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SAVOY, IL
BIKE & PEDESTRIAN PLAN

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# TABLE OF CONTENTS

1. INTRODUCTION  

2. EXISTING PLANS AND POLICIES  

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

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

## 2.3 Local Level
- Savoy Planning for Parks and Recreation (William A. Smith, CPRP, 2002)  
- Savoy Comprehensive Plan Update (Village of Savoy, 2009)  

## 2.4 Contiguous Planning Areas
- U.S. 45 Corridor Study (CCRPC, 2006)  
- St. Mary’s Road Corridor Study (CCRPC, 2008)  
- Champaign Moving Forward (LSA Associates and Catalyst Consulting, 2008)  
- Walk Champaign: Champaign’s Pedestrian Plan (City of Champaign, 2014)  
- Sustainable Choices: Long Range Transportation Plan 2040 (CCRPC, 2014)  
- University of Illinois Campus Bicycle Plan (UIUC, 2014)  
- 2016 Urbana Park District Trails Master Plan (CCRPC, 2016)  
- 2016 City of Urbana Bicycle Master Plan (CCRPC, In Progress)  
- Champaign Park District Trails Master Plan (CCRPC, In Progress)
3. EXISTING CONDITIONS

3.1 Population Characteristics

- Population Density
- Household Characteristics (Ownership and Age)
- Mobility in Different Age Groups
- Race and Ethnicity
- Median Household Income
- Means of Transportation to Work

3.2 Major Destinations

- Savoy Major Destinations
- Regional Major Destinations

3.3 Roadway Network

- Roadway Functional Classification
- Roadway Jurisdiction
- Average Daily Traffic (ADT), Posted Speed Limit, and Heavy Vehicle Traffic
- Frequency of Driveways
- Bicycle-Vehicle and Pedestrian-Vehicle Crashes

3.4 Bicycle Network Conditions

- Existing Bikeways and Trails
- Bicycle Level of Service (BLOS)

3.5 Sidewalk Network

- Conditions and ADA Score
- Network Connectivity and Accessibility

3.6 Transit Accessibility

3.7 Summary of existing conditions
4. BICYCLIST TYPES

4.1 Four Requirements People Need to Bike

4.2 AASHTO Bicyclist Types

4.3 Four Types of Bicyclists

4.4 Target Audience of the Savoy Bike & Pedestrian Plan

5. FACILITY TYPES

5.1 Bikeway Facilities
   - On-street Facilities
   - Off-Street Facilities

5.2 Pedestrian Facilities

5.3 Point Facilities

6. PUBLIC INPUT

6.1 Sustainable Choices 2040

6.2 Active Choices Plan

6.3 Public Workshops
   - Public Workshop #1
   - Public Workshop #2
7. GOALS & OBJECTIVES

7.1 Theme: Connectivity
7.2 Theme: Safety
7.3 Theme: User-Friendliness
7.4 Theme: Convenience
7.5 Theme: Education
7.6 Themes: Funding and Implementation
7.7 Theme: Equity

8. RECOMMENDATIONS

Infrastructure Recommendations
- Central Savoy
- South Savoy

Non-Infrastructure Recommendations
- Education
- Encouragement
- Enforcement
- Evaluation

Policy Recommendation
- Bike Parking & Zoning Ordinance Recommendations
## 9. IMPLEMENTATION

### Implementation Concepts

- Maintenance of On-Road Bicycle Facilities
- Public Input
- High Priority Infrastructure Recommendations

### Implementation Maps & Matrices

### Funding Sources

### APPENDIX A: Population Data

### APPENDIX B: Existing Parks

### APPENDIX C: Greenways & Trails Design Guidelines

### APPENDIX D: Signage & Bike Parking Design Guidelines

### APPENDIX E: Public Workshop #1- Results & Materials

### APPENDIX F: Public Workshop #2- Results & Materials

### APPENDIX G: Performance Measure Tracking Sheets

### APPENDIX H: Draft Savoy Complete Streets Policy
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1. INTRODUCTION

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

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

This plan was developed in multiple phases which included regular meetings with the Advisory Committee; the analysis of existing conditions; the development of goals, objectives and performance measures; public workshops; development of the bicycle and pedestrian networks, and an implementation plan.
SAVOY BIKE & PEDESTRIAN PLAN | 1. Introduction

FIGURE 1-2

Savoy Bike & Pedestrian Plan
Larger Residential Subdivisions

Legend
- Study Area
- Roads
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Open Spaces outside Savoy

[Map showing Savoy Bike & Pedestrian Plan with larger residential subdivisions and various symbols indicating study area, roads, railroads, streams, water, public parks, public golf courses, and open spaces outside Savoy.]
2. EXISTING PLANS AND POLICIES

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

2.1 STATE LEVEL

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

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

Connection to the Savoy Bike and Pedestrian Plan:

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


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

Connection to the Savoy Bike and Pedestrian Plan:

The plan cites the work of many jurisdictions in Champaign County to construct greenways and trails. It also highlights the implementation of the Champaign County Greenways and Trails Plan as a key policy toward a countywide transportation system.
Active Choices: Champaign County Greenways and Trails Plan, Design Guidelines and Funding Sources List (CCRPC, 2014)

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

Connection to the Savoy Bike and Pedestrian Plan:

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

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

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

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

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

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

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

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

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

Connection to the Savoy Bike and Pedestrian Plan:

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

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

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

Connection to the Savoy Bike and Pedestrian Plan:

This document cites the inadequate bicycle and pedestrian conditions in the study area and the need for improvements.
Champaign Moving Forward (LSA Associates and Catalyst Consulting, 2008)

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

Connection to the Savoy Bike and Pedestrian Plan:

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

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

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

Connection to the Savoy Bike and Pedestrian Plan:

This plan applied a valuable methodology for project prioritization in three tiers, according to the level of pedestrian activity, room for improvement of conditions, existing design features, pedestrian demand generators, and feedback from surveys. Consideration of the proposed improvements in the Savoy Bike and Pedestrian Plan will increase the connectivity of the regional pedestrian network.
Sustainable Choices: Long Range Transportation Plan 2040 (CCRPC, 2014)

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

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

University of Illinois Campus Bicycle Plan (UIUC, 2014)

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

Connection to the Savoy Bike and Pedestrian Plan:
This plan outlines a proposed bikeway network through campus, including shared-use paths. Proposed bikeways can be considered in the Savoy Bike and Pedestrian Plan to create an integrated bicycle network between the Village of Savoy and the University of Illinois campus.
2016 Urbana Park District Trails Master Plan (CCRPC, 2016)

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

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

2016 City of Urbana Bicycle Master Plan (CCRPC, In Progress)

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

Connection to the Savoy Bike and Pedestrian Plan:
This plan recommends bikeway connections in the greater Champaign-Urbana-Savoy area. Additionally, design guidelines and recommendations in the Urbana Bicycle Master Plan will provide valuable information to enrich the Savoy Bike and Pedestrian Plan.
Champaign Park District Trails Master Plan (CCRPC, In Progress)

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

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

3.1 POPULATION CHARACTERISTICS

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

Population Density

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

Household Characteristics (Ownership and Age)

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

1. 2013 American Community Survey (ACS) 5-Year Estimates.
2. 2013 American Community Survey (ACS) 5-Year Estimates.
3. Includes all people in a household under the age of 18, regardless of marital status, who are related to the householder. Does not include householder’s spouse or foster children, regardless of age.

FIGURE 3-1 View of Burwash Park, Savoy, IL. Source: CUUATS
FIGURE 3-2

Savoy Bike & Pedestrian Plan
Population Density

Legend
- Study Area
- Roads
- Railroads

Estimate / Area Sq Mile
- 12.16 - 341.3
- 341.4 - 2,097
- 2,098 - 3,798
- 3,799 - 6,514
- 6,515 - 70,250

Source: American Community Survey (ACS) 2013 5-Year Estimates
Geographic Unit: Census Blockgroup
**Mobility in Different Age Groups**

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

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

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

The age group 18 to 21 is largely comprised of University of Illinois students, who often bicycle or take transit to campus. They live in apartments and condos, as well as in student apartment complexes located on First Street and Church Street.

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

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

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

![Figure 3-3](image) Population pyramid (%) for the Village of Savoy, 2013 ACS 5-Year Estimates

![Figure 3-4](image) Child with parent walking to Carrie Busey Elementary School. Source: CUUATS
FIGURE 3-5

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

Legend

- Housing Type
  - Multifamily Housing
  - Senior Housing
- Study Area
- Roads
- Railroads

- % Population Age 65+
  - 0% - 4.2%
  - 4.3% - 8.4%
  - 8.5% - 12.7%
  - 12.8% - 18%
  - 18.1% - 33.1%

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

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

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

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

Median Household Income

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

1. 2013 American Community Survey (ACS) 5-Year Estimates
2. 2013 American Community Survey (ACS) 5-Year Estimates
FIGURE 3-8

Savoy Bike & Pedestrian Plan
Median Household Income

Legend
- Study Area
- Roads
- Railroads

Median Household Income
- $4,839 - $25,833
- $25,834 - $37,583
- $37,584 - $56,014
- $56,015 - $73,048
- $73,049 or higher

Source: American Community Survey (ACS) 2013 5-Year Estimates
Geographic Unit: Census Blockgroup
Means of Transportation to Work

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

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

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

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FIGURE 3-9 Automobiles on Dunlap Avenue

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

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

Savoy Major Destinations

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

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

Concentrated along Curtis Road and Church Street, there are multifamily housing and student apartment complexes (see Figure 3-13), such as the Place at 117 and the Village at Colbert Park.
Carrie Busey Elementary School is located on the east side of Savoy (see Figure 3-14) and over 450 students are enrolled there. Located west of Savoy Plaza is the Montessori School of Champaign-Urbana. Further south, near John L. Jones Park, is a Champaign County Head Start facility, which is part of a federal program that promotes the school readiness of children ages 5 and under from low-income families by enhancing their cognitive, social, and emotional development.

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

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

Finally, there is the University of Illinois Willard Airport, which is owned and operated by the University of Illinois at Champaign-Urbana.
FIGURE 3-17

Savoy Bike & Pedestrian Plan
Savoy Destinations

Legend

Destination Type
- Airport
- Assisted living
- Dining
- Entertainment
- Government
- Groceries
- Apartments
- Post Office
- Recreational
- School
- Student housing
- Study Area
- Roads
- Shared-Use Path (sidepath)
- Divided Shared-Use Path
- Shared-Use Path (off-street)
- Bike Path
- Bike Lanes (on-street)
- Railroads
- Streams
- Water

0 0.125 0.25 0.5 Miles
N
Regional Major Destinations

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

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

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

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

Other important regional destinations are the parks and recreation spaces in the area, such as Centennial Park, Hessel Park and the Stephens Family YMCA in Champaign, and Meadowbrook Park in Urbana (see Figure 3-20).
FIGURE 3-21

Savoy Bike & Pedestrian Plan
Regional Destinations
3.3 ROADWAY NETWORK

Roadway Functional Classification

According to the Federal Highway Administration (FHWA):

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

A roadway generally has two basic functions: access to land or property and travel mobility. While mobility refers to the actual ability of the road to move traffic, accessibility has to do with the ease of entering or exiting a roadway to or from adjacent properties (see Figure 3-23). Arterials have high mobility but low land access and are usually used for longer trips. On the other hand, local roads have significantly lower mobility due to lower speed, but provide the highest level of land access. Collectors often act as the transitional roads from arterials to local roads, and they have intermediate levels of mobility and land access. Roadways with higher functional classification tend to have a negative effect on the perceived safety and comfort of pedestrians and bicyclists. In addition, they are also likely to be more difficult to cross.

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

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**FIGURE 3-23** Relationship of Functionally Classified Systems in Serving Traffic Mobility and Land Access

**FIGURE 3-22** Intersection of Windsor Road and U.S. 45
FIGURE 3-24

Savoy Bike & Pedestrian Plan
Roadway Functional Classification

Legend

Functional Classification
- Interstate
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road or Street
- Railroads
- Streams
- Study Area
- Public School K-12
- Private School K-12
- Water
- Public Park
- Public Golf Course
- Open Spaces outside Savoy
- City of Champaign

0 0.25 0.5 1 Miles N
Roadway Jurisdiction

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

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

As development occurs, land use often changes from agricultural to residential and commercial and land and roads are transferred from townships to the Village. Thus, provisions for bicycle and pedestrian infrastructure must be made together with roadway reconstruction.
Average Daily Traffic (ADT), Posted Speed Limit, and Heavy Vehicle Traffic

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

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

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

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

FIGURE 3-30

Savoy Bike & Pedestrian Plan
Average Daily Traffic (ADT)
FIGURE 3-31

Savoy Bike & Pedestrian Plan
Posted Speed Limit

Legend
- Posted Speed Limit
  - 25
  - 30
  - 35
  - 40
  - 45
  - 55
- Roads
- Study Area
- Public School K-12
- Private School K-12
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Open Spaces outside Savoy
FIGURE 3-32

Savoy Bike & Pedestrian Plan
Heavy Vehicle Traffic

Legend
- % Heavy Vehicles
  - 0
  - 1.5
  - 2.0
  - 3.5
- Roads
- Study Area
- Public School K-12
- Private School K-12
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Open Spaces outside Savoy
Roadway Widths and Potential for Bicycle Infrastructure

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

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

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

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

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

Most major roadways in the study area have a low frequency of driveways, making them potential candidates for a sidepath. Dunlap Avenue (U.S. 45) is a leading candidate, both due to its location and the concentration of destinations along its length in the study area. The exceptions are the segments near the intersections of U.S. 45 and Windsor Road, U.S. 45 and Church Street, and Church Street between Mattis Avenue and U.S. 45.
FIGURE 3-39

Savoy Bike & Pedestrian Plan
Frequency of Driveways
Vehicle Crashes

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

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

There was a significant amount of higher severity crashes on Dunlap Avenue near Savoy Plaza, which is a key destination in the Village. In addition, there were a number of crashes on Dunlap Avenue between Church Street and Airport Road, where there is a median strip and the posted speed limit increases to 55 mph.
FIGURE 3-43

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

Legend
Crashes by Injury Type
- C-Injury
- B-Injury
- A-Injury

Study Area
- Roads
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Willard Airport
- Village of Savoy
- City of Champaign

Savoy Bike & Pedestrian Plan
Savoy, Illinois

NDC
GIS
Savoy, Illinois
Bicycle-Vehicle and Pedestrian-Vehicle Crashes

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

All five crashes occurred at intersections with traffic signals, under dry conditions and with daylight. Factors that possibly contributed to these crashes and to the type B- and C-injury that resulted from the crashes include the high ADT and the high posted speed limit on these roadways.
FIGURE 3-46

Savoy Bike & Pedestrian Plan
Pedestrian- and Bicyclist-Vehicle Crashes (2009-2013)
3.4 BICYCLE NETWORK CONDITIONS

Existing Bikeways and Trails

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

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

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

FIGURE 3-48 Harold E. Ruppel Memorial Bike Path near Curtis Road. Source: CUUATS

FIGURE 3-49 Divided shared-use path on Curtis Road
FIGURE 3-50

Savoy Bike & Pedestrian Plan
Existing Bikeways & Trails

Legend
- Private Paths in Subdivisions
- Shared-Use Path (sidewalk)
- Divided Shared-Use Path
- Shared-Use Path (off-street)
- Bike Path
- Bike Lanes (on-street)
- Study Area
- Public School K-12
- Private School K-12
- Roads
- Railroads
- Streams
- Water
- CCGISV:CCGIS.Op...
- Public Park
- Public Golf Course
- Village of Savoy
- City of Champaign

0 0.25 0.5 1
Miles

N
Bicycle Level of Service (BLOS)

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

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

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

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

**FIGURE 3-52** Bike lane on Curtis Road in Champaign. Source: CUUATS

**FIGURE 3-51** Bike route sign on a collector street in Urbana. Source: CUUATS
FIGURE 3-53

Savoy Bike & Pedestrian Plan
Bicycle Level of Service (BLOS)
3.5 SIDEWALK NETWORK

Conditions and ADA Score

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

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

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

Unfortunately, there is a generally low compliance score for ADA requirements in the Village of Savoy (see Figure 3-59). This limits the accessibility of persons with disabilities and seniors.
FIGURE 3-57

Savoy Bike & Pedestrian Plan
Sidewalks and Trails

Legend
- Sidewalk
- Private Paths in Subdivisions
- Shared-Use Path (sidepath)
- Divided Shared-Use Path
- Shared-Use Path (off-street)
- Bike Path
- Bike Lanes (on-street)
- Study Area
- Public School K-12
- Private School K-12
- Roads
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Open Spaces outside Savoy
- Village of Savoy
- City of Champaign

0 0.25 0.5 1 Miles
SAVOY BIKE & PEDESTRIAN PLAN | 3. Existing Conditions

FIGURE 3-58

Savoy Bike & Pedestrian Plan
Conditions Score

Legend

Condition Score
- Below 60
- 61 - 70
- 71 - 80
- 81 - 90
- 91 - 100

Study Area
- Public School K-12
- Private School K-12
- Roads
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Open Spaces outside Savoy
- Village of Savoy
- City of Champaign
FIGURE 3-59

Savoy Bike & Pedestrian Plan
ADA Compliance Score

Legend

ADA Compliance Score
Below 60
61 - 70
71 - 80
81 - 90
91 - 100

Study Area
Public School K-12
Private School K-12
Roads
Railroads
Streams
Water
Public Park
Public Golf Course
Open Spaces outside Savoy
Village of Savoy
City of Champaign

900E
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Network Connectivity and Accessibility

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

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

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

Curb ramps are transitions between sidewalks and the street (see Figure 3-62). Most of the intersections in the study area have curb ramps, except for the ones in Savoy Plaza, Lake Park subdivision, and the area around Lange Avenue (see Figure 3-64). It is important to highlight that having ADA-compliant curb ramps and landings on all corners provide a much safer place for people to wait.
FIGURE 3-63

Savoy Bike & Pedestrian Plan
Traffic Lights and Pedestrian Signals

Legend
- Pedestrian Signal
- Traffic Light
- Sidewalk
- Study Area
- Public School K-12
- Private School K-12
- Roads
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Open Spaces outside Savoy
- Village of Savoy
- City of Champaign

Savoy Bike & Pedestrian Plan
Traffic Lights and Pedestrian Signals

Legend
- Pedestrian Signal
- Traffic Light
- Sidewalk
- Study Area
- Public School K-12
- Private School K-12
- Roads
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Open Spaces outside Savoy
- Village of Savoy
- City of Champaign
FIGURE 3-64

Savoy Bike & Pedestrian Plan
Curb Ramps and Crosswalks
3.6 TRANSIT ACCESSIBILITY

The Champaign-Urbana Mass Transit District (CUMTD) serves 12 million riders annually in the Champaign-Urbana area and operates 20 routes on a regular weekday (see Figure 3-67). In Figures 77 and 78, a quarter mile buffer was added because transit riders will generally walk 5 minutes, or a quarter mile, to and from a bus stop. Within areas accessible to transit stops, most areas have sidewalks. The areas without sidewalks include Savoy Plaza, parts of the Arbours subdivision, and Lake Park.

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

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

Thus, transit service in Savoy is limited in terms of service area, frequency of buses and bus schedule. Two direct consequences of these limitations are the increased dependence of residents on other means of transportation, especially automobiles, and the decreased accessibility of local destinations.
SAVOY BIKE & PEDESTRIAN PLAN | 3. Existing Conditions

FIGURE 3-67

Savoy Bike & Pedestrian Plan
Transit Accessibility on Weekdays

Legend
- Weekday bus stops
- Sidewalks and paths
- Weekday Route
- 1/4 mile buffer around weekday bus stops
- Study Area

Destination Type
- Airport
- Assisted living
- Dining
- Entertainment
- Government
- Groceries
- Apartments
- Recreational
- Student housing
- School
- Roads
- Railroads
- Streams
- Water
- Village of Savoy
- City of Champaign

Service on Windsor Road is only 7 times/day.
Figure 3-68

Savoy Bike & Pedestrian Plan
Transit Accessibility on Evenings and Weekends

Legend
- Evening/weekend bus stops
- Sidewalks and paths
- Evening/weekend route
- 1/4 mile buffer around evening/weekend bus stops
- Study Area

Destination Type
- Airport
- Assisted living
- Dining
- Entertainment
- Government
- Groceries
- Apartments
- Recreational
- Student housing
- School
- Roads
- Railroads
- Streams
- Water
- Village of Savoy
- City of Champaign

Service on Windsor Road is only 7 times/day.
3.7 SUMMARY OF EXISTING CONDITIONS

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

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

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

A complete transportation network for Savoy should connect local destinations, such as shopping centers, institutions, and open spaces. In addition, there is a need to connect the different neighborhoods in the Village, both with on-street facilities or trails similar to the Prairie Fields Trail and the Harold E. Ruppel Memorial Bike Path.

More recent developments in South Savoy, such as Lake Falls subdivision and Fieldstone subdivision, would particularly benefit from off-street trails connecting to the northern portions of the Village.

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

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

4.1 FOUR REQUIREMENTS PEOPLE NEED TO BIKE

ChangeLab Solutions identifies four requirements that people need to choose to make a trip by bike: safety, convenience, social acceptability, and access. These elements are also needed to create a truly bikeable community. The infographic in Figure 4-1 explains these concepts further.

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

4.2 AASHTO BICYCLIST TYPES

Facility selection in this plan largely depends on bicyclists’ skill levels and preferences. The 2012 AASHTO Guide for the Development of Bicycle Facilities (Bike Guide) notes that the most common characteristics to classify bicycle riders are trip purpose, physical ability, and comfort level. Table 1 classifies bicyclists by physical ability and comfort level, or by experience and confidence.

People do not always fit into a single category, but these profiles provide a way to gauge approximate level of comfort on and preference for specific facility types.
Bicycle User Types
Sources: AASHTO Bike Guide 2012, modified by the Haywood County, NC Bike Plan

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

TABLE 1 Bicycle User Types

4.3 FOUR TYPES OF BICYCLISTS

Research conducted at Portland State University has identified four general groups of people based on their attitudes towards bicycling. The specific proportions of the population of each group relate to the Portland, Oregon region, but is currently one of the best standards available to estimate user types and proportions.

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

1. Strong & Fearless (<1%)
Comfortable operating in the roadway as a vehicle, regardless of facilities.

2. Enthusiastic & Confident (7%)
Comfortable riding on some roadways, but prefer bicycle facilities separate from vehicle traffic (e.g. bike lanes, shared-use path).

3. Interested but Concerned (60%)
Would like to ride more, but have safety concerns that are dissuading them. Not comfortable in traffic. Will ride in low-volume, low-speed conditions (e.g. bike boulevards, off-street bikeways).

4. No Way No How (33%)
No interest in riding a bike for transportation.


FIGURE 4-2 Four Types of Bicyclists (Credit: Creating Walkable + Bikeable Communities)
4.4 TARGET AUDIENCE OF THE SAVOY BIKE & PEDESTRIAN PLAN

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

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

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

5.1 BIKEWAY FACILITIES

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

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

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

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

- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide


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

Bikeway facility types are organized as shown in Figure 5-1.
On-street Facilities

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

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

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

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

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

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

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

- Bike lanes;
- Bike routes;
- Shared bike/parking lanes;
- Sharrows; and
- Bikes may use full lane.

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

¹ State of Illinois Vehicle Code 625 ILCS, 5/11-1502
### Bike Lanes

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

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

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

Some of the benefits of bike lanes include:

- More predictable movements by both cars and bikes
- A decrease in bad cycling, with better cyclist adherence to laws about riding on the right side of the road
- Higher bike usage
- Passive traffic calming effect from lane width narrowing
- Add visual definition and clarity to the roadway, making it easier for motorists and cyclists to share the road

### Dimensions

#### Width

Varies based on roadway cross-section:

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

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**FIGURE 5-3** Continuum of On-Street Marked Bikeways (Credit: Creating Walkable + Bikeable Communities)
(4) Typical Roadway in Outlying Areas Parking Protected

Rumble strips

150-mm (6-inch) solid white stripe

1.2 m (4 ft) min.

Motor vehicle lanes

Bike lane

1.2 m (4 ft) min.

Bike lane

* If rumble strips exist there should be 1.2 m (4 ft) minimum from the rumble strips to the outside edge of the shoulder.

(1) On-Street Parking

Parking stalls or optional 100-mm (4-inch) solid stripe

150-mm (6-inch) solid white stripe

1.5 m (5 ft) min.

Parking

Motor vehicle lanes

Bike lane

1.5 m (5 ft) min.

Bike lane

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

(3) Parking Prohibited

0.9 m (3 ft) min.

150-mm (6-inch) solid white stripe

1.5 m (5 ft) min.

Motor vehicle lanes

Bike lane

1.2 m (4 ft) min.

Bike lane

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

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

FIGURE 5-6 Street cross-section with Bike Lanes but no parking (Source: AASHTO, http://safety.transportation.org/htmlguides/bicycles/description_of_strat.htm)
Slope/Drainage

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

Sub-Grade, Sub-Base, and Roadway Surface

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

Markings

- All bike lane surface markings should be retroreflectorized and be made of skid-resistant material for safety.
- A bike lane should be delineated from the motor vehicle lanes with a 6” minimum solid white line. See Figure 5-7.
- A bike lane should be delineated from the parking lanes with a 4” minimum solid white line. A 6” solid white line may be used to further emphasize adjacent parking. See Figure 5-8.
- Tick marks to delineate parking spaces should be a 4” solid white line which extends 2’ into the bike lane and 2’ into the parking lane. See Figure 5-8.
- At intersections with a bus stop or right-turning motor vehicles, the solid white bicycle lane shall be replaced with a broken line for a distance of at least 100’ – 200’. See Figure 5-10.
- At other designated bus stops (including far-side intersection stops), the solid white line shall be replaced with a broken line for a distance of at least 80’. See Figure 5-10.
- A broken line shall consist of 2’ dashes with 6’ spaces. See Figure 5-10.
- A bike lane should be painted with standard pavement symbols to inform bicyclists and motorists of the presence of the bike lane. See Figure 5-8 & Figure 5-9.
- Bike lane symbols shall be white.
- Bike lane symbols shall be placed immediately after an intersection and at other locations as needed.
- When bike lane symbols are used, the bike lane signs MUTCD Signs R13-17, R13-17aP, R13-17bP shown in Figure 5-14 to Figure 5-19 shall also be used.

Intersection Approaches with Bike Lanes

- A through bike lane shall not be positioned to the right of a right turn only lane. See Figure 5-11, Figure 5-12 and Figure 5-13.
- When the right through lane is dropped to become a right turn only lane, the bike lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bike lanes should resume to the left of the right turn only lane.
- No markings should be painted across pedestrian crosswalks.
- The bike lane symbol marking should be placed immediately after intersections and as appropriate.
- Follow the NACTO Urban Bikeway Design Guide Intersection Treatments section for information on bike boxes, intersection crossing markings, two-stage turn queue boxes, through bike lanes, combined bike lane/turn lane, and cycle track intersection approaches.
FIGURE 5-7 Bike Lane symbol layout

FIGURE 5-8 Bike Lane Pavement Marking Arrow

FIGURE 5-9 Bike Lane Pavement Marking Bike Rider Symbol
5. Facility Types

Example of application where parking is prohibited

Normal width solid white line

Example of application where parking is permitted

Normal width solid white line (optional)

50 to 200 feet of dotted line - 2-foot line, 6-foot space

Dotted line for bus stops immediately beyond the intersection is optional; otherwise use normal width solid white line

Signalized intersection

Minor intersection

FIGURE 5-10 Typical pavement marking for Bike Lanes on a two-way street (Source: MUTCD Figure 9C-6, http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9c_06_longdesc.htm)
FIGURE 5-11 Example of bike lane treatment at a right-turn only lane (Source: MUTCD Figure 9C-4, http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9c_04_longdesc.htm)

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

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

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

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

Wayfinding Signage on Streets with Bike Lanes

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

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

Source: MUTCD Figure 9B-2, http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_02_longdesc.htm
• D11-1 (Bike Route)
• M5 series (Bicycle Route Arrow)
• M6 series (Bicycle Route Arrow)

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

• Intersecting bikeways
• Where bike lanes transition to a Bike Route
• Where bike lanes transition to Shared Bike/Parking Lanes
• Where bike lanes transition to a Bike Boulevard
• Where bike lanes transition to a Shared-Use Path

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

**Bike Routes**

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

The 2012 AASHTO Guide for the Development of Bicycle Facilities lists the following uses for bicycle route and guide signs:

• Designate a system of routes in a city, county, region, or state that is likely to generate bicycle trips, because it connects important origins and destinations.
• Designate a continuous route that may be composed of a variety of facility types and settings, or located wholly on local neighborhood streets.
• Provide wayfinding guidance and connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.

• Provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
• Provide location-specific guidance for bicyclists such as:
  ° How to access and cross a bridge.
  ° How to navigate through an area with a complex street layout.
  ° Where the route diverges from a way motorists use.
  ° How bicyclists can navigate through a neighborhood to an internal destination, or to a through route that would otherwise be difficult to find.

The 1999 AASHTO Guide for the Development of Bicycle Facilities lists the following reasons for designating signed bike routes:

• The road is a common route for bicyclists
through a high-demand corridor.

- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as a park, school, or commercial district.

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

**Signage**

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

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

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

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

**Sign Benefits**

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

- Identifies lower traffic routes to destinations
- Overcomes a “barrier to entry” for infrequent bicyclists
- Signage that includes mileage and travel time to destinations may help minimize the tendency to overestimate the amount of time it takes to travel by bicycle
- Visually indicates to motorists that they are

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driving along a Bike Route and should use caution

- Passively markets the bicycle network by providing unique and consistent imagery throughout the Village of Savoy.

**Sign Placement & Categories**

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

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

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

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

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

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

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

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

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

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

Turn signs are placed on the near side of intersections where bike routes turn. However, it

is recommended to install Decision signs at Bike Route turns in Savoy instead of Turn signs.

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

Wayfinding Sign Assembly

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

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

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

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

Wayfinding Signage on Non-Bike Routes

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

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

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

**Sign Consolidation**

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

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

**Pedestrian Facilities**

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

**Shared-Lane Markings (Sharrows)**

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

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

The Shared Lane Marking may be used to:

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

**Dimensions**

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

**Markings**

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

**Signage**

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

**Bikes May Use Full Lane**

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

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

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

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

**Off-Street Facilities**

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

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

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

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

**Dimensions**

**Width**

- **The desired surface width of a shared-use path is 10’.**
- **The minimum surface width of a shared-
use path should not be less than 8’.  

- Transitions between existing narrower trails and the 10’ wide shared-use path should be created using tapers.

**Clear Zone**

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

- Where a roadway runs adjacent to or near a shared-use path, the roadway should be separated from the shared-use path with a 5’ wide clear zone. Therefore, 15’ is recommended between the far side of the shared-use path and the road or rail edge, and a minimum of 13’ is recommended between the two locations.

- When separation of 5’ cannot be achieved, a physical barrier of at least 4.5’ high between the trail and the roadway is recommended. Smooth rub rails should be attached to the barriers at handlebar height of 3.5’.

- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) is recommended to be a minimum of 10’ to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

**Vertical Clearance**

- The vertical clearance should be a minimum of 8’ high (or higher to accommodate maintenance vehicles).

- Tunnels and other undercrossings should have a vertical clearance of at least 10’.

**Sub-Grade and Trail Surface**

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

**Trail Surface**

- The following are acceptable surface types for shared-use paths:
  - Asphalt
  - Concrete
  - Compacted crushed rock

- The paved surface should be a minimum of 6” thick.

- All joints in concrete paths should be cut with a saw, and tooled joints should not be used. The spacing of transverse joints is desirably equal to the width of the path.

- Shared-use paths should be designed to sustain without damage wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path.

- Edge support to accommodate vehicles can be in the form of stabilized shoulders or in additional pavement width.

- Shared-use paths should be machine laid, using the appropriate machines and tools to smooth and compact the trail surface.

**Engineering**

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

**Markings**

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

**Signage**

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

MUTCD Sign W11-15 (see Figure 5-47) should

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

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

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

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

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

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

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

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

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

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

Source: MUTCD Figure 9B-2 and 9B-3
be used on roads where they cross shared-use paths. Sign W11-15P (see Figure 5-48) should be mounted below the W11-15 sign ahead of the crossing. Sign W16-9P (see Figure 5-50) can also be mounted below the two aforementioned signs ahead of the crossing. Sign W16-7P (see Figure 5-49) should be mounted below Sign W11-15 at the trail crossing.

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

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

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

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

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

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

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

FIGURE 5-51 Sign Placement Diagram on Shared-Use Paths. Source: MUTCD Figure 9B-1, http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_01_longdesc.htm
The most appropriate sign to install along shared-use paths is the Trail Mile Marker Sign (see Figure 5-52):

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

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

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

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

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

**Shared-Use Path (Sidewalk)**

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

Sidewalk conflicts can be reduced by:

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

**Dimensions**

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

**Sub-grade and Trail Surface**

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

**Engineering**

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

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*FIGURE 5-55* Sidepath on Orchard Street north of Church Street, Urbana. Source: CUUATS

*FIGURE 5-56* Example of a Sidewalk/Roadway Intersection. Source: AASHTO
Rails-With-Trails

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

Dimensions

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

Sub-grade and Trail Surface

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

Engineering

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

Markings

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

Signage

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

5.2 PEDESTRIAN FACILITIES

Sidewalks

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

Dimensions

Width

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

- Transitions from existing narrower sidewalks may be made using tapers.

