation Study
## Bicycle Plan Communitywide Workshop

**Come give us your input on future bicycle facilities and bicycle route designations for the Danville metro area!**

**We want to incorporate your ideas into the bicycle plan.**



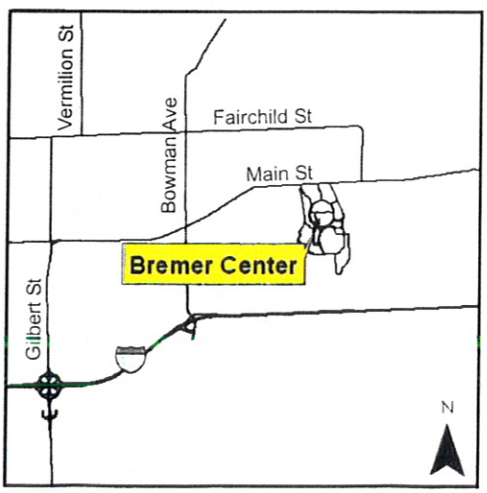
**Join Us -**

**Date: Tuesday, October 20, 2009**

**Time: 6:00 - 8:00 pm**

**Place: Bremer Center - Theater**

**-Snacks and refreshments will be provided.**




**Contact Information:**

**Angie Stenson**

**phone: (217) 431-2873**

**email: astenson@cityofdanville.org**

# DANVILLE AREA TRANSPORTATION STUDY

## METROPOLITAN PLANNING ORGANIZATION

DANVILLE URBANIZED AREA, VERMILION COUNTY, ILLINOIS

ANGIE STENSON
TRANSPORTATION PLANNER
17 W. MAIN ST.
DANVILLE, IL 61832

July 16, 2009

Dear Resident,

Danville Area Transportation Study (DATS), the Metropolitan Planning Organization (MPO) for the Danville urbanized area, is writing a bicycle plan this year. In order to gain public input as part of the planning process, we are distributing a survey to neighborhood association members and other members of the community. This survey will help expand our understanding of current bicycle conditions and indicate future community desires regarding bicycle infrastructure.

The six page survey covers topics regarding your personal bicycle activity, your bicycle riding preferences, your opinion on bicycle infrastructure, safety education matters, and concludes with optional demographic questions. The responses we receive will be used in the planning process to identify strengths and weaknesses of the current bicycle transportation system and in making suggestions for future bicycle facilities.

The survey should take about fifteen minutes to complete. For most questions, you need to check one box next to your answer. Additional questions specify alternate directions (i.e. "check all that apply"). For these questions follow the directions as written to complete the questionnaire. When you are finished, mail or fax surveys to the DATS office at the contact information listed on the last page of the survey by August 31, 2009.

We greatly value your response to this survey, and we want to assure you that your response to this study is voluntary. In addition, all responses will be compiled anonymously, so please do not mark your name on the survey itself.

We value your participation in the planning of the future transportation network and bicycle infrastructure. Thank you for your time and consideration in providing public input for the planning process. Feel free to contact me with any questions regarding this survey.

Sincerely,

*Angie Stenson*

Transportation Planner
Danville Area Transportation Study
Phone: 217-431-2873

# Neighborhood Public Input Survey

*For each question, please check one box next to your answer unless otherwise indicated.*

## Bicycle Activity

1. Do you own a bicycle?
   - ☐ Yes, how many do you own: _____
   - ☐ No

2. Do you ride a bicycle?
   - ☐ Yes
     a. If **Yes**, how would you classify your bicycle riding skill level?
        - ☐ Beginner
        - ☐ Basic
        - ☐ Advanced
   - ☐ No
     b. If **No**, why don't you ride a bicycle? (check all that apply)
        - ☐ Cost
        - ☐ No place to store a bicycle
        - ☐ Don't like riding a bicycle
        - ☐ No time to ride a bicycle
        - ☐ Prefer other recreational activities
        - ☐ Bicycling is not a convenient method of transportation
        - ☐ Safety concerns

     ***→If No, Skip to question #11.***

3. Why do you ride a bicycle? (check all that apply)
   - ☐ Commuting to work or school
   - ☐ Personal trips
   - ☐ Fitness or recreation
   - ☐ Cheaper than using a car
   - ☐ I do not own a car
   - ☐ Other _____

4. How often do you ride a bicycle between April and October?
   - ☐ Daily
   - ☐ Weekly, days per week: _____
   - ☐ Monthly, days per month: _____

5. How many miles do you ride your bicycle in an average week?
   - ☐ 0 – 2
   - ☐ 2 – 5
   - ☐ 5 – 10
   - ☐ 10 – 20
   - ☐ Over 20



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6. Do you ever commute to work or school by bicycle?
   - ☐ Yes
     a. If you **Do** commute by bicycle to work, why? (check all that apply)
        - ☐ I work close to home
        - ☐ It is healthy and good exercise
        - ☐ It is environmentally friendly
        - ☐ It is faster than a car
        - ☐ I park my bicycle indoors
        - ☐ Bicycle facilities provide a direct route between work and home
        - ☐ It is economically beneficial
   - ☐ No
     b. If you **Do Not** commute by bicycle to work or school, why not? (check all that apply)
        - ☐ I work too far from home
        - ☐ Roadway surface conditions are poor
        - ☐ No safe storage facility for my bicycle
        - ☐ Too much traffic
        - ☐ No bicycle lanes or bicycle routes from my residence to work location
        - ☐ It is a longer commute by bicycle

**Riding Preferences**

7. Where do you prefer to ride your bicycle?
   - ☐ Off-street facilities (multi-use paths, sidewalks)
   - ☐ On-street facilities (wide shoulders, bicycle lanes or route designation)

8. Do you plan your route based on the availability of bicycle facilities (wide shoulders, bike racks)?
   - ☐ Yes
   - ☐ No

9. Would you take a longer route to your destination in order to use off-street facilities?
   - ☐ Yes
   - ☐ No

10. Please list the three major streets you use to bicycle (Please specify: Street Name, *between* Street A and Street B).

