



CITY OF PEKIN

BICYCLE AND PEDESTRIAN MASTER PLAN

APPENDIX



DRAFT

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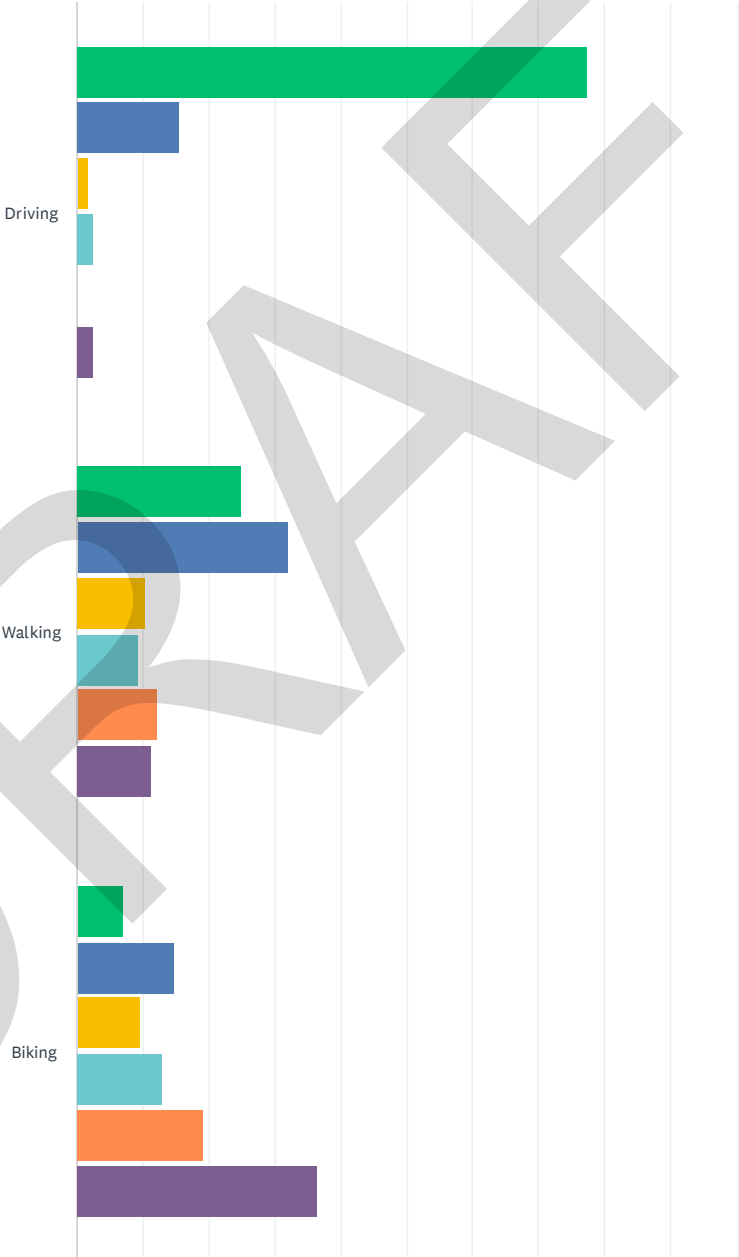
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Online Survey Results

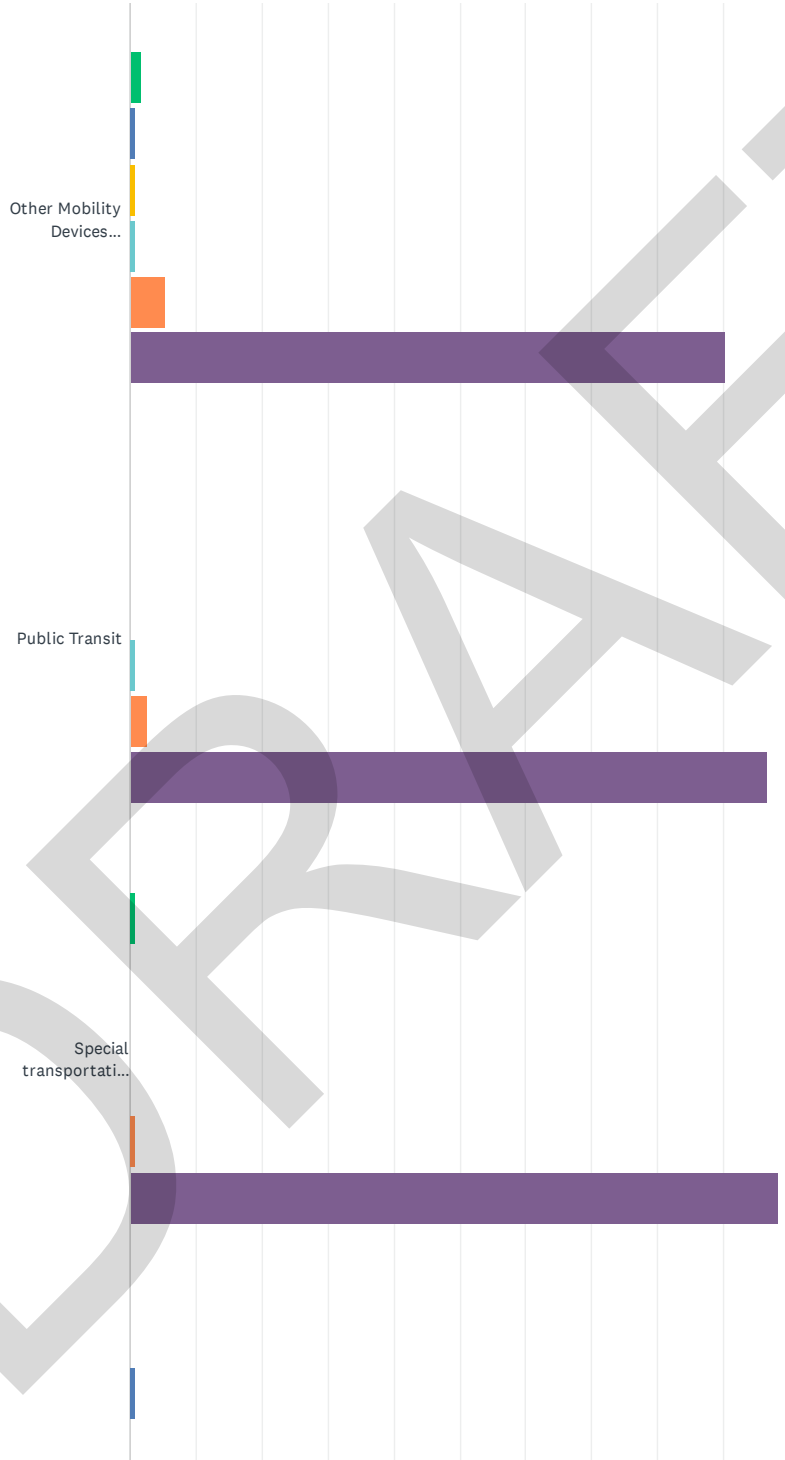
Pekin Bicycle and Pedestrian Master Plan Survey

Q1 In the past year, how often did you use each of the following modes of transportation to get around Pekin?

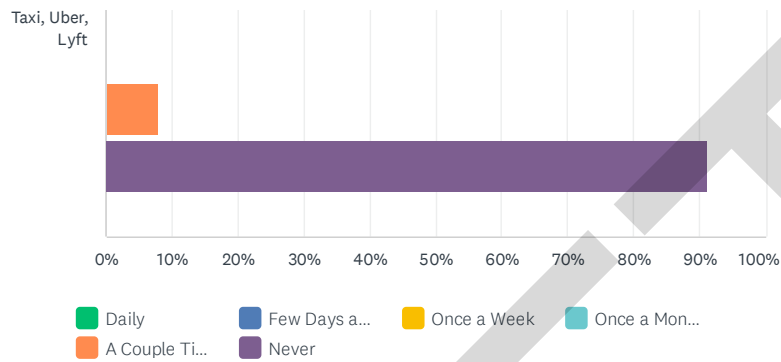
Answered: 116 Skipped: 0



Pekin Bicycle and Pedestrian Master Plan Survey



Pekin Bicycle and Pedestrian Master Plan Survey



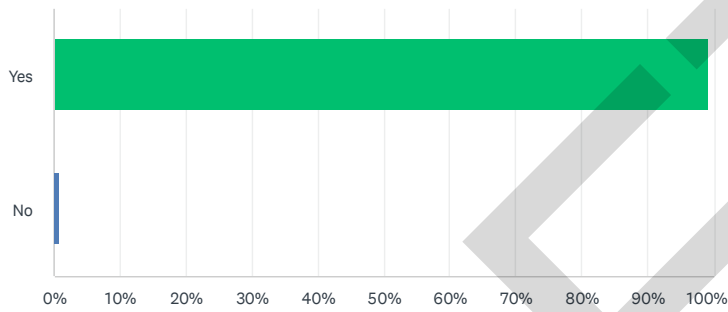
	DAILY	FEW DAYS A WEEK	ONCE A WEEK	ONCE A MONTH	A COUPLE TIMES A YEAR	NEVER	TOTAL
Driving	77.39% 89	15.65% 18	1.74% 2	2.61% 3	0.00% 0	2.61% 3	115
Walking	25.00% 29	31.90% 37	10.34% 12	9.48% 11	12.07% 14	11.21% 13	116
Biking	6.96% 8	14.78% 17	9.57% 11	13.04% 15	19.13% 22	36.52% 42	115
Other Mobility Devices (Skateboard, scooter, single-wheel, etc.)	1.79% 2	0.89% 1	0.89% 1	0.89% 1	5.36% 6	90.18% 101	112
Public Transit	0.00% 0	0.00% 0	0.00% 0	0.87% 1	2.61% 3	96.52% 111	115
Special transportation service, such as one for seniors or persons with disabilities (Paratransit)	0.88% 1	0.00% 0	0.00% 0	0.00% 0	0.88% 1	98.25% 112	114
Taxi, Uber, Lyft	0.00% 0	0.87% 1	0.00% 0	0.00% 0	7.83% 9	91.30% 105	115

#	OTHER (PLEASE SPECIFY)	DATE
1	Running for exercise	9/16/2023 9:34 PM
2	Pedal powered bicycle.	9/8/2023 5:15 PM

Pekin Bicycle and Pedestrian Master Plan Survey

Q2 Do you have access to a vehicle?

Answered: 115 Skipped: 1

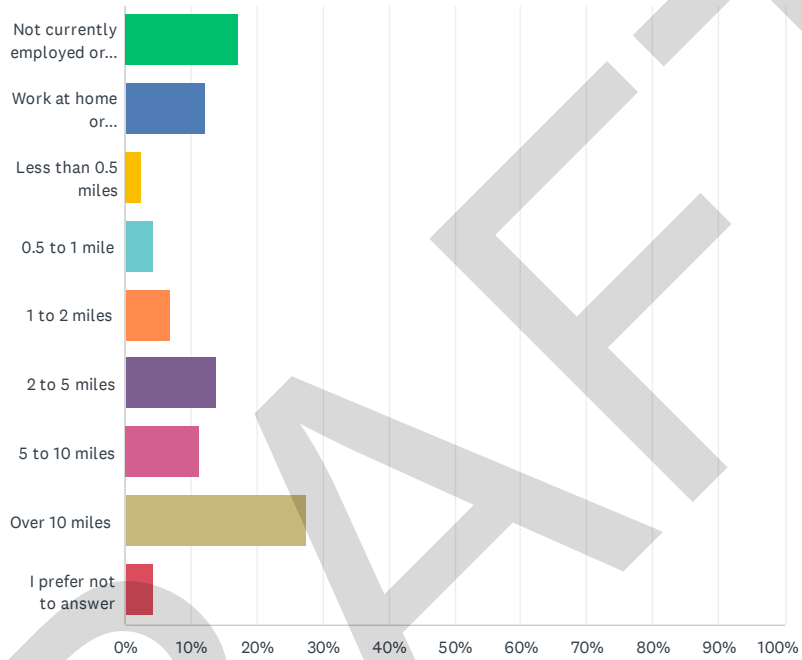


ANSWER CHOICES	RESPONSES	
Yes	99.13%	114
No	0.87%	1
TOTAL		115

Pekin Bicycle and Pedestrian Master Plan Survey

Q3 How far is your home from your work or school?