Buffer

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

Vertical Clearance

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

Miscellaneous

- The vegetative distance between the concrete surface and any water bodies (stream, wetland, lake) is recommended to be a minimum of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

- Maximum distances for expansion joints should not exceed 75 feet.
Engineering

General

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

Slope

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

Ramps

• Ramp specifications shall follow the Illinois Accessibility Code:
  ◦ The least possible slope should be used for any ramp.
  ◦ The maximum slope of a ramp in new construction shall be 8.3%.
  ◦ The maximum rise for any run shall be 30 inches.
• The minimum clear width of a ramp shall be 48 inches.
• The recommended clear width of a ramp is 60 inches.
• If a ramp has a rise greater than 6 inches, or a horizontal projection greater than 72 inches, it shall have handrails on both sides.

Curb Ramps

• Curb ramps shall be installed in all new sidewalk construction projects wherever an accessible route crosses a curb, as well as where existing sidewalks cross a curb or other barrier.
• The maximum running slope of a curb ramp in new construction shall be 8.3%.
• The minimum width of a curb ramp shall be 48 inches, exclusive of flared sides.
• A 4 foot by 4 foot minimum landing shall be provided at the top of a perpendicular curb ramp (see Figure 5-60).
• A 5 foot by 5 foot landing is recommended to be provided at the top of a perpendicular curb ramp.
• The maximum slope of flared sides of a perpendicular ramp shall be 10.0%.
• A 4 foot by 4 foot minimum landing shall be provided at the bottom of a parallel curb ramp.
• A 5 foot by 5 foot landing is recommended to be provided at the bottom of a parallel curb ramp.
• Running slopes and cross slopes at landings
shall be 2.0% maximum. No portion of the curb ramp shall exceed this maximum.

- Diagonal curb ramps should not be used because they do not allow pedestrians to properly align with crosswalks.
- Handrails are not required on curb ramps.

**Detectable Warning Surface**

- A detectable warning surface shall be provided where curb ramps, blended transitions or landings provide a flush pedestrian connection to the street.
- A detectable warning surface shall be provided at commercial driveways provided with traffic control devices.
- Detectable warnings shall consist of a surface of truncated domes.
- Truncated domes shall provide color contrast with adjacent surfaces.

- Detectable warning surfaces shall extend a minimum of 2 feet in the direction of travel and the full width of the curb, exclusive of flares.

**Subgrade and Sidewalk Surface**

**Subgrade**

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

**Sidewalk Surface**

- The sidewalk surface should be concrete.
- The concrete surface should be 6 inches thick.
- The sidewalk surface should be jointed to control cracking.
- A rough brushed surface is recommended to increase traction.
FIGURE 5-61 Perpendicular Ramp

FIGURE 5-62 Diagonal Ramp

FIGURE 5-63 Built-Up Ramp

FIGURE 5-64 Parallel Ramp

FIGURE 5-65 Combination Ramp

FIGURE 5-66 Blended Transition

Source: CUUATS Sidewalk Network Inventory
5.3 POINT FACILITIES

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

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

- Crosswalks;
- Midblock Crossings;
- Pedestrian Countdown Signals
- Pedestrian Flashing Lights;
- Refuge Island;
- Bike-Activated Stoplight; and
- Bike Parking.

Crosswalks

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

Dimensions

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

Markings

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

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

Trail Crossing Signs

Shared-use trails should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. The Combination Bike and Pedestrian Crossing sign (pictured at right) should be used on all roads where they cross shared-use trails. A Trail Crossing plaque should be mounted below the Combination Bike and Pedestrian Crossing sign ahead of the crossing. An “Ahead” plaque can also be mounted below the two aforementioned signs ahead of the crossing. A diagonal arrow plaque should be mounted below the Combination Bike and Pedestrian Crossing sign at the trail crossing (see Figure 5-71). See “Appendix C” for more information on trail crossing sign installation.

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

Refuge Islands

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

Typically, refuge islands include marked crossings on either side of the island, and are oriented at an angle so that the person(s) crossing must look at the approaching traffic before crossing (see Figure 5-70). The minimum width of a refuge island should not be less than 6’, according to the Federal Highway Administration Report No. FHWA-SA-05-12.1

Dimensions

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

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Engineering

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

Markings

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

Signage

Follow the recommendations in “Shared-Use Path (Off-Street Trail)” and Figure 5-37 to Figure 5-46.

Countdown Pedestrian Signals

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

Flashing Lights

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

FIGURE 5-73 Flashing lights and crosswalk on Church Street

Bike-Activated Stoplight

There are two types of traffic signals possible in Savoy: fixed-time and demand-actuated (see Figure 5-76). Fixed-time signals change at pre-set intervals. These signals do not have loop detectors. Therefore, if a car, bicycle, or pedestrian wants to cross the street, they must wait for the signal to change at the pre-set interval.

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

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

The MUTCD Bicycle Detector Pavement Marking in Figure 5-76 (see MUTCD Figure 9C-7 for dimensions), together with the R10-22 Bicycle Signal Actuation Sign in Figure 5-77, can indicate the detector trigger point for actuating the signal. This is typically on the perimeter of the detector. The Bicycle Detector Pavement Marking can have the auxiliary benefit of indicating proper bicycle positioning at an intersection, such as the straight-ahead lane where a right-turn lane is present.
Bike Parking

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

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

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

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

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

Types

A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The most common styles include the “inverted-U” and the “post and loop” (accommodates two bikes each; see Figure 5-74).

Old-fashioned “school racks,” which secure only one wheel, are a poor choice for today’s bicycles (see Figure 5-75).

Bike Parking Guidelines

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Old-fashioned “school racks,” which secure only one wheel, are a poor choice for today’s bicycles (see Figure 5-75).
The Association of Pedestrian and Bicycle Professionals (APBP) provides comprehensive information on bike parking in the 2nd Edition of its Bicycle Parking Guidelines, published in 2010. This document further categorizes acceptable and non-acceptable bike parking types.

Recommended bike parking types (see Figure 5-74):
- Inverted U (“A” rack when it includes a crossbar)
- Post and Ring (i.e. Post and Loop)
- Inverted U Series

Acceptable bike parking types:
- Wall-Mounted Racks
- Wheelwell - Secured (see Figure 5-78)
- Tree Guard Bicycle Racks
- Modified Coathanger
- Two-Tier or Double Decker

Unacceptable bike parking types (see Figure 5-75):
- Undulating (i.e. Wave)
- Schoolyard (i.e. Grid, Comb)
- Spiral
- Wheelwell
- Coathanger
- Swing Arm Secured

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

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

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

**FIGURE 5-78 Varsity Bike Docks.**
Source: Park-A-Bike

**Length of Stay**

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

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

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

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

Signage

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

FIGURE 5-80 MUTCD Sign D4-3, Bicycle Parking Area, 12” x 18”. Source: MUTCD Figure 9B-4
6. PUBLIC INPUT

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

6.1 SUSTAINABLE CHOICES 2040

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

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

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

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

FIGURE 6-1 CUUATS Community Conversations Bus at Prairie Fields Park. Source: CUUATS

FIGURE 6-2 Public input from the CUUATS Community Conversations Bus about transportation mode strengths and weaknesses (Jul - Nov 2013). Source: CUUATS
In 2014, the public voted for their most preferred proposed projects (see Figure 6-3). Scores were normalized, and the highest scoring projects regarding bicycling in Savoy were:

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

### 6.2 ACTIVE CHOICES PLAN

CCRPC updated the Champaign County Greenways & Trails Plan (Active Choices) in 2014 (see Figure 6-4). Public comments received in Fall 2012 and Spring 2013 regarding bicycling in Savoy are listed in Figure 6-5.

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

Other projects receiving a high number of votes were:

- Better sidewalks or bike routes connecting Savoy to Downtown Champaign and to campus.
- The need for bike racks in the commercial district.
- The need for winter maintenance on the Harold E. Ruppel Memorial bike path with consistent snow removal.
FIGURE 6-5

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

Legend
Existing Greenways
- Public Park
- Public Golf Course
- Public/Private Recreational
- Private Recreational

Existing Trails & Bikeways
- Shared Use Path (cable path)
- Dedicated Shared Use Path
- Shared Use Path (off-street)
- Bike Lanes (on-street)
- Shared Lane/Multi-use (sharrows)
- LRT & Bike Path

Public Suggestions and Comments
- Proposed Sidewalk or Complete Street
- Proposed Sidewalk/Greenway (off-street)
- Proposed Bikeway
- Conflict Area
- Proposed Greenway Area
- Proposed Bike Area
6.3 PUBLIC WORKSHOPS

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

Public Workshop #1

In the first round, 42 people submitted comments:

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

For the complete comments, see “Appendix E”

Existing Conditions and Vision Boards

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

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

Comment Cards: Themes and Locations

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

- First Street
- University of Illinois Campus and U.S. 45
- Prospect Avenue and Harold E. Ruppel Memorial Bike Path
The most commented subjects were (see Figure 6-9):

- Destinations
- Route
- Connectivity
- Existing Facility
- Treatment

**Group Maps**

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

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

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

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

Some of the most popular requests were:

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

Figure 6-12 shows the location of comments according to the number of votes and color coding.
Savoy Bike & Pedestrian Plan
Public Workshop #1 - Results

FIGURE 6-12

Legend

Issue

Opportunity

Other

Study Area

Public School K-12
Private School K-12
Roads
Railroads
Streams
Water
Public Park
Public Golf Course
Parks outside Savoy
Village of Savoy
City of Champaign

0 0.25 0.5 1 Miles

95
Public Workshop #2

In the second round, 74 people submitted comments:

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

For the complete comments, see “Appendix F”

Recommendations Maps and Non-Infrastructure Recommendations

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

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

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

Printed comment cards were distributed in the beginning of Public Workshop #2 and participants were asked to fill it and hand it in at the end of the meeting (see Figure 6-16). There were four questions: two written and two multiple-choice questions. The online comment card had a total of 8 questions: it included the four questions asked in the printed comment card and four additional questions, which enabled those who were unable to attend the workshop to vote on infrastructure and non-infrastructure recommendations (see Figure 6-17).

Priority Locations and Themes

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

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

- First Street
- Lake Falls Trail
- Colbert Park

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

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

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

- Connectivity
- Pave gravel path
- Safety

The 3 most mentioned themes in the online cards were (see Figure 6-20):
• Shared-Use Path
• Connectivity
• Safety

Analysis of votes on Recommendations and Comment Card Comments

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

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

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

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

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

• Install pedestrian countdown signals at the intersection of U.S. 45 and Church Street (24)
• Install pedestrian countdown signals at the intersection of U.S. 45 and Curtis Road (22)
• Move Village at Colbert Park sign on Church

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

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

Key Findings from Public Workshop #2

• The public is very concerned about connectivity and safety. Connecting the different neighborhoods and destinations of Savoy and increasing safety through the provision of adequate facilities and programs are two great priorities for the public. Providing connections to key regional destinations especially the University of Illinois campus is also a priority.

• The public is very interested in:
  ° Off-street facilities, such as shared-use paths and trails, as they provide greater separation between vehicles and pedestrians and bicyclists.
  ° First Street improvements to provide a safer commute to campus.
  ° Paving the gravel path in Colbert Park to increase accessibility.
  ° Connecting the neighborhoods in South Savoy to Central and North Savoy with pedestrian and bicyclist facilities.
7. GOALS & OBJECTIVES

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

**PLAN’S VISION**

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

A theme is the subject of a goal.

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

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

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

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

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

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

“Appendix G” includes sheets for Village of Savoy staff to track the performance measures listed in this chapter.
### 7.1 THEME: CONNECTIVITY

**Goal 1:** Create and maintain a bicycle and pedestrian network that is continuous, connected, and easily accessible for all users, and includes on-road and off-road facilities.

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Performance Measures</th>
<th>Strategies</th>
<th>Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Implement all of the short term projects proposed in this plan by 2021</td>
<td>A. Number of bikeway connections established to surrounding jurisdictions</td>
<td>i. Create routes that connect neighborhoods to major destinations and recreation facilities. Seek input from neighborhood associations and impacted residents.</td>
<td>Village of Savoy, Developers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ii. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants and acquiring property that provides off-street connections between bicycle and pedestrian facilities.</td>
<td>Village of Savoy, Developers</td>
</tr>
<tr>
<td>2. Provide access for bicyclists of all ages and abilities to 3 destinations in Savoy by 2021.*</td>
<td>A. Number of local destinations being fully connected by bicycle facilities</td>
<td>May have difficulty gauging traffic and may be unfamiliar with rules of the road as they pertain to bicyclists; may walk bike across intersections.</td>
<td>Village of Savoy, Developers, Existing employers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ii. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants, acquiring property that provides off-street connections between bicycle facilities, and working with railroads to develop bicycle facilities on, along, or across rights-of-way.</td>
<td>Village of Savoy, Developers, Railroad companies, University of Illinois</td>
</tr>
<tr>
<td>3. Provide access for pedestrians of all ages and abilities from 3 local destinations to the connected sidewalk network in Savoy by 2021.</td>
<td>A. Number of local destinations being fully connected by pedestrian facilities</td>
<td>i. Give priority and provide pedestrian access to important activity centers (e.g. school, parks, retail areas, employment centers, etc.)</td>
<td>Village of Savoy, Developers, Existing employers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ii. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants, acquiring property that provides off-street connections between pedestrian facilities, and working with railroads to develop bicycle facilities on, along, or across rights-of-way.</td>
<td>Village of Savoy, Developers, Railroad companies, University of Illinois</td>
</tr>
<tr>
<td>Objectives</td>
<td>Performance Measures</td>
<td>Strategies</td>
<td>Responsible Parties</td>
</tr>
<tr>
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</tr>
<tr>
<td>4. Create 2 bikeways or trails in Savoy that connect to bikeways or trails in Champaign-Urbana that provide access to regional destinations, including the University of Illinois, by 2026.</td>
<td>A. Number of bikeway connections established to surrounding jurisdictions</td>
<td>I. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants, acquiring property that provides off-street connections between bicycle and pedestrian facilities, and working with railroads to develop bicycle facilities on, along, or across rights-of-way.</td>
<td>Village of Savoy, Developers, Railroad companies, University of Illinois, Neighboring jurisdictions</td>
</tr>
<tr>
<td></td>
<td></td>
<td>II. Take advantage of opportunities to install on-street bikeways, including bike lanes and signed bike routes with destination, distance, and direction information.</td>
<td>Village of Savoy, Developers, University of Illinois, Neighboring jurisdictions</td>
</tr>
<tr>
<td></td>
<td>B. Number of trail connections established to surrounding jurisdictions</td>
<td>I. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants, acquiring property that provides off-street connections between bicycle and pedestrian facilities, and working with railroads to develop bicycle facilities on, along, or across rights-of-way.</td>
<td>Village of Savoy, Developers, Railroad companies, University of Illinois, Neighboring jurisdictions</td>
</tr>
<tr>
<td></td>
<td></td>
<td>II. Contribute to creating a continuous loop in the Champaign-Urbana urbanized area.</td>
<td>Village of Savoy, Developers, University of Illinois, Neighboring jurisdictions</td>
</tr>
</tbody>
</table>

5. Complete a continuous bikeway/trail loop around Savoy by 2030.

A. Miles of loop bikeway/trail loop infrastructure constructed

I. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: applying for grants, acquiring property that provides off-street connections between bicycle and pedestrian facilities, and working with railroads to develop bicycle facilities on, along, or across rights-of-way.

II. Contribute to creating a continuous loop in the Champaign-Urbana urbanized area.

Connectivity Goal Notes

*These three destinations should be chosen based on the list in “Savoy Major Destinations” in Chapter 3.*
### 7.2 THEME: SAFETY

**Goal 2: Provide a bicycle and pedestrian network that is safe for all users.**

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

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

* Possible candidates are: Prospect Avenue and Windsor Road, U.S. 45 and Curtis Road, U.S. 45 and Church Street, and U.S. 45 and Airport Road.
### 7.3 THEME: USER-FRIENDLINESS

**Goal 3: Provide a bicycle and pedestrian network that is attractive for all users.**

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

### Goal 3: Provide a bicycle and pedestrian network that is attractive for all users.

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

### User-Friendliness Goal Notes

* Possible candidates are: Prospect Avenue and Windsor Road, U.S. 45 and Curtis Road, U.S. 45 and Church Street, and U.S. 45 and Airport Road.
### 7.4 THEME: CONVENIENCE

Goal 4: Provide supporting facilities to make bicycling and walking more convenient as means of transportation.

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

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

### Convenience Goal Notes

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

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

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

**Goal 5:** Educate residents about active modes of transportation and bicycle and pedestrian facilities

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

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

#### Goal 6: Secure funding and implement bicycle and pedestrian improvements.

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

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Performance Measures</th>
<th>Strategies</th>
<th>Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. Apply for at least one Federal, State, and/or private grant for bicycle and/or pedestrian projects by 2021.</td>
<td>A. Number of grant applications submitted</td>
<td>I. Utilize this plan’s short-term recommendations and funding sources lists to apply for grants.</td>
<td>Village of Savoy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>II. Combine projects that can be geographically linked for implementation.</td>
<td>Village of Savoy, Neighboring jurisdictions</td>
</tr>
<tr>
<td>6. Implement at least 10% of all bikeway/trail mileage recommended in this plan by 2021.*</td>
<td>A. Percentage of recommended bikeways/trails installed between 2016 and 2021</td>
<td>I. Implement at least X% of bike lane mileage proposed in this plan.*</td>
<td>Village of Savoy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>II. Implement at least X% of bike route mileage proposed in this plan.*</td>
<td>Village of Savoy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>III. Implement at least X% of shared-use path mileage proposed in this plan.*</td>
<td>Village of Savoy, University of Illinois</td>
</tr>
<tr>
<td></td>
<td></td>
<td>IV. Implement at least X% of shoulders proposed in this plan.*</td>
<td>Village of Savoy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>V. Implement at least X% of sidewalks proposed in this plan.*</td>
<td>Village of Savoy</td>
</tr>
<tr>
<td>7. Dedicate or contribute resources to help fund at least 1 FTE staff from a regional agency to work on bicycle and pedestrian planning, design, and engineering issues, as well as education, enforcement, and encouragement activities by 2021.</td>
<td>A. Staff time allocated to bicycle and pedestrian planning</td>
<td>I. Work with other local agencies to dedicate resources to hiring a bicycle coordinator to be housed at a regional agency.</td>
<td>Village of Savoy</td>
</tr>
<tr>
<td></td>
<td>B. Staff time allocated to bicycle and pedestrian design and engineering</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>C. Staff time allocated to bicycle and pedestrian education, encouragement, and enforcement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Objectives</td>
<td>Performance Measures</td>
<td>Strategies</td>
<td>Responsible Parties</td>
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<td>---------------------------------------------</td>
</tr>
<tr>
<td>8. Perform counts of bicyclists and pedestrians in at least two locations in Savoy by 2021 to evaluate the usage of existing and proposed facilities.</td>
<td>A. Number of pedestrian count locations</td>
<td>I. Work with neighborhood groups to dedicate resources to perform counts at private subdivision paths.</td>
<td>Village of Savoy, Neighborhood groups</td>
</tr>
<tr>
<td></td>
<td>B. Number of bicyclist count locations</td>
<td>II. Work with CCRPC and neighborhood groups to determine best locations to conduct counts along trails and streets.</td>
<td>Village of Savoy, Neighborhood groups, CCRPC</td>
</tr>
</tbody>
</table>
## 7.7 THEME: EQUITY

Goal 7: Provide equal access of bicycle and pedestrian facilities and information to all residents.

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

**Convenience Goal Notes**

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

- North Savoy: Between Windsor and Curtis Roads
- Central Savoy: Between Curtis Road and Church Street
- South Savoy: South of Church Street*
8. RECOMMENDATIONS

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

In 2000, the Federal Highway Administration (FHWA) provided the following guidance: “Bicycling, walking, and transit facilities will be incorporated into all new transportation projects unless exceptional circumstances exist.” Since then, cities and counties throughout the country have started working towards providing “complete streets” in their communities. Complete Streets also create a sense of place and improves social interaction, while generally improving adjacent property land values.

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

INFRASTRUCTURE RECOMMENDATIONS

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

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

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

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

FIGURE 8-1 Children at a Bike Rodeo organized by the C-U SRTS Program
FIGURE 8-2

Savoy Bike & Pedestrian Plan
Bicyclist Recommendations

Legend
Bicyclist Recommendations
- Bike Lanes
- Bike Route
- Improve Existing Trail
- Install Shoulders
- Pave Shared-Use Path
- Rail-Trail
- Shared-Use Path
- Sharrows
- Widen Existing Sidewalk to Shared-Use Path

Existing Facilities
- Shared-Use Path (off-street)
- Bike Lanes (on-street)
- Private Subdivision Paths
- Sidewalk
- Study Area
- Roads
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Parks outside Savoy
- Village of Savoy
- City of Champaign
- Unincorporated Areas
Savoy Bike & Pedestrian Plan
Pedestrian Recommendations

Legend
Pedestrian Recommendations
- Build New Sidewalk
- Improve Existing Sidewalk
- Improve Existing Trail
- Pave Shared-Use Path
- Rail-Trail
- Shared-Use Path
- Sidewalk upon Development

Existing Facilities
- Shared-Use Path (off-street)
- Bike Lanes (on-street)
- Private Subdivision Paths

Sidewalk
- Study Area
- Roads
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Parks outside Savoy
- Village of Savoy
- City of Champaign
- Unincorporated Areas

STUDY AREA
FIGURE 8-4

Savoy Bike & Pedestrian Plan
Point Recommendations

Legend
- Point recommendations

Bicyclist Recommendations
- Bike Lanes
- Bike Route
- Rail-Trail
- Shared-Use Path
- Widen Existing Sidewalk to Shared-Use Path

Existing Facilities
- Shared-Use Path (off-street)
- Bike Lanes (on-street)
- Private Subdivision Paths
- Sidewalk
- Study Area
- Roads
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Parks outside Savoy
- Village of Savoy
- City of Champaign
- Unincorporated Areas

Improve pedestrian crossing
Install pedestrian countdown signals
Install trail-crossing signs and flashing lights, and re-stripe crosswalk
Move Village at Colbert Park sign away from road to prevent blocking of pedestrian visibility
Add covered bike parking at Flightstar
Add covered bike parking at Willard Airport terminal
North Savoy

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

Arbours

Lyndhurst Avenue

- Windsor Road-Burwash Avenue: Bike Route with wayfinding signage.
  - Destinations: Savoy Plaza (SB), Burwash Park (SB), Harold E. Ruppel Memorial Bike Path (NB and SB).
- Windsor Road-Burwash Avenue: Improve Existing Sidewalk.

Arbours Drive

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

Burwash Avenue

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

Woodfield Drive

- Burwash Avenue-Arbour Towne Place: Build New Sidewalk on the west side
- Burwash Avenue-Curtis Road: Build New Sidewalk on the east side

Regency Drive West

- Burwash Avenue-Wesley Avenue: Bike Route with wayfinding signage.
  - Destinations: Savoy Plaza (NB and SB), Burwash Park (NB), Harold E. Ruppel Memorial Bike Path (NB and SB).

First Street Corridor: Windsor to Curtis

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

Prospect Avenue Corridor

- Windsor Road-Curtis Road: Bike Lanes.
- Harold E. Ruppel Memorial Bike Path: Improve the Existing Trail to mitigate cracks and other paving conditions.
- First Baptist Church at Savoy-Cayman Way: Build New Sidewalk on the west side.

Rail-Trail

- Windsor Road-Curtis Road: Rail-Trail.

Burwash Park Crossing

- Burwash Avenue at Burwash Park: Improve Pedestrian Crossing.

Intersection of U.S. 45 and Curtis

- Curtis Road and U.S. 45: Install Pedestrian Countdown Signals.
Central Savoy

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

Arbour Meadows Bike Routes

Wesley Avenue

- Curtis Road-Church Street: Bike Route with wayfinding signage.
  - Destinations: Savoy Plaza (NB), Burwash Park (NB), Harold E. Ruppel Memorial Bike Path (NB), Savoy Recreation Center (NB and SB), Colbert Park (SB), Jones Park (SB).

Tomaras Avenue

- Harold E. Ruppel Memorial Bike Path-U.S. 45: Bike Route with wayfinding signage.
  - Destinations: Savoy Plaza (EB and WB), Burwash Park (EB and WB), Harold E. Ruppel Memorial Bike Path (EB), Jones Park (EB and WB).

Graham Drive

- Harold E. Ruppel Memorial Bike Path-U.S. 45: Bike Route with wayfinding signage.
  - Destinations: Savoy Plaza (EB), Burwash Park (EB and WB), Harold E. Ruppel Memorial Bike Path (EB), Jones Park (EB and WB), Savoy Recreation Center (WB), Colbert Park (EB).

Church Street Corridor

- Mattis Avenue-Prospect Avenue: Shared-Use Path.
- Prospect Avenue-Wesley Avenue: Bike Lanes.
- Wesley Avenue-U.S. 45:
  - Medium-term: Sharrows.
  - Long-Term: Shared-Use Path.
- U.S. 45-Colbert Park: Widen Existing Sidewalk to Shared-Use Path on the south side.
- U.S. 45-First Street: Shared-Use Path on the north side.

First Street Corridor: Curtis to Church

- Curtis Road-Church Street:
  - Medium-term: Widen Shoulders
  - Long-Term: Shared-Use Path
- Curtis Road-Lake Park Road
  - Long-term: Widen Existing Sidewalk to Shared-Use Path

Prairie Fields Trail Phase II

Curtis Road

- Regency Drive-U.S. 45: Shared-Use Path on the north side.
- U.S. 45-First Street: Shared-Use Path on the south side.
Prairie Fields
• Curtis Road-Church Street: Shared-Use Path.

Prospect Avenue Corridor
• Windsor Road-Curtis Road: Bike Lanes.
• Harold E. Ruppel Memorial Bike Path: Improve the Existing Trail to mitigate cracks and other paving conditions.
• Graham Drive-Church Street: Widen Existing Sidewalk to Shared-Use Path.

U.S. 45
• Graham Drive-Church Street: Improve Existing Sidewalk. The sidewalk cross-section is currently narrower than the sidewalk north of it and it should be widened.

Bike Parking at the Savoy Recreation Center
• Add Covered Bike Parking.

Intersection of U.S. 45 and Church
• Curtis Road and U.S. 45: Install Pedestrian Countdown Signals.

Village at Colbert Park Sign
• Move Village at Colbert Park Sign Away from Road to Prevent Blocking of Pedestrian Visibility.

Church Street at Colbert Park
• Install trail-crossing signs and flashing lights, and re-stripe crosswalk.

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

Airport Road Corridor
• Willard Airport Terminal-U.S. 45: Bike Lanes and Build New Sidewalk.
• U.S. 4-First Street: Shared-Use Path.

Colbert Park Shared-Use Path
• Colbert Park Lake Path: Pave Shared-Use Path.

Ellen Avenue Corridor
Lange Avenue
• Church Street-Ellen Avenue: Bike Route with wayfinding signage.
  ° Destinations: University of Illinois Golf Course (SB), Willard Airport (SB), Prospect Avenue Corridor (NB and SB), Lake Falls Trail (NB), Walmart Supercenter (SB).

Ellen Avenue
• Lange Avenue-Walmart Supercenter: Bike Route with wayfinding signage.
  ° Destinations: University of Illinois Golf Course (NB), Willard Airport (SB), Prospect Avenue Corridor (NB and SB), Lake Falls Trail (NB), Walmart Supercenter (SB).

First Street Corridor: Church to Airport
• Church Street-Airport Road:
  ° Medium-term: Install Shoulders.
  ° Long-Term: Shared-Use Path.

Hartwell Drive
• University of Illinois Golf Course-Airport Road: Bike Route with wayfinding signage.
  ° Destinations: University of Illinois Golf Course (NB), Willard Airport (SB), Prospect Avenue Corridor (NB and SB), Lake Falls Trail (SB), Walmart Supercenter (NB).

Lake Falls Trail Phase I & II
Phase 1
• Colbert Park Lake Path-Cascade Drive: Shared-Use Path.
FIGURE 8-9 Linear Recommendations for South Savoy

FIGURE 8-10 Point Recommendations for South Savoy
Phase 2:
• Lake Falls Trail Phase 1-Villas of Holly Brook Adult Community.

Study Area by Golfview Court
Golfview Court
• Bike Route with wayfinding signage.
  ° Destinations: University of Illinois Golf Course (SB), Willard Airport (SB), Prospect Avenue Corridor (NB and SB), Lake Falls Trail (NB and SB), Walmart Supercenter (SB).

Study Area
• Long-Term: This area warrants further investigation for the definition of a long-term recommendation and it is therefore identified as a Study Area.

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

U.S. 45
• Walmart Supercenter-Airport Road: Sidewalk Upon Development.

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

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

Intersection of U.S. 45 and Airport Road
• Install Pedestrian Countdown Signals.

Airport Road at Fieldstone Drive
• Add Mid-Block Crossing.
NON-INFRASTRUCTURE RECOMMENDATIONS

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

Education

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

1. Adult Bicycle Education

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

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

2. Availability of Materials in Other Languages

Make education, encouragement, and enforcement materials regarding bicycling, walking and/or trails available in print and/or on the Village of Savoy website in at least 1 language besides English (see Figure 8-12).

Potential Partners
- Village of Savoy
- Champaign-Urbana Mass Transit District (CUMTD)
- CCRPC
- CCB
3. Bicycle Rodeos
Increase volunteer base in order to institutionalize bicycle rodeos at public events and schools for children to learn and improve bicycling skills (see Figure 8-13).

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

![Bike Rodeo held by C-U SRTS Project beside Urbana’s Market at the Square. Source: CUUATS](image)

**FIGURE 8-13**

4. K-12 Bicycle Education Curriculum
Coordinate with Carrie Busey Elementary School to incorporate bicycle education into existing curriculum, such as physical education and health.

**Potential Partners**
- Champaign School District
- C-U SRTS Project
- CCB

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

**Potential Partner**
- Champaign County Sheriff’s Office

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

**Potential Partners**
- CCB
- Ride Illinois
- CCRPC
- Village of Savoy

7. Professional Development
Support municipal agency staff attendance at professional development opportunities, such as the Illinois Bike Summit and other conferences, to provide learning, networking, and planning opportunities regarding bicycles and pedestrians.

**Potential Partners**
- Village of Savoy
- Champaign Unit #4 School District
- CUMTD
- CCRPC
- University of Illinois

8. Public Participation
Continue to provide at least one opportunity per new bicycle or pedestrian facility project for citizens to provide input regarding new treatments (see Figure 8-14).

**Potential Partner**
- Village of Savoy
9. Road User Safety Campaigns

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

**Potential Partners**
- C-U SRTS Project
- Village of Savoy
- CUMTD

**Encouragement**

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

1. **Bike Route & Trail Signage**

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

**Potential Partners**
- Village of Savoy

2. **Bicycle Friendliness Application**

Apply for the Bicycle Friendly Community Award from the League of American Bicyclists (see Figure 8-15).

**Potential Partners**
- Village of Savoy
- League of American Bicyclists
4. Champaign-Urbana Bike Month
Resume celebrating Champaign-Urbana Bike Month in May by participating in Bike to Work Day, and Bike to School Day, and other planned activities (see Figure 8-16).

Potential Partners
• CCB
• C-U SRTS Project
• Village of Savoy
• Businesses
• Sponsors

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

Potential Partners
• Village of Savoy
• CUPHD
• University of Illinois
• CCB
• Businesses
• Sponsors

7. Open Streets initiative (car-free streets)
Temporarily close streets to motorized traffic so that people may use them for healthy and fun physical activities like walking, bicycling, dancing, jogging, playing and socializing.

Potential Partners
• Village of Savoy
• CUPHD
• CCB
• Businesses
• Sponsors

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

Potential Partners
• Village of Savoy
• CCB
• Businesses
• Employers

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

Potential Partners
• Village of Savoy
• Businesses

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

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

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

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

**Potential Partners**
- Village of Savoy
- CCB
- Businesses
- Neighborhood groups

### Enforcement

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

1. **Enforce Bicyclist and Pedestrian Violations**
   Ticket bicyclists and pedestrians for traffic offenses the same as motorists.

   **Potential Partners**
   - Champaign County Sheriff’s Office

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

   **Potential Partners**
   - Champaign County Sheriff’s Office

### 3. Promote Rights & Responsibilities Awareness

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

**Potential Partners**
- Village of Savoy
- Champaign County Sheriff’s Office

### 4. Trail Safety & Security

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

**Potential Partners**
- Village of Savoy
- Champaign County Sheriff’s Office

### 5. Yield to Pedestrians

Promote awareness that motorists and bicyclists should yield to pedestrians.

**Potential Partners**
- Village of Savoy, Champaign County Sheriff’s Office

### Evaluation

Various qualities of the on-street bikeway and trail system should be assessed regularly for success and improvement. This section proposes some assessment procedures.
1. Bicycle Counts
Conduct counts before and after bikeways and trails are installed, considering factors such as day of the week, school being in session, temperature, and precipitation.

Potential Partners
- Village of Savoy
- CCRPC
- IDOT

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

Potential Partners:
- Village of Savoy
- CCRPC

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

Potential Partners
- CCRPC
- Village of Savoy

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

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

5. Performance Measure Assessment
Assess the system from a holistic perspective to evaluate how well the needs of users are being met, including overall utilization and functionality, maintenance and operations, and areas needing continued support.

Potential Partner
- Village of Savoy

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

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

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

Bike Parking & Zoning Ordinance Recommendations

Following are recommendations for the addition of a new Bike Parking section to the Savoy Zoning Ordinance, possibly under Title 15 - Buildings and Construction. The purpose of this new section is to improve and increase bicycle parking at all non-single family residential land uses in Savoy. The Village of Savoy Planning & Development Department should coordinate with the Planning Commission and the Board of Trustees to make any official amendments to the Savoy Zoning Ordinance after the 2016 SBPP planning process is complete.

