

# Appendix B. Background Data and Plans Review

---

## ***BLOOMINGTON-NORMAL BICYCLE-PEDESTRIAN PLAN***

The *Bloomington-Normal Bicycle-Pedestrian Plan*<sup>23</sup> is a 2007 update of the bicycle-pedestrian component of the 1994 *Bloomington-Normal Urbanized Area Long Range Transportation Plan*. The Plan aims to maintain and enhance the standard of living for residents in the twin cities during a period of anticipated growth. The Plan's vision is of “*an interconnected system of bicycle-pedestrian routes that offer transportation alternatives and serve to reduce traffic congestion, prevent damage to the environment, promote physical health, and encourage social interaction.*” A relevant goal of this Plan is: *Improvement of air quality and reduction of traffic congestion through a decrease in automobile dependence by becoming a more bicycle-oriented environment that serves the economic, social, and environmental needs of the residents and visitors of Bloomington-Normal.*

The Plan outlines Objectives and supporting Strategies designed to implement this goal, which include:

- Objective: *A primary system of off-road bicycle-pedestrian routes supplemented by safe and direct on-road connections where off road facilities are not feasible.*
  - Strategy: *Identify routes that offer the potential for a high degree of off-road connectivity.*
- Objective: *Bicycle friendly streets that increase bicycle ridership.\**
  - Strategy: *Remove parking along selected streets as appropriate and where feasible to provide for additional width for on road bicycling.\**
  - Strategy: *Improve rail crossings, sewer grates, and traffic signals to better accommodate bicyclists.\**
  - Strategy: *Provide adequate warning for bicyclists and motorists alike when approaching special transition areas such as bridges and structures that require narrowing of the road.*
  - Strategy: *Provide routine maintenance practices that include removal of debris.*
  - Strategy: *Restrict on-street parking to provide adequate width for on-road bicycling.\**
  - Strategy: *Provide shoulders of sufficient width where feasible to accommodate bicyclists.\**
- Objective: *Maximize the potential benefits of the Constitution Trail to provide greater recreational and commuter usage.\**
  - Strategy: *Encourage the expansion of the Constitution Trail and the construction of additional trails as appropriate to provide improved access to more destinations.\**

\* Adapted from the 1994 *Long Range Transportation Plan for the Bloomington-Normal Urbanized Area*.

Objective: Adequate parking facilities for bicycles.

---

<sup>23</sup> [http://www.mcplan.org/tran/bikeped/bike\\_ped\\_plan.shtml](http://www.mcplan.org/tran/bikeped/bike_ped_plan.shtml)

- Strategy: *Require minimum bicycle parking facilities dependent on the type of size of a given facility.*
- Objective: *An integrated transportation planning process that incorporates bicycle facilities planning with other modes to ensure early and ongoing provisions for bicycle transportation and to avoid the difficulties involved in retrofitting facilities.\**
  - Strategy: *Provide for interdepartmental coordination in the planning and design of streets and street improvements.\**
- Objective: *Adequate provisions for bicycling in newly developing areas.\**
  - Strategy: *Require the provision of trails in developing areas.\**
- Objective: *Bicycle trails and routes that are visibly safe and secure.\**
  - Strategy: *Provide educational programs on trail use and safety.\**
  - Strategy: *Increase the public awareness of bicycle police.\**
- Objective: *Direct and continuous access to desired destinations.*
  - Strategy: *Ensure that construction and maintenance crews do not block or impede bicycle/pedestrian corridors and traffic.*
- Objective: *Land use patterns that are conducive to non-motorized travel.*
  - Strategy: *Identify locations for neighborhood-oriented commercial uses, parks, and schools within safe and easy walking distances of residential areas.*

The second goal of the Bloomington-Normal Bicycle-Pedestrian Plan is, “*An environment conducive to the safe, secure, and aesthetically desirable movement of pedestrian traffic.\**” The Objectives and Strategies to implement this goal are as follows:

- Objective: *Improved accessibility to pedestrian oriented trails.\**
  - Strategy: *Expand and develop multi-purpose trails to accommodate pedestrian needs for transportation and recreation use.\**
- Objective: *Sidewalks of sufficient width on both sides of streets.\**
  - Strategy: *Require sufficient sidewalk width and design standards in local subdivision ordinance.\**
- Objective: *Street lighting that provides sufficient illumination for adequate night visibility, security, and safety.\**
  - Strategy: *Maintain acceptable standards and requirements for sidewalk construction and street lighting in local subdivision ordinances.\**
- Objective: *Safe and efficient pedestrian crossings at major street intersections, trail crossings, and other locations.*

