

URBANA BICYCLE MASTER PLAN 2016



Appendix 1: Policy Framework

Urbana City Council and Mayor Goals 2014-2017

The City of Urbana recognizes that stewardship of the city means not only addressing the needs of today's residents but planning for the future -- short and long term -- in a cohesive, coherent way. These City Council and Mayoral Goals represent the core principles we will apply over our term in office as we help guide Urbana on the path forward. They form a common point of understanding from which the planning and government of Urbana proceeds.

Our Specific Goals include enhancing public safety, achieving financial sustainability, promoting economic development and entrepreneurship, maintaining a vibrant, innovative downtown while promoting all business districts, working toward environmental sustainability, and improving the quality of life in Urbana while maintaining effective city government

Public Safety: Our top goal always must be to provide for the safety of our residents by maintaining sufficiently staffed and well-trained police, fire and public works departments while providing quality infrastructure and services.

Financial Sustainability: Our goal is to have a financially stable city with sufficient reserves to cover periodic downturns in the economy. The city should investigate securing new and sustainable sources of revenue. Urbana will seek to have hospitals pay their fair share of property taxes.

Economic Development and Entrepreneurship: To minimize the tax burden on residents, Urbana must continue to grow and attract new jobs and opportunities. The city should pursue infill development whenever possible; work to enhance new development corridors to the north and east and work to attract new high-tech jobs. The city should also strive to make sure new projects are as attractive and environmentally sustainable as possible. .

Vibrant Business Districts: The heart of a city is its downtown, and Urbana must continue to make downtown a vibrant, attractive place to live, work and shop while continuing to implement the Boneyard Creek Master Plan to transform it into a downtown amenity. The city will strive to retain existing businesses, to attract new businesses and to fill vacant buildings and sites across diverse business districts, while celebrating Urbana's unique historical heritage.

Transportation and Connectivity: The ability to move efficiently between destinations is a public service essential to urban vitality. Urbana encourages the development of multiple modes of transportation and transportation centers, including automobile, bus, pedestrian, bicycle, train, rapid rail and airplane, which encourage convenience, fuel conservation and energy efficiency to speed residents between home, work, school, shopping and entertainment destinations throughout the city and beyond.

Environmental Sustainability: The city must implement and encourage environmental sustainability, including evaluating all city projects for sustainability and by incorporating energy-savings systems. The city should establish partnerships and develop programs to encourage residents and businesses to adopt sustainable practices. The city council will continue to implement a climate action plan that aims to reduce greenhouse gas emissions, conserves water, and reduces waste through a variety of measures, including making the city more pedestrian and bicycle friendly.

Quality of Life: The city must take the steps necessary to ensure a high quality of life for its residents. These include maintaining a social services-based safety net, neighborhood amenities, and promoting historic preservation and social justice. The city should also work to provide affordable housing, promote public art, promote health and wellness, and implement modern zoning concepts.

Effective City Government: The city must take action to modernize and expand facilities for staff to work in, promote diversity in the city work force, encourage intradepartmental and intergovernmental cooperation, promote public participation, and continuously evaluate the efficiency and function of its departments, boards, and commissions.

Goal 1: Public Safety

Objectives	Actions/Tactics	Status/ Implementation steps
1. Provide for the safety of residents by maintaining sufficiently staffed and well-trained police, fire and public works departments.	a. Police: Focus on collaborative efforts with other agencies to better utilize limited police resources. Examples, Community Resource Center on mental health cases, Youth Assessment Center for troubled youths and their families.	Ongoing. Create Crisis Intervention Team Internship Program through U of I School of Social Work. Research and develop a body camera program, train and deploy a limited number of TASERS for CIT officers. Taser program implemented
	b. Police/Fire: Provide police and fire staffing at levels needed for all neighborhoods. Review staffing annually during budget process.	Ongoing.
	c. Continue to address building safety needs at City Building.	Ongoing.
	d. Adopt ordinance establishing fines for excessive false burglar alarms.	Public Works has implemented strategies to reduce false alarms. Proposed ordinance dropped due to administrative costs to implement, lack of city council support.
	e. Fire: Collaborate with other city departments to improve efficiency of services offered.	Create shared database between fire/CD/PW for property inspections. Work cooperatively to facilitate quick reviews. IT has been researching software and interviewing companies.
	f. Public Works: Add sidewalks and streetlights in areas and neighborhoods where it would significantly enhance public safety.	
2. Work together to remove blight and to identify and resolve problem properties, using best practices and proactive code enforcement measures.	a. Continue progress on Aspen Court/Urbana Townhomes redevelopment plan under study with the Housing Authority of Champaign County.	The developer selection process recommenced in February 2015 following a delay to seek a procedural waiver from HUD. The firm of Herman-Kittle has been selected by an interagency panel. The development team of the city, Housing Authority and Herman & Kittle is currently finalizing plans and seeking funding.
	b. Expand code enforcement staffing to reduce systematic inspection cycle, decrease complaint response time.	Hiring of third code inspector completed. Due to staff turnover, staff is now seeking a part-time temporary housing inspector as well as searching to fill the second housing inspector position.
	c. Update and improve rental registration ordinance.	Administrative improvements and other supporting legislation and procedures have improved the functionality of this ordinance. Achieved.
	d. Evaluate effectiveness of new “failure to comply” ticket schedule for rental properties.	Regular reports being made to Council. Issuance of tickets has improved compliance in many instances. Achieved.
	e. Support continued community garden activity at corner of Lierman and Washington avenues.	Ongoing.
	f. Improve automation of housing code inspections/ticketing process.	New software/hardware purchases planned. For improved intersystem coordination, this procurement will now be combined with Finance and Public Works systems, causing a delay to 15/16.
	g. Continue use of Aggravated Public Nuisance Ordinance to address problem properties.	Ongoing, has been an effective tool. Improvements to the ordinance have been suggested by SUNA.