Summary of Recommended Changes to the Savoy Zoning Ordinance

Following are the major concepts of the recommended additions to the Savoy Zoning Ordinance regarding bicycle parking:

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

Recommended Changes to the Savoy Zoning Ordinance

CHAPTER 15.31 - BICYCLE PARKING

**Purpose**

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

**Definitions**

- **Bicycle Locker:** A locker or box designed to securely store a single bicycle.
- **Bicycle Parking:** The accessory storage of non-motorized bicycles (which may include trailers or other customary accessories) in a secure manner that allows for quick and convenient access, storage, and removal of the bicycle by users who are making trips to or from the associated principal use.
- **Bicycle Parking Space:** An area within which one bicycle may be conveniently and securely stored and removed in an upright position.
with both wheels resting upon a stable surface and without requiring the movement of other parked bicycles, vehicles or other objects to access the space. Bicycle racks that stagger bicycles vertically to allow them to be parked more closely together, such as double-decker or vertical wall-mounted racks, are also acceptable bicycle parking spaces.

- **Bicycle Rack:** A fixed-in place stand, solidly anchored to the ground or other fixed object, which allows a bicycle to lean against it in an upright position with both wheels on a level surface, or in the case of a wall-mounted stand, allows a bicycle to be supported in a hanging position.

- **Long-term Bicycle Parking:** A bicycle parking space that serves bicycle parking needs longer than two hours.

- **Short-term Bicycle Parking:** A bicycle parking space that serves bicycle parking needs for two hours or less.

**Required Bicycle Parking**

A. Number of spaces required.

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 1.

2. The required minimum number of bicycle parking spaces is based on the principal uses on a site. If the principal use is not listed in the table below, the required number of bicycle parking spaces shall be determined based on the requirements of the most similar use in Table 1, as determined by the Zoning Administrator. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the principal use is based on net building area, the net building area of accessory uses is included with the principal uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of accessory Office use would have a bicycle parking requirement of 4 spaces, based on 60,000 square feet of net building area.

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

B. Exemptions

1. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.

2. No bicycle parking is required for detached one-family or two-family dwellings.

3. No bicycle parking is required for the enlargement, expansion or conversion of an existing building, where the difference between the bicycle parking required for the proposed building and the bicycle parking that would be required for the existing building (under this Section of the Ordinance) equals fewer than two (2) bicycle parking spaces.

4. No bicycle parking is required for the enlargement, expansion or conversion of an existing building resulting in a dwelling containing three (3) or fewer dwelling units.

Where bicycle parking requirements are applicable pursuant to this Section, they shall be applied to the entirety of any use that is established, expanded or enlarged within a building or on a lot, and not only to the incremental increase in the intensity of such use.
TABLE 1 Bicycle Parking Requirements by Use

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

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

2 Commercial uses include: Office and Related Uses, Service Business Uses, Retail Business Uses, and Commercial Recreational Uses.
Requirements

Bicycle parking requirements shall apply to the following projects:

a) The construction of a new building or establishment.

b) An increase of at least 15% in the number of residential dwelling units on a lot or in the amount of non-residential Gross Floor Area on a lot from the time of adoption of this section in the Ordinance.

c) The conversion of existing Gross Floor Area to a new category of non-residential use, where such conversion results in at least fifteen percent (15%) increase in the total number of bicycle parking spaces that would be required for the entire building by this section in the Ordinance.

d) If the new building or facility is for a use not listed in the above table, the number of Bicycle Parking Spaces required shall be calculated on the basis of a similar use, as determined by the Zoning Administrator.

Bicycle Parking Standards

A. Standards for all bicycle parking

1. Purpose. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

2. Bicycle lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored to concrete footings, and made to withstand severe weather and permanent exposure to the elements.

3. Bicycle racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:

   i. A bicycle shall make contact with the rack at two (2) points along the length of the bicycle and shall allow one or both wheels to be locked to the stand by way of a cable, chain, U-lock or shackle. Types of permissible bicycle racks include, but are not necessarily limited to those commonly known as “Inverted U-shape,” “A,” and “Post-and-Loop” racks (see Figure 8-18).

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

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

   ii. Each bicycle rack, if designed to the spacing requirements set forth herein may provide up to two bicycle parking spaces, with one bicycle parking space provided on each side of the bicycle rack. If a bicycle rack meets the spacing requirements on one side of the stand but not the other (as may be the case where a bicycle rack is attached to a wall), then it may provide one bicycle parking space.

   iii. A single interconnected structure may provide parking for more than two bicycles, in which case the term bicycle rack as applied in this Ordinance shall refer to any vertical element of the structure upon which one or two bicycles may be secured and which otherwise meets the layout standards set forth herein.

   iv. A space 2 feet by 6 feet must be provided for
each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.

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

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

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

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

i. Permanent.

ii. Designed to protect the bicycle from rainfall.

B. Short-term bicycle parking

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

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

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

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

i. Short-term parking must be provided in lockers or racks that meet the design and layout standards set forth in Section A3. Installers of bicycle racks may consult the illustrations shown of acceptable bicycle rack design (Figure VIII-7). Types of permissible bicycle racks include, but are not necessarily limited to those commonly known as “Inverted U-shape,” “A,” and “Post-and-Loop” racks.

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

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

C. Long-term bicycle parking.

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

   i. Long term bicycle parking must be provided in racks or lockers that meet the standards of Section A3.

   ii. Location. Long-term bicycle parking shall be provided within the building containing the use or uses that it is intended to serve, or no more than 300 feet from the main public entrance.

   iii. Long-term bicycle parking may be provided within the following types of facilities:

      1. Enclosed spaces within a building, such as bicycle rooms or garages.
      2. Bicycle sheds, covered bicycle cages, or other enclosed structures designed to provide secure and fully covered parking for bicycles.
      3. Bicycle lockers or fixed-in-place containers into which single bicycles may be securely stored and protected.
      4. Weather-protected bicycle parking spaces that are monitored at most or all times by an attendant or other security system to prevent unauthorized use or theft.

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

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

D. Motor vehicle parking space credits

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

Sources


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

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

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

Recommended Locations for Bike Parking Installation and Upgrades

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

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

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

For more information on bike parking design guidelines, see “Bike Parking”.

135
9. IMPLEMENTATION

IMPLEMENTATION CONCEPTS

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

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

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

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

Maintenance of On-Road Bicycle Facilities

All on-road bicycle facilities have common maintenance needs:

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

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

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

**Public Input**

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

• Village of Savoy Board of Trustees
• Project Open Houses or Workshops

**High Priority Infrastructure Recommendations**

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

1. First Street Corridor: Windsor to Curtis
2. Colbert Park Path
3. Prairie Fields Trial Phase II
4. Lake Falls Trail

**FIGURE 9-1** Harold E. Ruppel Memorial Bike Path
IMPLEMENTATION MAPS & MATRICES

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

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

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

<table>
<thead>
<tr>
<th>Treatment</th>
<th>Average Cost Estimate</th>
<th>Cost Unit</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Parking (bike racks and shelter)</td>
<td>$3,000</td>
<td>each</td>
<td>Portland, OR Public Schools Bike Shelter Project Development Guide</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>$133,170</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
<tr>
<td>Bike Route (signed)</td>
<td>$25,070</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
<tr>
<td>Build New Sidewalk</td>
<td>$681</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
<tr>
<td>Flashing Lights</td>
<td>$10,010</td>
<td>each</td>
<td>PBIC</td>
</tr>
<tr>
<td>Improve Existing Sidewalk</td>
<td>$340</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
<tr>
<td>Improve Existing Trail</td>
<td>$120,000</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
<tr>
<td>Install Shoulders</td>
<td>$591</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
<tr>
<td>Pave Shared-Use Path</td>
<td>$240,000</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
<tr>
<td>Pedestrian Countdown Signal</td>
<td>$740</td>
<td>each</td>
<td>PBIC</td>
</tr>
<tr>
<td>Pedestrian Crossing</td>
<td>$360</td>
<td>each</td>
<td>PBIC</td>
</tr>
<tr>
<td>Rail-Trail</td>
<td>$481,140</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
<tr>
<td>Shared-Use Path</td>
<td>$481,140</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
<tr>
<td>Sharrows</td>
<td>$7,660</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
<tr>
<td>Sidewalk Upon Development</td>
<td>$681</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
<tr>
<td>Trail Crossign Sign</td>
<td>$160</td>
<td>each</td>
<td>PBIC</td>
</tr>
<tr>
<td>Widen Existing Sidewalk to Shared-Use Path</td>
<td>$240,000</td>
<td>Mile</td>
<td>PBIC</td>
</tr>
</tbody>
</table>

FIGURE 9-2

Savoy Bike & Pedestrian Plan
Short-Term Recommendations

Legend
- Point recommendations

Pedestrian Recommendations
- Improve Existing Trail
- Pave Shared-Use Path
- Shared-Use Path

Bicyclist Recommendations
- Bike Lanes
- Improve Existing Trail
- Pave Shared-Use Path
- Shared-Use Path

Existing Facilities
- Shared-Use Path (off-street)
- Bike Lanes (on-street)
- Private Subdivision Paths
- Sidewalk
- Study Area
- Roads
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Parks outside Savoy
- Village of Savoy
- City of Champaign
- Unincorporated Areas

Install trail-crossing signs and flashing lights, and re-stripe crosswalk
Install pedestrian and bicyclist access to Walmart from Ellen Ave
Move Village at Colbert Park sign away from road to prevent blocking of pedestrian visibility

Install pedestrian countdown signals
Improve pedestrian and bicyclist access to Walmart from Ellen Ave

Study Area
Roads
Railroads
Streams
Water
Public Park
Public Golf Course
Parks outside Savoy
Village of Savoy
City of Champaign
Unincorporated Areas

SAVOY BIKE & PEDESTRIAN PLAN | 9. Implementation

139
FIGURE 9-3

Savoy Bike & Pedestrian Plan
Medium-Term Recommendations

Legend
- Point recommendations

Pedestrian Recommendations
- Build New Sidewalk
- Improve Existing Sidewalk
- Shared-Use Path
- Widen Existing Sidewalk to Shared-Use Path

Bicyclist Recommendations
- Bike Lanes
- Bike Route
- Install Shoulders
- Shared-Use Path
- Sharrows
- Widen Existing Sidewalk to Shared-Use Path

Existing Facilities
- Shared-Use Path (off-street)
- Bike Lanes (on-street)
- Private Subdivision Paths
- Sidewalks
- Study Area
- Roads
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
- Parks outside Savoy
- Village of Savoy
- City of Champaign
- Unincorporated Areas
FIGURE 9-4

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

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

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

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

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

FIGURE 9-6 Pedestrian on the Prairie Fields Trail
# TABLE 2 Implementation Matrix by Treatment

<table>
<thead>
<tr>
<th>Street Name</th>
<th>From (N/E)</th>
<th>To (S/W)</th>
<th>Treatment</th>
<th>Agency(ies) Responsible</th>
<th>Timeframe of Implementation</th>
<th>Recommended Stripping Dimensions* / Location / Alignment</th>
<th>Remove Auto Parking?</th>
<th>Comments</th>
<th>Length in miles</th>
<th>Cost Estimate**</th>
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<td><strong>BIKE LANE</strong></td>
<td><strong>On-Street Facilities</strong></td>
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<td>6-3-12-12-3-6</td>
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<td>Recommended Stripping Dimensions* / Location / Alignment</td>
<td>Remove Auto Parking?</td>
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<td>11+ North side</td>
<td>No</td>
<td>0.19</td>
<td>$127</td>
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<td>University of Illinois</td>
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<td>IDOT</td>
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<td>$36</td>
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<td>Village of Savoy</td>
<td>6-10 West side</td>
<td>No</td>
<td>0.66</td>
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<td>Burwash Ave</td>
<td>Improve Existing Sidewalk</td>
<td>Village of Savoy</td>
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<td>Agency(ies) Responsible</td>
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<td>Recommended Striped Dimensions* / Location / Alignment</td>
<td>Remove Auto Parking?</td>
<td>Comments</td>
<td>Length in miles</td>
<td>Cost Estimate**</td>
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**SHARED-USE PATH (OFF-STREET)**

- Burwash Park: West path, East path, Shared-Use Path (off-street) | Village of Savoy | 11+ | North side | No | 0.10 | $46,319 |
- Lake Falls Trail Phase I: Cascade Dr, Colbert Park path, Shared-Use Path (off-street) | Village of Savoy | 0-5 | West side | No | 0.87 | $420,716 |
- Lake Falls Trail Phase II: Colbert Park, Airport Rd, Shared-Use Path (off-street) | Village of Savoy | 6-10 | East side | No | 0.29 | $141,365 |
- Liberty on the Lake Trail: Declaration Dr, Harold E. Ruppel Memorial Bike Path, Shared-Use Path (off-street) | Village of Savoy | 11+ | North side | No | 0.77 | $369,310 |
- Prairie Fields Trail Phase II: Curtis Rd, Church St, Shared-Use Path (off-street) | Village of Savoy | 0-5 | West side | No | 1.39 | $670,162 |
- Prairie Fields Trail Phase II: Wesley Ave, U.S. 45, Shared-Use Path (off-street) | Village of Savoy | 0-5 | North side | No | 0.88 | $424,070 |

Total Cost: **$3,097,328**
<table>
<thead>
<tr>
<th>Street Name</th>
<th>From (N/E)</th>
<th>To (S/W)</th>
<th>Treatment</th>
<th>Agency(ies) Responsible</th>
<th>Timeframe of Implementation</th>
<th>Recommended Stripping Dimensions* / Location / Alignment</th>
<th>Remove Auto Parking?</th>
<th>Comments</th>
<th>Length in miles</th>
<th>Cost Estimate**</th>
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</thead>
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<td>First St</td>
<td>Shared-Use Path (off-street)</td>
<td>Village of Savoy</td>
<td>0-5</td>
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<td>Recommended Striping Dimensions* / Location / Alignment</td>
<td>Remove Auto Parking?</td>
<td>Comments</td>
<td>Length in miles</td>
<td>Cost Estimate**</td>
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<td>North and south side</td>
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<td>No</td>
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*Based on minimal field survey. Actual striping dimensions may change based on full engineering study.

**Costs do not include major roadway improvements, i.e. widening, resurfacing, etc. Costs only include striping, signage, pavement markings, etc.
### TABLE 3 Implementation Matrix by Agency

<table>
<thead>
<tr>
<th>Street Name</th>
<th>From (N/E)</th>
<th>To (S/W)</th>
<th>Treatment</th>
<th>Responsible Agency</th>
<th>Timeframe of Implementation</th>
<th>Recommended Striping Dimensions* / Location / Alignment</th>
<th>Remove Auto Parking?</th>
<th>Comments</th>
<th>Length in miles</th>
<th>Cost Estimate**</th>
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<tbody>
<tr>
<td><strong>VILLAGE OF SAVOY</strong></td>
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<td>Windsor Rd</td>
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<td>Remove Auto Parking?</td>
<td>Comments</td>
<td>Length in miles</td>
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<td>Remove Auto Parking?</td>
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<td>Length in miles</td>
<td>Cost Estimate**</td>
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<td>Comments</td>
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<td>Cost Estimate**</td>
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*Based on minimal field survey. Actual striping dimensions may change based on full engineering study.

**Costs do not include major roadway improvements, i.e. widening, resurfacing, etc. Costs only include striping, signage, pavement markings, etc.
### TABLE 4 Implementation Matrix by Timeframe

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<thead>
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<th>Street Name</th>
<th>From (N/E)</th>
<th>To (S/W)</th>
<th>Treatment</th>
<th>Agenc(ies) Responsible</th>
<th>Timeframe of Implementation</th>
<th>Recommended Striping Dimensions* / Location / Alignment</th>
<th>Remove Auto Parking?</th>
<th>Comments</th>
<th>Length in miles</th>
<th>Cost Estimate**</th>
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<td>Bike Lanes</td>
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<td>Buffered Bike Lanes</td>
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<td>To (S/W)</td>
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<td>Timeframe of Implementation</td>
<td>Recommended Striping Dimensions* / Location / Alignment</td>
<td>Remove Auto Parking?</td>
<td>Comments</td>
<td>Length in miles</td>
<td>Cost Estimate**</td>
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<td>Lyndhurst Dr</td>
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<td>Walmart</td>
<td>Bike Route</td>
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<td>6-10</td>
<td>No</td>
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<td>No</td>
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<td>6-10</td>
<td>No</td>
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<td>Woodfield Drive</td>
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<td>Village of Savoy</td>
<td>6-10</td>
<td>East side</td>
<td>No</td>
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<td>Pittfield Dr</td>
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<td>Shared-Use Path (off-street)</td>
<td>Village of Savoy</td>
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<td>Agenc(ies) Responsible</td>
<td>Timeframe of Implementation</td>
<td>Recommended Stripping Dimensions* / Location / Alignment</td>
<td>Remove Auto Parking?</td>
<td>Comments</td>
<td>Length in miles</td>
<td>Cost Estimate**</td>
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<td>Church St</td>
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<td>Essex Ln</td>
<td>Sidewalk (parallel to the road)</td>
<td>Village of Savoy</td>
<td>6-10</td>
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<td>U.S. 45 and Airport Road</td>
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<td>Pedestrian Countdown Signals</td>
<td>IDOT</td>
<td>6-10</td>
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<td></td>
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<td>North and south side</td>
<td>No</td>
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<td>Airport Rd</td>
<td>Willard Airport U.S. 45</td>
<td>Bike Lanes</td>
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<td>11+</td>
<td>5-10-10-5</td>
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<td>Walmart Supercenter</td>
<td>Bike Route</td>
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<td>11+</td>
<td>No</td>
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<td>$8,625</td>
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<td>Airport Rd</td>
<td>University of Illinois Golf Course</td>
<td>Bike Route</td>
<td>Tolono Township, University of Illinois, Village of Savoy</td>
<td>11+</td>
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<td>Willard Airport Hartwell Dr</td>
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<td>Village of Savoy</td>
<td>11+</td>
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<td>City of New Orleans Rail-Trail</td>
<td>Windsor Rd</td>
<td>Curtis Rd</td>
<td>Rail-Trail</td>
<td>Village of Savoy</td>
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<td>To (S/W)</td>
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<td>Responsible Agency(ies)</td>
<td>Timeframe of Implementation</td>
<td>Recommended Stripping Dimensions* / Location / Alignment</td>
<td>Remove Auto Parking?</td>
<td>Comments</td>
<td>Length in miles</td>
<td>Cost Estimate**</td>
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<td>Wesley Ave</td>
<td>U.S. 45</td>
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<td>Village of Savoy</td>
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<td>$21,016</td>
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<td>Airport Rd</td>
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<td>Windsor Road North Sidewalk</td>
<td>Neil St</td>
<td>First St</td>
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<td>Declaration Dr</td>
<td>Harold E. Ruppel Memorial Bike Path</td>
<td>Shared-Use Path (off-street)</td>
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<td>Airport Rd</td>
<td>Shared-Use Path (off-street)</td>
<td>University of Illinois, Village of Savoy</td>
<td>11+</td>
<td>East side</td>
<td>No</td>
<td>1.00</td>
<td>$478,992</td>
<td></td>
</tr>
<tr>
<td>Prospect Avenue Path Extension</td>
<td>Golfview Ct</td>
<td>Ruppel Path</td>
<td>Shared-Use Path (off-street)</td>
<td>Village of Savoy</td>
<td>11+</td>
<td>East side</td>
<td>No</td>
<td>0.09</td>
<td>$42,016</td>
<td></td>
</tr>
<tr>
<td>U.S. 45</td>
<td>Walmart Supercenter</td>
<td>Airport Rd</td>
<td>Sidewalk upon Development</td>
<td>Village of Savoy</td>
<td>11+</td>
<td>North side</td>
<td>No</td>
<td>0.54</td>
<td>$368</td>
<td></td>
</tr>
<tr>
<td>Prospect Avenue</td>
<td>Graham Dr</td>
<td>Church St</td>
<td>Widened Existing Sidewalk to Shared-Use Path</td>
<td>Village of Savoy</td>
<td>11+</td>
<td>North side</td>
<td>No</td>
<td>0.19</td>
<td>$45,697</td>
<td></td>
</tr>
<tr>
<td>First St</td>
<td>Curtis Rd</td>
<td>Lake Park Rd</td>
<td>Widened Existing Sidewalk to Shared-Use Path</td>
<td>Village of Savoy</td>
<td>11+</td>
<td>North side</td>
<td>No</td>
<td>0.26</td>
<td>$63,247</td>
<td></td>
</tr>
<tr>
<td>Flightstar</td>
<td></td>
<td></td>
<td></td>
<td>Village of Savoy</td>
<td>11+</td>
<td>No</td>
<td>$3,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Willard Airport Terminal</td>
<td></td>
<td></td>
<td></td>
<td>Village of Savoy</td>
<td>11+</td>
<td>No</td>
<td>$3,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Name</td>
<td>From (N/E)</td>
<td>To (S/W)</td>
<td>Treatment</td>
<td>Agenc(ies) Responsible</td>
<td>Timeframe of Implementation</td>
<td>Recommended Striping Dimensions* / Location / Alignment</td>
<td>Remove Auto Parking?</td>
<td>Comments</td>
<td>Length in miles</td>
<td>Cost Estimate**</td>
</tr>
<tr>
<td>-----------------------------</td>
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<td>-----------------</td>
</tr>
<tr>
<td>Airport Road at Fieldstone Drive</td>
<td></td>
<td></td>
<td>Pedestrian Crossing</td>
<td>Village of Savoy</td>
<td>11+</td>
<td>No</td>
<td>No</td>
<td></td>
<td></td>
<td>$681</td>
</tr>
</tbody>
</table>

**TOTAL COST OF ALL PROPOSED PROJECTS** $7,520,726

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

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

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

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

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

- Rehabilitation
- Sign Installation
- Pavement Marking Striping & Maintenance
- Amenity Installation (e.g. lights, bike racks, etc.)

The Village of Savoy should also continue to coordinate with the Champaign County Greenways & Trails member agencies on regional bikeway and trail planning, in case there are funding opportunities that can benefit multiple jurisdictions. Project funding may come from member agencies such as the Champaign County Forest Preserve District (CCFPD), Champaign County Highway Department, Illinois Department of Transportation (IDOT), or the University of Illinois.

Beyond those member agencies, the Village of Savoy should maintain a relationship with the Champaign-Urbana Public Health District (CUPHD) and Healthy Champaign County (HCC), as funding and resources for bicycle use and education have become increasingly available from the public health sector.

Another major builder of bikeways is developers. Plan recommendations may be implemented opportunistically when a new subdivision or commercial development is added.

Other opportunities include road projects by the Village, County, or State. Including bikeways as part of a larger road project is substantially cheaper and easier than retrofit bike projects. Even resurfacing work can be used to add on-road bikeway striping, sometimes at no additional cost.

Road impact fees help pay for road improvements needed as an impact of development. Should the opportunity arise for the Village of Savoy, a novel approach would be to require a non-motorized transportation impact fee along with road impact fees.

Trails for Illinois is another organization that the Village of Savoy can investigate working with on regional trail projects, especially the Illinois Trails Corps that piloted the “do-it-yourself trail building” model in Shelby County, IL in 2014. A young adult service corps and volunteers were recruited to repair, rebuild, and extend nearly 27 miles of hiking, biking and equestrian trails in Shelby County.¹ The Village of Savoy should explore working with the Rails-to-Trails Conservancy on long-term rail-trail corridor recommendations.

At the state level, the Illinois Department of Transportation (IDOT) and Illinois Department of Natural Resources (IDNR) provide the most access to funding for bikeways and trails. Those funding sources, along with federal, private, and non-profit sources are listed below. The E’s that apply to each funding source are also noted under the Category field.

### TABLE 5 Possible Funding Sources in Illinois

<table>
<thead>
<tr>
<th><strong>State of Illinois</strong></th>
<th><strong>Department of Natural Resources (IDNR)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Illinois Bicycle Path Program</strong></td>
<td></td>
</tr>
<tr>
<td>Department: IDNR</td>
<td>Deadline: March 1st</td>
</tr>
<tr>
<td>Description: The Illinois Bicycle Path Grant Program was created to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program.</td>
<td></td>
</tr>
<tr>
<td>Website: <a href="http://www.dnr.state.il.us/ocd/newbike2.htm">http://www.dnr.state.il.us/ocd/newbike2.htm</a></td>
<td></td>
</tr>
</tbody>
</table>

| **Illinois Biodiversity Field Trip** | |
| Department: IDNR | Deadline: January 31st | Maximum Amount: $500 | Category: Education |
| Description: Grants are only available to teachers in Illinois and should be for the purpose of studying some aspect of Illinois' biodiversity, referring to the variety of life in an area. The field trip site must be in Illinois and can include state parks, natural areas, natural history museums and nature centers. A budget with an itemized list of expenditures to be covered by the grant must be included. Items eligible for funding include: transportation, substitute teachers, admission fees, and guest speakers. | |
| Website: [http://dnr.state.il.us/lands/education/CLASSRM/grants.htm](http://dnr.state.il.us/lands/education/CLASSRM/grants.htm) |

| **Off-Highway Vehicle (OHV) Recreation Program** | |
| Department: IDNR | Deadline: March 1st | Maximum Amount: N/A | Category: Engineering |
| Description: The OHV grant program provides financial aid to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for off-highway vehicle parks and trails. These facilities must be open and accessible to the public. The program can also help restore areas damaged by unauthorized OHV use. The program can provide up to 100% funding reimbursement assistance for approved, eligible project costs. | |
| Website: [http://www.dnr.state.il.us/ocd/newohv2.htm](http://www.dnr.state.il.us/ocd/newohv2.htm) |

| **Open Space Lands Acquisition and Development Program (OSLAD) & Land and Water Conservation Fund (LWCF)** | |
| Department: IDNR | Deadline: Between May 1st & July 1st | Maximum Amount: $750,000 for Acquisition Projects, $400,000 for Development/Renovation Projects | Category: Engineering |
| Description: The OSLAD Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The federal LWCF program (also known as LAWCON) is a similar program with similar objectives. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. Both programs provide funding assistance up to 50% of approved project. | |
| Website: [http://www.dnr.state.il.us/ocd/newoslad1.htm](http://www.dnr.state.il.us/ocd/newoslad1.htm) |
### Recreational Trails Program (RTP)

<table>
<thead>
<tr>
<th>Department: IDNR</th>
<th>Deadline: March 1st</th>
<th>Maximum Amount: N/A</th>
<th>Category: Engineering</th>
</tr>
</thead>
</table>

Description: This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. Examples of eligible project activities include: trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. By law, 30% of each state’s RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.

Website: [http://www.dnr.state.il.us/ocd/newrtp2.htm](http://www.dnr.state.il.us/ocd/newrtp2.htm)

### Snowmobile Grant Program

<table>
<thead>
<tr>
<th>Department: IDNR</th>
<th>Deadline: May 1st</th>
<th>Maximum Amount: N/A</th>
<th>Category: Engineering</th>
</tr>
</thead>
</table>

Description: The state-funded Snowmobile Grant Program for local governments is financed from the registration fees of snowmobiles and provides up to 50% reimbursement of approved facility development/rehabilitation costs and 90% of approved trail corridor land acquisition costs for public snowmobile trails and areas in the state. This program is available to any unit of local government located in a region of Illinois with sufficient snow cover and having statutory authority to acquire and develop lands for public park and recreation purposes.

Website: [http://www.dnr.state.il.us/ocd/newsnow2.htm](http://www.dnr.state.il.us/ocd/newsnow2.htm)

### Snowmobile Trail Establishment Fund (STEF)

<table>
<thead>
<tr>
<th>Department: IDNR</th>
<th>Deadline: May 1st</th>
<th>Maximum Amount: N/A</th>
<th>Category: Engineering</th>
</tr>
</thead>
</table>

Description: The Snowmobile Trail Establishment Fund (STEF) Program provides financial assistance to incorporated, private snowmobile clubs in Illinois. The STEF Program provides reimbursement funding assistance up to 100% of eligible project costs. Funds for the program come from a portion of snowmobile registration fees collected by the state. Grants may be obtained by local snowmobile clubs to develop and maintain additional public trails and facilities in the state. Although grants are made to private clubs, STEF-assisted snowmobile trails and facilities must be open and available for general public use.

Website: [http://www.dnr.illinois.gov/AEG/Pages/SnowmobileTrailEstablishmentFund.aspx](http://www.dnr.illinois.gov/AEG/Pages/SnowmobileTrailEstablishmentFund.aspx)
### Illinois Transportation Enhancement Program (ITEP)

<table>
<thead>
<tr>
<th>Department:</th>
<th>IDOT</th>
<th>Deadline:</th>
<th>Set by IDOT</th>
<th>Maximum Amount:</th>
<th>N/A</th>
<th>Category:</th>
<th>Engineering</th>
</tr>
</thead>
</table>

Description: ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. A project must qualify as one of the 6 eligible categories listed in the ITEP Guidelines Manual and it must relate to surface transportation to be eligible for funding.

Website: [http://www.dot.il.gov/opp/itep.html](http://www.dot.il.gov/opp/itep.html)

### Pedestrian & Bicycle Safety Program (PBS)

<table>
<thead>
<tr>
<th>Department:</th>
<th>IDOT</th>
<th>Deadline:</th>
<th>Set by IDOT</th>
<th>Maximum Amount:</th>
<th>N/A</th>
<th>Categories:</th>
<th>Education, Enforcement</th>
</tr>
</thead>
</table>

Description: Pedestrian and Bicycle Safety Program (PBS) is designed to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through education and enforcement. The primary focus of this program will be on areas experiencing disproportionately high pedestrian and bicycle crashes and surrounding facilities such as schools, parks, and senior centers.

Website: [http://www.trafficsafetygrantsillinois.org](http://www.trafficsafetygrantsillinois.org)

### Safe Routes to School (SRTS)

<table>
<thead>
<tr>
<th>Department:</th>
<th>IDOT</th>
<th>Deadline:</th>
<th>Set by IDOT</th>
<th>Maximum Amount:</th>
<th>$200,000 for Infrastructure Applications, $30,000 for Non-Infrastructure Applications</th>
<th>Categories:</th>
<th>Engineering, Education, Encouragement, Enforcement, Evaluation</th>
</tr>
</thead>
</table>

Description: The Illinois Safe Routes to School Program (SRTS) is a federally funded program administered by the Illinois Department of Transportation. The Illinois SRTS Program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to schools serving grades Kindergarten through 8th grade. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor.

Website: [http://www.dot.il.gov/saferoutes/saferouteshome.aspx](http://www.dot.il.gov/saferoutes/saferouteshome.aspx)
APPENDIX A
POPULATION DATA
Savoy Bike + Pedestrian Plan
Population Age 10 to 14

Legend
- Study Area
- Roads
- Railroads

% Population Age 10 to 14
- 0% - 2.2%
- 2.3% - 5.4%
- 5.5% - 8.5%
- 8.6% - 13%

Source: American Community Survey (ACS) 2013 5-Year Estimates
Geographic Unit: Census Blockgroup
Savoy Bike + Pedestrian Plan
Population Age 15 to 17

Legend
- Study Area
- Roads
- Railroads

% Population Age 15 to 17
- 0% - 1.1%
- 1.2% - 2.9%
- 3% - 5.2%
- 5.3% - 8%
- 8.1% - 15.2%

Source: American Community Survey (ACS) 2013 5-Year Estimates
Geographic Unit: Census Blockgroup
Savoy Bike + Pedestrian Plan
Population Age 18 to 21

Legend
- Study Area
- Roads
- Railroads

% Population Age 18 to 21
- 0% - 4%
- 4.1% - 10.8%
- 10.9% - 27.2%
- 27.3% - 49.8%
- 49.9% - 94.4%

Source: American Community Survey (ACS) 2013 5-Year Estimates
Geographic Unit: Census Blockgroup
Savoy Bike + Pedestrian Plan
Population Age 22 to 29

Legend
- Study Area
- Roads
- Railroads

% Population Age 22 to 29
- 1.3% - 7.1%
- 7.2% - 13.2%
- 13.3% - 20.9%
- 21% - 33.8%
- 33.9% - 66.4%

Source: American Community Survey (ACS) 2013 5-Year Estimates
Geographic Unit: Census Blockgroup
Savoy Bike + Pedestrian Plan

Commuting to Work by Car, Truck or Van

Legend
- Study Area
- Roads
- Railroads
- Car, Truck or Van / Total
  - 4.4% - 32.4%
  - 32.5% - 59.6%
  - 59.7% - 78.3%
  - 78.4% - 89.7%
  - 89.8% - 100%

Source: American Community Survey (ACS) 2013 5-Year Estimates
Geographic Unit: Census Blockgroup
Savoy Bike + Pedestrian Plan
Commuting to Work by Transit

Source: American Community Survey (ACS) 2013 5-Year Estimates
Geographic Unit: Census Blockgroup
Savoy Bike + Pedestrian Plan
Commuting to Work by Bicycle

Source: American Community Survey (ACS) 2013 5-Year Estimates
Geographic Unit: Census Blockgroup
Savoy Bike + Pedestrian Plan
Commuting to Work by Walking

Legend
- Study Area
- Roads
- Railroads
- Walked / Total

Source: American Community Survey (ACS) 2013 5-Year Estimates
Geographic Unit: Census Blockgroup
Savoy Bike + Pedestrian Plan
Working from Home

Legend
- Study Area
- Roads
- Railroads

Worked from Home / Total
- 0% - 1.8%
- 1.9% - 4.9%
- 5% - 8.2%
- 8.3% - 15%
- 15.1% - 25.6%

Source: American Community Survey (ACS) 2013 5-Year Estimates
Geographic Unit: Census Blockgroup
APPENDIX B
EXISTING PARKS
Savoy Bike + Pedestrian Plan
Burwash Park

Legend
- Bench (5)
- Pavilion (1)
- Picnic Table (8)
- Playground Equipment (1)
- Restroom (1)
- Waste Receptacle (6)
- Drinking Fountain (1)
- Sign (3)
- Study Area
- Roads
  - Public School K-12
  - Private School K-12
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course

 IPC
Savoy
GIS

0 0.0125 0.025 0.05 Miles

Burwash Ave
Evrengen Cir
Savoy Bike + Pedestrian Plan
Dana Colbert Sr. Park
Savoy Bike + Pedestrian Plan
Dohme Park

Legend
- Bench (12)
- Pavilion (1)
- Picnic Table (6)
- Waste Receptacle (4)
- Drinking Fountain (2)
- Sign (1)

- Study Area
- Roads
- Public School K-12
- Private School K-12
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
Savoy Bike + Pedestrian Plan
East Tomaras Mini Park

Legend
- Bench (2)
- Study Area
- Roads
- Public School K-12
- Private School K-12
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course
Savoy Bike + Pedestrian Plan
Friendship Crossing

Legend
- Bench (5)
- Pavilion (1)
- Picnic Table (1)
- Drinking Fountain (1)
- Sign (1)
- Study Area
- Roads
  - Public School K-12
  - Private School K-12
- Railroads
- Streams
- Water
- Public Park
- Public Golf Course

W Curtis Rd
S Prospect Ave

0 0.005 0.01 0.02 Miles
N
Savoy Bike + Pedestrian Plan
Indigo Mini Park
Savoy Bike + Pedestrian Plan
Prairie Fields Park

Legend
- Bench (13)
- Pavilion (1)
- Picnic Table (4)
- Playground Equipment (1)
- Restroom (1)
- Waste Receptacle (9)
- Drinking Fountain (1)
- Sign (1)
- Other Park Feature (1)

Study Area

Roads
- Public School K-12
- Private School K-12

Railroads

Streams

Water
- Public Park
- Public Golf Course

Scale: 0.0125:0.25 Miles
APPENDIX C
GREENWAYS & TRAILS DESIGN GUIDELINES
13 DESIGN GUIDELINES

13.1 Introduction
Champaign County Trails Design Guidelines were created to facilitate development of all non-motorized paths throughout Champaign County, including sidewalks, bike lanes, shared use trails, and nature trails. Existing trails in the area are of varying widths and materials. No standard facilities or design features moreover, show users they are using a trail that is part of an overall countywide system. Once implemented, these design guidelines will help create a recognizable and consistent system of greenways and trails of which Champaign County can be proud.

