

# URBANA BICYCLE MASTER PLAN 2016



Original (2007)



Rendered (2008)



Implemented (2015)



DECEMBER 2016



*Goodwin Avenue, 2010*

# URBANA BICYCLE MASTER PLAN

# 2016



## PLAN FUNDED BY & PREPARED FOR

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City of Urbana

## PLAN PREPARED BY

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*Cover Photos: Main Street eastbound at Race Street*



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# GLOSSARY

**5 E's** — Engineering, Education, Encouragement, Enforcement, and Evaluation. These five categories are the foundation of bicycle planning. Equity is the emerging sixth E.

**Bicycle Level of Service (BLOS)** — A nationally used measure of on-road bicyclist comfort level as a function of a roadway's geometry and traffic conditions, thus quantifying the "bike-friendliness" of a roadway.

**Bike Boulevard** — A street segment, or series of contiguous street segments, that has been modified to accommodate through bicycle traffic and minimize through motor traffic.

**Bike Lane** — A portion of the roadway that has been designated by pavement markings and signage for preferential or exclusive use by bicyclists. It is intended for one-way travel, usually in the same direction as the adjacent motorized travel lane, unless designed as a contra-flow lane.

**Bike Parking** — An end-of-trip facility to secure a bicycle, falling into one of two categories: short-term, or long-term.

**Bike Route** — Specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes.

**Bike-Activated Stoplight** — A pavement marking indicating the detector trigger point for a bicyclist to actuate a traffic signal.

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

**Complete Streets** — Transportation corridors designed, constructed, and maintained to allow safe and convenient travel along and across streets for all users, whether traveling by foot, bicycle, transit, or motor vehicle; regardless of age, physical abilities, income or ethnicity; and including freight providers, emergency responders, and adjacent land users.

**Rail-to-Trail** — A shared-use path, either paved or unpaved, constructed over removed railtrack along a rail corridor, perhaps under federal railbanking law.

**Rail-with-Trail** — A shared-use path, either paved or unpaved, that parallels active railtrack, sometimes as an easement on railroad right-of-way.

**Refuge Island** — A concrete island in the middle of a roadway that allows bicyclists to cross one direction of traffic at a time.

**Road Diet** — Removing travel lanes from a roadway and utilizing the space for other uses and travel modes.

**Shared Bike/Parking Lane** — A continuous white stripe on each side of the road, typically 8' wide. These lanes are shared by bicyclists and parked cars.

**Shared Lane Marking** — A pavement marking that includes a bicycle symbol and chevrons, placed to indicate correct straight-ahead bicycle position on a roadway. This may also be known as a "sharrow."

**Shared-Use Path (trail)** — A concrete or asphalt path physically separated from motor vehicle traffic, except at road crossings. It accommodates a variety of users (including bicyclists and pedestrians) for both recreation and transportation purposes.

**Sidepath** — A shared-use path running immediately parallel to a roadway, similar to, but wider than a sidewalk.

**University Bike Path** — Off-street path for exclusive bicycle use on the University of Illinois campus. It has a striped dashed centerline to indicate bi-directional travel.

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## EXECUTIVE SUMMARY

### VISION

Having established a City Council Goal in 2016 to adopt Vision Zero, public safety is a top priority for the City of Urbana, Illinois. As the first Gold Level Bicycle Friendly Community (BFC) in Illinois as recognized by the League of American Bicyclists (LAB), Urbana strives for Platinum, and ultimately Diamond, recognition. Urbana can meet this vision by developing a connected multimodal infrastructure where casual or less confident bicyclists can use their bikes for everyday trips, and where bicycle commuters can travel safely and smoothly through the community. By encouraging and increasing the number of people walking, bicycling and using transit, the city can lower its carbon footprint while saving residents money and improving their health.

### PLAN UPDATE

The 2016 City of Urbana Bicycle Master Plan (UBMP) is an update of the 2008 plan by the same name. This plan aims to enhance safety and improve infrastructure for current bicyclists, while seeking to increase the number of bicyclists by targeting casual or less confident riders. Implementing the recommendations of the plan will enhance Urbana's Gold Bicycle Friendly Community status while putting it on a path to Platinum (or even Diamond) designation.

Since the 2008 plan was adopted, Urbana has expanded its bikeways by nearly 80%, with a total of 43 miles. Most major destinations are now within one block of a bikeway, though discontinuities still exist and need to be addressed. Bike counts are highest near the University of Illinois District and in South Urbana. Crashes between people on bikes and in cars are most prevalent across arterial streets including University, Cunningham, and Lincoln Avenues. Overall comfort levels for on-road bicycling have improved, as measured by Bicycle Level of Service (BLOS) (see Chapter 10). Compared to 2008, an additional 69 road segments are now "comfortable" to ride on.

### PUBLIC INPUT

Four joint public meetings were held to gather public input for the UBMP and the Urbana Park District Trails Master Plan. At these meetings, attendees identified the places they ride to and from and identified preferred locations for future bikeways. In addition to the public workshops, input was gathered through the 2013-14 Urbana Pedestrian and Bicycle Survey. According to the survey results, nine percent of Urbana residents bike to work or school three to four days a week, and 11 percent bike to other destinations three to four days a week. Successful implementation of this plan could increase these numbers significantly.

### GOALS

The UBMP has six main themes, each with an associated goal. The themes are: **Safety, Connectivity, Convenience, Education, Equity, and Implementation.** For **Safety**, the goal is to **provide a bicycle network that is safe and attractive for all users.** For **Connectivity**, the goal is to **create and maintain a bicycle network that is continuous, connected, and easily accessible for all users.** For **Convenience**, the goal is to **provide supporting facilities to make bicycle transportation more convenient.** For **Education**, the goal is to **educate residents about active modes of transportation and bicycle facilities.** For **Equity**, the goal is to **provide equal access of bicycle facilities and information to all residents.** And, for **Implementation**, the goal is to **secure funding and implement bicycle improvements.**

### RECOMMENDATIONS

Bikeway recommendations (see Figure 1) were developed based on existing conditions and public input. The recommendations can be summarized by the following actions:

1. Improve safety and continuity of existing bikeways and routes.
2. Install **bikeway and trail wayfinding signs** to supplement existing and proposed bike route and trail signs in Urbana.
3. Enhance **Safe Routes to Schools** by installing bike routes and shared-use paths near the following schools: Dr. Williams Elementary, Leal Elementary, Thomas Paine Elementary, Yankee Ridge Elementary, Urbana Middle School, and Urbana High School.
4. Establish the **Urbana Green Loop** trail, to connect all of Urbana's parks, in concert with the Urbana Park District Trails Master Plan (see Figure 2).
5. Implement the **MCORE (Multimodal Corridor Enhancement) Project** along Green Street, to connect the University of Illinois to Downtown Urbana.
6. Install bikeways to improve **bike access in low-income neighborhoods**, especially in areas where bicycles may be a primary form of transportation for people.
7. Install bikeways to improve **bike access to employers**, especially major employers.
8. Encourage businesses to become **Bicycle Friendly Businesses and improve bicycle parking.**
9. Establish safe **bike access across I-74 and within the neighborhoods and employment centers north of I-74.**

10. Install trails and bikeways in all **future land developments** and when arterial roads are reconstructed, meeting Urbana's Complete Streets policy.
11. Work with partner agencies to establish **loop trails between parks** in concert with the Urbana Park District Trails Master Plan.
12. Install **Rail-Trails** when railroads abandon rail corridors or allow trails next to existing railroad tracks.

The 2016 UBMP greatly expands on the 2008 plan with non-infrastructure recommendations for education, encouragement, enforcement, equity, and evaluation. The new recommendations include providing bicycle education for children and adults, holding events that celebrate new and existing cyclists, encouraging enforcement against behaviors that make bicycling unsafe, and continuing to evaluate Urbana's bikeway network and emerging bikeway treatments.

Emerging bikeway treatments include bike boulevards, neighborhood greenways, two-stage left turn queue boxes, colored bikeways, and protected intersections. These treatments are discussed in the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide but need further study beyond this plan regarding installation locations, cost, and design. When considering future bikeway improvements, these treatments should be considered.

It is recommended that Section VIII-7: Bicycle Parking of the Urbana Zoning Ordinance be updated to improve and increase bicycle parking in Urbana. Various options should be included for short-term (two hours or less) and long-term (more than two hours) bicycle parking. Incentive programs to replace existing substandard bicycle parking should be examined.

## IMPLEMENTATION

The City of Urbana and other agencies need to secure funding to implement many of the recommendations of this plan. While this plan is visionary, projects proposed in the next 5 years that are the sole responsibility of the City of Urbana fall within the existing budget for UBMP implementation. This plan's author, the Champaign County Regional Planning Commission (CCRPC), had the unique opportunity to develop a Trail Master Plan for the Urbana Park District in concert with the UBMP. Certain recommendations, including the Urbana Green Loop, will come to fruition only by working with the Urbana Park District and other community partners.

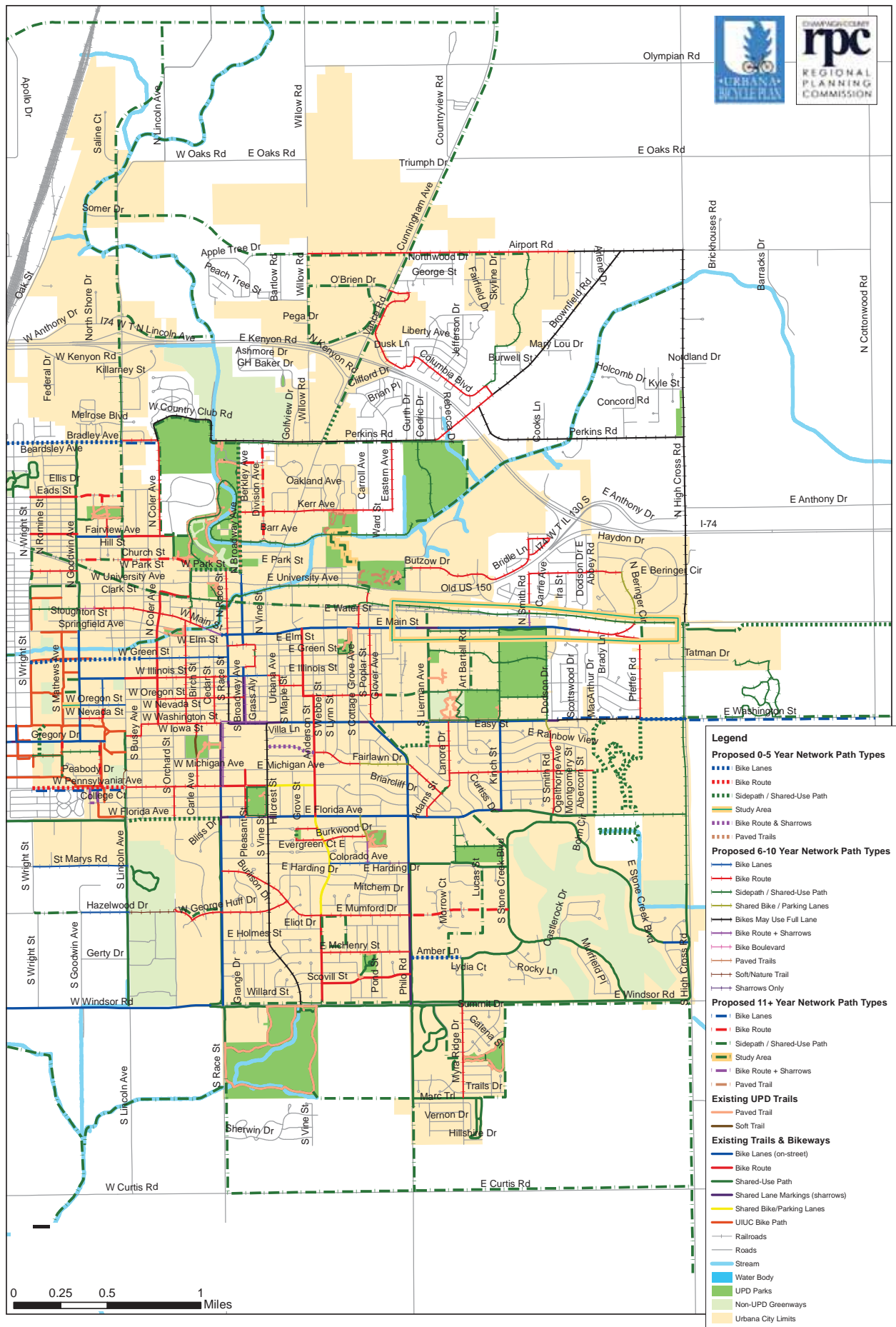
When compared to peer communities and model Bicycle Friendly Communities, a key ingredient that Urbana lacks is a dedicated bicycle coordinator. A major recommendation of this plan is for the City of Urbana to pool its resources with

other local agencies to create a full-time bicycle/pedestrian coordinator position at a regional agency to help ensure this plan's implementation.

## MAPS

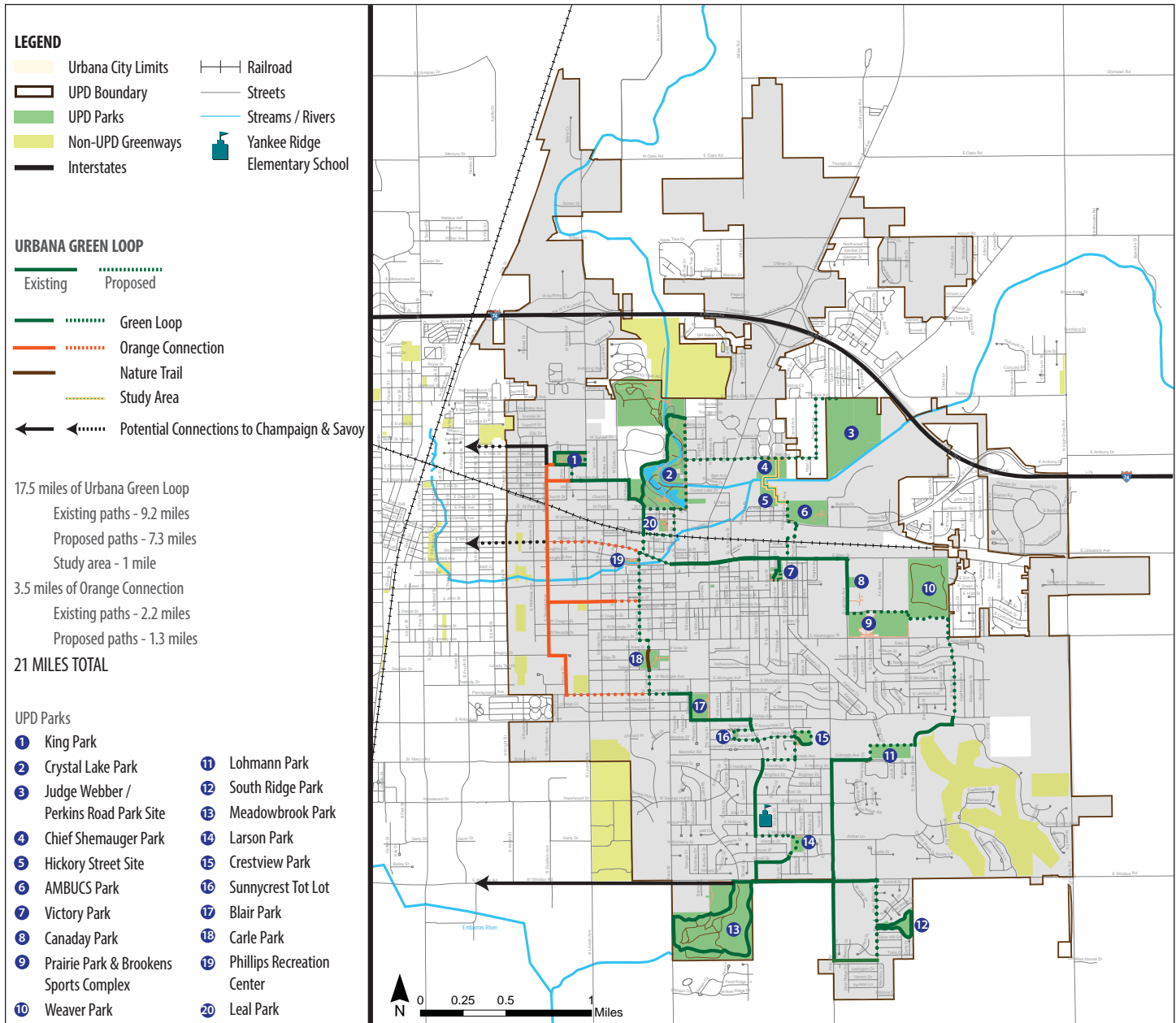
[Figure 1: 2016 Greater Urbana Proposed Bikeway Network Map](#)

[Figure 2: Proposed Urbana Green Loop Map](#)



**Figure 1** 2016 Greater Urbana Proposed Bikeway Network Map





**Figure 2** Proposed Urbana Green Loop Map

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# 1 INTRODUCTION

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## 1.1 BACKGROUND

### 1.1.1 LOCAL FRAMEWORK

The City of Urbana contracted with the Champaign County Regional Planning Commission (CCRPC) in Summer 2013 to update the city's award-winning 2008 Urbana Bicycle Master Plan (UBMP). This plan update will help meet several Urbana City Council and Mayor Goals (see [Table 1](#) below).<sup>1</sup>

Urbana City Council and Mayor Goals 2014-2017 Goal #5: <i>Transportation and Connectivity</i>	
Objective	Actions
1. Support modern transportation systems and alternate transportation modes.	1B. Continue to work on bicycle master plan update.  1C. Continue to implement the city's complete streets ordinance.  1E. Apply for enhanced level of Bicycle Friendly Community certification.  1F. Adopt Vision Zero, setting as a community goal reaching zero fatalities for pedestrians, bicyclists, and drivers.
2. Connect neighborhoods with businesses and recreational opportunities.	2A. Work with neighborhood organizations, like the Urbana Park District, the Urbana School District, and other local agencies, to identify needs for connectivity among parks, schools, neighborhoods, and business districts.  2C. Work to develop routes of connectivity between Aspen Court and shopping destinations along South Philo Road.  2D. Work with IDOT to plan and build sidewalks/multiuse path connecting North Cunningham Avenue with shopping destinations north of I-74.

**Table 1** Selected Urbana City Council and Mayor Goals

Recommendations and implementation strategies of this plan will also help meet Urbana City Council and Mayor Goals for Public Safety, Vibrant Business Districts, and Environmental Sustainability. The 2016 UBMP also builds on goals, objectives, and ideas from the following local plans: 2005 Urbana Comprehensive Plan, 2014 Champaign County Greenways & Trails (GT) Plan, and Sustainable Choices 2040 (the long range transportation plan for Champaign-Urbana). See [Appendix 1](#) for more information.

UBMP planning and implementation represents the City's continuing commitment to promote a safe, multi-modal transportation system within Urbana and to surrounding jurisdictions. Bicycling is intended to be safe, efficient, and a practical travel option for all residents and visitors in the city. The UBMP also recommends connections with surrounding jurisdictions in line with the GT Plan.

The study area is the City of Urbana's municipal limits, and it includes streets but not off-street paths in the University District (see [Figure 3](#)).

1. <http://urbanaillinois.us/council-goals>

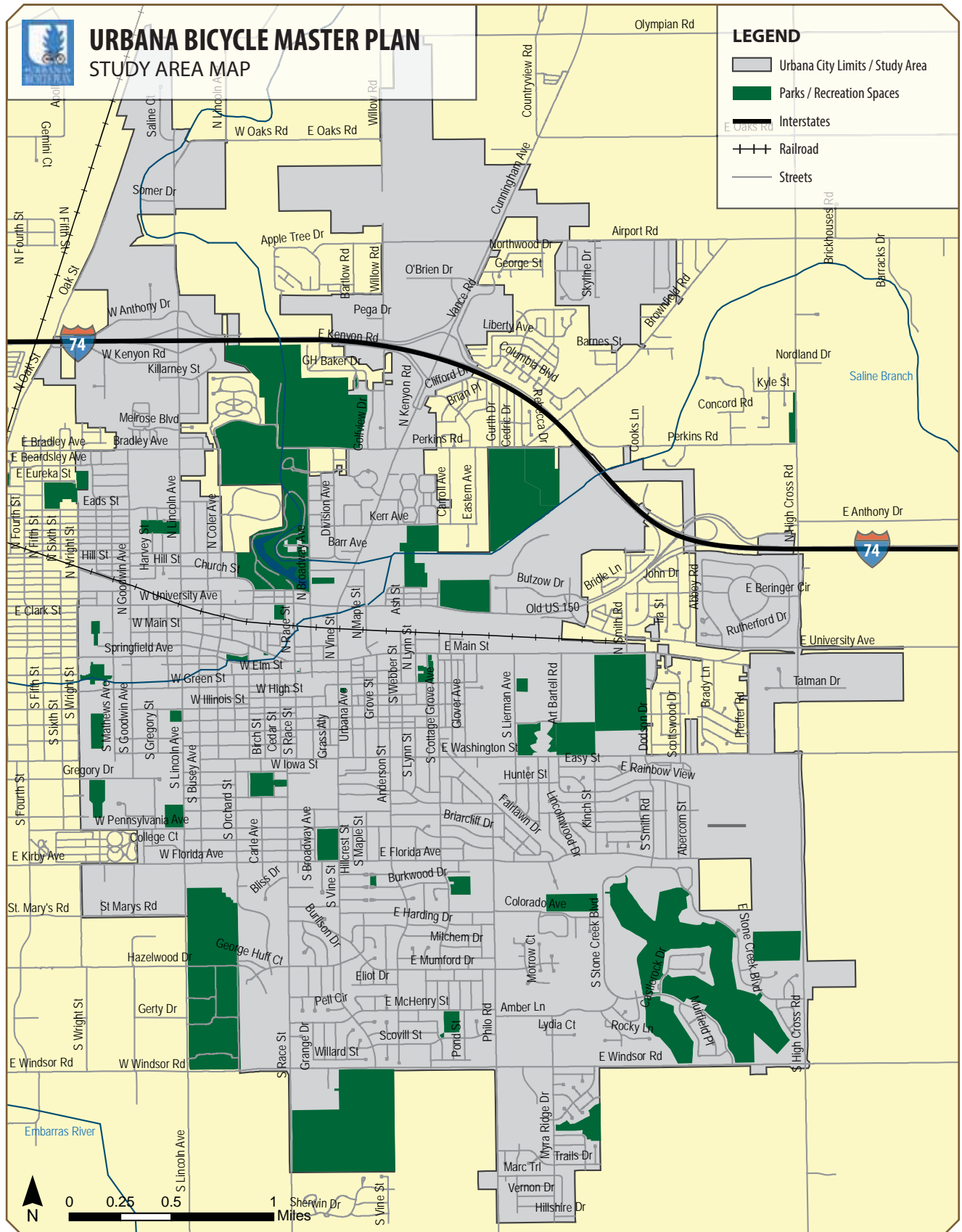


Figure 3 UBMP Study Area: City of Urbana municipal limits

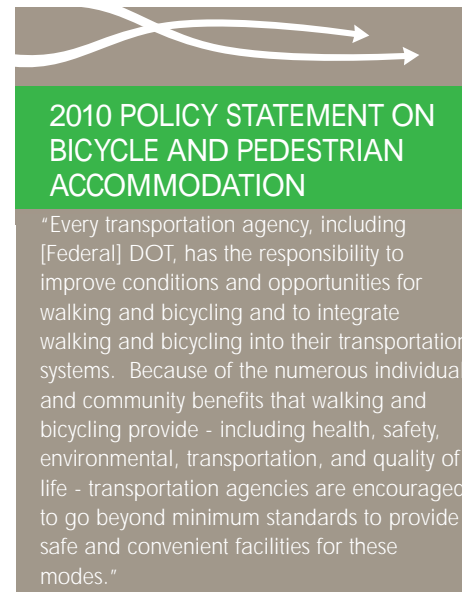


### 1.1.2 NATIONAL FRAMEWORK

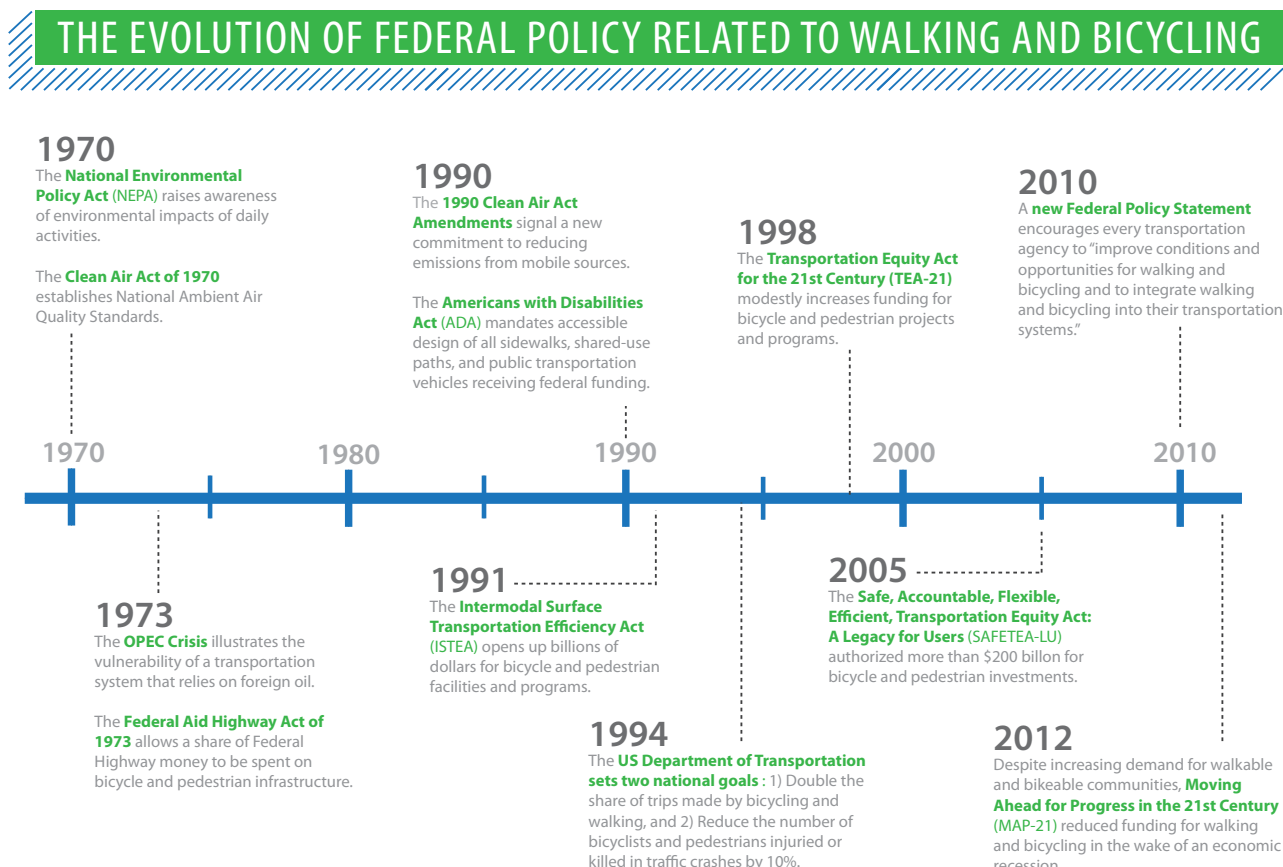
Bicycling has seen a resurgence in the United States in the last decade. In 2010, the United States Department of Transportation (US DOT) released a policy statement on bicycle and pedestrian accommodation (see Figure 4).

In 2012, the Initiative for Bicycle and Pedestrian Innovation at Portland State University in Oregon and Alta Planning + Design released *Creating Walkable + Bikeable Communities: A user guide to developing pedestrian and bicycle master plans*. This document outlines the evolution of federal policy related to bicycling and walking since the 1970s (see Figure 5). While nationwide support for bicycling has increased, federal funding for this mode was reduced in the 2012 federal transportation bill "Moving Ahead for Progress in the 21st Century (MAP-21)" in the wake of economic recession.

Federal and state governments try to keep up with the growing demand for bicycle project funding and innovation. Where they cannot meet demand, local agencies and coalitions like the National Association of City Transportation Officials (NACTO), universities, private planning firms, and advocacy organizations have stepped up to keep the momentum moving forward. A lot of forces are at work to improve bicycling across the United States.



**Figure 4** US DOT 2010 Policy Statement on Bicycle and Pedestrian Accommodation (Credit: Creating Walkable + Bikeable Communities)



**Figure 5** The Evolution of Federal Policy Related to Walking and Bicycling (Credit: Creating Walkable + Bikeable Communities)

# 1.2 BENEFITS

The National Cooperative Highway Research Program (NCHRP) Report 552: *Guidelines for Analysis of Investments in Bicycle Facilities*, lists some of the benefits that users and the community get out of bicycling (see Figure 6).

Beneficiary					
To the User (direct)			To the Community (indirect)		
<u>Mobility</u>	<u>Health</u>	<u>Safety</u>	<u>Reduced Auto Use</u>	<u>Livability</u>	<u>Fiscal</u>
-enhanced conditions -shorter travel distance	-increased physical activity -decreased health care costs	-decreased crashes -increased comfort	-decreased congestion -reduced pollution	-proximity to recreational amenities -increased open space	-increased economic activity

Figure 6 Bicycling Benefits to Users & Communities (Credit: NCHRP 552)

## 1.2.1 USER BENEFITS

Bicycling attracts a variety of users, who have different reasons for utilizing this mode of transport:

- **Recreation:** Bicycling is a popular activity as a moderate-level form of exercise that is within many people’s physical capabilities.
- **Active Transportation:** For short and local trips throughout town, bicycling is a suitable active mode of transportation.
- **Transportation Necessity:** Besides those who bicycle by choice, there are residents who depend on bicycling as a transportation necessity, including children, many teenagers, and some workers.

The Victoria Transport Policy Institute (VTPI) released the updated report *Evaluating Active Transport Benefits and Costs* in 2014. Table 2 further discusses the many factors that affect walking and cycling travel demand.

Expanding on the user benefits listed in Figure 6 from NCHRP Report 552:

- **Mobility:** With a total area of 11.9 square miles, Urbana is a small city, which makes short trips of 1-2 miles feasible and attractive.
- **Health:** The U.S. Department of Health and Human Services recommends that adults (age 18-64) get at least 30 minutes of moderate-intensity aerobic physical activity 5 days a week, and children get at least 60 minutes of physical activity daily.<sup>2</sup> Bicycling can help people meet those recommendations.

- **Safety:** In 2014, Momentum Magazine published an infographic and article that shows that bicycling is not much more dangerous than driving or walking, bike infrastructure and low traffic streets make bicycling safer, and that bicycling injury rates are low compared to common sports (see Figure 7). Bicyclists are vulnerable road users, and planning for increased infrastructure can improve safety.

## 1.2.2 COMMUNITY BENEFITS

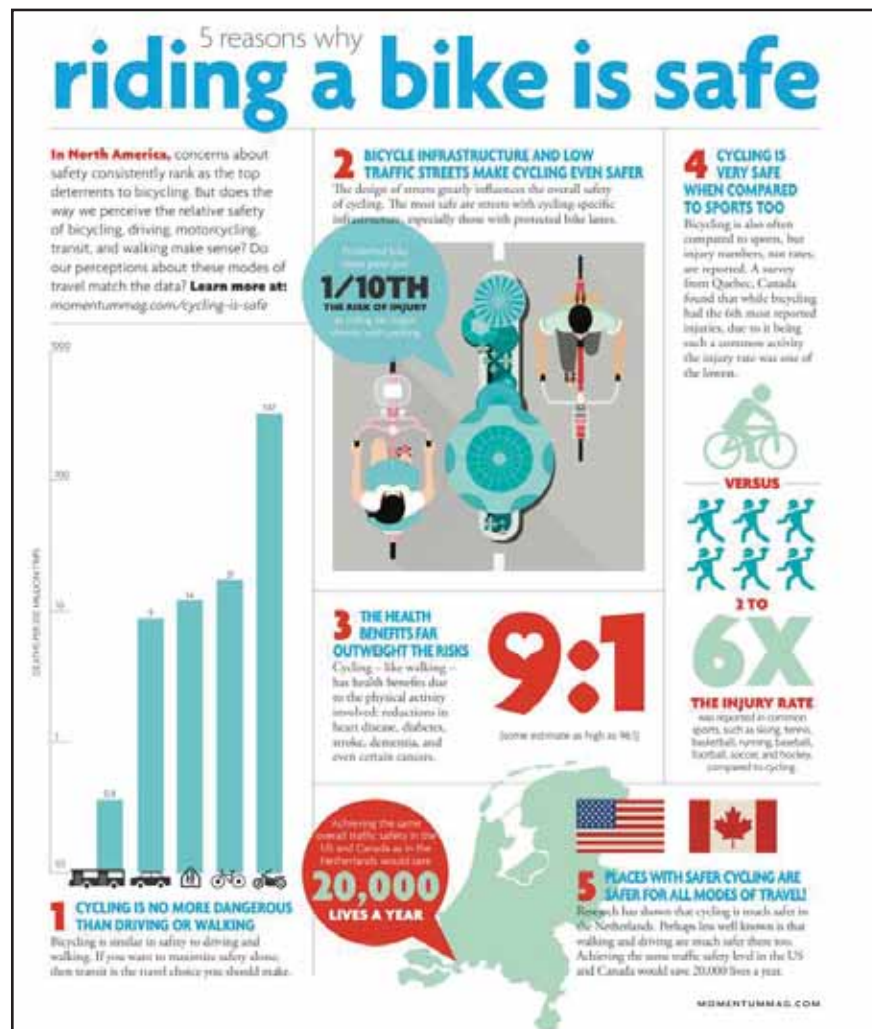
Besides the Urbana City Council and Mayor Goals discussed in Section 1.1.1, bicycling can provide communitywide benefits of reducing automobile use, improving livability, and providing fiscal benefits listed in Figure 6. Further, VTPI lists the benefits and costs of active transportation, especially as they relate to reduced automobile use and livability (see Table 3). While projects have to be evaluated on an individual basis, Table 3 lists more potential benefits of active transportation than potential costs.

A bike friendly city is associated with a high quality of life and a sense of community. Urbana achieved a Bronze Level Bicycle Friendly Community (BFC) designation in 2010, and a Gold Level BFC designation in 2014. These designations are awarded by the League of American Bicyclists (LAB), who created an infographic showing the building blocks of a bicycle friendly community (see Figure 8). This analysis of the “5 E’s” of bicycling shows the standards most likely needed to achieve and maintain a particular BFC status. For more information on LAB’s recommendations to improving Urbana’s BFC status, see Section 7.6.

2. U.S. Department of Agriculture and U.S. Department of Health and Human Services. *Dietary Guidelines for Americans, 2010*. 7th Edition, Washington, DC: U.S. Government Printing Office, December 2010.

Factors	Impacts on Active Travel
Age	Young people tend to have high rates of walking and cycling. Some older people have high rates of walking for transportation and exercise.
Physical Ability	Some people with impairments rely on walking and cycling, and may require facilities with suitable design features, such as ramps for walkers and wheelchairs.
Income and Education	Many lower-income people tend to rely on active modes for transportation. Bicycle commuting is popular among higher income professionals.
Dogs	Daily walking trips tend to be higher in households that own dogs.
Vehicles and Drivers Licenses	People who do not have a car or driver's license tend to rely on walking and cycling for transportation.
Travel Costs	Walking and cycling tend to increase with the cost of driving (parking fees, fuel taxes, road tolls, etc.)
Facilities	Walking and cycling activity tend to increase where there are good facilities (sidewalks, crosswalks, paths, bikeracks, etc.)
Roadway Conditions	Walking and cycling tend to increase in areas with narrower roads and lower vehicle traffic speeds.
Trip Length	Walking and cycling are most common for shorter (less than 2-mile) trips.
Land Use	Walking and cycling tend to increase in areas with compact and mixed development where more common destinations are within walking distances.
Promotion	Walking and cycling activity may be increased with campaigns that promote these activities for health and environmental improvement sake.
Public Support	Cycling rates tend to increase where communities consider it socially acceptable.

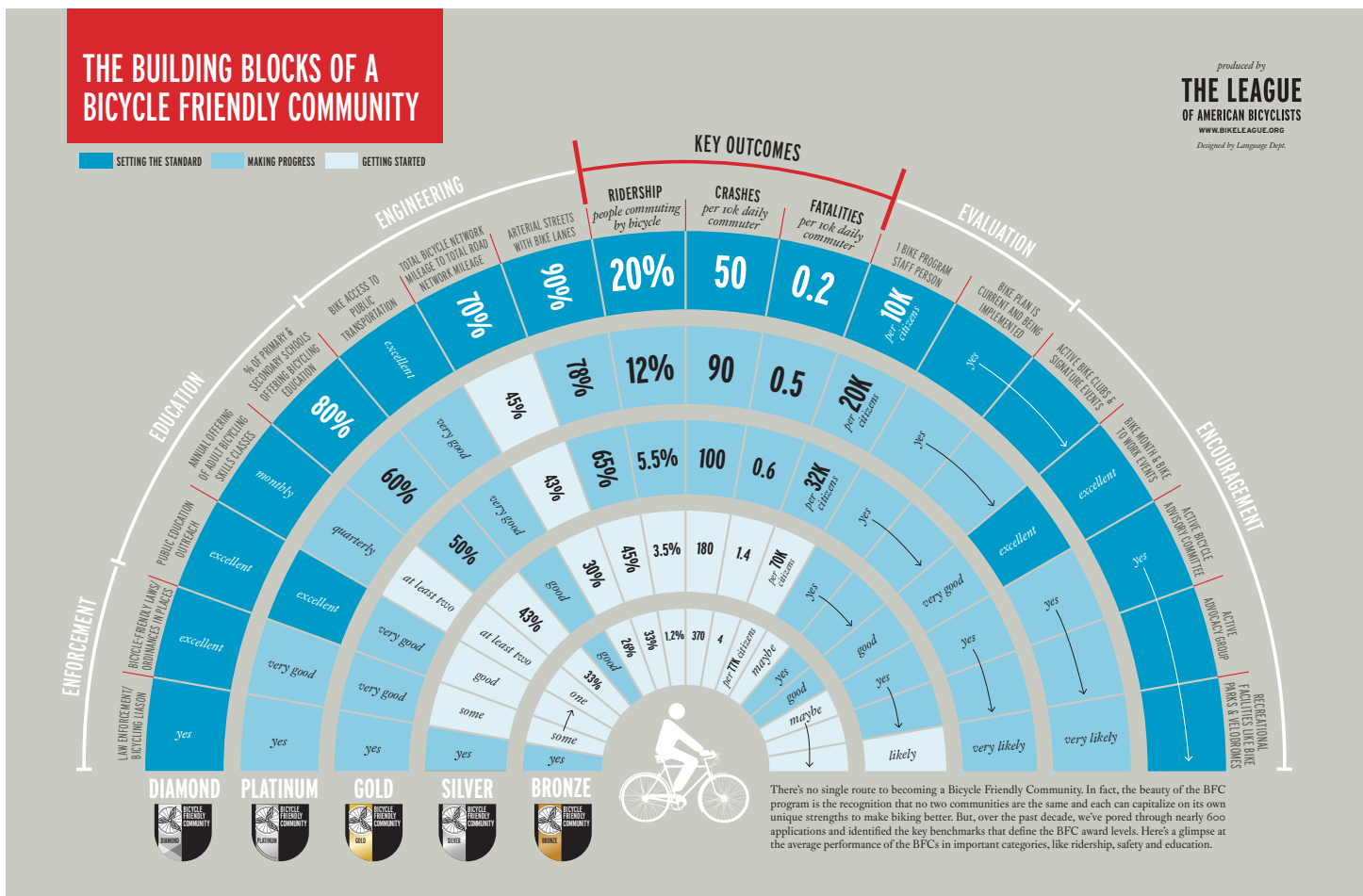
**Table 2** Factors Affecting Walking and Cycling Travel Demand (Credit: Victoria Transport Policy Institute)



**Figure 7** 5 Reasons Why Riding A Bike Is Safe (Credit: Momentum Magazine, <http://momentummag.com/is-cycling-safe/>)

	Improved Active Travel Conditions	Increased Active Transport Activity	Reduced Automobile Travel	More Compact Communities
Potential Benefits	<ul style="list-style-type: none"> <li>Improved user convenience and comfort</li> <li>Improved accessibility for non-drivers, which supports equity objectives</li> <li>Option value</li> <li>Supports related industries (e.g., retail and tourism)</li> <li>Increased security</li> </ul>	<ul style="list-style-type: none"> <li>User enjoyment</li> <li>Improved public fitness and health</li> <li>Increased community cohesion (positive interactions among neighbors due to more people walking on local streets) which tends to increase local security</li> </ul>	<ul style="list-style-type: none"> <li>Reduced traffic congestion</li> <li>Road and parking facility cost savings</li> <li>Consumer savings</li> <li>Reduced chauffeuring burdens</li> <li>Increased traffic safety</li> <li>Energy conservation</li> <li>Pollution reductions</li> <li>Economic development</li> </ul>	<ul style="list-style-type: none"> <li>Improved accessibility, particularly for non-drivers</li> <li>Transport cost savings</li> <li>Reduced sprawl costs</li> <li>Openspace preservation</li> <li>More livable communities</li> <li>Higher property values</li> <li>Improved security</li> </ul>
Potential Costs	<ul style="list-style-type: none"> <li>Facility costs</li> <li>Lower traffic speeds</li> </ul>	<ul style="list-style-type: none"> <li>Equipment costs (shoes, bikes, etc.)</li> <li>Increased crash risk</li> </ul>	<ul style="list-style-type: none"> <li>Slower travel</li> </ul>	<ul style="list-style-type: none"> <li>Increases in some development costs</li> </ul>

**Table 3** Active Transportation Benefits and Costs (Credit: Victoria Transport Policy Institute)



**Figure 8** The Building Blocks of a Bicycle Friendly Community (Credit: League of American Bicyclists (LAB))



## 1.3 PLAN PROCESS

The 2008 UBMP recommended updating this plan every five years. The plan update began in Summer 2013, with a unique opportunity to collaborate with the Urbana Park District. Building on the UBMP and GT Plan, the Urbana Park District contracted with CCRPC to create a Trails Master Plan (UTMP) for its agency. CCRPC combined efforts for the UBMP and UTMP to collect public input and create recommendations.

The UBMP steering committee was reconvened, adding representatives from the Urbana Police Department, Champaign County Bikes (CCB), and the Champaign-Urbana Public Health District (CUPHD) to the list of participating departments/agencies interested in and affected by bicycling in Urbana. This committee guided CCRPC staff in plan development and decision-making.

CCRPC also consulted with the Illinois Department of Transportation (IDOT) District 5 bicycle coordinator regarding plan recommendations.

### 1.3.1 INPUTS

Many factors were collected and analyzed to update this plan's recommendations.

Chapters 1 and 2 look at the history and trends of bicycling in the United States and Urbana to underscore the need to continue improving bicycling in Urbana. Chapter 2 also identifies major destinations, in order to see what is being served by bikeways and what still needs to be accessible by bike.

Chapter 3 contains a review of literature, peer cities, and model cities. This is intended to inform the City of Urbana of what bicycle improvements and initiatives other cities are implementing.

Chapter 4 expands on the guidelines used to select bikeway recommendations, keeping the target audience of this plan as the "Basic" casual adult cyclist, or the "Interested but Concerned" cyclist that makes up 60% of the population.<sup>3</sup> Guidelines for "Enthusiastic and Confident" cyclists are also included.

Chapter 5 updates information on facility types to reflect the latest national and regional standards, including the Champaign County Greenways & Trails (GT) Design Guidelines, 2009 Manual on Uniform Traffic Control Devices (MUTCD), 2012 American Association of State Highway and Transportation Officials (AASHTO) Bike Guide, and NACTO Urban Bikeway Design Guide.

Chapter 6 updates the inventory of current bicycle facilities. CCRPC and City of Urbana staff gathered existing bike parking information. CCRPC staff also performed bicycle counts and analyzed the latest bicycle crashes. These are major components in establishing a baseline review of Urbana's current bicycle network.

Chapter 7 discusses the public input gathered on preferred routes, bicycling issues, and recommendations. In Summer 2013, CCRPC adapted the Mineta Transportation Institute's "Pedestrian and Bicycle Survey (PABS)," and distributed it to Urbana residents. This was done to identify residents' transportation choices for work, school, recreation, and other purposes. The Urbana PABS also asked residents about their preferences for park trails, such as trail type and length, to inform the UTMP.

In addition to a communitywide workshop, CCRPC staff hosted multiple neighborhood workshops. At all public meetings, attendees were asked to indicate their trip origin and destinations and whether they travel by walking or biking. This was important in analyzing Urbana residents' travel behaviors. A second communitywide workshop was held for residents to prioritize the UBMP and UTMP recommendations.

Chapter 8 shows the opportunities and constraints analysis conducted by CCRPC. Recent planning and implementation efforts that will effect this plan's recommendations were incorporated into this analysis.

Chapter 9 updates the UBMP goals and objectives to meet the U.S. Federal Highway Administration's (FHWA) model of creating "SMART" objectives, and creating performance measures to evaluate the progress of each objective. "SMART" stands for:

- **S**pecific
- **M**easurable
- **A**greed
- **R**ealistic
- **T**ime-bound

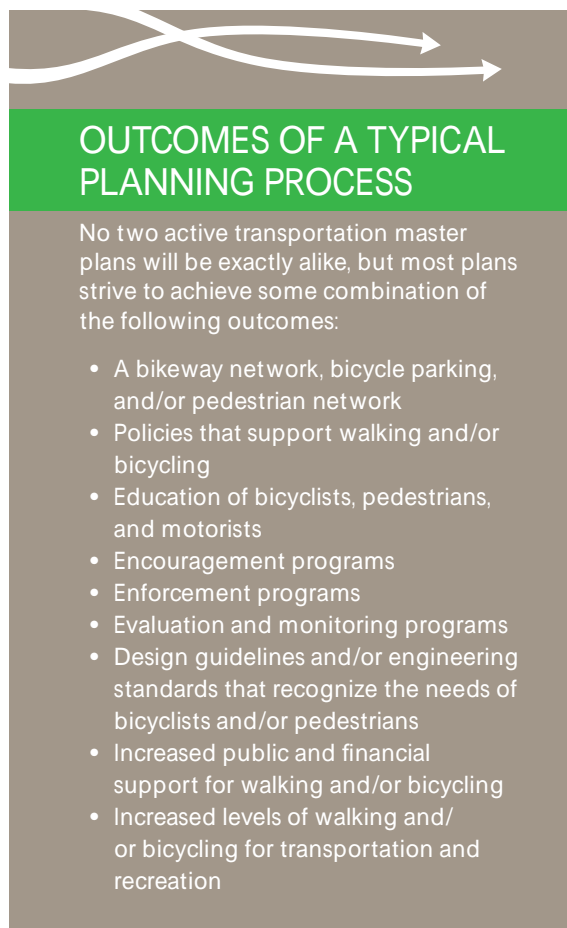
Chapter 10 updates the Urbana Bicycle Level of Service (BLOS) database, to analyze how implemented facilities are functioning, and to analyze new recommendations. BLOS continued to be used in this plan as the standard for quantifying the "bike-friendliness" of a roadway, or the perceived comfort level of bicyclists on a roadway.

3. Portland Bureau of Transportation.



### 1.3.2 OUTCOMES

*Creating Walkable + Bikeable Communities* outlines several outcomes that should come from a bicycle plan (see [Figure 7](#)).



**Figure 9** Outcomes of a Typical Planning Process  
(Credit: *Creating Walkable + Bikeable Communities*)

Bullets #1-6 are addressed in Chapter 11: Recommendations.

Bullet #7, “design guidelines and/or engineering standards that recognize the needs of bicyclists,” is addressed in Chapter 5: Facility Types.

The “increased public support for walking and/or bicycling” in Bullet #8 is addressed in Chapter 7: Public Input.

The “increased financial support for walking and/or bicycling” in Bullet #8 is addressed in Chapter 12: Implementation.

Bullet #9, “increased levels of walking and/or bicycling for transportation and recreation” is addressed in Chapter 6: Existing Conditions Inventory, and Chapter 11: Recommendations.

Information outlined in [Section 1.3.1](#) and [Figure 9](#) helped CCRPC staff update the UBMP recommendations and implementation strategies.

Chapter 11 lists infrastructure recommendations by concept, corridor, and point. Updated and new photo renderings of existing streets and paths are included to provide a better understanding of particular recommendations. Wayfinding signage for bike routes and trails are a major updated recommendation. A small investment in sign installation by the City of Urbana could see a major increase in bicycling, as distance signage will inform people about how close they are to destinations and intersecting bikeways.

Recommendations for bike-activated stoplights, drainage grates, and bike parking are also included in Chapter 11. Non-infrastructure recommendations for education, encouragement, enforcement, and evaluation are updated and expanded. Finally, recommendations to update the Urbana Zoning Ordinance based on best practices are given to improve bike parking installation by land use.

Chapter 12 updates relevant funding sources from the GT Plan in order to implement recommendations. It also provides cost estimates and outlines agencies responsible for implementing this plan's recommendations.

The City of Urbana has many tasks to do and partners to coordinate with to retain its Gold Bicycle Friendly Community status, and even to advance to a Platinum Bicycle Friendly Community, but this plan aims to assist with that as much as possible.

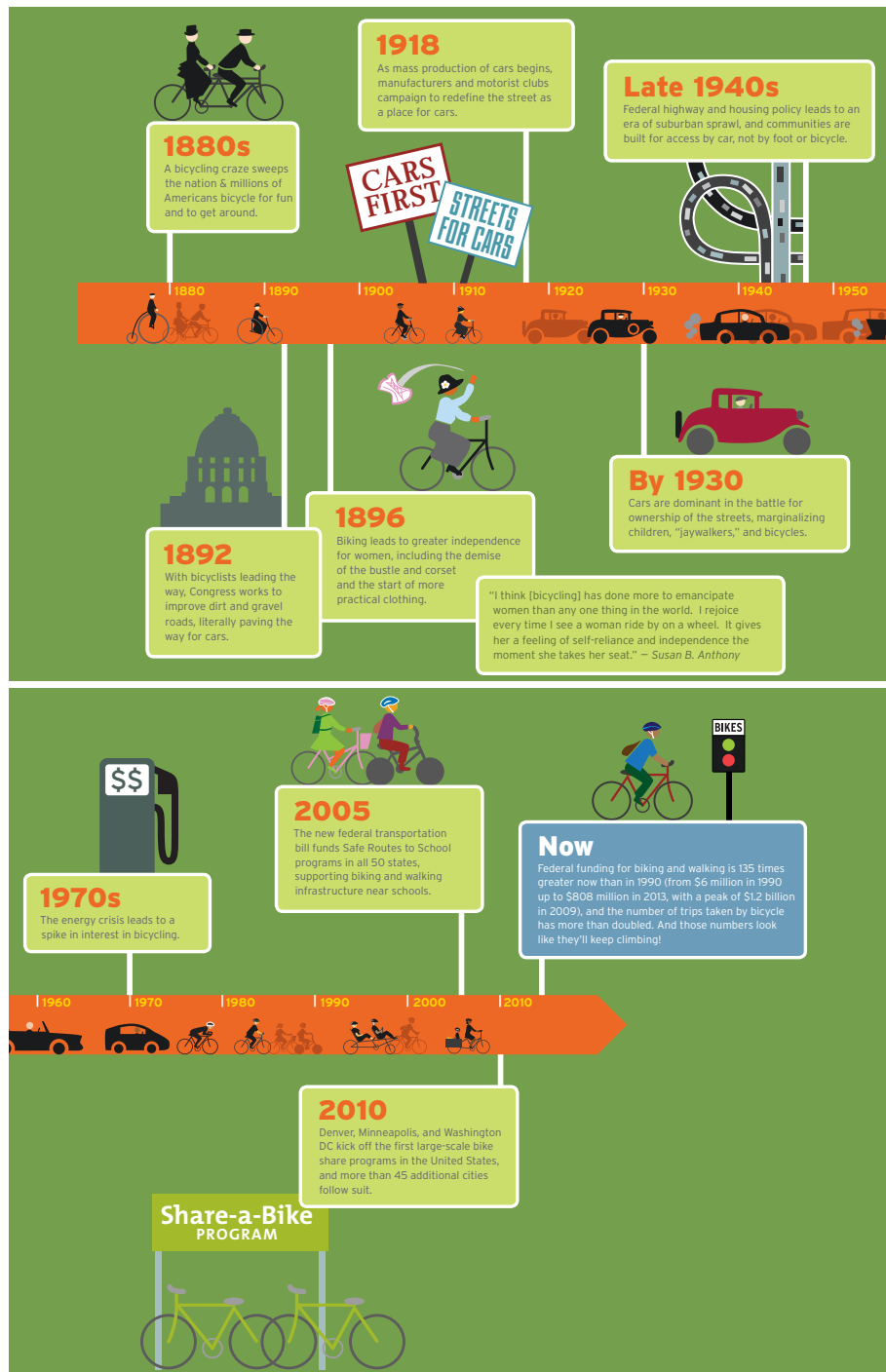
## 2 HISTORICAL GROWTH

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2.2 Urbana Bikeway Network Growth	30



## 2.1 U.S. BICYCLING HISTORY

As described in [Section 1.1.2](#), the United States has seen a resurgence in bicycling over the last decade. That section describes the history of federal policy related to bicycling and walking. ChangeLab Solutions also created a guide to creating bicycle friendly communities titled *Getting The Wheels Rolling*. A timeline from that document provides an overview of the history of bicycling in the United States from the 1880s to today, from bicyclists lobbying Congress to pave roads in the late 19th century, to the rise of suburban sprawl discouraging active transportation in the mid 20th century, and to the growth of funding and initiatives like Safe Routes to School and bike sharing in the 21st century.



**Figure 10** U.S. Bicycling History Timeline (Credit: ChangeLab Solutions)

## 2.2 URBANA BIKEWAY NETWORK GROWTH

### 2.2.1 BIKEWAYS

The original Urbana Bicycle Master Plan (UBMP) was developed in 2007 and approved in early 2008. At that time, most of Urbana's bicycle network consisted of off-street facilities. As evidenced in [Table 4](#), Urbana has diversified its bicycle network, adding many miles of on-street facilities. [Table 5](#) shows that Urbana has grown its bicycle network by 79% between the 2008-2014 construction years. 2013 saw significant growth with a 36.6% increase in the bicycle network's mileage from the previous year. [Figures 11, 12, and 13](#) show the historical growth of Urbana's bicycle network from 2007 to 2014. [Section 2.2.3](#) analyzes the relationship between Urbana's bicycle network and major destinations.

**Table 4** Urbana Bikeway Network Mileage by Facility Type

Facility / Jurisdiction	City of Urbana (miles)	Urbana Park District (miles)	University of Illinois (miles)	TOTAL (miles)
<b>On-Street</b>	<b>16.6</b>	<b>0</b>	<b>0.5</b>	<b>17.1</b>
Bike Lanes	9.5	0	0.5	10.0
Sharrows	2.0	0	0	2.0
Bike Routes	4.3	0	0	4.3
Shared Bike / Parking Lanes	0.8	0	0	0.8
<b>Off-Street</b>	<b>14.7</b>	<b>4.7</b>	<b>6.4</b>	<b>25.9</b>
Shared-Use Paths	14.7	4.7	2.0	21.4
Bike Paths	0	0	4.4	4.4
<b>Total</b>	<b>31.4</b>	<b>4.7</b>	<b>6.9</b>	<b>43.0</b>

\*Some totals may be altered by rounding.

**Table 5** Urbana Bikeway Network Growth (2007-2014)

Year	New Mileage	Total Mileage	% Annual Change Mileage
<b>2007 (UBMP Baseline)</b>	<b>--</b>	<b>24.0</b>	<b>--</b>
2008	1.0	25.0	4.3%
2009	0.8	25.8	3.1%
2010	3.0	28.8	11.8%
2011	1.0	29.8	3.3%
2012	1.1	30.9	3.6%
2013	11.3	42.2	36.6%
2014	0.8	43.0	1.9%
<b>Total</b>	<b>19.0</b>	<b>43.0</b>	<b>79.0%</b>

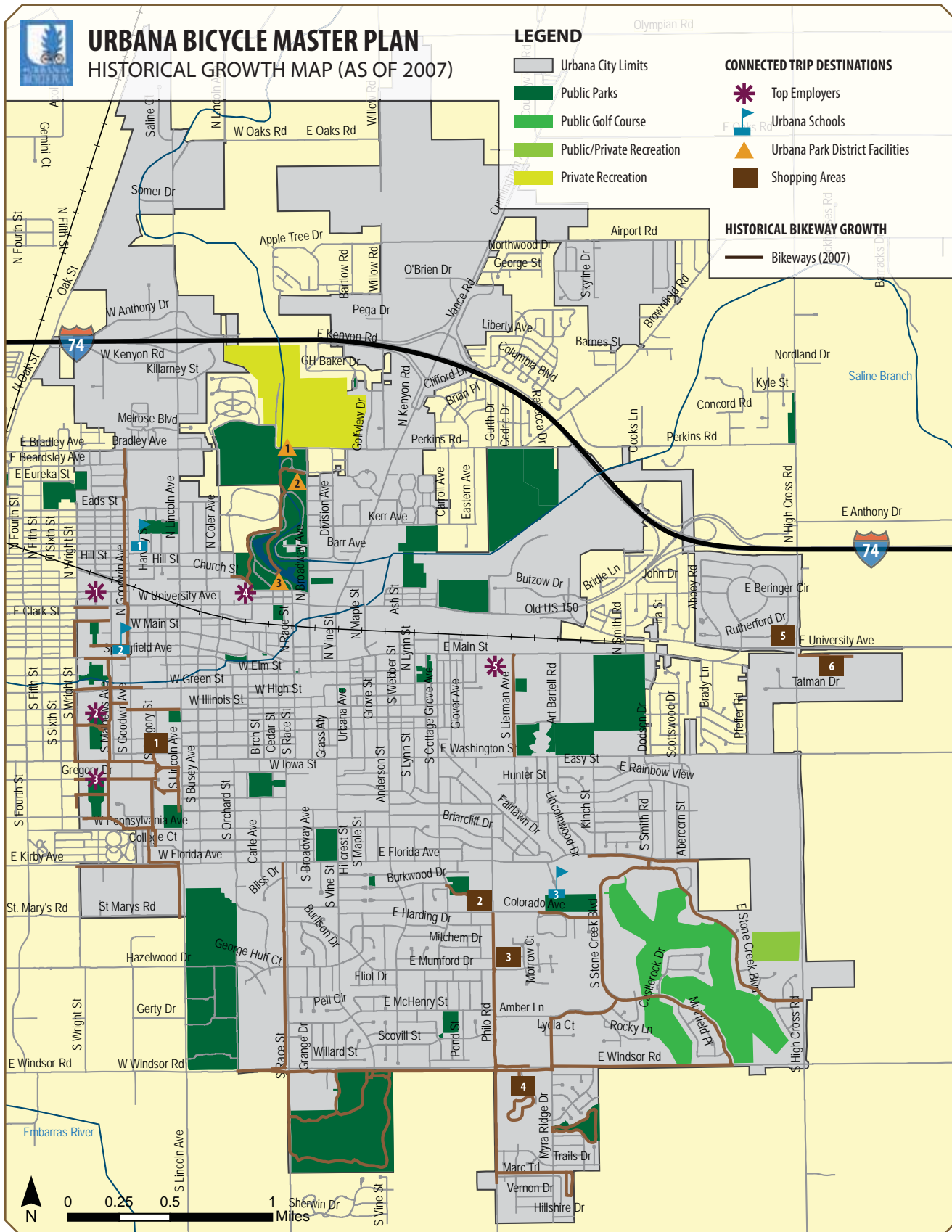


Figure 11 Urbana Bikeway Network Growth Map 2007



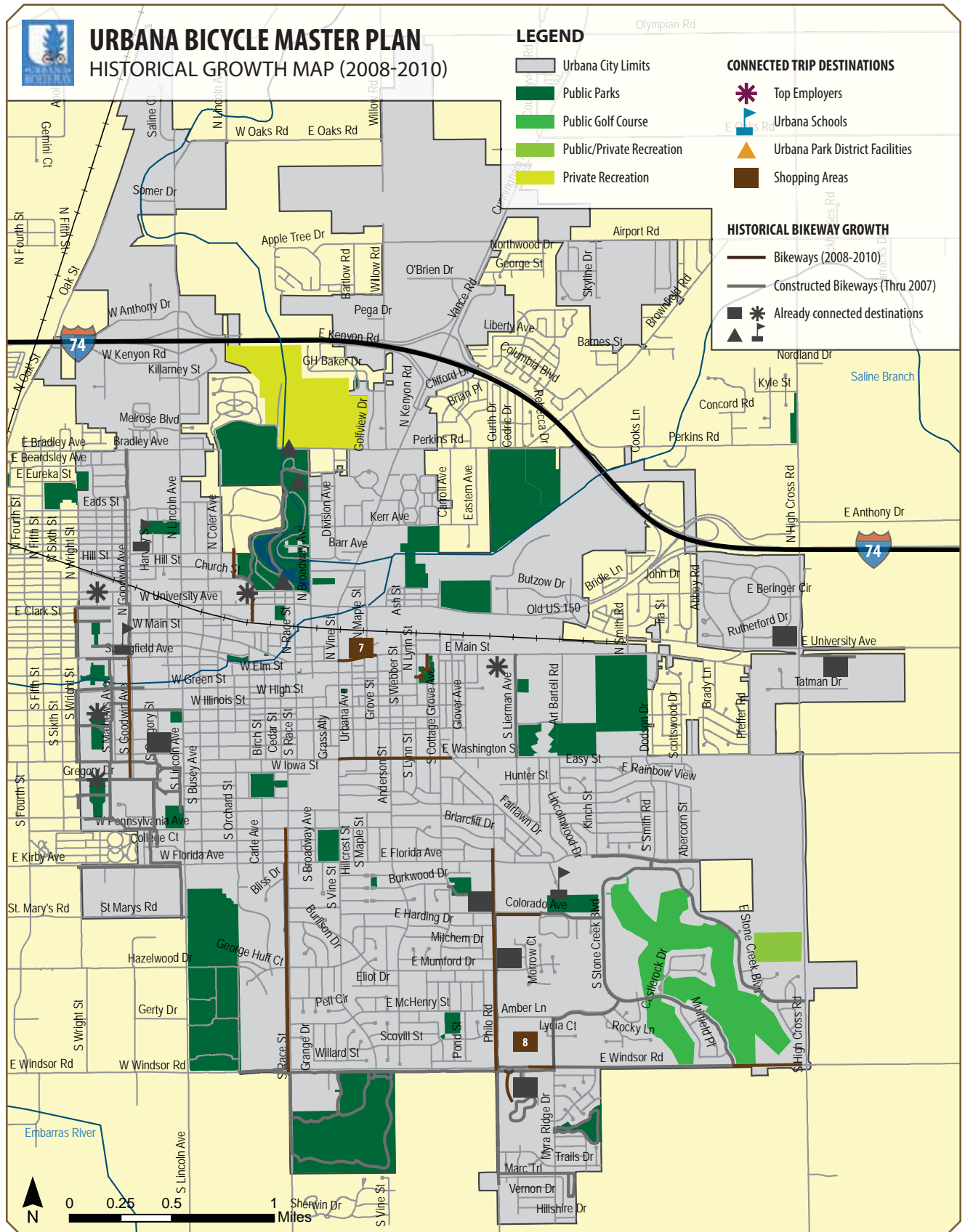


Figure 12 Urbana Bikeway Network Growth Map 2008-2010

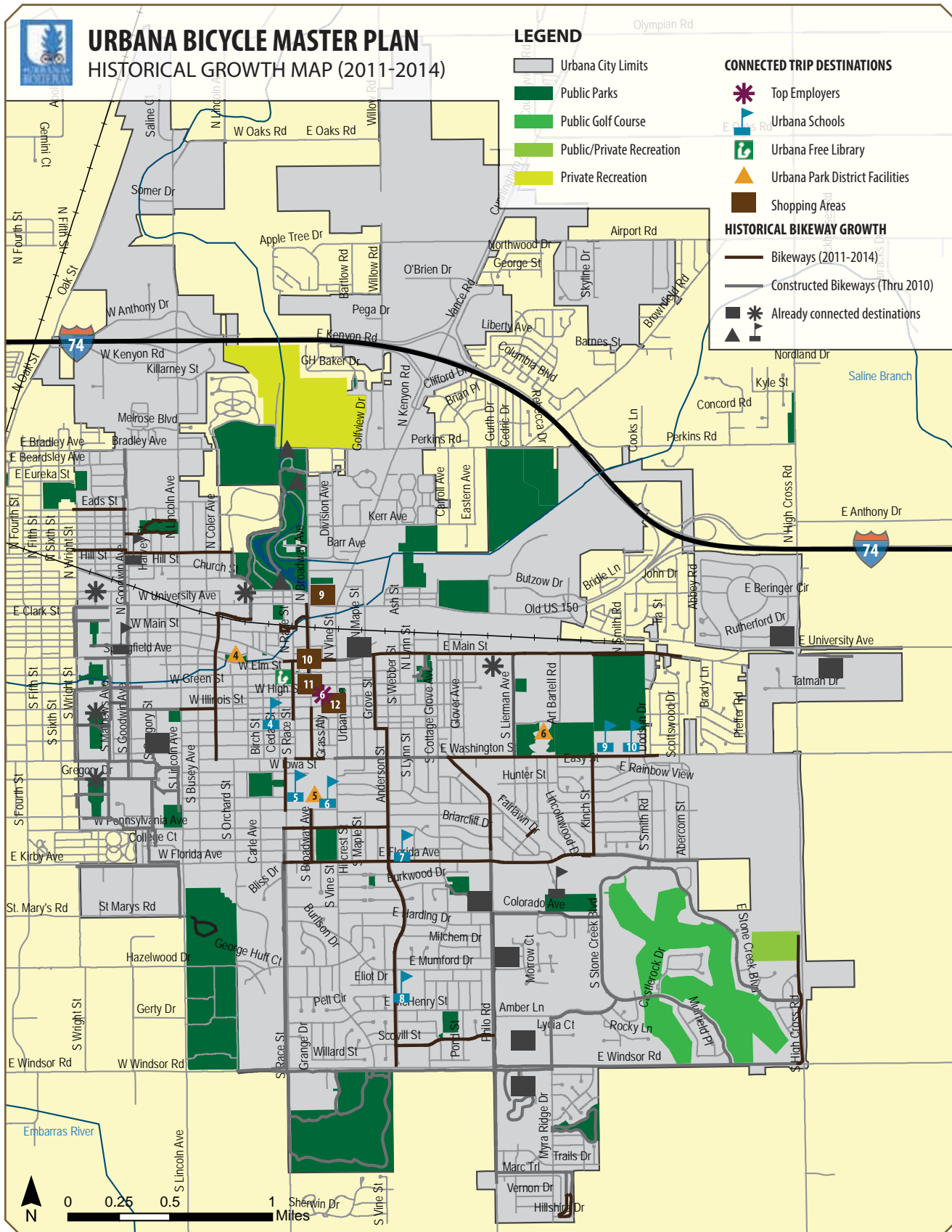


Figure 13 Urbana Bikeway Growth Map 2011-2014

## 2.2.2 TRIP PURPOSE

Section 1.2.1 and the 2012 AASHTO Bike Guide explain that some people bike for recreation, some people bike to complete daily activities (i.e. for utilitarian trips), and some people bike for both reasons.

"It is difficult to differentiate between utilitarian and recreational bicycling because the same transportation system can be used for both purposes. Just as roads are designed for various motor vehicle trip purposes, roads and pathways should be designed to facilitate various bicycle trip purposes.

People who use a bike for transportation get exercise they may not have otherwise had time for, or that would have taken additional time and expense, such as going to a fitness center. Unlike driving, which is not typically viewed as a recreational activity but rather as a means to an end, many people choose to bicycle because it achieves more than a single purpose, such as exercising while reaching a destination."

*Source: AASHTO Bike Guide 2012*

Table 6 lists the different characteristics of recreational and utilitarian trips. Utilitarian trips usually have a destination, whereas recreational trips do not.

Bike Trip Purposes		
Sources: AASHTO Bike Guide 2012, modified by the Haywood County, NC Bike Plan		
	Recreational Trips	Utilitarian Trips
1	Directness of route not as important as visual interest, shade, and protection from wind.	Directness of route and connected, continuous facilities more important than visual interest, etc.
2	Loop trips may be preferred to backtracking; start and end points are often the same.	Trips generally travel from residential areas to schools, shopping or work areas and back.
3	Trips may range from under a mile to more than 50 miles.	Trips are generally 1 to 5 miles in length.
4	Short-term bicycle parking is needed at recreational sites, parks, trailheads and other recreational activity centers.	Short-term and long-term bicycle parking is needed at stores, transit stations / stops, schools and workplaces.
5	Varied topography may be desired, depending on the fitness and skill level of the bicyclist.	Flat topography is desired.
6	May be riding in a group.	Often ride alone.
7	May drive with their bicycles to the starting point of a ride.	Use bicycle as primary transportation mode for the trip; may transfer to public transit; may or may not have access to a car for the trip.
8	Typically occur on the weekend or on weekdays before morning commute hours or after evening commute hours.	Some trips occur during morning and evening commute hours (to school and/or work), but bicycle commute trips may occur at any hour of the day.

**Table 6** Recreational Trips vs. Utilitarian Trips





## 2.2.3 DESTINATIONS

Tables 7 and 8 list five categories of major destinations in Urbana: top employers, schools, the Urbana Free Library, Urbana Park District facilities, and shopping areas. Parks are discussed more in the Urbana Park District Trails Master Plan (UTMP).





Both Table 7 and Figures 11-13 show when these destinations were connected to the Urbana bicycle network. Destinations were considered connected to the bicycle network when a bikeway was installed within one block of the destination. Most pieces of the bicycle network are now connected, thus increasing accessibility to these destinations. The major exception is the Wal-Mart Path, which is a trail close to Wal-Mart and Aldi, but does not connect to the rest of the network nor Urbana.

Table 8 and Figure 14 show the major destinations that are not within one block of a bikeway. All of these destinations are north of University Avenue, which is where the League of American Bicyclists (LAB) recommends installing bikeways in its 2014 Urbana BFC report card (see Section 7.6).

**Table 7** Destinations Connected by Urbana Bikeway Network Growth

Trip Destinations Accessible by the Urbana Bikeway Network (2007-2014)			
 Top Employers	 Urbana Schools & Library	 Urbana Park District Facilities	 Shopping Areas
<b>As of 2007</b>			
1 Presence Covenant Medical Center	1 Martin Luther King Jr. Elementary School	1 Anita Purves Nature Center	1 Gregory Place
2 University of Illinois (Quad)	2 University Laboratory (Uni) High School	2 Crystal Lake Park Family Aquatic Center	2 County Market
3 University of Illinois Library	3 Thomas Paine Elementary School	3 Crystal Lake Park Lake House	3 Southgate Plaza
4 Carle Foundation Hospital			4 The Pines
5 DART Solo Cup			5 Aldi
			6 Wal-Mart
<b>2008-2010</b>			
No additions	No additions	No additions	7 Schnucks
			8 Meijer (built in 2008)
<b>2011-2014</b>			
6 Health Alliance	4 Leal Elementary School	4 Phillips Recreation Center	9 Gateway Shoppes at Five Points
	5 Urbana High School	5 Urbana Indoor Aquatic Center (UIAC)	10 Downtown Urbana
	6 Urbana Middle School	6 Brookens Gym and Sports Complex	11 Lincoln Square Mall
	7 Wiley Elementary School		12 Market at the Square
	8 Yankee Ridge Elementary School		
	9 Dr. Williams Elementary School		
	10 Urbana Early Childhood School (UECS)		
	11 Urbana Free Library		

**Table 8** Destinations Not Connected to the Urbana Bikeway Network

Trip Destinations NOT Accessible by the Urbana Bikeway Network as of 2014			
 Top Employers	 Urbana Schools & Library	 Urbana Park District Facilities	 Shopping Areas
<b>Not yet connected</b>			
1 SuperValu	None	None	1 Farm & Fleet
2 Flex-N-Gate			2 Northgate Plaza

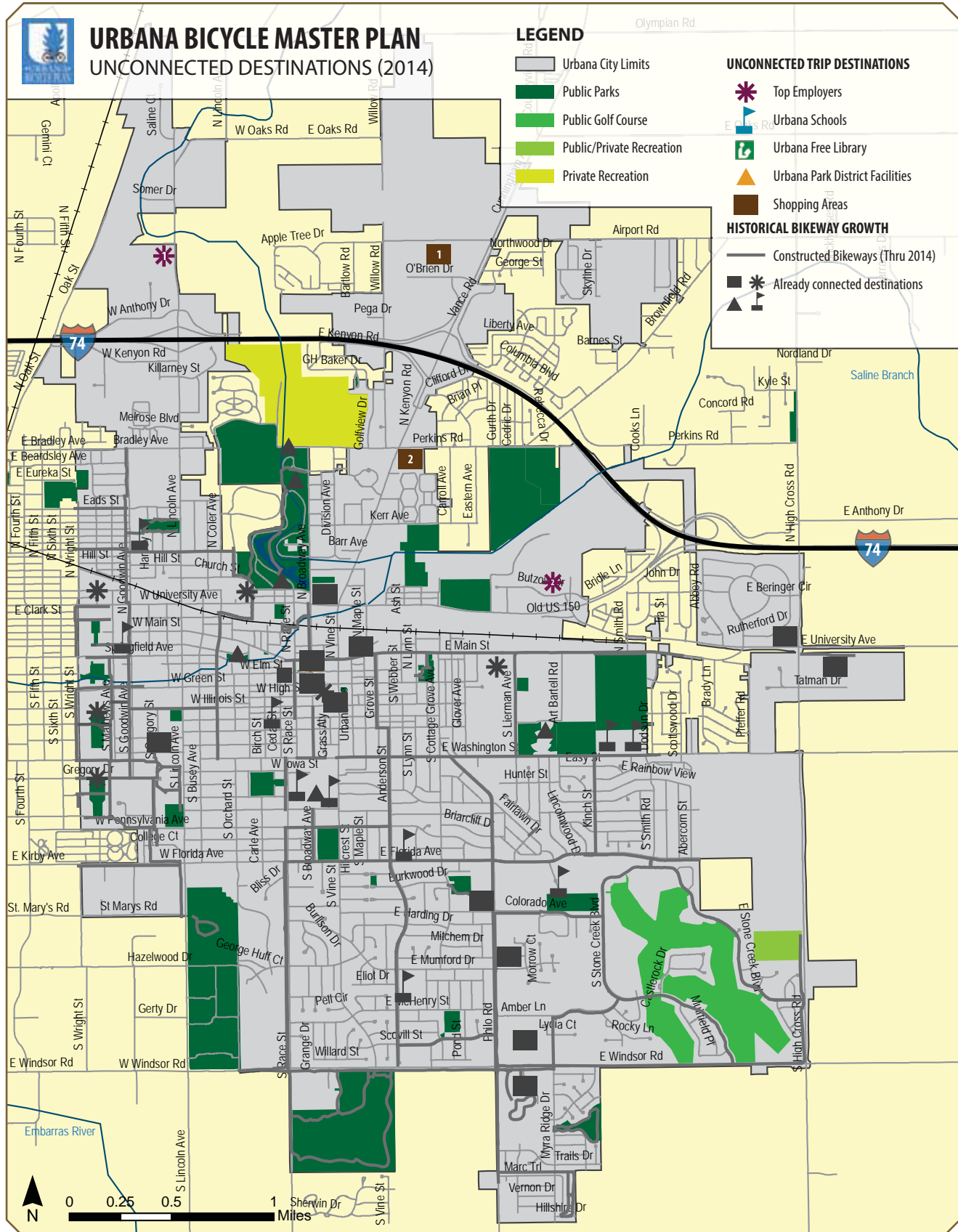


Figure 14 Urbana Destinations Not Accessible by Bike



# 3 LITERATURE, PEER CITY & MODEL CITY REVIEWS

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3.4 Peer Midwest Cities Review	52
3.5 Large Midwest Cities Review	54
3.6 Model U.S. Cities Review	56



CCRPC conducted an extensive review of local and state documents related to bicycle planning, as well as best practices of peer and model cities. The number of reviewed documents and types of cities analyzed are listed below:

#### Local & State Documents

- 5 City of Urbana documents
- 20 Related Area documents

#### Peer & Model City Reviews

- 3 Big Ten Peer Cities
- 2 Peer Midwest Cities
- 2 Large Midwest Cities
- 5 Model U.S. Cities

## 3.1 CITY OF URBANA LITERATURE REVIEW

### 3.1.1 URBANA COMPREHENSIVE PLAN (2005, UPDATED 2006)

Urbana's 2005 Comprehensive Plan presents the City of Urbana's vision for its future. It discusses improving its transportation and recreation system. It incorporates the Greenways & Trails Plan's greenways and trails maps to show and acknowledge the existing and planned trail and greenway projects.

#### Key Points

- Urbana's 2005 Comprehensive Plan provides a general vision and guidance on improving its transportation and recreation system while acknowledging county-level existing and planned greenways and trails projects.

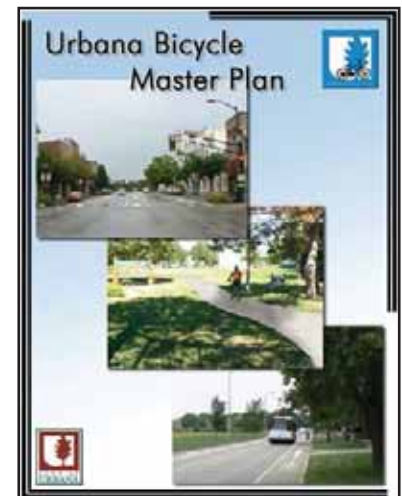


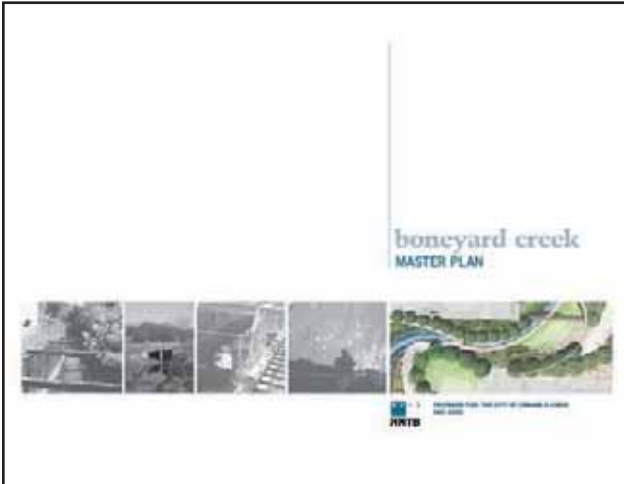
### 3.1.2 URBANA BICYCLE MASTER PLAN (UBMP) (2008)

This is a major plan that the City of Urbana undertook to implement bicycle facilities to promote bicycle use for transportation and recreation. Existing bicycle facilities were identified in 2007 by updating the Greenways & Trails Plan inventory. Two public workshops were held during this plan process to collect ideas and suggestions from the public on where to install bicycle facilities. The UBMP introduced a variety of bicycle facilities and design standards and comprehensively provided recommendations where bicycle improvements are needed in the City of Urbana. As part of the methodology to propose specific infrastructure recommendations, a Bicycle Level of Service (BLOS) analysis was conducted. Finally, the plan provided an implementation timeline for these recommendations and identified potential funding sources to realize these recommendations.

#### Key Points

- Community members are vital stakeholders in identifying room for improvement in the community, including bicycle infrastructure.
- Bicycle Level of Service (BLOS) is a useful indicator and resource to determine what site-specific recommendations to implement.



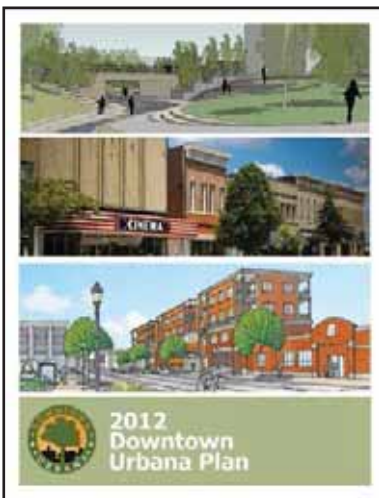


### 3.1.3 BONEYARD CREEK MASTER PLAN (2008)

This master plan aims to retrofit the currently channelized Boneyard Creek in the City of Urbana into an attractive social space rather than a barrier to pedestrian and bicycle circulation. It provides a summary of proposed retrofits and a phasing plan in implementing the retrofits. Boneyard Creek is expected to become not only a recreational space for people, but an extensive pedestrian and bicycle corridor that would improve connectivity to and from Downtown Urbana.

#### Key Points

- The Boneyard Creek is being renovated into a vibrant recreational destination and a bicycle corridor.



### 3.1.4 URBANA DOWNTOWN PLAN (2012)

This is an update of the 2002 Downtown Strategic Plan. The Urbana Downtown Plan recognizes and identifies the changes that have occurred to Downtown Urbana since then and its relation to the regional context. The plan highlights opportunities that Downtown Urbana should utilize in order to continue to become a destination and a regional market. One of the goals of the 2012 Urbana Downtown Plan is to improve mobility and reduce Downtown Urbana's environmental impact. The City is working to achieve this goal by implementing road diets (i.e. removing travel lanes from a roadway and utilizing the space for other uses and travel modes)<sup>4</sup> on several roads in Downtown Urbana to allow the installation of additional bike lanes (e.g. Main Street, Race Street, Broadway Avenue). These improvements will better connect Downtown Urbana to other Urbana neighborhoods.

#### Key Points

- This plan acknowledges that expanding the bicycle network in Downtown Urbana makes it easier for people to travel to/from Downtown Urbana.
- At some locations, road diets are needed to create space for bike lanes to be installed.



### 3.1.5 CITY OF URBANA CAPITAL IMPROVEMENT PLAN (CIP) (2016)

The Capital Improvement Plan (CIP) is updated annually. It outlines the funding policies for various types of capital improvement programs and maintenance projects. It also uses its budgetary process to direct implementation of these programs and projects. It describes the CIP's changes in revenues and expenditures. It notes that several types of projects, including pedestrian and bicycle, have significant cumulative impacts towards the CIP's expenditures. Despite this, several projects that enhance pedestrian and bicycle facilities are incorporated into the CIP.

#### Key Points

- Pedestrian and bicycle projects may have significant cumulative expenditures in the Capital Improvement Program (CIP), but some of them are incorporated into the CIP nevertheless.

4. Rosales, J., Road Diet Handbook: Setting Trends for Livable Streets, Institute of Transportation Engineers, Washington DC, 2006.

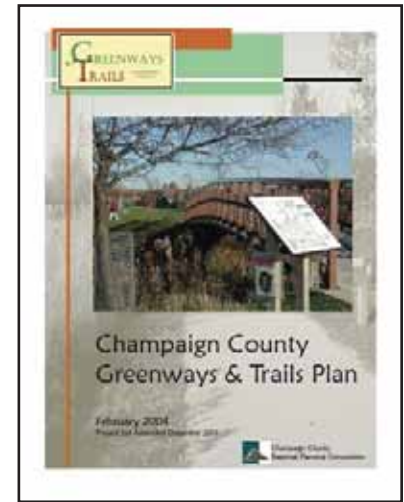
## 3.2 RELATED AREA PLANNING DOCUMENTS LITERATURE REVIEW

### 3.2.1 CHAMPAIGN COUNTY GREENWAYS & TRAILS (GT) PLAN (2004, AMENDED 2011)

This plan continues Champaign County's efforts since the 1930s to promote interagency cooperation in order to implement the best possible county-wide trail system for its residents. The trails system incorporates bicycling as one of the means to utilize the trails. Conversely, the trails provide a basis to install more on- and off-street bicycle facilities throughout Champaign County. The GT Plan identifies existing facilities and proposed projects, as well as some potential funding sources, and criteria to prioritize projects that demonstrates a fair and coordinated approach to implementing a county-wide trails and greenway system. This plan was adopted as an element of the Urbana Comprehensive Plan.

#### Key Points

- A county-wide greenways and trails system provides an overall framework for the City of Urbana and other municipalities within Champaign County to implement its on- and off-street bicycle facilities.
- This system also ensures that Champaign and Urbana's greenways, trails, and bicycle network are connected.

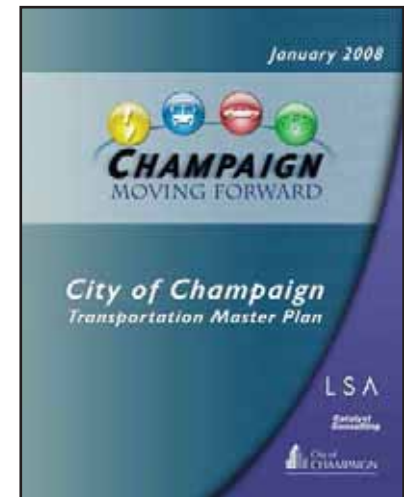


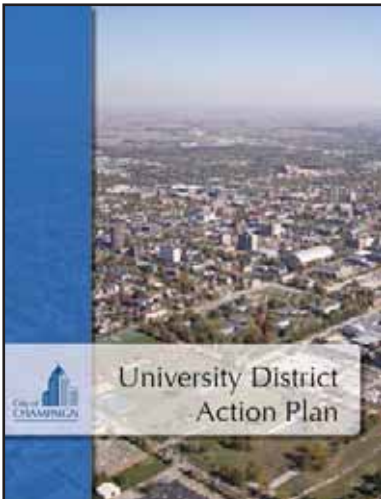
### 3.2.2 CHAMPAIGN MOVING FORWARD (2008)

The City of Champaign created this transportation master plan in 2008 and subsequently adopted it as an element of its comprehensive plan. This plan discusses bicycling and other transportation modes, presents a bike network vision map, and discusses the importance of creating an interconnected bicycle network with the City of Urbana.

#### Key Points

- Champaign Moving Forward is Champaign's transportation master plan that emphasizes the importance of having a bicycle network and being connected with the bicycle network in the City of Urbana.
- This plan is incorporated into Champaign's comprehensive plan, meaning the City formally acknowledges this plan's contents.





### 3.2.3 UNIVERSITY DISTRICT ACTION PLAN (2008)

The City of Champaign created the University District Action Plan in 2008 for the University of Illinois area, which includes the Central Quad area bounded by Wright Street, University Avenue, Goodwin Avenue, and Pennsylvania Avenue in Urbana. One of the main elements of this plan is the various strategies it presents to improve bicycle facilities and ridership levels to promote a multi-modal transportation network in the University District. The strategies presented are consistent with elements listed in Champaign Moving Forward.

#### Key Points

- This plan is consistent with Champaign Moving Forward, and it advocates bicycling to promote a multi-modal transportation system within the University District.



### 3.2.4 CHAMPAIGN COUNTY GREENWAYS & TRAILS (GT) DESIGN GUIDELINES, LOGOS, AND SIGNAGE (2008, AMENDED 2014)

This was created as a standalone document in 2008, and incorporated into the Active Choices Greenways & Trails Plan in 2014. This document provides a set of detailed design guidelines for greenways, trails, and bicycling facilities. This is to address the need for a standardized design across Champaign County jurisdictions, to promote a well-maintained and user-friendly greenways and trails system. The design guidelines include information for both off-street and on-street bicycle facilities.

#### Key Points

- Countywide design guidelines for greenways, trails, and bicycle facilities (including on- and off-street bicycle facilities) are needed to ensure these systems are standardized and user-friendly across the county.



### 3.2.5 CHAMPAIGN COUNTY GREENWAYS AND TRAILS (GT) FUNDING SOURCES LIST (2008, AMENDED 2014)

This was created as a standalone document in 2008, and incorporated into the Active Choices Greenways & Trails Plan in 2014. This document compiles various potential sources of funding as a resource for GT member agencies to implement specific trail and greenway projects. This document assists the City of Urbana and adjacent jurisdictions in identifying what funding sources can implement trail and greenway projects identified in the GT Plan and Urbana Bicycle Master Plan.

#### Key Points

- The City of Urbana can refer to this document to identify potential funding sources to implement greenway and trail projects that were identified in the GT Plan and UBMP.



### 3.2.6 ST. MARY'S ROAD CORRIDOR STUDY (2008)

This study identifies St. Mary's Road as an important transportation corridor in the University District of Urbana-Champaign due to its close proximity to multiple athletic facilities and the University of Illinois Research Park. This study examined current conditions along St. Mary's Road, and proposed recommendations to maintain its viability as a transportation corridor in the future. Recommendations include building a sidepath on the Urbana segment and west to Fourth Street in Champaign to improve the safety of bicyclists and pedestrians when traveling along this corridor.

#### Key Points

- St. Mary's Road is an important transportation corridor, and this study recommended sidepath installation on the Urbana segment, in addition to some segments in Champaign, to improve pedestrians and bicyclists' safety.



### 3.2.7 CHAMPAIGN-URBANA SAFE ROUTES TO SCHOOL (SRTS) REPORT (2009, UPDATED 2012)

One purpose of this report was to identify what obstacles students and parents face when walking or biking to and from schools. The Champaign-Urbana Safe Routes to School (C-U SRTS) Project utilized this report to show the community the pedestrian and bicycle safety hazards when walking or biking to schools. Survey responses from parents and students showed that improving the roads, lighting, sidewalks, and bicycle infrastructure; in addition to improving driving behaviors, can encourage and enable safer walking and biking to and from schools.

#### Key Points

- This report, as part of the Champaign-Urbana Safe Routes to School Project, identifies pedestrian and bicycle hazards when walking or biking to schools.
- Survey response from the community demonstrates that improving driving behavior, road conditions, lighting, sidewalks, and bicycle infrastructure can enable safer walking and biking to and from schools.

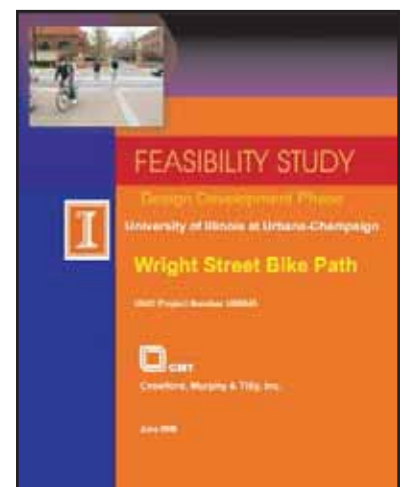


### 3.2.8 WRIGHT STREET BIKE PATH FEASIBILITY STUDY (2009)

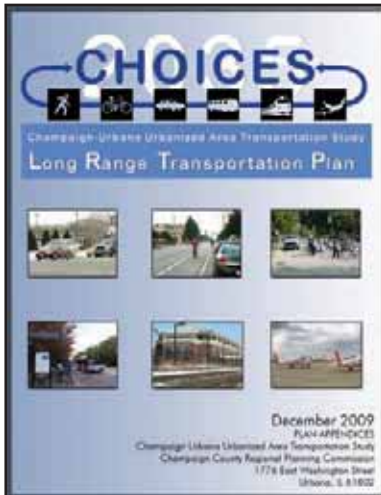
A feasibility study was done for the University of Illinois to evaluate the feasibility of bike lane installation to implement a 'complete street' on Wright Street (between White Street and Armory Avenue). The study presents two alternatives. One is a full retrofit of Wright Street without preserving the existing facilities' features. The other is making the essential improvements with respect to the original facilities. This study discusses what factors and associated costs are involved in implementing the two alternatives. This document establishes a comprehensive overview on how Champaign, Urbana, and the University can retrofit Wright Street into a safe transportation corridor for all modes of transportation.

#### Key Points

- This feasibility study presents alternatives to install bike lanes on Wright Street (between White Street and Armory Avenue).
- The study also discusses the alternatives' costs and implementation strategies and how Champaign, Urbana, and the University of Illinois can turn Wright Street into a multi-modal transportation corridor.





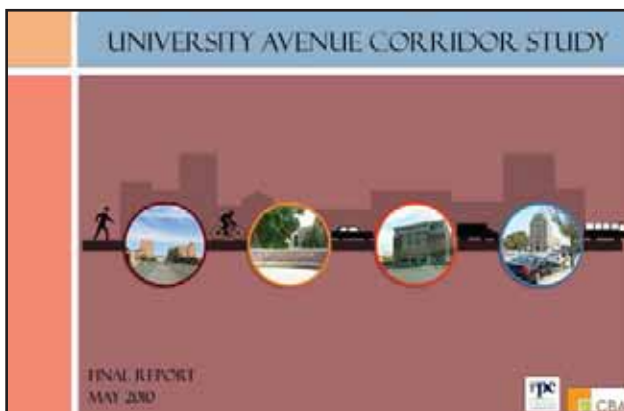


### 3.2.9 CHOICES 2035: LONG RANGE TRANSPORTATION PLAN (LRTP) (2009)

This is a federally-mandated plan that administers federal and state funding to various transportation projects in the Champaign-Urbana metropolitan planning area. This plan recognizes that bicycling has become a more viable choice of transportation over time, and the metropolitan planning area needs a well-connected and efficient bicycle network. In addition to providing greater bicycle parking facilities, improving safety and education about bicycling is crucial to ensuring bicycling is safe in the Urbana-Champaign area. Bike sharing projects may be a viable option in the long-term to incentivize people to bike.

#### Key Points

- The federally-mandated Long Range Transportation Plan recognizes the need for an efficient and well-connected bicycle network.
- Improving bicycle parking, safety, and education are needed to ensure bicycling is a safe mode of transport in Urbana-Champaign.

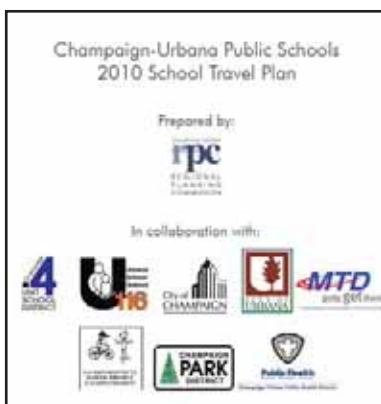


### 3.2.10 UNIVERSITY AVENUE CORRIDOR STUDY (2010)

This study examines the University Avenue corridor between Downtown Urbana and Downtown Champaign, and provides recommendations to improve it into a safe, accessible, and multi-modal corridor. The recommendations cover a variety of topics, including: land use, redevelopment, streetscape improvement, and transportation. This study further discusses how the different factors are interrelated and can be improved to increase bicycle and pedestrian activity and safety along and across the University Avenue corridor.

#### Key Points

- This study proposes recommendations to improve University Avenue into a safe and accessible multi-modal corridor, especially with regard to crossings.
- The recommendations are based on various factors, such as: land use, redevelopment, streetscaping, and transportation, and they are interrelated. Improving them can increase pedestrian and bicycle activity on University Avenue.



### 3.2.11 CHAMPAIGN-URBANA SCHOOL TRAVEL PLAN (2010)

This plan was updated to apply for Safe Routes to School (SRTS) grant funding through the Illinois Department of Transportation (IDOT). CCRPC compiled information from local governmental agencies and school districts, including the City of Urbana, Urbana Park District, and Urbana School District. The plan takes a comprehensive approach to analyzing what the community is currently doing to enable and encourage students to bike and walk to school, and how it plans to continue those efforts.

#### Key Points

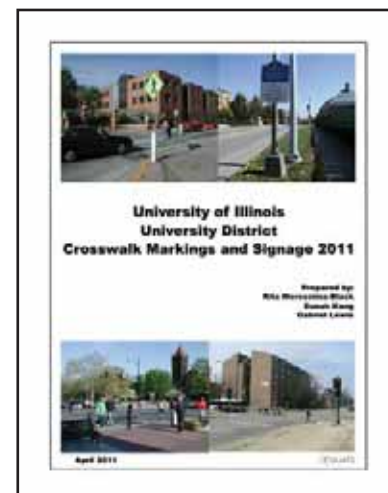
- This plan comprehensively analyzed what the community is doing to enable and encourage students to bike and walk to schools and what it can do to continue these efforts.

### 3.2.12 UNIVERSITY DISTRICT CROSSWALK (UDC) MARKINGS & SIGNAGE (2011)

This document provides a comprehensive list of markings and signage recommendations for the Campus Area Transportation Study (CATS) Zones, which include bike crossings. The markings and signage's design guidelines/recommendations established here will be utilized to design roads that are more accommodating to all modes of transportation.

## Key Points

- This document is essentially a design guideline manual for road marking and signage for the Campus Area Transportation Study (CATS) Zones in order to make the roads within CATS more accommodating to all modes of travel.

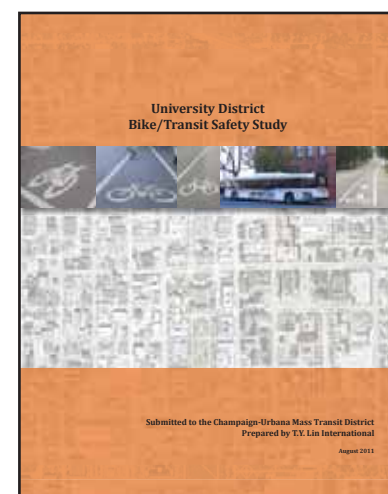


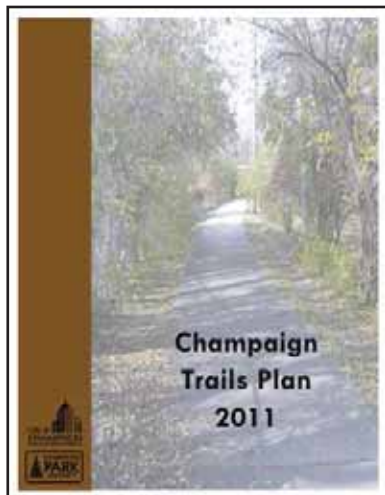
### 3.2.13 UNIVERSITY DISTRICT BIKE/TRANSIT SAFETY STUDY (2011)

The Champaign-Urbana Mass Transit District (CUMTD) financed this study to analyze safety issues between bicycles and buses on University District corridors and intersections. This study's results are meant to complement the University of Illinois Campus Bicycle Plan. This study aims to improve the University of Illinois' transportation network to better accommodate non-motorized modes of transportation and reduce modal conflicts. It discusses the importance of retrofitting the existing transportation infrastructure to reduce modal conflicts and improve the university's accessibility via non-motorized modes of transport for users within and from outside of the campus.

## Key Points

- This study discusses how the University of Illinois can improve and retrofit its transportation network to better accommodate non-motorized modes of transportation for users within and outside of the campus.





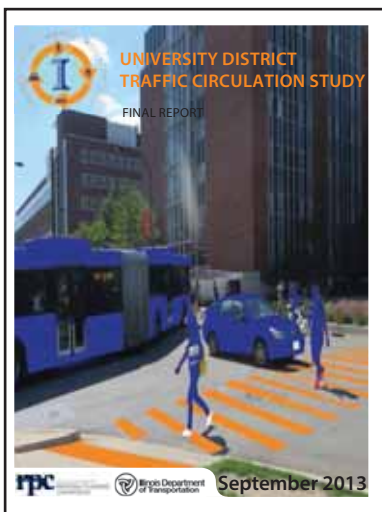
### 3.2.14 CHAMPAIGN TRAILS PLAN (2011)

The City of Champaign and the Champaign Park District jointly composed this plan to provide a vision for the city's future trails system. It envisions that the trails system will serve as a cohesive network of off-street recreational facilities. This builds upon the visions from the Champaign Park District Strategic Plan 2005-2015 and Comprehensive Park and Open Space Plan 2008 for a comprehensive path and trail system in Champaign. Though this plan emphasizes more on recreational use rather than promoting bicycling, this was created in close coordination with Champaign's transportation plan, Champaign Moving Forward, to ensure the trail system connects well to the City of Champaign's on-street bicycle network. The Champaign Trails Plan's elements were incorporated into Champaign's comprehensive plan, Champaign Tomorrow 2011. Finally, many proposed design guidelines of plan recommendations were based on the Champaign County Greenways & Trails Design Guidelines.

This plan recommends bikeways and trails connecting Champaign and Urbana that would require coordination between local governments. The planned connections between the two cities are the Lower Boneyard Trail, Wabash Railtrail, and Olympian Drive Multi-Use Trail.

#### Key Points

- This plan lays the foundation for a cohesive network of off-street recreational trail facilities that would connect to Champaign's on-street bicycle facilities.
- Bicycle and trail design must follow the design guidelines from the GT Plan.
- Champaign and Urbana need to coordinate to have their bicycle and trail facilities connect with each other.



### 3.2.15 UNIVERSITY DISTRICT TRAFFIC CIRCULATION STUDY (UDTCS) (2013)

This study extensively analyzes the University of Illinois at Urbana-Champaign's (UIUC) current transportation conditions for all modes of transportation. It presents and discusses recommendations in the short-, medium-, and long-term that UIUC, the City of Urbana, the City of Champaign, CUMTD, and other various organizations should implement. These recommendations are aimed at allowing UIUC to have a better transportation system that is safe and efficient for all types of users.

#### Key Points

- This study extensively studies the University of Illinois at Urbana-Champaign's current transportation network and conditions.
- It provides recommendations with different timeframes to stakeholders to implement in order to improve the transportation system's safety and efficiency for all users.

### 3.2.16 ILLINOIS BIKE TRANSPORTATION PLAN (2014)

The Illinois Bike Transportation Plan is the first statewide bike plan in Illinois. It is the non-motorized chapter of the 2012 Illinois State Transportation Plan, a long-range plan that created the state's pathway to a multi-modal future. This plan will allow the Illinois Department of Transportation (IDOT) to systematically integrate transportation alternatives into existing state operations. The Illinois Bike Plan is built upon five foundational principles: access, choices, connectivity, safety, and collaboration.

#### Key Points

- This first ever statewide bike plan will help IDOT integrate bicycling into state operations.
- The five foundational principles of this plan are access, choices, connectivity, safety, and collaboration.



### 3.2.17 UNIVERSITY OF ILLINOIS CAMPUS BICYCLE PLAN (2014)

This document was written to provide concrete steps for the University of Illinois at Urbana-Champaign to improve its safety, sustainability, and health by becoming a more bicycle-friendly university. Identified projects, with implementation steps, are shown to achieve the goals. The projects also include programs that educate and encourage people to bike and be more aware of traffic safety issues. Furthermore, the plan recommends updating its bicycle code, which has not been updated since 1989, to allow the university to better enforce traffic regulations for bicyclists. It also resembles the Illinois Drivers' Code, and should be a bicyclist based code instead of a motorist based code.

#### Key Points

- This document provides recommendations, including education and encouragement programs, with implementation strategies to make the University of Illinois at Urbana-Champaign a more bicycle-friendly community.
- One of the recommendations is to update the 1989 Bicycle Code, which acts like the Illinois Drivers' Code. This will allow the University to better enforce traffic regulations for bicyclists.

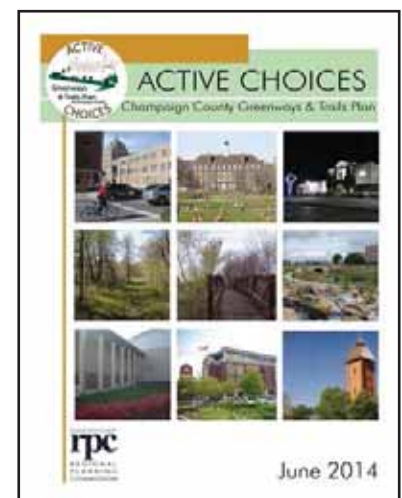


### 3.2.18 ACTIVE CHOICES: CHAMPAIGN COUNTY GREENWAYS & TRAILS PLAN (2014)

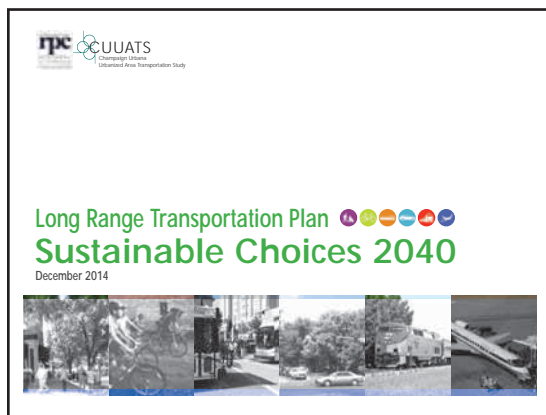
This is an update to the 2004 Champaign County Greenways & Trails (GT) Plan. This plan examines the greenways and trails' conditions in Champaign County and presents the benefits of implementing them. Various goals and objectives, based on different themes, are identified to guide how the county will continue to expand its greenways and trails system. This document also incorporates and updates the design guidelines (see Section 3.2.4) for elements that would be present in greenways and trails, which include bike lanes and other facilities. In the end, the county's bicycle network would be an integral part of the greenways and trails system.

#### Key Points

- This document is an update to the GT Plan, and it provides goals and objectives based on different themes to guide the continuing expansion of Champaign County's greenway and trails system.
- The bicycle network is an integral part of the county-wide greenway and trails system.







### 3.2.19 SUSTAINABLE CHOICES 2040: LONG RANGE TRANSPORTATION PLAN (LRTP) (2014)

*Sustainable Choices 2040* is the long range transportation plan (LRTP) that guides the evolution of the transportation system in the Champaign-Urbana urbanized area over a 25-year planning horizon. This is a federally-mandated document, updated every five years, that administers federal and state funding to various projects in the Champaign-Urbana metropolitan planning area. The plan strives to use the existing infrastructure to optimize mobility while promoting a multi-modal transportation network that encourages environmental sensitivity, accessibility, and economic development to enhance quality of life for all users.

*Sustainable Choices 2040* is built on six overarching pillars: safety and security, resilient economy, multimodal connectivity, accessibility and affordability, healthy neighborhoods, and balanced development. This plan promotes active modes of transportation through SMART objectives and performance measures that reinforce recommendations from the 2008 UBMP, Choices 2035 LRTP, and the 2014 GT Plan.

#### Key Points

- This Long Range Transportation Plan update strengthens goals, objectives, and recommendations for bicycling.



### 3.2.20 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (2016)

This document introduces the Transportation Improvement Program's (TIP) purpose and process. Transportation projects to be eligible for federal funding must be listed in the TIP. Bicycle and pedestrian projects do not have an annual federal funding allocation. However, these projects are typically part of a larger roadway project, and/or have received grant funding. All bicycle projects receiving federal funding are listed in the TIP, and the City of Urbana typically lists its local bicycle projects in the TIP.

#### Key Points

- Transportation projects must be listed in the Transportation Improvement Program in order to be eligible to receive federal funding.
- Bicycle and pedestrian projects are listed in the TIP when they are part of a larger roadway project, receive federal grant funding, or local agencies include them.

### 3.3 BIG TEN CITIES PEER REVIEW

Sections 3.3 through 3.6 discuss the bicycle plans, award status, paid staff, and other efforts in peer and model cities. Each section includes a table with the following information:

1. **Population**
2. **Bicycle Friendly status**
  - a. *Bicycle Friendly Community (where applicable)*
  - b. *Bicycle Friendly University (where applicable)*
3. **Dedicated bicycle planning staff**
  - a. *City, County, and/or University*
4. **Dedicated bicycle planning committee(s)**
  - a. *City and/or University*

For comparison, [Table 9](#) lists this information for Urbana.

Population	Dedicated bicycle planning staff
41,250 (Census 2010)	<b>City of Urbana</b> <ul style="list-style-type: none"> <li>No single dedicated full-time staff member</li> </ul> <b>University of Illinois</b> <ul style="list-style-type: none"> <li>No single dedicated full-time staff member</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committee
<b>City of Urbana</b> <ul style="list-style-type: none"> <li>GOLD</li> </ul> <b>University of Illinois</b> <ul style="list-style-type: none"> <li>BRONZE</li> </ul>	<b>City of Urbana</b> <ul style="list-style-type: none"> <li>Bicycle &amp; Pedestrian Advisory Committee (BPAC)</li> </ul>

**Table 9** Urbana bike information

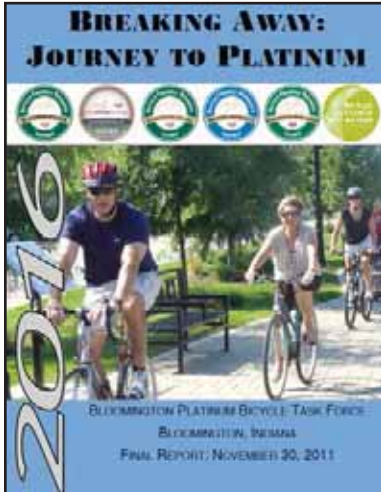


For information on the Urbana Bicycle Master Plan, please see [Section 3.1.2](#).

[Appendix 2](#) lists selected awardees of the League of American Bicyclists' (LAB) Bicycle Friendly America (BFA) program. This program's awards include Bicycle Friendly Community (BFC), Bicycle Friendly University (BFU), Bicycle Friendly Business (BFB), and Bicycle Friendly State. [Appendix 2](#) highlights the Illinois and Big Ten BFCs and BFUs, the BFBs in Urbana, Illinois' Bicycle Friendly State report card, and Urbana's 2015 site visit BFC report card.



Just as Urbana is home to the University of Illinois, the following case studies highlight substantial bicycle planning efforts in cities home to other Big Ten universities: Bloomington, IN (Indiana University); Ann Arbor, MI (University of Michigan); and Madison, WI (University of Wisconsin).



### 3.3.1 BLOOMINGTON, IN: BREAKING AWAY: JOURNEY TO PLATINUM (2011)

Population	Dedicated bicycle planning staff
80,405 (Census 2010)	<b>City of Bloomington</b> <ul style="list-style-type: none"> <li>Bicycle and Pedestrian Coordinator, housed in Planning &amp; Transportation Department, which also staffs the Bloomington/Monroe County Metropolitan Planning Organization (MPO)</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committee
<b>City of Bloomington</b> <ul style="list-style-type: none"> <li>GOLD</li> </ul> <b>Indiana University</b> <ul style="list-style-type: none"> <li>BRONZE</li> </ul>	<b>City of Bloomington</b> <ul style="list-style-type: none"> <li>Bicycle and Pedestrian Safety Commission (BPSC): A citizen commission responsible for developing safety programs; serving as a public forum for bicycle and pedestrian safety; encouraging a host of safe bicycling, walking, and running events; and reporting and recommending to the Mayor, City Council, and Department of Public Works regarding bicycle and pedestrian safety issues. Meets twice a month (one working meeting, one official meeting).</li> </ul>

**Table 10** Bloomington, IN bike information

In 2003, Bloomington, Indiana was awarded the Bronze Bicycle Friendly Community (BFC) Award from the League of American Bicyclists (LAB). The city continued to progress and was awarded the Silver BFC Award in 2010, and the Gold BFC Award in 2014. The most recent bicycle plan, *Breaking Away: Journey to Platinum*, represents the city's continued commitment to improve its bicycle facilities and aim in obtaining a Platinum Award by 2016. The plan discusses how improving and having a solid bicycle infrastructure system could advance Bloomington's core values of equality, health, environment, sustainability, and general quality of life. Various issues regarding these values, such as obesity (related to the value of health) and greenhouse gas emissions (related to the value of environment), have been addressed.

The plan recognizes that LAB evaluates a community's bicycle-friendliness through the "five E's": Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning. These E's, or elements, form an overall framework for Bloomington to work towards and achieve the Platinum Award. The plan identifies and discusses the city's strengths and opportunities for improvement (identified by LAB) in each element. It then presents targets and actions, with lead and supporting agencies identified, to address the city's opportunities for improvements. Finally, the plan's implementation section refines the identified targets and actions into measurable outcomes in time. Implementing and supporting agencies, project costs, general project components and timeline are identified for all projects.

This case study demonstrates that Bloomington, IN is taking a rather bold step in progressing from a Silver (now Gold) BFC to a Platinum BFC. As the plan has identified, obtaining awards ignites community pride and strengthens its ambition to provide the best possible bicycle infrastructure.

### Key Points

- The 5 Es (Engineering, Education, Encouragement, Enforcement, and Evaluation) provide an overarching framework for the city to plan for improving its bicycle network.
- Having an award, such as the Bicycle Friendly Community Award from the LAB, gives citizens pride and ambition to provide the best possible bicycle infrastructure.

### 3.3.2 ANN ARBOR, MI: NON-MOTORIZED TRANSPORTATION PLAN (2013)

Population	Dedicated bicycle planning staff
113,934 (Census 2010)	<b>University of Michigan</b> <ul style="list-style-type: none"> <li>• Alternative Transportation Coordinator</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committee
<b>City of Ann Arbor</b> <ul style="list-style-type: none"> <li>• SILVER</li> </ul> <b>University of Michigan</b> <ul style="list-style-type: none"> <li>• SILVER</li> </ul>	<b>City of Ann Arbor</b> <ul style="list-style-type: none"> <li>• Alternative Transportation Committee</li> </ul>

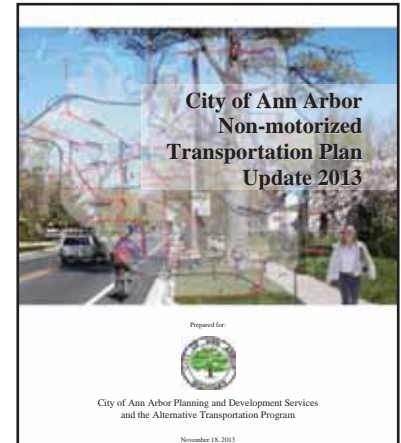
**Table 11** Ann Arbor, MI bike information

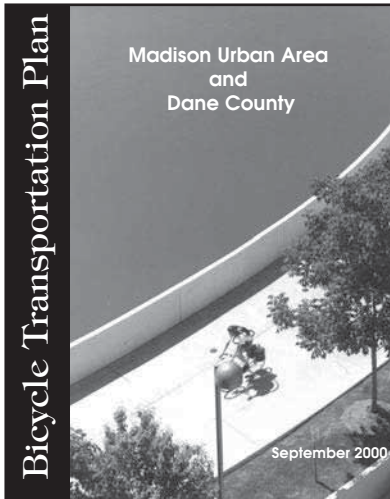
The plan was intended to provide a baseline understanding of the issues non-motorized transportation modes are currently facing and what measures, through policies, programs, and design guidelines, can be taken to improve their facilities. This document also supersedes the City's 1992 Bicycle Plan, integrated with the City's Transportation Update, and complements the City's Park, Recreation and Open Space Plan and Northeast Area Plan. This document is also an update to the 2007 plan of the same name.

This plan is a synthesis of various bicycle and pedestrian planning and design guides, such as the AASHTO Guide for the Development of Bicycle Facilities and AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, in order to provide insights on how the tools and practices presented in those documents can be applied in Ann Arbor. In addition to providing design guidelines and best practices to improve facilities for non-motorized transportation, this plan also discusses how land use, density, job accessibility, and building form could either contribute or discourage non-motorized transportation. The plan also highlights that the design considerations must be compliant with the American with Disabilities Act (ADA) Standards to ensure people with disabilities are not excluded from the facility design. Lastly, the plan discusses policy and program recommendations that Ann Arbor should consider in promoting a non-motorized transportation system. Each recommendation is given a timeframe to be implemented. The timeframes are: 1 year, 3 years, and 5 years. This is to make the recommendations realistic and achievable.

### Key Points

- Various documents, such as the AASHTO Guide for the Development of Bicycle Facilities, are good resources to evaluate potential bicycle design improvements.
- The bicycle infrastructure and design should be ADA-compliant in order to be accessible for all types of users.
- The policy recommendations should be time-bound in order to be realistic and implementable.





### 3.3.3 MADISON, WI: BICYCLE TRANSPORTATION PLAN FOR THE MADISON URBAN AREA & DANE COUNTY (2000)

Population	Dedicated bicycle planning staff
233,209 (Census 2010)	<b>City of Madison</b> <ul style="list-style-type: none"> <li>Full-time Pedestrian/Bicycle Coordinator</li> <li>Full-time Pedestrian/Bicycle Safety Coordinator (mostly works with elementary schools)</li> </ul> <b>University of Wisconsin</b> <ul style="list-style-type: none"> <li>Full-time Pedestrian/Bicycle Coordinator</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committees
<b>City of Madison</b> <ul style="list-style-type: none"> <li>PLATINUM</li> </ul> <b>University of Wisconsin</b> <ul style="list-style-type: none"> <li>GOLD</li> </ul>	<b>City of Madison</b> <ul style="list-style-type: none"> <li>Pedestrian/Bicycle/Motor Vehicle Commission</li> <li>Platinum Biking City Planning Committee</li> </ul>

**Table 12** Madison, WI bike information

This bicycle plan was prepared to update the 1991 Bicycle Transportation Plan for Madison and Dane County. Currently, the Madison urban area is recognized as one of the most bicycle-friendly communities in the U.S. There is strong public and institutional support for bicycling. For example, the Wisconsin Department of Transportation (WisDOT) Bureau of Transportation Safety offers classes and resources on bicycle safety. The City of Madison's Department of Transportation employs a full-time Pedestrian/Bicycle Coordinator, who is responsible for facility and policy planning, project reviews, bicycle crash analysis, public relations, education, and coordination between multiple agencies and bicycle organizations. There is also a full-time Pedestrian/Bicycle Safety Coordinator who mostly works with elementary schools. The University of Wisconsin-Madison also employs a full-time Pedestrian/Bicycle Coordinator.

Despite the strong support for bicycling and established bicycle infrastructure, this plan acknowledges that Madison and Dane County can still make more bicycle infrastructure improvements. The plan, like that in Bloomington, IN and LaCrosse, WI, attempts to address bicycling in a comprehensive manner by addressing goals, objectives, and recommendations according to four of the Es (engineering, encouragement, education, and enforcement). To finance and implement bicycle and other transportation planning projects, the projects are scheduled and prioritized through various governmental units' multi-year capital improvement budgets and the five-year Transportation Improvement Plan (TIP) for the Dane County Area. The plan recommends that local funding should be maximized when possible and have bicycle projects routinely be part of new developments and projects.

#### Key Points

- Strong public and institutional support is needed in fostering bicycle-friendly communities.
- Having full-time bicycle coordinators is critical in integrating bicycling in all of a city's plans and projects.
- The capital improvement budget is a source of financing bicycle projects.
- Local funding for bicycle projects should be maximized as much as possible.

## 3.4 PEER MIDWEST CITIES REVIEW

### 3.4.1 LACROSSE, WI: BICYCLE AND PEDESTRIAN MASTER PLAN (2012)

The following highlights notable bicycle planning efforts in a city close in population to Urbana (population 41,250): LaCrosse, WI (population 51,320).