Answered: 116 Skipped: 0

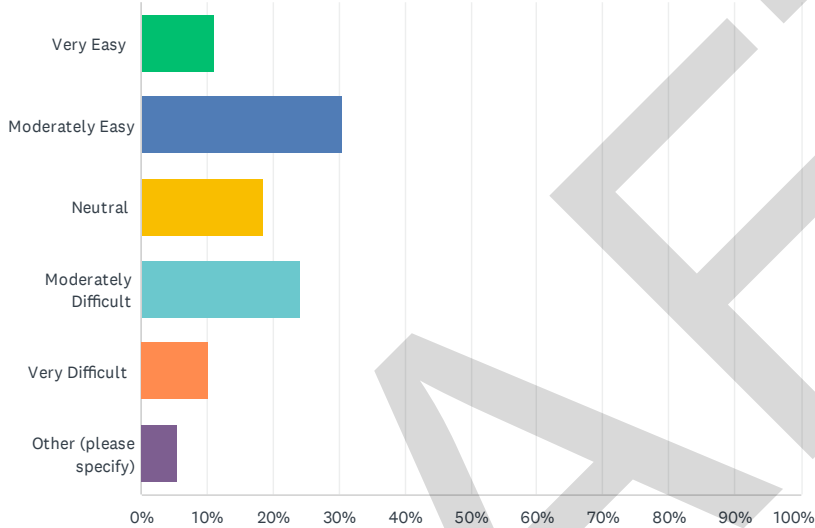


ANSWER CHOICES	RESPONSES	
Not currently employed or enrolled in school	17.24%	20
Work at home or home-schooled	12.07%	14
Less than 0.5 miles	2.59%	3
0.5 to 1 mile	4.31%	5
1 to 2 miles	6.90%	8
2 to 5 miles	13.79%	16
5 to 10 miles	11.21%	13
Over 10 miles	27.59%	32
I prefer not to answer	4.31%	5
TOTAL		116

Pekin Bicycle and Pedestrian Master Plan Survey

Q4 How easy is it to walk in your neighborhood and to nearby destinations?

Answered: 108 Skipped: 8



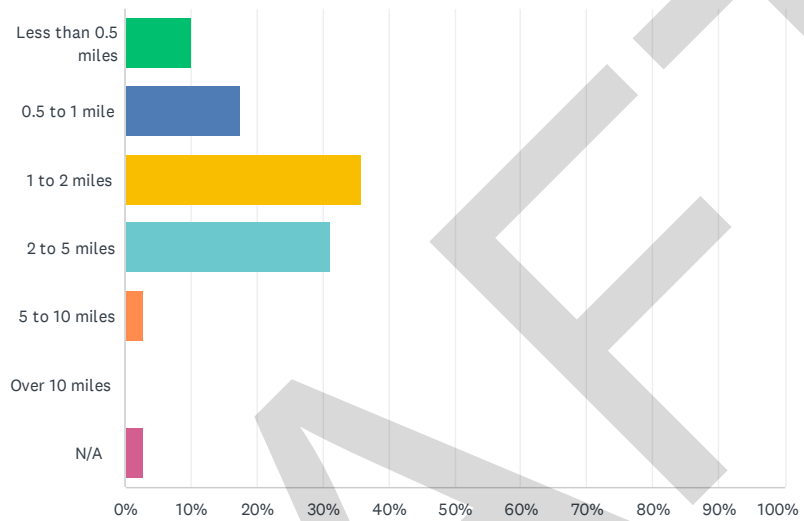
ANSWER CHOICES	RESPONSES	
Very Easy	11.11%	12
Moderately Easy	30.56%	33
Neutral	18.52%	20
Moderately Difficult	24.07%	26
Very Difficult	10.19%	11
Other (please specify)	5.56%	6
TOTAL		108

#	OTHER (PLEASE SPECIFY)	DATE
1	Mostly Easy, except for the tripping hazard curbs and lack of maintenance.	9/8/2023 5:22 PM
2	Varies wildly	8/5/2023 5:00 PM
3	Abandon houses and crime , river is infested is a major concern	7/17/2023 3:40 AM
4	Glendale ave in pekin needs sidewalks for kids	7/14/2023 8:03 PM
5	No sidewalks	7/14/2023 7:13 AM
6	Hard to feel safe when the sidewalk is part of the car lane curb. Ex. Going in front of the high school on Court street	6/28/2023 9:26 PM

Pekin Bicycle and Pedestrian Master Plan Survey

Q5 How far do you typically travel when walking?

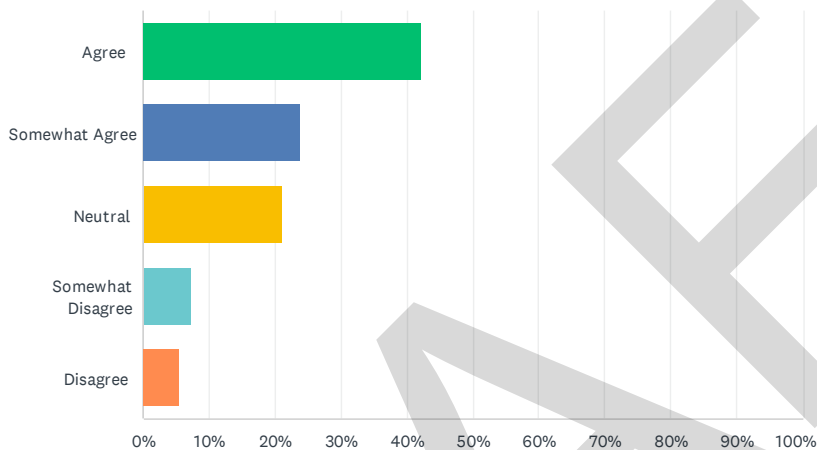
Answered: 109 Skipped: 7



ANSWER CHOICES	RESPONSES	
Less than 0.5 miles	10.09%	11
0.5 to 1 mile	17.43%	19
1 to 2 miles	35.78%	39
2 to 5 miles	31.19%	34
5 to 10 miles	2.75%	3
Over 10 miles	0.00%	0
N/A	2.75%	3
TOTAL		109

Q6 Please evaluate the following sentence based on how it represents you: "I would like to walk more than I do now for my daily commute, errands, and other activities."

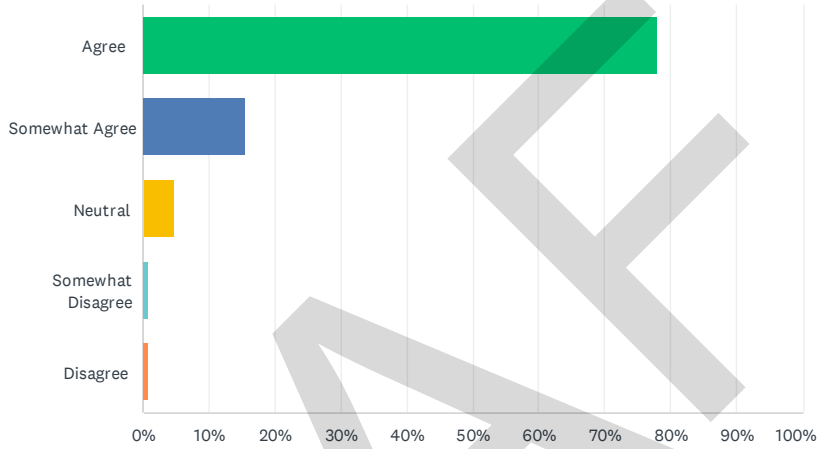
Answered: 109 Skipped: 7



ANSWER CHOICES	RESPONSES	
Agree	42.20%	46
Somewhat Agree	23.85%	26
Neutral	21.10%	23
Somewhat Disagree	7.34%	8
Disagree	5.50%	6
TOTAL		109

Q7 Please evaluate the following sentence based on how it represents you: "I would like to walk more than I do now for fun, exercise, and other recreational activities."

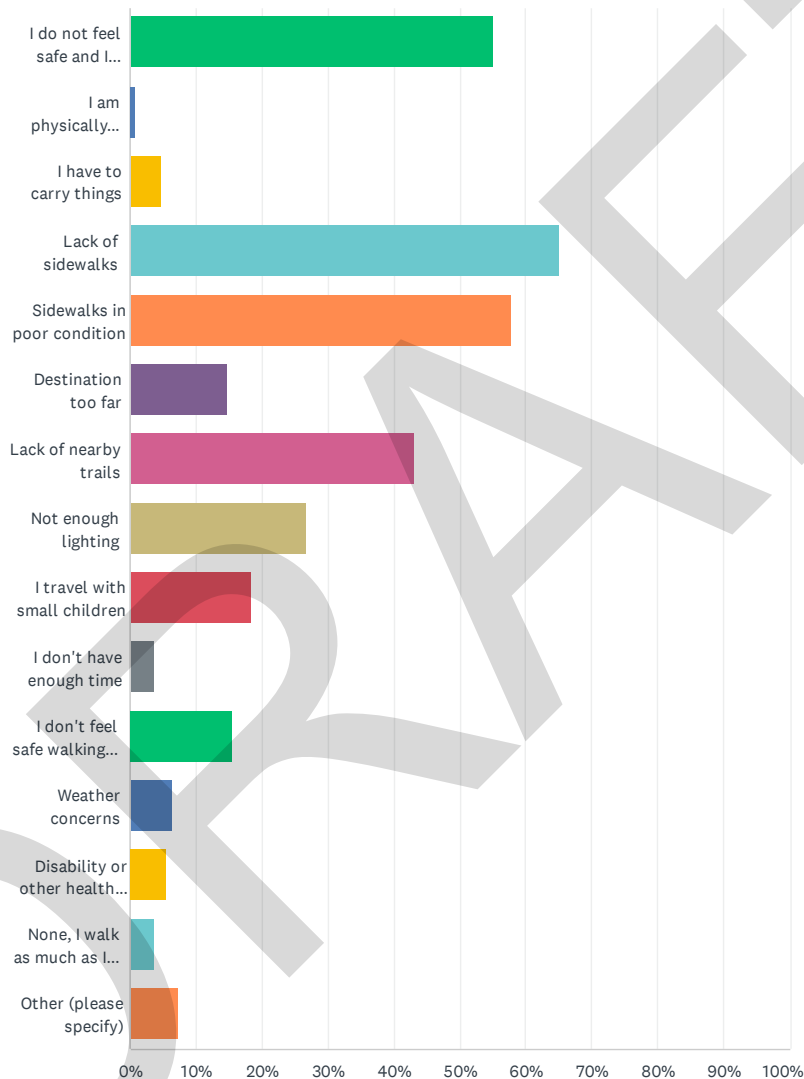
Answered: 109 Skipped: 7



ANSWER CHOICES	RESPONSES	
Agree	77.98%	85
Somewhat Agree	15.60%	17
Neutral	4.59%	5
Somewhat Disagree	0.92%	1
Disagree	0.92%	1
TOTAL		109

Q8 Which of the following barriers prevent you from walking more? (Please select all that apply)

Answered: 109 Skipped: 7



Pekin Bicycle and Pedestrian Master Plan Survey

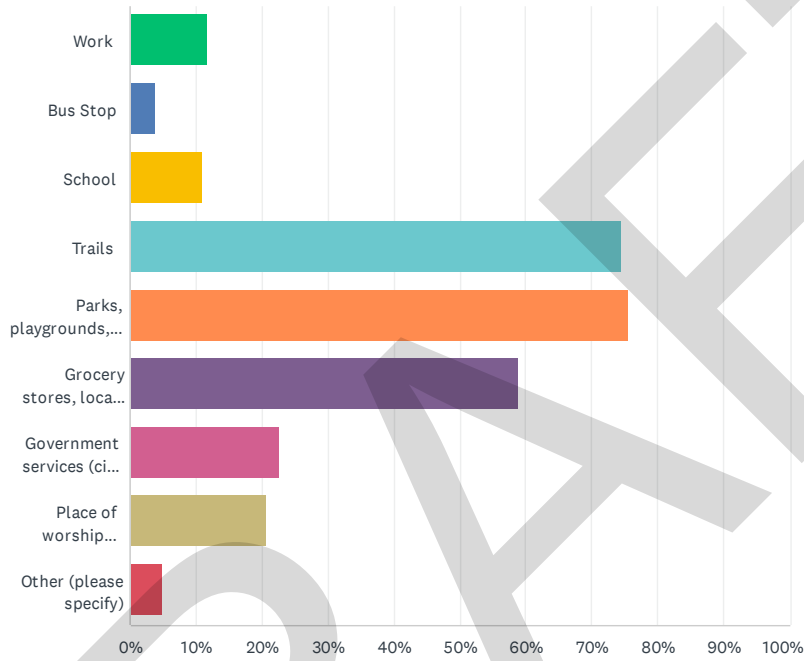
ANSWER CHOICES	RESPONSES	
I do not feel safe and I worry about getting hit by a vehicle	55.05%	60
I am physically unable to walk	0.92%	1
I have to carry things	4.59%	5
Lack of sidewalks	65.14%	71
Sidewalks in poor condition	57.80%	63
Destination too far	14.68%	16
Lack of nearby trails	43.12%	47
Not enough lighting	26.61%	29
I travel with small children	18.35%	20
I don't have enough time	3.67%	4
I don't feel safe walking (crime/personal safety)	15.60%	17
Weather concerns	6.42%	7
Disability or other health impairment	5.50%	6
None, I walk as much as I would like to	3.67%	4
Other (please specify)	7.34%	8
Total Respondents: 109		

