Champaign-Urbana-Savoy Bicycle Guide & Map

SHARE THE ROAD

2014 Edition

ChampaignCountyBikes.org

For Free Distribution

Same Roads, Same Rules, Same Rights

Use a white front light and red tail light at night.
Use una luz delantera blanca y una luz trasera roja durante la noche.
晚上使用白色頭燈
和紅色尾燈
야간주행시에 화안색 전조등과
붉은색 후미등을 사용하십시요

Yield to pedestrians.
Ceda el paso a los peatones.
讓路給行人
보행자에게 양보하십시요

Stop at red lights and stop signs.
Deténgase en las luces rojas del semáforo y las señales de pare.
在號誌轉為紅燈後和
STOP（暫時停車）標誌前
停下
신호등 빨간불과 STOP
싸인에서 정지하십시요

Ride in the direction of traffic.
Circule en el sentido del tránsito cuando ande en bicicleta.
朝交通方向騎乘
자동차들과 같은 방향으로
주행하십시요

Avoid the door zone - stay 5 feet away from parked cars.
Evite la zona de la puerta - Quédese 5 pies (1.5 metros) alejado de carros estacionadoes.
避開車門區域，與停車車輛保持5尺距離。
주차 차량의 문이 열리는 반경에서
떨어지세요. – 5' 유지

Watch the road. Avoid steel grates and utility covers, especially when wet.
Tenga cuidado en la vía. Evite las rejillas de acero y las tapas de los servicios públicos, especialmente cuando están mojados.
注意路面。避開鐵格柵和沙井蓋，尤其是騎乘在濕滑路面。
도로를 주시하세요. 특히 도로가 젖어있을 때, 하수구 덮개와 맨홀 덮개를 피하세요.

At intersections merge in front of, or behind, turning cars taking the full lane - don't hug the curb.
En las intersecciones, cruce por delante o detrás de vehículos que estén girando, tomando toda la vía sin acercar a la acera.
在交叉口與前後方行車匯合行駛時，保持騎乘於單車道中心，不要觸及路邊線。
교차로에서는 방향을 바꾸는 차량의 앞이나 뒤로 다가가서 차선을 전드릴하세요. 한 차선 전체를 이용하고 커브에 바짝 붙지 않습니다.

Protect your head – your brain is worth saving. Wear your helmet low in the front to protect your forehead.
Proteja su cabeza! Es importante proteger su cerebro. Use el casco a bajo nivel en la parte delantera para proteger la frente.
保護你的頭部。佩戴頭盔並將頭盔前沿壓低，以保護你的前額。
머리를 보호하세요 – 당신의 뇌는 보호할 가치가 있습니다. 헬멧을 낮게 착용해서 이마를 보호하세요.

Communicate

State Law (625 ILCS 5/11-1502) requires cyclists to obey all the same traffic laws as motorists. This means stopping at stop signs and stop lights, and yielding to pedestrians in crosswalks.

Use hand signals so that drivers know where you're going. Signal all your turns, lane changes, and stops ahead of time. Before turning, look over your shoulder for any traffic. Check and only move when it's safe.

Plan early and anticipate your actions and what others are doing around you. Look ahead, know where to go, and move into position early while communicating your intentions.

Confirm your presence with motorists – Eye contact may be misleading (inattentional blindness); a wave is better. If you are unsure if a motorist sees you, use extra caution before proceeding.

Bikes May Use Full Lane (BMUFL) signs and Sharrows (shared lane) markings encourage bicyclists to ride toward the center of the lane.

Motorists should change lanes to pass and give a minimum of 3 feet of passing clearance (do not sound your horn).

Bicyclists are required to **signal turns and lane changes** just like motorists.

Be Seen and Avoid Injury

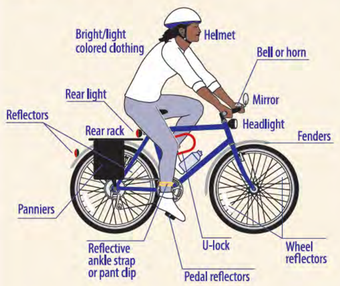
Protect Your Head: Wear a bicycle helmet to reduce the risk of permanent injury or death from a crash.