Population	Dedicated bicycle planning staff
51,320 (Census 2010)	<b>City of LaCrosse</b> <ul style="list-style-type: none"> <li>• Safe Routes to School Coordinator</li> <li>• Bicycle/Pedestrian Coordinator (to be hired)</li> </ul> <b>LaCrosse County</b> <ul style="list-style-type: none"> <li>• Safe Routes to School Coordinator</li> <li>• Bicycle/Pedestrian Coordinator</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committee
<b>City of LaCrosse</b> <ul style="list-style-type: none"> <li>• SILVER</li> </ul>	<b>City of LaCrosse</b> <ul style="list-style-type: none"> <li>• Bicycle and Pedestrian Advisory Committee: their purpose is to implement the Bicycle and Pedestrian Master Plan.</li> </ul>



**Table 13** LaCrosse, WI bike information

The City of LaCrosse, with a Silver Level Bicycle Friendly Community Award from the League of American Bicyclists (LAB), has become a regional center for active living. The City approved and released this plan as part of its ongoing work to promote active transportation for its residents. Thus, the city aimed to be recognized as a Gold Level bicycle and pedestrian friendly community. Similar to the bicycle plan in Bloomington, IN, LaCrosse examined its transportation network, programs, and policies using the five Es (Engineering, Education, Encouragement, Enforcement, and Evaluation). A comprehensive exhibit of tools and best practices are presented to show what elements the city may utilize to improve its transportation system. They cover unsignalized and signalized intersections, corridor improvements, and bicycle parking improvements.

Furthermore, the plan establishes benchmarks for bicyclists and pedestrians based on the five Es to specifically show what needs to be done in order to achieve the Gold Level awards. Finally, the plan identifies immediate-, short-, and long-term recommendations with estimated costs and responsible agencies. This plan also recommended the City to hire a permanent Bicycle and Pedestrian Coordinator. The case of LaCrosse seems to be similar to that in Bloomington, IN in that both acknowledge the LAB's rating system for bicycle friendly communities as a framework to promote active transportation in their cities and as a means to achieve greater local pride.

#### Key Points

- Best practices at signalized and non-signalized intersections, corridors improvements, and bicycle parking improvements are useful factors in strengthening LaCrosse's bicycle infrastructure and safety.
- In addition to being a policy framework, the 5 Es (Engineering, Education, Encouragement, Enforcement, and Evaluation) can be used as a benchmark to see what the City needs to do in order to receive a higher level Bicycle Friendly Community designation.

### 3.4.2 COLUMBIA, MO (BICYCLE PLAN IN PROGRESS)

Similar to Urbana being the home of Illinois' flagship university (the University of Illinois), Columbia is also home to Missouri's flagship university (the University of Missouri). Both are large universities, with student populations of 44,520 and 34,748 respectively. Although Columbia does not currently have a bicycle plan, it has made tremendous improvements in bicycle and pedestrian planning since receiving a \$22.4 million grant in 2006 from the Federal Highway Administration's (FHWA) Non-Motorized Transportation Pilot Program.

Population	Dedicated bicycle planning staff
108,500 (Census 2010)	<b>City of Columbia</b> <ul style="list-style-type: none"> <li>Full-time Bicycle/Pedestrian Coordinator</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committee
<b>City of Columbia</b> <ul style="list-style-type: none"> <li>SILVER</li> </ul>	<b>City of Columbia</b> <ul style="list-style-type: none"> <li>Bicycle/Pedestrian Commission</li> </ul>

**Table 14** Columbia, MO bike information

As part of the Non-Motorized Transportation Pilot Program, the Federal Highway Administration (FHWA) in 2006 awarded the City of Columbia a federal grant of \$22.4 million over a timeframe of four years. This grant was to assist the city in implementing the needed infrastructure for active transportation and encouraging and raising awareness among people to use active transportation. FHWA released a report in 2012 showing the progress the cities have made that are under this program. Between 2007 and 2011, the City of Columbia has experienced:

- 62.9% increase in bicycling and 46.1% increase in walking
- Addition of 100 miles of bike lanes
- 34 miles of marked bike routes implemented
- 1,165 bicycle parking spaces added

Part of the reason why Columbia was able to make this kind of progress was due to strong advocacy groups for active transportation. PedNet is an advocacy organization that promotes active transportation. Prior to the pilot program, PedNet organized a variety of programs to raise awareness and demand for active transportation. Some notable programs are:

- Walk to School Day
- Walking School Bus program – children walk to school under supervision of a trained adult volunteer
- Passport to fitness program
- Cycle-Recycle bicycle donation program for lower-income children

These programs have generated enthusiasm and strong support for greater facilities for walking and biking. Overall, PedNet was instrumental in helping the city to secure the pilot program grant from the FHWA. As PedNet focuses on bicycle education, encouragement, and support; GetAbout Columbia focuses on improving bicycle infrastructure.

Additionally, GetAbout Columbia is the city's pilot program under the collaboration between the Department of Public Works and Department of Parks and Recreation. It is responsible for conducting engineering and design analysis for relatively large capital projects in order to identify obstacles to implementing these projects and to short-list them for final design and implementation.

In addition to City departments implementing bicycle and pedestrian facilities, the City of Columbia has a Bicycle/Pedestrian Commission. This consists of nine appointed members who have significant knowledge of street construction and maintenance, bicycle safety and infrastructure, and/or interest in pedestrian safety. This body works with the City administration in writing and preparing annual requests for grants, developing programs and methods in educating proper bicycle use, and advising the City in issues related to sidewalks, trails, and walkways. It is currently working with other City departments in developing a bicycle master plan for the City.

Overall, the Non-Motorized Transportation Pilot Program helped the City of Columbia institutionalize planning and funding for non-motorized transportation. Under City departments' supervision, the bicycle projects and programs will continue after the program ends.

#### Key Points

- The FHWA's Non-Motorized Transportation Pilot Program helped the City to institutionalize planning and funding for non-motorized transportation.
- Advocacy organizations can be a powerful ally in helping City departments to promote awareness and public support for bicycle and pedestrian infrastructure.
- Having a professional citizen commission for bicycle planning provides additional insights into bicycle/pedestrian planning.



## 3.5 LARGE MIDWEST CITIES REVIEW

### 3.5.1 CHICAGO, IL: STREETS FOR CYCLING PLAN 2020 (2013)

Population	Dedicated bicycle planning staff
2,695,598 (Census 2010)	<b>City of Chicago</b> <ul style="list-style-type: none"> <li>Bicycle Program Coordinator</li> <li>Bicycle Ambassadors</li> <li>Safe Routes [to School] Ambassadors</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committee
<b>City of Chicago</b> <ul style="list-style-type: none"> <li>SILVER</li> </ul> <b>University of Illinois at Chicago (UIC)</b> <ul style="list-style-type: none"> <li>BRONZE</li> </ul>	<b>City of Chicago</b> <ul style="list-style-type: none"> <li>Mayor's Bicycle Advisory Council: meets quarterly to discuss past, present and upcoming bicycling related projects and issues.</li> </ul>

**Table 15** Chicago, IL bike information

This report provides a comprehensive overview of available bicycle facilities that Chicago neighborhoods can implement to improve and expand their bicycle network. It recognizes that separation between bicycles and vehicles are needed as a road's posted speed and traffic volume increases. The report presents and reviews different types of bicycle facilities in terms of their benefits, limitations, and under what traffic conditions and land use context these facilities are most suited to be implemented. This plan calls for implementing a hierarchy of spoke routes, crosstown bike routes, and neighborhood bike routes to provide a bicycle accommodation within 1/2 mile of every Chicagoan. This report could serve as a reference to what alternative bicycle facilities are available in updating Urbana's bicycle network.

#### Key Points

- As traffic volume and speed increases, separation between vehicles and bicyclists becomes more necessary.
- Selecting what bicycle facility to implement depends on the surrounding land-use context and traffic conditions.







### 3.5.2 MINNEAPOLIS, MN: MINNEAPOLIS BICYCLE MASTER PLAN (MBMP) (2011)

Population	Dedicated bicycle planning staff
382,578 (Census 2010)	<b>City of Minneapolis</b> <ul style="list-style-type: none"> <li>Bicycle Planner, housed in the Public Works Department</li> <li>Pedestrian Planner, housed in the Public Works Department</li> <li>Safe Routes for Youth &amp; Seniors Planner, housed in the Public Works Department</li> <li>Bicycle and Pedestrian Ambassadors</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committees
<b>City of Minneapolis</b> <ul style="list-style-type: none"> <li>GOLD</li> </ul> <b>University of Minnesota</b> <ul style="list-style-type: none"> <li>PLATINUM</li> </ul>	<b>City of Minneapolis</b> <ul style="list-style-type: none"> <li>Bicycle Advisory Committee (BAC)</li> </ul> <b>Hennepin County</b> <ul style="list-style-type: none"> <li>Bicycle Advisory Committee (BAC)</li> </ul>

**Table 16** Minneapolis, MN bike information

The City of Minneapolis released the MBMP to supersede the City's 2001 Bikeways Master Plan and the 2001 5-Year Bikeways Plan. The plan's purpose is to introduce goals, objectives, and benchmarks to improve bicyclists' safety, mobility, and to increase the number of bicyclists. The MBMP first examined the bicycle networks' existing conditions in terms of its historical and policy framework, physical character, and the bicycle industry. The master plan also conducted a needs analysis based on the 5 Es (Engineering, Education, Encouragement, Enforcement, and Evaluation) the League of American Bicyclists (LAB) introduced to identify existing problems. From these, the MBMP recommends the City to achieve lower bike crashes/injuries and fatalities and reduced bike theft. It also recommends that Minneapolis should add 300 bicycle parking spaces through the City's 50-50 cost sharing program with schools, community groups, businesses, multi-unit residential properties, and places of worship. The city's bike sharing program (Nice Ride) needs to be expanded; its number of stations should be doubled by 2015. Finally, all residents should be within 1 mile from a trail, ½ mile from a bike lane, and ¼ mile from a signed bike route by 2020.

Furthermore, the City has a Bicycle Program that is part of the Public Works Department. It is responsible for educating the public on bicycling through the Bicycle and Pedestrian Ambassador Program, implementing new projects through the Non-Motorized Transportation Pilot Project, producing the Annual Bicycle Map, and conducting bicycle counts annually. The City also has a Bicycle Advisory Commission that advocates bicycling to city officials and residents.

#### Key Points

- Conducting a Needs Analysis can be beneficial in identifying problems and gaps within the existing bicycle network.
- Public-private partnerships, such as the City of Minneapolis's 50-50 cost sharing program, are possible measures to increase bicycle parking in the city.
- A performance measure to evaluate a bicycle system's level of accessibility is to establish distances all residents should be from different types of bicycle facilities.

## 3.6 MODEL U.S. CITIES REVIEW

### 3.6.1 CAMBRIDGE, MA: BICYCLE NETWORK PLAN (2014 DRAFT)

Population	Dedicated bicycle planning staff
105,162 (Census 2010)	<b>City of Cambridge</b> <ul style="list-style-type: none"> <li>Full-time Bicycle and Pedestrian Program Coordinator</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committee
<b>City of Cambridge</b> <ul style="list-style-type: none"> <li>GOLD</li> </ul> <b>Harvard University</b> <ul style="list-style-type: none"> <li>GOLD</li> </ul> <b>Massachusetts Institute of Technology (MIT)</b> <ul style="list-style-type: none"> <li>SILVER</li> </ul>	<b>City of Cambridge</b> <ul style="list-style-type: none"> <li>Bicycle Committee</li> </ul>

**Table 17** Cambridge, MA bike information

The City of Cambridge drafted a Bicycle Network Plan in 2014. Public input was collected via a survey, WikiMap, paper map sessions throughout the city, and an open house. A Bicycle Level of Comfort Index, crash maps, project planning and implementation were used to create a draft Bicycle Network Priority Map and Plan. This draft Bicycle Priority Network (BPN) identifies streets and paths which provide direct connectivity between neighborhoods and key jurisdictions within Cambridge and adjacent jurisdictions.



Cambridge has long been strongly committed to promoting non-motorized modes of transportation. The city has conducted bicycle counts since Fall 2001 in the morning and afternoon peak travel hours, and concluded that on some corridors, bicycling accounts for 10-30% of all trips. Also, bicycle trips at AM and PM peak hours tripled between 2002 and 2012.

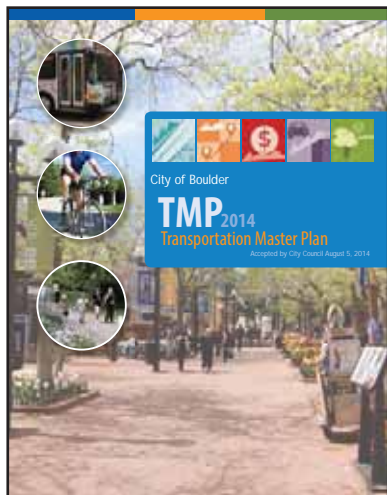
Cambridge has established policies to promote bicycling. One of them is the Cambridge Vehicle Trip Reduction Ordinance (1992). This ordinance established the Bicycle and Pedestrian Mobility Program, which is required and responsible for designing and implementing programs to encourage people to walk and bike as an alternative to traveling by single-occupancy vehicles. Another major policy is the Cambridge Growth Policy Document. One of its policies is to have the City encourage all reasonable forms of non-motorized modes of transportation. An example to achieve this is improving the city's infrastructure that promotes bicycling and walking. These policies conform to the regional- and state-level policies of promoting non-motorized transportation. Additionally, the City has a set of guidelines for developing bicycle facilities. Some of the guidelines are:

- Managing bicycle circulation so it will minimize modal conflict;
- All roadway projects should consider bicycle improvements;
- The city will support bicycle encouragement and safety programs; and
- The bicycle facilities will be built to accommodate bicycling for commuting and recreational purposes.

Bicycle parking is a major issue in Cambridge. The City's 2000 Pedestrian Plan provided recommendations on designing bicycle parking on sidewalks to minimize its disruption to pedestrians. Despite this, there is limited space on sidewalks to accommodate bicycle parking. Thus, the City selects and utilizes several on-street public parking spaces to install bicycle parking stalls. The City stores these stalls during winter months. Furthermore, the City has installed wayfinding signs to provide bicyclists a direct yet enjoyable route (mostly on bike lanes, off-street paths, and local streets) between popular bicycle destinations.

Finally, the City of Cambridge has a Bicycle Committee. The City Council formed this in 1991, and this committee is comprised of community members and staff from the City's Community Development Department; the Department of Traffic, Parking, and Transportation; the Police Department; and the Department of Public Works. They are actively interested in bicycling issues within the city. Some of their duties include:

- Review road construction plans
- Comment on bicycle-related ordinances
- Organize and participate in public events
- Create materials to encourage bicycling in the city



### 3.6.2 BOULDER, CO: TRANSPORTATION MASTER PLAN (TMP) (2014)

Similar to Urbana being the home of Illinois' flagship university (the University of Illinois), Boulder is also home to Colorado's flagship university (the University of Colorado).

Population	Dedicated bicycle planning staff
97,385 (Census 2010)	<b>City of Boulder</b> <ul style="list-style-type: none"> <li>Bicycle and Pedestrian Transportation Planner/Coordinator</li> </ul> <b>Boulder County</b> <ul style="list-style-type: none"> <li>Bicycle Planner/Employee Transportation Coordinator</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committee
<b>City of Boulder</b> <ul style="list-style-type: none"> <li>PLATINUM</li> </ul>	<b>City of Boulder</b> <ul style="list-style-type: none"> <li>Transportation Advisory Board</li> </ul>

**Table 18** Boulder, CO bike information

The City of Boulder completed its fourth update of the Transportation Master Plan (TMP) in 2014. As a Platinum Level Bicycle Friendly Community, biking in Boulder has remained one of the most effective modes of travel. The average bike trip length in Boulder is four miles, and most of Boulder residents' trips can be done on bike.

The city is aiming to complete a grid-based network of primary and secondary bicycle corridors. Among the former is multi-modal corridors. They are vital corridors that accommodate cars, buses, bicycles, and pedestrians, and they connect with important destinations across the city and with the regional transportation system. Also, the city is aiming to add another 92 miles of bike lanes, routes, and shoulders. The new facilities will be used to fill in the missing gaps and expand the bicycle network. The city has constructed eleven pedestrian/bicycle underpasses since 1990, and it is planning to install 55 more to reduce interruptions to bicycling.

The City of Boulder is planning to work with other governmental entities, property owners, and developers to ensure that commercial, public, mixed-use, and multi-unit residential sites provide convenient and safe internal bicycle circulation. Circulation must be within the line-of-sight from site entrances and connections to other areas.

Additionally, the City recognized that federal and state funding is becoming more constrained while roadway maintenance is becoming more expensive. Over time, more funding will be directed towards maintenance rather than to enhancements. The City is planning to resurface roads, especially high-volume streets and intersections, with concrete, which has a longer life expectancy. This will help reduce long-term maintenance costs. Yet, more local funding sources are needed to implement future transportation projects. Some possibilities are:

- Increase sales tax by 2%.
- Implement a greenhouse gas emission tax of \$2.30 per metric ton of CO<sup>2</sup> equivalent.
- Implement a head tax of \$4 per employee per month.

#### Key Points

- Multi-modal corridors are essentially the city's skeletal network for bicycling.
- Underpasses provide uninterrupted access to bicyclists through barriers, such as roads and railroads.
- Internal bicycle circulation within private properties encourages biking and expands the bicycle network.
- Maintenance costs are becoming more prevalent than enhancement costs, so roadways will be retrofitted with concrete as it has a longer life expectancy.
- Maximize local funding as much as possible.

### 3.6.3 PORTLAND, OR: PORTLAND BICYCLE PLAN 2030 (PBP) (2010)

Population	Dedicated bicycle planning staff
583,776 (Census 2010)	<b>City of Portland</b> <ul style="list-style-type: none"> <li>Full-time Bicycle Coordinator</li> <li>Active Transportation Division staff</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committee
<b>City of Portland</b> <ul style="list-style-type: none"> <li>PLATINUM</li> </ul> <b>Oregon Health &amp; Science University</b> <ul style="list-style-type: none"> <li>GOLD</li> </ul> <b>Portland State University</b> <ul style="list-style-type: none"> <li>PLATINUM</li> </ul>	<b>City of Portland</b> <ul style="list-style-type: none"> <li>Bicycle Advisory Committee: meets monthly to review projects of interest to cyclists and discuss bike issues.</li> </ul>

**Table 19** Portland, OR bike information

Bicycling is considered to be a fundamental pillar in Portland's transportation system. This is evident as bicycling accounts for more than a quarter of all daily trips in Portland. Also, in 2008 the League of American Bicyclists awarded Portland the Platinum Level Bicycle Friendly Community award.

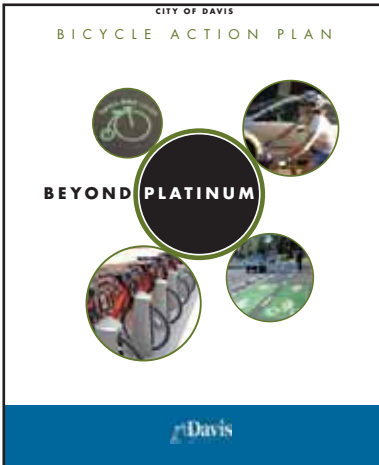
The Portland Bicycle Plan (PBP) intends to plan and design for those who are not bicycling yet and create conditions and incentives that make bicycling a more appealing mode of transport for short trips. Also, part of the PBP was an Equity Report that shows the gaps and underserved areas in the City's bicycle network. In short, the PBP aims to expand the planned bicycle network of 630 miles to 962 miles by 2030. To achieve this, the PBP recommends that Portland implement safe, appealing, and higher capacity bikeways that would serve all types of users and buildings. The PBP also recommends promoting a dense/concentrated and cohesive bicycle network so that all Portland residents can easily access a bicycle route and go where they want to go.



Based on these strategies, the PBP recommends actions to strategically implement projects and to achieve the plan's intention. It will be essential to amend the city's Transportation System Plan to reflect the PBP's new bicycle classification system and other transportation policies. Multiple funding sources are needed to increase funding for green and active transportation. Additionally, there needs to be a street design guide/manual that incorporates bicycle design guidelines. The city needs to expand its encouragement programs to further increase bicycling. This can be done through providing services and equipment, supporting behavioral change, raising awareness, and creating incentives to bike. Furthermore, it is important to build the bicycle network as much and as quickly as possible. Underserved areas must have easy access to the bicycle network and facilities.

#### Key Points

- A Gap/Needs Analysis is beneficial in identifying where the city's bicycle network is underserving residents, which is an obstacle to an equitable transportation network.
- There needs to be a street design manual to standardize the bicycle facilities in a city.
- Portland is aiming to create a network consisting of dense and concentrated areas with bicycle facilities to allow people to bike where they want to go.



### 3.6.4 DAVIS, CA: BEYOND PLATINUM - BICYCLE ACTION PLAN (2013)

*Like Urbana, Davis is a small city home to a large state university, the University of California (UC) at Davis, with a student population of 33,300.*

Population	Dedicated bicycle planning staff
65,622 (Census 2010)	<b>City of Davis</b> <ul style="list-style-type: none"> <li>Active Transportation Coordinator</li> <li>Active Transportation Specialists</li> </ul> <b>University of California at Davis</b> <ul style="list-style-type: none"> <li>Bicycle Coordinator</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committee
<b>City of Davis</b> <ul style="list-style-type: none"> <li>PLATINUM</li> </ul> <b>University of California at Davis</b> <ul style="list-style-type: none"> <li>PLATINUM</li> </ul>	<b>City of Davis</b> <ul style="list-style-type: none"> <li>Bicycling, Transportation, and Street Safety Commission</li> </ul>

**Table 20** Davis, CA bike information

The Beyond Platinum Bicycle Action Plan is an active transportation plan that focuses on bicycling as the primary mode, and also integrates walking and transit. The City of Davis developed a bicycle plan in 2009, but this updated plan is implementation-focused and includes a package of infrastructure projects, programs, and pro-bicycle policy work in order to further improve bicycle transportation and recreation in and around Davis.

Davis is known for its aggressive planning for bicycles and a strong bicycle culture that it has had since the 1960s. In an area of about 10 square miles, the city has about 54 miles of on-street bike lanes and 55 miles of separated shared-use paths. 98% of the city's arterial streets have bike lanes. 19% of all journey-to-work trips are by bike, and 20-25% of all trips in Davis are by bike.

The four main goals of this plan dovetail with the goals and objectives of the Davis General [Comprehensive] Plan and the Transportation Element: developing and maintaining a community of safe, confident, and comfortable cyclists; offering a complete, seamless, and integrated on and off street bikeway network accessible and comfortable to people of all of ages and abilities; integrating cycling with local and regional transit; and obtaining a Diamond Level Bicycle Friendly Community designation.

The City of Davis presents its policy overview and recommendations based on the 5 Es of Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning. One key engineering recommendation is for the City to install wayfinding signage and markings to guide bicyclists through preferred corridors and to key destinations. The Ride Walk Davis program is designed to encourage everyone from young children to senior citizens to choose biking as their means of transportation, through programs like Bicycle Ambassadors and Senior Travel Training. Regarding evaluation, the City will increase collaboration with UC Davis and utilize cutting edge transportation research the university is producing to ensure that evidence-based strategies are prioritized when deciding between program and infrastructure alternatives.

This plan also presents two new Es: Equity, and Enjoyment. Recommendations to achieve equity include the City distributing free or low-cost bikes to families in need, and teaching adult bike education classes. The City recognizes that the enjoyment of bicycling is the best motivation for people to embrace it as a lifelong activity, and the plan recommends community bike rides and promoting bike tourism.

#### Key Points

- The City of Davis has aggressive policies in promoting bicycling and a strong bicycling culture.
- Installation of wayfinding signage can guide bicyclists through preferred corridors and to key destinations.
- A comprehensive encouragement program can promote bicycling to people of all ages.
- The City should take advantage of its proximity to the University to prioritize and evaluate bicycling improvements.
- The enjoyment of bicycling can be the best motivation for people to embrace it as a lifelong activity.



### 3.6.5 BERKELEY, CA: BERKELEY BICYCLE PLAN (BBP) (2005)

Population	Dedicated bicycle planning staff
112,580 (Census 2010)	<b>City of Berkeley</b> <ul style="list-style-type: none"> <li>Bicycle &amp; Pedestrian Planner, Associate Planner housed in the Transportation Division of the Public Works Department. 50% of time is allocated to bicycling planning, 50% of time is allocated to pedestrian planning.</li> </ul>
Bicycle Friendly Status	Dedicated bicycle planning committees
<b>City of Berkeley</b> <ul style="list-style-type: none"> <li>No designation</li> </ul> <b>University of California</b> <ul style="list-style-type: none"> <li>SILVER</li> </ul>	<b>City of Berkeley</b> <ul style="list-style-type: none"> <li>Transportation Commission</li> </ul> <b>University of California</b> <ul style="list-style-type: none"> <li>Campus Bicycle Committee</li> </ul>

**Table 21** Berkeley, CA bike information

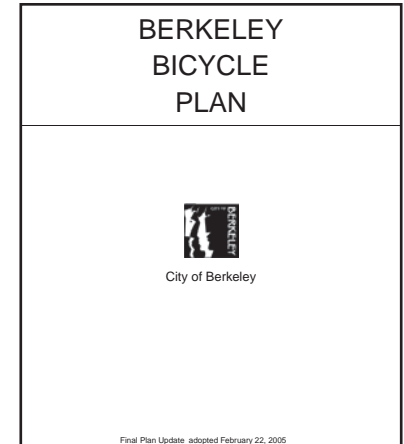
The City of Berkeley released its Bicycle Plan in 2000 with the goal of creating a model bicycle-friendly city where bicycling is an attractive, easy, safe, and convenient mode of transportation and recreation for people of all ages and abilities. The 2005 Berkeley Bicycle Plan Update is an addendum to the 2000 Berkeley Bicycle Plan, and is only meant to reaffirm the 2000 Plan as a relevant document, to update certain elements of the 2000 Plan, and to provide supplementary information to the 2000 Plan.

The BBP is a policy document that has been incorporated into Berkeley's General [Comprehensive] Plan. The BBP covers four key elements: planning, network and facilities, education and safety, and promotion and implementation. There are limited opportunities to provide bike-only routes due to the city's built-out nature, but there are efforts to improve and expand the existing bicycle facilities and network.

The BBP covers various methods on how to make roadways more accommodating to bicyclists. One of them is establishing a skeletal network of seven "bicycle boulevards" to encourage bicyclists who are intimidated by higher traffic volumes to try bicycling. Furthermore, the BBP aims to expand bicycle education and promotion programs. Such programs should be integrated into school curricula. Raising awareness of traffic safety to adults, bicyclists, and commuters would also improve the overall level of traffic safety. In terms of promotion, employer-based programs are identified as the most effective in incentivizing people to bike. The City of Berkeley, as a major employer, would be a model for other businesses to follow.

#### Key Points

- Bicycle boulevards help form a skeletal network for bicycling. They are dedicated biking space on roads with higher traffic volumes in order to provide safety and comfort to bicyclists biking on busier roads.
- An effective way to encourage people to bike is through employer-based programs. The City, as an employer, would be a model for other businesses to follow.



# 4 BICYCLIST TYPES & FACILITY GUIDELINES

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## 4.1 TYPES OF BICYCLISTS

### 4.1.1 FOUR REQUIREMENTS PEOPLE NEED TO BIKE

ChangeLab Solutions identifies four requirements that people need to choose to make a trip by bike: safety, convenience, social acceptability, and access. These elements are also needed to create a truly bikeable community. The infographic in Figure 15 explains these concepts further.

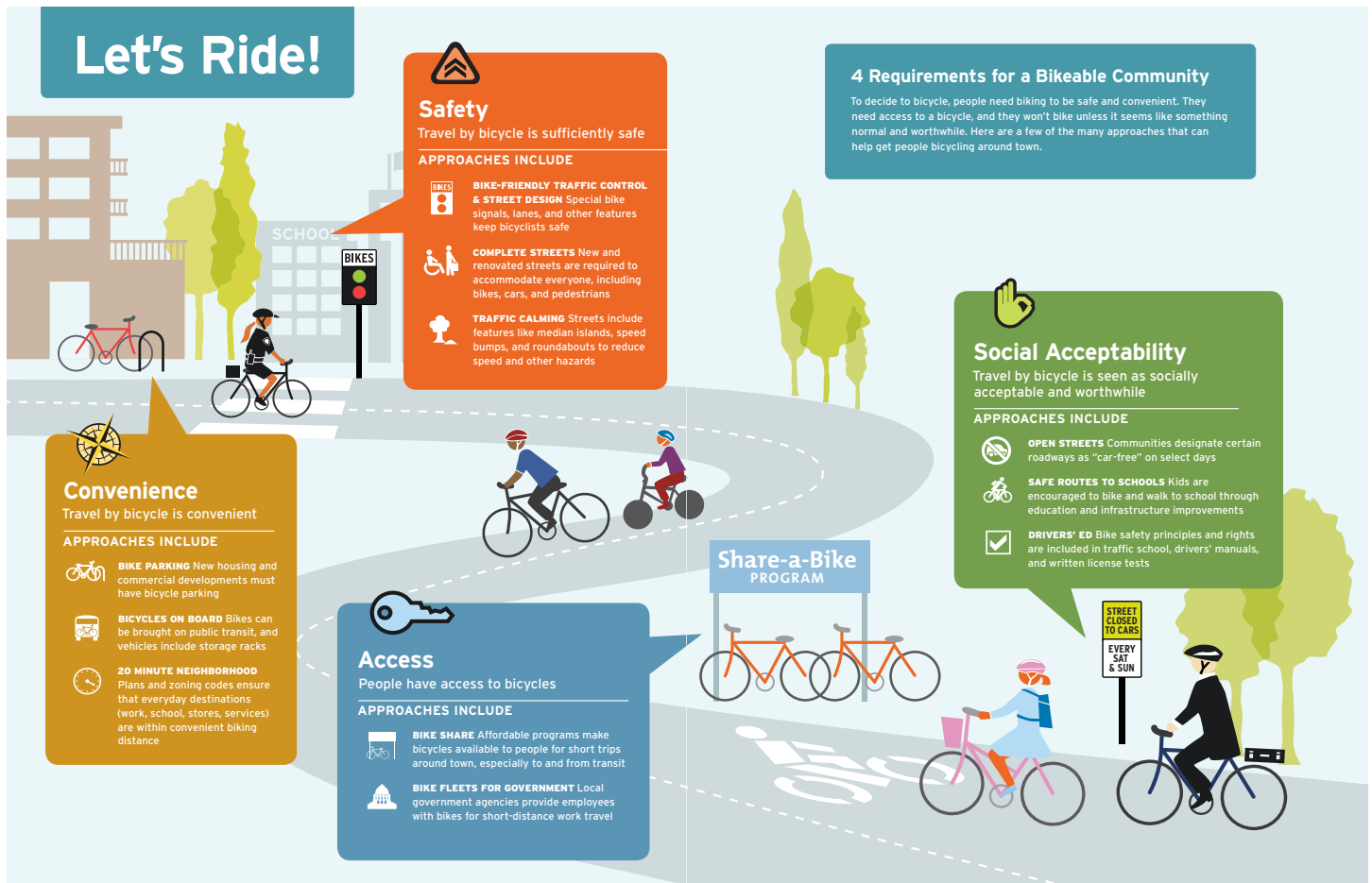
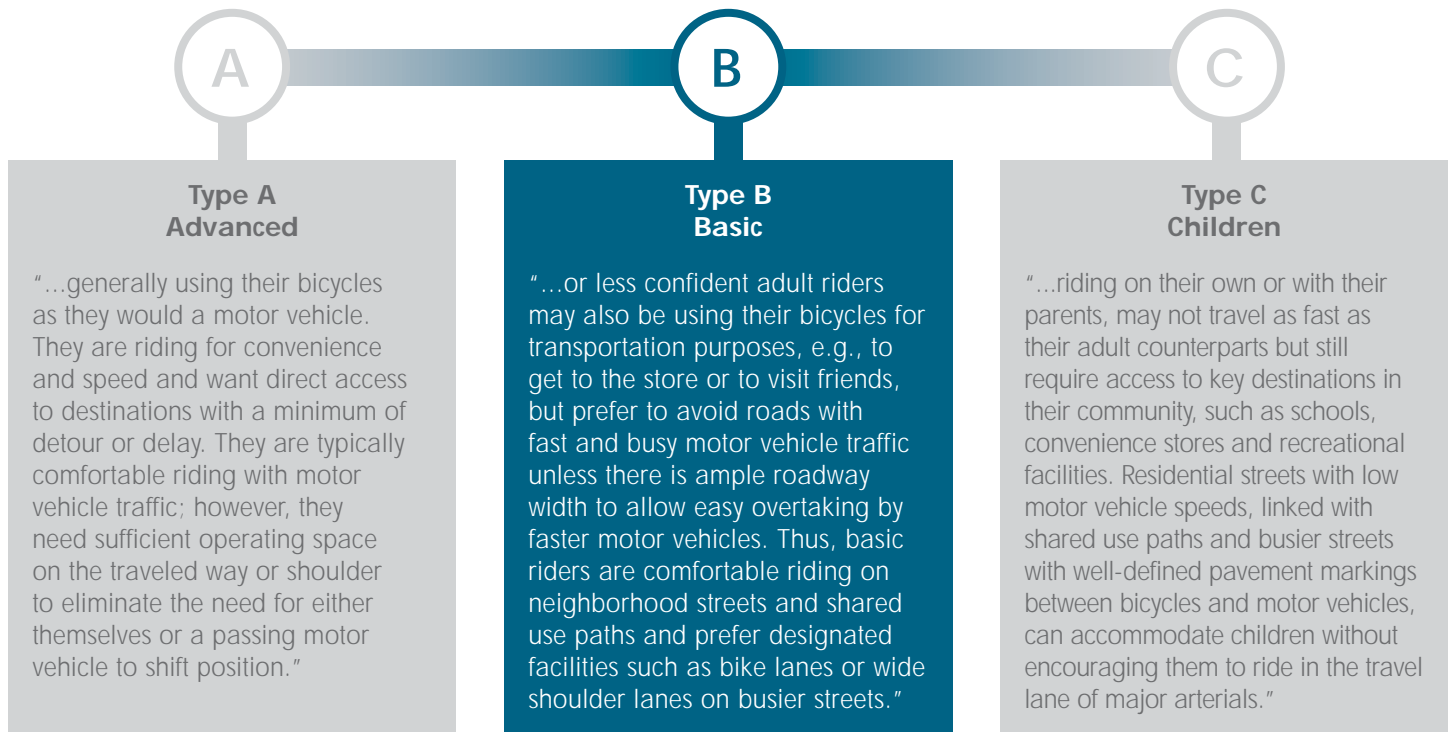


Figure 15 4 Requirements for a Bikeable Community (Credit: ChangeLab Solutions)

### 4.1.2 AASHTO BICYCLIST TYPES

Facility selection in this plan largely depends on bicyclists' skill levels and preferences. The 1999 American Association of State Highway and Transportation Officials's (AASHTO) **Guide for the Development of Bicycle Facilities (Bike Guide)** defines three types of bicycle users:



The 2012 AASHTO **Guide for the Development of Bicycle Facilities (Bike Guide)** notes that the most common characteristics to classify bicycle riders are trip purpose, physical ability, and comfort level. **Section 2.2** describes the differences in bicycle trip purposes. **Table 22** classifies bicyclists by physical ability and comfort level, or by experience and confidence.

People do not always fit into a single category, but these profiles provide a way to gauge approximate level of comfort on and preference for specific facility types.

Bicycle User Types		
Sources: <i>AASHTO Bike Guide 2012, modified by the Haywood County, NC Bike Plan</i>		
	Experienced / Confident Riders	Casual / Less Confident Riders
1	Most are comfortable riding with vehicles on streets, and are able to negotiate streets like a motor vehicle, including use of the full width of a narrow travel lane when appropriate and using left-turn lanes.	Prefer shared-use paths, bike boulevards, or bike lanes along low-volume, low-speed streets.
2	While comfortable on most streets, some prefer on-street bike lanes, paved shoulders or shared-use paths when available.	May have difficulty gauging traffic and may be unfamiliar with rules of the road as they pertain to bicyclists; may walk bike across intersections.
3	Prefer a more direct route.	May use less direct route to avoid arterials with heavy traffic volumes.
4	Avoid riding on sidewalks. Ride with the flow of traffic on streets.	If no on-street facility is available, may ride on sidewalks even though it is not necessarily safer than the street. Should always ride with flow of traffic.
5	May ride at speeds of up to 25 mph on flat ground, up to 45 mph on steep descents.	May ride at speeds around 8 to 12 mph.
6	May cycle longer distances.	Cycle shorter distances: 1 to 5 miles is a typical trip distance.

**Table 22** Bicycle User Types



### 4.1.3 FOUR TYPES OF BICYCLISTS

Research conducted at Portland State University has identified four general groups of people based on their attitudes towards bicycling.<sup>5</sup> The specific proportions of the population of each group relate to the Portland, Oregon region, but is currently one of the best standards available to estimate user types and proportions.

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

#### 1. Strong & Fearless (<1%)

*Comfortable operating in the roadway as a vehicle, regardless of facilities.*

#### 2. Enthusiastic & Confident (7%)

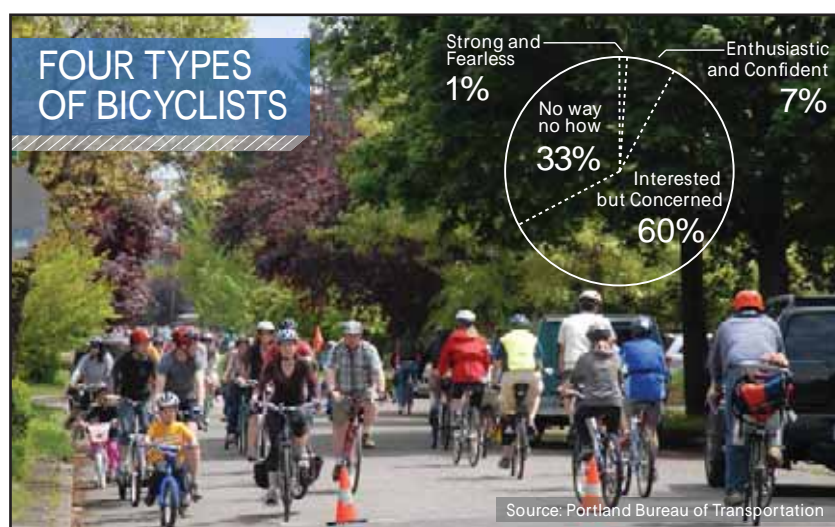
*Comfortable riding on some roadways, but prefer bicycle facilities separate from vehicle traffic (e.g. bike lanes, shared-use path).*

#### 3. Interested but Concerned (60%)

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

#### 4. No Way No How (33%)

*No interest in riding a bike for transportation.*



**Figure 16** Four Types of Bicyclists (Credit: Creating Walkable + Bikeable Communities)

5. Dill, Jennifer, and Nathan McNeil. "Four Types of Cyclists?." Transportation Research Record: Journal of the Transportation Research Board 2387.1 (2013): 129-138.

#### 4.1.4 UBMP TARGET AUDIENCE

Based on the documents listed in [Sections 4.1.2 and 4.1.3](#), the Urbana Bicycle Master Plan aims to serve the following users:

1. **1999 AASHTO Bike Guide**
  - a. *Type B: Basic (Casual Adult Cyclist)*
2. **2012 AASHTO Bike Guide**
  - a. *Casual / Less Confident Riders*
3. **Portland State University - Four Types of Bicyclists**
  - a. *Interested but Concerned (approximately 60% of the population)*

The "Type B: Basic cyclist" target audience remains the same as that of the 2008 Urbana Bicycle Master Plan. According to *Creating Walkable + Bikeable Communities*, "broadening the target audience beyond hard-core bicyclists...to the 'interested but concerned' demographic, low-income and minority populations, older adults, youth, and other underrepresented groups is an increasingly important objective."

## 4.2 GUIDELINES FOR SELECTING BICYCLE FACILITIES

Illinois Vehicle Code 625 ILCS 5/11-1502 states that bicyclists riding on a roadway have all the rights and responsibilities of vehicle drivers with certain exceptions.

While bicyclists can legally ride on any street in Urbana with the exception of I-74, the 2012 AASHTO Bike Guide points out the value of bicycle facility installation:

“While every street will serve as a bicycle facility to some extent, concentrating bicycle trips along specially treated corridors can help attract new bicyclists and reduce crashes for all modes.”

**Source:** *AASHTO Bike Guide 2012*

The following guidelines were used when selecting routes for inclusion in Urbana’s bicycle network:

- Serve the needs of bicyclists who differ in terms of skills and age levels, mostly targeting basic or less confident adult bicyclists (“Type B”).
- Maintain and make use of the opportunities provided by the existing roadway system.
- Create an interconnected and continuous system of bicycle facilities that are spaced no more than 0.5 to 1 mile apart.
- Prioritize bikeways that connect to major trip generators such as schools, parks, and others significantly accessed by the public as identified at the public workshops.
- Integrate existing and new trails into the bicycle network.
- Install bike lanes on collector and other streets where possible.
- Cross major streets at traffic lights or 4-way stops where possible.
- Look for specific locations identified by the public as “gaps” in the bikeway network, and include recommendations for improvements where feasible.
- Stripe shared bike/parking lanes and sign as a Bike Route on wide roadways with low parking occupancy.
- Stripe bike lanes with no parking allowed in these lanes when a road has sufficient width and there is a need for a bicycle facility.

## 4.3 IDEAL ROAD CHARACTERISTICS



**Figure 17** The Washington Street bike lanes meet the ideal road characteristics

## IDEAL ROAD CHARACTERISTICS

Ideal roads to be included in the bicycle network should have some, if not all, of the following characteristics.

### BE CONTINUOUS

1

Urbana's existing and expanded network should have as few gaps as possible. If they exist, they should not include threatening environments to Type B/C cyclists.

### BE DIRECT

2

Generally, the network performs better when bicycle trips are more direct. Studies have demonstrated that bicyclists would not use the best facilities if they significantly increase the bicyclists' travel distance or time over a less desirable but more direct route.

### SERVES DESTINATIONS

3

The bicycle network serves bicycle trip destinations, such as work, school, shopping, social gatherings, recreation, and other personal needs.

### HIGHLY REQUESTED BY THE PUBLIC

4

Urbana's existing and expanded network should include specific routes that meet the needs of the anticipated users as opposed to an alternative route.

### FEASIBLE TO INSTALL BIKEWAY

5

The most critical variable affecting the ability of a roadway to accommodate a marked bikeway is width. Sufficient right-of-way is also important for all bikeway projects. Reasonable project costs are another feasibility consideration.

### GOOD CROSSINGS OF BUSY ROADWAYS

6

The bicycle network should provide sound crossings at busy and wide roads for users' safety and convenience. This is because many arterial streets are difficult to cross, especially during peak hours.

### NO BRICK STREETS

7

Concrete and asphalt are the most appropriate materials for bikeways. Surfaces should have a smooth but not slick finish, which can be dangerous to bicyclists during wet conditions.

### LOWER TRAFFIC VOLUMES

8

Few or no conflict(s) between bicyclists and motor vehicles should occur on bikeways.

### EFFICIENT WITH FEW STOPS &/OR TURNS

9

Minimize intersections that require bicyclists to stop, and/or turning at intersections in the bicycle network to minimize the likelihood of bicycle/vehicle crashes, since most of these crashes occur at intersections.

### PROVIDES A SENSE OF SECURITY

10

Security issues are important to consider especially for sections of shared-use paths that are not visible from roads and neighboring buildings. Knowledge that bicyclists can access water fountains, restrooms, and bike parking also provide security.

### AESTHETICALLY PLEASING

11

Trees can provide cooler riding conditions in summer and can provide a windbreak. Bicyclists tend to favor roads with adjacent land uses that are attractive, such as campuses, shopping districts, and those with scenic views.

## 4.4 BICYCLE LEVEL OF SERVICE (BLOS) GUIDELINES

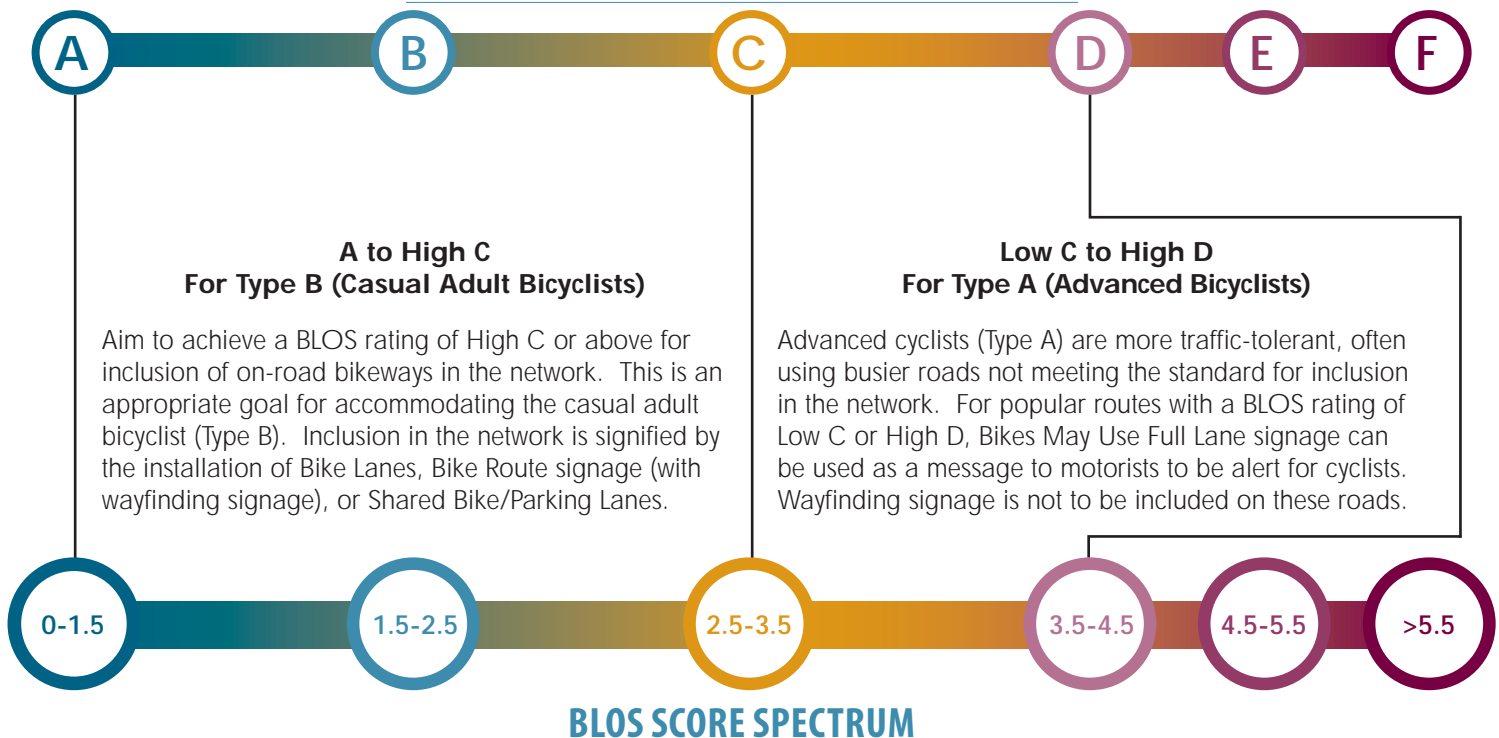


### BICYCLE LEVEL OF SERVICE (BLOS) GUIDELINES

The guidelines for selecting the recommended bikeway type for specific street segments depends on the street's Bicycle Level of Service (BLOS) scores and grades. BLOS rates a roadway's "bicycle-friendliness," with "A" as the best and "F" as the worst. More explanation can be found in Chapter 10. The guidelines are described below.

Figure 18 Philo Road, BLOS Grade B

### BLOS GRADE SPECTRUM



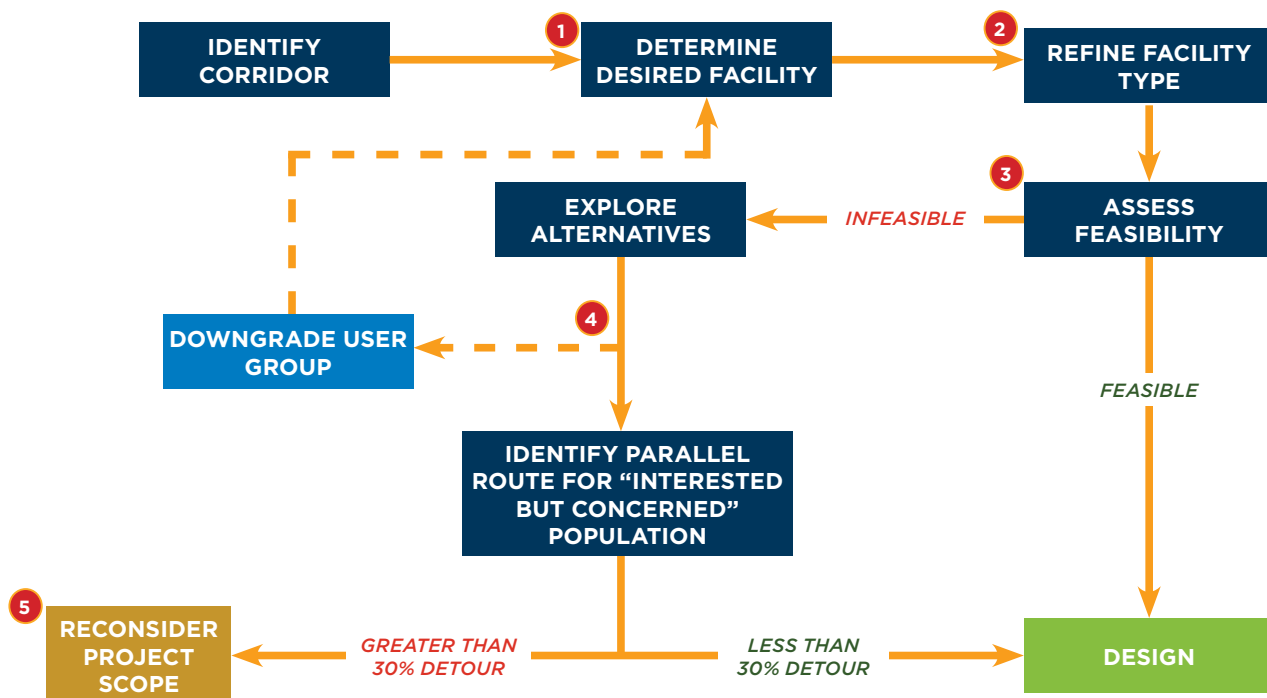


## 4.5 OTHER BICYCLE FACILITY PRE-SELECTION GUIDANCE

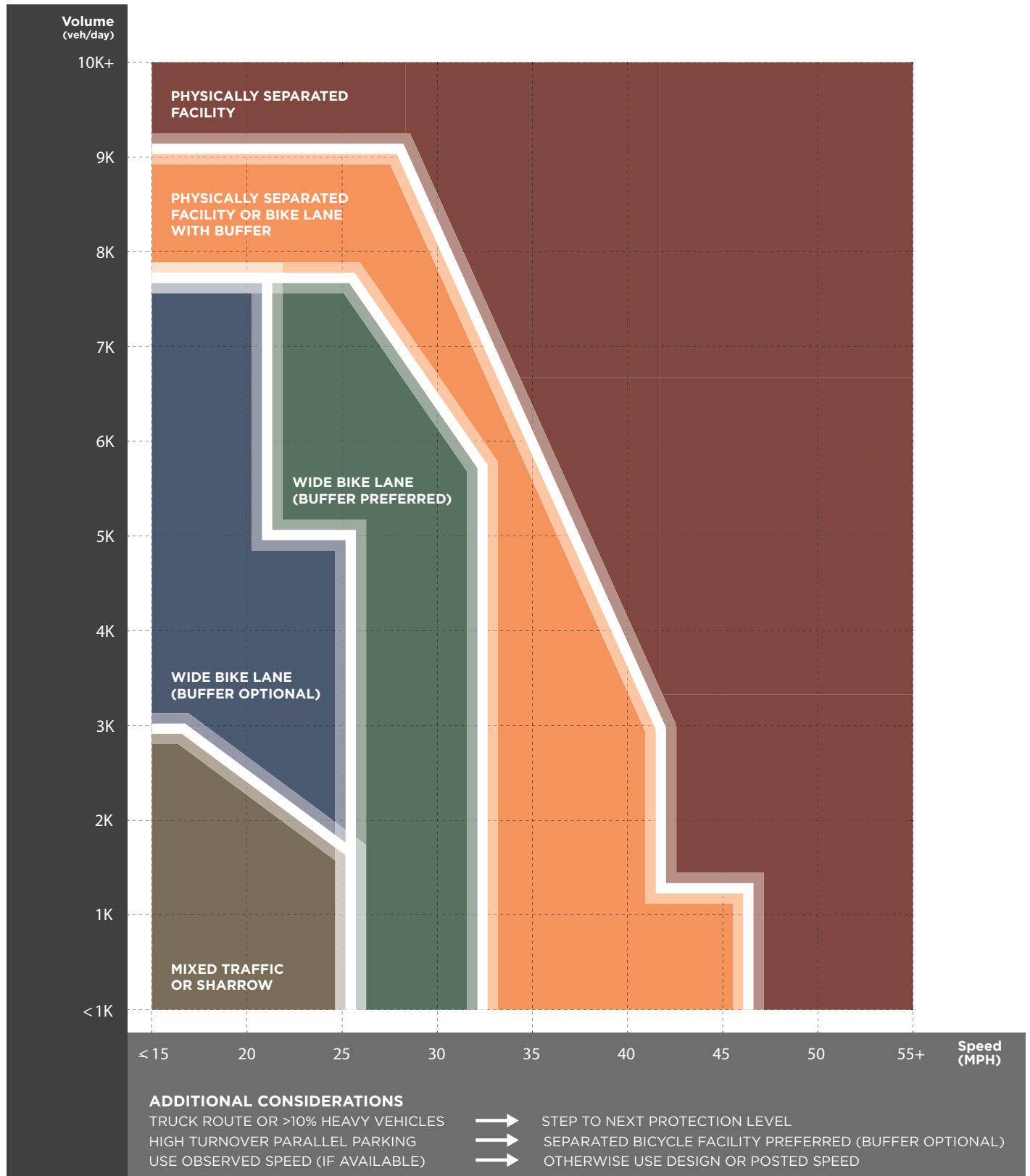
The Montgomery County, MD Bicycle Planning Guidance document prepared by Kittelson & Associates and Toole Design Group in 2014 provides guidance for selecting bicycle facilities to accommodate both “Interested but Concerned” cyclists and “Enthusiastic & Confident” cyclists.

Figure 19 is a flow chart outlining Montgomery County, MD’s bicycle planning approach. This tool is a multi-step process for planners and engineers to determine the best bikeway solution for an existing or proposed roadway to accommodate bicyclists of varying skills and comfort levels. In the event that there is insufficient space to accommodate the desired bikeway facility on a primary route, the process may lead to implementation of both a facility on the primary route designed for confident cyclists and one on a parallel route designed for casual adult cyclists.

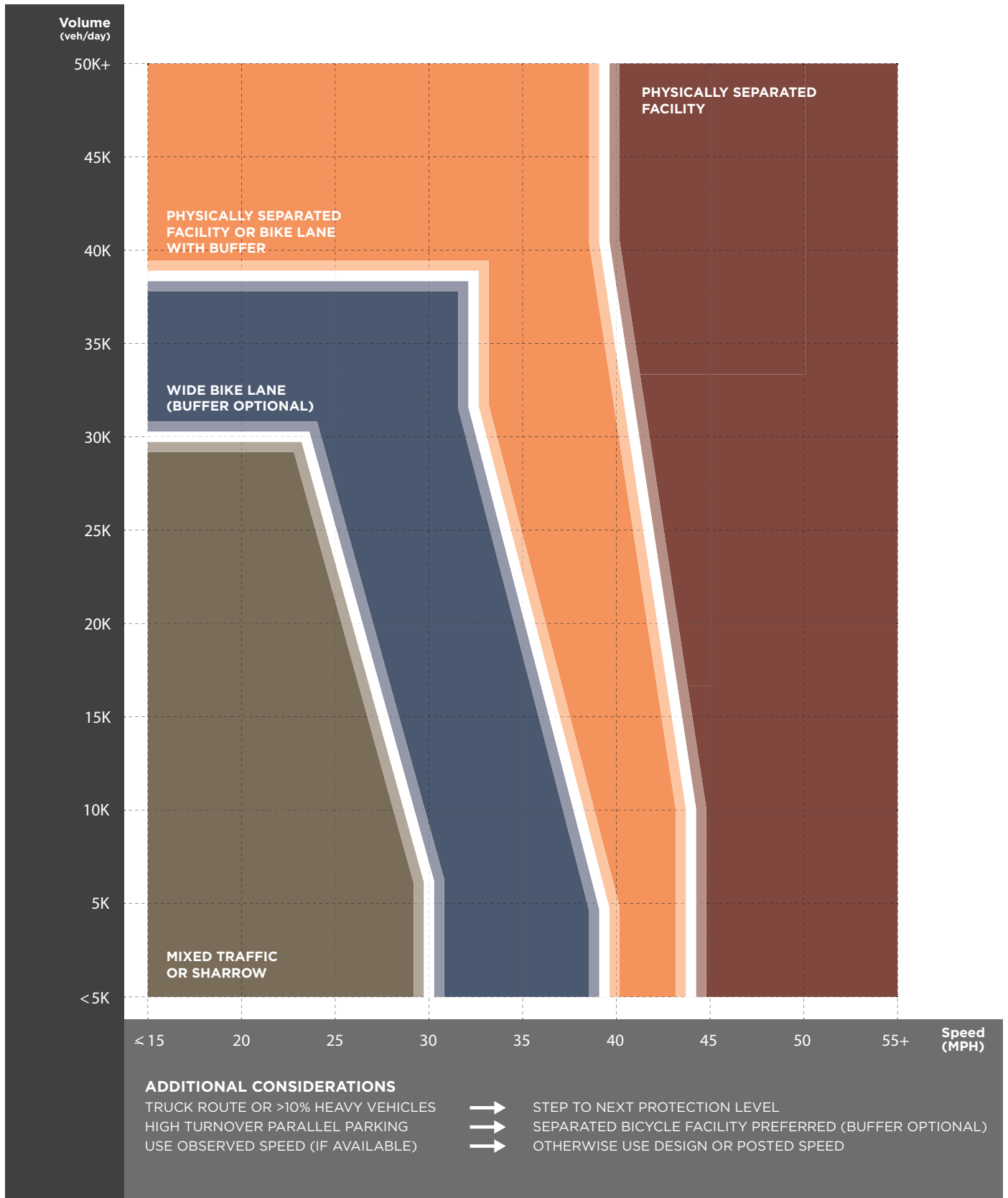
Figures 20 and 21 are charts that engineers and planners can use to design bikeways for “Interested but Concerned” and “Enthusiastic & Confident” cyclists, respectively. These charts identify what facilities are appropriate for different speeds (observed when available; design or posted otherwise) and traffic volumes. Confident cyclists typically require less physical separation from motorized vehicles than the casual adult bicyclist. Physically separated facilities can be shared-use paths.



**Figure 19** Bicycle Facility Decision-Making Process (Credit: Montgomery County, MD Bicycle Planning Guidance)



**Figure 20** Facility Pre-Selection Process for Interested but Concerned Cyclists  
(Credit: Montgomery County, MD Bicycle Planning Guidance)



**Figure 21** Facility Pre-Selection Process for Enthusiastic & Confident Cyclists  
(Credit: Montgomery County, MD Bicycle Planning Guidance)

# 5 FACILITY TYPES

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# 5.1 FACILITY TYPES & PREFERENCES

## 5.1.1 BIKEWAY TYPES

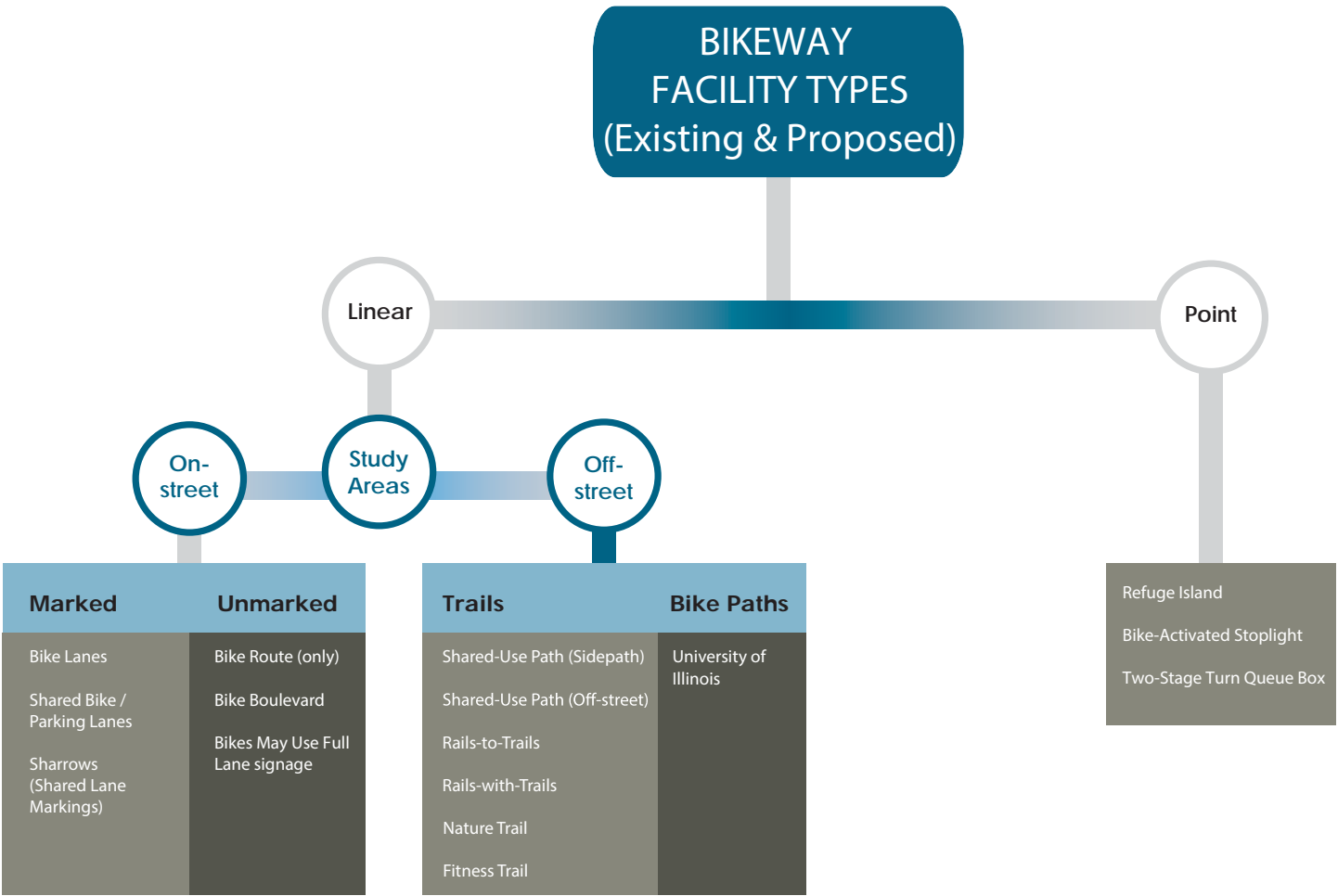
This plan recommends a mixture of on-street bikeways and off-street trails to foster a cohesive bicycle network that links all parks, major destinations, and areas in the City of Urbana. Facility types are organized in [Figure 22](#).

According to the *AASHTO Bike Guide 2012*, “the urban centers in the United States that have seen the highest levels of bicycle use are those that have built a network of bike lanes and shared-use paths as the backbone of their system. A very effective tool for encouraging bicycling is to provide a visible network of bikeways.”

**DEFINITION: BIKEWAY**

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

*Source: AASHTO Bike Guide 2012*



**Figure 22** Recommended bike and trail facility types

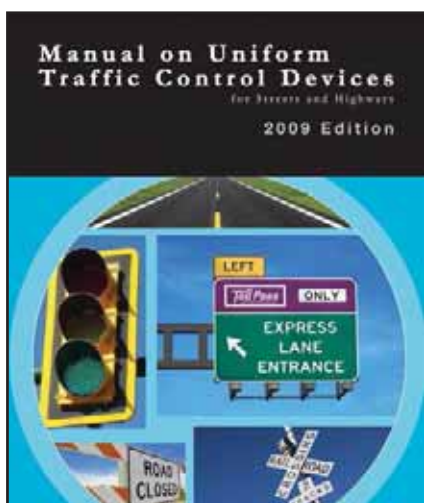


At a minimum, all bikeways installed in the City of Urbana **shall** follow the *Manual on Uniform Traffic Control Devices (MUTCD)*, with additional guidance on bikeway design and installation provided by the following documents:

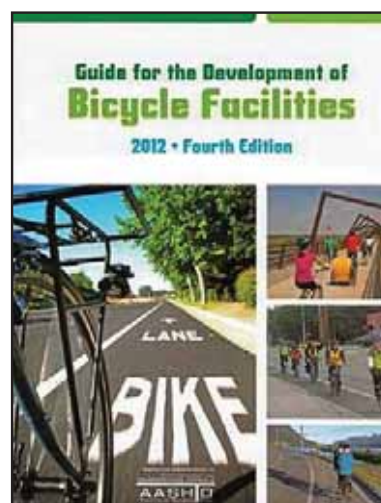
- *American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities (AASHTO Bike Guide 2012)*
- *National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide*
- *Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide*

The Association of Pedestrian and Bicycle Professionals (APBP) provides comprehensive information on bike parking in the 2nd Edition of its *Bicycle Parking Guidelines*, published in 2010.

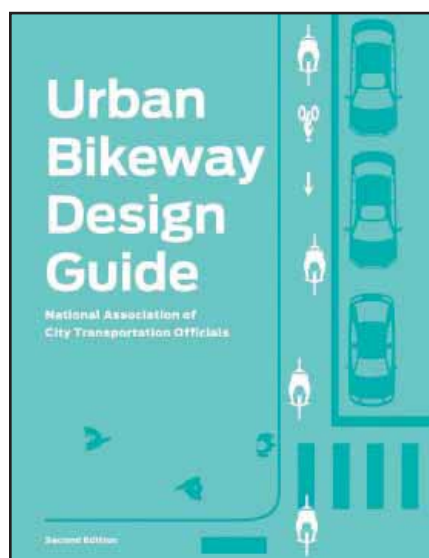
Bikeway design and signage should also follow the *2014 Champaign County Greenways & Trails Design Guidelines* to provide consistency along facilities across jurisdictions and geographies in Champaign County (see [Section 3.2.4](#)).



**Figure 23** Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition



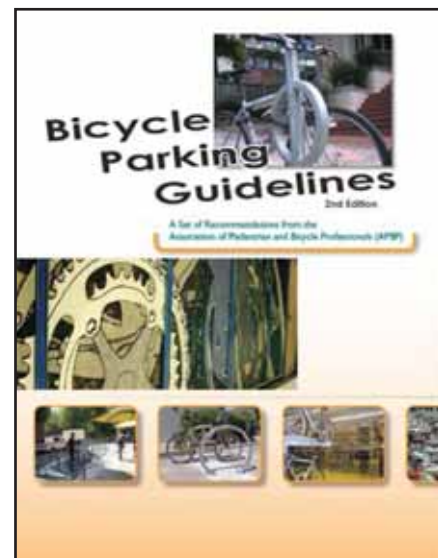
**Figure 24** AASHTO Bike Guide 2012



**Figure 25** NACTO Urban Bikeway Design Guide



**Figure 26** FHWA Separated Bike Lane Planning and Design Guide



**Figure 27** APBP Bicycle Parking Guidelines, 2nd Edition

These nationally and regionally accepted documents allow for a variety of signs and markings to be installed on bikeways. **Table 23** lists the signs and/or markings that the City of Urbana should install for each bikeway type.

City of Urbana Bikeway Markings & Signage Installation Table									
Facility	Markings				Signage				
	Bike Lanes	Centerline	Parking Lanes	Sharrows	Bike Lanes	Bike Route	Bikes May Use Full Lane	Trail	Wayfinding (Destination, Distance and/or Time, Direction)
On-Street Facilities									
Bike Boulevard		Rarely		X		X			X
Bike Lanes	X	X			X				X
Bike Route		Optional				X	Optional		X
Bike Route + Sharrows		X		X		X	Optional		X
Shared Bike/ Parking Lanes		X	X			X			X
Sharrows		X		X			Optional		
Off-Street Facilities									
Shared-Use Path		Optional						X	X
University Bike Path		X						X	

**Table 23** City of Urbana Bikeway Markings & Signage Installation Table

The *Montgomery County, MD Bicycle Planning Guidance* illustrates selected bicycle facilities by level of separation from motor vehicles (see [Figure 28](#)). [Section 5.2](#) has more information on the full spectrum of on-street marked bikeways.

**Least Separation**

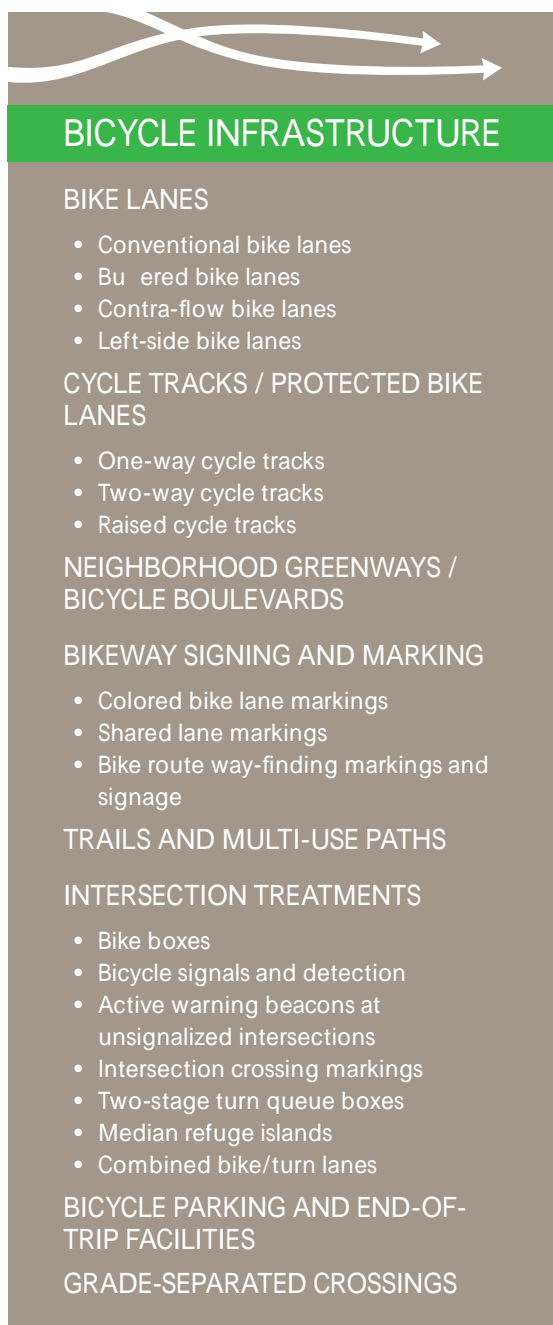
**Most Separation**



**Figure 28** Selected bicycle facility types by separation from motor vehicles  
(Credit: Montgomery County, MD Bicycle Planning Guidance)

*Creating Walkable + Bikeable Communities* provides a fairly comprehensive list of bicycle infrastructure in [Figure 29](#). Many of these treatments will be discussed in this plan. However, some of these treatments may not be physically or financially feasible to install in the City of Urbana at this time.

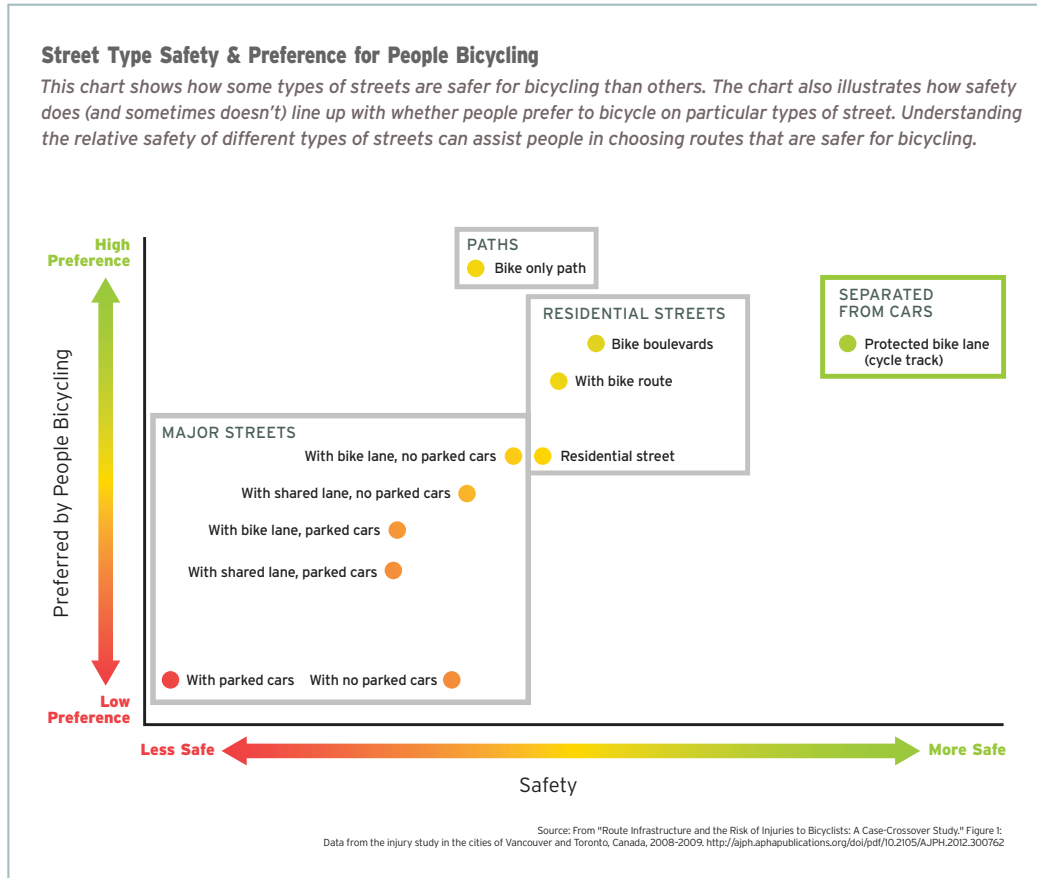
Information on facility cost estimates can be found in Chapter 12.



**Figure 29** Bicycle infrastructure treatments (Credit: *Creating Walkable + Bikeable Communities*)

## 5.1.2 USER PREFERENCES & SAFETY

*Getting the Wheels Rolling* provides a chart showing the safety and user preference of particular bicycle facilities (see Figure 28). The safest and most preferred facilities are protected bike lanes (cycle track), bike boulevards, bike routes on residential streets, bike lanes with no parked cars, and bike paths.



**Figure 30** Street Type Safety & Preference for People Bicycling (Credit: ChangeLab Solutions)

*NCHRP Report 766* released in 2014 also notes that motorists behave in a manner less threatening to bicyclists when bike lanes exist versus a wide curb lane (see Table 24).

Behavior	Findings	Safer Facility	Supporting Studies
Separation between bikes and motor vehicles	Bike lanes and wide curb lanes produce similar results.	—	Harkey, Stewart, and Rodgman (1996) Kroll and Ramey (1977)
Bike distance from edge of roadway	Compared to wide curb lanes, bike lanes provide greater distance between cyclist and curb.	Bike lane	Harkey, Stewart, and Rodgman (1996)
Vehicle encroachment into adjacent lane when passing	Compared to wide curb lanes, bike lanes result in less encroachment into adjacent lanes.	Bike lane	Harkey, Stewart, and Rodgman (1996) Hunter, Stewart, and Stutts (1999) Hunter and Feaganes (2003)
Driver variability	Compared to wide curb lanes, bike lanes result in less driver variability.	Bike lane	Kroll and Ramey (1977) Torrence et al. (2009)
Bikes in door zone	Compared to wide curb lanes, bike lanes result in fewer cyclists riding in the door zone.	Bike lane	Duthie et al. (2010) Torrence et al. (2009)

**Table 24** Behavioral impact of bike lanes and wide curb lanes (Credit: NCHRP Report 766)

### 5.1.3 DESIGN CONSIDERATIONS

The *Montgomery County, MD Bicycle Planning Guidance* provides additional design considerations for bicycle facility selection (see [Section 4.5](#)). This can be especially helpful for accommodating the target audience of this plan (see [Section 4.1.4](#)).

## DESIGN CONSIDERATIONS

Additional considerations and mitigations for design are listed in the table below

CONSIDERATION	MITIGATION
Bus stops along bike route	Bike lanes: Minimize and clearly mark conflict areas to alert bicyclists and buses Physically separated facilities: Provide pedestrian queuing, landing, and shelter (if present) between bike facility and roadway, if feasible.
Bikeway adjacent to on-street parking with low occupancy	Consider removal or consolidation of parking
Bikeway adjacent to on-street parking with high turnover	Wide or buffered bike lanes preferred to reduce risk from opening car doors
Front-in perpendicular or angled parking	The use of back-in angled parking preferred
Bikeways along streets with numerous commercial driveways and/or unsignalized intersections	Clearly sign and mark conflict areas with colored pavement to warn motorists and bicyclists. Design high-volume driveways as intersections
Bikeways crossing a major signalized intersection	Consider bike boxes, turn-queue boxes, warning signs and markings, bicycle signals (especially at separated bicycle facility)
New bicycle route connecting existing facilities	Provide continuity with adjacent facilities, where possible. Provide bicycle facility at same or higher level of protection compared to adjacent facilities.
Bikeway on a truck route or road with greater than 10% heavy vehicles	Step up to next level of protection recommended by the chart (i.e. from mixed traffic to bike lanes, from buffered bike lanes to separated bicycle facility). Generally, separated bicycle facilities preferred, bike lane with buffer optional, depending on speed & volume characteristics of the roadway.

When an alternative route is needed, the following considerations are appropriate:

- The “interested but concerned” population may be willing to divert to a lower stress facility if the increase in trip length is less than 30%.<sup>1</sup> Even with the designation of a lower stress parallel route, “enthused and confident” cyclists will likely still prefer the primary route; thus, the primary route should still be designed for confident cyclists.
- Provide a high-quality, functional design for parallel route. For example, if mixed traffic is appropriate for the “interested but concerned” population on a parallel route, consider providing a bicycle boulevard to minimize bicycle delay, reduce traffic speeds, and brand the route to increase awareness and visibility.
- Include wayfinding to direct bicyclists to the alternative parallel route. Wayfinding should provide information about the facility on the parallel route, such as the destination and distance to the destination (e.g., “Downtown Silver Spring via Fenton Cycle Track” or “Glenmont Metro via Grandview Bike Blvd”).

**Figure 31** Design Considerations (Credit: Montgomery County, MD Bicycle Planning Guidance)

### 5.1.4 EMERGING AND FUTURE BIKEWAY TYPES

As bicycle planning grows in the United States, the effectiveness and specifications of existing bikeway treatments continue to be analyzed and revised, and new bikeway treatments continue to be developed. Research and pilot projects on new bikeway technology around the world are ongoing. While all of this cannot be captured in this plan, the City of Urbana and the UBMP steering committee should stay abreast of new bikeway treatments and their effectiveness before this plan is updated again in 2020.



## 5.2 ON-STREET FACILITIES

Bicyclists have the right to ride on roads. Traffic laws apply to persons riding bicycles. Bicyclists riding on a highway are granted all of the rights and are subject to all of the duties applicable to the driver of a vehicle, with certain exceptions.<sup>6</sup>

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

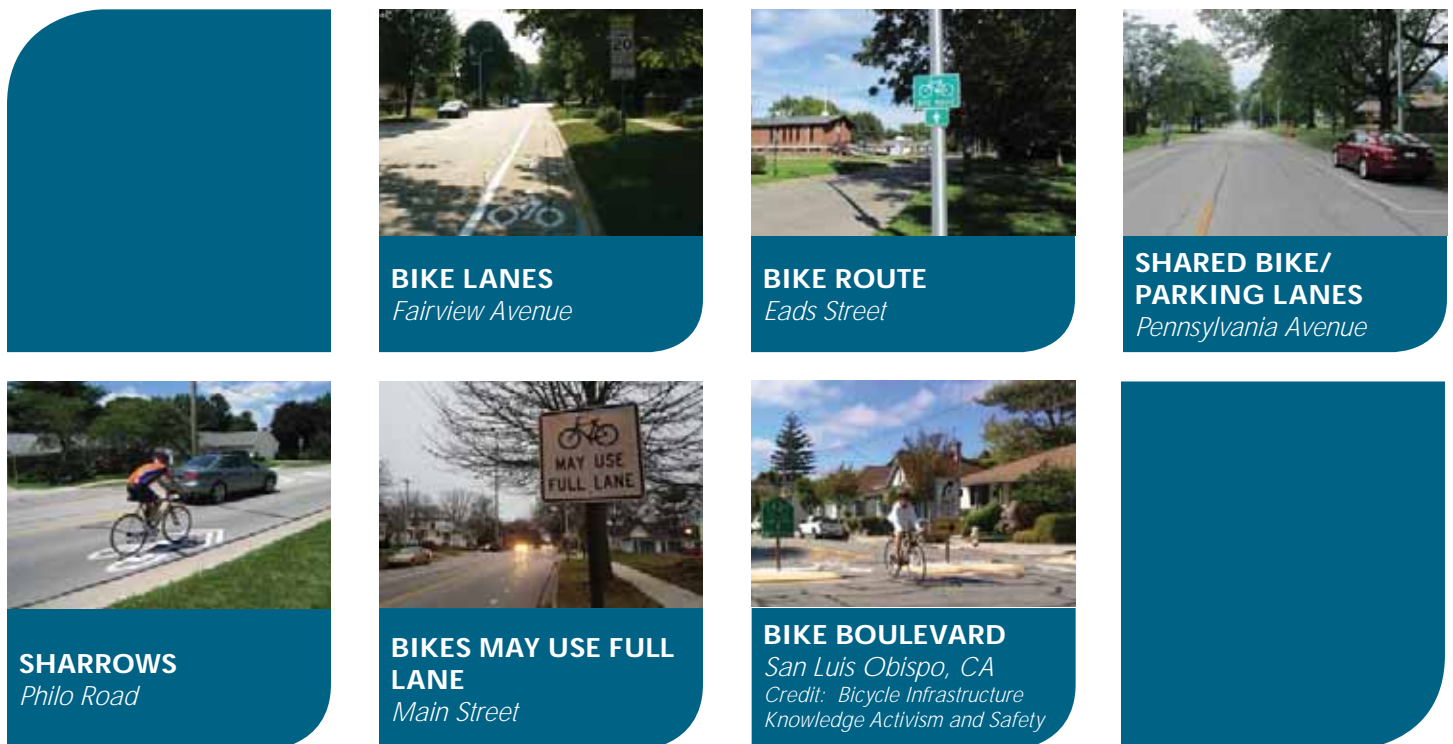
On-street facilities, especially bike routes, should include sidewalks on at least one side of the street to serve the same users that off-street trails do.

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

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

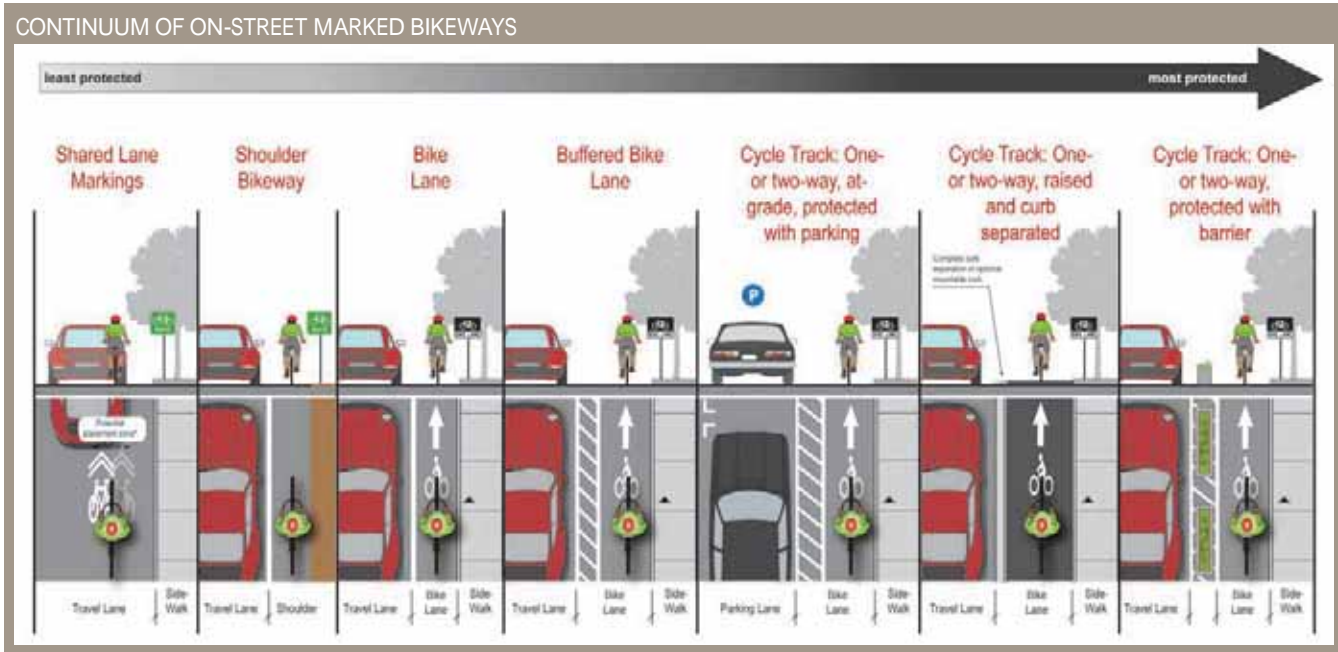
For guidance on bicycle sign information beyond what is provided in this section, please refer to the *NACTO Urban Bikeway Design Guide* bike boulevard section, which includes sign and pavement marking information that could be applied to other on-street facilities. NACTO recommends using the “Clearview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

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



6. State of Illinois Vehicle Code 625 ILCS, 5/11-1502

*Creating Walkable + Bikeable Communities* illustrates the continuum of on-street marked bikeways in [Figure 32](#). Treatments from least to most protected from motor vehicles are: shared lane markings (sharrows), shoulder bikeway, bike lane, buffered bike lane, cycle track (one- or two-way, at-grade, protected with parking), cycle track (one- or two-way, raised and curb separated), and cycle track (one- or two-way, protected with barrier). Shared lane markings and bike lanes are recommended in this plan. Buffered bike lanes can be considered on Urbana streets that are recommended for bike lanes where there is sufficient street width.



**Figure 32** Continuum of On-Street Marked Bikeways (Credit: *Creating Walkable + Bikeable Communities*)

The Federal Highway Administration (FHWA) released the Separated Bike Lane Planning and Design Guide in May 2015. Separated bike lanes include buffered bike lanes and cycle tracks. [Table 25](#) lists the preferred minimum distance between the travel lane and a separated bike lane, based on the form of separation.

Form of Separation	Preferred Minimum Buffer Distance
Delineator Posts	3'
Bollards	1.5-3'
Concrete Barrier	3'
Raised Median	16"
Raised Lane	2'
Planters	3'
Parking Stops	1-2'
Parked Cars	3'

**Table 25** Preferred Minimum Buffer Distance for Separated Bike Lanes

## 5.2.1 BIKE LANES



**Figure 33** Goodwin Avenue

Bike lanes are portions of the roadway designated for use by bicyclists. Bike lanes are at least 5' wide on each side of the road (including gutter pans), and include stripes, signs, and pavement markings. They give bicyclists dedicated road space that is adjacent to, but separated from, other travel lanes.

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

Where they can be safely installed, bike lanes are recommended on urban collectors, arterials, and certain other roads in high-use bicycling areas.

Some of the benefits of bike lanes include:

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

Following are the City of Urbana design standards for bike lanes, which incorporate the *Champaign County Greenways & Trails (GT) Plan's* bike lane design standards:

## DIMENSIONS

### WIDTH

*Varies based on roadway cross-section:*

- For roadways with no curb and gutter, the desirable width of a bike lane is 5'; the minimum width is 4'. See [Figure 34](#).
- For roadways with curb and gutter where parking is permitted, the desirable width of a bike lane is 6' from the edge of the parking lane; the minimum width is 5'. See [Figure 35](#).
- For roadways with curb and gutter where parking is prohibited, the desirable width of a bike lane is 6' from the face of the curb; the minimum width is 5'. See [Figure 36](#).

### SLOPE/DRAINAGE

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

### SUB-GRADE, SUB-BASE, AND ROADWAY SURFACE

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

### MARKINGS

- All bike lane surface markings should be retroreflectorized and be made of skid-resistant material for safety.
- A bike lane should be delineated from the motor vehicle lanes with a 6" minimum solid white line. See [Figure 37](#).
- A bike lane should be delineated from the parking lanes with a 4" minimum solid white line. A 6" solid white line may be used to further emphasize adjacent parking. Parking lanes in Urbana are typically 8' wide (including gutter pans). See [Figure 37](#).
- Tick marks to delineate parking spaces should be a 4" solid white line which extends 2' into the bike lane and 2' into the parking lane. See [Figure 37](#).

- At intersections with a bus stop or right-turning motor vehicles, the solid white bicycle lane shall be replaced with a broken line for a distance of 100' – 200'. See [Figure 40](#).
- At other designated bus stops (including far-side intersection stops), the solid white line shall be replaced with a broken line for a distance of at least 80'. See [Figure 40](#).
- A broken line shall consist of 2' dashes with 6' spaces. See [Figure 40](#).
- A bike lane should be painted with standard pavement symbols to inform bicyclists and motorists of the presence of the bike lane. See [Figures 38 & 39](#).
- Bike lane symbols shall be white.
- Bike lane symbols shall be placed immediately after an intersection and at other locations as needed.
- When bike lane symbols are used, the bike lane signs in [Table 26](#) ([MUTCD Signs R13-17](#), [R13-17aP](#), [R13-17bP](#)) shall also be used.

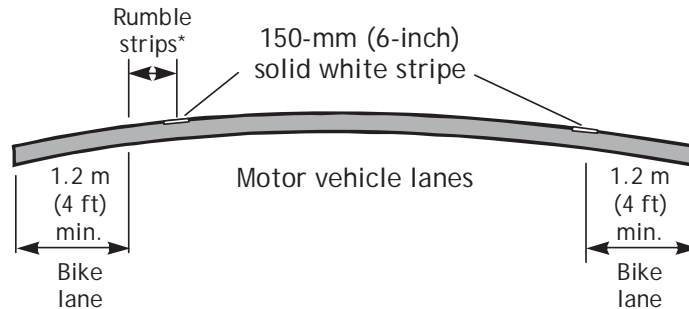
### INTERSECTION APPROACHES WITH BIKE LANES

- A through bike lane shall not be positioned to the right of a right turn only lane. See [Figures 41-43](#).
- When the right through lane is dropped to become a right turn only lane, the bike lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bike lanes should resume to the left of the right turn only lane.
- No markings should be painted across pedestrian crosswalks.
- The bike lane symbol marking should be placed immediately after intersections and as appropriate.
- Follow the *NACTO Urban Bikeway Design Guide* Intersection Treatments section for information on bike boxes, intersection crossing markings, two-stage turn queue boxes, through bike lanes, combined bike lane/turn lane, and cycle track intersection approaches.



FIGURE 34

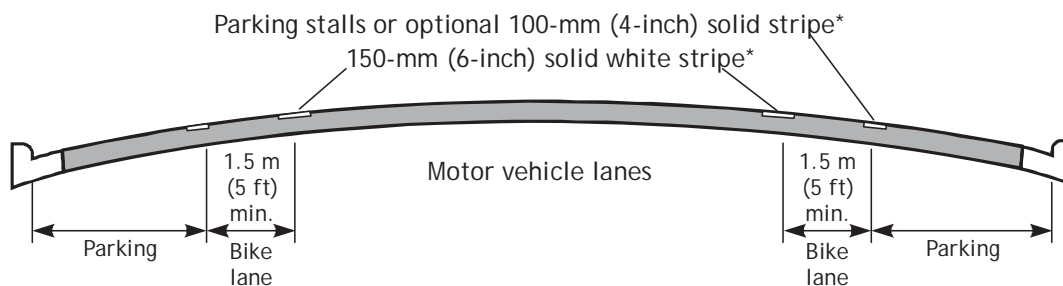
#### (4) Typical Roadway in Outlying Areas Parking Protected



**Figure 34** Street cross-section with Bike Lanes but no curb and gutter (Source: AASHTO, [http://safety.transportation.org/htmlguides/bicycles/description\\_of\\_strat.htm](http://safety.transportation.org/htmlguides/bicycles/description_of_strat.htm))

FIGURE 35

#### (1) On-Street Parking

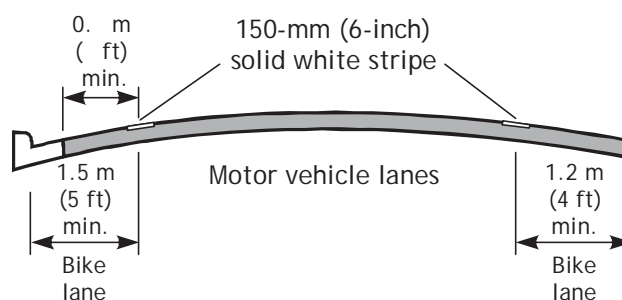


\* The optional solid stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorist may misconstrue the bike lane to be a traffic lane.

**Figure 35** Street cross-section with Bike Lanes and On-Street Parking (Source: AASHTO, [http://safety.transportation.org/htmlguides/bicycles/description\\_of\\_strat.htm](http://safety.transportation.org/htmlguides/bicycles/description_of_strat.htm))

FIGURE 36

#### ( ) Parking Prohibited



**Figure 36** Street cross-section with Bike Lanes but no parking (Source: AASHTO, [http://safety.transportation.org/htmlguides/bicycles/description\\_of\\_strat.htm](http://safety.transportation.org/htmlguides/bicycles/description_of_strat.htm))



FIGURE 37

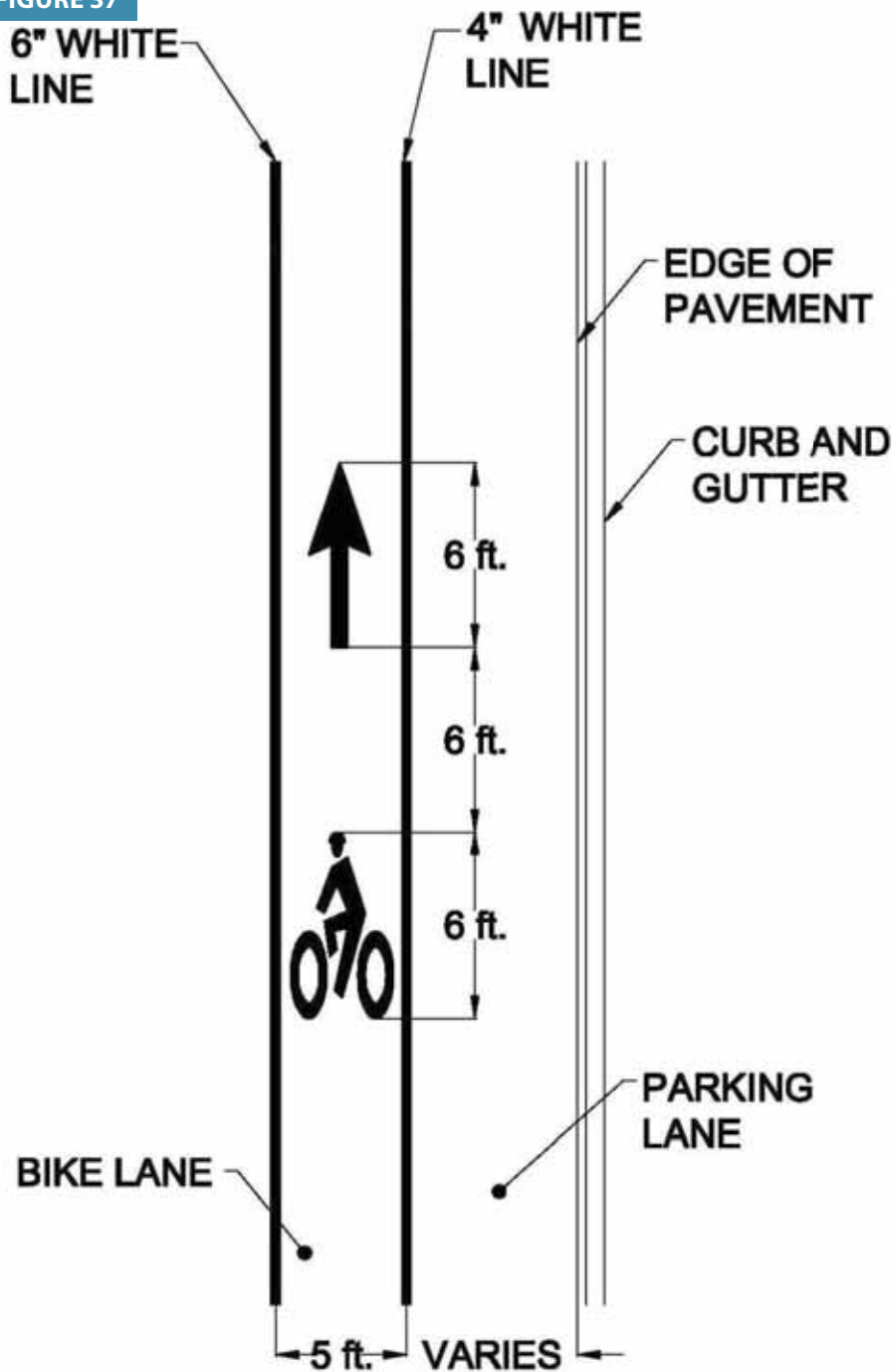
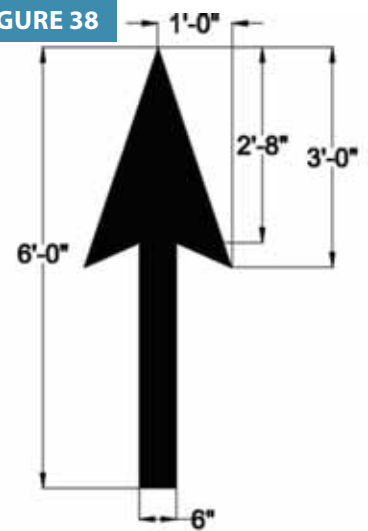
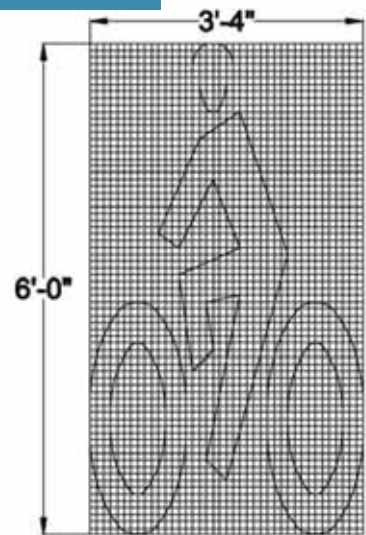


FIGURE 38



BIKE LANE  
ARROW DETAIL

FIGURE 39



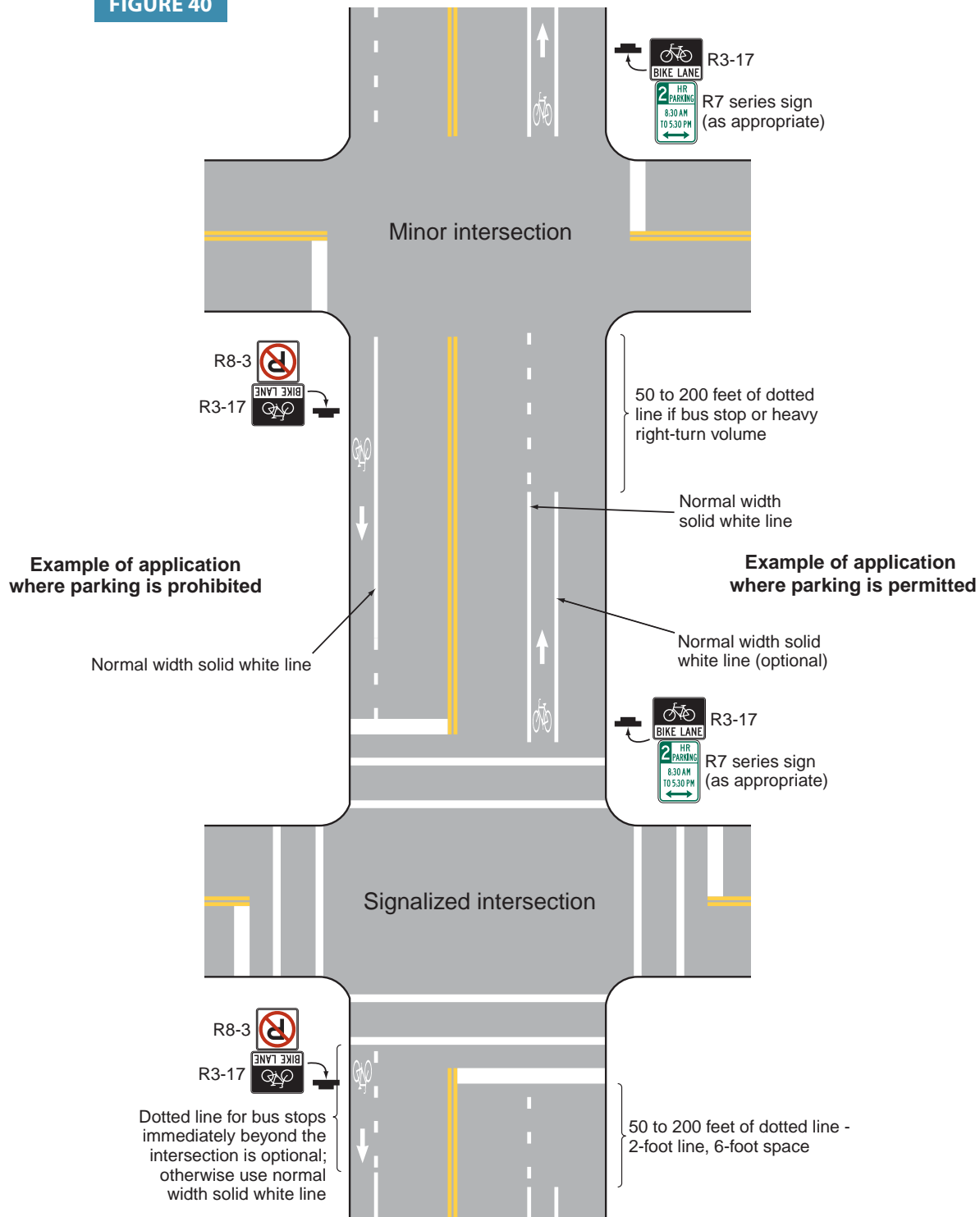
BIKE RIDER  
SYMBOL DETAIL

Figure 37 Bike Lane symbol layout

Figure 38 Bike Lane Pavement Marking - Arrow

Figure 39 Bike Lane Pavement Marking - Bike Rider Symbol

FIGURE 40



**Figure 40** Typical pavement marking for Bike Lanes on a two-way street (Source: MUTCD Figure 9C-6, [http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9c\\_06\\_longdesc.htm](http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9c_06_longdesc.htm))

FIGURE 41

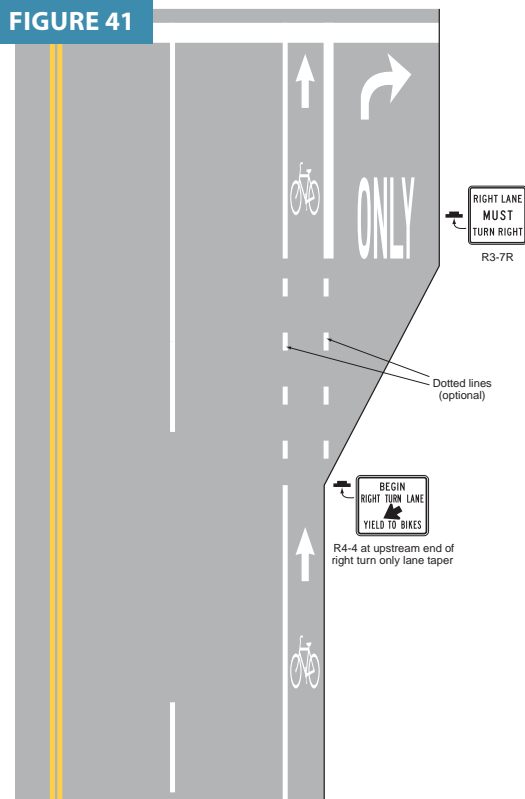


FIGURE 42

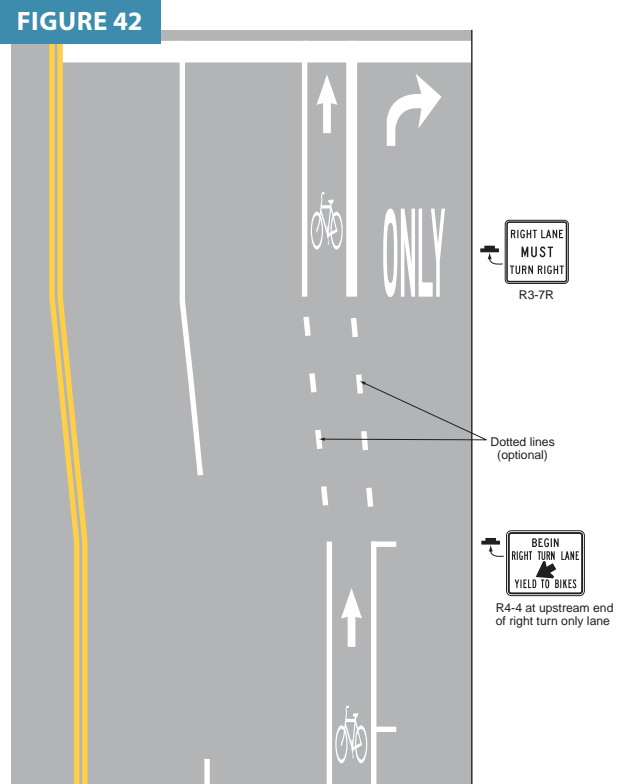
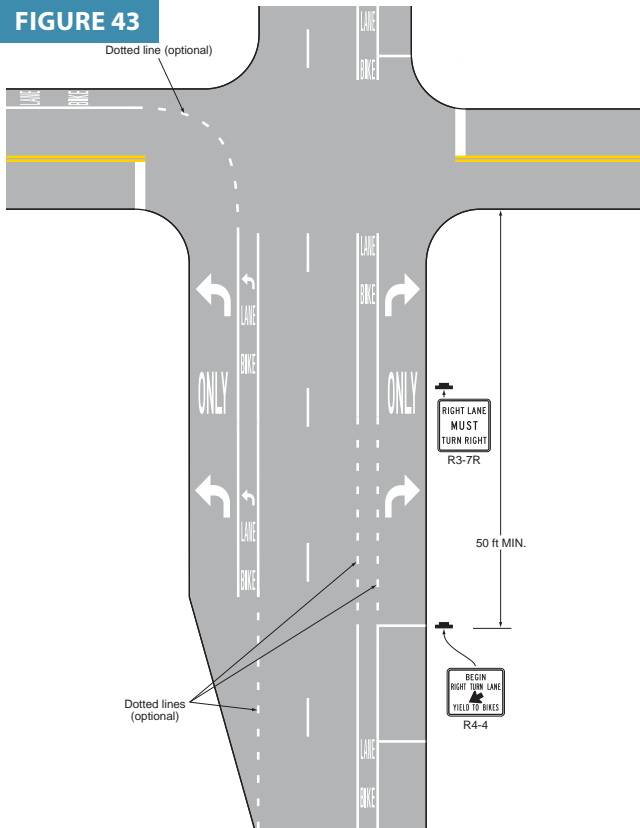


FIGURE 43



**Figure 41** Example of bike lane treatment at a right-turn only lane (Source: MUTCD Figure 9C-4, [http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9c\\_04\\_longdesc.htm](http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9c_04_longdesc.htm))








**Figure 42** Example of bike lane treatment at parking lane into a right-turn only lane (Source: MUTCD Figure 9C-5, [http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9c\\_05\\_longdesc.htm](http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9c_05_longdesc.htm))

**Figure 43** Example of intersection pavement markings - designated bike lane with left-turn area, heavy turn volumes, parking, one-way traffic, or divided highway (Source: MUTCD Figure 9C-1, [http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9c\\_01\\_longdesc.htm](http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9c_01_longdesc.htm))

## SIGNS

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

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

Sign Dimensions: Bike Lanes			
Signs	Sign Name & Dimensions	Signs	Sign Name & Dimensions
	MUTCD Sign R3-17 Bike Lane 30" x 24"		MUTCD Sign R7-9a No Parking Bike Lane 12" x 18"
	MUTCD Sign R3-17aP Bike Lane (plaque) 30" x 12"		MUTCD Sign R5-1b Bicycle Wrong Way 12" x 18"
	MUTCD Sign R3-17bP Bike Lane (plaque) 30" x 12"		MUTCD Sign R9-3cP Ride With Traffic (plaque) 12" x 12"
	MUTCD Sign R4-4 Begin Right Turn Lane Yield to Bikes 36" x 30"		

**Table 26** Bike lane sign dimensions (Source: MUTCD Figure 9B-2, [http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b\\_02\\_longdesc.htm](http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_02_longdesc.htm))

## WAYFINDING SIGNS ON STREETS WITH BIKE LANES

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

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





- D11-1 (Bike Route)
- M5 series (Bicycle Route Arrow)
- M6 series (Bicycle Route Arrow)

Instead, the signs in [Table 27](#) can be used on streets with bike lanes at the following locations:

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

D1-1b signs should only be used for turns in the Urbana Green Loop (see [Chapter 11](#)). D1-1c, D1-2c, and D1-3c signs should be used to list all other destinations on bike lanes.

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

Sign Dimensions: Bike Lane Wayfinding	
Signs	Name & Dimensions
	MUTCD Sign D1-1b Bicycle Destination (1 line) Varies x 6"
	MUTCD Sign D1-1c Bicycle Destination (1 line) Varies x 6"
	MUTCD Sign D1-2c Bicycle Destination (2 lines) Varies x 12"
	MUTCD Sign D1-3c Bicycle Destination (3 lines) Varies x 18"

**Table 27** Bike lane wayfinding sign dimensions  
(Source: MUTCD Figure 9B-4)



## 5.2.2 BIKE ROUTE



**Figure 44** Pennsylvania Avenue east of Race Street

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

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

- Designate a system of routes in a city, county, region, or state that is likely to generate bicycle trips, because it connects important origins and destinations.
- Designate a continuous route that may be composed of a variety of facility types and settings, or located wholly on local neighborhood streets.
- Provide wayfinding guidance and connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.
- Provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Provide location-specific guidance for bicyclists such as:
  - o How to access and cross a bridge.
  - o How to navigate through an area with a complex street layout.
  - o Where the route diverges from a way motorists use.
  - o How bicyclists can navigate through a neighborhood to an internal destination, or to a through route that would otherwise be difficult to find.

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

- The road is a common route for bicyclists through a high-demand corridor.
- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as a park, school, or commercial district.

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



**Figure 45** Bike Route sign with wayfinding signage that consists of destination, distance (in miles), and direction

## SIGNS

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

The signs in Table 28 should **only** be used on streets designated as Bike Routes.

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

D1-1 signs should only be used for turns in the Urbana Green Loop (see Chapter 11).





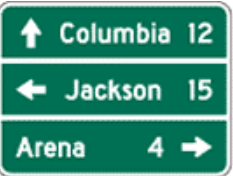
D1-1a, D1-2a, and D1-3a signs should be used to list all destinations on Bike Routes, and their corresponding distance (and/or time) and direction from the sign location.

Directional arrows will typically be horizontal or vertical; however, a sloping arrow may be used if it conveys a clearer indication of the direction bicyclists should travel.<sup>7</sup>

## SIGN BENEFITS

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

- Identifies lower traffic routes to destinations
- Overcomes a “barrier to entry” for infrequent bicyclists
- Signage that includes mileage and travel time to destinations may help minimize the tendency to overestimate the amount of time it takes to travel by bicycle
- Visually indicates to motorists that they are driving along a Bike Route and should use caution
- Passively markets the bicycle network by providing unique and consistent imagery throughout the City of Urbana

Signage Dimensions: Bike Route Wayfinding	
Signs	Name & Dimensions
	MUTCD Sign D11-1 Bike Route 24" x 18"
	MUTCD Sign D1-1 Destination (1 line) Varies x 18"
	MUTCD Sign D1-1a Destination (1 line) Varies x 18"
	MUTCD Sign D1-2a Destination (2 lines) Varies x 30"
	MUTCD Sign D1-3a Destination (3 lines) Varies x 42"

**Table 28** Bike Route wayfinding sign dimensions  
(Source: MUTCD Figure 9B-4)

7. AASHTO. *Guide for the Development of Bicycle Facilities*. American Association of State Highway and Transportation Officials, Washington, DC, 2012.

## SIGN PLACEMENT & CATEGORIES

Bicycle guide signs should be visible to bicyclists and oriented so bicyclists have sufficient time to comprehend the sign and change their course, when needed.<sup>7</sup> Consideration should be made to prevent signage from being blocked by vegetation and parked cars.

**MUTCD** standards shall be followed for sign installation, notably Section 9B.01 Application and Placement of Signs, and Section 9B.20 Bicycle Guide Signs. Section 9B.01 provides guidance on mounting height and lateral placement from the edge of the roadway. Information from Section 9B.20 has been incorporated into [Tables 26 and 27](#).

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

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

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

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

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

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

Decision signs (see [Figure 46](#)) in Urbana should include the MUTCD D11-1 Bike Route sign and MUTCD D1-1, D1-1a, D1-2a, or D1-3a supplemental signs, and be installed at decision points along the Bike Route.

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



**Figure 46**

Bike Route Decision sign

(Credit: NACTO Urban Bikeway Design Guide,

<http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/>)

Turn signs are placed on the near side of intersections where bike routes turn. However, it is recommended to install Decision signs at Bike Route turns in Urbana instead of Turn signs.

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

## WAYFINDING SIGN ASSEMBLY

Key destinations or the cross street at the end of the Bike Route designation are suggested for wayfinding signage. Based on guidance from NACTO, the following types of destinations can be included on wayfinding signage. They are generally ranked to assist the City of Urbana with choosing destinations when assembling signs. See [Chapter 11](#) for more information on what specific destinations should be listed on specific existing and proposed Bike Routes.

1. Urbana Green Loop (MUTCD D1-1 sign)
2. Schools / University of Illinois campus
3. Local or regional parks and trails
4. Bikeways
5. Commercial centers
6. Civic/community destinations
7. Hospitals

Based on guidance from NACTO (see [Figure 45](#)), the City of Urbana should follow these guidelines for assembling Bike Route wayfinding signage:

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



**Figure 47**  
Bike Route wayfinding sign assembly guidance

(Credit: NACTO Urban Bikeway Design Guide, <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/>)

## WAYFINDING SIGNAGE ON NON-BIKE ROUTES

For guidance on placement of bicycle wayfinding signage on streets with bike lanes, see [Section 5.2.1](#).

For guidance on placement of wayfinding signage on shared-use paths, see [Section 5.3.1](#).

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

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

## SIGN CONSOLIDATION

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

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

## PEDESTRIAN FACILITIES

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





**Figure 48** Pennsylvania Avenue east of Vine Street

Bike/parking lanes are recommended on streets with low parking occupancy. They are designated with Bike Route signage (see [Section 5.2.2](#)) and a continuous white line to separate the parking lane from travel lanes. Shared bike/parking lanes should be used for each direction of travel, with each lane typically 8' wide (including gutter pans).

Roads are signed with Bike Route signs, but do not include any bike lane signage nor bike lane pavement markings. Parking lanes are striped to indicate the shared bike/parking lane. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads. The benefits include:

- An increased perception of comfort by the cyclist.
- Lower likelihood of the occasional parked car being hit by another car.
- Traffic calming from narrower lanes.



## 5.2.4 SHARED LANE MARKINGS (SHARROWS)



Figure 49 Philo Road

Bicycle positioning on the roadway is key to avoiding crashes with cars turning at intersections. Shared lane markings, also known as “sharrows” (see Figure 50), are included in the 2009 version of the Federal Highway Administration’s *Manual on Uniform Traffic Control Devices (MUTCD)*.

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

The Shared Lane Marking may be used to:

- Help bicyclists position themselves in a shared lane with on-street parallel parking. This reduces the chance of a bicyclist hitting the open door of a parked vehicle.
- Help bicyclists position themselves in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.
- Alert road users to the space bicyclists are likely to occupy within the traveled way.
- Encourage motorists to safely pass bicyclists.
- Reduce the incidence of wrong-way bicycling.

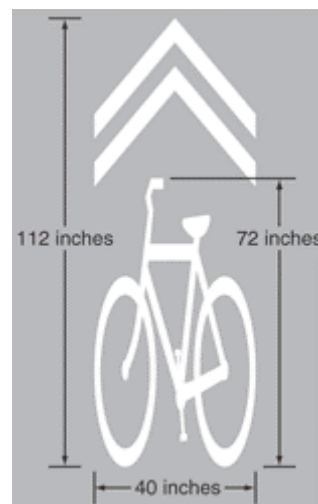


Figure 50 Shared Lane Marking road pavement symbol (Source: MUTCD)

### DIMENSIONS

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

## MARKINGS

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

## SIGNS

A *Bicycles May Use Full Lane* sign (see [Table 29](#)) may be used in addition to or instead of the shared lane marking to inform road users that bicyclists may occupy the full travel lane. See [Section 5.2.5](#) for more information.

## 5.2.5 BIKES MAY USE FULL LANE




**Figure 51** Main Street at Cottage Grove Avenue

A *Bicycles May Use Full Lane* sign (see [Table 29](#)) may be used to inform road users that bicyclists may occupy the full travel lane. This sign may be used on roadways where no bike lanes or adjacent shoulders usable by bicyclists are present, and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

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

- Where traffic volumes and speeds are low.
- At intersections where bike lanes do not continue on the other side of the intersection (see [Figure 51](#)).
- On roads popular with more advanced cyclists, but have insufficient width to install bike lanes or shoulders. These roads have Bicycle Level of Service (BLOS) grades of Low C or High D.

Installation of the sign in [Table 29](#) should be no less than every 1/2 mile on urban streets. On rural roads, signs should be installed every 1/4 to 1/2 mile.

