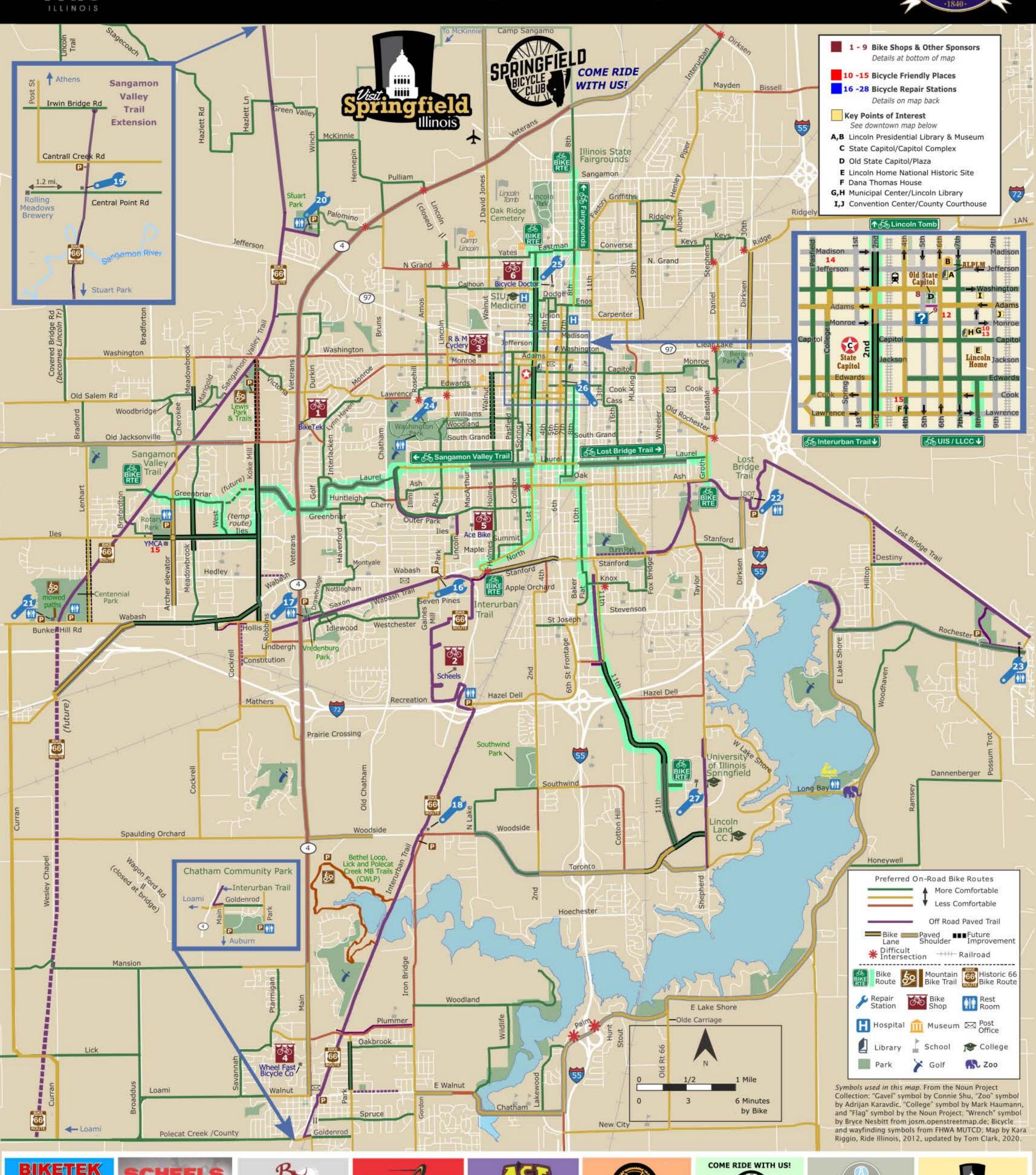


Springfield Area Bicycle Map



















spfldcycling.org

Bicycle Advocacy

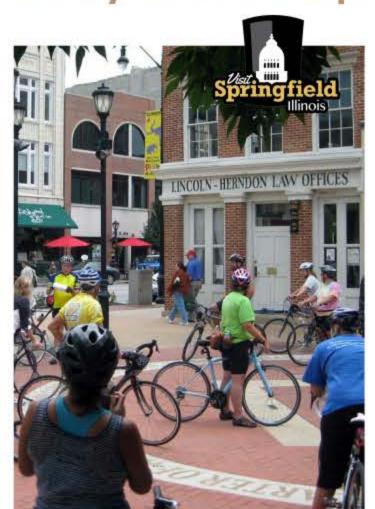




downtown visitspringfield 8 springfield.org

illinois.com

Springfield Area Bicycle Map





For Free Distribution and Use Ride Illinois

About This Map

This map was produced by Ride Illinois with input from the City of Springfield's Bicycle Advisory Council and Department of Public Works, as well as Springfield Bicycle Club and other local cyclists. It is intended to encourage bicycling as a healthy and enjoyable form of recreation and an energy-efficent, economical, and nonpolluting form of transportation.

The map identifies off-road trails and suggests on-road routes for bicycle travel throughout the Springfield area. The roads shown in the network are rated using three relative levels of cyclist comfort. These ratings are to be used by adult cyclists who have at least a moderate level of traffic tolerance. Other cyclists may choose other routes appropriate for their abilities.

As much as possible, roads with lower traffic volume and speed, ample width, and fewer stop signs are identified as preferred routes. Intersections with stoplights were preferred for crossing the busiest streets (intersections with an asterisk indicate difficult, unsignalized crossings). Though some streets may be less than ideal, local cyclists judged them as the best available in an area.

Map users are encouraged to use the safety tips on this page to become a more skilled, confident and

We would like to thank our sponsors for their financial support of this effort. Additional thanks go to Visit Springfield for map distribution, the City of Aurora, IL for the use of their map design template, and to Sangamon County GIS for base map data. Portions of this document are copyright 2003-2011, Sangamon County GIS.