These guidelines were developed using a collection of resources to ensure that the end product meets the needs of municipalities, special use districts, grant-funding agencies, and trail users, while maintaining accessibility requirements. In compiling these guidelines, best practices already in use in counties across the nation were combined with guidelines tailored to Champaign County’s specific needs.

13.1.1 Goals and Objectives
The creation of countywide greenway, trail, and bikeway design guidelines is a first step in implementing the Champaign County Greenways & Trails Plan adopted in February 2004. This relates directly to this Plan’s Goal #2, that “all Champaign County residents will be provided with a greenways and trails system that emphasizes safety and user-friendliness.”

These guidelines seek to create a system of greenways and trails capturing Champaign County’s community character and history, and serving as an educational and recreational resource for trail and bikeway users. It also seeks to maintain the greenways and trails’ environmental integrity.

13.1.2 General Standards
- All facilities shall meet or exceed Americans with Disabilities Act (ADA) standards.
- All paved surfaces shall meet or exceed all applicable Illinois Department of Transportation (IDOT) standards for the installation of surface type.
- All paved surfaces shall meet or exceed all applicable local codes.
- All paved surfaces shall meet or exceed current American Association of State Highway and Transportation Officials (AASHTO) standards for trail and bikeway type.
- All guidelines shall comply with the most recent versions of the Americans with Disabilities Act (ADA), IDOT, and AASHTO standards as applicable.

13.1.3 Methodology
Staff from the Champaign County Regional Planning Commission interviewed participating agencies, including representatives from Champaign County, cities and villages, park districts, the University of Illinois, the Champaign-Urbana Mass Transit District, IDNR and IDOT, and several local developers. Questions included what they wanted addressed in the design guidelines, what format they preferred, what practices the agencies currently followed, and the process their agency would go through to adopt the design guidelines into practice if they chose to do so. Many of the representatives were on the Greenways & Trails Plan Steering Committee, so they were familiar with the Greenways & Trails Plan and were interested in its implementation.

Interviewees
The Champaign County Regional Planning Commission conducted interviews with the following organizations and individuals:

City of Champaign
- Public Works: Steve Wegman
- Planning: Rob Kowalski, Danielle Rideout
Several Local Developers

Support for countywide trails design guidelines was generally high, although many agencies stressed the importance of keeping the guidelines flexible for different settings and circumstances. They wanted a short document that would be user-friendly and easy to understand, and they wanted more pictures and diagrams and less text. Safety and practicality were top priorities for each agency, with separation of pedestrians and bicyclists from vehicular traffic and low-cost construction frequently mentioned.

After compiling the information from the interviews, the Champaign County Regional Planning Commission determined the design guidelines’ format. Keeping in mind suggestions the different agencies made and the formats other regions used, the Champaign County Regional Planning Commission organized the document by facility type: off-street trails (shared-use trails, nature trails, and sidewalks) and on-street bikeways (bike lanes, bike routes, shared bike/parking lanes, sharrows, and Share the Road). They also included sections on connections and crossings, facilities at trailheads and rest areas.

Each section begins with a description of the feature’s use, followed by a cross-section with dimensions and engineering specifications. All design guidelines for Champaign County follow the Illinois Department of Transportation and the Illinois Department of Natural Resources’ recommended guidelines for grant funding and accessibility.
13.2 Off-Street Facilities

13.2.1 Shared-Use Trails
A shared-use trail is a recreational pathway that pedestrians, bicyclists, rollerbladers, strollers, and skateboarders may use. They may connect parks, employment centers, shopping centers, and public places. Shared-use trails should not be located immediately adjacent to interstate highways.

Dimensions

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

Clear Zone
- A 3-foot wide clear zone should be maintained adjacent to both sides of all shared-use trails for the use of joggers and for keeping vegetation from erupting through the trail surface.
- Where a roadway runs adjacent to or near a shared-use trail, the roadway should be separated from the shared-use trail with a 5 foot wide clear zone.
- When separation of five feet cannot be achieved, a physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
  - Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) is recommended to be at least 10 feet. This will reduce water pollution potential from runoff and chemicals associated with paved surfaces.

Vertical Clearance
- The vertical clearance should be at least 8 feet high (or higher to accommodate maintenance vehicles).

Subgrade, Subbase, and Trail Surface

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

Subbase
- The sub-base should be a 6-inch compacted crushed rock.

Trail Surface
- The following are acceptable surface types for shared-use trails:
  - Asphalt,
  - Concrete, and
  - Compacted crushed rock.
- The paved surface should be a minimum of 4 inches thick or follow the applicable agency’s specifications, whichever is greater.
- Shared-use trails should be designed to sustain without damage wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path.
- Edge support to accommodate vehicles can be in the form of stabilized shoulders or in additional pavement width.
- Shared-use trails should be machine laid, using the appropriate machines and tools to smooth and compact the trail surface.
Engineering
• Refer to the most recent adopted edition of the AASHTO “Guide for the Development of Bicycle Facilities” and the Illinois Department of Transportation (IDOT)’s “Bureau of Local Roads & Streets Manual” Chapter 42 - Bicycle Facilities for engineering specifications, including design speed, sight distances, horizontal alignment, and superelevation.

Shared-Use Trail Signage
Shared-use trail signage (see right), especially Signs 1 and 2, should be shielded from road user visibility to decrease confusion. Sign 6 should be installed at the entrance to a shared-use trail. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.

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

Shared-Use Trail Markings
All surface markings on shared-use trails should be retroreflectORIZED and made of skid-resistant material for safety. Obstructions in the traveled way of a shared-use trail should be marked with retroreflectORIZED material. Striping should not be used on shared-use trails to separate directions; yield signage should be used instead. Where there are curves with restricted sight distance, a 4 inch wide yellow centerline stripe may be used to separate opposite directions of travel.

Design Guidelines

Sign Dimensions
1. 18”x18”
2. 18”x18”x18”
3. 12”x18”
4. 12”x18”
5. 12”x18”
6. 24”x24”
7. 24”x4.5”
8. 12”x18”
9. 18”x18”
10. 18”x18”
11. 18”x18”
12. 15” diameter
9. W3-1 10. W3-2
11. W3-3 12. W10-1

Regulatory and Warning Signs and Plaques for Bicycle Facilities
Source: Manual on Uniform Traffic Control Devices (MUTCD) 2009, Figures 9B-2 and 9B-3
Design Guidelines
Champaign County Greenways & Trails Plan

Shared-Use Trail Dimensions Diagram

Sign Placement Diagram on Shared-Use Paths
Source: MUTCD 2009, Figure 9B-1
13.2.2 Nature Trails

Nature trails are a form of shared-use path, although they typically run through environmentally sensitive areas. The surfacing and width specifications are more flexible than for shared-use paths; for example, nature trails may have a soft, permeable surface, such as bark, wood chips, or crushed aggregate in lieu of asphalt. Therefore, nature trails are not designed to be ADA accessible. The width of the nature trail may be as narrow as 18 inches to allow for passage through densely vegetated areas and hilly terrain.

Dimensions

Width
- Nature trails should maintain a width of no less than 18 inches.

Clear Zone
- Where a roadway runs adjacent to or near a nature trail, the roadway should be separated from the nature trail with a 5 foot wide mowed shoulder or vegetation.
  - When separation of five feet cannot be achieved, an approved, crash-tested physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
  - Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) should be maintained at a minimum distance of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

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

Subgrade, Subbase, and Trail Surface

In general, earthen trails do not require a subbase. If soils are particularly wet, a layer of geotextile fabric covered with a layer of aggregate may be placed between the ground and trail surface to provide a moisture barrier.

Trail Surface

Nature trails may use a variety of alternative surfacing, some of which are listed below:
- Bark or wood chips
  - A 4-inch layer of bark or wood chips is recommended.
  - Bark or wood chips should be replaced every year due to compaction and dislocation.
  - Bark or wood chips should not be used near streams or wetlands or on portions of the trail with cross-drainage.
- Crushed Aggregate
  - Open-graded, crushed rock of 1 inch or smaller diameter is recommended.
  - A 4-inch thick layer of crushed rock compacted to 95 percent is recommended.
  - The sub-grade should be prepared and compacted to prevent vegetation encroachment.
- Plastic lumber
  - Plastic lumber is suitable for boardwalks in wet areas.
  - Plastic lumber may be colored or painted to blend in with the surroundings.
Engineering

- Due to their often-varied topographic setting, nature trails are not designed to be universally accessible.
- Design Speed should be 15 mph for unpaved trails.
- The trail should be sloped to drain at 3 to 5 percent.

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

Dimensions

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

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

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

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

Engineering

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

Slope
- The longitudinal slope of all sidewalks shall be a maximum of 5% to maintain accessibility.
- The cross-slope of all sidewalks shall be a maximum of 2.0% to maintain accessibility and should slope in one direction or be crowned.
Ramps
- Ramp specifications shall follow the Illinois Accessibility Code:
  - The least possible slope should be used for any ramp.
  - The maximum slope of a ramp in new construction shall be 8.3%.
  - The maximum rise for any run shall be 30 inches.
- The minimum clear width of a ramp shall be 48 inches.
- The recommended clear width of a ramp is 60 inches.
- If a ramp has a rise greater than 6 inches, or a horizontal projection greater than 72 inches, it shall have handrails on both sides.

Curb Ramps
- Curb ramps shall be installed in all new sidewalk construction projects wherever an accessible route crosses a curb, as well as where existing sidewalks cross a curb or other barrier.
- The maximum running slope of a curb ramp in new construction shall be 8.3%.
- The minimum width of a curb ramp shall be 48 inches, exclusive of flared sides.
- A 4 foot by 4 foot minimum landing shall be provided at the top of a perpendicular curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the top of a perpendicular curb ramp.
- The maximum slope of flared sides of a perpendicular ramp shall be 10.0%.
- A 4 foot by 4 foot minimum landing shall be provided at the bottom of a parallel curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the bottom of a parallel curb ramp.
- Running slopes and cross slopes at landings shall be 2.0% maximum. No portion of the curb ramp shall exceed this maximum.
- Diagonal curb ramps should not be used because they do not allow pedestrians to properly align with crosswalks.
- Handrails are not required on curb ramps.

Detectable Warning Surface
- A detectable warning surface shall be provided where curb ramps, blended transitions or landings provide a flush pedestrian connection to the street.
- A detectable warning surface shall be provided at commercial driveways provided with traffic control devices.
- Detectable warnings shall consist of a surface of truncated domes.
- Truncated domes shall provide color contrast with adjacent surfaces.
- Detectable warning surfaces shall extend a minimum of 2 feet in the direction of travel and the full width of the curb, exclusive of flares.

Subgrade and Sidewalk Surface

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

Sidewalk Surface
- The sidewalk surface should be concrete.
- The concrete surface should be 6 inches thick.
- The sidewalk surface should be jointed to control cracking.
- A rough brushed surface is recommended to increase traction.
Above left: Perpendicular Curb Ramp

Above right: Diagonal Curb Ramp
(this type of curb ramp is not
recommended, but may be used if
situation provides no alternative)

Left: Parallel Curb Ramp
Source: Designing Sidewalks and Trails for Access
Part II of II: Best Practices Design Guide,
Chapter 7: Curb Ramps
13.3 On-Street Facilities

13.3.1 Bike Lanes
An on-road bike lane is a one-way path that carries bicyclists in the same direction as the adjacent motorized travel lane. Bike lanes should be located on the right side of the roadway, between the parking lane (if one exists) and the travel lane. Bicycles traveling in bike lanes have the same rights and responsibilities as motorized vehicles.

Dimensions

Width
Varies based on roadway cross-section:
- For roadways with no curb and gutter, the minimum width should be 4 feet.
- For roadways with curb and gutter and where parking is permitted, the minimum width should be 5 feet.
- For roadways with curb and gutter and where parking is prohibited, the minimum width should be 5 feet from the face of the curb.

Slope/Drainage
- To follow the road engineering standards adopted by each agency.
- Drainage grates and utility covers should be adjusted flush with the road surface and be bike-proof.
- Curb inlets should be used to eliminate exposure of bicyclists to grates.

Subgrade, Subbase, and Bikeway Surface
- To follow the road engineering standards adopted by each agency.
- Paved shoulders marked as bike lanes should be smooth and maintained to provide a desirable riding surface.
Active Choices
Champaign County Greenways & Trails Plan

Design Guidelines

(1) On-Street Parking

Parking stalls or optional 100-mm (4-inch) solid stripe*
150-mm (6-inch) solid white stripe*

Motor vehicle lanes

1.5 m (5 ft) min.
Parking
1.5 m (5 ft) min.
Bike lane

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

(2) Parking Permitted without Parking Stripe or Stall

Vortical curb
150-mm (6-inch) solid white stripe
Rolled (mountable) curb

Motor vehicle lanes

Paking
Bike lane
3.6 m (12 ft) min.*

Motor vehicle lanes

Bike lane
Parking
3.3 m (11 ft) min.*

* 3.9 m (13 ft) is recommended where there is a substantial parking or turnover of parked cars is high (e.g., Commercial areas).

(3) Parking Prohibited

0.9 m (3 ft) min.
150-mm (6-inch)
solid white stripe

Motor vehicle lanes

1.5 m (5 ft) min.
Bike lane
1.2 m (4 ft) min.
Bike lane

Source: American Association of State Highway and Transportation Officials (AASHTO)
**Design Guidelines**

**Active Choices**

Champaign County Greenways & Trails Plan

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**Markings**

- A bike lane should be delineated from the motor vehicle lanes with a 6 inch minimum solid white line.
- A bike lane may be delineated from the parking lanes with a 4 inch minimum solid white line.
- At intersections with a bus stop or right-turning motor vehicles, the solid white bicycle lane shall be replaced with a broken line for a distance of 100-200 feet.
- At other designated bus stops (including far-side intersection stops) the solid white line shall be replaced with a broken line for a distance of at least 80 feet.
- A broken line shall consist of 2 foot dashes with 6 foot spaces.
- A bike lane should be painted with standard pavement symbols to inform bicyclists and motorists of the presence of the bike lane.
- Bike lane symbols shall be white.
- Bike lane symbols shall be placed immediately after an intersection and at other locations as needed.
- When bike lane symbols are used, bike lane signs (R3-17, R3-17aP, R3-17bP) shall also be used.

- In areas where a sidewalk runs adjacent to or near a bike lane, such as on the University of Illinois campus, the bike lane should have a “Bike Only” sign painted on the surface to discourage pedestrians from using the bike lane as a walkway. Surface markings should be consistent throughout the community.
- Intersections approaches with bicycle lanes:
  - A through bicycle lane shall not be positioned to the right of a right turn only lane.
  - When the right through lane is dropped to become a right turn only lane, the bicycle lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bicycle lanes should resume to the left of the right turn only lane.
  - No markings should be painted across pedestrian crosswalks or in the intersections.
  - If used, the bicycle lane symbol marking should be placed immediately after intersections and as appropriate.
Above left: Example of bicycle lane treatment at a right-turn only lane

Above center: Example of bicycle lane treatment at parking lane into a right turn only lane

Above right: Example of intersection pavement markings—designated bicycle lane with left-turn area, heavy turn volumes, parking, one-way traffic, or divided highway

Right: Typical pavement markings for bike lane on two-way street

Source: MUTCD 2009; Figures 9C-4, 9C-5, 9C-1, and 9C-6
Bicycle Lane Symbol Layout

- **6" WHITE LINE**
  - 1'-0" above the bike lane
  - 2'-8" wide
  - 3'-0" below the bike lane

- **4" WHITE LINE**
  - 6 ft. above the bike lane
  - 6 ft. below the bike lane

- **EDGE OF PAVEMENT**
- **CURB AND GUTTER**
- **PARKING LANE**

- **BIKE LANE**
  - 6 ft. wide
  - 5 ft. to 7 ft. varies

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

- Sign 1 shall be used in conjunction with marked bicycle lanes and be placed at periodic intervals along the marked bike lane.
- Sign 2 should be mounted directly below Sign 1 in advance of the beginning of a marked bike lane.
- Sign 3 should be mounted directly below Sign 1 at the end of a marked bike lane.
- Sign 4 may be used when motor vehicles must cross a bike lane to enter an exclusive right-turn lane.
- Sign 5 should be installed if it is necessary to restrict parking, standing or stopping in a bicycle lane.
- Sign 6 may be installed when it is desirable to show the direction to a designated bicycle parking area.
- Sign 8 should be used only in conjunction with Sign 7, and shall be mounted directly below Sign 7.
- Signs 9 and 10 may be installed where there is insufficient width for a designated bike lane.
13.3.2 Shared Lane Markings (sharrows)
Bicycle positioning on the roadway is key to avoiding crashes with cars turning at intersections. Shared lane markings, also known as “sharrows,” are included in the 2009 version of the Federal Highway Administration’s Manual on Uniform Traffic Control Devices (MUTCD).

Shared lane markings are used to indicate correct straight-ahead bicycle position at intersections with turn lanes, and at intersections where bike lanes are temporarily discontinued due to turn lanes or other factors. Shared lane markings will be installed where deemed appropriate. The following is information regarding shared lane markings from the 2009 version of the Manual on Uniform Traffic Control Devices.

The Shared Lane Marking may be used to:

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

Dimensions
The shared lane marking consists of two chevron markings above a bicycle symbol. The entire marking is 40 inches wide and 112 inches tall. The bicycle symbol is 72 inches high, from the top of the handlebars to the bottom of the tires.

Markings
• Shared lane markings should not be placed on roadways that have a speed limit above 35 mph.
• Shared lane markings shall not be used on shoulders or in designated bicycle lanes.
• On shared lanes with on-street parallel parking, shared lane markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.
• On a street without on-street parking with an outside travel lane less than 14 feet wide, the centers of the shared lane markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.
• Shared lane markings should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

Signage
A Bicycles May Use Full Lane sign may be used in addition to or instead of the shared lane marking to inform road users that bicyclists may occupy the travel lane. This sign may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present, and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

Some agencies may choose to use the Bicycles May Use Full Lane sign on urban streets, and Share The Road signs on rural roads (see page 150). Other agencies may choose to only use Bicycles May Use Full Lane signs or Share The Road signs for its roads.
13.3.3 Bike Route

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

The 2012 AASHTO Guide for the Development of Bicycle Facilities lists the following uses for bicycle route and guide signs:

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

The 1999 AASHTO Guide for the Development of Bicycle Facilities also lists the following reasons for designated shared bike routes:

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

A road does not require a specific geometry to be signed as a Bike Route. Generally, a road’s Bicycle Level of Service (BLOS) grade should be High C or better in order to be designated a Bike Route. Bike routes can be signed using the D11, D1, M1-8, or M1-9 signs from the Manual on Uniform Traffic Control Devices, depending on the route distance and information the agency wants to express to cyclists.

Bike route signs should be provided at decision points along the bike route. Bike route signs should be installed at periodic intervals so that bicyclists entering from side streets know they are on a bike route.

Generally, bike route signs should be placed every 1/4 mile, at turns in the route, and at signalized intersections. Adherence to a spacing standard helps create a legible network and a degree of predictability for bicyclists.

Regardless of the type of facility or roadway on which they are used, the Champaign County Regional Planning Commission recommends that Bike Route signs always include destination, direction, and distance information. For Bike Route signs to provide wayfinding assistance at turns, supplemental destination plates (MUTCD D1-1) and arrows (MUTCD M5 and M6 series) should be placed beneath them. Key destinations or the cross street at the end of the bike route designation are suggested for wayfinding signage.

Pedestrian Facilities

All on-street bike routes should have an adjacent pedestrian path (e.g. sidewalk) constructed or already existing.
13.3.4 Shared Bike/Parking Lanes
Bike/parking lanes are recommended on streets with low parking occupancy. They are designated with Bike Route signage and a continuous white line to separate the parking lane from travel lanes. Shared bike/parking lanes should be used for each travel direction, with each lane typically 7’-8’ wide (including gutter pans).

Roads are signed with Bike Route signs, but do not include any bike lane signage or pavement markings. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads. The benefits include:

- The cyclist’s increased perception of comfort,
- Lower likelihood of a car hitting an occasional parked car, and
- Traffic-calming from narrower lanes.

13.3.5 Share the Road
Share the Road signage is used to alert motorists of the presence of cyclists in a normal, shared lane. Wayfinding signage is not to be included on these roads. These roadways are not considered part of the bicycle network.

Share the Road signage is recommended for the following conditions:

- Where traffic volumes and speeds are low.
- At intersections where bike lanes do not continue on the other side of the intersection.
- On roads popular with more advanced cyclists, but not meeting criteria for inclusion in the designated bicycle network. These roads have Bicycle Level of Service (BLOS) grades of Low C or High D.

The Manual on Uniform Traffic Control Devices signs in the figures below on urban streets should be installed no less than every 1/2 mile. On rural roads, signs should be installed every 1/4 to 1/2 mile.
13.4 Connections & Crossings

Tunnels
- An engineer should inspect existing tunnels.
- Tunnels should have a 10 foot vertical clearance.
- Tunnels should be 14 feet wide to accommodate maintenance and emergency vehicles.
- Long tunnels should have postings to use flashlights and dismount bikes.
- Please see the tunnel cross section diagram on the next page.

Bridges

General
- Newly constructed bridges on trails should be engineered based on use and span.
- If the trail corridor contains an existing bridge, the bridge may have architectural or historic features that an engineer, architect, or historian should evaluate.
- Please see the bridge crossing’s cross section diagram on the next page.

Decking
- The decking should be made of 4-inch thick pressure-treated planks (2 inches thick for pedestrian-only bridges).
- Planks should be laid perpendicular to the substructure’s beams.
- Planked should be laid with gaps of 1/8 to 1/4 inch between planks for drainage and to maintain accessibility.

Railings
- Vertical posts should be evenly spaced, no more than 6 feet apart.
- Railings should support a vertical load of 50 pounds per linear foot of rail height.
- Top rail height should be at least 54 inches above the deck surface for bicyclists (at least 42 inches for pedestrian-only bridges).
- Middle rail height should be 33 to 36 inches from the deck surface and no wider than 1 ½ inches.
- Bottom rail height should be no higher than 15 inches from the deck surface.
- There should be no more than 15 inches of vertical opening between railings.

Approaches
- Approach railings should be constructed the same as the bridge railings.
**Railroad Crossings**

- Trail should cross railroad at no less than a 75-degree angle.
- Gates should be installed at all trail crossings where feasible to increase train crossing safety and awareness.
- At railroad crossings, path users should yield and watch for trains. A Yield or Stop sign may be used to facilitate this behavior.

Example of signing and markings for a shared-use trail railroad grade crossing

Source: MUTCD 2009, Figure 8D-1
13.5 Facilities at Trailheads and Rest Areas

A trailhead is a public access point at the beginning of a trail or at designated access points along a trail. Trailheads will usually have varying service levels for trail users, depending on anticipated trail use, proximity to other developments, and site inventories. Rest stops are areas adjacent to the trail corridor that typically have a seating area, whether a bench or a gathering of boulders. Rest areas are also appropriate locations for trail art.

The following are a list of trail support facilities that may be included at trailheads and rest stops in Champaign County.

Information Kiosks
All trailheads should have an information kiosk with the following:

- Trail system maps and brochures,
- Trail Rules and Regulations,
- Distances between rest areas along the trail, and
- Interpretive information.

Trail Art

- To highlight an important trailhead in the Champaign County trail system, trail art may be displayed.
- Preferably, the trail art will depict something of local significance or be designed by a local artist.
- Care should be taken to ensure that vandalism is minimized, including securing the art to a heavy base.

Bicycle Parking

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

Recommended Bike Rack Placement

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

Recommended Bicycle Parking Facilities
Source: Federal Highway Administration (FHWA)

Not Recommended Bicycle Parking Facilities
Source: FHWA
Motorized Vehicle Parking
- At major trail access points, motorized vehicle parking may be provided.
- Parking lot specifications should follow the agency’s adopted parking specifications.

Landscaping
- Landscaping at trailheads and along trail corridors should be in reference to the agency’s landscaping ordinance.
- Wherever feasible, use noninvasive native plant species without invasive roots.
- Vegetation may be planted beyond the grading area to discourage users from wandering beyond the trail boundary.
- Trees and shrubs should be set back at least 5 feet from the trail’s edge.
- Where trail users would be exposed to increased wind, sun exposure, or snow, it is recommended to plant evergreens on the north side of the trail and deciduous trees on the south side of the trail (Evergreens will serve as a windbreak year-round, and deciduous trees will provide shade).
- Trees and shrubs may be planted in clusters and groves rather than in straight lines to break up the viewshed and add visual interest.

Benches
- Benches may be placed at rest areas along the trail and at trailheads.
- All benches should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.
- Benches should be set back three feet from the trail edge.
- Bench back should be tilted at a slope of 1 to 2 degrees to prevent standing water
- Bench Dimensions:
  - Length should be 72 to 90 inches.
  - Seat should be 16-20 inches above the ground.
  - Back supports should be 15 to 18 inches high and extend the bench’s full length.
  - Armrests should be provided on both ends of the bench, 6 to 12 inches above the seat.

Lighting
- Pedestrian level lighting may be used on Champaign County trails where nighttime accessibility is desired.
- The average maintained horizontal illumination level should be 0.5 foot-candle to 2 foot-candles.
- Lighting should be at pedestrian scale.
- Lighting is recommended for long overpasses and tunnels.

![Cross Section: Benches](image-url)
Bollards
Bollards are posts or other forms of barricades that prevent unauthorized vehicles from entering a trail.

- Bollards should be placed 10 feet from the road.
- The bollard post should be permanently reflectorized for nighttime visibility and painted a bright color for improved daytime visibility.
- A clearance of at least 32 inches wide should be provided for wheelchair access.
- When more than one post is used, 5-foot spacing is recommended.
- The recommended height for bollards is 3 feet.
- Bollards should be designed to be removable for maintenance and emergency vehicle access.

Drinking Fountains
- Adults: spigot height should be 42 inches above the ground.
- Children: steps should be provided for children to access adult spigot. Considerations should be made for children with disabilities.
- Accessible: spigot should be no higher than 36 inches, with at least 27 inches below the basin.

Trash Receptacles
- Trash receptacles may be located at trail entrances and bench seating areas.
- Trash receptacles should be set back at least 3 feet from the trail edge.
- The container should be secured to a buried concrete slab.
- Dog cleanup facilities should be located at trailheads.

Accessible Bathroom
- Accessible bathrooms may be located at major trailheads for trail users’ convenience.
- Bathrooms should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.
13.6 Logos and Signage
Creating a countywide logos and signage system is another step toward implementing the 2004 Champaign County Greenways & Trails (G&T) Plan. Once implemented, the logos and sign types will help create a recognizable and consistent greenways and trails system of which Champaign County can be proud.

Methodology
The Champaign County Regional Planning Commission worked with all Greenways & Trails agencies through the Greenways & Trails Technical and Policy Committees to update the Champaign County Greenways & Trails Logos and to determine uses for those logos. The Champaign County Regional Planning Commission also researched sign types from other greenways and trails plans and systems throughout the country, and worked with the Committees to create cost-efficient and long-lasting signage types for different uses.

Approval and Amendment to Design Guidelines
The Greenways & Trails Technical Committee in January 2009 and the Greenways & Trails Policy Committee in April 2009 approved the Greenways & Trails Logos and Signage Guidelines. Both committees also amended the Greenways & Trails Design Guidelines document in April 2009 to include the final Logos and Signage as part of the document.

Logos
The Greenways & Trails logo should be used as so for the following purposes:

- Logo should include borderlines for letterhead usage.
- Logo should have no borderlines for signage usage.
- Logo should have white border when placed on green signage.

Signage
Dimensions
Dimensions for each Greenways & Trails sign type is listed in height by width format in each image caption.
13.6.1 Logo Images

Greenways and Trails Letterhead Logo

Greenways and Trails Signage Logo

Note: Logo should have white border when placed on green signage.
13.6.2 Stamp Logo on Oval Sign

Oval Sign: 15" x 11"
Logo: Stamp

13.6.3 All Other Sign Images

Mile Marker Sign: 18" x 9"
Logo: Stamp
Design Guidelines
Active Choices
Champaign County Greenways & Trails Plan

Point of Interest Sign: 18" x 36"
Logo: Signage

Arrow Sign: 7.5" x 11"
Map Sign: 24” x 36”

Logo: Signage
Removable Map Concept

Updates to maps can be made by replacing metal placard printed with the most current trail configurations.

Use of aluminum or stainless steel hardware should be considered as a means of avoiding rust.
APPENDIX D
SIGNAGE & BIKE PARKING DESIGN GUIDELINES
A1. SHARED-USE PATH (OFF-STREET TRAIL) SIGNAGE

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

Shared-use paths include off-street trails, sidepaths, fitness trails, rails-to-trails, and rails-with-trails.

Following are the Village of Savoy design standards for shared-use paths, which incorporate the Champaign County Greenways & Trails shared-use path design standards:
SIGNAGE

Shared-use path signage, especially MUTCD Signs R1-1 and R1-2 in Table A1, should be shielded from road user visibility to decrease confusion. Sign R5-3 should be installed at the entrance to a shared-use path. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.

MUTCD Sign W11-15 in Table A2 should be used on roads where they cross shared-use paths. Sign W11-15P should be mounted below the W11-15 sign ahead of the crossing. Sign W16-9P can also be mounted below the two aforementioned signs ahead of the crossing. Sign W16-7P should be mounted below Sign W11-15 at the trail crossing.

<table>
<thead>
<tr>
<th>Signage Dimensions: Shared-Use Paths</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Signs</strong></td>
</tr>
<tr>
<td><strong>MUTCD Sign R1-1</strong></td>
</tr>
<tr>
<td><strong>MUTCD Sign R15-1</strong></td>
</tr>
<tr>
<td><strong>MUTCD Sign R1-2</strong></td>
</tr>
<tr>
<td><strong>MUTCD Sign W3-1</strong></td>
</tr>
<tr>
<td><strong>MUTCD Sign R4-3</strong></td>
</tr>
<tr>
<td><strong>MUTCD Sign W3-2</strong></td>
</tr>
<tr>
<td><strong>MUTCD Sign R9-6</strong></td>
</tr>
<tr>
<td><strong>MUTCD Sign W3-3</strong></td>
</tr>
<tr>
<td><strong>MUTCD Sign R5-3</strong></td>
</tr>
<tr>
<td><strong>MUTCD Sign W10-1</strong></td>
</tr>
</tbody>
</table>

Table A1 Shared-Use Path sign dimensions (Source: MUTCD Figures 9B-2 and 9B-3)
SIGNAGE & BIKE PARKING
DESIGN GUIDELINES

Lateral sign clearance should be a minimum of 2’ from the near edge of the sign to the near edge of the path. The mounting height for ground-mounted signs should be a minimum of 4’, measured from the bottom edge of the sign to the near edge of the path surface. Overhead signs should have a clearance of 8’ from the bottom edge of the sign to the path surface directly under the sign (or higher to accommodate maintenance vehicles). See Figure A2.