Sign Dimensions: Bicycles May Use Full Lane	
Signs	Name & Dimensions
	MUTCD Sign R4-11 Bicycles May Use Full Lane 30" x 30"

**Table 29** Bicycles May Use Full Lane sign dimensions  
(Source: MUTCD Figure 9B-2)

## SAFER ROAD SIGNS – EMERGING RESEARCH

In November 2015, Ride Illinois prepared a technical brief addressing what signage is best to install in place of Share the Road signs. Recent behavioral studies show that Share the Road signs may be interpreted in opposite ways by some cyclists and motorists, reducing their effectiveness in alerting and educating motorists about sharing the road with bicycles properly. Note that as of 2016, no Share the Road signs have been installed in Urbana.

Bikes May Use Full Lane signs send the message to bicyclists that they should use the center of the lane; however, this is not always the intent when installing more effective signage than Share the Road signs. The brief recommends installing signage that alerts motorists that they should give a minimum of 3 feet when passing bicyclists.<sup>6</sup>

Based on this brief, the most appropriate sign to install on roads recommended for “Bikes May Use Full Lane” sign installation in this plan is actually the “State Law 3 Feet Minimum to Pass Bicycles” sign (see Figure 52). Unfortunately, as of 2016, the MUTCD does not have an approved 3-foot law sign with graphics, but the issue is currently being studied for a future version.<sup>8</sup> A new sign type could be approved before this plan is updated in 2021. **Therefore, the City of Urbana and Urbana Township should work with Ride Illinois and any other appropriate entities to install the most appropriate signage upon implementation of this facility type.** Ride Illinois is planning to work with local areas on identifying and fundraising for new sign installation as early as 2016.



**Figure 52** State Law - 3 Feet Minimum to Pass Bicycles sign

8. Ride Illinois. *Working for Safer Road Signage*. 2015. <http://rideillinois.org/working-for-safer-road-signage/>



## 5.2.6 BIKE BOULEVARD



**Figure 53** Bike Boulevard, San Luis Obispo, CA  
(Credit: Bicycle Infrastructure Knowledge Activism and Safety (B.I.K.A.S.))

A bike boulevard is a local street or series of connected street segments that have been modified to function as a through street for bicyclists, while discouraging through automobile travel. Local access is maintained.<sup>7</sup>

Signs and pavement markings create the basic elements of a bike boulevard. They indicate that a roadway is intended as a shared, slow speed street, and reinforce the intention of priority for bicyclists along a given route.<sup>9</sup>

Bike boulevards incorporate elements from many other on-street facilities (e.g. wayfinding signage, sharrows), but the main difference is that bike boulevards prioritize bicycle travel and minimize non-local automobile traffic. They also realize similar, if not more, benefits to those of Bike Routes.

Bike boulevards also have several other names, such as Neighborhood Greenways (Portland, OR; Seattle, WA), Local Street Bikeways (Vancouver, BC), Bike/Walk Streets (Minneapolis), and bicycle priority streets.

Bike boulevards are essentially enhanced Bike Routes.

The primary characteristics of a bike boulevard are<sup>10</sup>:

- Low motor vehicle volumes
- Low motor vehicle speeds
- Logical, direct, and continuous routes that are well marked and signed
- Provide convenient access to desired destinations
- Minimal bicyclist delay
- Comfortable and safe crossings for cyclists at intersections

9. NACTO. *Urban Bikeway Design Guide*. National Association of City Transportation Officials. <http://nacto.org/cities-for-cycling/design-guide/>.

10. IBPI. *Fundamentals of Bicycle Boulevard Planning & Design*. Initiative for Bicycle and Pedestrian Innovation, Portland, OR, 2009.



## DESIGN

A bike boulevard does not have one standard cross-section, but is made up of a collection of elements that may be employed in various situations.<sup>11</sup>

According to NACTO, the three required elements of a bike boulevard (see [Figure 52](#)) are:

- Wayfinding signage
- Pavement markings, particularly sharrows
- Limited or no use of centerlines

NACTO recommends limiting centerlines to short sections at intersection approaches or traffic circles, as drivers have an easier time passing bicyclists on roads without centerlines. The MUTCD only recommends centerlines on streets with 4,000 vehicles per day or greater (MUTCD Section 3B.01), making low-traffic streets the main candidates for bike boulevards.



**Figure 54** Bike Boulevard signs and pavement markings  
(Credit: NACTO Urban Bikeway Design Guide)

The *AASHTO Bike Guide* lists several design elements of bike boulevards to accommodate bicyclists. However, not all bike boulevards will need all of these elements.

- Traffic diverters at key intersections to reduce through motor vehicle traffic while permitting passage for through bicyclists.
- At two-way, stop-controlled intersections, priority assignment that favors the bike boulevard, so bicyclists can ride with few interruptions.
- Neighborhood traffic circles and mini-roundabouts at minor intersections that slow motor vehicle traffic but allow bicyclists to maintain momentum.
- Other traffic-calming features to lower motor vehicle speeds where deemed appropriate.
- Wayfinding signs to guide bicyclists along the way and to key destinations.
- Sharrows where appropriate to alert drivers to the path bicyclists need to take on a shared roadway.

- Crossing improvements where the bike boulevard crosses major streets. Techniques for this purpose include, but are not limited to:
  - o A traffic signal, where warranted, or a crossing beacon. To enable bicyclists to activate the signal, bicycle-sensitive loop detectors (with detector pavement markings), or push-buttons that do not require bicyclists to dismount are appropriate.
  - o Median refuges wide enough to provide a refuge for bicyclists (i.e. 6' minimum median length) and with an opening wide enough to allow them to pass through (i.e. 6' minimum median width). See [Section 5.4.1](#) for more information on median refuge islands.
  - o Curb extensions on a crossed thoroughfare with on-street parking, to allow approaching bicyclists an opportunity to pull past parked cars to get a better view of approaching traffic.

City of Urbana staff may pick and choose the appropriate mix of design elements needed for bike boulevard development along a particular corridor<sup>10</sup>:

- Intersection treatment
- Prioritize travel on bike boulevard
- Signage
- Traffic calming
- Traffic reduction

Most design treatments used on bike boulevards do not impact on-street parking.<sup>10</sup>

The *Fundamentals of Bicycle Boulevard Planning & Design* provides a bicycle boulevard audit to assess a roadway for bike boulevard development (see [Appendix 3](#)).

## SIGNS

Follow the recommendations in [Section 5.2.2](#) (Bike Route).

11. IBPI. *Creating Walkable + Bikeable Communities*. Initiative for Bicycle and Pedestrian Innovation, Portland, OR, 2012.

### 5.3 OFF-STREET FACILITIES

Trails and dedicated bike paths are also available to bicyclists, which offer significant separation from motorized vehicle traffic. The off-street bicycle facility types existing and proposed in Urbana are listed below:



The path types in *Sections 5.3.1 through 5.3.4* are for shared-use between bicyclists and other non-vehicle modes.

## 5.3.1 SHARED-USE PATH (OFF-STREET TRAIL)



**Figure 55** King Park Trail

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

The sidepath (see [Section 5.3.2](#)) and Rail-Trail (see [Sections 5.3.3 and 5.3.4](#)) are both a type of shared-use path, with more specification regarding the location of the path. The other shared-use paths in this plan are off-street paths through parks, green space, and neighborhoods. **The desired width for all shared-use paths is at least 10', with a minimum recommended width of 8',** in order to facilitate bi-directional and multi-modal traffic. Striping is not necessary on shared-use paths.

Following are the City of Urbana design standards for shared-use paths, which incorporate the Champaign County Greenways & Trails shared-use path design standards:

## DIMENSIONS

### WIDTH

- The desired surface width of a shared-use path is at least 10'.
- The minimum surface width of a shared-use path should not be less than 8'.
- Transitions between existing narrower trails and the 10' wide shared-use path should be created using tapers.

### CLEAR ZONE

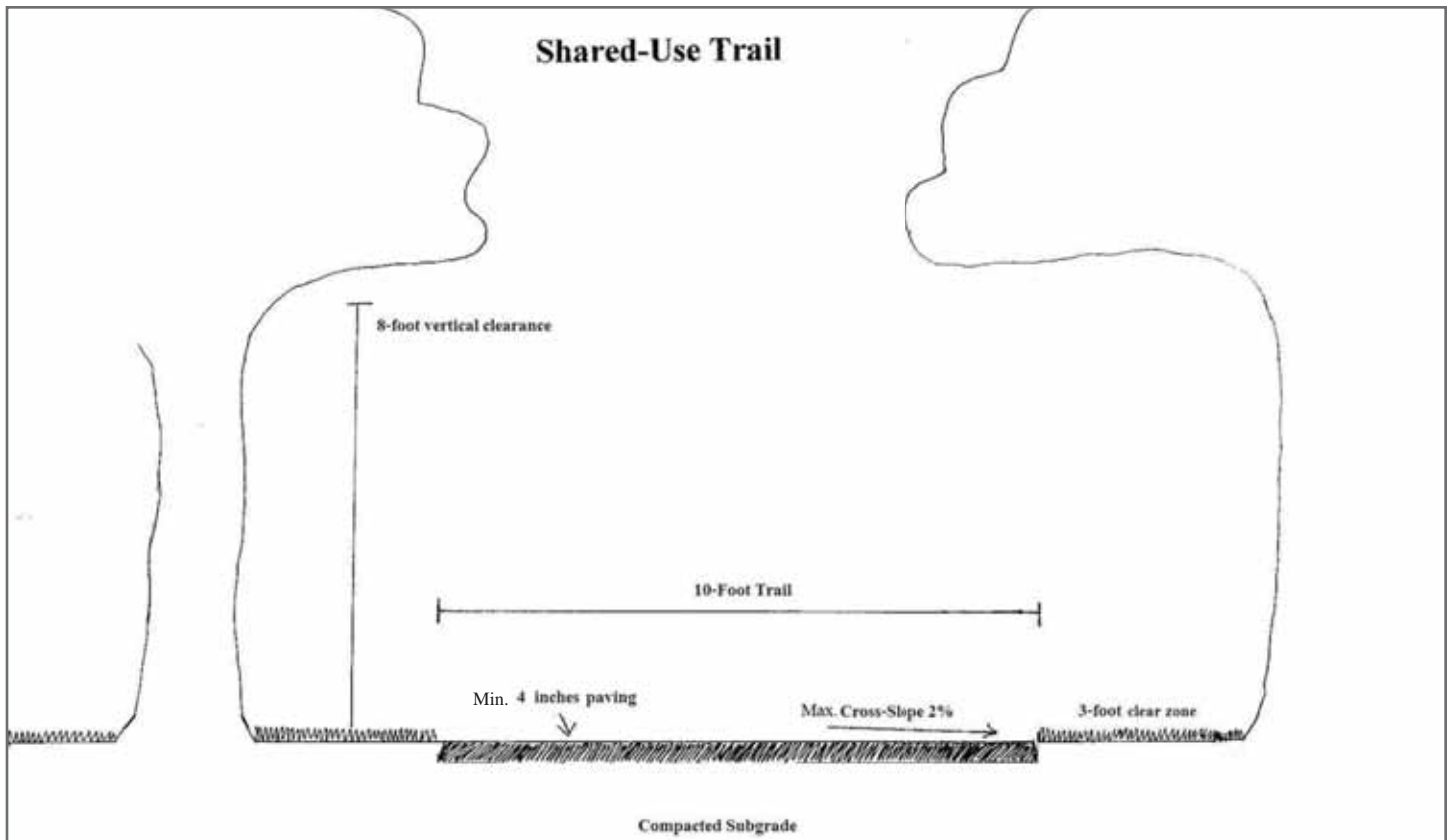
- A clear zone should be maintained adjacent to both sides of all shared-use paths for the use of joggers and to keep vegetation from erupting through the trail surface. **The desired clear zone width is 3', and the minimum clear zone width should not be less than 2'. Therefore, a 16' right-of-way (ROW) is recommended for shared-use paths, with a minimum recommended ROW of 12'.**
- Where a roadway runs adjacent to or near a shared-use path, the roadway should be separated from the shared-use path with a 5' wide clear zone. **Therefore, 15' is recommended between the far side of the shared-use path and the**

**road or rail edge, and a minimum of 13' is recommended between the two locations.**

- When separation of 5' cannot be achieved, a physical barrier of at least 4.5' high between the trail and the roadway is recommended.
  - Smooth rub rails should be attached to the barriers at handlebar height of 3.5'.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) is recommended to be a minimum of 10' to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

### VERTICAL CLEARANCE

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



**Figure 56** Shared-Use Path Dimensions Diagram

## SUB-GRADE AND TRAIL SURFACE

### SUB-GRADE

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

### TRAIL SURFACE

- The following are acceptable surface types for shared-use paths:
  - Asphalt
  - Concrete
  - Compacted crushed rock
- The paved surface should be a minimum of 6" thick.
- All joints in concrete paths should be cut with a saw, and tooled joints should not be used. The spacing of transverse joints is desirably equal to the width of the path.
- Shared-use paths should be designed to sustain without damage wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path.
- Edge support to accommodate vehicles can be in the form of stabilized shoulders or in additional pavement width.
- Shared-use paths should be machine laid, using the appropriate machines and tools to smooth and compact the trail surface.

## ENGINEERING

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

## MARKINGS











All surface markings on shared-use paths should be retroreflectorized and be made of skid-resistant material for safety. Obstructions in the traveled way of a shared-use path should be marked with retroreflectorized material. Striping should not be used on shared-use paths to separate directions; yield signage (MUTCD Sign R9-6 in [Table 30](#)) should be used instead. Where there are curves with restricted sight distance, a 4" wide yellow centerline stripe may be used to separate opposite directions of travel.







## SIGNS

Shared-use path signs, especially MUTCD Signs R1-1 and R1-2 in Table 30, should be shielded so they are not visible by road users. Sign R5-3 should be installed at the entrance to a shared-use path. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.

MUTCD Sign W11-15 in Table 31 should be used on roads where they cross shared-use paths. Sign W11-15P should be mounted below the W11-15 sign ahead of the crossing. Sign W16-9P can also be mounted below the two aforementioned signs ahead of the crossing. Sign W16-7P should be mounted below Sign W11-15 at the trail crossing.

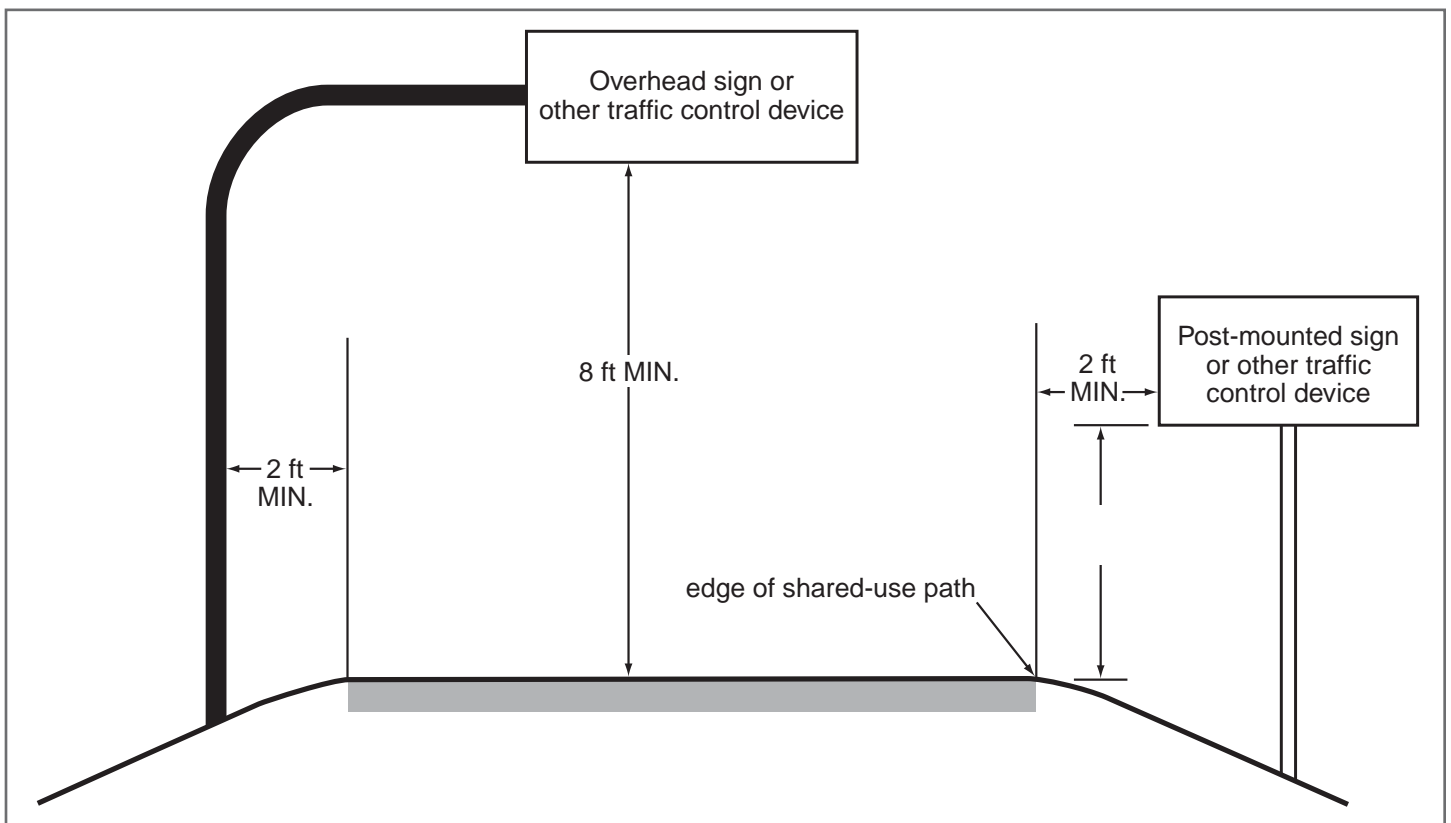
Sign Dimensions: Shared-Use Paths			
Signs	Name and Dimensions	Signs	Name and Dimensions
	MUTCD Sign R1-1 Stop 18" x 18"		MUTCD Sign R15-1 Grade Crossing (Crossbuck) 24" x 4.5"
	MUTCD Sign R1-2 Yield 18" x 18" x 18"		MUTCD Sign W3-1 Stop Ahead 18" x 18"
	MUTCD Sign R4-3 Movement Restriction 12" x 18"		MUTCD Sign W3-2 Yield Ahead 18" x 18"
	MUTCD Sign R9-6 Bicycle Regulatory 12" x 18"		MUTCD Sign W3-3 Signal Ahead 18" x 18"
	MUTCD Sign R5-3 No Motor Vehicles 24" x 24"		MUTCD Sign W10-1 Grade Crossing Advance Warning 24" diameter

**Table 30** Shared-Use Path sign dimensions (Source: MUTCD Figures 9B-2 and 9B-3)

Sign Dimensions: Shared-Use Path Crossing			
Signs	Name & Dimensions	Signs	Name & Dimensions
	MUTCD Sign W11-15 Combination Bike and Pedestrian Crossing 30" x 30"		MUTCD Sign W16-7P Diagonal Arrow (plaque) 24" x 12"
	MUTCD Sign W11-15P Trail Crossing (plaque) 24" x 18"		MUTCD Sign W16-9P Ahead (plaque) 24" x 12"

**Table 31** Shared-Use Path Crossing sign dimensions  
(Source: MUTCD Figure 9B-3)

Lateral sign clearance should be a minimum of 2' from the near edge of the sign to the near edge of the path. The mounting height for ground-mounted signs should be a minimum of 4', measured from the bottom edge of the sign to the near edge of the path surface. Overhead signs should have a clearance of 8' from the bottom edge of the sign to the path surface directly under the sign (or higher to accommodate maintenance vehicles). See Figure 57.



**Figure 57** Sign Placement Diagram on Shared-Use Paths (Source: MUTCD Figure 9B-1, [http://mutcd.fhwa.dot.gov/hm/2009/part9/fig9b\\_01\\_longdesc.htm](http://mutcd.fhwa.dot.gov/hm/2009/part9/fig9b_01_longdesc.htm))

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

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

The most appropriate sign to install along shared-use paths is the Trail Mile Marker Sign (see [Figure 58](#)):

- The sign should be 18" in height and 9" wide.
- Unnamed linear and loop shared-use paths should be named after one of the following places that are adjacent to the trail or where the trail leads:
  - Adjacent street name (especially for sidepaths, e.g. Main Street Trail)
  - Streets that the trail connects (e.g. Lanore-Adams-Fairlawn Trail)
  - Where a street ends and continues as a trail
  - Neighborhoods (e.g. Lierman Neighborhood Trail)
  - Areas of Urbana (e.g. East Urbana Parks Loop Trail)
  - Parks
  - Railroads
  - Water body (e.g. Saline Branch Trail)
  - Other destinations
- Urbana Green Loop segments should be signed as the "Urbana Green Loop Trail" every mile, with the origin being King Park (the most northwest park in Urbana). The City of Urbana should coordinate with the Urbana Park District when assembling these signs.
- Supplemental distance/time (in miles/minutes), destination, and directional signage that match these trail signs should also be installed (see [Figure 59](#)).

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

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



**Figure 58** Trail Mile Marker Sign, 18" x 9"  
(Source: *Champaign County Greenways & Trails Design Guidelines*)



**Figure 59** Trail Destination, Distance, and Direction Sign

## TRAILHEAD & REST AREA FACILITIES

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

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

## 5.3.2 SHARED-USE PATH (SIDEPATH)

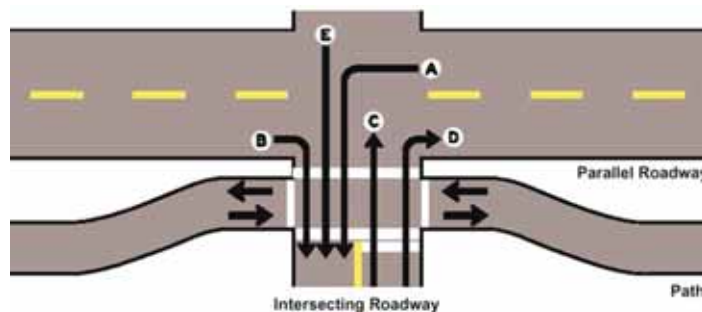


**Figure 60** Orchard Street north of Church Street

Sidepaths are shared-use paths running immediately parallel to a roadway, similar to, but wider than a sidewalk. In general, sidepaths may be better choices than on-road bikeways for faster, busier roads with few access points and with well-designed intersections.

Sidepath conflicts can be reduced by:

- Bringing the sidepath closer to the road at intersections, for better visibility during all turning motions and better stop line adherence for right turners, as shown in [Figure 61](#).
- Using corner and/or median refuge islands (see [Section 5.4.1](#)) to break up major crossings and right-in-right-out entrances.
- Using high visibility crosswalks or color differences, including at commercial entrances.



**Figure 61** Example of a Sidepath/Roadway Intersection  
(Source: AASHTO)

### DIMENSIONS

Follow the recommendations in [Section 5.3.1](#).

### SUB-GRADE AND TRAIL SURFACE

Follow the recommendations in [Section 5.3.1](#).

### ENGINEERING

Follow the recommendations in [Section 5.3.1](#).

### MARKINGS

Follow the recommendations in [Section 5.3.1](#).

### SIGNS

Follow the recommendations in [Section 5.3.1](#).



## 5.3.3 RAILS-TO-TRAILS



**Figure 62** Constitution Trail, a rail-to-trail shared-use path, Normal, IL

A “rail-to-trail” is a shared-use path, either paved or unpaved, built within the right-of-way of a former railroad,<sup>6</sup> perhaps under federal railbanking law.

### DIMENSIONS

Follow the recommendations in [Section 5.3.1](#).

### SUB-GRADE AND TRAIL SURFACE

Follow the recommendations in [Section 5.3.1](#).

### ENGINEERING

Follow the recommendations in [Section 5.3.1](#).

### MARKINGS

Follow the recommendations in [Section 5.3.1](#).

### SIGNS

Follow the recommendations in [Section 5.3.1](#). The sign recommendations based on the Champaign County Greenways & Trails Design Guidelines should be applied to the Kickapoo Rail-Trail in Urbana, St. Joseph, Ogden, and points in between.



## 5.3.4

# RAILS-WITH-TRAILS



**Figure 63** MetroBikeLink Trail, a rail-with-trail shared-use path, Belleville, IL (Credit: Harry Sanders)<sup>12</sup>

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

### DIMENSIONS

Follow the recommendations in [Section 5.3.1](#).

### SUB-GRADE AND TRAIL SURFACE

Follow the recommendations in [Section 5.3.1](#).

### ENGINEERING

Follow the recommendations in [Section 5.3.1](#).

### MARKINGS

Follow the recommendations in [Section 5.3.1](#).

### SIGNS

Follow the recommendations in [Section 5.3.1](#).

12. Sanders, Harry. Rails-with-Trails. <https://werunandride.files.wordpress.com/2014/04/st-louise-metrobikelink.jpg>.

## 5.3.5 UNIVERSITY BIKE PATH



**Figure 64** Iowa Bike Path, along the Iowa Street corridor

*This path type is for the exclusive use of bicyclists.*

A University bike path is an off-street path for exclusive bicycle use on the University of Illinois campus. It has a striped dashed centerline to facilitate bi-directional travel. University bike paths vary in width from 6'-8'. All extensions or reconstructions should follow the latest AASHTO guidelines.

The University of Illinois 2014 Campus Bike Plan was adopted in 2015. That document can be accessed via the University's Illinois Climate Action Plan (iCAP) Portal at <http://icap.sustainability.illinois.edu/>.

The University of Illinois is responsible for implementing bicycle improvements on the streets and paths that it owns. [Appendix 4](#) outlines the street ownership in the University District and the responsibilities of the University of Illinois and the City of Urbana.

The City of Urbana should coordinate with the University of Illinois to facilitate smooth transitions between City and University paths.

## 5.4 POINT FACILITIES

Safe bikeway and trail crossings of roads are important to creating a safe and attractive bicycle network.

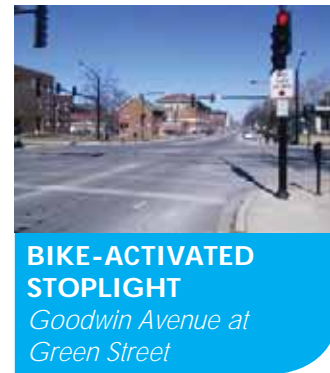
Convenient and accessible bike parking is also important to ensure bicyclists have a secure, attractive place to store their bike at the end of each trip.

Safety, convenience, and access are three of the four requirements people need to choose to make a trip by bike (see [Section 4.1.1](#)).

Guidance on trail crossing signage can be found in [Section 5.3.1](#).

Further guidance on shared-use path crossings can be found in MUTCD Figure 9B-7 and AASHTO Bike Guide Figures 5-17 through 5-20.

The point bicycle facility types existing and proposed in Urbana are listed below:





## 5.4.1 REFUGE ISLAND



**Figure 65** Refuge island and crosswalk across Windsor Road from Meadowbrook Park to Vine Street

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

Typically, refuge islands include marked crossings on either side of the island, and are oriented at an angle so that the person(s) crossing must look at the approaching traffic before crossing. **The minimum width of a refuge island should not be less than 6',** according to the Federal Highway Administration *Report No. FHWA-SA-05-12*.<sup>13</sup>

### DIMENSIONS

- **The desired width of a refuge island is 10', in order to accommodate a bicycle with a trailer.**<sup>7</sup>
- **The minimum width of a refuge island should not be less than 6'.**
- The refuge island should be wide enough to accommodate two-way bicycle traffic.<sup>9</sup>
- Detectable warning surfaces should be installed at the edges of the sidewalks and the refuge island.

### ENGINEERING

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

### MARKINGS

- High visibility crosswalk markings should be installed on both sides of the refuge island.
- Advance stop lines may be appropriate to install on the cross street ahead of the refuge island where the users crossing are given priority.<sup>7</sup>

### SIGNS

Follow the recommendations in [Section 5.3.1](#) and [Table 31](#).

13. FHWA. *How to Develop a Pedestrian Safety Action Plan*, Report No. FHWA-05-12. Federal Highway Administration, McLean, VA, 2006.



## 5.4.2

# BIKE-ACTIVATED STOPLIGHT

There are two types of traffic signals in the City of Urbana: fixed-time and demand-actuated.

Fixed-time signals change at pre-set intervals. These signals do not have loop detectors. Therefore, if a car, bicycle, or pedestrian wants to cross the street, they must wait for the signal to change at the pre-set interval.

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

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

The MUTCD Bicycle Detector Pavement Marking in [Figure 64](#) (see MUTCD Figure 9C-7 for dimensions), together with the R10-22 Bicycle Signal Actuation Sign in [Table 32](#), can indicate the detector trigger point for actuating the signal. This is typically on the perimeter of the detector. The Bicycle Detector Pavement Marking can have the auxiliary benefit of indicating proper bicycle positioning at an intersection, such as the straight-ahead lane where a right-turn lane is present.




**Figure 66** Goodwin Avenue at Green Street

Correct tuning of the detector is needed for sufficient sensitivity without false triggers from "crosstalk." Other options are available. Quadropole loop detectors are more sensitive to bikes and motorcycles, especially diagonal quadropole inductive loops. The City of Urbana has also begun employing the use of thermal imaging cameras that sense bicyclists without the need for detector loops or push buttons.

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

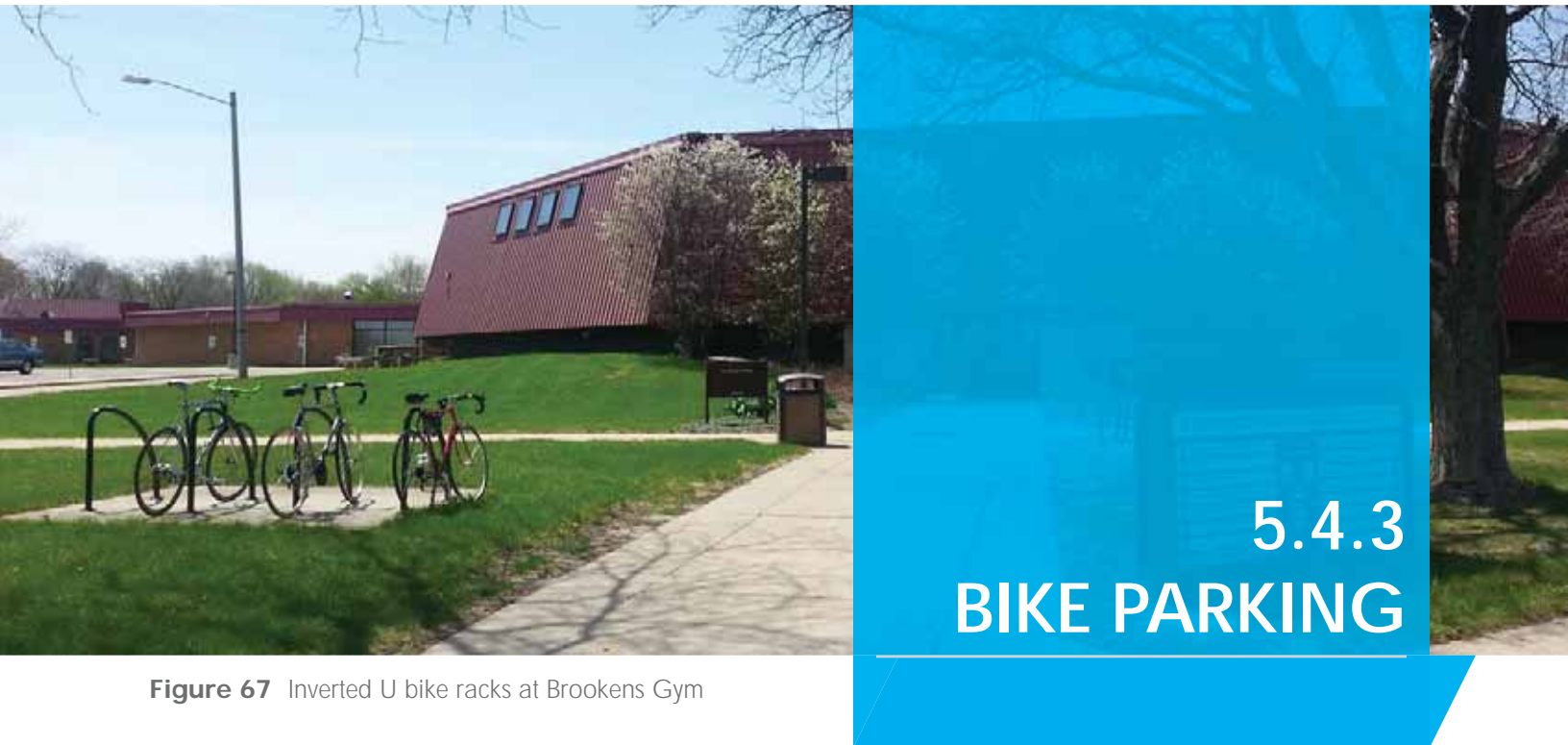
The Illinois Department of Transportation (IDOT) is responsible for installing and maintaining bike-activated stoplights at intersections along University and Cunningham Avenues since those streets are state or United States routes.

### Signage Dimensions: Bike-Activated Stoplight

Signs	Name & Dimensions
	MUTCD Sign R10-22 To Request Green Wait on Symbol 12" x 18"

**Table 32** Bike-Activated Stoplight sign dimensions  
(Source: MUTCD Figure 9B-2)





**Figure 67** Inverted U bike racks at Brookens Gym

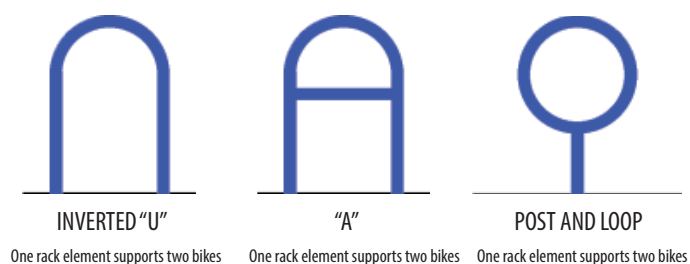
Providing secure bicycle parking is a necessary part of a bikeway network, allowing people to use their bikes for transportation and reducing parking in undesirable places. Successful bicycle parking requires a good bike rack in a good location within 50 feet of an entrance.

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

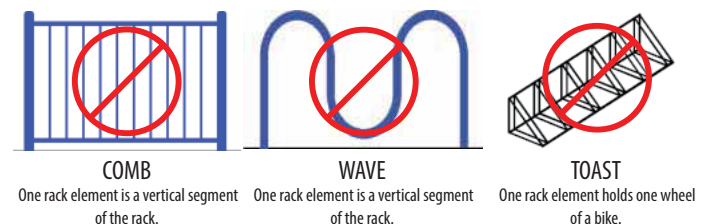
## TYPES

A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The most common styles include the “inverted-U” and the “post and loop” (accommodates two bikes each; see [Figure 68](#)).

Old-fashioned “school racks,” which secure only one wheel, are a poor choice for today’s bicycles (see [Figure 69](#)).



**Figure 68** Recommended bike racks  
(Source: APBP Bike Parking Guidelines)



**Figure 69** Not recommended bike racks  
(Source: APBP Bike Parking Guidelines)

The Association of Pedestrian and Bicycle Professionals (APBP) provides comprehensive information on bike parking in the 2nd Edition of its *Bicycle Parking Guidelines*, published in 2010. This document further categorizes acceptable and non-acceptable bike parking types:

Recommended bike parking types (see [Figure 68](#)):

- Inverted U ("A" rack when it includes a crossbar)
- Post and Ring (i.e. Post and Loop)
- Inverted U Series

Acceptable bike parking types:

- Wall-Mounted Racks
- Wheelwell - Secured (see [Figure 70](#))
- Tree Guard Bicycle Racks
- Modified Coathanger
- Two-Tier or Double Decker

Unacceptable bike parking types (see [Figure 69](#)):

- Undulating (i.e. Wave)
- Schoolyard (i.e. Grid, Comb)
- Sprial
- Wheelwell
- Coathanger
- Swing Arm Secured

The unacceptable bike parking types do not meet some of the critical design criteria in the APBP *Bicycle Parking Guidelines* 2nd Edition. Incentives should be developed to replace unacceptable bike parking where it currently exists.

Other considerations for bicycle parking include:

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

Dero and Park-A-Bike (especially the Varsity Bike Dock) are two companies whose bike parking types have been installed in Urbana and on the University of Illinois campus. The Varsity Bike Dock is a secured wheelwell, an acceptable bike parking type (see [Figure 70](#)).

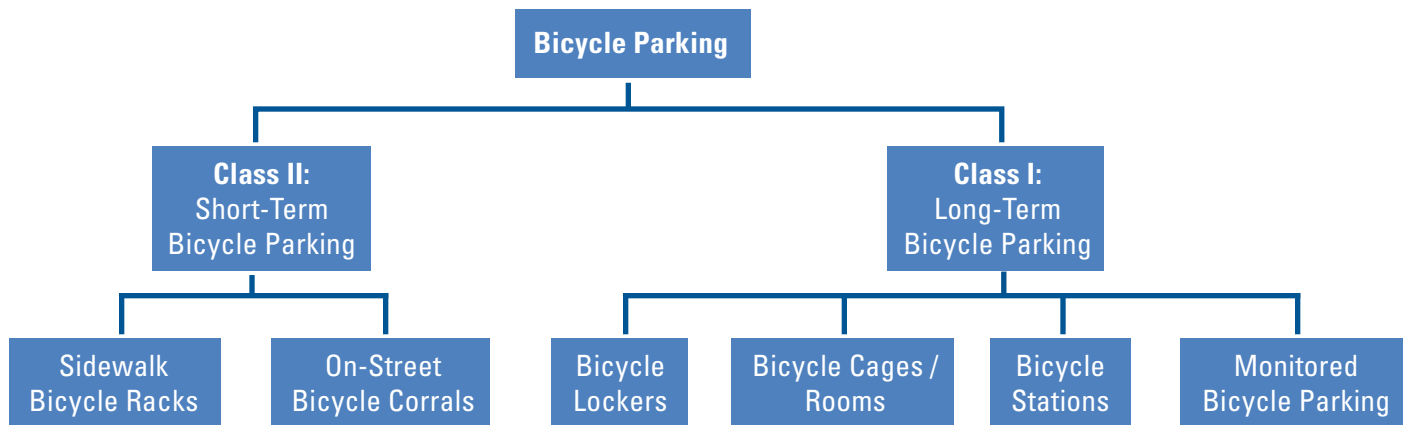


**Figure 70** Varsity Bike Docks (Credit: Park-A-Bike)

### LENGTH OF STAY

All bike parking facilities fall into two categories: short-term (two hours or less) and long-term (more than two hours). Short-term bike parking accommodates convenience and ease of use, while long-term bike parking provides security and weather protection.<sup>12</sup> The San Francisco Municipal Transportation Agency (SFMTA) lists various short-term and long-term bike parking types in its *Bicycle Parking Standards, Guidelines, and Recommendations* document (see [Figure 71](#)).

12. APBP. *Bicycle Parking Guidelines, 2nd Edition*. Association of Pedestrian and Bicycle Professionals, Cedarburg, WI, 2012.



**Figure 71** Bicycle Parking Typology Diagram (Credit: San Francisco Municipal Transportation Agency)

### DIMENSIONS

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

Following are the City of Urbana design standards for bike parking, which incorporate the *Champaign County Greenways & Trails (GT) Plan's* bike parking design standards:

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

### SIGNS

MUTCD Sign D4-3 (see Table 33) can be installed to direct people to designated bicycle parking areas, from either an on-street or off-street bikeway.

Sign Dimensions: Bike Parking	
Signs	Name & Dimensions
	MUTCD Sign D4-3 Bicycle Parking Area 12" x 18"

**Table 33** Bike Parking sign dimensions  
(Source: MUTCD Figure 9B-4)



## 5.4.4 TWO-STAGE TURN QUEUE BOXES

**Figure 72** Two-stage turn queue box, Portland, OR  
*(Credit: NACTO Urban Bikeway Design Guide)*

The *NACTO Urban Bikeway Design Guide* introduces a new intersection treatment for bicyclists. Two-stage turn queue boxes offer bicyclists a safe way to make left turns from a right side bike lane or cycle track. Two-stage turn queue boxes may also be used at unsignalized intersections to simplify turns from a bike lane or cycle track. Multiple positions are available for queuing boxes, depending on intersection configuration.

Locations exist in Urbana where cyclists must transition between bike lanes or sharrows on one side of the road and a sidepath on the other side of the road in order to stay on a bicycle facility. This makes the provision of two-stage turns critical for basic transportation function.

The *FHWA Separated Bike Lane Planning and Design Guide* recommends that when a bike lane terminates at an off-street trail or sidepath, designers should place markings and signage to emphasize the connection and enforce space designations for different user groups (generally differentiating space for cyclists from space for pedestrians or joggers). Green paint can be used at the junction of these facilities in order to alert different path users to the presence of cyclists entering and exiting the trail to and from the bike lane. Depending on the nature of the off-street trail, bicycle-specific wayfinding signage should be installed near the end of the bike lane to encourage the off-street trail's use (see [Section 5.2.1](#)).

The two-stage turn queue box is experimental in accordance with the MUTCD. The two-stage turn queue box should be designed in accordance with the MUTCD experimental approval. It should be located out of the way of through bicyclists, usually between the bike lane and crosswalk.

## DIMENSIONS

The *FHWA Separated Bike Lane Planning and Design Guide* recommends that two-stage turn queue box dimensions be about the same size or larger than the dimensions of four (4) cyclists standing side by side (i.e. 10 feet wide by 6.5 feet deep).

## MARKINGS

Following are the required features of a two-stage turn queue box based on the *NACTO Urban Bikeway Design Guide*:

- An area shall be designated to hold queuing bicyclists and formalize two-stage turn maneuvers.
- Pavement markings shall include a bicycle stencil and a turn arrow to clearly indicate proper bicycle direction and positioning.
- The queue box shall be placed in a protected area. Typically this is within an on-street parking lane or between the bike lane and the pedestrian crossing.
- At intersections that permit right turns on red signal indications, a "No Turn on Red" sign shall be installed overhead to prevent vehicles from entering the queuing area.

Following are recommended features of a two-stage turn queue box based on the *NACTO Urban Bikeway Design Guide*:

- The queue box should be positioned laterally in the cross-street, to promote visibility of bicyclists.
- Colored paving inside of the queuing area should be used to further define the bicycle space. It should be noted that snow and ice will make colored pavement a challenge to maintain.
- Markings across intersections should be used to define through bicyclist positioning.
- Signage may be used to define proper positioning and improve visibility of the queue box.
- Guide lines, pavement symbols, and/or colored pavement may be used to lead bicyclists into the queue box.

## MARKING BENEFITS

Following are several benefits of installing two-stage turn queue boxes based on the *NACTO Urban Bikeway Design Guide*:

- Improves bicyclist ability to safely and comfortably make left turns
- Provides a formal queuing space for bicyclists making a two-stage turn
- Reduces turning conflicts between bicyclists and motor vehicles
- Prevents conflicts arising from bicyclists queuing in a bike lane or crosswalk
- Separates turning bicyclists from through bicyclists



**Figure 73** Two-Stage Turn Queue Box  
 (Credit: *NACTO Urban Bikeway Design Guide*)



# 6 EXISTING CONDITIONS INVENTORY

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## 6.1 EXISTING FACILITIES

There are 43 miles of bikeways and trails in Urbana, as of 2014: 17.1 miles of on-street facilities and 25.9 miles of off-street facilities. The **City of Urbana** maintains 31.4 miles of these facilities; the **Urbana Park District** maintains 4.7 miles of trails in six parks; and the **University of Illinois** maintains 6.9 miles of bicycle facilities in Urbana. See [Table 4](#) in [Section 2.2.1](#) for a breakdown of facility types by agency.

The following inventories each facility by agency. See [Chapter 5](#) for facility type descriptions. Many on-street facilities have been installed per recommendations from the 2008 Urbana Bicycle Master Plan (UBMP), and those installation years are listed here. Also, all of these facilities connect to one another, with the exception of two segments in Central Urbana, and the Walmart Trail in East Urbana (see [Figure 74](#)).

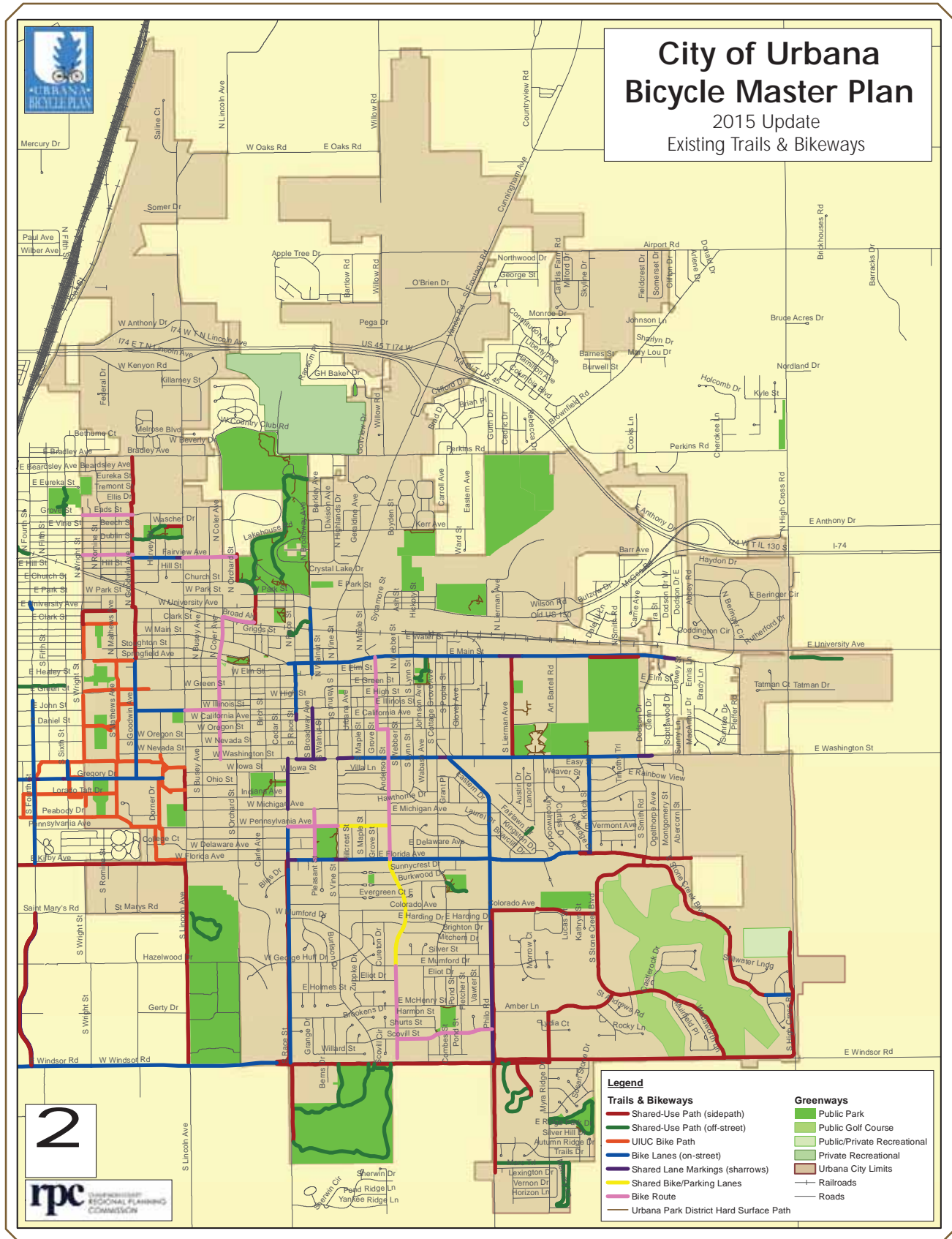


Figure 74 Existing Urbana Bikeways & Trails Network

## 6.1.1 BIKE LANES & SHARROWS

### CITY OF URBANA

The **Broadway Avenue Bike Lanes** stretch 0.3 miles from Elm Street to University Avenue, and were installed in 2013.

The **Broadway Avenue Sharrows** stretch 0.3 miles between Illinois and Washington Streets, and were installed in 2014.

The **Fairview Avenue Bike Lanes & Sharrows** stretch 0.3 miles between Lincoln and Goodwin Avenues. The 0.2 miles of bike lanes are complemented by 0.1 miles of sharrows at the Lincoln Avenue intersection. These facilities were installed in 2013.

The **Florida Avenue Bike Lanes & Sharrows** stretch 1.5 miles between Kinch and Race Streets. The 1.3 miles of bike lanes are complemented by 0.2 miles of sharrows at the intersections with Kinch, Vine, and Race Streets. These facilities were installed in 2013.

The **Goodwin Avenue Bike Lanes** stretch 0.5 miles from Springfield Avenue to Nevada Street on the University of Illinois campus. This was part of an award-winning Complete Street project completed in 2009.

The **Illinois Street Bike Lanes** stretch 0.3 miles between Lincoln and Goodwin Avenues on the University of Illinois campus, and were installed in 2007.



Figure 75 Fairview Avenue Bike Lanes

The **Kinch Street Bike Lanes** stretch 0.5 miles from Washington Street to Florida Avenue, and were installed in 2013. This covers the entire length of the street.

The **Main Street Bike Lanes & Sharrows** stretch 1.9 miles from Dewey Street to Springfield Avenue. The 1.7 miles of bike lanes are complemented by 0.1 mile of sharrows at the Lierman Avenue intersection and 0.1 mile of sharrows east of Scottswood Drive. These facilities were installed in 2010 and 2013.

The **Philo Road Bike Lanes** stretch 0.9 miles from Washington Street to Harding Drive, and were installed in 2008 and 2011.

The **Philo Road Sharrows** stretch 0.7 miles from Harding Drive to Windsor Road, and were installed in 2010.

The **Race Street Bike Lanes & Sharrows** consist of four segments: 0.3 miles of bike lanes and sharrows from Main Street to California Avenue (installed in 2013 and 2014); 0.3 miles of sharrows from Washington Street to Michigan Avenue in front of Urbana High School (installed in 2013); and 1.1 miles of bike lanes from Pennsylvania Avenue to Windsor Road, connected by 0.1 miles of sharrows at the Florida Avenue intersection (installed in 2010).

The **Stone Creek Boulevard Bike Lanes** stretch 0.1 miles from Stricker Lane to High Cross Road/IL 130. The bike lanes connect to the Stone Creek Boulevard Path on the west.

The **Washington Street Bike Lanes & Sharrows** stretch 1.5 miles from Vine Street to east of Dodson Drive. The 1.3 miles of bike lanes are complemented by 0.2 miles of sharrows at the Vine Street, Philo Road, and Dodson Drive intersections. These facilities were installed in 2010 and 2013.

The **Windsor Road Bike Lanes** stretch 0.9 miles from west of Race Street to Wright Street. The bike lanes continue west in Champaign. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana.

### UNIVERSITY OF ILLINOIS

The **Gregory Drive Bike Lanes** stretch 0.4 miles from the Gregory Bike Path to the west city limits, and were installed in 2007. The bike lanes continue west in Champaign.

The **Goodwin Avenue Bike Lanes** stretch 0.1 miles from Nevada Street to Gregory Drive. This was part of an award-winning Complete Street project completed in 2009.

## 6.1.2 SHARED-USE PATHS (SIDEPATH, OFF-STREET)

### CITY OF URBANA

The **Amber Lane Sidepath** is a 0.4 mile sidepath on the south side of the road between the Myra Ridge Drive Sidepath and the Stone Creek Boulevard Path.

The **Boneyard Creek Greenway** is a 0.2 mile shared-use path that runs along the Boneyard Creek from Griggs Street to Broadway Avenue, and was installed in 2014.

The **Boulder Drive Sidepath** is a 0.4 mile sidepath on the west side of the road between the Windsor Road Sidepath and The Pines Path.

The **Colorado Avenue Sidepath** is a 0.5 mile sidepath that connects the Philo Road Sidepath to the Stone Creek Boulevard Path, and was extended west from Lohmann Park in 2008.

The **Florida Avenue Sidepath** is a 0.6 mile sidepath on the south side of the road that runs from east of Abercorn Street to Rutledge Drive, and was extended to Rutledge Drive in 2013.

The **Goodwin Avenue Path** is a 1 mile sidepath between Bradley and Springfield Avenues.

The **High Cross Road Sidepath** is a 0.6 mile sidepath on the west side of the road between Windsor Road and Wendl's Sports Complex, and was installed in 2012.

The **Lanore-Adams-Fairlawn Path** is a 0.04 mile off-street shared-use path connecting Lanore Drive and Adams Street at Fairlawn Drive in east Urbana, and was installed in 2013.

The **Lierman Avenue Sidepath** is a 0.5 mile sidepath on the east side of the road between Main and Washington Streets.

The **Lincoln Avenue Sidepath** is a 0.2 mile sidepath on the west side of the road between the Iowa Bike Path and Michigan Avenue.



**Figure 76** Lanore-Adams-Fairlawn Path looking south

The **Main Street Sidepath** is a 0.2 mile sidepath on the south side of the road along the north side of Weaver Park, and was installed in 2013.

**Marc Trail** is a 0.9 mile off-street shared-use path in the South Ridge subdivision that connects to the Philo Road Sidepath. The south loop was installed in 2013.

The **McCullough Street Sidepath** is a 0.1 mile sidepath on the east side of the road between the Norfolk Southern Railroad tracks and Park Street, and was extended south of University Avenue in 2008. It continues north as the Church Street Sidepath.

The **Myra Ridge Drive Sidepath** is a 0.2 mile sidepath on the east side of the road that connects the Amber Lane and Windsor Road Sidepaths.

The **Orchard Street Sidepath** is a 0.1 mile sidepath on the east side of the road between Church Street and Fairview Avenue, and was installed in 2008.

The **Philo Road Sidepath** is a 1.3 mile sidepath on the east side of the road from Colorado Avenue to Marc Trail.

The **Race Street Sidepath** consists of two segments totaling 1.2 miles: on the west side of the road from Florida Avenue to Windsor Road (1 mile), and on the east side of the road from Windsor Road to the Meadowbrook Park Prairie Path (0.2 miles).

The **Smith Road Sidepath** is a 0.04 mile sidepath on the west side of the road that connects the Florida Avenue Sidepath to the Stone Creek Boulevard Path.

The **Stone Creek Boulevard Path** is a 2.6 mile shared-use path in the median of the road between Windsor Road and Stricker Lane.

The **Pines Path** is a 0.2 mile off-street shared-use path in The Pines at Stone Creek Commons subdivision that runs from the Windsor Road Sidepath to Milo's Restaurant, and was installed in 2008.

The **Pines Pond Path** is a 0.4 mile off-street shared-use path around The Pines subdivision lake, and connects to the Boulder Drive Sidepath.

The **University Avenue Sidepath** is a 0.2 mile sidepath on the south side of the road between Mathews Avenue and Wright Street.

The **Wal-Mart Path** is a 0.3 mile off-street shared-use path on the north side of the Wal-Mart property, east of High Cross Road/IL 130 and south of the former CSX Railroad right-of-way now owned by the Champaign County Forest Preserve District (CCFPD).



The **Windsor Road Sidepaths** total 2.9 miles from High Cross Road/IL 130 to west of Race Street. The sidepaths are on the north side of the road from High Cross Road/IL 130 to Myra Ridge Drive (extended east of Stone Creek Boulevard in 2010); both sides of the road from Myra Ridge Drive to Philo Road (north sidepaths installed in 2007 and 2010); the south side of the road from Philo Road to Race Street; and both sides of the road from Race Street to west of Race Street. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana.

## URBANA PARK DISTRICT

The **Church Street Sidepath** is a 0.1 mile shared-use path in Crystal Lake Park that connects the Orchard and McCullough Street Sidepaths.

The **Crestview Park Path** is a 0.1 mile off-street shared-use path that runs through Crestview Park from Cottage Grove Avenue to the Philo Road Business District.

The **Crystal Lake Park Paths** consist of 1.1 miles of off-street shared-use paths through Crystal Lake Park, passing the Lake House and Family Aquatic Center.

The **King Park Paths** consist of 0.4 miles of shared-use paths that wind around King Park, and connect to Lincoln and Goodwin Avenues, and were installed in 2012.

The **Meadowbrook Park Paths** consist of 2.1 miles of off-street and sidepath shared-use paths that wind through Meadowbrook Park and connect to the Race Street and Windsor Road Sidepaths. This includes the Hickman Wildflower Walk, Prairie Path, and Sculpture Garden Path.



**Figure 77** A shared-use path bridge over McCullough Creek in Meadowbrook Park

The **South Ridge Park Trail** is a 0.7 mile off-street loop shared-use path around South Ridge Park.

The **Victory Park Paths** consist of 0.2 miles of off-street shared-use paths that wind through Victory Park, and were installed in 2009.

## UNIVERSITY OF ILLINOIS

The **Florida Avenue Sidepath** is a 0.5 mile sidepath on the south side of the road from Lincoln Avenue to the west city limits. The sidepath continues west in Champaign as the Kirby Avenue Sidepath.

The **Japan House Path** is a 0.4 mile off-street loop shared-use path near Japan House in the Arboretum, and was installed in 2011.

The **Lincoln Avenue Sidepath** is a 1 mile sidepath on the west side of the road from Florida Avenue to Windsor Road.

The **Wright Street Sidepath** is a 0.1 mile shared-use path on the east side of the road between University Avenue and Clark Street.

### 6.1.3 BIKE ROUTES

#### CITY OF URBANA

*All existing bike routes in Urbana were installed in 2013.*

The **Anderson Street Bike Route** stretches 0.6 miles from Oregon Street to Florida Avenue, and 0.5 miles from Mumford Drive to its south terminus.

The **Beslin Street Bike Route** stretches 0.3 miles from Goodwin Avenue to Wright Street, and connects to the Fairview Avenue Bike Lanes.

The **Broad Alley Bike Route** stretches 0.2 miles from McCullough Street to Coler Avenue on the south side of the Carle medical campus.

The **Broadway Avenue Bike Route** stretches 0.3 miles between Michigan and Florida Avenues.

The **Coler Avenue Bike Route** stretches 0.7 miles between Clark and Washington Streets.

The **Eads Street Bike Route** stretches 0.3 miles from Goodwin Avenue to Wright Street.

The **Fairview Avenue Bike Route** stretches 0.3 miles from Orchard Street to Lincoln Avenue.

The **Grove Street Bike Route** stretches 0.4 miles between Main and Oregon Streets.

The **Illinois Street Bike Route** stretches 0.2 miles between Lincoln and Coler Avenues.

The **Oregon Street Bike Route** stretches 0.1 mile between Grove and Anderson Streets.

The **Pennsylvania Avenue Bike Route** stretches 0.3 miles between Vine and Race Streets.

The **Scovill Street Bike Route** stretches 0.5 miles between Anderson Street and Philo Road.



**Figure 78** Pennsylvania Avenue Bike Route

### 6.1.4 SHARED BIKE / PARKING LANES

#### CITY OF URBANA

*All existing shared bike/parking lanes in Urbana were installed in 2013.*

The **Anderson Street Shared Bike/Parking Lanes** stretch 0.6 miles from Florida Avenue to Mumford Drive.

The **Pennsylvania Avenue Shared Bike/Parking Lanes** stretch 0.3 miles between Anderson and Vine Streets.



**Figure 79** Pennsylvania Avenue Shared Bike/Parking Lanes

## 6.1.5 UNIVERSITY BIKE PATHS

### UNIVERSITY OF ILLINOIS

*These trails were constructed before standards became available on bikeway width and other design details.*

The **Armory Bike Path** is a 0.4 mile east-west University bike path south of the Nevada Street corridor. It runs from the Gregory Bike Path to Wright Street. It passes Busey-Evans Residence Halls, Foellinger Auditorium, and Gregory Hall. The path continues west in Champaign along Armory Avenue to the Armory.

The **Buell Bike Path** is a 0.1 mile north-south University bike path that connects the Lorado Taft Bike Path to bike parking at Temple Buell Hall.

The **Dorner Bike Path** consists of two University bike path segments totaling 0.3 miles: the east side of Dorner Drive from Gregory Drive to Pennsylvania Avenue, and the Dorner Drive corridor from Pennsylvania Avenue to College Court. It connects Campus Recreation Center East (CRCE) and the Pennsylvania Avenue Residence Halls (PAR).

The **Florida Avenue Bike Path** is a 0.1 mile University bike path on the north side of the road from Lincoln Avenue to Virginia Drive. It passes the Florida Avenue Residence Halls (FAR).

The **Green Street Bike Path** is a 0.3 mile University bike path on the north side of the road from Loomis Laboratory to Wright Street.

The **Gregory Bike Path** is a 0.1 mile University bike path on the Gregory Place/Street corridor. It runs north-south from Nevada Street to Gregory Drive. It passes the Child Development Laboratory, Campus Recreation Center East (CRCE), and Allen Hall.

The **Illinois Bike Path** is a 0.1 mile University bike path north of the Illinois Street corridor between Goodwin and Mathews Avenues, north of Burrill Hall. The path connects to the Illinois Street Bike Lanes via the Goodwin Avenue Bike Lanes.

The **Iowa Bike Path** consists of 0.2 miles of University bike paths. The mainline is north of the Iowa Street corridor between Lincoln Avenue and the Gregory Bike Path, north of Allen Hall and the Lincoln Avenue Residence Halls (LAR). There are two spurs to the Gregory Bike Path.

The **Lorado Taft Bike Path** is a 0.2 mile University bike path on the Lorado Taft Drive corridor that runs across the South Quadrangle to the Mathews Bike Path. The path continues west in Champaign.

The **Mathews Bike Path** is a 0.8 mile University bike path on the Mathews Avenue corridor from Springfield Avenue to the Peabody Bike Path.

The **Ohio Bike Path** consists of 0.2 miles of University bike paths. The mainline is on the Ohio Street corridor between Lincoln Avenue and Gregory Drive, south of Allen Hall and Lincoln Avenue Residence Halls (LAR). There is a spur to the McKinley Health Center.

The **Oval Allee Bike Path** is a 0.2 mile University bike path on the Clark Street corridor that runs across the north side of the Oval Allee from Mathews Avenue to Wright Street.

The **Peabody Bike Path** is a 0.2 mile University bike path on the Peabody Drive corridor that runs across the south side of the South Quadrangle to the Pennsylvania Avenue Bike Path. The path continues west in Champaign.

The **Pennsylvania Avenue Bike Path** is a 0.1 mile University bike path on the north side of the road between Dorner Drive and Goodwin Avenue. This connects to the Dorner and Peabody Bike Paths.

The **Quad Path** is a 0.2 mile University bike path that runs east-west across the Main Quadrangle from Mathews Avenue to Wright Street, and includes the **Davenport Bike Path** spurs to bike parking at Davenport Hall.

The **Springfield Avenue Bike Path** is a 0.2 mile University bike path on the south side of the road from the Bardeen Quadrangle entrance to Goodwin Avenue.

The **Virginia Drive Bike Path** consists of two University bike path segments totaling 0.2 miles, both on the east side of the road: an in-street contraflow bike path from Pennsylvania Avenue to College Court, and an off-street bike path from College Court to Florida Avenue. It passes the Florida Avenue Residence Halls (FAR).

The **Wright Street Bike Path** consists of two University bike path segments totaling 0.5 miles, both on the east side of the road: an off-street bike path from Clark Street to Springfield Avenue (0.2 miles); and an in-street contraflow bike path, separated from vehicular traffic by a median, from Green Street to Armory Avenue (0.3 miles).



Figure 80 Virginia Drive Bike Path

## 6.2 EXISTING BICYCLE PARKING

An existing bike parking inventory was created for Urbana's Bicycle Friendly Community (BFC) renewal application in August 2014. Bike parking spaces counted by land use are listed in [Table 34](#). A comprehensive list of bike parking inventory efforts in 2014 can be found in [Appendix 5](#).

Completed Bike Parking Inventory	
Land Use Type	Spaces
Higher Education Institutions	1,176
Public & Private Schools	286
Retail stores	264
Hotels & restaurants	252
Parks & recreation centers	240
Other government owned buildings and facilities	200
Libraries	46
Event venues (Urbana Civic Center)	4
Transit stations & major bus stops	0
<b>Total</b>	<b>2,468</b>
Incomplete Bike Parking Inventory	
Land Use Type	Spaces
Multi-family housing	1,933
Office buildings	43
Public housing	0
<b>Total</b>	<b>1,976</b>
<b>Grand Total</b>	<b>4,444</b>

**Table 34** Existing Bicycle Parking Inventory

## 6.3 BICYCLE COUNTS

CCRPC, the City of Urbana, and IDOT conducted 24 hour bike counts at on-street bikeways, off-street sidepaths, and park trails. The latter also informed the Urbana Park District Trails Master Plan (UTMP). One of two methods were used to conduct bike counts: tube counters installed across a road specially made to exclusively count bicyclists; and a video camera installed at an intersection, with data later analyzed by a staff member. The Urbana Bike Count Table can be found in [Appendix 6](#).

### 6.3.1 ON-ROAD BICYCLE COUNTS

On-road bicycle counts were conducted at 25 locations. These counts were conducted between 2011 and 2014 on streets before and after bikeway installations. The facility types shown in the on-road count map indicate the type of bicycle facility present at that location when the count was conducted (see [Figure 81](#)). The highest counts ranged from 100 to 825 cyclists, mostly located around the University of Illinois, Carle Hospital, and south central Urbana.

Roads with the highest counts are listed below:

- Illinois Street
- Goodwin Avenue
- Pennsylvania Avenue
- Main Street
- Wright Street
- Church Street

### 6.3.2 OFF-ROAD BICYCLE COUNTS

Off-road bicycle counts were conducted at 26 locations (see [Figure 82](#)). The highest counts were between 50 and 80 cyclists, located on:

- Race Street
- University Avenue
- Goodwin Avenue
- Florida Avenue
- Philo Road

Bicycle counts were also conducted on park trails at 18 locations in six parks (see [Figure 83](#)), for the Urbana Park District Trails Master Plan (UTMP). The highest counts were between 50 and 96 cyclists in Meadowbrook Park. The park with the second highest number of cyclists was King Park.



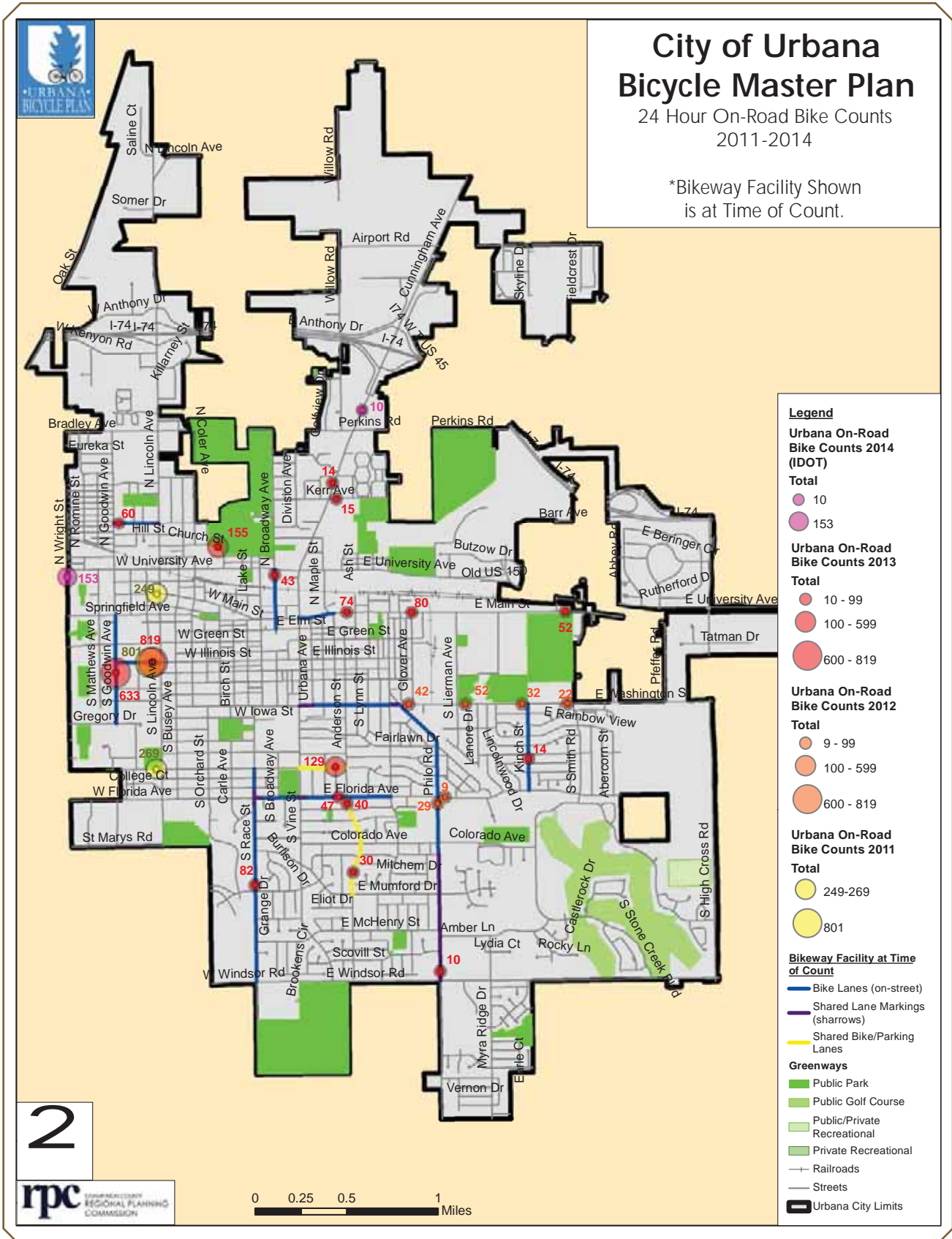


Figure 81 24 Hour On-Road Bicycle Count Map





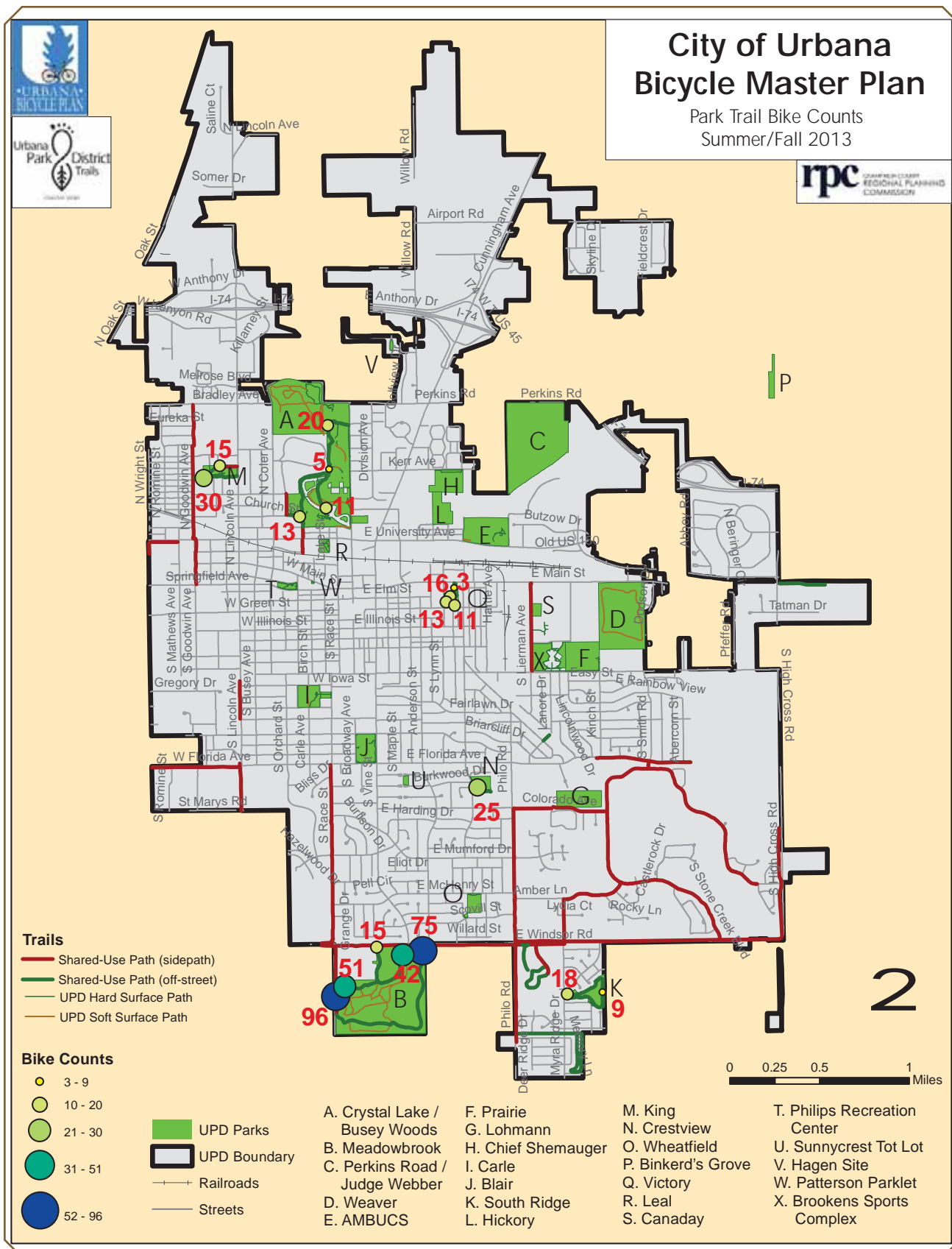


Figure 83 Park Trail Bicycle Counts

## 6.4 BICYCLE CRASHES

Using the most recent data available, there were 84 bicycle/vehicle crashes reported to police in Urbana between 2009 and 2013. These crashes were concentrated around the University of Illinois, University Avenue, and Cunningham Avenue.

Figure 84 displays the location and frequency of these crashes, and Appendix 7 lists crash details in a table. Crashes were mapped and analyzed by the same five zones that were presented to public workshop participants (see Chapter 7): North Urbana, West Urbana (includes the University of Illinois campus), Central Urbana, East Urbana, and South Urbana.

- North Urbana crashes include those on University Avenue
- Central Urbana crashes include those on Race Street, Cottage Grove Avenue, and Florida Avenue
- East Urbana crashes include those on Florida Avenue, and Philo Road

According to the latest crash data used to develop the CUUATS Selected Crash Intersection Locations (SCIL) Report, the bicycle crash information in Urbana between 2009 and 2013 is in Table 35 below. In 2009, there was a bicycle fatality on Green Street at Gregory Street in Urbana.

The National Safety Council (NSC) and the American National Standards Institute (ANSI) provide the following standard definitions of severity of crashes and injuries<sup>14</sup>:

- Fatal: One or more deaths
- A-level Injury: Incapacitating injury preventing victim from functioning normally (e.g. paralysis, broken/distorted limbs, etc.)
- B-level Injury: Non-incapacitating but visible injury (e.g. abrasions, bruising, swelling, limping, etc.)
- C-level Injury: Probable but not visible injury (e.g. stiff neck, muscle pain)
- PDO: Property damage only

**Table 35** Urbana bicycle/vehicle crash counts (2009-2013)

Year	Total Crashes	Total Injuries	Fatalities	Injury Severity		
				A	B	C
City of Urbana						
2009	21	20	1	5	9	6
2010	20	17	0	4	8	5
2011	10	10	0	4	6	0
2012	16	16	0	4	9	3
2013	17	16	0	3	8	5
Total	84	79	1	20	40	19

14. IDOT. *Illinois Travel Statistics*. Illinois Department of Transportation, Springfield, IL, 2011.

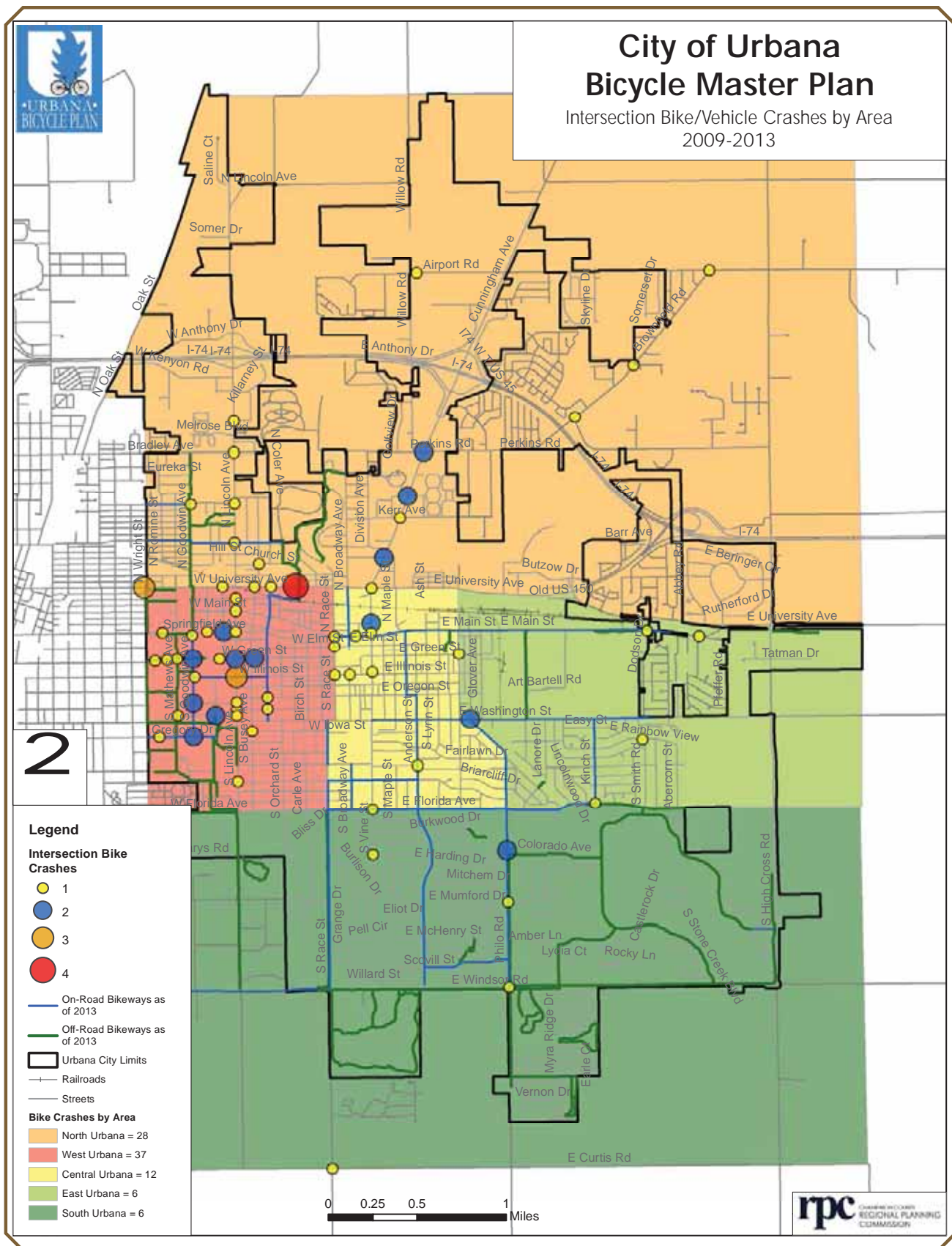
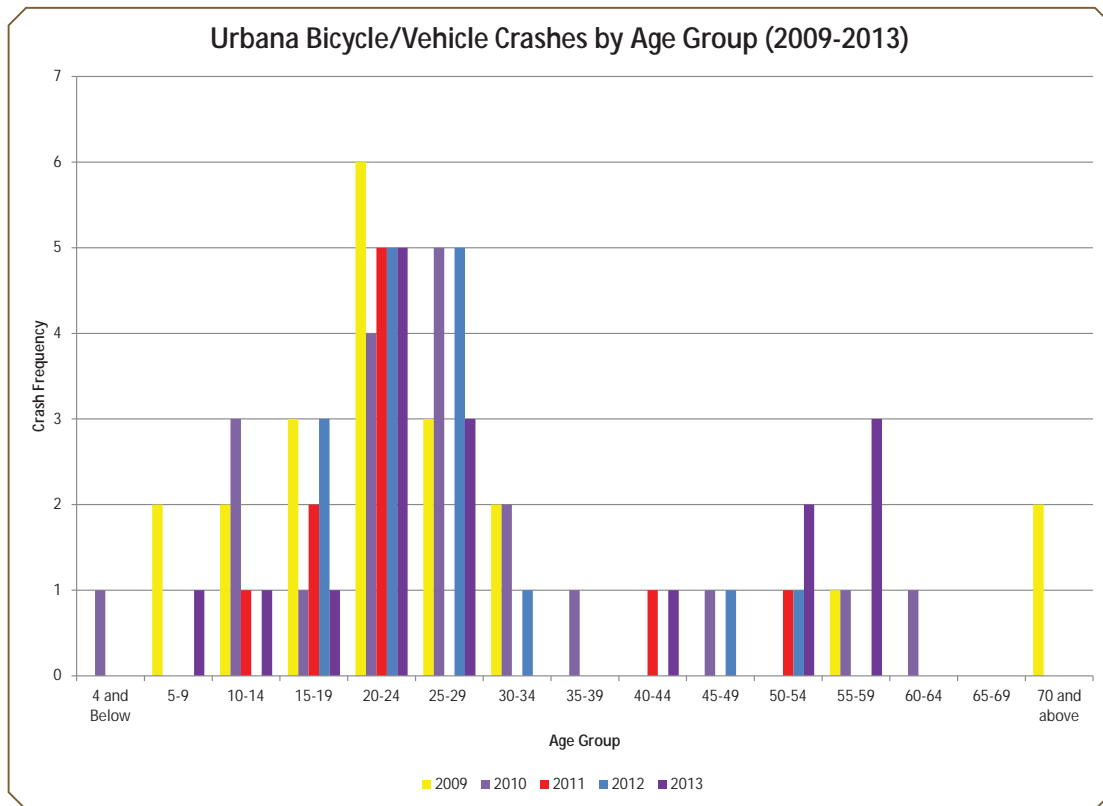


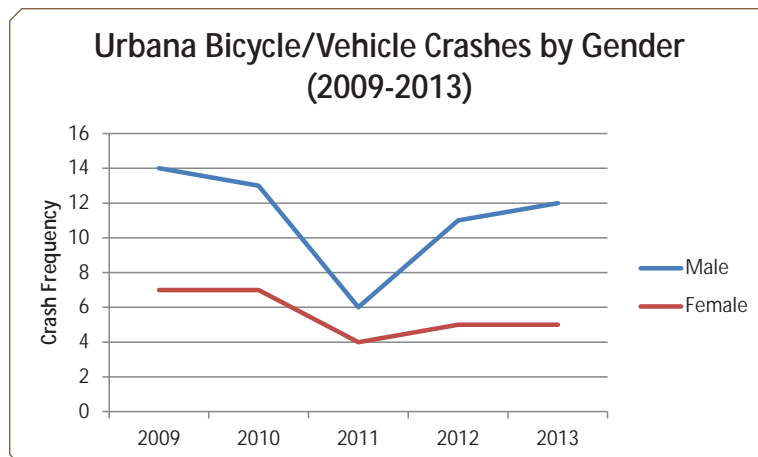
Figure 84 Bike/Vehicle Intersection Crashes in Urbana by Area

Age data was collected for bicycle crashes in Urbana between 2009 and 2013. Based on these data, the majority (54.8%) of bicyclists involved in crashes were under 25 years old (see [Figure 85](#)). The spike in crashes among bicyclists age 20-24 can be attributed to the large number of University of Illinois students in Urbana.



**Figure 85** Urbana Bicycle/Vehicle Crashes by Age of Bicyclist

Data was also collected on the gender of the bicyclist in bicycle crashes in Urbana between 2009 and 2013. More males were involved in bicycle/vehicle crashes than females (see [Figure 86](#)).



**Figure 86** Urbana Bicycle/Vehicle Crashes by Gender of Bicyclist



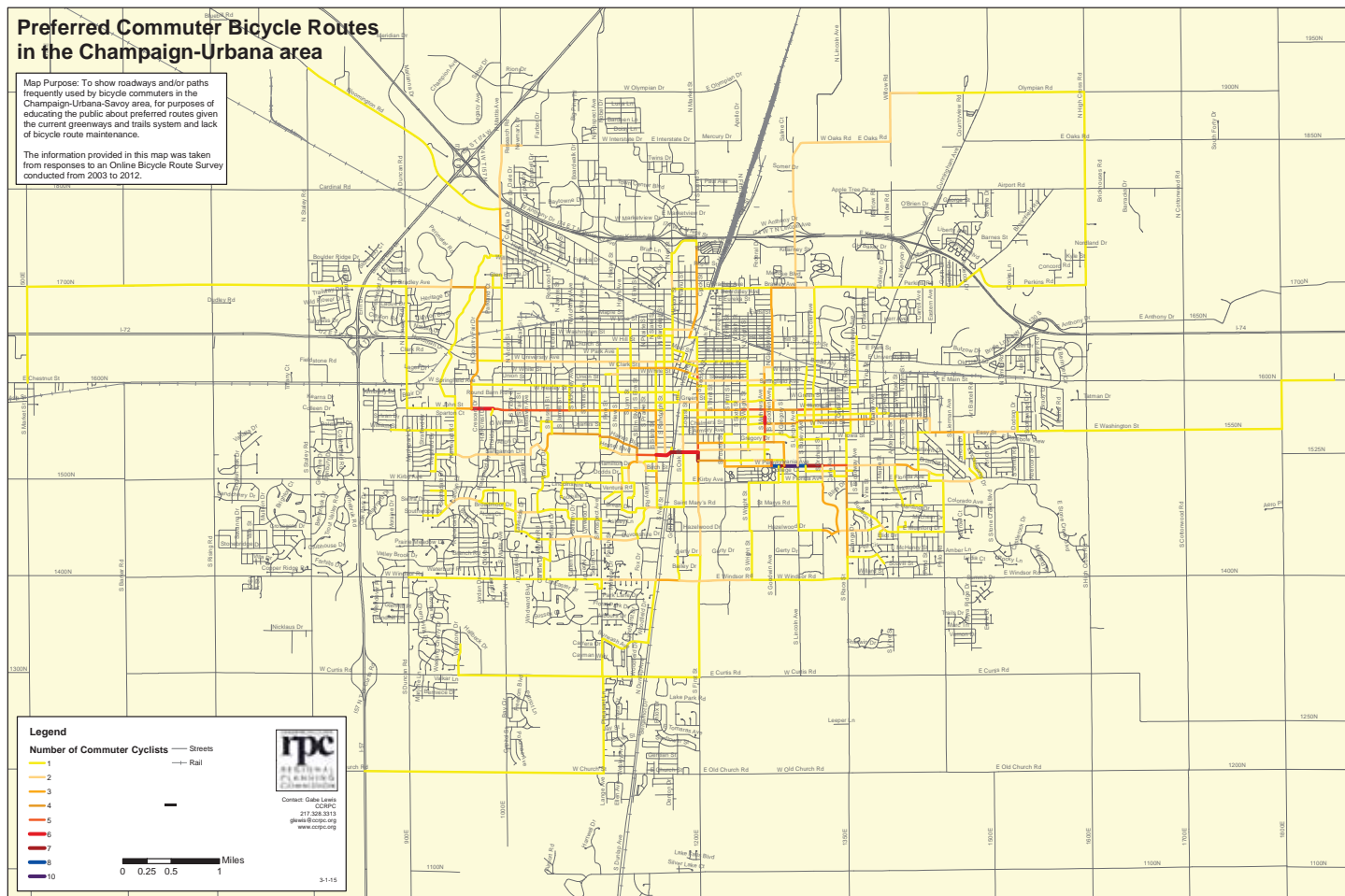
# 7 PUBLIC INPUT

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## 7.1 CUUATS ONLINE BIKE ROUTE SURVEY

CCRPC/CUUATS developed an online bicycle route survey in 2003 during the 2004 Champaign County Greenways & Trails Plan process (<http://www.ccrpc.org/transportation/projects/greenways-and-trail/bike-route-survey/>), to gather public comments on commuter routes and bicycling obstacles encountered in the Urbana-Champaign area. This online survey remained open after the plan was finished, and responses continued to be received through 2012. 50 total responses have been received over 10 years. Maps compiling these public comments can be found in [Figure 87](#) and [Appendix 8](#).



**Figure 87** CUUATS Online Bike Route Survey Map 2003-2012 - Number of Commuter Cyclists per block

Pennsylvania Avenue was the most reportedly used street by commuting bicyclists in Urbana, especially as an entryway to the University of Illinois campus. Other streets most frequently cited for commuting in Urbana are Bradley Avenue, Goodwin Avenue, Illinois Street, Oregon Street, Orchard Street, Race Street, and Washington Street.

Many obstacles reported in the beginning years of this survey have been addressed through sidepath resurfacing and new bikeway installation. More recent obstacles cited include making Green Street through the University of Illinois campus safer for bicyclists, no shared-use path on Florida Avenue from Race Street to Lincoln Avenue, and no shared-use path on the Hazelwood Drive corridor through the University of Illinois Arboretum. Those sections of Florida Avenue and the Hazelwood Drive corridor are under the jurisdiction of the University of Illinois.

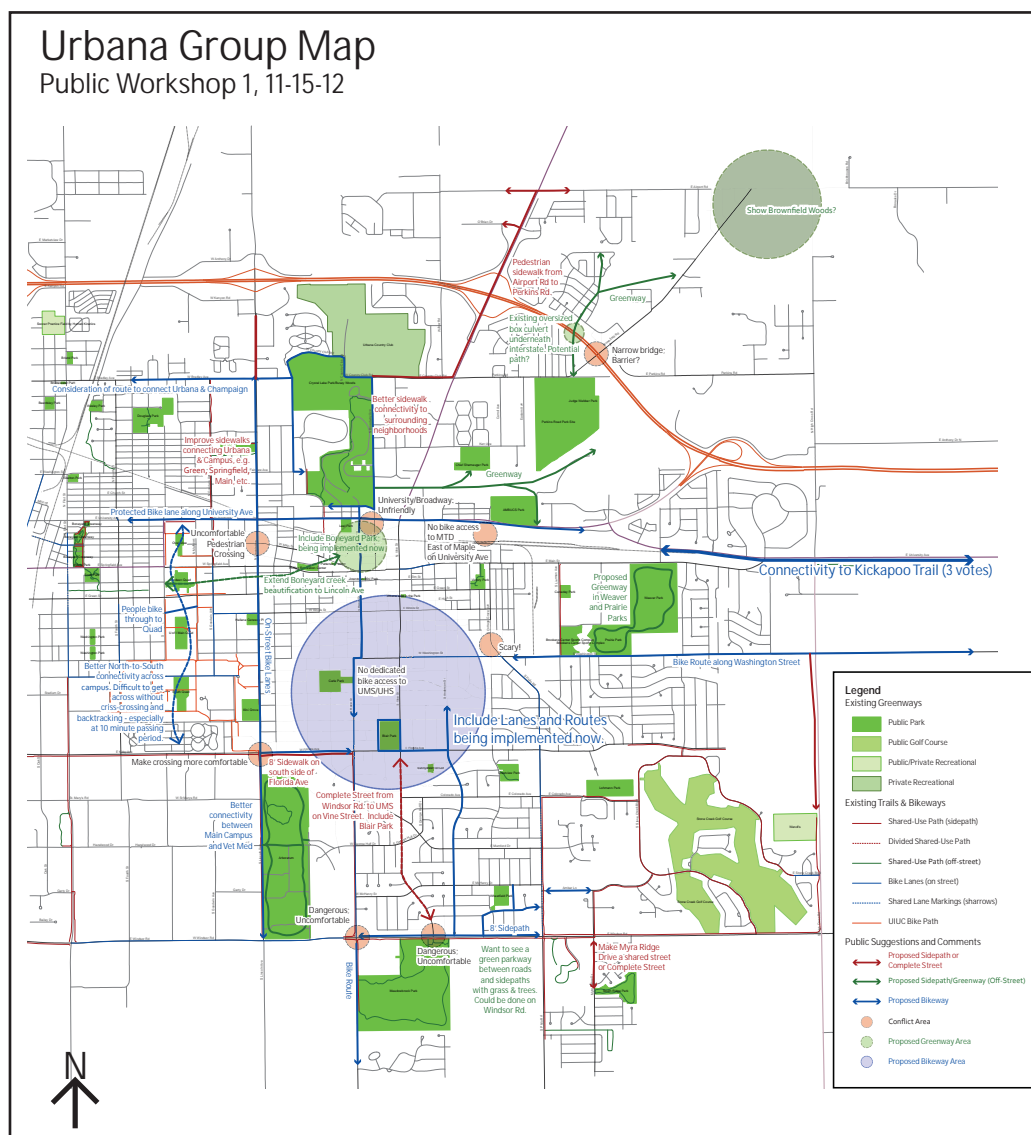
## 7.2 ACTIVE CHOICES PLAN

CCRPC updated the Champaign County Greenways & Trails Plan (*Active Choices*) in 2014. Public comments received in Fall 2012 and Spring 2013 regarding bicycling in Urbana are listed in [Figure 88](#) and [Appendix 9](#).

The Kickapoo Rail-Trail and its extension through Urbana were the recommendations that received the most public votes.

Other projects receiving a high number of votes are:

- Urbana to Homer Lake Path along the Washington Street corridor
- Main Street: installation of on- and off-street bikeways east to the Kickapoo Rail-Trail, and west through the University of Illinois campus
- Cunningham Avenue (US 45) sidepath across I-74
- Bradley Avenue bike lanes
- Florida Avenue shared-use path from Race Street to Lincoln Avenue
- Green Street bike lanes from Downtown Urbana to Campustown



**Figure 88** Active Choices Public Workshop Series #1 - Urbana Group Map

## 7.3 SUSTAINABLE CHOICES 2040

CCRPC/CUUATS completed *Sustainable Choices 2040*, the update of the Champaign-Urbana Long Range Transportation Plan (LRTP), in 2014. The process involved a robust public involvement initiative, including the use of a refurbished CUMTD bus taken to community events to solicit public input on transportation. [Figure 89](#) maps the locations of comments received about bicycling in Urbana in 2013. All public comments received in 2013 and 2014 regarding bicycling in Urbana are listed in [Appendix 10](#).

Comments and requests regarding bicycling in Urbana include:

- Green Street: adding bike lanes from Downtown Urbana to Campustown – 3 comments
- Crossing University Avenue – 2 comments
- Country Club Road: installing a sidepath
- Creating a bikeway on a non-arterial street that connects Downtown Urbana, Campus, and Downtown Champaign
- Crossing Interstate 74
- Florida Avenue: installing a shared-use path from Race Street to Lincoln Avenue

Public input helped form the LRTP 2040 Vision. Concepts related to bicycling in Urbana include:

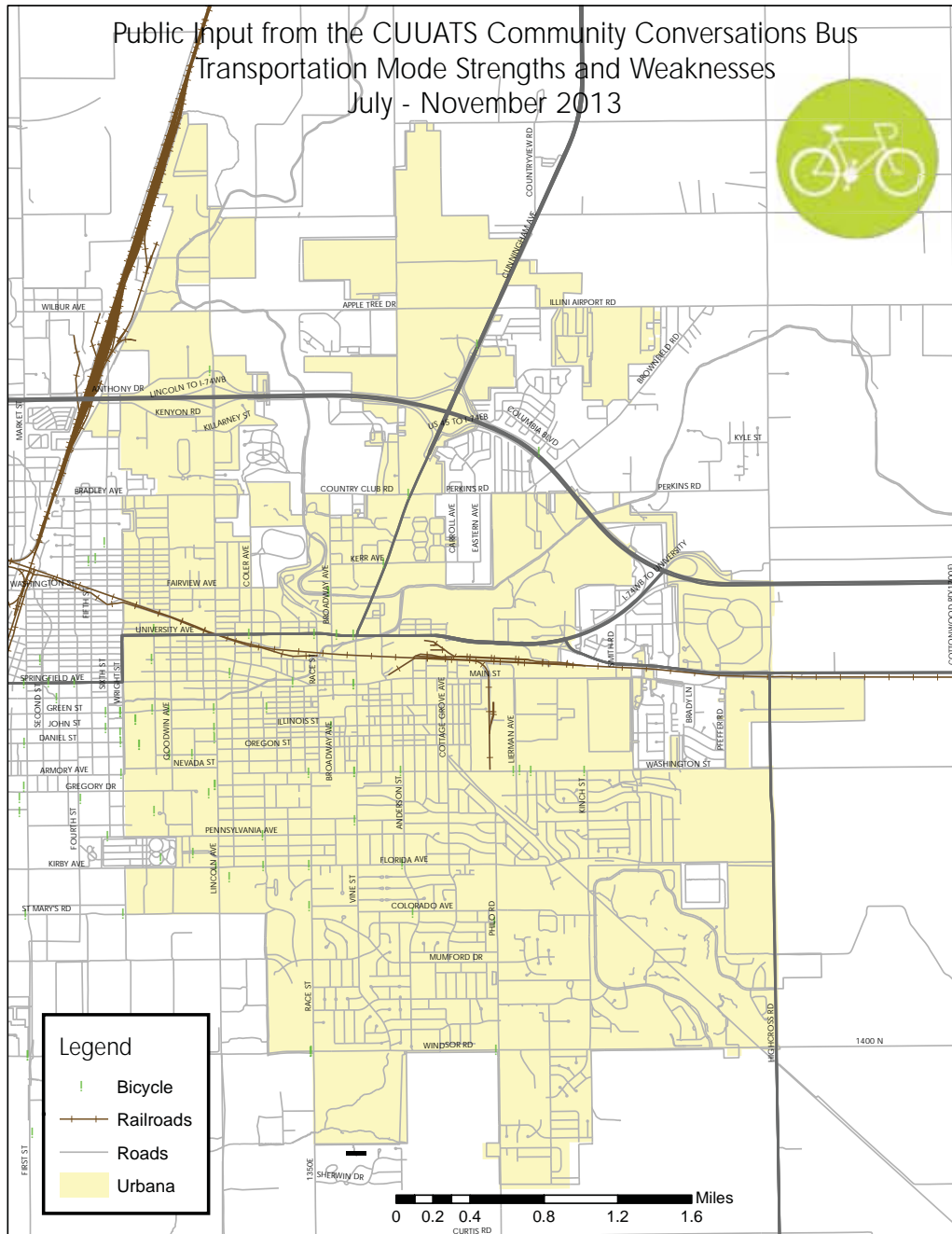
- Accessibility: MCore = Multimodal Corridor Enhancement Project
- Accessibility: Complete Streets and Bridges for Bikes and Pedestrians
- Mobility: Rail Trails, e.g. Kickapoo Rail Trail
- Mobility: Enhanced Arterial System that accommodates all modes of transportation

In 2014, the public voted for their most preferred proposed projects. Scores were normalized, and the highest scoring projects regarding bicycling in Urbana are:

- Florida Avenue shared-use path from Race Street to Lincoln Avenue (highest region wide)
- Kickapoo Rail-Trail from Urbana to St. Joseph (2nd highest region wide)
- Green Street reconstruction from Wright Street to Lincoln Avenue
- Broadway Avenue & Park Street sidepaths along Crystal Lake Park

The Local Affordability and Mobility Analysis (LAMA) also analyzes bicycle connectivity and access by neighborhood in Urbana (see [Appendix 10](#)).

Public Input from the Community Conversations Bus  
City of Urbana - Bicycles



**Figure 89** Locations of Urbana Bicycle Public Comments from the CUUATS Community Conversations Bus



## 7.4 PEDESTRIAN AND BICYCLE SURVEY (PABS)

Soliciting public input on bicycle and trail facilities in Urbana was integral in updating the Urbana Bicycle Master Plan (UBMP). The first step in doing so was to survey Urbana residents' mode choices and preferences as well as socio-economic information. The survey model used was the Mineta Institute's Pedestrian and Bicycle Survey (PABS). The City of Urbana contracted with CCRPC to gauge public use of pedestrian and bicycling facilities, determine attitudes about active transportation modes, and solicit ideas for improvements.

The survey focused on these main purposes:

- Determine the modes of transportation used by Urbana residents during the past year
- List the general purposes of walking and cycling trips
- Determine the prevalence and frequency of walking and bicycling together with exploring the reasons for not walking or bicycling
- Understand respondents' habits in walking or bicycling to different destinations within the community

CCRPC staff mailed the paper survey to 1,574 randomly selected households in two mailings identified from the stratified sampling method (for more information, see [Appendix 11](#)). An address list of all households in each traffic analysis zone (TAZ) was created through geographic information systems (GIS), and CCRPC staff used this to randomly select households in each TAZ. Each mailing contained: a cover letter explaining the survey's purpose, the paper survey, instructions on how to access the web survey, and a stamped return envelope to mail back the completed paper survey. This gave respondents the flexibility to complete the survey either on paper or on the internet.

In addition to paper surveys, CCRPC posted the PABS survey on the UBMP website so that any Urbana resident could complete it. The survey link was advertised via the paper survey, City of Urbana website, Urbana Public Television (UPTV), and a News-Gazette article. CCRPC staff also attended several community and planning outreach events, and asked event attendees to complete the PABS survey if they had not done so yet.

The Urbana PABS primarily asked Urbana residents about their commuting mode of transport within the past 7 days. [Table 36](#) documents the summary result of the 2013-14 Urbana PABS. More detailed results are provided in the full report in [Appendix 11](#).

**Table 36** 2013-14 Urbana Pedestrian and Bicycle Survey (PABS) Summary Table

Question Number	Question Subject	Average Response	Most Significant Response*	Total Responses	Percentage (%)
4	Bike to/from public transit	0.3 days	3-4 days – 14	1,371	1%
5	Bike to/from work or school	1.68 days	3-4 days – 122	1,371	9%
6	Bike to other destinations	1.5 days	3-4 days – 155	1,371	11%
7	Bike for exercise or recreation	1 day	3-4 days – 125	1,371	9%
8	Walk to/from public transit	0.93 days	3-4 days – 75	1,371	6%
9	Walk to/from work or school	0.96 days	3-4 days – 69	1,371	5%
10	Walk to other destinations	2.19 days	3-4 days – 234	1,371	17%
11	Walk for exercise or recreation	2.82 days	3-4 days – 232	1,371	17%
12	Access to a working bicycle	-	Always – 824	1,371	60%
13	Access to a motor vehicle	-	Always – 1,012	1,371	74%
14	Physical condition limiting Biking	-	Yes - 164	1,371	12%
15	Physical condition limiting Walking	-	Yes - 154	1,371	11%
16	<b><i>Trips to work or school</i></b>				
	Walking	1.3 days	3-4 days – 82	1,371	6%
	Bicycling	1.8 days	3-4 days – 130	1,371	9%
	Public Transit	0.8 days	3-4 days – 73	1,371	5%
	Drive Alone	2.5 days	3-4 days – 140	1,371	10%
	Car Passenger	0.7 days	3-4 days – 70	1,371	5%
17	People not Biking due to Weather	4.3 months	3-4 months – 220	567	39%
18	People not Walking due to Weather	3.6 months	3-4 months – 182	459	40%
19	People using Trails	-	854	1,371	62%
20	People using Trails for Walking	-	729	2,177	33%
21	People preferring Medium Length Trails (½ – 4 miles long)	-	662	1,918	35%
22	People preferring Paved Surface Trails only	-	333	1,371	24%
23	<b><i>Travel modes to parks</i></b>				
	Drive	-	548	2,130	26%
	Walk	-	500	2,130	23%
	Bike	-	459	2,130	22%
	Public Transit	-	43	2,130	2%
24	<b><i>Encouragement preferences/behaviors to bike to parks</i></b>				
	I already bike to the park	-	246	1,451	17%
	Combination of on- and off-street bicycle network	-	169	1,451	12%
	Connected off-street bicycle network	-	149	1,451	10%
	I would never bike to the park	-	147	1,451	10%
	Connected on-street bicycle network	-	108	1,451	7%

\*3-4 days was assumed to be the average representative response for questions asking about travel within the last 7 days.

## 7.5 PUBLIC WORKSHOPS

CCRPC held joint public workshops for the Urbana Bicycle Master Plan (UBMP) and Urbana Park District Trails Master Plan (UTMP) to gather input on bicycling, walking, trails, and accessing destinations.

### 7.5.1 PUBLIC WORKSHOP SERIES #1

CCRPC hosted the first series of public workshops in February 2014 to solicit Urbana residents' input about bicycle and trail facilities in Urbana. To engage with residents from all neighborhoods, CCRPC hosted four public workshops at different locations throughout Urbana. The meetings' details, including the number of attendees, are in [Table 37](#) below:

Type	Date - Location	# of Attendees
Communitywide	February 12, 2014 - Urbana Civic Center	33
Neighborhood (North Urbana)	February 18, 2014 - King Elementary School	14
Neighborhood (East Urbana)	February 19, 2014 - Urbana Early Childhood School (UECS)	9
Neighborhood (Latino Community)*	February 20, 2014 - Leal Elementary School	2
<i>*This meeting was conducted in Spanish.</i>		<b>Total: 58</b>

**Table 37** UBMP/UTMP Public Workshop Series #1 Attendance



**Figure 90** UBMP presentation at Communitywide Public Workshop #1



**Figure 91** UBMP/UTMP Communitywide Public Workshop #1 exhibit boards

## TRIP ORIGINS AND DESTINATIONS

At all Public Workshop Series #1 meetings, attendees were asked to indicate their bicycling and/or walking trip origin and destination(s) (see [Figure 92](#)). For trip origin, attendees placed stickers on the intersection closest to their place of residence or latest trip origin on a trip origin map of Urbana-Champaign-Savoy. For trip destinations, attendees placed stickers on destination tables. All destinations in the following categories were listed on the tables:

- Urbana public parks
- Urbana shopping areas
- Urbana's top employers
- Champaign County forest preserves
- Urbana Park District facilities
- Urbana schools

185 bicyclist destination votes were recorded. The most frequently cited bicyclist destinations were public parks (see [Table 38](#)), with Meadowbrook and Crystal Lake Parks receiving the most votes. The next most frequented bicyclist destination were shopping areas, with Market at the Square and Downtown Urbana receiving the most votes. The full list of destination votes can be found in [Appendix 12](#).



**Figure 92** UBMP/UTMP Communitywide Public Workshop #1 attendees placing stickers on the trip origin map and destination tables

Bicyclist Destinations	Urbana Civic Center workshop	King School workshop	UECS workshop	Leal School workshop	Total Votes
Public Parks	57	3	0	6	66
Shopping Areas	17	7	3	11	38
Top Employers	22	3	3	4	32
Forest Preserves	12	3	0	7	22
Recreational Facilities	12	0	1	4	17
Schools	6	0	0	4	10
<b>Total</b>	<b>126</b>	<b>16</b>	<b>7</b>	<b>36</b>	<b>185</b>

**Table 38** Bicyclist Destination Vote Tallies

## GROUP EXERCISES

Attendees participated in a series of group exercises where they drew desired bicycle and trail facilities on maps of Urbana's five geographical zones (see [Figure 93](#)). Each group had 15 minutes to review and comment on each zone. The five neighborhoods and their boundaries are shown in [Figure 94](#), and are described below:

Neighborhood	Description
<b>Zone 1</b> <b>North Urbana</b>	North of University Ave.
<b>Zone 2</b> <b>West Urbana</b>	West of Race St. between University & Florida Aves.
<b>Zone 3</b> <b>Central Urbana</b>	Race St. to Cottage Grove Ave./Philo Rd. between University & Florida Aves.
<b>Zone 4</b> <b>East Urbana</b>	East of Cottage Grove Ave./Philo Rd. between University and Florida Aves.
<b>Zone 5</b> <b>South Urbana</b>	South of Florida Ave.

In drawing desired bicycle and trail facilities, attendees drew a selection of colored lines on the maps (see [Figure 94](#)).

Colors corresponded to these facilities:

- Blue: Bike Lanes
- Red: Bike Routes
- Green: Paved Trails
- Brown: Unpaved Trails
- Black: All other facility types and comments

Various facilities were requested on Florida Avenue between Race Street and Lincoln Avenue, Green Street between Downtown Urbana and Campustown, and West Main Street.

[Appendix 12](#) includes all mapped comments. A bike route on Broadway Avenue from the Saline Branch to Kerr Avenue was requested at three of the four workshops.

Selected requests from two of the four workshops include:

- Broadway Avenue & Park Street sidepath along Crystal Lake Park
- Kerr Avenue bike route
- Country Club/Perkins Road bike route
- Bradley Avenue bike lanes west of Lincoln Avenue
- Saline Branch trail connecting Crystal Lake and Chief Shemauger Parks
- High Cross Road bike route over I-74

Individuals were also invited to fill out a comment card. The full list of comments received are listed in [Appendix 12](#).



**Figure 93** UBMP/UTMP East Urbana Neighborhood Workshop #1 - attendees drawing desired bike and trail facilities



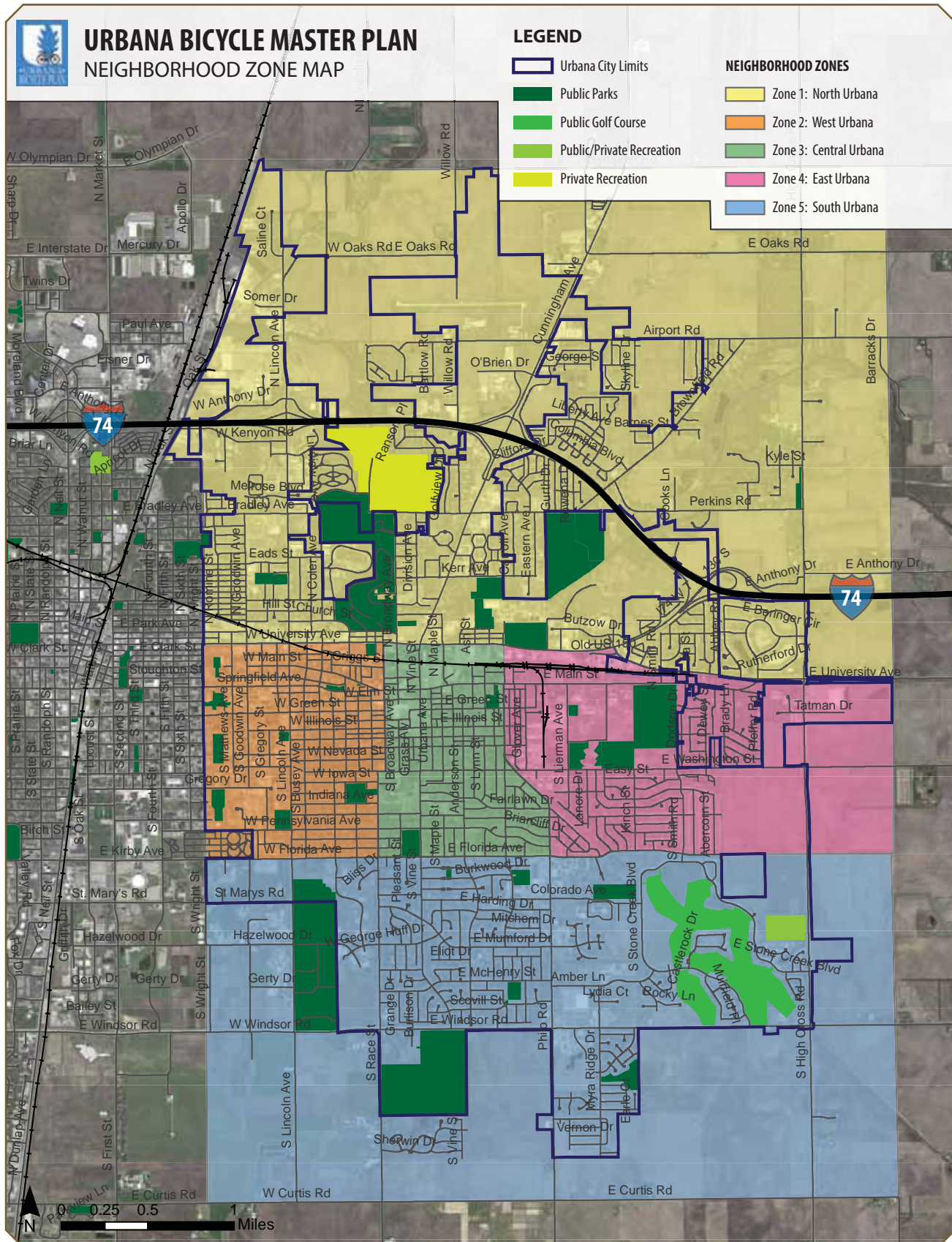


Figure 94 UBMP/UTMP Public Workshop Series #1 Group Exercise Zone Map

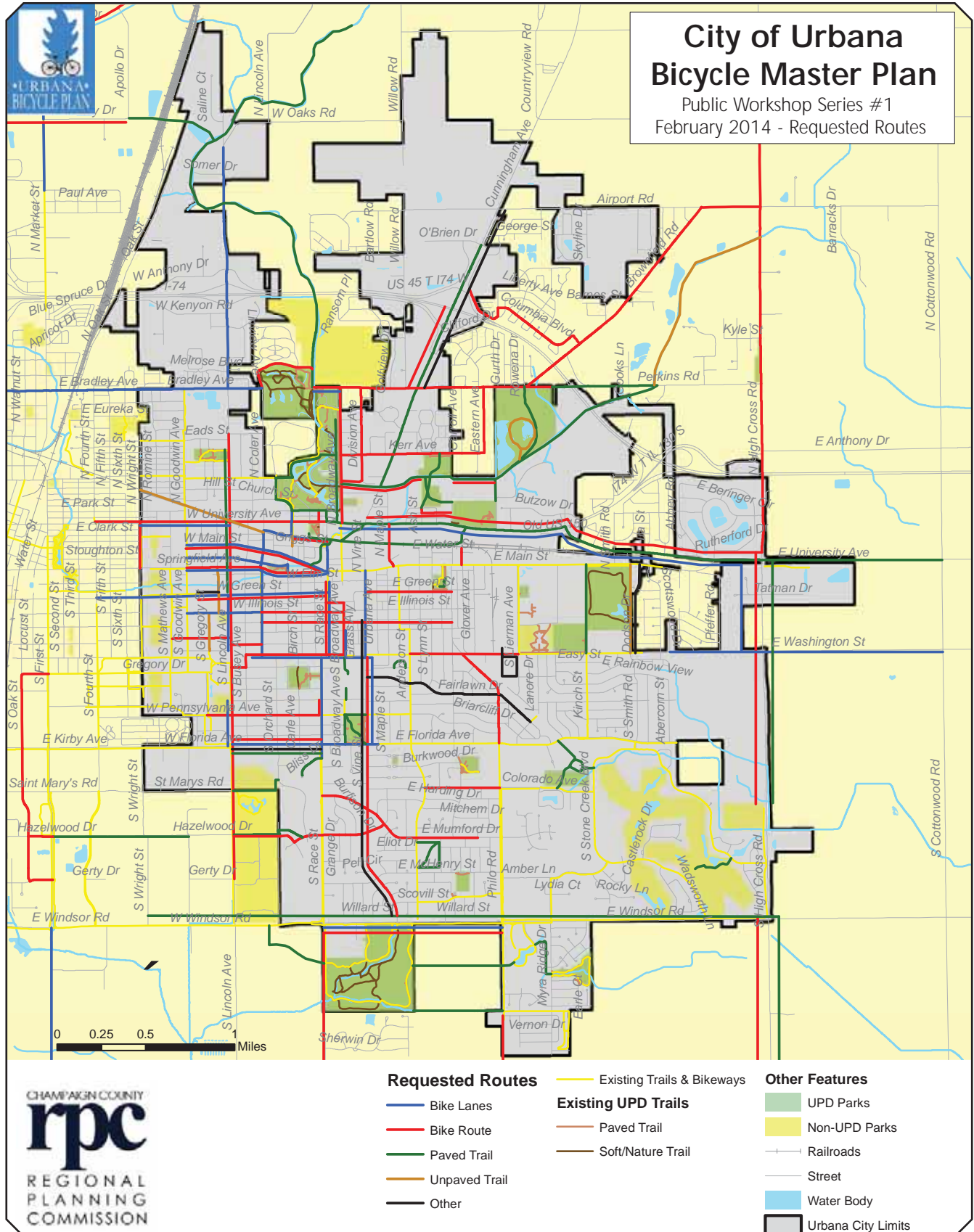
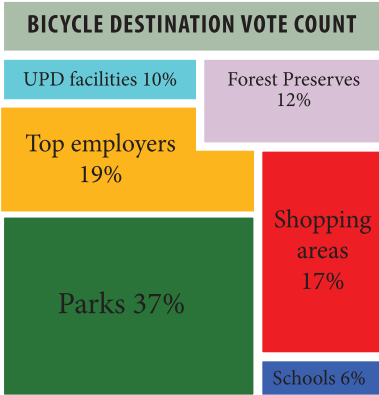


Figure 95 UBMP/UTMP Public Workshop #1 individual publicly requested routes

Below is a summary of the responses received during Public Workshop Series #1:

- When asked why participants were interested in the UBMP & UTMP, around **half** use active transportation for **recreation**, while another **35%** use active transportation for **commuting** to work or school. Around 18% of the participants also mentioned other reasons of interest for these projects.
- When asked which active mode of transportation participants used to reach their destination, 185 were bicycle votes.



**Figure 96** Bicycle destinations vote count

- Parks received the most votes as a destination by bicycle. Parks received 37% of the votes as a destination by bike.
- The top 5 bicyclist voted destinations were: Meadowbrook Park (21 votes), Market at the Square (14), University of Illinois (12), Downtown Urbana (11), and Homer Lake Forest Preserve (10).
- All comments collected on the UBMP and UTMP interactive map websites and comment cards were organized by subject. Those subjects are listed on the Wordle in [Figure 100](#).



## 7.5.2 PUBLIC WORKSHOP #2

CCRPC hosted its second public workshop on April 23, 2014 in the Urbana Middle School Cafetorium.



**Figure 97** UBMP/UTMP Public Workshop #2 Map Voting



**Figure 98** UBMP/UTMP Public Workshop #2 Exhibit Boards

Participants voted for labeled segments of the proposed bicycle and trail network using the same five geographical zones used for the first series of public workshops in Urbana: North Urbana, West Urbana, Central Urbana, East Urbana and South Urbana (see [Figures 94 and 99](#)).

Participants were also given two votes for proposed non-infrastructure recommendations in each of the following categories: Education, Encouragement, Enforcement and Evaluation.

Below is a summary of the responses received during Public Workshop #2:

- 296 votes were received from the workshop's five neighborhood zone maps, and 135 segments of the proposed network received votes.
- The top 3 voted facility types were:
  - o Shared-Use Path / Sidepath / Paved Trail – 72 votes
  - o Bike Route – 37 votes
  - o Bike Lanes – 12 votes
- The most desired paths were:
  - o Florida Avenue South Sidepath (Lincoln-Race) – 11 votes
  - o Washington Street Bike Route (Race-Vine) – 9 votes
  - o Kickapoo Rail-Trail (Smith-E city limits) – 8 votes
  - o Broadway Avenue West Sidepath (Country Club-Park) along Crystal Lake Park – 7 votes
  - o Green Street Bike Lanes (Wright-Race) – 6 votes
  - o Boneyard Creek Path (Maple-Race) – 5 votes
- Votes for non-infrastructure recommendations were almost evenly distributed across all categories:
  - o Enforcement – 29 votes
  - o Encouragement – 28 votes
  - o Evaluation – 28 votes
  - o Education – 26 votes
- Many written comments involved bike parking, education, and maintenance (see [Appendix 13](#)).