_____

_____

_____

→

11. What discourages you from bicycling? (circle below)

| | Not discouraging | Moderately discouraging | Very Discouraging |
|---|---|---|---|
| Driver behavior | 1 | 2 | 3 |
| Amount or speed of traffic | 1 | 2 | 3 |
| Lack of transit connections | 1 | 2 | 3 |
| No direct route | 1 | 2 | 3 |
| Lack of bicycle lanes | 1 | 2 | 3 |
| Bicycle theft | 1 | 2 | 3 |
| Weather | 1 | 2 | 3 |
| Distance to destination | 1 | 2 | 3 |
| Not enough time | 1 | 2 | 3 |
| Lack of bicycle parking facilities | 1 | 2 | 3 |
| Elevation barriers | 1 | 2 | 3 |

12. What factors could increase the likelihood of your using a bicycle more often? Indicate how important each factor below is to you. (circle below)

| | Not important | Moderately important | Very important |
|---|---|---|---|
| Safer road conditions | 1 | 2 | 3 |
| More or better bicycle parking facilities | 1 | 2 | 3 |
| Better personal physical health | 1 | 2 | 3 |
| More bicycle paths or wider shoulders | 1 | 2 | 3 |
| Less traffic | 1 | 2 | 3 |
| More free time | 1 | 2 | 3 |
| Improved driver behavior and attitude toward bicyclists | 1 | 2 | 3 |
| Destinations closer to home | 1 | 2 | 3 |
| Other _____ | 1 | 2 | 3 |

13. List three destinations you would like to see connected via a bicycle network (commercial centers, recreational areas, public buildings, or other places of interest)

14. List the three corridors that are currently the best roads to ride a bicycle in the Danville Metropolitan Area in terms of bicycle friendly road conditions (Please specify: Street Name, *between* Street A and Street B).

15. List the three worst roads, corridors, intersections, or areas to ride a bicycle in the Danville Metropolitan Area in terms of bicycle friendly roadway conditions (Please specify: Street Name, *between* Street A and Street B).

## Bicycle Infrastructure

16. What type of bicycle infrastructure would you prefer? Indicate how much you would prefer each type of infrastructure. (circle below)

| | Least preferred | | Somewhat preferred | | Most preferred |
|---|---|---|---|---|---|
| Major streets with wide lanes or shoulders | 1 | 2 | 3 | 4 | 5 |
| Bicycle lanes on major streets | 1 | 2 | 3 | 4 | 5 |
| Bicycle routes on side streets (signage only, no bicycle lanes) | 1 | 2 | 3 | 4 | 5 |
| Separated bicycle paths (paved path at side of roadway separated by curb or median) | 1 | 2 | 3 | 4 | 5 |
| Other facilities or a combination | 1 | 2 | 3 | 4 | 5 |
| No special provisions (no bicycle lanes or separated paths) | 1 | 2 | 3 | 4 | 5 |



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17. What design features would you like to see implemented? Indicate how important each design feature improvement is to you. (circle below)

| | Least important | | Somewhat important | | Most important |
|---|---|---|---|---|---|
| Bicycle lanes with buffers | 1 | 2 | 3 | 4 | 5 |
| Colored asphalt for designated bicycle lanes | 1 | 2 | 3 | 4 | 5 |
| Shared-use sidewalks | 1 | 2 | 3 | 4 | 5 |
| Greenways | 1 | 2 | 3 | 4 | 5 |
| Street signs | 1 | 2 | 3 | 4 | 5 |
| Bicycle sensitive intersections | 1 | 2 | 3 | 4 | 5 |
| Enhanced crosswalk designs | 1 | 2 | 3 | 4 | 5 |

18. Do you need more bicycle racks in your neighborhood?
    - ☐ Yes
        a. If **Yes**, where? (check all that apply)
            - ☐ Curbside
            - ☐ Work places
            - ☐ Parking garages
            - ☐ Public buildings
            - ☐ Parks
            - ☐ Other _____
    - ☐ No

19. Where do you typically park your bicycle? (check all that apply)
    - ☐ Parking meters
    - ☐ Sign posts
    - ☐ Street lamps
    - ☐ Traffic signals
    - ☐ Street furniture such as benches
    - ☐ Railings
    - ☐ Designated bicycle rack
    - ☐ Other _____

20. When riding, what particular problems do you encounter on your route? (circle below)

| | Do not encounter | Sometimes encounter | Regularly encounter |
|---|---|---|---|
| Vehicles parked in bicycle lanes | 1 | 2 | 3 |
| Vehicles not sharing the roadway | 1 | 2 | 3 |
| Poor road surface conditions | 1 | 2 | 3 |
| "Dooring" (car driver opening a door into the flow of traffic) | 1 | 2 | 3 |
| Difficulty in crossing intersections | 1 | 2 | 3 |