\* Adapted from the 1994 *Long Range Transportation Plan for the Bloomington-Normal Urbanized Area.*

- Strategy: *Provide designated crosswalks at other major intersections to provide opportunities for pedestrians to safely cross thoroughfares without causing unreasonable disruptions vehicular traffic flows.\**
- Objective: *Pedestrian corridors between residential and multi-use developments.*
  - Strategy: *Identify appropriate locations for multi-use and pedestrian oriented design.*

\* Adapted from the 1994 Long Range Transportation Plan for the Bloomington-Normal Urbanized Area.

## **TOWN OF NORMAL BICYCLE AND PEDESTRIAN FOCUS GROUP REPORT (2008)**

Organized by Normal Mayor Chris Koos, the Bicycle and Pedestrian Focus Group met between October 2007 and January 2008. The group's vision is, "To promote and increase bicycle and pedestrian travel as a viable, convenient and safe transportation choice throughout the Town of Normal." The Normal Bicycle and Pedestrian Plan is being developed as a result of the recommendations from this working group. The goals of the group are as follows:

- *Promote health and fitness*
- *Decrease motor vehicle use*
- *Establish community awareness and interaction*
- *Increase the number and quality of bicycle and pedestrian trips*
- *Reduce the number of conflicts among motor vehicles, bicycles and pedestrians*
- *Implement pedestrian and bicycle planning and best practices*

The recommendations resulting from this Focus Group report are: (1) to establish a steering committee to partner with council and staff on bicycle and pedestrian issues; (2) to hire a consultant to assist in developing a five year plan with the objective of becoming designated as a "Bicycle Friendly Community" by the League of American Bicyclists; (3) to engage in an encouragement and safety education campaign; and (4) to better consolidate and coordinate existing information about non-motorized transportation. The group developed the following action steps:

- **Encouragement:** *Create an environment conducive to more bicycling and walking for fun, fitness and transportation.*
- **Education:** *Informed citizenry, knowledgeable police, legislators and public officials and better training for engineers and planners in facility design.*
- **Engineering:** *Creating a bicycle and pedestrian transportation system that allows users with varying abilities to safely and efficiently travel between destinations.*
- **Enforcement:** *Equitable and consistent enforcement of traffic laws affecting motorists, bicyclists and pedestrians.*
- **Evaluation:** *Regular monitoring and performance evaluation of our progress toward becoming a bicycle/pedestrian-friendly community.*

The group discussed using the Bicycle Level of Service (BLOS) methodology to evaluate bicycle routes for different categories of bicyclists. They also considered bicycle rodeos as an educational tool to encourage bicycling amongst school children. The Focus Group did not identify specific bicycle or pedestrian projects in Normal.

### ***MAIN STREET: A CALL FOR INVESTMENT (2007)***

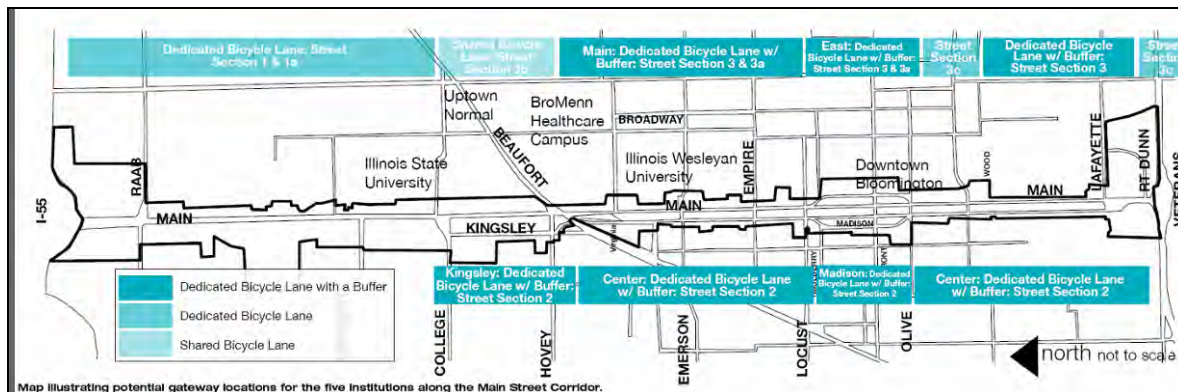
The *Main Street Plan* was prepared for the City of Bloomington and Town of Normal, as well as Illinois State University (ISU), Illinois Wesleyan University (IWU) and BroMenn Healthcare by the McLean County Regional Planning Commission (MCRPC). Based on rigorous public involvement, the Plan outlines short-, medium- and long-term investment strategies that provide a comprehensive framework for the redesign of the public right of way.