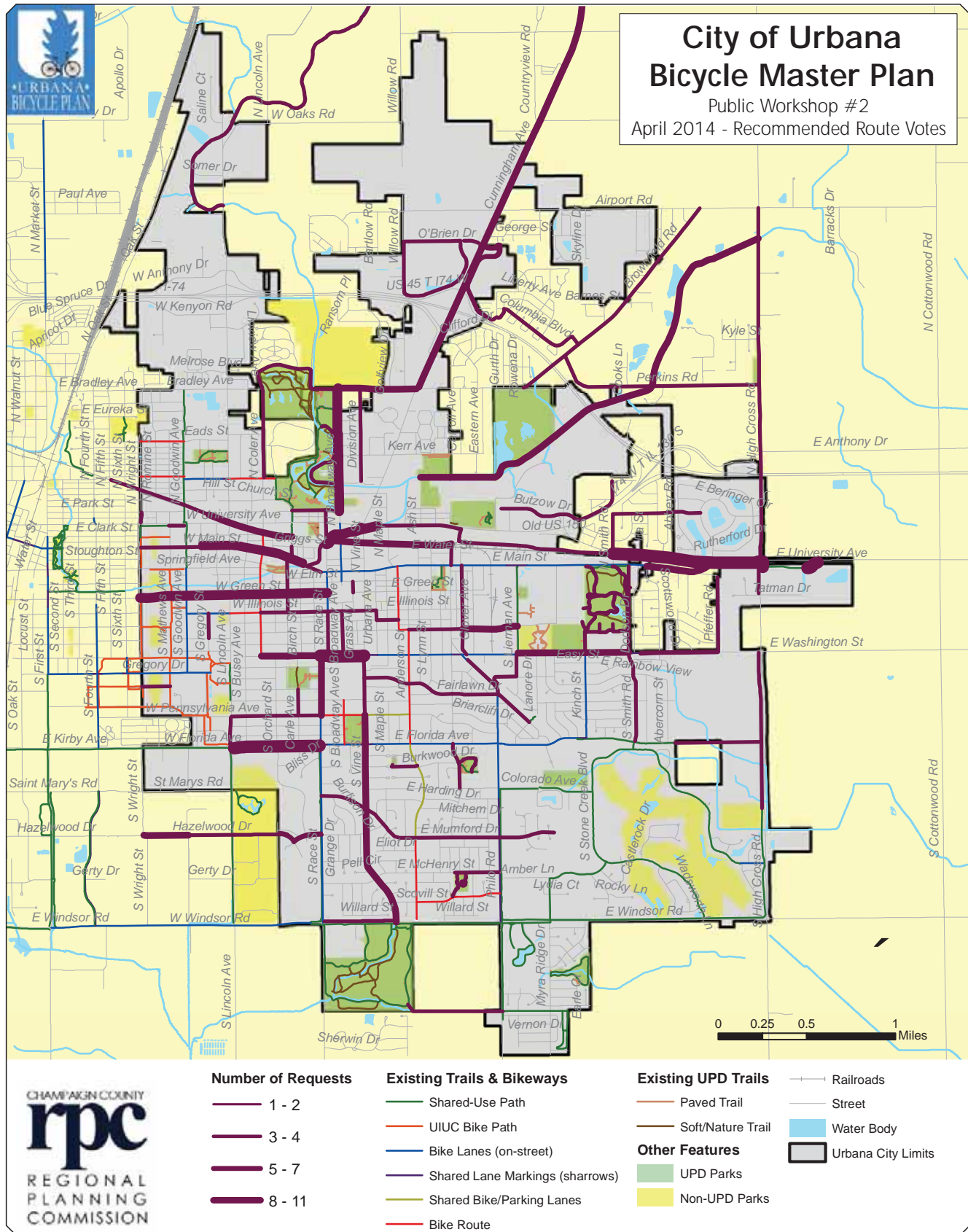


Figure 99 UBMP/UTMP Public Workshop #2 Recommended Route Votes



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150

## 7.6 URBANA BICYCLE FRIENDLY COMMUNITY REPORT CARD

The City of Urbana contracted with CCRPC in Summer 2014 to coordinate and write its Bicycle Friendly Community (BFC) renewal application. In Fall 2014, the League of American Bicyclists (LAB) awarded Urbana with a Gold BFC designation, and also created report cards that include key steps to becoming a Platinum BFC (see Figure 101 and Appendix 2).



Figure 101 Urbana Bicycle Friendly Community (BFC) Fall 2014 Report Card from the League of American Bicyclists (LAB)

# 8 OPPORTUNITIES AND CONSTRAINTS

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## 8.1 OVERVIEW

### 8.1.1 OPPORTUNITIES FOR CONNECTIONS

Although the City of Urbana has made great strides in expanding and improving its bicycle network (see [Chapter 2](#)), there are many opportunities for further expansion. [Figures 102-103](#) show that there is a high need to install bikeways in Urbana's northern and eastern areas. It is also important to establish bikeway connections with surrounding jurisdictions, including the City of Champaign. Additionally, there are plenty of opportunities to install neighborhood bikeway connections to further improve the bicycle network's connectivity, which is a primary attraction for people to bike.

### 8.1.2 FORCES AND CONSTRAINTS

Forces are the existing conditions shaping decisions about bicycle infrastructure. Several bikeway improvements are dependent on three of Urbana's largest forces. The University of Illinois (U of I) and Carle Hospital are the largest employment hubs in Urbana. Bikeway improvements on the U of I Campus are the responsibility of the U of I Facilities and Services Department. The City of Urbana will have to coordinate with Carle to maintain bikeway improvements to and around the Carle campus.

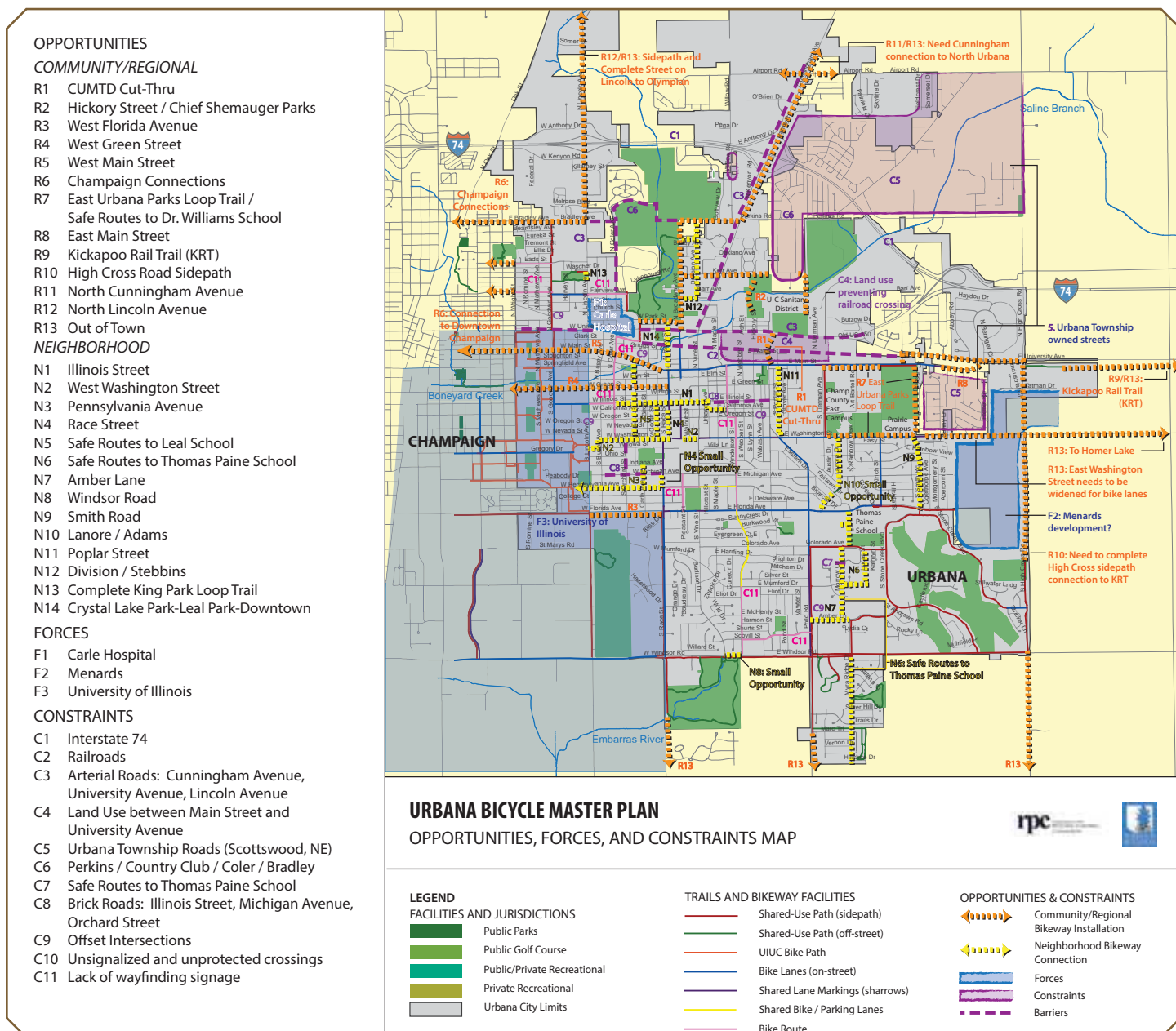
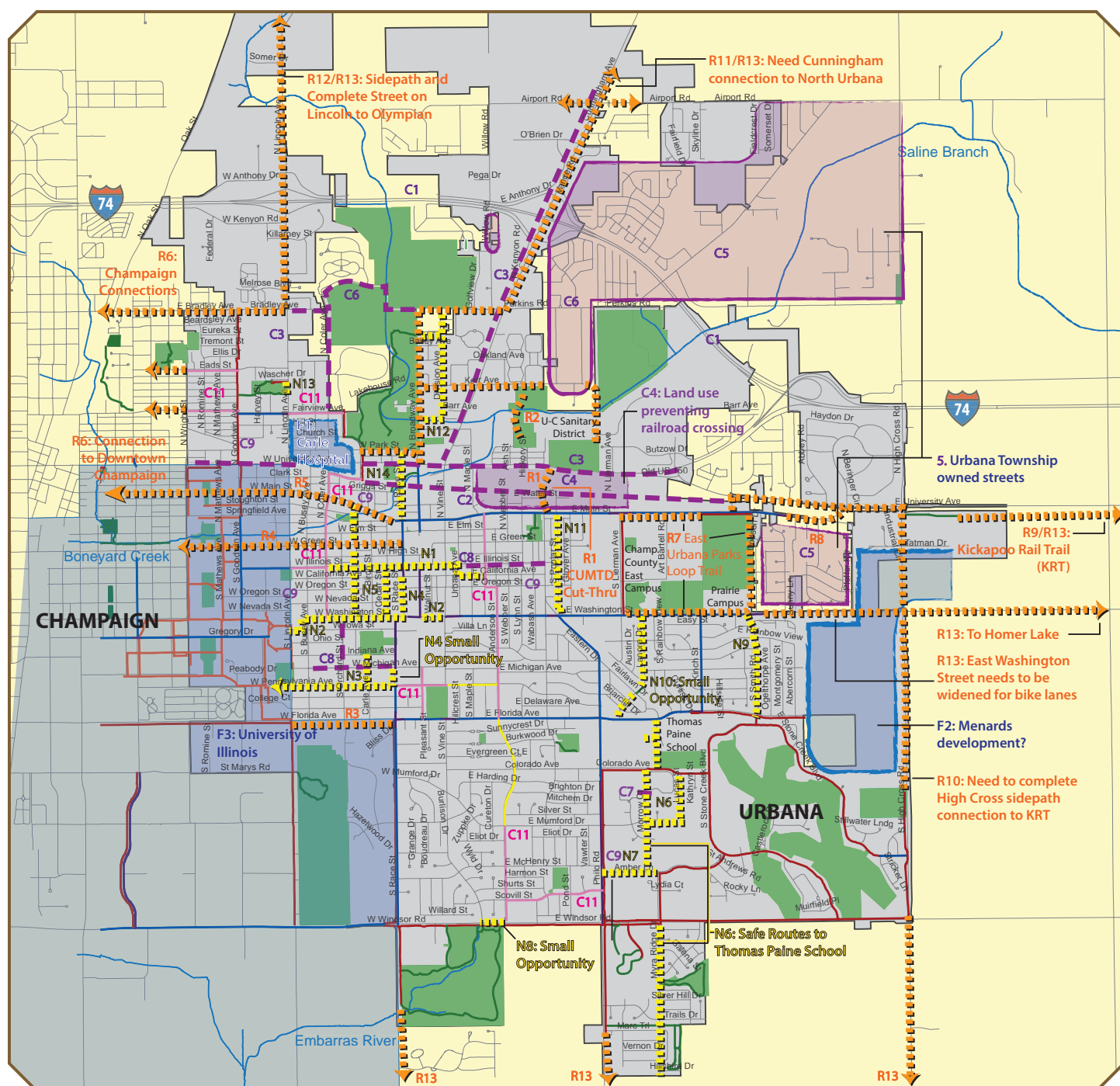


Figure 102 Map of opportunities, forces, and constraints that would affect bikeway improvements

Menards purchased a large amount of land along the High Cross Road/IL 130 corridor in East Urbana for commercial and residential development in 2005, but since delayed development indefinitely. Trails are planned, but will not be constructed until development begins.

Beyond these forces, there are more challenges that may constrain the expansion of Urbana's bicycle network. These constraints can be characterized as: physical barriers, difficult crossings, difficult corridors, land uses, and roads owned by Urbana Township.



**Figure 103** Large map of opportunities, forces, and constraints that would affect bikeway improvements



## 8.2 OPPORTUNITIES

### 8.2.1 COMMUNITY/REGIONAL CONNECTIONS

**1. CUMTD Cut-Thru:** There are no road crossings of the Norfolk Southern Railroad between Maple Street and Smith Road, a distance of approximately 1.25 miles. The east parking lot of the Champaign-Urbana Mass Transit District (CUMTD) Administrative Offices at 1101 East University Avenue on the north side of the tracks lines up with Poplar Street on the south side of the tracks. Directly north of CUMTD's offices is AMBUCS Park. This creates an opportunity to connect Victory Park to AMBUCS Park via Cottage Grove Avenue (0.35 miles east of Maple Street), a shared-use path crossing of the Norfolk Southern Railroad, use of the CUMTD parking lot as a Bike Route, and a mid-block crossing of University Avenue (US 150). Cooperation with CUMTD, Norfolk Southern Railroad, and IDOT would be required. AMBUCS and Victory Parks are only 1/4 mile apart, but there is no direct bikeway between them. CUMTD is also a Silver Level Bicycle Friendly Business (BFB), but there is currently no safe bikeway for employees to bike to work.

**2. Hickory Street / Chief Shemauger Parks:** The Urbana Park District owns two pieces of property that are adjacent to each other, but separated by the Saline Branch: the undeveloped Hickory Street Park Site on the south, and Chief Shemauger Park on the north. There are no bridges over the Saline Branch between Cunningham Avenue (US 45) and Interstate 74. The Urbana Park District has an opportunity to connect these two parks with a bridge. However, considerations need to be made for a bridge shared by bicyclists, vehicles, and trail users; and to ensure security regarding Urbana Park District facilities at the Hickory Street Park Site (see [Figure 104](#)). Further connections to AMBUCS Park, the CUMTD Path, and the Perkins Road Park Site would be made possible with such a bridge. This, coupled with the CUMTD Path (see above), would provide bicycle access from the large amount of residences south of Main Street and the North Urbana parks.



**Figure 104** The Urbana Park District Storage Facility at the Hickory Street Park Site prohibits public access to the site

**3. West Florida Avenue:** The only gap in bike facilities on Florida Avenue is 1/2 mile from Race Street to Lincoln Avenue. Closing this gap would create a corridor of nearly 4 miles of bike lanes and sidepaths from the east terminus of Florida Avenue to Kirby Avenue at Neil Street in Champaign. When the Florida Avenue sidepath is extended to High Cross Road/IL 130, this bikeway corridor will be almost 4.5 miles, and will connect to the proposed High Cross Road sidepath and Kickapoo Rail-Trail. This would be one of the longest bikeways in Urbana-Champaign.

This segment was also one of the most requested bikeway projects in the *2014 Champaign County Greenways & Trails Plan* (see [Section 7.2](#)), the *Sustainable Choices 2040 Long Range Transportation Plan (LRTP)* (see [Section 7.3](#)), and UBMP Public Workshop #2 (see [Section 7.5.2](#)).

The University of Illinois owns this road from the centerline to the south, giving the City of Urbana little control over this area. Long street blocks and few cross-streets create the need to retain on-street vehicle parking for adjacent residences. Also, moderate traffic volumes and limited street width here results in high BLOS scores. Considering these factors, this segment is not ideal for on-street bikeway installation. The City of Urbana should coordinate with the University of Illinois to investigate the feasibility of sidepath installation that does not direct bicyclists away from the Florida Avenue corridor.

**4. West Green Street:** This is a main entryway to the University of Illinois campus, Downtown Urbana, and Campustown in Champaign. The existing bike path ends abruptly east of Goodwin Avenue, and is substandard width by current standards. The Multimodal Corridor Enhancement (MCORE) Project will allow the City of Urbana to coordinate with CUMTD, the University of Illinois, and the City of Champaign to improve bicycling and transit on West Green Street over the next several years.

**5. West Main Street:** Main Street is part of a corridor that directly connects Downtown Urbana, the University of Illinois



**Figure 105** Bicyclists eastbound on Main Street crossing Lincoln Avenue on a weekday afternoon

Engineering Campus, and Downtown Champaign. It allows bicyclists to avoid the arterial roads of University Avenue and Springfield Avenue to traverse the core of the community. It is also a mostly on-street alternative to the proposed Kickapoo Rail Trail extension across Urbana to Champaign, which could take decades to complete. This is a major bicycle entryway to the University of Illinois, with approximately 250 bicyclists crossing Lincoln Avenue on Main Street daily (see [Section 6.3](#)).

**6. Champaign Connections:** Downtown Urbana, the University of Illinois campus, and Downtown Champaign are three of the most vibrant areas of the metropolitan area. The Main Street corridor in Urbana directly aligns with the White/Logan Street corridor in Champaign, and connects all three of these areas. Wayfinding signage and bicycle facilities along this corridor can increase bicyclist awareness of Downtown Urbana, and also show motorists and pedestrians that Downtown Urbana is accessible by bike from points west. Additionally, seniors should have bicycle access to the Osher Lifelong Learning Institute (OLLI) at the University of Illinois, located in the M2 building on Neil Street in Downtown Champaign.

Bradley Avenue, Eads Street (continuing as Grove Street in Champaign), and Fairview Avenue/Beslin Street (continuing as Washington Street in Champaign) provide three more connections from North Urbana to North Champaign spaced about 1/4 mile apart. Eads Street, Fairview Avenue, and Beslin Street already have bike facilities. Bradley Avenue in Urbana is scheduled for bike lane installation in 2016.

**7. East Urbana Parks Loop Trail / Safe Routes to Dr. Williams School:** Completion of a 2.25 mile loop shared-use path along Lierman Avenue, Main Street, Bakers Lane, and Washington Street in East Urbana would have multiple benefits. It would provide a bikeway loop around an Urbana Park District (UPD) signature park (Weaver Park) and three UPD community parks (Prairie Park, Brookens Sports Complex, and Canaday Park). These parks are some of the largest in the UPD system, and are intended to accommodate community and regional use.

Shared-use paths along Washington Street and Bakers Lane would also provide students with safe walking and bicycling routes to Dr. Williams Elementary School and the Urbana Early Childhood School (UECS), also known as the Prairie Campus.

Washington Street has sidewalks on both sides of the street, but they are not currently wide enough to accommodate the many walkers and bikers coming from the Lierman Neighborhood and Country Squire subdivision west of the Prairie Campus, and from the Scottswood subdivision east of the Prairie Campus. There are few road crossings on the north side of Washington Street, making it ideal to widen the sidewalk to a shared-use sidepath.

The City of Urbana owns undeveloped, tree-lined right-of-way (ROW) along the Smith Road corridor between Washington and Main Streets called "Bakers Lane." A road was intended to be built on this corridor, but those plans have been abandoned. This is a good opportunity to install an off-street trail that would connect to Smith Road, Weaver Park, Main Street, and potentially the Kickapoo Rail Trail. This would also provide walking and biking access for students traveling between the Prairie Campus and the unincorporated Scottswood subdivision, the western half of which has no sidewalks.

The Champaign County East Campus is also contained within this loop, and a trail would provide commuting and health opportunities for many County employees. This loop would also bring trail exercise opportunities to low-income neighborhoods in East Urbana, such as the Lierman Neighborhood, Prairie Green apartments, Rainbow View apartments, and the Scottswood subdivision.

Sidepaths exist along Lierman Avenue, and Main Street along Weaver Park. Sidewalk widening to sidepath width along the rest of Main Street and all of Washington Street, as well as shared-use path installation on Bakers Lane is needed to complete the loop. The City of Urbana should coordinate with the Urbana Park District and Champaign County to pursue opportunities to construct the trail.

**8. East Main Street:** There is a gap between the Main Street bike lanes and the proposed Kickapoo Rail Trail. Construction on the Kickapoo Rail Trail from High Cross Road/IL 130 in Urbana to St. Joseph will begin in 2016. The Champaign County Forest Preserve District (CCFPD) owns the former railroad ROW south of University Avenue/US 150 from High Cross Road to 900 feet east of Smith Road. The only street crossing between those two locations is Main Street. The City of Urbana will have to coordinate with CCFPD and the Urbana Park District to determine the most appropriate alignment to connect the Kickapoo Rail Trail to the Main Street bike lanes and sidepath, Weaver Park, and the City of Urbana.



**Figure 106** East Main Street

## 9. Kickapoo Rail Trail:

The Champaign County Forest Preserve District (CCFPD) and Vermilion County Conservation District (VCCD) acquired the 24.5 mile former CSX Railroad right-of-way (ROW) that parallels US 150 (University Avenue in Urbana) to Kickapoo State Park in Vermilion County. Wal-Mart constructed a 1/4 mile section of shared-use path on its property adjacent to this right-of-way when it opened its store in 2006.



**Figure 107** Kickapoo Rail Trail 2014 groundbreaking ceremony

This piece could be used as part of the Kickapoo Rail Trail, or be a connection to Wal-Mart's store and parking lot. This opportunity will give Urbana bike access to a state park, since Champaign County lacks a state park. This can also bring visiting cyclists into Urbana to dine and shop. The City of Urbana should coordinate with CCFPD and others to connect the Kickapoo Rail Trail with the heart of Urbana.

**10. High Cross Road Sidepath:** The City of Urbana received an Illinois Transportation Enhancement Program (ITEP) grant to install a sidepath on High Cross Road/IL 130 from Windsor Road to University Avenue/US 150. However, funding only enabled the construction of 0.6 miles of the sidepath from Windsor Road to Wendl's Sports Complex. This leaves a 1.4 mile gap that would connect the 7 mile Windsor Road Trail across Champaign-Urbana to the Kickapoo Rail Trail. If development of the Menards owned property in East Urbana (see [Section 8.3](#)) occurs before sidepath construction, the sidepath will not incur damage from construction vehicles.

**11. North Cunningham Avenue:** Cunningham Avenue (US 45) is one of five road crossings of Interstate 74 in Urbana, and one of Urbana's two underpasses crossing I-74. The road connects north to employers such as Napleton's Auto Park (see [Figure 108](#)), shopping areas such as Farm 'n' Fleet (see [Table 8](#)), and residential areas such as the Landis Farms and Somerset subdivisions. High speed limits and traffic volumes warrant a sidepath as the best facility to install.

South of I-74, sidepaths on Country Club Road and Broadway Avenue should be installed to connect bicyclists to Downtown Urbana, as right-of-way on Cunningham Avenue south of Country Club Road is limited.



**Figure 108** Bicyclist entering Napleton's Auto Park

**12. North Lincoln Avenue:** Lincoln Avenue is one of five road crossings of Interstate 74 in Urbana, and one of Urbana's three overpasses crossing I-74. The road connects north to existing employers such as SuperValu (see [Table 8](#)), and future employers. High speed limits and traffic volumes warrant a sidepath as the best facility to install. The bridge over I-74 is owned by IDOT; should it be replaced, a sidepath should be installed. Otherwise, installation of a separate bicycle/pedestrian bridge should be pursued. Complete Street construction should be considered for future road work on North Lincoln Avenue.

South of I-74, many student residential apartment complexes exist along Lincoln Avenue. Wayfinding signage should be installed to direct students to the University of Illinois campus via the Bradley Avenue bike lanes planned for installation in 2016, and the existing Goodwin Avenue sidepath.

**13. Out of Town:** Opportunities should be taken advantage of to improve the bicycling experience for riders leaving Urbana for rural areas on the north, east, and south. The Kickapoo Rail Trail being built by CCFPD and VCCD will create an off-street bikeway east to Kickapoo State Park in Vermilion County. The Washington Street corridor leads to CCFPD's Homer Lake Forest Preserve, and bike lanes within the City of Urbana can be extended east from Dodson Drive to High Cross Road/IL 130.

Sidepaths should be installed across I-74 along Lincoln and Cunningham Avenues. The High Cross Road crossing of I-74 should be improved whenever the bridge is slated for reconstruction. IL 130 provides a corridor for a potential sidepath south to the Village of Philo. Coordination with IDOT is required for these projects.

Existing sidepaths along Philo Road and Race Street should be extended as development occurs. Bicyclists riding between Urbana and rural areas would benefit from accommodations such as good pavement, rumble strips with gaps, and wayfinding signage.



## 8.2.2 NEIGHBORHOOD CONNECTIONS

**1. Illinois Street:** This is one of the gaps between the Anderson/Grove Street bike route, Downtown Urbana, and the University of Illinois campus. On the east, Bike Route wayfinding signage should be installed, as the route jogs south one block to California Avenue via Urbana Avenue to avoid the brick pavement on Illinois Street. Illinois Street allows bicyclists to cross Vine Street at a traffic signal to access Market at the Square, the second most accessed bicyclist destination in Urbana (see [Section 7.5.1](#)). The pavement west of Race Street has recently been repaved, and Illinois Street becomes a bike route at Coler Avenue. It then becomes the highest bicycle count entryway to the University of Illinois, with over 800 bicyclists crossing Lincoln Avenue at Illinois Street daily (see [Section 6.3](#) and [Figure 109](#)). Bike lanes should be installed between Vine and Race Streets, and a Bike Route with wayfinding signage should be installed between Race Street and Coler Avenue.



**Figure 109** Bicyclists on Illinois Street crossing Lincoln Avenue

**2. West Washington Street:** The only sections without bike facilities between East Urbana and the University of Illinois campus are Vine Street to Walnut Street, and Race Street to Lincoln Avenue (via Busey Avenue and Iowa Street). Low traffic volumes, and connections to bike lanes on the east and a bike path on the west make this a good corridor to complete bikeway installation.

**3. Pennsylvania Avenue:** There is a gap between the bike facilities and neighborhoods east of Race Street and the University of Illinois campus. According to the CUUATS Online Bike Route Survey, this is the most used route by surveyed bicyclists into the University of Illinois campus (see [Section 7.1](#)). Pavement improvements, and Bike Route and wayfinding signage installation would improve bicyclists' rides and increase motorist awareness of bicyclists.

**4. Race Street:** The only sections without bike facilities between Downtown Urbana and Meadowbrook Park are California Avenue to Washington Street, and Michigan Avenue to Pennsylvania Avenue, a total of four blocks. If facilities cannot be installed on the former, wayfinding signage should direct bicyclists to Broadway Avenue to navigate between Illinois and Washington Streets.

**5. Safe Routes to Leal School:** Bike routes along Illinois and Washington Streets proposed in the 2008 UBMP would bring students within 2 blocks of Leal Elementary School. Neighborhood Opportunity #4 described above would also provide a bikeway on Race Street one block east of the school. Adding McCullough Street to the proposed Urbana Green Loop would provide a bike route one block west of the school. If a bike route is installed on Cedar Street on the east side of Leal School, it should extend from Illinois Street to Washington Street to connect to proposed bike routes. Cedar Street is also one block west of Race Street.

The West Urbana neighborhood surrounding Leal School consists of a grid street pattern with low-traffic streets, enabling bicycling without many additional facilities. The City of Urbana should coordinate with Leal School staff and families should additional traffic calming ideas surface in the future. Additionally, the Champaign-Urbana Public Health District (CUPHD) was able to replace unacceptable bike racks with Inverted U bike racks on the east side of the school in 2013 (see [Figure 110](#)). Opportunities for partnerships like this should continue to be sought to improve all aspects of bicycling.



**Figure 110** Inverted U bike racks on the east side of Leal Elementary School (Credit: CUPHD)

**6. Safe Routes to Thomas Paine School:** The safe walking and biking boundary for Thomas Paine Elementary School is east of Philo Road, and extends north about 1/2 mile to Michigan Avenue, and over 1.5 miles south to the

South Ridge subdivision.<sup>15</sup> However, the only safe route from the south is Philo Road and Florida Avenue, both minor arterial streets. While they do have bike facilities, 1/2 mile of those facilities are bike lanes, which some parents do not feel comfortable letting their elementary school children use. For years, parents have requested a safer walking and bicycling route to Thomas Paine Elementary School, as noted in surveys received by CCRPC.

Directly west of Thomas Paine School are the Tennyson Courtyard Apartments, but students must use a circuitous route going north to Florida Avenue and back south to get to school. A shared-use path between the two locations would create a direct, off-street connection to school for students.

South of Thomas Paine School, a shared-use path around Lohmann Park would connect Thomas Paine School to the existing Colorado Avenue sidepath, and thus the Stone Ridge Square Apartments. These apartments are also adjacent to the school but have no dedicated bikeway to the school.

Off-street bikeway opportunities are possible south of Colorado Avenue, but challenges also exist (Constraint #7). The best opportunity to extend the bikeway is using Lucas Street, and creating bikeways as Lucas Street is extended south and the Eagle Ridge subdivision develops east. From there, there is public ROW along the Morrow Court corridor that connects to an existing sidewalk to Amber Lane. South of there, Myra Ridge Drive can be used to cross Windsor Road and access the Myra Ridge, Deerfield Trails, and South Ridge subdivisions. All facilities should be shared-use paths where possible, and should include wayfinding trail signage (see [Section 5.3.1](#)) to direct families to Thomas Paine School.

**7. Amber Lane:** Installing a bikeway on 1/4 mile of Amber Lane would connect the Amber Lane Sidepath east of Myra Ridge Drive to the Philo Road Sidepath. This section also passes Meijer, and would create bike facilities on all four streets surrounding Meijer. The road is wide enough for bike lanes, and has less traffic than nearby Philo and Windsor Roads.

**8. Windsor Road:** Widening the sidewalk to a sidepath on the north side of the road would complete a small connection from the majority of Urbana to Meadowbrook Park. The entire length of the Anderson Street corridor now has bike facilities, stretching two miles north to Main Street through many neighborhoods. A median refuge island at Vine Street provides an enhanced crossing to the many trails in Meadowbrook Park, which have the highest park trail bike counts in Urbana (see [Section 6.3](#)).

15. CCRPC. *Safe Walking Route Maps*. Champaign County Regional Planning Commission, Urbana, IL, 2014. <http://www.ccrpc.org/transportation/projects/safe-routes-to-school/>

**9. Smith Road:** Installing a bikeway on 1/2 mile of Smith Road would connect the Washington Street bike lanes, Florida Avenue sidepath, Smith Road sidepath south of Florida Avenue, and the Stone Creek Boulevard Path. This would also create a bikeway through the Savannah Green subdivision, the low-income Rainbow View and Prairie Green apartments, directly connect to the new Urbana Early Childhood School (UECS), and also provide an additional access to Dr. Williams Elementary School.

**10. Lanore/Adams:** In 2013, a 0.04 mile shared-use path was installed on public ROW connecting Lanore Drive and Adams Street in East Urbana. Bike Route and wayfinding signage should be installed on these two streets to connect the Washington Street and Florida Avenue bike lanes, which in turn connects the Brookens Center, Gym, and Sports Complex, and the Philo Road Business District. Signs would direct bicyclists to this low-traffic route that avoids Philo Road.

**11. Poplar Street:** Philo Road has bike facilities from the south city limits to Washington Street. It then turns into Cottage Grove Avenue, which is not wide enough for bike lanes, and has too much traffic to designate it a bike route. Poplar Street is one block east of Philo Road, has low traffic, and is very close to the Philo Road/Washington Street intersection. A bike route here would connect Philo Road to Main Street, and further north to North Urbana parks via the proposed CUMTD Path.



Figure 111 Poplar Street

**12. Division/Stebbins:** Sections of Broadway Avenue along Crystal Lake Park are brick, which is not recommended for bicycling. The west sidewalk is also recommended to be expanded to a sidepath, through a partnership between the City of Urbana and Urbana Park District. However, with the redevelopment of Crystal View Townhomes, Stebbins Drive and Division Avenue provide an alternate, low-traffic bike route along the Broadway Avenue corridor. This route provides an alternate way to access the new Crystal Lake Park Family Aquatic Center via Thompson Street. Even with the removal of the brick pavement surface on Broadway Avenue in 2015,





**Figure 112** Division Avenue looking south towards Stebbins Drive along the Crystal View Townhomes

the Division/Stebbins bike route would create a bike facility directly in North Central Urbana neighborhoods. Stebbins Drive could also act as the first leg of the Saline Branch Trail east of Crystal Lake Park, as it has sidewalks, good pavement, and low traffic.

**13. Complete King Park Loop Trail:** The Urbana Park District widened sidewalks and installed shared-use paths around King Park in 2012. The only segment improvement needed to make this a loop shared-use path is widening 275 feet of the sidewalk on the west side of Lincoln Avenue to sidepath width. The City of Urbana should coordinate with the Urbana Park District to widen this short piece of sidewalk.

**14. Crystal Lake Park to Leal Park to Downtown Urbana:** Opportunities should be sought to connect Crystal Lake Park, Leal Park, and Downtown Urbana. These three places are in close proximity to each other, and provide opportunities for walking and bicycling to green spaces, eateries, and services, but are not intuitively linked. Leal Park is a small, underutilized park, as its main access is on University Avenue. Recent reconstruction projects have installed concrete pavement on Race Street, bike lanes on Broadway Avenue, and wider sidewalks along both streets, improving conditions for bicycling on these streets between all three destinations. Both streets also have signalized crossings of University Avenue. A shared-use path connection between Race Street and Leal Park is still needed. McCullough Street also has a sidepath, as well as a signalized crossing of University Avenue, and opportunities should be sought to develop a Rail-with-Trail to allow the thousands of Carle Hospital employees (see [Section 8.3](#)) to bike or walk to eateries and services in Downtown Urbana.

## 8.3 FORCES

Forces are the existing conditions shaping decisions about bicycle infrastructure.

**1. Carle Hospital:** The Carle Hospital campus along West University Avenue continues to grow, and is the second largest employer in Urbana. Opportunities should be utilized to enable and encourage Carle employees to bike to work, and/or bike to lunch or nearby destinations. This would encourage healthy lifestyles for employees of this health facility, and reduce the number of vehicles circulating the Carle campus.

Opportunities to improve safe crossings of University Avenue in this area should also be utilized, as the McCullough Street/University Avenue intersection had the highest number of bicycle/vehicle crashes in Urbana (see [Section 6.4](#)). Coler Avenue no longer traverses the Carle campus, thus reducing one crossing option of University Avenue (see [Figure 111](#)).



**Figure 113** Bike Route signage installed by Carle Hospital directing bicyclists from Coler Avenue to Broad Alley

**2. Menards:** In 2005, Menards purchased a large amount of land along the High Cross Road/IL 130 corridor in East Urbana for commercial and residential development. However, development has been delayed indefinitely. Off-street trails have been sited in plans for when development occurs. If development resumes, opportunities may also arise to construct the Florida Avenue and High Cross Road sidepaths.



**Figure 114** Menards outlot for sale sign on East Washington Street

**3. University of Illinois:** The University of Illinois owns a lot of land on the west and southwest sides of Urbana. Therefore, they have jurisdiction over many roads and rights-of-way in Urbana, the latter of which determines the ability to install shared-use trails. While the University is a major destination and employer in Urbana, the City of Urbana does not have control of bikeways on University-owned land. Please see the 2014 Campus Bike Plan for bikeway recommendations on University-owned land.

## 8.4 CONSTRAINTS

**1. Interstate 74:** There are five road crossings of Interstate 74 in Urbana: three overpasses (Lincoln Avenue, Brownfield Road, High Cross Road), and two underpasses (Oak Street, Cunningham Avenue/US 45). All crossings are under the jurisdiction of the Illinois Department of Transportation (IDOT).

The Lincoln Avenue bridge is wide, but does not have extra space for bike lanes or a sidepath under its current configuration. The High Cross Road bridge is narrow, also with no space for separated bike facilities, although it is not an interchange. The Brownfield Road bridge is also not an interchange, and has shoulders, but the approaches do not.

The Oak Street underpass is on the west edge of Urbana, is not adjacent to any residential areas or destinations, and accommodates heavy vehicles. The Cunningham Avenue/US 45 underpass does not have much extra width for bicyclists, but the approaches have a lot of space. However, many destinations are north of I-74 along the Cunningham Avenue corridor (see [Section 8.2.1](#)). The City of Urbana should coordinate with IDOT and look at the approach of the Village of Mahomet, who just received an ITEP grant to install a sidepath along the IL 47 underpass connecting parts of Mahomet north and south of I-74.

**2. Railroads:** The Norfolk Southern Railroad runs southeast along the University Avenue corridor from Champaign to East Urbana. There is one spur south to the DART Solo Cup factory. This creates 10 at-grade road crossings, 1 at-grade sidepath crossing, and 1 railroad bridge in Urbana. Most of these are angle crossings. Crossings must be designed to prevent bicyclists from falling on train tracks. Railroad tracks also prevent bicyclists from crossing where there is no road or bikeway, which limits access to/from North Urbana (see [Section 8.2.1](#)). Designing additional railroad crossings will need significant study and coordination to gain railroad company approval.

Rail corridors provide an opportunity for a shared-use trail, but trail developers will have to coordinate with Norfolk Southern Railroad regarding Rails-with-Trails opportunities as long as it owns this rail corridor. If the rail corridor cannot be used to extend the Kickapoo Rail Trail west through Urbana and Champaign, the Main Street corridor should continue to be developed for bicyclists (see [Section 8.2.1](#)).



**Figure 115** Bicyclist riding contraflow on Cunningham Avenue/US 45 under I-74



**Figure 116** Norfolk Southern Railroad west of Downtown Urbana towards Carle Hospital

**3. Arterial Roads:** Cunningham Avenue (IDOT jurisdiction), University Avenue (IDOT jurisdiction), and Lincoln Avenue (City of Urbana jurisdiction) are arterial roads that are difficult to bike along and across. High traffic volumes, heavy vehicle (i.e. trucks) volumes, and limited right-of-way prevent opportunities for on-street bikeway installation, and sometimes off-street bikeway installation. Where off-street bikeway installation is not feasible or safe, bikeways should be installed on adjacent corridors (see [Section 4.5](#)) to accommodate the target audience of this plan. The *NACTO Urban Bikeway Design Guide* should be used to find intersection treatments that can improve crossings, including but not limited to bike boxes, intersection crossing markings, and two-stage turn-queue boxes.

**4. Land Use between Main Street and University Avenue:** Approximately 1/4 mile separates the east-west thoroughfares of Main Street and University Avenue. However, there are no north-south road crossings between these two streets for 1.25 miles between Maple Street and Smith Road. 1.5 miles separate the existing bike lanes on Broadway Avenue and the proposed bike route on Smith Road.

Additionally, existing land uses prevent off-street bikeway connections between Main Street and University Avenue. Between Main Street and the Norfolk Southern Railroad are many residential streets that dead-end at the railroad (see [Figure 116](#)). However, between the Norfolk Southern Railroad and University Avenue are industrial land uses such as Emulsicoat, institutional land uses such as CUMTD offices and maintenance facilities, and commercial land uses such as Illini FS that block thru street access and limit bikeway access. All of these factors limit bikeway access to/from North Urbana.



**Figure 117** East University Avenue



**Figure 118** Cottage Grove Avenue dead-end at Norfolk Southern Railroad



**5. Urbana Township Roads:** East and Northeast Urbana contain sections outside of City of Urbana municipal limits. Roads in these areas are maintained by Urbana Township. This includes the Scottswood subdivision in East Urbana; parts of Kerr Avenue, Perkins Road, Country Club Road, Coler Avenue, and Airport Road in North Urbana; and Eastern Avenue, Carroll Avenue, Brownfield Road, and surrounding residential streets in Northeast Urbana. Without jurisdiction over these roads, the City of Urbana cannot improve or widen pavement for bicycle facilities, mark bikeways, or install bike signage. However, the East Main Street corridor will connect to the Kickapoo Rail Trail, and Northeast Urbana has a lot of rural residential subdivisions. The City of Urbana should coordinate with Urbana Township on improving bikeways in these areas when possible.

**6. Perkins/Country Club/Coler/Bradley corridor:** The east-west corridor comprised of Perkins Road, Country Club Road, Coler Avenue, and Bradley Avenue (east of Lincoln Avenue) is difficult to bike along. Road width is too narrow to install bike lanes. A 15 MPH speed limit is posted where the corridor jogs around Busey Woods, but this does not slow vehicles along the whole corridor. Parts of this corridor are owned by Urbana Township (see above). The BLOS scores for this corridor do not make this an on-street corridor attractive to casual cyclists. Opportunities to install an off-street trail along this corridor should be utilized, working with Urbana Township and the Urbana Park District to provide east-west bike access in North Urbana.

**7. Safe Routes to Thomas Paine School:** An off-street bikeway from the south to Thomas Paine Elementary School that avoids Philo Road does not exist. [Section 8.2.2](#) describes an alignment to connect many residential neighborhoods to the school. Prairie Winds Drive and public ROW along Morrow Court are aligned directly north-south leading to/from Thomas Paine School, but a fence prevents the connection of these two corridors. If a connection cannot be constructed here, the Lucas Street corridor described in [Section 8.2.2](#) should be utilized.

**8. Brick Roads:** As described in [Section 4.3](#), brick roads are not recommended for bikeway installation. This prevents the following roads from being used as bikeways:

- Busey Avenue between Main and Elm Streets, and Green and Illinois Streets
- Clark Street
- High Street from Race Street to Busey Avenue
- Illinois Street from Urbana Avenue to Cottage Grove Avenue. This is why it is recommended to jog the Illinois Street bike route one block south to California Avenue via Urbana Avenue.
- Indiana Avenue
- Michigan Avenue from Race Street to Busey Avenue.
- Nevada Street from Race Street to Lincoln Avenue
- Orchard Street from Washington Street to Michigan Avenue (see [Figure 118](#)). This is why the Coler Avenue bike route cannot be extended south along this corridor.



**Figure 119** Country Club Road southbound towards east curve



**Figure 120** Orchard Street brick pavement north of Michigan Avenue



**9. Offset Intersections:** Many intersections exist in Urbana where a street is not directly aligned across a road. This can be especially challenging for bicyclists at unsignalized or unprotected intersections.

Offset intersections in Urbana include:

- Amber Lane and McHenry Street at Philo Road
- Church Street at Goodwin Avenue
- Fairview Avenue and Beslin Street at Goodwin Avenue
- Johnson and Wabash Avenues at Oregon Street
- Oregon Street at Lincoln Avenue
- McCullough Street at Main Street

**10. Unsignalized and unprotected crossings:** As discussed in [Section 4.3](#), ideal roads for bikeway installation cross major streets where the cross-traffic stops, all traffic stops, or there is a traffic signal. Where this is not the case, the amount of traffic on the cross-street should be considered, or bikeway crossing treatments should be considered. This includes median refuge islands, intersection crossing markings, and two-stage turn-queue boxes.

**11. Lack of wayfinding signage:** In 2013, the City of Urbana installed the first Bike Routes in decades in Champaign-Urbana. Urbana also has many trails and other bikeways. However, none of these facilities have wayfinding signage that includes information on distance and direction to nearby destinations. Wayfinding signage should be installed along all existing and proposed bike routes (see [Section 5.2.2](#)), bike lanes (see [Section 5.2.1](#)), and shared-use paths (see [Section 5.3.1](#)). The City of Urbana has an adopted but unfunded Signage and Wayfinding Study.

The benefits of installing bicycle wayfinding signage include (see also [Section 5.2.2](#)):

- Identifies lower traffic routes to destinations
- Overcomes a “barrier to entry” for infrequent bicyclists
- Signage that includes mileage and travel time to destinations may help minimize the tendency to overestimate the amount of time it takes to travel by bicycle
- Visually indicates to motorists that they are driving along a Bike Route and should use caution
- Passively markets the bicycle network by providing unique and consistent imagery throughout the City of Urbana

# 9 GOALS AND OBJECTIVES

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Goals and objectives were developed to provide clear and specific direction for improving and expanding bicycling in Urbana.

The Urbana Bicycle Master Plan is built on six major themes, beginning with safety first. The themes are: Safety, Connectivity, Convenience, Education, Equity, and Implementation. The tables below expand each theme by outlining associated goals, objectives, performance measures, strategies, and responsible parties, each described as follows:

A **theme** is the subject of a goal.

A **goal** is the end state that will be brought about by implementing the Urbana Bicycle Master Plan.

**Objectives** are sub-goals that help organize the implementation of the plan into measurable and manageable parts. Each objective is "SMART" (Specific, Measurable, Agreed upon, Realistic, and Time-bound).

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

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

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

Following the six themes, there is a brief discussion of two "visionary concepts." The first is to bring Urbana's Bicycle Friendly Community status up to "Platinum" level, and ultimately bring it to "Diamond." The second is to pursue Vision Zero, with the ultimate goal being zero transportation-related deaths or serious injuries in Urbana.

Appendix 14 includes sheets for City of Urbana staff to track the performance measures listed in this chapter.

## 9.1 THEME: SAFETY

Goal 1: Provide a bicycle network that is safe and attractive for all users.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Install bicycle signs and markings on all new bicycle facilities according to the Champaign County Greenways & Trails Design Guidelines by 2021.	A. Miles of bike infrastructure projects built with <b>signs</b> according to the Champaign County Greenways & Trails Design Guidelines	I. Provide consistent bicycle signage across Urbana and surrounding jurisdictions.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Urbana Park District</li> <li>University of Illinois</li> </ul>
		II. Install Bike Route and wayfinding signs only along on-street facilities.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>University of Illinois</li> </ul>
		III. Install Champaign County Greenways & Trails trail and wayfinding signs only along off-street facilities.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Urbana Park District</li> <li>University of Illinois</li> </ul>
	B. Miles of bike infrastructure projects built with <b>markings</b> according to the Champaign County Greenways & Trails Design Guidelines	IV. Provide consistent bicycle pavement markings across Urbana and surrounding jurisdictions.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>University of Illinois</li> </ul>

Goal 1: Provide a bicycle network that is safe and attractive for all users.			
Objectives	Performance Measures	Strategies	Responsible Parties
2. Act to keep the number of annual bicycle crash fatalities in Urbana at zero between 2016 and 2021.	A. Number of bike crash fatalities	I. Provide consistent bicycle signage and pavement markings.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>University of Illinois</li> </ul>
		II. Educate bicyclists on the Rules of the Road.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>University of Illinois</li> <li>Champaign County Bikes</li> <li>Urbana School District</li> </ul>
		III. Educate motorists on Rules of the Road regarding bicyclists, utilizing law enforcement of traffic laws.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>University of Illinois</li> <li>Champaign County Bikes</li> <li>Urbana School District</li> </ul>
		IV. Continue bicycle enforcement campaign.	<ul style="list-style-type: none"> <li>Urbana Police Department</li> </ul>
		V. Have City staff explore the development of a Traffic Calming Policy and Neighborhood Speed Reduction Policy to reduce vehicle speed, and consider 25 mph speed limits in residential areas.	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
3. Act to reduce the number of severe bicycle crash injuries in Urbana by 50 percent by 2021.*	A. Number of severe bike crash injuries	I. Provide consistent bicycle signage and pavement markings.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>University of Illinois</li> </ul>
		II. Educate bicyclists on the Rules of the Road.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>University of Illinois</li> <li>Champaign County Bikes</li> <li>Urbana School District</li> </ul>
		III. Educate motorists on Rules of the Road regarding bicyclists, utilizing law enforcement of traffic laws.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>University of Illinois</li> <li>Champaign County Bikes</li> <li>Urbana School District</li> </ul>
		IV. Continue bicycle enforcement campaign.	<ul style="list-style-type: none"> <li>Urbana Police Department</li> </ul>
		V. Have City staff explore the development of a Traffic Calming Policy and Neighborhood Speed Reduction Policy to reduce vehicle speed.	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>

### Goal 1: Provide a bicycle network that is safe and attractive for all users.

Objectives	Performance Measures	Strategies	Responsible Parties
4. Install bicycle detection systems (e.g. in-pavement, video, thermal imaging) at 2 signalized intersections and other locations as appropriate by 2021.	A. Number of bicycle detection systems installed at signalized intersections	I. Install in-pavement bicycle detection systems. II. Install video bicycle detection systems. III. Install thermal imaging bicycle detection systems.	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
5. Retrofit all drainage grates along on-street bikeways to be bicycle friendly through installing transverse covers and making surface grates flush with the road surface by 2021. **	A. Number of bicycle friendly drainage grates installed  B. Number of on-street bikeways with bicycle friendly grates	I. Install bicycle friendly drainage grates in road reconstruction projects. II. Retrofit bicycle friendly drainage grates along on-street bikeways as part of maintenance projects.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>City of Urbana</li> </ul>

#### 9.1.1 SAFETY GOAL NOTES

\*The baseline for this measurement is 20, based on the number of "A" injuries reported in Urbana over a five-year period in [Table 35](#) in [Section 6.4](#). This objective will be measured in 2021 using the latest five years of crash data.

\*\*See [Section 11.5](#) for more recommendations on creating bicycle friendly drainage grates.

## 9.2 THEME: CONNECTIVITY

### Goal 2: Create and maintain a bicycle network that is continuous, connected, and easily accessible for all users, and includes on-road and off-road facilities.

Objectives	Performance Measures	Strategies	Responsible Parties
		I. Create routes that connect to and through all neighborhoods. Seek input from neighborhood associations and impacted residents. II. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on, along, or across rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Urbana Township</li> <li>Developers</li> <li>Urbana Park District</li> <li>CUMTD</li> </ul>
1. Implement all of the short term projects proposed in this plan by 2021.	A. Number of miles of bicycle facilities constructed between 2016 and 2021		<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Developers</li> <li>Urbana Park District</li> <li>CUMTD</li> <li>Railroad companies</li> <li>University of Illinois</li> <li>Champaign County Forest Preserve District</li> </ul>



**Goal 2 (continued): Create and maintain a bicycle network that is continuous, connected, and easily accessible for all users, and includes on-road and off-road facilities.**

Objectives	Performance Measures	Strategies	Responsible Parties
2. Complete a continuous bikeway/trail loop around Urbana by implementing the Urbana Green Loop by 2030.	A. Miles of loop bike infrastructure constructed	I. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on, along, or across rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	<ul style="list-style-type: none"> <li>• City of Urbana</li> <li>• Developers</li> <li>• Urbana Park District</li> <li>• Railroad companies</li> <li>• University of Illinois</li> </ul>
		II. Contribute to creating a continuous loop in the Champaign-Urbana urbanized area.	<ul style="list-style-type: none"> <li>• City of Urbana</li> <li>• Railroad companies</li> <li>• University of Illinois</li> <li>• Neighboring jurisdictions</li> </ul>
3. Provide bicycle access to 5 important activity centers in Urbana by 2021.*	A. Number of traffic generators being fully connected by bicycle facilities	I. Give priority and provide bicycle access to important activity centers (e.g. schools, parks, retail areas, employment centers, transportation hubs, etc.)	<ul style="list-style-type: none"> <li>• City of Urbana</li> <li>• Developers</li> <li>• Existing employers</li> <li>• Urbana Park District</li> <li>• University of Illinois</li> </ul>
		II. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on, along, or across rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	<ul style="list-style-type: none"> <li>• City of Urbana</li> <li>• Developers</li> <li>• Urbana Park District</li> <li>• Railroad companies</li> <li>• University of Illinois</li> </ul>

**Goal 2 (continued): Create and maintain a bicycle network that is continuous, connected, and easily accessible for all users, and includes on-road and off-road facilities.**

Objectives	Performance Measures	Strategies	Responsible Parties
4. Provide three new or improved bicycle connections to the City of Champaign, the University of Illinois, and surrounding communities by 2021.**	A. Number of bicycle connections established to surrounding jurisdictions	I. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on or along rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Developers</li> <li>Urbana Park District</li> <li>Railroad companies</li> <li>University of Illinois</li> <li>City of Champaign</li> <li>Champaign County Forest Preserve District</li> </ul>
		II. Take advantage of opportunities to install on-street bikeways, including bike lanes and signed bike routes with destination, distance, and direction information.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Developers</li> <li>University of Illinois</li> <li>City of Champaign</li> </ul>
5. Increase bicycle mode share in Urbana from 9 to 12 percent for commuting trips and from 11 to 14 percent for other trips by 2021.***	A. Bicycle mode share in 2021	I. Implement this plan's recommendations to get more people on bikes.	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
		II. Conduct periodic pedestrian and bicycle surveys to track mode share.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>CCRPC</li> </ul>

### 9.2.1 CONNECTIVITY GOAL NOTES

\*Based on Chapter 2, following are potential trip destinations that could be initially or better connected to the Urbana bikeway network:

**Destinations Not Connected to a Bikeway:**

1. SuperValu
2. Flex-N-Gate
3. Farm & Fleet
4. Northgate Plaza

**Destinations Not Connected to the full Urbana Bikeway Network:**

1. Walmart
2. Aldi

**Destinations One Block from a Bikeway:**

1. Presence Covenant Medical Center
2. Health Alliance
3. Leal Elementary School
4. Gateway Shoppes at Five Points
5. Market at the Square

**\*\*Existing bikeway connections from Urbana through the University of Illinois campus to Champaign are:**

1. Armory Avenue Bike Path
2. Gregory Drive
3. Lorado Taft Bike Path
4. Peabody Bike Path
5. Florida/Kirby Avenue
6. Windsor Road

**Difficult intersections, as referenced in the Champaign-Urbana-Savoy Bicycle Guide & Map (2016 edition), to access the University District, include:**

1. Main Street and Lincoln Avenue
2. Stoughton Street and Lincoln Avenue
3. Oregon Street and Lincoln Avenue
4. Iowa Street and Lincoln Avenue

**Other difficult intersections include:**

1. Main Street/Beringer Circle and University Avenue
2. Vine Street and Elm Street
3. Vine Street and Oregon Street
4. Vine Street and Pennsylvania Avenue
5. Race Street and Oregon Street
6. Vine Street and Windsor Road (at Meadowbrook Park)

\*\*\*See Appendix 11 (Urbana PABS Report), Table 1, Question Numbers 5-6 for baseline percentages.

## 9.3 THEME: CONVENIENCE

### Goal 3: Provide supporting facilities to make bicycle transportation more convenient.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Install or upgrade bike parking to meet recommended or acceptable standards as defined by the Association of Pedestrian and Bicycle Professionals (APBP)* in all new development and redevelopment projects between 2016 and 2021.	A. Number of new developments with bike parking installation that meet recommended or acceptable standards as defined by APBP*	I. Ensure that the Zoning Ordinance includes information on recommended and acceptable bike parking standards as defined by APBP.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Developers</li> <li>Businesses</li> <li>Urbana School District</li> <li>University of Illinois</li> </ul>
	B. Number of redevelopment projects with new bike parking installation that meet recommended or acceptable standards as defined by APBP*		
	C. Number of redevelopment projects with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*	II. Develop an incentive program to replace existing noncompliant bike parking with recommended bike parking, as defined by APBP.	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
2. Install or encourage the installation of bicycle parking facilities as appropriate at 5 major bicycle traffic generators by 2021 (e.g. schools, University buildings, major employers, businesses).**	A. Number of major bike traffic generators with new bike parking installation that meet recommended or acceptable standards as defined by APBP*	I. Install bicycle parking facilities as appropriate at City-owned facilities and along public right-of-way.	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
	B. Number of major bike traffic generators with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*	II. Encourage the installation of bicycle parking facilities as appropriate at major bicycle traffic generators (e.g. schools, University buildings, major employers, businesses).	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Urbana Park District</li> <li>University of Illinois</li> <li>Urbana School District</li> <li>Businesses</li> <li>Developers</li> </ul>
3. Install or encourage the installation of covered or indoor bike parking at 5 major bicycle traffic generators by 2021.**	A. Number of major bike traffic generators with covered bike parking installed	I. Install covered bike parking at major bicycle traffic generators at City-owned facilities and along public right-of-way.	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
		II. Encourage the installation of covered bike parking at major bicycle traffic generators on non-City owned property.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Urbana Park District</li> <li>University of Illinois</li> <li>Urbana School District</li> <li>Businesses</li> <li>Developers</li> </ul>
4. Install short-term bike parking at the Top 10 major bus stops by ridership in Urbana as defined by the CUUATS Transit Facility Guidelines by 2021.***	A. Number of bus stops with short-term bike parking installed	I. Install bike racks at major bus stops.	<ul style="list-style-type: none"> <li>CUMTD</li> <li>City of Urbana</li> <li>University of Illinois</li> </ul>

### 9.3.1 CONVENIENCE GOAL NOTES

\*See [Section 5.4.3](#).

\*\*See [Chapter 2](#) for a list of major bicycle traffic generators, and [Appendix 5](#) for information on the number of existing bike parking spaces at selected Urbana destinations.

[Appendices 12-13](#) list the following locations as those desired by the public to receive more bike parking:

1. Alice Campbell Alumni Center
2. Carle Hospital
3. Downtown Urbana
4. Mathews Avenue & Oregon Street
5. Shopping areas (see [Section 2.2.3](#))
6. Urbana City Building
7. Weaver Park

\*\*\*As defined by the CUUATS Transit Facility Guidelines, the Top 10 bus stops by ridership in Urbana are:

1. PAR (Pennsylvania Avenue Residence Hall) North Side Shelter
2. Illini Union South Side Shelter
3. Illini Union Engineering (North Side) Shelter
4. Gregory Drive at Main Library North Side
5. Gregory Drive at Main Library South Side Shelter **(bike parking adjacent)**
6. Lincoln Square [Downtown] Garage South (Elm Street west of Broadway Avenue, south side of the garage) **(bike parking adjacent)**
7. Lincoln Square [Downtown] Garage West Shelter (Broadway Avenue north of Elm Street, shelter on the west side of the road)
8. Chemical & Life Sciences (Goodwin Avenue between Illinois & Oregon Streets West Side)
9. Krannert Center West Side Shelter (Goodwin Avenue between Illinois & Oregon Streets East Side)
10. Green Street & Mathews Avenue NE corner

Only two of these bus stops have adjacent bike parking: Gregory Drive at Main Library South Side Shelter, and Lincoln Square Garage South.

## 9.4 THEME: EDUCATION

Goal 4: Educate residents about active modes of transportation and bicycle facilities.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Identify 3 new partners to provide bicycle education, enforcement, and encouragement programs by 2021.	A. Number of new partners identified	I. Take advantage of opportunities to partner with private entities (e.g. Health Alliance).	• City of Urbana
		II. Take advantage of opportunities to partner with public entities interested in the benefits of bicycling.	• City of Urbana
	B. Number of educational opportunities provided	III. Take advantage of opportunities to partner with non-profit entities interested in the benefits of bicycling.	• City of Urbana
2. Produce and distribute a regularly updated map available in a paper and/or web format that includes existing bicycle facilities in Urbana at least every 3 years.	A. Frequency of map publication and distribution	I. Champaign-Urbana-Savoy Bicycle Guide & Map	• Champaign County Bikes • Ride Illinois
		II. Champaign County Greenways & Trails Map	• Champaign County Regional Planning Commission
		III. City of Urbana bicycle map	• City of Urbana
		IV. IDOT Regional Bicycle Map	• IDOT
3. Continue to provide at least one opportunity per new bikeway project for citizens to provide input, express concerns and support, and to learn about the benefits of new treatments.	A. Number of public comment opportunities	I. Urbana BPAC (Bicycle and Pedestrian Advisory Commission)	• City of Urbana
	B. Number of attendees at public comment opportunities		
	C. Number of new public outreach methods	II. Project Open Houses	• City of Urbana



Goal 4 (continued): Educate residents about active modes of transportation and bicycle facilities.			
Objectives	Performance Measures	Strategies	Responsible Parties
4. Distribute bicycle education, encouragement, and/or enforcement materials at a minimum of 5 high traffic bicyclist events per year.	A. Number of events with materials available	I. Market at the Square	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Champaign County Bikes</li> </ul>
		II. Sweetcorn Festival	<ul style="list-style-type: none"> <li>Urbana Business Association</li> <li>Champaign County Bikes</li> </ul>
		III. Urbana Park District Neighborhood Nights	<ul style="list-style-type: none"> <li>Urbana Park District</li> <li>City of Urbana</li> </ul>
	B. Number of materials distributed	IV. Light the Night	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>CUMTD</li> <li>University of Illinois</li> <li>Champaign County Regional Planning Commission</li> <li>Champaign County Bikes</li> </ul>
		V. Playing It Safe safety fair	<ul style="list-style-type: none"> <li>C-U SRTS Project</li> <li>Urbana Police Department</li> </ul>
5. Make bicycle education, encouragement, and enforcement materials available on the City website.	A. Number of materials available on and/or linked from www.urbanainllinois.us	I. Champaign-Urbana-Savoy Bicycle Guide & Map	<ul style="list-style-type: none"> <li>Champaign County Bikes</li> <li>Ride Illinois</li> </ul>
		II. Champaign County Greenways & Trails Map	<ul style="list-style-type: none"> <li>Champaign County Regional Planning Commission</li> </ul>
		III. City of Urbana bicycle map	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
		IV. IDOT Regional Bicycle Map	<ul style="list-style-type: none"> <li>IDOT</li> </ul>
6. Make bicycle education, encouragement, and enforcement materials available in Spanish, French, Mandarin Chinese, and Korean by 2021.	A. Number of multilingual materials	I. Maps	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Champaign County Bikes</li> <li>University of Illinois</li> </ul>
		II. Brochures	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>University of Illinois</li> </ul>
7. Distribute at least 1 type of bicycle education, encouragement, and enforcement material to schools annually.	A. Number of bicycle education, encouragement, and enforcement materials distributed to schools and/or Parent-Teacher Associations (PTAs)	I. Driver's education video to Urbana high school students (e.g. Urbana High School, Uni High School)	<ul style="list-style-type: none"> <li>Urbana School District</li> <li>University of Illinois</li> <li>Champaign County Bikes</li> <li>Private schools</li> </ul>
		II. Safe Routes to School (SRTS) materials for K-8 students	<ul style="list-style-type: none"> <li>C-U SRTS Project</li> <li>Urbana School District</li> <li>Private schools</li> </ul>
		III. CUUATS Bicycle Safety Activity Coloring Book	<ul style="list-style-type: none"> <li>Champaign County Regional Planning Commission</li> </ul>

## 9.5 THEME: EQUITY

Goal 5: Provide equal access of bicycle facilities and information to all residents.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Implement at least one short term project proposed in this plan in each of the five zones of Urbana defined at the 2014 UBMP public workshops by 2021.*	A. Number of zones with a new bikeway	I. Create routes that connect to and through all neighborhoods. Seek input from neighborhood associations when possible.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Urbana Township</li> <li>Developers</li> <li>Urbana Park District</li> <li>CUMTD</li> </ul>
		II. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on, along, or across rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Developers</li> <li>Urbana Park District</li> <li>CUMTD</li> <li>Railroad companies</li> <li>University of Illinois</li> <li>Champaign County Forest Preserve District</li> </ul>
2. Distribute bicycle education, encouragement, and/or enforcement materials to a minimum of 25 residents of each of the five zones of Urbana defined at the 2014 UBMP public workshops by 2021.*	A. Number of residents in each zone who have received bicycle materials	I. Market at the Square	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Champaign County Bikes</li> </ul>
		II. Sweetcorn Festival	<ul style="list-style-type: none"> <li>Urbana Business Association</li> <li>Champaign County Bikes</li> </ul>
		III. Urbana Park District Neighborhood Nights	<ul style="list-style-type: none"> <li>Urbana Park District</li> <li>City of Urbana</li> </ul>
		IV. Light the Night	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>CUMTD</li> <li>University of Illinois</li> <li>Champaign County Regional Planning Commission</li> <li>Champaign County Bikes</li> </ul>
		V. Playing It Safe safety fair	<ul style="list-style-type: none"> <li>C-U SRTS Project</li> <li>Urbana Police Department</li> </ul>
		VI. Neighborhood group meetings & events	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
		VII. Faith-based organizations	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
		VIII. School bike rodeos	<ul style="list-style-type: none"> <li>C-U SRTS Project</li> </ul>
3. Continue to distribute abandoned bicycles for free on a first-come, first-served basis to Champaign County residents at the annual Urbana Police Department bike giveaway.	A. Number of bike giveaway events held per year	I. Continue to host the Urbana Bike Giveaway.	<ul style="list-style-type: none"> <li>Urbana Police Department</li> </ul>
	B. Number of free bikes distributed to Champaign County residents	II. Continue to advertise the Urbana Bike Giveaway via paper and web methods to maximize the number of residents reached.	

### Goal 5: Provide equal access of bicycle facilities and information to all residents.

Objectives	Performance Measures	Strategies	Responsible Parties
4. Create a Build-A-Bike program for Urbana youth by 2021, especially low-income youth and at-risk youth.	A. Number of youth Build-A-Bike programs ..... B. Number of bikes built by youth in the Build-A-Bike program	I. Work with public and private partners to subsidize youth participation in The Bike Project's existing Build-A-Bike program.	<ul style="list-style-type: none"> <li>• C-U SRTS Project</li> <li>• The Bike Project</li> <li>• CCB</li> </ul>

#### 9.5.1 EQUITY GOAL NOTES

\*Urbana neighborhood zone boundaries (see also [Figure 92](#)):

1. North Urbana: North of University Ave.
2. West Urbana: West of Race St. between University & Florida Aves.
3. Central Urbana: Race St. to Cottage Grove Ave./Philo Rd. between University & Florida Aves.
4. East Urbana: East of Cottage Grove Ave./Philo Rd. between University & Florida Aves.
5. South Urbana: South of Florida Ave.

## 9.6 THEME: IMPLEMENTATION

Goal 6: Secure funding and implement bicycle improvements.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Apply for at least 2 Federal, State, and/or private grants for bicycle projects by 2021.	A. Number of grant applications submitted	I. Utilize this plan's short-term recommendations ( <a href="#">Chapter 11</a> ) and funding sources lists ( <a href="#">Chapter 12</a> ) to apply for grants.	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
		II. Combine projects that can be geographically linked for implementation.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Urbana Park District</li> <li>University of Illinois</li> <li>Other neighboring jurisdictions</li> </ul>
2. Continue to annually dedicate at least \$50,000 of capital improvement projects (CIP) funding to bicycle improvements and maintenance annually.	A. Amount of CIP funding dedicated annually to bicycle improvements	I. Continue to list a specific CIP line item for UBMP projects.	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
		II. Continue to incorporate bicycle infrastructure into roadway projects.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>IDOT</li> </ul>
3. Submit a list of completed and current bicycle facility construction projects at the end of each construction year to the Urbana Bicycle and Pedestrian Advisory Commission (BPAC) and City Council, issue a press release, and post it to the City website.	A. List of completed bicycle facility construction projects	I. Create a list of bicycle facility construction projects completed in the current construction year.	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
	B. List of current bicycle facility construction projects	II. Create a list of bicycle facility projects being constructed in the current construction year.	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
4. For new roadway construction and existing roadway reconstruction projects between 2016 and 2021, implement the bike facilities proposed in this plan for those projects.	A. Number of new roadway projects with bikeway installation	I. New roadway construction	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Developers</li> </ul>
		II. Existing roadway reconstruction	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
	B. Number of existing roadway reconstruction projects with bikeway installation	III. Zoning Ordinance requirements for bike facilities	<ul style="list-style-type: none"> <li>City of Urbana</li> </ul>
		IV. Bikeway accommodation in development proposals	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Developers</li> </ul>
5. Dedicate or contribute resources to help fund at least 1 FTE staff from a regional agency to work on bicycle planning, design, and engineering issues, as well as education, enforcement, and encouragement activities by 2021.	A. Staff time allocated to bicycle planning	I. Work with other local agencies to dedicate resources to hiring a bicycle coordinator to be housed at a regional agency.	<ul style="list-style-type: none"> <li>City of Urbana</li> <li>Other local agencies</li> <li>Champaign County Regional Planning Commission</li> <li>Other regional agencies</li> </ul>
	B. Staff time allocated to bicycle design and engineering		
	C. Staff time allocated to bicycle education, encouragement, and enforcement		

**Goal 6: Secure funding and implement bicycle improvements.**

Objectives	Performance Measures	Strategies	Responsible Parties
6. Implement at least 10% of all bikeway/trail mileage recommended in this plan by 2021.*	A. Percentage of recommended bikeways/trails installed between 2016 and 2021	I. Implement at least 15% of bike lane mileage proposed in this plan*	• City of Urbana
		II. Implement at least 20% of bike route mileage proposed in this plan*	• City of Urbana • Urbana Township
		III. Implement at least 67% of shared bike/parking lane mileage proposed in this plan*	• City of Urbana
		IV. Implement at least 5% of shared-use path mileage proposed in this plan*	• City of Urbana • Urbana Park District • University of Illinois

**9.6.1 IMPLEMENTATION GOAL NOTES**

\*The following provides information on the percentage of recommended UBMP facilities implemented between 2008 and 2014, and the target percentages for 2016 to 2021.

Facility Type	2008 UBMP Implemented %	2016 UBMP Target % for 2021
Bike Lanes	41%	15%
Bike Route	29%	20%
Shared Bike/Parking Lanes	100%	67%
Shared-Use Path (trail)	8%	5%
<b>All facilities</b>	<b>15%</b>	<b>10%</b>
<b># of Construction Seasons</b>	<b>7</b>	<b>5</b>

**9.7 VISIONARY CONCEPTS**
**9.7.1 BICYCLE FRIENDLY COMMUNITY (BFC) STATUS**

Urbana is working to improve its Bicycle Friendly Community (BFC) status. It was the first downstate Illinois community to reach the Bronze level in 2010 and was designated the first Gold level BFC in Illinois in 2014. Urbana's next step is to become a Platinum Level Bicycle Friendly Community, joining the five Platinum communities as of 2016 (Boulder, Davis, Fort Collins, Madison, and Portland). Urbana ultimately strives to become the first Diamond Level Bicycle Friendly Community in Illinois. By taking actions to meet the goals and objectives in [Chapter 9](#) and implement the recommendations in [Chapter 11](#) of this plan, Urbana will not only maintain its Gold level status, but can improve to the Platinum - and ultimately Diamond - level of bicycle friendliness.

**9.7.2 VISION ZERO**

In support of Goals 1.2 and 1.3, Urbana ultimately desires to have zero fatalities and serious injuries for all road users, including bicyclists. To that end, the Urbana City Council has included an action step to adopt Vision Zero as part of its Council and Mayor Goals for 2014-2017. Vision Zero is a multi-national road safety project which seeks to create a road system where no fatalities or serious injuries occur.<sup>16</sup> Vision Zero is an approach to road safety thinking first developed in Sweden that can be summarized in one sentence: No loss of life is acceptable.<sup>17</sup> Several European countries have adopted Vision Zero policies, and it is rapidly gaining support in large cities in the United States.<sup>18</sup> More information can be found at <http://www.visionzeroinitiative.com/> and <http://visionzeronetwork.org>.

16. Wikipedia. *Vision Zero*. [https://en.wikipedia.org/wiki/Vision\\_Zero](https://en.wikipedia.org/wiki/Vision_Zero)

17. Vision Zero Initiative. <http://www.visionzeroinitiative.com/>

18. Vision Zero Network. *What is Vision Zero?* <http://visionzeronetwork.org>



# 10 BICYCLE LEVEL OF SERVICE

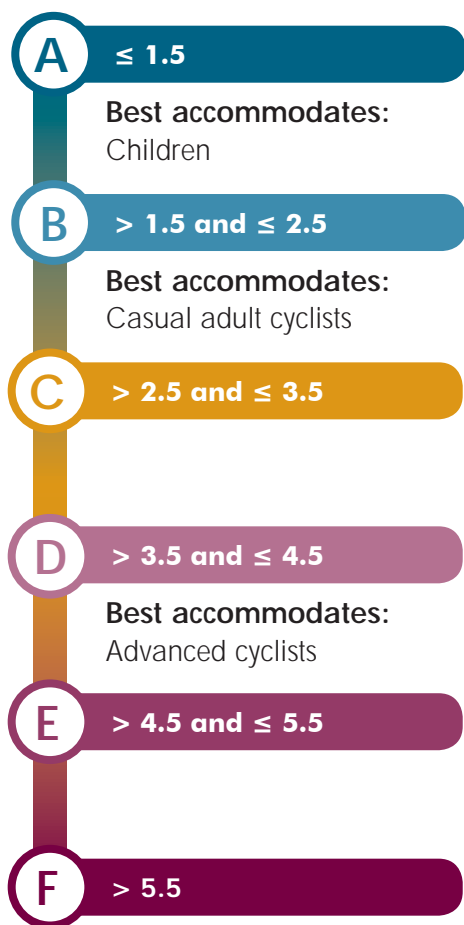
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10

Bicycle Level of Service (BLOS) is the main tool for determining streets to include in the bicycle network.

BLOS<sup>19</sup> is used to measure the **on-road comfort level of bicyclists** as a function of a roadway's geometry and traffic conditions. It essentially quantifies the "bike-friendliness" of a roadway. Roadways with a better (lower) score are more attractive – and usually safer – for cyclists (see [Figure 121](#)). An online BLOS calculator can be found at <http://rideillinois.org/blos/blosform.htm>.

BLOS is used in the Urbana Bicycle Master Plan to measure existing and future conditions, to set standards for the bicycle network, and to justify recommendations.



## BLOS GRADE & SCORE SPECTRUM

**Figure 121** BLOS Grade & Score Spectrum

## 10.1 BLOS CORRESPONDENCE TO BICYCLE USER TYPES

BLOS grades relate to the type of bicycle user (as described in [Chapter 4](#)) in the following manner:

- Children and novice riders (Type C) typically feel comfortable riding on facilities with a BLOS grade of A.
- Casual adult cyclists (Type B), including many teenage and college-age cyclists, typically feel comfortable riding on facilities with a BLOS grade of a high C, B, or better. **This is the target audience of this plan.**
- Advanced cyclists (Type A) are able to use roads that achieve BLOS grades of Low C or High D. Bikes May Use Full Lane signage on highly requested routes with these grades will improve conditions for these riders by increasing motorist awareness of bicycle presence.

An alternative to the BLOS measure, Level of Traffic Stress (LTS), classifies roads more explicitly based on bicycle user types. Future updates to this plan may use the LTS measure to help measure the current and future bicycle network.

## 10.2 BLOS ESTIMATION

The following characteristics were used to determine BLOS:

1. Number of Thru Lanes
2. Rightmost Lane Width
3. Gutter Pan Width
4. Marked Extra Width (e.g. shoulder, parking, bike lanes)
5. Average Daily Traffic (ADT) Counts
6. Posted Speed Limit
7. Percentage of Heavy Vehicles (e.g. trucks)
8. Pavement Condition Rating (1-worst, 5-best)
  - o Newly constructed or repaved streets received a rating of 5.0
  - o Most streets have a rating of 4.0
  - o Brick roads = 3.0
  - o Gravel roads = 2.0
9. On-Street Parking Percentage Estimate

A table containing all the different values collected for each of the different characteristics was created in a similar way to the online calculator. This table was used to obtain the BLOS for all of the roadway segments selected to be part of the Urbana bicycle network. [Table 39](#) shows a section of the table used to calculate existing BLOS for selected roadway segments in Urbana. A full explanation of the methodology to estimate BLOS can be found in [Appendix 15](#).

19. Landis, Bruce. *Real-Time Human Perceptions: Toward a Bicycle Level of Service*. Transportation Research Record 1578, Transportation Research Board, Washington DC, 1997.

**Table 39** Existing BLOS for selected segments in Urbana

From (E/N)	To (W/S)	Bi-directional Traffic ADT	Rightmost Lane Width (ft)	Directional Extra Width (ft)	Speed Limit (mph)	Parking Usage (%)	Truck Traffic (%)	Pavement Condition (5-best)	BLOS Score	BLOS Grade
<b>Washington Street</b>										
High Cross Rd	W of High Cross Rd	2,650	11	1.5	35	0	0	5	1.44	A
W of High Cross Rd	Pfeffer Rd	2,650	11	0	35	0	0	5	1.79	B
Pfeffer Rd	Dodson Dr	3,850	12	0	35	0	0	4	3.22	C
Dodson Dr	Cottage Grove Ave	5,325	11	8	30	0	1.5	4	0.60	A
Cottage Grove Ave	Urbana Ave	7,250	10.5	5	30	0	1.5	4	2.30	B
Urbana Ave	Vine St	9,300	10.5	0	30	0	1.5	4	3.98	D
Vine St	Broadway Ave	3,650	12.5	0	30	0	1.5	4.5	3.18	C
Broadway Ave	Race St north	2,950	12.5	0	30	0	1.5	5	3.01	C
Race St north	Race St south	2,950	16	0	30	0	1.5	4	2.67	C
Race St south	Orchard St	1,350	12	0	30	3	1.5	4	2.86	C
Orchard St	Busey Ave	1,000	8.75	3.25	30	8	1.5	3.5	2.45	B
<b>Pennsylvania Avenue</b>										
Philo Rd	Anderson St	475	14	0	30	5	1.5	4	2.11	B
Anderson St	Vine St	1,250	12	6.5	30	2	1.5	4	0.43	A
Vine St	Race St	2,400	15.5	0	30	6	1.5	4	2.73	C
Race St	Orchard St	3,050	15.5	0	30	3	1	3.5	2.86	C
Orchard St	Lincoln Ave	3,050	12	3.5	30	4	1.5	4	2.21	B
Lincoln Ave	Dorner Dr	6,300	12.5	4	30	58	1.5	4	3.07	C
Dorner Dr	Goodwin Ave	6,300	14	3.5	30	0	1.5	4	2.13	B
Goodwin Ave	west city limits	6,000	11	6.75	30	56	1.5	4	2.87	C
<b>Florida Avenue</b>										
Abercorn St	Kinch St	1,000	17.5	0	30	2	2	4.5	1.89	B
Kinch St	James Cherry Dr	3,050	11	5.75	30	0	2	4	1.51	B
James Cherry Dr	Adams St	4,600	12	7.5	30	2	2	4	0.69	A
Adams St	Sunnycrest Mall entrance	4,850	12	8.5	30	7	2	4	0.41	A
Sunnycrest Mall entrance	Vine St	6,650	12	7.5	30	8	2	4	1.11	A
Vine St	Broadway Ave	8,800	11	5	30	0	2	4	2.38	B
Broadway Ave	Race St	8,800	11	5	30	0	2	4	2.38	B
Race St	Busey Ave	10,550	12	4	30	1	2	4	2.69	C
Busey Ave	west city limits	11,550	12	0	35	0	2	4	3.78	D
<b>Race Street</b>										
California Ave	Washington St	4,725	14.5	0	30	5	1.5	3.5	3.34	C
Washington St	Iowa St	4,700	9.25	0	30	0	1.5	5	3.59	D
Iowa St	Indiana Ave	4,700	9.5	0	30	0	1.5	5	3.57	D
Indiana Ave	Michigan Ave	4,850	10.5	0	30	3	1.5	5	3.52	D
Michigan Ave	Pennsylvania Ave	4,850	15.5	0	30	5	1.5	4	3.07	C
Pennsylvania Ave	Delaware Ave	4,450	10	5	30	0	1.5	4	2.15	B

## 10.3 EXISTING BLOS

Table 40 shows that the majority of segments measured in Urbana changed from a BLOS grade of C (scores between 2.5 and 3.5) in 2008 to a BLOS grade of B (scores between 1.5 and 2.5) in 2015. There were increases in the number of segments achieving a BLOS grade of A or B (scores of 2.5 or lower), and a decrease in the number of segments achieving a BLOS grade of C or D. This is primarily due to the implementation of several recommendations from the 2008 UBMP, where the installation of bike lanes and shared bike/parking lanes lowered BLOS scores (see Figures 135-136 and Appendices 16-18).

Grade	# of Segments in 2008	# of Segments in 2015	Difference
A	16	38	+22
B	110	157	+47
C	158	154	-4
D	60	40	-20
E	4	5	+1
F	0	2	+2

**Table 40** Number of UBMP model segments by grade in 2008 vs. 2015

Segments achieving a BLOS grade of A or B indicate that the casual adult bicyclist would feel comfortable riding on the segment in its present state. These roads are acceptable to be bike routes, but striping changes may also be implemented to further improve bicyclist comfort and/or to increase motorist awareness of bikes. Striping changes to segments currently achieving a BLOS grade of C or D would lower grades, and make them acceptable for inclusion in the bicycle network.

Most residential streets are bike-friendly because they have very low traffic volumes. However, not every street with a good BLOS rating was included in the network, because the network is intended to be continuous and direct (see Section 4.3).

Certain segments achieved BLOS grades of D, E, or F (scores 3.5 or higher), mainly due to high traffic counts and/or high heavy vehicle usage. For some segments in this range, striping changes are feasible, improving BLOS grades to an acceptable level for inclusion in the bicycle network. On-street treatment was not possible for other segments, such as Cunningham, University, and Lincoln Avenues.

Figures 123-134 show examples of streets in Urbana for each BLOS rating. Figure 135 shows the existing BLOS for Urbana streets measured for consideration in the bicycle network.

Appendix 17 lists the existing BLOS data and scores for the segments measured in Urbana.

## 10.4 FUTURE BLOS

Following the same methodology applied to estimate the BLOS for existing conditions, the BLOS was calculated for those segments proposed to be included as part of the bicycle network. Appendix 19 lists the future BLOS data and scores for selected segments that are recommended for bicycle striping improvements.

Figures 137 and 138 show the improvements in Bicycle Level of Service (BLOS) for the fully implemented bicycle network. Figure 137 shows the future BLOS score if recommendations for on-street bicycle facilities are made. As can be seen in Figure 137, the BLOS for the proposed on-street bicycle facilities range from A to C, which indicate that they are more attractive (and usually safer) for cyclists. Figure 138 shows the reduction in BLOS score on those streets if changes are implemented.



**Figure 122** CCRPC staff measuring street width in the field for BLOS calculations

## EXISTING STREET BLOS EXAMPLES IN URBANA

### BLOS A



**Figure 123** Main Street east of Art Bartell Road



**Figure 124** Beringer Circle north of University Avenue

### BLOS B



**Figure 125** Vine Street north of Windsor Road



**Figure 126** McCullough Street southbound at Illinois Street

### BLOS C



**Figure 127** Main Street east of Central Avenue



**Figure 128** Race Street north of Nevada Street



## BLOS D



**Figure 129** Vine Street south of the Railroad bridge, approaching Main Street



**Figure 130** Country Club Road westbound towards Broadway Avenue

## BLOS E



**Figure 131** Cunningham Avenue south of O'Brien Drive, approaching I-74



**Figure 132** University Avenue eastbound at Cottage Grove Avenue

## BLOS F



**Figure 133** University Avenue east of Smith Road



**Figure 134** University Avenue eastbound at Central Avenue

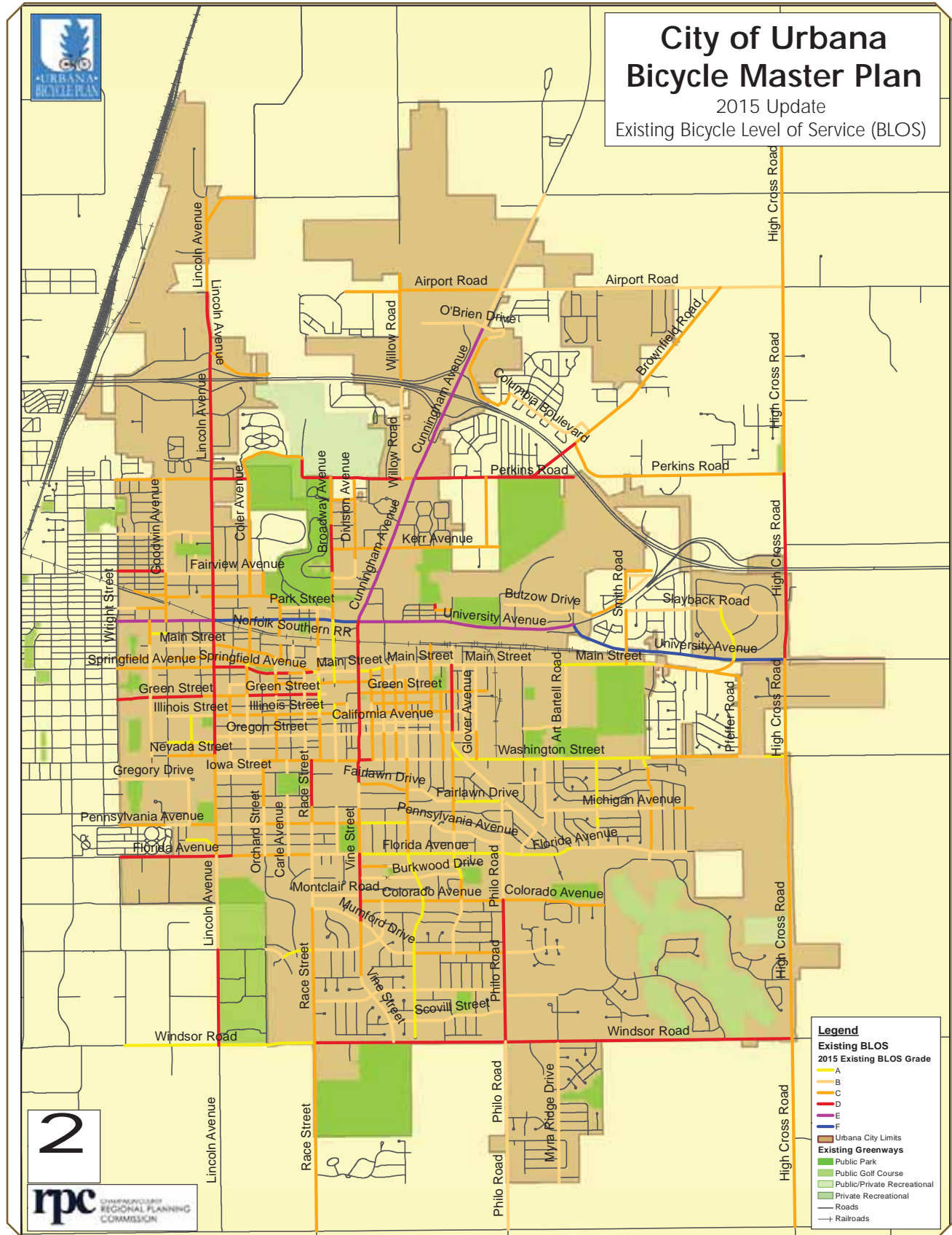
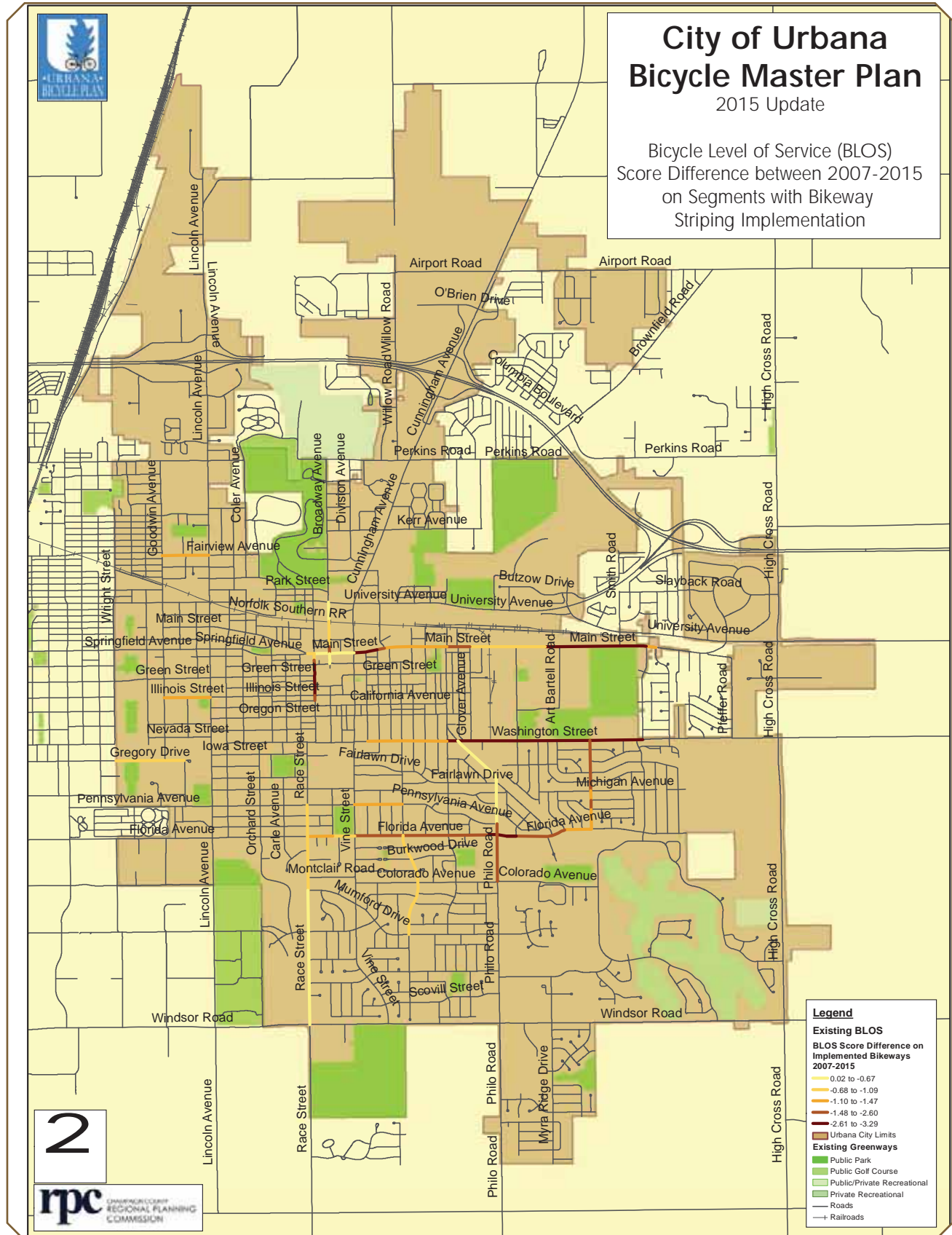


Figure 135 Existing BLOS Map



**Figure 136** Map of BLOS Score Difference between 2007 and 2015 on Segments with Bikeway Striping Implementation



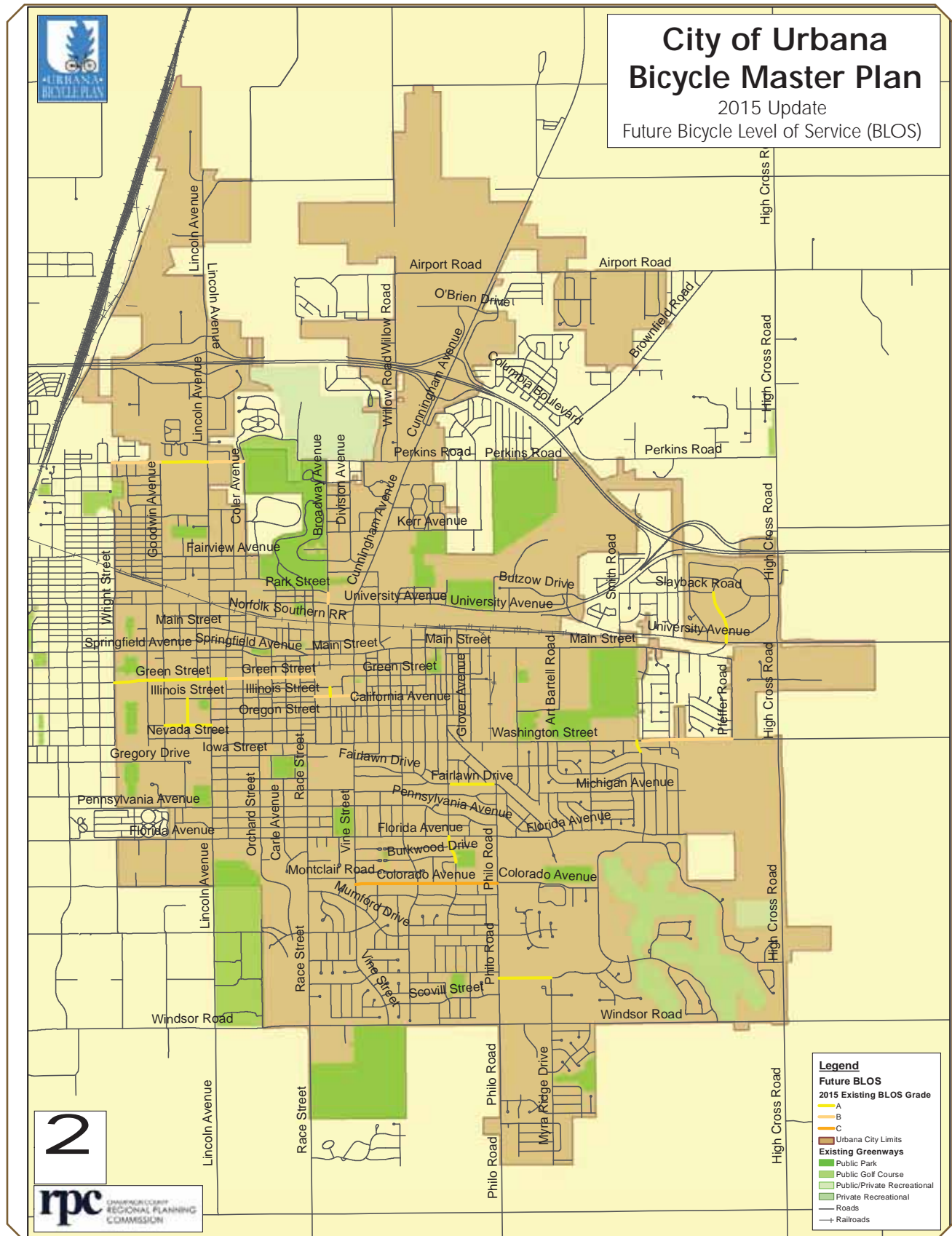


Figure 137 Future BLOS Map

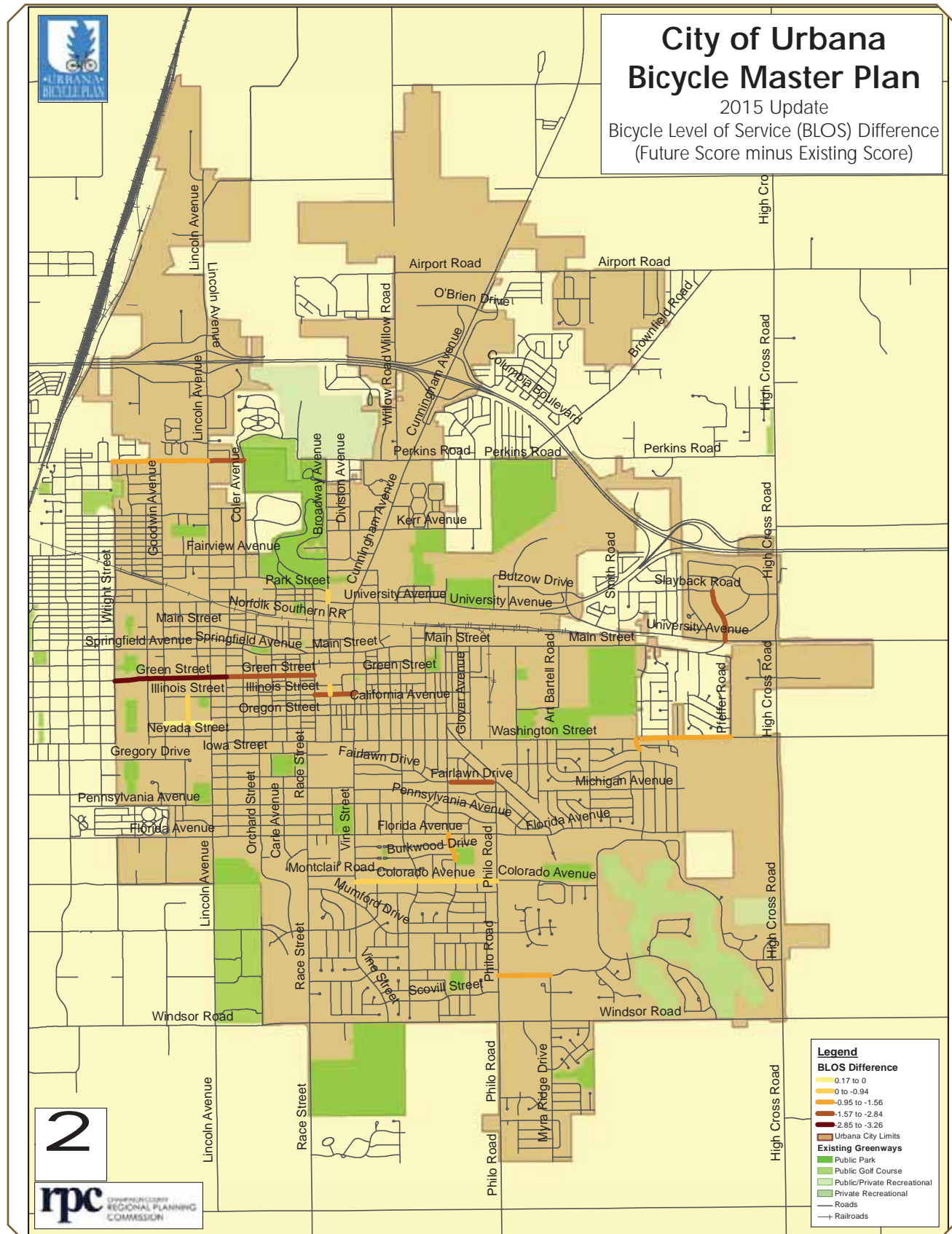


Figure 138 BLOS Difference Map



# 11 RECOMMENDATIONS

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The following are recommendations to make bicycling safer and more attractive for cyclists in and around Urbana. Included are a list of major recommended concepts regarding bicycle infrastructure, recommended corridors for bicycle facility treatment, recommendations for point improvements, bicycle-activated stoplights, drainage grates, changes to the Urbana Zoning Ordinance regarding bicycle parking, locations for increased or upgraded bicycle parking, education for motorists and cyclists, encouragement of bicycling, enforcement of bicyclists and motorists, and evaluation of bicycling.

While this plan is not an overall transportation plan for the City, routine bicycle accommodation as part of any roadwork is recommended as one component of the broader Complete Streets policy adopted by the City of Urbana in 2011. Transportation projects should be designed, constructed, and maintained to allow pedestrians, bicyclists, transit riders and motorists to safely and comfortably move along and across a street, regardless of age or physical abilities.

Note that in 2000, the Federal Highway Administration (FHWA) provided the following guidance: "Bicycling, walking, and transit facilities will be incorporated into all new transportation projects unless exceptional circumstances exist." Since then, cities and counties throughout the country have started working towards providing "complete streets" in their communities. The City of Urbana, Illinois Department of Transportation (IDOT), Campus Area Transportation Study (CATS), CUUATS, and the City of Champaign have all adopted Complete Streets policies in recent years.

Complete Streets also create a sense of place and improves social interaction, while generally improving adjacent property land values.

## 11.1 RECOMMENDED BIKEWAY NETWORK CONCEPTS

The following lists the major concepts that support the recommended bikeway corridors and areas in [Section 11.2](#).

### 11.1.1 BIKEWAY & TRAIL WAYFINDING SIGNAGE

Many street segments were recommended as Bike Routes in the 2008 UBMP, and more street segments are recommended as Bike Routes in the 2016 UBMP. The first Bike Routes were designated in Urbana in 2013 (see [Section 6.1.3](#)). However, only the MUTCD D11-1 (Bike Route) and M6 series (arrow) signs (see [Section 5.2.2](#)) were installed.

It is recommended to install wayfinding signage to supplement all existing and proposed Bike Route and trail signs in Urbana. Wayfinding signage should consist of destination, distance/time, and direction information. See [Appendix 20](#) for a list of suggested destination names and priorities to place on wayfinding signage along bike routes, along trails, and where bike lanes intersect other bikeways. The destination type order that should be placed on bikeway and trail wayfinding signs are as follows.

#### Primary destinations:

1. Urbana Green Loop turns
2. Intersecting bikeways & trails
3. Kickapoo Rail Trail
4. Downtown Urbana
5. University of Illinois campus
6. Urbana Park District signature parks
7. Neighboring cities (e.g. Champaign)
8. Boneyard Creek Park

#### Secondary destinations:

1. Schools
2. Urbana Free Library
3. Urbana Park District community parks

#### Tertiary destinations:

1. Civic Facilities (e.g. County, Park District, University)
2. Government offices
3. Hospitals and clinics
4. Major employers
5. Shopping centers
6. Urbana Park District neighborhood parks
7. University of Illinois housing
8. Other areas

City of Urbana staff should coordinate with Urbana Park District staff when assembling wayfinding signage that directs bicyclists to parks.

City of Urbana staff should also coordinate with University of Illinois staff to determine which University destinations need to be placed on wayfinding signs.

Follow the recommendations in [Section 5.2.1](#) for wayfinding sign assembly and placement on street segments with **bike lanes**.

Follow the recommendations in [Section 5.2.2](#) for wayfinding sign assembly and placement on street segments designated as **bike routes**.

Follow the recommendations in [Section 5.3.1](#) for wayfinding sign assembly and placement along **trails**.

### 11.1.2 URBANA GREEN LOOP

A signature recommendation of this plan and the Urbana Park District Trails Master Plan (UTMP) is the establishment of the **Urbana Green Loop** trail. A model for the Urbana Green Loop is the Davis, California Bike Loop<sup>20</sup>, implemented in 2007. Davis is a Platinum Level Bicycle Friendly Community, the highest level awarded by the League of American Bicyclists, and has long been a leader in bicycle friendliness.

The Davis Bike Loop is a 12 mile long route through the Greenbelt that passes through most of the major pieces of bicycle infrastructure in Davis. The route is suitable for walking, jogging or bicycling. It runs mostly on paths and trails, but has some sections on quiet residential streets. The route was chosen to be safe and pleasant, but not too fast. It is suitable for casual bicyclists who don't mind going slow and yielding to pedestrians, young riders, old riders, and new riders. The route is designed to be used as a navigable route for children, so parents can send their children on a safe, easy-to-follow route.<sup>15</sup>



**Figure 139** Davis, CA Bike Loop

20. Davis Wiki. Davis Bike Loop. [http://daviswiki.org/Davis\\_Bike\\_Loop](http://daviswiki.org/Davis_Bike_Loop)

The **Urbana Green Loop** is intended to connect Urbana neighborhoods, Downtown Urbana, and the University of Illinois to all Urbana Park District parks and facilities. It is intended to be a family-friendly path, available to users of all ages and abilities, and inviting to both residents and visitors to explore Urbana.

The **Urbana Green Loop** (Figure 140) is 21 miles in length, consisting of 11.4 miles of existing facilities, 8.6 miles of proposed facilities, and a 1 mile study area. Both existing and proposed trails are included on the loop to connect all Urbana Park District facilities and parks and thus improving the range of local destinations accessible on foot or by bike for residents using the trails. This length of trail will allow for long distance non-motorized recreational trips of 4 miles or longer, which 21% of Urbana Pedestrian and Bicycle Survey (PABS) respondents preferred (see [Appendix 11](#)).

CUUATS staff have developed bicycle and trail network recommendations in conjunction with the Urbana Park District Trails Master Plan (UTMP) to ensure a safe and easy-to-navigate system for all Urbana residents (Figure 141). The main purpose is to provide transportation alternatives to access a wide range of recreational activities, varying length of space for walks and runs, and for exploring different parts of the city; thus, promoting healthy lifestyles and improving residents' quality of life.

The **Urbana Green Loop** includes both existing (shown in solid lines) and recommended (shown in dashed lines) facilities (Figures 140-141). The maps show a number of on-street connections as part of the loop. These connections were identified as key links between parks, trails and recreational facilities.

On-street connections are necessary for the Urbana Green Loop because they are the only feasible, cost-effective and/or direct routes between parks. Many families should be able to safely navigate low-traffic routes on foot or bike, or use adjacent sidewalks.

In addition to these, **Orange Connections** to the University of Illinois and other potential connections to Champaign and Savoy are also shown to present potential regional connections to the Urbana Green Loop. CCRPC staff will coordinate with other local agencies to potentially realize these connections through implementation of the 2014 Champaign County Greenways & Trails Plan and the development of the 2016 Champaign Park District Trails Master Plan.

See [Section 12.2.1](#) for the Urbana Green Loop implementation tables.

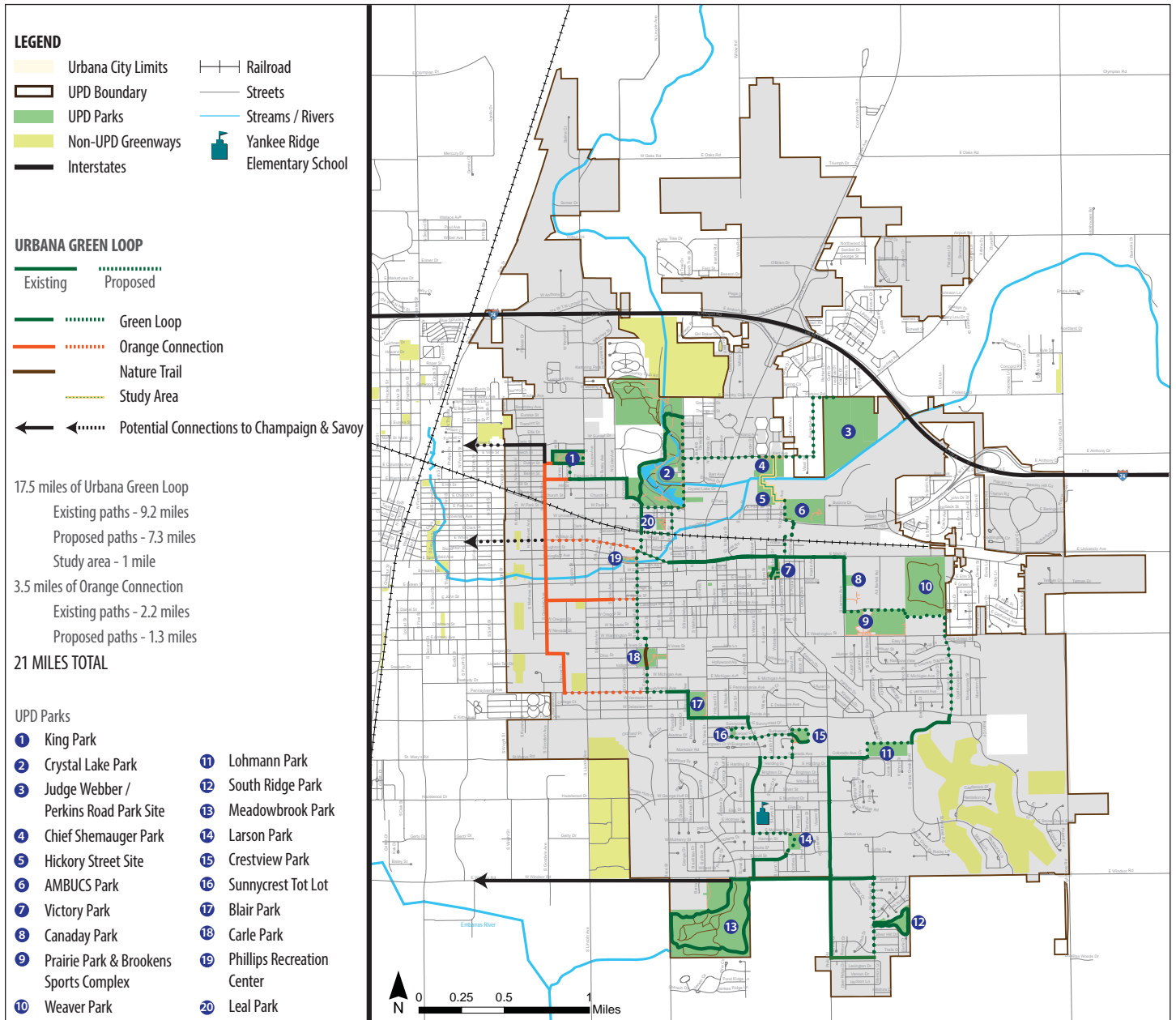


Figure 140 Proposed Urbana Green Loop

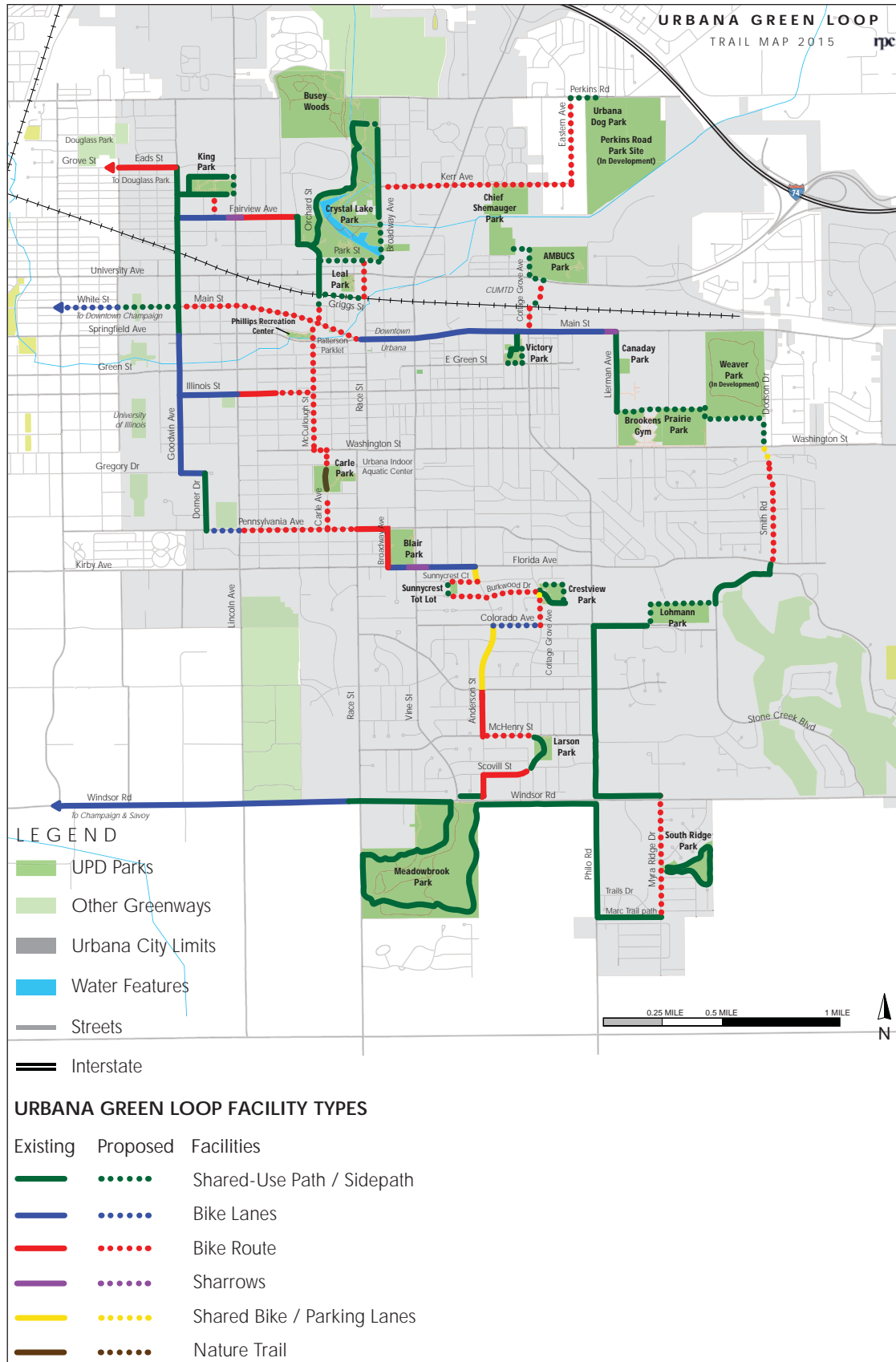


Figure 141 Proposed Urbana Green Loop by Facility Types



### 11.1.3 MCORE PROJECT

The agencies of the Campus Area Transportation Study (CATS) were awarded a US DOT TIGER (Transportation Investment Generating Economic Recovery) grant in 2014 for the MCORE (Multimodal Corridor Enhancement) Project. The CATS agencies include the City of Urbana, Champaign-Urbana Mass Transit District (CUMTD), University of Illinois, and City of Champaign.

The purpose of this project is to rehabilitate streets on core transit corridors to bring them into a state of good repair while redesigning them to safely accommodate all roadway users.<sup>21</sup> The MCORE Project will improve transit, bicycle, and pedestrian movement throughout the core of the community, from Downtown Urbana through the University of Illinois campus to Downtown Champaign. This also implements recommendations from the 2008 UBMP, University District Traffic Circulation Study (UDTCS), and miPLAN (see [Chapter 3](#)).

The MCORE Project consists of five street segments. Therefore, this is a five year project, with construction beginning in 2016. Two of the street segments are in Urbana:

1. Green Street from Wright Street to Busey Avenue (Phase 1 of 4)
2. Green Street from Busey Avenue to Race Street (Phase 4 of 4)

For more information, see [Section 11.2.30](#).

### 11.1.4 SAFE ROUTES TO SCHOOL (SRTS)

This plan recommends further improving bicycling to several Urbana schools.

1. **Leal School:** Bike Routes immediately adjacent to the school on Cedar Street (see [Section 11.2.12](#)) and Oregon Street (see [Section 11.2.54](#)).
2. **Dr. Williams (formerly Prairie) School:** The Bakers Lane trail would create an off-street shared-use path for students in the unincorporated Scottswood subdivision to bike to/from school (see [Section 11.2.61](#)). The Lierman Neighborhood Trail (see [Section 11.2.40](#)) and the Washington Street sidepath (see [Section 11.2.66](#)) would widen existing sidewalks to sidepaths, creating more space for students to bike and walk to school. Bike Routes on Lanore Drive (see [Section 11.2.38](#)), Michigan Avenue (see [Section 11.2.47](#)), and Smith Road (see [Section 11.2.61](#)) would create more designated safe routes to school.

3. **Thomas Paine School:** Shared-use paths near the school in the Lohmann Park area (see [Section 11.2.42](#)), and a shared-use path leading south of the school along the Lucas Street corridor (see [Section 11.2.43](#)) and Myra Ridge Drive (see [Section 11.2.49](#)).
4. **Urbana Middle & High Schools (UMS/UHS):** Existing and proposed bikeways from all cardinal directions to the UMS/UHS campus in the center of Urbana: Broadway Avenue from the north and south (see [Section 11.2.7](#)), Fairlawn Drive from the east (see [Section 11.2.25](#)), Race Street from the north and south (see [Section 11.2.59](#)), and Washington Street from the east and west (see [Section 11.2.66](#)).
5. **Yankee Ridge School:** Installing a loop path around the school property that would widen the existing sidewalks for shared-use between bicyclists and pedestrians (see [Section 11.2.69](#)).

### 11.1.5 RAIL CORRIDORS

Trails should be installed if and when railroads abandon rail corridors (see [Section 5.3.3](#)) or allow trails to parallel existing railtrack (see [Section 5.3.4](#)). Such corridors include:

1. [Section 11.2.35](#): Kickapoo Rail Trail
2. [Section 11.2.42](#): Thomas Paine Rail-to-Trail

### 11.1.6 BIKEWAY ACCESS IN LOW-INCOME NEIGHBORHOODS

Bikeway facilities should be installed in low-income neighborhoods, especially areas with larger numbers of zero-vehicle households where the bicycle may be a primary form of transportation. Bikeways and trails can also provide a low-cost or no-cost form of exercise to residents of these neighborhoods. Such corridors include:

1. [Section 11.2.61](#): Bakers Lane Trail
2. [Section 11.2.22](#): Eads Street
3. [Section 11.2.26](#): Fairview Avenue/Beslin Street
4. [Section 11.2.31](#): Gregory Street near King Park
5. [Section 11.2.37](#): King Park Loop Path
6. [Section 11.2.38](#): Lanore Drive
7. [Section 11.2.40](#): Lierman Neighborhood Trail
8. [Section 11.2.42](#): Lohmann-Florida Path
9. [Section 11.2.57](#): Pfeffer Road
10. [Section 11.2.66](#): East Washington Street

21. Snyder, Amy. *\$15.7 Million Grant Awarded to Champaign-Urbana*. Champaign-Urbana Mass Transit District, Urbana, IL, September 12, 2014. <http://www.cumtd.com/about-us/news/article/386>

### 11.1.7 BIKEWAY ACCESS TO EMPLOYERS

As discussed in [Sections 2.2.3, 7.5, and 9.1.1](#), bikeways that lead to major employers in Urbana should be installed, especially Bike Friendly Businesses (see [Appendix 2](#)). Recommendations that connect to major employers include:

1. [Section 11.2.10](#): Flex-N-Gate
2. [Section 11.2.14](#): Carle Hospital
3. [Sections 11.2.12, 11.2.54, 11.2.59](#): Urbana School District (Leal School, Central Office)
4. [Section 11.2.23](#): Champaign County (East Campus)
5. [Section 11.2.33](#): Health Alliance
6. [Section 11.2.33](#): Urbana City Building
7. [Sections 11.2.35 and 11.2.51](#): CUMTD
8. [Section 11.2.41](#): SuperValu
9. [Section 11.2.55](#): Presence Covenant Medical Center
10. [Section 11.2.64](#): University of Illinois

### 11.1.8 NORTHERN ACCESS ACROSS INTERSTATE 74

As discussed in [Section 8.4](#), Interstate 74 creates five crossings between residences and businesses north of I-74, and the rest of Urbana south of I-74. Opportunities to develop bikeways across I-74 and north of I-74 should be utilized. Such areas and corridors include:

1. [Section 11.2.1](#): Airport Road Corridor
2. [Section 11.2.8](#): Brownfield Road
3. [Section 11.2.19](#): Cunningham Avenue (US 45)
4. [Section 11.2.32](#): High Cross Road
5. [Section 11.2.41](#): Lincoln Avenue

### 11.1.9 FUTURE DEVELOPMENT

This plan recommends that trails and/or bikeways be constructed upon development of land for residential, commercial, and/or industrial purposes. These plans are likely to be long-term, and will be implemented by landowners, not the City of Urbana.