21. In general how would you rate the bicycle conditions in the Danville Metropolitan Area? (circle below)

| Poor | | Average | | Excellent |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |

## Safety Education

22. How would you rate the attitude of motorists toward bicyclists in the region? (circle below)

| Negative | | Neutral | | Positive |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |

23. How would you rate the overall level of service provided to the bicyclists by the existing roadway network in terms of safety, connectivity, and efficiency? (circle below)

| | Poor | | Average | | Excellent |
|---|---|---|---|---|---|
| Safety | 1 | 2 | 3 | 4 | 5 |
| Connectivity | 1 | 2 | 3 | 4 | 5 |
| Efficiency | 1 | 2 | 3 | 4 | 5 |

24. Do you wear a helmet when riding?
    - ☐ Yes, I always put safety first.
    - ☐ Sometimes, it depends on the day.
    - ☐ No, I'd rather keep my hair looking good.

25. Have you ever been in a crash on a bicycle?
    - ☐ Yes
    - ☐ No

## Optional Demographic Information

26. Your age group:
    - ☐ Under 20
    - ☐ 20 – 30
    - ☐ 31 – 40
    - ☐ 41 – 50
    - ☐ 51 – 60
    - ☐ Over 60

27. Gender:
    - ☐ Male
    - ☐ Female

28. Work status:
    - ☐ Full time
    - ☐ Part time
    - ☐ Not employed
    - ☐ Retired
    - ☐ Student

29. Highest level of education obtained:
    - ☐ Did not complete high school
    - ☐ GED
    - ☐ High school diploma
    - ☐ Some college
    - ☐ Associate's degree/trade/vocational school
    - ☐ Bachelor's degree
    - ☐ Master's degree
    - ☐ Ph.D./J.D.

30. About how far do you live from your place of work? _____ miles.



*Phone: 217-431-2873* *Fax: 217-431-2237*

Please feel free to leave any additional comments in the space below.

*Thank you for your participation and input in the bicycle planning process. Remember there will be a community participation workshop in October 2009, where you can provide more ideas to help shape the future. In addition, DATS will share the results of the survey with the community during this workshop. Send surveys to Angie Stenson at the DATS office located at 17 W. Main St., Danville, IL 61832.*

## Appendix 2-2: List of Community Destinations and Existing Bicycle Facilities*

Top Community Destinations:

- Kickapoo State Park (Vermilion County)
- Kennekuk Cove County Park (Vermilion County)
- Winter Park/Ambucs Playground for Everyone/Winterview Park (City of Danville)
- Downtown Danville and the Danville Public Library
- Ellsworth Park (City of Danville)
- Village Mall and N. Vermilion St. retail (City of Danville)
- Danville Area Community College and Veterans Affairs Hospital (City of Danville)

Additional Community Destinations:

- Wetland Boardwalk (Heron Park, Vermilion County)
- Forest Glen County Park (Vermilion County)
- Temple Plaza (City of Danville)
- Lincoln Park (City of Danville)
- Danville Stadium (City of Danville)
- Lake Vermilion (City of Danville)
- Garfield Spray Ground (City of Danville)
- Douglas Park (City of Danville)
- American Legion (City of Danville)
- YMCA (City of Danville)
- Westville Historical Museum (Village of Westville)
- Village and City Libraries

Top Existing Bicycle Facilities:

- E. Winter Ave. path (City of Danville)
- Lincoln Park/Friendly Town (City of Danville)
- E. 4th St. /Highland overpass (City of Danville)
- Kickapoo Mountain Bike Trails (Vermilion County)
- Forest Glen Bike Trails (Vermilion County)
- Kennekuk Co. Park (Vermilion County)
- 14th St. overpass (Village of Tilton)

Additional Existing Bicycle Facilities:

- Jackson St. Bike Route Designation (City of Danville)
- Bicycle Signage on Vermilion St. (Village of Catlin)
- I-74 Pedestrian Bridge (south Danville to Village of Tilton)

**Facilities identified based on public input from the Public Input Survey, BAC meetings, and public workshops.*

## Appendix 2-3: List of Major Barriers to Bicycling

Roadway Barriers:
- Interstate 74
- IL Rt. 1
- US Rt. 150
- US Rt. 136
- Fairchild St. Subway structure
- S. Gilbert St. bridge on US 150/IL Rt. 1 in the City of Danville
- Memorial Bridge on US 150/Main St. in the City of Danville

Intersection Barriers:
- Vermilion St. and Winter Ave. in the City of Danville
- Vermilion St. and Fairchild St. in the City of Danville
- Vermilion St. and English St. in the City of Danville
- Gilbert St. and US Rt. 150 (IL Rt. 1 & US Rt. 136) in the City of Danville
- US 150 and Logan Ave. in the City of Danville
- Interstate 74 and US Rt. 150 west of the City of Danville
- W. Winter Ave., Logan Ave. and Denmark Rd. in the City of Danville
- E. Main St. and Bowman Ave. in the City of Danville
- Voorhees St. and Bowman Ave. in the Village of Tilton
- IL Rt. 1 and 14th St. in the Village of Tilton
- IL Rt. 1 and Main St. in the Village of Westville