2. (cont.)	h. Continue to track distressed properties and require registration of vacant properties. Pursue demolitions of condemned buildings that are a blighting influence on a neighborhood, through court orders and other means.	<p>Need to develop a funding source. Limited funds available in target areas and TIF areas. Continue to actively participate in the Problem Property committee.</p> <p>Urbana was awarded a \$525,000 Blight Reduction Program grant in mid-2015 that will allow the city, in partnership with Habitat for Humanity of Champaign County, to purchase and clear 15 dilapidated homes and prepare the sites for future home development.</p> <p>Also, demolitions have been completed in 2015 at Urbana Townhomes, Auler Building, and Hanford Inn.</p>
3. Develop a safe, complete and active transportation system.	a. Complete reconstruction of Windsor Road between Philo Road and Race Street.	Project began in Summer 2014 and will be completed in Fall 2015.
	b. Work to obtain state or federal funding to lower/eliminate city's \$1.1 million local match to extend North Lincoln Avenue to Olympian Drive. Continue work on land purchases for road project.	North Lincoln Avenue design has begun and project is set to begin construction possibly Fall 2015 at a total cost of \$3.6 million. Local cost share for Urbana and county is estimated at \$450,000 each, down from \$1.1 million, due to lower-than-expected costs of Olympian Drive project and ability to use savings on Lincoln Avenue project.
	c. Continue work on Olympian Drive project.	Olympian Drive project construction began in August 2014 at a cost of \$13.2 million. It is expected to be completed in summer, 2016.
	d. Improve Florida Avenue between Lincoln Avenue and Race Street.	Extensive patching took place in Fall 2013. Reconstruction several years away in Capital Improvement Plan.
	e. Consider options for naming Olympian Drive bridge over Canadian National railroad tracks.	Awaiting completion of bridge in 2016. Need support also of City of Champaign and Champaign County.
	f. Work with neighborhood organizations, Urbana Park District, Urbana School District and local agencies to identify other needs for connectivity among parks, schools, neighborhoods and business districts.	<p>Need to coordinate with city's CIP, county Greenways and Trails Plan and other relevant plans. Urbana Bicycle Master Plan Update is expected to be approved in Spring, 2015. Trail connections between Thomas Paine, Lohmann Park, and adjacent residences being planned by the School District and Park District. Additional sidewalk/trail connections being planned at Crystal Lake Park. Connections between Aspen Court and Philo Road to be explored as part of the redevelopment plan in cooperation with Adams outdoor, and other intervening property owners.</p>