1. Undeveloped land owned by Menards in East Urbana for commercial and residential development (see [Sections 8.3 and 11.2.46](#)).
2. Undeveloped land in the Eagle Ridge subdivision (see [Sections 11.2.40 and 11.2.43](#)).
3. Undeveloped land north of Washington Street and west of Lierman Avenue owned by the DART Container Corporation (see [Section 11.2.54](#)).
4. Undeveloped land in the Somerset subdivision (see [Section 11.2.1](#)).

### 11.1.10 ARTERIAL ROADS

Bikeway facilities should be installed if and when arterial roads on the fringe of Urbana are reconstructed. Such corridors include:

1. [Section 11.2.20](#): Curtis Road
2. [Section 11.2.32](#): High Cross Road/IL 130
3. [Section 11.2.41](#): Lincoln Avenue
4. [Section 11.2.52](#): Olympian Drive
5. [Section 11.2.58](#): Philo Road
6. [Section 11.2.59](#): Race Street

### 11.1.11 STREAM CORRIDORS

Opportunities to construct trails along linear waterways should be taken advantage of if they present themselves. Such corridors include:

1. [Sections 11.2.1 and 11.2.51](#): Saline Branch Path
2. [Section 11.2.5](#): Boneyard Creek Trail
3. [Section 11.2.62](#): Embarras River Trails

### 11.1.12 LOOP TRAILS BETWEEN PARKS

Trails and bikeways recommended in this plan would also create connections between several parks in different areas of Urbana. Implementation of these facilities would provide medium-sized loop trails that the majority (35%) of Urbana Pedestrian and Bicycle Survey (PABS) respondents would prefer to use (see [Table 36](#)), between smaller-sized park loop trails and the larger Urbana Green Loop trail.

These recommendations are outlined in the following sections:

1. [Section 11.2.23](#): East Urbana Loop Trail
2. [Section 11.2.51](#): North Urbana Inter-Park Trails
3. [Section 11.2.62](#): South Urbana Trails

### 11.1.13 FITNESS TRAILS

Fitness trails are proposed to be installed by the Urbana Park District at **Crystal Lake Park** and **Weaver Park**, preferably utilizing existing trails. Crystal Lake Park is a candidate for a fitness trail considering its scenic beauty, high frequency of visitors, and focus on short-term improvements by the Urbana Park District.

Weaver Park is also close to sports facilities (Prairie Park, Brookens Sports Complex) and also located near low-income neighborhoods. Crystal Lake and Weaver Parks are also Signature Parks, which means they serve a wide range of Urbana residents.

For more information, please see the Urbana Park District Trails Master Plan (UTMP).

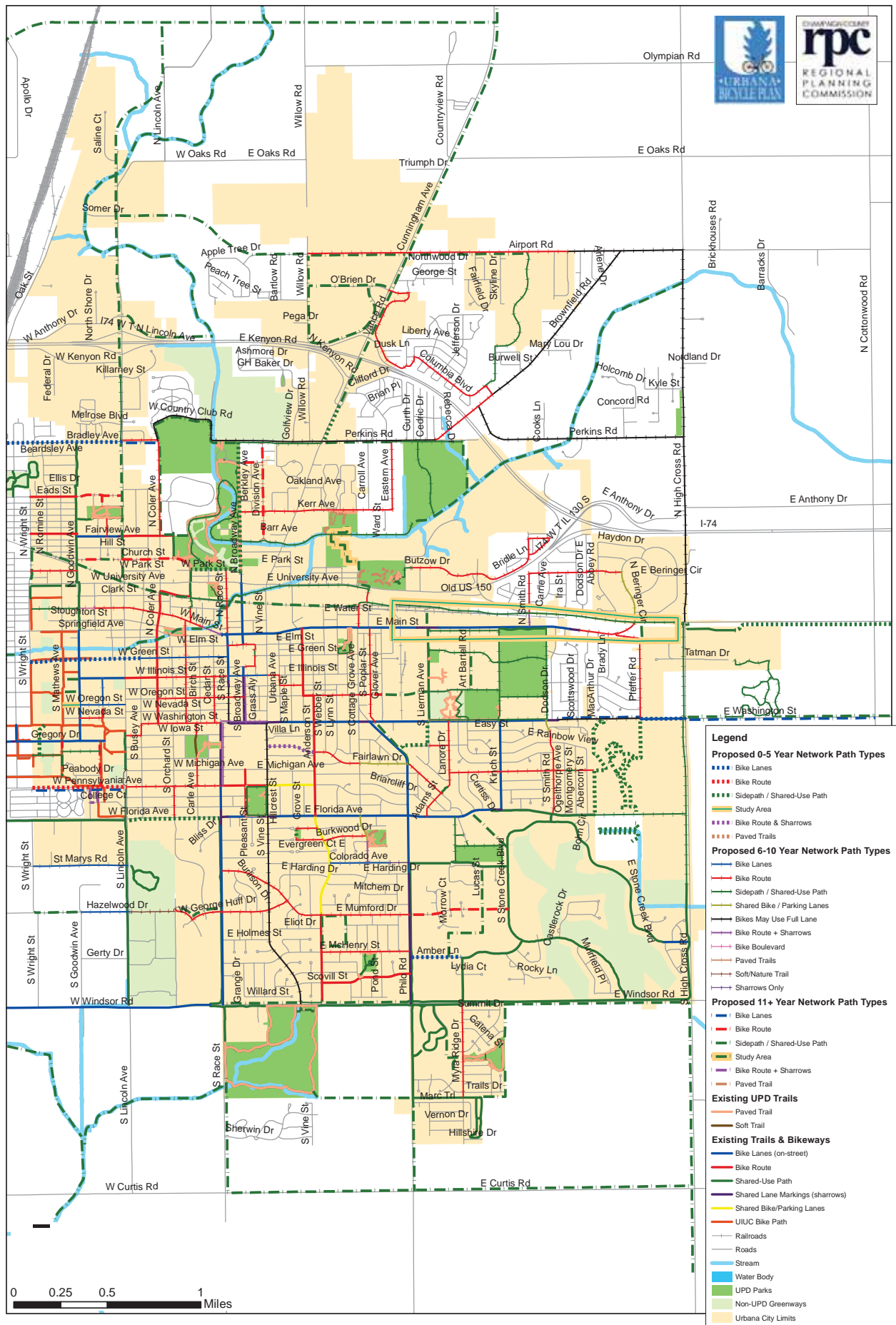
## 11.2 RECOMMENDED BIKEWAY NETWORK CORRIDORS & AREAS

The proposed bicycle network covers all neighborhoods in Urbana, with an attempt to reach rural destinations and surrounding communities as well. Some facilities that the City of Urbana is not responsible for implementing are listed here, and a full description of responsible agencies is listed in [Chapter 12](#).

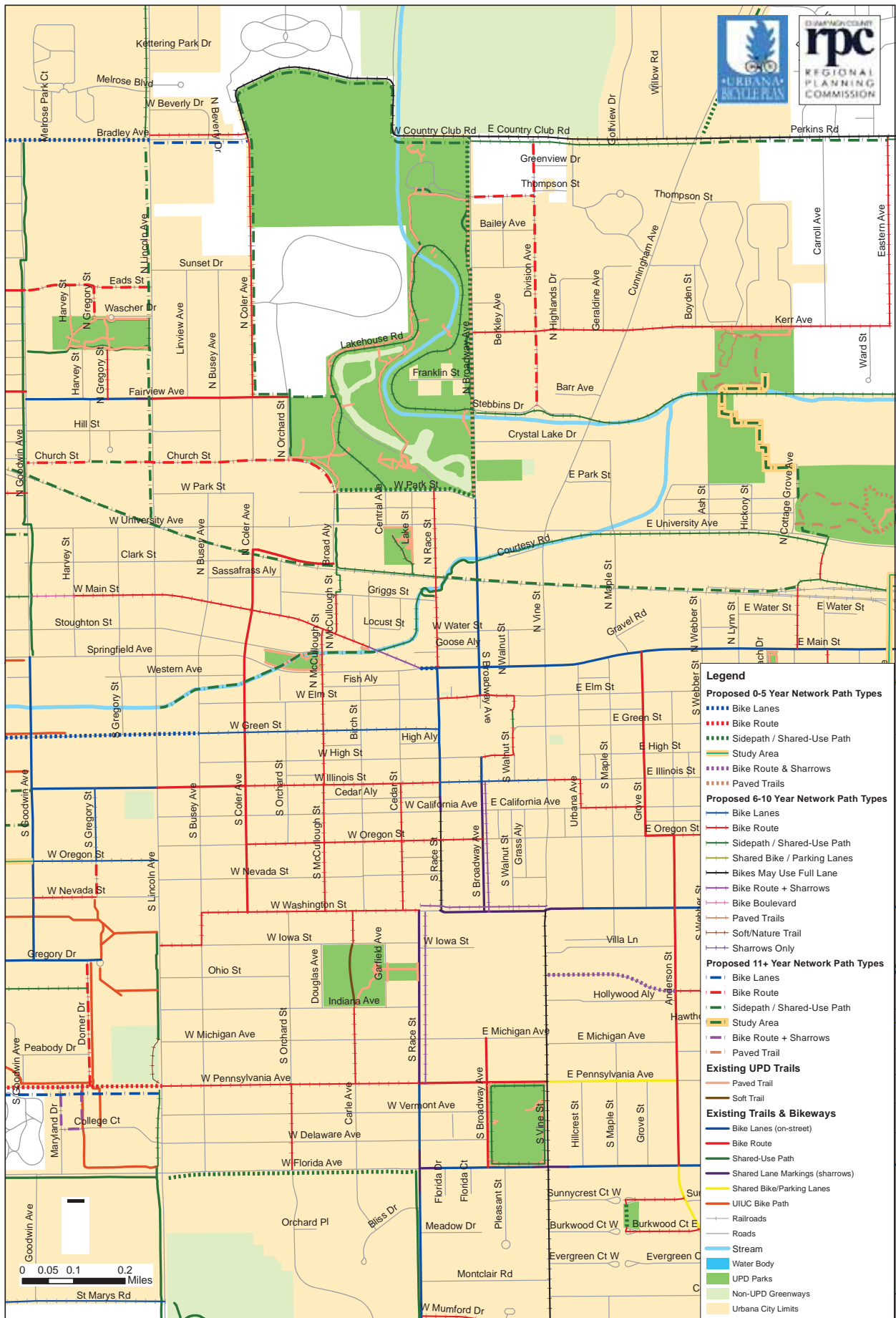
[Figure 142](#) shows the recommended bicycle network map for the City of Urbana and surrounding area. [Figure 143](#) shows the recommended bicycle network map focused on the core of Urbana. Small area maps are also provided for each corridor. Please use the legend for [Figure 142](#) as the legend for these maps. [Appendix 16](#) lists the existing conditions and recommendations for each street measured in Urbana.

This section breaks down the proposed improvements by street or path corridor. This list not only includes recommendations for bikeway striping, signage, and construction, but also includes recommended existing paths that bicyclists may use to get through a particular corridor to one's desired destination. **Locations proposed for bike lanes and Bike Routes also include a list of destinations and intersecting bikeways that can be included on supplemental wayfinding signage (see [Section 11.1.1](#) for more information).**

The Bicycle Master Plan will be evaluated every year through the Performance Measures Tracking Sheet (see [Appendix 14](#)). The Bicycle Master Plan will be updated every 5 years, with amendments made between plan updates if necessary. This plan update began 5 years after the original plan was approved, and the next scheduled update should be completed in 2021. This evaluation process will allow the City to recognize any future streets or corridors where bicycle facilities may be desired and identify them as such in the Plan.



**Figure 142** 2016 Greater Urbana Recommended Bicycle Network



**Figure 143** 2016 Core Urbana Recommended Bicycle Network



## 11.2.1 AIRPORT ROAD CORRIDOR



### AIRPORT ROAD

- High Cross Road-Somerset Drive: Bike May Use Full Lane. Coordinate with Urbana Township.
- Somerset Drive-Somerset Path: Bike Route **with wayfinding signage**.
  - Destinations & Intersecting Bikeways: Somerset Path (WB), Cunningham Avenue (WB)
- Somerset Path-Willow Road:
  - This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Short-term: Bike Route **with wayfinding signage**.
    - Destinations & Intersecting Bikeways: Willow Road (WB), Cunningham Avenue (EB & WB), Somerset Path (EB)
  - Long-term: Sidepath **with trail wayfinding signage**.
- Willow Road-Apple Tree Drive: Sidepath **with trail wayfinding signage**. Urbana Township jurisdiction.

### AIRPORT ROAD FUTURE EXTENSION

- Apple Tree Drive-Lincoln Avenue: Sidepath **with trail wayfinding signage** upon street construction.

### SOMERSET PATH

- Shared-use path **with trail wayfinding signage** through Somerset subdivision, beginning at Airport Road between Fieldcrest & Skyline Drives, and extending southwest through the subdivision as development occurs. Explore future extension of path to Brownfield Road.

### COLUMBIA BOULEVARD

- Brownfield Road-Independence Avenue: Bike Route **with wayfinding signage**. Urbana Township jurisdiction.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)

### INDEPENDENCE AVENUE

- Columbia Avenue-Anthony Drive: Bike Route **with wayfinding signage**. Urbana Township jurisdiction.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)

### VANCE ROAD

- Anthony Drive-O'Brien Drive: Bike Route **with wayfinding signage**.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)

## ANTHONY DRIVE

- Independence Avenue-East City Limits: Bike Route **with wayfinding signage**. Urbana Township jurisdiction.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)
- East City Limits-Vance Road: Bike Route **with wayfinding signage**.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)
- O'Brien Drive-Willow Road: Sidepath **with trail wayfinding signage** on north side of the road as development occurs. This will allow cyclists to access commercial developments for shopping and employment.
- Saline Branch-Lincoln Avenue: Sidepath **with trail wayfinding signage** on north side of the road.

## O'BRIEN DRIVE

- Vance Road-Cunningham Avenue: Bike Route **with wayfinding signage**.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)
- Cunningham Avenue-Willow Road: Sidepath **with trail wayfinding signage**, to be built upon extension of O'Brien Drive to Willow Road, and as development occurs. This will allow cyclists to access commercial developments for shopping and employment.

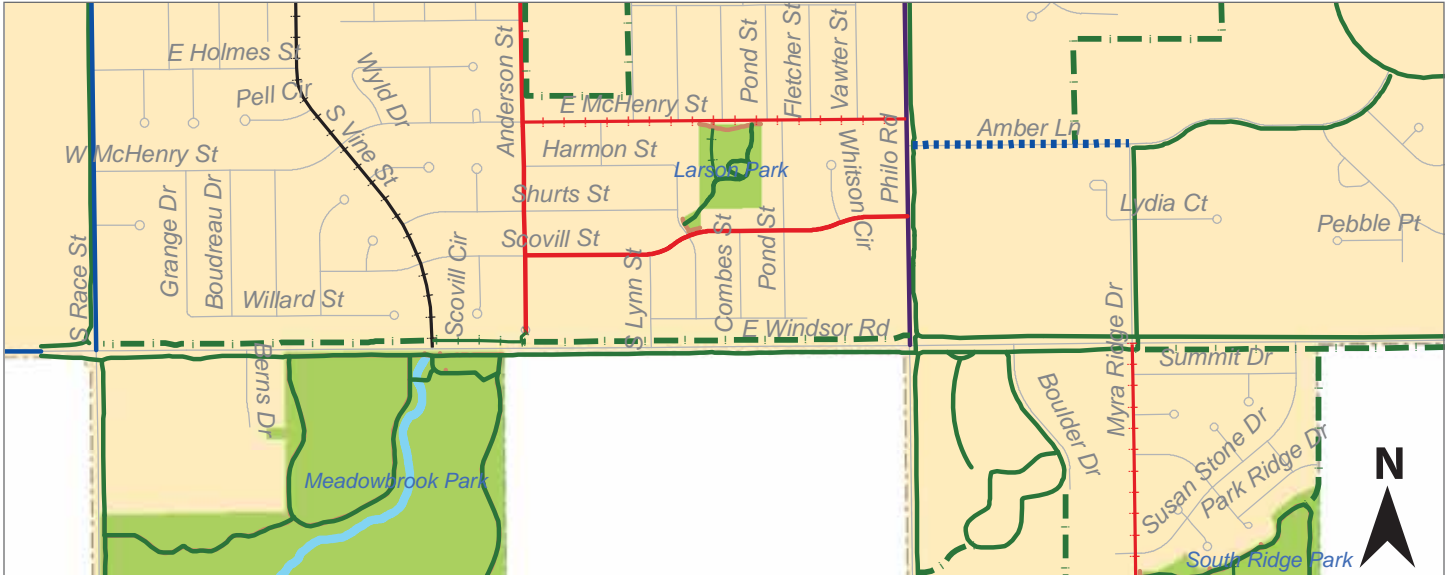
## WILLOW ROAD

- Airport Road-Anthony Drive: Sidepath **with trail wayfinding signage** on east side of the road as development occurs. This will allow cyclists to access commercial developments for shopping and employment.

## SALINE BRANCH

- Olympian Drive corridor-Anthony Drive: Shared-use path **with trail wayfinding signage** parallel to the Saline Branch.
- Perkins Road Park Site-High Cross Road: Shared-use path **with trail wayfinding signage** parallel to the Saline Branch (see also [Section 11.2.51](#)).

## 11.2.2 AMBER LANE / MCHENRY STREET / SCOVILL STREET CORRIDOR



### AMBER LANE

- Stone Creek Boulevard-Myra Ridge Drive: Existing sidepath on south side of the road. Add trail wayfinding signage.
- Myra Ridge Drive-Philo Road: Bike Lanes. On-street parking will no longer be allowed.
  - Destinations & Intersecting Bikeways: Stone Creek Golf Course (EB), Myra Ridge Drive (EB), Meijer (EB & WB), Philo Road (WB)

### PHILO ROAD

- Amber Lane-Scovill Street: Use existing sidepath on the east side of the road to more safely cross Philo Road at the stoplight on Scovill Street.

### SCOVILL STREET

- Philo Road-Anderson Street: Existing Bike Route installed in 2013. Add bike wayfinding signage.

- Destinations & Intersecting Bikeways: Philo Road (EB), Meijer (EB & WB), Larson Park (EB & WB), Anderson Street (WB)
- **Urbana Green Loop segment:** Larson Park to Anderson Street

### MCHENRY STREET

- Philo Road-Anderson Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Philo Road (EB), Larson Park (EB & WB), Anderson Street (WB)
  - **Urbana Green Loop segment:** Larson Park to Anderson Street

### LARSON PARK

- Existing shared-use path between McHenry Street and Scovill Street. **Urbana Green Loop segment.** Urbana Park District jurisdiction.
- Shared-use path on the west side of Larson Park. Urbana Park District jurisdiction.



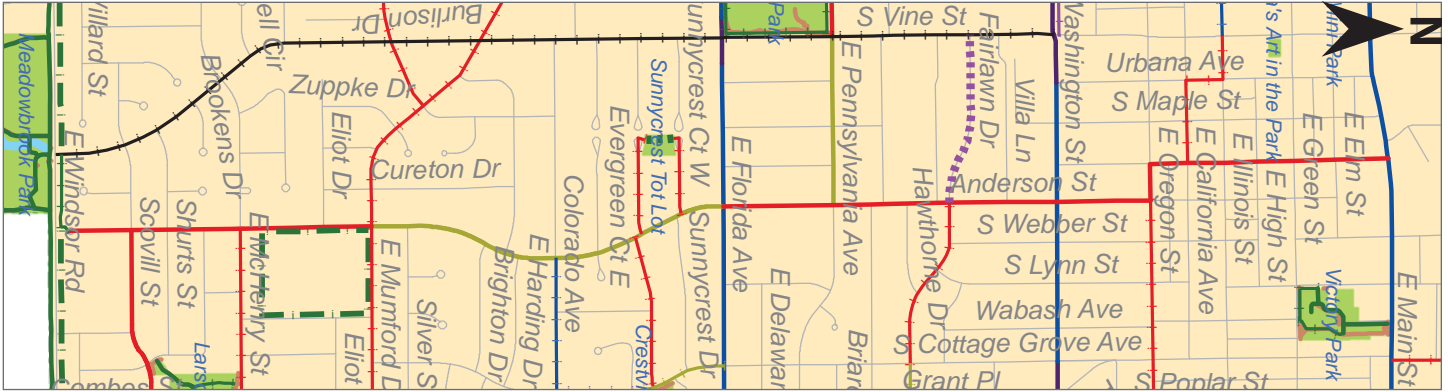
Existing View (2007)



Future View

**Figure 144** Scovill Street west of Philo Road

### 11.2.3 ANDERSON STREET CORRIDOR



#### GROVE STREET

- Main Street-Oregon Street: Existing Bike Route installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Main Street (NB), Oregon Street (SB), Anderson Street (SB)

#### OREGON STREET

- Grove Street-Anderson Street: Existing Bike Route installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Downtown (WB)

#### ANDERSON STREET

- Oregon Street-Florida Avenue: Existing Bike Route installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Downtown (NB), Washington Street (NB & SB), Fairlawn Drive (NB & SB), Wiley School (SB), Florida Avenue (SB)



**Figure 145**  
 Anderson Street  
 south of Pennsylvania  
 Avenue



- Florida Avenue-Mumford Drive: Existing Shared Bike/Parking Lanes installed in 2013. *Add bike wayfinding signage.*
  - Destinations & Intersecting Bikeways: Wiley School (NB), Florida Avenue (NB), Sunnycrest Court East (NB & SB), Burkwood Drive (NB & SB), Colorado Avenue (NB & SB), Yankee Ridge School (SB), Mumford Drive (SB)
  - Urbana Green Loop segments:* Florida Avenue to Sunnycrest Court East, Colorado Avenue to Mumford Drive



**Figure 146**  
Anderson Street south  
of Colorado Avenue

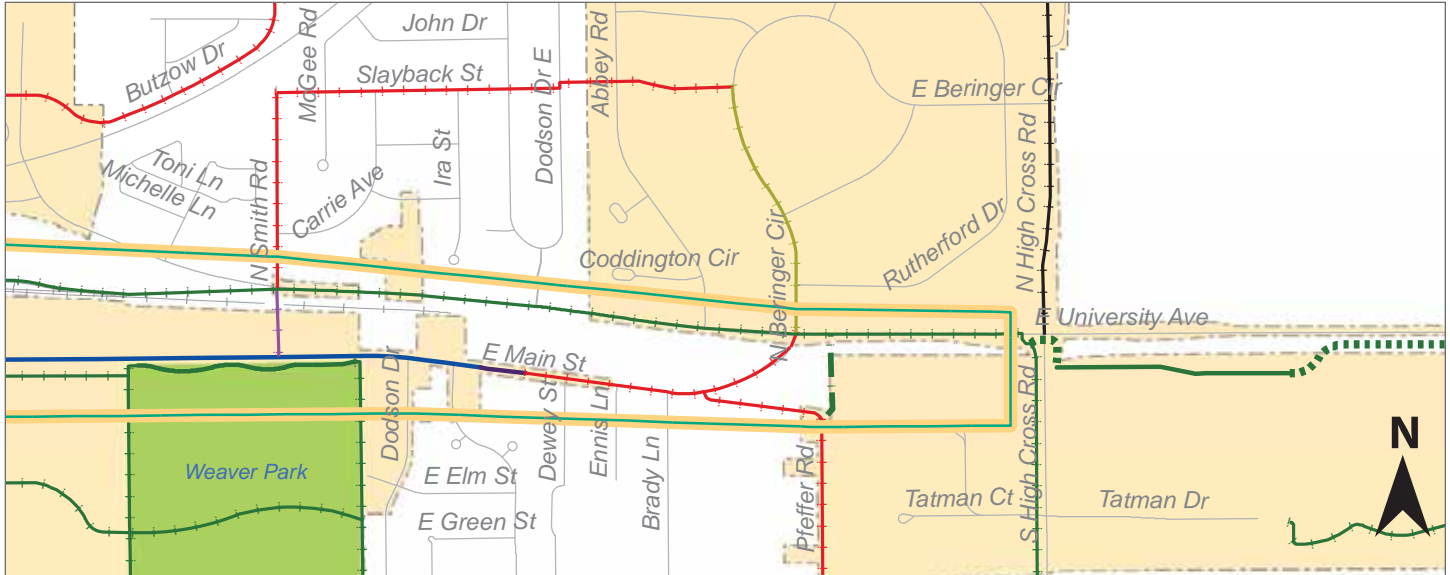
- Mumford Drive-south side of Yankee Ridge School property: Widen existing sidewalk to an 8' sidepath on the east side of the road. Coordinate with the Urbana School District. See [Section 11.2.69 \(Yankee Ridge School Loop Trail\)](#).
- Mumford Drive-Scovill Street: Existing Bike Route installed in 2013. *Add bike wayfinding signage.*
  - Destinations & Intersecting Bikeways: Mumford Drive (NB), Yankee Ridge School (NB), McHenry Street (NB & SB), Scovill Street (SB), Meadowbrook Park (SB)
  - Urbana Green Loop segment:* Mumford Drive to McHenry Street
- Scovill Street to the Anderson Street cul-de-sac: Existing Bike Route installed in 2013. *Add bike wayfinding signage.* *Urbana Green Loop segment.*
  - Destinations & Intersecting Bikeways: Scovill Street (NB), Yankee Ridge School (NB), Meadowbrook Park (SB)
- Anderson Street cul-de-sac to Windsor Road: Widen existing sidewalk on the west side of the cul-de-sac to an 8' shared-use path. This will provide cyclists an appropriate facility to access Windsor Road. *Add trail wayfinding signage.* *Urbana Green Loop segment.*

## WINDSOR ROAD

- Anderson Street-Vine Street: Widen existing sidewalk to an 8' sidepath on the north side of the road *with trail wayfinding signage.* This will connect Anderson Street to Meadowbrook Park, via the marked crossing & refuge island across Windsor Road at Vine Street. See [Sections 11.2.67 \(Windsor Road\)](#) and [11.3.10](#). *Urbana Green Loop segment.*



## 11.2.4 BERINGER CIRCLE



- Slayback Road-University Avenue: Shared Bike / Parking Lanes with wayfinding signage.
  - Destinations & Intersecting Bikeways: Slayback Road (NB), Main Street (SB), Kickapoo Rail Trail (SB)
- See Section 11.3.1 for recommendations on improving crossing safety at University Avenue (US 150).
- See Main Street Corridor (Section 11.2.44) for continuation of bicycle facilities south of University Avenue (US 150).



Existing View (2014)



Future View



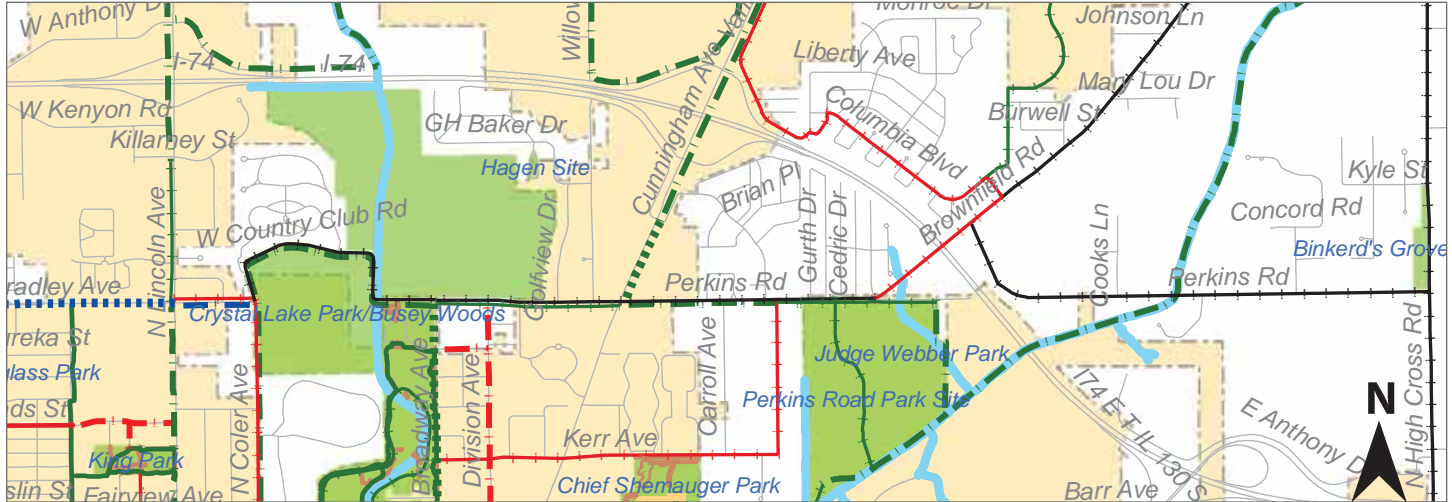
**Figure 147**  
Beringer Circle north  
of University Avenue

## 11.2.5 BONEYARD CREEK TRAIL



- Maple Street-University Avenue: Shared-use path with trail wayfinding signage parallel to the Boneyard Creek.
- University Avenue-Broadway Avenue: Shared-use path with trail wayfinding signage parallel to the Boneyard Creek.
- Broadway Avenue-Griggs Street: Existing shared-use path parallel to the Boneyard Creek. Add trail wayfinding signage.
- Griggs Street-Locust Street: Shared-use path with trail wayfinding signage parallel to the Boneyard Creek.
- Locust Street-Main Street: Shared-use path with trail wayfinding signage parallel to the Boneyard Creek.
- Main Street-Lincoln Avenue: Shared-use path with trail wayfinding signage parallel to the Boneyard Creek. Connects Downtown to Phillips Recreation Center & Campus. Coordinate with the Urbana Park District.

## 11.2.6 BRADLEY AVENUE / COUNTRY CLUB ROAD / PERKINS ROAD CORRIDOR



### PERKINS ROAD

- High Cross Road-Brownfield Road: Bike May Use Full Lane. Urbana Township jurisdiction.

### BROWNFIELD ROAD

- Brownfield Road bridge over I-74: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Columbia Boulevard (NB), Perkins Road (NB & SB), Judge Webber Park (SB), Perkins Road Park (SB)

### PERKINS ROAD

- North side of Judge Webber/Perkins Road Park: Sidepath along south side of the road with trail wayfinding signage, to be constructed by the Urbana Park District. Urbana Green Loop segment.
- Judge Webber/Perkins Road Park-Eastern Avenue: Sidepath on south side of the road with trail wayfinding signage. Urbana Township jurisdiction. Urbana Green Loop segment.
- Eastern Avenue-Cunningham Avenue: Sidepath on south side of the road with trail wayfinding signage. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
- Brownfield Road-Cunningham Avenue: Bikes May Use Full Lane. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.

## COUNTRY CLUB ROAD

- Cunningham Avenue-Broadway Avenue
  - Bikes May Use Full Lane. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Sidepath on south side of the road with trail wayfinding signage. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.



Existing View (2014)



Future View



**Figure 148**  
Country Club Road  
east of Broadway  
Avenue

- Broadway Avenue-Coler Avenue
  - Medium-term: Bikes May Use Full Lane. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Long-term: Sidepath on south side of the road with trail wayfinding signage. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township and Urbana Park District. See also Crystal Lake Park/Busey Woods Loop Path (Section 11.2.18).

## COLER AVENUE

- Country Club Road-Bradley Avenue
  - Medium-term: Bikes May Use Full Lane.
  - Long-term: Sidepath on the east side of the road. Add trail wayfinding signage. See also Section 11.2.18 (Crystal Lake Park/Busey Woods Loop Path).

## BRADLEY AVENUE

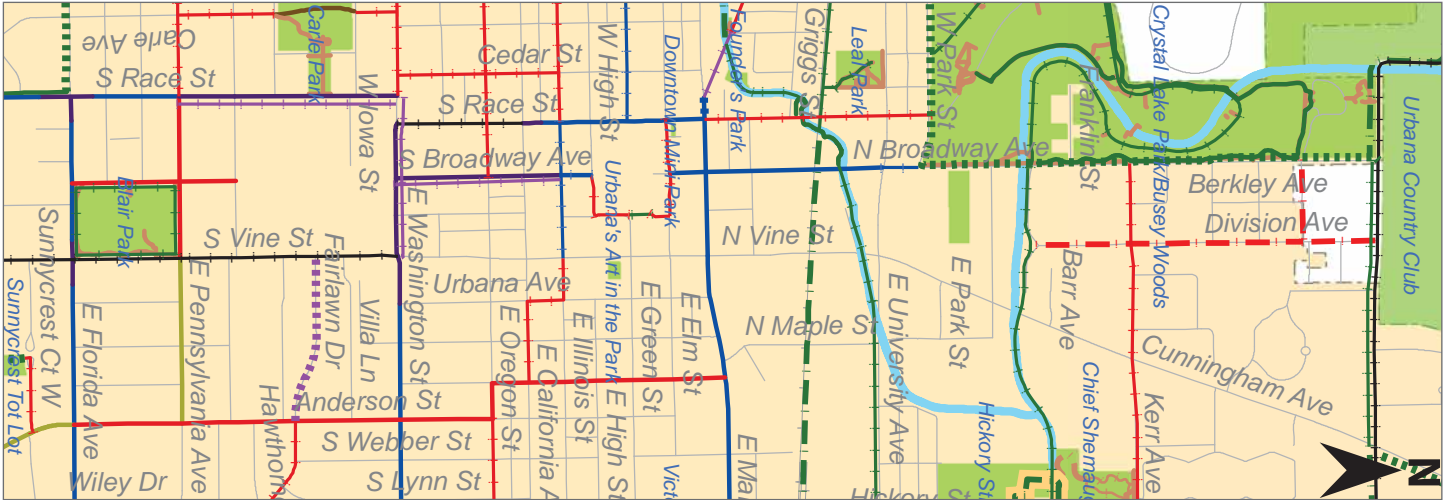
- Coler Avenue-Lincoln Avenue
  - Medium-term: Bike Route *with wayfinding signage*.
    - Destinations & Intersecting Bikeways: Coler Avenue (EB), Busey Woods (EB), Goodwin Avenue (WB)
  - Long-term: Bike Lanes, upon street reconstruction.
    - Destinations & Intersecting Bikeways: Coler Avenue (EB), Busey Woods (EB), Lincoln Avenue (WB)
- Lincoln Avenue-Goodwin Avenue: Bike Lanes. Consider the installation of buffered bike lanes.
  - Destinations & Intersecting Bikeways: Coler Avenue (EB), Busey Woods (EB), Lincoln Avenue (EB), Goodwin Avenue (WB)
- Goodwin Avenue-west city limits: Bike Lanes. Consider the installation of buffered bike lanes. Champaign Moving Forward designates the segment to the west as a study area for bike lanes in its Bicycle Vision Plan. Coordinate with the City of Champaign to continue bike lanes westward.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Champaign (WB)



**Figure 149**  
 Bradley Avenue east  
 of Goodwin Avenue



## 11.2.7 BROADWAY AVENUE CORRIDOR



### BROADWAY AVENUE

- Country Club Road-Park Street: Sidepath on west side of the road. Widen sidewalk and bridge where it exists to an 8' shared-use path, or construct a separate bicycle/pedestrian bridge. Add trail wayfinding signage. Coordinate with the Urbana Park District.
  - Urbana Green Loop segment: Thompson Street to Park Street
- Park Street-University Avenue: Bike Lanes.
  - Destinations & Intersecting Bikeways: Crystal Lake Park (NB), Boneyard Creek Trail (SB), Lincoln Square Mall (SB)
  - Install two-stage turn-queue box at the northeast corner of Broadway Avenue/Park Street intersection (see Section 11.3.9).
- University Avenue-Elm Street: Existing Bike Lanes installed in 2013.
  - Destinations & Intersecting Bikeways: Crystal Lake Park (NB), Boneyard Creek Trail (NB & SB), Main Street (NB & SB), Downtown Post Office (SB), Lincoln Square Mall (SB)

### ELM STREET

- Race Street-Broadway Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Broadway Avenue (EB), Lincoln Square Mall (EB), Urbana Free Library (WB), Race Street (WB)
- Broadway Avenue-Walnut Street corridor: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Lincoln Square Mall (EB), Broadway Avenue (EB & WB), Market at the Square (EB)

### WALNUT STREET CORRIDOR

- Elm Street-Green Street: Use existing sidewalk along the east side of Lincoln Square as a shared-use path. Add trail wayfinding signage. The path is 15' wide, except at the former Great Impasta Restaurant, where the building juts out, making the path 10' wide. A minimum of 8' clearance is necessary, requiring coordination from Lincoln Square, especially when outdoor seating is placed on the path.



Existing View (2007)



Future View

**Figure 150** Future Sidepath on Broadway Avenue at Crystal Lake Park, facing south

## WALNUT STREET

- Green Street-High Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Broadway Avenue (NB & SB), Market at the Square (SB)



**Figure 151** Walnut Street on the east side of Lincoln Square Mall

## HIGH STREET

- Walnut Street-Broadway Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Broadway Avenue (EB & WB), Market at the Square (EB)



**Figure 152** High Street on the south side of Lincoln Square Mall

## BROADWAY AVENUE

- High Street-Illinois Street: Bike Lanes.
  - Destinations & Intersecting Bikeways: Lincoln Square Mall (NB), Market at the Square (NB), Illinois Street (SB), Washington Street (SB), Urbana High School (SB)



**Figure 153** Broadway Avenue south of Lincoln Square, approaching Illinois Street

- Illinois Street-Washington Street:
  - Existing sharrows installed in 2014. Add Bike Route with wayfinding signage.
    - Destinations & Intersecting Bikeways: Lincoln Square Mall (NB), Illinois Street (NB), Oregon Street (NB & SB), Washington Street (SB), Urbana High School (SB)



Existing View (2014)



Future View



**Figure 154**  
 Broadway Avenue  
 south of Illinois  
 Street



Existing View (2014)



Future View

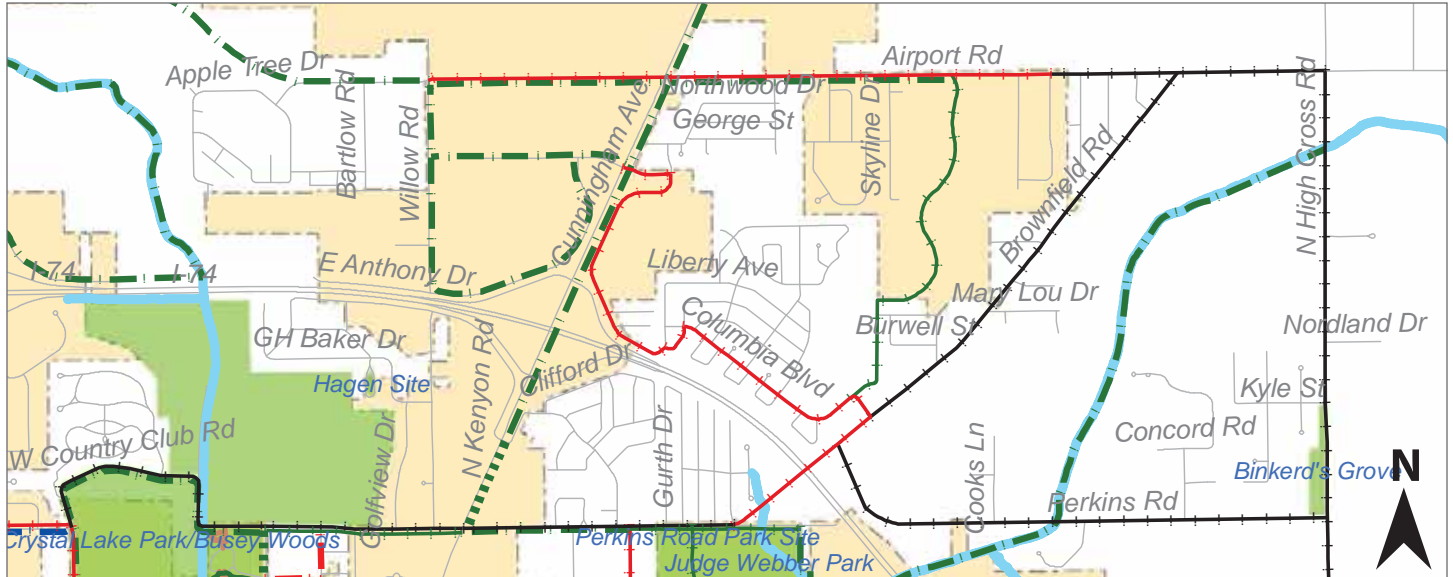


**Figure 155**  
 Broadway Avenue  
 north of Washington  
 Street

- Michigan Avenue-Pennsylvania Avenue: Existing Bike Route installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Urbana Indoor Aquatic Center (NB), Urbana Middle School (NB), Urbana High School (NB), Pennsylvania Avenue (SB), Blair Park (SB), Florida Avenue (SB)
- Pennsylvania Avenue-Florida Avenue:
  - Existing Bike Route installed in 2013. Add bike wayfinding signage. Urbana Green Loop segment.
    - Destinations & Intersecting Bikeways: Urbana Indoor Aquatic Center (NB), Urbana Middle School (NB), Urbana High School (NB), Pennsylvania Avenue (NB), Florida Avenue (SB)
  - Sidepath on east side of the road along Blair Park. Coordinate with the Urbana Park District.



### 11.2.8 BROWNFIELD ROAD



- Airport Road-Columbia Boulevard: Bikes May Use Full Lane. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
- Columbia Boulevard-Perkins Road: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Columbia Boulevard (NB), Perkins Road (NB & SB), Judge Webber Park (SB), Perkins Road Park (SB)



Existing View (2007)

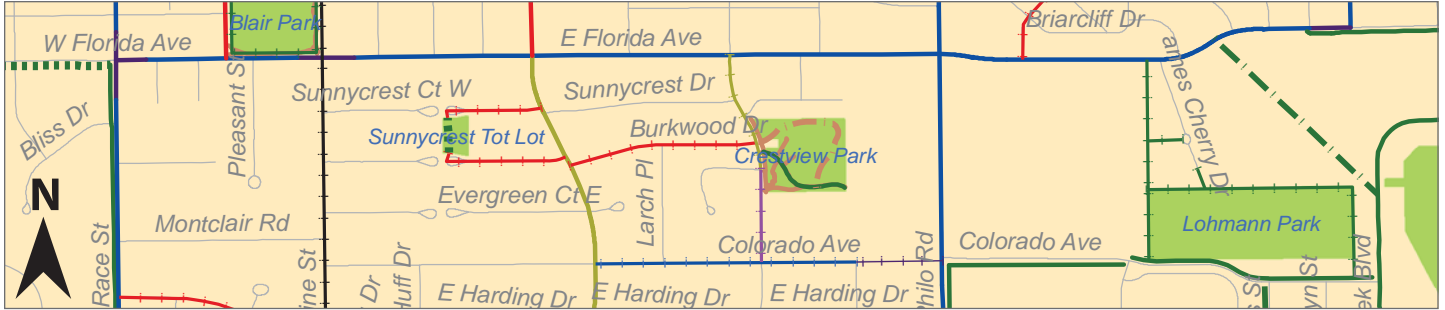


Future View



**Figure 156**  
Brownfield Road  
southbound over I-74  
bridge, approaching  
Perkins Road

## 11.2.9 BURKWOOD DRIVE CORRIDOR



### BURKWOOD DRIVE

- Cottage Grove Avenue-Anderson Street: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Cottage Grove Avenue (EB), Crestview Park (EB), Anderson Street (WB), Sunnycrest Tot Lot (WB)

### BURKWOOD COURT EAST

- Anderson Street-West Terminus: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Crestview Park (EB), Sunnycrest Tot Lot (WB)

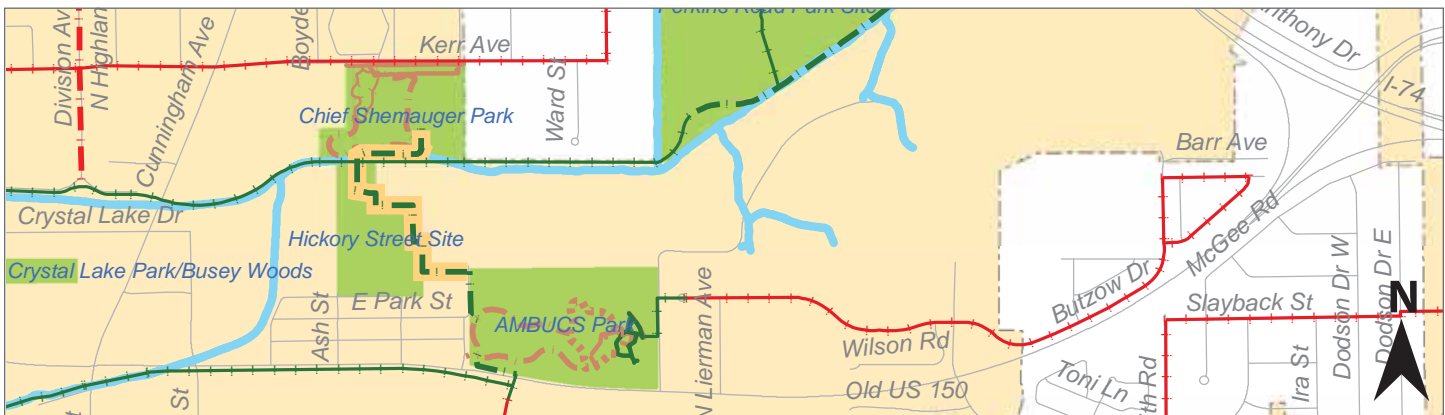
### SUNNYCREST TOT LOT

- Shared-use path connecting Burkwood Court East and Sunnycrest Court East with trail wayfinding signage. Urbana Green Loop segment. Urbana Park District jurisdiction.

### SUNNYCREST COURT EAST

- Anderson Street-West Terminus: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Sunnycrest Tot Lot (WB)

## 11.2.10 BUTZOW DRIVE CORRIDOR



### BUTZOW DRIVE CORRIDOR

- AMBUCS Park-West terminus of Butzow Drive: Shared-use path with trail wayfinding signage.
  - Destinations & Intersecting Bikeways: AMBUCS Park (WB), Butzow Drive (EB), Flex-N-Gate (EB)

### BUTZOW DRIVE

- West terminus-Smith Road: Bike Route with wayfinding signage. The east half of this segment is in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: AMBUCS Park (WB), Flex-N-Gate (EB & WB), Smith Road (EB)



## SMITH ROAD

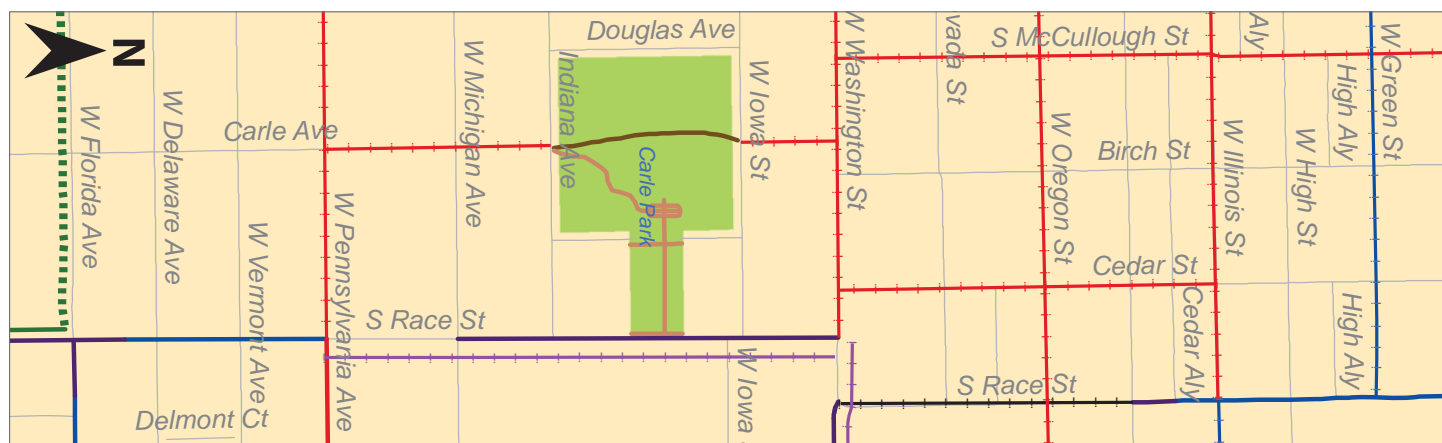
- Potawatomi Trail-Butzow Drive: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Potawatomi Trail (NB), Butzow Drive (SB), Flex-N-Gate (SB)

## POTAWATOMI TRAIL

- Smith Road-Shemauger Trail: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Smith Road (WB), Shemauger Trail (EB)

## SHEMAUGER TRAIL

- Potawatomi Trail-Smith Road: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Smith Road (WB), Potawatomi Trail (EB)



### 11.2.11 CARLE AVENUE CORRIDOR

#### CARLE AVENUE

- Washington Street-Iowa Street: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Carle Park (SB)

#### CARLE AVENUE CORRIDOR

- Iowa Street-Indiana Avenue: Nature trail through Carle Park. Urbana Green Loop segment. Add trail wayfinding signage. Urbana Park District jurisdiction.

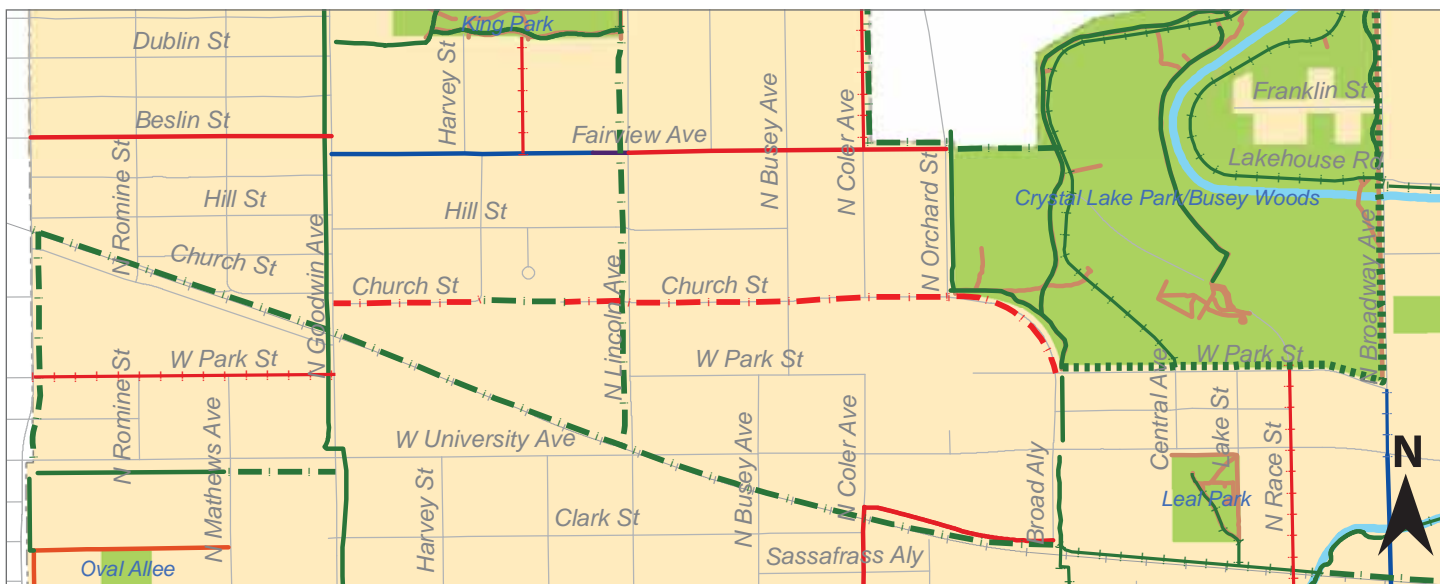
#### CARLE AVENUE

- Indiana Avenue-Pennsylvania Avenue: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Carle Park (NB), Pennsylvania Avenue (SB)

### 11.2.12 CEDAR STREET

- Illinois Street-Washington Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Illinois Street (NB), Urbana Free Library (NB), Leal School (NB & SB), Oregon Street (NB & SB), Washington Street (SB), Race Street (NB & SB)

## 11.2.13 CHURCH STREET CORRIDOR



### CHURCH STREET

- McCullough Street-Orchard Street
  - Existing shared-use path on north side of the road. **Urbana Green Loop segment**. Add trail wayfinding signage. Urbana Park District jurisdiction. See also [Sections 11.2.14 \(Coler Avenue Corridor\)](#) and [11.2.18 \(Crystal Lake Park/Busey Woods Loop Path\)](#).
  - Bike Route **with wayfinding signage**.
    - Destinations & Intersecting Bikeways: Coler Avenue (EB & WB), Park Street (EB), McCullough Street (EB), Crystal Lake Park (EB & WB), Orchard Street (WB)
- Orchard Street-terminus west of Lincoln Avenue
  - Bike Route **with wayfinding signage** upon construction of shared-use path west of street terminus. Potential alternate route for Kickapoo Rail Trail corridor (see [Section 11.2.35](#)) to avoid the crossing of the University Avenue/Lincoln Avenue intersection (see [Section 11.3.10](#)).
    - Destinations & Intersecting Bikeways: Coler Avenue (EB), Carle Hospital (EB), Crystal Lake Park (EB), Goodwin Avenue (WB), Presence Covenant Medical Center (WB)

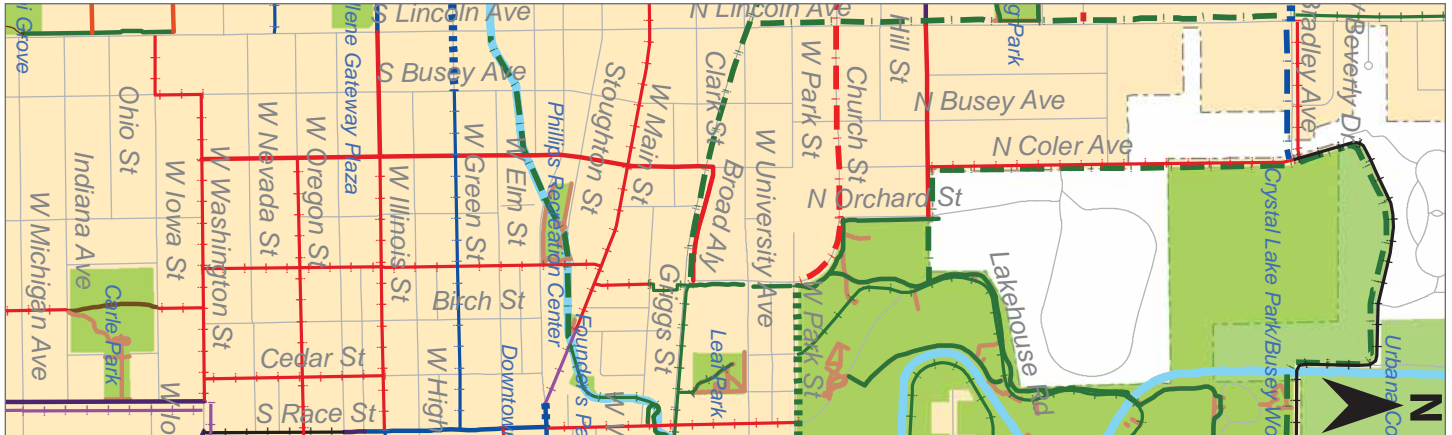
### CHURCH STREET CORRIDOR

- Church Street terminus west of Lincoln Avenue-Harvey Street
  - Shared-use path **with trail wayfinding signage** along public right-of-way. Coordinate with Illinois American Water Company (IAWC). Potential alternate route for Kickapoo Rail Trail corridor (see [Section 11.2.35](#)) to avoid the crossing of the University Avenue/Lincoln Avenue intersection (see [Section 11.3.10](#)).
    - Destinations & Intersecting Bikeways: Church Street (EB & WB), Carle Hospital (EB), Crystal Lake Park (EB), Goodwin Avenue (WB), Presence Covenant Medical Center (WB)

### CHURCH STREET

- Harvey Street-Goodwin Avenue
  - Bike Route **with wayfinding signage** upon construction of shared-use path east of Harvey Street. Potential alternate route for Kickapoo Rail Trail corridor (see [Section 11.2.35](#)) to avoid the crossing of the University Avenue/Lincoln Avenue intersection (see [Section 11.3.10](#)).
    - Destinations & Intersecting Bikeways: Coler Avenue (EB), Carle Hospital (EB), Crystal Lake Park (EB), Goodwin Avenue (WB), Presence Covenant Medical Center (WB)

## 11.2.14 COLER AVENUE CORRIDOR



### COLER AVENUE

- Country Club Road-Bradley Avenue
  - Medium-term: Bikes May Use Full Lane.
  - Long-term: Sidepath on the east side of the road. Add trail wayfinding signage. See also [Section 11.2.18 \(Crystal Lake Park/Busey Woods Loop Path\)](#).
- Bradley Avenue-Fairview Avenue
  - Medium-term: Bike Route with wayfinding signage.
    - Destinations & Intersecting Bikeways: Bradley Avenue (NB), Busey Woods (NB), Fairview Avenue (SB), Carle Hospital (SB), Main Street (SB)
  - Long-term: Sidepath on the east side of the road. Add trail wayfinding signage. See also [Section 11.2.18 \(Crystal Lake Park/Busey Woods Loop Path\)](#).

### FAIRVIEW AVENUE

- Coler Avenue-Orchard Street
  - Existing Bike Route installed in 2013. Add bike wayfinding signage. [Urbana Green Loop segment](#).
    - Destinations & Intersecting Bikeways: Crystal Lake Park (EB), Orchard Street (EB), Coler Avenue (EB & WB)
  - Sidepath on north side of the road. Widen sidewalk where it exists to an 8' shared-use path. Add trail wayfinding signage. See also [Sections 11.2.18 \(Crystal Lake Park/Busey Woods Loop Path\)](#) and [11.2.26 \(Fairview Avenue/Beslin Street Corridor\)](#).

### ORCHARD STREET

- Fairview Avenue-Church Street: Existing sidepath on east side of the road. [Urbana Green Loop segment](#). Replace Bike Route signage with trail wayfinding signage. Relocate Bike Route signs to streets proposed as Bike Routes only. See also [Sections 11.2.18 \(Crystal Lake Park/Busey Woods Loop Path\)](#) and [11.2.53 \(Orchard Street\)](#).

### CHURCH STREET

- Orchard Street-McCullough Street
  - Existing shared-use path on north side of the road. [Urbana Green Loop segment](#). Add trail wayfinding signage. Urbana Park District jurisdiction.
  - Bike Route with wayfinding signage.
    - Destinations & Intersecting Bikeways: Coler Avenue (EB & WB), Park Street (EB), McCullough Street (EB), Crystal Lake Park (EB & WB), Orchard Street (WB)
- See also [Sections 11.2.18 \(Crystal Lake Park/Busey Woods Loop Path\)](#) and [11.2.13 \(Church Street Corridor\)](#).

### MCCULLOUGH STREET

- Church/Park Street-Norfolk Southern Railroad
  - Existing sidepath on east side of the road. [Urbana Green Loop segment](#). Add trail wayfinding signage.

## BROAD ALLEY

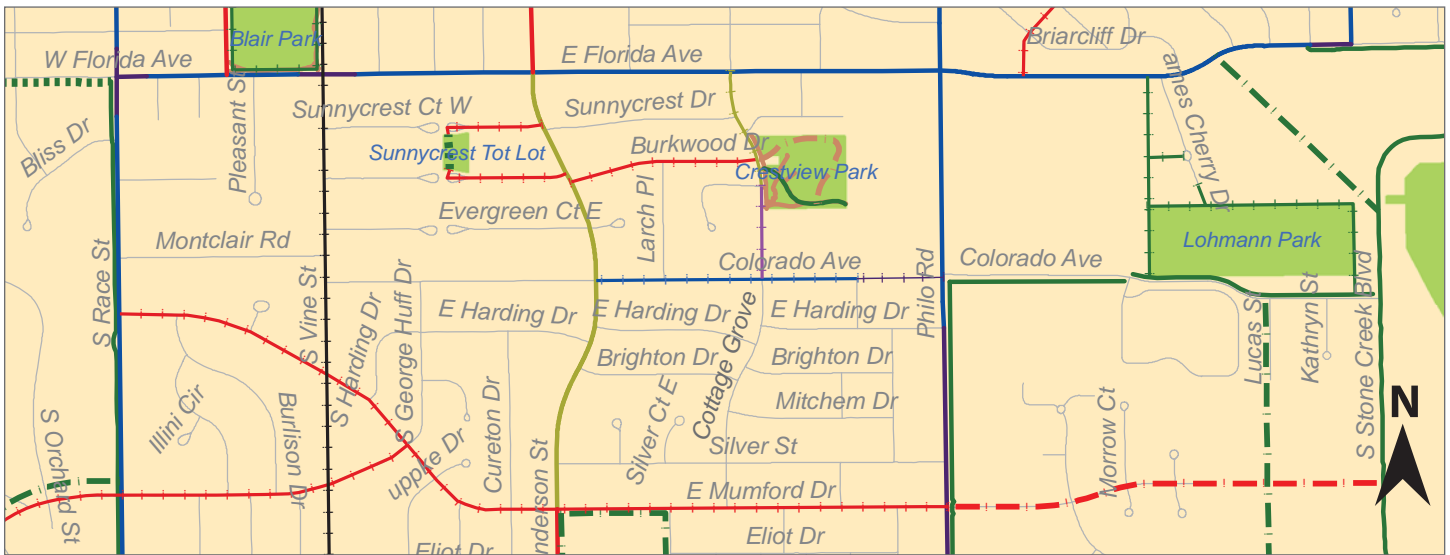
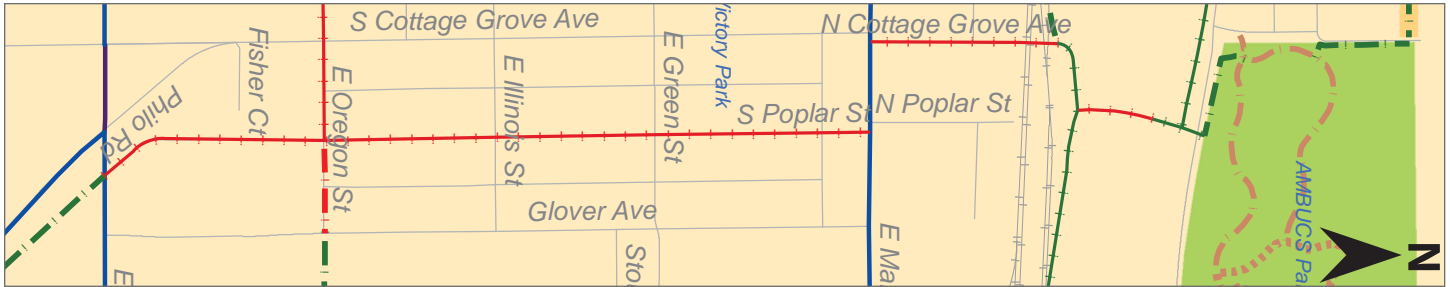
- McCullough Street-Coler Avenue: Existing Bike Route installed in 2013. **Add bike wayfinding signage.** This street borders the north side of the railroad. There is insufficient space for an 8' sidepath to the railroad, but this street has a low traffic volume, making it safe for cyclists to use. While not a bicycle facility, less experienced cyclists may choose to use the existing 5' sidewalk on the south side of the road.
  - Destinations & Intersecting Bikeways: McCullough Street (EB), Coler Avenue (EB & WB)

## COLER AVENUE

- Broad Alley-Washington Street: Existing Bike Route installed in 2013. **Add bike wayfinding signage.**
  - Destinations & Intersecting Bikeways: Carle Hospital (NB), Crystal Lake Park (NB), Champaign County Fairgrounds (NB), Main Street (NB), Illinois Street (NB & SB), Oregon Street (NB & SB), Washington Street (SB)



**Figure 157** Coler Avenue north of Stoughton Street



### 11.2.15 COLORADO AVENUE

- Stone Creek Boulevard-Philo Road: Existing sidepath. Add trail wayfinding signage.
  - Urbana Green Loop segment:** Prairie Winds Drive to Philo Road
- Install two-stage turn-queue boxes at northeast and southwest corners of Philo Road/Colorado Avenue intersection (see [Section 11.3.9](#)).
- Philo Road-Alley west of Philo Road: Sharrows.
- Alley west of Philo Road-Anderson Street: Bike Lanes. Bike Lanes will not extend further west as the Bikes May Use Full Lane signage installation recommendation for Vine Street is not targeted to the casual adult cyclist (see [Section 4.1.4](#)).
  - Destinations & Intersecting Bikeways: Philo Road (EB), County Market (EB & WB), Cottage Grove Avenue (EB & WB), Anderson Street (WB)
  - Urbana Green Loop segment:** Cottage Grove Avenue to Anderson Street

### 11.2.16 COTTAGE GROVE AVENUE

- Terminus north of Water Street-Main Street: Bike Route **with wayfinding signage**. **Urbana Green Loop segment**.
  - Destinations & Intersecting Bikeways: CUMTD (NB), AMBUCS Park (NB), Kickapoo Rail Trail (NB & SB), Main Street (SB), Victory Park (SB)
- Main Street-Washington Street: Use Poplar Street via Main Street (see [Section 11.2.58](#)).
- Florida Avenue-Glenwood Oaks Court: Shared Bike/Parking Lanes **with wayfinding signage**.
  - Destinations & Intersecting Bikeways: Florida Avenue (NB), Burkwood Drive (NB & SB), Crestview Park (NB & SB), Colorado Avenue (SB)
  - Urbana Green Loop segment:** Burkwood Drive to Glenwood Oaks Court
- Glenwood Oaks Court-Colorado Avenue: Bike Route **with wayfinding signage**, plus sharrows. **Urbana Green Loop segment**.
  - Destinations & Intersecting Bikeways: Florida Avenue (NB), Burkwood Drive (NB & SB), Crestview Park (NB & SB), Colorado Avenue (SB)



### 11.2.17 CRESTVIEW PARK LOOP PATH

- Construct shared-use path around the east and north sides of the park to create a loop path. Urbana Park District jurisdiction. **Urbana Green Loop segment.**

### 11.2.18 CRYSTAL LAKE PARK / BUSEY WOODS LOOP PATH

The goal of this path is for the Urbana Park District to complete a continuous shared-use path around the perimeter of Crystal Lake Park, Busey Woods, and the Champaign County Fairgrounds.

Some segments of this shared-use path will parallel on-street bicycle facilities. However, this shared-use path will suit the purpose of recreational travel, as well as catering to less experienced cyclists; on-road facilities will be used for through travel around Urbana.

#### ORCHARD STREET

- Fairview Avenue-Church Street: existing 8' sidepath on east side of the road. **Urbana Green Loop segment.** Replace Bike Route signage with trail wayfinding signage. Relocate Bike Route signs to streets proposed as Bike Routes only.

#### CHURCH STREET

- Orchard Street-Park Street: existing 10' shared-use path on north side of the road. **Urbana Green Loop segment.** Add trail wayfinding signage. Urbana Park District jurisdiction.

#### PARK STREET

- Church Street-Broadway Avenue: Sidepath on north side of the road. Add trail wayfinding signage. **Urbana Green Loop segment.** Potential fitness trail. Coordinate with the Urbana Park District.

#### BROADWAY AVENUE

- Park Street-Country Club Road: Sidepath on west side of the road. Widen sidewalk and bridge where it exists to an 8' shared-use path, or construct a separate bicycle/pedestrian bridge. Add trail wayfinding signage. Coordinate with the Urbana Park District.
  - Urbana Green Loop segment:** Park Street to Thompson Street

#### COUNTRY CLUB ROAD

- Broadway Avenue-Coler Avenue: Sidepath on south side of the road. Add trail wayfinding signage. Urbana Park District jurisdiction.



#### COLER AVENUE

- Country Club Road-Fairview Avenue: Sidepath on east side of the road. Add trail wayfinding signage. Coordinate with the Urbana Park District.

#### FAIRVIEW AVENUE

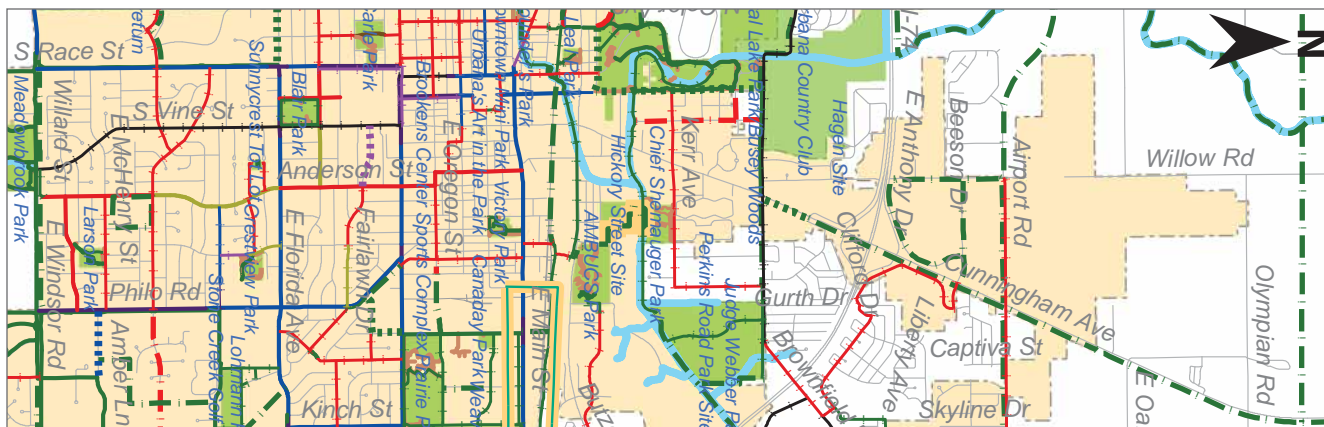
- Coler Avenue-Orchard Street: Sidepath on north side of the road. Widen sidewalk where it exists to an 8' shared-use path. Add trail wayfinding signage. Coordinate with the Urbana Park District.

#### FAIRVIEW AVENUE CORRIDOR

- Orchard Street-Lakehouse Road: Shared-use path in Crystal Lake Park connecting existing trails. Add trail wayfinding signage. Urbana Park District jurisdiction.



### 11.2.19 CUNNINGHAM AVENUE (US 45) / VINE STREET CORRIDOR



## CUNNINGHAM AVENUE (US 45)

- Perkins Road to north city limits: Sidepath on east side of the road **with trail wayfinding signage**. Coordinate with IDOT.
- North city limits to the Village of Rantoul: Sidepath on east side of the road, as stated in the Greenways & Trails Plan. Coordinate with IDOT.

## VINE STREET

- Washington Street-Windsor Road: Bikes May Use Full Lane.
- Pennsylvania Avenue-Florida Avenue: Widen existing sidewalk on the west side of the road to an 8' sidepath along Blair Park. Coordinate with Urbana Park District.

### 11.2.20 CURTIS ROAD



- High Cross Road-Race Street: Sidepath, as development & road reconstruction occurs. Explore the possibility of continuing sidepath west of Race Street via corridor study.

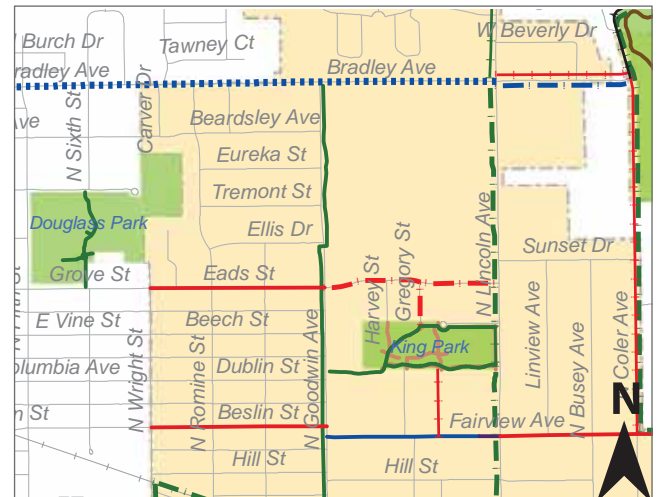
### 11.2.21 DIVISION AVENUE



- Country Club Road-Stebbins Drive: Bike Route **with wayfinding signage**. The section from Country Club Road to Thompson Street is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Country Club Road (NB), Cunningham Avenue (NB), Thompson Street (NB & SB), Crystal Lake Park Family Aquatic Center (NB & SB), Anita Purves Nature Center (NB & SB), Kerr Avenue (NB & SB), Stebbins Drive (SB), Saline Branch Path (SB), Crystal Lake Park (SB)

### 11.2.22 EADS STREET

- Lincoln Avenue-Goodwin Avenue: Bike Route **with wayfinding signage**, when the Lincoln Avenue west sidewalk is widened to a sidepath.
  - Destinations & Intersecting Bikeways: Lincoln Avenue (EB), King Park (EB & WB), Goodwin Avenue (WB)
- Goodwin Avenue-Wright Street: Existing Bike Route installed in 2013. **Add bike wayfinding signage**. Eads Street continues as Grove Street in Champaign, and Champaign Moving Forward designates that street as a Bike Route in its Bicycle Vision Plan. Potential extension of **Urbana Green Loop** to Champaign.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Douglass Center (WB), Champaign (WB)



Existing View (2014)

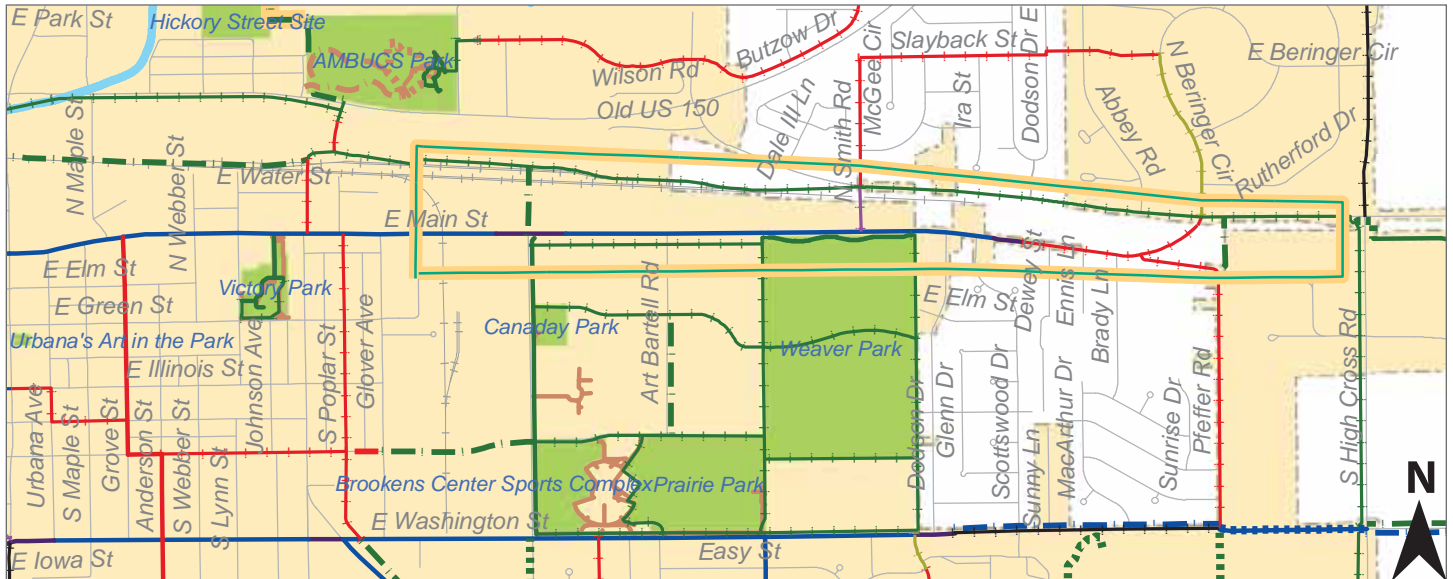


Future View



**Figure 158** Eads Street west of Goodwin Avenue

## 11.2.23 EAST URBANA PARK TRAILS



### EAST URBANA LOOP TRAIL

The goal of this path is to complete a continuous shared-use path around Lierman Avenue, Main Street, Bakers Lane, and Washington Street. This encompasses a signature park (Weaver Park), three community parks (Brookens Sports Complex, Canaday Park, and Prairie Park); the Champaign County East Campus, which includes the Brookens Center, Nursing Home, and Humane Society; and the two Prairie Campus schools (Dr. Williams Elementary School, and the Urbana Early Childhood School (UECS)).

Some segments of this shared-use path will parallel on-street bicycle facilities. However, this shared-use path will suit the purpose of recreational travel, as well as catering to less experienced cyclists; on-road facilities will be used for through travel around Urbana.

#### Lierman Avenue

- Main Street-Washington Street: Existing sidepath on east side of the road.

#### Washington Street

- Lierman Avenue-Bakers Lane: Sidepath on north side of the road. Widen sidewalk where it exists to an 8' shared-use path. Coordinate with Champaign County, Urbana Park District, and Urbana School District.

#### Bakers Lane (Smith Road Corridor)

- Washington Street-Main Street: Shared-use path along the east side of Weaver Park. Coordinate with Urbana Park District.

#### Main Street

- Bakers Lane-west side of Weaver Park: Existing sidepath on south side of the road installed in 2013.
- West side of Weaver Park-Lierman Avenue: Sidepath on south side of the road. Widen sidewalk where it exists to an 8' shared-use path. Coordinate with Champaign County.



## ART BARTELL ROAD

- Lierman Avenue-East terminus: East-west sidepath along the south side of the road, and along the north side of the Brookens Sports Complex and Prairie Park. Part of the Prairie Park Loop Path, and continues east to Weaver Park. **Urbana Green Loop segment.** Add trail wayfinding signage. Champaign County and Urbana Park District jurisdiction.
- Canaday-Weaver Trail-Prairie Park: North-south sidepath along the east side of the road. Champaign County jurisdiction.

## PRAIRIE PARK LOOP PATH

- Shared-use path around the perimeter of the park. Includes Washington Street sidepath & Art Bartell Road east-west sidepath. North leg borders the Champaign County Nursing Home, and the west leg borders the Brookens Center. Urbana Park District and Champaign County jurisdiction.

## WEAVER PARK LOOP PATH

- Shared-use path around the perimeter of the park. Includes the existing Main Street sidepath, and the proposed Bakers Lane shared-use path. South leg borders Dr. Williams School. Potential fitness trail. Urbana Park District jurisdiction.
  - **Urbana Green Loop segment:** South leg of Weaver Park Loop Path

## WEAVER PARK INTERNAL PATH

- Shared-use path connecting the west leg of the Weaver Park Loop Path to the Canaday-Weaver Trail. Urbana Park District jurisdiction.

## CANADAY-WEAVER TRAIL

- Lierman Avenue-Bakers Lane: Shared-use path connecting Canaday Park with Weaver Park, along the east-west road through the north side of the Champaign County East Campus. Urbana Park District and Champaign County jurisdiction.



Existing View (2014)



Future View

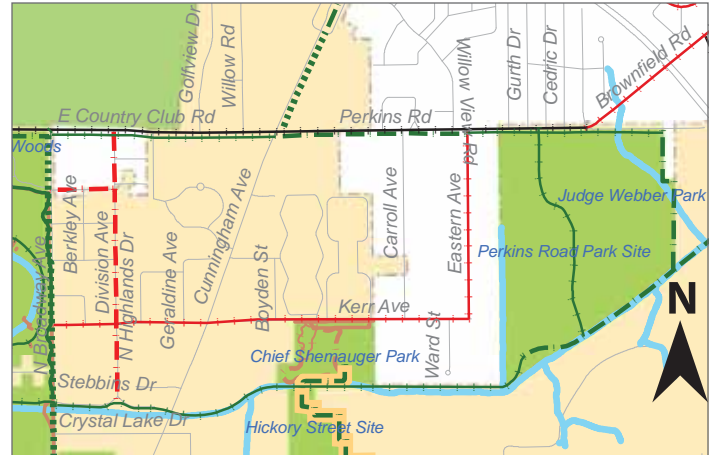


**Figure 159** Art Bartell Road west of Prairie Park



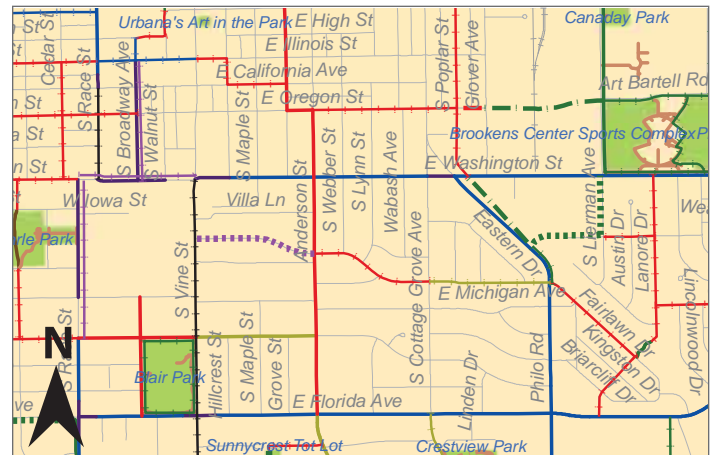
### 11.2.24 EASTERN AVENUE

- Perkins Road-Kerr Avenue: Bike Route with wayfinding signage. Urbana Green Loop segment. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Perkins Road (NB), Judge Webber Park (NB), Kerr Avenue (SB), Chief Shemauger Park (SB)



### 11.2.25 FAIRLAWN DRIVE

- Adams Street-Philo Road: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Lanore-Adams-Fairlawn Path (EB), Philo Road (WB), Urbana Middle & High Schools (WB)
- Philo Road-Cottage Grove Avenue: Shared Bike/Parking Lanes with wayfinding signage.
  - Destinations & Intersecting Bikeways: Philo Road (EB), Cottage Grove Avenue (WB), Urbana Middle & High Schools (WB)
- Cottage Grove Avenue-Anderson Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Cottage Grove Avenue (EB), Anderson Street (WB), Urbana Middle & High Schools (WB)
- Anderson Street-Vine Street: Bike Route with wayfinding signage, plus sharrows.
  - Potential Destinations & Intersecting Bikeways: Anderson Street (EB), Urbana Middle & High Schools (WB)



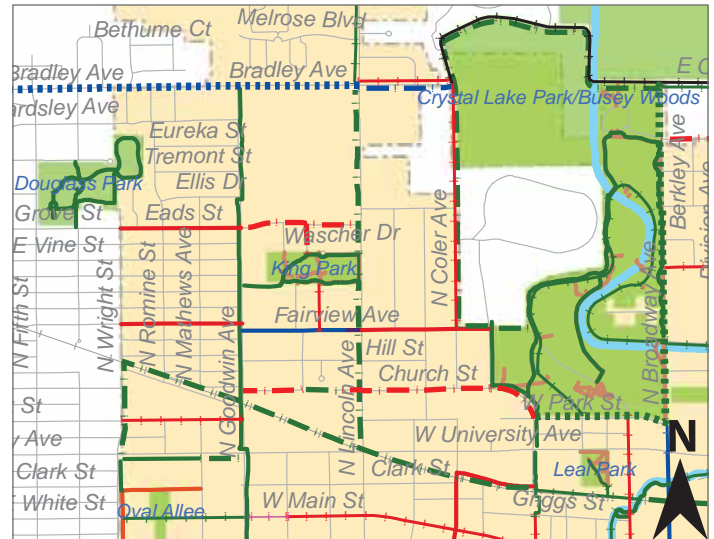
## 11.2.26 FAIRVIEW AVENUE / BESLIN STREET CORRIDOR

### FAIRVIEW AVENUE CORRIDOR

- Lakehouse Road-Orchard Street: Shared-use path in Crystal Lake Park connecting existing trails. Urbana Park District jurisdiction.

### FAIRVIEW AVENUE

- Orchard Street-Coler Avenue:
  - Existing Bike Route installed in 2013. Add bike wayfinding signage. Urbana Green Loop segment.
    - Destinations & Intersecting Bikeways: Crystal Lake Park (EB), Orchard Street (EB), Coler Avenue (WB)
  - Sidewalk on north side of the road. Widen sidewalk where it exists to an 8' shared-use path. Add trail wayfinding signage. See Sections 11.2.14 (Coler Avenue Corridor) and 11.2.18 (Crystal Lake Park/ Busey Woods Loop Path).
- Coler Avenue-Lincoln Avenue: Existing Bike Route installed in 2013. Add bike wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Coler Avenue (EB), Crystal Lake Park (EB), King School (WB), King Park (WB)
- Lincoln Avenue-Goodwin Avenue: Existing Bike Lanes installed in 2013. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Coler Avenue (EB), Crystal Lake Park (EB), King School (WB), King Park (WB), Goodwin Avenue (WB), Beslin Street (WB)



### BESLIN STREET

- Goodwin Avenue-Wright Street: Existing Bike Route installed in 2013. Add bike wayfinding signage. Improve road surface when possible. Beslin Street continues as Washington Street in Champaign, and Champaign Moving Forward designates that street as a Bike Route in its Bicycle Vision Plan, leading to Downtown Champaign.
  - Destinations & Intersecting Bikeways: King School (EB), Goodwin Avenue (EB), Fairview Avenue (EB), Champaign (WB)



Existing View (2014)

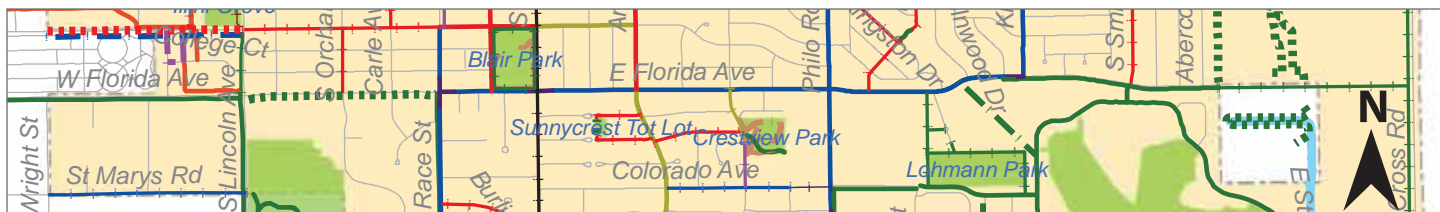


Future View



**Figure 160**  
Fairview Avenue east of Lincoln Avenue

## 11.2.27 FLORIDA AVENUE CORRIDOR



### FUTURE EXTENSION OF FLORIDA AVENUE

- High Cross Road-Abercorn Street: Sidepath on south side of the road, upon street construction. Extend sidepath east of High Cross Road upon future street construction.

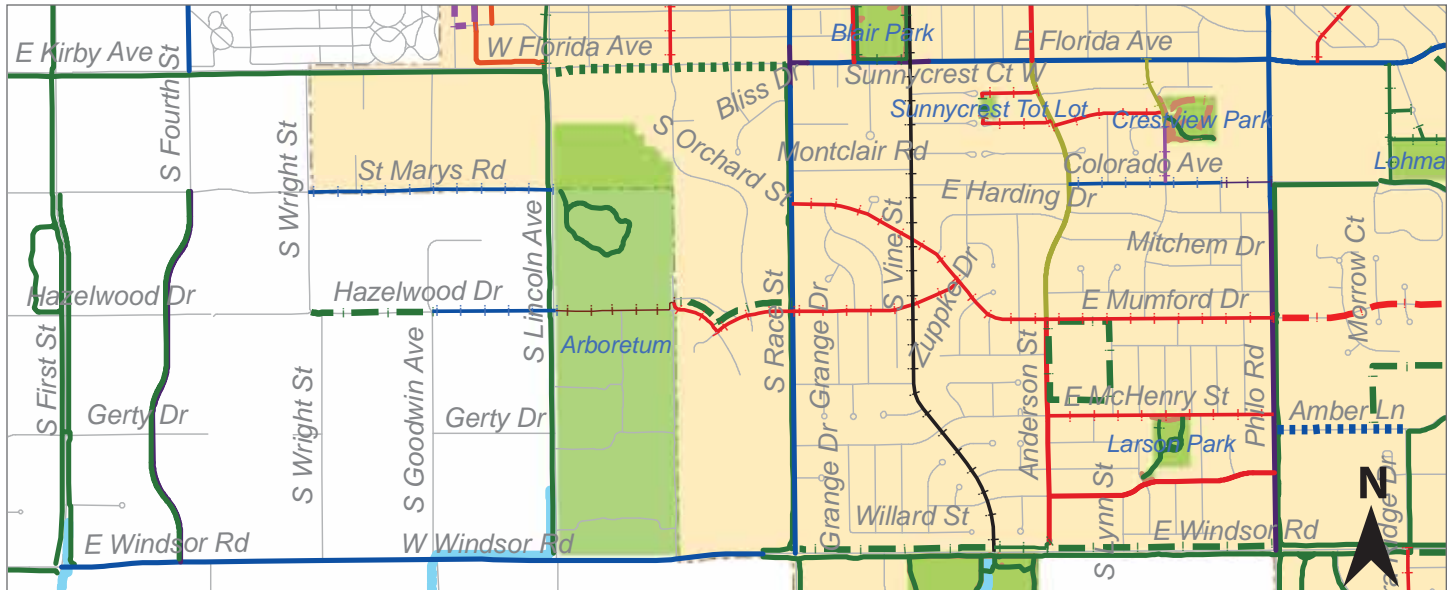
### FLORIDA AVENUE

- Abercorn Street-Kinch Street: Existing sidepath on south side of the road.
- Kinch Street-Rutledge Drive:
  - Existing sidepath on south side of the road. Sidepath extended 1/2 block west to Rutledge Drive in 2013.
  - Existing sharrows installed in 2013.
- Rutledge Drive-Vine Street: Existing Bike Lanes installed in 2013. Relocate Bike Route signs to streets proposed as Bike Routes only.
  - Destinations & Intersecting Bikeways: Kinch Street (EB), Thomas Paine School (EB & WB), Lohmann Park (EB & WB), Philo Road Business District (WB), Philo Road (WB), Cottage Grove Avenue (EB & WB), Anderson Street (EB & WB), Wiley School (EB & WB), Blair Park (WB)
  - Urbana Green Loop segment:** Anderson Street-Vine Street
- At Vine Street: Existing sharrows installed in 2013. **Urbana Green Loop segment.**
- Vine Street-Broadway Avenue:
  - Existing Bike Lanes installed in 2013.
    - Destinations & Intersecting Bikeways: Wiley School (EB), Anderson Street (EB), Broadway Avenue (WB), Race Street (WB)
  - Widen existing sidewalk on the north side of the road to an 8' sidepath along Blair Park. **Urbana Green Loop segment.** Coordinate with the Urbana Park District.
- Broadway Avenue-East of Race Street: Existing Bike Lanes installed in 2013.
  - Destinations & Intersecting Bikeways: Wiley School (EB), Anderson Street (EB), Blair Park (EB), Broadway Avenue (EB), Race Street (WB), Orchard Street (WB), Lincoln Avenue (WB), Champaign (WB), State Farm Center (WB)
- East of Race Street-Race Street: Existing sharrows installed in 2013.
  - Install two-stage turn-queue boxes at northwest and southeast corners of Race Street/Florida Avenue intersection (see [Section 11.3.9](#)).
- Race Street-Orchard Street: Sidepath on south side of the road, upon reconstruction of Orchard Downs. **Add trail wayfinding signage.** Coordinate with the University of Illinois.
- Orchard Street-Lincoln Avenue: Shared-use path around the south side of the University of Illinois President's House. **Add trail wayfinding signage.** Encourage the placement of a sidepath on the south side of the road. Coordinate with the University of Illinois.
- Lincoln Avenue-Virginia Drive: Existing University bike path on the north side of the road, and existing sidepath on the south side of the road (University jurisdiction). **Add trail wayfinding signage.**
- Virginia Drive-west city limits: Existing sidepath on the south side of the road (University jurisdiction). **Add trail wayfinding signage.**



**Figure 161** Florida Avenue north parkway east of Broadway Avenue, through Blair Park

## 11.2.28 GEORGE HUFF DRIVE / HAZELWOOD DRIVE CORRIDOR



### GEORGE HUFF DRIVE

- Mumford Drive-Race Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Mumford Drive (EB), Race Street (WB), Orchard Downs (WB), U of I Arboretum (WB), Lincoln Avenue (WB), U of I Veterinary Medicine (WB), U of I South Research Park (WB), Champaign (WB)
- Race Street-Hazelwood Drive:
  - Bike Route with wayfinding signage. University jurisdiction.
    - Destinations & Intersecting Bikeways: Race Street (EB), Mumford Drive (EB), Orchard Downs (WB), U of I Arboretum (WB), Lincoln Avenue (WB), U of I Veterinary Medicine (WB), U of I South Research Park (WB), Champaign (WB)
  - Sidepath on north side of the road, upon reconstruction of Orchard Downs. University jurisdiction.

### HAZELWOOD DRIVE

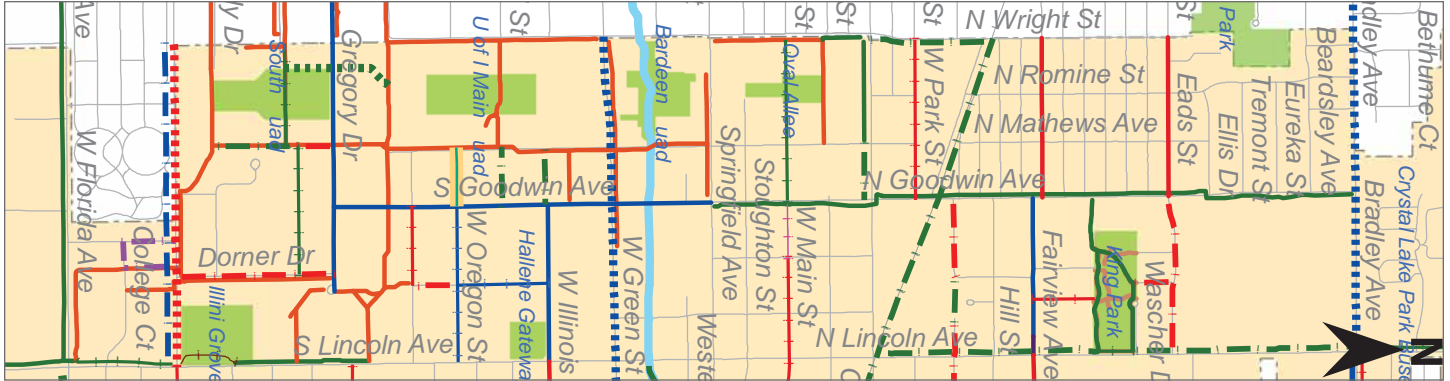
- George Huff Drive-Arboretum: Bike Route with wayfinding signage. Sidepath on north side of the road, upon reconstruction of Orchard Downs. University jurisdiction.
  - Destinations & Intersecting Bikeways: Mumford Drive (EB), Race Street (WB), Orchard Downs (WB), U of I Arboretum (WB), Lincoln Avenue (WB), U of I Veterinary Medicine (WB), U of I South Research Park (WB), Champaign (WB)
- At the Arboretum: Construct a minimum 8' wide paved shared-use path through the fence with a gate. Add trail wayfinding signage. University jurisdiction.
- Arboretum-Lincoln Avenue: Nature trail. Add trail wayfinding signage. University jurisdiction.
- Lincoln Avenue-Goodwin Avenue: Bike Lanes. University of Illinois street.
- Goodwin Avenue-Wright Street: Shared-use path. Add trail wayfinding signage. University of Illinois street.

Extend the shared-use path or any bicycle facility to the University of Illinois South Research Park in Champaign. This is a vital corridor for commuters, providing safe and efficient travel to the South Research Park. Coordinate with the University of Illinois.





### 11.2.29 GOODWIN AVENUE CORRIDOR

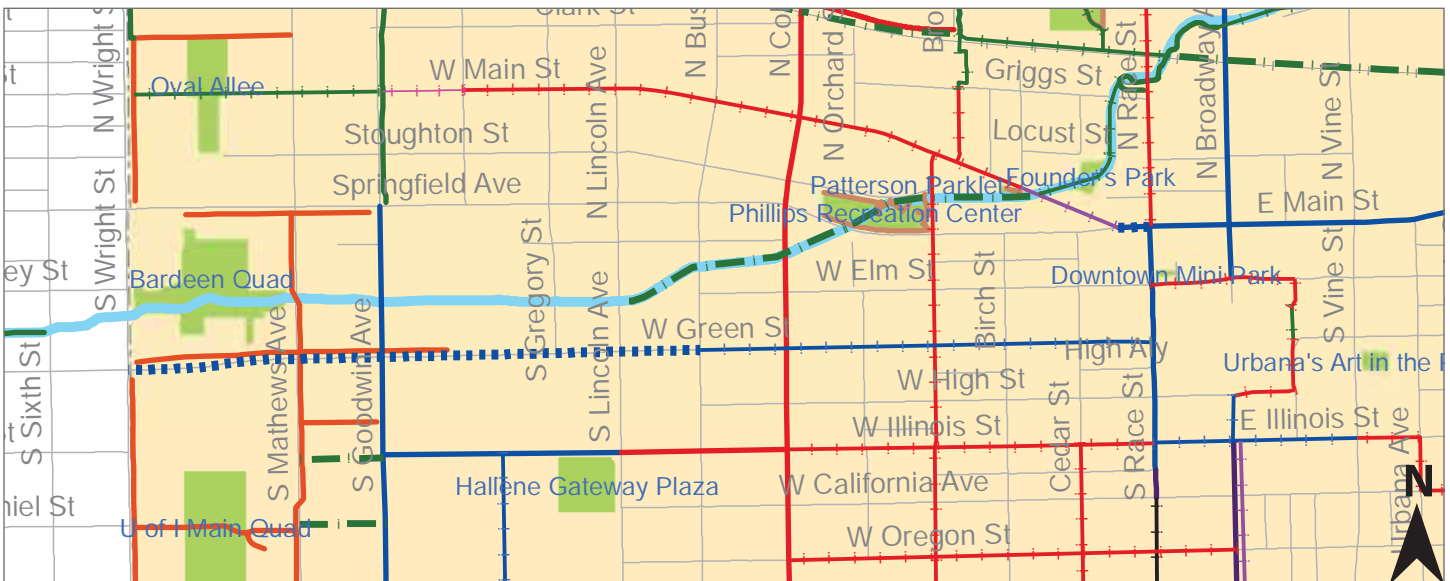


The Goodwin Avenue corridor should be used to access points west of Lincoln Avenue between Bradley and Florida Avenues. At the north terminus of Goodwin Avenue, cyclists can use Bradley Avenue (see [Section 11.2.6](#)) to access Lincoln Avenue. At the south terminus of Goodwin Avenue, cyclists can use existing bike lanes on Gregory Drive (see [Section 6.1.1](#)), and existing University bike paths on Dorner Drive, Pennsylvania Avenue, Virginia Drive, and Florida Avenue (see [Section 6.1.5](#)) to access Lincoln Avenue south of Florida Avenue. See Pennsylvania Avenue ([Section 11.2.56](#)) and Lincoln Avenue Corridor ([Section 11.2.41](#)) for future bicycle facilities on the University of Illinois south campus.

#### GOODWIN AVENUE

- Bradley Avenue-Springfield Avenue: Existing sidepath. Add trail wayfinding signage. [Urbana Green Loop segment](#).
- Springfield Avenue-Gregory Drive: Existing Bike Lanes installed in 2009. [Urbana Green Loop segment](#) - add wayfinding signage.

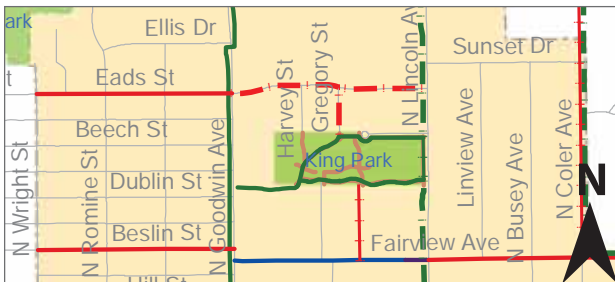
### 11.2.30 GREEN STREET



- Race Street-Busey Avenue: Bike Lanes. On-street parking will no longer be allowed.
  - Destinations & Intersecting Bikeways: Downtown (EB), Lincoln Square Mall (EB), Urbana Free Library (EB), Race Street (EB), Cedar Street (EB & WB), McCullough Street (EB & WB), Coler Avenue (EB & WB), U of I Campus (WB)
- Busey Avenue-Wright Street: Bike Lanes, sections raised and/or separated.
  - Destinations & Intersecting Bikeways: Downtown (EB), Lincoln Square Mall (EB), Urbana Free Library (EB), U of I Campus (WB), Goodwin Avenue (EB & WB), Illini Union (WB), Champaign (WB)

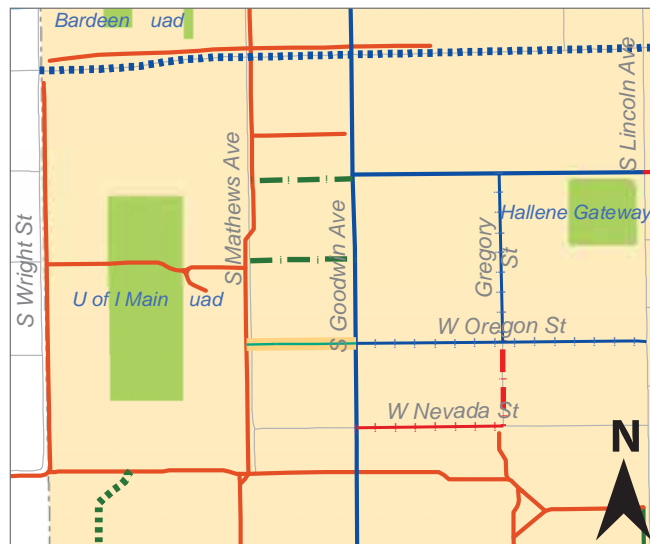


### 11.2.31 GREGORY STREET

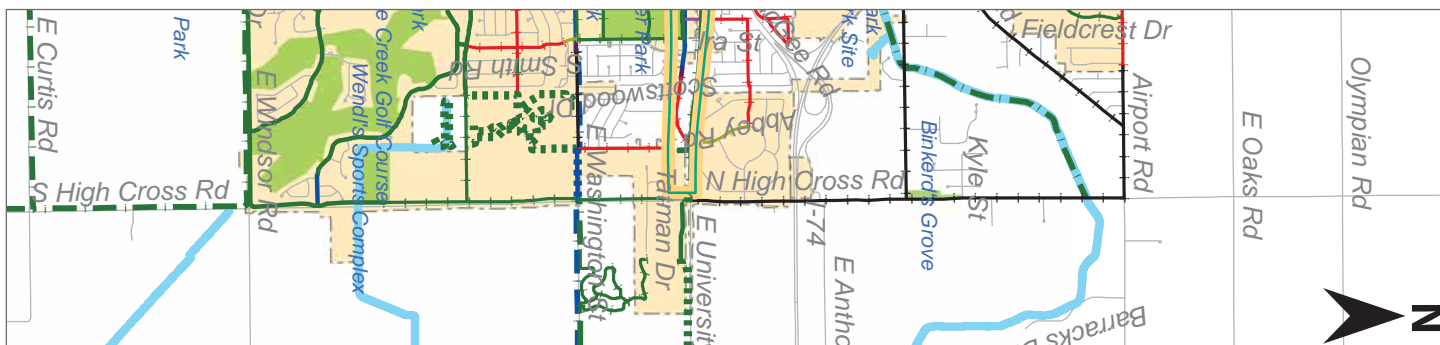


- Eads Street-King Park: Bike Route with wayfinding signage, upon construction of sidepath on Lincoln Avenue.
  - Destinations & Intersecting Bikeways: Eads Street (NB), King Park (SB)
- King Park-Fairview Avenue: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Urbana Green Loop (NB & SB), King Park (NB), Fairview Avenue (SB)
- Illinois Street-Oregon Street: Bike Lanes, with parking on both sides. Complete Street Improvement.
  - Destinations & Intersecting Bikeways: Illinois Street Residence Halls (ISR) (NB), Krannert Center (NB & SB), Gregory Place (SB)

- Oregon Street-Nevada Street: Bike Route with wayfinding signage. University jurisdiction.
  - Destinations & Intersecting Bikeways: Krannert Center (NB), Spurlock Museum (NB), Illinois Street Residence Halls (ISR) (NB), Campus Recreation Center-East (CRCE) (SB), Allen Residence Hall (SB)



### 11.2.32 HIGH CROSS ROAD / IL 130 CORRIDOR



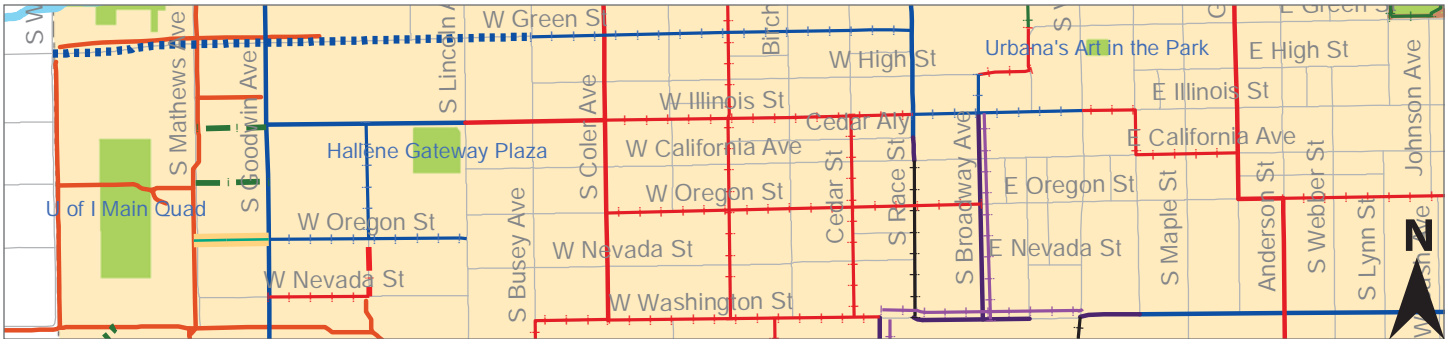
#### HIGH CROSS ROAD

- Airport Road-University Avenue: Bikes May Use Full Lane. Coordinate with Urbana Township.
- Over Interstate 74: Provide a safe crossing of I-74 upon any future bridge reconstruction project. Coordinate with IDOT.

#### HIGH CROSS ROAD (IL 130)

- University Avenue-Wendl's Sports Complex: Sidepath on west side of the road with trail wayfinding signage. Coordinate with IDOT and Menards.
- Wendl's Sports Complex-Windsor Road: Existing sidepath on west side of the road installed in 2012. Add trail wayfinding signage.
- Windsor Road-Curtis Road: Sidepath on west side of the road with trail wayfinding signage, as development occurs. Coordinate with IDOT.
- Curtis Road to the Village of Philo: Sidepath on west side of the road with trail wayfinding signage, as stated in the Greenways & Trails Plan. Coordinate with IDOT.

### 11.2.33 ILLINOIS STREET CORRIDOR



Use California Avenue via Urbana Avenue to access points east of Vine Street along the Illinois Street corridor, since Illinois Street is brick east of Urbana Avenue.

#### CALIFORNIA AVENUE

- Grove Street-Urbana Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Downtown (WB)

#### URBANA AVENUE

- California Avenue-Illinois Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Downtown (NB), Urbana City Building (NB), Anderson Street (SB)



**Figure 162**  
 California Avenue  
 westbound at Maple  
 Street



**Figure 163**  
 California Avenue  
 at Urbana Avenue



## ILLINOIS STREET

- Urbana Avenue-Vine Street: Bike Route **with wayfinding signage**.
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Urbana City Building (EB), Downtown (WB), Market at the Square (WB), Lincoln Square Mall (WB)
- Vine Street-Race Street: Bike Lanes. Consider the installation of buffered bike lanes. Road Diet will create 2 travel lanes. Keep turn lanes at Vine & Race Streets.
  - Destinations & Intersecting Bikeways: City Building (EB), Anderson Street (EB), Downtown (WB), Market at the Square (EB & WB), Lincoln Square Mall (EB & WB), Broadway Avenue (EB & WB), Race Street (WB), U of I Campus (WB)
- Race Street-Coler Avenue: Bike Route **with wayfinding signage**.
  - Destinations & Intersecting Bikeways: Downtown (EB), Race Street (EB), Market at the Square (EB), Lincoln Square Mall (EB), Cedar Street (EB & WB), McCullough Street (EB & WB), Coler Avenue (WB), U of I Campus (WB)
  - **Urbana Green Loop segment:** McCullough Street to Coler Avenue

- Coler Avenue-Lincoln Avenue: Existing Bike Route installed in 2013. **Add bike wayfinding signage. Urbana Green Loop segment.**
  - Destinations & Intersecting Bikeways: Downtown (EB), Coler Avenue (EB), U of I Campus (WB)
- Lincoln Avenue-Goodwin Avenue: Existing Bike Lanes, with parking on both sides. Complete Street Improvement implemented in 2007. **Urbana Green Loop segment.**
  - Destinations & Intersecting Bikeways: Downtown (EB), Illinois Street Residence Halls (ISR) (EB & WB), Krannert Center (EB & WB), Gregory Street (EB & WB), Goodwin Avenue (WB)

## ILLINOIS STREET CORRIDOR

- Goodwin Avenue-Mathews Avenue: Designate walkway a shared-use path **with trail wayfinding signage**, ensure 8' of clearance for bicycles. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Illinois Street Residence Halls (ISR) (EB), Mathews Avenue (WB), Quad (WB), Illini Union (WB)



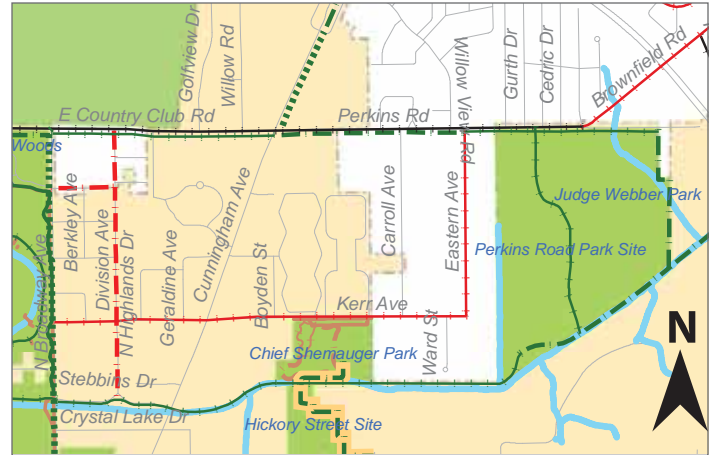
**Figure 164** Illinois Street west of Urbana Avenue, approaching Vine Street



**Figure 165** Illinois Street west of Broadway Avenue

### 11.2.34 KERR AVENUE

- Eastern Avenue-city limits: Bike Route with wayfinding signage. Urbana Green Loop segment. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Eastern Avenue (EB), Chief Shemauger Park (WB)
- City limits-Broadway Avenue: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Chief Shemauger Park (EB), Division Avenue (WB), Broadway Avenue (WB), Crystal Lake Park (WB)



Existing View (2007)

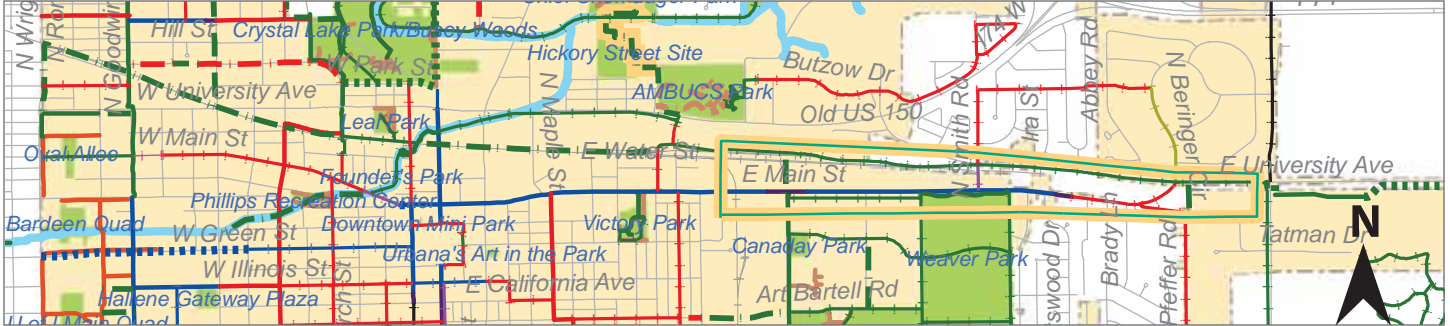


Future View



**Figure 166** Kerr Avenue eastbound at Town & Country Apartments

### 11.2.35 KICKAPOO RAIL TRAIL (KRT)



#### EMPTY CSX RAILBED

- Kickapoo State Park to High Cross Road: Rails-to-Trails (shared-use path) parallel to the south side of US 150 with trail wayfinding signage. The goal of this shared-use path is to extend eastward to Vermillion County along the empty railbed, connecting Urbana to Kickapoo State Park and Danville. The Champaign County Forest Preserve District (CCFPD), Vermillion County Conservation District (VCCD), Urbana Park District and the Illinois Department of Natural Resources (IDNR) are the lead agencies in funding and constructing this path.
- High Cross Road-Smith Road: Study Area.** Coordinate with the Urbana Park District, CCFPD, and Urbana Township to establish a safe, efficient trail connection into Urbana. The rail-to-trail corridor property that CCFPD has acquired begins 900 feet east of Smith Road. Evaluate the best connection from the KRT terminus at High Cross Road along the University Avenue/ Main Street corridor between High Cross Road/IL 130 and Hartle Avenue, preferably establishing a trailhead at Weaver Park.

#### EXISTING NORFOLK SOUTHERN RAILTRACK

- Smith Road-Hartle Avenue: Study Area.** Coordinate with the Urbana Park District, CCFPD, and Urbana Township to establish a safe, efficient trail connection into Urbana. The rail-to-trail corridor property that CCFPD has acquired begins 900 feet east of Smith Road. Evaluate the best connection from the KRT terminus at High Cross Road along the University Avenue/ Main Street corridor between High Cross Road/IL 130 and Hartle Avenue, preferably establishing a trailhead at Weaver Park.
- Hartle Avenue-Cottage Grove Avenue: Rails-with-Trails (shared-use path) with trail wayfinding signage. Seek right-of-way acquisition if opportunity becomes available.
- Cottage Grove Avenue-Boneyard Creek Trail
  - Rails-with-Trails (shared-use path) with trail wayfinding signage. Seek right-of-way acquisition if opportunity becomes available. See Section 11.3.8 for recommendations on providing a shared-use path on the Vine Street railroad bridge.
  - Investigate the alternative to a rail-with-trail of diverting the KRT north along the east side of the CUMTD property via the CUMTD Path, continuing west as a sidepath along the south side of University Avenue, and connecting to Downtown Urbana via the Boneyard Creek Trail (see Section 11.2.5). Coordination with CUMTD and IDOT would be required.



Existing View (2007)



Future View

**Figure 167**  
Shared-use path  
along former CSX  
railbed east of Smith  
Road



- Boneyard Creek Trail-McCullough Street: Rails-with-Trails (shared-use path) with trail wayfinding signage to connect the Carle medical campus to Downtown Urbana.
  - Urbana Green Loop segment: Race Street to McCullough Street

## BROAD ALLEY

- McCullough Street-Coler Avenue: Existing Bike Route installed in 2013. Add bike wayfinding signage. This street borders the north side of the railroad. There is insufficient space for an 8' sidepath to the railroad, but this street has a low traffic volume, making it safe for cyclists to use. While not a bicycle facility, less experienced cyclists may choose to use the existing 5' sidewalk on the south side of the road.
  - Destinations & Intersecting Bikeways: McCullough Street (EB), Coler Avenue (EB & WB)

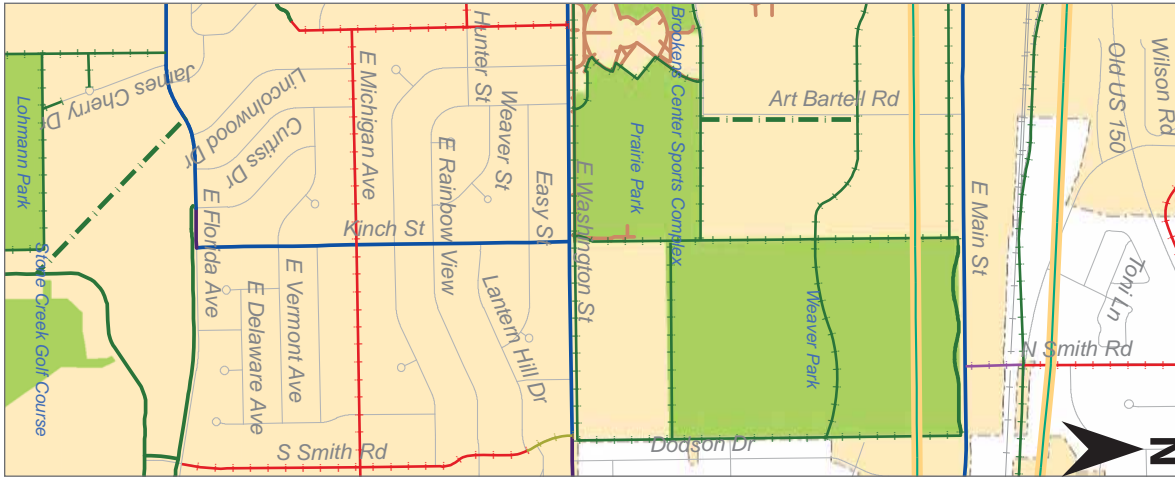
## EXISTING NORFOLK SOUTHERN RAILTRACK

- McCullough Street-Wright Street: Rails-to-Trails (shared-use path) with trail wayfinding signage. Seek right-of-way acquisition if opportunity becomes available. Provide a safe crossing at Lincoln and University Avenues by allocating signal time to bicyclists to cross this intersection, or by realigning the trail to a safer crossing of these two arterial streets, such as the Church Street corridor (see Section 11.2.13) or Main Street corridor (see Section 11.2.44). Take advantage of opportunities to extend the trail west into the City of Champaign, and to link it to the Martin Luther King Trail in Champaign.