A major goal of the Plan is to reclaim the corridor for pedestrians and bicyclists. Major bicycle and pedestrian recommendations include the following:

- *Re-stripe existing pavement for bike lanes, on-street parking*
- *Develop integrated Bike Plan for Bloomington and Normal*
- *Improve pedestrian access and circulation*
- *Implement wayfinding signage*

The Plan additionally recommends transportation demand management strategies, including car-sharing and improved transit, to reduce motor vehicle use in the twin cities.

The Plan's specific bicycle-related recommendations include bike lanes along Main Street, wider inside lanes to accommodate bicycle left turns, increased signage, and installation of bicycle parking. The bike lanes would transition to shared lane markings in some locations. At the Southbound couplet at Kelsey Street, the bicycle route would include a painted buffer area from the vehicular lanes. Figure 52 shows the bicycle facilities recommended for Main Street in this Plan.



**Figure 52. Main Street Bicycle Facility Recommendations**

Accommodations for pedestrians in the Plan include completed sidewalks, a landscaped median, pedestrian refuge islands at key intersections, crosswalks, and streetscape and pedestrian amenities.

The *Main Street Plan* proposes bicycle connections between Main Street and the Constitution Trail on Raab, Virginia, Emerson, Empire, Lincoln, and Lafayette, although it does not specify specific facility types for these connections.

### **UPTOWN REDEVELOPMENT PLAN (2008)**

The goals of the *Uptown Redevelopment Plan* are to review roadway and streetscape design, including pedestrian areas for the Town of Normal.

The Uptown Circle is proposed to reduce pedestrian and vehicle conflicts. Improvements to Constitution Boulevard include a trail running along the median of the road, and improved access to the Constitution Trail (illustrated in Figure 53).



**Figure 53. Proposed Constitution Trail Design, Uptown Redevelopment Plan**

Recommended streetscape design improvements include street trees, street furnishings, lighting, wayfinding and water features. The Plan also addresses pedestrian and business access during construction along major roads in the Town Center.

### **TOWN OF NORMAL COMMUNITY INVESTMENT PLAN**

Designed to assist the Town Council with prioritization of major capital investments in Fiscal Years 2008-2013, the Town of Normal Community Investment Plan (CIP) was prepared by Town staff. Projects are prioritized based on the following system:

- Priority 1 (Critical): *Project is believed to be critical or a top priority in the proposed year(s)*
- Priority 2 (Important): *Project should be completed with little deviation from the proposed year(s)*
- Priority 3 (Flexible): *Project that could be moved to a different year with little or no consequence*

Bicycle and pedestrian projects proposed in this document include: the Constitution Trail extension, the Route 66 Bike Trail, and the Eagle's Landing Bike Trail, which comprise almost \$600,000 of funding during the five-year time-period.

### **TOWN OF NORMAL PARKS & OPEN SPACE MASTER PLAN (2005)**

The Parks and Open Space Master Plan addresses planning for the 16 parks and over 600 acres of open space in Normal. The Plan was prepared for the Town of Normal Parks and Recreation Department.

A capital spending priority of this Plan includes extending the Constitution Trail as proposed in the Bloomington-Normal Bicycle-Pedestrian Plan. The community outreach process found that respondents supported this expansion, and improvements to the bicycle and pedestrian trail system “*consistently came up as a major asset to the parks and open space system.*” The

community also recognizes the Constitution Trail's importance for bicycle and pedestrian circulation, as well as for recreational use. According to the Plan, Normal recently received funding to expand the Trail to connect with ISU and northwestern Normal. The Plan highlights the challenges of extending the trail system and providing crossings of major streets and barriers, as well as the importance of identifying opportunities to develop these connections.