Goal 4: Vibrant Business Districts

Objectives	Actions/Tactics	Status/implementation steps
1. The city will strive to retain existing businesses, attract new businesses and fill vacant buildings and sites across all business districts.	a. Downtown: Target desired downtown uses, such as retail, restaurants, lodging, multi-family residential and creative industry tenants.	Use local realtors, regional developers and International Council of Shopping Center contacts. Developer's Roundtable rebranded as Business and Development lunch with extensive participation of the business and real estate community, including a recent realtor's pitch session. Downtown developers, such as Cake Design, Norman and Carolyn Baxley, Allen Strong, Jim Webster, and Mike Hosier continue to bring vibrant new businesses to the community.
	b. Downtown: Prepare a design overlay district for downtown to ensure compatibility of new buildings and renovations.	Called for in Downtown Plan. Planning staff have begun process. Part-time graphics intern to be hired to assist in effort.
	c. Downtown: Work to find developers and sites for major catalyst projects, such as a mixed-use building with upstairs apartments/condos.	City approved in May 2014 intergovernmental agreement with MTD for downtown mixed-use transit facility. City should work to attract an anchor tech business downtown and/or continue to support the expansion of Pixo. Memorandum of Understanding with Robert Venable entered into to redevelop a major site in downtown Urbana. City is evaluating one response. City retained CBRE to attract new development interests from the Indianapolis market and beyond for the 200 Vine Street site (i.e., Block North of City Hall). Two responses were rejected by city, but CBRE continues to solicit developers. Multiple meetings with in-town and out-of-town developers held regarding prospective projects in Urbana. Property pitch event recently held for local commercial brokers and developers as part of Business and Development Luncheon (formerly known as the Developer's Roundtable). Preliminary study underway for a new Downtown TIF District.
	d. Downtown: Implement and assess two "Curbanas," temporary sidewalk extensions used as seating areas that are placed in city parking spaces outside restaurants.	Two Curbanas were installed and used downtown in 2014. Program judged to be a success, will be continued in 2015.
	e. Downtown: Finish restoration of Urbana Landmark Hotel.	City obtained nearly \$1.1 million refund from hotel owner in spring 2015 after obtaining court judgment for not meeting terms of development agreement. Goal remains to establish facility as a vibrant business destination for downtown Urbana.
	f. Downtown: Implement signage and way-finding study recommendations to better connect campus and downtown.	State or other funding necessary for design and major improvements. Initial grant application rejected in 2013. Additional signage to be incorporated into the MCore project. IDOT signs along University Avenue now refer to Downtown Urbana rather

1. (cont.)	f. (cont.)	than Central Business District.
	g. Downtown: Develop public square/pedestrian plazas in prominent downtown locations. Consider low-impact non-permanent measures such as paint, fencing, and street furniture.	Additional gathering spaces introduced as part of the Curbana program and in the new Boneyard Creek Park. Improvements to the mini-park at Broadway and Water have been designed by Arbor staff. Nearby property owners have requested permission for community gardens to be placed at Founders Park off of Main Street.
	h. Downtown: Develop Urbana Folk& Root Festival into a major city- supported yearly arts event as well as work to create additional beer and wine tasting events, outdoor music in public places, lights in the trees.	Review liquor license fee for outdoor events and consider reducing T-3 license fee for smaller events. Revision of liquor license fees and categories completed with the assistance of UBA. Consider the concept of Downtown Nights, showing weekly family films onto side of Tiernan Building. Review levels of support with Public Arts Commission and UBA for various seasonal events and venues. Staff continues to work with UBA and local festival promoters, such as Folk and Roots and Pygmalion to introduce new and ongoing festivals in the downtown. UBA's successful Uncorked Urbana wine tasting event held and will be expanded in future years. Work to establish new Urbana Arts Festival in the fall at the Civic Center. Work with local businesses to provide support for festival.
	i. Philo Road corridor: When opportunities arise, decrease density of substandard multifamily apartment buildings through appropriate zoning restrictions and redevelopment plans.	Planning Intern Maximilian Mahalek has undertaken a comprehensive survey and outreach in the community to identify zoning and crime prevention through design strategies to be used in this area. Work to be completed by May 2015, with recommendations to follow. Consider rezoning similarly to Busey-Lincoln corridor. Reuse or replace large empty buildings.
	j. Cunningham Ave. corridor: Work with developer on second phase of Gateway Shoppes retail center.	Ongoing. Second in-line shopping center building is under construction.
	k. Cunningham Ave. corridor: Continue implementation of Cunningham Avenue Beautification Plan, which includes new sidewalks, streetlights, curb cut closures, landscaping and streetscape walls.	New sidewalks to be installed north of Perkins Road to Kenyon Road in 2015. City applied for IDOT grant funding for installing paths north of I-74 and was not selected. Six curb-cut closures to be installed in 2015. Removal of several nonconforming signs completed. Landscaping at the northwest corner of Five Points installed by the U of I Credit Union. Staff to look at an update to the Cunningham Avenue Corridor plan to identify more practical means of improving the corridor.
	l. Cunningham Ave. corridor: Continue to market vacant or underdeveloped parcels along the corridor, including Farm & Fleet outlots and old Bombay Bicycle Club lot.	
	m. Campus/Gregory Place: Improve signage on Lincoln Avenue to help direct traffic to Gregory Place.	Gregory Place is filling up with resident-serving retail uses, including a new restaurant, coffee shop and clothing stores. Need to install a