#	OTHER (PLEASE SPECIFY)	DATE
1	Poorly designed and constructed curb ramps. i.e. returned curbs ARE a tripping hazard.	9/8/2023 5:22 PM
2	Many buildings needs fixed or torn down more nature preserved and homes fixed more trees and plants good road maintain should have the old brick roads	7/17/2023 3:40 AM
3	Orthopedic issues	7/14/2023 2:52 PM
4	I walk my dog and have to walk her in the street where so many cars do not observe speed limits. The are so many dogs and kids in my neighborhood, yet only part of our subdivision has sidewalks (sunset hills, no sidewalks between Court St and Valle Vista (specifically Glendale & Sunset area))	7/13/2023 10:04 PM
5	Walking around my neighborhood is perfectly safe and acceptable, but to get to another neighborhood, for say visiting my parents, I need to travel along the major thoroughfares. This is where I feel it is too dangerous or there are insufficient sidewalks.	6/29/2023 8:57 AM
6	I push my youngest in a stroller and the curbs are awful	6/28/2023 9:46 PM
7	Poorly designed and built curb ramps	6/1/2023 4:32 PM
8	no safe way to cross rte 29 anywhere on north side	5/22/2023 8:51 PM

Pekin Bicycle and Pedestrian Master Plan Survey

Q9 What destinations would you like to be able to walk to? (Choose all that apply)

Answered: 102 Skipped: 14



ANSWER CHOICES	RESPONSES	
Work	11.76%	12
Bus Stop	3.92%	4
School	10.78%	11
Trails	74.51%	76
Parks, playgrounds, and recreation centers	75.49%	77
Grocery stores, local shops, and restaurants	58.82%	60
Government services (city hall, library, social services, post office, etc.)	22.55%	23
Place of worship (church, synagogue, mosque, etc.)	20.59%	21
Other (please specify)	4.90%	5
Total Respondents: 102		
#	OTHER (PLEASE SPECIFY)	DATE

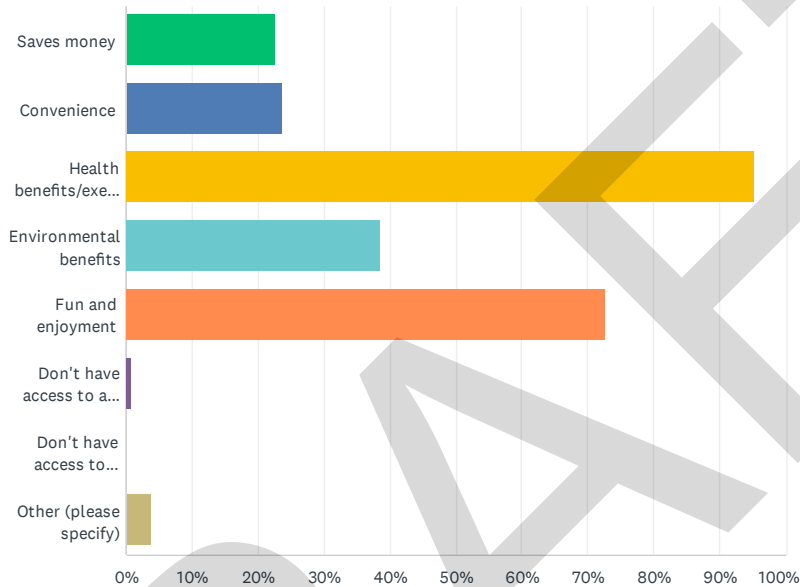
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1	I run with a dog to train for races, the lack of continuous sidewalks is a big problem.	9/8/2023 5:22 PM
2	Retail, and other local businesses	7/18/2023 2:44 AM
3	I'd love to be able to walk a farther distance around my own neighborhood. Sunset Hills subdivision is so large yet only part of it has sidewalks)	7/13/2023 10:04 PM
4	Family members house	6/29/2023 5:17 AM
5	A	6/28/2023 7:36 PM

Pekin Bicycle and Pedestrian Master Plan Survey

Q10 For which of the following reasons do you choose to walk for work or recreation trips? (Check all that apply)

Answered: 106 Skipped: 10



ANSWER CHOICES	RESPONSES
Saves money	22.64% 24
Convenience	23.58% 25
Health benefits/exercise	95.28% 101
Environmental benefits	38.68% 41
Fun and enjoyment	72.64% 77
Don't have access to a vehicle	0.94% 1
Don't have access to public transit	0.00% 0
Other (please specify)	3.77% 4
Total Respondents: 106	

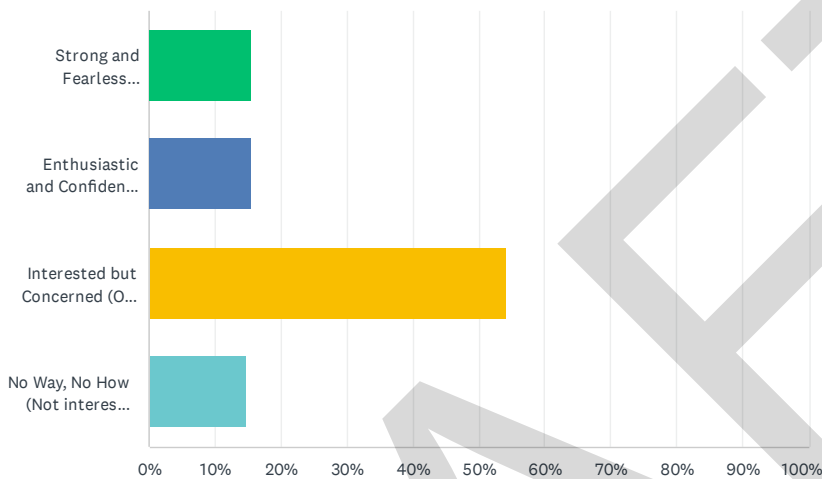
#	OTHER (PLEASE SPECIFY)	DATE
1	Health restrictions	7/18/2023 2:44 AM
2	Enjoy looking at trees and plants nicely maintained homes , smelling food cooking in the air and flowers .	7/17/2023 3:40 AM

Pekin Bicycle and Pedestrian Master Plan Survey

3	Dog walks	7/13/2023 10:04 PM
4	A	6/28/2023 7:36 PM

Q11 What type of cyclist best describes you? (One selection allowed)

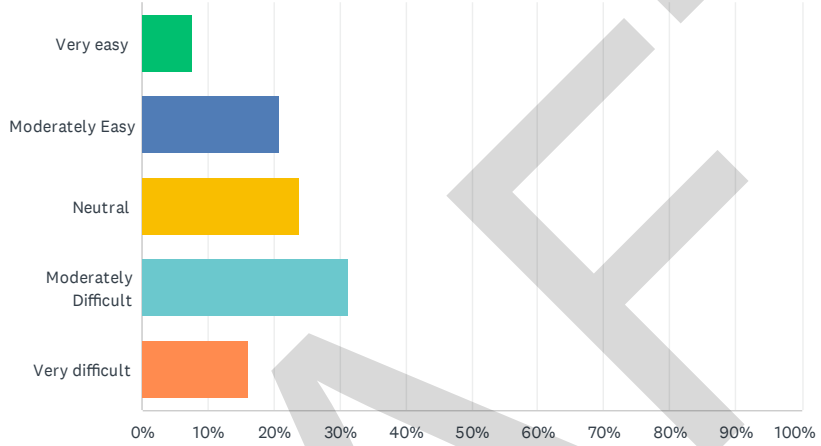
Answered: 109 Skipped: 7



ANSWER CHOICES	RESPONSES
Strong and Fearless (Comfortable biking on major streets without bike lanes)	15.60% 17
Enthusiastic and Confident (Comfortable biking on major streets only with bike lanes)	15.60% 17
Interested but Concerned (Only comfortable biking if separated from cars and not major streets)	54.13% 59
No Way, No How (Not interested in biking at all)	14.68% 16
TOTAL	109

Q12 How easy is it for you to bike in your neighborhood and to nearby destinations?

Answered: 105 Skipped: 11

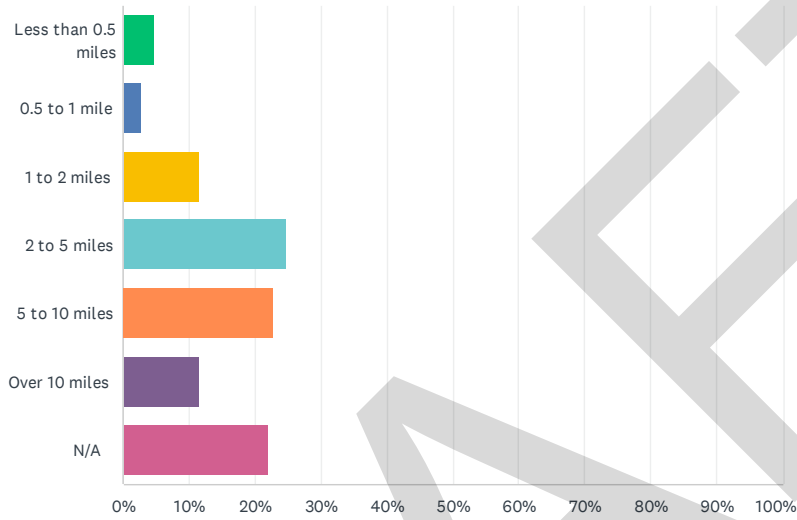


ANSWER CHOICES	RESPONSES	
Very easy	7.62%	8
Moderately Easy	20.95%	22
Neutral	23.81%	25
Moderately Difficult	31.43%	33
Very difficult	16.19%	17
TOTAL		105

Pekin Bicycle and Pedestrian Master Plan Survey

Q13 How far do you typically travel when biking?

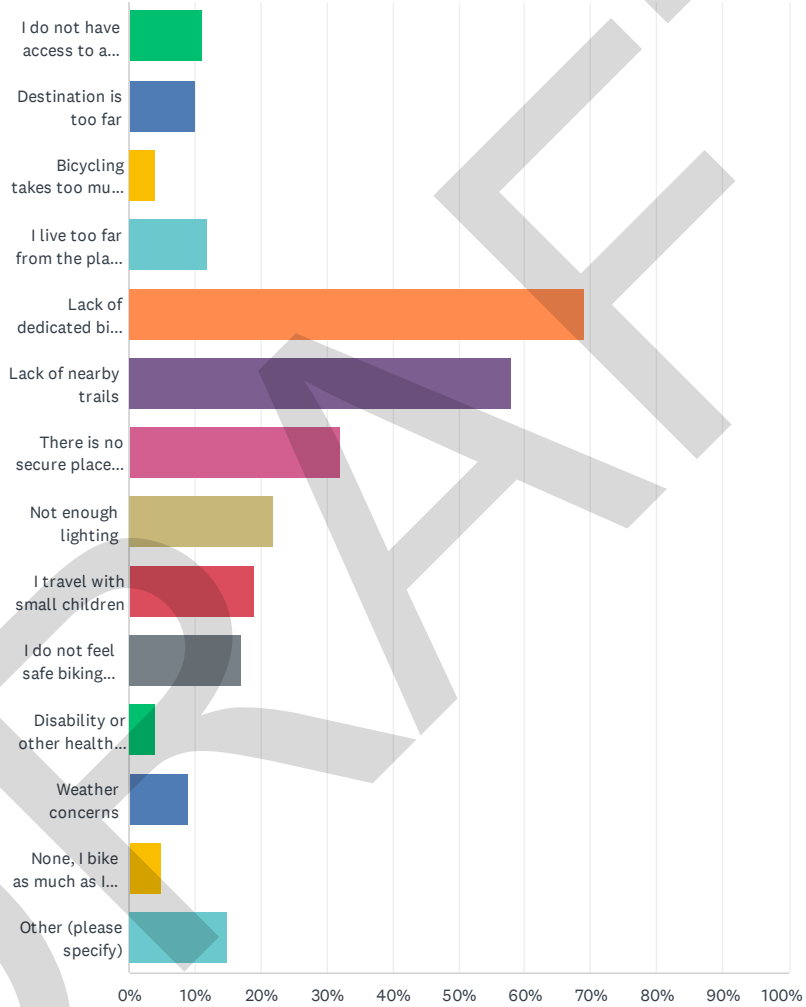
Answered: 105 Skipped: 11



ANSWER CHOICES	RESPONSES	
Less than 0.5 miles	4.76%	5
0.5 to 1 mile	2.86%	3
1 to 2 miles	11.43%	12
2 to 5 miles	24.76%	26
5 to 10 miles	22.86%	24
Over 10 miles	11.43%	12
N/A	21.90%	23
TOTAL		105