NOTICE AND DISCLAIMER: Illinois traffic laws (625 ILCS 5/11-1502) apply to persons riding bicycles. Bicyclists shall be subject to all duties applicable to drivers of a motor vehicle.

This map is published as an aid to bicyclists by Ride Illinois and is not intended to be a substitute for a person's use of reasonable care. Ride Illinois makes no express or implied warranty as to the safety or condition of the roads indicated to bicyclists for shared bicycle/motor vehicle use. The unpredictable change of traffic, road, and weather conditions will require the bicyclist to constantly review all routes for suitability. Thus bicyclists using this map ASSUME ALL RISKS AND RESPONSIBILITIES for their own safety when cycling on the routes indicated on this map.

Lane Positioning

Always ride on the right with the flow of traffic. You'll be more visible to cars. And, it's the law.

Be predictable. Ride in a straight line and learn how to look behind you without swerving. Ride far enough from the road edge to avoid hazards. Be aware of people in parked cars who might open a door in your path.

Don't allow vehicles to dangerously squeeze by in pass using the other lane narrow lanes (below left). (below right).

Ride in a straight line.

Instead, force vehicles to

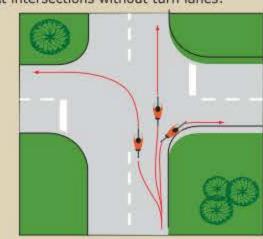


In very wide lanes, move Avoid dodging between a bit left to remain visible parked cars (below left). to vehicles (below right).



Intersection Positioning

At intersections without turn lanes:



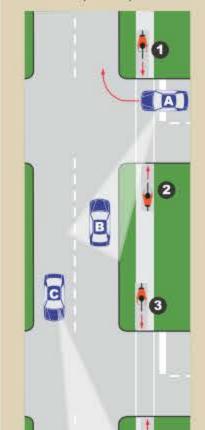
1) To go straight, move slightly toward the center of the lane - more so if traffic is stopped for a signal to avoid getting squeezed by right-turning cars.