A mail-in survey found that paved walking and biking trails represented the most important park facility type to residents. Connectivity, an important Theme of the Plan, prioritizes separation of pedestrian and bicycle traffic, as well as providing signed bike routes connecting neighborhood parks, community parks, schools and greenway trails. The Plan also calls for establishing Normal as the "hub" of the regional trail system, which provides viable pedestrian and bicycling alternatives. It also highlights the importance of trail safety, including courtesy rules and design to minimize conflicts between modes. Connectivity actions include:

- ***Expand and Improve Constitution Trail.*** *Extend Constitution Trail to link with the ISU campus and other schools in the northwest part of Town. Continue to develop its connection to the downtown redevelopment area. Bridge over physical barriers and widen the trail where use is greatest. Provide park related improvements where appropriate.*
- ***Connect all park open spaces with Constitution Trail.*** *Extend Constitution Trail to all 16 Normal parks and open spaces. This will particularly benefit youths who cannot drive but participate in park recreation programs.*
- ***Connect school and commercial uses into Constitution Trail.*** *Extend Constitution Trail to all Normal school facilities and to the commercial areas on College Avenue and Veterans Parkway. This will facilitate walking or bicycling to key destinations, as an alternative to driving.*
- ***Connect isolated trails into Constitution Trail.*** *There are a number of residential subdivisions that have, or are planning to have, trails as part of the development. Interconnection to those trails will greatly expand the usefulness of those trails to local residents.*
- ***Connect nearby towns such as Towanda with Constitution Trail.*** *Connecting nearby towns to Constitution Trail provides opportunities for extended recreation bicycling trips. A connection to Towanda could also highlight the history of Route 66.*
- ***Coordinate with BNPTS bus routes with existing and proposed Constitution Trail trailheads.*** *Coordination of the bus routes with Constitution Trail will help facilitate bicycle commuting trips. This coordination should also include bicycle racks on the buses so that commuters can combine cycle and bus segments of trips. Combining these modes of transportation extends the commuting distance for bicyclists.*
- ***Coordinate with the Town of Normal Traffic Engineering Department to develop a townwide bike route system that parallels key vehicular traffic routes.*** *Work with the Traffic Engineering Department to identify prime routes for vehicular traffic. Locate parallel bicycle trail routes that promote use of bicycles for key trips. When bicycles are used as an alternative to cars the vehicular congestion is reduced.*

- **Develop a “loop system” that directs pedestrians/bicyclists to parks, cultural institutions, schools and commercial districts.** Promotion of a regional “loop system” of trails can help increase use and enjoyment of the trail system. This includes an overall loop around Bloomington/Normal and numerous “sub loops” within the larger loop.
- **Create a volunteer safety team that would regularly ride bike trails.** Patrols by a volunteer safety team significantly reduce the misuse of trails by wrongdoers and increase the safety for those who might have accidents while using the trails. In collaboration with the Town of Normal Police Department, conduct regular Crime Prevention Through Environmental Design (CPTED) reviews of the bike trail system to eliminate safety hazards. CPTED is a national program that sets recommended steps for improving security in parks and along the trail systems. These recommendations include line of sight, easily visible access points, signage promoting security, adequate illumination, periodic security evaluation, and general maintenance.

The Plan lists existing trails and makes recommendations for trail extensions and future trails, as shown in Figure 54.