Q14 Which of the following barriers prevent you from biking more? (Please select all that apply)

Answered: 100 Skipped: 16



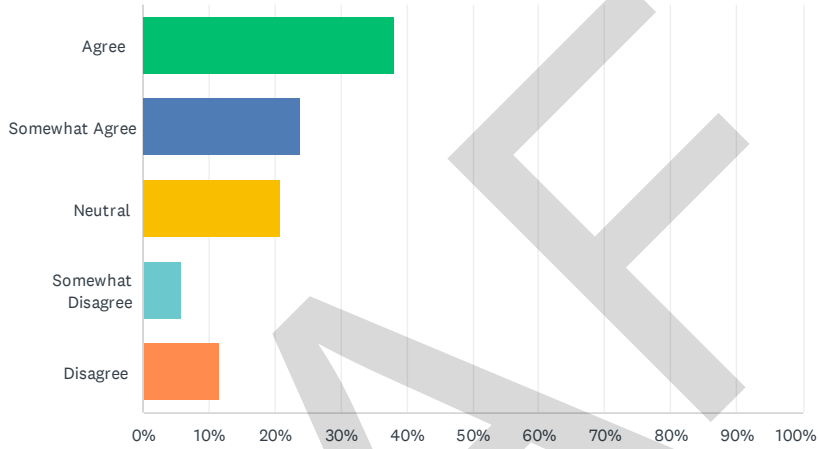
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ANSWER CHOICES	RESPONSES
I do not have access to a bike	11.00% 11
Destination is too far	10.00% 10
Bicycling takes too much time to be practical	4.00% 4
I live too far from the places I need to go	12.00% 12
Lack of dedicated bike lanes	69.00% 69
Lack of nearby trails	58.00% 58
There is no secure place to park my bike	32.00% 32
Not enough lighting	22.00% 22
I travel with small children	19.00% 19
I do not feel safe biking (crime/personal safety)	17.00% 17
Disability or other health impairment	4.00% 4
Weather concerns	9.00% 9
None, I bike as much as I would like to	5.00% 5
Other (please specify)	15.00% 15
Total Respondents: 100	

#	OTHER (PLEASE SPECIFY)	DATE
1	I wish there were more long bike paths	9/16/2023 9:57 PM
2	Contrary to some belief, bikes are allowed on sidewalks, and the use of returned curbs creates a very likely chance of smashing a pedal and flipping over the handlebars resulting in a life altering injury, especially for kids, whose bikes are even closer to the danger. If you are also unlucky enough to land on the corner of one of the curb monstrocities, your injury will be even worse.	9/8/2023 5:29 PM
3	Many bike trail intersections and main roads feel very unsafe when traveling with children and a baby on the bike. (At least 3)	8/5/2023 5:04 PM
4	Crossing heavily trafficked streets. Bike lanes may not be helpful.	7/27/2023 4:10 PM
5	Traffic, speeding drivers, no sidewalks and poor sidewalk/roads	7/23/2023 8:52 PM
6	Sidewalks are crumbling/absent/ very narrow and barely allow 2 people side by side, let alone a cyclist	7/20/2023 10:03 PM
7	Biking with children, it I'd very difficult and unsafe to get to trail from most places in town	7/18/2023 10:30 PM
8	Drivers who are unfamiliar with the Rules of the Road related to cycling!!	7/16/2023 7:29 PM
9	Safety on roads and crosswalks	7/14/2023 2:11 PM
10	Don't feel safe enough biking on the roads I travel	7/12/2023 9:10 PM
11	Worry about getting hit by vehicles	6/29/2023 6:49 AM
12	More trails and I wouldn't use bike lanes in the road. Pekin is busy enough just add bike trails	6/28/2023 7:14 PM
13	Poorly designed and constructed curb ramps create pedal obstructions	6/1/2023 4:35 PM
14	People go too fast on city roads	5/22/2023 10:36 PM
15	Too mNy potholes in both streets and parking lots	5/22/2023 9:21 PM

Q15 Please evaluate the following sentence based on how it represents you: “I would like to bike more than I do now for my daily commute, errands, and other activities.

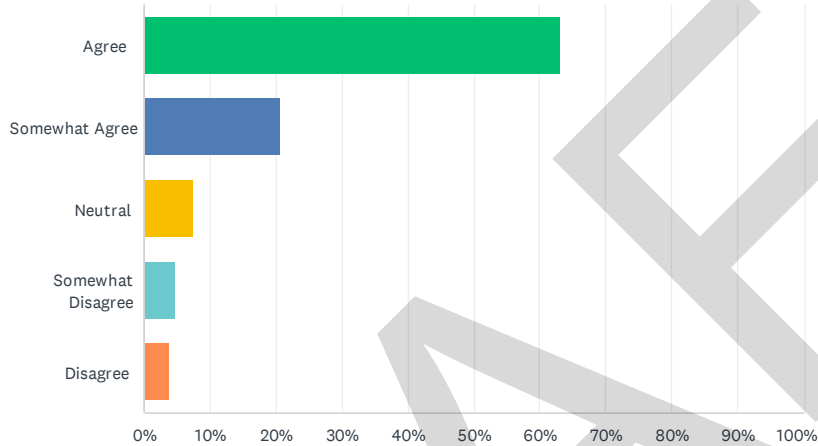
Answered: 105 Skipped: 11



ANSWER CHOICES	RESPONSES
Agree	38.10% 40
Somewhat Agree	23.81% 25
Neutral	20.95% 22
Somewhat Disagree	5.71% 6
Disagree	11.43% 12
TOTAL	105

Q16 Please evaluate the following sentence based on how it represents you: “I would like to bike more than I do now for fun, exercise, and other recreational activities.”

Answered: 106 Skipped: 10

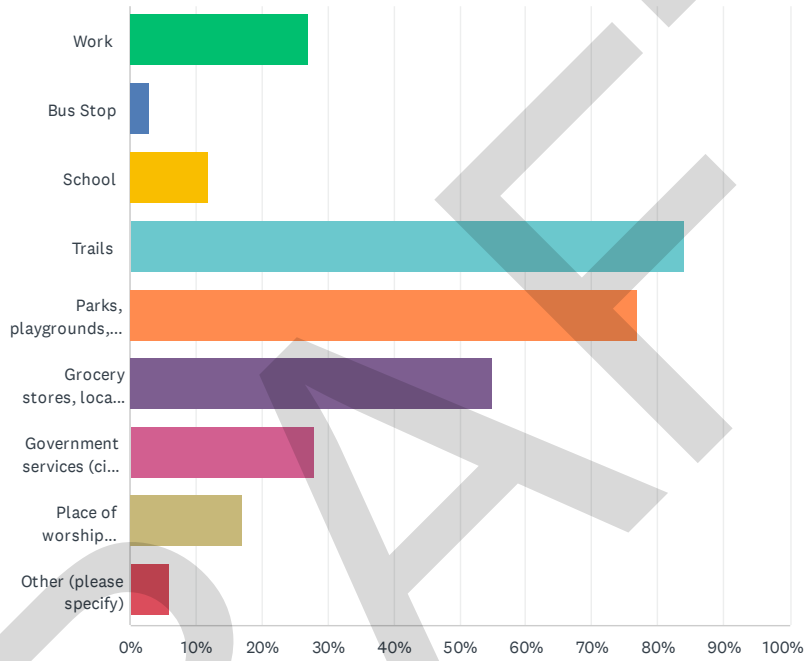


ANSWER CHOICES	RESPONSES
Agree	63.21% 67
Somewhat Agree	20.75% 22
Neutral	7.55% 8
Somewhat Disagree	4.72% 5
Disagree	3.77% 4
TOTAL	106

Pekin Bicycle and Pedestrian Master Plan Survey

Q17 What destinations would you like to be able to bike to? (Choose all that apply)

Answered: 100 Skipped: 16



ANSWER CHOICES	RESPONSES	
Work	27.00%	27
Bus Stop	3.00%	3
School	12.00%	12
Trails	84.00%	84
Parks, playgrounds, and recreation centers	77.00%	77
Grocery stores, local shops, and restaurants	55.00%	55
Government services (city hall, library, social services, post office, etc.)	28.00%	28
Place of worship (church, synagogue, mosque, etc.)	17.00%	17
Other (please specify)	6.00%	6
Total Respondents: 100		
#	OTHER (PLEASE SPECIFY)	DATE

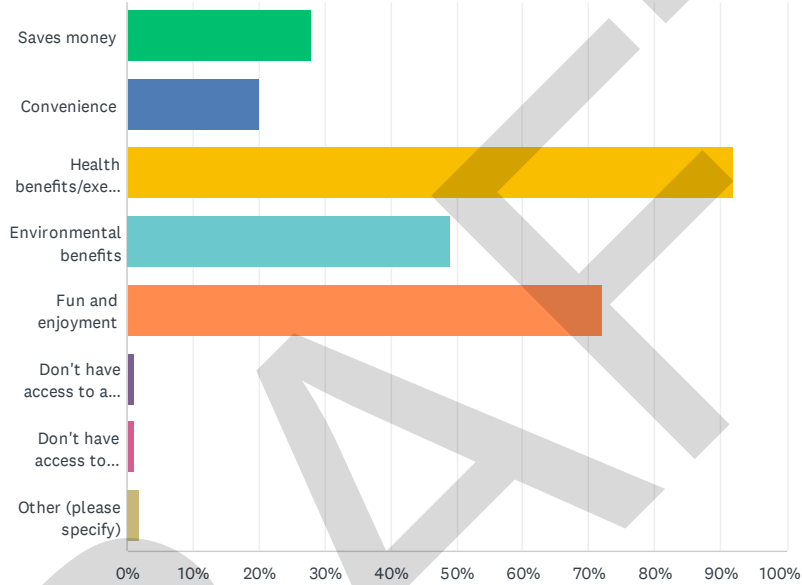
Pekin Bicycle and Pedestrian Master Plan Survey

1	The north side of town (Walmart/Menards)	8/5/2023 5:04 PM
2	Local events	7/18/2023 2:49 AM
3	Safer link to other trails in other communities, i.e. Peoria/East Peoria/Morton/Rock Island Trail	7/16/2023 7:29 PM
4	Morton Trail	7/14/2023 2:11 PM
5	To neighboring towns	7/13/2023 10:04 PM
6	We live too far away from shopping & restaurants. It would be nice to have bike trails off of the Coal Miner's bike/walking trail.	6/29/2023 6:49 AM

Pekin Bicycle and Pedestrian Master Plan Survey

Q18 For which of the following reasons do you choose to bike for work, school, or recreation trips? (Check all that apply)

Answered: 100 Skipped: 16

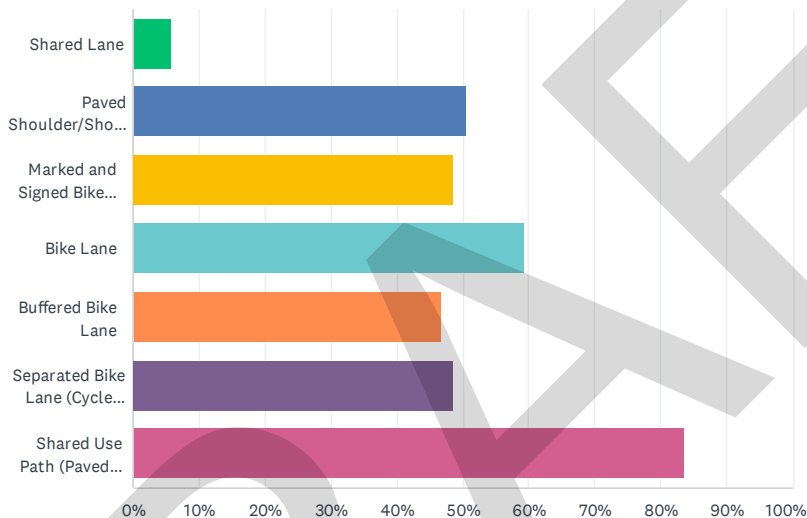


ANSWER CHOICES	RESPONSES
Saves money	28.00% 28
Convenience	20.00% 20
Health benefits/exercise	92.00% 92
Environmental benefits	49.00% 49
Fun and enjoyment	72.00% 72
Don't have access to a vehicle	1.00% 1
Don't have access to public transit	1.00% 1
Other (please specify)	2.00% 2
Total Respondents: 100	








#	OTHER (PLEASE SPECIFY)	DATE
1	I don't bike at this time	7/23/2023 8:52 PM
2	no bike	5/25/2023 2:35 PM

Q19 Bikeway types come in many shapes and sizes, from marked routes on streets where bicyclists share a travel lane with cars, to cycle tracks and shared use paths that are physically separated from motor vehicle traffic. Which of the following bikeway types would you like to see in Pekin? (Check all that apply)

Answered: 103 Skipped: 13



Pekin Bicycle and Pedestrian Master Plan Survey

ANSWER CHOICES	RESPONSES
 <p>Shared Lane</p>	5.83% 6
 <p>Paved Shoulder/Shoulder Bike Lane</p>	50.49% 52
 <p>Marked and Signed Bike Route</p>	48.54% 50
 <p>Bike Lane</p>	59.22% 61
 <p>Buffered Bike Lane</p>	46.60% 48
 <p>Separated Bike Lane (Cycle Track)</p>	48.54% 50
 <p>Shared Use Path (Paved Trail)</p>	83.50% 86
Total Respondents: 103	

Pekin Bicycle and Pedestrian Master Plan Survey

Q20 What is your age?