Other Barriers:
- At-grade railroad crossings
- Vermilion River

## Appendix 4-1:
## IDOT Bureau of Design and Environment Manual: Bicycle Facility Selection Table*

| | Bicycle Accommodation Required | | | |
|---|---|---|---|---|
| **Roadway Characteristics** | **Paved Shoulders (inclusive of rumble strip)** | **Outside Curb-lane Width** | **Bicycle Lane (includes gutter pan)** | **Side Path Bidirectional** |
| | | | | |
| **Rural Roadways <30 mph Posted** | | | | |
| Design Year ADT under 2000 | None | | | |
| Design Year ADT 2000 --8000 | 4 ft. | | | optional |
| Design Year ADT >8000 | 4 ft. | | | optional |
| | | | | |
| **Rural Roadways 30-35 mph Posted** | | | | |
| Design Year ADT under 2000 | 4 ft. | | | optional |
| Design Year ADT 2000 --8000 | 4 ft. | | | optional |
| Design Year ADT >8000 | 6 ft. | | | optional |
| | | | | |
| **Rural Roadways 36 - 44 mph Posted** | | | | |
| Design Year ADT under 2000 | 6 ft. | | | optional |
| Design Year ADT 2000 --8000 | 6 ft. | | | optional |
| Design Year ADT >8000 | 6 ft. | | | optional |
| | | | | |
| **Rural Roadways >44 mph Posted** | | | | |
| Design Year ADT under 2000 | 6 ft. | | | optional |
| Design Year ADT 2000 --8000 | 8 ft. | | | optional |
| Design Year ADT >8000 | | | | 10--12 ft. |
| | | | | |
| **Urban Roadways <30 mph Posted** | | | | |
| Design Year ADT under 2000 | | None | | optional |
| Design Year ADT 2000 --8000 | | 13--14 ft. | | optional |
| Design Year ADT >8000 | | | 5 ft. | optional |
| Design Year ADT > 15000 | | | optional 6 ft. | 10--12 ft. |
| | | | | |
| **Urban Roadways 30 - 35 mph Posted** | | | | |
| Design Year ADT under 2000 | | | 5 ft. | optional |
| Design Year ADT 2000 --8000 | | | 5 ft. | optional |
| Design Year >8000 | | | 6 ft. | optional |
| Design Year ADT > 15000 | | | optional 6 ft. | 10--12 ft. |
| | | | | |
| **Urban Roadways 36 - 44 mph Posted** | | | | |
| Design Year ADT under 2000 | | | 5 ft. | optional |
| Design Year ADT 2000 --8000 | | | 6 ft. | optional |
| Design Year ADT >8000 | | | | 10--12 ft. |
| Design Year ADT > 15000 | | | | 10--12 ft. |
| | | | | |
| **Urban Roadways > 44 mph Posted** | | | | |
| Design Year ADT under 2000 | | | 6 ft. | optional |
| Design Year ADT 2000 --8000 | | | 6 ft. | optional |
| Design Year ADT >8000 | | | | 10--12 ft. |
| Design Year ADT > 15000 | | | | 10--12 ft. |