## POTENTIAL TRAILHEADS

- Pfeffer Road corridor (Main Street to Kickapoo Rail Trail): Shared-use path directly north of Main at Pfeffer to the Kickapoo Rail Trail. See Section 11.2.57 (Pfeffer Road Corridor).
- High Cross Road-Hartle Avenue: Study Area.** Coordinate with the Urbana Park District, CCFPD, and Urbana Township to establish a safe, efficient trail connection into Urbana. The rail-to-trail corridor property that CCFPD has acquired begins 900 feet east of Smith Road. Evaluate the best connection from the KRT terminus at High Cross Road along the University Avenue/Main Street corridor between High Cross Road/IL 130 and Hartle Avenue, preferably establishing a trailhead at Weaver Park.
  - Lierman Avenue corridor (Main Street to Kickapoo Rail Trail): Potential extension of existing shared-use path along the Lierman Avenue corridor, from Main Street to the Kickapoo Rail Trail.
- Cottage Grove Avenue (Main Street to Kickapoo Rail Trail): Bike Route with wayfinding signage, to connect Main Street to the Kickapoo Rail Trail and points north of the KRT via the CUMTD Path, including AMBUCS & Chief Shemauger Parks. Bike Route to be installed upon construction of CUMTD Path. See Section 11.2.51 (North Urbana Intra- and Inter-Park Trails).
  - Destinations & Intersecting Bikeways: Kickapoo Rail Trail (NB & SB), AMBUCS Park (NB), Chief Shemauger Park (NB), Main Street (SB), Victory Park (SB)
- CUMTD Path (AMBUCS Park to Kickapoo Rail Trail): Shared-use path with trail wayfinding signage south of University Avenue (US 150), across from AMBUCS Park, through CUMTD property, to the Kickapoo Rail Trail. Requires coordination between the Urbana Park District, IDOT, and CUMTD. See Section 11.2.51 (North Urbana Intra- and Inter-Park Trails). See Section 11.3.2 for recommendations on improving crossing safety from AMBUCS Park to the south side of University Avenue.
- Boneyard Creek Trail in Downtown Urbana between Broadway Avenue and Race Street.
- Leal Park shared-use path.
- McCullough Street corridor trail between Broad Alley and Griggs Street.

## 11.2.36 KINCH STREET CORRIDOR



### KINCH STREET CORRIDOR

- Main Street-Washington Street: Shared-use paths with trail wayfinding signage along the west side of Weaver Park and Dr. Williams School and the east side of Prairie Park. Widen sidewalk where it exists to an 8' shared-use path. Urbana Park District jurisdiction.

### KINCH STREET

- Washington Street-Florida Avenue: Existing Bike Lanes installed in 2013. Relocate Bike Route signs to streets proposed as Bike Routes only.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Dr. Williams School (NB), Prairie Park (NB), Weaver Park (NB), Michigan Avenue (NB & SB), Florida Avenue (SB)

### 11.2.37 KING PARK LOOP TRAIL

#### KING PARK CONNECTOR TO GOODWIN AVENUE

- Goodwin Avenue to King Park southwest entrance: Existing sidewalk that runs along the north side of King School to the southwest park entrance widened to a shared-use path in 2012. Add trail wayfinding signage. **Urbana Green Loop segment.** Urbana School District jurisdiction.

#### EXISTING KING PARK NORTHEAST/SOUTHWEST PATH

- King Park southwest entrance to Wascher Drive: Existing sidewalk that runs northeast/southwest through the park widened to a shared-use path in 2012. Add trail wayfinding signage. **Urbana Green Loop segment.** Urbana Park District jurisdiction.

#### WASCHER DRIVE

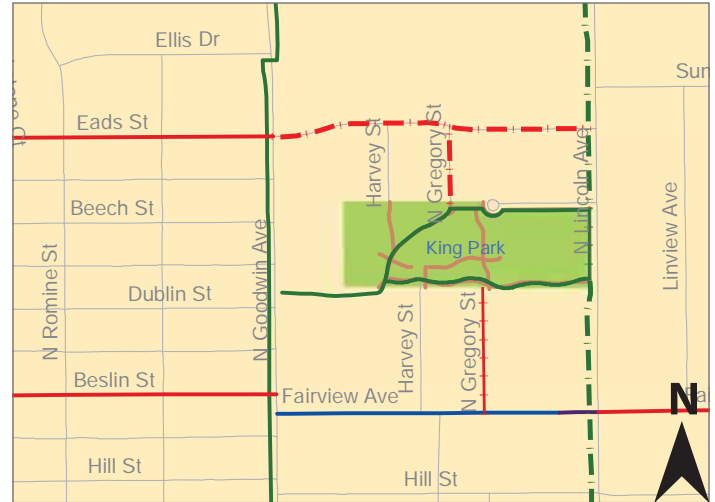
- Cul-de-sac to Lincoln Avenue: Existing sidewalk widened to sidepath on south side of the road in 2012. Add trail wayfinding signage. **Urbana Green Loop segment.**

#### LINCOLN AVENUE

- Wascher Drive to south side of King Park: Widen existing sidewalk to an 8' sidepath on west side of the road. Coordinate with the Urbana Park District. **Urbana Green Loop segment.**

#### SOUTH SIDE OF KING PARK

- Existing shared-use path installed in 2012. Add trail wayfinding signage. **Urbana Green Loop segment.** Urbana Park District jurisdiction.



Existing View (2012)

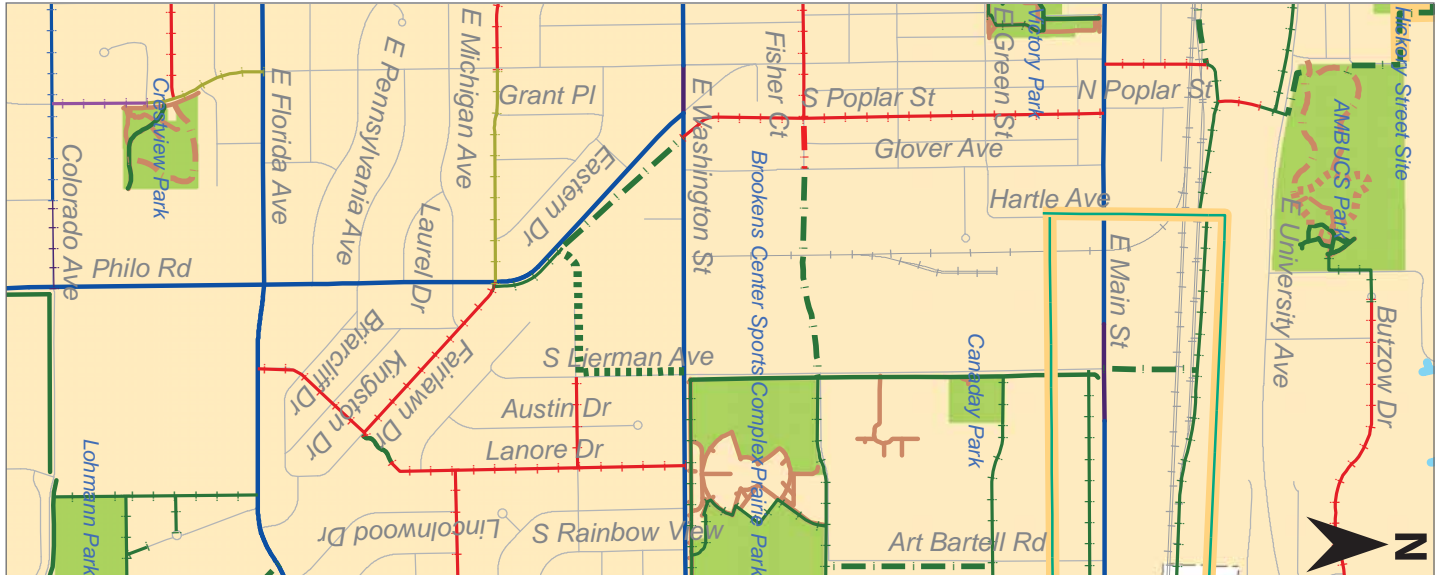


Future View



**Figure 168** King Park trail on south side of the park facing east

## 11.2.38 LANORE DRIVE / ADAMS STREET CORRIDOR



This corridor is a low-traffic alternative to Philo Road (see [Section 11.2.58](#)), connecting the Brookens Center on Washington Street with The Pointe at U of I Apartments on Florida Avenue, as well as the Philo Road Business District.

### LANORE DRIVE

- Washington Street to south terminus: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Brookens Center (NB), Hunter Street (NB & SB), Michigan Avenue (NB & SB), Fairlawn Drive (SB), Florida Avenue (SB), Philo Road Business District (SB)

### LANORE-ADAMS-FAIRLAWN PATH

- South terminus of Lanore Drive to Fairlawn Drive: Existing shared-use path installed in 2013. Add trail wayfinding signage.

### ADAMS STREET

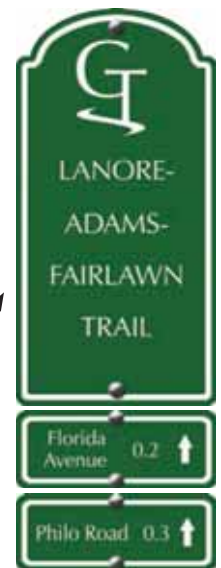
- Fairlawn Drive-Florida Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Fairlawn Drive (NB), Brookens Center (NB), Florida Avenue (SB), Philo Road Business District (SB)



Existing View (2014)



Future View

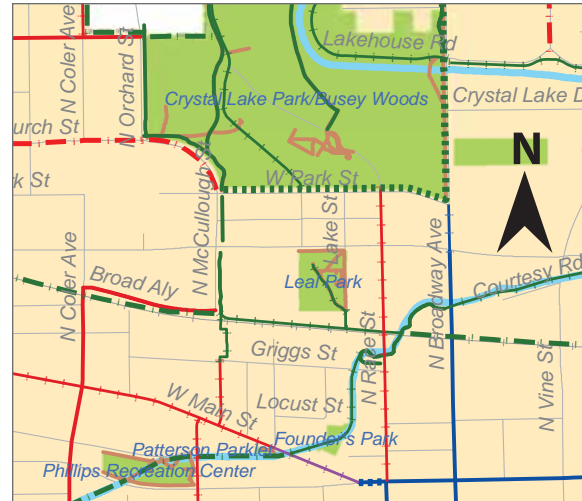


**Figure 169**  
 Lanore-Adams-Fairlawn Path facing south



### 11.2.39 LEAL PARK

- Park entry: Shared-use path connects the Kickapoo Rail Trail to Leal Park, from the southeast.
- Adjacent to the Urbana Green Loop along the Kickapoo Rail Trail.
- Urbana Park District jurisdiction.





## 11.2.40 LIERMAN NEIGHBORHOOD

### LIERMAN AVENUE

- Main Street-Washington Street: Existing sidepath on the east side of the road. Add trail wayfinding signage.
  - **Urbana Green Loop segment:** Main Street-Art Bartell Road
- Washington Street-Hunter Street: Widen existing sidewalk on the west side of the road to an 8' sidepath upon redevelopment of the Urbana Townhomes site to create the **Lierman Neighborhood Trail**. This will create sufficient space for cyclists, pedestrians and wheelchair users to access destinations and transit stops along Washington Street, including Dr. Williams School.

### HUNTER STREET

- Lanore Drive-Lierman Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Lanore Drive (EB), Lierman Avenue (WB), Philo Road (WB), Family Dollar (WB), Fairlawn Drive (WB)
- Lierman Avenue-west terminus: Sidepath on the north side of the road upon redevelopment of the Urbana Townhomes site to create the **Lierman Neighborhood Trail**. This will provide access to the Family Dollar store on Philo Road.



### PHILO ROAD

- Washington Street-Family Dollar south entrance: Sidepath along the east side of the road.
- Family Dollar south entrance-Fairlawn Drive: Sidepath along the east side of the road, connecting the Lierman Neighborhood directly to shopping (e.g. Family Dollar, County Market, Meijer) and a transit stop at Philo Road and Fairlawn Drive.



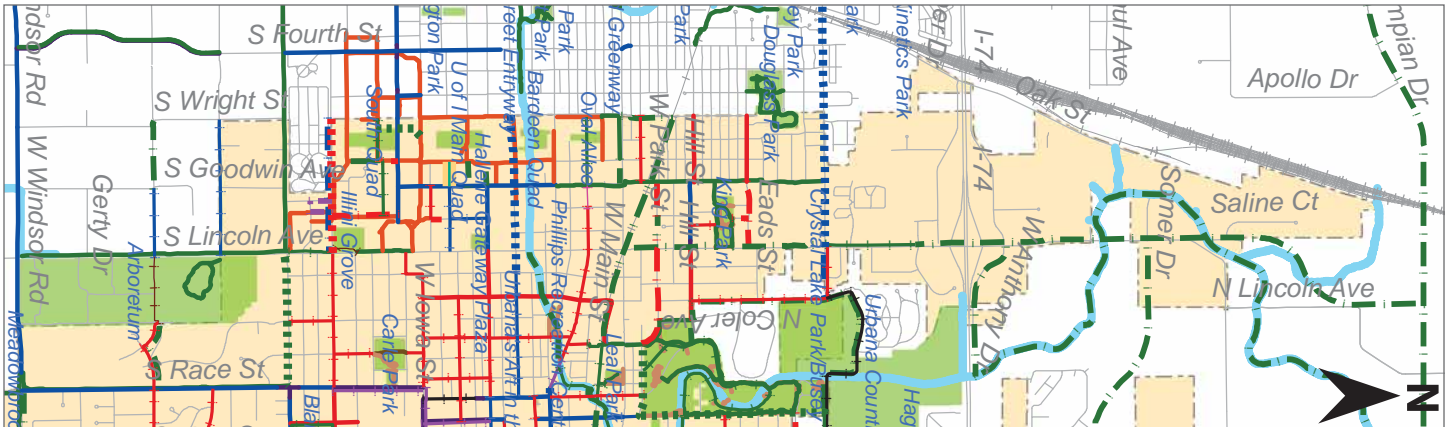
Existing View (2014)



Future View

**Figure 170** Lierman Neighborhood Trail: Aspen Court on the right, Family Dollar in the background, Philo Road on the left

## 11.2.41 LINCOLN AVENUE CORRIDOR



### FUTURE EXTENSION OF LINCOLN AVENUE

- Future Olympian Drive to Saline Court: Sidepath upon street construction.

### LINCOLN AVENUE

- Saline Court-Killarney Street: Sidepath on west side of the road. Widen sidewalk where it exists to an 8' sidepath. Bring sidepath closer to the road at driveways and intersections. Coordinate with IDOT to provide a safe crossing over I-74.
- Killarney Street-Bradley Avenue: Widen existing sidewalk to an 8' sidepath on the west side of the road. Bring sidepath closer to the road at driveways and intersection with Killarney Street.
- Bradley Avenue-University Avenue: Widen existing sidewalk to an 8' sidepath on the west side of the road, especially along King Park. Coordinate with Urbana Park District on sidewalk widening near King Park.
  - Urbana Green Loop segment:** Wascher Drive to south side of King Park
- Bradley Avenue-Florida Avenue:
  - Use the Goodwin Avenue Corridor (see [Section 11.2.29](#)) via Bradley Avenue, Eads Street, Fairview Avenue, Church Street, Kickapoo Rail Trail, Pennsylvania Avenue, or Florida Avenue to access points west of Lincoln Avenue. Promote corridors with wayfinding signage.
  - Use the Coler Avenue Corridor (see [Section 11.2.14](#)) via Bradley Avenue, Fairview Avenue, Church Street, or Iowa Street to access points east of Lincoln Avenue. Promote corridors with wayfinding signage.
- Iowa Bike Path-Michigan Avenue: Existing sidepath on west side of the road.
- Michigan Avenue-Pennsylvania Avenue: Nature trail with **trail wayfinding signage** through Illini Grove. University jurisdiction.
- Pennsylvania Avenue-Florida Avenue: Widen existing sidewalk to an 8' sidepath on west side of the road.
- Florida Avenue-Windsor Road: Existing sidepath on west side of the road. University jurisdiction.
- Windsor Road-Curtis Road: Cyclists are recommended not to use this segment. This is a gravel road on University property, used to access the South Farms. Cyclists should continue south on Race Street via the Windsor Road bike lanes.

## 11.2.42 LOHMANN PARK AREA

### LOHMANN PARK LOOP TRAIL

- Shared-use path around the perimeter of the park. **Urbana Green Loop segment.** Urbana Park District jurisdiction.

### LOHMANN PARK-THOMAS PAINE PATH

- Shared-use path connecting the Lohmann Park Loop Trail to Thomas Paine School. Urbana School District jurisdiction.

### LOHMANN-FLORIDA PATH

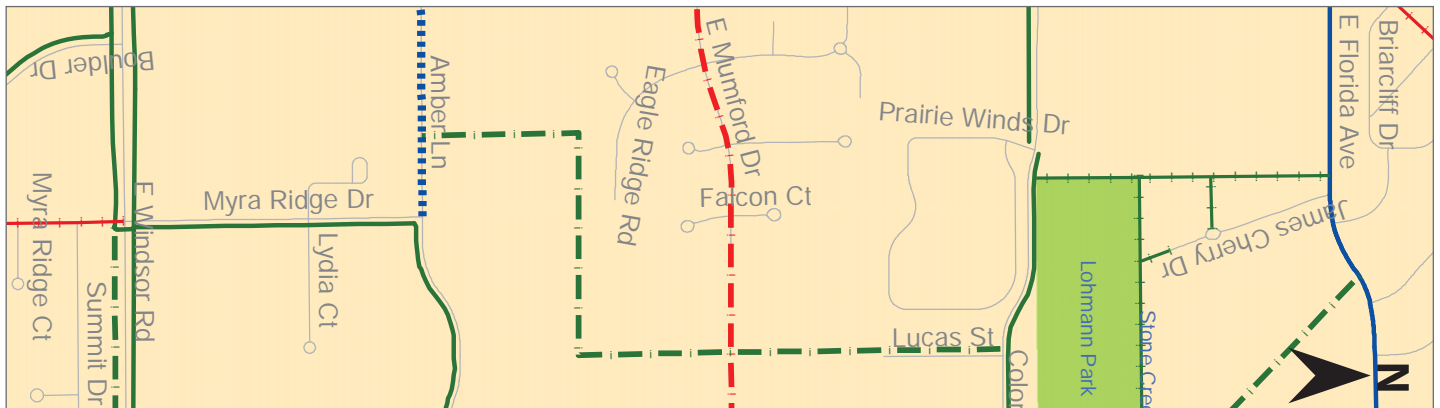
- Florida Avenue-Colorado Avenue: Shared-use path along west side of Thomas Paine School and Lohmann Park parcels. Add trail wayfinding signage. Urbana Park District and Urbana School District jurisdiction.



### THOMAS PAINE RAIL-TO-TRAIL

- Florida Avenue-Stone Creek Boulevard: Shared-use path along former Norfolk & Western Railroad corridor. Coordinate with Urbana Park District and developers. Add trail wayfinding signage. Urbana Park District jurisdiction.

## 11.2.43 LUCAS STREET CORRIDOR



### LUCAS STREET

- Colorado Avenue-south terminus: Widen existing sidewalk on the west side of the road to an 8' sidepath.
  - Destinations & Intersecting Bikeways: Colorado Avenue (NB), Lohmann Park (NB), Thomas Paine School (NB), Mumford Drive (SB), Myra Ridge Drive (SB)

### LUCAS STREET CORRIDOR

- South terminus of Lucas Street-Eagle Ridge Road corridor: Sidepath upon street construction.
  - Destinations & Intersecting Bikeways: Colorado Avenue (NB), Lohmann Park (NB), Thomas Paine School (NB), Mumford Drive (NB & SB), Myra Ridge Drive (SB)

### EAGLE RIDGE ROAD CORRIDOR

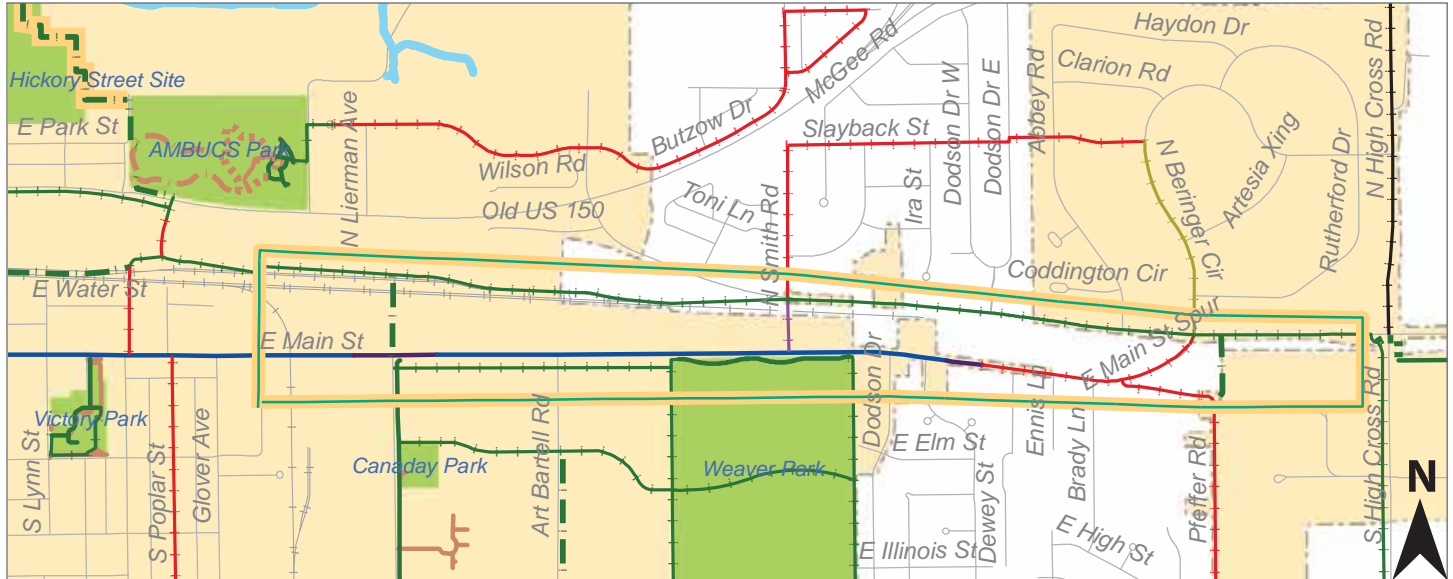
- Lucas Street corridor-Myra Ridge Drive corridor: Sidepath upon street construction.
  - Destinations & Intersecting Bikeways: Lucas Street (EB), Lohmann Park (EB), Thomas Paine School (EB), Myra Ridge Drive (WB)

### MYRA RIDGE DRIVE CORRIDOR

- Eagle Ridge Road corridor-Amber Lane: Widen sidewalk along easement to an 8' sidepath with trail wayfinding signage. See Myra Ridge Drive Corridor (Section 11.2.49).
  - Destinations & Intersecting Bikeways: Eagle Ridge Road (NB), Lohmann Park (NB), Thomas Paine School (NB), Amber Lane (SB), Myra Ridge Drive (SB), Meijer (SB)



## 11.2.44 MAIN STREET CORRIDOR



### MAIN STREET SPUR

- See Beringer Circle (Section 11.2.4) for continuation of bicycle facilities north of University Avenue (US 150).
- See Section 11.3.1 for recommendations on improving crossing safety at University Avenue (US 150).
- University Avenue-Main Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Kickapoo Rail Trail (EB), Beringer Circle (EB), Main Street (WB), Weaver Park (WB)

### MAIN STREET

- **High Cross Road-Hartle Avenue: Study Area.** Determine the best facility to safely bring Kickapoo Rail Trail users into Urbana. Coordinate with the Urbana Park District, Champaign County Forest Preserve District, and Urbana Township.



Existing View (2014)



Future View



**Figure 171** Main Street eastbound at Dewey Street





Existing View (2014)



Future View



**Figure 172** Main Street west of Dewey Street

- Pfeffer Road-Dewey Street: Bike Route with wayfinding signage. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Pfeffer Road (EB), Kickapoo Rail Trail (EB), Weaver Park (WB)
- Dewey Street-Scottwood Drive: Existing sharrows installed in 2013.
- Scottwood Drive-East of Lierman Avenue: Existing Bike Lanes installed in 2013.
  - Destinations & Intersecting Bikeways: Weaver Park (EB & WB), Smith Road (EB & WB), Lierman Avenue (EB & WB), DART Solo Cup (EB & WB)
- Bakers Lane-West side of Weaver Park: Existing sidepath installed in 2013.
- West side of Weaver Park-Lierman Avenue: Sidepath on south side of the road. Widen sidewalk where it exists to an 8' shared-use path. See [Section 11.2.23 \(East Urbana Loop Trail\)](#).



Existing View (2014)

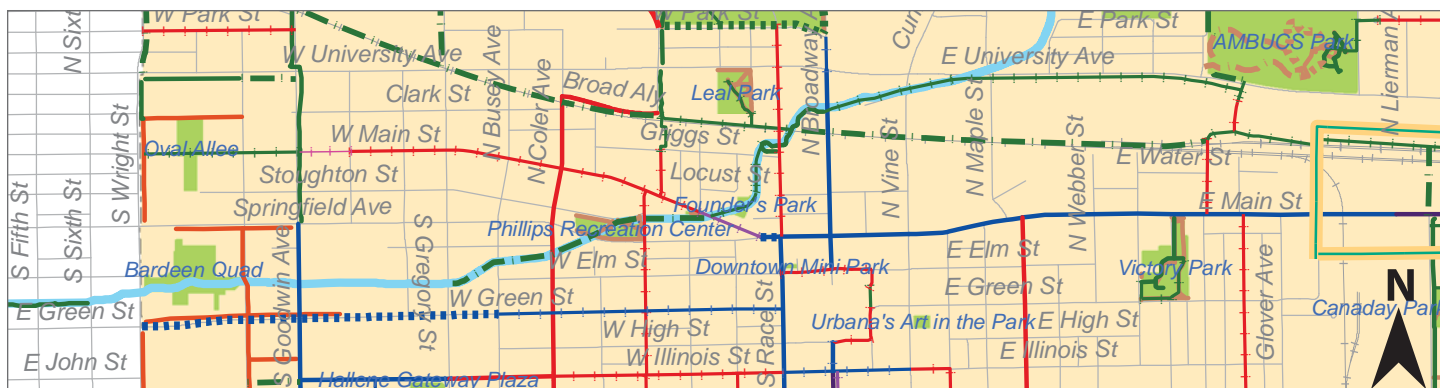


Future View

**Figure 173** Main Street east of Lierman Avenue

- East of Lierman Avenue-west of Lierman Avenue: Existing sharrows installed in 2013.
  - [Urbana Green Loop segment](#): Lierman Avenue-west of Lierman Avenue
- West of Lierman Avenue-Grove Street: Existing Bike Lanes installed in 2013. [Urbana Green Loop segment](#).
  - Destinations & Intersecting Bikeways: Lierman Avenue (EB), Weaver Park (EB), DART Solo Cup (EB), Poplar Street (WB), Cottage Grove Avenue (WB), Victory Park (WB), Grove Street (WB), Downtown (WB)
- Grove Street-Vine Street: Existing Bike Lanes installed in 2010. [Urbana Green Loop segment](#).
  - Destinations & Intersecting Bikeways: Victory Park (EB), Grove Street (EB), Schnucks (EB & WB), Downtown (WB)
- Vine Street-Springfield Avenue: Existing Bike Lanes installed in 2013. [Urbana Green Loop segment](#).
  - Destinations & Intersecting Bikeways: Victory Park (EB), Schnucks (EB), Broadway Avenue (EB & WB), Race Street (EB & WB)





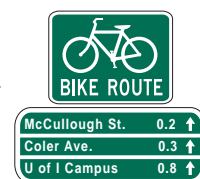
- Springfield Avenue-Central Avenue: Bike Route with wayfinding signage, plus sharrows. Urbana Green Loop segment. Explore the feasibility of establishing a bike boulevard.
  - Destinations & Intersecting Bikeways: Downtown (EB), McCullough Street (EB & WB), U of I Campus (WB)



Existing View (2014)



Future View



**Figure 174** Main Street west of Springfield Avenue

- Central Avenue-Harvey Street: Bike Route with wayfinding signage. Urbana Green Loop segment. See Section 11.3.1 for recommendations on improving crossing safety at Lincoln Avenue. Explore the feasibility of establishing a bike boulevard.
  - Destinations & Intersecting Bikeways: Downtown (EB), McCullough Street (EB & WB), Coler Avenue (EB & WB), U of I Campus (WB), Goodwin Avenue (WB)
- Harvey Street-Goodwin Avenue: Bike Boulevard. Urbana Green Loop segment. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Downtown (EB), Coler Avenue (EB & WB), U of I Campus (WB), Goodwin Avenue (WB)

## MAIN STREET CORRIDOR

- Goodwin Avenue-Mathews Avenue: Existing shared-use path. Add trail wayfinding signage. Install bicycle-friendly ramps at Mathews Avenue similar to those installed at Goodwin Avenue. Potential extension of Urbana Green Loop to Champaign. University of Illinois jurisdiction.

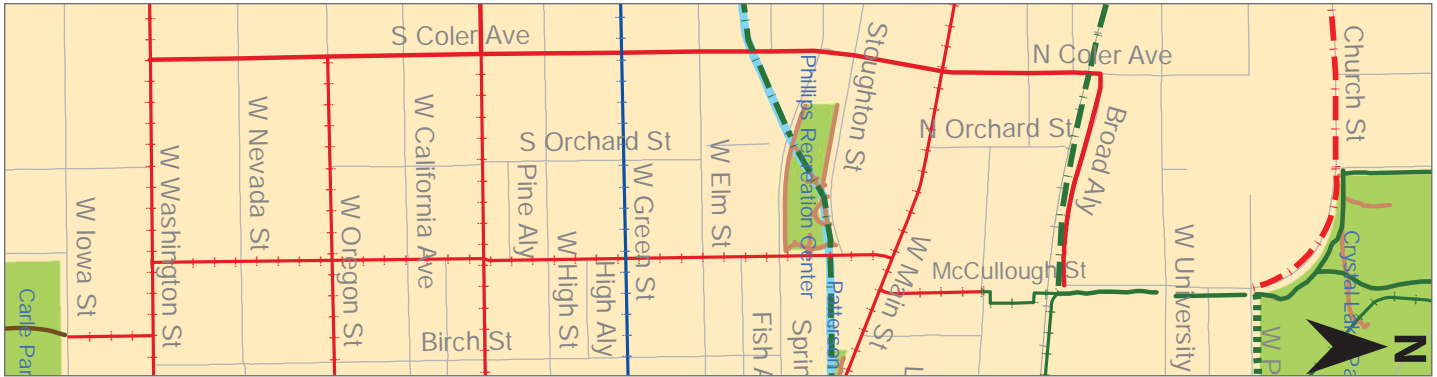
## MAIN STREET

- Mathews Avenue-West terminus: Bike Route with wayfinding signage, or widen the existing sidewalk on the north side of the road to an 8' sidepath. University of Illinois jurisdiction. Potential extension of Urbana Green Loop to Champaign.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Oval Allee (WB), Wright Street (WB), Champaign (WB)

## MAIN STREET CORRIDOR

- West of Mathews Avenue-Wright Street: Shared-use path. Add trail wayfinding signage. Provide sufficient width through the Oval Allee. University of Illinois jurisdiction. Potential extension of Urbana Green Loop to Champaign. The Main Street corridor continues as White Street in Champaign, and Champaign Moving Forward designates that street as a Bike Route in its Bicycle Vision Plan, leading to Downtown Champaign.

## 11.2.45 MCCULLOUGH STREET CORRIDOR



### MCCULLOUGH STREET

- Church/Park Street-Norfolk Southern Railroad
  - Existing sidepath on east side of the road. **Urbana Green Loop segment.** Add trail wayfinding signage.

### MCCULLOUGH STREET CORRIDOR

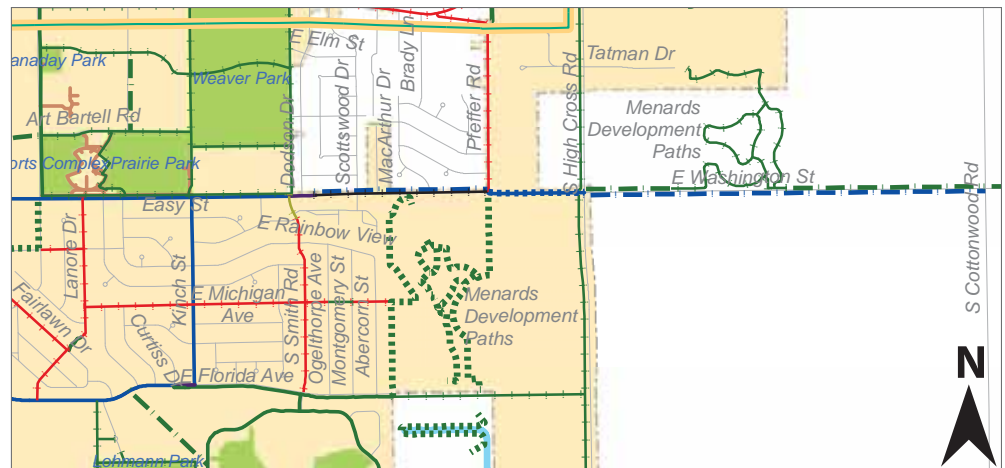
- Norfolk Southern Railroad-Griggs Street
  - Shared-use path. South half of this segment is public right-of-way. **Urbana Green Loop segment.** Add trail wayfinding signage.

### MCCULLOUGH STREET

- Griggs Street-Washington Street: Bike Route **with wayfinding signage.** **Urbana Green Loop segment.**
  - Destinations & Intersecting Bikeways: Kickapoo Rail Trail (NB), Carle Hospital (NB), Leal Park (NB), Crystal Lake Park (NB), Main Street (NB & SB), Phillips Recreation Center (NB & SB), Green Street (NB & SB), Illinois Street (NB & SB), Oregon Street (NB & SB), Washington Street (SB), Carle Park (SB)

## 11.2.46 MENARDS DEVELOPMENT

- Shared-use paths between Washington Street, Abercorn Street, Stone Creek Boulevard, and High Cross Road upon development of land by Menards.
- Shared-use paths east of High Cross Road/IL 130 between Tatman Drive and Washington Street upon development of land by Menards.



## 11.2.47 MICHIGAN AVENUE CORRIDOR

### MICHIGAN AVENUE

- East terminus-Montgomery Street: Bike Route **with wayfinding signage.**
  - Destinations & Intersecting Bikeways: Smith Road (WB)

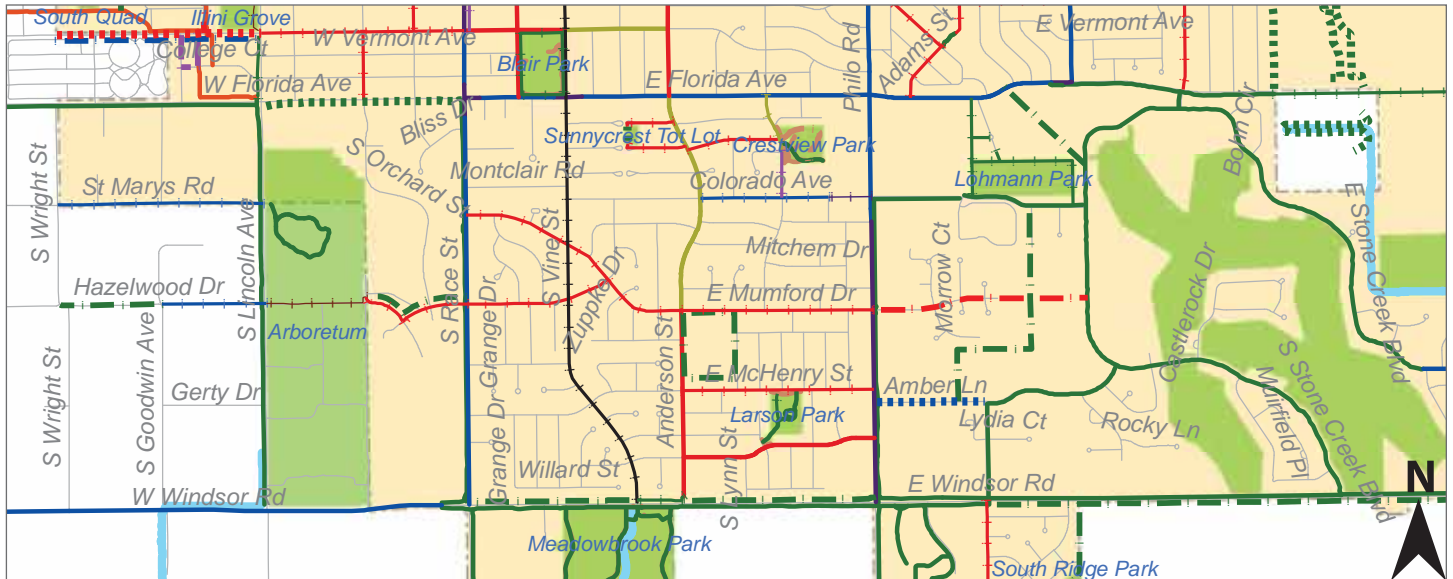
### MICHIGAN AVENUE

- Oglethorpe Avenue-Lanore Drive: Bike Route **with wayfinding signage.**
  - Destinations & Intersecting Bikeways: Smith Road (EB & WB), Kinch Street (EB & WB), Lanore Drive (EB & WB)

### MICHIGAN AVENUE CORRIDOR

- Montgomery Street-Oglethorpe Avenue: Widen sidewalk through Savannah Green neighborhood park to a shared-use path **with trail wayfinding signage.** Private ownership.

## 11.2.48 MUMFORD DRIVE



### MUMFORD DRIVE CORRIDOR

- Stone Creek Boulevard-east terminus: Extend Bike Route with wayfinding signage east of Philo Road upon construction of Mumford Drive to Stone Creek Boulevard.

### MUMFORD DRIVE

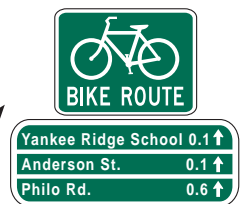
- East terminus-Philo Road: Extend Bike Route with wayfinding signage east of Philo Road upon construction of Mumford Drive to Stone Creek Boulevard.
- Philo Road-Race Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Philo Road (EB), Yankee Ridge School (EB & WB), Anderson Street (EB & WB), George Huff Drive (EB & WB), Race Street (WB)
- Lynn Street-Anderson Street: Widen existing sidewalk to an 8' sidepath on the south side of the road. Coordinate with the Urbana School District. See Section 11.2.69 (Yankee Ridge School Loop Trail).



Existing View (2007)

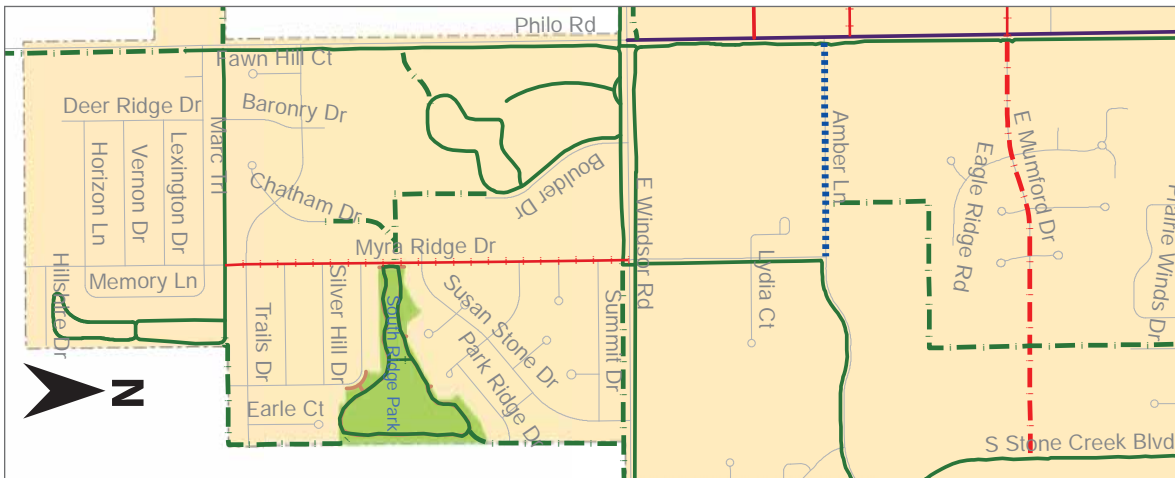


Future View



**Figure 175**  
Mumford Drive east  
of Vine Street

## 11.2.49 MYRA RIDGE DRIVE



### MYRA RIDGE DRIVE CORRIDOR

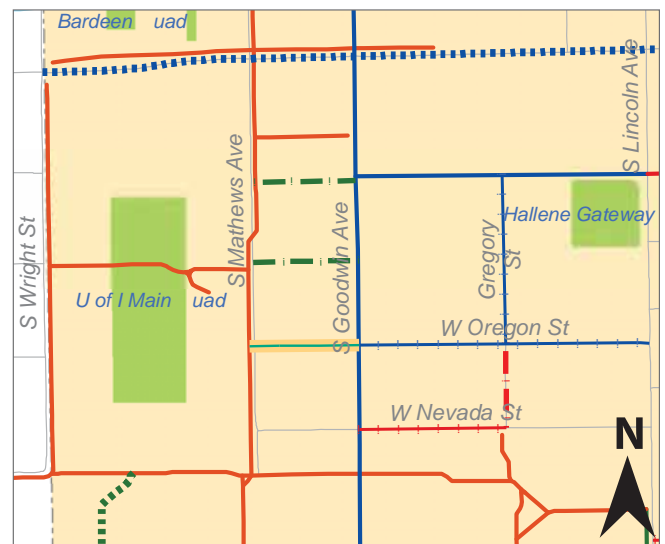
- Eagle Ridge Road corridor-Amber Lane: Widen sidewalk along easement to an 8' sidepath with trail wayfinding signage. See Lucas Street Corridor (Section 11.2.43).
  - Destinations & Intersecting Bikeways: Eagle Ridge Road (NB), Lohmann Park (NB), Thomas Paine School (NB), Amber Lane (SB), Myra Ridge Drive (SB), Meijer (SB)

### MYRA RIDGE DRIVE

- Amber Lane-Windsor Road: Existing sidepath on the east side of the road. Add trail wayfinding signage.
- Windsor Road-Marc Trail path: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Windsor Road (NB), Carle Clinic (NB), Christie Clinic (NB), Thomas Paine School (NB), South Ridge Park (NB & SB), Marc Trail (SB)

## 11.2.50 NEVADA STREET

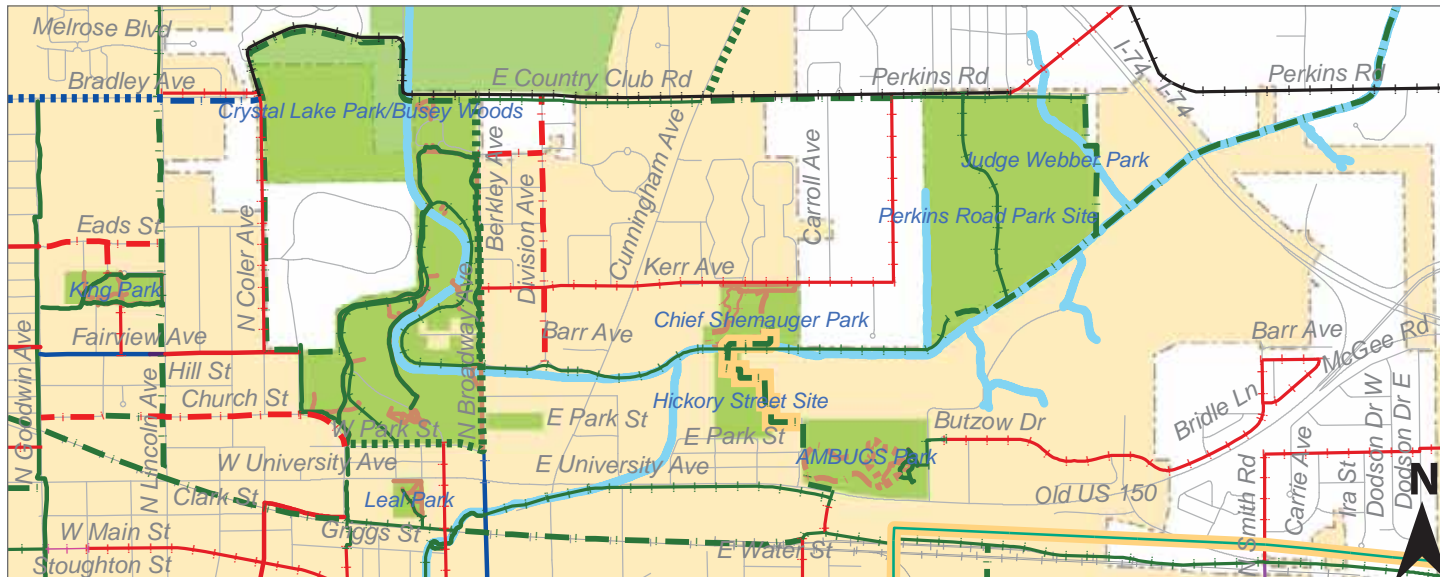
- Gregory Place-Goodwin Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Gregory Street (EB & WB), Gregory Place (EB & WB), Busey-Evans Residence Halls (WB), Goodwin Avenue (WB)







### 11.2.51 NORTH URBANA INTRA- AND INTER-PARK TRAILS



#### AMBUCS PARK

- Loop trail: Shared-use path around the park. Urbana Park District jurisdiction.
- Shared-use path along south and west sides of the park from the CUMTD Path to the northwest corner of the park. **Urbana Green Loop segment.** Urbana Park District jurisdiction.

#### CONNECTION OVER THE SALINE BRANCH

- **Study Area:** It is recommended for the Urbana Park District to investigate a trail connection between parks north of the Saline Branch (Chief Shemauger Park, Perkins Road Park Site) and parks south of the Saline Branch (Hickory Street Park Site, AMBUCS Park). This is an important connection, as not only is there no trail connection between these parks, but there are no roads that cross the Saline Branch between Cunningham Avenue and I-74. Security considerations regarding the Urbana Park District Planning & Operations facilities next to Chief Shemauger Park and UPD storage facilities at the Hickory Street Site must be considered. Urbana Park District jurisdiction. **Potential Urbana Green Loop segment.**

#### CHIEF SHEMAUGER PARK

- Medium-term: Small shared-use loop path in northwest corner of park. Urbana Park District jurisdiction.
- Long-term: Large shared-use loop path. Urbana Park District jurisdiction.
  - **Urbana Green Loop segment:** Kerr Avenue to Saline Branch.

#### CUMTD PATH

##### Cottage Grove Avenue corridor

- AMBUCS Park to CUMTD: Shared-use path south of University Avenue (US 150) across from AMBUCS Park, to the CUMTD property (see [Section 11.3.2](#)). **Urbana Green Loop segment.**
- CUMTD East Parking Lot: Bike Route with wayfinding signage. **Urbana Green Loop segment.**
  - Destinations & Intersecting Bikeways: AMBUCS Park (NB), Kickapoo Rail Trail (SB), Main Street (SB), Victory Park (SB)
- CUMTD to Cottage Grove Avenue north terminus: Shared-use path with trail wayfinding signage. **Urbana Green Loop segment.**

#### CRYSTAL LAKE PARK PATH

- Church Street-Lakehouse Road: Existing shared-use path. **Urbana Green Loop segment - add wayfinding signage.** Urbana Park District jurisdiction.
- Crystal Lake Park Family Aquatic Center-Broadway Avenue: Existing shared-use path. Widen trail. **Urbana Green Loop segment - add wayfinding signage.** Urbana Park District jurisdiction.



## LAKEHOUSE ROAD (CRYSTAL LAKE PARK INTERNAL ROAD)

- Park Street-Crystal Lake Park Path: Convert the inner lane to a two-way divided shared-use path, and retain the outer lane as a one-way vehicle travel lane from Park Street to Broadway Avenue.
- Crystal Lake Park Path-Crystal Lake Park Family Aquatic Center: Existing shared-use path along Lakehouse Road. Convert the inner road lane to a two-way divided shared-use path to complement and/or replace the existing shared-use path, and retain the outer road lane as a one-way vehicle travel lane from Park Street to Broadway Avenue. **Urbana Green Loop segment - add wayfinding signage.** Urbana Park District jurisdiction.
- Crystal Lake Park Family Aquatic Center-Broadway Avenue: Convert the inner road lane to a two-way divided shared-use path to complement and/or replace the existing shared-use path, and retain the outer road lane as a one-way vehicle travel lane from Park Street to Broadway Avenue. **Urbana Green Loop segment - add wayfinding signage.** Urbana Park District jurisdiction.

## SALINE BRANCH TRAIL

- Broadway Avenue to Perkins Road Park Site: Shared-use path with **trail wayfinding signage** parallel to the Stebbins Drive and the Saline Branch.
- Perkins Road Park Site-High Cross Road: Shared-use path with **trail wayfinding signage** parallel to the Saline Branch (see also **Section 11.2.1**).

## PERKINS ROAD PARK SITE

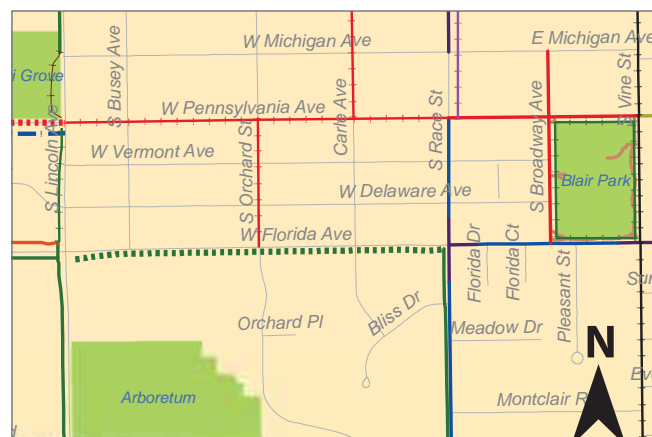
- West side of the park: Shared-use path. Urbana Park District jurisdiction.
- East side of the park: Shared-use path. Urbana Park District jurisdiction.

## 11.2.52 FUTURE OLYMPIAN DRIVE CORRIDOR



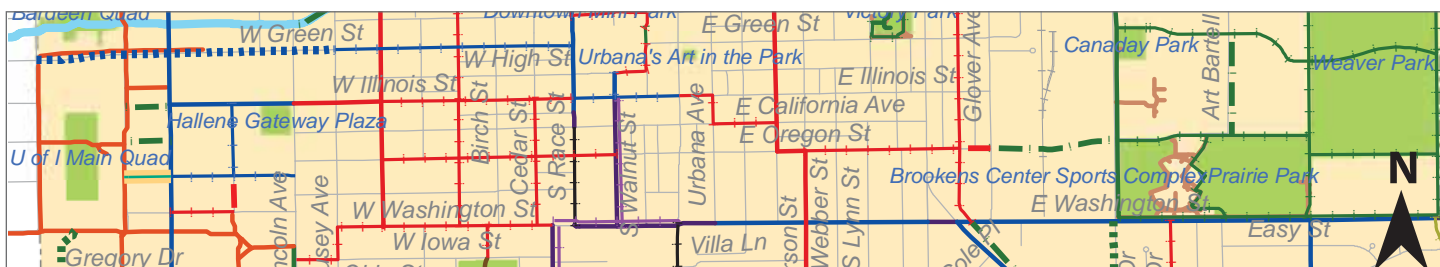
- Cunningham Avenue-west city limits: Sidepath. Champaign Moving Forward designates this street to have a sidepath in its Bicycle Vision Plan. Coordinate with the City of Champaign to continue sidepath westward.

### 11.2.53 ORCHARD STREET



- Fairview Avenue-Church Street
  - Existing sidepath on east side of the road. **Urbana Green Loop segment**. Replace Bike Route signage with trail wayfinding signage. Relocate Bike Route signs to streets proposed as Bike Routes only. See also [Sections 11.2.14 \(Coler Avenue Corridor\)](#) and [11.2.18 \(Crystal Lake Park/Busey Woods Loop Path\)](#).
- Pennsylvania Avenue-Florida Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Pennsylvania Avenue (NB), Florida Avenue (SB), Orchard Downs (SB)

### 11.2.54 OREGON STREET CORRIDOR



#### OREGON STREET CORRIDOR

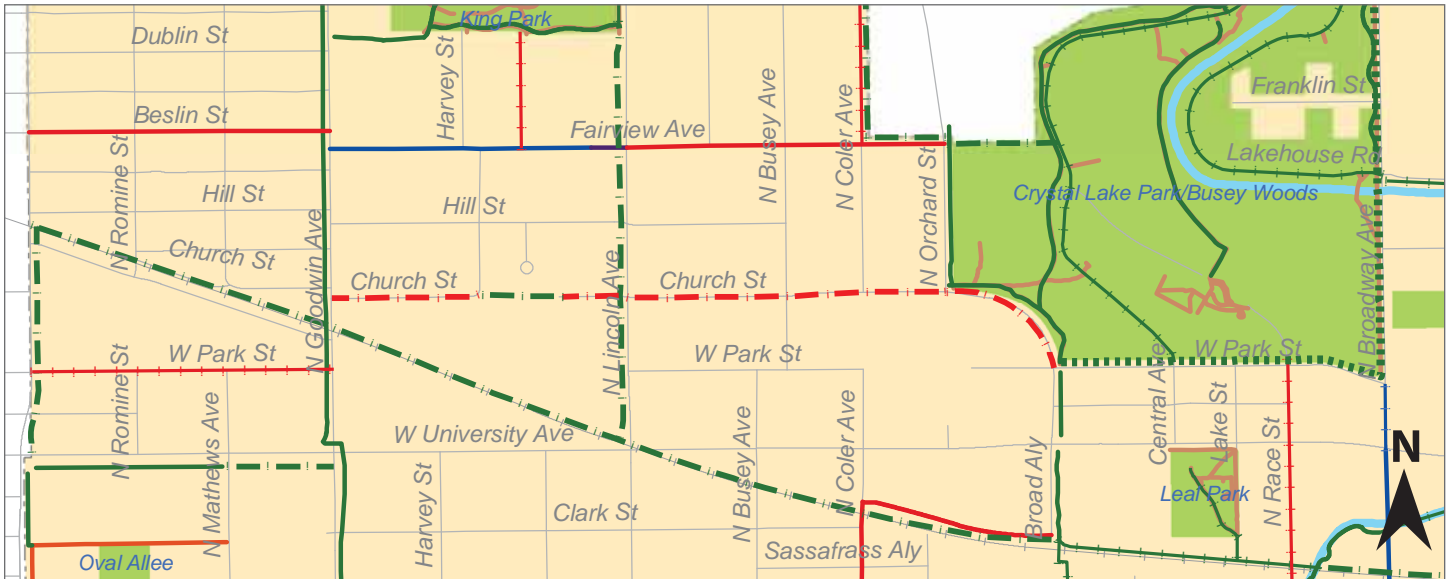
- Lierman Avenue-Glover Avenue: Shared-use path with trail wayfinding signage. Private property.
  - Destinations & Intersecting Bikeways: Lierman Avenue (EB), Art Bartell Road (EB), Brookens Sports Complex (EB), Prairie Park (EB), DART Solo Cup (EB), Poplar Street (WB), Downtown (WB)

#### OREGON STREET

- Glover Avenue-Poplar Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Lierman Avenue (EB), Art Bartell Road (EB), Brookens Sports Complex (EB), Prairie Park (EB), DART Solo Cup (EB), Urbana Public Works (EB & WB), Poplar Street (WB), Downtown (WB)
- Poplar Street-Anderson Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Poplar Street (EB), Anderson Street (WB), Downtown (WB)
- Anderson Street-Grove Street: Existing Bike Route installed in 2013. Add bike wayfinding signage. See [Anderson Street Corridor \(Section 11.2.3\)](#).
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Downtown (WB)
- Broadway Avenue-Coler Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Broadway Avenue (EB), Race Street (EB & WB), Leal School (EB & WB), McCullough Street (EB & WB), Coler Avenue (WB)
- Lincoln Avenue-Goodwin Avenue: Bike Lanes, with parking on both sides. Complete Street Improvement.
  - Destinations & Intersecting Bikeways: Gregory Street (EB & WB), Gregory Place (EB & WB), Krannert Center (EB & WB), Goodwin Avenue (WB)

- Goodwin Avenue-Matthews Avenue: One-way westbound, with parking on both sides. **Study Area:** Investigate the feasibility of installing contraflow bike lanes.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Gregory Place (EB), Krannert Center (EB), Matthews Avenue (WB), Quad (WB)

## 11.2.55 PARK STREET



- Broadway Avenue-McCullough Street
  - Sidepath on north side of the road. **Urbana Green Loop segment.** Potential fitness trail. Coordinate with the Urbana Park District. See [Section 11.2.18 \(Crystal Lake Park/Busey Woods Loop Path\)](#).
  - Install two-stage turn-queue box at the northeast corner of Broadway Avenue/Park Street intersection (see [Section 11.3.9](#)).
- Goodwin Avenue-Wright Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Presence Covenant Medical Center (EB & WB), Wright Street (WB)



Existing View (2014)

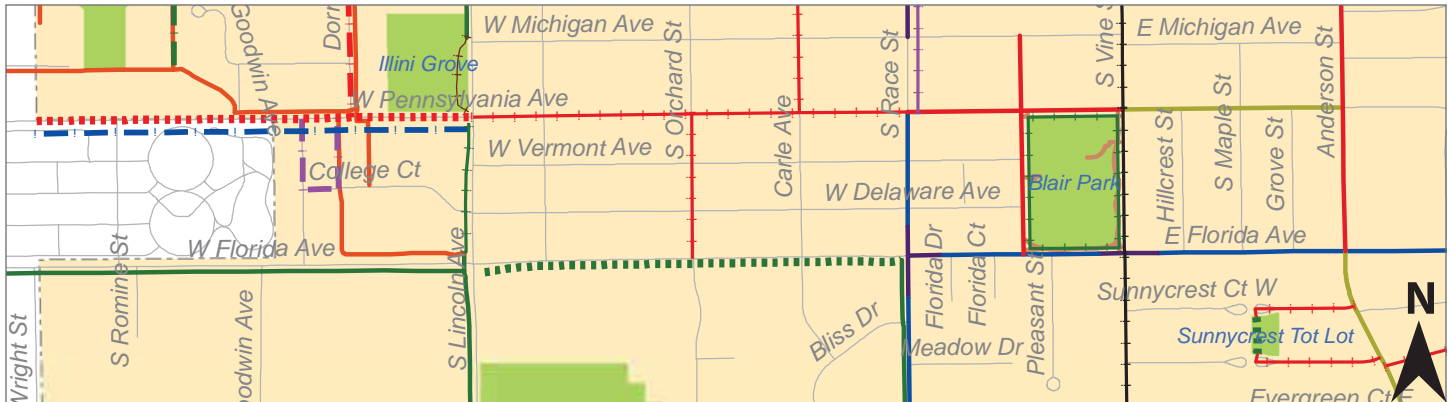


Future View

**Figure 176** Park Street east of Race Street



## 11.2.56 PENNSYLVANIA AVENUE



- Anderson Street-Vine Street: Existing Shared Bike/Parking Lanes installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Wiley School (EB), Blair Park (WB)



Existing View (2014)



Future View



**Figure 177**  
 Pennsylvania Avenue  
 east of Vine Street

- Vine Street-Broadway Avenue:
  - Existing Bike Route installed in 2013. Add bike wayfinding signage.
    - Destinations & Intersecting Bikeways: Wiley School (EB), Broadway Avenue (WB), U of I Campus (WB)
  - Sidepath on south side of the road along Blair Park. Coordinate with the Urbana Park District.
- Broadway Avenue-Race Street: Existing Bike Route installed in 2013. Add bike wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Wiley School (EB), Blair Park (EB), Broadway Avenue (EB), Race Street (WB), U of I Campus (WB)
- Race Street-Lincoln Avenue: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Race Street (EB), Blair Park (EB), Carle Avenue (EB & WB), Orchard Street (EB & WB), Lincoln Avenue (WB), U of I Campus (WB)



Existing View (2007)



Future View



**Figure 178**  
 Pennsylvania Avenue  
 east of Lincoln  
 Avenue

- Lincoln Avenue-west city limits:
  - Short-Term: Bike Route with wayfinding signage. University of Illinois jurisdiction.
  - Long-Term: Bike Lanes with parking on one side of the road. University of Illinois jurisdiction.
    - Destinations & Intersecting Bikeways: Blair Park (EB), Lincoln Avenue (EB), Pennsylvania Avenue Residence Halls (PAR) (EB & WB), Illini Grove (EB & WB), Dorner Drive (EB & WB), Virginia Drive (EB & WB), Maryland Drive (EB & WB), Peabody Bike Path (EB & WB), Champaign (WB), Memorial Stadium (WB)
  - Urbana Green Loop segment: Lincoln Avenue-Dorner Drive



**Figure 179**  
 Pennsylvania Avenue  
 westbound at Lincoln  
 Avenue



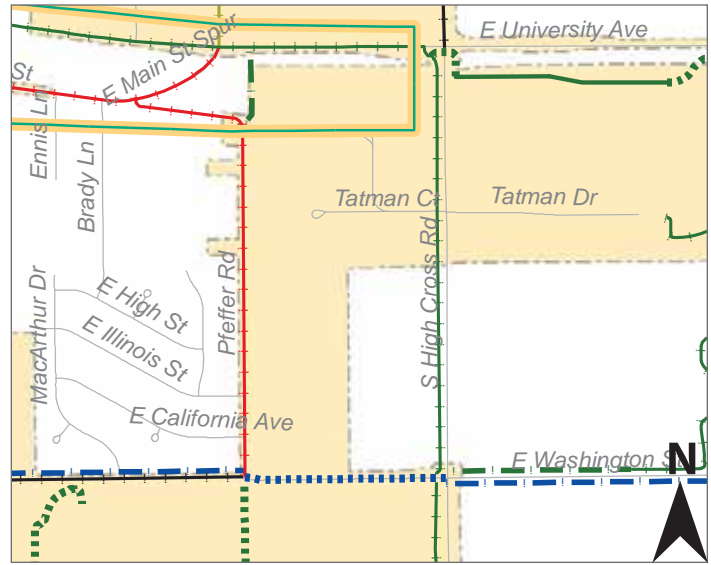
# 11.2.57 PFEFFER ROAD CORRIDOR

## PFEFFER ROAD CORRIDOR

- Kickapoo Rail Trail to Main Street: Shared-use path trailhead to Kickapoo Rail Trail. Add trail wayfinding signage. Private property.

## PFEFFER ROAD

- Main Street-Washington Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Main Street (NB), Kickapoo Rail Trail (NB), Washington Street (SB)



Existing View (2007)

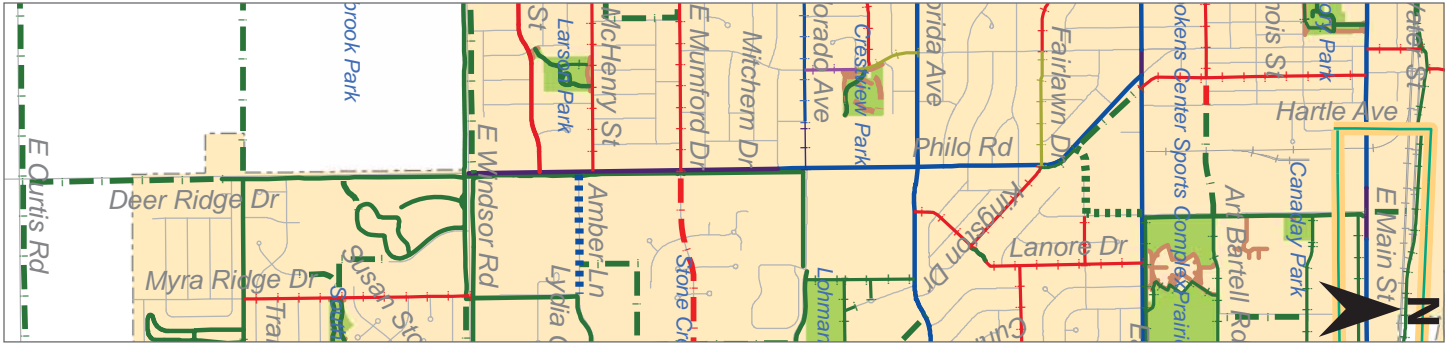


Future View



**Figure 180** Pfeffer Road north of Washington Street

## 11.2.58 PHILO ROAD / POPLAR STREET CORRIDOR



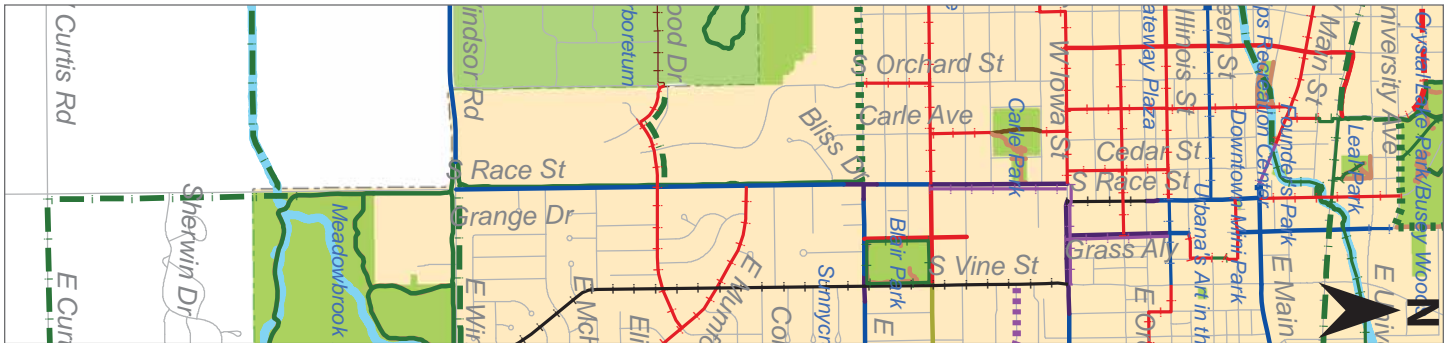
### POPLAR STREET

- Main Street-Washington Street: Bike Route with wayfinding signage. Investigate the feasibility of connecting Poplar Street to Philo Road via a roundabout at Washington Street (see Section 11.3.6) or via the Washington Street bike lanes.
  - Destinations & Intersecting Bikeways: Main Street (NB), Oregon Street (NB & SB), Washington Street (SB)

### PHILO ROAD

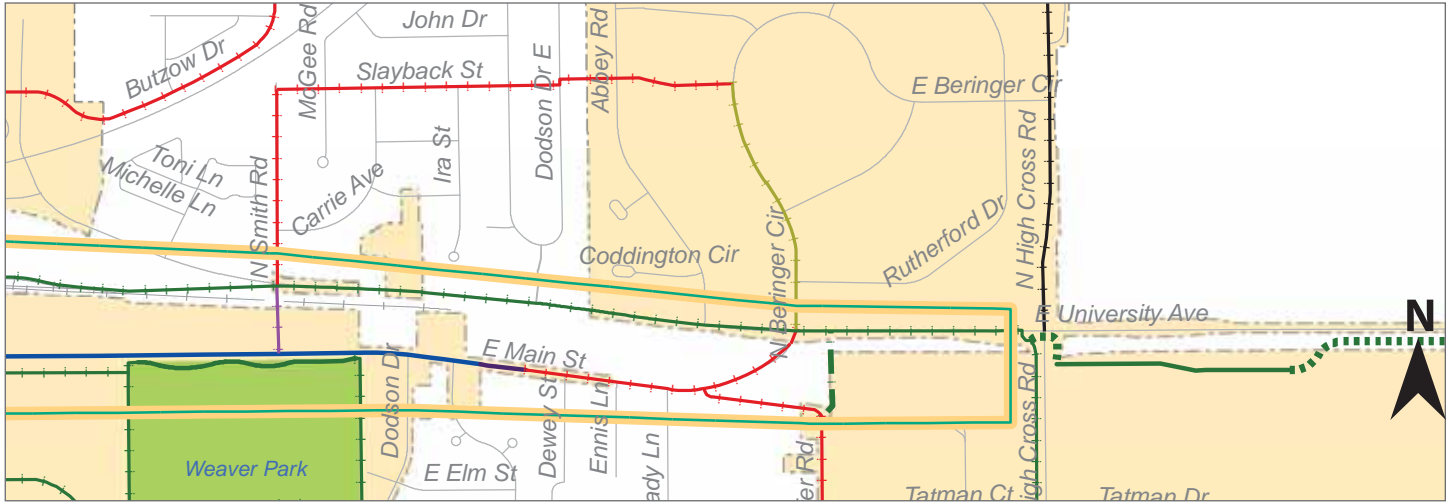
- Washington Street-Family Dollar south entrance:
  - Existing Bike Lanes installed in 2011. Cyclists may also use the Lanore Drive/Adams Street corridor between Washington Street and Florida Avenue as a low-traffic alternative (see Section 11.2.38).
    - Destinations & Intersecting Bikeways: Washington Street (NB), Family Dollar (NB & SB), Fairlawn Drive (NB & SB), Florida Avenue (SB), Philo Road Business District (SB)
  - Sidepath along the east side of the road.
- Family Dollar south entrance-Fairlawn Drive:
  - Existing Bike Lanes installed in 2011. Cyclists may also use the Lanore Drive/Adams Street corridor between Washington Street and Florida Avenue as a low-traffic alternative (see Section 11.2.38).
    - Destinations & Intersecting Bikeways: Washington Street (NB), Family Dollar (NB & SB), Fairlawn Drive (NB & SB), Florida Avenue (SB), Philo Road Business District (SB)
  - Sidepath along the east side of the road, connecting the Lierman Neighborhood (see Section 11.2.40) directly to shopping (e.g. Family Dollar, County Market, Meijer) and a transit stop at Philo Road and Fairlawn Drive.
- Fairlawn Drive-Pennsylvania Avenue: Existing Bike Lanes installed in 2011. Cyclists may also use the Lanore Drive/Adams Street corridor between Washington Street and Florida Avenue as a low-traffic alternative (see Section 11.2.38).
  - Destinations & Intersecting Bikeways: Washington Street (NB), Family Dollar (NB & SB), Fairlawn Drive (NB & SB), Florida Avenue (SB), Philo Road Business District (SB)
- Pennsylvania Avenue-Colorado Avenue: Existing Bike Lanes installed in 2008.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Family Dollar (NB), Fairlawn Drive (NB), Florida Avenue (NB & SB), Mumford Drive (SB), Amber Lane (SB), Scovill Street (SB), Meijer (SB), Windsor Road (SB), The Pines (SB)
- Colorado Avenue-Harding Drive:
  - Existing Bike Lanes installed in 2008.
    - Destinations & Intersecting Bikeways: Washington Street (NB), Family Dollar (NB), Fairlawn Drive (NB), Florida Avenue (NB & SB), Mumford Drive (SB), Amber Lane (SB), Scovill Street (SB), Meijer (SB), Windsor Road (SB), The Pines (SB)
    - Install two-stage turn-queue boxes at northeast and southwest corners of Philo Road/Colorado Avenue intersection (see Section 11.3.9).
  - Existing sidepath on east side of the road. **Urbana Green Loop segment.** Add trail wayfinding signage.
- Harding Drive-Windsor Road:
  - Existing sharrows installed in 2010.
  - Existing sidepath on east side of the road. **Urbana Green Loop segment.** Add trail wayfinding signage.
- Windsor Road-Marc Trail: Existing sidepath on east side of the road. **Urbana Green Loop segment.** Add trail wayfinding signage.
- Marc Trail-Curtis Road: Extend sidepath on east side of the road as development occurs.

## 11.2.59 RACE STREET



- Park Street-Main Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Crystal Lake Park (NB), Park Street (NB), Leal Park (NB & SB), Boneyard Creek Trail (NB & SB), Urbana School District Central Office (NB & SB), Downtown (SB), Main Street (SB)
  - Urbana Green Loop segment: Park Street-Norfolk Southern Railroad corridor
- Main Street-Elm Street: Existing Bike Lanes installed in 2013.
  - Destinations & Intersecting Bikeways: Main Street (NB), Urbana Free Library (NB & SB), Green Street (NB & SB), Lincoln Square Mall (NB & SB), Illinois Street (SB)
- Elm Street-South of Illinois Street: Existing Bike Lanes installed in 2014.
- South of Illinois Street-California Avenue: Existing sharrows installed in 2014.
- California Avenue-Washington Street: Bikes May Use Full Lane. Use Cedar Street (see [Section 11.2.12](#)) or Broadway Avenue (see [Section 11.2.7](#)).
- Washington Street-Michigan Avenue: Existing sharrows installed in 2013. Add Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Urbana High School (NB & SB), Carle Park (NB & SB), Pennsylvania Avenue (SB)
- Michigan Avenue-Pennsylvania Avenue: Bike Route with wayfinding signage, plus sharrows.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Urbana High School (NB & SB), Carle Park (NB & SB), Pennsylvania Avenue (SB)
- Pennsylvania Avenue-North of Florida Avenue: Existing Bike Lanes installed in 2010.
  - Destinations & Intersecting Bikeways: Pennsylvania Avenue (NB), Florida Avenue (SB)
- North of Florida Avenue-South of Florida Avenue: Existing sharrows installed in 2010.
  - Install two-stage turn-queue boxes at northwest and southeast corners of Race Street/Florida Avenue intersection (see [Section 11.3.9](#)).
- South of Florida Avenue-Windsor Road: Existing sidepath. Existing Bike Lanes installed in 2010.
  - Destinations & Intersecting Bikeways: Florida Avenue (NB), Mumford Drive (NB & SB), George Huff Drive (NB & SB), Windsor Road (SB), Meadowbrook Park (SB)
- Windsor Road-Meadowbrook Park: Existing sidepath on east side of the road. Urbana Park District jurisdiction.
- Meadowbrook Park-Curtis Road: Extend sidepath on east side of the road as development occurs.

## 11.2.60 SLAYBACK ROAD CORRIDOR



### SLAYBACK ROAD

- Beringer Circle-city limits: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Beringer Circle (EB), Smith Road (WB)

### SLAYBACK STREET

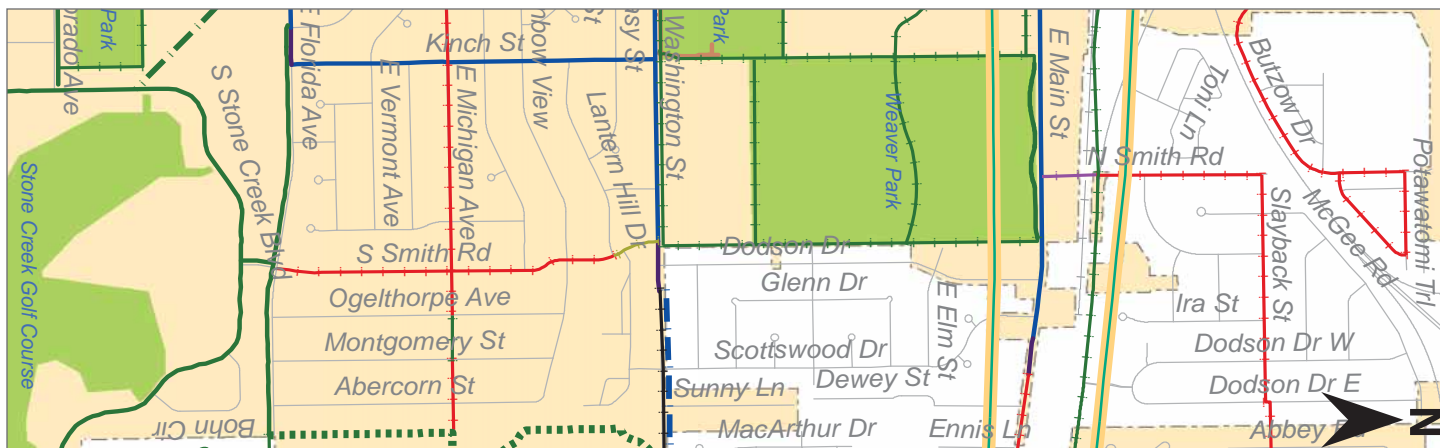
- City limits-Smith Road: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Beringer Circle (EB), Smith Road (WB)



**Figure 181**  
 Slayback Road east  
 of Smith Road



### 11.2.61 SMITH ROAD / BAKERS LANE CORRIDOR



## SMITH ROAD

- Potawatomi Trail-Butzow Drive: Bike Route **with wayfinding signage**. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Potawatomi Trail (NB), Butzow Drive (SB), Flex-N-Gate (SB)
- Slayback Street-University Avenue: Bike Route **with wayfinding signage**. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Slayback Road (NB), Kickapoo Rail Trail (SB), Main Street (SB), Weaver Park (SB)
- University Avenue-Main Street: Bike Route **with wayfinding signage**. Sharrows in the northbound thru lane.
  - Destinations & Intersecting Bikeways: Slayback Road (NB), Kickapoo Rail Trail (NB & SB), Main Street (SB), Weaver Park (SB)



**Figure 182** Smith Road northbound at University Avenue



## BAKERS LANE

- Main Street-Washington Street: Shared-use path on the east side of Weaver Park. See [Section 11.2.23 \(East Urbana Loop Trail\)](#).
  - Urbana Green Loop segment:** South edge of Weaver Park-Washington Street. Add trail wayfinding signage.



Existing View (2014)



Future View

**Figure 183** Bakers Lane shared-use path north of Washington Street

## SMITH ROAD

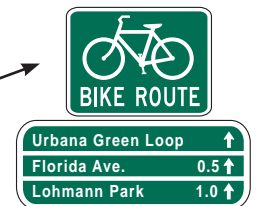
- Washington Street-Lantern Hill Drive: Shared Bike/Parking Lanes with wayfinding signage. **Urbana Green Loop segment.**
  - Destinations & Intersecting Bikeways: Dr. Williams School (NB), Urbana Early Childhood School (NB), Weaver Park (NB), Florida Avenue (SB)



Existing View (2014)



Future View



**Figure 184** Smith Road southbound at Washington Street

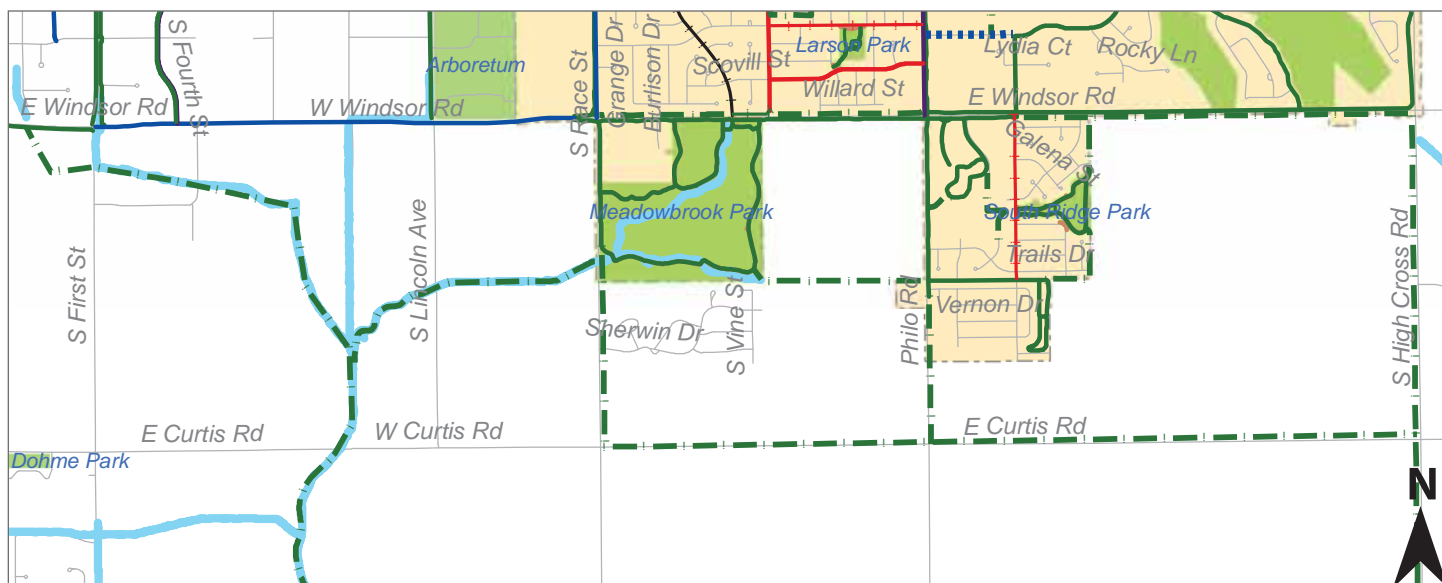
- Lantern Hill Drive-Florida Avenue: Bike Route with wayfinding signage. **Urbana Green Loop segment.**
  - Destinations & Intersecting Bikeways: Dr. Williams School (NB), Urbana Early Childhood School (NB), Weaver Park (NB), Florida Avenue (SB)
- Florida Avenue-Stone Creek Boulevard: Existing sidepath on west side of the road. **Urbana Green Loop segment.** Add trail wayfinding signage. This is a very short sidepath, with the purpose of connecting the Florida Avenue and Stone Creek Boulevard sidepaths, as well as the Savannah Green and Stone Creek subdivisions.

## STONE CREEK BOULEVARD

- Smith Road-North side of Lohmann Park: Existing shared-use path in median. **Urbana Green Loop segment.** Add trail wayfinding signage.



## 11.2.62 SOUTH URBANA TRAILS



### UPPER EMBARRAS RIVER TRAIL

- Shared-use path along the Embarras River between Race and First Streets, south of Windsor Road. University jurisdiction.

### LOWER EMBARRAS RIVER TRAIL

- Extension of shared-use path along the south leg of the Embarras River. University jurisdiction.

### POMOLOGY PATH

- Shared-use path along the south side of the former University of Illinois Pomology Tract, from Philo Road at Marc Trail to the southeast corner of Meadowbrook Park. Add trail wayfinding signage. Private property.

### MARC TRAIL PATH

- Philo Road-East of Myra Ridge Drive: Existing shared-use path.
  - Urbana Green Loop segment: Philo Road to Myra Ridge Drive. Add trail wayfinding signage.
- East of Myra Ridge Drive-East edge of South Ridge subdivision: Shared-use path. Add trail wayfinding signage.

### MYRA RIDGE PATH

- Windsor Road to South Ridge Park: Shared-use path along the east side of Myra Ridge subdivision. Add trail wayfinding signage.

### SOUTH RIDGE PARK LOOP TRAIL

- South Ridge Park: Existing loop shared-use path. Widen trail in the west half of the park. Construct a new north-south shared-use path in the middle of the park to connect the north and south legs of the trail. Urbana Green Loop segment - add wayfinding signage. Convert the east half of the existing shared-use path to a nature trail. Urbana Park District jurisdiction.

### SOUTH RIDGE PATH

- South Ridge Park to Marc Trail Path: Shared-use path along the east side of Deerfield Trails subdivision. Add trail wayfinding signage.

### THE PINES AT STONE CREEK COMMONS AREA

#### Boulder Drive corridor

- South terminus of Boulder Drive-Myra Ridge Drive: Shared-use path with trail wayfinding signage. Private property.

### Chatham Drive corridor

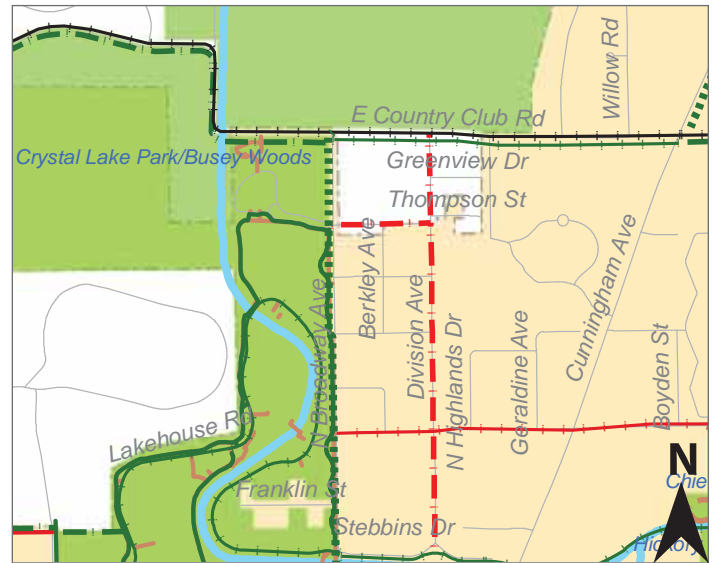
- Myra Ridge Drive-North terminus of Chatham Drive: Shared-use path with trail wayfinding signage. Private property.

### Pines-Philo Path

- The Pines Pond Path-Philo Road: Shared-use path with trail wayfinding signage. Private property.

### 11.2.63 THOMPSON STREET

- Division Avenue-Broadway Avenue
  - Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
    - Destinations & Intersecting Bikeways: Division Avenue (EB), Crystal Lake Park Family Aquatic Center (WB), Anita Purves Nature Center (WB), Broadway Avenue (WB)



### 11.2.64 UNIVERSITY OF ILLINOIS BIKEWAYS

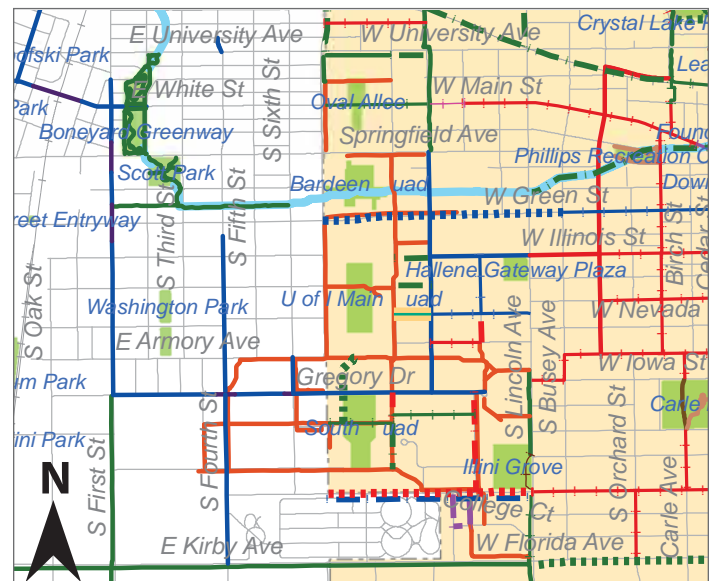
Following is information on bikeways on the University of Illinois campus in Urbana under University jurisdiction. For more information on campus bikeway recommendations, please see the 2014 Campus Bike Plan: <https://icap.sustainability.illinois.edu/project/2014-campus-bike-plan>.

#### ILLINOIS STREET CORRIDOR

- Goodwin Avenue-Mathews Avenue: Designate walkway a shared-use path with trail wayfinding signage, ensure 8' of clearance for bicycles. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Illinois Street Residence Hall (ISR) (EB), Mathews Avenue (WB), Quad (WB), Illini Union (WB)

#### QUAD PATH (CALIFORNIA AVENUE CORRIDOR)

- Goodwin Avenue-Mathews Avenue: Designate walkway a shared-use path with trail wayfinding signage, ensure 8' of clearance for bicycles. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Krannert Center (EB), Mathews Avenue (WB), Quad (WB)
- Mathews Avenue-Wright Street: Existing University bike path. Add trail wayfinding signage. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Mathews Avenue (EB), Krannert Center (EB), Wright Street (WB)



#### LIBRARY PATH

- Armory Bike Path-Lorado Taft Bike Path: Designate walkway between the Main Library and Undergrad Library and along the west side of the South Quad a shared-use path with trail wayfinding signage. University of Illinois jurisdiction.

- Destinations & Intersecting Bikeways: Armory Bike Path (NB), Quad (NB), Main Library (NB), Undergrad Library (NB), South Quad (SB), Lorado Taft Bike Path (SB)

## UNIVERSITY AVENUE

- Goodwin Avenue-Mathews Avenue: Widen existing sidewalk on the south side of the road to an 8' sidepath with trail wayfinding signage. University of Illinois jurisdiction.

## MATHEWS BIKE PATH

### Mathews Avenue

- Springfield Avenue-Boneyard Creek: Existing University bike path on west side of the road. University of Illinois jurisdiction.
- Boneyard Creek-California Avenue corridor: Existing University bike path on east side of the road. University of Illinois jurisdiction.
- California Avenue corridor-Armory Bike Path: Existing University bike path on west side of the road. University of Illinois jurisdiction.

### Mathews Avenue corridor

- Armory Bike Path-Gregory Drive: Existing University bike path. University of Illinois jurisdiction.

### Mathews Avenue

- Gregory Drive-Lorado Taft Bike Path: Bike Route with wayfinding signage. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Mathews Bike Path (NB & SB), Gregory Drive (NB), Lorado Taft Bike Path (SB)

### Mathews Avenue corridor

- Lorado Taft Bike Path-Peabody Bike Path: Convert existing University bike path into a shared-use path with adjacent sidewalk, with trail wayfinding signage. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Gregory Drive (NB), Lorado Taft Bike Path (NB), ACES Library (SB), Peabody Bike Path (SB)

## LORADO TAFT DRIVE CORRIDOR

- Dorner Drive-Mathews Bike Path: Designate walkway a shared-use path with trail wayfinding signage. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Dorner Drive (EB), Mathews Bike Path (WB)
- Mathews Bike Path-west city limit: Convert existing University bike path into a shared-use path with adjacent sidewalk, with trail wayfinding signage. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Sixth Street (WB), South Quad (EB & WB), Mathews Bike Path (EB)

## MARYLAND DRIVE

- Pennsylvania Avenue-College Court: Bike Route with wayfinding signage, plus sharrows. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Pennsylvania Avenue (NB), College Court (SB), Pennsylvania Avenue Residence Hall (PAR) (SB), Florida Avenue Residence Hall (FAR) (SB)

## VIRGINIA DRIVE

- Pennsylvania Avenue-College Court: Bike Route with wayfinding signage, plus sharrows. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Pennsylvania Avenue (NB), College Court (SB), Pennsylvania Avenue Residence Hall (PAR) (SB), Florida Avenue Residence Hall (FAR) (SB)

## COLLEGE COURT

- Virginia Drive-Maryland Drive: Bike Route with wayfinding signage, plus sharrows. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Virginia Drive (EB), Pennsylvania Avenue Residence Hall (PAR) (EB), Florida Avenue Residence Hall (FAR) (EB), Maryland Drive (WB)

## GREGORY DRIVE

- Dorner Drive-Goodwin Avenue: Existing Bike Lanes installed in 2007. Urbana Green Loop segment - add wayfinding signage. University of Illinois jurisdiction.
- Goodwin Avenue-West city limits: Existing Bike Lanes installed in 2007. University of Illinois jurisdiction.

## DORNER DRIVE

- Gregory Drive-Pennsylvania Avenue
  - Existing University bike path on east side of the road. Add trail wayfinding signage. Urbana Green Loop segment.
  - Bike Route with wayfinding signage. University of Illinois jurisdiction.
    - Destinations & Intersecting Bikeways: Gregory Drive (NB), Allen Hall (NB), Campus Recreation Center-East (CRCE) (NB), Pennsylvania Avenue (SB), Pennsylvania Avenue Residence Hall (PAR) (SB), Florida Avenue Residence Hall (FAR) (SB)

## ST. MARY'S ROAD

- Lincoln Avenue-Wright Street: Bike Lanes, per the St. Mary's Road Corridor Study. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Lincoln Avenue (EB), Champaign (WB), Fourth Street (WB), State Farm Center (WB)

## 11.2.65 VICTORY PARK LOOP TRAIL

### VICTORY PARK PATH

- Main Street-Lynn Street: Existing shared-use path.  
 Urbana Green Loop segment - add wayfinding signage.  
 Urbana Park District jurisdiction.

### LYNN STREET

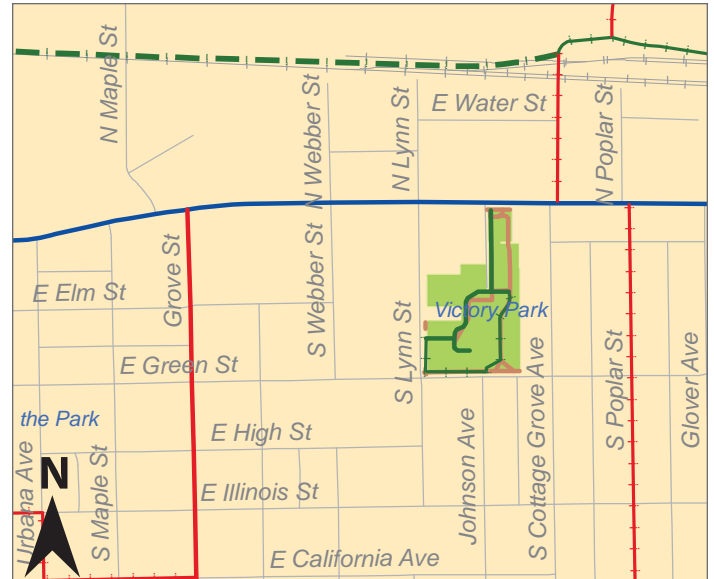
- Victory Park Path-Green Street: Widen sidewalk on the east side of the road to an 8' sidepath. Urbana Green Loop segment - add wayfinding signage. Coordinate with the Urbana Park District.

### GREEN STREET

- Victory Park east sidewalk-Lynn Street: Widen sidewalk on the north side of the road to an 8' sidepath. Urbana Green Loop segment - add wayfinding signage. Coordinate with the Urbana Park District.

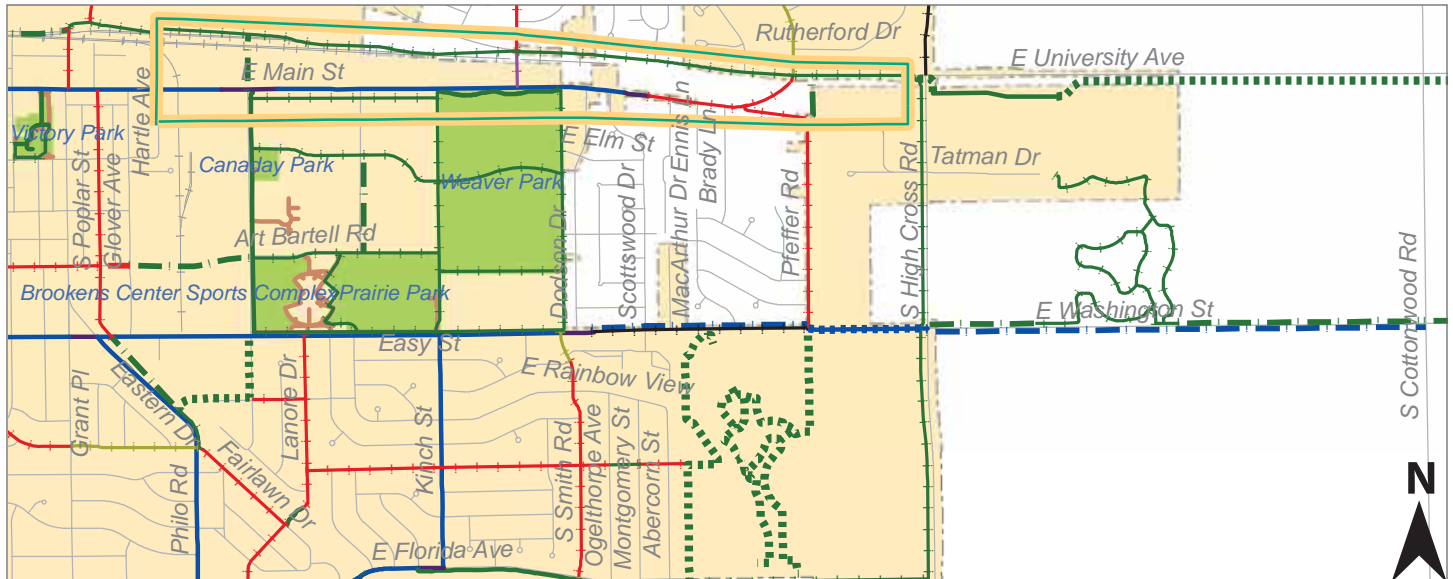
### VICTORY PARK EAST SIDEWALK

- Victory Park Path-Green Street: Widen sidewalk to an 8' sidepath. Urbana Green Loop segment - add wayfinding signage. Urbana Park District jurisdiction.





## 11.2.66 WASHINGTON STREET CORRIDOR



### WASHINGTON STREET

- County Road 1800E to Cottonwood Road: Sidepath with trail wayfinding signage, to be built long-term, as stated in the Greenways & Trails Plan. The goal of this shared-use path is to extend eastward to Homer Lake.
- Cottonwood Road-High Cross Road: Bike Lanes, to be striped upon development.
- High Cross Road-Pfeffer Road: Existing Bike Lanes, striped in 2015.
  - Destinations & Intersecting Bikeways: High Cross Road (EB), Pfeffer Road (WB)
- Pfeffer Road-east of Dodson Drive
  - Medium-term: Bikes May Use Full Lane.
  - Long-term: Bike Lanes, upon street reconstruction. Reconstruct bridge over drainage ditch east of Sunny Lane for students bicycling to Dr. Williams School.
    - Destinations & Intersecting Bikeways: High Cross Road (EB), Pfeffer Road (EB), Smith Road (WB), Urbana Early Childhood School (WB), Dr. Williams School (WB), Weaver Park (WB)



Existing View (2015)



Future View

**Figure 185**  
Washington Street  
west of MacArthur  
Drive

- East of Dodson Drive-Smith Road: Existing sharrows installed in 2013.
- Dodson Drive-Philo Road: Existing Bike Lanes and sharrows installed in 2013.
  - Destinations & Intersecting Bikeways: High Cross Road (EB), Pfeffer Road (WB), Smith Road (EB), Weaver Park (EB & WB), Urbana Early Childhood School (EB & WB), Dr. Williams School (EB & WB), Kinch Street (EB & WB), Prairie Park (EB & WB), Brookens Center (EB & WB), Lanore Drive (EB & WB), Lierman Avenue (EB & WB), Philo Road (WB)

- Bakers Lane-Lierman Avenue: Sidepath on north side of the road. Widen sidewalk where it exists to an 8' shared-use path. See [Section 11.2.23 \(East Urbana Loop Trail\)](#). Coordinate with Urbana School District, Urbana Park District, and Champaign County.

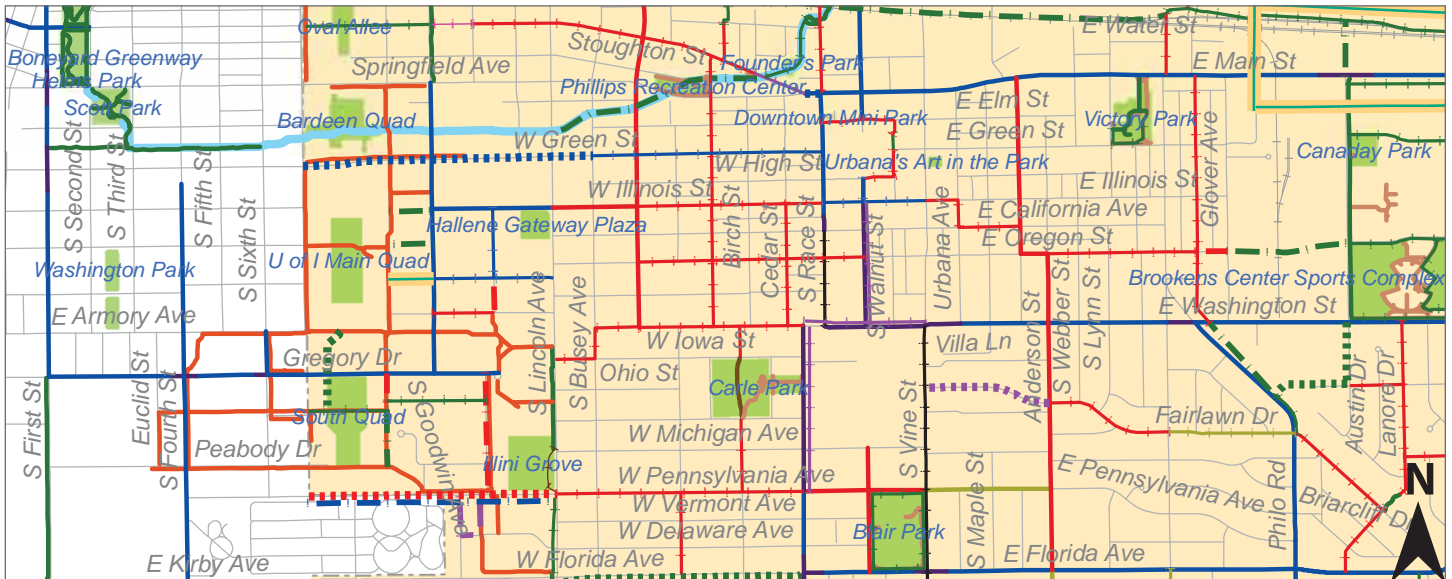


Existing View (2014)



Future View

**Figure 186**  
Washington Street  
north parkway  
westbound at Dr.  
Williams School



- Philo Road-Cottage Grove Avenue: Existing sharrows installed in 2010.
- Cottage Grove Avenue-Urbana Avenue: Existing Bike Lanes installed in 2010.
  - Destinations & Intersecting Bikeways: Philo Road (EB), Anderson Street (EB & WB), Broadway Avenue (WB), Urbana High School (WB)
- Urbana Avenue-Vine Street: Existing sharrows installed in 2010. Move sharrows to the westbound thru/left turn lane.

- Vine Street-Walnut Street: Bike Route with wayfinding signage, plus sharrows.
  - Destinations & Intersecting Bikeways: Philo Road (EB), Anderson Street (EB), Broadway Avenue (WB), Urbana High School (WB)
- Walnut Street-Race Street (east): Existing sharrows installed in 2014. Add Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Broadway Avenue (EB & WB), Urbana High School (EB & WB), Race Street (WB), U of I Campus (WB)



**Figure 187**  
 Washington Street  
 east of Broadway  
 Avenue, approaching  
 Vine Street



**Figure 188**  
 Washington Street  
 west of Broadway  
 Avenue, approaching  
 Race Street

- Race Street (east)-Race Street (west): Bike Route with wayfinding signage, plus sharrows.
  - Destinations & Intersecting Bikeways: Broadway Avenue (EB), Urbana High School (EB & WB), Race Street (WB), Cedar Street (WB)
- Race Street (west)-Busey Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Race Street (EB), Urbana High School (EB), Cedar Street (EB & WB), Carle Avenue (EB & WB), McCullough Street (EB & WB), Coler Avenue (EB & WB), Busey Avenue (WB), U of I Campus (WB)
  - Urbana Green Loop segment: Carle Avenue-McCullough Street



## BUSEY AVENUE

- Washington Street-Iowa Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Washington Street (NB), U of I Campus (SB)

## IOWA STREET

- Busey Avenue-Lincoln Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Washington Street (EB), U of I Campus (WB)



**Figure 189** Busey Avenue south of Washington Street



**Figure 190** Iowa Street east of Lincoln Avenue



## 11.2.67 WINDSOR ROAD



- High Cross Road-Stone Creek Boulevard: Existing sidepath on north side of the road installed in 2010. Install sidepath on south side of the road upon development. **Add trail wayfinding signage.**
- Stone Creek Boulevard-Myra Ridge Drive: Existing sidepath on north side of the road. Widen sidewalk and install sidepath on south side of the road upon development. **Add trail wayfinding signage.**
- Myra Ridge Drive-Philo Road: Existing sidepaths on both sides of the road. Existing sidepath on north side of the road installed in 2007 and 2010. **Add trail wayfinding signage. Urbana Green Loop segment on the north side of the road.**
- Philo Road-Race Street: Existing sidepath on south side of the road. Widen existing sidewalk to an 8' sidepath on the north side of the road, especially between Anderson and Vine Streets. This will connect Anderson Street to Meadowbrook Park, via the marked crossing & refuge island across Windsor Road at Vine Street. See [Section 11.2.3 \(Anderson Street Corridor\)](#). **Add trail wayfinding signage.**
  - **Urbana Green Loop segments:** Philo Road to Anderson Street on the south side of the road; Anderson Street to Vine Street on the north side of the road; and Vine Street to Race Street on the south side of the road (potential extension of **Urbana Green Loop** to Champaign and Savoy).
- Race Street-west of Race Street: Existing sidepaths on both sides of the road. Widen to at least 8' wide upon future reconstruction. Potential extension of **Urbana Green Loop** to Champaign and Savoy.
- West of Race Street-west city limits: Existing Bike Lanes. Potential extension of **Urbana Green Loop** to Champaign and Savoy.



Existing View (2007)



Future View

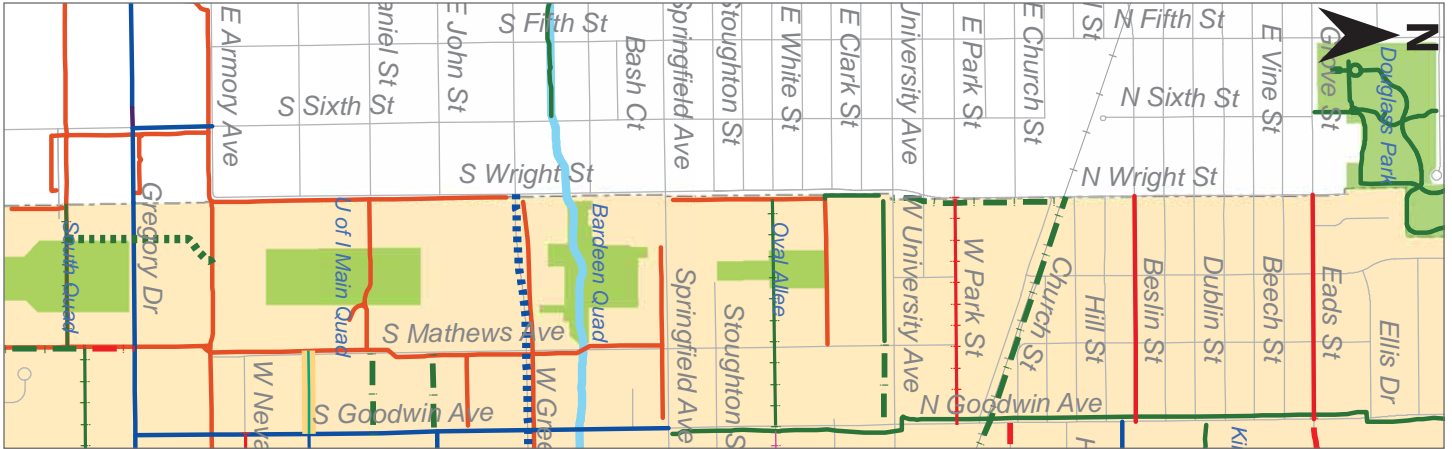


**Figure 191**  
Windsor Road  
north parkway  
west of Anderson  
Street, to crossing  
at Vine Street to  
Meadowbrook Park





## 11.2.68 WRIGHT STREET



- Church Street-University Avenue: Widen existing sidewalk to an 8' sidepath on the east side of the road.



**Figure 192** Wright Street east parkway north of Park Street, approaching Church Street



**Figure 193** Wright Street east parkway south of Park Street, approaching University Avenue

## 11.2.69 YANKEE RIDGE SCHOOL LOOP PATH

### MUMFORD DRIVE

- Lynn Street-Anderson Street: Widen existing sidewalk to an 8' sidepath on south side of the road. Coordinate with the Urbana School District.

### ANDERSON STREET

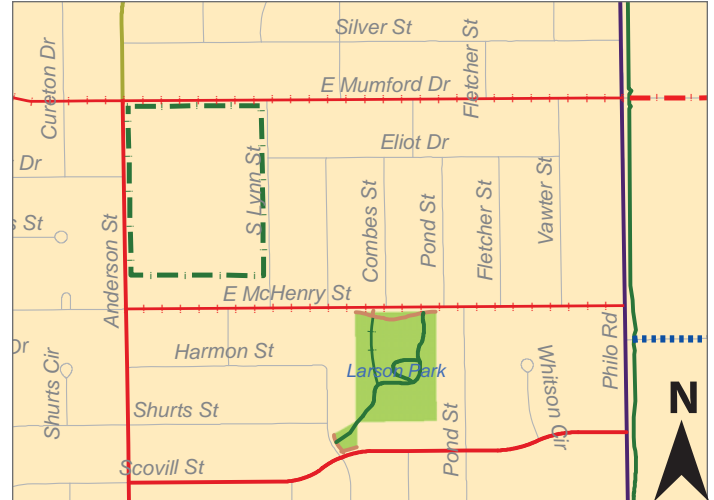
- Mumford Drive-south side of Yankee Ridge School property: Widen existing sidewalk to an 8' sidepath on east side of the road. Coordinate with the Urbana School District.

### SOUTH SIDE OF YANKEE RIDGE SCHOOL PROPERTY

- Lynn Street-Anderson Street: Shared-use path. Urbana School District jurisdiction.

### LYNN STREET

- Mumford Drive-South side of Yankee Ridge School property: Sidepath on west side of the road. Coordinate with the Urbana School District.



## 11.3 POINT RECOMMENDATIONS

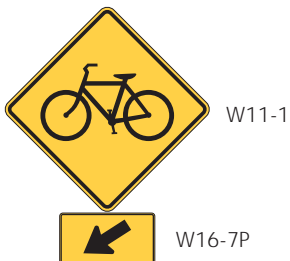
All attempts were made to place bicycle facilities on corridors with signalized intersections or all-way stops at high-traffic volume streets, to provide safe crossings at those busy streets. However, several recommended corridors cross busy streets where cross-traffic does not stop. One corridor crosses railroad tracks, and another crosses a busy street via a railroad bridge. The following recommendations outline how to improve crossing safety at these locations. Recommendations citing the MUTCD refer to the 2009 edition.

Recommendations are also given for the challenge of how bicyclists transition between off-street trails and on-street bikeways. Finally, point recommendations include upgraded bike parking in two locations. All recommendations in this section are shown in Figures 197-198.

### 11.3.1 BIKE CROSSING SIGNS

Bike crossing signs should be installed on major street approaches where at least one leg of the intersection is an on-street bikeway. MUTCD Signs W11-1 and W16-7P in Figure 194 should be installed at the following locations:

1. Lincoln Avenue at Main Street
2. Lincoln Avenue at Iowa Street, upon installation of the proposed bike route on Iowa Street
3. University Avenue (US 150) at Main Street/Beringer Circle
4. Broadway Avenue at Park Street

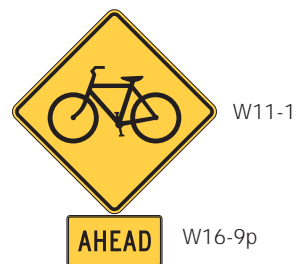


**Figure 194**  
MUTCD Bicycle Warning Signage at an intersection (Signs W11-1 and W16-7P)

#### MAIN STREET ACROSS LINCOLN AVENUE

The ultimate goal should be implementing a widened median & marked crosswalk treatment. Widen the median on Lincoln Avenue from 4' to 6', by reducing the width of the inner travel lanes on Lincoln Avenue from 12' to 11'. The outer travel lanes on Lincoln would remain 12' wide. A wider median allows cyclists to cross one direction of traffic at a time.

Bicycle warning signs can also be added on Lincoln Avenue, to alert drivers that bicyclists may cross the roadway. An arrow sign shall be used with the bicycle warning sign at the specific crossing point. Follow Figure 194, which displays the MUTCD sign images and names. A supplemental sign with "AHEAD" may also be used with the bicycle warning sign in advance of the crossing location. Follow Figure 195, which displays the MUTCD sign images and names. Use MUTCD Table 2C-4 for guidance on the placement of warning signage ahead of the intersection.



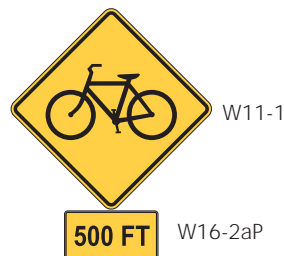
**Figure 195**  
MUTCD Bicycle Warning Signage in advance of an intersection, without distance information (Signs W11-1 & W16-9P)

Lighting is very good at this intersection, with low poles on Main Street, high poles on Lincoln Avenue, and no significant sight obstructions at corners. It is important to maintain good lighting at the intersection so drivers can clearly see bicyclists at night. This is especially important as bicycle traffic is more likely to be present in the evening in the University District.

If conflicts are still observed after the installation of bicycle warning signs and median refuges, beacons on top of signs may be considered in addition to the signs, in order to increase driver awareness of the potential conflicts. If beacons are added, they should be pushbutton actuated.

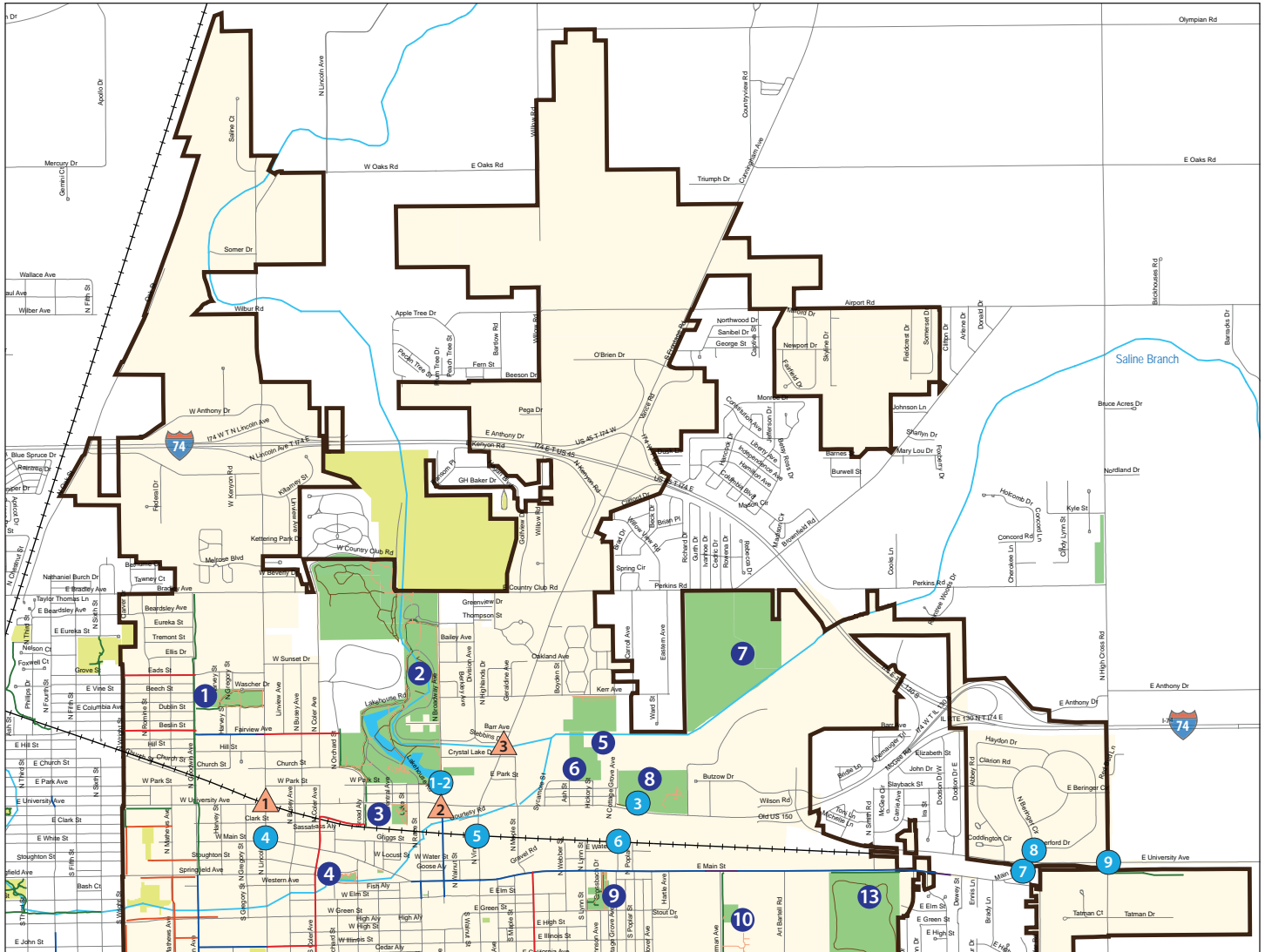
#### MAIN STREET/BERINGER CIRCLE ACROSS UNIVERSITY AVENUE (US 150)

Follow Figures 194 & 196. Add warning signs on University Avenue (US 150) at and in advance of the intersection when bike routes on Main Street and Beringer Circle are installed. A marked crossing across University Avenue should also be installed. Coordination with IDOT is required.