1. (cont.)	m. (cont.)	sign on Lincoln Avenue informing drivers about Gregory Place retail.
	o. High Cross Road corridor: Work to develop the entire corridor between Windsor Road and US 150, including the Menards property.	Continue working with Menards about developing a new home improvement store. Work with developer who owns property south of Wal-Mart. Find new tenant for TK Wendl's facility. This property is being actively marketed. Work to fill Wal-Mart, Menards outlots. Work with Birkey's ownership about annexing and redeveloping old location on Illinois 150. This property is being actively marketed.
	p. High Cross Road corridor: Work to develop complementary businesses along the Kickapoo Rail Trail.	Need to await construction of path, start date to be determined.
	q. High Cross Road corridor: Work with park district to obtain grant funding develop city link to the Kickapoo Rail Trail.	Plan still being developed for link. Once known will seek support from governor's office and federal and state sources.
	r. North Lincoln Avenue: Encourage industrial development along North Lincoln Avenue, north of Interstate 74.	Potential projects include further expansion of Emulsicoat, Southwinds recycling, and Henson Recycling. Approvals granted for the Southwinds and Henson Recycling projects.
	s. North Lincoln Avenue: Explore reuse of vacant nursing home near Lincoln and Fairview avenues.	Property is being actively marketed by Sperry Van Ness.
2. Continue implementation of Boneyard Creek Master Plan.	a. Boneyard: Initiate design study for Boneyard beautification plan west to Lincoln Avenue and connection with Boneyard redevelopment completed at UI Engineering Quad.	Involve UI urban planning and landscape architecture students to assist in conceptual models as class projects. Engage "Friends of the Boneyard" community group for creative ideas and interaction. No update to report. Students studied this potential through classes in 2013/14 and shared results with City staff and others. Define possible multiuse path routes between campus and Boneyard Beautification Plan Section 1. No funding source has been identified to trigger a study. Integrate Founders Park's historical importance into Boneyard Development Plan (Busey Cabin site, Chief Shemauger birthplace).

Goal 5: Transportation and Connectivity

Objectives	Actions/tactics	Status/implementation steps
1. Support modern transportation systems and alternate transportation modes.	a. Work with MTD to establish a mixed-use transit facility downtown.	Agreement with MTD approved in May 2014. MTD preparing to commission a cost-benefit analysis report by consultant that will provide data showing economic benefit of having more people working downtown. Results will be shared with potential developers and tenants. This is likely to be a long-term project and will be part of the discussion regarding the potential for a new Downtown TIF District.
	b. Continue to work on bicycle master plan update.	RPC is developing updated master plan. Plan should include increased connectivity in underserved areas, including north side of Urbana. More bicycle parking downtown should also be included. Update expected to be completed in Summer 2015. Additional bicycle parking to be added along Race Street, Broadway, and at Lincoln Square. Update bicycle parking requirements per bicycle master plan.
	c. Continue to implement the city's complete streets ordinance.	Ongoing.
	d. Seek funding to create a pedestrian master plan.	Focus on expanding walkability of downtown. CUUATS is working on a citywide sidewalk inventory survey.
	e. Apply for enhanced level of Bicycle Friendly Community certification.	City received the gold level of achievement from the League of American Bicyclists for being a Bicycle Friendly Community in November 2014. This is the highest level currently awarded to any community in Illinois. Extensive efforts will be necessary to maintain this level.
	f. Adopt Vision Zero, setting as a community goal reaching zero fatalities for pedestrians, bicyclists and drivers.	
2. Connect neighborhoods with businesses and recreational opportunities.	a. Work with neighborhood organizations, like the Urbana Park District, the Urbana School District and other local agencies, to identify other needs for connectivity among parks, schools, neighborhoods and business districts.	Need to coordinate with the city's Capital Improvement Plan, county Greenways & Trails Plan and other relevant plans. Improved connections being proposed at Crystal Lake Park, Lohmann Park/Thomas Paine School, and potentially as part of the Aspen Court Redevelopment. Work with park district to create a pathway along north side of Park Street (Crystal Lake Park).
	b. Work with MTD to establish faster service between downtown and Parkland College, and request establishment of a bus shelter at the corner of Park Street and Broadway Avenue.	
	c. Work to develop routes of connectivity between Aspen Court and shopping destinations along South Philo Road.	Multi-use path installed in 2013 between Lanore and Fairlawn Drive. Pursue additional connections as part of Aspen Court/ Urbana Townhomes redevelopment project. Developer for project has now been selected and redevelopment planning can begin. Desire for connection has been expressed to Herman-Kittle and to

2. (cont.)	c. (cont.)	Adams Outdoor. Preliminary investigation and meetings with landowners by developer has occurred.
	d. Work with IDOT to plan and build sidewalks/multiuse path connecting North Cunningham Avenue with shopping destinations north of I-74.	Pursue grant funding for sidewalk installation between Kenyon and Airport Roads. Sidewalks to be installed on east and west sides of Cunningham between Perkins and Kenyon roads in 2015.