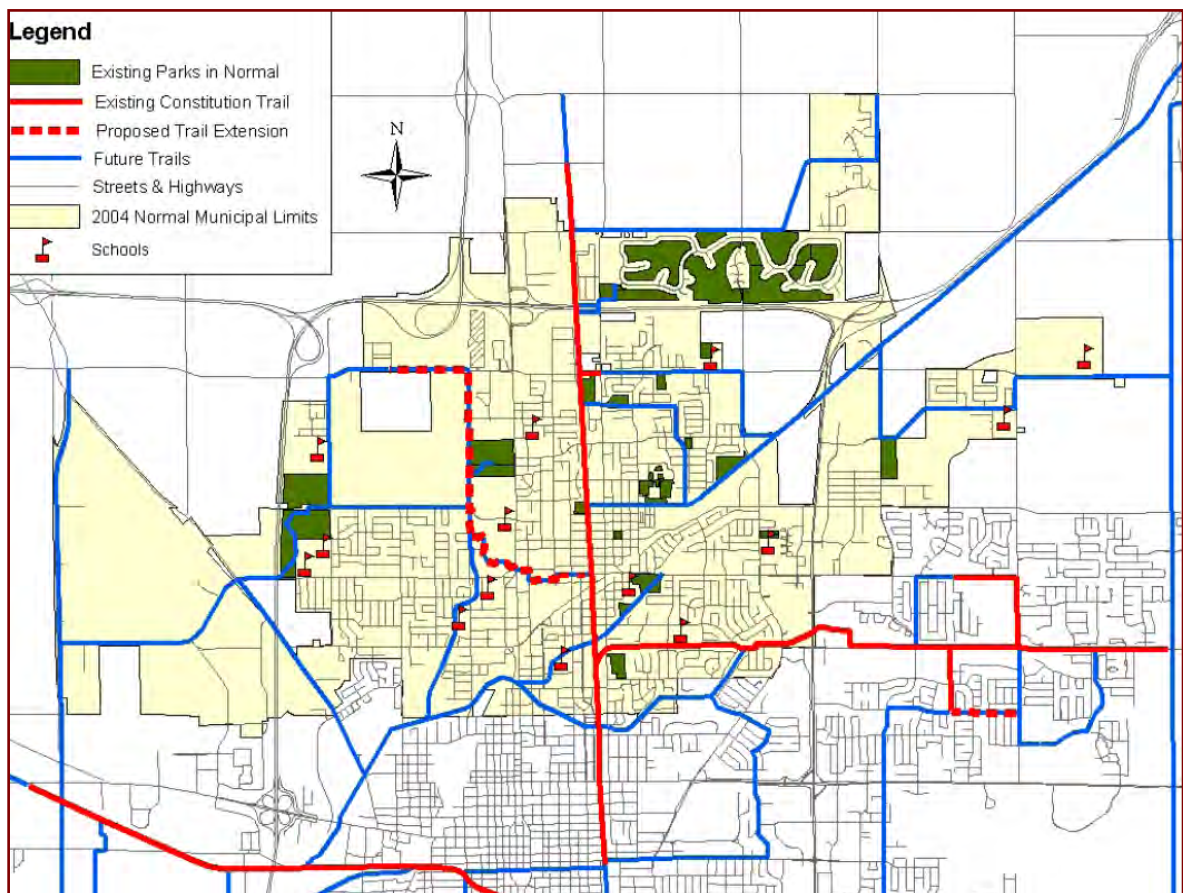


Figure 54. Existing and Proposed Bicycle Trails, *Parks and Open Space Master Plan*

## ***TOWN OF NORMAL COMPREHENSIVE PLAN (2006)***

The *Town of Normal Comprehensive Plan* was prepared by MCRPC in cooperation with the Town of Normal. The Plan seeks to efficiently accommodate the Town's expected growth while sustaining the community's high quality of life. It also serves as an advisory guide for making decisions on matters pertaining to the Town's future development.

Chapter Three, *Goals, Objectives and Policies* identifies the challenges facing Normal's trail system; modern subdivision design limits street connectivity and most commercial and public buildings are designed for easy automobile access but offer few bicycle accommodations. Objectives related to bicycle and pedestrian planning include:

- Objective: *A community designed to meet the needs of people first and business second, while effectively accommodating automobiles and other modes of transportation as well as pedestrians.*
- Objective: *A series of complete neighborhoods that provide abundant opportunities for social, cultural and economic interactions.*
- Objective: *Scenic open space as an integral component of the urban landscape that provides ample opportunities for active and passive recreation and defines and connects neighborhoods and centers of activity.*
- Objective: *Widespread accessibility to public places for the handicapped.*

The Downtown Revitalization element of the *Comprehensive Plan* includes the following objectives:

- *Well designed public spaces with public art, landscaping and pedestrian amenities which provide opportunities for social interaction and complement the variety of land uses.*
- *A center of transportation offering convenient access from a variety of transportation modes, including automobile, passenger rail, intercity bus, transit, bicycle and pedestrian.*

Chapter Four, *Future Growth and Implications*, has a section regarding bicycle and pedestrian facilities. This section highlights the need to provide bicycle and pedestrian transportation in developing areas. To this end, the Plan states that, "*Future trail segments will need to connect with existing segments to form a continuous trail network throughout the Town.*" In addition, "*Future development will need to accommodate the needs of bicycle and pedestrian transportation, and existing development will need to be retrofitted whenever possible, such as through developing trails along streams and greenway corridors.*"

Aside from these comments regarding general and off-street facilities, the Town of Normal Comprehensive Plan does not explicitly discuss bicycle or pedestrian facilities or accommodations.



