



2018 BPAC Annual Report

Urbana Bicycle and Pedestrian Advisory Commission

Bill Brown—Chair, Council
Cynthia Hoyle—Vice-chair, At-large
Annie Adams - At-Large
Leonardo Covis - At-Large
Kara Dudek - Urbana Park District
Nancy Westcott - At-Large
Susan Jones - At-Large
Jeff Marino - At-Large
Morgan White - University of Illinois
Audrey Ishii - Urbana School District
Craig Shonkwiler - City of Urbana



Brief Background

BPAC was established in 2006 for the primary purpose of :

- . Analyzing proposed bicycle routing
 - . Operation and safety of bicycles
 - . Recommendations on biking and walking facilities, Capital Improvement Plan and Bicycle Master Plan
 - . Education and public outreach on bike and pedestrian issues
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- ◆ Urbana's first Bicycle Master Plan was adopted in 2008
 - ◆ Urbana receives Bronze-level "Bicycle Friendly Community" status in 2010
 - ◆ Upgraded to Gold-level BFC in 2014
 - ◆ Latest update to Bicycle Master Plan approved in 2016
 - ◆ Re-evaluation in 2018 resulted in maintaining Gold-level BFC through 2022
 - ◆ Evaluated on Engineering, Education, Encouragement, Enforcement, Evaluation, and Equity

Infrastructure Improvements

Country Club Road multi-use path

In cooperation with Cunningham Children's Home as part of their expansion, the City shared the cost of installing a multi-use path 8 feet wide extending approximately 800 feet along the north side of their property.



AGREEMENT EXHIBIT B
CUNNINGHAM CHILDREN'S HOME MULTI-USE PATH

North Cunningham Avenue shared-use path

As part of the reconstruction of North Cunningham, IDOT and the city built a new 10' wide shared-use path extending 3400 feet (about 2/3 mile) from Willow View Rd to Napleton Way, providing safe passage underneath I-74 to the Liberty Commons neighborhood and retail destinations. Total cost was approximately \$800,000 but the City's portion was \$180,000.



Cunningham Avenue Shared-Use Path

MCORE (ongoing)

The Green Street MCORE (Multimodal Corridor Enhancement) project completed phase I from Wright Street to Lincoln Avenue and opened in late summer. Part of a ~\$50M overhaul of high-transit streets in Urbana and Champaign partially funded with a federal TIGER grant, this project is meant to improve mobility choices and enhance safety for people biking, walking, driving, and using mass transit.



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Underway...

Urbana Park District—Park Street Shared-use Path

Engineering was completed and a bid was accepted to install a new concrete pathway along the north side of Park Street, from Broadway to McCullough. This will help connect the bus stops on Broadway and “5 points” retail with the Carle campus as well as complete part of a Crystal Lake Park recreational perimeter path.

This is being paid for with grant funding obtained by the Park District, along with a 20% match provided by Carle.



Planning

Completed:

KRT-Weaver Park Connectivity Study

The City and Urbana Park District funded a study by CCRPC to develop multiple options for connecting the current end of the Kickapoo Rail Trail to Weaver Park. Several options were presented and public meetings were held to obtain comments and opportunities and constraints. The study is available on the CCRPC website:

<https://ccrpc.org/wp-content/uploads/2018/06/>

KRTConnectivityStudy_Draft_20180618_complete.pdf

Underway...

Urbana Bicycle Wayfinding Plan

CCRPC is developing a citywide bicycle wayfinding plan for the City of Urbana that will have consistent, recognizable signage. Wayfinding signs will help to brand Urbana destinations and guide cyclists to preferred routes at decision points. Once complete, select routes will be prioritized and implemented as opportunities arise to improve use of existing infrastructure and safe alternative routes.

KRT Feasibility Study

In February, the City Council listed as one of its top council goals "Expand the connectivity of the Kickapoo Rail Trail with a focus between Vine St. and Lincoln Ave." In July, Carle agreed to provide \$25,000 matching funds to combine with IDOT funding of \$100,000 for the RPC to do a feasibility study of continuing the KRT through Urbana.



Underway...

Pedestrian Master Plan

CCRPC is working with the City on a first-ever pedestrian master plan to mirror Urbana's award-winning bicycle master plan. The committee held several input sessions, identifying four "Pillars" of the plan:

1. Accessibility and Connectivity

- Goal : improve Urbana's Pedestrian Infrastructure to enable and encourage all residents and visitors to choose to walk to destinations.
 - Improve ADA compliance and sidewalk conditions
 - Increase pedestrian infrastructure including on arterial roadways
 - Fix 4 specified major connectivity barriers that make people walk around if they're going to avoid danger. (Improve walkability when nature happens (especially snow/ice)).