City Council Top Priorities:

Goal 4: Vibrant Business Districts. Objective 1: The city will strive to retain existing businesses, attract new businesses and fill vacant buildings and sites across all business districts.

F. Cunningham Avenue corridor: Continue implementation of Cunningham Avenue Beautification Plan, which includes new sidewalks, streetlights, curb- cut closures, landscaping and streetscape walls. (Three votes)

Goal 4: Vibrant Business Districts. Objective 2: Continue implementation of Boneyard Creek Master Plan.

A. Initiate design study for Boneyard beautification plan west to Lincoln Avenue and connection with Boneyard redevelopment completed at UI Engineering Quad. (Three votes)

Goal 8: Effective City Government. Objective 1: The city must have modern facilities to work in; should encourage interdepartmental cooperation; promote public participation, and should continuously evaluate the efficiency and function of its departments, boards and commissions.

A. Conduct strategic facility and program needs assessment of all city departments and properties. (Three votes)

Goal 1: Public Safety. Objective 1: Provide for the safety of residents by maintaining sufficiently staffed and well-trained police, fire and public works departments.

F. Public Works: Add sidewalks and streetlights in areas and neighborhoods where it would significantly enhance public safety. (Two votes)

Goal 2: Financial Sustainability. Objective 1: Work to increase Urbana's tax base so our total tax rate (including schools and parks) is equal to Champaign's rate.

A. Continue legal and legislative efforts to restore the 11 percent of Urbana's tax base that was lost with the 2012 passage of the hospital tax-exemption legislation. (Two votes)

Goal 3: Economic Development and Entrepreneurship. Objective 1: (see above)

D. Continue redevelopment efforts for city-owned sites, including Block North and Lot 24 West sites. (Two votes)

Goal 3: Economic Development and Entrepreneurship. Objective 1: (see above)

E. Continue implementation of Downtown Plan. Take advantage of Boneyard project to attract new mixed-use development to vacant lots, underdeveloped areas. (Two votes)

Goal 3: Economic Development and Entrepreneurship. Objective 1: (see above)

G. Continue pursuing development agreement with Menards for property they own in east Urbana. (Two votes)

Goal 5: Transportation and Connectivity. Objective 1: Support modern transportation systems and alternate transportation nodes.

A. Work with MTD to establish a mixed-use transit facility downtown. (Two votes)

Goal 5: Transportation and Connectivity. Objective 2: Connect neighborhoods with business and recreational opportunities.

- A. Work with neighborhood organizations, like the Urbana Park District, the Urbana School District and other local agencies, to identify other needs for connectivity among parks, schools, neighborhoods and business districts. (Two votes)**

Goal 7: Quality of life. Objective 1: The city must work to provide a high quality of life for its residents. Urbana should provide a social services-based safety net, neighborhood amenities and promote social justice.

- A. Continue to maintain a social service safety net and encourage preventative solutions to social problems. Seek alternative sources of funding. (Two votes)**

Goal 7: Quality of life. Objective 3: Work with neighborhood organizations to address issues of health, safety and opportunity.

- D. Promote programs for workforce development in Urbana. (Two votes)**



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Goals and Objectives Quality of Life

PARKS AND OPEN SPACE

Goal 11.0 Create new neighborhood and community parks in developing residential areas.

Objectives

11.2 Encourage adequate pathways to connect residential areas to nearby commercial and office areas.



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Goals and Objectives Services and Infrastructure

COMMUNITY DEVELOPMENT PROGRAMS

Goal 41.0 Promote access to employment opportunities for all Urbana residents.

Objectives

41.3 Provide pedestrian and bicycle connections to employment centers.



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Goals and Objectives Mobility

SAFETY AND ACCESSIBILITY

Goal 44.0 Provide for the safe, efficient, and cost-effective movement of people and goods within, through, and around the City.

Objectives

44.1 Maximize cost effectiveness in all existing transportation modes as well as for future project planning, design, and construction.

44.2 Reduce the number and severity of pedestrian, bicycle, and vehicular crashes.

44.3 Improve intersection markings and signage, especially in the University District and downtown areas.

44.4 Implement the strategies identified in the Campus Area Transportation Study (CATS).

44.5 Ensure that street lighting is established in tandem with new development in order to enhance safety.

Goal 46.0 Improve access to transportation modes for Urbana residents.