Answered: 105 Skipped: 11

#	RESPONSES	DATE
1	37	9/16/2023 9:57 PM
2	52	9/11/2023 10:07 AM
3	65	9/8/2023 8:49 PM
4	40	9/8/2023 5:30 PM
5	71	9/8/2023 4:26 PM
6	37	8/5/2023 5:05 PM
7	65	8/2/2023 7:24 AM
8	66	7/27/2023 4:11 PM
9	37	7/25/2023 7:53 PM
10	50	7/23/2023 8:53 PM
11	29	7/20/2023 10:28 PM
12	27	7/20/2023 10:03 PM
13	47	7/20/2023 7:03 PM
14	35	7/19/2023 10:20 PM
15	54	7/19/2023 11:09 AM
16	35	7/19/2023 10:56 AM
17	48	7/19/2023 9:03 AM
18	38	7/18/2023 10:51 PM
19	36	7/18/2023 10:49 PM
20	34	7/18/2023 10:32 PM
21	71	7/18/2023 9:54 PM
22	46	7/18/2023 2:50 AM
23	39	7/17/2023 3:26 PM
24	49	7/17/2023 2:57 PM
25	50	7/17/2023 2:48 PM
26	25	7/17/2023 3:46 AM
27	58	7/16/2023 7:31 PM
28	30	7/16/2023 2:42 PM
29	47	7/16/2023 2:25 PM
30	50	7/15/2023 9:04 AM
31	34	7/14/2023 8:04 PM
32	69	7/14/2023 2:56 PM
33	61	7/14/2023 2:12 PM

Pekin Bicycle and Pedestrian Master Plan Survey

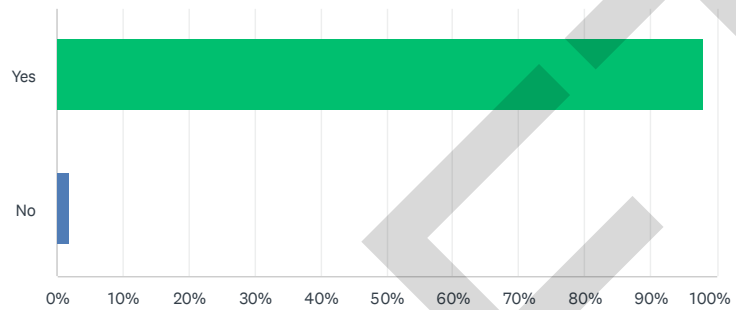
34	33	7/14/2023 7:14 AM
35	49	7/13/2023 10:04 PM
36	55	7/13/2023 4:42 PM
37	68	7/13/2023 11:07 AM
38	62	7/13/2023 8:44 AM
39	31	7/13/2023 8:14 AM
40	55	7/13/2023 4:42 AM
41	38	7/12/2023 11:00 PM
42	30	7/12/2023 9:39 PM
43	29	7/12/2023 9:32 PM
44	33	7/12/2023 9:10 PM
45	46	7/12/2023 9:07 PM
46	65	7/12/2023 8:37 PM
47	68	7/12/2023 8:30 PM
48	53	7/12/2023 8:07 PM
49	48	7/12/2023 7:51 PM
50	33	7/12/2023 7:48 PM
51	27	7/12/2023 7:48 PM
52	37	7/12/2023 7:42 PM
53	38	7/12/2023 7:41 PM
54	23	7/6/2023 12:10 AM
55	61	7/5/2023 9:52 PM
56	59	7/5/2023 8:54 PM
57	34	6/29/2023 9:02 AM
58	57	6/29/2023 6:49 AM
59	24	6/29/2023 5:35 AM
60	35	6/29/2023 5:21 AM
61	71	6/28/2023 9:58 PM
62	31	6/28/2023 9:55 PM
63	50	6/28/2023 9:30 PM
64	54	6/28/2023 9:30 PM
65	26	6/28/2023 9:14 PM
66	49	6/28/2023 7:39 PM
67	43	6/28/2023 7:18 PM
68	31	6/28/2023 7:15 PM
69	61	6/27/2023 3:53 PM
70	75	6/23/2023 8:02 AM
71	57	6/22/2023 12:15 PM

Pekin Bicycle and Pedestrian Master Plan Survey

72	42	6/22/2023 10:11 AM
73	33	6/22/2023 10:09 AM
74	55	6/22/2023 9:56 AM
75	29	6/16/2023 8:57 AM
76	39	6/9/2023 11:25 AM
77	37	6/8/2023 4:00 PM
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81	40	6/1/2023 4:35 PM
82	44	5/28/2023 10:46 AM
83	71	5/28/2023 9:21 AM
84	56	5/28/2023 9:08 AM
85	27	5/27/2023 11:47 PM
86	56	5/27/2023 10:40 AM
87	63	5/26/2023 4:31 AM
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97	44	5/24/2023 8:26 PM
98	43	5/24/2023 6:39 PM
99	34	5/24/2023 5:11 PM
100	39	5/24/2023 12:29 AM
101	35	5/23/2023 7:33 AM
102	42	5/22/2023 10:36 PM
103	55	5/22/2023 8:54 PM
104	42	5/22/2023 8:36 PM
105	45	5/22/2023 7:59 PM

Q21 Do you have a driver's license?

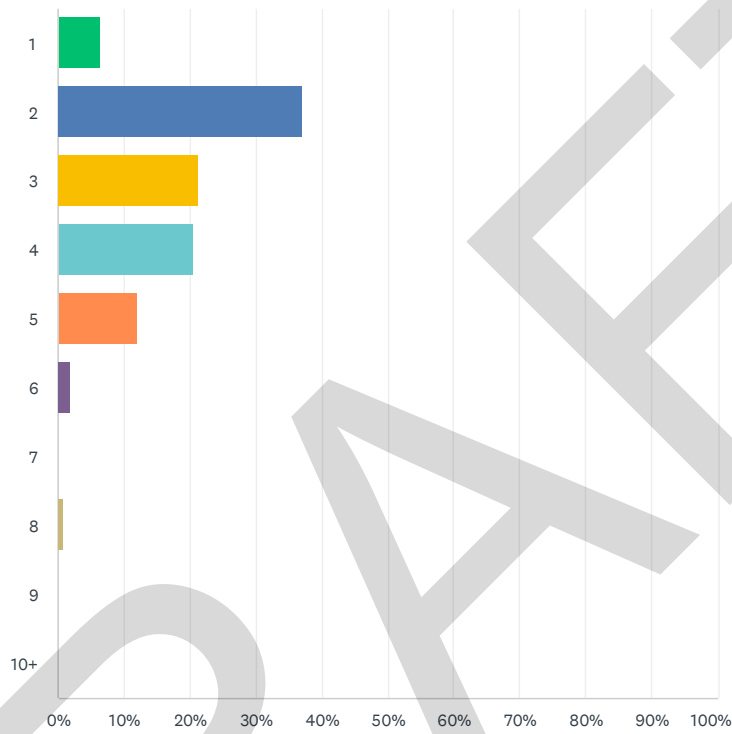
Answered: 109 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	98.17%	107
No	1.83%	2
TOTAL		109

Q22 How many people live in your household?

Answered: 108 Skipped: 8

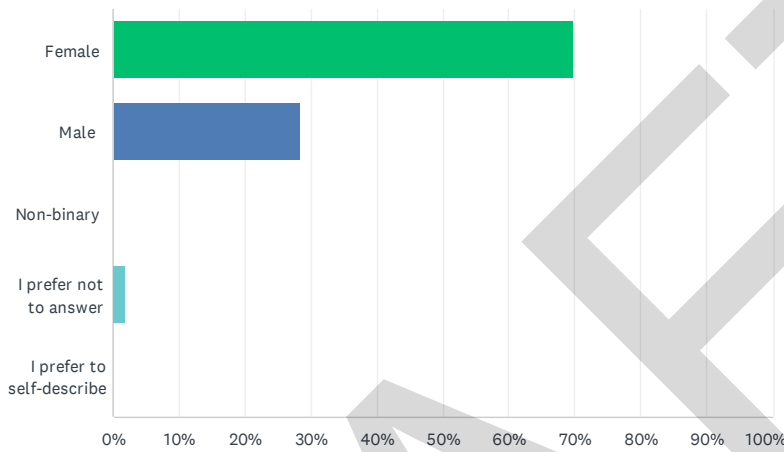


Pekin Bicycle and Pedestrian Master Plan Survey

ANSWER CHOICES	RESPONSES	
1	6.48%	7
2	37.04%	40
3	21.30%	23
4	20.37%	22
5	12.04%	13
6	1.85%	2
7	0.00%	0
8	0.93%	1
9	0.00%	0
10+	0.00%	0
TOTAL		108

Q23 What is your gender?

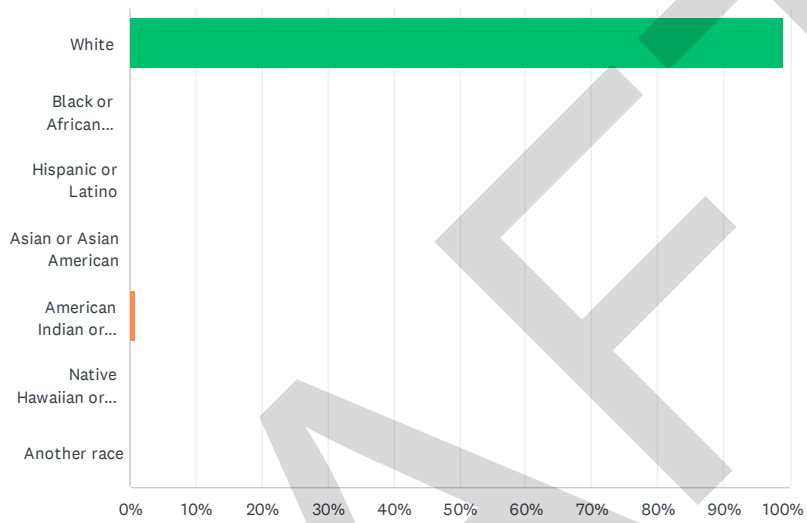
Answered: 109 Skipped: 7



ANSWER CHOICES	RESPONSES	
Female	69.72%	76
Male	28.44%	31
Non-binary	0.00%	0
I prefer not to answer	1.83%	2
I prefer to self-describe	0.00%	0
TOTAL		109

Q24 What is your race? (Select any that apply)

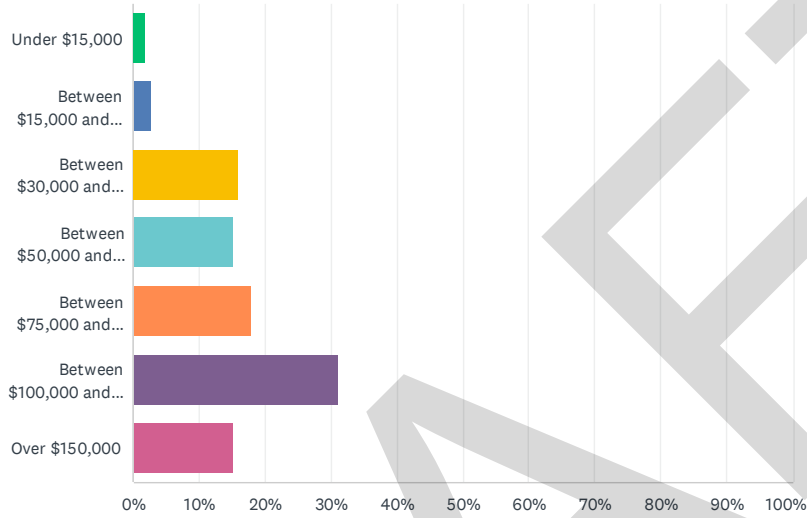
Answered: 109 Skipped: 7



ANSWER CHOICES	RESPONSES	
White	99.08%	108
Black or African American	0.00%	0
Hispanic or Latino	0.00%	0
Asian or Asian American	0.00%	0
American Indian or Alaska Native	0.92%	1
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	0.00%	0
Total Respondents: 109		

Q25 What is your annual household income? (One selection allowed)

Answered: 106 Skipped: 10



ANSWER CHOICES	RESPONSES	
Under \$15,000	1.89%	2
Between \$15,000 and \$29,999	2.83%	3
Between \$30,000 and \$49,999	16.04%	17
Between \$50,000 and \$74,999	15.09%	16
Between \$75,000 and \$99,999	17.92%	19
Between \$100,000 and \$150,000	31.13%	33
Over \$150,000	15.09%	16
TOTAL		106

Pekin Bicycle and Pedestrian Master Plan Survey

Q26 If you'd like to receive occasional emails from the City of Pekin with planning updates and upcoming events related to the plan, please provide your email below.