## ***LONG-RANGE TRANSPORTATION PLAN 2035 FOR THE BLOOMINGTON-NORMAL URBANIZED AREA (2007 Update)***

The *Long-Range Transportation Plan 2035 for the Bloomington-Normal Urbanized Area* was prepared by the MCRPC, in cooperation with the City of Bloomington, Town of Normal, McLean County, Bloomington-Normal Public Transit System (B-NPTS), Central Illinois Regional Airport, the Illinois Department of Transportation (IDOT), and the Federal Highway Administration (FHWA). The objective for bicycle and pedestrian routes is for, “*A system of safe and efficient off-road bicycle trails, supplemented by safe and direct on-road connections where off-road facilities are not feasible, and that connect residential areas to major activity centers, newly developing areas and other modes of transportation, including automobile and transit.*” The two policies linked to this Objective are:

- *Encourage bicycling and walking as viable alternative modes of transportation.*
- *Maintain data for calculation of Bicycle Level of Service on major street network and consider in the transportation planning process, to promote additional opportunities for bicycling commuters.*

Transportation safety is an explicit objective of this Plan, with specific action items as follows:

- *Reduce the number and severity of pedestrian, bicycle, and vehicular crashes in order to increase safety.*
- *Reduce the number of modal conflicts (e.g., grade crossings, pedestrian-bicycle, automobile-pedestrian, bus-bicycle, etc.).*
- *Increase pedestrian safety by continuing to maintain and expand street lighting and sidewalk systems in all areas.*
- *Increase pedestrian safety by reducing vehicular traffic in areas of high pedestrian volumes.*
- *Increase pedestrian safety by improving intersection markings and signage, especially in downtown areas.*
- *Increase pedestrian safety by improving intersection design to better accommodate pedestrians, especially in downtown areas.*
- *Increase pedestrian safety by promoting new technologies and designs in the creation and improvements of crosswalks.*
- *Establish a sidewalk system that provides safe routes to schools in all new neighborhood developments, as well as retrofitting existing neighborhoods.*

## ***BLOOMINGTON-NORMAL COMMUNITY TRANSPORTATION NEEDS ASSESSMENT (2002)***

Prepared by the Bloomington-Normal Public Transit System (B-NPTS), the *Bloomington-Normal Community Transportation Needs Assessment* provides a framework for investment in transit.

A survey conducted for the report found that 85 percent of commuters in the Town of Normal travel by vehicle, six percent walk, bike, or take transit, and two percent work at home. A web-based survey of the general public found that 70 percent feel that alternative forms of transportation such as carpools, vanpools, walking and cycling are important or very important.

The Assessment recommends building passenger shelters at all transit stops having more than 25 daily boardings, upgrading the two downtown transit centers with additional pedestrian amenities, and improving marketing of transit services, particularly targeting university students.

The report does not mention access to transit facilities by any mode, nor does it address equipping buses with bicycle racks.

## ***ILLINOIS STATE UNIVERISTY MASTER PLAN 2000-2020***

The *Master Plan: Achieving Distinctiveness and Excellence in Form, Function and Design at Illinois State University 2000-2020* provides a 20-year vision for the development of the University. The Plan establishes long-term design standards for facility development following ISU's strategic plan, *Educating Illinois: An Action Plan for Distinctiveness and Excellence at Illinois State University 2000-2007*, and *The Campaign for Illinois State University*.

A Goal of the Plan is to improve campus circulation, including ensuring that circulation patterns are friendly and accessible for pedestrians and bicyclists. The Plan aims “to ensure that unobstructed travel patterns are efficient, aesthetic, and promote opportunities for university-community interactions.” This goal involves working with the Town and bringing the Constitution Trail through or close to the University. It also includes the action items of:

- 43. Implement actions associated with campus open spaces by:
  - Establishing design criteria for outdoor seating, trash receptacles, handrails, fences, banners, shrubs, and pedestrian-scale lighting.
  - Developing attractive green-space corridors around all edges of campus.
- 46. Evaluate all areas of campus for accessibility by:
  - Addressing problem areas that include the approach on the north side of Milner Library and Bone Student Center/Braden Auditorium, the Student Accounts office, the College Avenue-University Street intersection, the College Avenue-Mulberry Street-School Street intersection, and the University crosswalk at University Street and Dry Grove.
  - Evaluating crosswalks, dangerous intersections and traffic signaling, primary walkways around and through buildings, sloping sidewalks, visual markers in open spaces (i.e.,