Objectives

46.1 Work to improve pedestrian, bicycle, and transit access throughout Urbana.

MULTI - MODAL TRANSPORTATION SYSTEM

Goal 47.0 Create a multi-modal transportation system.

Objectives

47.7 Promote bicycle/pedestrian access to major activity centers.

Goal 49.0 Avoid development patterns that can potentially create an over-dependency on the automobile.

Objectives

49.1 Promote alternatives to automobile travel, through provision of sidewalks, pedestrian access, bicycle pathways, and high quality transit service.

49.3 Improve access to alternative transportation modes within neighborhoods.

49.4 Institute parking rate-based financial incentives with major employers to increase usage of alternative transportation modes.

Goal 50.0 Ensure adequate transportation facilities for new growth.

Objectives

50.1 Ensure that new developments provide easy access to pedestrians and bicyclists, as well as automobiles and mass transit vehicles.

50.2 Ensure that land use and transportation are considered in tandem for all transportation and new land use projects.

50.3 Foster intergovernmental cooperation to help create the necessary links in a regional transportation system.

50.4 Promote efforts to preserve abandoned rail corridors through rail banking.



Future Land Use Descriptions

RESIDENTIAL (SUBURBAN PATTERN)

Suburban Pattern of Development

A pattern of development that is typically found in newer, developing neighborhoods. The development pattern encourages a connected street network with pedestrian and bicycle facilities to serve adjoining neighborhoods, schools, parks and business centers. (page 57)

COMMUNITY BUSINESS

Design facilities to permit pedestrian, bicycle, and transit access as well as automobile traffic. (page 63)

CENTRAL BUSINESS

Pedestrian, bicycle and transit access are emphasized to ensure areas are walkable. (page 64)



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Implementation Program

Implementation Strategy	Type of Strategy	Related Goals / Objectives	Related Maps	Timing	Responsible City Agencies	Other Responsible Entities
Implement the projects and strategies listed in the <i>Greenways and Trails Plan</i> and identified in the City's <i>Capital Improvement Program</i> .	Action	10.0; 10.1		Long Term Ongoing	Community Development; Public Works	CUUATS; <i>Greenways and Trails</i> Agency Participants
Ensure that Illinois Department of Transportation (IDOT) roadway improvement projects incorporate appropriate bicycle and pedestrian facilities where identified in the <i>Greenways and Trails Plan</i> as well as other planning documents.	Policy Coordination	10.0; 10.1, 10.2 46.0; 46.1 48.0; 48.1 50.0; 50.1		Ongoing	Community Development; Public Works	CUUATS; IDOT
Construct a multi-use path from downtown Urbana to the Carle Hospital complex along the railroad as illustrated in the <i>2002 Downtown Strategic Plan</i> .	Action Coordination	10.0; 10.1	3, 4, 8	Near Term	Community Development Public Works	Carle Hospital; Urbana Park District