<table>
<thead>
<tr>
<th>Signs</th>
<th>Name &amp; Dimensions</th>
<th>Signs</th>
<th>Name &amp; Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>MUTCD Sign W11-15</td>
<td>Combination Bike and Pedestrian Crossing 30” x 30”</td>
<td>MUTCD Sign W16-7P</td>
<td>Diagonal Arrow (plaque) 24” x 12”</td>
</tr>
<tr>
<td>MUTCD Sign W11-15P</td>
<td>Trail Crossing (plaque) 24” x 18”</td>
<td>MUTCD Sign W16-9P</td>
<td>Ahead (plaque) 24” x 12”</td>
</tr>
</tbody>
</table>

**Table A2**  Shared-Use Path Crossing sign dimensions  
(Source: MUTCD Figure 9B-3)

**Figure A2**  Sign Placement Diagram on Shared-Use Paths  
(Source: MUTCD Figure 9B-1)
Although the MUTCD allows for Bike Route (D11-1) signs to be installed on any type of bikeway (on-street and off-street), it is not recommended to install these signs on shared-use paths. Bike Route signs along sidepaths also face vehicular traffic, and signs can confuse motorists, especially if the sign is on the opposite side of the road. These signs can also confuse bicyclists, who may not be sure if the sidepath or road is the designated bicycle facility.

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

The most appropriate sign to install along shared-use paths is the Trail Mile Marker Sign (see Figure A3):

- The sign should be 18” in height and 9” wide.
- Unnamed linear and loop shared-use paths should be named after one of the following places that are adjacent to the trail or where the trail leads:
  - Adjacent street name (especially for sidepaths, e.g. Kirby Avenue Trail)
  - Streets that the trail connects (e.g. Garden Hills Drive Trail)
  - Where a street ends and continues as a trail (e.g. Fields South Drive Trail)
  - Neighborhoods (e.g. Ashland Park Trail)
  - Areas of Savoy
  - Railroads
  - Water body (e.g. Phinney Branch Trail)
  - Other destinations
- Supplemental distance/time, destination, and directional signage that match these trail signs should also be installed (see Figure A4).

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

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

TRAILHEAD & REST AREA FACILITIES

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

- Accessible bathrooms
- Benches
- Ballards
- Drinking fountains
- Information kiosks
- Landscaping
- Lighting
- Motorized vehicle parking
- Trash receptacles
- Trail art
Bike routes are specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes. These “signed shared roadways” may be appropriate where there is not enough room or less of a need for dedicated bike lanes.

The 2012 AASHTO Guide for the Development of Bicycle Facilities lists the following uses for bicycle route and guide signs:

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

The 1999 AASHTO Guide for the Development of Bicycle Facilities lists the following reasons for designating signed bike routes:

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

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

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

The signs in Table A3 should only be used on streets designated as Bike Routes.

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

D1-1a, D1-2a, and D1-3a signs should be used to list all destinations on Bike Routes, and their corresponding distance and direction from the sign location.

Directional arrows will typically be horizontal or vertical; however, a sloping arrow may be used if it conveys a clearer indication of the direction bicyclists should travel.\(^1\)

SIGN BENEFITS

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

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

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SIGN PLACEMENT & CATEGORIES

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

MUTCD standards shall be followed for sign installation, notably Section 9B.01 Application and Placement of Signs, and Section 9B.20 Bicycle Guide Signs. Section 9B.01 provides guidance on mounting height and lateral placement from the edge of the roadway. Information from Section 9B.20 has been incorporated into Table A3.

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

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

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

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

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

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

Decision signs (see Figure A7) in Savoy should include the MUTCD D11-1 Bike Route sign and MUTCD D1-1a, D1-2a, or D1-3a supplemental signs, and be installed at decision points along the Bike Route.

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

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

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

Figure A7
Bike Route Decision sign

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![Figure A7](credit: NACTO Urban Bikeway Design Guide, http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/)
WAYFINDING SIGN ASSEMBLY

Key destinations or the cross street at the end of the Bike Route designation are suggested for wayfinding signage. Based on guidance from NACTO, the following types of destinations can be included on wayfinding signage. They are generally ranked to assist the Village of Savoy with choosing destinations when assembling signs.

1. Local or regional parks and trails
2. Bikeways
3. Schools/college campuses
4. Civic/community destinations
5. Commercial centers
6. Hospitals

Based on guidance from NACTO (see Figure A8), the Village of Savoy should follow these guidelines for assembling Bike Route wayfinding signage:

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

WAYFINDING SIGNAGE ON NON-BIKE ROUTES

For guidance on placement of wayfinding signage on shared-use paths, see Section A1.

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

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

SIGN CONSOLIDATION

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

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

PEDESTRIAN FACILITIES

All on-street Bike Routes should have an adjacent pedestrian path (e.g. sidewalk) constructed or already existing. This would serve the same users that shared-use paths accommodate. Wayfinding signage can also serve pedestrians, although they may not walk as far as bicyclists will bike.
Providing secure bicycle parking is a necessary part of a bikeway network, allowing people to use their bikes for transportation and reducing parking in undesirable places. Successful bicycle parking requires a good bike rack in a good location within 50 feet of an entrance.

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

**TYPES**

A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The most common styles include the “inverted-U” and the “post and loop” (accommodates two bikes each; see Figure A10).

Old-fashioned “school racks,” which secure only one wheel, are a poor choice for today’s bicycles (see Figure A11).

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**Figure A9** Inverted U bike racks in Scott Park

**Figure A10** Recommended bike racks
(Source: APBP Bike Parking Guidelines)

**Figure A11** Not recommended bike racks
(Source: APBP Bike Parking Guidelines)
The Association of Pedestrian and Bicycle Professionals (APBP) provides comprehensive information on bike parking in the 2nd Edition of its Bicycle Parking Guidelines, published in 2010. This document further categorizes acceptable and non-acceptable bike parking types:

Recommended bike parking types (see Figure A10):
• Inverted U (“A” rack when it includes a crossbar)
• Post and Ring (i.e. Post and Loop)
• Inverted U Series

Acceptable bike parking types:
• Wall-Mounted Racks
• Wheelwell - Secured
• Tree Guard Bicycle Racks
• Modified Coathanger
• Two-Tier or Double Decker

Unacceptable bike parking types (see Figure A11):
• Undulating (i.e. Wave)
• Schoolyard (i.e. Grid, Comb)
• Spiral
• Wheelwell
• Coathanger
• Swing Arm Secured

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

Other considerations for bicycle parking include:
• Sheltered bike parking (i.e. Covered bike parking)
• In-street bike parking facilities (i.e. Bike Corrals)
• Bike parking in public right-of-way
• Event bike parking
• Bike transit centers

Dero and Park-A-Bike (especially the Varsity Bike Dock) are two companies whose bike parking types have been installed in Champaign-Urbana and on the University of Illinois campus. The Varsity Bike Dock is a secured wheelwell, an acceptable bike parking type (see Figure A12).

Figure A12  Varsity Bike Docks (Credit: Park-A-Bike)

LENGTH OF STAY
All bike parking facilities fall into two categories: short-term (two hours or less) and long-term (more than two hours). Short-term bike parking accommodates convenience and ease of use, while long-term bike parking provides security and weather protection. The San Francisco Municipal Transportation Agency (SFMTA) lists various short-term and long-term bike parking types in its Bicycle Parking Standards, Guidelines, and Recommendations document (see Figure A13).

DIMENSIONS

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

Following are the Village of Savoy design standards for bike parking, which incorporate the Champaign County Greenways & Trails (GT) Plan’s bike parking design standards:

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

SIGNAGE

MUTCD Sign D4-3 (see Table A4) may be installed where it is desirable to show the direction to a designated bicycle parking area, from either an on-street or off-street bikeway.

<table>
<thead>
<tr>
<th>Signage Dimensions: Bike Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signs</td>
</tr>
<tr>
<td>MUTCD Sign D4-3</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

Table A4  Bike Parking sign dimensions
(Source: MUTCD Figure 9B-4)
APPENDIX E
PUBLIC WORKSHOP #1: RESULTS & MATERIALS
SAVOY BIKE & PEDESTRIAN PLAN
Public Comments – Round #1: Winter 2016

Pages 1-20 compiles all comments received from February 4-6, 2016. This includes comments received at Public Workshop #1 on February 4, 2016 via comment cards, vision boards, and maps. This also includes comments received by email from people who were not able to attend Public Workshop #1.

Page 21 shows the comments’ location and number of votes based on the group maps at Public Workshop #1.

PARTICIPATION
42 people submitted comments in Round #1 of public input for this plan:
• 38 people attended Public Workshop #1 on February 4, 2016.
• 4 people submitted comments by email.

VISION BOARD COMMENTS
Workshop participants were presented two vision boards, and four subject areas on each board (see image below). Comments in the Transit category should be interpreted as Travel comments. Participants were asked to leave comments to help shape the vision of the Savoy Bike & Pedestrian Plan.
A good bike and pedestrian network in the Village of Savoy allows me to...

<table>
<thead>
<tr>
<th>Health</th>
<th>Commute (Savoy to N.E. Urbana) by bike</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Exercise! Enjoy Outdoors!</td>
</tr>
<tr>
<td></td>
<td>Exercise – bike/run with my family</td>
</tr>
<tr>
<td></td>
<td>Take kids on a walk around Savoy to parks out of our neighborhood</td>
</tr>
<tr>
<td>Safety</td>
<td>Bike to parks and other neighborhoods with my children, not fearing cars</td>
</tr>
<tr>
<td></td>
<td>Stay alive &amp; not get run off the road</td>
</tr>
<tr>
<td>Sustainability</td>
<td>Less car traffic</td>
</tr>
<tr>
<td>Transit/Travel</td>
<td>Commute to work</td>
</tr>
<tr>
<td></td>
<td>Lets me come from Champaign to visit businesses in Savoy (Schnucks, movie, theater, etc.).</td>
</tr>
<tr>
<td></td>
<td>Lets my kids visit friends in Savoy without needing a ride</td>
</tr>
<tr>
<td></td>
<td>Visit parks, travel to school</td>
</tr>
</tbody>
</table>

A good bike and pedestrian network in the Village of Savoy should include...

<table>
<thead>
<tr>
<th>Health</th>
<th>Improved access to Colbert Park via Church St., especially crossing US 45</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Walking/biking path connecting Lake Falls to Colbert Park</td>
</tr>
<tr>
<td>Safety</td>
<td>A bike path along First St. to campus!</td>
</tr>
<tr>
<td></td>
<td>A non-scary way to cross Dunlap Ave. (US 45)</td>
</tr>
<tr>
<td></td>
<td>Improve E-W access between Prospect Ave. and First St., along Curtis and Windsor Roads</td>
</tr>
<tr>
<td></td>
<td>More bike paths</td>
</tr>
<tr>
<td></td>
<td>More walk/bike paths. Less on street paths.</td>
</tr>
<tr>
<td></td>
<td>Safe crosswalks, bike paths for kids to get to school.</td>
</tr>
<tr>
<td></td>
<td>Safety on: First St., Airport Rd., Curtis Rd., Windsor Rd., Prospect Ave., US 45, and Church St.</td>
</tr>
<tr>
<td>Sustainability</td>
<td>Maintenance and regular clearing of bike lanes</td>
</tr>
<tr>
<td>Transit/Travel</td>
<td>Bike paths from Winfield Village (east and west) to Prairie Fields</td>
</tr>
<tr>
<td></td>
<td>Convenient cycling and walking access to Walmart from north and west (without having to go via US 45)</td>
</tr>
</tbody>
</table>
## COMMENT CARD COMMENTS
The following lists all questions asked, and all responses sorted by subject and location.

### Question #1A: What is your favorite place in Savoy to walk?

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wesley through Burwash Park + North to Hessel Park</td>
<td>Burwash Park, Hessel Park (Champaign), Wesley Avenue</td>
<td>Connectivity, Destinations (greenway), Route</td>
</tr>
<tr>
<td>The Arbours subdivision, along Prospect, bikepath to Savoy Rec Center</td>
<td>Arbours Subdivision, Savoy Recreation Center</td>
<td>Destinations</td>
</tr>
<tr>
<td>The Prairie plot east of Winfield Village</td>
<td>Prairie east of Winfield Village</td>
<td>Destinations (greenway)</td>
</tr>
<tr>
<td>U of I Golf Course</td>
<td>U of I Golf Course</td>
<td>Destinations (greenway)</td>
</tr>
<tr>
<td>My neighborhood - Prairie Meadows, Colbert Park, over to Carrie Busey</td>
<td>Colbert Park, Carrie Busey School, Prairie Meadows Subdivision</td>
<td>Destinations (greenway, neighborhood)</td>
</tr>
<tr>
<td>Colbert Park, Prairie Fields, Prairie Meadows</td>
<td>Colbert Park, Prairie Fields Subdivision, Prairie Meadows Subdivision</td>
<td>Destinations (greenway, school)</td>
</tr>
<tr>
<td>Path around Lake Falls subdivision that was mostly completed.</td>
<td>Lake Falls Subdivision</td>
<td>Destinations (neighborhood)</td>
</tr>
<tr>
<td>Neighborhoods</td>
<td>Neighborhoods</td>
<td>Destinations (neighborhood)</td>
</tr>
<tr>
<td>Around Prairie Fields</td>
<td>Prairie Fields Subdivision</td>
<td>Destinations (neighborhood)</td>
</tr>
<tr>
<td>Prairie Fields Subdivision</td>
<td>Prairie Fields Subdivision</td>
<td>Destinations (neighborhood)</td>
</tr>
<tr>
<td>Path around Lake Falls subdivision that was mostly completed.</td>
<td>Lake Falls Subdivision</td>
<td>Destinations (neighborhood)</td>
</tr>
<tr>
<td>Bike trail</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>Mixed-use path between Windsor and Church</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>On trail behind Savoy Rec Center</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>Savoy Bike Path</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>Schnucks plaza, to campus, on Prospect path</td>
<td>Schnucks, Savoy Plaza, University of Illinois</td>
<td>Destinations (shopping, University)</td>
</tr>
<tr>
<td>Bike trail</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>The Arbours subdivision, along Prospect, bikepath to Savoy Rec Center</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>The trail that goes behind the Rec Center</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>Every place is scary.</td>
<td>None specified</td>
<td>Safety</td>
</tr>
</tbody>
</table>
### Question #1B: What is your favorite place in Savoy to bike?

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ruppel bike path to northern destinations</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Connectivity, Destinations, Existing Facility</td>
</tr>
<tr>
<td>In the country</td>
<td>Rural areas outside Savoy</td>
<td>Destinations</td>
</tr>
<tr>
<td>Prospect Ave bike path corridor; Colbert Park</td>
<td>Colbert Park</td>
<td>Destinations (greenway)</td>
</tr>
<tr>
<td>Prospect bike path, Colbert Park</td>
<td>Colbert Park</td>
<td>Destinations (greenway)</td>
</tr>
<tr>
<td>Neighborhoods</td>
<td>Neighborhoods</td>
<td>Destinations (neighborhood)</td>
</tr>
<tr>
<td>The Arbours subdivision, along Prospect, bikepath to Savoy Rec Center</td>
<td>Arbours Subdivision, Ruppel Bike Path (Prospect Ave.)</td>
<td>Destinations (neighborhood), Existing Facility</td>
</tr>
<tr>
<td>Frequently use the Prospect path all the way to Bottenfield</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Destinations (school), Existing Facility</td>
</tr>
<tr>
<td>Savoy Plaza</td>
<td>Savoy Plaza</td>
<td>Destinations (shopping)</td>
</tr>
<tr>
<td>Schnucks</td>
<td>Schnucks</td>
<td>Destinations (shopping)</td>
</tr>
<tr>
<td>Schnucks plaza, to campus, on Prospect path</td>
<td>Ruppel Bike Path (Prospect Ave.), Schnucks, Savoy Plaza, University of Illinois</td>
<td>Destinations (shopping, University), Existing Facility</td>
</tr>
<tr>
<td>Savoy Bike Path, East and West Church Street</td>
<td>Church Street</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>Along path from Rec center to Windsor. Walk Prospect trail</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>Prospect</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>Prospect Ave bike path corridor; Colbert Park</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>Prospect bike path, Colbert Park</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>Savoy Bike Path, East and West Church Street</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>The trail that goes behind the Rec Center</td>
<td>Ruppel Bike Path (Prospect Ave.)</td>
<td>Existing Facility</td>
</tr>
<tr>
<td>Typically along Church, exiting town</td>
<td>Church Street</td>
<td>Route</td>
</tr>
<tr>
<td>West on Curtis to Duncan, North on Prospect</td>
<td>Curtis Road, Prospect Avenue</td>
<td>Route</td>
</tr>
<tr>
<td>Anywhere except First St between Windsor and Curtis</td>
<td>NOT First Street between Windsor &amp; Curtis Rds.</td>
<td>Route</td>
</tr>
</tbody>
</table>
**Question #2A: In the future, where in Savoy would you like walk?**

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>My husband is a manual wheelchair user and with little kids we also are often pushing a stroller when we go out walking. We thus would really like to encourage Savoy to pave as many paths as possible so that they would be accessible for wheelchair users and strollers. We love to go to the lake at Colbert Park but the gravel path makes it impossible for my husband to push on and very difficult to push the stroller also.</td>
<td>Colbert Park</td>
<td>Accessibility, Treatment</td>
</tr>
<tr>
<td>Everywhere</td>
<td>none listed</td>
<td>Connectivity, Destinations</td>
</tr>
<tr>
<td>Throughout the Village - attaching all parks</td>
<td>Parks</td>
<td>Connectivity, Destinations</td>
</tr>
<tr>
<td>Between the grade school and big parks</td>
<td>Carrie Busey School, Parks</td>
<td>Connectivity, Destinations</td>
</tr>
<tr>
<td>From Liberty on the Lake to other areas in Savoy</td>
<td>Liberty on the Lake subdivision</td>
<td>Connectivity, Destinations</td>
</tr>
<tr>
<td>From Lake Falls to Carrie Busey, but not along First St</td>
<td>Carrie Busey School, Lake Falls subdivision</td>
<td>Connectivity, Destinations</td>
</tr>
<tr>
<td>Between Lake Falls and nearby developments</td>
<td>First Street, Lake Falls subdivision, University of Illinois</td>
<td>Connectivity, Destinations</td>
</tr>
<tr>
<td>In my neighborhood, to child's school, path from Fieldstone Subdivision to Carrie Busey School, Airport Rd/U.S. 45/First St</td>
<td>Airport Road, Carrie Busey School, First Street, US 45</td>
<td>Connectivity, Destinations</td>
</tr>
<tr>
<td>Easier access to campus via First St</td>
<td>First Street</td>
<td>Connectivity, Destinations</td>
</tr>
<tr>
<td>I would like to see a bike and pedestrian path that connects the east end of Declaration Dr. to the Harold E. Ruppel bike path. This would connect over 225 households to the Savoy Rec Center, Jones Park, and the Savoy Post Office. It also provides a safer mode of transportation for children riding their bikes.</td>
<td>Curtis Road, Declaration Drive, Jones Park, Post Office, Savoy Recreation Center</td>
<td>Connectivity, Destinations, Safety, Treatment</td>
</tr>
<tr>
<td>Research Park, U of I</td>
<td>University of Illinois</td>
<td>Destinations (University)</td>
</tr>
<tr>
<td>Either along east side of tracks or along 1st for walk and bike</td>
<td>First Street, RR Tracks</td>
<td>Route</td>
</tr>
<tr>
<td>Either along railroad track to east or First St corridor</td>
<td>First Street, RR Tracks</td>
<td>Route</td>
</tr>
<tr>
<td>Comment</td>
<td>Comment Location</td>
<td>Comment Subject</td>
</tr>
<tr>
<td>---------</td>
<td>------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Sidewalks S First St between Church + Windsor</td>
<td>First Street</td>
<td>Route, Treatment</td>
</tr>
<tr>
<td>My main interest in this project is for Old Church Road, 45/S Neil, and First Street. It would be nice to have wider sidewalks that offer the “shared” routes for bikes and pedestrians. If that isn’t possible because the sidewalks are handled by the developers, then having a bike lane on both of these roads would be preferred.</td>
<td>Church Street, First Street, US 45</td>
<td>Treatment</td>
</tr>
</tbody>
</table>

**Question #2B: In the future, where in Savoy would you like to bike?**

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>From Liberty on the Lake to other areas in Savoy</td>
<td>Liberty on the Lake subdivision</td>
<td>Connectivity, Destinations (neighborhood)</td>
</tr>
<tr>
<td>In my neighborhood, to child’s school, path from Fieldstone subdivision to Carrie Busey School, Airport Rd/U.S. 45/First St</td>
<td>Airport Road, Carrie Busey School, First Street, US 45</td>
<td>Connectivity, Destinations (school), Route</td>
</tr>
<tr>
<td>Bike to Walmart; bike lanes added to Fox Dr continue south on Lyndhurst particularly since the bike lanes on Burwash are so nice and they connect with those on Prospect and then Curtis</td>
<td>Lyndhurst Drive, Walmart</td>
<td>Connectivity, Destinations (shopping), Treatment</td>
</tr>
<tr>
<td>I would like to see a bike and pedestrian path that connects the east end of Declaration Dr. to the Harold E. Ruppel bike path. This would connect over 225 households to the Savoy Rec Center, Jones Park, and the Savoy Post Office. It also provides a safer mode of transportation for children riding their bikes.</td>
<td>Curtis Road, Declaration Drive, Jones Park, Post Office, Savoy Recreation Center</td>
<td>Connectivity, Destinations, Safety, Treatment</td>
</tr>
<tr>
<td>Prairie Fields Trail to Curtis, connecting North</td>
<td>First Street, Prairie Fields Trail</td>
<td>Connectivity, Route</td>
</tr>
<tr>
<td>Post office, Schnucks, Dairy Queen</td>
<td>Dairy Queen, Post Office, Schnucks, Savoy Plaza</td>
<td>Destinations</td>
</tr>
<tr>
<td>Better access to Colbert Park (no sidewalks!) when riding with kids - especially near Rt 45</td>
<td>Colbert Park, US 45</td>
<td>Destinations (greenway), Safety, Treatment</td>
</tr>
<tr>
<td>Carrie Busey, Prairie Meadows, Prairie Fields</td>
<td>Carrie Busey School, Prairie Meadows subdivision, Prairie Fields subdivision</td>
<td>Destinations (neighborhood, school)</td>
</tr>
<tr>
<td>From Prairie Fields subdivision to campus (need a safer route)</td>
<td>Prairie Fields subdivision, University of Illinois</td>
<td>Destinations (neighborhood, University), Route, Safety</td>
</tr>
<tr>
<td>Comment</td>
<td>Comment Location</td>
<td>Comment Subject</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>---------------------------------------</td>
<td>------------------------------------------------------</td>
</tr>
<tr>
<td>Schnucks</td>
<td>Schnucks</td>
<td>Destinations (shopping)</td>
</tr>
<tr>
<td>Easier access to campus via First St</td>
<td>First Street</td>
<td>Destinations (University), Route</td>
</tr>
<tr>
<td>Down to campus on First Street</td>
<td>First Street, University of Illinois</td>
<td>Destinations (University), Route</td>
</tr>
<tr>
<td>To campus on a safe path</td>
<td>First Street, University of Illinois</td>
<td>Destinations (University), Route, Safety</td>
</tr>
<tr>
<td>South from SRC</td>
<td>Savoy Recreation Center</td>
<td>Destinations, Route</td>
</tr>
<tr>
<td>A link between Curtis Rd and Windsor Rd along First St</td>
<td>First Street</td>
<td>Route</td>
</tr>
<tr>
<td>Either along east side of tracks or along First St for walk and bike</td>
<td>First Street, RR tracks</td>
<td>Route</td>
</tr>
<tr>
<td>Either along railroad track to east or First St corridor</td>
<td>First Street, RR tracks</td>
<td>Route</td>
</tr>
<tr>
<td>Something up First St</td>
<td>First Street</td>
<td>Route, Treatment</td>
</tr>
<tr>
<td>From Liberty on the Lake to other areas in Savoy</td>
<td>Liberty on the Lake subdivision</td>
<td>Connectivity, Destinations (neighborhood)</td>
</tr>
</tbody>
</table>
Question #3A: Where in Savoy do you think there are walkability issues?

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>My husband is a manual wheelchair user and with little kids we also are often pushing a stroller when we go out walking. We thus would really like to encourage Savoy to pave as many paths as possible so that they would be accessible for wheelchair users and strollers. We love to go to the lake at Colbert Park but the gravel path makes it impossible for my husband to push on and very difficult to push the stroller also.</td>
<td>Colbert Park</td>
<td>Accessibility, Treatment</td>
</tr>
<tr>
<td>Everywhere!</td>
<td></td>
<td>Connectivity</td>
</tr>
<tr>
<td>Crossing Church</td>
<td>Church Street</td>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing Rt 45, crossing Curtis</td>
<td>Curtis Road, US 45</td>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing Dunlap would be nice to be able to walk to the Post Office/rec center from Prairie Fields/Meadows subdivisions, the gravel path around Colbert lake is difficult to walk + push strollers (or bicyclists) I see many use the street to avoid the gravel</td>
<td>Colbert Park, Post Office, Prairie Fields subdivision, Prairie Meadows subdivision, Savoy Recreation Center, US 45</td>
<td>Crossing, Destinations, Existing Facility</td>
</tr>
<tr>
<td>Crossing Curtis on Wesley Ave, crossing Burwash on trail, turning traffic hazard</td>
<td>Burwash Avenue, Curtis Road, Ruppel Bike Path (Prospect Ave.), Wesley Avenue, Windsor Road</td>
<td>Crossing, Safety</td>
</tr>
<tr>
<td>South First St between Church + Windsor, Burwash Park, north crossing Windsor</td>
<td>Burwash Park, First Street, Windsor Road</td>
<td>Destinations (greenway), Route</td>
</tr>
<tr>
<td>Most of the subdivisions</td>
<td></td>
<td>Destinations (neighborhood)</td>
</tr>
<tr>
<td>Curtis Rd from Savoy Plaza east to First St</td>
<td>Curtis Road</td>
<td>Destinations (shopping), Route</td>
</tr>
<tr>
<td>Colbert Park - gravel path is hard to walk and run on</td>
<td>Colbert Park</td>
<td>Destinations, Existing Facility</td>
</tr>
<tr>
<td>South/ on 45/ Airport Rd</td>
<td>Airport Road, US 45</td>
<td>Route</td>
</tr>
<tr>
<td>South First by Lake Park, Parts of Church St and South Mattis</td>
<td>Church Street, First Street, Mattis Avenue</td>
<td>Route</td>
</tr>
<tr>
<td>Going on First St between Windsor and Curtis. No path or shoulder</td>
<td>First Street</td>
<td>Route</td>
</tr>
<tr>
<td>First St Church to Windsor corridor</td>
<td>First Street, RR tracks</td>
<td>Route</td>
</tr>
<tr>
<td>First St corridor</td>
<td>First Street, RR tracks</td>
<td>Route</td>
</tr>
<tr>
<td>Running along First St is not safe</td>
<td>First Street</td>
<td>Safety</td>
</tr>
</tbody>
</table>
### Question #3B: Where in Savoy do you think there are bikeability issues?

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>First St all the way to the University, bike racks in Savoy Plaza are pretty bad</td>
<td>First Street, Savoy Plaza</td>
<td>Bike Parking, Destinations (shopping), Route</td>
</tr>
<tr>
<td>Everywhere!</td>
<td></td>
<td>Connectivity</td>
</tr>
<tr>
<td>Crossing Church</td>
<td>Church Street</td>
<td>Crossing</td>
</tr>
<tr>
<td>Intersection of Prospect + Windsor</td>
<td>Prospect Avenue, Windsor Road</td>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing Dunlap would be nice to be able to walk to the Post Office/rec center from Prairie Fields/Meadows subdivisions, the gravel path around Colbert lake is difficult to walk + push strollers (or bicyclists) I see many use the street to avoid the gravel</td>
<td>Colbert Park, Post Office, Prairie Fields subdivision, Prairie Meadows subdivision, Savoy Recreation Center, US 45</td>
<td>Crossing, Destinations, Existing Facility</td>
</tr>
<tr>
<td>First Street (not safe), crossing 45 (not safe)</td>
<td>First Street, US 45</td>
<td>Crossing, Route, Safety</td>
</tr>
<tr>
<td>I have young children and would not be comfortable letting them ride their bikes along the Curtis Road bike lane.</td>
<td>Curtis Road</td>
<td>Existing Facility, Safety</td>
</tr>
<tr>
<td>East-west between Prospect and First on Church and Curtis</td>
<td>Church Street, Curtis Road</td>
<td>Route</td>
</tr>
<tr>
<td>South First by Lake Park, Parts of Church St and South Mattis Avenue</td>
<td>Church Street, First Street, Mattis Avenue</td>
<td>Route</td>
</tr>
<tr>
<td>First St between Curtis Rd and Windsor Rd, Curtis Rd east of Prospect Ave to First St</td>
<td>Curtis Road, First Street</td>
<td>Route</td>
</tr>
<tr>
<td>Along First St from Curtis to Windsor!</td>
<td>First Street</td>
<td>Route</td>
</tr>
<tr>
<td>First St</td>
<td>First Street</td>
<td>Route</td>
</tr>
<tr>
<td>First St Church to Windsor corridor</td>
<td>First Street</td>
<td>Route</td>
</tr>
<tr>
<td>First St corridor</td>
<td>First Street</td>
<td>Route</td>
</tr>
<tr>
<td>Going on First St between Windsor and Curtis. No path or shoulder</td>
<td>First Street</td>
<td>Route</td>
</tr>
<tr>
<td>South First St between Curtis + Windsor</td>
<td>First Street</td>
<td>Route</td>
</tr>
<tr>
<td>South/ on 45/ First St</td>
<td>First Street, US 45</td>
<td>Route</td>
</tr>
</tbody>
</table>
## Question #4: What do you think this plan should accomplish in the next five years?

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creating paths safe enough for people of all ages to walk/run/bike around Savoy</td>
<td>none listed</td>
<td>Bicyclist Types, Safety</td>
</tr>
<tr>
<td>Make it easier for less experienced bicyclists and kids to get to places walking or biking</td>
<td>none listed</td>
<td>Bicyclist Types, Safety</td>
</tr>
<tr>
<td>Interconnection in Savoy with Champaign pathways</td>
<td>none listed</td>
<td>Connectivity</td>
</tr>
<tr>
<td>Connect east side of Savoy to U of I and connect both sides of Rt. 45 in Savoy with safer way to cross 45</td>
<td>East Savoy, University of Illinois, US 45</td>
<td>Connectivity, Crossing, Destinations (University)</td>
</tr>
<tr>
<td>Connect east side of Savoy to Champaign and Urbana bike paths, connect to Urbana parks through southern route</td>
<td>C-U bike paths, East Savoy, Urbana Parks</td>
<td>Connectivity, Destinations (greenway), Route</td>
</tr>
<tr>
<td>Complete Prairie Fields trail, improve connection to trails to the north, particularly walking from Burwash Park to Hessel Park</td>
<td>Burwash Park, Hessel Park (Champaign), Prairie Fields Trail</td>
<td>Connectivity, Destinations (greenway), Treatment</td>
</tr>
<tr>
<td>Connect all areas/subdivisions in Savoy</td>
<td>Savoy subdivisions</td>
<td>Connectivity, Destinations (neighborhood)</td>
</tr>
<tr>
<td>First St for bicycle commuters going to/from campus, connectivity throughout Savoy</td>
<td>First Street</td>
<td>Connectivity, Destinations (University), Route</td>
</tr>
<tr>
<td>Recreation paths connecting Savoy to campus + path that follows Prospect south of Curtis</td>
<td>Ruppel Bike Path (Prospect Ave.), University of Illinois</td>
<td>Connectivity, Destinations (University), Treatment</td>
</tr>
<tr>
<td>Coordinate with Champaign Plan, especially First St improvements (if any), establish bike routes between Prospect and First St</td>
<td>First Street</td>
<td>Connectivity, Route</td>
</tr>
<tr>
<td>First St corridor to Champaign/U of I</td>
<td>First Street, University of Illinois</td>
<td>Destinations (University), Route</td>
</tr>
<tr>
<td>Maybe better path in the Colbert Park</td>
<td>Colbert Park</td>
<td>Existing Facility, Treatment</td>
</tr>
<tr>
<td>Help obtain grants</td>
<td>none listed</td>
<td>Funding</td>
</tr>
<tr>
<td>Expand walk/bike paths</td>
<td>none listed</td>
<td>Infrastructure, Treatment</td>
</tr>
<tr>
<td>Upkeep is important for existing pathways. The blacktop paths have not had routine maintenance and now require repair. Proper care extends the life and usefulness of well-worn trails.</td>
<td>none listed</td>
<td>Maintenance</td>
</tr>
<tr>
<td>Have all new and reconstruction of roadway infrastructure include bike lane, bike paths or adequate shoulders for safe mixing of motorized and non-motorized vehicles</td>
<td>none listed</td>
<td>Modes, Treatment</td>
</tr>
<tr>
<td>Comment</td>
<td>Comment Location</td>
<td>Comment Subject</td>
</tr>
<tr>
<td>--------------------------------------------------------------</td>
<td>------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>Make a path down First St from Church to Windsor for safe biking and walking</td>
<td>First Street</td>
<td>Route, Safety, Treatment</td>
</tr>
<tr>
<td>Have additional routes so children don’t have to navigate narrow roads with cars travelling at accelerating or high rates of speed</td>
<td><em>none listed</em></td>
<td>Route, Safety, Treatment</td>
</tr>
</tbody>
</table>
**Question #5:** Are there any other issues, concerns or suggestions you would like to bring to our attention about existing conditions or about this project?