Answered: 44 Skipped: 72

#	RESPONSES	DATE
1	Redacted for Privacy	9/11/2023 10:07 AM
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4		8/2/2023 7:24 AM
5		7/25/2023 7:53 PM
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20		7/12/2023 8:30 PM
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22		7/12/2023 7:48 PM
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30		6/22/2023 10:09 AM

Pekin Bicycle and Pedestrian Master Plan Survey

31	Redacted for Privacy	6/22/2023 9:56 AM
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44		5/22/2023 8:36 PM

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1st Open House Presentation



PEKIN, IL BICYCLE &
PEDESTRIAN MASTER
PLAN

OPEN HOUSE
WEDNESDAY, MAY 24, 2023



Agenda

- What is a bicycle and pedestrian master plan?
- The building blocks of walkable and bikeable community
- Project schedule and key components
- Community input and participation
- Next steps



What is a Bicycle & Pedestrian Master Plan?

A bicycle and pedestrian master plan...

- Offers a shared vision for the future of walking and riding a bicycle
- Relies on community input and engagement
- Creates opportunities for dialogue and learning
- Provides a snapshot of current conditions
- Provides a long-term plan for improving safety for all users of the roadway
- Recommends and prioritizes infrastructure improvements
- Proposes policies and education/encouragement programs
- Identifies funding sources to help implement recommendations



The Six E's of a Walkable and Bikeable Community



Equity



Engagement



Encouragement



Education



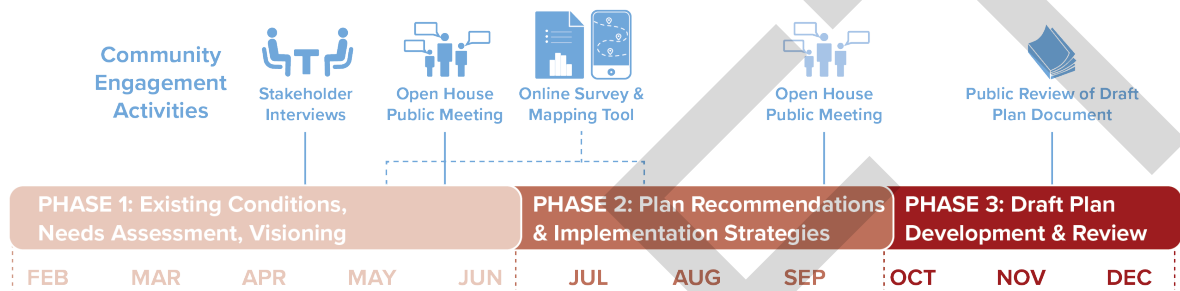
Engineering



Evaluation



Project Schedule



Key Plan Components

1. Existing Conditions Analysis
2. Recommendations
3. Implementation
4. Engagement



Existing Conditions Analysis

- Documenting the bicycle and pedestrian network
 - Presence and condition of sidewalks, crosswalks, trails, on-street bikeways
 - System barriers and gaps
 - Bicycle & Pedestrian Level of Traffic Stress (LTS)
 - Pedestrian Level of Service (PLOS)
- Review of relevant plans and studies
- Current biking and walking activity and demand for new facilities
- SWOT analysis (strengths, weaknesses, opportunities, threats)



Recommendations

- Vision, goals, and objectives
- New infrastructure recommendations
 - Sidewalks, trails, on-street bikeways, intersection improvements, traffic calming, wayfinding etc.
- Project prioritization (tied to goals)
- Supporting programs and policies



Implementation

- Early actions and catalyst projects
- Cost estimates and funding sources
- Maintenance recommendations
- Monitoring plan performance



Community Input & Participation

- Steering committee
 - Provide guidance for the Town and planning team
 - Build interest in and support for the plan
 - Encourage participation in engagement activities
- Two open house-style public meetings
- Online community input map
- Online survey



We Need Your Input Tonight!

- Share your vision for the future of walking and biking in Pekin
- Vote for the values that mean the most to you
- Vote for the bicycling and walking improvements you'd like to see in Pekin
- Share your ideas on the map – destinations, barriers, issues, ideas for improvements
- Complete a comment card or chat with project staff



Next Steps

- Continue with existing conditions analysis
- Promote the online survey and mapping tool through the end of June
- Begin developing bicycle and pedestrian network recommendations
- Second open house in September



Thank You!

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Kevin Neill
Consultant Team Project Manager
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kneill@lochgroup.com



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1st Open House Boards

Project Overview

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

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

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

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

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

Planning Inputs



Project Timeline



Pekin Bicycle & Pedestrian Master Plan

May 24, 2023
Open House

Plan Vision & Values

What is your vision for walking and biking in Pekin?

Grab a sticky note and add your vision for the future of walking and biking in Pekin. Tells us what you'd like to see, what you hope to be able to do, or what you'd like for future generations to experience.

Need some inspiration? Here are a few lead-ins:

- Pekin is a place where...
- I envision a community in which...
- My children/my family can...
- I want to be able to...
- Bicycling and walking are...

When it comes to walking and biking, what are your values?

Why do you value walking and biking? Please place a dot next to the three themes you value most. Your input will help us develop plan goals and prioritize recommended projects.

Connectivity	Placemaking / Sense of Place	Accessibility for People with Disabilities
Inclusivity	Health	Quality of Life
Equity	Environment	Safety
What else do you value? Write it in here!		

Pekin Bicycle & Pedestrian Master Plan

May 24, 2023
Open House

Types of Bicyclists

It is important to consider bicyclists of all skill levels when creating an active transportation plan or project. Bicyclist skill level greatly influences expected speeds and behavior, both in separated bikeways and on shared roadways. Bicycle infrastructure should accommodate as many user types as possible, with decisions for separate or parallel facilities based on providing a comfortable experience for the greatest number of people. A framework for understanding the characteristics, attitudes, and infrastructure preferences of different bicyclists in the US population as a whole is illustrated below.



HIGHLY EXPERIENCED (approximately 1% of population)

Characterized by bicyclists that will typically ride anywhere regardless of roadway conditions or weather. These bicyclists can ride faster than other user types, prefer direct routes and will typically choose roadway connections -- even if shared with vehicles -- over separate bicycle facilities such as shared use paths.



ENTHUSED AND CONFIDENT (approximately 5-10% of population)

This user group encompasses bicyclists who are fairly comfortable riding on all types of bikeways but usually choose low traffic streets or multi-use paths when available. These bicyclists may deviate from a more direct route in favor of a preferred facility type. This group includes all kinds of bicyclists such as commuters, recreationalists, racers and utilitarian bicyclists.



INTERESTED BUT CONCERNED (approximately 60% of population)

This user type comprises the bulk of the cycling population and represents bicyclists who typically only ride a bicycle on low traffic streets or multi-use trails under favorable weather conditions. These bicyclists perceive significant barriers to their increased use of cycling, specifically traffic and other safety issues. These people may become "Enthusied & Confident" with encouragement, education and experience.



NO WAY, NO HOW (approximately 30% of population)

Persons in this category are not bicyclists, and perceive severe safety issues with riding in traffic. Some people in this group may eventually become more regular cyclists with time and education. A significant portion of these people will not ride a bicycle under any circumstances.

WHICH TYPE OF BICYCLIST ARE YOU?

WHICH TYPE SHOULD THE CITY PLAN FOR?

Source: Peter Torts of Cyclists (2008), Roger Seifer, City of Portland Bureau of Transportation, Supported by Metro collected nationally since 2005.



Pekin Bicycle & Pedestrian Master Plan

May 24, 2023
Open House






Bicycle Improvements Toolkit

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

BICYCLE FACILITY TYPES



INTERSECTION IMPROVEMENTS





Pekin Bicycle & Pedestrian Master Plan

May 24, 2023
Open House






Pedestrian Improvements Toolkit

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

NETWORK ENHANCEMENTS



INTERSECTION IMPROVEMENTS



Pekin Bicycle & Pedestrian Master Plan May 24, 2023 Open House

Investing in Walking and Biking

How would you spend your money?

Just like parks, streets, and other public facilities, walking and biking improvements and programs must compete for limited resources. Funding for bicycle and pedestrian projects is scarce and often very competitive, and communities like Pekin must choose how to best use limited funding and staff resources to support walking and biking.

In this exercise, please vote for up to five improvements or programs you'd like to see the City of Pekin pursue through this plan and subsequent implementation efforts. You can vote for a single improvement or program more than once.