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APPENDIX C: GREENWAYS AND TRAILS CLASSIFICATION MAP

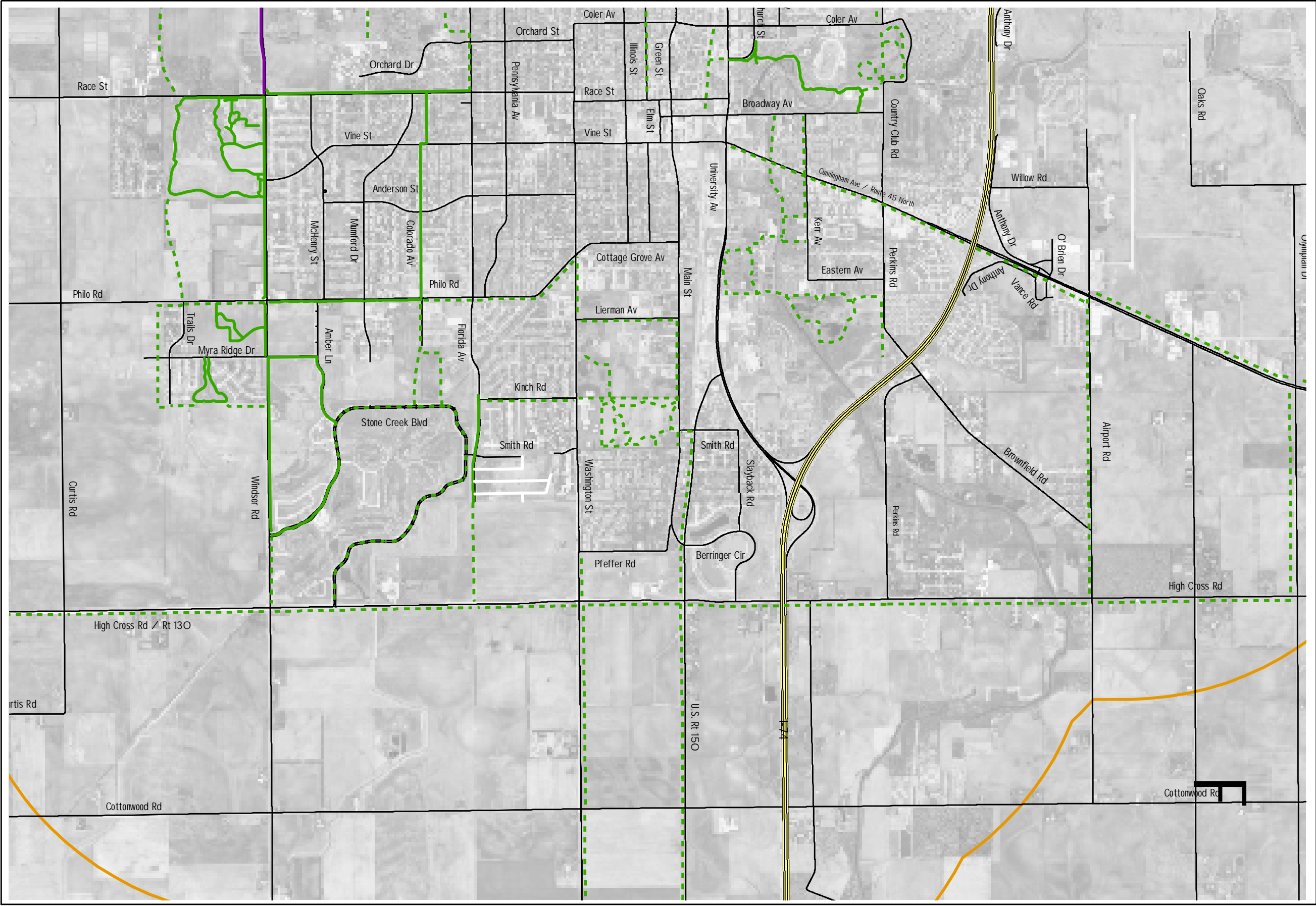
This map shows existing and planned shared-use paths and on-street bike paths.

APPENDIX D: MOBILITY MAP

This Mobility Map provides for roadway connectivity as the city grows but does not address bikeways directly.



APPENDIX "C"
GREENWAYS AND TRAILS
CLASSIFICATION MAP



Routes are adapted from:
Champaign County Greenways & Trails Plan February 2004
Incorporated in the 2005 Urbana Comprehensive Plan
Adopted April 11, 2005
Map created by City of Urbana Community Development Services Dept.