2. Equity

- Goal: Invest resources to improve all substandard areas, especially areas of concentrated racial or ethnic minorities, and lower income areas.
 - Improve infrastructure
 - Extend Rail-Trail to at least one Urbana neighborhood w/ predominately low- and moderate- income households by 2028
 - Distribute educational, encouragement and/or enforcement materials

3. Safety

- Goal: Eliminate fatal and serious pedestrian/vehicle crashes.
 - Reduce fatalities to 0, and reduce severe injuries by 50% by 2023.
 - Improve pedestrian safety features at signalized intersections.
 - Use Champaign-Urbana Pedestrian Crossing Enhancement Guidelines to improve pedestrian crossing safety where pedestrians cross "midblock."
 - Dedicate at least \$150,000 of Capital Improvement Plan funding to pedestrian and trail construction and maintenance projects annually

4. Vibrancy

- Goal: create healthy sustainable, aesthetically pleasing, and economically stimulating community streetscapes and natural landscapes that both inspire and facilitate walking.
 - Create walkable connection to natural features – waterways, woods, open spaces.
 - Support events that connect walking and business
 - Support active living initiatives
 - Shift car trips to walking trips
 - Put art in walkable places

Topics Discussed

- Brick sidewalk repair project
- Transportation affordability and sustainability
- Speed limit reduction
- Lincoln Avenue crossings at Springfield, Stoughton, and Main
- Retreat Development shared use path (Lincoln at Church)
- Rectangular Rapid Flashing Beacon
- Bike box education videos:
https://www.youtube.com/watch?v=kZ4X6_T1K1U
<https://mtd.org/inside/mtd-pulse/how-to-use-a-bike-box-stop-turn-wait/>
- Results of speed reduction on Lincoln
- Dockless bike share stats & future
- Expansion of snow removal areas
- Crash Reports
<https://ccrpc.org/documents/selected-crash-intersection-locations/>
- Bike at Illinois website: <https://bike.illinois.edu/>
- Recommendations for decal on downtown sidewalks: tried and rejected



Recommendations by motion

Recommend that City Council approve the conversion of brick sidewalk to concrete sidewalk as part of the intersection improvements on Lincoln Avenue at select locations, possibly on Main Street, Clark Street and Stoughton Street, based upon staff recommendation.

Approve the current concept of the Lincoln Avenue and Springfield Avenue plan and asked for final review of the plan once it was completed.

Found that the KRT-Weaver Park Connectivity Study was a good plan and that the Bicycle Pedestrian Advisory Commission (BPAC) would decide on an option at a later date. BPAC recommends to City Council that they accepted the study and also that more than one alternative be considered for implementation.

To forward the results of the speed reduction study to the Traffic Commission to find ways to slow traffic on Lincoln Avenue between Pennsylvania Avenue and Nevada Street.

Request staff to implement a trial period with a dismount zone "walk your wheels" emblem at selected locations downtown and to get feedback from businesses and public.





URBANA, IL

TOTAL POPULATION

41,989

TOTAL AREA (sq. miles)

11.9

POPULATION DENSITY

3528.49

OF LOCAL BICYCLE FRIENDLY BUSINESSES **3**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Platinum	Urbana
High Speed Roads with Bike Facilities	36%	5%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	21%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	14%	39%
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST ONCE A MONTH	MEETS AT LEAST ONCE A MONTH
Bicycle-Friendly Laws & Ordinances	VERY GOOD	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 21K	1 PER 42K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.0 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.8 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.4 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	4.6 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	7.2 /10

KEY OUTCOMES

	Average Platinum	Urbana
RIDERSHIP <i>Percentage of commuters who bike</i>	13.6%	6.67%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	100	89.82
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.4	0



KEY STEPS TO PLATINUM



- » Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).
- » Expand the audience for educational programs to include high school students, college students, and new drivers.
- » Continue to expand bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.

- » Continue efforts to improve data-driven road safety operations and Vision Zero activities. Work with neighboring jurisdictions to develop a coordinated and comprehensive Vision Zero plan and program.
- » Create an incentive program for businesses to provide standard bike parking, and to develop workplace bicycling programs for their employees. Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers.
- » Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position.