To make sure your helmet fits correctly, put it on and use the "eyes, ears, mouth" test. **Eyes:** When you look up, you should see the front rim. If not, your helmet won't protect your forehead. **Ears:** The side straps should come to a "V" just below each ear. **Mouth:** When you open your mouth wide, you should feel the helmet push down on your head. If your helmet doesn't pass the test, adjust its buckles or get a new one that fits.

See. Be Seen. Be Heard. Wear bright, reflective clothing and use lights, reflectors, a bell, and a mirror.

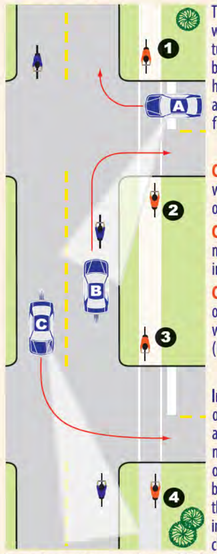
Avoid using earbuds or headphones. They make it hard to hear what's going on around you. If you must, wear only one earbud.

Consider using the equipment illustrated below to make your ride safer and more comfortable.



Sidepath & Road Bicycling

When biking on roads, paths, trails or sidewalks along roads, be aware of conflicts at intersections, business entrances, and driveways. Look each way before crossing and assume you have not been seen. **Ride defensively.**



This illustration shows where motorists look when turning. Bikes 2 and 4 might be seen. Bikes 1 and 3 are harder to see because they are moving opposite traffic flow.

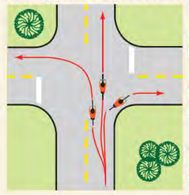
Car A: Be alert for motorists who stop past the stopline or only look left.

Car B: Watch for cars that may cross your path to turn in front of you (Right Hook).

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

In each case above, bicyclists on the right side of the road are cycling where turning motorists are looking. This is one reason why many bicyclists prefer riding on the road. Smart cyclists ride in the right wheel track or closer to the center of the lane to be conspicuous and control the lane when needed (BMUFL).

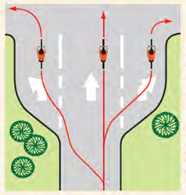
In general, control the right-most lane going to your destination by moving toward the center of the lane.



At intersections without turn lanes:

To turn left, signal and move into the left part of the lane.

To go straight or turn right, move toward the center of the lane.



At intersections with turn lanes:

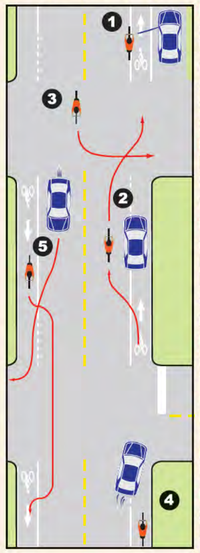
To go straight, maintain your position.

To turn, signal and merge into the left or right lane, controlling your lane.

You may also make a "pedestrian style" left turn. Go straight through the intersection, stop, turn your bike left 90 degrees, then proceed as if you were coming from the right, obeying all signals.

Bike Lanes

Always ride in the direction of traffic. Signal before turning. Watch for turning vehicles cutting across the bike lane and drivers in parked vehicles pulling out or opening their door into your path (dooring).



Bike 1: Ride 5 feet out from parked cars, even out of the bike lane, to avoid colliding with opening car doors. Cycle outside a lane that does not provide a safe distance from parked cars.

Bike 2: Move out of the bike lane when necessary to avoid hazards such as stopped vehicles or debris.

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.

Bikes 4: Motorists preparing for a right turn should merge into the bike lane after yielding to bicyclists. Cyclists should never pass a right-turning vehicle on its right, even if there is room to get by in the bike lane.

Bike 5: To avoid a right hook collision, merge into the travel lane before the intersection in order to control the lane, crosses the intersection, and then return to the bike lane. Do not assume that cars will never enter bike lanes or that you must cycle inside a bike lane when you feel it is unsafe to do so.