**Bicycle Facility Selection Table, Figure 17-2A in Chapter 17 of IDOT"s Bureau of Design and Environmental Manual*

## Appendix 6-1: BLOS Calculation Study Results

| Road Name | From: West or North Location | To: East or South Location | Road Jurisdiction | BLOS Calculation | LOS Grade |
|---|---|---|---|---|---|
| entrance to Kennekuk County Park | | Henning Rd. | Blount Township | 0.01 | A |
| North St. | Logan Ave. | Franklin St. | City of Danville | 0.01 | A |
| Logan Ave. | Fairchild St. | Woodbury St. | City of Danville | 0.01 | A |
| North St. | Franklin St. | Hazel St. | City of Danville | 0.01 | A |
| South St. | S Walnut St. | RR tracks | City of Danville | 0.01 | A |
| Walnut St. | North St. | South St. | City of Danville | 0.01 | A |
| South St. | RR tracks | Buchanan | City of Danville | 0.01 | A |
| E. Kennedy Dr. /S Kennedy Dr. | N. Seminary St. | S. Kennedy Dr. | City of Georgetown | 0.01 | A |
| Brooks St. | Smith Ave. | Grape Creek Rd. | Village of Belgium | 0.01 | A |
| Smith Ave. | Rt. 1 | Brooks St | Village of Belgium | 0.01 | A |
| E Williams St. | Rt. 1 | Madison St. | Village of Westville | 0.01 | A |
| W Williams St. | Cook St. | Rt. 1 | Village of Westville | 0.01 | A |
| N West St. | W Ellsworth St. | W Main St. | Village of Westville | 0.01 | A |
| S West St. | W Main St. | Veterans Ave. | Village of Westville | 0.01 | A |
| N Jefferson St. | E Williams St. | E Main St. | Village of Westville | 0.01 | A |
| S Walnut St. | E Main St. | Pennsylvania St | Village of Westville | 0.01 | A |
| Main St. | Cook St. | N Jefferson St. | Village of Westville | 0.01 | A |
| Hazel St. | Williams St. | Seminary St. | City of Danville | 0.08 | A |
| Rt. 1 | Westville | Georgetown | IDOT | 0.72 | A |
| Michigan Ave. | Voorhees St. | Fairchild St. | City of Danville | 1.31 | A |
| Wilkin Ave. | dead end | Logan Ave. | City of Danville | 1.36 | A |
| Southgate Dr. | Rt. 1 | Hodge St. | Village of Tilton | 1.48 | A |
| E. Williams St. | N. Griffin St. | State St. | City of Danville | 1.55 | B |
| 14th St. | 14th St. Bridge | Rt. 1 | Village of Tilton | 1.65 | B |
| Rue Bienville | Old Ottawa Rd. | dead end | City of Danville | 1.79 | B |
| W 10th St. | Park St. | Rt. 1 | City of Georgetown | 1.90 | B |
| West Newell Rd. | N 1450 East Rd. | N. Vermilion St. | Vermilion County | 1.90 | B |
| Jefferson St. | E Bluff St. | E 4th St. | City of Danville | 1.92 | B |
| Koehn Dr. | E Voorhees St. | E English St. | City of Danville | 1.95 | B |
| Henning Rd. | E 1950 North Rd. | Hungry Hollow Rd. | IDOT | 1.95 | B |
| English St. | Logan Ave. | Harmon St. | City of Danville | 1.96 | B |
| Jackson St. | Newell Ave. | Winter Ave. | City of Danville | 1.97 | B |
| Park Haven Blvd. | Fairway Dr. | Golf Cir. | City of Danville | 1.99 | B |
| Seminary St. | Washington Ave. | Collett St. | City of Danville | 2.02 | B |
| Oakwood Ave. | N 1300 East Rd. | Avenue C | City of Danville | 2.03 | B |
| Eastview Ave. | Holiday Dr. | Crestview Dr. | City of Danville | 2.04 | B |
| Henning Rd. | entrance to Kennekuk | E 1950 North Rd. | IDOT | 2.04 | B |
| E 9th St. | Rt. 1 | Perrysville Ave. | City of Georgetown | 2.06 | B |
| Park St. | W 15th St. | W. West St. (via Dyke Dr.) | City of Georgetown | 2.08 | B |
| N 1750 East Rd. | Mill St. | E 850 North Rd. | McKendree Township | 2.08 | B |
| E 900 North Rd. | N 1880 East Rd. | Forest Glen entrance | Vermilion County | 2.09 | B |
| E 10th St. | Rt. 1 | Perrysville Ave. | City of Georgetown | 2.10 | B |
| Franklin St. | Winter Ave. | English St. | City of Danville | 2.11 | B |
| E 14th St. | Rt. 1 | Perrysville Ave. | City of Georgetown | 2.13 | B |
| Hodge St. | E 14th St. | Southgate Dr. | Village of Tilton | 2.16 | B |
| Indiana St. | Williams St. | Main St. | City of Danville | 2.17 | B |
| W Center St. | N Webster St. | N Sandusky St. | Village of Catlin | 2.17 | B |
| Jackson St. | Fletcher Pl. | Voorhees St. | City of Danville | 2.22 | B |
| Perrysville Ave. | E 850 North Rd. | E 9th St. | City of Georgetown | 2.24 | B |
| N. Griffin St.* | E Voorhees St. | E Williams St. | City of Danville | 2.25 | B |
| N. Griffin St.* | Williams St. | Seminary St. | City of Danville | 2.27 | B |
| Jackson St. | Winter Ave. | Fletcher Pl. | City of Danville | 2.27 | B |
| N. Webster St. | Northview Dr. | W. Vermilion St. | Village of Catlin | 2.27 | B |
| Northview Dr. | Westwood Dr. | Webster St. | Village of Catlin | 2.28 | B |
| Hungry Hollow Rd. | Henning Rd. | Danville city limits | Danville Township | 2.29 | B |
| N 1880 East Rd. | E 900 North Rd. | Mill St. | McKendree Township | 2.29 | B |
| Main St. | Illini Rd. | Eastgate Dr. | IDOT | 2.30 | B |
| 4th St. | L St. | G St. | Village of Tilton | 2.31 | B |