**Figure 196**  
MUTCD Bicycle Warning Signage in advance of an intersection, with distance information (Signs W11-1 & W16-2aP)

Figure 197 Point specific recommendations in North Urbana



POINT RECOMMENDATIONS

- 1 Two-Stage Turn Queue Box
- 2 Bike Crossing Signs
- 3 Trail Crossing Signs
- 4 Bike Crossing Signs, Widen Median
- 5 Improve Railroad bridge
- 6 Trail Railroad Crossing
- 7 Trail Crossing Signs
- 8 Bike Crossing Signs
- 9 Install Crosswalk
- 10 Investigate Roundabout feasibility
- 11 Covered bike parking at UMS & UHS
- 12 Bike Crossing Signs
- 13 Two-Stage Turn Queue Boxes
- 14 Trail STOP Sign
- 15 Two-Stage Turn Queue Box
- 16 Trail Crossing Signs

Other Major Road Crossings - Safety Countermeasures Needed

- 1 Crossing two large arterials
- 2 Add more N-S bikeway striping where possible
- 3 Improve undercrossing for trail
- 4 Reconstruction of median refuge island

Other Features

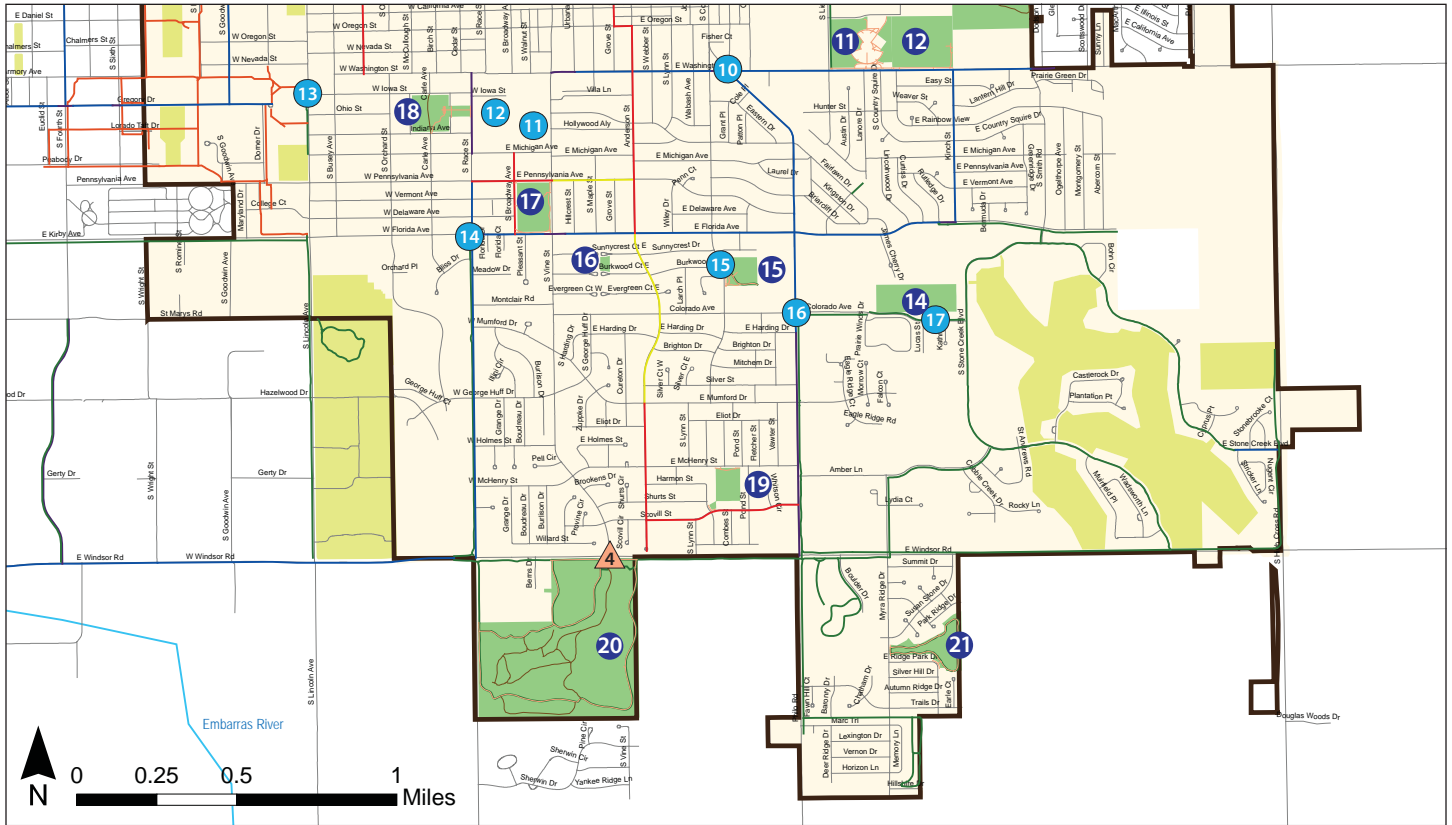
- Urbana City Limits
- UPD Boundary
- UPD Parks
- Non-UPD Greenways
- Interstates
- Railroad
- Streets
- Streams / Rivers

UPD Parks

- 1 King Park
- 2 Crystal Lake Park
- 3 Leal Park
- 4 Phillips Recreation Center
- 5 Chief Shemauger Park
- 6 Hickory Street Site
- 7 Judge Webber / Perkins Road Park Site
- 8 AMBUCS Park
- 9 Victory Park
- 10 Canaday Park
- 11 Brookens Sports Complex
- 12 Prairie Park
- 13 Weaver Park
- 14 Lohmann Park
- 15 Crestview Park
- 16 Sunnycrest Tot Lot
- 17 Blair Park
- 18 Carle Park
- 19 Larson Park
- 20 Meadowbrook Park
- 21 South Ridge Park



Figure 198 Point specific recommendations in South Urbana



POINT RECOMMENDATIONS

- 1 Two-Stage Turn Queue Box
- 2 Bike Crossing Signs
- 3 Trail Crossing Signs
- 4 Bike Crossing Signs, Widen Median
- 5 Improve Railroad bridge
- 6 Trail Railroad Crossing
- 7 Trail Crossing Signs
- 8 Bike Crossing Signs
- 9 Install Crosswalk
- 10 Investigate Roundabout feasibility
- 11 12 Covered bike parking at UMS & UHS
- 13 Bike Crossing Signs
- 14 Two-Stage Turn Queue Boxes
- 15 Trail STOP Sign
- 16 Two-Stage Turn Queue Box
- 17 Trail Crossing Signs

Other Major Road Crossings - Safety Countermeasures Needed

- ▲ Crossing two large arterials
- ▲ Add more N-S bikeway striping where possible
- ▲ Improve undercrossing for trail
- ▲ Reconstruction of median refuge island

Other Features

- Urban City Limits
- UPD Boundary
- UPD Parks
- Non-UPD Greenways
- Interstates
- Railroad
- Streets
- Streams / Rivers

UPD Parks

- 1 King Park
- 2 Crystal Lake Park
- 3 Leal Park
- 4 Phillips Recreation Center
- 5 Chief Shemauger Park
- 6 Hickory Street Site
- 7 Judge Webber / Perkins Road Park Site
- 8 AMBUCS Park
- 9 Victory Park
- 10 Canaday Park
- 11 Brookens Sports Complex
- 12 Prairie Park
- 13 Weaver Park
- 14 Lohmann Park
- 15 Crestview Park
- 16 Sunnycrest Tot Lot
- 17 Blair Park
- 18 Carle Park
- 19 Larson Park
- 20 Meadowbrook Park
- 21 South Ridge Park



### 11.3.2 TRAIL CROSSING SIGNS

MUTCD Signs W11-15 and W16-7P in [Table 31](#) ([Section 5.3.1](#)), or trail crossing signs, should be installed at the following uncontrolled intersections where proposed trails will cross roadways:

1. University Avenue (US 150) at AMBUCS Park/ CUMTD, as part of the Urbana Green Loop. IDOT jurisdiction.
2. Main Street at Kickapoo Rail Trail
3. Colorado Avenue at Lucas Street, upon development of the Lucas Street corridor shared-use path.

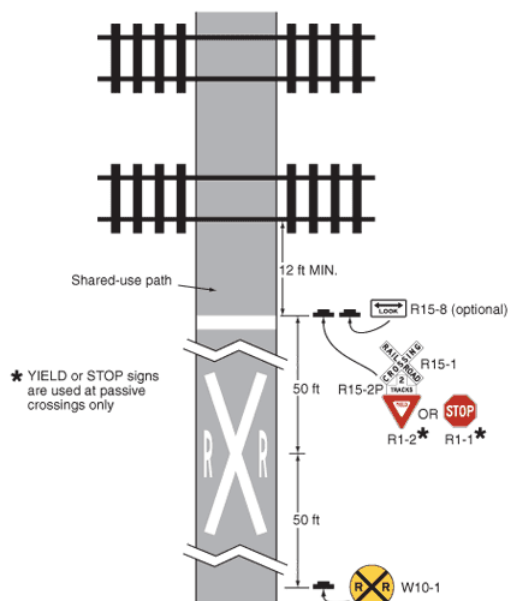
### AMBUCS PARK TO CUMTD, ACROSS UNIVERSITY AVENUE (US 150)

Follow [Figure 200](#), using MUTCD Signs W11-15 and W11-15P on University Avenue (US 150). Coordination with IDOT is required. Coordination with CUMTD and the Urbana Park District is recommended.

The median at this location is approximately at least 15' wide. A marked crosswalk and refuge island is a reasonable approach at this location per [Section 17-2.02\(k\)](#) of the IDOT Bureau of Design and Environment (BDE) Manual.

### 11.3.3 TRAIL CROSSING OF RAILROAD

Follow [Figure 199](#) where any trail comes to an at-grade crossing of an active railroad, especially where the proposed CUMTD Path is proposed to cross up to four railtracks of the Norfolk Southern Railroad on the Cottage Grove Avenue corridor. Coordination with the Norfolk Southern Railroad is necessary.



**Figure 199** Example of Signing and Markings for a Pathway Grade Crossing (Source: MUTCD Figure 8D-1)

### 11.3.4 TRAIL CROSSING MARKINGS

Clear crosswalk markings for pedestrians and bicyclists should be installed across High Cross Road (IL 130) at the Kickapoo Rail Trail/University Avenue (US 150). Coordination with IDOT and CCFPD is required.

### 11.3.5 TRAIL STOP SIGNS

Trail stop signs (MUTCD Sign R1-1 in [Table 30](#), [Section 5.3.1](#)) should be installed by the Urbana Park District on the Crestview Park Path at Burkwood Drive, as this is part of the proposed Urbana Green Loop.

### 11.3.6 ROUNDABOUT

Investigate the feasibility of converting the Washington Street/ Philo Road intersection from an all-way stop controlled intersection to a roundabout. This could improve the ability of bicyclists to transition between the existing Philo Road bike lanes and proposed Poplar Street bike route. Poplar Street is very close to this intersection, and the proposed bike route would extend the north-south Philo Road bikeway corridor from Washington Street to Main Street. Poplar Street (BLOS Grade B) allows bicyclists to avoid this segment of Cottage Grove Avenue (BLOS Grades C and D).

### 11.3.7 COVERED BIKE PARKING AT UMS/UHS

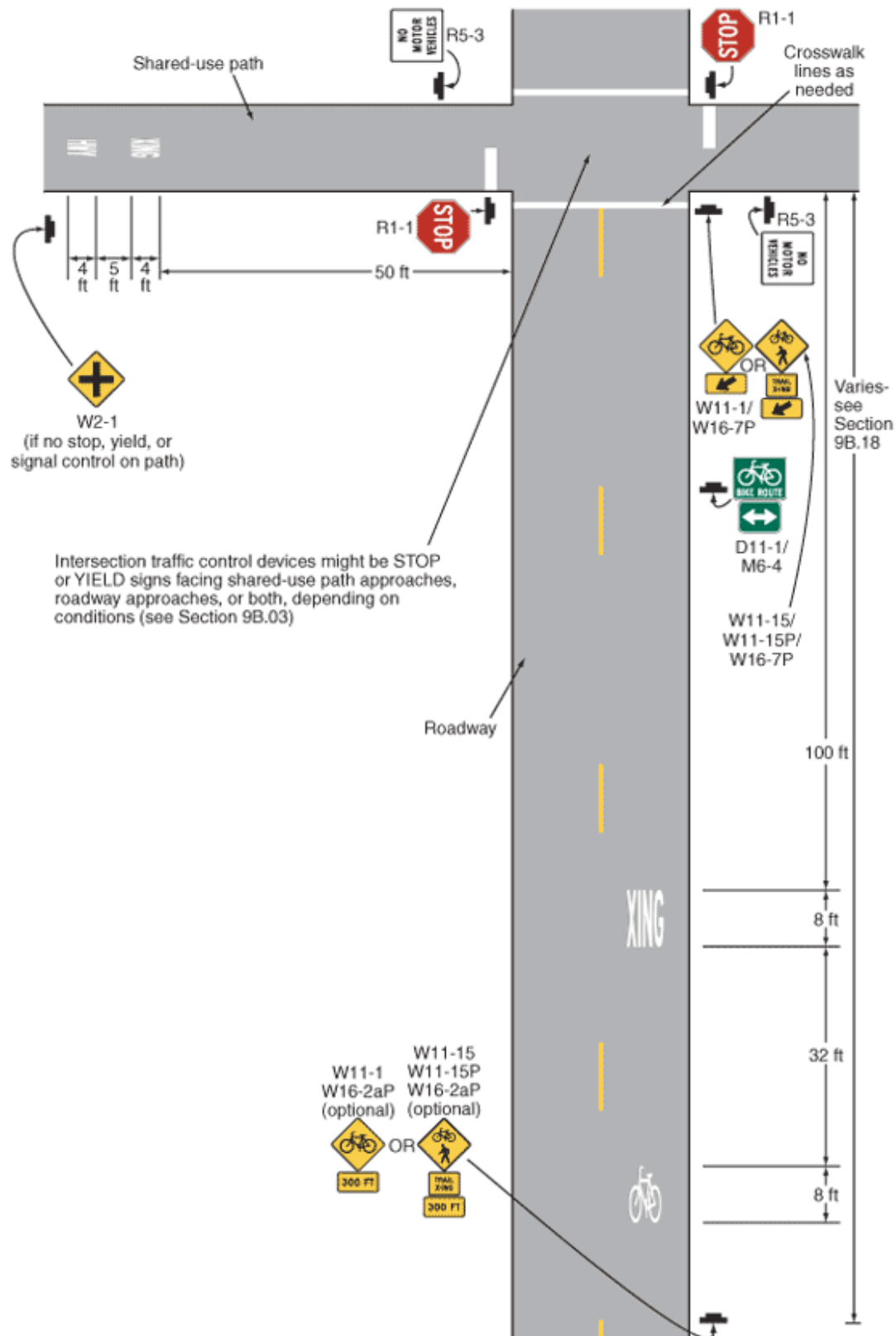
Covered bike parking should be installed or increased at the following locations, both under the jurisdiction of the Urbana School District:

1. Urbana Middle School (UMS)
2. Urbana High School (UHS)

### 11.3.8 RAILROAD BRIDGE OVER VINE STREET

Existing are 5' of railtrack and 9' of space north of the railtrack. A minimum right-of-way of 45' is recommended to add a rail-with-trail to a railroad bridge in the future. A shared-use path over the bridge should include a canopy roof and a retaining wall on the north side. Coordination with the Norfolk Southern Railroad is necessary.

Another alternative to explore is diverting the Kickapoo Rail Trail at Cottage Grove Avenue north along the proposed CUMTD Path, then west as a sidepath on the south side of University Avenue (US 150), continuing into Downtown Urbana as the Boneyard Creek Trail from Maple Street back to the Norfolk Southern Railroad corridor. Coordination with CUMTD and IDOT would be required. The trail crossing of Vine Street would then be at-grade or an undercrossing.



**Figure 200** Examples of Signing and Markings for a Shared-Use Path Crossing (Source: MUTCD Figure 9B-7)

### 11.3.9 TWO-STAGE TURN QUEUE BOXES

The *NACTO Urban Bikeway Design Guide* presents a new treatment called “two-stage turn queue boxes” that can improve the ability of bicyclists to safely and comfortably make left turns by providing a formal queuing space to make a two-stage turn. This treatment is used in a number of cities, including Chicago and Portland (see [Figure 201](#)).

Two-stage turn queue boxes should be installed at the following locations, to help bicyclists transition between sidepaths and bike lanes:

1. **Broadway Avenue at Park Street, at the northeast corner**, to assist northbound bicyclists to transition from the proposed bike lane to the proposed sidepath on the west side of the road.
2. **Philo Road at Colorado Avenue, at two locations: the northeast corner**, to assist northbound and westbound bicyclists to transition from the existing sidepaths to the Philo Road bike lane and proposed Colorado Avenue sharrows; **and the southwest corner**, to assist southbound bicyclists to transition from the Philo Road bike lane to the Philo Road and Colorado Avenue sidepaths.
3. **Race Street at Florida Avenue, at two locations: the northwest corner**, to assist westbound bicyclists to transition from the Florida Avenue bike lane to the existing Race Street sidepath and proposed Florida Avenue sidepath; **and the southeast corner**, to assist bicyclists to transition from the aforementioned sidepaths to the existing bike lanes on Florida Avenue and Race Street.



**Figure 201** Two-stage turn queue box in Portland, OR  
(Source: NACTO)

### 11.3.10 OTHER MAJOR ROAD CROSSINGS

Additional safety countermeasures should be investigated for the following locations when bikeway installation is programmed:

1. **University Avenue (US 45/150) at Lincoln Avenue:** the proposed Kickapoo Rail Trail extension (see [Section 11.2.35](#)) traverses this intersection, one of the busiest in Urbana, and under IDOT jurisdiction. Investigate methods of providing safety countermeasures to allow bicyclists to cross, such as markings and/or signage; or realign the Kickapoo Rail Trail to a safer crossing of these two arterial streets, such as the Church Street or Main Street corridor.
2. **University Avenue (US 45/150) at Broadway Avenue:** Investigate the feasibility of providing as much bikeway striping approaching or through the intersection, to create space for bicyclists away from vehicles. IDOT jurisdiction.
3. **Saline Branch at Cunningham Avenue (US 45):** A sidepath along the Saline Branch is proposed to connect Crystal Lake Park west of Cunningham Avenue, and several parks east of Cunningham Avenue (Chief Shemauger Park, Hickory Street Park Site, Perkins Road Park Site). A grade separated crossing under Cunningham Avenue should consider width for a trail, and security measures such as lighting. IDOT jurisdiction.
4. **Vine Street at Windsor Road:** Follow specifications in [Section 5.4.1](#) to ensure that the median refuge island reconstructed in 2015 provides a safe crossing for bicyclists traveling to and from Meadowbrook Park.

## 11.4 BIKE-ACTIVATED STOPLIGHTS

It is recommended that when reconstructing or adding signalized intersections, detection more sensitive to bicycles and motorcycles be considered. It is also recommended that the bicycle detector pavement marking in MUTCD Figure 9C-7 (see [Figure 202](#)) together with the bicycle signal activation sign in [Figure 203](#) (MUTCD Sign R10-22) be installed at all detector loops, especially on a leg of a signalized intersection with a bike lane. See [Section 5.4.2](#) for additional information on bike-activated stoplights.

Bicycle detectors should be installed at any intersection improvement that is signalized and has a bike lane. Therefore, the City should install a minimum of one bicycle signal activation at the following locations when recommended short-term bike lanes are installed:

1. **Race Street north leg at Windsor Road** (to improve access to/from Meadowbrook Park, the most popular bicyclist destination – see [Section 7.5.1](#).)
2. **Green Street at Lincoln Avenue** (to improve access between Downtown Urbana and the University of Illinois campus, two of the most popular bicyclist destinations – see [Sections 7.1, 7.3, and 7.5.2](#).)



**Figure 202** Bike-Activated Stoplight pavement marking on Race Street at Main Street



**Figure 203** Bike-Activated Stoplight sign (Source: MUTCD Figure 9B-2)

Other recommended locations for bicycle signal activation (especially if bike lanes are installed) are:

1. **Illinois Street at Lincoln Avenue** (due to high bike counts, and to enhance the Urbana Green Loop – see [Sections 6.3 and 11.1.2](#).)
2. **Illinois Street at Vine Street** (to improve access to/from Market at the Square and Downtown Urbana, two of the most popular bicyclist destinations – see [Sections 7.5.1 and 9.1.1](#).)
3. **Pennsylvania Avenue at Lincoln Avenue** (due to high bike counts and usage, and to enhance the Urbana Green Loop – see [Sections 6.3, 7.1, and 11.1.2](#).)
4. **Fairview Avenue at Lincoln Avenue** (to enhance the Urbana Green Loop – see [Section 11.1.2](#).)
5. **Scovill Street at Philo Road** (to enhance the Urbana Green Loop – see [Section 11.1.2](#).)
6. **Goodwin Avenue at University Avenue** (due to high bike counts, and to enhance the Urbana Green Loop – see [Sections 6.3 and 11.1.2](#). Coordination with IDOT required.)
7. **McCullough Street at University Avenue** (due to high bike crashes, and to improve one of the limited crossings of University Avenue – see [Sections 6.4 and 7.3](#). Coordination with IDOT required.)
8. **Race Street at University Avenue** (to improve one of the limited crossings of University Avenue and to enhance the Urbana Green Loop – see [Sections 7.3 and 11.1.2](#). Coordination with IDOT required.)
9. **Broadway Avenue at University Avenue** (to improve one of the limited crossings of University Avenue – see [Section 7.3](#). Coordination with IDOT required.)
10. **Smith Road at University Avenue** (to improve one of the limited crossings of University Avenue and the Norfolk Southern Railroad – see [Sections 7.3 and 8.4](#). Coordination with IDOT required.)
11. **Kerr Avenue at Cunningham Avenue** (to enhance the Urbana Green Loop – see [Sections 7.5.1 and 11.1.2](#). Coordination with IDOT required.)

## 11.5 DRAINAGE GRATES

Care must be taken to ensure that drainage grates are safe for bicycles. Many traditional parallel-bar drain grates have slots wide enough to cause a bicycle wheel to drop between the slots as far as the wheel's hub, which stops all forward momentum of the bicycle but may send the bicyclist over the handlebars. Any road upon which bicyclists ride should have bike-safe grates installed.

When bike lanes were striped on Washington Street in 2010 between Vine Street and Philo Road, the City of Urbana also raised the pavement near sunken drainage grates to be flush with the pavement, and installed transverse drainage grates to reduce the risk of a bicycle wheel getting trapped in the grate (see [Figure 204](#)). This is an example of how relatively small improvements can create a truly bicycle friendly street.



**Figure 204** Transverse drainage grate, flush with the pavement, in the Washington Street bike lane east of Vine Street

It is recommended that the City of Urbana replace any hazardous drainage grates around Urbana with bike-safe grates. Also, thin metal straps can be welded across the grate perpendicular to the direction of travel. These should be checked periodically to ensure that the straps remain in place. A bike-safe grate lets water pass without allowing debris to clog the inlet and without creating a solution in which a bicycle's wheels could be affected.

In line with the *2012 AASHTO Bike Guide*, the City of Urbana should modify or replace deficient drainage grates with bicycle-compatible grates, and also reset catch basin grates flush with the pavement. These improvements can be made over time; the following lists various strategies for how the City can prioritize these improvements:

- Make improvements on streets with existing on-street bikeway striping (e.g. bike lanes, shared bike/parking lanes, sharrows)
- Make improvements on streets when they receive on-street bikeway striping installation or maintenance (e.g. bike lanes, shared bike/parking lanes, sharrows)
- Make improvements on streets that are designated Bike Routes
- Make improvements on streets when they become designated Bike Routes
- Make improvements on streets within a BLOS grade category (e.g. "A" streets, "B" streets, etc.). Streets with good BLOS grades may not be recommended for any bikeway treatment, but will likely have bicyclists riding on them to/from bikeways.
- Make improvements upon street resurfacing
- Make improvements upon street reconstruction



## 11.6 BIKE PARKING & ZONING ORDINANCE RECOMMENDATIONS

Following are recommendations for changes to the Urbana Zoning Ordinance, Section VIII-7: Bicycle Parking, in order to improve and increase bicycle parking at all non-single family residential land uses in Urbana. **City of Urbana Planning Division staff should coordinate with the Plan Commission, and City Council to make any official amendments to the Urbana Zoning Ordinance after the 2016 UBMP planning process is complete.**

### 11.6.1 SUMMARY OF RECOMMENDED CHANGES TO THE URBANA ZONING ORDINANCE

Following are the major concepts of the recommended changes to the Urbana Zoning Ordinance regarding bicycle parking:

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

### 11.6.2 RECOMMENDED CHANGES TO THE URBANA ZONING ORDINANCE

#### SECTION VIII-7 BICYCLE PARKING

##### Purpose.

The purpose of Section VIII-7 is to provide sufficient safe and convenient bicycle parking in new development and in major redevelopment to encourage bicycling as a form of transportation. Increasing bicycling can mitigate the impacts of auto travel in the City of Urbana by reducing traffic congestion, pollution, and wear and tear on roads, and fosters healthy physical activity.

Providing bicycle parking at major activity centers helps achieve the accessibility and transportation goals and objectives of the 2005 Urbana Comprehensive Plan, while increasing bicycle parking achieves Urbana City Council goals, objectives, and implementation strategies that directly relate to the Urbana Bicycle Master Plan.

##### Definitions:

**Bicycle Locker:** A locker or box designed to securely store a single bicycle.

**Bicycle Parking:** The accessory storage of non-motorized bicycles (which may include trailers or other customary accessories) in a secure manner that allows for quick and convenient access, storage, and removal of the bicycle by users who are making trips to or from the associated principal use.

**Bicycle Parking Space:** An area within which one bicycle may be conveniently and securely stored and removed in an upright position with both wheels resting upon a stable surface and without requiring the movement of other parked bicycles, vehicles or other objects to access the space. Bicycle racks that stagger bicycles vertically to allow them to be parked more closely together, such as double-decker or vertical wall-mounted racks, are also acceptable bicycle parking spaces.

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

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

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

### Required Bicycle Parking

#### A. Number of spaces required.

1. The required minimum number of bicycle parking spaces for each use category is shown in Table VIII-6.
2. The required minimum number of bicycle parking spaces is based on the principal uses on a site. If the principal use is not listed in Table VIII-6, the required number of bicycle parking spaces shall be determined based on the requirements of the most similar use in Table VIII-6, as determined by the Zoning Administrator. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the principal use is based on net building area, the net building area of accessory uses is included with the principal uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of accessory Office use would have a bicycle parking requirement of 4 spaces, based on 60,000 square feet of net building area.
3. When there are two or more separate principal uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual principal uses.

#### B. Exemptions

1. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.
2. No bicycle parking is required for detached one-family or two-family dwellings.
3. No bicycle parking is required for the enlargement, expansion or conversion of an existing building, where the difference between the bicycle parking required for the proposed building and the bicycle parking that would be required for the existing building (under this Section of the Ordinance) equals fewer than two (2) bicycle parking spaces.
4. No bicycle parking is required for the enlargement, expansion or conversion of an existing building resulting in a dwelling containing three (3) or fewer dwelling units.

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

**Table 41** Table VIII-6: Bicycle Parking Requirements by Use<sup>1</sup>

Use	Long Term Bicycle Parking Spaces (Proposed)	Short Term Bicycle Parking Spaces (Proposed)	Existing
Residential			
Single-family dwellings, existing single-family dwellings converted for two families, two-family dwellings, townhome dwellings	No minimum	No minimum	No minimum
Multifamily dwellings or mobile home park	1 space per dwelling unit for the first twenty (20) units in a building; 1.05 spaces per dwelling unit for all units over twenty (20) in a building	1 space for every 20 dwelling units. Minimum of 2 spaces.	1 space for every 2 dwelling units
Elderly oriented housing	0.5 space per dwelling unit	None	None
Group housing, including dormitories, fraternities and sororities	0.5 space per bed	None	None
Commercial <sup>2</sup>			
Retail Sales and Services	1 per 12,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 5,000 sq. ft. of net building area. Minimum of 2 spaces.	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Office	1 per 10,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	
Pay Parking Lots & Garages	1 per 20 auto spaces. Minimum of 10 spaces.	None	
Industrial			
Manufacturing and Production	1 per 15,000 sq. ft. of net building area. Minimum of 2 spaces.	None	4% of required automobile parking up to a maximum of 25 bicycle parking spaces
Warehouse and Freight Movement	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	None	
Community Services			
Schools, grades 2 through 5	2 for every classroom	None	4 for every classroom
Schools, grades 6 through 12	4 for every classroom	None	4 for every classroom
Medical Centers	1 per 70,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Religious Institutions	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 2,000 sq. ft. of net building area. Minimum of 2 spaces.	

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

<sup>2</sup> Commercial uses include the following categories from Table VIII-7: Office and Related Uses, Service Business Uses, Retail Business Uses, and Commercial Recreational Uses.

#### Requirements:

Bicycle parking requirements shall apply to the following projects:

- The construction of a new building or establishment.
- An increase of at least 15% in the number of residential dwelling units on a lot or in the amount of non-residential Gross Floor Area on a lot from the time of adoption of this section in the Ordinance.
- The conversion of existing Gross Floor Area to a new category of non-residential use, where such conversion results in at least fifteen percent (15%) increase in the total number of bicycle parking spaces that would be required for the entire building by this section in the Ordinance.
- If the new building or facility is for a use not listed in the above table, the number of Bicycle Parking Spaces required shall be calculated on the basis of a similar use, as determined by the Zoning Administrator.

#### Bicycle Parking Standards

##### **A. Standards for all bicycle parking**

- Purpose.** These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
- Bicycle lockers.** Where required bicycle parking is provided in lockers, the lockers must be securely anchored to concrete footings, and made to withstand severe weather and permanent exposure to the elements.
- Bicycle racks.** Where required bicycle parking is provided in racks, the racks must meet the following standards:
  - A bicycle shall make contact with the rack at two (2) points along the length of the bicycle and shall allow one or both wheels to be locked to the stand by way of a cable, chain, U-lock or shackle. Types of permissible bicycle racks include, but are not necessarily limited to those commonly known as "Inverted U-shape," "A," and "Post-and-Loop" racks (See Figure VIII-7).
  - Each bicycle rack, if designed to the spacing requirements set forth herein may provide up to two bicycle parking spaces, with one bicycle parking space provided on each side of the bicycle rack. If a bicycle rack meets the spacing requirements on one side of the stand but not the other (as may be the case where a bicycle rack is attached to a wall), then it may provide one bicycle parking space.

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

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

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

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

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

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

- Permanent.
- Designed to protect the bicycle from rainfall.

##### **B. Short-term bicycle parking.**

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

It shall be located on-site or in a publicly accessible space near pedestrian entrances to the uses they are intended to serve and should be visible to pedestrians and bicyclists. Short-term bicycle parking may be provided adjacent to public streets and sidewalks, or in some cases within the public right of way as bicycle corrals. If bike racks are located on public sidewalks, they must provide at least 6 feet of pedestrian clearance and be at least 2 feet from the curb.

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

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

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

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

### C. Long-term bicycle parking.

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

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

- i. Long term bicycle parking must be provided in racks or lockers that meet the standards of Section A3.
- ii. Location. Long-term bicycle parking shall be provided within the building containing the use or uses that it is intended to serve, or no more than 300 feet from the main public entrance.

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

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

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

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

### D. Motor vehicle parking space credits

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

### Sources:

*Bicycle Parking Guidelines 2<sup>nd</sup> Edition*, 2010, Association of Pedestrian and Bicycle Professionals (APBP).

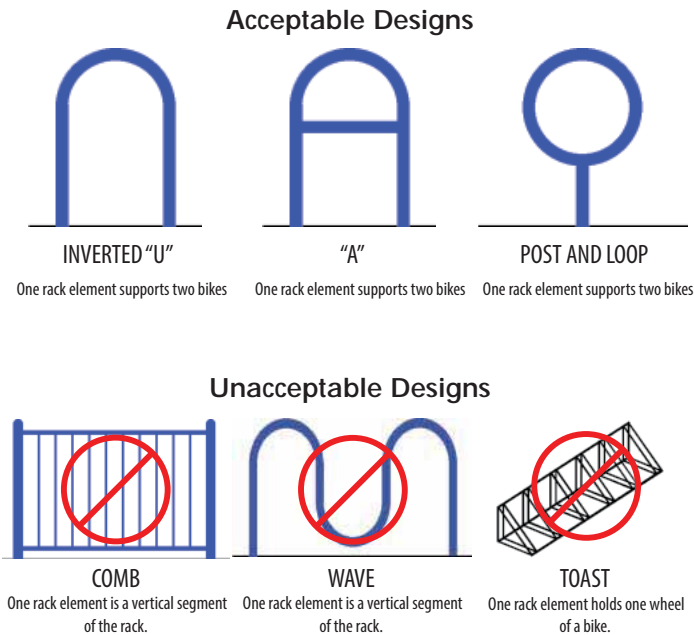
*Model Bicycle Parking Ordinance*, October 2011, Public Health Law & Policy.

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

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



**Figure 205** Figure VIII-7: Bicycle Parking Rack Types



**Figure 206** Thematic bike rack at Market at the Square

### 11.6.3 RECOMMENDED LOCATIONS FOR BIKE PARKING INSTALLATION AND UPGRADES

Bike racks currently exist at several locations throughout Urbana (see [Section 6.2](#) and [Appendix 5](#)). However, many bike racks installed before implementation of the 2008 UBMP have an inadequate "front-wheel-in-slot" design in which the bicycle cannot be properly locked unless the bicycle is parked broadside.

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

1. Apartment complexes and multi-family housing, including public housing
2. Banks, such as Busey Bank, First Federal Savings Bank, and First Mid-Illinois Bank & Trust in Downtown Urbana
3. Churches and places of worship
4. Commercial establishments in Downtown Urbana, including but not limited to Schnucks, Strawberry Fields, and Walgreens
5. Commercial establishments in the Philo Road Business District, such as County Market, CVS, Family Video, McDonald's, Sunnycrest Mall, and Walgreens
6. Commercial establishments throughout the rest of Urbana, including but not limited to Aldi, and Wal-Mart
7. Commercial areas in the University District, particularly:
  - o Southwest corner of Lincoln Avenue and Nevada Street
  - o Along Oregon Street and Goodwin Avenue
8. Downtown Post Office/Independent Media Center (IMC)
9. Government offices, such as the Urbana-Champaign Sanitary District (UCSD) office off of East University Avenue
10. Hotels
11. Hospitals and clinics
12. Lincoln Square, especially for Market at the Square
13. Office buildings
14. Polling places
15. Restaurants
16. Schools, as needed (especially covered bike parking)
17. University of Illinois buildings, as needed
18. Urbana Civic Center
19. Urbana Free Library (add covered spaces)
20. Urbana Parks, particularly increased parking at Meadowbrook Park and Crystal Lake Park

Some locations may be ideal for creative bicycle rack shapes, such as benches or artwork (See [Figure 206](#)). For more information on bike parking design guidelines, see [Section 5.4.3](#).

### 11.6.4 BIKE CORRALS

An alternative method to providing greater quantities of short-term bicycle parking is to consolidate the racks which would typically be placed in the sidewalk and locate them in the traditional auto on-street parking lane, along the curb. This approach is commonplace in European cities with high bicycle mode share and is rapidly gaining support in the United States.<sup>12</sup>

A bike corral is an area of in-street bicycle parking (see [Figure 207](#)). A bike corral is composed of the following elements:

1. The bicycle racks
2. A method of demarcating the parking area
3. Signage

The City of Urbana Public Works Department, Planning Division, Bicycle and Pedestrian Advisory Committee (BPAC), and the Urbana Business Association should work together to identify locations to install bike corrals, especially in Downtown Urbana.

The following steps adapted from the *APBP Bicycle Parking Guidelines 2nd Edition* are key to developing a successful in-street bike parking program:

**1. Adopt/amend design guidelines:** This includes adopting the *APBP Bicycle Parking Guidelines*, and/or amending the existing *Champaign County Greenways & Trails Design Guidelines*, in order to ensure consistent design across the area. Design guidelines should be officially adopted by Urbana City Council and/or the Champaign County Greenways & Trails Policy Committee.

**2. Create city policies regarding maintenance and liability:** Consistent policies for maintenance and liability are an excellent tool when working with the community and local businesses, and help to address concerns about adding to the City of Urbana's maintenance burden or liability exposure.

**3. Choose locations based on merchant requests.** The most frequent objection to in-street parking is from merchants who perceive the loss of an automobile parking space as a threat to their livelihood. Seek out bicycle-friendly businesses.

**4. Identify funding:** Funding can be from local sources, project-by-project, or multiple sites can be bundled together for the purpose of larger grant applications.

**5. Pilot locations which will succeed:** Pick locations that are a guaranteed success, ones which have the strongest local support and will be the most heavily used. Picking sites with few if any design or installation challenges is also important to speed implementation.



**Figure 207** Bicycle corral in Portland, OR  
(Credit: Cynthia Hoyle)

**6. Document outcomes:** Before and after documentation should include bicycle parking utilization (bicycle counts) at the site as well as intercept or online surveys of cyclists, business patrons, and business owners.

## 11.7 NON-INFRASTRUCTURE RECOMMENDATIONS

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

### 11.7.1 EDUCATION RECOMMENDATIONS

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

1. **K-12 Bicycle Education Curriculum:** Coordinate with local schools to incorporate bicycle education into existing curriculum, such as physical education and health.

Potential Partners: Urbana School District, private schools (e.g. University High School), Champaign-Urbana Safe Routes to School (C-U SRTS) Project, Champaign County Bikes (CCB)



**Figure 208** Neutral Cycle owner working with Urbana Middle School (UMS) students in an after-school C-U SRTS Project bike education class (Credit: Neutral Cycle)

2. **Map Updates and Distribution:** Continue updating and distributing maps with existing bicycle and trail facilities as the network continues to grow, including but not limited to: Champaign County Greenways and Trails Map, Champaign-Urbana Bike Guide & Map, and a future Urbana Green Loop Trail Map. Produce an online map or mobile application with existing bikeways and preferred routes. Coordinate with existing online map sources (e.g. Google) to ensure accuracy of existing bikeways and preferred routes.

Potential Partners: CCB, Ride Illinois, Champaign County Regional Planning Commission (CCRPC), City of Urbana, mobile app developers, Google, Open Street Map

3. **Road User Safety Campaigns:** Continue to convey the message to encourage bicyclists and motorists to obey traffic laws and show respect to other road users (see Figure 209).

Potential Partners: C-U SRTS Project, City of Urbana, Champaign-Urbana Mass Transit District (CUMTD)

4. **Driver's Education Curriculum:** Coordinate with local schools and driving schools to incorporate bicycle education into driver's education curriculum, using tools such as the Illinois Bike Safety Quiz.

Potential Partners: Urbana School District, private schools (e.g. University High School), driving schools, CCB, Ride Illinois



**Figure 209** Tacoma, WA targeted motorist outreach about bicycling in the form of poster and print public service advertisements (Source: Drive Nice, Tacoma via Haywood County, NC Bike Plan)



5. **Bicycle Ambassador Program:** Partner with the University of Illinois to organize a bicycle ambassador program to educate residents at public events.  
Potential Partners: University of Illinois, City of Urbana
6. **Bicycle Rodeos:** Increase volunteer base in order to institutionalize bicycle rodeos at public events and schools for children to learn and improve bicycling skills (see Figure 210). Install a permanent bicycle rodeo station in a parking lot.  
Potential Partners: City of Urbana, Urbana School District, C-U SRTS Project, CUMTD, Champaign-Urbana Public Health District (CUPHD), CCRPC, Urbana Park District (UPD), Parent-Teacher Associations (PTAs), service organizations, CCB



**Figure 210** C-U SRTS Project Spring 2014 bike rodeo at Market at the Square

7. **Availability of Materials in Other Languages:** Make bicycle education, encouragement, and enforcement materials available on municipal agency websites in at least 1 language besides English.  
Potential Partners: City of Urbana, Urbana Park District, Urbana School District, CUMTD, CCRPC
8. **Professional Development:** Support municipal agency staff attendance at professional development opportunities, such as the Illinois Bike Summit and other conferences, to provide learning, networking, and planning opportunities regarding bicycles and pedestrians.  
Potential Partners: City of Urbana, Urbana Park District, Urbana School District, CUMTD, CCRPC, University of Illinois
9. **Public Participation:** Continue to provide at least one opportunity per new bikeway or trail project for citizens to provide input regarding new treatments.  
Potential Partners: City of Urbana, particularly the Bicycle and Pedestrian Advisory Commission (BPAC); Urbana Park District Advisory Board (UPDAC); bike@illinois.edu
10. **Adult Bicycle Education:** Offer bicycle education opportunities for adults to educate them about rules of the road, how to properly handle a bicycle in traffic, and how to respectfully share the road with other users.  
Potential Partners: Urbana Park District, Urbana School District (Urbana Adult Education), CCB, League [of American Bicyclists] Certified Instructors (LCIs)
11. **Law Enforcement Officer Training:** Support law enforcement officer attendance at professional development opportunities regarding the enforcement of bicycle and pedestrian laws, especially as they change.  
Potential Partners: Urbana Police Department, University of Illinois Police Department

### 11.7.2 ENCOURAGEMENT RECOMMENDATIONS

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

1. **Bike Route & Trail Signage:** Install standardized bike route signage along on-road bikeways only, and standardized trail signage along off-road bikeways and trails, with destination, distance and/or time, and direction information to better inform users.  
*Potential Partners:* City of Urbana, Urbana Park District, University of Illinois, Champaign County Forest Preserve District (CCFPD)
2. **Bicycle Friendliness Promotion:** Promote Urbana as a Gold Level Bicycle Friendly Community (BFC), the University of Illinois as a Bronze Level Bicycle Friendly University (BFU), and Urbana's Bicycle Friendly Businesses (BFBs; see [Appendix 2](#)) to demonstrate community support for and usage of active transportation.  
*Potential Partners:* City of Urbana, University of Illinois, CCB, CUMTD, Urbana Business Association (UBA), businesses
3. **National Bike Month:** Continue to celebrate National Bike Month in May by hosting Bike Month, Bike to Work Day (see [Figure 211](#)), Bike to School Day, Bikes on Campus Day and Bike to Market Saturdays.  
*Potential Partners:* CCB, C-U SRTS Project, City of Urbana, University of Illinois, businesses, sponsors



**Figure 211** C-U Bike to Work Day 2013 - Downtown Urbana welcome station (Credit: C-U Bike Month)

4. **Open Streets initiative (car-free streets):** Temporarily close streets to motorized traffic so that people may use them for healthy and fun physical activities like walking, bicycling, dancing, jogging, playing and socializing.  
*Potential Partners:* City of Urbana, CUPHD, University of Illinois, CCB, businesses, sponsors
5. **Support for Advocacy Organizations:** Support existing advocacy organizations to increase their capacity to carry out bike encouragement activities. This includes volunteer and financial support from local organizations for the C-U Safe Routes to School (SRTS) Project, as this program will struggle to survive without SRTS grant funding.  
*Potential Partners:* City of Urbana, CCB, Prairie Cycle Club, Ride Illinois, CUPHD, Urbana School District, Urbana Park District
6. **Bike Share Program Support:** Support communitywide efforts to create a bike-share system in Urbana-Champaign accessible to residents and visitors for short trips. Also support employers in creating workplace bike share programs.  
*Potential Partners:* City of Urbana, University of Illinois, City of Champaign, CUPHD, CUMTD, CCB, corporate sponsors, CCRPC, businesses, employers



**Figure 212** Divvy bike share station on the University of Illinois at Chicago (UIC) campus

7. **"Bike to" events:** Support events to bike to dinner or shopping at Bicycle Friendly Businesses (BFBs) and/or particular districts (e.g. Downtown, University District, Philo Road), perhaps offering special discounts to customers arriving by bike.  
*Potential Partners:* UBA, City of Urbana, CCB, businesses



- 8. Bikeway Dedication Events & Rides:** Hold events to celebrate new and/or rehabilitated bicycle facilities, such as ribbon-cutting ceremonies (see [Figure 213](#)) and bike rides, especially to showcase businesses and destinations along the route.
- Potential Partners: City of Urbana, UBA, CCB, businesses, neighborhood groups, Urbana Park District



**Figure 213** Lanore-Adams-Fairlawn Path ribbon-cutting ceremony in 2013 with representatives from the AMVETS2 neighborhood, Lierman neighborhood, and City of Urbana

- 9. Engage Employers in Bicycling:** Meet with employers, especially large employers (e.g. Busey, Carle, Flex-N-Gate, Health Alliance, Meijer, SuperValu) to determine barriers and incentives to bicycling for employees, such as bike events, facilities, lockers, parking, and showers. Use the League of American Bicyclists' (LAB) *National Bike Month Guide* to highlight the economic and productivity benefits of bicycling for employers. Coordinate with employers to overcome barriers.
- Potential Partners: City of Urbana, CCB, UBA, businesses, employers
- 10. Business Bike Parking Improvement Incentives:** Develop an incentive program for existing businesses to install and/or upgrade their bike parking to meet current standards (see [Section 5.4.3](#)).
- Potential Partners: City of Urbana, UBA, businesses, CCB
- 11. Year-Round Bicycling Program:** Create a year-round program of events and master calendar to encourage and support bicycling in Urbana.
- Potential Partners: City of Urbana, CCB, C-U SRTS Project, University of Illinois, Urbana School District, Urbana Park District, CUPHD

- 12. Build-A-Bike Program:** Support the creation of a build-a-bike program for youth, especially low-income youth and at-risk youth.
- Potential Partners: The Bike Project, C-U SRTS Project, CCB, Urbana School District
- 13. Bike App:** Create a bicycling app that provides benefits to users (e.g. distance ridden, health analysis, reporting of issues and non-injury crashes), as well as to planners and engineers (e.g. preferred routes, hazards).
- Potential Partners: CCRPC, CCB, City of Urbana, University of Illinois

### 11.7.3 ENFORCEMENT RECOMMENDATIONS

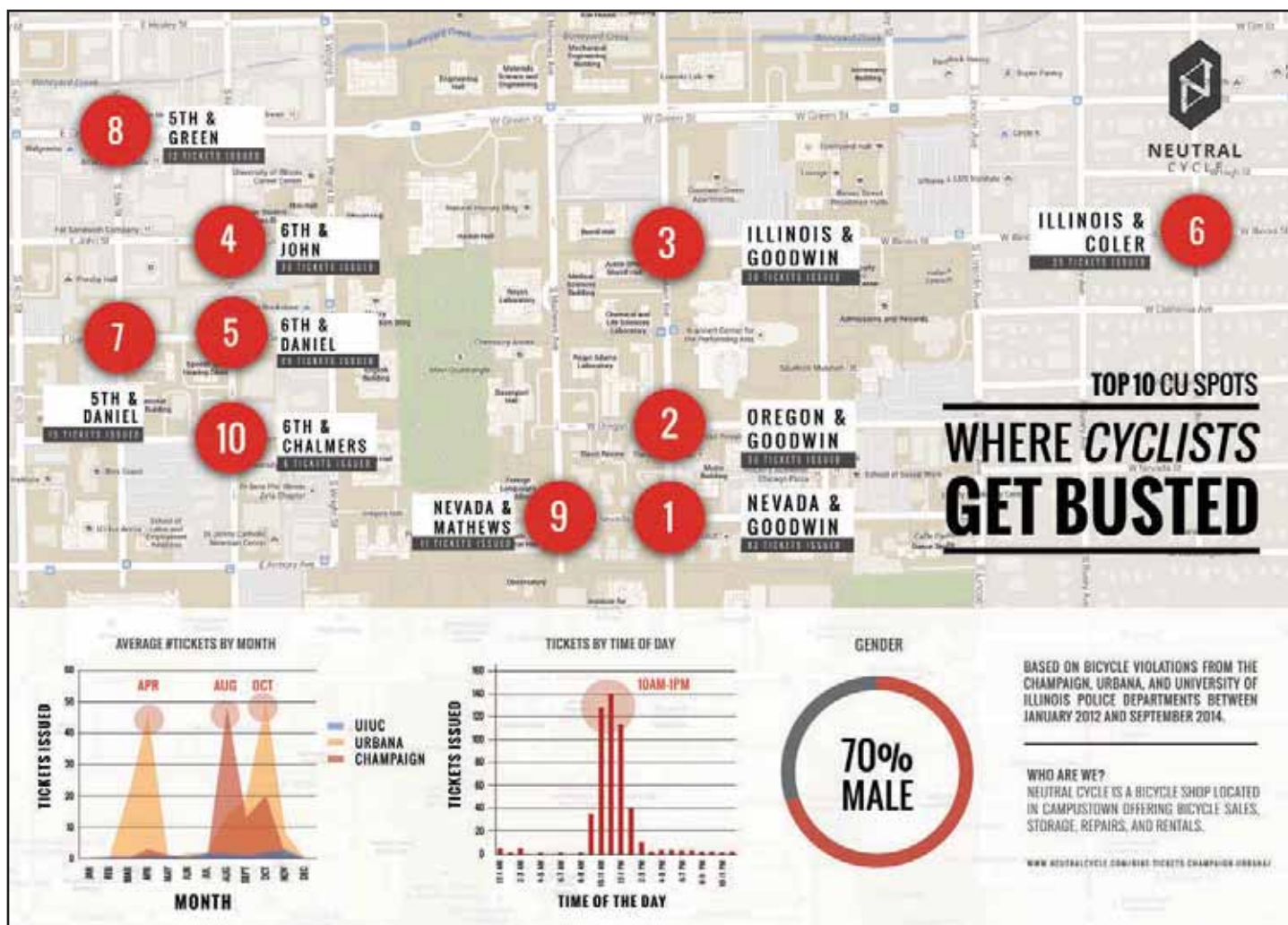
Enforcement tactics are necessary to create a safe environment for bicycling when using road facilities and the trails system. These recommendations aim to compel public obedience to follow rules of the road, trail etiquette, and to reduce common car-bike collision types.

- 1. Light the Night:** Continue annual installation of free bike lights in the fall on the University of Illinois campus coupled with an education component, to keep bicyclists compliant with bike light and riding laws (see [Figure 214](#)).
- Potential Partners: City of Urbana, CUMTD, University of Illinois, City of Champaign, The Bike Project (TBP), CCRPC



**Figure 214** Light the Night 2011 - Hallene Gateway Plaza station led by the City of Urbana

- 2. Bicycle Diversion Program:** Continue education and enforcement campaign to allow bicyclists to waive a first-time fine using Ride Illinois' Bike Safety Quiz.
- Potential Partners: Urbana Police Department, University of Illinois Police Department, Ride Illinois



**Figure 215** Selected 2012-2014 Champaign-Urbana bicycle enforcement results infographic (Credit: Neutral Cycle)

3. **Enforce Bicyclist Violations:** Continue issuing warning citations and/or ticket bicyclists for traffic offenses, such as riding against traffic, disregarding traffic signals (unless the cyclist has legally waited 2 minutes for a light to change) and stop signs, and riding without lights at night (see [Figure 215](#)). Continue to develop methods to educate bicyclists on safe and legal bicycling before ticketing bicyclists (e.g. Bicycle Diversion Program).  
Potential Partners: Urbana Police Department, University of Illinois Police Department
4. **Enforce Motorist Violations:** Continue issuing warning citations and/or ticket motorists for traffic offenses against bicyclists, such as failing to stop for bicyclists at intersections. Develop methods to educate motorists on using the road safely with people using other travel modes.  
Potential Partners: Urbana Police Department, University of Illinois Police Department
5. **Trail Safety & Security:** Create partnership between the Urbana Park District and the Urbana Police Department to promote safety and security of existing and proposed trail facilities.  
Potential Partners: Urbana Park District, Urbana Police Department
6. **Off-Campus Light the Night Event(s):** Pursue opportunities to install free bike lights in the fall in other areas of Urbana, especially low-income neighborhoods, coupled with an education component, to keep bicyclists compliant with bike light and riding laws.  
Potential Partners: City of Urbana, CCB, TBP, neighborhood groups, Urbana Park District
7. **Enforce Vehicle Parking in Bike Lanes:** Explore the creation of a City ordinance to enforce the restriction of cars parking in bike lanes.  
Potential Partners: City of Urbana, Urbana Police Department



### 11.7.4 EVALUATION RECOMMENDATIONS

Various qualities of the on-street bikeway and trail system should be assessed regularly for success and improvement. This section proposes some assessment procedures. **The Urbana BPAC should be involved in all of these procedures in some manner.**

- 1. Bicycle Counts:** Conduct counts before and after bikeways and trails are installed, considering factors such as day of the week, school being in session, temperature, and precipitation (see [Figure 216](#)).  
*Potential Partners:* City of Urbana, CCRPC, Illinois Department of Transportation (IDOT)
- 2. Bicycle Level of Service (BLOS):** Continue to update the Urbana BLOS Database to measure existing and future conditions, and evaluate different measurements of bike friendliness if different tools become available.  
*Potential Partners:* City of Urbana, CCRPC
- 3. Bicyclist Crash Studies:** Continue to analyze bicyclist crash data as part of the CUUATS Selected Crash Intersection Locations (SCIL) Report.  
*Potential Partners:* CCRPC, City of Urbana
- 4. Pedestrian and Bicycle Survey (PABS):** Conduct the Urbana PABS survey every five years to measure existing bicycle and pedestrian behavior and attitudes.  
*Potential Partners:* City of Urbana, CCRPC, Urbana Park District
- 5. Bicycle Level of Traffic Stress (LTS) analysis:** Investigate the value and feasibility of evaluating Urbana's bikeway network using the emerging tool of Bicycle Level of Traffic Stress (LTS), which evaluates street segments and intersections to see where bicyclists encounter low traffic stress and high traffic stress locations.  
*Potential Partners:* City of Urbana, CCRPC, University of Illinois
- 6. Economic Impact of Bicycling:** Take advantage of opportunities to measure the economic impact of bicycle and trail facilities and events on Urbana's economy.  
*Potential Partners:* City of Urbana, CCRPC, University of Illinois, Ride Illinois, CCFPD
- 7. Living Lab Pilot Program:** Create a pilot program project to test new street designs intended to enhance travel safety, similar to the Living Lab in Boulder, CO.  
*Potential Partners:* City of Urbana, University of Illinois



**Figure 216** Bike counters on the Illinois Street bike lanes

- 8. New and Emerging Treatments:** Evaluate the feasibility and consider the installation of new and emerging bikeway treatments, including bike boulevards (see [Section 5.2.6](#)), and neighborhood greenways when aspects that improve stormwater flow and the parkway environment can be incorporated.
- 9. Traffic Calming Policies and Programs:** Evaluate new policies (e.g. traffic calming policy) and programs (e.g. neighborhood speed reduction programs) that can be instituted by the City of Urbana to create a safer and more welcoming environment for bicyclists.  
*Potential Partners:* City of Urbana, Urbana Police Department, neighborhood groups
- 10. Annual Performance Measure Assessment:** Identify a lead City of Urbana staff member to assess the progress of this plan's goals and objectives using the performance measures in [Chapter 9](#) and [Appendix 14](#), as projects occur and/or each year after January 1<sup>st</sup>. Submit a report to the Urbana Bicycle and Pedestrian Advisory Commission (BPAC) and City Council, post it to the City website, and incorporate information into the press release about completed and current bicycle facility construction projects (see [Section 9.5, Objective 3](#)). Develop, test, and use new performance measures as needed to better assess projects and to incorporate into future Bicycle Master Plans.
- 11. UBMP Updates:** Update the Urbana Bicycle Master Plan (UBMP) every 5 years, making plan amendments between plan updates if necessary.

# 12 IMPLEMENTATION

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## 12.1 IMPLEMENTATION CONCEPTS

The City of Urbana prepares a Capital Improvement Plan (CIP) each year that identifies all the infrastructure work to be implemented in the planning period, including roadways and bridge construction and maintenance. A plan showing these infrastructure works should be superimposed on the bicycle network plan to identify where the two sets of works overlap. Any desirable bicycle facilities should be incorporated in the mainstream infrastructure works rather than being retrofitted at greater expense and possibly to a lesser standard later.

Individual opportunities to incorporate bicycle projects with other programmed projects are likely to be scattered around the network, which means fragmented facilities until the inter-linking portions of the bicycle network are completed. This is unavoidable and acceptable as long as suitable transitions are designed. However, it is desirable to implement whole connected routes wherever possible, as incomplete bicycle facilities are likely to result in significant bicyclist dissatisfaction. As discussed in [Section 6.1](#), due to implementation of the 2008 UBMP, all existing facilities currently connect to one another, with the exception of two segments in Central Urbana, and the Walmart Trail in East Urbana.

See [Section 12.2](#) for recommended project implementation details.

### 12.1.1 PERIODIC BIKEWAY NETWORK REVIEW

At least every five years, the entire bicycle network and implementation recommendations should be reassessed to confirm its currency. Factors to consider include:

- Has the bicycle network development progressed as planned?
- Have bicyclist desire lines or bicycle route usage/preferences changed?
- Has bicyclist safety improved?
- Have there been significant changes to the transportation infrastructure or major land-use developments that require changes to the bicycle network plan?
- Are there opportunities to complete gaps in the network that should be given a higher priority?
- Are there new bike infrastructure facilities that improve roadway safety that should be considered for use locally?

### 12.1.2 MAINTENANCE

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

Following are recommendations for bikeway maintenance based on the *Champaign County Greenways & Trails Plan* and *Urbana Park District Trails Master Plan*.

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

Additionally, consider the use of permeable pavement when installing off-street shared-use paths. This will assist with stormwater management, returning more water to the ground instead of the storm sewer system. This can also help offset the loss of green space benefits when a paved surface is installed. [Figure 217](#) shows a wide permeable walkway in Carle Park installed by the Urbana Park District.



**Figure 217** Carle Park permeable path



## MAINTENANCE OF ON-ROAD BICYCLE FACILITIES

All on-road bicycle facilities have common maintenance needs:

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

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

While infrastructure improvements are essential to building a bicycle network, there are also many other strategies for maximizing the use and effectiveness of the network. These are discussed in [Section 11.7](#), which can help make bicycling safer and more attractive in Urbana.

## 12.1.3 PUBLIC INPUT

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

1. **Urbana City Council** (<http://www.urbanailinois.us/city-council>): public comment period at the beginning of meetings every 1st and 3rd Monday of the month; email or phone calls to Council members and/or the Mayor.
2. **Urbana Bicycle & Pedestrian Advisory Commission (BPAC)** (<http://www.urbanailinois.us/BPAC>): public comment at meetings every 3rd Tuesday of the month; email or phone calls to BPAC members.
3. **Urbana Plan Commission** (<http://urbanailinois.us/boards/plan-commission>): public comment when this commission reviews plans at meetings every 1st and 3rd Thursday following the 1st City Council meeting of each month.
4. **City of Urbana Citizens' Voice website** (<http://www.urbanailinois.us/citizens-voice>): questions, compliments, non-emergency problems, concerns, or suggestions can be submitted here.
5. **Project Open Houses** (<http://www.urbanailinois.us/departments/public-works>): usually posted to the Urbana Public Works webpage, and City of Urbana homepage.

### 12.1.4 PROJECT EVALUATION CRITERIA

Table 42 is a simple checklist that can be used by Urbana Public Works to analyze if bikeway accommodations are being met during road resurfacing and reconstruction projects. This has been adapted from the case study of Louisiana in the Federal Highway Administration's (FHWA) *Statewide Pedestrian and Bicycle Planning Handbook*.

Have the following bicycle accommodations been provided?	Y/N	Comments
Bike Lanes?		
Paved Shoulders?		
Shared-Use Path?		
Bicycle-compatible drainage grates?		
Bicycle-compatible rumble strips?		
Bicycle-compatible expansion joints?		
Appropriate signage?		

**Table 42** Bikeway accommodation checklist, adapted from the Federal Highway Administration (FHWA)

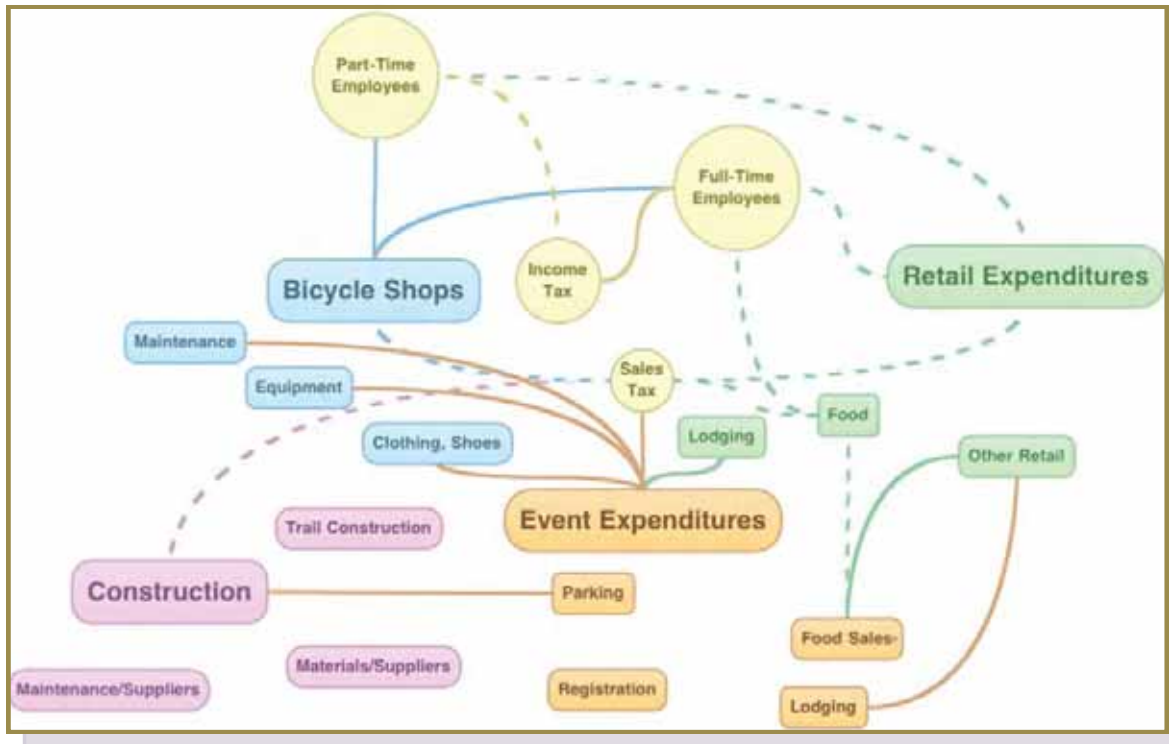
This FHWA document also highlights the example of the Colorado Department of Transportation (CDOT) using the goals of its *2012 Statewide Bicycle and Pedestrian Plan* to create investment decision criteria for evaluating candidate bicycle and pedestrian projects.

Following is a list of evaluation criteria from *Creating Walkable+Bikeable Communities* that can help Urbana Public Works determine how to prioritize future bikeway projects. This supplements bikeway selection guidance discussed in [Sections 4.2, 4.3, and 4.5](#).

1. Overcoming barriers (physical or physiological)
2. Current or future demand for bicycling
3. Attracting "interested but concerned" bicyclists
4. Increasing safety and comfort
5. Filling existing gaps
6. Improving aesthetics
7. Improving health
8. Increasing social equity
9. Reduce vehicle miles traveled/air pollution/greenhouse gas emissions
10. Cost or cost-effectiveness
11. Political feasibility
12. Technical feasibility

### 12.1.5 ECONOMIC IMPACT OF BICYCLING

Some research exists to demonstrate the economic value of bicycling projects and events. Figure 218 shows how many aspects of the local and regional economy are impacted by bicycling. Table 43 lists typical expenditures that bicyclists spend in an area, with more coming from non-residents such could be the case when the Kickapoo Rail Trail is built into Urbana.



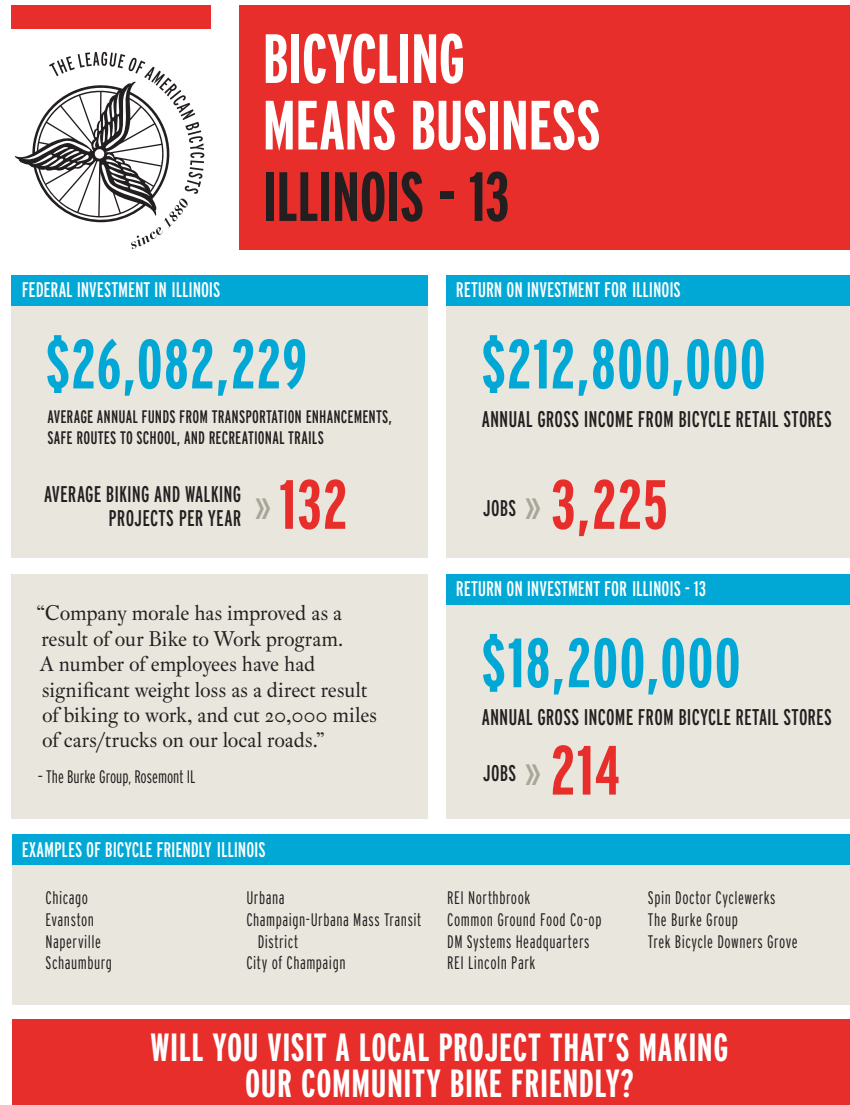
**Figure 218** Connections between Economic Impact Areas of Bicycling (Credit: Haywood County, NC Bike Plan)

Activity	Resident Expenditures/ Day	Non-Resident Expenditures/ Day
Roadway	\$40	\$54
Trails	\$8-18	\$34
Single-Day Events	\$76	\$76
Multi-Day Tours	\$81	\$81

**Table 43** Typical Expenditures from Various Types of Bicyclists

(Source: Nelson Institute for Environmental Studies Center for Sustainability and the Global Environment, via the Haywood County, NC Bike Plan)

Finally, Figure 219 was produced by the League of American Bicyclists (LAB) in 2013 to show how bicycling affects business in Illinois and Congressional District 13, which includes Urbana. Illinois received over \$26 million in federal investment for bicycling projects, a portion of which was received by Urbana. However, that return on investment was \$18.2 million in District 13, and \$212.8 million overall in Illinois. Bicycling has a high return on investment for the local and state economy.



Learn more at [WWW.BIKELEAGUE.ORG](http://WWW.BIKELEAGUE.ORG)

**Figure 219** League of American Bicyclists (LAB) Bicycling Means Business 2013 Fact Sheet for Illinois Congressional District 13



## 12.1.6 HIGH PRIORITY INFRASTRUCTURE RECOMMENDATIONS

Figure 220 lists 10 high priority infrastructure recommendations that the City of Urbana and neighboring jurisdictions should try to work on implementing as opportunities arise. Some of these are large projects, and some currently do not have dedicated funding, but might be good candidates for grant applications. Others are smaller projects that might be candidates for use of the annual UBMP implementation line item in the Urbana Capital Improvement Plan (CIP). Several projects require interagency cooperation, and the City of Urbana should continue interagency cooperation when needed for implementation of any bikeway project.

### Urbana Bicycle Master Plan (UBMP) High Priority Infrastructure Recommendations

*Numbering does not reflect priority.*

1. 2015-16 Projects
  - a. Bradley Avenue Bike Lanes (Lincoln-West City Limits) – [Section 11.2.6](#)
  - b. Cunningham Avenue Sidepath (Perkins-Kenyon) – [Section 11.2.19](#)
  - c. Washington Street Bike Lanes (Pfeffer-High Cross) – [Section 11.2.66](#)
2. Kickapoo Rail Trail access – [Section 11.2.35](#)
  - a. Trail construction from High Cross Road/IL 130 eastbound. Champaign County Forest Preserve District (CCFPD) jurisdiction.
  - b. Determination of trail alignment into Urbana between High Cross Road and Hartle Avenue. Coordinate with the Urbana Park District and CCFPD.
3. Begin to establish the Urbana Green Loop trail, in conjunction with the Urbana Park District – [Section 11.1.2](#)
4. Wayfinding signage installation on existing and proposed bikeways and trails – [Section 11.1.1](#)
5. Broadway Avenue ([Section 11.2.7](#)) sidepath along Crystal Lake Park. Coordinate with the Urbana Park District.
6. Bikeway access to North Urbana, especially along the Broadway Avenue ([Section 11.2.7](#)) and Cunningham Avenue ([Section 11.2.19](#)) corridors.
7. Florida Avenue Sidepath (Race-Lincoln) – [Section 11.2.27](#). University of Illinois jurisdiction.
8. Bikeway gaps on Race Street (Michigan-Pennsylvania; [Section 11.2.59](#)), and Washington Street (Vine-Walnut, at Race Street; [Section 11.2.66](#)) in Central Urbana.
9. Extend the Main Street bikeway west of Downtown Urbana, including an improved crossing of Lincoln Avenue – [Sections 11.2.44 and 11.3.1](#)
10. Continued increased bikeway installation to major destinations – [Sections 11.1.4 and 11.1.7](#)
  - a. This includes the Green Street MCORE Project – [Section 11.1.3](#)

**Figure 220** UBMP High Priority Infrastructure Recommendations



## 12.2 IMPLEMENTATION MAPS & MATRICES

Figures 221-223 show the proposed bicycle improvements by timeframe: 0-5 years, 6-10 years, and 11+ years respectively. However, these projects will be completed depending on availability of funding.

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

- Project location
- Treatment type
- Agenc(ies) responsible
- Proposed timeframe of facility installation
- Future status of on-street parking
- Other relevant comments (e.g. temporary facilities, sidepaths that are part of a loop path)
- Estimates of striping, signage, and/or construction cost (based on information from the Pedestrian and Bicycle Information Center (PBIC) in [Appendix 21](#))

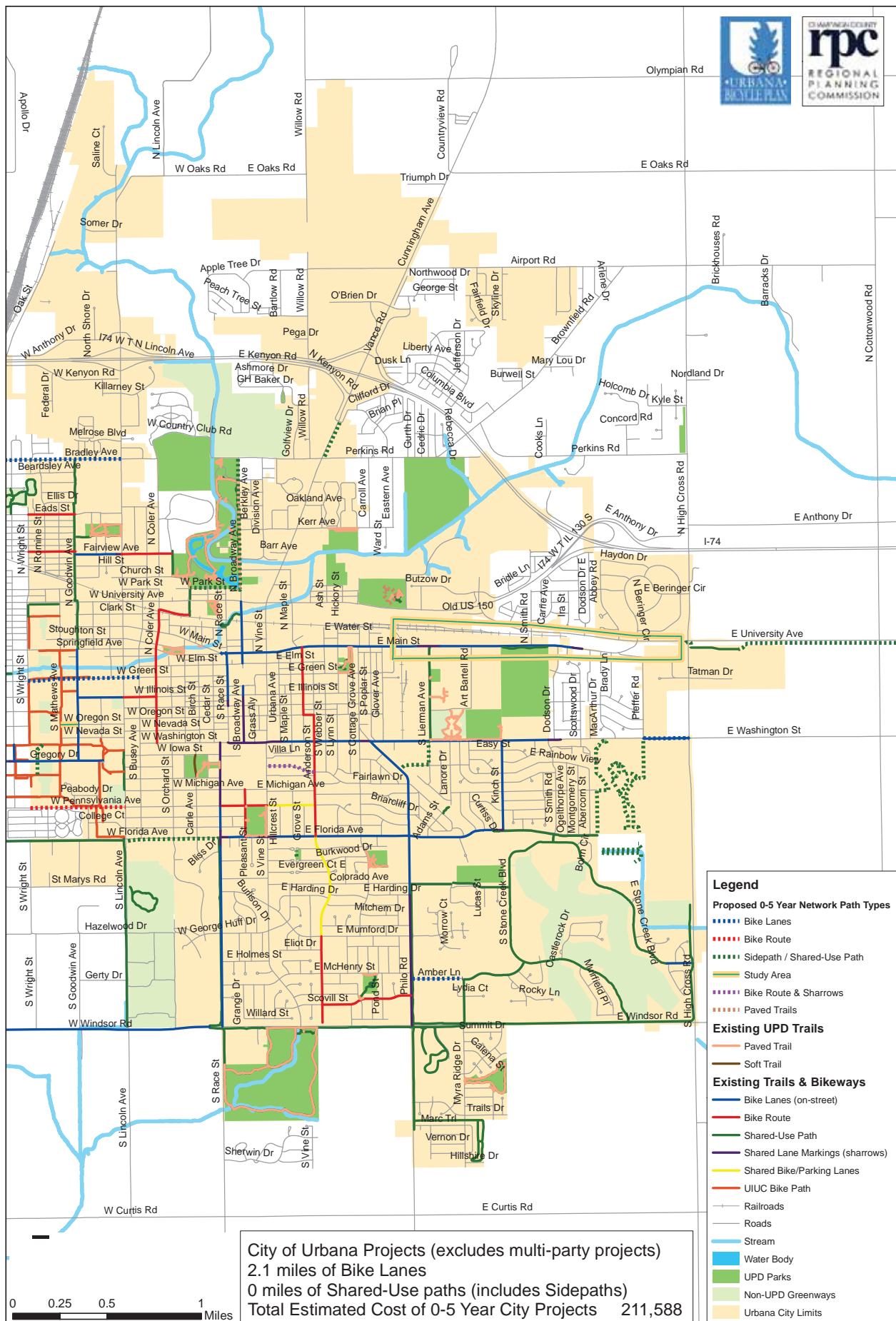
[Table 44](#) organizes the implementation matrix by treatment type. Streets and path names are alphabetized under each treatment type, corresponding to the alphabetization of corridors in [Chapter 11](#). For on-road facilities that require striping, the recommended dimensions are listed for bike lane, parking lane, and travel lane width. This is described in more detail in the bicycle database in [Appendix 16](#). The recommended side of the street is usually listed for sidepaths. Alignment is described for off-street paths.

[Table 45](#) shows the implementation matrix by the agency responsible for installing the facility, and is further divided by timeframe. A total cost of recommended improvements is also listed for each agency. The table first lists single-party responsibilities, then multi-party responsibilities. Costs do not include major roadway improvements, such as widening, resurfacing, etc. Costs do include such things as striping, signage, and pavement markings.

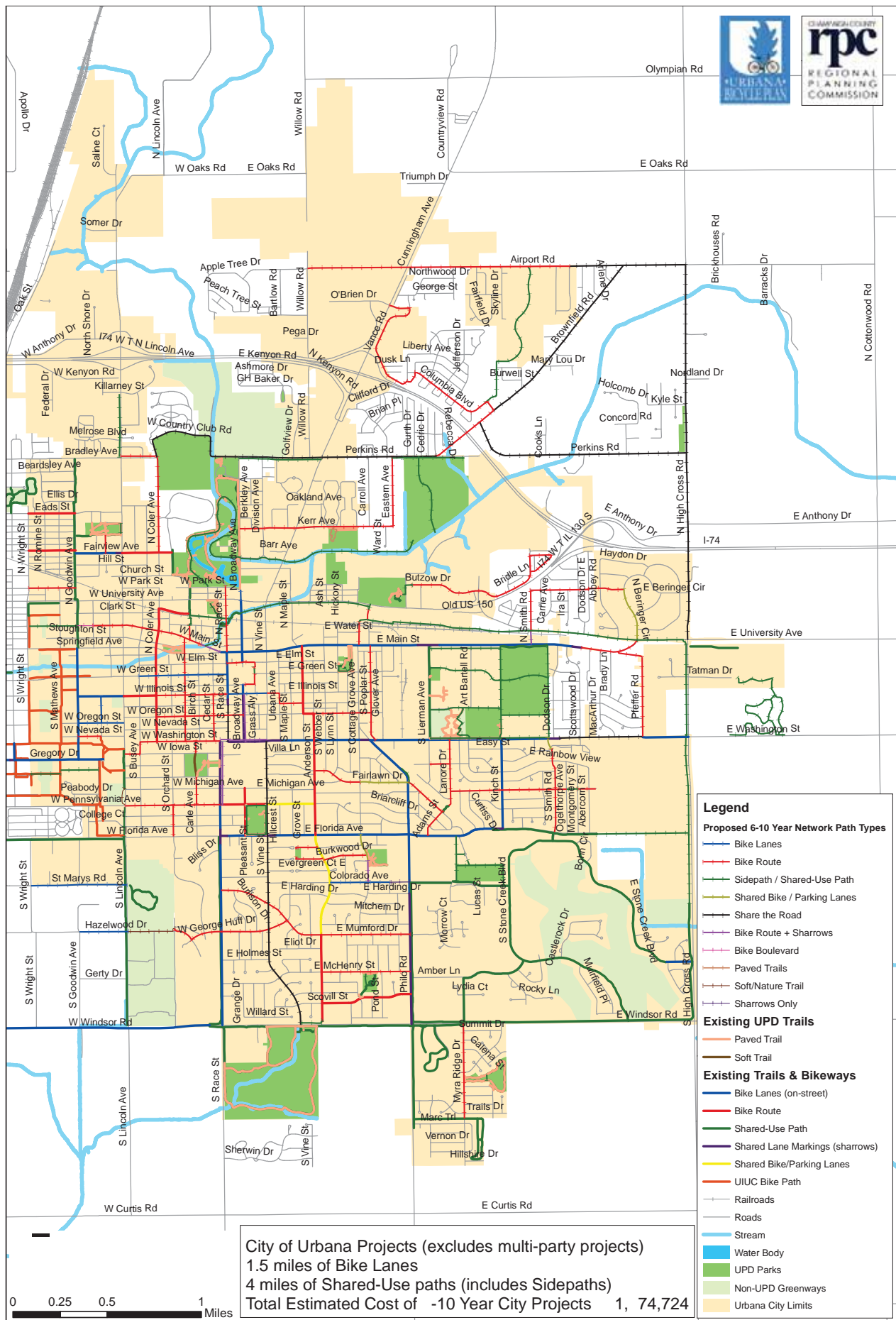
[Table 46](#) displays the implementation matrix by timeframe of implementation. These periods are broken into 0-5 years, 6-10 years, and 11 years or more.

Separate plans showing specific designs and each stage of the work should be prepared. Such plans help identify and avoid any gaps in the network. Plans should be publicized in the following manners, but not limited to these methods:

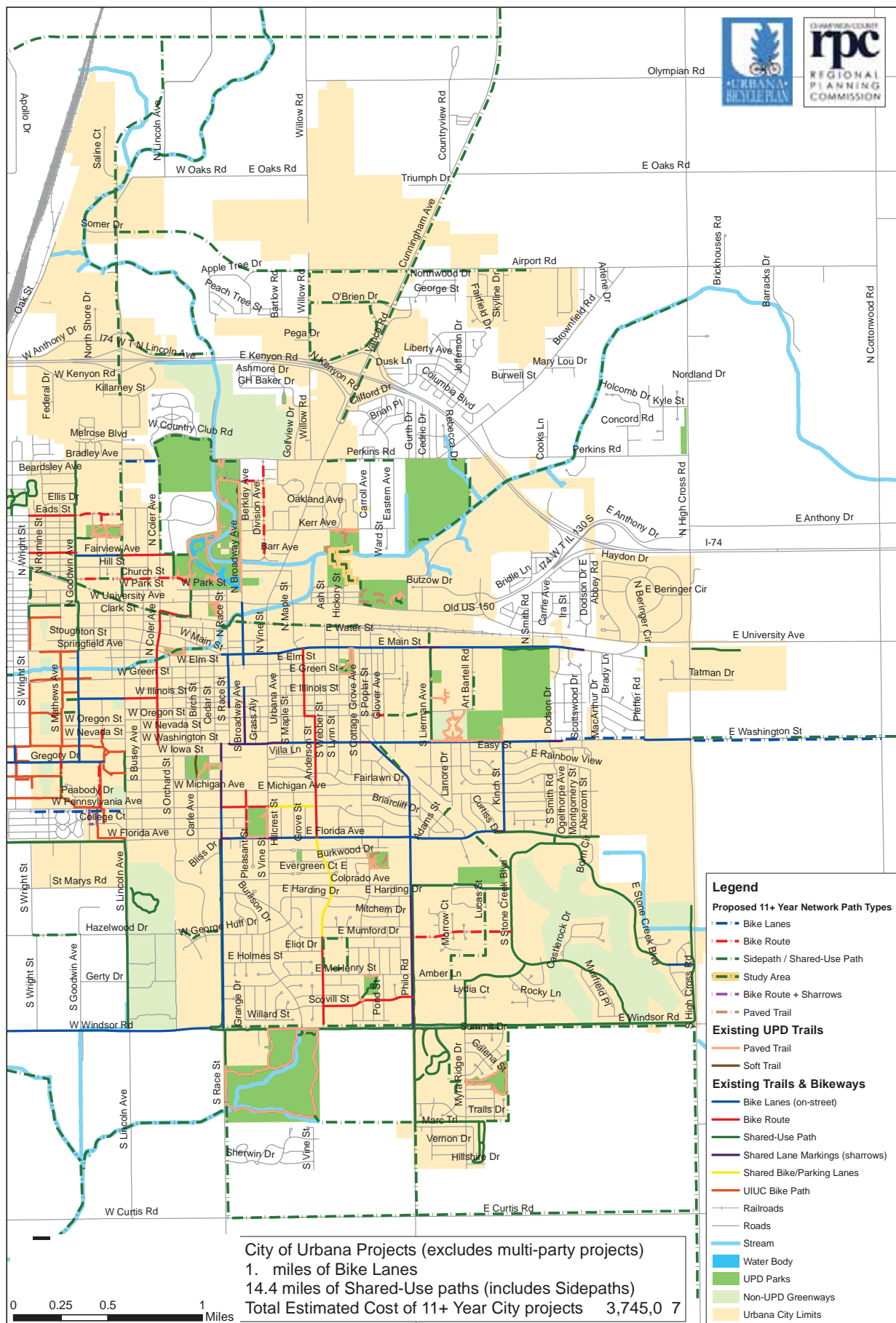
1. Project open houses
2. Bike Urbana website (<http://www.urbanailinois.us/bike-urbana>)
3. Urbana Public Television (UPTV)
4. City of Urbana social media (Facebook, Twitter)
5. Neighborhood listservs



**Figure 221** 0-5 Year Bicycle Network Improvements (2016-2021)



**Figure 222** 6-10 Year Bicycle Network Improvements (2022-2026)



**Figure 223** 11+ Year Bicycle Network Improvements (2027 and beyond)



Table 44 Implementation Matrix By Treatment

Urbana Bicycle Master Plan (UBMP) Implementation Matrix by Treatment										
Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
On-Street Facilities										
Bike Lanes										
Amber Lane	Myra Ridge Dr	Philo Rd	Bike Lanes	City of Urbana	0-5	5-10-10-5	Yes		0.27	\$583,072
Bradley Avenue	Coler Ave	Lincoln Ave	Bike Lanes	City of Urbana	11 +	TBD	No	Long-term bike lanes	0.19	\$23,897
Bradley Avenue	Lincoln Ave	West City Limits	Bike Lanes	City of Urbana	0-5	6-15-5-15-5-6	No		1.02	\$17,089
Broadway Avenue	Park St	University Ave	Bike Lanes	City of Urbana	6-10	TBD	No	Connection to Crystal Lake Park	0.05	\$91,399
Broadway Avenue	High St	Illinois St	Bike Lanes	City of Urbana	6-10	5-12.5-12.5-5[7]	No		0.05	\$4,904
Colorado Avenue	Alley W of Philo Rd	Anderson St	Bike Lanes	City of Urbana	6-10	7-8-8-7	No		0.32	\$4,904
Green Street	Race St	Bussey Ave	Bike Lanes	City of Urbana	6-10	5-10-5-10-5-5	Yes	MCORE Project	0.47	\$28,335
Green Street	Bussey Ave	Wright St	Bike Lanes	City of Urbana	0-5	TBD	No	MCORE Project	0.59	\$41,856
Gregory Street	Illinois St	Oregon St	Bike Lanes	City of Urbana	6-10	7-5-10-10-5-7	No	Complete Street Improvement	0.14	\$52,895
Hazelwood Drive	Lincoln Ave	Goodwin Ave	Bike Lanes	University of Illinois	6-10	TBD	No		0.26	\$12,629
Illinois Street	Vine St	Race St	Bike Lanes	City of Urbana	6-10	6-11-21-11-6	No		0.21	\$23,035
Oregon Street	Lincoln Ave	Goodwin Ave	Bike Lanes	City of Urbana	6-10	7-5-10-10-5-7	No		0.24	\$18,685
Pennsylvania Avenue	Lincoln Ave	W city limits	Bike Lanes	University of Illinois	11 +	Varies	No	Long-term improvement from Bike Route	0.50	\$21,826
St. Mary's Road	Lincoln Ave	Wright St	Bike Lanes	University of Illinois	6-10	TBD	No		0.51	\$45,180
Washington Street	Cottonwood Rd	High Cross Rd	Bike Lanes	City of Urbana	11 +	TBD	No		1.01	\$45,490
Washington Street	High Cross Rd	Pfeifer Rd	Bike Lanes	City of Urbana	0-5	Varies	No	Part of 2014-2015 High Cross Rd reconstruction	0.24	\$90,781
Washington Street	Pfeifer Rd	Dodson Dr	Bike Lanes	City of Urbana	11 +	TBD	No	Upon street reconstruction	0.44	\$21,710
Adams Street	Fairlawn Dr	Florida Ave	Bike Route	City of Urbana	6-10		No		0.16	\$39,156
Airport Road	Somerset Dr	Willow Rd	Bike Route	City of Urbana, Urbana Township	6-10		No		1.39	\$603,859
Anthony Drive	Independence Ave	Vance Rd	Bike Route	City of Urbana, Urbana Township	6-10		No		0.28	\$4,341
Bradley Avenue	Coler Ave	Lincoln Ave	Bike Route	City of Urbana	6-10		No	Bike Route until street reconstruction	0.19	\$7,507
Brownfield Road	Columbia Blvd	Perkins Rd (W)	Bike Route	Urbana Township	6-10		No		0.39	\$5,203
Burkwood Court East	Anderson St	Sunnycrest Tot Lot	Bike Route	City of Urbana	6-10		No		0.16	\$10,688
Burkwood Drive	Collage Grove Ave	Anderson St	Bike Route	City of Urbana	6-10		No		0.23	\$4,233
Buzow Drive	Smith Rd	AMBUCS Park	Bike Route	City of Urbana, Urbana Township	6-10		No		0.68	\$6,225
Bussey Avenue	Washington St	Iowa St	Bike Route	City of Urbana	6-10		No	Washington St corridor	0.06	\$18,646
California Avenue	Grove St	Urbana Ave	Bike Route	City of Urbana	6-10		No	Illinois St corridor thru Historic East Urbana	0.13	\$1,634
Carle Avenue	Washington St	Iowa St	Bike Route	City of Urbana	6-10		No	Connection to Carle Park	0.06	\$3,541
Carle Avenue	Indiana Ave	Pennsylvania Ave	Bike Route	City of Urbana	6-10		No	Connection to Carle Park	0.15	\$1,634
Cedar Street	Illinois St	Washington St	Bike Route	City of Urbana	6-10		No	Near Leal School	0.24	\$4,086
Church Street	McCullough St	Orchard St	Bike Route	City of Urbana	11 +		No	Extension of bike route from the west	0.12	\$6,538
Church Street	Orchard St	W of Lincoln Ave	Bike Route	City of Urbana	11 +		No	Upon construction of trail to the west	0.32	\$3,269
Church Street	Harvey St	Goodwin Ave	Bike Route	City of Urbana	11 +		No	Upon construction of trail to the east	0.12	\$8,594
Columbia Boulevard	Brownfield Rd	Independence Ave	Bike Route	Urbana Township	6-10		No		0.53	\$3,269
Coler Avenue	Bradley Ave	Fairview Ave	Bike Route	City of Urbana	6-10		No		0.51	\$14,347
CUMTD Path	CUMTD	Kickapoo Rail Trail	Bike Route	CUMTD	6-10		No	Collage Grove Ave corridor	0.05	\$13,787
Collage Grove Avenue	Kickapoo Rail Trail	Main St	Bike Route	City of Urbana	6-10		No	Railroad crossing	0.12	\$1,335
Division Avenue	Country Club Rd	Thompson St	Bike Route	Urbana Township	11 +		No		0.11	\$3,334
Division Avenue	Thompson St	Stebbins Dr	Bike Route	City of Urbana	11 +		No		0.41	\$3,119
Dorner Drive	Gregory Dr	Pennsylvania Ave	Bike Route	University of Illinois	11 +		No		0.25	\$11,143
							No			\$6,706



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Eads Street	Lincoln Ave	Goodwin Ave	Bike Route	City of Urbana	11+		No		0.25	\$6,694
Eastern Avenue	Perkins Rd	Kerr Ave	Bike Route	Urbana Township	6-10		No		0.37	\$10,091
Elm Street	Walnut St	Race St	Bike Route	City of Urbana	6-10		No		0.15	\$4,086
Fairlawn Drive	Adams St	Philo Rd	Bike Route	City of Urbana	6-10		No		0.24	\$6,528
Fairlawn Drive	Cottage Grove Ave	Anderson St	Bike Route	City of Urbana	6-10		No		0.26	\$7,079
George Huff Drive	Mumford Dr	Race St	Bike Route	City of Urbana	6-10		No		0.36	\$9,808
George Huff Drive	Race St	Hazelwood Dr	Bike Route	University of Illinois	6-10		No		0.17	\$4,606
Gregory Street	Eads St	King Park	Bike Route	City of Urbana	11+		No		0.06	\$1,600
Gregory Street	King Park	Fairview Ave	Bike Route	City of Urbana	6-10		No		0.10	\$2,628
Gregory Street	Oregon St	Nevada St	Bike Route	University of Illinois	11+		No	Mark crossing(s) at Nevada to UI bike path	0.07	\$1,925
Hazelwood Drive	George Huff Dr	Hazelwood Ct	Bike Route	University of Illinois	6-10		No		0.11	\$3,132
High Street	Walnut St	Broadway Ave	Bike Route	City of Urbana	6-10		No	Lincoln Square path / Broadway corridor	0.06	\$1,743
Hunter Street	Lanore Dr	Lienant Ave	Bike Route	City of Urbana	6-10		No		0.11	\$2,957
Illinois Street	Urbana Ave	Vine St	Bike Route	City of Urbana	6-10		No	Illinois St corridor thru Historic East Urbana	0.06	\$1,634
Illinois Street	Race St	Coler Ave	Bike Route	City of Urbana	6-10		No		0.38	\$10,347
Independence Avenue	Columbia Blvd	Anthony Dr	Bike Route	Urbana Township	6-10		No		0.08	\$2,064
Iowa Street	Bussey Ave	Lincoln Ave	Bike Route	City of Urbana	6-10		No	Washington St corridor	0.08	\$2,179
Kerr Avenue	Eastern Ave	Broadway Ave	Bike Route	City of Urbana, Urbana Township	6-10		No	Partially out of city limits	0.81	\$22,169
Lanore Drive	Washington St	S terminus	Bike Route	City of Urbana	6-10		No		0.36	\$9,719
Main Street	University Ave	Scottswood Dr	Bike Route	City of Urbana	6-10		No		0.32	\$8,632
Main Street	Main St	Pfeiffer Rd	Bike Route	Urbana Township	6-10		No	Connection to Pfeiffer Road - out of city limits	0.14	\$3,750
Main Street	Central Ave	Hanvey St	Bike Route	City of Urbana	6-10		No		0.59	\$16,107
Mathews Avenue	Gregory Dr	Lorado Taft Bike Path	Bike Route	University of Illinois	11+		No		0.06	\$1,515
McCullough Street	Griggs St	Main St	Bike Route	City of Urbana	6-10		No		0.08	\$2,083
McCullough Street	Main St	Washington St	Bike Route	City of Urbana	6-10		No		0.55	\$15,002
McHenry Street	Philo Rd	Anderson St	Bike Route	City of Urbana	6-10		No		0.47	\$12,868
Michigan Avenue	E terminus	Montgomery St	Bike Route	City of Urbana	6-10		No		0.10	\$2,593
Michigan Avenue	Ogalthrope Ave	Lanore Dr	Bike Route	City of Urbana	6-10		No		0.62	\$16,771
Mumford Drive	Stone Creek Blvd	Philo Rd	Bike Route	City of Urbana	11+		No	Long-term connection upon development	0.53	\$14,531
Mumford Drive	Philo Rd	Race St	Bike Route	City of Urbana	6-10		No		1.09	\$29,630
Myra Ridge Drive	Windsor Rd	Marc Trail path	Bike Route	City of Urbana	6-10		No		0.50	\$13,740
Nevada Street	Gregory St	Goodwin Ave	Bike Route	City of Urbana	6-10		No		0.12	\$3,365
O'Brien Drive	Vance Rd	Cunningham Ave	Bike Route	City of Urbana	6-10		No		0.11	\$2,939
Orchard Street	Pennsylvania Ave	Florida Ave	Bike Route	City of Urbana	6-10		No	Connection to Orchard Downs	0.17	\$4,550
Oregon Street	Glover Ave	Poplar St	Bike Route	City of Urbana	11+		No		0.06	\$1,657
Oregon Street	Poplar St	Anderson St	Bike Route	City of Urbana	6-10		No		0.31	\$8,311
Oregon Street	Broadway Ave	Coler Ave	Bike Route	City of Urbana	6-10		No	Near Leal School	0.46	\$12,530
Park Street	Goodwin Ave	Wright St	Bike Route	City of Urbana	6-10		No		0.25	\$6,825
Pennsylvania Avenue	Race St	Lincoln Ave	Bike Route	City of Urbana	6-10		No		0.50	\$13,676
Pennsylvania Avenue	Lincoln Ave	W city limits	Bike Route	University of Illinois	0-5		No	Short-term improvement	0.50	\$13,756
Pfeiffer Road	Main St	Washington St	Bike Route	City of Urbana	6-10		No		0.42	\$11,453
Poplar Street	Main St	Washington St	Bike Route	City of Urbana	6-10		No		0.51	\$13,921
Polawatomi Trail	Shenaugetri Trl	Smith Rd	Bike Route	Urbana Township	6-10		No		0.11	\$3,074
Race Street	Park St	Main St	Bike Route	City of Urbana	6-10		No	Connection to Crystal Lake Park	0.35	\$9,481



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Shemonger Trail	Polawatomi Trl	Smith Rd	Bike Route	Urbana Township	6-10		No		0.15	\$4,049
Slayback Road	Beringer Cir	Smith Rd	Bike Route	City of Urbana, Urbana Township	6-10		No	Partially outside city limits	0.50	\$13,681
Smith Road	Polawatomi Trl	Butzow Dr	Bike Route	Urbana Township	6-10		No		0.11	\$2,895
Smith Road	Slayback St	University Ave	Bike Route	Urbana Township	6-10		No		0.21	\$5,787
Smith Road	Lantern Hill Dr	Florida Ave	Bike Route	City of Urbana	6-10		No		0.44	\$11,986
Sunnycrest Court East	Anderson St	Sunnycrest Tort Lot	Bike Route	City of Urbana	6-10		No		0.12	\$3,362
Thompson Street	Division Ave	Broadway Ave	Bike Route	Urbana Township	11 +		No		0.12	\$3,374
Urbana Avenue	Illinois St	California Ave	Bike Route	City of Urbana	6-10		No	Illinois St corridor thru Historic East Urbana	0.06	\$1,634
Vance Road	O'Brien Dr	Anthony Dr	Bike Route	City of Urbana	6-10		No		0.32	\$8,592
Walnut Street	Elm St	S of Elm St	Bike Route	City of Urbana	6-10		No	Lincoln Square path / Broadway corridor	0.03	\$817
Washington Street	Green St	High St	Bike Route	City of Urbana	6-10		No	Lincoln Square path / Broadway corridor	0.05	\$1,407
Washington Street	Race St	Busby Ave	Bike Route	City of Urbana	6-10		No		0.42	\$11,441
<b>Bike Route + Sharrows</b>										<b>\$133,264</b>
Broadway Avenue	Illinois St	Washington St	Bike Route + Sharrows	City of Urbana	6-10		No		0.25	\$21,262
College Court	Virginia Dr	Maryland Dr	Bike Route + Sharrows	University of Illinois	11 +		No		0.04	\$3,542
Cottage Grove Avenue	Glenwood Oaks Ct	Colorado Ave	Bike Route + Sharrows	City of Urbana	6-10		No		0.11	\$9,198
Fairlawn Drive	Anderson St	Vine St	Bike Route + Sharrows	City of Urbana	0-5		No		0.26	\$21,688
Main Street	Springfield Ave	Central Ave	Bike Route + Sharrows	City of Urbana	6-10		No		0.11	\$9,016
Maryland Drive	Pennsylvania Ave	College Ct	Bike Route + Sharrows	University of Illinois	11 +		No		0.08	\$6,860
Race Street	Washington St	Pennsylvania Ave	Bike Route + Sharrows	City of Urbana	6-10		No	Add Bike Route on existing sharrows	0.34	\$28,053
Smith Road	University Ave	Main St	Bike Route + Sharrows	City of Urbana	6-10		No		0.07	\$6,148
Virginia Drive	Pennsylvania Ave	College Ct	Bike Route + Sharrows	University of Illinois	11 +		No		0.08	\$6,786
Washington Street	Vine St	Race St	Bike Route + Sharrows	City of Urbana	6-10		No	Add Bike Route on existing sharrows	0.25	\$20,712
<b>Bike Boulevard</b>										<b>\$2,948</b>
Main Street	Haney St	Goodwin Ave	Bike Boulevard	University of Illinois	6-10		No		0.08	\$2,948
<b>Shared Bike/Parking Lanes (includes Bike Route signage)</b>										<b>\$9,819</b>
Barnard Circle	Slayback Rd	University Ave	Shared Bike / Parking Lanes	City of Urbana	6-10	7-13-10-13-7	No		0.28	\$3,718
Cottage Grove Avenue	Florida Ave	Glenwood Oaks Ct	Shared Bike / Parking Lanes	City of Urbana	6-10	8-12-12-8	No		0.15	\$1,965
Fairlawn Drive	Philo Rd	Cottage Grove Ave	Shared Bike / Parking Lanes	City of Urbana	6-10	7-13-13-7	No		0.26	\$3,350
Smith Road	Washington St	Lantern Hill Dr	Shared Bike / Parking Lanes	City of Urbana	6-10	8-15-4-15-8	No		0.06	\$786
<b>Sharrows Only</b>										<b>\$702</b>
Colorado Avenue	Philo Rd	Alley W of Philo Rd	Sharrows Only	City of Urbana	6-10		No		0.10	\$702
<b>Bikes May Use Full Lane signage</b>										<b>\$11,880</b>
Airport Road	High Cross Rd	Somerset Dr	Bikes May Use Full Lane signage	Urbana Township	6-10		No		0.61	\$836
Brownfield Road	Airport Rd	Columbia Blvd	Bikes May Use Full Lane signage	Urbana Township	6-10		No		1.04	\$1,408
Coler Avenue	Country Club Rd	Bradley Ave	Bikes May Use Full Lane signage	City of Urbana	6-10		No		0.09	\$128
Country Club Road	Cummingham Ave	Coler Ave	Bikes May Use Full Lane signage	City of Urbana, Urbana Township	6-10		No		1.01	\$1,380
High Cross Road	Airport Rd	I-74	Bikes May Use Full Lane signage	Urbana Township	6-10		No		1.53	\$2,081
High Cross Road	I-74	University Ave	Bikes May Use Full Lane signage	City of Urbana	6-10		No		0.46	\$626
Perkins Road	High Cross Rd	Brownfield Rd	Bikes May Use Full Lane signage	Urbana Township	6-10		No		1.20	\$1,626
Perkins Road	Brownfield Rd	Cummingham Ave	Bikes May Use Full Lane signage	City of Urbana, Urbana Township	6-10		No		0.61	\$825
Race Street	California Ave	Washington St	Bikes May Use Full Lane signage	City of Urbana	6-10		No	29' street width	0.19	\$258
Vine Street	Washington St	Windsor Rd	Bikes May Use Full Lane signage	City of Urbana	6-10		No		1.56	\$2,116
Washington Street	Reifer Rd	Dodson Dr	Bikes May Use Full Lane signage	City of Urbana	6-10		No	Until improvements occur	0.44	\$595

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Off-Street Facilities										
Sidewalk (parallel to the road)										
Airport Road	Somerset Path	Cunningham Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Township	11 +		No	Partially outside city limits	0.63	\$165,355
Airport Road	Cunningham Ave	Willow Rd	Sidewalk (parallel to the road)	City of Urbana	11 +		No	Long-term connection	0.52	\$136,096
Airport Road Extension Sidewalk	Willow Rd	Lincoln Ave	Sidewalk (parallel to the road)	City of Urbana	11 +		No	Sidewalk upon construction of Airport Road	1.08	\$281,880
AMBUCS Park South Trail	AMBUCS Park Southwest Trail	University Ave	Sidewalk (parallel to the road)	Urbana Park District, IDOT	11 +	South side	No		0.07	\$18,270
AMBUCS Park West Trail	NW corner of AMBUCS Park	AMBUCS Park Northwest Trail	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11 +	West side	No		0.07	\$18,270
Anthony Drive	O'Brien Dr	Willow Rd	Sidewalk (parallel to the road)	City of Urbana	11 +	North side	No		0.56	\$147,250
Anthony Drive	Salina Branch	Lincoln Ave	Sidewalk (parallel to the road)	City of Urbana	11 +	North side	No		0.53	\$137,576
Art Bartell Road N-S Sidewalk	Canada-Weaver Trail	Art Bartell Rd Trail	Sidewalk (parallel to the road)	Champaign County	11 +	East side	No		0.20	\$52,265
Broadway Avenue	Country Club Rd	Park St	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	0-5	West side	No	Part of Crystal Lake Park/Bussey Woods loop path	0.70	\$182,436
Canada-Weaver Trail	Canada Park	Weaver Park	Sidewalk (parallel to the road)	Champaign County	6-10	North side	No	Connect Canada and Weaver Parks	0.34	\$89,968
Coler Avenue	Country Club Rd	Fairview Ave	Sidewalk (parallel to the road)	Urbana Park District	11 +	East side	No	Part of Crystal Lake Park/Bussey Woods loop path	0.57	\$265,994
Country Club Road	Cunningham Ave	Broadway Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Township	6-10	South side	No		0.44	\$114,840
Country Club Road	Broadway Ave	Coler Ave	Sidewalk (parallel to the road)	Urbana Park District	11 +	South side	No	Part of Crystal Lake Park/Bussey Woods loop path	0.59	\$275,272
Crystal Lake Park Road Trail Retrofit	Park St	Broadway Ave	Sidewalk (parallel to the road)	Urbana Park District	6-10	Inner lane	No	Convert road to one-way vehicle traffic, two-way bike & pedestrian traffic	1.23	\$573,963
Cunningham Avenue/US 45 Sidewalk	N city limits	Kenyon Rd	Sidewalk (parallel to the road)	City of Urbana, IDOT	11 +	East side	No		1.31	\$342,319
Cunningham Avenue/US 45 Sidewalk	Kenyon Rd	Perkins Rd	Sidewalk (parallel to the road)	City of Urbana, IDOT	0-5	East side	No		0.20	\$52,616
Curtis Road	High Cross Rd	Race St	Sidewalk (parallel to the road)	City of Urbana	11 +	North side	No		2.49	\$648,788
Fairview Avenue	Orchard St	Coler Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11 +	North side	No		0.07	\$17,601
Florida Avenue Sidewalk Extension	High Cross Rd	Abercorn St	Sidewalk (parallel to the road)	City of Urbana	6-10	South side	No	Upon street construction	0.49	\$127,059
Florida Avenue	Race St	Lincoln Ave	Sidewalk (parallel to the road)	University of Illinois	0-5	South side	No		0.48	\$126,149
George Huff Drive	Race St	Hazelwood Dr	Sidewalk (parallel to the road)	University of Illinois	11 +	North side	No	Long-term connection	0.16	\$41,760
Green Street	Lynn St	Victory Park E sidewalk	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	6-10	North side	No	Victory Park Loop Trail	0.05	\$12,964
Hazelwood Drive	George Huff Dr	Hazelwood Ct	Sidewalk (parallel to the road)	University of Illinois	11 +	North side	No	Long-term connection	0.10	\$25,160
Hazelwood Drive	Goodwin Ave	Wright St	Sidewalk (parallel to the road)	University of Illinois	11 +		No		0.25	\$65,982
High Cross Road	University Ave	Wend's Sports Complex	Sidewalk (parallel to the road)	City of Urbana, Menards	6-10	West side	No		1.38	\$360,847
High Cross Road	Windsor Rd	Curtis Rd	Sidewalk (parallel to the road)	City of Urbana	11 +	West side	No	Install sidewalk as part of road reconstruction	0.97	\$253,622
Hunter Street	Lierman Ave	Philo Rd	Sidewalk (parallel to the road)	City of Urbana, Developers	0-5	North side	No	Upon Urbana Townhomes redevelopment	0.16	\$40,726
Lierman Avenue	Washington St	Hunter St	Sidewalk (parallel to the road)	City of Urbana, Developers	0-5	West side	No	Upon Urbana Townhomes redevelopment	0.13	\$32,693
Lincoln Avenue	Olympian Dr	Killarney St	Sidewalk (parallel to the road)	City of Urbana, IDOT, Champaign County	11 +	West Side	No		2.01	\$525,553
Lincoln Avenue	Killarney St	Bradley Ave	Sidewalk (parallel to the road)	City of Urbana	6-10	West Side	No		0.33	\$86,911
Lincoln Avenue	Bradley Ave	Wascher Dr	Sidewalk (parallel to the road)	City of Urbana	11 +	West Side	No		0.33	\$86,474



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Lincoln Avenue	Wascher Dr	King Park Loop Trail	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	6-10	West Side	No		0.05	\$13,958
Lincoln Avenue	King Park Loop Trail	University Ave	Sidewalk (parallel to the road)	City of Urbana	11+	West Side	No	Difficult crossing at railroad	0.34	\$89,439
Lincoln Avenue	Pennsylvania Ave	Florida Ave	Sidewalk (parallel to the road)	City of Urbana	6-10	West Side	No		0.15	\$39,451
Lynn Street	Victory Park Path	Green St	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	6-10	East side	No	Victory Park Loop Trail	0.03	\$7,256
Main Street	Weaver Park	Lierman Ave	Sidewalk (parallel to the road)	City of Urbana	6-10	South Side	No		0.39	\$100,833
O'Brien Drive	Cunningham Ave	Willow Rd	Sidewalk (parallel to the road)	City of Urbana	11+		No		0.44	\$113,970
Future Olympian Drive	Market St	Cunningham Ave	Sidewalk (parallel to the road)	City of Urbana	11+		No	Upon street construction	3.10	\$810,008
Park Street	Broadway Ave	McCullough St	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	0-5	North side	No	Part of Crystal Lake Park/Bussey Woods loop path	0.27	\$71,430
Perkins Road	Perkins Rd Park	Perkins Rd Park	Sidewalk (parallel to the road)	Urbana Park District	6-10	South side	No		0.32	\$149,345
Perkins Road	Perkins Rd Park	Eastern Ave	Sidewalk (parallel to the road)	Urbana Township	6-10	South side	No		0.06	\$15,866
Perkins Road	Eastern Ave	Cunningham Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Township	11+	South side	No		0.37	\$97,402
Philo Road	Washington St	Family Dollar	Sidewalk (parallel to the road)	City of Urbana	11+	East side	No	Long-term extension	0.20	\$52,716
Philo Road	Family Dollar	Fairlawn Dr	Sidewalk (parallel to the road)	City of Urbana	6-10	East side	No	Connection to a neighborhood store	0.09	\$24,090
Philo Road	Marc Trl	Curtis Rd	Sidewalk (parallel to the road)	City of Urbana, Developers	11+	East side	No	Upon development	0.45	\$118,015
Race Street	SW corner of Meadowbrook Park	S city limits	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11+	East side	No	Meadowbrook Park	0.11	\$28,298
Race Street	S city limits	Curtis Rd	Sidewalk (parallel to the road)	City of Urbana, Developers	11+	East side	No	Upon development	0.50	\$131,577
Stearns Drive	Broadway Ave	E Ierminus	Sidewalk (parallel to the road)	City of Urbana	6-10	South side	No	Saline Branch corridor	0.19	\$49,021
University Avenue	CUMTD	Vine St	Sidewalk (parallel to the road)	City of Urbana	6-10	South side	No	Potential Kickapoo Rail Trail alternative	0.50	\$130,574
Washington Street	Goodwin Ave	Matthews Ave	Sidewalk (parallel to the road)	City of Urbana	11+	South side	No	Widen existing sidewalk	0.09	\$22,901
Washington Street	CR 1800E	Cottonwood Rd	Sidewalk (parallel to the road)	Developers, CCFPD	11+	North side	No	To Homer Lake	1.01	\$263,280
Washington Street	Cottonwood Rd	High Cross Rd	Sidewalk (parallel to the road)	City of Urbana, Menards	11+	North side	No	Upon development	0.72	\$187,984
Washington Street	Bakers Ln	Lierman Ave	Sidewalk (parallel to the road)	City of Urbana	6-10	North side	No	East Urbana Parks Loop Trail/ To Dr. Williams School	0.63	\$163,369
Willow Road	Airport Rd	Anthony Dr	Sidewalk (parallel to the road)	City of Urbana	11+	East side	No		0.44	\$115,108
Windsor Road	High Cross Rd	Myra Ridge Dr	Sidewalk (parallel to the road)	City of Urbana	11+	South side	No		1.22	\$317,262
Windsor Road	Philo Rd	Anderson St	Sidewalk (parallel to the road)	City of Urbana	11+	North side	No		0.48	\$125,299
Windsor Road	Anderson St	Vine St	Sidewalk (parallel to the road)	City of Urbana	6-10	North side	No	To Meadowbrook Park	0.11	\$28,632
Wright Street	Vine St	Repe St	Sidewalk (parallel to the road)	City of Urbana	11+	North side	No		0.41	\$106,011
<b>Shared-Use Path (off-street)</b>	Church St	University Ave	Sidewalk (parallel to the road)	City of Urbana	11+	East side	No	Links Presence to the University	0.19	\$48,938
AMBUCS-Butowz Trail	AMBUCS Park	Butowz Dr	Shared-Use Path (off-street)	City of Urbana, Urbana Park District	6-10		No	Connection to AMBUCS Park, along Landscape Recycling Center access road	0.10	\$27,088
AMBUCS-CUMTD Path	CUMTD	AMBUCS Park	Shared-Use Path (off-street)	Urbana Park District, CUMTD, IDOT	6-10		No	University Avenue crossing, median as refuge	0.02	\$4,108
Art Bantall Road Trail	Lierman Ave	Weaver Park	Shared-Use Path (off-street)	Champaign County, Urbana Park District	6-10	South side	No	Connect Prairie and Weaver Parks	0.38	\$99,180
Anderson Street corridor	S Ierminus	Windsor Rd	Shared-Use Path (off-street)	City of Urbana	6-10		No	To Meadowbrook Park	0.01	\$3,668
Bakers Lane Trail	Main St	Washington St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Through east side of Weaver Park. Preserve tree cover.	0.49	\$127,890
Blair Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.51	\$237,981
Boneyard Creek Path 5	Maple St	Vine St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$22,781
Boneyard Creek Path 4	Vine St	Broadway Ave	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.13	\$34,128



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Boneyard Creek Path 2	Citings St	Locust St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.08	\$20,846
Boneyard Creek Path 1	Locust St	Main St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$23,213
Boneyard Creek Path	Main St	McCullough St	Shared-Use Path (off-street)	City of Urbana	11+		No		0.11	\$29,051
Boneyard Creek Path	McCullough St	Springfield Ave	Shared-Use Path (off-street)	Urbana Park District	11+		No		0.10	\$46,659
Boneyard Creek Path	Springfield Ave	Lincoln Ave	Shared-Use Path (off-street)	City of Urbana	11+		No		0.24	\$62,640
Boulder Drive corridor	S terminus of Boulder Dr	Myra Ridge Dr	Shared-Use Path (off-street)	City of Urbana	11+		No	Connection to South Ridge Park	0.20	\$51,011
Canaday-Weaver Trail	Canaday Park	Canaday Park	Shared-Use Path (off-street)	Urbana Park District	6-10	North side	No	Connect Canaday and Weaver Parks	0.06	\$28,013
Canaday-Weaver Trail	Weaver Park	Weaver Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connect Canaday and Weaver Parks	0.26	\$121,244
Chatham Drive corridor	S of Susan Stone Dr	N terminus of Chatham Dr	Shared-Use Path (off-street)	City of Urbana	11+		No	Connection to South Ridge Park	0.10	\$25,031
Church Street corridor	W of Lincoln Ave	Harvey St	Shared-Use Path (off-street)	City of Urbana	11+		No		0.07	\$18,476
Fairview Avenue corridor	Orchard St	Lakehouse Rd	Shared-Use Path (off-street)	Urbana Park District	11+		No	Connection to Crystal Lake Park Path	0.09	\$42,065
Illinois Street corridor	Goodwin Ave	Mathews Ave	Shared-Use Path (off-street)	University of Illinois	11+		No	To Quad	0.08	\$21,985
James Cherry Drive corridor	S terminus of James Cherry Dr	Lohmann Park	Shared-Use Path (off-street)	Urbana School District, Urbana Park District	6-10		No	Connecting Thomas Paine School to Lohmann Park	0.03	\$6,707
Kickapoo Rail Trail	Champaign County line	Walmar Trail	Shared-Use Path (off-street)	CCFPD	0-5		No	Rail-to-Trail I to Kickapoo State Park	11.57	\$3,020,133
Kickapoo Rail Trail	Walmar Trail	High Cross Rd	Shared-Use Path (off-street)	CCFPD, IDOT	0-5		No	Rail-to-Trail to Kickapoo State Park	0.06	\$14,768
Kickapoo Rail Trail Study Area Corridor	High Cross Rd	Poplar St	Shared-Use Path (off-street)	City of Urbana, Urbana Park District, CCFPD	6-10		No	Study area - determine best alignment into Urbana	1.71	\$446,603
Kickapoo Rail-with-Trail 1	Poplar St	Cottage Grove Ave	Shared-Use Path (off-street)	GUMTD, CCFPD	6-10		No	Railroad crossing	0.05	\$13,041
Kickapoo Rail-with-Trail 2	Cottage Grove Ave	Boneyard Creek Path	Shared-Use Path (off-street)	CCFPD	11+		No		0.68	\$178,516
Kickapoo Rail-with-Trail 3	Boneyard Creek Path	McCullough St	Shared-Use Path (off-street)	City of Urbana, CCFPD	6-10		No		0.22	\$57,387
Kickapoo Rail-with-Trail 4	McCullough St	Coler Ave	Shared-Use Path (off-street)	City of Urbana, CCFPD	11+		No		0.17	\$43,205
Kickapoo Rail-with-Trail 5	Coler Ave	Wright St	Shared-Use Path (off-street)	City of Urbana, CCFPD	11+		No	Extend to Champaign if possible	0.73	\$191,221
Kinch Street Trail	Main St	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.50	\$233,297
Larson Park West Trail	McHenry St	Larson Park Trail	Shared-Use Path (off-street)	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.06	\$28,013
Leal Park Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Leal Park	Shared-Use Path (off-street)	Private	6-10		No	Connection to Leal Park	0.03	\$6,783
Leal Park Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No	Widen existing sidewalk	0.07	\$32,697
Library Path	Armory Bike Path	Lorado Taft Bike Path	Shared-Use Path (off-street)	University of Illinois	0-5		No	Along west side of Undergrad Library & South Quad	0.17	\$45,163
Lierman Avenue Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	City of Urbana, CCFPD, Urbana Park District	11+		No	Potential Kickapoo Rail Trail Trailhead	0.11	\$29,092
Lincoln Square East Shared-Use Path	S of Elm St	Green St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Walnut St corridor	0.03	\$7,830
Lohmann-Florida Path	Florida Ave	Lohmann Park	Shared-Use Path (off-street)	City of Urbana	6-10		No	Connects Florida Ave to Lohmann Park and Thomas Paine School	0.20	\$52,185
Lohmann Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10	East side, North side, West side	No		0.44	\$205,372
Lorado Taft Path	Dorner Dr	Mathews Bike Path	Shared-Use Path (off-street)	University of Illinois	6-10		No		0.20	\$52,428
Lorado Taft Path	Mathews Bike Path	W city limit	Shared-Use Path (off-street)	University of Illinois	6-10		No		0.16	\$41,877
Lower Embarras River Trail	Upper Embarras River Trail	S of Curtis Rd	Shared-Use Path (off-street)	University of Illinois	11+		No		1.03	\$268,822
Lucas Street corridor	Colorado Ave	Amber Ln	Shared-Use Path (off-street)	City of Urbana, Developers	11+		No	Upon development: connection to Thomas Paine School	0.67	\$174,870





Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Main Street Path	Goodwin Ave	Wright St	Shared-Use Path (off-street)	University of Illinois	6-10		No	Cut through UIUC Engineering Quad	0.25	\$65,626
Mathews Bike Path	Lorado Trail Path	Peabody Bike Path	Shared-Use Path (off-street)	University of Illinois	11+		No		0.13	\$33,930
McCullough Street Trail	Norfolk Southern RR	Griggs St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Easement needed: railroad crossing	0.07	\$18,668
Menards Development A-2 multi-use trail	Talman Dr	Washington St	Shared-Use Path (off-street)	Menards	6-10		No	8' multi-use trail upon development east of High Cross Rd	1.52	\$396,896
Menards Development C2 multi-use trail	Washington St	Florida Ave	Shared-Use Path (off-street)	Menards	6-10		No	8' multi-use trail upon development west of High Cross Rd	2.04	\$532,391
Menards Development D multi-use trail	Florida Ave	Stone Creek Blvd	Shared-Use Path (off-street)	Menards	6-10		No	8' multi-use trail upon development west of High Cross Rd	0.52	\$136,085
Michigan Avenue Path	Montgomery St	Ogalthorpe St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Thru Savannah Green park	0.06	\$15,522
Myra Ridge Path	Windsor Rd	South Ridge Park	Shared-Use Path (off-street)	City of Urbana, Developers	11+		No	Connection to South Ridge Park	0.20	\$51,853
Oregon Street corridor	Lierman Ave	Glover Ave	Shared-Use Path (off-street)	City of Urbana	11+		No	Long-term connection upon development	0.25	\$65,520
Quad Path	Goodwin Ave	Mathews Ave	Shared-Use Path (off-street)	University of Illinois	11+		No	California Ave/Daniel St corridor	0.09	\$24,038
Perkins Road Park East Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	11+	East side	No		0.30	\$139,978
Perkins Road Park Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.44	\$205,372
Pfeiffer Road Kickapoo Rail Trail trailhead	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	Champaign County Forest Preserve	11+		No		0.10	\$25,547
Pines-Philo Path	The Pines Path	Philo Rd	Shared-Use Path (off-street)	Private	11+		No	Connection to Philo Road	0.08	\$20,781
Pomodology Path	Philo Rd	Meadowbrook Park	Shared-Use Path (off-street)	Private	11+		No	Connecting Philo Road and Meadowbrook Park	0.55	\$144,628
Prairie Park West Trail	Art Bartell Rd	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connection to Prairie Park	0.26	\$121,244
Saline Branch Trail	Olympian Dr	Anthony Dr	Shared-Use Path (off-street)	Private	11+		No		3.07	\$1,432,478
Saline Branch Trail	Stebbins Dr	Chief Shemauger Park	Shared-Use Path (off-street)	Private	6-10		No		0.26	\$68,352
Saline Branch Trail	Chief Shemauger Park	Chief Shemauger Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.19	\$88,724
Saline Branch Trail	Chief Shemauger Park	Perkins Rd Park Site	Shared-Use Path (off-street)	Private	6-10		No		0.33	\$86,246
Saline Branch Trail	Perkins Rd Park Site	Perkins Rd Park Site	Shared-Use Path (off-street)	Urbana Park District	11+		No		0.35	\$163,308
Saline Branch Trail	Perkins Rd Park Site	High Cross Rd	Shared-Use Path (off-street)	Urbana Park District	11+		No		1.76	\$821,222
Somerset Path	Airport Rd	Columbia Blvd	Shared-Use Path (off-street)	City of Urbana, Developers, Urbana Township	6-10		No	Upon development	0.89	\$231,086
South Ridge Path	South Ridge Park	Marc Trail path	Shared-Use Path (off-street)	City of Urbana, Developers	6-10		No	Connection to South Ridge Park	0.30	\$77,412
South Ridge Park Loop Trail	South Ridge Park Trail	South Ridge Park Trail	Shared-Use Path (off-street)	Urbana Park District	11+		No	New segment connecting existing segments	0.03	\$14,051
Sunnycrest Tot Lot Trail	Sunnycrest Ct E	Burkwood Ct E	Shared-Use Path (off-street)	Urbana Park District	0-5		No		0.04	\$18,734
Thomas Paine Rail-to-Trail	Florida Ave	Stone Creek Blvd	Shared-Use Path (off-street)	Urbana Park District	11+		No	Former Norfolk & Western Railroad	0.27	\$125,646
Upper Embarras River Trail	Race St	Griffith Dr	Shared-Use Path (off-street)	University of Illinois	11+		No		2.31	\$602,537
Victory Park East Sidewalk	Victory Park Path	Green St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Victory Park Loop Trail	0.07	\$32,679
Weaver Park South Trail	Bakers Ln	Kinch St corridor	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.25	\$116,648
Yankee Ridge School Loop Trail			Shared-Use Path (off-street)	Urbana School District, City of Urbana	11+		No	Around Yankee Ridge School property	0.57	\$149,595

Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>Paved [Urbana Park District] Trail</b>										<b>\$611,434</b>
AMBUCS Park Long Loop Trail			Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No		0.35	\$163,308
AMBUCS Park Small Loop Trail			Paved Trail	Urbana Park District	0-5	Follow UPD Master Plan Layout	No		0.23	\$107,370
Chief Shemauger Park Long Loop Trail			Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No		0.35	\$163,308
Chief Shemauger Park Small Loop Trail			Paved Trail	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.19	\$88,724
Crestview Park Loop Trail	Burkwood Dr	Crestview Park Path	Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No	Complete loop	0.19	\$88,724
<b>Nature Trail</b>										<b>\$30,192</b>
Hazelwood Drive	Hazelwood Ct	Lincoln Ave	Nature Trail	University of Illinois	6-10	North side/thru Arboretum	No	Trail signs needed	0.26	\$21,805
Lincoln Avenue	Michigan Ave	Pennsylvania Ave	Nature Trail	University of Illinois	6-10	West side/thru Illini Grove	No	Trail signs needed	0.10	\$8,387
<b>Study Area</b>										<b>\$186,637</b>
Hickory Street Site Study Area	Chief Shemauger Park	AMBUCS Park	Study Area	Urbana Park District	11+		No		0.40	\$186,637
Kickapoo Rail Trail (KRT) Study Area	High Cross Rd	Hartle Ave	Study Area	City of Urbana, Urbana Park District, CCFPD	0-5		No	Determine best alignment into Urbana	1.54	-
Oregon Street	Goodwin Ave	Mathews Ave	Study Area	City of Urbana	0-5		Yes	One-way westbound. Parking on both sides. Investigate feasibility of contraflow bike lanes.	0.09	-

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

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



Table 45 Implementation Matrix By Responsible Agency

Urbana Bicycle Master Plan (UBMP) Implementation Matrix by Responsible Agency										
Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
SINGLE-PARTY RESPONSIBILITIES										
City of Urbana										
0-5 Years										
Amber Lane	Myra Ridge Dr	Philo Rd	Bike Lanes	City of Urbana	0-5	5-10-10-5	Yes		0.27	\$211,588
Bradley Avenue	West City Limits	Wright St	Bike Lanes	City of Urbana	0-5	6-15-5-15-5-6	No		1.02	\$91,399
Green Street	Bussey Ave	Wright St	Bike Lanes	City of Urbana	0-5	TBD	No	MCORE Project	0.59	\$52,895
Washington Street	High Cross Rd	Pfeiffer Rd	Bike Lanes	City of Urbana	0-5	Varies	No	Part of 2014-2015 High Cross Rd reconstruction	0.24	\$21,710
Fairlawn Drive	Anderson St	Vine St	Bike Route + Sharrows	City of Urbana	0-5		No		0.26	\$21,688
Oregon Street	Goodwin Ave	Mathews Ave	Study Area	City of Urbana	0-5		Yes	One-way westbound. Parking on both sides. Investigate feasibility of contraflow bike lanes.	0.09	-
6-10 Years										
Broadway Avenue	Park St	University Ave	Bike Lanes	City of Urbana	6-10	TBD	No	Connection to Crystal Lake Park	0.05	\$4,904
Broadway Avenue	High St	Illinois St	Bike Lanes	City of Urbana	6-10	5-12.5-12.5-5-5U	No		0.05	\$4,206
Colorado Avenue	Alley W of Philo Rd	Anderson St	Bike Lanes	City of Urbana	6-10	7-8-8-7	No		0.32	\$28,335
Green Street	Race St	Bussey Ave	Bike Lanes	City of Urbana	6-10	5-10-5-10-5-5	Yes	MCORE Project	0.47	\$41,856
Gregory Street	Illinois St	Oregon St	Bike Lanes	City of Urbana	6-10	7-5-10-10-5-7	No	Complete Street Improvement	0.14	\$12,629
Illinois Street	Vine St	Race St	Bike Lanes	City of Urbana	6-10	6-11-21-11-6	No		0.21	\$18,685
Oregon Street	Lincoln Ave	Goodwin Ave	Bike Lanes	City of Urbana	6-10	7-5-10-10-5-7	No		0.24	\$21,826
Adams Street	Fairlawn Dr	Florida Ave	Bike Route	City of Urbana	6-10		No		0.16	\$4,341
Bradley Avenue	Coler Ave	Lincoln Ave	Bike Route	City of Urbana	6-10		No	Bike Route until street reconstruction	0.19	\$5,203
Burkwood Court East	Anderson St	Sunwest Tot Lot	Bike Route	City of Urbana	6-10		No		0.16	\$4,233
Burkwood Drive	College Grove Ave	Anderson St	Bike Route	City of Urbana	6-10		No		0.23	\$6,225
Bussey Avenue	Washington St	Iowa St	Bike Route	City of Urbana	6-10		No	Washington St corridor	0.06	\$1,634
California Avenue	Grove St	Urbana Ave	Bike Route	City of Urbana	6-10		No	Illinois St corridor thru Historic East Urbana	0.13	\$3,541
Carle Avenue	Washington St	Iowa St	Bike Route	City of Urbana	6-10		No	Connection to Carle Park	0.06	\$1,634
Carle Avenue	Indiana Ave	Pennsylvania Ave	Bike Route	City of Urbana	6-10		No	Connection to Carle Park	0.15	\$4,086
Cedar Street	Illinois St	Washington St	Bike Route	City of Urbana	6-10		No	Near Teal School	0.24	\$6,538
Coler Avenue	Bradley Ave	Fairview Ave	Bike Route	City of Urbana	6-10		No		0.51	\$13,787
Cottage Grove Avenue	Kickapoo Rail Trail	Main St	Bike Route	City of Urbana	6-10		No	Railroad crossing	0.12	\$3,334
Elm Street	Walnut St	Race St	Bike Route	City of Urbana	6-10		No		0.15	\$4,086
Fairlawn Drive	Adams St	Philo Rd	Bike Route	City of Urbana	6-10		No		0.24	\$6,528
Fairlawn Drive	College Grove Ave	Anderson St	Bike Route	City of Urbana	6-10		No		0.26	\$7,079
George Huff Drive	Mumford Dr	Race St	Bike Route	City of Urbana	6-10		No		0.36	\$9,808
Gregory Street	King Park	Fairview Ave	Bike Route	City of Urbana	6-10		No		0.10	\$2,628
High Street	Walnut St	Broadway Ave	Bike Route	City of Urbana	6-10		No	Lincoln Square path / Broadway corridor	0.06	\$1,743
Hunter Street	Lanore Dr	Lerman Ave	Bike Route	City of Urbana	6-10		No		0.11	\$2,957
Illinois Street	Urbana Ave	Vine St	Bike Route	City of Urbana	6-10		No	Illinois St corridor thru Historic East Urbana	0.06	\$1,634
Illinois Street	Race St	Coler Ave	Bike Route	City of Urbana	6-10		No		0.38	\$10,347
Iowa Street	Bussey Ave	Lincoln Ave	Bike Route	City of Urbana	6-10		No	Washington St corridor	0.08	\$2,179
Lanore Drive	Washington St	S terminus	Bike Route	City of Urbana	6-10		No		0.36	\$9,719
Main Street	University Ave	Scottswood Dr	Bike Route	City of Urbana	6-10		No		0.32	\$8,632
Main Street	Central Ave	Harvey St	Bike Route	City of Urbana	6-10		No		0.59	\$16,107
McCullough Street	Griggs St	Main St	Bike Route	City of Urbana	6-10		No		0.08	\$2,083
McCullough Street	Main St	Washington St	Bike Route	City of Urbana	6-10		No		0.55	\$15,002
McHenry Street	Philo Rd	Anderson St	Bike Route	City of Urbana	6-10		No		0.47	\$12,868
Michigan Avenue	E terminus	Montgomery St	Bike Route	City of Urbana	6-10		No		0.10	\$2,593
Michigan Avenue	Ogallalope Ave	Lanore Dr	Bike Route	City of Urbana	6-10		No		0.62	\$16,771
Mumford Drive	Philo Rd	Race St	Bike Route	City of Urbana	6-10		No		1.09	\$29,630
Wyra Ridge Drive	Windsor Rd	Marc Trail path	Bike Route	City of Urbana	6-10		No		0.50	\$13,740
Nevada Street	Gregory St	Goodwin Ave	Bike Route	City of Urbana	6-10		No		0.12	\$3,365
O'Brien Drive	Vance Rd	Cunningham Ave	Bike Route	City of Urbana	6-10		No		0.11	\$2,939

Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Orchard Street	Pennsylvania Ave	Florida Ave	Bike Route	City of Urbana	6-10		No	Connection to Orchard Downs	0.17	\$4,550
Oregon Street	Poplar St	Anderson St	Bike Route	City of Urbana	6-10		No		0.31	\$8,311
Oregon Street	Broadway Ave	Coler Ave	Bike Route	City of Urbana	6-10		No	Near Leal School	0.46	\$12,530
Park Street	Goodwin Ave	Wright St	Bike Route	City of Urbana	6-10		No		0.25	\$6,825
Pennsylvania Avenue	Race St	Lincoln Ave	Bike Route	City of Urbana	6-10		No		0.50	\$13,676
Pleiner Road	Main St	Washington St	Bike Route	City of Urbana	6-10		No		0.42	\$11,453
Poplar Street	Main St	Washington St	Bike Route	City of Urbana	6-10		No		0.51	\$13,921
Race Street	Main St	Main St	Bike Route	City of Urbana	6-10		No	Connection to Crystal Lake Park	0.35	\$9,481
Smith Road	Lantern Hill Dr	Florida Ave	Bike Route	City of Urbana	6-10		No		0.44	\$11,986
Sunnycrest Court East	Anderson St	Sunnycrest Tot Lot	Bike Route	City of Urbana	6-10		No		0.12	\$3,362
Urbana Avenue	Illinois St	California Ave	Bike Route	City of Urbana	6-10		No	Illinois St corridor thru Historic East Urbana	0.06	\$1,634
Varcoe Road	O'Brien Dr	Anthony Dr	Bike Route	City of Urbana	6-10		No		0.32	\$8,592
Walnut Street	Elm St	S of Elm St	Bike Route	City of Urbana	6-10		No	Lincoln Square path / Broadway corridor	0.03	\$817
Washington Street	Green St	High St	Bike Route	City of Urbana	6-10		No	Lincoln Square path / Broadway corridor	0.05	\$1,407
Broadway Avenue	Race St	Bussey Ave	Bike Route	City of Urbana	6-10		No		0.42	\$11,441
Cottage Grove Avenue	Illinois St	Washington St	Bike Route + Sharrows	City of Urbana	6-10		No		0.25	\$21,262
Main Street	Glenwood Oaks Ct	Colorado Ave	Bike Route + Sharrows	City of Urbana	6-10		No		0.11	\$9,198
Race Street	Springfield Ave	Central Ave	Bike Route + Sharrows	City of Urbana	6-10		No		0.11	\$9,016
Smith Road	Washington St	Pennsylvania Ave	Bike Route + Sharrows	City of Urbana	6-10		No	Add Bike Route on existing sharrows	0.34	\$28,053
Washington Street	University Ave	Main St	Bike Route + Sharrows	City of Urbana	6-10		No		0.07	\$6,148
Coler Avenue	Vine St	Race St	Bike Route + Sharrows	City of Urbana	6-10		No	Add Bike Route on existing sharrows	0.25	\$20,712
High Cross Road	Country Club Rd	Bradley Ave	Bikes May Use Full Lane signage	City of Urbana	6-10		No		0.09	\$128
Vine Street	174	University Ave	Bikes May Use Full Lane signage	City of Urbana	6-10		No		0.46	\$626
Washington Street	California Ave	Washington St	Bikes May Use Full Lane signage	City of Urbana	6-10		No	29' street width	0.19	\$258
Washington Street	Washington St	Windsor Rd	Bikes May Use Full Lane signage	City of Urbana	6-10		No		1.56	\$2,116
Belinger Circle	Pfeiffer Rd	Dodson Dr	Bikes May Use Full Lane signage	City of Urbana	6-10		No	Unill improvements occur	0.44	\$595
Cottage Grove Avenue	Slayback Rd	University Ave	Shared Bike / Parking Lanes	City of Urbana	6-10	7-13-10-13-7	No		0.28	\$3,718
Fairlawn Drive	Florida Ave	Glenwood Oaks Ct	Shared Bike / Parking Lanes	City of Urbana	6-10	8-12-12-8	No		0.15	\$1,965
Smith Road	Philto Rd	Cottage Grove Ave	Shared Bike / Parking Lanes	City of Urbana	6-10	7-13-13-7	No		0.26	\$3,350
Anderson Street corridor	Washington St	Lantern Hill Dr	Shared Bike / Parking Lanes	City of Urbana	6-10	8-15-4-15-8	No	To Meadowbrook Park	0.06	\$786
Bakers Lane Trail	S terminus	Windsor Rd	Shared-Use Path (off-street)	City of Urbana	6-10		No	Through east side of Weaver Park cover	0.01	\$3,668
Boneyard Creek Path 1	Main St	Washington St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.49	\$127,890
Boneyard Creek Path 2	Locust St	Main St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$23,213
Boneyard Creek Path 3	Griggs St	Locust St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.08	\$20,846
Boneyard Creek Path 4	Vine St	Broadway Ave	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.13	\$34,128
Boneyard Creek Path 5	Maple St	Vine St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$22,781
Lincoln Square East Shared-Use Path	S of Elm St	Green St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Walnut St corridor	0.03	\$7,830
Lohmann-Florida Path	Florida Ave	Lohmann Park	Shared-Use Path (off-street)	City of Urbana	6-10		No	Connects Florida Ave to Lohmann Park and Thomas Paine School	0.20	\$52,185
McCullough Street Trail	Norfolk Southern RR	Griggs St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Easement needed: railroad crossing	0.07	\$18,668
Michigan Avenue Path	Montgomery St	Ogellthorpe St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Thru Savannah Green park	0.06	\$15,522
Colorado Avenue	Philto Rd	Alley W of Philto Rd	Sharrows Only	City of Urbana	6-10		No		0.10	\$702
Florida Avenue Sidewalk Extension	High Cross Rd	Abercorn St	Sidewalk (parallel to the road)	City of Urbana	6-10	South side	No	Upon street construction	0.49	\$121,059
Lincoln Avenue	Kilmer St	Bradley Ave	Sidewalk (parallel to the road)	City of Urbana	6-10	West side	No		0.33	\$86,911
Lincoln Avenue	Pennsylvania Ave	Florida Ave	Sidewalk (parallel to the road)	City of Urbana	6-10	West side	No		0.15	\$39,451
Main Street	Weaver Park	Lierman Ave	Sidewalk (parallel to the road)	City of Urbana	6-10	South side	No	Connection to a neighborhood store	0.39	\$100,833
Philto Road	Family Dollar	Fairlawn Dr	Sidewalk (parallel to the road)	City of Urbana	6-10	East side	No	Saline Branch corridor	0.09	\$24,090
Stabbins Drive	Broadway Ave	E terminus	Sidewalk (parallel to the road)	City of Urbana	6-10	South side	No	Potential Kickapoo Rail Trail alternative	0.19	\$49,021
University Avenue	CUMID	Vine St	Sidewalk (parallel to the road)	City of Urbana	6-10	South side	No	East Urbana Parks Loop Trail: To Dr. Williams School	0.50	\$130,574
Washington Street	Bakers Ln	Lierman Ave	Sidewalk (parallel to the road)	City of Urbana	6-10	North side	No		0.63	\$163,369
Windsor Road	Anderson St	Vine St	Sidewalk (parallel to the road)	City of Urbana	6-10	North side	No	To Meadowbrook Park	0.11	\$28,632



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
11+ Years										
Bradley Avenue	Coler Ave	Lincoln Ave	Bike Lanes	City of Urbana	11+	TBD	No	Long-term bike lanes	0.19	\$3,942,848
Washington Street	Cottonwood Rd	High Cross Rd	Bike Lanes	City of Urbana	11+	TBD	No		1.01	\$90,781
Washington Street	Pfeiler Rd	Dodson Dr	Bike Lanes	City of Urbana	11+	TBD	No	Upon street reconstruction	0.44	\$39,156
Church Street	McCullough St	Orchard St	Bike Route	City of Urbana	11+		No	Extension of bike route from the west	0.12	\$3,269
Church Street	Church St	W of Lincoln Ave	Bike Route	City of Urbana	11+		No	Upon construction of trail to the west	0.32	\$8,594
Church Street	Harvey St	Goodwin Ave	Bike Route	City of Urbana	11+		No	Upon construction of trail to the east	0.12	\$3,269
Church Street	Thompson St	Stebbins Dr	Bike Route	City of Urbana	11+		No		0.41	\$11,143
Eads Street	Lincoln Ave	Goodwin Ave	Bike Route	City of Urbana	11+		No		0.25	\$6,694
Georgy Street	Eads St	King Park	Bike Route	City of Urbana	11+		No		0.06	\$1,600
Mumford Drive	Stone Creek Blvd	Philo Rd	Bike Route	City of Urbana	11+		No	Long-term connection upon development	0.53	\$14,531
Oregon Street	Glover Ave	Poplar St	Bike Route	City of Urbana	11+		No		0.06	\$1,657
Boneyard Creek Path	Main St	McCullough St	Shared-Use Path (off-street)	City of Urbana	11+		No		0.11	\$29,051
Boneyard Creek Path	Springfield Ave	Lincoln Ave	Shared-Use Path (off-street)	City of Urbana	11+		No		0.24	\$62,640
Boulder Drive corridor	S terminus of Boulder Dr	Myra Ridge Dr	Shared-Use Path (off-street)	City of Urbana	11+		No	Connection to South Ridge Park	0.20	\$51,011
Chatham Drive corridor	S of Susan Stone Dr	N terminus of Chatham Dr	Shared-Use Path (off-street)	City of Urbana	11+		No	Connection to South Ridge Park	0.10	\$25,031
Church Street corridor	W of Lincoln Ave	Harvey St	Shared-Use Path (off-street)	City of Urbana	11+		No		0.07	\$18,476
Oregon Street corridor	Lerman Ave	Glover Ave	Shared-Use Path (off-street)	City of Urbana	11+		No	Long-term connection upon development	0.25	\$65,520
Airport Road	Cunningham Ave	Willow Rd	Sidewalk (parallel to the road)	City of Urbana	11+		No	Long-term connection	0.52	\$136,096
Airport Road Extension Sidewalk	Willow Rd	Lincoln Ave	Sidewalk (parallel to the road)	City of Urbana	11+		No		1.08	\$281,880
Anthony Drive	O'Brien Dr	Willow Rd	Sidewalk (parallel to the road)	City of Urbana	11+	North side	No	Sidewalk upon construction of Airport Road	0.56	\$147,250
Anthony Drive	Saline Branch	Lincoln Ave	Sidewalk (parallel to the road)	City of Urbana	11+	North side	No		0.53	\$137,576
Curtis Road	High Cross Rd	Race St	Sidewalk (parallel to the road)	City of Urbana	11+	North side	No		2.49	\$648,788
High Cross Road	Windsor Rd	Curtis Rd	Sidewalk (parallel to the road)	City of Urbana	11+	West side	No	Install sidewalk as part of road reconstruction	0.97	\$253,622
Lincoln Avenue	Bradley Ave	Wascher Dr	Sidewalk (parallel to the road)	City of Urbana	11+	West Side	No		0.33	\$86,474
Lincoln Avenue	King Park Loop Trail	University Ave	Sidewalk (parallel to the road)	City of Urbana	11+	West Side	No	Difficult crossing at railroad	0.34	\$89,439
O'Brien Drive	Cunningham Ave	Willow Rd	Sidewalk (parallel to the road)	City of Urbana	11+		No		0.44	\$113,970
Future Olympian Drive	Market St	Cunningham Ave	Sidewalk (parallel to the road)	City of Urbana	11+		No	Upon street reconstruction	3.10	\$810,008
Philo Road	Washington St	Family Dollar	Sidewalk (parallel to the road)	City of Urbana	11+	East side	No	Long-term extension	0.20	\$52,716
University Avenue	Goodwin Ave	Mathews Ave	Sidewalk (parallel to the road)	City of Urbana	11+	South side	No	Widen existing sidewalk	0.09	\$22,901
Willow Road	Airport Rd	Anthony Dr	Sidewalk (parallel to the road)	City of Urbana	11+	East side	No		0.44	\$115,108
Windsor Road	High Cross Rd	Myra Ridge Dr	Sidewalk (parallel to the road)	City of Urbana	11+	South side	No		1.22	\$317,262
Windsor Road	Philo Rd	Anderson St	Sidewalk (parallel to the road)	City of Urbana	11+	North side	No		0.48	\$125,299
Windsor Road	Vine St	Race St	Sidewalk (parallel to the road)	City of Urbana	11+	North side	No		0.41	\$106,011
Wright Street	Church St	University Ave	Sidewalk (parallel to the road)	City of Urbana	11+	East side	No	Links Presence to the University	0.19	\$48,938
Champaign County 6-10 Years										
\$142,233										
Champaign County 6-10 Years										
Canaday-Weaver Trail	Canaday Park	Weaver Park	Sidewalk (parallel to the road)	Champaign County	6-10	North side	No	Connect Canaday and Weaver Parks	0.34	\$89,968
11+ Years										
Art Bartell Road N-S Sidewalk	Canaday-Weaver Trail	Art Bartell Rd Trail	Sidewalk (parallel to the road)	Champaign County	11+	East side	No		0.20	\$52,265
Champaign County Forest Preserve District (CCFPD)										
\$3,224,196										
Champaign County Forest Preserve District (CCFPD) 0-5 Years										
Kickapoo Rail Trail	Champaign County line	Walnut Trail	Shared-Use Path (off-street)	CCFPD	0-5		No	Rail-to-Trail to Kickapoo State Park	11.57	\$3,020,133
11+ Years										
\$204,063										
Kickapoo Rail-with-Trail 2	Collage Grove Ave	Boneyard Creek Path	Shared-Use Path (off-street)	CCFPD	11+		No		0.68	\$178,516
Pfeiler Road Kickapoo Rail Trail (trailhead)	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	Champaign County Forest Preserve	11+		No		0.10	\$25,547
Champaign-Urbana Mass Transit District (CUMTD) 6-10 Years										
\$1,305										
CUMTD Path										
CUMTD Path	CUMTD	Kickapoo Rail Trail	Bike Route	CUMTD	6-10		No	Collage Grove Ave corridor	0.05	\$1,335



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>Menards 6-10 Years</b>										
Menards Development A-2 multi-use trail	Talman Dr	Washington St	Shared-Use Path (off-street)	Menards	6-10		No	8' multi-use trail upon development east of High Cross Rd	1.52	\$396,896
Menards Development C2 multi-use trail	Washington St	Florida Ave	Shared-Use Path (off-street)	Menards	6-10		No	8' multi-use trail upon development west of High Cross Rd	2.04	\$532,391
Menards Development D multi-use trail	Florida Ave	Stone Creek Blvd	Shared-Use Path (off-street)	Menards	6-10		No	8' multi-use trail upon development west of High Cross Rd	0.52	\$136,085
<b>Private 6-10 Years</b>										
Leal Park Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Leal Park	Shared-Use Path (off-street)	Private	6-10		No	Connection to Leal Park	0.02	\$5,220
Saline Branch Trail	Stebbins Dr	Chief Shemauger Park	Shared-Use Path (off-street)	Private	6-10		No		0.26	\$68,352
Saline Branch Trail	Chief Shemauger Park	Perkins Rd Park Site	Shared-Use Path (off-street)	Private	6-10		No		0.33	\$86,246
<b>11+ Years</b>										
Dines-Philo Path	The Pines Path	Philo Rd	Shared-Use Path (off-street)	Private	11+		No	Connection to Philo Road	0.08	\$1,597,887
Pomology Path	Philo Rd	Meadowbrook Park	Shared-Use Path (off-street)	Private	11+		No	Connecting Philo Road and Meadowbrook Park	0.55	\$144,628
Saline Branch Trail	Olympian Dr	Anthony Dr	Shared-Use Path (off-street)	Private	11+		No		3.07	\$1,432,478
<b>University of Illinois 0-5 Years</b>										
Pennsylvania Avenue	Lincoln Ave	W city limits	Bike Route	University of Illinois	0-5		No	Short-term improvement	0.50	\$13,756
Library Path	Armory Bike Path	Lorado Tait Bike Path	Shared-Use Path (off-street)	University of Illinois	0-5		No	Along west side of Undergrad Library & South Quad	0.17	\$45,163
Florida Avenue	Race St	Lincoln Ave	Sidepath (parallel to the road)	University of Illinois	0-5	South side	No		0.48	\$126,149
<b>6-10 Years</b>										
Hazelwood Drive	Lincoln Ave	Goodwin Ave	Bike Lanes	University of Illinois	6-10	TBD	No		0.26	\$23,035
St. Mary's Road	Lincoln Ave	Wright St	Bike Lanes	University of Illinois	6-10	TBD	No		0.51	\$45,490
Main Street	Harvey St	Goodwin Ave	Bike Boulevard	University of Illinois	6-10		No		0.08	\$2,948
George Huff Drive	Race St	Hazelwood Dr	Bike Route	University of Illinois	6-10		No		0.17	\$4,606
Hazelwood Drive	George Huff Dr	Hazelwood Ct	Bike Route	University of Illinois	6-10		No		0.11	\$3,132
Hazelwood Drive	Hazelwood Ct	Lincoln Ave	Nature Trail	University of Illinois	6-10	North side/thru Arboretum	No	Trail signs needed	0.26	\$21,805
Lincoln Avenue	Michigan Ave	Pennsylvania Ave	Nature Trail	University of Illinois	6-10	West side/thru Illini Grove	No	Trail signs needed	0.10	\$8,387
Lorado Tait Path	Dorner Dr	Mathews Bike Path	Shared-Use Path (off-street)	University of Illinois	6-10		No		0.20	\$52,428
Lorado Tait Path	Mathews Bike Path	W city limit	Shared-Use Path (off-street)	University of Illinois	6-10		No		0.16	\$41,877
Main Street Path	Goodwin Ave	Wright St	Shared-Use Path (off-street)	University of Illinois	6-10		No	Cut through UIUC Engineering Quad	0.25	\$65,626
<b>11+ Years</b>										
Pennsylvania Avenue	Lincoln Ave	W city limits	Bike Lanes	University of Illinois	11+	Varies	No	Long-term improvement from Bike Route	0.50	\$45,180
Dorner Drive	Gregory Dr	Pennsylvania Ave	Bike Route	University of Illinois	11+		No		0.25	\$6,706
Gregory Street	Oregon St	Nevada St	Bike Route	University of Illinois	11+		No	Mark crossing(s) at Nevada to UI bike path	0.07	\$1,925
Mathews Avenue	Gregory Dr	Lorado Tait Bike Path	Bike Route	University of Illinois	11+		No		0.06	\$1,515
College Court	Virginia Dr	Maryland Dr	Bike Route + Sharrows	University of Illinois	11+		No		0.04	\$3,542
Maryland Drive	Pennsylvania Ave	College Ct	Bike Route + Sharrows	University of Illinois	11+		No		0.08	\$6,860



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Virginia Drive	Pennsylvania Ave	College Ct	Bike Route + Sharrows	University of Illinois	11 +		No		0.08	\$6,786
Illinois Street corridor	Goodwin Ave	Mathews Ave	Shared-Use Path (off-street)	University of Illinois	11 +		No	To Quad	0.08	\$21,985
Lower Embarras River Trail	Upper Embarras River Trail	S of Curtis Rd	Shared-Use Path (off-street)	University of Illinois	11 +		No		1.03	\$268,822
Mathews Bike Path	Lorado Taft Path	Pleabody Bike Path	Shared-Use Path (off-street)	University of Illinois	11 +		No		0.13	\$33,930
Quad Path	Goodwin Ave	Mathews Ave	Shared-Use Path (off-street)	University of Illinois	11 +		No	California Ave/Daniel St corridor	0.09	\$24,038
Upper Embarras River Trail	Race St	Griffith Dr	Shared-Use Path (off-street)	University of Illinois	11 +		No		2.31	\$602,537
George Huff Drive	Race St	Hazelwood Dr	Sidewalk (parallel to the road)	University of Illinois	11 +	North side	No	Long-term connection	0.16	\$41,760
Hazelwood Drive	George Huff Dr	Hazelwood Ct	Sidewalk (parallel to the road)	University of Illinois	11 +	North side	No	Long-term connection	0.10	\$25,160
Hazelwood Drive	Goodwin Ave	Wright St	Sidewalk (parallel to the road)	University of Illinois	11 +		No		0.25	\$65,982
<b>Urbana Park District (UPD)</b>										
<b>0-5 Years</b>										
AMBUCS Park Small Loop Trail			Paved Trail	Urbana Park District	0-5	Follow UPD Master Plan Layout	No		0.23	\$107,370
Sunnycrest Tot Lot Trail	Sunnycrest Ct E	Burkwood Ct E	Shared-Use Path (off-street)	Urbana Park District	0-5		No		0.04	\$18,734
<b>6-10 Years</b>										
Chief Shemauger Park Small Loop Trail			Paved Trail	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.19	\$88,724
Blair Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.51	\$237,981
Canaday-Weaver Trail	Canaday Park	Canaday Park	Shared-Use Path (off-street)	Urbana Park District	6-10	North side	No	Connect Canaday and Weaver Parks	0.06	\$28,013
Canaday-Weaver Trail	Weaver Park	Weaver Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connect Canaday and Weaver Parks	0.26	\$121,244
Kinch Street Trail	Main St	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.50	\$233,297
Larson Park West Trail	McHenry St	Larson Park Trail	Shared-Use Path (off-street)	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.06	\$28,013
Leal Park Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No	Widen existing sidewalk	0.07	\$32,697
Lohmann Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10	East side, North side, West side	No		0.44	\$205,372
Perkins Road Park Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.44	\$205,372
Prairie Park West Trail	Art Bartell Rd	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connection to Prairie Park	0.26	\$121,244
Saline Branch Trail	Chief Shemauger Park	Chief Shemauger Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.19	\$88,724
South Ridge Park Loop Trail	South Ridge Park Trail	South Ridge Park Trail	Shared-Use Path (off-street)	Urbana Park District	6-10		No	New segment connecting existing segments	0.03	\$14,051
Victory Park East Sidewalk	Victory Park Path	Green St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Victory Park Loop Trail	0.07	\$32,679
Weaver Park South Trail	Bakers Ln	Kinch St corridor	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.25	\$116,648
Crystal Lake Park Road Trail Retrofit	Park St	Broadway Ave	Sidewalk (parallel to the road)	Urbana Park District	6-10	Inner lane	No	Convert road to one-way vehicle traffic, two-way bike & pedestrian traffic	1.23	\$573,963
Perkins Road	Perkins Rd Park	Perkins Rd Park	Sidewalk (parallel to the road)	Urbana Park District	6-10	South side	No		0.32	\$149,345

Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
11+ Years										
AMBUCS Park Long Loop Trail			Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No		0.35	\$2,482,121
Chief Shemauger Park Long Loop Trail			Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No		0.35	\$163,308
Crestview Park Loop Trail	Burkwood Dr	Crestview Park Path	Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No	Complete loop	0.19	\$163,308
Boneyard Creek Path	McCullough St	Springfield Ave	Shared-Use Path (off-street)	Urbana Park District	11+		No		0.10	\$88,724
Fairview Avenue corridor	Orchard St	Lakehouse Rd	Shared-Use Path (off-street)	Urbana Park District	11+		No	Connection to Crystal Lake Park Path	0.09	\$46,659
Perkins Road Park East Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	11+	East side	No		0.30	\$42,065
Saline Branch Trail	Perkins Rd Park Site	Perkins Rd Park Site	Shared-Use Path (off-street)	Urbana Park District	11+		No		0.35	\$139,978
Saline Branch Trail	Perkins Rd Park Site	High Cross Rd	Shared-Use Path (off-street)	Urbana Park District	11+		No		0.35	\$163,308
Thomas Paine Rail-to-Trail	Florida Ave	Stone Creek Blvd	Shared-Use Path (off-street)	Urbana Park District	11+		No		1.76	\$821,222
Coler Avenue	Country Club Rd	Fairview Ave	Sidepath (parallel to the road)	Urbana Park District	11+	East side	No	Former Norfolk & Western Railroad	0.27	\$125,646
Country Club Road	Broadway Ave	Coler Ave	Sidepath (parallel to the road)	Urbana Park District	11+	South side	No	Part of Crystal Lake Park/Bussey Woods loop path	0.57	\$265,994
Hickory Street Site Study Area	Chief Shemauger Park	AMBUCS Park	Study Area	Urbana Park District	11+		No	Part of Crystal Lake Park/Bussey Woods loop path	0.59	\$275,272
Urbana Township										
6-10 Years										
Brownfield Road	Columbia Blvd	Perkins Rd (W)	Bike Route	Urbana Township	6-10		No		0.39	\$85,054
Columbia Boulevard	Brownfield Rd	Independence Ave	Bike Route	Urbana Township	6-10		No		0.53	\$78,561
Eastern Avenue	Perkins Rd	Kerr Ave	Bike Route	Urbana Township	6-10		No		0.37	\$10,688
Independence Avenue	Columbia Blvd	Anthony Dr	Bike Route	Urbana Township	6-10		No		0.08	\$14,347
Main Street	Main St	Pfeiffer Rd	Bike Route	Urbana Township	6-10		No	Connection to Pfeiffer Road - out of city limits	0.14	\$10,091
Potawatomi Trail	Shemauger Trl	Smith Rd	Bike Route	Urbana Township	6-10		No		0.11	\$3,074
Shemauger Trail	Potawatomi Trl	Smith Rd	Bike Route	Urbana Township	6-10		No		0.15	\$3,750
Smith Road	Potawatomi Trl	Butzow Dr	Bike Route	Urbana Township	6-10		No		0.11	\$3,074
Smith Road	Slayback St	University Ave	Bike Route	Urbana Township	6-10		No		0.21	\$4,049
Airport Road	High Cross Rd	Somerset Dr	Bikes May Use Full Lane signage	Urbana Township	6-10		No		0.61	\$2,895
Brownfield Road	Airport Rd	Columbia Blvd	Bikes May Use Full Lane signage	Urbana Township	6-10		No		1.04	\$5,787
High Cross Road	Airport Rd	I-74	Bikes May Use Full Lane signage	Urbana Township	6-10		No		1.53	\$836
Perkins Road	High Cross Rd	Brownfield Rd	Bikes May Use Full Lane signage	Urbana Township	6-10		No		1.20	\$1,408
Perkins Road	Perkins Rd Park	Eastern Ave	Sidepath (parallel to the road)	Urbana Township	6-10	South side	No		0.06	\$2,081
11+ Years										
Division Avenue	Country Club Rd	Thompson St	Bike Route	Urbana Township	11+		No		0.11	\$15,866
Thompson Street	Division Ave	Broadway Ave	Bike Route	Urbana Township	11+		No		0.12	\$6,492
Total Cost of Single-Party Projects										\$20,645,938

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
MULTI-PARTY RESPONSIBILITIES										
City of Urbana & Champaign County Forest Preserve District (CCFPD)										
6-10 Years										
Kickapoo Rail-with-Trail 3	Boneyard Creek Path	McCullough St	Shared-Use Path (off-street)	City of Urbana, CCFPD	6-10		No		0.22	\$57,387
11+ Years										
Kickapoo Rail-with-Trail 4	McCullough St	Coler Ave	Shared-Use Path (off-street)	City of Urbana, CCFPD	11+		No		0.17	\$43,205
Kickapoo Rail-with-Trail 5	Coler Ave	Wright St	Shared-Use Path (off-street)	City of Urbana, CCFPD	11+		No	Extend to Champaign if possible	0.73	\$191,221
City of Urbana, Champaign County Forest Preserve District (CCFPD) & Urbana Park District (UPD)										
0-5 Years										
Kickapoo Rail Trail (KRT) Study Area	High Cross Rd	Harlie Ave	Study Area	City of Urbana, Urbana Park District, CCFPD	0-5		No	Determine best alignment into Urbana	1.54	-
6-10 Years										
Kickapoo Rail Trail Study Area Corridor	High Cross Rd	Poplar St	Shared-Use Path (off-street)	City of Urbana, Urbana Park District, CCFPD	6-10		No	Study area - determine best alignment into Urbana	1.71	\$446,603
11+ Years										
Urbana Avenue Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	City of Urbana, CCFPD, Urbana Park District	11+		No	Potential Kickapoo Rail Trail trailhead	0.11	\$29,092
City of Urbana & Developers										
0-5 Years										
Hunter Street	Urbana Ave	Philo Rd	Sidelpath (parallel to the road)	City of Urbana, Developers	0-5	North side	No	Upon Urbana Townhomes redevelopment	0.16	\$40,726
Urbana Avenue	Washington St	Hunter St	Sidelpath (parallel to the road)	City of Urbana, Developers	0-5	West side	No	Upon Urbana Townhomes redevelopment	0.13	\$32,693
11+ Years										
Lucas Street corridor	Colorado Ave	Amber Ln	Shared-Use Path (off-street)	City of Urbana, Developers	11+		No	Upon development: connection to Thomas Paine School	0.67	\$174,870
Myra Ridge Path	Windsor Rd	South Ridge Park	Shared-Use Path (off-street)	City of Urbana, Developers	11+		No	Connection to South Ridge Park	0.20	\$51,853
South Ridge Path		South Ridge Park	Shared-Use Path (off-street)	City of Urbana, Developers	11+		No	Connection to South Ridge Park	0.30	\$77,412
Philo Road	Marc Trl	Curtis Rd	Sidelpath (parallel to the road)	City of Urbana, Developers	11+	East side	No	Upon development	0.45	\$118,015
Race Street	S city limits	Curtis Rd	Sidelpath (parallel to the road)	City of Urbana, Developers	11+	East side	No	Upon development	0.50	\$131,577
City of Urbana, Developers & Urbana Township										
6-10 Years										
Donnersel Path	Alpport Rd	Columbia Blvd	Shared-Use Path (off-street)	City of Urbana, Developers, Urbana Township	6-10		No	Upon development	0.89	\$231,086
City of Urbana & Illinois Department of Transportation (IDOT)										
0-5 Years										
Cunningham Avenue/US 45 Sidelpath	Kenyon Rd	Perkins Rd	Sidelpath (parallel to the road)	City of Urbana, IDOT	0-5	East side	No		0.20	\$52,616
11+ Years										
Cunningham Avenue/US 45 Sidelpath	N city limits	Kenyon Rd	Sidelpath (parallel to the road)	City of Urbana, IDOT	11+	East side	No		1.31	\$342,319
City of Urbana, Illinois Department of Transportation (IDOT) & Champaign County										
11+ Years										
Lincoln Avenue	Olympian Dr	Killarney St	Sidelpath (parallel to the road)	City of Urbana, IDOT, Champaign County	11+	West Side	No		2.01	\$525,553
City of Urbana & Menards										
0-5 Years										
High Cross Road	University Ave	Wend's Sports Complex	Sidelpath (parallel to the road)	City of Urbana, Menards	0-5	West side	No		1.38	\$360,847



Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Washington Street	Cottonwood Rd	High Cross Rd	Sidewalk (parallel to the road)	City of Urbana, Menards	11+ Years	North side	No	Upon development	0.72	\$187,984
<b>City of Urbana &amp; Urbana Park District (UPD)</b>										
<b>0-5 Years</b>										
Broadway Avenue	Country Club Rd	Park St	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	0-5	West side	No	Part of Crystal Lake Park/Busey Woods loop path	0.70	\$182,436
Park Street	Broadway Ave	McCullough St	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	0-5	North side	No	Part of Crystal Lake Park/Busey Woods loop path	0.27	\$71,430
<b>6-10 Years</b>										
AMBUCS-Bulzow Trail	AMBUCS Park	Bulzow Dr	Shared-Use Path (off-street)	City of Urbana, Urbana Park District	6-10		No	Connection to AMBUCS Park, along Landscape Recycling Center access road	0.10	\$27,088
Green Street	Lynn St	Victory Park E sidewalk	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	6-10	North side	No	Victory Park Loop Trail	0.05	\$12,964
Lincoln Avenue	Wascher Dr	King Park Loop Trail	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	6-10	West Side	No		0.05	\$13,958
Lynn Street	Victory Park Path	Green St	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	6-10	East side	No	Victory Park Loop Trail	0.03	\$7,256
<b>11+ Years</b>										
AMBUCS Park West Trail	NW corner of AMBUCS Park	AMBUCS Park Northwest Trail	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11+	West side	No		0.07	\$18,270
Fairview Avenue	Orchard St	Coler Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11+	North side	No		0.07	\$17,601
Race Street	SW corner of Meadowbrook Park	S city limits	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11+	East side	No	Meadowbrook Park	0.11	\$28,298
<b>City of Urbana &amp; Urbana School District (USD)</b>										
<b>11+ Years</b>										
Yankee Ridge School Loop Trail			Shared-Use Path (off-street)	Urbana School District, City of Urbana	11+		No	Around Yankee Ridge School property	0.57	\$149,595
<b>City of Urbana &amp; Urbana Township</b>										
<b>6-10 Years</b>										
Alport Road	Somerset Dr	Willow Rd	Bike Route	City of Urbana, Urbana Township	6-10		No		1.39	\$37,908
Anthony Drive	Independence Ave	Vance Rd	Bike Route	City of Urbana, Urbana Township	6-10		No		0.28	\$7,507
Bulzow Drive	Smith Rd	AMBUCS Park	Bike Route	City of Urbana, Urbana Township	6-10		No		0.68	\$18,646
Kerr Avenue	Eastern Ave	Broadway Ave	Bike Route	City of Urbana, Urbana Township	6-10		No	Partially out of city limits	0.81	\$22,169
Slayback Road	Beringer Cir	Smith Rd	Bike Route	City of Urbana, Urbana Township	6-10		No	Partially outside city limits	0.50	\$13,681
Country Club Road	Cunningham Ave	Coler Ave	Bikes May Use Full Lane signage	City of Urbana, Urbana Township	6-10		No		1.01	\$1,380
Perkins Road	Brownfield Rd	Cunningham Ave	Bikes May Use Full Lane signage	City of Urbana, Urbana Township	6-10		No		0.61	\$825
Country Club Road	Cunningham Ave	Broadway Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Township	6-10	South side	No		0.44	\$114,840





Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
11+ Years										
Airport Road	Somersel Path	Cunningham Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Township	11+		No	Partially outside city limits	0.63	\$165,355
Perkins Road	Eastern Ave	Cunningham Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Township	11+	South side	No		0.37	\$97,402
<b>Champaign County Forest Preserve District (CCFPD) &amp; Champaign-Urbana Mass Transit District (CUMTD)</b>										
6-10 Years										
Kickapoo Rail-with-Trail 1	Poplar St	Collage Grove Ave	Shared-Use Path (off-street)	CUMTD, CCFPD	6-10		No	Railroad crossing[]	0.05	\$13,041
<b>Champaign County Forest Preserve District (CCFPD) &amp; Developers</b>										
11+ Years										
Washington Street	CR 1800E	Cottonwood Rd	Sidewalk (parallel to the road)	Developers, CCFPD	11+	North side	No	To Homer Lake	1.01	\$263,280
<b>Champaign County Forest Preserve District (CCFPD) &amp; Illinois Department of Transportation (IDOT)</b>										
0-5 Years										
Kickapoo Rail Trail	Walmart Trail	High Cross Rd Sidewalk	Shared-Use Path (off-street)	CCFPD, IDOT	0-5		No	Rail-to-Trail to Kickapoo State Park	0.06	\$14,768
<b>Champaign County &amp; Urbana Park District (UPD)</b>										
6-10 Years										
Art Bartlett Road Trail	Lierman Ave	Weaver Park	Shared-Use Path (off-street)	Champaign County, Urbana Park District	6-10	South side	No	Connect Prairie and Weaver Parks	0.38	\$99,180
<b>Urbana Park District (UPD), Champaign-Urbana Mass Transit District (CUMTD) &amp; Illinois Department of Transportation (IDOT)</b>										
6-10 Years										
AMIBUCS-CUMTD Path	CUMTD	AMIBUCS Park	Shared-Use Path (off-street)	Urbana Park District, CUMTD, IDOT	6-10		No	University Avenue crossing, median as refuge	0.02	\$4,108
<b>Urbana Park District (UPD) &amp; Illinois Department of Transportation (IDOT)</b>										
11+ Years										
AMIBUCS Park South Trail	AMIBUCS Park Southwest Trail	University Ave	Sidewalk (parallel to the road)	Urbana Park District, IDOT	11+	South side	No		0.07	\$18,270
<b>Urbana Park District (UPD) &amp; Urbana School District (USD)</b>										
6-10 Years										
James Cherry Drive corridor	S terminus of James Cherry Dr	Lohmann Park	Shared-Use Path (off-street)	Urbana School District, Urbana Park District	6-10		No	Connecting Thomas Paine School to Lohmann Park	0.03	\$6,707
<b>TOTAL COST OF ALL PROPOSED PROJECTS</b>										
<b>Total Cost of Multi-Party Projects</b>										<b>\$4,523,023</b>
<b>TOTAL COST OF ALL PROPOSED PROJECTS</b>										<b>\$25,168,961</b>

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

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

Table 46 Implementation Matrix By Timeframe

Urbana Bicycle Master Plan (UBMP) Implementation Matrix by Timeframe										
Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
0-5 Years										
Amber Lane	Myra Ridge Dr	Philo Rd	Bike Lanes	City of Urbana	0-5	5-10-10-5	Yes		0.27	\$3,937,563
AMBUCS Park Small Loop Trail			Paved Trail	Urbana Park District	0-5	Follow UPD Master Plan Layout	No		0.23	\$23,897
										\$107,370
Bradley Avenue	Lincoln Ave	West City Limits	Bike Lanes	City of Urbana	0-5	6-15-5-15-5-6	No		1.02	\$91,399
Broadway Avenue	Country Club Rd	Park St	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	0-5	West side	No	Part of Crystal Lake Park/Busey Woods loop path	0.70	\$182,436
Cunningham Avenue/US 45 Sidewalk	Kenyon Rd	Perkins Rd	Sidewalk (parallel to the road)	City of Urbana, IDOT	0-5	East side	No		0.20	\$52,616
Fallawn Drive	Anderson St	Vine St	Bike Route + Sharrows	City of Urbana	0-5		No		0.26	\$21,688
Florida Avenue	Race St	Lincoln Ave	Sidewalk (parallel to the road)	University of Illinois	0-5	South side	No		0.48	\$126,149
Green Street	Busey Ave	Wright St	Bike Lanes	City of Urbana	0-5	TBD	No	MCORE Project	0.59	\$52,895
Hunter Street	Lierman Ave	Philo Rd	Sidewalk (parallel to the road)	City of Urbana, Developers	0-5	North side	No	Upon Urbana Townhomes redevelopment	0.16	\$40,726
Kickapoo Rail Trail	Champaign County line	Walmart Trail	Shared-Use Path (off-street)	CCFPD	0-5		No	Rail-to-Trail to Kickapoo State Park	11.57	\$3,020,133
Kickapoo Rail Trail	Walmart Trail	High Cross Rd Sidewalk	Shared-Use Path (off-street)	CCFPD, IDOT	0-5		No	Rail-to-Trail to Kickapoo State Park	0.06	\$14,768
Kickapoo Rail Trail (KRT) Study Area	High Cross Rd	Hartle Ave	Study Area	City of Urbana, Urbana Park District, CCFPD	0-5		No	Determine best alignment into Urbana	1.54	-
Library Path	Armory Bike Path	Lorado Tait Bike Path	Shared-Use Path (off-street)	University of Illinois	0-5		No	Along west side of Undergrad Library & South Quad	0.17	\$45,163
Lierman Avenue	Washington St	Hunter St	Sidewalk (parallel to the road)	City of Urbana, Developers	0-5	West side	No	Upon Urbana Townhomes redevelopment	0.13	\$32,693
Oregon Street	Goodwin Ave	Mathews Ave	Study Area	City of Urbana	0-5		Yes	One-way westbound. Parking on both sides. Investigate feasibility of contraflow bike lanes.	0.09	-
Park Street	Broadway Ave	McCullough St	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	0-5	North side	No	Part of Crystal Lake Park/Busey Woods loop path	0.27	\$71,430
Pennsylvania Avenue	Lincoln Ave	W city limits	Bike Route	University of Illinois	0-5		No	Short-term improvement	0.50	\$13,756
Sunnycrest Tot Lot Trail	Sunnycrest Ct E	Burkwood Ct E	Shared-Use Path (off-street)	Urbana Park District	0-5		No		0.04	\$18,734
Washington Street	High Cross Rd	Pfeifer Rd	Bike Lanes	City of Urbana	0-5	Varies	No	Part of 2014-2015 High Cross Rd reconstruction	0.24	\$21,710
6-10 Years										
Adams Street	Fairlawn Dr	Florida Ave	Bike Route	City of Urbana	6-10		No		0.16	\$7,113,660
Airport Road	High Cross Rd	Somerset Dr	Bikes May Use Full Lane signage	Urbana Township	6-10		No		0.61	\$836
Airport Road	Somerset Dr	Willow Rd	Bike Route	City of Urbana, Urbana Township	6-10		No		1.39	\$37,908
AMBUCS-Buzow Trail	AMBUCS Park	Buzow Dr	Shared-Use Path (off-street)	City of Urbana, Urbana Park District	6-10		No	Connection to AMBUCS Park, along Landscape Recycling Center access road	0.10	\$27,088
AMBUCS-CUMTD Path	CUMTD	AMBUCS Park	Shared-Use Path (off-street)	Urbana Park District, CUMTD, IDOT	6-10		No	University Avenue crossing, median as refuge	0.02	\$4,108
Anderson Street corridor	St Terminus	Windsor Rd	Shared-Use Path (off-street)	City of Urbana	6-10		No	To Meadowbrook Park	0.01	\$3,668
Anthony Drive	Independence Ave	Vance Rd	Bike Route	City of Urbana, Urbana Township	6-10		No		0.28	\$7,507
Art Bartell Road Trail	Lierman Ave	Weaver Park	Shared-Use Path (off-street)	Champaign County, Urbana Park District	6-10	South side	No	Connect Prairie and Weaver Parks	0.38	\$99,180
Bakers Lane Trail	Main St	Washington St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Through east side of Weaver Park. Preserve tree	0.49	\$127,890



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Beltner Circle	Slack Rd	University Ave	Shared Bike / Parking Lanes	City of Urbana	6-10	7-13-10-13-7	No		0.28	\$37,718
Blair Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.51	\$237,981
Boneyard Creek Path 1	Locust St	Main St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$23,213
Boneyard Creek Path 2	Griggs St	Locust St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.08	\$20,846
Boneyard Creek Path 4	Vine St	Broadway Ave	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.13	\$34,128
Boneyard Creek Path 5	Maple St	Vine St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$22,781
Bradley Avenue	Coler Ave	Lincoln Ave	Bike Route	City of Urbana	6-10		No	Bike Route until street reconstruction	0.19	\$5,203
Broadway Avenue	Park St	University Ave	Bike Lanes	City of Urbana	6-10	TBD	No	Connection to Crystal Lake Park	0.05	\$4,904
Broadway Avenue	High St	Illinois St	Bike Route + Sharrows	City of Urbana	6-10	5-12.5-12.5-5	No		0.05	\$4,206
Broadway Avenue	Illinois St	Washington St	Bike Route + Sharrows	City of Urbana	6-10		No		0.25	\$21,262
Brownfield Road	Airport Rd	Columbia Blvd	Bikes May Use Full Lane signage	Urbana Township	6-10		No		1.04	\$1,408
Brownfield Road	Columbia Blvd	Perkins Rd (W)	Bike Route	Urbana Township	6-10		No		0.39	\$10,688
Burkwood Court East	Anderson St	Sunnycrest Tot Lot	Bike Route	City of Urbana	6-10		No		0.16	\$4,233
Burkwood Drive	College Grove Ave	Anderson St	Bike Route	City of Urbana	6-10		No		0.23	\$6,225
Busey Avenue	Washington St	Iowa St	Bike Route	City of Urbana	6-10		No	Washington St corridor	0.06	\$1,634
Burzow Drive	Smith Rd	AMBUCS Park	Bike Route	City of Urbana, Urbana Township	6-10		No		0.68	\$18,646
California Avenue	Grove St	Urbana Ave	Bike Route	City of Urbana	6-10		No	Illinois St corridor thru Historic East Urbana	0.13	\$3,541
Canaday-Weaver Trail	Canaday Park	Canaday Park	Shared-Use Path (off-street)	Urbana Park District	6-10	North side	No	Connect Canaday and Weaver Parks	0.06	\$28,013
Canaday-Weaver Trail	Canaday Park	Weaver Park	Sidewalk (parallel to the road)	Champaign County	6-10	North side	No	Connect Canaday and Weaver Parks	0.34	\$89,968
Canaday-Weaver Trail	Weaver Park	Weaver Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connect Canaday and Weaver Parks	0.26	\$121,244
Carle Avenue	Washington St	Iowa St	Bike Route	City of Urbana	6-10		No	Connection to Carle Park	0.06	\$1,634
Carle Avenue	Indiana Ave	Pennsylvania Ave	Bike Route	City of Urbana	6-10		No	Connection to Carle Park	0.15	\$4,086
Cedar Street	Illinois St	Washington St	Bike Route	City of Urbana	6-10		No	Near Leal School	0.24	\$6,538
Chief Shemauger Park Small Loop Trail			Paved Trail	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.19	\$88,724
Coler Avenue	Country Club Rd	Bradley Ave	Bikes May Use Full Lane signage	City of Urbana	6-10		No		0.09	\$1,280
Coler Avenue	Bradley Ave	Fairview Ave	Bike Route	City of Urbana	6-10		No		0.51	\$13,787
Columbia Boulevard	Brownfield Rd	Independence Ave	Bike Route	Urbana Township	6-10		No		0.53	\$14,347
Colorado Avenue	Philo Rd	Alley W of Philo Rd	Sharrows Only	City of Urbana	6-10		No		0.10	\$702
Colorado Avenue	Alley W of Philo Rd	Anderson St	Bike Lanes	City of Urbana	6-10	7-8-8-7	No		0.32	\$28,335
Collage Grove Avenue	Kickapoo Rail Trail	Main St	Bike Route	City of Urbana	6-10		No	Railroad crossing	0.12	\$3,334
Collage Grove Avenue	Florida Ave	Glenwood Oaks Ct	Shared Bike / Parking Lanes	City of Urbana	6-10	8-12-12-8	No		0.15	\$1,965
Collage Grove Avenue	Glenwood Oaks Ct	Colorado Ave	Bike Route + Sharrows	City of Urbana	6-10		No		0.11	\$9,198
Country Club Road	Cunningham Ave	Broadway Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Township	6-10	South side	No		0.44	\$114,840
Country Club Road	Cunningham Ave	Coler Ave	Bikes May Use Full Lane signage	City of Urbana, Urbana Township	6-10		No		1.01	\$1,380
Crystal Lake Park Road Trail Retrofit	Park St	Broadway Ave	Sidewalk (parallel to the road)	Urbana Park District	6-10	Inner lane	No	Convert road to one-way vehicle traffic, two-way bike & pedestrian traffic	1.23	\$573,963
CUMTD Path	CUMTD	Kickapoo Rail Trail	Bike Route	CUMTD	6-10		No	Collage Grove Ave corridor	0.05	\$1,335
Eastern Avenue	Perkins Rd	Kerr Ave	Bike Route	Urbana Township	6-10		No		0.37	\$10,091
Elm Street	Walnut St	Bece St	Bike Route	City of Urbana	6-10		No		0.15	\$4,086
Fairlawn Drive	Adams St	Philo Rd	Bike Route	City of Urbana	6-10		No		0.24	\$6,528
Fairlawn Drive	Philo Rd	Collage Grove Ave	Shared Bike / Parking Lanes	City of Urbana	6-10	7-13-13-7	No		0.26	\$3,350

Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Fairlawn Drive	Cottage Grove Ave	Anderson St	Bike Route	City of Urbana	6-10		No		0.26	\$7,079
Florida Avenue Sidepath Extension	High Cross Rd	Abercorn St	Sidepath (parallel to the road)	City of Urbana	6-10	South side	No	Upon street construction	0.49	\$127,059
George Huff Drive	Mumford Dr	Race St	Bike Route	City of Urbana	6-10		No		0.36	\$9,808
George Huff Drive	Race St	Hazelwood Dr	Bike Route	University of Illinois	6-10		No		0.17	\$4,606
Green Street	Lynn St	Victory Park E sidewalk	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	6-10	North side	No	Victory Park Loop Trail	0.05	\$12,964
Green Street	Race St	Bussey Ave	Bike Lanes	City of Urbana	6-10	5-10.5-10.5-5	Yes	MCORE Project	0.47	\$41,856
Gregory Street	Kino Park	Fairview Ave	Bike Route	City of Urbana	6-10	7.5-10-10.5-7	No	Complete Street Improvement	0.10	\$2,628
Gregory Street	Illinois St	Oregon St	Bike Lanes	City of Urbana	6-10		No		0.14	\$12,629
Hazelwood Drive	George Huff Dr	Hazelwood Ct	Bike Route	University of Illinois	6-10		No		0.11	\$3,132
Hazelwood Drive	Hazelwood Ct	Lincoln Ave	Nature Trail	University of Illinois	6-10	North side/thru Arboretum	No	Trail signs needed	0.26	\$21,805
Hazelwood Drive	Lincoln Ave	Goodwin Ave	Bike Lanes	University of Illinois	6-10	TBD	No		0.26	\$23,035
High Cross Road	Airport Rd	I-74	Bikes May Use Full Lane signage	Urbana Township	6-10		No		1.53	\$2,081
High Cross Road	I-74	University Ave	Bikes May Use Full Lane signage	City of Urbana	6-10		No		0.46	\$6,260
High Cross Road	University Ave	Wend's Sports Complex	Sidepath (parallel to the road)	City of Urbana, Menards	6-10	West side	No		1.38	\$360,847
High Street	Walnut St	Broadway Ave	Bike Route	City of Urbana	6-10		No	Lincoln Square path / Broadway corridor	0.06	\$17,743
Hunter Street	Lanore Dr	Dieman Ave	Bike Route	City of Urbana	6-10		No		0.11	\$2,957
Illinois Street	Urbana Ave	Vine St	Bike Route	City of Urbana	6-10		No	Illinois St corridor thru Historic East Urbana	0.06	\$17,634
Illinois Street	Vine St	Race St	Bike Lanes	City of Urbana	6-10	6-11-21-11-6	No		0.21	\$18,685
Illinois Street	Race St	Coler Ave	Bike Route	City of Urbana	6-10		No		0.38	\$10,347
Independence Avenue	Columbia Blvd	Anthony Dr	Bike Route	Urbana Township	6-10		No		0.08	\$2,064
Iowa Street	Bussey Ave	Lincoln Ave	Bike Route	City of Urbana	6-10		No	Washington St corridor	0.08	\$21,179
James Cherry Drive corridor	St terminus of James Cherry Dr	Lohmann Park	Shared-Use Path (off-street)	Urbana School District, Urbana Park District	6-10		No	Connecting Thomas Paine School to Lohmann Park	0.03	\$6,707
Kerr Avenue	Eastern Ave	Broadway Ave	Bike Route	City of Urbana, Urbana Township	6-10		No	Partially out of city limits	0.81	\$22,169
Kickapoo Rail Trail Study Area Corridor	High Cross Rd	Poplar St	Shared-Use Path (off-street)	City of Urbana, Urbana Park District, CCFPD	6-10		No	Study area - determine best alignment into Urbana	1.71	\$446,603
Kickapoo Rail-with-Trail 1	Poplar St	Cottage Grove Ave	Shared-Use Path (off-street)	CUMTD, CCFPD	6-10		No	Railroad crossing	0.05	\$13,041
Kickapoo Rail-with-Trail 3	Boneyard Creek Path	McCullough St	Shared-Use Path (off-street)	City of Urbana, CCFPD	6-10		No		0.22	\$57,387
Kirch Street Trail	Main St	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.50	\$233,297
Lanore Drive	Washington St	St terminus	Bike Route	City of Urbana	6-10		No		0.36	\$9,719
Larson Park West Trail	McHenry St	Larson Park Trail	Shared-Use Path (off-street)	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.06	\$28,013
Leal Park Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Leal Park	Shared-Use Path (off-street)	Private	6-10		No	Connection to Leal Park	0.02	\$5,220
Leal Park Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No	Widen existing sidewalk	0.07	\$32,697
Lincoln Avenue	Killamey St	Bradley Ave	Sidepath (parallel to the road)	City of Urbana	6-10	West Side	No		0.33	\$86,911
Lincoln Avenue	Wascher Dr	King Park Loop Trail	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	6-10	West Side	No		0.05	\$13,958
Lincoln Avenue	Michigan Ave	Pennsylvania Ave	Nature Trail	University of Illinois	6-10	West side/thru Illini Grove	No	Trail signs needed	0.10	\$8,387
Lincoln Avenue	Pennsylvania Ave	Florida Ave	Sidepath (parallel to the road)	City of Urbana	6-10	West Side	No		0.15	\$39,451



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Lincoln Square East Shared-Use Path	S of Elm St	Green St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Main St corridor	0.03	\$7,830
Lohmann-Florida Path	Florida Ave	Lohmann Park	Shared-Use Path (off-street)	City of Urbana	6-10		No	Connects Florida Ave to Lohmann Park and Thomas Paine School	0.20	\$52,185
Lohmann Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10	East side, North side, West side	No		0.44	\$205,372
Lorado Taff Path	Dorner Dr	Mathews Bike Path	Shared-Use Path (off-street)	University of Illinois	6-10		No		0.20	\$52,428
Lorado Taff Path	Mathews Bike Path	W city limit	Shared-Use Path (off-street)	University of Illinois	6-10		No		0.16	\$41,877
Lynn Street	Victory Park Path	Green St	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	6-10	East side	No	Victory Park Loop Trail	0.03	\$7,256
Main Street	Main St	Pfeiffer Rd	Bike Route	Urbana Township	6-10		No	Connection to Pfeiffer Road - out of city limits	0.14	\$3,750
Main Street	University Ave	Scotswood Dr	Bike Route	City of Urbana	6-10		No		0.32	\$8,632
Main Street	Weaver Park	Lierman Ave	Sidepath (parallel to the road)	City of Urbana	6-10	South side	No		0.39	\$100,833
Main Street	Springfield Ave	Central Ave	Bike Route + Sharrows	City of Urbana	6-10		No		0.11	\$9,016
Main Street	Central Ave	Harvey St	Bike Route	City of Urbana	6-10		No		0.59	\$16,107
Main Street	Harvey St	Goodwin Ave	Bike Boulevard	University of Illinois	6-10		No		0.08	\$2,948
Main Street Path	Goodwin Ave	Wright St	Shared-Use Path (off-street)	University of Illinois	6-10		No	Cut through UIUC Engineering Quad	0.25	\$65,626
McCullough Street Trail	Norfolk Southern RR	Griggs St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Easement needed railroad crossing	0.07	\$18,668
McCullough Street	Griggs St	Main St	Bike Route	City of Urbana	6-10		No		0.08	\$2,083
McCullough Street	Main St	Washington St	Bike Route	City of Urbana	6-10		No		0.55	\$15,002
McHenry Street	Philo Rd	Anderson St	Bike Route	City of Urbana	6-10		No		0.47	\$12,868
Menards Development A-2 multi-use trail	Talman Dr	Washington St	Shared-Use Path (off-street)	Menards	6-10		No	8' multi-use trail upon development east of High Cross Rd	1.52	\$396,896
Menards Development C-2 multi-use trail	Washington St	Florida Ave	Shared-Use Path (off-street)	Menards	6-10		No	8' multi-use trail upon development west of High Cross Rd	2.04	\$532,391
Menards Development D multi-use trail	Florida Ave	Stone Creek Blvd	Shared-Use Path (off-street)	Menards	6-10		No	8' multi-use trail upon development west of High Cross Rd	0.52	\$136,085
Michigan Avenue	E. Lemmus	Montgomery St	Bike Route	City of Urbana	6-10		No	Thru Savannah Green park	0.10	\$2,593
Michigan Avenue Path	Montgomery St	Ogiltrope St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.06	\$15,522
Michigan Avenue	Ogiltrope Ave	Lanore Dr	Bike Route	City of Urbana	6-10		No		0.62	\$16,771
Mumford Drive	Philo Rd	Rece St	Bike Route	City of Urbana	6-10		No		1.09	\$29,630
Wyra Ridge Drive	Windsor Rd	Marc Trail path	Bike Route	City of Urbana	6-10		No		0.50	\$13,740
Nevada Street	Gregory St	Goodwin Ave	Bike Route	City of Urbana	6-10		No		0.12	\$3,365
O'Brien Drive	Vance Rd	Cunningham Ave	Bike Route	City of Urbana	6-10		No		0.11	\$2,939
Orchard Street	Pennsylvania Ave	Florida Ave	Bike Route	City of Urbana	6-10		No	Connection to Orchard Downs	0.17	\$4,550
Oregon Street	Poplar St	Anderson St	Bike Route	City of Urbana	6-10		No		0.31	\$8,311
Oregon Street	Broadway Ave	Coller Ave	Bike Route	City of Urbana	6-10		No	Near Leal School	0.46	\$12,530
Oregon Street	Lincoln Ave	Goodwin Ave	Bike Lanes	City of Urbana	6-10	7.5-10-10.5-7	No		0.24	\$21,826
Park Street	Goodwin Ave	Wright St	Bike Route	City of Urbana	6-10		No		0.25	\$6,825
Pennsylvania Avenue	Race St	Lincoln Ave	Bike Route	City of Urbana	6-10		No		0.50	\$13,676
Perkins Road	High Cross Rd	Brownfield Rd	Bikes May Use Full Lane signage	Urbana Township	6-10		No		1.20	\$1,626
Perkins Road	Brownfield Rd	Cunningham Ave	Bikes May Use Full Lane signage	City of Urbana, Urbana Township	6-10		No		0.61	\$825
Perkins Road	Perkins Rd Park	Perkins Rd Park	Sidepath (parallel to the road)	Urbana Park District	6-10	South side	No		0.32	\$149,345
Perkins Road	Perkins Rd Park	Eastern Ave	Sidepath (parallel to the road)	Urbana Township	6-10	South side	No		0.06	\$15,866
Perkins Road Park Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.44	\$205,372
Pfeiffer Road	Main St	Washington St	Bike Route	City of Urbana	6-10		No		0.42	\$11,453
Philo Road	Family Dollar	Fairlawn Dr	Sidepath (parallel to the road)	City of Urbana	6-10	East side	No	Connection to a neighborhood store	0.09	\$24,090
Poplar Street	Main St	Washington St	Bike Route	City of Urbana	6-10		No		0.51	\$13,921
Potawatomi Trail	Shemauger Trl	Smith Rd	Bike Route	Urbana Township	6-10		No		0.11	\$3,074



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Prairie Park West Trail	Art Bartel Rd	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connection to Prairie Park	0.26	\$121,244
Race Street	Park St	Main St	Bike Route	City of Urbana	6-10		No	Connection to Crystal Lake Park	0.35	\$9,481
Race Street	California Ave	Washington St	Bikes May Use Full Lane signage	City of Urbana	6-10		No	29' street width	0.19	\$258
Race Street	Washington St	Pennsylvania Ave	Bike Route + Sharrows	City of Urbana	6-10		No	Add Bike Route on existing sharrows	0.34	\$28,053
Saline Branch Trail	Stiebins Dr	Chief Shemauger Park	Shared-Use Path (off-street)	Private	6-10		No		0.26	\$68,352
Saline Branch Trail	Chief Shemauger Park	Chief Shemauger Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.19	\$88,724
Saline Branch Trail	Chief Shemauger Park	Perkins Rd Park Site	Shared-Use Path (off-street)	Private	6-10		No		0.33	\$86,246
Shemauger Trail	Potawatomi Trl	Smith Rd	Bike Route	Urbana Township	6-10		No		0.15	\$4,049
Slayback Road	Berlinger Cir	Smith Rd	Bike Route	City of Urbana, Urbana Township	6-10		No	Partially outside city limits	0.50	\$13,681
Smith Road	Potawatomi Trl	Butzow Dr	Bike Route	Urbana Township	6-10		No		0.11	\$2,895
Smith Road	Slayback St	University Ave	Bike Route	Urbana Township	6-10		No		0.21	\$5,787
Smith Road	University Ave	Main St	Bike Route + Sharrows	City of Urbana	6-10		No		0.07	\$6,148
Smith Road	Washington St	Lantern Hill Dr	Shared Bike / Parking Lanes	City of Urbana	6-10	8-15-4-15-8	No		0.06	\$785
Smith Road	Lantern Hill Dr	Florida Ave	Bike Route	City of Urbana	6-10		No		0.44	\$11,986
Somerset Path	Airport Rd	Columbia Blvd	Shared-Use Path (off-street)	City of Urbana, Developers, Urbana Township	6-10		No	Upon development	0.89	\$231,086
South Ridge Park Loop Trail	South Ridge Park Trail	South Ridge Park Trail	Shared-Use Path (off-street)	Urbana Park District	6-10		No	New segment connecting existing segments	0.03	\$14,051
St. Mary's Road	Lincoln Ave	Wright St	Bike Lanes	University of Illinois	6-10	TBD	No		0.51	\$45,490
Stiebins Drive	Broadway Ave	E. Iarminus	Sidewalk (parallel to the road)	City of Urbana	6-10	South side	No	Saline Branch corridor	0.19	\$49,021
Suncrest Court East	Anderson St	Suncrest Tot Lot	Bike Route	City of Urbana	6-10		No		0.12	\$3,362
University Avenue	CUMTD	Vine St	Sidewalk (parallel to the road)	City of Urbana	6-10	South side	No	Potential Kickapoo Rail Trail alternative	0.50	\$130,574
Urbana Avenue	Illinois St	California Ave	Bike Route	City of Urbana	6-10		No	Illinois St corridor thru Historic East Urbana	0.06	\$1,634
Vance Road	O'Brien Dr	Anthony Dr	Bike Route	City of Urbana	6-10		No		0.32	\$8,592
Victory Park East Sidewalk	Victory Park Path	Green St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Victory Park Loop Trail	0.07	\$32,679
Vine Street	Washington St	Windsor Rd	Bikes May Use Full Lane signage	City of Urbana	6-10		No		1.56	\$2,116
Walnut Street	Elm St	S of Elm St	Bike Route	City of Urbana	6-10		No	Lincoln Square path / Broadway corridor	0.03	\$817
Washington Street	Green St	High St	Bike Route	City of Urbana	6-10		No	Lincoln Square path / Broadway corridor	0.05	\$1,407
Washington Street	Pfeiffer Rd	Dodson Dr	Bikes May Use Full Lane signage	City of Urbana	6-10		No	Until improvements occur	0.44	\$595
Washington Street	Bakers Ln	Lierman Ave	Sidewalk (parallel to the road)	City of Urbana	6-10	North side	No	East Urbana Parks Loop Trail To Dr. Williams School	0.63	\$163,369
Washington Street	Race St	Race St	Bike Route + Sharrows	City of Urbana	6-10		No	Add Bike Route on existing sharrows	0.25	\$20,712
Washington Street	Race St	Bussey Ave	Bike Route	City of Urbana	6-10		No		0.42	\$11,441
Weaver Park South Trail	Bakers Ln	Kinch St corridor	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.25	\$116,648
Windsor Road	Anderson St	Vine St	Sidewalk (parallel to the road)	City of Urbana	6-10	North side	No	To Meadowbrook Park	0.11	\$28,632
<b>11+ Years</b>										
Airport Road	Somerset Path	Cunningham Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Township	11+		No	Partially outside city limits	0.63	\$165,355
Airport Road	Cunningham Ave	Willow Rd	Sidewalk (parallel to the road)	City of Urbana	11+		No	Long-term connection	0.52	\$136,096
Airport Road Extension Sidewalk	Willow Rd	Lincoln Ave	Sidewalk (parallel to the road)	City of Urbana	11+		No	Sidewalk upon construction of Airport Road	1.08	\$281,880
AMBUCS Park Long Loop Trail			Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No		0.35	\$163,308
AMBUCS Park South Trail	AMBUCS Park Southwest Trail	University Ave	Sidewalk (parallel to the road)	Urbana Park District, IDOT	11+	South side	No		0.07	\$18,270



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
AMBUCS Park West Trail	NW corner of AMBUCS Park	AMBUCS Park Northwest Trail	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11+	West side	No		0.07	\$18,270
Anthony Drive	O'Brien Dr	Willow Rd	Sidewalk (parallel to the road)	City of Urbana	11+	North side	No		0.56	\$147,250
Anthony Drive	Salline Branch	Lincoln Ave	Sidewalk (parallel to the road)	City of Urbana	11+	North side	No		0.53	\$137,576
Air Bartell Road N-S Sidewalk	Canada-Waver Trail	Air Bartell Rd Trail	Sidewalk (parallel to the road)	Champaign County	11+	East side	No		0.20	\$52,265
Boneyard Creek Path	Main St	McCullough St	Shared-Use Path (off-street)	City of Urbana	11+		No		0.11	\$29,051
Boneyard Creek Path	McCullough St	Springsfield Ave	Shared-Use Path (off-street)	Urbana Park District	11+		No		0.10	\$46,659
Boneyard Creek Path	Springsfield Ave	Lincoln Ave	Shared-Use Path (off-street)	City of Urbana	11+		No		0.24	\$62,640
Boulder Drive corridor	S terminus of Boulder Dr	Myra Ridge Dr	Shared-Use Path (off-street)	City of Urbana	11+		No	Connection to South Ridge Park	0.20	\$51,011
Bradley Avenue	Coler Ave	Lincoln Ave	Bike Lanes	City of Urbana	11+	TBD	No	Long-term bike lanes	0.19	\$17,089
Chatham Drive corridor	S of Susan Stone Dr	N terminus of Chatham Dr	Shared-Use Path (off-street)	City of Urbana	11+		No	Connection to South Ridge Park	0.10	\$25,031
Chief Shemauger Park Long Loop Trail			Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No		0.35	\$163,308
Church Street	McCullough St	Orchard St	Bike Route	City of Urbana	11+		No	Extension of bike route from the west	0.12	\$3,269
Church Street	Orchard St	W of Lincoln Ave	Bike Route	City of Urbana	11+		No	Upon construction of trail to the west	0.32	\$8,594
Church Street corridor	W of Lincoln Ave	Harvey St	Shared-Use Path (off-street)	City of Urbana	11+		No		0.07	\$18,476
Church Street	Harvey St	Goodwin Ave	Bike Route	City of Urbana	11+		No	Upon construction of trail to the east	0.12	\$3,269
Coler Avenue	Country Club Rd	Fairview Ave	Sidewalk (parallel to the road)	Urbana Park District	11+	East side	No	Part of Crystal Lake Park/Bussey Woods loop path	0.57	\$265,994
College Court	Virginia Dr	Maryland Dr	Bike Route + Sharrows	University of Illinois	11+		No		0.04	\$3,542
Country Club Road	Broadway Ave	Coler Ave	Sidewalk (parallel to the road)	Urbana Park District	11+	South side	No	Part of Crystal Lake Park/Bussey Woods loop path	0.59	\$275,272
Crestview Park Loop Trail	Burwood Dr	Crestview Park Path	Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No	Complete loop	0.19	\$88,724
Cunningham Avenue/US 45 Sidewalk	N city limits	Kenyon Rd	Sidewalk (parallel to the road)	City of Urbana, IDOT	11+	East side	No		1.31	\$342,319
Curtis Road	High Cross Rd	Race St	Sidewalk (parallel to the road)	City of Urbana	11+	North side	No		2.49	\$648,788
Division Avenue	Country Club Rd	Thompson St	Bike Route	Urbana Township	11+		No		0.11	\$3,119
Division Avenue	Thompson St	Stebbins Dr	Bike Route	City of Urbana	11+		No		0.41	\$11,143
Dorner Drive	Gregory Dr	Pennsylvania Ave	Bike Route	University of Illinois	11+		No		0.25	\$6,706
Eads Street	Lincoln Ave	Goodwin Ave	Bike Route	City of Urbana	11+		No		0.25	\$6,694
Fairview Avenue	Orchard St	Coler Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11+	North side	No		0.07	\$17,601
Fairview Avenue corridor	Orchard St	Lakehouse Rd	Shared-Use Path (off-street)	Urbana Park District	11+		No	Connection to Crystal Lake Park Path	0.09	\$42,065
Future Olympian Drive	Market St	Cunningham Ave	Sidewalk (parallel to the road)	City of Urbana	11+		No	Upon street construction	3.10	\$810,008
George Huff Drive	Race St	Hazelwood Dr	Sidewalk (parallel to the road)	University of Illinois	11+	North side	No	Long-term connection	0.16	\$41,760
Gregory Street	Eads St	King Park	Bike Route	City of Urbana	11+		No		0.06	\$1,600
Gregory Street	Oregon St	Nevada St	Bike Route	University of Illinois	11+		No	Mark crossing(s) at Nevada to UI bike path	0.07	\$1,925
Hazelwood Drive	George Huff Dr	Hazelwood Ct	Sidewalk (parallel to the road)	University of Illinois	11+	North side	No	Long-term connection	0.10	\$25,160
Hazelwood Drive	Goodwin Ave	Wright St	Sidewalk (parallel to the road)	University of Illinois	11+		No		0.25	\$65,982
Hickory Street Site Study Area	Chief Shemauger Park	AMBUCS Park	Study Area	Urbana Park District	11+		No		0.40	\$186,637

Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
High Cross Road	Windsor Rd	Curtis Rd	Sidewalk (parallel to the road)	City of Urbana	11+	West side	No	Install sidewalk as part of road reconstruction	0.97	\$253,622
Illinois Street corridor	Goodwin Ave	Mathews Ave	Shared-Use Path (off-street)	University of Illinois	11+		No	To Quad	0.08	\$21,985
Kickapoo Rail-with-Trail 2	College Grove Ave	Boneyard Creek Path	Shared-Use Path (off-street)	CCFPD	11+		No		0.68	\$178,516
Kickapoo Rail-with-Trail 4	McCullough St	Coler Ave	Shared-Use Path (off-street)	City of Urbana, CCFPD	11+		No		0.17	\$43,205
Kickapoo Rail-with-Trail 5	Coler Ave	Wright St	Shared-Use Path (off-street)	City of Urbana, CCFPD	11+		No	Extend to Champaign if possible	0.73	\$191,221
Lerman Avenue Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	City of Urbana, CCFPD, Urbana Park District	11+		No	Potential Kickapoo Rail Trail Trailhead	0.11	\$29,092
Lincoln Avenue	Olympian Dr	Killianey St	Sidewalk (parallel to the road)	City of Urbana, IDOT, Champaign County	11+	West Side	No		2.01	\$525,553
Lincoln Avenue	Bradley Ave	Wascher Dr	Sidewalk (parallel to the road)	City of Urbana	11+	West Side	No		0.33	\$86,474
Lincoln Avenue	King Park Loop Trail	University Ave	Sidewalk (parallel to the road)	City of Urbana	11+	West Side	No	Difficult crossing at railroad	0.34	\$89,439
Lower Embarras River Trail	Upper Embarras River Trail	S of Curtis Rd	Shared-Use Path (off-street)	University of Illinois	11+		No		1.03	\$268,822
Lucas Street corridor	Colorado Ave	Amber Ln	Shared-Use Path (off-street)	City of Urbana, Developers	11+		No	Upon development, connection to Thomas Paine School	0.67	\$174,870
Maryland Drive	Pennsylvania Ave	College Ct	Bike Route + Sharrows	University of Illinois	11+		No		0.08	\$6,860
Mathews Avenue	Gregory Dr	Lorado Taft Bike Path	Bike Route	University of Illinois	11+		No		0.06	\$1,515
Mathews Bike Path	Lorado Taft Path	Peabody Bike Path	Shared-Use Path (off-street)	University of Illinois	11+		No		0.13	\$33,930
Mumford Drive	Stone Creek Blvd	Philo Rd	Bike Route	City of Urbana	11+		No	Long-term connection upon development	0.53	\$14,531
Myra Ridge Path	Windsor Rd	South Ridge Park	Shared-Use Path (off-street)	City of Urbana, Developers	11+		No	Connection to South Ridge Park	0.20	\$51,853
O'Brien Drive	Cummingham Ave	Willow Rd	Sidewalk (parallel to the road)	City of Urbana	11+		No		0.44	\$113,970
Oregon Street	Glover Ave	Poplar St	Bike Route	City of Urbana	11+		No		0.06	\$1,657
Oregon Street corridor	Lierman Ave	Glover Ave	Shared-Use Path (off-street)	City of Urbana	11+		No	Long-term connection upon development	0.25	\$65,520
Pennsylvania Avenue	Lincoln Ave	W city limits	Bike Lanes	University of Illinois	11+	Varies	No	Long-term improvement from Bike Route	0.50	\$45,180
Perkins Road	Eastern Ave	Cunningham Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Township	11+	South side	No		0.37	\$97,402
Perkins Road Park East Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	11+	East side	No		0.30	\$139,978
Pfeiffer Road Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	Champaign County Forest Preserve	11+		No		0.10	\$25,547
Philo Road	Washington St	Family Dollar	Sidewalk (parallel to the road)	City of Urbana	11+	East side	No	Long-term extension	0.20	\$52,716
Philo Road	Marc Trl	Curtis Rd	Sidewalk (parallel to the road)	City of Urbana, Developers	11+	East side	No	Upon development	0.45	\$118,015
Pines-Philo Path	The Pines Path	Philo Rd	Shared-Use Path (off-street)	Private	11+		No	Connection to Philo Road	0.08	\$20,781
Pomology Path	Philo Rd	Meadowbrook Park	Shared-Use Path (off-street)	Private	11+		No	Connecting Philo Road and Meadowbrook Park	0.55	\$144,628
Quad Path	Goodwin Ave	Mathews Ave	Shared-Use Path (off-street)	University of Illinois	11+		No	California Ave/Daniel St corridor	0.09	\$24,038
Race Street	SW corner of Meadowbrook Park	S city limits	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11+	East side	No	Meadowbrook Park	0.11	\$28,298
Race Street	S city limits	Curtis Rd	Sidewalk (parallel to the road)	City of Urbana, Developers	11+	East side	No	Upon development	0.50	\$131,577



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Saline Branch Trail	Olympian Dr	Anthony Dr	Shared-Use Path (off-street)	Private	11+		No		3.07	\$1,432,478
Saline Branch Trail	Perkins Rd Park Site	Perkins Rd Park Site	Shared-Use Path (off-street)	Urbana Park District	11+		No		0.35	\$163,308
Saline Branch Trail	Perkins Rd Park Site	High Cross Rd	Shared-Use Path (off-street)	Urbana Park District	11+		No		1.76	\$821,222
South Ridge Path	South Ridge Park	Marc Trail path	Shared-Use Path (off-street)	City of Urbana, Developers	11+		No	Connection to South Ridge Park	0.30	\$77,412
Thomas Paine Rail-to-Trail	Florida Ave	Stone Creek Blvd	Shared-Use Path (off-street)	Urbana Park District	11+		No	Former Norfolk & Western Railroad	0.27	\$125,646
Thompson Street	Division Ave	Broadway Ave	Bike Route	Urbana Township	11+		No		0.12	\$3,374
University Avenue	Goodwin Ave	Matheas Ave	Sidepath (parallel to the road)	City of Urbana	11+	South side	No	Widen existing sidewalk	0.09	\$22,901
Upper Embarras River Trail	Race St	Griffith Dr	Shared-Use Path (off-street)	University of Illinois	11+		No		2.31	\$602,537
Virginia Drive	Pennsylvania Ave	College Ct	Bike Route + Sharrows	University of Illinois	11+		No		0.08	\$6,786
Washington Street	GR 1800E	Cottonwood Rd	Sidepath (parallel to the road)	Developers, CCFPD	11+	North side	No	To Homer Lake	1.01	\$263,280
Washington Street	Cottonwood Rd	High Cross Rd	Bike Lanes	City of Urbana	11+	TBD	No		1.01	\$90,781
Washington Street	Cottonwood Rd	High Cross Rd	Sidepath (parallel to the road)	City of Urbana, Menards	11+	North side	No	Upon development	0.72	\$187,984
Washington Street	Pfeiffer Rd	Dodson Dr	Bike Lanes	City of Urbana	11+	TBD	No	Upon street reconstruction	0.44	\$39,156
Willow Road	Airport Rd	Anthony Dr	Sidepath (parallel to the road)	City of Urbana	11+	East side	No		0.44	\$115,108
Windsor Road	High Cross Rd	Myra Ridge Dr	Sidepath (parallel to the road)	City of Urbana	11+	South side	No		1.22	\$317,262
Windsor Road	Philo Rd	Anderson St	Sidepath (parallel to the road)	City of Urbana	11+	North side	No		0.48	\$125,299
Windsor Road	Vine St	Race St	Sidepath (parallel to the road)	City of Urbana	11+	North side	No		0.41	\$106,011
Wright Street	Church St	University Ave	Sidepath (parallel to the road)	City of Urbana	11+	East side	No	Links Presence to the University	0.19	\$48,938
Yankee Ridge School Loop Trail			Shared-Use Path (off-street)	Urbana School District, City of Urbana	11+		No	Around Yankee Ridge School property	0.57	\$149,595
TOTAL COST OF ALL PROPOSED PROJECTS										\$23,124,799

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

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

### 12.2.1 URBANA GREEN LOOP IMPLEMENTATION TABLES

While there are numerous existing and proposed trail access points throughout the network, [Figures 140-141](#) and [Table 48](#) detail the loop segments from the most northwest park of Urbana (i.e. King Park) in a clockwise direction. Each part of the loop has a corresponding recommendation table starting from King Park and detailing the segment number, location, length, category, category type, and agency responsible ([Table 48](#)).

The ambitious nature of the **Urbana Green Loop** goes beyond the capacity of the Urbana Park District to implement. This system is achievable only through cooperation with the following agencies listed below, in the *Agency Responsible* column of [Tables 47-48](#); along with community support and continued pursuit of trail development:

1. City = City of Urbana
2. County = Champaign County
3. CUMTD = Champaign-Urbana Mass Transit District
4. IDOT = Illinois Department of Transportation
5. UIUC = University of Illinois at Urbana-Champaign
6. UPD = Urbana Park District
7. Township = Urbana Township

**Table 47** Urbana Green Loop segments by Responsible Agency

Responsible Agency	Number of Segments				
	Existing	Improvement Needed	Proposed	Study Area	TOTAL
Urbana Park District	12	3	13	1	<b>29</b>
City of Urbana	35	1	30	0	<b>66</b>
University of Illinois	3	0	2	0	<b>5</b>
Urbana Township	0	0	3	0	<b>3</b>
Champaign County	0	0	1	0	<b>1</b>
CUMTD	0	0	1	0	<b>1</b>
IDOT	0	0	1	0	<b>1</b>
<b>TOTAL</b>	<b>50</b>	<b>4</b>	<b>51</b>	<b>1</b>	<b>106</b>

\*Some segments have multiple responsible agencies.





**Table 48** Proposed Urbana Green Loop  Existing  Improvement Needed  Proposed  Study Area

Section ID	Trail Name	From	To	Approx. Length in miles	Status	Category	Category Type	Agency Responsible
1	King Park Trail (N, W, and S sides)	Lincoln Ave	Lincoln Ave	0.35	Existing	Off-street	Shared-Use Path	UPD
2	King Park Trail (E side)	Wascher Dr	King Park	0.05	Proposed	Off-street	Sidepath/Shared-Use Path	City, UPD
3	Gregory Street	Fairview Ave	King Park	0.10	Proposed	On-street	Bike Route	City
4	Fairview Avenue	Goodwin Ave	W of Lincoln Ave	0.22	Existing	On-street	Bike Lanes	City
5	Fairview Avenue	W of Lincoln Ave	Lincoln Ave	0.03	Existing	On-street	Sharrows	City
6	Fairview Avenue	Lincoln Ave	Orchard St	0.26	Existing	On-street	Bike Route	City
7	Orchard Street	Fairview Ave	Church St	0.12	Existing	Off-street	Sidepath/Shared-Use Path	City
8	Church Street	Orchard St	Park St	0.13	Existing	Off-street	Sidepath/Shared-Use Path	UPD
9	Park Street	McCullough St	Broadway Ave	0.27	Proposed	Off-street	Sidepath/Shared-Use Path	City, UPD
10	Broadway Avenue	Park St	Stebbins Dr	0.16	Proposed	Off-street	Sidepath/Shared-Use Path	City, UPD
11	Broadway Avenue	Stebbins Dr	Thompson St	0.41	Existing	Off-street	Sidepath/Shared-Use Path	City, UPD
12	Crystal Lake Park Path	Church St	Crystal Lake Park Rd	0.14	Existing	Off-street	Sidepath/Shared-Use Path	UPD
13	Crystal Lake Park Road Trail Retrofit	Crystal Lake Park Path	Crystal Lake Pool Path	0.42	Improvement Needed	Off-street	Sidepath/Shared-Use Path (Divided One-Way Road/Two-Way Bike/Ped Trail)	UPD
14	Crystal Lake Park Pool Path	Crystal Lake Park Rd	Broadway Ave	0.23	Existing	Off-street	Sidepath/Shared-Use Path	UPD
15	Kerr Avenue	Broadway Ave	Eastern Ave	0.81	Proposed	On-street	Bike Route	City, Township
16	Eastern Avenue	Kerr Ave	Perkins Rd	0.37	Proposed	On-street	Bike Route	Township
17	Perkins Road	Eastern Ave	Perkins Road Park Site Access Road	0.14	Proposed	Off-street	Sidepath/Shared-Use Path	City, UPD, Township
18	Hickory Street Site	Kerr Ave	Cottage Grove Ave	0.50	Study Area	Study Area	Study Area	UPD
19	AMBUCS Park Path (W and S sides)	NW corner of AMBUCS park	University Ave	0.18	Proposed	Off-street	Sidepath/Shared-Use Path	UPD
20	CUMTD Path across University Avenue	University Ave	University Ave	0.03	Proposed	Crossing	Refuge Island	IDOT
21	CUMTD East Parking Lot	University Ave	Norfolk Southern RR	0.06	Proposed	On-street	Bike Route	CUMTD
22	Cottage Grove Avenue corridor	Norfolk Southern RR	Norfolk Southern RR	0.07	Proposed	Crossing	Sidepath/Shared-Use Path	City
23	Cottage Grove Avenue	Norfolk Southern RR	Main St	0.10	Proposed	On-street	Bike Route	City
24	Victory Park Trail	Main St	Victory Park pavilion	0.14	Existing	Off-street	Shared-Use Path	UPD
25	Victory Park Trail	Victory Park pavilion	Green St	0.02	Proposed	Off-street	Shared-Use Path	UPD
26	Victory Park Trail (S and E sides)	Green St	Victory Park basketball court	0.11	Improvement Needed	Off-street	Sidepath/Shared-Use Path	UPD
27	Main Street	Springfield Ave	W of Lierman Ave	1.05	Existing	On-street	Bike Lanes	City

Section ID	Trail Name	From	To	Approx. Length in miles	Status	Category	Category Type	Agency Responsible
28	Main Street	W of Lierman Ave	Lierman Ave	0.06	Existing	On-street	Sharrows	City
29	Lierman Avenue	Main St	Art Bartell Rd	0.34	Existing	Off-street	Sidepath/Shared-Use Path	City
30	Art Bartell Road S Sidepath	Lierman Ave	Prairie Park	0.19	Proposed	Off-street	Sidepath/Shared-Use Path	County, UPD
31	Prairie Park N Trail	Art Bartell Rd	Weaver Park	0.18	Proposed	Off-street	Sidepath/Shared-Use Path	UPD
32	Weaver Park S Trail	Kinch St corridor	Bakers Ln	0.32	Proposed	Off-street	Shared-Use Path	UPD
33	Bakers Lane	Weaver Park	Washington St	0.11	Proposed	Off-street	Shared-Use Path	City
34	Smith Road	Washington St	Rainbow View Dr	0.12	Proposed	On-street	Shared Bike / Parking Lanes	City
35	Smith Road	Rainbow View Dr	Florida Ave	0.39	Proposed	On-street	Bike Route	City
36	Smith Road	Florida Ave	Stone Creek Blvd	0.04	Existing	Off-street	Sidepath/Shared-Use Path	City
37	Stone Creek Boulevard	Smith Rd	Lohmann Park	0.30	Existing	Off-street	Sidepath/Shared-Use Path	City
38	Lohmann Park Loop Trail (N and W sides)	Stone Creek Blvd	Colorado Ave	0.36	Proposed	Off-street	Shared-Use Path	UPD
39	Colorado Avenue	Lohmann Park	Philo Rd	0.24	Existing	Off-street	Sidepath/Shared-Use Path	City
40	Philo Road	Colorado Ave	Marc Trail path	1.26	Existing	Off-street	Sidepath/Shared-Use Path	City
41	Marc Trail path	Philo Rd	Myra Ridge Dr	0.27	Existing	Off-street	Shared-Use Path	City
42	Myra Ridge Drive	Marc Trail path	Windsor Rd	0.50	Proposed	On-street	Bike Route	City
43	South Ridge Park Loop Trail	Myra Ridge Dr	Myra Ridge Dr	0.65	Improvement Needed	Off-street	Shared-Use Path	UPD
44	Windsor Road (S side)	Myra Ridge Dr	Meadowbrook Park Prairie Path	0.77	Existing	Off-street	Sidepath/Shared-Use Path	City
45	Meadowbrook Park Prairie Path	Windsor Rd	Race St	1.15	Existing	Off-street	Shared-Use Path	UPD
46	Meadowbrook Park Hickman Wildflower Walk	Race St	Meadowbrook Park Sculpture Garden Path	0.25	Existing	Off-street	Shared-Use Path	UPD
47	Meadowbrook Park Sculpture Garden Path (E)	Meadowbrook Park Hickman Wildflower Walk	Windsor Rd	0.30	Existing	Off-street	Shared-Use Path	UPD
48	Windsor Road (S side)	Meadowbrook Park Sculpture Garden Path (E)	Vine St	0.04	Existing	Off-street	Sidepath/Shared-Use Path	City
49	Vine Street across Windsor Road	Windsor Rd	Windsor Rd	0.02	Existing	Crossing	Refuge Island	City
50	Windsor Road (N side)	Vine St	Anderson St	0.10	Improvement Needed	Off-street	Sidepath/Shared-Use Path	City
51	Anderson Street corridor	Windsor Rd	S terminus of Anderson St	0.02	Proposed	Off-street	Shared-Use Path	City



Section ID	Trail Name	From	To	Approx. Length in miles	Status	Category	Category Type	Agency Responsible
52	Anderson Street	S terminus	Scovill St	0.09	Existing	On-street	Bike Route	City
53	Scovill Street	Anderson St	Larson Park	0.21	Existing	On-street	Bike Route	City
54	Larson Park Trail	Scovill St	McHenry St	0.22	Proposed	Off-street	Shared-Use Path	UPD
55	McHenry Street	Larson Park	Anderson St	0.20	Proposed	On-street	Bike Route	City
56	Anderson Street	McHenry St	Mumford Dr	0.20	Existing	On-street	Bike Route	City
57	Anderson Street	Mumford Dr	Colorado Ave	0.29	Existing	On-street	Shared Bike / Parking Lanes	City
58	Colorado Avenue	Anderson St	Cottage Grove Ave	0.20	Proposed	On-street	Bike Lanes	City
59	Cottage Grove Avenue	Colorado Ave	Glenwood Oaks Ct	0.11	Proposed	On-street	Bike Route + Sharrows	City
60	Cottage Grove Avenue	Glenwood Oaks Ct	Crestview Park Trail	0.02	Proposed	On-street	Shared Bike/Parking Lanes	City
61	Crestview Park Loop Trail	Cottage Grove Ave	Crestview Park	0.09	Existing	Off-street	Shared-Use Path	UPD
62	Crestview Park Loop Trail	Crestview Park	Cottage Grove Ave	0.19	Proposed	Off-street	Shared-Use Path	UPD
63	Burkwood Drive	Cottage Grove Ave	Anderson St	0.23	Proposed	On-street	Bike Route	City
64	Anderson Street	Burkwood Dr	Burkwood Ct E	0.01	Existing	On-street	Shared Bike / Parking Lanes	City
65	Burkwood Court East	Anderson St	Sunnycrest Tot Lot	0.16	Proposed	On-street	Bike Route	City
66	Sunnycrest Tot Lot Trail	Burkwood Ct E	Sunnycrest Ct E	0.04	Proposed	Off-street	Shared-Use Path	UPD
67	Sunnycrest Court East	Sunnycrest Tot Lot	Anderson St	0.12	Proposed	On-street	Bike Route	City
68	Anderson Street	Sunnycrest Ct E	Florida Ave	0.07	Existing	On-street	Shared Bike / Parking Lanes	City
69	Florida Avenue	Anderson St	E of Vine St	0.22	Existing	On-street	Bike Lanes	City
70	Florida Avenue	E of Vine St	W of Vine St	0.07	Existing	On-street	Sharrows	City
71	Florida Avenue	W of Vine St	Broadway Ave	0.09	Existing	On-street	Bike Lanes	City
72	Broadway Avenue	Florida Ave	Pennsylvania Ave	0.17	Existing	On-street	Bike Route	City
73	Pennsylvania Avenue	Broadway Ave	Race St	0.13	Existing	On-street	Bike Route	City
74	Pennsylvania Avenue	Race St	Lincoln Ave	0.50	Proposed	On-street	Bike Route	City
75	Carle Avenue	Pennsylvania Ave	Indiana Ave	0.15	Proposed	On-street	Bike Route	City
76	Carle Park Nature Trail	Indiana Ave	Iowa St	0.12	Existing	Off-street	Nature Trail	UPD
77	Carle Avenue	Iowa St	Washington St	0.06	Proposed	On-street	Bike Route	City
78	Washington Street	Carle Ave	McCullough St	0.05	Proposed	On-street	Bike Route	City
79	McCullough Street	Washington St	Griggs St	0.63	Proposed	On-street	Bike Route	City
80	McCullough Street corridor	Griggs St	Broad Alley	0.06	Proposed	Off-street	Shared-Use Path	City

Section ID	Trail Name	From	To	Approx. Length in miles	Status	Category	Category Type	Agency Responsible
81	McCullough Street	Broad Alley	Park St	0.15	Existing	Off-street	Sidepath/Shared-Use Path	City
82	Penn Central Railroad corridor	McCullough St	Race St	0.20	Proposed	Off-street	Sidepath/Shared-Use Path	City
83	Race Street	Norfolk Southern RR	Park St	0.17	Proposed	On-street	Bike Route	City
84	Pennsylvania Avenue	Lincoln Ave	Dorner Dr	0.14	Proposed	On-street	Bike Lanes	UIUC
85	Dorner Drive	Pennsylvania Ave	Gregory Dr	0.25	Existing	Off-street	University Bike Path	UIUC
86	Gregory Drive	Dorner Dr	Goodwin Ave	0.10	Existing	On-street	Bike Lanes	UIUC
87	Goodwin Avenue	Gregory Dr	Nevada St	0.12	Existing	On-street	Bike Lanes	UIUC
88	Goodwin Avenue	Nevada St	Springfield Ave	0.47	Existing	On-street	Bike Lanes	City
89	Goodwin Avenue	Springfield Ave	Eads St	0.71	Existing	Off-street	Sidepath/Shared-Use Path	City
90	Illinois Street	Goodwin Ave	Lincoln Ave	0.25	Existing	On-street	Bike Lanes	City
91	Illinois Street	Lincoln Ave	Coler Ave	0.17	Existing	On-street	Bike Route	City
92	Illinois Street	Coler Ave	McCullough St	0.15	Proposed	On-street	Bike Route	City
93	Main Street	Springfield Ave	Goodwin Ave	0.77	Proposed	On-street	Bike Route	City
94	Main Street corridor	Goodwin Ave	Wright St	0.26	Proposed	Off-street	Sidepath/Shared-Use Path	UIUC
95	King Park Connector Trail to Goodwin Avenue	King Park	Goodwin Ave	0.09	Existing	Off-street	Sidepath/Shared-Use Path	UPD
96	Eads Street	Goodwin Ave	Wright St	0.25	Existing	On-street	Bike Route	City
97	Windsor Road	Vine St	W of Race St	0.45	Existing	Off-street	Sidepath/Shared-Use Path	City
98	Windsor Road	W of Race St	Wright St	0.92	Existing	On-street	Bike Lanes	City

## 12.3 FUNDING SOURCES

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

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

**It is recommended that the City of Urbana continue to dedicate at least \$50,000 of Capital Improvement Plan (CIP) projects funding to bicycle improvements and maintenance annually.** Potential activities include:

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

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

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

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

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

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

**Trails for Illinois** is another organization that the City of Urbana can investigate working with on regional trail projects, especially the **Illinois Trails Corps** that piloted the “do-it-yourself trail building” model in Shelby County, IL in 2014. A young adult service corps and volunteers were recruited to repair, rebuild, and extend nearly 27 miles of hiking, biking and equestrian trails in Shelby County.<sup>22</sup>

The City of Urbana should explore working with the **Rails-to-Trails Conservancy** on long-term rail-trail corridor recommendations.

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

22. Trails for Illinois. Illinois Trail Corps. <http://www.trailsforillinois.org/ILtrailcorps>



<i>State of Illinois</i>			
Department of Natural Resources (IDNR)			
Illinois Bicycle Path Program			
Department: IDNR	Deadline: March 1st	Maximum Amount: \$200,000 for Development Projects, None for Acquisition Projects	Category: Engineering
Description: The Illinois Bicycle Path Grant Program was created to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program.			
Website: <a href="https://www.dnr.illinois.gov/AEG/Pages/BikePathProgram.aspx">https://www.dnr.illinois.gov/AEG/Pages/BikePathProgram.aspx</a>			
Illinois Biodiversity Field Trip			
Department: IDNR	Deadline: January 31st	Maximum Amount: \$500	Category: Education
Description: Grants are only available to teachers in Illinois and should be for the purpose of studying some aspect of Illinois' biodiversity, referring to the variety of life in an area. The field trip site must be in Illinois and can include state parks, natural areas, natural history museums and nature centers. A budget with an itemized list of expenditures to be covered by the grant must be included. Items eligible for funding include: transportation, substitute teachers, admission fees, and guest speakers.			
Website: <a href="http://dnr.state.il.us/lands/education/CLASSRM/grants.htm">http://dnr.state.il.us/lands/education/CLASSRM/grants.htm</a>			
Off-Highway Vehicle (OHV) Recreation Program			
Department: IDNR	Deadline: March 1st	Maximum Amount: N/A	Category: Engineering
Description: The OHV grant program provides financial aid to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for off-highway vehicle parks and trails. These facilities must be open and accessible to the public. The program can also help restore areas damaged by unauthorized OHV use. The program can provide up to 100% funding reimbursement assistance for approved, eligible project costs.			
Website: <a href="https://www.dnr.illinois.gov/AEG/Pages/OffHighwayVehicleprogram.aspx">https://www.dnr.illinois.gov/AEG/Pages/OffHighwayVehicleprogram.aspx</a>			
Open Space Lands Acquisition and Development Program (OSLAD) & Land and Water Conservation Fund (LWCF)			
Department: IDNR	Deadline: Between May 1st & July 1st	Maximum Amount: \$750,000 for Acquisition Projects, \$400,000 for Development/Renovation Projects	Category: Engineering
Description: The OSLAD Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The federal LWCF program (also known as LAWCON) is a similar program with similar objectives. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. Both programs provide funding assistance up to 50% of approved project.			
Website: <a href="https://www.dnr.illinois.gov/AEG/Pages/OpenSpaceLandsAcquisitionDevelopment-Grant.aspx">https://www.dnr.illinois.gov/AEG/Pages/OpenSpaceLandsAcquisitionDevelopment-Grant.aspx</a>			

### Recreational Trails Program (RTP)

Department: IDNR	Deadline: March 1st	Maximum Amount: N/A	Category: Engineering
<p>Description: This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. Examples of eligible project activities include: trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. By law, 30% of each state's RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.</p>			
<p>Website: <a href="https://www.dnr.illinois.gov/AEG/Pages/FederalRecreationalTrailsProgram.aspx">https://www.dnr.illinois.gov/AEG/Pages/FederalRecreationalTrailsProgram.aspx</a></p>			

### Snowmobile Grant Program

Department: IDNR	Deadline: May 1st	Maximum Amount: N/A	Category: Engineering
<p>Description: The state-funded Snowmobile Grant Program for local governments is financed from the registration fees of snowmobiles and provides up to 50% reimbursement of approved facility development/rehabilitation costs and 90% of approved trail corridor land acquisition costs for public snowmobile trails and areas in the state. This program is available to any unit of local government located in a region of Illinois with sufficient snow cover and having statutory authority to acquire and develop lands for public park and recreation purposes.</p>			
<p>Website: <a href="https://www.dnr.illinois.gov/AEG/Pages/LocalGovernmentSnowmobileProgram.aspx">https://www.dnr.illinois.gov/AEG/Pages/LocalGovernmentSnowmobileProgram.aspx</a></p>			

### Snowmobile Trail Establishment Fund (STEF)

Department: IDNR	Deadline: May 1st	Maximum Amount: N/A	Category: Engineering
<p>Description: The Snowmobile Trail Establishment Fund (STEF) Program provides financial assistance to incorporated, private snowmobile clubs in Illinois. The STEF Program provides reimbursement funding assistance up to 100% of eligible project costs. Funds for the program come from a portion of snowmobile registration fees collected by the state. Grants may be obtained by local snowmobile clubs to develop and maintain additional public trails and facilities in the state. Although grants are made to private clubs, STEF-assisted snowmobile trails and facilities must be open and available for general public use.</p>			
<p>Website: <a href="https://www.dnr.illinois.gov/AEG/Pages/SnowmobileTrailEstablishmentFund.aspx">https://www.dnr.illinois.gov/AEG/Pages/SnowmobileTrailEstablishmentFund.aspx</a></p>			

Department of Transportation (IDOT)			
Illinois Transportation Enhancement Program (ITEP)			
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: N/A	Category: Engineering
Description: ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. A project must qualify as one of the 6 eligible categories listed in the ITEP Guidelines Manual and it must relate to surface transportation to be eligible for funding.			
Website: <a href="http://www.dot.il.gov/opp/itep.html">http://www.dot.il.gov/opp/itep.html</a>			
Pedestrian & Bicycle Safety Program (PBS)			
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: N/A	Categories: Education, Enforcement
Description: Pedestrian and Bicycle Safety Program (PBS) is designed to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through education and enforcement. The primary focus of this program will be on areas experiencing disproportionately high pedestrian and bicycle crashes and surrounding facilities such as schools, parks, and senior centers.			
Website: <a href="http://www.trafficsafetygrantsillinois.org">http://www.trafficsafetygrantsillinois.org</a>			
Safe Routes to School (SRTS)			
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: \$200,000 for Infrastructure Applications, \$30,000 for Non-Infrastructure Applications	Categories: Engineering, Education, Encouragement, Enforcement, Evaluation
Description: The Illinois Safe Routes to School Program (SRTS) is a federally funded program administered by the Illinois Department of Transportation. The Illinois SRTS Program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to schools serving grades Kindergarten through 8th grade. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor.			
Website: <a href="http://www.dot.il.gov/saferoutes/saferouteshome.aspx">http://www.dot.il.gov/saferoutes/saferouteshome.aspx</a>			

### *Private & Non-Profit Organizations (Nationwide, State)*

#### **AmeriCorps Funding Opportunities**

Organization: Corporation for National and Community Service (CNCS)	Deadline: Varies	Maximum Amount: Varies	Categories: Engineering, Education
Description: The Corporation for National and Community Service (CNCS) provides grants through its AmeriCorps program to national and local nonprofits, schools, government agencies, faith-based and community organizations, and other groups committed to strengthening their communities through volunteering. The promotion of environmental stewardship is one of CNCS' six focus areas.			
Website: <a href="http://www.nationalservice.gov/build-your-capacity/grants/funding-opportunities">http://www.nationalservice.gov/build-your-capacity/grants/funding-opportunities</a>			

#### **Doppelt Family Trail Development Fund**

Organization: Rails-to-Trails Conservancy (RTC)	Deadline: Varies	Maximum Amount: \$10,000 for Community Support Grants, \$50,000 for Project Transformation Grants	Categories: Engineering, Encouragement
Description: The Rails-to-Trails Conservancy (RTC) launched a new grant program in 2015 to support organizations and local governments that are implementing projects to build and improve rail-trails. Under the Doppelt Family Trail Development Fund, RTC will award a total of \$85,000 per year for the next five years to qualifying projects through a competitive process.			
Website: <a href="http://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/">http://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/</a>			

#### **National Trails Fund**

Organization: American Hiking Society	Deadline: Mid-December	Maximum Amount: \$5,000	Category: Engineering
Description: The American Hiking Society's National Trails Fund is the only privately funded, national grants program dedicated solely to building and protecting hiking trails. Created in response to the growing backlog of trail maintenance projects, the National Trails Fund has helped hundreds of grassroots organizations acquire the resources needed to protect America's cherished hiking trails. Grant applicants must be a member of the American Hiking Society Alliance and a 501(c)(3) non-profit organization.			
Website: <a href="http://www.americanhiking.org/national-trails-fund/">http://www.americanhiking.org/national-trails-fund/</a>			

#### **New Belgium Environmental Stewardship Grants Program**

Organization: New Belgium Brewing Company	Deadline: Varies depending on grant strategy	Maximum Amount: \$10,000	Categories: Engineering, Education, Encouragement
Description: The purpose of New Belgium's Environmental Stewardship Grants Program is to serve and connect with the communities where they sell their beers. Their goal is to improve the health of the planet and inspire others to joyously embrace sustainable choices. They focus their grants on the following four strategies to mitigate human impacts on the planet: youth environmental education, sustainable agriculture, sensible transportation & bike advocacy, and water stewardship.			
Website: <a href="http://www.newbelgium.com/sustainability/Community/Philanthropy.aspx">http://www.newbelgium.com/sustainability/Community/Philanthropy.aspx</a>			

#### **People for Bikes (PFB) Community Grants Program**

Organization: People for Bikes	Deadline: Varies; Letter of Interest Required	Maximum Amount: \$10,000	Category: Engineering
Description: The People for Bikes (PFB) Community Grants Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths, bike lanes, rail trails, bridges, mountain bike trails, bike parks, BMX facilities, end-of-trip facilities, and large-scale bicycle advocacy initiatives.			
Website: <a href="http://www.peopleforbikes.org/pages/community-grants">http://www.peopleforbikes.org/pages/community-grants</a>			

### Walmart Community Grant Program

Organization: Walmart Foundation	Deadline: December 31st	Maximum Amount: \$2,500	Categories: Education, Encouragement
Description: Walmart believes in operating globally and giving back locally – creating impact in the neighborhoods where they live and work. Through the Community Grant Program, their associates are proud to support the needs of their communities by providing grants to local organizations. These include non-profit organizations, state and local government entities, educational institutions, and faith-based organizations. The Walmart Foundation engages in opportunities to align with its key areas of focus: Hunger Relief & Healthy Eating, Sustainability, Women's Economic Empowerment, and Career Opportunity. However, programs that do not align with these areas will still be given consideration.			
Website: <a href="http://foundation.walmart.com/apply-for-grants/local-giving">http://foundation.walmart.com/apply-for-grants/local-giving</a>			

## 12.4 FULL TIME BICYCLE/PEDESTRIAN COORDINATOR

**Perhaps the key recommendation of this plan is to develop a way to ensure its implementation.** In line with Goal 5.5 of this plan, the City of Urbana should pool resources with other local agencies to create a full-time bicycle/pedestrian coordinator position at a regional agency. Regional agencies include the Champaign County Regional Planning Commission (CCRPC), Champaign-Urbana Mass Transit District (CUMTD), and the Champaign-Urbana Public Health District (CUPHD).

Ensuring that Urbana continues to improve the 5 E's of bicycling and maintain (and improve) its Gold Level Bicycle Friendly Community status is a full-time job (especially as evidenced during implementation of the 2008 UBMP), and can be a large responsibility for existing City staff. It is also a large responsibility for the C-U Safe Routes to School (SRTS) Project, which relies heavily on volunteers, and will struggle to survive without SRTS grant funding. The establishment of this position would also put Urbana in line with the peer and model cities reviewed in [Sections 3.3-3.6](#). Activities of this position can include working on bicycle planning, design and engineering issues, as well as coordination of education, encouragement, and enforcement activities. With the number of local agencies in Champaign-Urbana that are involved in and benefit from bicycling, the logical approach is to house this coordinator at a regional agency. Other agencies that could be approached to pool resources to create this position are the Urbana Park District, University of Illinois, Champaign County Forest Preserve District, City of Champaign, Champaign Park District, and/or Village of Savoy.



# APPENDICES

1	Policy Framework
2	Bicycle Friendly America
3	Bike Boulevard Audit
4	University District Street Ownership & Responsibilities
5	Urbana Bicycle Parking Inventories
6	Urbana Bicycle Counts
7	Urbana Bicycle Crashes 2009-2013
8	CUUATS Online Bike Route Survey Results 2003-2012
9	Champaign County Greenways & Trails Plan Public Comments regarding bicycling in Urbana
10	Sustainable Choices 2040 Long Range Transportation Plan (LRTP) Urbana Bicycle Public Comments, Vision, and Local Accessibility and Mobility Analysis (LAMA)
11	Urbana Pedestrian and Bicycle Survey (PABS) Report 2014
12	Public Workshop Series #1 Results
13	Public Workshop #2 Results
14	UBMP Performance Measures Tracking Sheets
15	Bicycle Level of Service (BLOS) Methodology
16	Urbana Bicycle Master Plan Database with Recommendations
17	Existing Bicycle Level of Service (BLOS) Table
18	Bicycle Level of Service (BLOS) of Segments Implemented between 2007-2014
19	Future Bicycle Level of Service (BLOS) Table
20	Urbana Bikeway & Trail Destinations for Wayfinding Signage
21	Bikeway Treatment Cost Estimates
22	Draft Plan Public Comments, Winter 2015-16



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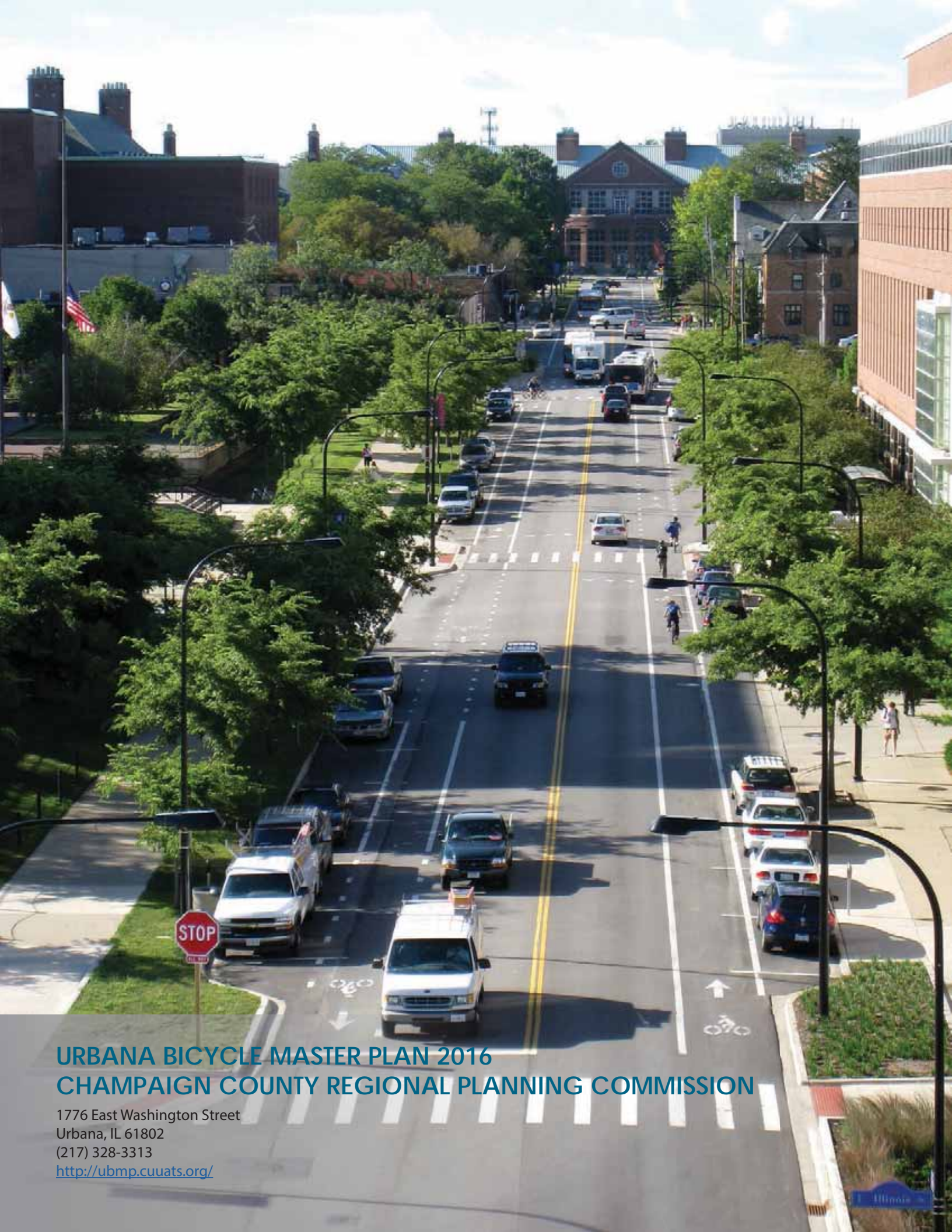
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## URBANA BICYCLE MASTER PLAN 2016 CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

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