Common Car-Bike Collisions

A lane-centered position reduces the chance of these collisions

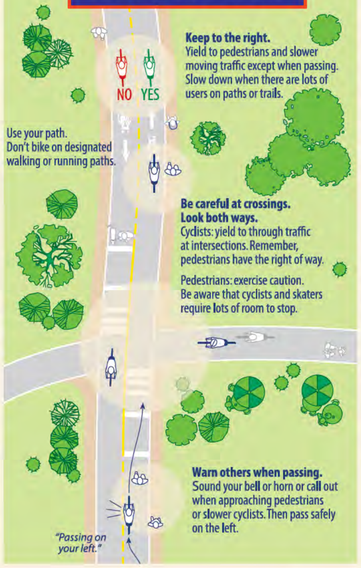
Left Turn (left cross)
Motorist makes a left turn and hits an oncoming bicyclist. When approaching an intersection, slow down, be prepared to brake, and watch other traffic.

Right Turn (right hook)
Motorist makes a right turn and hits a bicyclist riding alongside. Check for overtaking vehicles as you approach an intersection. Stay away from a motorist's right rear corner (a blind spot). Watch for the motorist's turn signal (but don't count on it).

Wrong-way Riding/Sidewalks
Motorist pulls out of a cross street, driveway, or alley and hits a bicyclist riding the wrong way on the street. Be extra careful when riding on sidewalks as motorists don't look for bikes on sidewalks.

Pullout/Drive-out
Motorist pulls away from a stop sign and hits a bicyclist riding in a cross street. Be prepared to brake and anticipate the vehicle's movement.

Biking on a Path



Trail Etiquette

Keep right, pass on the left. Announce intentions to pass. Move off the trail when stopped. Bicyclists should yield to other users as shown on this sign.

Theft Prevention

Most bike thefts are due to unlocked or improperly locked bikes. Follow these tips to help prevent your bike from being stolen.

- Never leave your bike unlocked—not even for a second.
- Always use a high-quality U-lock or chain. For added security, use both.

- Always lock the frame and rear wheel to either a rack or pole (see illustration 1).
- For extra security, remove the front wheel and lock it with the frame and rear wheel (see illustration 2).
- Note: Some bike locks with cylindrical keys may be opened with a pen or similiar object. Check with your local bike shop to determine the need to upgrade or replace your lock.

ChampaignCountyBikes.org

Champaign County Bikes (CCB) is a local advocacy and education group formed to encourage and facilitate bicycling as transportation and recreation, and to promote public awareness of the benefits bicycling brings to our community. CCB supports LIB, works closely with local bicycling groups such as the Prairie Cycle Club and The Bike Project, and advocates for bicyclists at city, university, county, and state government levels.

BikeLib.org

The League of Illinois Bicyclists (LIB) is the statewide advocacy group for Illinois cyclists, promoting bicycle access, education, and safety. Staff and volunteers work on issues including promotion of bike-friendly roads, more trails and funding, education of cyclists and motorists, and favorable legislation. LIB works with groups and cities, including CCB, Urbana, and Champaign.

LIB relies heavily on dues from bicyclists like you. Check out the website and look through the latest newsletter. Support LIB's efforts by becoming a member at BikeLIB.org/join.

- Video for motorists on sharing the road (*www.bikelib.org/safetyeducation/motorists/driver-education*)
- Bike safety for kids (*www.bikelib.org/safety-education/kids*)
- State, regional & city road & trail bike maps (*www.bikelib.org/maps-and-rides/maps*)

PrairieCycleClub.org

The Prairie Cycle Club (PCC), founded in 1971, is a local not-for-profit social group for ALL bicyclists in Champaign and adjacent counties. PCC sponsors weekly bicycle rides from April to August for various skill levels, hosts an annual supported ride with route options of 10-65 miles, and organizes social gatherings and special rides. Everyone is welcome to ride with PCC and participate in PCC activities.

TheBikeProject.org

The Bike Project of Urbana-Champaign offers space, tools, and community to repair bikes, share knowledge, hold classes, and advocate for bikes.