| Road Name | From: West or North Location | To: East or South Location | Road Jurisdiction | BLOS Calculation | LOS Grade |
|---|---|---|---|---|---|
| Buchanan St. | Bryan Ave | McReynolds St. | City of Danville | 2.32 | B |
| Seminary St. | Perrysville Ave. | E. Kennedy Dr. | City of Georgetown | 2.32 | B |
| Eastview Ave. | Crestview Dr. | Voorhees St. | City of Danville | 2.33 | B |
| Catlin-Tilton Rd. | Parker St. | 5th St. | Village of Tilton | 2.33 | B |
| E 2100 North Rd./Old Ottawa Rd. | Henning Rd. | N 1400 East Rd. | Blount Township | 2.34 | B |
| W. Williams St. | Danville city limits | Hampton Rd. | City of Danville | 2.34 | B |
| N Sandusky St. | W Center St. | W Vermilion St. | Village of Catlin | 2.35 | B |
| English St. | Gilbert St. | Jackson St. | City of Danville | 2.40 | B |
| Logan Ave. | W North St. | Ellsworth Park entrance | City of Danville | 2.42 | B |
| S Sandusky St. | RR tracks | Farrar St. | Village of Catlin | 2.42 | B |
| Farra St. | S Sandusky St. | Catlin-Indianola Rd. | Village of Catlin | 2.44 | B |
| Park Haven Blvd. | Golf Cir. | Old Ottawa Rd. | City of Danville | 2.45 | B |
| Oak St. | Voorhees St. | English St. | City of Danville | 2.48 | B |
| Hawbuck Rd. | Grape Creek Rd. | E 1100 North Rd. | Danville/McKendree Townships | 2.48 | B |
| Fleming St. | Webster St. | N Paris St. | Village of Catlin | 2.48 | B |
| Griffin St. | Nevada | Cleveland | City of Danville | 2.49 | B |
| Guy Ave. | 14th St. | Mill St. | City of Georgetown | 2.49 | B |
| E 1100 North Rd. | N 1850 East Rd. | Hawbuck Rd. | McKendree Township | 2.52 | C |
| Perrysville Ave. | McReynolds St. | Texas Ave. | Vermilion County | 2.52 | C |
| W Bluff St. | Rt. 1 | Jefferson St. | City of Danville | 2.54 | C |
| E 900 North Rd. | Rt. 1 | Perrysville Rd. | Georgetown Township | 2.54 | C |
| Holiday Dr. | Eastview Ave. | Bowman Ave. | City of Danville | 2.56 | C |
| Winter Ave. | Jackson St. | Bowman Ave. | City of Danville | 2.57 | C |
| Texas Ave. | Florida St. | S Griffin St. | City of Danville | 2.57 | C |
| Oakwood Ave. | Avenue C | Danville Metal Stamping | City of Danville | 2.59 | C |
| W. West St/E. West St. | Warner St. | Seminary St. | City of Georgetown | 2.59 | C |
| Logan St. | W. West St. | Plum St. | City of Georgetown | 2.62 | C |
| Hazel St. | Seminary St. | Main St. | City of Danville | 2.63 | C |
| Townway Rd. | Liberty Ln. | Northland St. | City of Danville | 2.67 | C |
| E 3rd St. | Rt. 1 | N Seminary St. | City of Georgetown | 2.67 | C |
| Batestown Rd. | US Rt. 150 (west) | US Rt. 150 (east) | Vermilion County | 2.67 | C |
| S Sandusky St. | W Vermilion St. | RR tracks | Village of Catlin | 2.70 | C |
| Ferndale Ave. | Poland Rd. | Liberty Ln. | City of Danville | 2.75 | C |
| Grape Creek Rd. | Kelly St. (Belgium) | Hawbuck Rd. | Danville Township | 2.75 | C |
| W. Ross Ln. | Atwood St. | King St. | Village of Tilton | 2.75 | C |
| N 1370 East Rd. | E 2250 North Rd. | E 2200 North Rd. | Blount Township | 2.77 | C |
| Oak St. | Winter Ave. | Voorhees St. | City of Danville | 2.77 | C |
| Main St. | Kansas Ave. | Illini Rd. | IDOT | 2.77 | C |
| Mill St. | Rt. 1 | Guy Ave. | City of Georgetown | 2.78 | C |
| N. Oregon Ave. | E. Fairchild St. | Main St. | City of Danville | 2.79 | C |
| N 1850 East Rd. | E 1100 North Rd. | E 900 North Rd. | Vermilion County | 2.79 | C |
| Atwood St. | W. 14th St. | W. Ross Ln. | Village of Tilton | 2.79 | C |
| Highland Blvd. | E 4th St. | E 9th St. | City of Danville | 2.82 | C |
| E 2200 North Rd./Gravat Rd. | N 1370 East Rd. | Denmark Rd. | Vermilion County | 2.82 | C |
| Seminary St. | Collett St. | Griffin St. | City of Danville | 2.83 | C |
| Westwood Dr. | Northview Dr. | W. Vermilion St. | Village of Catlin | 2.85 | C |
| E 2250 North Rd. | N 1350 East Rd. | N 1370 East Rd. | Blount Township | 2.86 | C |
| N 1350 East Rd. | N 2300 North Rd. | E 2250 North Rd. | Blount Township | 2.86 | C |
| Hillery Henning Rd. | US Rt. 150 | Batestown Rd. | Vermilion County | 2.86 | C |
| Rt. 1 | Ross Ln. | Smith Ave. | IDOT | 2.88 | C |
| Grape Creek Rd. | Perrysville Rd. | Hawbuck Rd. | Danville Township | 2.91 | C |
| N 1400 East Rd. | E 2200 North Rd./Gravat Rd. | E 2100 North Rd. | Blount Township | 2.92 | C |
| Newell Ave. | Jackson St. | Townway Rd. | City of Danville | 2.92 | C |
| E 9th St. | Highland Blvd. | 1st Ave. | City of Danville | 2.97 | C |
| N Webster St./N 1250 East Rd. | Shangri La Rd. | Northview Dr. | Catlin Township | 2.99 | C |
| Townway Rd. | Northland St. | Newell Ave. | City of Danville | 2.99 | C |
| King St. | W. 14th St. | W. Ross Ln. | Village of Tilton | 2.99 | C |