Pekin Bicycle & Pedestrian Master Plan May 24, 2023 Open House

Tell us what you LOVE about walking or biking in Pekin

Tell us what we NEED TO FIX for walking and biking in Pekin

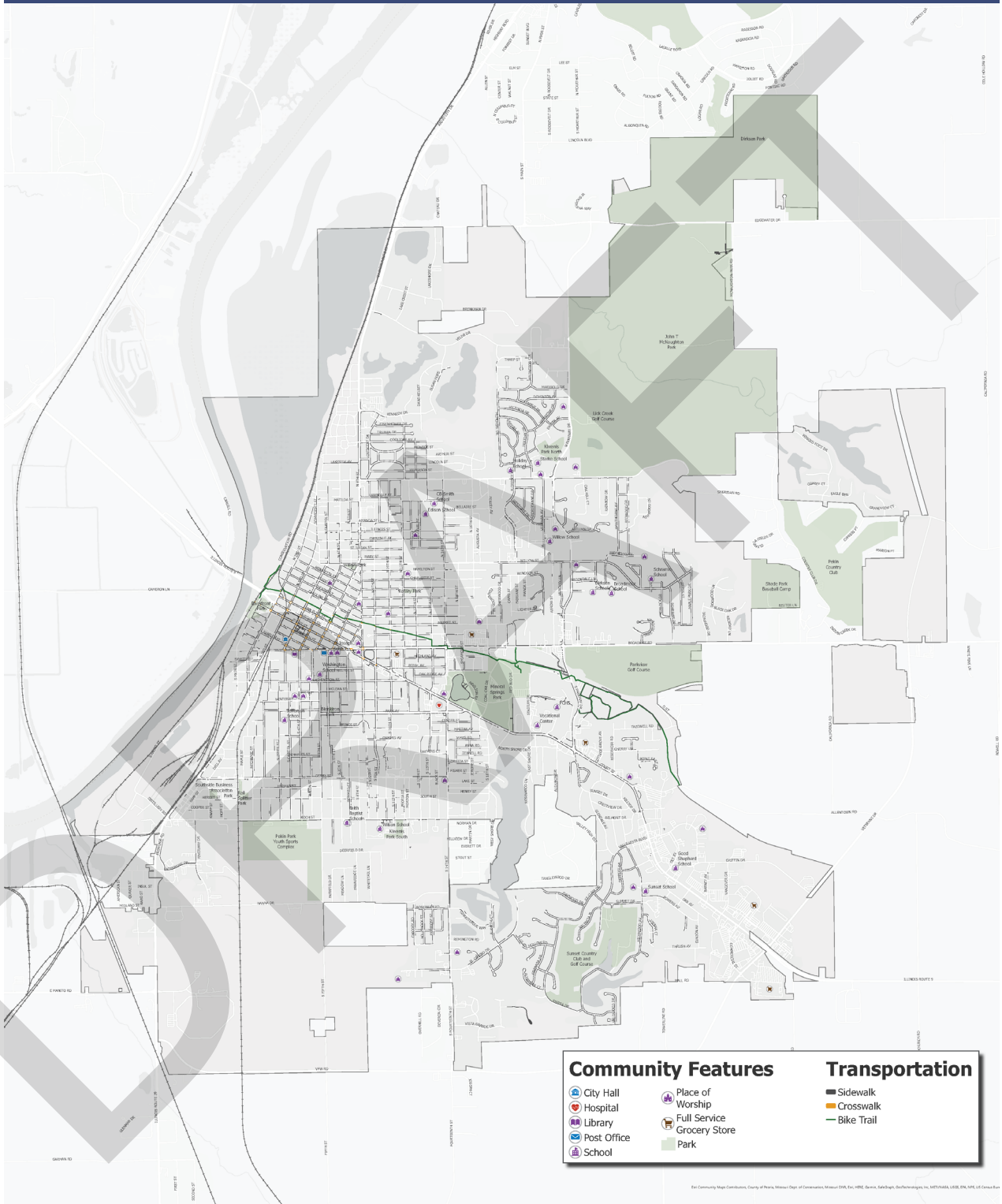


Pekin Bicycle & Pedestrian Master Plan

May 24, 2023
Open House



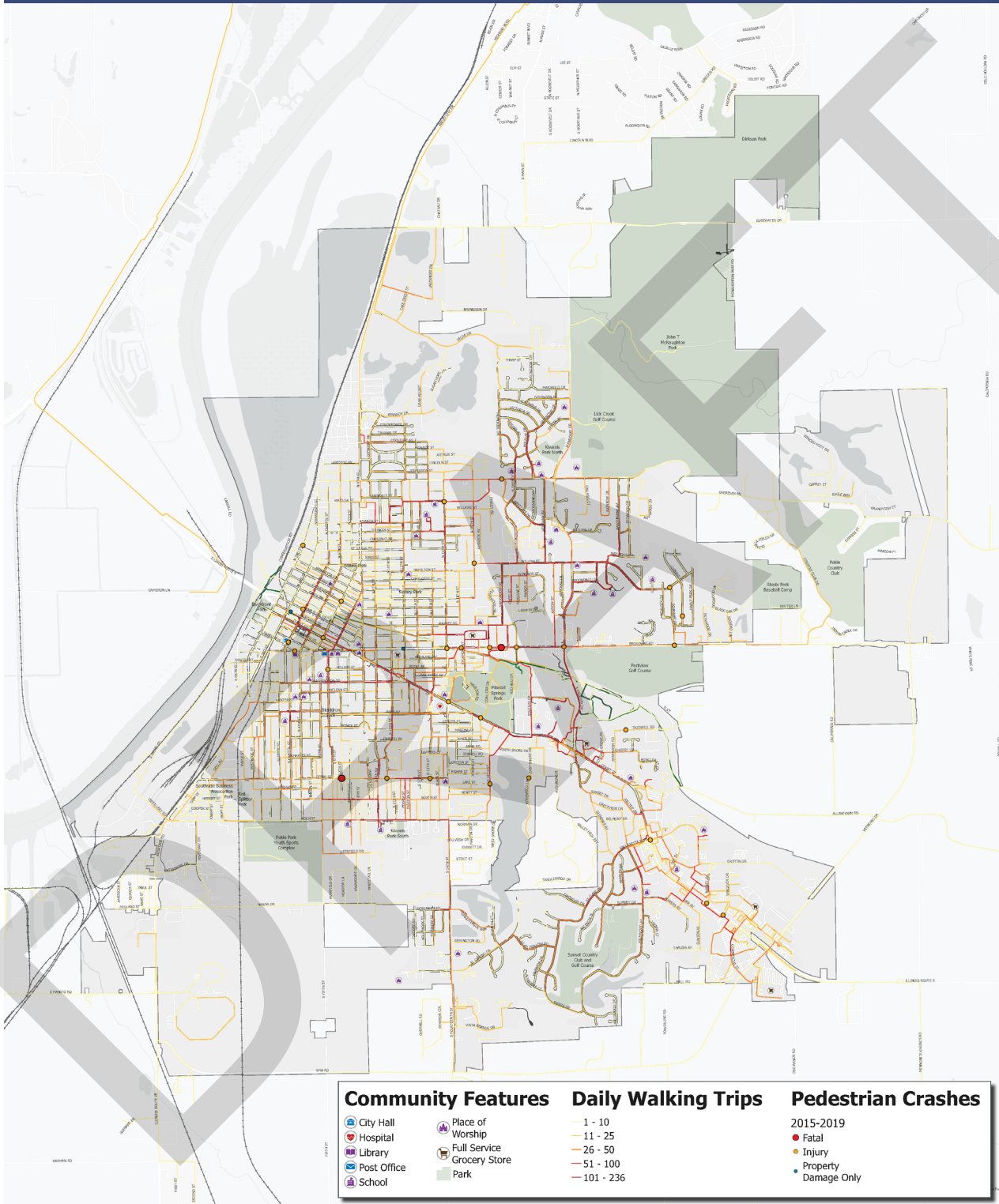
Existing Sidewalks and Trails



Pekin Bicycle & Pedestrian Master Plan



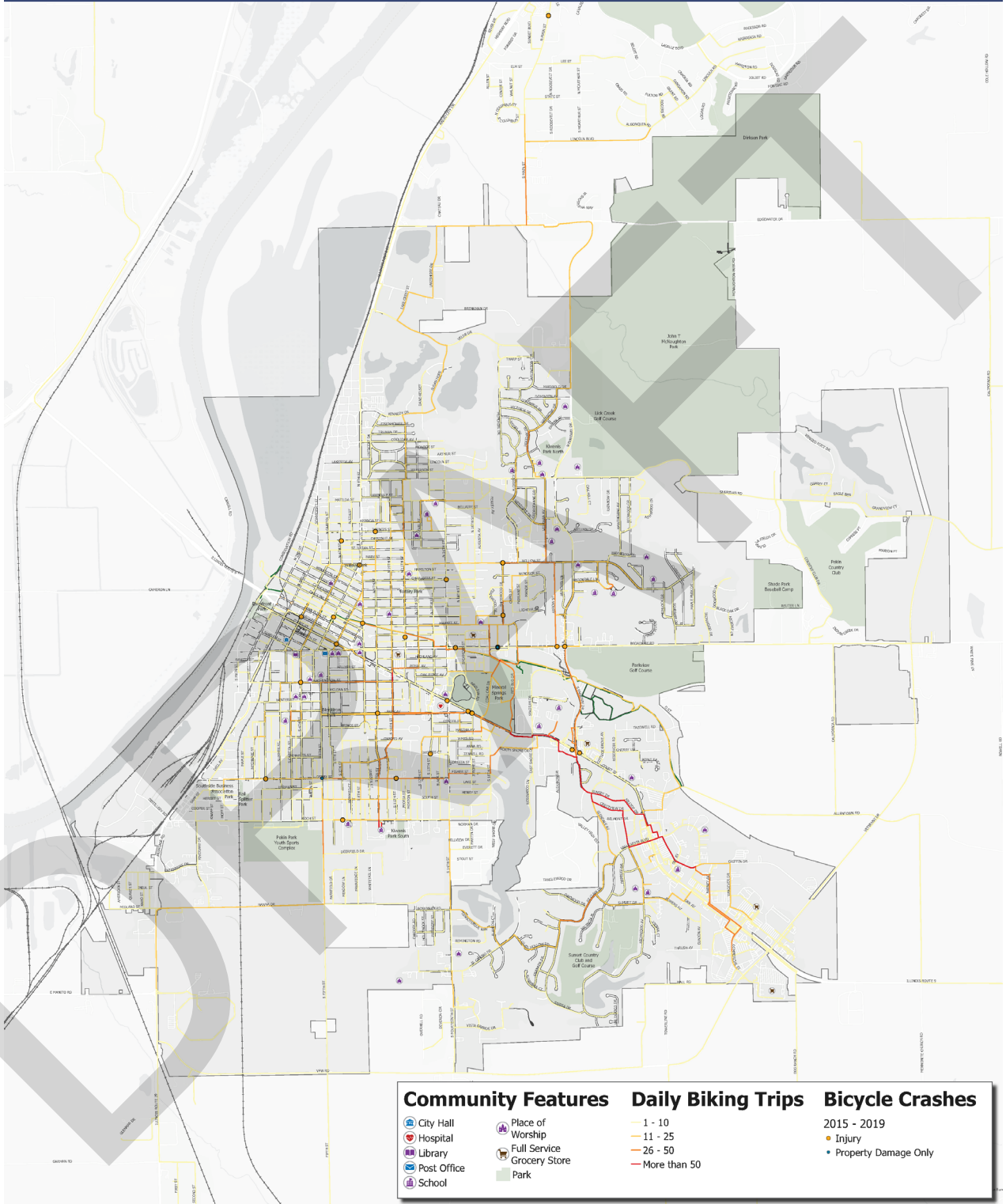
Where are people walking?



Pekin Bicycle & Pedestrian Master Plan



Where are people biking?



Pekin Bicycle & Pedestrian Master Plan



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2nd Open House Boards

Project Overview

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

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

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

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

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

Planning Inputs



Project Timeline



Pekin Bicycle & Pedestrian Master Plan

September 28, 2023
Open House #2



Vision, Goals & Objectives

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



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

- Objective 1.1. Improve pedestrian and bicycle safety through the installation of sidewalks, trails, dedicated bikeways, and intersection enhancements.
- Objective 1.2. Create a safety action plan to evaluate crash history, identify trends, and develop a high-injury network for future safety investments.
- Objective 1.3. Reduce fatal and serious injury crashes through proven safety countermeasures.
- Objective 1.4. Support safe and responsible travel through education programs and campaigns.

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

- Objective 2.1. Expand the Pekin Bike Trail to increase community access to one of the community's most valued recreation and active transportation amenities.
- Objective 2.2. Target sidewalk infill, sidewalk system expansion, and crossing improvements on pedestrian priority corridors.
- Objective 2.3. Develop a low-stress on-street bikeway system to support access to everyday destinations throughout Pekin.
- Objective 2.4. Coordinate with community partners and local, regional, and state agencies to increase regional connectivity and access to destinations in neighboring communities.
- Objective 2.5. Develop a community-wide active transportation wayfinding system to guide people to schools, parks, Downtown Pekin, the Pekin Bike Trail, and other major destinations.
- Objective 2.6. Prioritize and pursue projects in a manner that balances community impact, project feasibility, and available resources and staff capacity.



Pekin Bicycle & Pedestrian Master Plan

September 28, 2023
Open House #2



Vision, Goals & Objectives



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

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

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

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

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

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

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

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

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

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

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

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



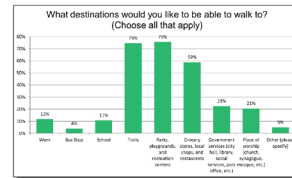
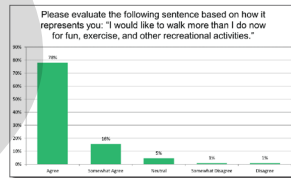
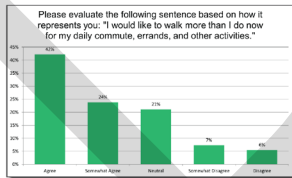
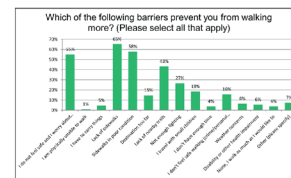
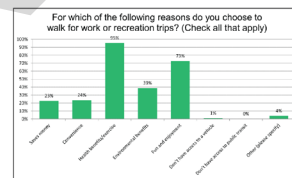
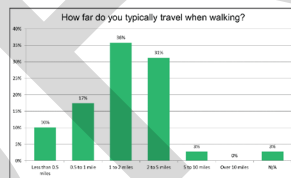
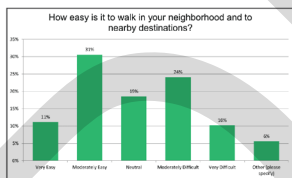
Pekin Bicycle & Pedestrian Master Plan