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>We thus would really like to encourage Savoy to pave as many paths as possible so that they would be accessible for wheelchair users and strollers.</td>
<td>none listed</td>
<td>Accessibility</td>
</tr>
<tr>
<td>So glad you are asking!</td>
<td>none listed</td>
<td>Appreciation</td>
</tr>
<tr>
<td>I bike from Champaign to Savoy Plaza quite often. My kids would do this more if it were safer. I’d really like Savoy businesses to know that being bike friendly makes a big difference!</td>
<td>Savoy Plaza</td>
<td>Bicyclist Types, Bike Friendly Businesses, Destinations, Safety</td>
</tr>
<tr>
<td>Details of Prairie Fields trail where it crosses stream at new corner of Lake Park, bridge must not restrict stream flow - critical drainage issue!</td>
<td>Prairie Fields Trail</td>
<td>Bridge</td>
</tr>
<tr>
<td>I have young children and would not be comfortable letting them ride their bikes along the Curtis Road bike lane. Another point of consideration would be to provide better bike and pedestrian transportation along Curtis Road east of Neil St. For example, a pedestrian has to cross the street to remain on the sidewalk as he/she is approaching Neil St. This would provide residents at Winfield Village and The Place at 117 access to the shopping area at the Savoy Plaza. I often see people trying to walk along Curtis Road without sufficient sidewalks and trying to cross the railroad tracks to get to the shopping area.</td>
<td>Curtis Road, The Place at 117, Savoy Plaza, Winfield Village</td>
<td>Connectivity, Crossing, Destinations (neighborhood, shopping), Route, Safety</td>
</tr>
<tr>
<td>Wants all red on US 45 and Curtis/Prospect for bikes + peds to cross</td>
<td>Curtis Road, Prospect Avenue, US 45</td>
<td>Crossing</td>
</tr>
<tr>
<td>Add Winfield Village to the subdivision map</td>
<td>Winfield Village</td>
<td>Destination (neighborhood)</td>
</tr>
<tr>
<td>There is a great need of a path along First to campus, but understand most of the land is University property, which poses restrictions.</td>
<td>First Street, University of Illinois</td>
<td>Destinations (University), Route</td>
</tr>
<tr>
<td>Narrow sidewalk along 45 by Post Office</td>
<td>US 45</td>
<td>Destinations, Treatment</td>
</tr>
<tr>
<td>The reconstruction of East Church St from railroad to First Street failed to integrate cycling infrastructure, e.g. bike lanes or adequate shoulder</td>
<td>Church Street</td>
<td>Infrastructure, Treatment</td>
</tr>
<tr>
<td>Comment</td>
<td>Comment Location</td>
<td>Comment Subject</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>-------------------------------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Older people and their families need walking paths around the retirement, assisted living, nursing home facilities</td>
<td>Assisted Living Facilities, Senior Housing</td>
<td>Seniors</td>
</tr>
<tr>
<td>Airport Road traffic + First St traffic, 45 path</td>
<td>Airport Road, First Street, US 45</td>
<td>Traffic</td>
</tr>
<tr>
<td>A plan exists to put a &quot;broken&quot; center line on the path to aid night riding (path can be quite dark!)</td>
<td>none listed</td>
<td>Treatment</td>
</tr>
<tr>
<td>I have an issue brought to my attention from someone in Windsor Park</td>
<td>Windsor Park</td>
<td></td>
</tr>
</tbody>
</table>
ANALYSIS OF COMMENT CARD COMMENTS
The analysis of the comments is based on the number of occurrences of locations and subjects.

The most commented locations in the written comments were:
1. First Street (42)
2. University of Illinois Campus and U.S. 45 (13)
3. Prospect Avenue and Harold E. Ruppel Memorial Bike Path (12)
4. Curtis Road (11)
5. Church Street and Colbert Park (10)

The most commented subjects in the written comments were:
1. Destinations (62)
2. Route (44)
3. Connectivity (28)
4. Existing Facility (22)
5. Treatment (20)
Analysis of Comment Location
Analysis of Comment Subject
## GROUP MAP COMMENTS

<table>
<thead>
<tr>
<th>Location</th>
<th># of Comments</th>
<th>Comment Type</th>
<th>Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prospect Ave and Arbours Dr</td>
<td>2</td>
<td>Issue</td>
<td>Ditch and need to cross</td>
</tr>
<tr>
<td>Prospect Ave and Curtis Rd</td>
<td>2</td>
<td>Issue</td>
<td>All cars should stop. Speeding/traffic lights safety</td>
</tr>
<tr>
<td>U.S. 45 and Church St</td>
<td>2</td>
<td>Issue</td>
<td>Safety of crosswalks/bike/walking. Hard to trigger signals on bike</td>
</tr>
<tr>
<td>U.S. 45 and Curtis Road</td>
<td>2</td>
<td>Issue</td>
<td>Intersection difficult for bikers to cross and it is hard to trigger signals on bike. All cars stop like on campus.</td>
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<tr>
<td>Airport Rd and Ridge Creek Rd</td>
<td>1</td>
<td>Issue</td>
<td>Need safe crossing from the senior facility to the neighborhood (Fieldstone)</td>
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<tr>
<td>Church St and Essex Ln</td>
<td>1</td>
<td>Issue</td>
<td>Lack of crosswalk</td>
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<tr>
<td>Church St and Hampshire Ln</td>
<td>1</td>
<td>Issue</td>
<td>Cars will back up coming outside new development on Church and Hampshire</td>
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<td>Curtis Rd</td>
<td>1</td>
<td>Issue</td>
<td>Sidewalk has cracks and it is missing a piece</td>
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<tr>
<td>Fieldstone Dr and Airport Rd</td>
<td>1</td>
<td>Issue</td>
<td>Need safe crossing on Airport Rd</td>
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<tr>
<td>First St E of Prairie Fields Park</td>
<td>1</td>
<td>Issue</td>
<td>Drainage issues due to University building on First St</td>
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<tr>
<td>First Street in front of The Place at 117</td>
<td>1</td>
<td>Issue</td>
<td>Sidewalk trip hazard for First St at The Place at 117 for bikes and peds</td>
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<tr>
<td>Harold E. Ruppel Memorial Bike Path (Prospect Avenue corridor)</td>
<td>1</td>
<td>Issue</td>
<td>Flooding over bike path (3 areas)</td>
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<tr>
<td>Monterrey Ct</td>
<td>1</td>
<td>Issue</td>
<td>Sidewalk subsided</td>
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<td>NW corner of Prairie Fields subdivision</td>
<td>1</td>
<td>Issue</td>
<td>Detention, drainage, sedimentation issues in NW corner of Prairie Fields subdivision - hard to walk/bike over as is</td>
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<tr>
<td>Savoy Plaza</td>
<td>1</td>
<td>Issue</td>
<td>Insufficient bike parking near businesses</td>
</tr>
<tr>
<td>The Village at Colbert Park</td>
<td>1</td>
<td>Issue</td>
<td>Remove sign for the apartment because it blocks sidewalk from being seen by cars</td>
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<tr>
<td>Windsor Rd and Bel Air Ct</td>
<td>1</td>
<td>Issue</td>
<td>Crossing from the subdivisions (traffic lights help)</td>
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<tr>
<td>Windsor Rd and First St</td>
<td>1</td>
<td>Issue</td>
<td>Sidewalk lacks connection</td>
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<tr>
<td>Windsor Rd and Prospect Ave</td>
<td>1</td>
<td>Issue</td>
<td>Blind intersection (can't see biker)</td>
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<tr>
<td>Woodfield Dr and Prospect Ave</td>
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<td>Issue</td>
<td>Needs bike parking near bus stop</td>
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<td>Arbours subdivision paths</td>
<td>1</td>
<td>Opportunity</td>
<td>Paths for bikes and peds (5 ft.)</td>
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<tr>
<td>Facility</td>
<td>Comments</td>
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<td>-----------------</td>
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<tr>
<td>Colbert Park</td>
<td>Need drinking fountains at Colbert Park</td>
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<td></td>
</tr>
<tr>
<td>Developing areas</td>
<td>Need more playground on areas that are developing</td>
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<tr>
<td>Ellen Ave at Walmart</td>
<td>Opportunity to improve connection</td>
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<tr>
<td>John L. Jones Park</td>
<td>Need drinking fountains</td>
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<tr>
<td>Stream NW of the Prairie Fields subdivision</td>
<td>Design stream abutment so that it doesn't restrict stream flow - Lake Park needs water to drain through</td>
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<tr>
<td>N Lake Park</td>
<td>Bicyclists are currently using north side to access First St in AM commute from Prairie Fields subdivision</td>
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<tr>
<td>Prospect Ave and Burwash Ave</td>
<td>Rethink intersection (future development to the west)</td>
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<tr>
<td>U.S. 45 and Tomaras Ave</td>
<td>Potential crossing midpoint between Curtis and Church</td>
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<tr>
<th>NAME</th>
<th>FROM</th>
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<td>Windsor Rd</td>
<td>Curtis Rd</td>
<td>Bike Path</td>
<td>9</td>
<td>Issue</td>
<td>Terribly unsafe, people go really fast. Bike path along First or along U.S. 45. People want bike/ped facilities. Kids go to school north.</td>
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<tr>
<td>Colbert Park path</td>
<td></td>
<td></td>
<td>Shared-Use Path</td>
<td>3</td>
<td>Opportunity</td>
<td>Wants Colbert Park path to be converted from gravel to paved. Extension?</td>
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<td>First Street</td>
<td>Curtis Rd</td>
<td>Church St</td>
<td>Bike Path</td>
<td>3</td>
<td>Issue</td>
<td>Heavy traffic, no paths. Kids go to school north, can't access Urbana.</td>
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<tr>
<td>Harold E Ruppel Memorial Bike Path (Prospect Avenue corridor)</td>
<td>Graham Dr</td>
<td>Windsor Rd</td>
<td>Bike Path</td>
<td>3</td>
<td>Issue</td>
<td>Maintenance on path (exposed cracks), severe</td>
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<tr>
<td>Church Street</td>
<td>Prospect Ave</td>
<td>U.S. 45</td>
<td>Sidewalk</td>
<td>2</td>
<td>Issue</td>
<td>No good access/sidewalk safety on Church-45 (need repair). Sidewalks narrow. Roadway in bad condition</td>
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<tr>
<td>Curtis Road</td>
<td>RR Tracks</td>
<td>First St</td>
<td>Bike Path</td>
<td>2</td>
<td>Issue</td>
<td>Unimproved</td>
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<td>Curtis Road</td>
<td>Wesley Ave</td>
<td>U.S. 45</td>
<td>Bike Path</td>
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<td>Opportunity</td>
<td>Needs a bike path</td>
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<tr>
<td>First Street</td>
<td>Church St</td>
<td>Airport Rd</td>
<td>Bike Lanes, Sidewalk</td>
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<td>Issue</td>
<td>Bike lanes along First St. Path to Windsor and campus. Sidewalk along First St.</td>
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<td>Airport Road</td>
<td>Willard Airport</td>
<td>U.S. 45</td>
<td>Bike Path</td>
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<td>Issue</td>
<td>Need sidewalk &amp; bike facilities to the airport</td>
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<td>Linear Comments</td>
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<td><strong>Church Street</strong></td>
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<tr>
<td>Mattis Ave  Prospect Ave  Bike Path  1  Issue</td>
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<td>Bike path/ sidewalk/ sidepath on Church St</td>
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<td>Lack of shoulders on Church St</td>
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<td>Colbert Park  Fieldstone Dr  Shoulders  1  Issue</td>
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<td>Connecting Fieldstone Dr &amp; Colbert Park</td>
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<td>Connection between Lake Falls subdivision and Colbert Park</td>
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<td><strong>Curtis Road</strong>                                    West village limits  Prospect Ave  Bike Path  1  Opportunity</td>
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<td>Connection to Curtis Orchard and to YMCA (traffic goes very fast)</td>
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<td>Opportunity for a path to access Walmart</td>
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<td>Parking on both sides and buses</td>
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<td>Windsor Rd  Burwash Ave  1  Issue</td>
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<tr>
<td>Sidewalks need maintenance</td>
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<tr>
<td><strong>Mattis Avenue</strong></td>
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<td>Windsor Rd  Curtis Rd  Bike Path  1  Opportunity</td>
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<td>Bike path into Champaign</td>
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<td>Liberty on the Lake  City of Champaign  Bike Path  1  Other</td>
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<td><strong>Prairie Fields subdivision to Walmart</strong></td>
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<td>Tickseed Ave  Walmart  Sidewalk  1  Issue</td>
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<tr>
<td>No good access/sidewalk safety on Church-45 (need repair). Sidewalks narrow. Roadway in bad condition.</td>
<td></td>
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<tr>
<td><strong>Prospect Avenue</strong></td>
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<td>Graham Dr  Church St  Bike Path  1  Issue</td>
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<tr>
<td>Bike path/ sidewalk/ sidepath on Church St</td>
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<td><strong>Railroad Tracks</strong></td>
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<td>Windsor Rd  Curtis Rd  Shared-Use Path  1  Issue</td>
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<tr>
<td>Terribly unsafe, people go really fast. Bike path along First or along U.S. 45. People want bike/ped facilities.</td>
<td></td>
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<td><strong>U.S. 45</strong>                                      Ellen Ave  Airport Rd  1  Opportunity</td>
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<tr>
<td>Provide bike connections from Airport Rd to Walmart &amp; along U.S. 45</td>
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<tr>
<td>Sidewalk narrow</td>
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<td><strong>Wesley Avenue</strong></td>
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<td>Calvin St  Graham Dr  Sidewalk  1  Issue</td>
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<tr>
<td>Complete sidewalk gaps by Wesley St</td>
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<tr>
<td><strong>Wesley Avenue</strong></td>
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<tr>
<td>Complete sidewalk gaps by Wesley St</td>
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<td>Very narrow path and driveways have no visibility</td>
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<tr>
<td>Arbours Subdivision</td>
<td>Paths for bikes and pedestrians (5 feet). Issue with golf carts on paths and they had to call the police.</td>
<td>Issue</td>
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<tr>
<td>North of Walmart</td>
<td>No sidewalks near store</td>
<td>Issue</td>
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</tbody>
</table>
Your input on the Savoy Bike + Pedestrian Plan is vital in determining the future vision for bicycling and walking in Savoy. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. What is your favorite place in Savoy to…
   Walk? __________________________________________________
   Bike? __________________________________________________

2. In the future, where in Savoy would you like to…
   Walk? __________________________________________________
   Bike? __________________________________________________

3. Where in Savoy do you think there are…
   Walkability Issues? __________________________________________
   Bikeability Issues? ___________________________________________

4. What do you think this plan should accomplish in the next five years?
   ____________________________________________________________
   ____________________________________________________________
   ____________________________________________________________

5. Are there any other issues, concerns or suggestions you would like to bring to our attention about existing conditions or about this project?
   ____________________________________________________________
   ____________________________________________________________
   ____________________________________________________________

6. How did you hear about this meeting? Check all that apply.
   __Flyer  __News-Gazette  __Word of Mouth  __Email  __Website  __Facebook
APPENDIX F
PUBLIC WORKSHOP #2: RESULTS & MATERIALS
SAVOY BIKE & PEDESTRIAN PLAN
Public Comments – Round #2: Spring 2016

Participation
74 people submitted comments in Round #2 of public input for this plan:
• 21 people attended Public Workshop #2 on March 31, 2016;
• 51 people submitted comments through the online comment form or card, which was accessible between April 4 and 11, 2016;
• 1 person submitted comments through the CUUATS website; and
• 1 person submitted comments by email.

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

Recommendations Maps and Non-Infrastructure Recommendations
The public was invited to vote on infrastructure and non-infrastructure recommendations displayed on tables and boards by placing stickers beside their desired recommendations (see Figures 1 and 2). The following maps and exhibit boards were available for voting:
• Point Recommendations
• Linear Bicyclist Recommendations – North Savoy
• Linear Pedestrian Recommendations – North Savoy
• Linear Bicyclist Recommendations – Central Savoy
• Linear Pedestrian Recommendations – Central Savoy
• Linear Bicyclist Recommendations – South Savoy
• Linear Pedestrian Recommendations – South Savoy
• Non-Infrastructure Recommendations – Education
• Non-Infrastructure Recommendations – Encouragement
• Non-Infrastructure Recommendations – Enforcement
• Non-Infrastructure Recommendations – Evaluation
The participants received a total of 12 stickers, and they were instructed to distribute them in the following manner:

- 6 votes for the Linear Recommendations Maps (preferably one per map)
- 2 votes for the Point Recommendations Map
- 4 votes for Non-Infrastructure Recommendations (preferably one per category)
Comment Card Comments: Printed and Online
Printed comment cards were distributed at the beginning of Public Workshop #2, and participants were asked to fill it and hand it in at the end of the meeting (Figure 3). There were four questions: two written and two multiple-choice questions. The online comment card had a total of 8 questions: it included the four questions asked in the printed comment card and four additional questions, which enabled those who were unable to attend the workshop to vote on infrastructure and non-infrastructure recommendations (Figure 4).

Figure 3. Participant filling out a printed comment card

Figure 4. Image of the online comment card
Analysis of votes on Recommendations and Comment Card Comments

INFRASTRUCTURE RECOMMENDATIONS
The 5 most voted linear bicyclist recommendations on the workshop maps, boards, and online form were:
- Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park (31)
- First Street Shared-Use Path between Windsor Road and Curtis Road (28)
- Colbert Park Shared-Use Path: pave existing gravel path (23)
- Airport Road Shared-Use Path (16)
- First Street Shared-Use Path between Curtis Road and Airport Road (15)

<table>
<thead>
<tr>
<th>Infrastructure Linear Bicyclist Recommendations</th>
<th>Workshop</th>
<th>Online Form</th>
<th>Total</th>
</tr>
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<tbody>
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<td>Airport Road Bike Lanes</td>
<td>0</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Airport Road Shared-Use Path</td>
<td>5</td>
<td>11</td>
<td>16</td>
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<td>Arbours Drive Bike Route</td>
<td>0</td>
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<td>1</td>
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<tr>
<td>Burwash Ave Bike Lanes</td>
<td>0</td>
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<tr>
<td>Burwash Park Shared-Use Path closing a loop behind the ball field</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Church Street Shared-Use Path</td>
<td>3</td>
<td>6</td>
<td>9</td>
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<tr>
<td>Colbert Park Shared-Use Path: pave existing gravel path</td>
<td>10</td>
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<tr>
<td>Ellen Avenue Bike Route</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>First Street between Church Street and Airport Road: install shoulders</td>
<td>4</td>
<td>6</td>
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<tr>
<td>First Street between Curtis Road and Church Street: widen shoulders</td>
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<td>First Street Bike Lanes between Windsor Road and Curtis Road</td>
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<td>First Street Shared-Use Path between Curtis Road and Airport Road</td>
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<td>First Street Shared-Use Path between Windsor Road and Curtis Road</td>
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<tr>
<td>Golfview Court Bike Route</td>
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<tr>
<td>Graham Drive Bike Route</td>
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<tr>
<td>Harold E. Ruppel Memorial Bike Path maintenance</td>
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<tr>
<td>Hartwell Drive Bike Route</td>
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<tr>
<td>Lake Falls Trail West Path: connecting to the Fieldstone subdivision and senior living facilities</td>
<td>1</td>
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<tr>
<td>Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park</td>
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<td>Liberty on the Lake Trail/Shared-Use Path</td>
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<tr>
<td>Lyndhurst Drive Bike Route</td>
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<td>1</td>
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<tr>
<td>Prairie Fields Trail Phase II: connecting Curtis Road to Church Street</td>
<td>2</td>
<td>12</td>
<td>14</td>
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<tr>
<td>Prospect Avenue Bike lanes</td>
<td>3</td>
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<tr>
<td>Prospect Avenue Shared-Use Path (south of the Savoy Recreation Center)</td>
<td>0</td>
<td>1</td>
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<tr>
<td>Prospect Avenue Shared-Use Path from Golfview Court to Airport Road</td>
<td>5</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Rail-trail along the east side of the rail tracks</td>
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<td>5</td>
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<tr>
<td>Regency Drive Bike Route</td>
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<tr>
<td>Tomaras Avenue Bike Route</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>
Infrastructure Linear Bicyclist Recommendations | Workshop | Online Form | Total
--- | --- | --- | ---
Wesley Avenue Bike Route | 2 | 1 | 3
Windsor Road North Shared-Use Path: between U.S. 45 and First Street | 1 | 4 | 5
The 5 most voted linear pedestrian recommendations on the workshop maps, boards, and online form were:

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

<table>
<thead>
<tr>
<th>Infrastructure Linear Pedestrian Recommendations</th>
<th>Workshop</th>
<th>Online Card</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Road Shared-Use Path</td>
<td>7</td>
<td>13</td>
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<tr>
<td>Airport Road Sidewalk</td>
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<tr>
<td>Burwash Park Shared-Use Path closing a loop behind the ball field</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Church Street Shared-Use Path</td>
<td>5</td>
<td>8</td>
<td>13</td>
</tr>
<tr>
<td>Colbert Park Shared-Use Path: pave existing gravel path</td>
<td>7</td>
<td>17</td>
<td>24</td>
</tr>
<tr>
<td>First Street Shared-Use Path between Curtis Road and Airport Road</td>
<td>6</td>
<td>20</td>
<td>26</td>
</tr>
<tr>
<td>First Street Shared-Use Path between Windsor Road and Curtis Road</td>
<td>3</td>
<td>24</td>
<td>27</td>
</tr>
<tr>
<td>First Street Shared-Use Path between Curtis Road and Church Street</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Harold E. Ruppel Memorial Bike Path maintenance</td>
<td>3</td>
<td>0</td>
<td>3</td>
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<tr>
<td>Lake Falls Trail West Path: connecting to the Fieldstone subdivision and senior living facilities</td>
<td>1</td>
<td>13</td>
<td>14</td>
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<tr>
<td>Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park</td>
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<td>18</td>
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<tr>
<td>Liberty on the Lake Trail/Shared-Use Path</td>
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<td>5</td>
<td>7</td>
</tr>
<tr>
<td>Lyndhurst Drive Sidewalk: improve</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Prairie Fields Trail Phase II: connecting Curtis Road to Church Street</td>
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<tr>
<td>Prospect Avenue Shared-Use Path (south of the Savoy Recreation Center)</td>
<td>0</td>
<td>2</td>
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<tr>
<td>Prospect Avenue Shared-Use Path from Golfview Court to Airport Road</td>
<td>4</td>
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<tr>
<td>Prospect Avenue: build new sidewalk on the west side between Cayman Way and Savoy boundary north of Pittsfield Drive</td>
<td>0</td>
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<tr>
<td>Rail-trail along the east side of the rail tracks</td>
<td>1</td>
<td>4</td>
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<tr>
<td>U.S. 45 Sidewalk: improve existing sidewalk between Graham Drive and Main Street</td>
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<tr>
<td>Walmart Supercenter South Sidewalk: facility connecting to future Prospect Avenue Shared-Use Path and future sidewalk on U.S. 45 south of Walmart</td>
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<tr>
<td>Windsor Road North Shared-Use Path: between U.S. 45 and First Street</td>
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<tr>
<td>Woodfield Alley Sidewalk</td>
<td>0</td>
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</tr>
</tbody>
</table>
The 3 most voted point recommendations on the workshop maps, boards, and online form were:

- Install pedestrian countdown signals at the intersection of U.S. 45 and Church Street (24)
- Install pedestrian countdown signals at the intersection of U.S. 45 and Curtis Road (22)
- Move Village at Colbert Park sign on Church Street away from road to prevent blocking of pedestrian visibility (12)
- Add mid-block crossing at the intersection of Airport Road and Ridge Creek Road (12)

<table>
<thead>
<tr>
<th>Infrastructure Point Recommendations</th>
<th>Workshop</th>
<th>Online Card</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Improve pedestrian crossing on Burwash Avenue in front of Burwash Park path</td>
<td>1</td>
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<tr>
<td>Install pedestrian countdown signals at the intersection of U.S. 45 and Curtis Road</td>
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<td>17</td>
<td>22</td>
</tr>
<tr>
<td>Install pedestrian countdown signals at the intersection of U.S. 45 and Church Street</td>
<td>6</td>
<td>18</td>
<td>24</td>
</tr>
<tr>
<td>Install pedestrian countdown signals at the intersection of U.S. 45 and Airport Road</td>
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<td>9</td>
<td>11</td>
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<tr>
<td>Move Village at Colbert Park sign on Church Street away from road to prevent blocking of pedestrian visibility</td>
<td>1</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>Install trail-crossing signs and flashing lights, and re-stripe crosswalk</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Improve connection between Ellen Avenue and Walmart Supercenter</td>
<td>3</td>
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<tr>
<td>Add covered bike parking at Flightstar</td>
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<tr>
<td>Add covered bike parking at Savoy Recreation Center</td>
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<tr>
<td>Add covered bike parking at Willard Airport terminal</td>
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<tr>
<td>Add mid-block crossing at the intersection of Airport Road and Ridge Creek Road</td>
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</table>
NON-INFRASTRUCTURE RECOMMENDATIONS
The most voted non-infrastructure recommendations in each of the four categories were:

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

### EDUCATION

<table>
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<th>Recommendations</th>
<th>Votes</th>
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<tr>
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</tr>
<tr>
<td>Adult Bicycle Education</td>
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<tr>
<td>Availability of Materials in Other Languages</td>
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<tr>
<td>Bicycle Rodeos</td>
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<tr>
<td>K-12 Bicycle Education Curriculum</td>
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<tr>
<td>Law Enforcement Officer Training</td>
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<tr>
<td>Map Updates and Distribution</td>
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<tr>
<td>Professional Development</td>
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<td>Public Participation</td>
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<td>Road User Safety Campaigns</td>
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### EDUCATION RECOMMENDATIONS CHART
## ENCOURAGEMENT

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<tr>
<td>Bike Route &amp; Trail Signage</td>
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<tr>
<td>Bicycle Friendliness Application</td>
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<td>Business Bike Parking Improvement Incentives</td>
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<tr>
<td>Champaign-Urbana Bike Month</td>
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<tr>
<td>Engage Employers in Bicycling</td>
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<tr>
<td>National Trails Day</td>
<td>0</td>
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<tr>
<td>Open Streets initiative (car-free streets)</td>
<td>3</td>
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<tr>
<td>Public-Private Partnerships</td>
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<tr>
<td>Support for Advocacy Organizations</td>
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<tr>
<td>Bikeway, Trail, and Walkway Dedication Events &amp; Rides</td>
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## ENCOURAGEMENT RECOMMENDATIONS CHART
ENFORCEMENT

<table>
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<td>Enforce Bicyclist and Pedestrian Violations</td>
<td>3</td>
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<tr>
<td>Enforce Motorist Violations</td>
<td>2</td>
</tr>
<tr>
<td>Promote Rights &amp; Responsibilities Awareness</td>
<td>1</td>
</tr>
<tr>
<td>Trail Safety &amp; Security</td>
<td>6</td>
</tr>
<tr>
<td>Yield to Pedestrians</td>
<td>2</td>
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</tbody>
</table>

<table>
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<tr>
<td>Enforce Bicyclist and Pedestrian Violations</td>
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<td>11</td>
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<tr>
<td>Enforce Motorist Violations</td>
<td>2</td>
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<td>16</td>
</tr>
<tr>
<td>Promote Rights &amp; Responsibilities Awareness</td>
<td>7</td>
<td>7</td>
<td>14</td>
</tr>
<tr>
<td>Trail Safety &amp; Security</td>
<td>6</td>
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<td>14</td>
</tr>
<tr>
<td>Yield to Pedestrians</td>
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ENFORCEMENT RECOMMENDATIONS CHART
### EVALUATION

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<th>Votes</th>
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<td></td>
<td>Printed</td>
</tr>
<tr>
<td>Bicycle Counts</td>
<td>2</td>
</tr>
<tr>
<td>Bicycle Level of Service (BLOS)</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclist &amp; Pedestrian Crash Studies</td>
<td>2</td>
</tr>
<tr>
<td>Traffic Calming Policies and Programs</td>
<td>7</td>
</tr>
<tr>
<td>Performance Measure Assessment</td>
<td>0</td>
</tr>
<tr>
<td>Savoy Bike &amp; Pedestrian Plan Updates</td>
<td>8</td>
</tr>
</tbody>
</table>

### EVALUATION RECOMMENDATIONS CHART

![Chart showing voted recommendations](chart.png)
Priority Locations and Themes
In the discursive questions in the comment cards, the participants were invited to share their opinions on what the priorities of the Savoy Bike & Pedestrian Plan should be. The responses were analyzed and sorted by subject and location.

LOCATION AND THEME ANALYSIS
The 3 most mentioned locations in the comment cards distributed at the workshop were:
- First Street
- Lake Falls Trail
- Colbert Park

The 3 most mentioned locations in the online cards were:
- First Street
- Lake Falls subdivision
- Liberty on the Lake Trail

The 3 most mentioned themes in the comment cards distributed at the workshop were:
- Connectivity
- Pave gravel path
- Safety
The 3 most mentioned themes in the online cards were:

- Shared-Use Path
- Connectivity
- Safety
## Paper Comment Cards

**Question #1: Which facility, policy, or program recommendations in this plan are most important to you?**

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>Getting access to the parks and rec center for kids who are walking or biking.</td>
<td>Savoy parks, Savoy Recreation Center</td>
<td>Accessibility, Destinations</td>
</tr>
<tr>
<td>1. Linear bicyclist for south Savoy. 2. Linear pedestrian for south Savoy</td>
<td>South Savoy</td>
<td>Bicyclist facilities, Pedestrian facilities</td>
</tr>
<tr>
<td>I would love to have a bike path on 1st Street between Church and Windsor. My husband commuted to work by bike in Boston and Minneapolis, and misses the exercise and opportunity to do so here in Savoy. I would love to be able to safely ride with my children to access Champaign and Urbana via 1st Street. I sincerely hope you put in a bike lane.</td>
<td>First Street</td>
<td>Bike lane, Commute, Physical activity, Safety</td>
</tr>
<tr>
<td>Bike paths along First St and Airport Rd.</td>
<td>First Street, Airport Road</td>
<td>Bike paths</td>
</tr>
<tr>
<td>New bike routes for Lake Falls. New park/playground for Lake Falls</td>
<td>Lake Falls subdivision</td>
<td>Bike route, New playground</td>
</tr>
<tr>
<td>One of the greatest impacts on bicycle safety for the residents of Savoy would be to improve 1st street between Curtis and Windsor. I know there are township issues etc, but there are a great number of people who would probably consider bicycling to work at the University from Savoy if this were improved to accommodate bicycles safely-complete street cross section.</td>
<td>First Street</td>
<td>Commute, Destinations, Safety</td>
</tr>
<tr>
<td>Connectivity - allowing citizens to easily travel around and through Savoy</td>
<td></td>
<td>Connectivity</td>
</tr>
<tr>
<td>1. Please maintain walkways in place. 2. Close gaps. 3. Connect new areas</td>
<td>Walkways</td>
<td>Connectivity, Maintenance</td>
</tr>
<tr>
<td>The routes from Lake Falls to Colbert Park and paving path around Colbert Park lake</td>
<td>Lake Falls subdivision, Colbert Park</td>
<td>Connectivity, Pave gravel path</td>
</tr>
<tr>
<td>Safe connections between and among neighborhoods in south Savoy and parks for bicyclists and pedestrians.</td>
<td>South Savoy, Neighborhoods, Savoy Parks</td>
<td>Connectivity, Safety</td>
</tr>
<tr>
<td>The south First Street corridor connecting Windsor and Curtis Road (and thus the U of I to Savoy) is probably the most urgently needed safety and infrastructure need</td>
<td>First Street</td>
<td>Connectivity, Safety</td>
</tr>
<tr>
<td>Shared-use path connecting south Savoy (Fieldstone) with central Savoy</td>
<td>Fieldstone subdivision</td>
<td>Connectivity, Shared-Use Path</td>
</tr>
<tr>
<td>Repaving the Colbert Park gravel trail. In its current state, it is only functional to walkers without bikes, strollers, etc. And it floods!</td>
<td>Colbert Park</td>
<td>Pave gravel path</td>
</tr>
<tr>
<td>Parks, paved paths</td>
<td>Savoy parks</td>
<td>Pave gravel path</td>
</tr>
<tr>
<td>A policy that requires separation of bike paths, sidewalks, and shared use from streets. (to decrease injuries and increase rates of active transportation)</td>
<td></td>
<td>Safety, Separation vehicles pedestrians bicyclists</td>
</tr>
<tr>
<td>Programs that encourage coexistence of motorists, cyclists, and peds.</td>
<td></td>
<td>Share the road</td>
</tr>
<tr>
<td>Comment</td>
<td>Comment Location</td>
<td>Comment Subject</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>Improve signage, markings, crossings for bike and pedestrian paths.</td>
<td>Paths</td>
<td>Signage and markings</td>
</tr>
</tbody>
</table>

**Question #2: What would be the first recommended action that you would encourage the Village to implement to make Savoy more bicycle and pedestrian friendly?**

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Connect Lake Falls to Colbert Park. 2. Shared use path bike path along First to Windsor. 3. Connection to Prospect path. 4. Cool proposed bike path proposed through Wesley Avenue</td>
<td>Lake Falls Trail, First Street, Prospect Corridor, Wesley Avenue</td>
<td>Bike route, Shared-Use Path</td>
</tr>
<tr>
<td>Connect new areas</td>
<td></td>
<td>Connectivity</td>
</tr>
<tr>
<td>See above as well as having total connectivity to the south (Willard Airport, apartments, golf course, and Walmart) as well as tying new development on S First St Airport Rd (east) side of tracks with subdivision as well as retail areas to the north</td>
<td>Willard Airport, Hartwell Drive, University of Illinois Golf course, Walmart, Lake Falls subdivision, Fieldstone subdivision, Savoy Plaza</td>
<td>Connectivity, Destinations</td>
</tr>
<tr>
<td>Funding to pay for projects</td>
<td></td>
<td>Funding</td>
</tr>
<tr>
<td>Map updates and distribution. Determine which neighborhoods will use and benefit the most</td>
<td></td>
<td>Map updates</td>
</tr>
<tr>
<td>Pave the trail! With the increased traffic to Colbert Park for the new playground and future ball fields, we need a safe way to get there. Currently there are so many people that are on the road, dodging cars!</td>
<td>Colbert Park</td>
<td>Pave gravel path</td>
</tr>
<tr>
<td>Connect Colbert Park to Lake Falls and pave path around Colbert Park Lake</td>
<td>Lake Falls Trail, Colbert Park</td>
<td>Pave gravel path</td>
</tr>
<tr>
<td>Purchase/Obtain right-of-way for multi-use paths NOT along existing streets. E.g. access from the south to Colbert Park</td>
<td>Lake Falls Trail</td>
<td>Right-of-Way, Trails</td>
</tr>
<tr>
<td>Fix/pave First Street and add bike path from Airport to Windsor</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Path on First Street. Path connecting Liberty on the Lake to Ruppel Trail</td>
<td>First Street, Liberty on the Lake subdivision</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>More marked bike and ped crossings - flashing signs, etc</td>
<td></td>
<td>Signage and markings</td>
</tr>
<tr>
<td>Calming practices</td>
<td></td>
<td>Traffic calming</td>
</tr>
<tr>
<td>Find/complete routes where you could complete a circuit around Savoy safely (for example Church, Mattis, Curtis, 45)</td>
<td>Savoy Loop</td>
<td></td>
</tr>
<tr>
<td>More bike lanes to connect places</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connect Lake Falls subdivision to Colbert Park and through to Curtis</td>
<td>Lake Falls Trail, Prairie Fields Trail Phase II</td>
<td></td>
</tr>
</tbody>
</table>
ONLINE COMMENT CARDS

Question #7: Which facility, policy, or program recommendations in this plan are most important to you?