| Road Name | From: West or North Location | To: East or South Location | Road Jurisdiction | BLOS Calculation | LOS Grade |
|---|---|---|---|---|---|
| Robinson St. | English St. | North St. | City of Danville | 3.01 | C |
| Fowler Ave. | E Voorhees St. | E English St. | City of Danville | 3.01 | C |
| English St. | Harmon St. | Gilbert St. | City of Danville | 3.06 | C |
| Catlin – Indianola Rd. | Farra St. (Catlin) | E 1200 N. Rd. | IDOT | 3.06 | C |
| Mill St. | Guy Ave. | N 1880 East Rd. | Vermilion County/ IDOT | 3.07 | C |
| Shangri La Rd. | Batestown Rd. | N 1250 East Rd. | Catlin/Danville Township | 3.09 | C |
| Hazel St. | Fairchild St. | Davis St. | City of Danville | 3.09 | C |
| Seminary St. | Hazel St. | Washington Ave. | City of Danville | 3.10 | C |
| E 2200 North Rd. | Henning Rd. | N 1370 East Rd. | Vermilion County | 3.13 | C |
| 14th St. | Catlin-Tilton Rd. | 14th St. Bridge | Village of Tilton | 3.13 | C |
| 14th St. | Rt. 1 | Hodge St. | Village of Tilton | 3.17 | C |
| 1st Ave. | E 9th St. | E 14th St. | Village of Tilton | 3.18 | C |
| E 650 N. Rd./E 509 N. Rd. | Catlin-Indianola Rd. | Warner St. (Georgetown) | Vermilion County | 3.20 | C |
| E. Williams St. | Iowa St. | Kansas Ave. | City of Danville | 3.21 | C |
| Buchanan St. | South St. | Bryan Ave | City of Danville | 3.22 | C |
| N 1450 East Rd. (Denmark Rd)* | West Newell Rd. | E 2300 North Rd. | Vermilion County | 3.23 | C |
| Griffin St. | Cleveland | Perrysville | City of Danville | 3.24 | C |
| Old Ottawa Rd. | N 1400 East Rd. | Park Haven Blvd. | Blount Township | 3.25 | C |
| E 850 North Rd. | Perrysville Rd. | N 1720 East Rd. | Georgetown/ McKendree Township | 3.29 | C |
| Perrysville Ave. | north of 14th St. | E 850 North Rd. | Georgetown Township | 3.33 | C |
| E 2300 North Rd. | N 1350 East Rd. | N 1450 East Rd. | Blount Township | 3.34 | C |
| Griffin St. | Seminary St. | Nevada | City of Danville | 3.34 | C |
| Hazel St. | English St. | Fairchild St. | City of Danville | 3.34 | C |
| Denmark Rd.* | E 2300 North Rd. | Danville city limits | Vermilion County | 3.34 | C |
| E. Williams St. | State St. | Iowa St. | City of Danville | 3.35 | C |
| Rt. 1 | Southgate Dr. | Ross Ln. | IDOT | 3.35 | C |
| Poland Rd./N 1750 East Rd./E 2200 North Rd. | Tracks | N 1900 East Rd. | Newell Township | 3.36 | C |
| Jackson St. | Voorhees St. | English St. | City of Danville | 3.38 | C |
| Denmark Rd. | Danville city limits | Winter Ave./Logan Ave. | City of Danville | 3.39 | C |
| Winter Ave. | Vermilion St. | Jackson St. | City of Danville | 3.40 | C |
| E 1950 North Rd. -Kickapoo | entrance to Kickapoo | Henning Rd. | Blount Township | 3.43 | C |
| Logan Ave. | Woodbury St. | North St. | City of Danville | 3.43 | C |
| Logan Ave. | Voorhees St. | Fairchild St. | City of Danville | 3.47 | C |
| E 4th St. | Rt. 1 | Highland Blvd. | City of Danville | 3.47 | C |
| E 850 North Rd. | N 1720 East Rd. | N 1880 East Rd. | McKendree Township | 3.50 | C |
| E English St. | N Griffin St. | Fowler Ave. | City of Danville | 3.51 | D |
| Perrysville Rd. | E 900 North Rd./E Stevens Ln. | E 850 North Rd. | Georgetown Township | 3.52 | D |
| W. Vermilion St. | Westwood Dr. | Webster St. | Village of Catlin | 3.52 | D |
| Hazel St. | Davis St. | Williams St. | City of Danville | 3.53 | D |
| Perrysville Ave. | Grape Creek Rd. | Griffin | City of Danville | 3.54 | D |
| Old Ottawa Rd. | Park Haven Blvd. | Denmark Rd. | City of Danville | 3.56 | D |
| W. Williams St. | Parras St. | Logan Ave. | City of Danville | 3.59 | D |
| Catlin-Homer Rd./Vermilion St. | Mapleleaf Dr. | Westwood Dr. | Vermilion County | 3.65 | D |
| Catlin – Homer Rd. | McGee Rd. | Mapleleaf Dr. | Vermilion County | 3.72 | D |
| Fairchild St. | Bowman Ave. | Griffin St. | City of Danville | 3.76 | D |
| Perrysville Ave. | Texas | Grape Creek Rd. | Vermilion County | 3.78 | D |
| Logan Ave. | Winter Ave./Denmark Rd. | Voorhees St. | City of Danville | 3.79 | D |
| W. Williams St. | Hampton Rd. | Parras St. | Danville/Danville Township | 3.80 | D |
| Catlin – Tilton Rd. | Paris St. (Catlin) | L St. (Tilton) | IDOT | 3.80 | D |
| Henning Rd. | Hungry Hollow Rd. | US 150 | Vermilion County/IDOT | 3.84 | D |
| Liberty Ln. | Vermilion St. | Ferndale Ave. | City of Danville | 3.87 | D |
| Poland Rd./N 1750 East Rd./E 2200 North Rd. | Ferndale Ave. | Tracks | Newell Township | 3.87 | D |