*planters), signage for accessible entrances and routes, and the locations of parking decks and bus stops relative to housing, classrooms, and other services.*

- *Meeting or exceeding standards established by the Americans with Disabilities Act Accessibility Guidelines, (ADAAG, 36 CFR 1191) and the Illinois Accessibility Code (71 Illinois Administrative Code 400) for structures and paths of travel.*
- *47. Enhance campus circulation patterns and interactions by working with the Town of Normal to carefully consider extension of the Constitution Trail and its location in relation to Illinois State University.*

ISU's Plan does not include specific bicycle or pedestrian connections outside the University itself.

### ***MCLEAN COUNTY REGIONAL GREENWAYS PLAN (1997)***

Prepared by MCRPC in cooperation with the McLean County Greenways Coalition, the *McLean County Regional Greenways Plan* aims to meet growing demands for open space and recreational opportunities. The Plan presents the vision and recommendations for a regional system of greenways, developed through public input and assistance from the Illinois Department of Natural Resources. Plan Goals include conservation, environment and recreation; parks and recreation; implementation, management and coordination; legal issues, and educational issues.

Plan goals and objectives specifically relating to pedestrians and bicyclists include:

#### **Conservation, Environment and Reservation**

- *Goal: Protection of environmentally sensitive areas.*
  - *Objective: Development of additional trails and greenways to enhance the natural areas of the metropolitan area.*
- *Objective: Identification of cultural or historic sites that can be linked to greenways.*

### Parks and Recreation

- *Goal: A regional park system that provides for a variety of active and passive recreational activities.*
  - *Objective: A reasonable number of facilities to accommodate both active and passive recreational needs.*
  - *Objective: A regional park system that is interconnected by a system of greenways and trails.*
  - *Objective: Public and private development of specialized outdoor recreational facilities linked to greenways and trails.*
  - *Objective: Intergovernmental coordination for the planning of parks, greenways, and trails.*

### Implementation, Management and Coordination

- *Goal: Reservation of greenways as a consideration in the review of development and redevelopment projects.*
  - *Objective: Identification of development standards for greenways.*
  - *Objective: Identification of regional greenways and greenway linkages.*
- *Goal: A coordinated system of trails and greenways.*
  - *Objective: A management entity that includes representatives from local government to promote coordinated implementation of the greenways plan.*
  - *Objective: A process that integrates the interests of private landowners into the implementation of the greenways plan.*
  - *Objective: A program for funding the acquisition, development and maintenance of greenways.*
  - *Objective: A process of capital improvement funding to help implement the greenways plan.*
- *Goal: Beautification of private development.*

### Legal Issues

- *Goal: Use of abandoned railroad rights of way for greenways and trails.*
  - *Objective: Cooperation and coordination with railroad companies in the acquisition of existing or future abandoned railroad rights of way.*

### Education Issues

- *Goal: Public education on the benefits of greenways to the environment in terms of improved air and water quality, the local economy, aesthetics, and the overall quality of life.*

Greenway prioritization criteria consider benefits to multiple communities, completing gaps in existing greenways, creating new connections, providing a trail opportunity and potential for implementation, amongst other criteria.

### ***MCRPC TRANSPORTATION IMPROVEMENT PROGRAM FY 2009-2013***

The MCRPC Transportation Improvement Program (TIP) was prepared for the McLean County Transportation Study (MCTS) by MCRPC in cooperation with FHWA, the Federal Transit Administration (FTA), IDOT, B-NPTS, the City of Bloomington, the Town of Normal, and McLean County. The Program includes projects for all transportation modes. The two bicycle/pedestrian related projects are a transportation demand management (TDM) project in Uptown Normal and intersection improvements on Towanda Avenue (intersections not specified).

### ***PROJECT DEVELOPMENT REPORT-U.S. ROUTE 66 BIKEWAY***

Prepared in 2008 for MCRPC, the Project Development Report includes design drawings for a bikeway along Old Route 66 through portions of McLean County, outside Bloomington and Normal. The proposed bikeway is eight to ten feet wide with a three foot clearance area on either side. It begins on the north end of Normal, near Henry Street and Old Route 66.

*This page is intentionally left blank.*