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike lanes connecting from Airport road to Windsor. Connecting Fieldstone to Colbert park way of Lake Falls.</td>
<td>Airport Road, Colbert Park, Fieldstone subdivision, Lake Falls subdivision, Windsor Road</td>
<td>Bike lanes, Connectivity</td>
</tr>
<tr>
<td>Connect Prairie Meadows Neighborhood to Lake Falls to Fieldstone</td>
<td>Fieldstone subdivision, Lake Falls subdivision, Lake Falls Trail, Prairie Meadows subdivision</td>
<td>Connectivity</td>
</tr>
<tr>
<td>Connection between Fieldstone to Lake Falls to Colbert Park to Carrie Busey</td>
<td>Carrie Busey, Colbert Park, Fieldstone subdivision, Lake Falls subdivision, Lake Falls Trail</td>
<td>Connectivity</td>
</tr>
<tr>
<td>Connecting all areas/neighborhoods of Savoy</td>
<td></td>
<td>Connectivity</td>
</tr>
<tr>
<td>Connect Prairie Fields subdivision(s) to campus</td>
<td>Prairie Fields subdivision, Campus</td>
<td>Connectivity, Destinations</td>
</tr>
<tr>
<td>Creating SAFE bike/running paths that are connected throughout Savoy. *INCLUDING Fieldstone Subdivision through North Savoy.</td>
<td>Fieldstone subdivision</td>
<td>Connectivity, Safety</td>
</tr>
<tr>
<td>Connecting south savoy with the rest of the bike infrastructure</td>
<td>South Savoy</td>
<td>Connectivity, Shared-Use Path</td>
</tr>
<tr>
<td>Sidewalks connecting Fieldstone subdivision and Lake Falls.</td>
<td>Fieldstone subdivision, Lake Falls sub</td>
<td>Connectivity, Sidewalk</td>
</tr>
<tr>
<td>Creating a path from Fieldstone to Colbert Park</td>
<td>Colbert Park, Fieldstone subdivision, Lake Falls Trail</td>
<td>Destinations</td>
</tr>
<tr>
<td>Educating children k-12 on bike safety/rules of the road</td>
<td></td>
<td>K-12 Education</td>
</tr>
<tr>
<td>Pave gravel Colbert park path</td>
<td>Colbert Park</td>
<td>Pave gravel path</td>
</tr>
<tr>
<td>Pave the gravel at the Dana Colbert Park so we can ride our bikes to the park.</td>
<td>Colbert Park</td>
<td>Pave gravel path</td>
</tr>
<tr>
<td>Paved path to Colbert park, including regrading to prevent path flooding</td>
<td>Colbert Park</td>
<td>Pave gravel path</td>
</tr>
<tr>
<td>Making first Street safe for cycling</td>
<td>First Street</td>
<td>Safety</td>
</tr>
<tr>
<td>A paved bike/pedestrian off-street path between Curtis and Windsor on First.</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Connection of declaration drive to prospect bike path</td>
<td>Liberty on the Lake Trail</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Comment</td>
<td>Comment Location</td>
<td>Comment Subject</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Developing a shared use path on first street between church and Windsor.</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Pedestrian path along first from Windsor to church</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Having a shared-use path along First St. between Curtis and Windsor</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Shared use paths</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>First st path</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>First Street shared-use path.</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Safe bicycling to campus via first street (improvements in the form of</td>
<td></td>
<td></td>
</tr>
<tr>
<td>bike/pedestrian trail or bike lanes along First Street as far north as</td>
<td>First Street, Campus</td>
<td>Shared-Use Path, Safety</td>
</tr>
<tr>
<td>Windsor)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building walkways along and surrounding Airport Rd.</td>
<td>Airport Road</td>
<td>Sidewalk</td>
</tr>
</tbody>
</table>
**Question #8: What would be the first recommended action that you would encourage the Village to implement to make Savoy more bicycle and pedestrian friendly?**

<table>
<thead>
<tr>
<th>Comment</th>
<th>Comment Location</th>
<th>Comment Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike lanes connecting from Airport road to Windsor.</td>
<td>Airport Road, First Street, Windsor Road</td>
<td>Bike lanes</td>
</tr>
<tr>
<td>Connect Prairie Meadows Neighborhood to Lake Falls to Fieldstone</td>
<td>Fieldstone subdivision, Lake Falls subdivision, Prairie Meadows subdivision</td>
<td>Connectivity</td>
</tr>
<tr>
<td>Connect Lake Falls to Colbert Park</td>
<td>Colbert Park, Lake Falls subdivision</td>
<td>Connectivity</td>
</tr>
<tr>
<td>Connecting the neighborhoods: Fieldstone, Lake Falls, Prairie Meadows, Prairie Fields</td>
<td>Fieldstone subdivision, Lake Falls subdivision, Prairie Fields subdivision, Prairie Meadows subdivision</td>
<td>Connectivity</td>
</tr>
<tr>
<td>Connecting south savoy with the rest of the bike infrastructure</td>
<td>South Savoy</td>
<td>Connectivity</td>
</tr>
<tr>
<td>Safer trail connections between the subdivisions east of Rt. 45 and the University, Savoy businesses, and Champaign trails. Many good pieces are in place, but disjointed at present.</td>
<td>Campus, Fieldstone subdivision, Lake Falls subdivision, Prairie Fields subdivision, Prairie Meadows subdivision, Savoy businesses, Champaign trails</td>
<td>Connectivity, Destinations</td>
</tr>
<tr>
<td>Creating a continuous path (exceeding 3 miles) from Fieldstone Subdivision to/throughout North Savoy. One where young children through adults can bike/run safely to reach other Savoy destinations (i.e.: parks) and get a substantial amount of exercise.</td>
<td>Fieldstone subdivision, Savoy Parks</td>
<td>Connectivity, Destinations, Safety, Shared-Use Path</td>
</tr>
<tr>
<td>Connecting all of the new neighborhoods with bike paths/walking paths. (Fieldstone, to Lake Falls, To Prairie Fields/Meadows) We would do so much more biking with our family to the parks in Savoy if there were safe routes for us to take.</td>
<td>Fieldstone subdivision, Lake Falls subdivision, Prairie Fields subdivision, Prairie Meadows subdivision, Savoy businesses, Champaign trails</td>
<td>Connectivity, Safety</td>
</tr>
<tr>
<td>Connect savoy to campus with pedestrian and bike friendly paths separate from roadway. Currently there is no way for bicyclists to safely bike to campus.</td>
<td>Campus</td>
<td>Connectivity, Safety</td>
</tr>
<tr>
<td>Continue to improve infrastructure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>improved paths along major roadways</td>
<td>Major roadways</td>
<td>Improvements</td>
</tr>
<tr>
<td>Education by Law Enforcement for Safety of both vehicles and pedestrians.</td>
<td></td>
<td>Law enforcement, Safety</td>
</tr>
<tr>
<td>Publicize existing infrastructure that is friendly</td>
<td></td>
<td>Maps w Infrastructure</td>
</tr>
<tr>
<td>Move Colbert Village sign to improve visibility.</td>
<td>Village at Colbert Park</td>
<td>Safety</td>
</tr>
<tr>
<td>A safe bike/pedestrian path between Savoy along 1st to</td>
<td>First Street, Campus,</td>
<td>Safety, Shared-Use Path</td>
</tr>
<tr>
<td>Comment</td>
<td>Comment Location</td>
<td>Comment Theme</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>---------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>campus and the Windsor Road bike path would let residents commute and visit campus and the rest of C-U so much more safely and conveniently.</td>
<td>Windsor Road</td>
<td></td>
</tr>
<tr>
<td>Developing a shared use path on first street between church and Windsor. Many people choose not to ride their bikes in Savoy as a means of transportation, because it is not safe to get out of Savoy unless you take many indirect paths to Champaign/Urbana/Campus.</td>
<td>First Street</td>
<td>Safety, Shared-Use Path</td>
</tr>
<tr>
<td>First Street Shared-Use Path between Windsor Road and Curtis Road ! ! ! ! ! ! ! ! !</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>The bike path near Declaration Dr</td>
<td>Liberty on the Lake Trail</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>First street bike / pedestrian paths</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Shared path along first between Windsor and church</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Shared use path on first all the way to Windsor</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Shared use path on 1st street from Windsor to Curtis</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>First street path</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>First Street Shared-Use Path between Windsor Road and Curtis Road ! ! ! ! ! ! ! ! !</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>First street shared-use path</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>The First Street corridor is really unsafe for bikes and pedestrians right now. I love the idea of a multi-use path going all the way to Airport Road!</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Connecting Savoy to campus via first street for safe bicycling and pedestrian movement along first street as far north as Windsor.</td>
<td>First Street, Campus</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Shared use path on First Street</td>
<td>First Street</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Liberty at lakes path</td>
<td>Liberty on the Lake Trail</td>
<td>Shared-Use Path</td>
</tr>
<tr>
<td>Install street lights on Church St. between Prairie Field and Prairie Meadows (extremely dark at night)</td>
<td>Prairie Fields subdivision, Prairie Meadows subdivision</td>
<td>Street lights</td>
</tr>
<tr>
<td>Get families involved in volunteering.</td>
<td></td>
<td>Volunteer activities</td>
</tr>
<tr>
<td>Liberty on the Lake Path</td>
<td>Liberty on the Lake Trail</td>
<td></td>
</tr>
<tr>
<td>Add a bike path from Curtis to Windsor.</td>
<td>First Street</td>
<td></td>
</tr>
</tbody>
</table>
Your input on the Savoy Bike & Pedestrian Plan is vital in determining the future vision for bicycling and walking in Savoy. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices by Monday, April 4, 2016.

1. Which facility, policy, or program recommendations in this plan are most important to you?
__________________________________________________________________________________________________
__________________________________________________________________________________________________
__________________________________________________________________________________________________

2. What would be the first recommended action that you would encourage the Village to implement to make Savoy more bicycle and pedestrian friendly?
__________________________________________________________________________________________________
__________________________________________________________________________________________________
__________________________________________________________________________________________________

3. What is your HIGHEST priority for biking? Please only mark one choice.
( ) Close gaps in the existing network of bike lanes and shared-use paths
( ) Provide more separation between bikes and vehicles
( ) Increase education and outreach programs related to biking and safety
( ) Improve the maintenance of the existing bicycle/trail network
( ) Encourage businesses and other destinations to install bicycle parking facilities

4. What is your HIGHEST priority for walking? Please only mark one choice.
( ) Close sidewalk gaps and improve sidewalks
( ) Improve ADA accessibility on sidewalks and at intersections
( ) Improve pedestrian safety at intersections and midblock crossings
( ) Reduce conflicts between bikes, pedestrians, and other users on sidewalks
( ) Increase education and outreach programs related to walking and safety
( ) Improve maintenance of the sidewalk network
<table>
<thead>
<tr>
<th>NAME</th>
<th>______________________________________</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORGANIZATION</td>
<td>______________________________________</td>
</tr>
<tr>
<td>ADDRESS</td>
<td>______________________________________</td>
</tr>
<tr>
<td>CITY, STATE, ZIP</td>
<td>______________________________________</td>
</tr>
<tr>
<td>PHONE</td>
<td>______________________________________</td>
</tr>
<tr>
<td>E-MAIL</td>
<td>______________________________________</td>
</tr>
</tbody>
</table>

- Yes! Add my name to the mailing list
- Please DO NOT add my name to the mailing list
- Please remove my name off of the mailing list
Savoy Bike & Pedestrian Plan: Comment Card

Your input on the Savoy Bike & Pedestrian Plan is vital in determining the future vision for bicycling and walking in Savoy. Please let us know your thoughts about any aspect of the project, and submit the form by Monday, April 11, 2016.

1. **What is your HIGHEST priority for biking?**
   *Mark only one oval.*
   - [ ] Close gaps in the existing network of bike lanes and shared-use paths
   - [ ] Provide more separation between bikes and vehicles
   - [ ] Increase education and outreach programs related to biking and safety
   - [ ] Improve the maintenance of the existing bicycle/trail network
   - [ ] Encourage businesses and other destinations to install bicycle parking facilities

2. **What is your HIGHEST priority for walking?**
   *Mark only one oval.*
   - [ ] Close sidewalk gaps and improve sidewalks
   - [ ] Improve ADA accessibility on sidewalks and at intersections
   - [ ] Improve pedestrian safety at intersections and midblock crossings
   - [ ] Reduce conflicts between bikes, pedestrians, and other users on sidewalks
   - [ ] Increase education and outreach programs related to walking and safety
   - [ ] Improve maintenance of the sidewalk network
3. Please select your top 3 bicycle priorities for linear recommendations (refer to maps on pages 9 to 11 at http://cuuats.org/wp-content/uploads/2016/03/SavoyBPP_PW2_PostPacket.pdf)

*Check all that apply.*

- Airport Road Bike Lanes
- Airport Road Shared-Use Path
- Arbours Drive Bike Route
- Burwash Ave Bike Lanes
- Burwash Park Shared-Use Path closing a loop behind the ball field
- Colbert Park Shared-Use Path: pave existing gravel path
- Church Street Shared-Use Path
- Ellen Avenue Bike Route
- Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park
- Lake Falls Trail West Path: connecting to the Fieldstone subdivision and senior living facilities
- Prospect Avenue Shared-Use Path (south of the Savoy Recreation Center)
- Rail-trail along the east side of the rail tracks
- First Street Shared-Use Path between Windsor Road and Curtis Road
- First Street Bike Lanes between Windsor Road and Curtis Road
- First Street Shared-Use Path between Curtis Road and Airport Road
- First Street between Curtis Road and Church Street: widen shoulders
- First Street between Church Street and Airport Road: install shoulders
- Golfview Court Bike Route
- Graham Drive Bike Route
- Harold E. Ruppel Memorial Bike Path maintenance
- Hartwell Drive Bike Route
- Liberty on the Lake Trail
- Lyndhurst Drive Bike Route
- Prairie Fields Trail Phase II: connecting Curtis Road to Church Street
- Prospect Avenue Bike Lanes
- Prospect Avenue corridor Shared-Use Path from Golfview Court to Airport Road
- Regency Drive Bike Route
- Tomaras Avenue Bike Route
- Wesley Avenue Bike Route
- Windsor Road North Shared-Use Path: between U.S. 45 and First Street

Check all that apply.

- Airport Road Shared-Use Path
- Burwash Park Shared-Use Path closing a loop behind the ball field
- Colbert Park Shared-Use Path: pave existing gravel path
- Church Street Shared-Use Path
- Lake Falls Trail/Shared-Use Path: connecting Lake Falls subdivision to Colbert Park
- Lake Falls Trail West Path: connecting to the Fieldstone subdivision and senior living facilities
- Prospect Avenue Shared-Use Path (south of the Savoy Recreation Center)
- Rail-trail along the east side of the rail tracks
- First Street Shared-Use Path between Windsor Road and Curtis Road
- First Street Shared-Use Path between Curtis Road and Airport Road
- Harold E. Ruppel Memorial Bike Path maintenance
- Liberty on the Lake Trail/Shared-Use Path
- Lyndhurst Drive Sidewalk: improve
- Prairie Fields Trail Phase II: connecting Curtis Road to Church Street
- Prospect Avenue: build new sidewalk on the west side between Cayman Way and Savoy boundary north of Pittsfield Drive
- Prospect Avenue Shared-Use Path from Golfview Court to Airport Road
- U.S. 45 Sidewalk: improve existing sidewalk between Graham Drive and Main Street
- Walmart Supercenter South Sidewalk: facility connecting to future Prospect Avenue Shared-Use Path and future sidewalk on U.S. 45 south of Walmart
- Windsor Road North Shared-Use Path: between U.S. 45 and First Street
- Woodfield Alley Sidewalk

Check all that apply.

- Improve pedestrian crossing on Burwash Avenue in front of Burwash Park path
- Install pedestrian countdown signals at the intersection of U.S. 45 and Curtis Road
- Install pedestrian countdown signals at the intersection of U.S. 45 and Church Street
- Install pedestrian countdown signals at the intersection of U.S. 45 and Airport Road
- Move Village at Colbert Park sign on Church Street away from road to prevent blocking of pedestrian visibility
- Install trail crossing signs and flashing lights, and re-stripe crosswalk
- Improve connection between Ellen Avenue and Walmart Supercenter
- Add covered bike parking at Flighstar
- Add covered bike parking at Willard Airport terminal
- Add mid-block crossing at the intersection of Airport Road and Ridge Creek Road
6. Please select your top 4 priorities for non-infrastructure recommendations, preferably one vote per category (refer to maps on pages 15 to 18 at http://cuuats.org/wp-content/uploads/2016/03/SavoyBPP_PW2_PostPacket.pdf)

Check all that apply.

☐ EDUCATION: Adult Bicycle Education
☐ EDUCATION: Availability of Materials in Other Languages
☐ EDUCATION: Bicycle Rodeos
☐ EDUCATION: K-12 Bicycle Education Curriculum
☐ EDUCATION: Law Enforcement Officer Training
☐ EDUCATION: Map Updates and Distribution
☐ EDUCATION: Professional Development
☐ EDUCATION: Public Participation
☐ EDUCATION: Road User Safety Campaigns
☐ ENCOURAGEMENT: Bike Route & Trail Signage
☐ ENCOURAGEMENT: Bicycle Friendliness Application
☐ ENCOURAGEMENT: Business Bike Parking Improvement Incentives
☐ ENCOURAGEMENT: Champaign-Urbana Bike Month
☐ ENCOURAGEMENT: Engage Employers in Bicycling
☐ ENCOURAGEMENT: National Trails Day
☐ ENCOURAGEMENT: Open Streets initiative (car-free streets)
☐ ENCOURAGEMENT: Public-Private Partnerships
☐ ENCOURAGEMENT: Support for Advocacy Organizations
☐ ENCOURAGEMENT: Bikeway, Trail, and Walkway Dedication Events & Rides
☐ ENFORCEMENT: Enforce Bicyclist and Pedestrian Violations
☐ ENFORCEMENT: Enforce Motorist Violations
☐ ENFORCEMENT: Promote Rights & Responsibilities Awareness
☐ ENFORCEMENT: Trail Safety & Security
☐ ENFORCEMENT: Yield to Pedestrians
☐ EVALUATION: Bicycle Counts
☐ EVALUATION: Bicycle Level of Service (BLOS)
☐ EVALUATION: Bicyclist & Pedestrian Crash Studies
☐ EVALUATION: Traffic Calming Policies and Programs
☐ EVALUATION: Performance Measure Assessment
☐ EVALUATION: Savoy Bike & Pedestrian Plan Updates
7. Which facility, policy, or program recommendations in this plan are most important to you?


8. What would be the first recommended action that you would encourage the Village to implement to make Savoy more bicycle and pedestrian friendly?


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Google Forms
APPENDIX G
PERFORMANCE MEASURE TRACKING SHEETS
<table>
<thead>
<tr>
<th>Objective</th>
<th>Performance Measure</th>
<th>Lead</th>
<th>Potential Sources</th>
<th>Best Time to Collect Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Implement all of the short term projects proposed in this plan by 2021.</td>
<td>A. Number of miles of bicycle facilities constructed between 2016 and 2021</td>
<td>Public Works Department</td>
<td>Public Works Department, CCRPC</td>
<td>Every January 1st</td>
</tr>
<tr>
<td>2. Provide access for bicyclists of all ages and abilities to 3 destinations in Savoy by 2021.*</td>
<td>A. Number of local destinations being fully connected by bicycle facilities</td>
<td>Public Works Department</td>
<td>Public Works Department, CCRPC</td>
<td>Every January 1st</td>
</tr>
<tr>
<td>3. Provide access for pedestrians of all ages and abilities from 3 local destinations to the connected sidewalk network in Savoy by 2021.*</td>
<td>A. Number of local destinations being fully connected by pedestrian facilities*</td>
<td>Public Works Department</td>
<td>Public Works Department, CCRPC</td>
<td>Every January 1st</td>
</tr>
<tr>
<td>4. Create 2 bikeways or trails in Savoy that connect to bikeways or trails in Champaign-Urbana that provide access to regional destinations, including the University of Illinois, by 2026.</td>
<td>A. Number of bikeway connections established to surrounding jurisdictions</td>
<td>Public Works Department</td>
<td>Public Works Department, CCRPC</td>
<td>Every January 1st</td>
</tr>
<tr>
<td></td>
<td>B. Number of trail connections established to surrounding jurisdictions</td>
<td>Public Works Department</td>
<td>Public Works Department, CCRPC</td>
<td>Every January 1st</td>
</tr>
<tr>
<td>5. Complete a continuous bikeway/trail loop around Savoy by 2030.</td>
<td>A. Miles of loop bikeway infrastructure constructed</td>
<td>Public Works Department</td>
<td>Public Works Department, CCRPC</td>
<td>Every January 1st</td>
</tr>
</tbody>
</table>

*Based on Savoy destinations listed in Chapter 3.
<table>
<thead>
<tr>
<th>Objective</th>
<th>Performance Measure</th>
<th>Lead</th>
<th>Potential Sources</th>
<th>Best Time to Collect Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Strive to maintain the number of annual pedestrian-vehicle crash fatalities in Savoy at 0 between 2016 and 2021.</td>
<td>A. Number of pedestrian crash fatalities</td>
<td>Public Works Department</td>
<td>IDOT crash database</td>
<td>As SCIL Report is updated every other year or every January 1st</td>
</tr>
<tr>
<td>2. Strive to maintain the number of annual bicycle-vehicle crash fatalities in Savoy at 0 between 2016 and 2021.</td>
<td>A. Number of bike crash fatalities</td>
<td>Public Works Department</td>
<td>CUIATS SCIL Report</td>
<td>As SCIL Report is updated every other year or every January 1st</td>
</tr>
<tr>
<td>3. Strive to reduce the number of serious pedestrian-vehicle crash injuries in Savoy over a five-year period from 1 to 0 by 2021.</td>
<td>A. Number of severe pedestrian crash injuries</td>
<td>Public Works Department</td>
<td>CUIATS SCIL Report</td>
<td>As SCIL Report is updated every other year or every January 1st</td>
</tr>
<tr>
<td>4. Strive to reduce the number of serious bicycle-vehicle crash injuries in Savoy over a five-year period from 4 to a maximum of 1 by 2021.</td>
<td>A. Number of severe bike crash injuries</td>
<td>Public Works Department</td>
<td>CUIATS SCIL Report</td>
<td>As SCIL Report is updated every other year or every January 1st</td>
</tr>
<tr>
<td>5. Install drainage grates to be bicycle friendly through installing transverse covers and making surface grates flush with the road surface on all newly constructed streets in Savoy beginning in 2016.</td>
<td>A. Number of bicycle friendly drainage grates installed</td>
<td>Public Works Department</td>
<td>Public Works Department, Developers</td>
<td>At the end of each construction project, or every January 1st</td>
</tr>
<tr>
<td></td>
<td>B. Miles of streets with bicycle friendly grates</td>
<td>Public Works Department</td>
<td>Public Works Department, Developers</td>
<td>At the end of each construction project, or every January 1st</td>
</tr>
<tr>
<td>6. Retrofit all drainage grates to be bicycle friendly through installing transverse covers and making surface grates flush with the road surface by 2021.</td>
<td>A. Number of bicycle friendly drainage grates installed</td>
<td>Public Works Department</td>
<td>Public Works Department</td>
<td>At the end of each construction project, or every January 1st</td>
</tr>
<tr>
<td></td>
<td>B. Miles of streets with bicycle friendly grates</td>
<td>Public Works Department</td>
<td>Public Works Department</td>
<td>At the end of each construction project, or every January 1st</td>
</tr>
<tr>
<td>7. Improve pedestrian safety at at least 2 signalized intersections in Savoy by 2021.*</td>
<td>A. Number of signalized intersections with pedestrian safety features installed</td>
<td>Public Works Department</td>
<td>Public Works Department</td>
<td>At the end of each construction project, or every January 1st</td>
</tr>
<tr>
<td>8. Partner with the Champaign County Sheriff’s Office (CCSO) to promote safety and security of existing and proposed trail facilities by 2017.</td>
<td>A. Police reports related to vandalism on park trails</td>
<td>Champaign County Sheriff Office</td>
<td>Champaign County Sheriff Office, Village of Savoy</td>
<td>Every January 1st</td>
</tr>
<tr>
<td></td>
<td>B. Police reports related to personal safety on park trails</td>
<td>Champaign County Sheriff Office</td>
<td>Champaign County Sheriff Office, Village of Savoy</td>
<td>Every January 1st</td>
</tr>
</tbody>
</table>

* Possible candidates are: Prospect Avenue and Windsor Road, U.S. 45 and Curtis Road, U.S. 45 and Church Street, and U.S. 45 and Airport Road.
### Theme 3: USER-FRIENDLINESS

**Goal 3:** Provide a bicycle and pedestrian network that is attractive for all users.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Performance Measure</th>
<th>Lead</th>
<th>Potential Sources</th>
<th>Best Time to Collect Data</th>
</tr>
</thead>
</table>
| 1. Install bicycle signs and markings on all new bicycle facilities according to the Champaign County Greenways & Trails Design Guidelines by 2021. | A. Miles of bike infrastructure projects built with **signs** according to the Champaign County Greenways & Trails Design Guidelines  
B. Miles of bike infrastructure projects built with **markings** according to the Champaign County Greenways & Trails Design Guidelines | Public Works Department  
Public Works Department, CCRPC | At the end of each construction project, or every January 1st |
| 2. Increase the sidewalks conditions score of existing sidewalks to a minimum of 90 villagewide, but especially north of Curtis Road, by 2021. | A. Sidewalk Condition Scores | Public Works Department  
Public Works Department, CCRPC | At the end of each construction project, or every January 1st |
| 3. Increase the Sidewalk ADA Compliance Score of existing sidewalks to a minimum of 80 for at least 10% of the sidewalks in the study area by 2021. | A. Sidewalk ADA Compliance Scores | Public Works Department  
Public Works Department, CCRPC | At the end of each construction project, or every January 1st |
| 4. Install bicycle detection systems (e.g. in-pavement, video, thermal imaging) at 2 signalized intersections and other locations as appropriate by 2021.* | A. Number of bicycle detection systems installed at signalized intersections | Public Works Department  
Public Works Department | At the end of each construction project, or every January 1st |
| 5. Add trail amenities in accordance with the Champaign County Greenways and Trails Design Guidelines to at least 1 mile of new or existing trails by 2021. | A. Miles of new trails built with amenities following the Champaign County Greenways and Trails Design Guidelines  
B. Miles of existing trails retrofitted with amenities following the Champaign County Greenways and Trails Design Guidelines | Public Works Department  
Public Works Department, Parks Division | At the end of each construction project, or every January 1st |
| 6. Install trail signs and markings on all new trails in accordance with the Champaign County Greenways & Trails Design Guidelines by 2021. | A. Miles of new trails built with signs following the Champaign County Greenways & Trails Design Guidelines | Public Works Department  
Public Works Department, Parks Division | At the end of each construction project, or every January 1st |

* Possible candidates are: Prospect Avenue and Windsor Road, U.S. 45 and Curtis Road, U.S. 45 and Church Street, and U.S. 45 and Airport Road.
### Theme 4: CONVENIENCE

**Goal 4: Provide supporting facilities to make bicycling and walking more convenient as means of transportation.**

<table>
<thead>
<tr>
<th>Objective</th>
<th>Performance Measure</th>
<th>Lead</th>
<th>Potential Sources</th>
<th>Best Time to Collect Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Install or upgrade bike parking to meet recommended or acceptable standards as defined by the Association of Pedestrian and Bicycle Professionals (APBP)* in all new development and redevelopment projects between 2016 and 2021.</td>
<td>A. Number of new developments with bike parking installation that meet recommended or acceptable standards as defined by APBP*</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, developers, businesses</td>
<td>As development applications are processed</td>
</tr>
<tr>
<td></td>
<td>B. Number of redevelopment projects with new bike parking installation that meet recommended or acceptable standards as defined by APBP*</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, developers, businesses, Champaign Unit #4 School District</td>
<td>As development applications are processed</td>
</tr>
<tr>
<td></td>
<td>C. Number of redevelopment projects with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, developers, businesses, Champaign Unit #4 School District</td>
<td>As development applications are processed</td>
</tr>
<tr>
<td>2. Install or encourage the installation of bicycle parking facilities as appropriate at a minimum of 2 existing local destinations by 2021 (e.g. school, major employers, businesses, municipal buildings). **</td>
<td>A. Number of local destinations with new bike parking installation that meet recommended or acceptable standards as defined by APBP*</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, Public Works Department, schools, businesses, developers</td>
<td>As development applications are processed</td>
</tr>
<tr>
<td></td>
<td>B. Number of local destinations with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, Public Works Department, schools, businesses, developers</td>
<td>As development applications are processed</td>
</tr>
<tr>
<td>3. Provide long-term (e.g. covered, indoor) bike parking at a minimum of 2 local destinations by 2021.</td>
<td>A. Number of local destinations with covered bike parking installed</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, Parks Division, Planning &amp; Development Department, schools, businesses, developers</td>
<td>At the end of each construction project, or every January 1st</td>
</tr>
<tr>
<td></td>
<td>A. Number of local destinations with indoor bike parking installed</td>
<td>Public Works Department</td>
<td>Public Works Department, Parks Division, Planning &amp; Development Department, schools, businesses, developers</td>
<td>At the end of each construction project, or every January 1st</td>
</tr>
<tr>
<td>4. Provide bike parking at a minimum of 3 bus stops by ridership (1 high and 2 medium) in Savoy as defined by the CUUATS Transit Facility Guidelines by 2021.***</td>
<td>A. Number of bus stops with bike parking installed</td>
<td>CUMTD</td>
<td>CUMTD, Public Works Department</td>
<td>As bike parking is installed, or every January 1st</td>
</tr>
<tr>
<td>5. Install bicycle and pedestrian facilities that make it possible to travel on or parallel to most major roadways by 2031.</td>
<td>A. Number of bike infrastructure projects installed along or parallel to major roadways</td>
<td>Public Works Department</td>
<td>Public Works Department, IDOT, Townships</td>
<td>At the end of each construction project, or every January 1st</td>
</tr>
<tr>
<td></td>
<td>B. Number of pedestrian infrastructure projects installed along or parallel to major roadways</td>
<td>Public Works Department</td>
<td>Public Works Department, IDOT, Townships</td>
<td>At the end of each construction project, or every January 1st</td>
</tr>
</tbody>
</table>

*to be added to the report

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

***As defined by the CUUATS Transit Facility Guidelines, the major bus stops by ridership in Savoy are Walmart Supercenter, Woodfield & Curtis, Winfield Village Lot Stops, and First at The Place.
### Theme 5: EDUCATION