| Road Name | From: West or North Location | To: East or South Location | Road Jurisdiction | BLOS Calculation | LOS Grade |
|---|---|---|---|---|---|
| Winter Ave. | Logan Ave./Denmark Rd. | Vermilion St. | City of Danville | 3.93 | D |
| Bowman Ave. | Winter Ave. | Garden Dr. | City of Danville | 3.98 | D |
| Voorhees St. | Vermilion St. | Jackson St. | City of Danville | 3.98 | D |
| Voorhees St. | Griffin St. | Michigan Ave. | City of Danville | 4.07 | D |
| Fairchild St. | Hazel St. | Bowman Ave. | City of Danville | 4.08 | D |
| Voorhees St. | Rail Road Tracks | Griffin St. | City of Danville | 4.13 | D |
| Voorhees St. | Bowman Ave. | Rail Road Tracks | City of Danville | 4.16 | D |
| Voorhees St. | Jackson St. | Bowman Ave. | City of Danville | 4.27 | D |
| N. Vermilion St. | West Newell Rd. | Liberty Ln. | IDOT | 4.35 | D |
| Bowman Ave. | Garden Dr. | Holiday Dr. | City of Danville | 4.38 | D |
| Rt. 1 | Smith Ave. | Kelly St. | IDOT | 4.68 | E |
| Rt. 1 | Kelly St. | Westville Ln./E 1100 N Rd. | IDOT | 4.98 | E |
| Rt. 1 (Gilbert St. bridge) | North St. | Bluff St. | IDOT | 5.60 | F |
| Rt. 1 | Bluff St. | 14th St. | IDOT | 5.71 | F |
| Rt. 1 | 16th St. | Old Dam Rd. | IDOT | 5.80 | F |

** BLOS recalculated since original data set due to road improvements after February 2010 and before the release of this study.*

6/30/10
The Danville Area Transportation Study's Bicycle Plan document will be available for public review and comment between Thursday, July 1, 2010 and Thursday, July 22, 2010 at the following locations: Danville City Hall, Danville Public Library, Tilton Village Hall, Westville Public Library, Georgetown Public Library, Catlin Public Library, and online at www.cityofdanville.org/dats. Please send comments to Angie Stenson via phone: 217-431-2873, email: astenson@cityofdanville.org, or fax: 217-431-2237 by July 22, 2010.

#1425006

TE OF ILLINOIS )
nty of Vermilion ) ss.
of Danville )

/SPAPER HOLDINGS INC., DBA THE COMMERCIAL-NEWS, a
poration, organized and existing under and pursuant to the laws of the
e of Illinois, HEREBY CERTIFIES.

That it is the PUBLISHER of the COMMERCIAL-NEWS, and the COMMERCIAL-NEWS is a secular newspaper of general circulation in Vermilion County, Illinois, printed and published in the City of Danville, Vermilion County, Illinois:

That a notice, of which the annexed is a true copy, has been regularly published, in said newspaper one time each day/week for 1 successive days/weeks/times.

That the first of such publications was on the 29 day of June 20 10, and the last publication was on the 30 day of June 20 10.

That the COMMERCIAL-NEWS has been regularly published for at least six (6) months prior to the first publication of said notice: that the face of the type in which such publication was made is the same as the body type used in the classified advertising in the newspaper in which such publication was made.

That Chris Vaccio has been duly appointed as agent of said company and authorized to certify all certificates of publication required to be made on account of publications made in the COMMERCIAL-NEWS, and that such appointment is still in full force and effect.

IN WITNESS WHEREOF, the said NEWSPAPER HOLDINGS INC., DBA THE COMMERCIAL-NEWS, PUBLISHER, aforesaid, has caused its corporate name to be hereinto affixed, and this certificate executed by Chris Vaccio its authorized Agent, on this 30 day of June, A.D. 20 10.

Printer's Fee $ 46.43

NEWSPAPER HOLDINGS INC.,
D.B.A. COMMERCIAL-NEWS

By: _____
*Authorized Agent*

Date Paid _____ 20 ___ .

# CERTIFICATE OF PUBLICATION
# IN
# The Independent News

The undersigned, THE NEWS-GAZETTE, INC. by its authorized agent, does hereby certify that said corporation is the publisher of The Independent News and that the same is the weekly secular newspaper of general circulation published in Georgetown, Vermilion County, Illinois, and said newspaper is a newspaper as defined by 715 ILCS 5/5 (1992) and 715 ILCS 10/1 (1992); said publisher further certifies that the annexed notice was published once each week for one consecutive week(s) in said newspaper, on the following date(s):

07/07/2010

PUBLIC NOTICE THE DANVILL

**PUBLIC NOTICE**

The DANVILLE AREA TRANSPORTATION STUDY'S BICYCLE document will be available for public review and comment between Wednesday, July 7, 2010 and Thursday, July 22, 2010 at the following locations: Danville City Hall, Danville Public Library, Tilton Village Hall, Westville Public Library, Georgetown Public Library, Catlin Public Library, and online at www.cityofdanville.org/dats. Please send comments to Angie Stenson via phone: 217-431-2373; email: astenson@cityofdanville.org, or fax: 217-431-2237 by July 22, 2010.

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Said publisher further certifies that the date of the first paper containing the said notice was on the first date hereinabove set forth and that the date of the last paper continuing the said notice was on the last date hereinabove set forth.

The News-Gazette, Inc.

Publisher of The Independent News

By: Katie Marrow
Authorized Agent

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