September 28, 2023
Open House #2



Online Survey Results

Walking-Related Questions



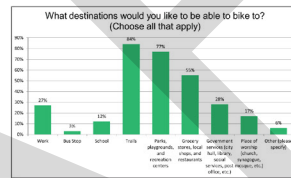
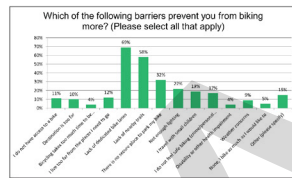
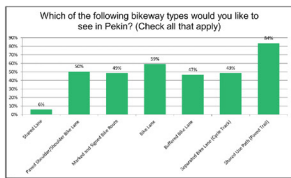
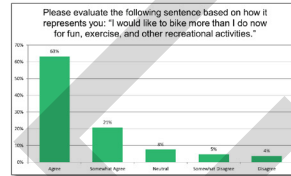
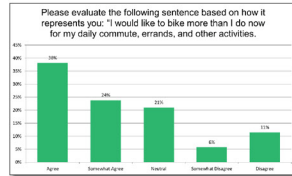
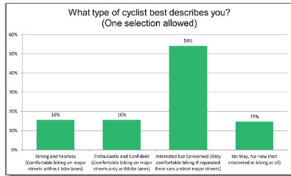
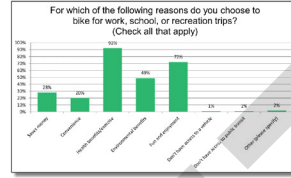
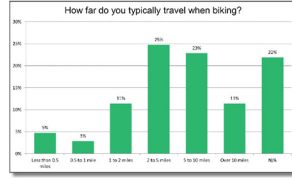
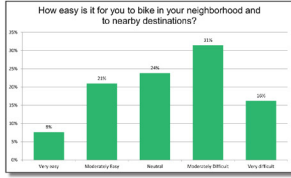
Pekin Bicycle & Pedestrian Master Plan

September 28, 2023
Open House #2



Online Survey Results

Bicycling-Related Questions



Pekin Bicycle & Pedestrian Master Plan

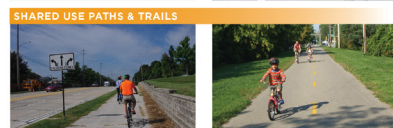
September 28, 2023
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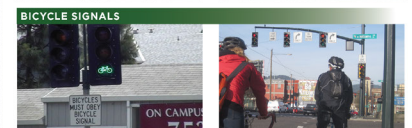
Bicycle Improvements Toolkit

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

BICYCLE FACILITY TYPES



INTERSECTION IMPROVEMENTS



Pekin Bicycle & Pedestrian Master Plan

September 28, 2023
Open House #2



Pedestrian Improvements Toolkit

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NETWORK ENHANCEMENTS



INTERSECTION IMPROVEMENTS





Pekin Bicycle & Pedestrian Master Plan

September 28, 2023
Open House #2



Project Prioritization

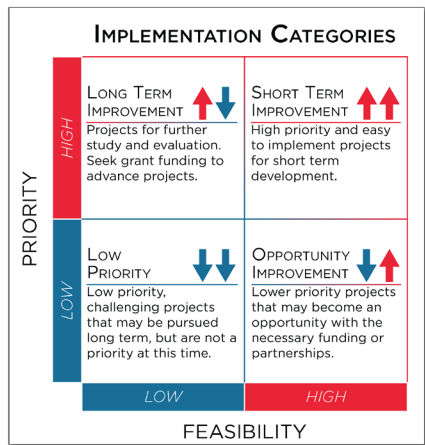
Active transportation infrastructure projects must compete with other capital improvements and municipal services, as well as with one another, for limited internal and external resources. In order to maximize investment and provide the greatest benefit, the City of Pekin should take a prioritized approach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

Impact Factors:

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

Effort Factors:

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



What are your Priorities?

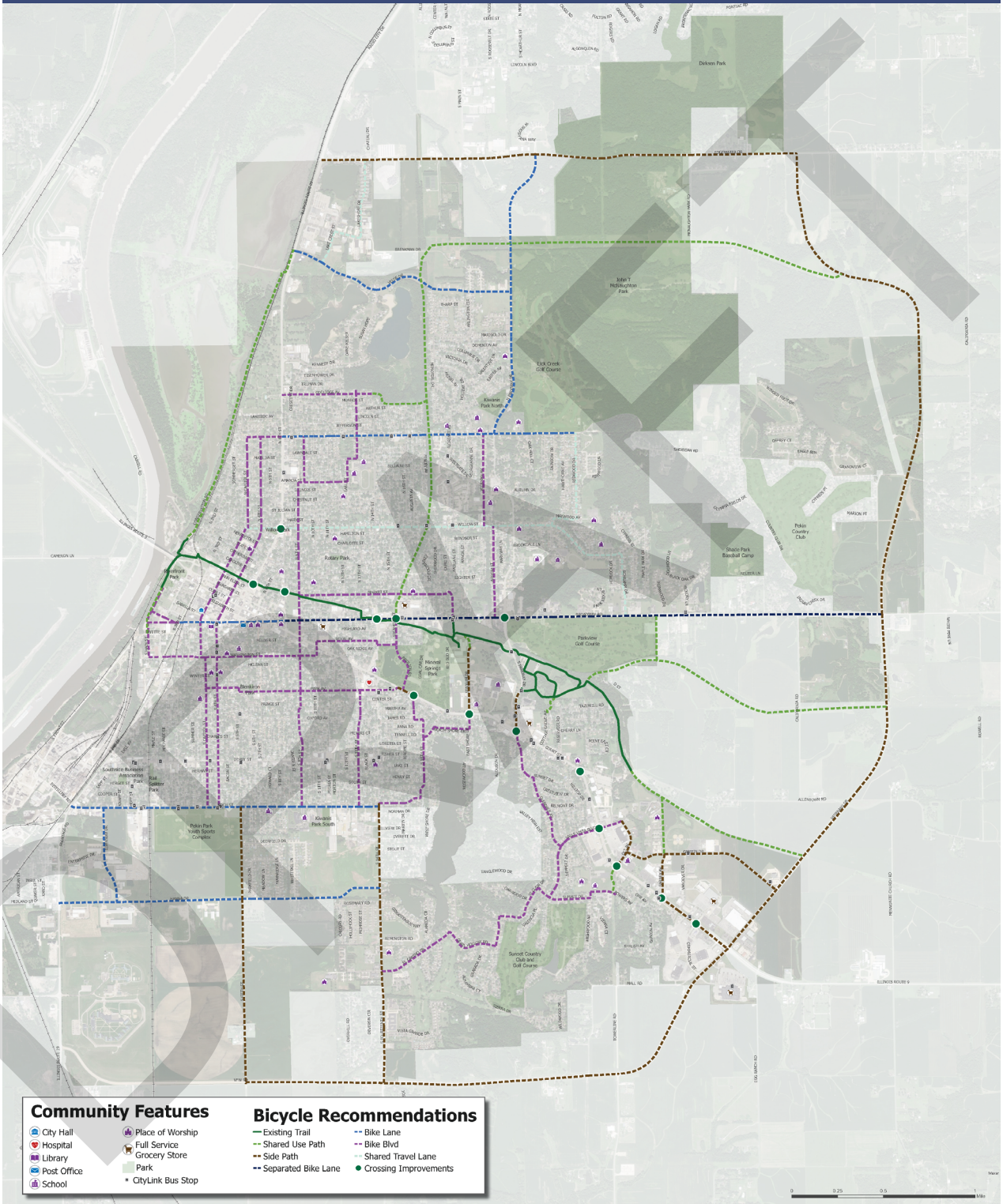


Pekin Bicycle & Pedestrian Master Plan

September 28, 2023
Open House #2



Proposed Bicycle Network



Pekin Bicycle & Pedestrian Master Plan



Pedestrian Priority Corridors

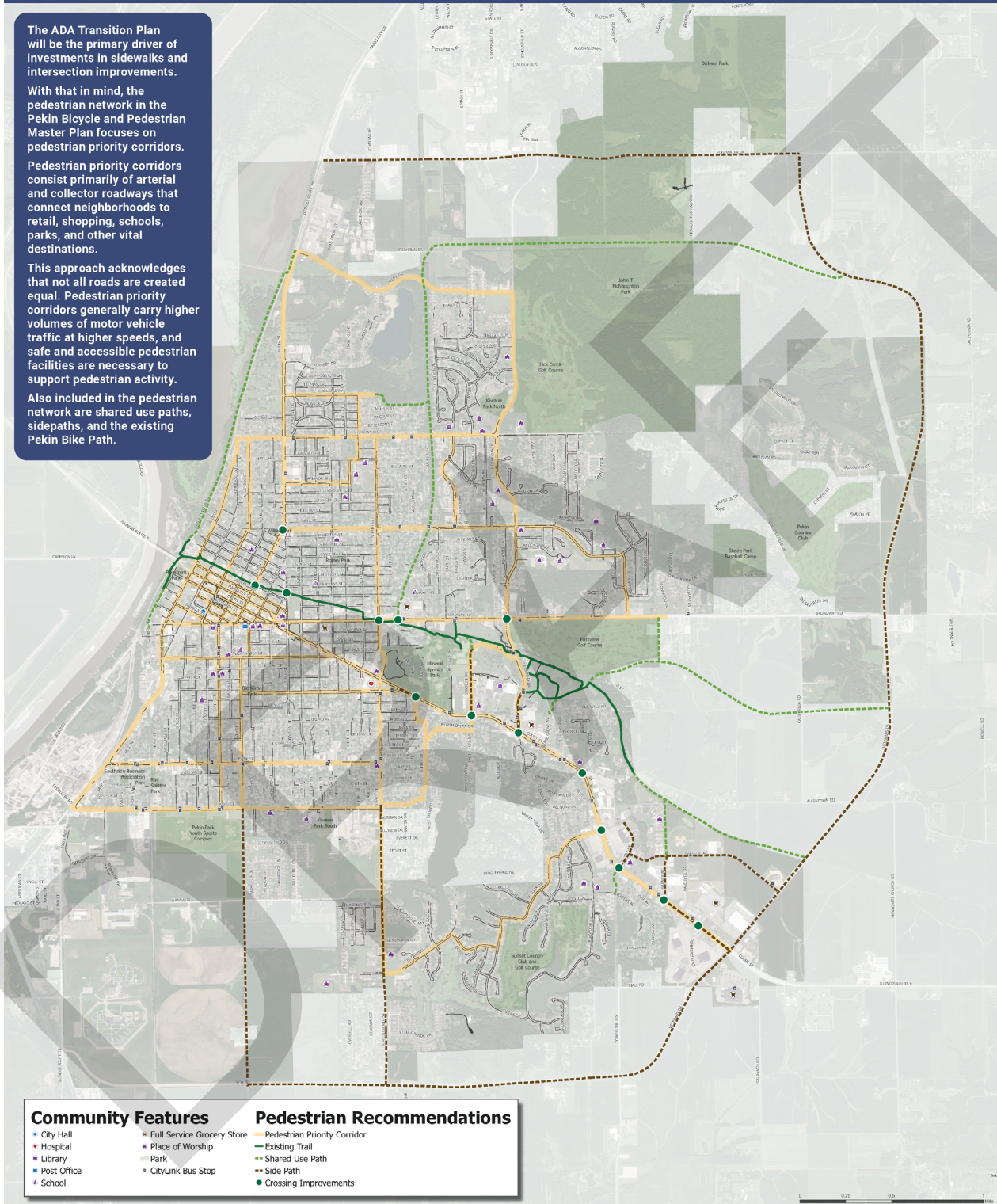
The ADA Transition Plan will be the primary driver of investments in sidewalks and intersection improvements.

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

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

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

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



Pekin Bicycle & Pedestrian Master Plan



Supporting Programs

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

EARN-A-BIKE PROGRAM

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

TRAIL USER ETIQUETTE CAMPAIGN

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

HAPPY TRAILS TO HEALTHY FOODS

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

CAR-FREE STREET EVENTS

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

FAMILY BIKING PROGRAMS

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

SAFE ROUTES TO SCHOOL PROGRAM

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

SILVER SNEAKERS SENIORS PROGRAM

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

OUTDOOR PUBLIC ART

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

INTERPRETIVE SIGNAGE

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

BICYCLE & PEDESTRIAN SAFETY CAMPAIGN

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

BICYCLE FRIENDLY BUSINESS PROGRAM

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

BIKE MONTH EVENTS

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

THEMED WALKS AND RIDES

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

PERSONAL TRAVEL ENCOURAGEMENT

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

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

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

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

BICYCLE COUNT PROGRAM

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

TARGETED TRAFFIC ENFORCEMENT

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

THEMED WALKING/BIKING MAPS & GUIDES

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

TRAFFIC TICKET DIVERSION CLASS

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

CREATE-A-COMMUTER PROGRAM

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

BICYCLE & PEDESTRIAN RESOURCE WEBSITE

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

BICYCLE PARKING PROGRAM

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

LAUNCH PARTIES FOR NEW BIKEWAYS

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



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We Need Your Input!

What will make this plan a success?

What's your top priority or project?

What else do we need to know?



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