**Goal 5: Educate residents about active modes of transportation and bicycle and pedestrian facilities.**

<table>
<thead>
<tr>
<th>Objective</th>
<th>Performance Measure</th>
<th>Lead</th>
<th>Potential Sources</th>
<th>Best Time to Collect Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Distribute educational, encouragement, and/or enforcement materials focusing on bicycling, walking, trail accessibility, and/or trail proximity at a minimum of 1 public event per year.</td>
<td>A. Number of events with materials available</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, Champaign County Sheriff’s Office, CCB, Public Works Department, CUMTD, CCRPC, C-U SRTS Project</td>
<td>As events occur or every January 1st</td>
</tr>
<tr>
<td></td>
<td>B. Number of materials distributed</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, Champaign County Sheriff’s Office, CCB, Public Works Department, CUMTD, CCRPC, C-U SRTS Project</td>
<td>As events occur or every January 1st</td>
</tr>
<tr>
<td>2. Distribute at least 1 type of bicycle/pedestrian education, encouragement, and enforcement material to schools annually.</td>
<td>A. Number of bicycle or pedestrian education, encouragement, and enforcement materials distributed to schools and/or Parent-Teacher Associations (PTAs)</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, Public Works Department, schools, CCB, C-U SRTS Project, CCRPC</td>
<td>As materials are released or every January 1st</td>
</tr>
<tr>
<td>3. Make a minimum of 2 educational, encouragement, and/or enforcement materials regarding bicycling, walking, and/or trails available on the Village of Savoy website by 2017.</td>
<td>A. Number of materials available on and/or linked from <a href="http://www.savoy.illinois.gov/">http://www.savoy.illinois.gov/</a></td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, Public Works Department, Parks Division</td>
<td>As materials are linked or every January 1st</td>
</tr>
<tr>
<td>4. Produce and distribute a regularly updated map available in a paper and/or web format that includes existing bicycle and trail facilities in Savoy at least every 3 years.</td>
<td>A. Frequency of map publication and distribution</td>
<td>Planning &amp; Development Department</td>
<td>Champaign County Bikes (CCB), CCRPC, Public Works Department, Parks Division, IDOT</td>
<td>As maps are released or every January 1st</td>
</tr>
<tr>
<td>4. Continue to provide at least one opportunity per new bikeway and/or pedestrian improvement project for citizens to express comments.</td>
<td>A. Number of public comment opportunities</td>
<td>Public Works Department</td>
<td>Public Works Department</td>
<td>As events occur or every January 1st</td>
</tr>
<tr>
<td></td>
<td>B. Number of attendees at public comment opportunities</td>
<td>Public Works Department</td>
<td>Public Works Department</td>
<td>As events occur or every January 1st</td>
</tr>
<tr>
<td></td>
<td>C. Number of new public outreach methods</td>
<td>Public Works Department</td>
<td>Public Works Department</td>
<td>As events occur or every January 1st</td>
</tr>
<tr>
<td>5. Make available educational, encouragement, and/or enforcement materials regarding bicycling, walking, and/or trails in at least 1 language besides English by 2021.</td>
<td>A. Number of multilingual materials</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, Public Works Department, CCB</td>
<td>As materials are released or every January 1st</td>
</tr>
<tr>
<td>6. Identify and work with 3 partners to provide bicycle and pedestrian education, enforcement, and encouragement programs in Savoy by 2021.</td>
<td>A. Number of new partners identified</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, Carrie Busey School, C-U SRTS Project</td>
<td>Every January 1st</td>
</tr>
<tr>
<td></td>
<td>B. Number of educational opportunities provided</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, Carrie Busey School, C-U SRTS Project</td>
<td>Every January 1st</td>
</tr>
</tbody>
</table>
Theme 6: **FUNDING AND IMPLEMENTATION**

**Goal 6: Secure funding and implement bicycle and pedestrian improvements.**

<table>
<thead>
<tr>
<th>Objective</th>
<th>Performance Measure</th>
<th>Lead</th>
<th>Potential Sources</th>
<th>Best Time to Collect Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Annually dedicate at least $XX or XX% of capital improvement projects (CIP) funding to bicycle improvements and maintenance annually.</td>
<td>A. Amount of CIP funding dedicated annually to bicycle improvements</td>
<td>Public Works Department</td>
<td>Public Works</td>
<td>Annual development of Capital Improvement Program (CIP)</td>
</tr>
<tr>
<td>2. Annually dedicate at least $XX or XX% of capital improvement projects (CIP) funding to pedestrian improvements and maintenance annually.</td>
<td>A. Amount of CIP funding dedicated annually to pedestrian improvements</td>
<td>Public Works Department</td>
<td>Public Works</td>
<td>Annual development of Capital Improvement Program (CIP)</td>
</tr>
<tr>
<td>3. Submit a list of completed and current bicycle and pedestrian facility construction projects at the end of each construction year to the Village Board and CUUATS, issue a press release, and post it to the Village website.</td>
<td>A. List of completed bicycle &amp; pedestrian facility construction projects</td>
<td>Public Works Department</td>
<td>Public Works</td>
<td>End of each construction season</td>
</tr>
<tr>
<td>4. For new roadway construction and existing roadway reconstruction projects between 2016 and 2021, implement the bike and pedestrian facilities proposed in this plan for those projects.</td>
<td>A. Number of new roadway projects with bikeway &amp;/or pedestrian infrastructure installation</td>
<td>Public Works Department</td>
<td>Public Works</td>
<td>End of each construction season</td>
</tr>
<tr>
<td>5. Apply for at least one Federal, State, and/or private grant for bicycle and/or pedestrian projects by 2021.</td>
<td>A. Number of grant applications submitted</td>
<td>Public Works Department</td>
<td>Public Works, CCRPC</td>
<td>As applications are submitted or every January 1st</td>
</tr>
<tr>
<td>6. Implement at least 10% of all bikeway/trail mileage recommended in this plan by 2021.*</td>
<td>A. Percentage of recommended bikeways/trails installed between 2016 and 2021</td>
<td>Public Works Department</td>
<td>Public Works, CCRPC</td>
<td>End of each construction season</td>
</tr>
<tr>
<td>7. Dedicate or contribute resources to help fund at least 1 FTE staff from a regional agency to work on bicycle and pedestrian planning, design, and engineering issues, as well as education, enforcement, and encouragement activities by 2021.</td>
<td>A. Staff time allocated to bicycle and pedestrian planning</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development, Public Works, CCRPC</td>
<td>As work occurs or every January 1st</td>
</tr>
<tr>
<td>8. Perform counts of bicyclists and pedestrians in at least two locations in Savoy by 2021 to evaluate the usage of existing and proposed facilities.</td>
<td>A. Number of pedestrian count locations</td>
<td>Public Works Department</td>
<td>Public Works, CCRPC, neighborhood groups</td>
<td>As counts occur or every January 1st</td>
</tr>
<tr>
<td></td>
<td>B. Number of bicyclist count locations</td>
<td>Public Works Department</td>
<td>Public Works, CCRPC, neighborhood groups</td>
<td>As counts occur or every January 1st</td>
</tr>
</tbody>
</table>

Numbers in red are placeholders, with input welcome from Village staff.
<table>
<thead>
<tr>
<th>Objective</th>
<th>Performance Measure</th>
<th>Lead</th>
<th>Potential Sources</th>
<th>Best Time to Collect Data</th>
<th>Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Implement at least one short term project proposed in this plan in each of the three zones of Savoy as defined during this plan's public workshops by 2021.*</td>
<td>A. Number of zones with a new bikeway, trail, or pedestrian improvement</td>
<td>Public Works Department</td>
<td>Public Works Department, CCRPC</td>
<td>Every January 1st</td>
<td>North Savoy, Central Savoy, South Savoy, Total</td>
</tr>
<tr>
<td>2. Distribute educational, encouragement, and/or enforcement materials regarding bicycling, walking, and/or trails to a minimum of 25 residents of each of the three zones of Savoy as defined during this plan's public workshops by 2021.*</td>
<td>A. Number of residents in each zone who have received active transportation materials</td>
<td>Planning &amp; Development Department</td>
<td>Planning &amp; Development Department, Champaign County Sheriff's Office, CCB, Public Works, CUMTD, CCRPC, C-U SRTS Project</td>
<td>As events occur or every January 1st</td>
<td>North Savoy, Central Savoy, South Savoy, Total</td>
</tr>
</tbody>
</table>

*Savoy Zones as defined by this plan's public workshops in 2016:
North Savoy: South of Windsor Road and North of Curtis Road
Central Savoy: South of Curtis Road and North of Church Street
South Savoy: South of Church Street
APPENDIX H
DRAFT SAVOY COMPLETE STREETS POLICY
Table of Contents

1. Introduction
   a. What is a Complete Street?
   b. Benefits of Complete Streets
   c. Why Adopt a Complete Streets Policy?
2. Literature Review
   a. Best Practices
   b. Model Complete Streets Policies
   c. Local Complete Streets Policies
   d. Resources
3. Policy Background
4. Complete Streets Policy
   a. Vision
   b. Users and Modes
   c. Projects and Phases
   d. Exceptions
   e. Jurisdiction
   f. Network Connectivity
   g. Design Criteria
   h. Context Sensitivity
   i. Performance Measures
   j. Implementation
5. Complete Streets Checklist
Introduction

What is a Complete Street?
The term “complete street” describes a roadway designed to serve all users and modes of transportation. Complete streets are optimized to meet the needs not only of motorists but also of pedestrians, cyclists, transit users and people of different abilities and ages. The specific features of a complete street vary depending on the context and corridor, but common features include:

- Sidewalks, crosswalks, curb ramps and curb extensions
- Sharrows, on-street bicycle lanes or sidepaths
- Medians, pedestrian refuge islands and pedestrian signals
- Transit signs and shelters in areas with fixed-route service
- Signs reminding motorists to share the road

Which of these treatments is appropriate for a particular roadway depends on a wide variety of factors, including the width of the street, the volume of traffic, the surrounding land uses, the proximity to destinations and the level of transit service. Complete streets principles do not prescribe a one-size-fits-all approach to street design; instead, they encourage local decision-makers to consider the conditions of a particular corridor and select the best combination of features to serve all modes and users.

Benefits of Complete Streets
Complete streets offer a wide variety of benefits to individuals and communities. These benefits can be grouped into two broad categories: direct benefits to users of the transportation system, and indirect benefits to the community.

- **Direct Benefits to Users** – People who travel on complete streets reap immediate benefits in improved safety, increased mobility and greater health:
  - **Safety** – Research conducted by the Federal Highway Administration showed that streets with sidewalks, medians and other treatments typical of complete streets improved safety for pedestrians. In addition, these features can improve safety for motorists by increasing awareness, decreasing traffic speed and preventing collisions due to mid-block turning.
  - **Mobility** – Complete streets improve mobility by offering a wide variety of transportation choices, allowing users to reach destinations by walking, cycling, riding transit or driving. The mobility benefits of complete streets are particularly important for users for whom driving is not an option because of age, ability, income or other limitations. These users depend on the availability of other modes of transportation, and complete streets can dramatically increase their ability to move throughout the community.
  - **Health** – Complete streets improve health by encouraging active transportation such as walking and cycling. By providing a safe and comfortable environment for pedestrians and cyclists, they offer an alternative to sedentary lifestyle choices that can contribute to obesity and other chronic diseases.

- **Indirect Benefits to the Community** – Beyond the direct benefits to users of the transportation system, complete streets offer indirect benefits to the entire community in which they are located:
  - **Economic Development** – Complete streets are designed to promote active transportation, increasing the bicycle and foot traffic near retail establishments. In addition, increasing transportation choices allows some users to reduce their transportation costs, freeing up income for other purposes and increasing the community’s resilience during difficult economic times.
  - **Community Identity** – Streets are an important part of a community’s identity and one of the most visible aspects of its public image. By increasing active transportation options and providing opportunities for interactions among neighbors, complete streets can help to build a sense of community and make the area more attractive to potential residents.
  - **Sustainability** – By making active transportation and transit more attractive, complete streets have the potential to reduce personal vehicle trips, conserving fossil fuels and reducing air pollution.
Complete streets policies tend to focus on the direct benefits of complete streets because they are the most apparent and easiest to measure, especially in the short term.

Why Adopt a Complete Streets Policy?
In early 2014, the National Complete Streets Coalition reported that 610 U.S. jurisdictions, including more than 475 municipalities, had adopted complete streets policies. These policies, along with federal legislation such as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, and the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012, reflect a widespread shift in transportation planning philosophy. Instead of responding only to vehicular traffic counts, communities increasingly are looking for opportunities to enhance safety, mobility and health for all users of the transportation system.

Adopting a complete streets policy is a key step in moving toward an inclusive, multimodal transportation system. It expresses a community’s commitment to develop a street network that works for everyone and lays out a process to support that commitment. More importantly, the policy provides concrete actions that the community can take to realize its vision of a street network that serves all users and modes of transportation.

The document that follows summarizes the best practices in complete streets policy design and reviews innovative policies as well as those adopted by surrounding communities. It presents resources for complete streets planning and design and summarizes the local policies on which the complete streets policy builds. Finally, it presents a draft complete streets policy for consideration by the Village Board and other local stakeholders.
Literature Review

Best Practices
The National Complete Streets Coalition, one of the leading advocates for complete streets policies, recommends that policies include ten elements. These elements are present to varying degrees in nearly all complete streets policies, though the most effective policies explicitly address all ten elements.

1. **Vision** – To succeed, a complete streets policy must create a compelling vision that is specific and appropriate to the community. The vision should be rooted in the community’s history and identity, drawing on existing documents such as plans and mission statements. It should also describe the benefits of complete streets to the community.

2. **Users and Modes** – In order to encourage streets that serve all members of the community, the policy should provide clear definitions for “all modes” and “all users.” It should list the modes of transportation covered by the policy, recognizing that walking and bicycling are legitimate means of transportation. It should also identify factors that may limit access to transportation options, such as ability, age, race, ethnicity or income.

3. **Projects and Phases** – Under a complete streets policy, any change to the street environment presents an opportunity to improve safety and increase access. The policy should specify which projects and phases of work must incorporate complete streets principles. It should strive to integrate complete streets best practices into the full street lifecycle, from construction to maintenance and operations.

4. **Exceptions** – Complete streets principles are not applicable to every project and type of facility. The policy should identify cases where complete streets principles are not appropriate while avoiding loopholes that weaken the program. Common exceptions include:
   a. Facilities where certain modes are prohibited (e.g., freeways)
   b. Cases where the cost of accommodating all modes is “excessively disproportionate” to the need for accommodation
   c. Projects where there is a lack of current and future need for accommodation

5. **Jurisdiction** – Creating a connected network of complete streets requires a collaborative effort among various levels of government and private developers. The policy should specify how the local community will partner with other jurisdictions and should identify the types of roadways to which complete streets principles apply.

6. **Network Connectivity** – Complete streets provide little benefit to the community unless they form a connected network that links residential neighborhoods with common destinations. The policy should provide strategies to increase connectivity and should describe how complete streets principles apply to private residential development.

7. **Design Criteria** – Most complete streets policies do not create their own design guidelines and instead, adopt one or several existing documents. Common sources of design guidelines include:
   a. State departments of transportation
   b. National associations such as the American Association of State Highway and Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE) and the National Association of City Transportation Officials (NACTO)
   c. Accessibility laws and guidelines such as the Americans with Disabilities Act (ADA) and the Public Rights-of-Way Accessibility Guidelines (PROWAG)
   d. Recognized best practice manuals such as the Model Design Manual for Living Streets (2011)

8. **Context Sensitivity** – Complete streets are never a one-size-fits-all solution and require different approaches in different environments. In order to reinforce the idea that complete streets never require elements that are wasteful or inappropriate, the policy should include a commitment to context sensitivity.

9. **Performance Measures** – Performance indicators can help to track progress toward a community’s complete streets objectives and to improve accountability and transparency. The specific metrics used in

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complete streets policies vary widely and range from simple metrics like linear feet of new bicycle facilities to complex aggregate indicators such as vehicle miles traveled (VMT).

10. **Implementation** – Adoption of a policy is often the first step in a community’s journey toward complete streets. The policy should identify next steps to put the policy into action and should specify the responsible parties and timeline for implementation. Next steps could include development of new plans; revision of existing codes or documents; reprioritization of projects; education and training; and reporting requirements for performance measures.

**Model Complete Streets Policies**

Each year, the National Complete Streets Coalition publishes rankings of newly adopted complete streets policies based on their adherence to the best practices described above. Several highly ranked policies from communities of similar size and character are summarized below, along with policies with unique or innovative features.

- **Littleton, MA** – The Town of Littleton, a community of nearly 3,000 residents on the northwestern edge of the Boston metropolitan area, adopted a complete streets policy in 2013. The policy, which ranked highest among the 2013 policies, affirmed the legitimacy of a wide variety of modes of transportation and set out a vision for streets that would serve “people of all ages and abilities.” Among its key features, the policy:
  - Included public and private projects as well as state-owned roads
  - Emphasized the importance of a connected network
  - Described a context-sensitive strategy
  - Incorporated a comprehensive list of implementation steps, including:
    - Development of performance measures
    - Revision of existing plans and codes
    - Inventory of bike and pedestrian facilities
    - Reevaluation of capital improvement projects
    - Training of staff and decision-makers

- **Peru, IN** – Located in north-central Indiana, the City of Peru passed an ordinance in 2013 creating a complete streets program to serve its approximately 11,000 residents. The program’s vision centered on improving “access, mobility and health for all users.” Among its unique features, the policy:
  - Provided a wide range of rationales for complete streets, including:
    - Improving the bicycle and pedestrian experience
    - Increasing access to destinations
    - Increasing transportation choice
    - Ensuring thorough review of projects
    - Increasing the safely of non-motorized transportation
  - Identified nine phases of design and construction that should incorporate complete streets principles, from planning and programming to capital improvements and major maintenance
  - Provided exceptions for the following, in addition to the three standard exceptions:
    - Routine maintenance projects
    - Projects where facilities already exist in the same corridor
    - Exclusion of transit in locations where there is no planned service
  - Listed 15 performance metrics, and required calculation of the metrics within six months followed by quarterly online reports

- **Muscatine, IA** – Located on the Mississippi River in eastern Iowa, the City of Muscatine is a community of approximately 23,000 residents. Its 2013 complete streets policy, designed to improve the City’s “quality of life and image,” emphasized connectivity, safety, accessibility, convenience, comfort and visual appeal. Among its primary features, the policy:
  - Used the language of opportunity to describe improvements to safety and accessibility
  - Described specific procedures for granting an exception, and listed the documentation needed to support such exceptions
  - Provided examples of the benefits of a connected non-motorized network
  - Explicitly allowed for the use of innovative ideas, provided safety was maintained
Specified that projects should strive to:
- Minimize pavement width
- Maximize transportation choice
- Plant street trees where appropriate

Identified the following factors for consideration in implementing complete streets principles:
- Access to destinations
- Access across barriers
- Expected number of users of non-motorized modes
- Connectivity of trails and other safe routes
- Existing level of service in the corridor

Listed as next steps the creation of an active transportation route map and the development of an implementation plan.

Piqua, OH – The City of Piqua, a community of approximately 21,000 residents located in western Ohio, adopted a complete streets policy in January 2013. The policy included an extensive list of complete streets resources and laid out a vision of creating a safe, accessible, attractive and livable community. To that end, the policy:
- Identified several broad purposes for moving toward complete streets, including:
  - Decreased dependence on fossil fuels
  - Reduced traffic congestion
  - Improved air quality
  - Reduced wear on roads
  - Increased economic development
  - Compliance with MPO policies to ensure funding for projects
- Grounded its goals in a recent comprehensive plan
- Provided eleven specific directives, including:
  - Provision of door-to-door bicycle and pedestrian connectivity
  - Separation of bike and pedestrian facilities from traffic
  - Improved compliance with the Americans with Disabilities Act

Fort Lauderdale, FL – With a population of approximately 166,000, the City of Fort Lauderdale had the highest-ranked 2013 complete streets policy for a large city. Its policy emphasized mobility and walkability, and:
- Focused on improving access to destinations through non-motorized connectivity
- Specified that all streets were subject to the design manual regardless of jurisdictional ownership
- Required integration of the complete streets policy with a wide variety of planning documents, including the comprehensive plan and land development regulations
- Included the concept of “sense of place” in its treatment of context sensitivity
- Identified eight performance metrics, including:
  - Miles of on-street bicycle facilities
  - Miles of pedestrian facilities
  - Number of non-compliant curb ramps
  - Proportion of new street projects that serve multiple modes
- Listed seven implementation actions, including identification of a lead department and development of an active transportation facilities inventory.

Des Plaines, IL – The City of Des Plaines, a northwestern suburb of Chicago with a population of approximately 58,000, adopted a complete streets policy in December 2011. The policy:
- Required the creation of a complete streets checklist to be used in development review.
- Suggested that “designing complete streets is not additional work for planners, architects and engineers; it is different work.”
- Included specific metrics to measure progress
- Specified that metrics should be reported as part of the annual budget report
Local Complete Streets Policies

Several municipalities and agencies in Champaign County have adopted complete streets policies in recent years. These policies offer insight into the ways in which complete streets principles have been applied locally.

- **Champaign, IL** – In 2008, the City of Champaign, a neighboring community, adopted the Champaign Moving Forward transportation master plan. The plan listed adherence to complete streets principles as one of its roadway policies.

- **Urbana, IL** – The City of Urbana, a neighboring community, adopted a complete streets policy in November 2011. The policy amended the City’s comprehensive plan by adding an objective and an implementation step related to complete streets. The background document accompanying the amendment:
  - Provided examples of complete streets concepts illustrated, where possible, with local photographs
  - Described the benefits of complete streets in terms of safety, health, sustainability and livability
  - Outlined the process for updating existing planning documents such as the Urbana Subdivision and Land Development Code and the Urban Manual of Practice
  - Summarized the results of a review performed by the Urbana Bicycle and Pedestrian Advisory Commission and a public hearing held by the Urbana Plan Commission

- **Campus Area Transportation Study (CATS)** – The CATS Policy Committee, representing the University of Illinois, the City of Champaign, the City of Urbana and the Champaign-Urbana Mass Transit District, adopted a complete streets policy in 2012. The policy:
  - Identified the values supporting the policy as “safety, mobility, and fiscal responsibility” as well as “environmental, scenic, aesthetic, historic and natural resources, and social equity values.”
  - Listed five phases, from project identification to reconstruction, to which complete streets principles apply
  - Excluded privately owned streets from complete streets considerations, in addition to the standard exceptions, and specified a process for granting exceptions

- **Champaign Urbana Urbanized Area Transportation Study (CUUATS)** – In September 2012, the CUUATS Policy Committee adopted a complete streets policy for the metropolitan planning organization (MPO). The policy and accompanying background document:
  - Described the shift in federal transportation regulation from auto-centric to multi-modal
  - Outlined the benefits of complete streets in terms of livability, economic development and environmental sustainability
  - Described the impact of the policy on planning documents developed by CUUATS
  - Identified ten types of plans and codes that member municipalities could review, in consultation with CUUATS, for compatibility with complete streets principles

Resources

The past few years have seen the publication of numerous resources on complete streets, including street design manuals and reviews of complete streets policies. This list of resources, while not exhaustive, offers a starting point for learning about complete streets policies and processes.

- **National Complete Streets Coalition** ([http://www.completestreets.org](http://www.completestreets.org)) – This website provides a comprehensive overview of the benefits and discusses specific elements of complete streets. It also provides resources such as a workbook, model legislation language and fact sheets.

- **Complete Streets Resource List** ([http://www.planning.org/research/streets/resources.htm](http://www.planning.org/research/streets/resources.htm)) – This list developed by the American Planning Association (APA) covers aspects of complete streets, from basics, guidelines and design considerations to aging population, children, health aspects, and transit.

- **The Best Complete Streets Policies of 2013** ([http://www.smartgrowthamerica.org/documents/best-complete-streets-policies-of-2013.pdf](http://www.smartgrowthamerica.org/documents/best-complete-streets-policies-of-2013.pdf)) – This list, compiled annually by the National Complete Streets Coalition, reviews the policies adopted to date and assesses how well they meet the ten elements of a complete streets policy. The report also highlights exemplary policy language from the highest ranking complete street policies.

McCann and Suzanne Rynne discusses policy and implementation best practices based on the experiences of communities around the United States. It covers the full range of the complete streets planning process, from building support to adoption of a policy to integration with existing planning documents.

- **Champaign County Greenways & Trails Design Guidelines** ([http://www.ccrpc.org/greenways/pdf/ActiveChoices/13GT_DesignGuidelines_2014.06.17.pdf](http://www.ccrpc.org/greenways/pdf/ActiveChoices/13GT_DesignGuidelines_2014.06.17.pdf)) – This chapter of the Champaign County Greenways & Trails Plan includes design standards of on- and off-street facilities developed through interviews with local public works and planning officials.


- **Urban Bikeway Design Guide** ([http://nacto.org/cities-for-cycling/design-guide/](http://nacto.org/cities-for-cycling/design-guide/)) – This manual published by the National Association of City Transportation Officials (NACTO) provides design guidelines for incorporating on- and off-street bicycle facilities into urban street environments.
Policy Background

Effective complete streets policies do not arise independently, but instead grow out of the local context. They build on past planning efforts and policies, providing an opportunity to revisit these documents and, if necessary, to revise them to support a multi-modal transportation system that serves all users.

- **Village of Savoy Comprehensive Plan Update (2009)** – In 2009, the Village of Savoy updated its 2002 comprehensive plan. The updated plan examined ten areas of focus, many of which were centered on specific sites in the Village. Key elements that relate to complete streets include:
  - Based on feedback received at public meetings, preserving the “small town atmosphere” of Savoy was one of the plan’s goals. The plan referenced the existing requirement that developers include sidewalks and pedestrian trails in new subdivisions, and it recommended that this requirement be maintained. According to the plan, these pedestrian facilities could help to increase interaction among neighbors and build a sense of community.
  - In order to increase pedestrian activity in the U.S. 45 corridor, identified as the “Village Center of Savoy,” the Village installed a wide sidewalk along the west side of the road.
  - The plan recommended development of a greenspace master plan that would address, among other issues, trails and pedestrian connectivity.
  - The 2009 plan update reviewed objectives from the 2002 comprehensive plan, including the goal of providing an “improved system of bicycle and pedestrian trails.” As of 2009, the objective was being discussed in the Champaign County Greenways and Trails Committee with the possibility of incorporating bicycle and pedestrian facility requirements into the existing subdivision regulations.
  - Another objective from 2002, that the Village “require interconnections between commercial and residential projects to allow pedestrian and vehicular access,” was listed as being implemented in the subdivision development code.
  - Several comments from a June 18, 2008 public meeting referenced the need for additional pedestrian and bicycle facilities. These comments envisioned a walkable and bicycle-friendly community that would attract new residents by promoting an active, healthy lifestyle.

- **Village of Savoy: Planning for Parks and Recreation (2002)** – Released in February 2002, this report described the existing recreational facilities in Savoy, presented the results of a community needs assessment survey and identified strategies for improving parks and recreation. Elements that relate to complete streets include:
  - The report found that Village fell well below national guidelines for amount of park space in communities of its size.
  - One of the report’s recommendations was to “link park components to neighborhoods with safe pedestrian and bicycle routes.”
Complete Streets Policy

Vision
Building on its small town character and existing connections to the Champaign-Urbana urban area, the Village of Savoy will develop a safe, efficient and connected street network that improves safety, increases mobility and promotes health for all users and modes of transportation.

Users and Modes
The Village of Savoy recognizes that certain populations face obstacles or limitations in their use of the transportation system. The Village will develop a street network that serves all users regardless of age, ability, race, ethnicity or income.

The Village of Savoy acknowledges that walking, bicycling and other non-motorized modes are legitimate means of travel that deserve access to the transportation system. The Village will develop a street network that is safe and convenient for all modes of transportation, including:

- Pedestrians
- Bicyclists
- Motorists
- Transit riders
- Emergency responders
- Freight providers

In addition, the Village will develop the street network to meet the needs of adjacent land owners.

Projects and Phases
The Village of Savoy is committed to meeting the needs of all users and modes throughout the street lifecycle. The Village will approach every transportation project as an opportunity to improve safety, mobility and health for all users and modes. It will do so during all phases of the project, including:

- Project identification
- Scoping, planning, design and engineering
- Right-of-way acquisition
- Construction
- Operation and maintenance
- Reconstruction

To ensure that all transportation projects comply with this policy, the Village has developed a brief checklist, included as an attachment. The checklist must be completed by the lead developer or department responsible for the project and submitted to the Village Engineer, or to a staff member designated by the Village Engineer, for review and approval.

Exceptions
The Village of Savoy recognizes that it is neither possible nor appropriate to accommodate all modes of transportation on all roadways. The Village Board of Trustees may grant exceptions to this policy in cases where:

- Certain modes of transportation are prohibited by law from using the roadway
- The cost of providing accommodation is excessively disproportionate to the need or probable use
- There is an absence of both current and future need for accommodation based on current and predicted population, employment, traffic volumes or transit service
- Equivalent facilities already exist in the same corridor
- The project includes only routine maintenance activities (e.g., restriping or spot repairs) that do not change the geometry or operations of the roadway
- The street ultimately will be privately owned and maintained
All requests for exceptions, including those for privately-developed projects, must be submitted in writing, along with supporting documentation, to the Village Manager.

**Jurisdiction**
The Village of Savoy includes roadways under the jurisdiction of the Village, the Champaign County Highway Department and the Illinois Department of Transportation. The Village will apply this policy to all village-owned transportation facilities in the public right-of-way, including streets and bridges. In addition, the Village will partner with the Champaign County Highway Department and Illinois Department of Transportation in order to apply, where possible, the policy to roadways under their respective jurisdiction.

**Network Connectivity**
The Village of Savoy recognizes that complete streets function most effectively when they are part of a cohesive, connected network. The Village will develop its street network in a way that creates multimodal connections between residential areas and destinations such as employment centers, schools, parks and retail. In addition, the Village of Savoy will partner with the City of Champaign, the City of Urbana and the University of Illinois in order to provide connections between the Village’s transportation facilities and services and the facilities and services available in and planned for their respective jurisdictions.

**Design Standards**
The Village of Savoy acknowledges that the layout of roadways that serve all users and modes is documented in a variety of recognized design manuals. In designing its roadway network, the Village will make use of the current best practices documented in resources published by:

- Champaign County Regional Planning Commission (CCRPC)
  - e.g. Champaign County Greenways & Trails Design Guidelines
- Illinois Department of Transportation (IDOT)
  - e.g. Bureau of Design & Environment (BDE) Manual
- Federal Highway Administration (FHWA)
  - e.g. Manual on Uniform Traffic Control Devices (MUTCD)
- American Association of State Highway and Transportation Officials (AASHTO)
  - e.g. Guide for the Development of Bicycle Facilities (Bike Guide)
- Institute of Transportation Engineers (ITE)
- United States Access Board
  - e.g. Public Rights-of-Way Accessibility Guidelines (PROWAG)
- Americans with Disabilities Act (ADA)
- National Association of City Transportation Officials (NACTO)
  - e.g. Urban Street Design Guide
  - e.g. Urban Bikeway Design Guide

In responding to local conditions and public input, the Village may depart from these guidelines in order to pursue innovative approaches given that the safety of all users is maintained.

**Context Sensitivity**
The Village of Savoy recognizes that transportation facilities most effectively meet the needs of all users and modes when they are tailored to fit the local context. The Village will provide multimodal facilities in a way that complements the character and land use patterns of the surrounding area, adapting solutions to suit the neighborhood and corridor. Complete streets design concepts will be of particular priority in corridors identified in a future Bicycle and Pedestrian Plan for the Village of Savoy.

**Performance Measures**
The Village of Savoy is aware that creating a street network that serves all modes and users will take time and is committed to tracking its progress toward the vision outlined in this policy. With the assistance of agencies like the Champaign County Regional Planning Commission, the Village will measure progress toward a multimodal transportation network using recognized transportation metrics, including:
• Total miles of sidewalks and pedestrians paths
• Total miles of on-street bicycle facilities
• Percentage of new street projects that include pedestrian and bicycle facilities
• Number and severity of collisions between vehicles and users of other modes of transportation
• Traffic counts for arterial streets and major collector streets, as data is available

The Village will establish baseline values for these measures within six months of the adoption of this policy and will publish yearly updates on its website while the policy is in effect.

Implementation
The Village of Savoy is committed to providing a multimodal street network that serves all users and will take the steps necessary to move in that direction. Specifically, the Village will:

• Revise or amend the Village’s forthcoming comprehensive plan to incorporate this policy
• Complete an inventory of the location and condition of existing bicycle and pedestrian facilities within the Village as part of a future Bicycle and Pedestrian Plan for the Village, and maintain a database of active transportation facilities
• Revise the zoning code, subdivision ordinance and other applicable regulations to bring them into conformity with this policy
• Review future capital improvement projects, and prioritize multimodal projects and those that expand transportation choice
• Using videos, webinars and other available resources, train relevant officials and staff on the principles and design requirements of a multimodal transportation network
• Coordinate infrastructure investments with the Champaign Urbana Urbanized Area Transportation Study (CUUATS) and neighboring municipalities in order to advance the principles outlined in this policy
The Village of Savoy has a complete streets policy that requires transportation projects to accommodate all users and modes of transportation except in certain narrowly defined cases. This checklist is designed to ensure that planned transportation projects are compliant with the policy.

A. Existing Conditions
1. What accommodations currently exist within this corridor for each of the following modes?
   - Pedestrian: __________________________________________________________________________
   - Bicycle: _____________________________________________________________________________
   - Transit: _____________________________________________________________________________

2. If there are no accommodations for a mode, where is the nearest facility or service for that mode?
   ______________________________________________________________________________________

3. What needs or challenges currently exist in the corridor for pedestrians, cyclists, transit riders, the elderly or people with disabilities?
   ______________________________________________________________________________________

B. Plans and Public Input
1. Which adopted plans, if any, call for accommodations for users of non-motorized transportation in this corridor? Describe any planned or proposed accommodations.
   ______________________________________________________________________________________
   ______________________________________________________________________________________

2. Have comments received as part of a public input process identified the need for accommodations in this corridor? If so, summarize the relevant comments.
   ______________________________________________________________________________________
   ______________________________________________________________________________________

C. Proposed Project
1. What accommodations are planned for each of the following modes? Describe accommodations provided during all phases of the project, including construction and ongoing maintenance.
   - Pedestrian: __________________________________________________________________________
   - Bicycle: _____________________________________________________________________________
   - Transit: _____________________________________________________________________________

2. In providing these accommodations, which relevant design standards or guidelines have been used?
   ______________________________________________________________________________________

3. Will the proposed project decrease safety, mobility or health for any group of users or mode of transportation? If so, describe the proposed changes and provide the justification for making them.
   ______________________________________________________________________________________

4. Does the project qualify for any of the exceptions outlined in the complete streets policy? If so, list the exception and attach supporting documentation.
   ______________________________________________________________________________________

5. With which agencies and jurisdictions has the project staff coordinated to ensure network connectivity?
   ______________________________________________________________________________________