2) To turn right, signal your turn and stay to the right. 3) To turn left, check for traffic behind you, signal your intent, and merge into the left part of the lane (if one lane) or left lane (if more than one lane).

Whether there are turn lanes or not, always use the rightmost lane assigned to the direction in which you are proceeding.

Sidepath Cycling

When biking on sidepaths (trails along roads, or sidewalks, be aware of possible conflicts at side streets, business entrances, and driveways. Look each way before crossing and assume that you are not visible to turning drivers. Try to make eye contact and ride defensively. Always be considerate of pedestrians.



This illustration shows where motorists look when turning. Bikes 2 and 4 are more visible than Bikes 1 and 3.

Car A: Be alert for cars that stop past the stop line or only look left.

Car B: Watch for cars that might cross your path to turn in front of

Car C: Anticipate when cars on the other side of the road will turn and cross your path.

In each case above, cyclists on the right side of the road are cycling where turning motorists are looking. This is one reason why many cyclists prefer riding on the road, especially on medium or low speed roads with lots of intersections.

What is Ride Illinois?

Ride Illinois is a nonprofit organization working statewide for better bicycling conditions. We work for bike-friendly roads, more trails, favorable policies and legislation, and driver and cyclist education on sharing our roads safely - so you can get out there and Ride Illinois.



Check out our website for a wealth of resources including maps and guides, safety info for cyclists and motorists (including BikeSafetyQuiz.com), events such as our annual Grand Illinois Bike Tour, advocacy help, and more. Join 2100 others in supporting our work on these issues - and this map!

rideillinois.org

7 The Springfield Bicycle Club

The Springfield Bicycle Club promotes the many aspects of bicycling, including commuting, advocacy, and education. It also sponsors recreational rides virtually every day of the year, with a variety of paces and distances to accommodate riders of all ability and skill levels. SBC provides opportunities to meet and socialize through member-led rides and events. The Club hosts the Capital City Century each September, Membership and ride information is online. Come ride with us!

SBC | spfldcycling.org

Springfield Bicycle Advisory Council and Office of Public Works



The City of Springfield's Bicycle Advisory Council advises the Mayor on bicycle issues. One example is the Council's work with the City and others to achieve

designation as a Bicycle Friendly Community.

Another is its collaboration with Public Works on wayfinding routes, for which 940 Public Works is installing signs. Some are highlighted on the map.

Riding in the Bike Lane

Bike lanes increase safety by encouraging cyclists to ride in the direction of traffic and providing a dedicated lane for cycling. Do not assume that cars will never enter bike lanes or that you must ride in a bike lane when it feels unsafe to do so.

In the bike lane, always ride iin the direction of traffic. Signal before turning. Watch for turning vehicles cutting across the bike lane and drivers in parked cars pulling out or opening their door in your path.



traffic side of a bike lane when it is next to parked cars to avoid colliding with opening car doors. You may ride outside a

bike lane that does not

provide a safe distance

from parked cars.

Bike 1: Ride on the

Bike 2: Move out of the bike lane when necessary to avoid hazards or to avoid being"right hooked" by overtaking vehicles turning right.

Bike 3: Make left turns from the left side of the traffic lane or left turn lane, not from the bike lane. To leave the bike lane you should look back, signal,

and yield to traffic before merging with it. Bike 4: Expect cars preparing for a right turn to enter the bike lane. Never attempt to pass a right-turning

the bike lane. Same Roads, Same Rules, Same Rights

vehicle on its right, even if there is room to get by in

Illinois Bicycle Laws

(paraphrased from Illinois' Vehicle Code 625 ILCS)

Bicyclist's Status: 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. [5/11-1502]

Lane Positioning: When riding on roadways and bicycle paths at less than normal traffic speed, ride as close as practicable and safe to the right-hand curb or edge of the roadway except:

- 1) When overtaking and passing another bicycle or vehicle proceeding in the same direction; or
- 2) When preparing for a left turn; or
- 3) When reasonably necessary to avoid fixed or moving objects, parked or moving vehicles, bicycles, motorized pedal cycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. A "substandard width lane" means a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.
- 4) When approaching a place where a right turn is authorized.
- 5) When riding on a one-way highway with two or more marked traffic lanes, bicyclists may ride as near the left-hand curb or edge of the roadway as practicable. [5/11-1505]

Left Turns: Bicyclists may choose between a vehicular-style left turn or a pedestrian-style left turn [5/11-1510]. For vehicular-style left turns, proceed as if driving a vehicle, moving to the left lane or the left side of a single lane prior to the intersection [5/11-801]. For pedestrian-style left turns, cycle on the right side of the roadway, cross the intersecting roadway, and stop as much as practicable out of the way of motor traffic. Cyclist will then yield to traffic and proceed in the new direction, while obeying traffic control devices and/or police. [5/11-1510]

Riding Two Abreast: Riding two abreast is permitted as long as the normal and reasonable movement of traffic is not impeded. Riding more than two abreast is prohibited except on paths or parts of roadways set aside for the exclusive use of bicycles. [5/11-1505.1]



Hand Signals: Signals shall be given from the left side as follows: Left turn: hand and arm extended horizontally. Right turn: hand and arm extended upward, except bicyclists may extend the right hand and arm horizontally and to the right side of the bicycle. Stop or decrease of speed: hand and arm extended downward. [5/11-806]

Use of Sidewalks: Where permitted, bicyclists must yield to pedestrians and give audible signals before passing pedestrians. Bicyclists using sidewalks have all the rights and duties of pedestrians. [5/11-1512].

Lights and Other Equipment on Bicycles: For night riding, a front lamp with a white light visible from at least 500 feet to the front and a red reflector on the rear visible from 100 feet to 600 feet are required. A rear light visible from 500 feet may be used in addition to or instead of the red reflector. Equipment required on new bicycles includes pedal reflectors, side reflectors, and an essentially colorless front facing reflector. [5/11-1507]]

Cars Passing Bikes: A motorist overtaking a bicycle shall leave a safe distance, but not less than 3 feet, when passing the bicycle and shall maintain that distance until safely past the overtaken bicycle. A motorist may pass a bike in a no-passing zone when: [1] the bike's speed is less than half of the speed limit; [2] the driver is able to pass without exceeding the speed limit; and [3] there is sufficient distance ahead to pass safely. [5/11-703(d),(d-5)]

Download a pocket-sized copy of Illinois bike laws at rideillinois.org/wp-content/uploads/2018/08/ BikeLawCard2018.pdf

Bicycle Repair Stations

1312 Wabash, Springfield Sponsor: Sonic Drive-In

Wredenburg Park/Wabash Trail Saxon Dr & Crusaders Rd, Springfield

Woodside Road / N side, on Interurban Trail 1650 Woodside Rd, Springfield Sponsors: SBC / FitClub / Maldaners

Central Pt Rd/Sangamon Valley Trail (SVT) 2825 Central, Cantrall, IL Sponsor: Rolling Meadows Brewery

Stuart Park /on SVT SPUR

Centennial Park / SVT S Trailhead 5979 Bunker Hill Rd, Springfield Sponsors: SBC / Bank of Springfield

2300 S. Dirksen, Springfield Sponsors: SBC / Gregory & Leslie Sgro

Rochester Comfort Station/Lost Bridge Trail 200 W. Main, Rochester, just S of IL 29 Sponsor: Capitol Area Realtors

Sponsors: The Noll Family/The Evans Family

Sponsor: Springfield Bicycle Doctor Obed & Isaacs Microbrewery and Eatery

500 S. 6th Street, Springfield

Other Information

Cyclists fare best when they act as & are treated like other vehicle operators on the road.

Ride in the Direction of Traffic: It's the law and it makes you more predictable and visible.