CU-srtsproject.com

C-U Safe Routes to School Project makes walking and bicycling to school safer and more appealing for children and their families. See video at youtu.be/66b3eDNis2w

Additional Resources

Emergencies: Call 911

Non-emergencies - call 217-333-8911

- Urbana-Champaign Bike Ride (UCBikeRide.com) - find or announce impromptu bike rides, general riding information and links to many resources in the area.
- Calendar (CUBiking.org) - Calendar of bike related happenings in the area.
- IDOT bike maps (www.dot.state.il.us/bikemap/state.html)
- City of Champaign bicycling: ci.champaign.il.us/departments/planning/long-range-planning/bike-champaign/
- City of Urbana bicycling: UrbanaIllinois.us/bike-urbana
- University of Illinois bicycling: go.Illinois.edu/bike
- University Bike Registration: go.Illinois.edu/mybike

About This Map

This map was produced collaboratively by Champaign County Bikes and the League of Illinois Bicyclists with input from the Cities of Urbana and Champaign, the Village of Savoy and the University of Illinois. It is intended to encourage bicycling as a healthy and enjoyable form of recreation and an energy-efficient, economical, and non-polluting form of transportation.

The map identifies shared use paths and suggests on-road routes for bicycle travel throughout the Champaign-Urbana-Savoy area. The roads shown in the network are based on levels of adult cyclist comfort combined with vehicular average daily traffic volumes. 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 (circled intersections indicate difficult, unsignalized crossings). Though some of the streets are less than ideal, local cyclists judged them as the best available in an area. Other bicyclists may choose other routes appropriate for their abilities. Busy roadways are noted in yellow and orange while warning triangles are used to denote areas of caution where the roadway narrows to cross a bridge or there is no shoulder as noted between red arrows.

Illinois Bicycle Laws

Paraphrased from Illinois Vehicle Code 625 ILCS 5/
(see *www.bikelib.org/wp-content/uploads/2013/02/BikeLawCard2013.pdf*)

LIB urges motorists to pay attention, be alert for bikes and share the road. We urge bicyclists to be predictable and observe traffic laws – your actions affect public opinion. For examples, please see the C-U Sharing the Road Video at *youtu.be/m3lsA8XZWko*

Bicyclist Rights: Bicyclists have all the rights and responsibilities of vehicle drivers with certain exceptions. [5/11-1502]

Lane Positioning: Bicycles traveling slower than normal speed of traffic must ride as close to the right side of the road as practicable and safe. Exceptions include passing; preparing for a left turn; avoiding fixed or moving objects, parked or moving vehicles, bicycles, motorized pedal cycles, pedestrians, animals, and surface hazards; when the lane is too narrow for a bicycle and a vehicle to travel safely side by side within the lane; or approaching a place where a right turn is authorized. When riding on a one-way street 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]

Riding Two Abreast: Two bicyclists may ride side by side 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: Bicyclists are required to use hand signals not less than 100 feet before turning though they need not be continuous if the hand is needed for safe operation and control. [5/11-1511]

Use of Sidewalks: Where permitted (not allowed in C-U business districts), 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] Pedestrians and bicyclists using crosswalks should not enter the path of a moving vehicle so closely to be an immediate hazard. [5/11-1002(a,b)]

"Dead Red" Stoplight: (Except for Chicago) A bicyclist, stopped at a red light which fails to change to green within 2 minutes, may proceed after yielding the right of way to oncoming traffic facing a green signal, as if at a stop sign. [5/11-306(c)3.5]

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 the red reflector. [5/11-1507]

Cars Passing Bikes: Motorists 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. [5/11-703(d)]

Two or More on a Bike: Bicycles shall not be used to carry more persons at one time than the number for which it is designed and equipped, except that an adult rider may carry a child securely attached to his person in a backpack or sling. [5/11-1503]

Carrying Articles: No bicyclist shall carry any package, bundle or article which prevents the use of both hands in the control and operation of the bike. At least one hand shall be kept on the handlebars at all times. [5/11-1506]

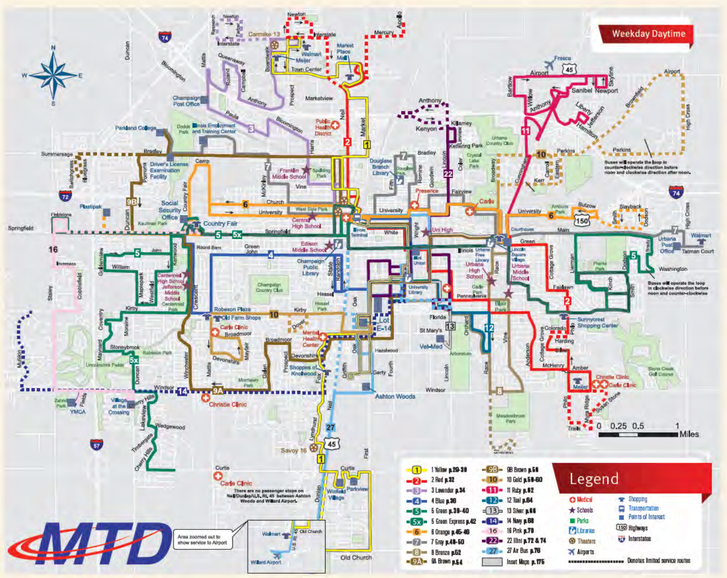
Clinging to Vehicles: No person riding upon any bicycle shall attach the same or himself to any vehicle upon a roadway. [5/11-1504]

Harassment: A motorist shall not, in a reckless manner, drive unnecessarily close to, toward, or near a bicyclist. Depending on whether great bodily harm results, this is a Class A misdemeanor or a Class 3 Felony. [5/11-703(e,f)]

Passing on the Right: The driver of a 2 wheeled vehicle may not pass upon the right of another vehicle proceeding in the same direction unless the unobstructed pavement to the right of the vehicle being passed is of a width of not less than 8 feet. [5/11-704(b)]

Acknowledgments

CCB and LIB would like to thank the Cities of Urbana and Champaign, University of Illinois, Village of Savoy, C-U Mass Transit District, C-U Safe Routes to School Project, Prairie Cycle Club, Bike Project of Urbana-Champaign, Urbana Park District, Champaign Park District, Village of Savoy Rec Center, CU Public Health District and our advertisers for their financial support of this effort. Additional thanks goes to the Champaign County GIS Consortium for help with map data. In addition, we thank Chicago DOT and ActiveTrans, NYC DOT, and Eugene, OR for allowing us to use and/or modify text and graphics. Thanks to Joyce Mast for cover art work and staff of the Champaign County Regional Planning Commission for additional translations into Chinese, Korean and Spanish. Special thanks to Andrew Kopp, University of Illinois, for volunteer graphic design. This map would not be possible without a great partnership with the NIU Geovisual Mapping Laboratory/Jodi Heitkamp and Phil Young.



MTD BIKES ON BUSES

All MTD vehicles have bike racks which can hold two bicycles. Motorized/electric bikes are prohibited. Bikes ride free when accompanied by a fare-paying passenger; no special permit is required. You must be at least 13 years old to use the rack, unless accompanied by an adult. MTD is not responsible for personal injury, property damage, or property loss arising from use of this equipment. Use at your own risk.

BEFORE YOU BOARD

- Remove anything that may fall off.
- If the rack is full, wait for the next bus. Only properly prepared folding bikes may be brought inside (see right).
- The operator cannot leave the bus to assist with the loading/unloading of bicycles.

LOAD FROM THE CURB SIDE and load as quickly as possible.

1. Grasp the handle, squeeze, and pull forward to lower the rack.
2. If yours is the first bike, put it in the position nearest the bus, handlebars toward the curb.
3. Swing the arm up and over the front tire of the bike.
4. After securing the locking arm, board the bus and sit as close to the front of the bus as possible, keeping your bike in view.
5. When getting off, let the operator know you will be removing your bike and exit the front door.
6. ALWAYS UNLOAD FROM THE CURB SIDE.

7. Raise the support arm off the tire and lift the bike out of the rack.
8. Return the rack to its upright position.
9. Move quickly away from the bus TO THE CURB and let the operator know it is safe to leave.

FOLDING BIKE DEFINED: A folding bicycle has a frame that folds and two wheels that come together.

FOLDING BICYCLES ARE PERMITTED ON MTD VEHICLES UNDER THE FOLLOWING CONDITIONS:
The folding bicycle must be folded prior to boarding.
The folding bicycle must not block the aisle or doors.
Passengers shall have priority for seating over a folded bicycle.
Cyclists are responsible for their own bicycle and all actions, injuries, losses and/or damages related to their bicycle on MTD vehicles.

Champaign-Urbana Mass Transit District
cumtd.com - 217.384.8188

BICYCLE FRIENDLY BUSINESS
SILVER

Have you never loaded your bike? Visit MTD at community events or call 217.384.8188 for a bike rack demo.