Be Predictable: Use hand signals and eye contact and signal your intentions to drivers.



sibility: Use white front and red rear lights at night or in poor visibility conditions; flashing lights are particularly effective. A front light and a rear reflector OR light are required at night by law. Reflective clothing also increases visibility.

Lock Your Bike: Any bike, no matter how cheap or ugly, can be stolen. Follow these tips to keep your bike secure:

- Use a u-lock. It's more secure than a cable. Don't hang it on your handlebars while
- riding it could jam your steering. Supplement your u-lock with a cable to reach the other wheel and accessories.

Lock your frame and wheel to an

immovable object. If you have a quick release seat post, install a seat leash so it stays put.



Wear a Helmet: Your brain is worth protecting! Wear the helmet low in the front to protect the forehead.

Adjust for a snug fit:

1) EYES: You should see the helmet edge when you look up. 2) EARS: Straps should form a

"Y" just under your ears.

3) MOUTH: Straps should be loose enough to fit a finger between the buckle and jaw, but tight enough that the helmet is pulled tightly on your head when your mouth is open wide.



Riding Two Abreast: It's permitted as long as the normal flow of traffic is not impeded.

Car Doors: Never ride closer than three feet to a parked car; opened car doors can be a great threat to a cyclist's safety.

Trail Etiquette: Keep right, pass on the left. Announce intentions to pass. Move off the trail when stopped. Yield to other users as shown on this sign.



Share the Road license plates are now available for your car, van, or light truck. Proceeds go to Ride Illinois for our cyclist/motorist education efforts. See rideillinois.org for ordering information and more.





Turn-By-Turn Directions	Total Miles	Directions	Miles
(START) Parking lot, Capital Complex Visitors Center 425 5 College (enter at 299 W Edwards)	0.0	Turn R onto 6th St	1.6
		Turn L onto Old State Capitol Plaza, continue onto Adams St	1.7
Turn L onto Edwards St	0.1	STOP: Old State Capitol	1.7
Turn R onto 2nd St	0.4	Turn R onto 4th St	1.9
Turn L onto Lawrence Ave	0.5	STOP: Edwards Place	2.5
STOP: DanaThomas House	0.5	Turn L onto Eastman Ave	3.1
Turn L onto 4th St	0.6	Turn R onto Monument Ave	3.3
Turn R onto Jackson St Plaza, continue onto Bicentennial Plaza	0.9	STOP: Lincoln Tomb (optional loop – War Memorials)	3.7
Turn R onto 7th St	1.1	Turn L onto Eastman Ave	4.1
Turn L onto Edwards St	1.2	Turn R onto 2nd St	4.1
Turn L onto 8th St	1.3	Turn R onto Edwards St	5.7
STOP: Lincoln Home/NHS	1.4	Turn R after light into lot (END)	6.0
Turn L onto Capitol Ave	1.4		

Bicycle Friendly AmericaSM bikeleague.org/bfa Awardees as of July 2020

See locations on map front

Bicycle Friendly Community (BFC)

Springfield, IL (Bronze) City of Springfield, 800 E Monroe St

Bicycle Friendly University (BFU) University of Illinois Springfield (Bronze)

One University Plaza Bicycle Friendly Business(BFB) Maldaner's Restaurant & Catering (Silver)

222 S 6th St 13 City of Springfield (Bronze)

14 IL Dept. of Revenue Springfield (Bronze) 101 W Jefferson

15 Springfield YMCA (Bronze) 701 S 4th St / 4550 W Iles Ave



16 Sonic on Wabash / E end, Wabash Trail

Sponsors: SBC/Physiotherapy Professionals

1762 Winch Ln, Springfield Sponsors: SBC / Springfield Clinic

IDOT / Lost Bridge Trail W Trailhead

Mashington Park/N side by concession stand 1599 Williams Blvd, Springfield

Springfield Bicycle Doctor 1037 N 5th St, Springfield

Sponsor: Obed & Isaacs University of Illinois Springfield S Entrance, Public Affairs Center, by Colonnade Sponsor: Scheels