Trail Classes

Existing

Planned

Shared Use Path

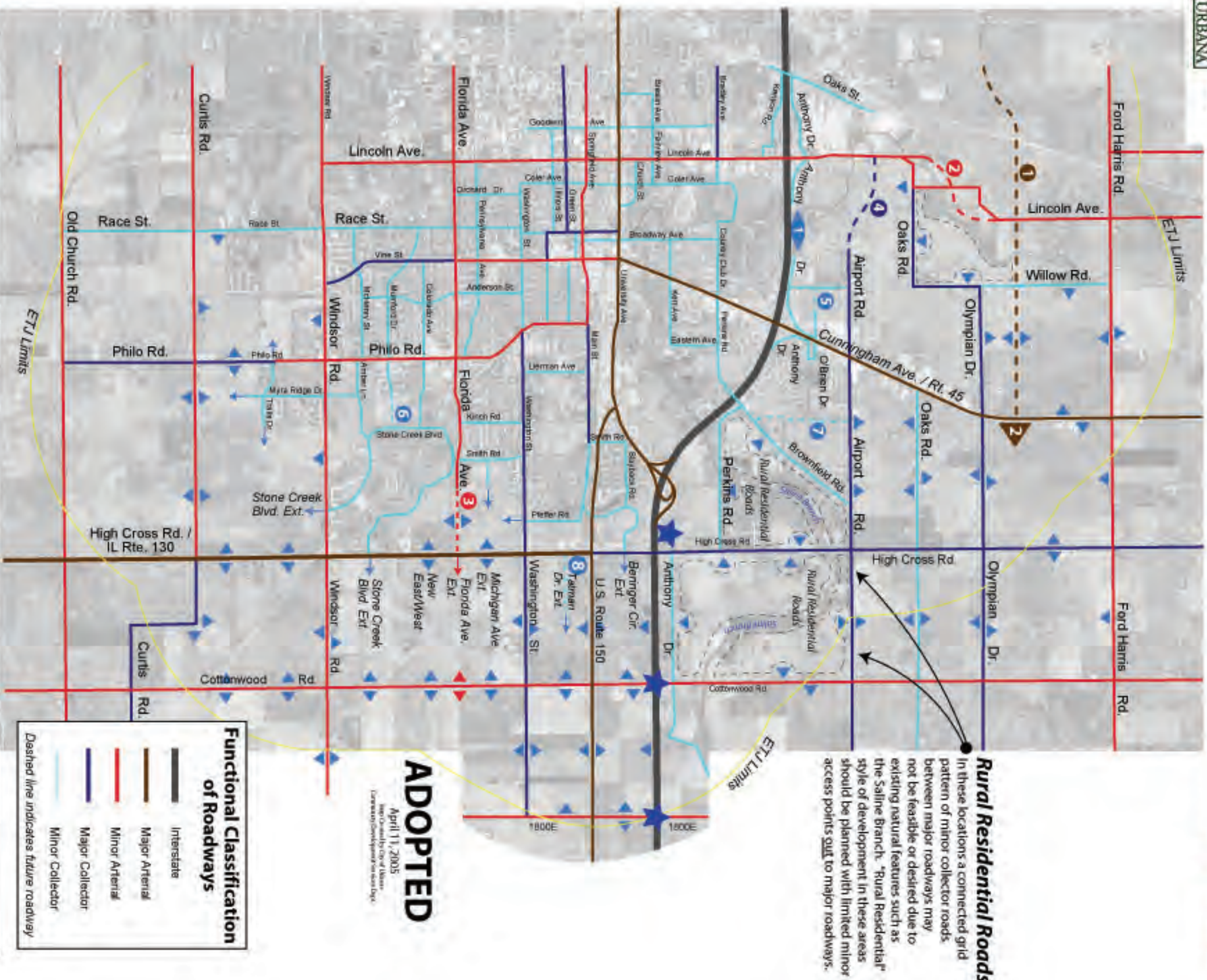
U of I Bike Path

On Street Bike Path

Urbana ETJ Boundary

1 1/2 Miles Past City Limits

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12 GOALS AND OBJECTIVES

12.1 Definitions

The formulation of goals and objectives determines what direction planning efforts should take, independent of timeframe and individual projects.

A **goal** is defined as an end state that implementing the Active Choices Plan will bring about.

Objectives are sub-goals that help organize the Plan's implementation into measurable and manageable parts.

Performance measures help agencies track each objective's progress over time.

12.2 Status Report

Champaign County Regional Planning Commission staff and the Greenways & Trails Technical Committee analyzed the 2004 Greenways & Trails Plan goals and objectives to determine the progress made since finalizing that plan. Of the 28 objectives, **20 were either met or in progress, leaving only 8 as unmet**. Appendix 4 contains the full status report.

12.3 Updated Goals and Objectives

The Greenways & Trails Technical Committee has updated and developed seven principal goals for the Active Choices Plan. Each table shows the themes, goal, objectives, performance measures, strategies, and parties responsible for implementation.

Themes: Accessibility, Connectivity

Goal 1: All Champaign County residents will be provided with a system of bikeways, bicycle routes, pedestrian paths, trails, and other greenways that provides connections between residences, schools, workplaces, other travel modes, major activity centers, and recreational sites.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Increase the mileage of bicycle and pedestrian facilities in Champaign County by 70 miles by 2020, as calculated by the number of proposed trail and bikeway miles submitted by local agencies for this plan.	Miles of trails and bikeways installed	A. Identify “missing links” in the overall system.	GT member agencies, private parties, developers
		B. As a committee, identify funding sources for priority projects.	GT member agencies, private parties, developers
		C. Prioritize those projects that are likely to be funded.	GT member agencies, private parties, developers
2. Complete an Open Space Level of Service analysis for five member agencies by 2020 in order to increase the acreage of parks and greenways in Champaign County.	Number of Open Space Level of Service analyses completed per year	A. Perform a level of service analysis on parks and open spaces by agency as per NRPA guidelines to determine the local supply and demand of such spaces.	GT member agencies, private parties, developers
	Acreage of parks and greenways added to the Champaign County GT system	B. As a committee, identify funding sources for priority projects.	GT member agencies, private parties, developers
3. Based on public input received, increase the number and types of recreational facilities in Champaign County that meet public desires by 2020.	Number of public inquiries received regarding new and new types of recreational facilities	A. Based on public perception and need, identify types of recreational facilities that are currently not available and for which there is a market in our communities.	GT member agencies
	Number of new recreational facilities	B. Actively support community efforts to bring recreational trails and facilities to our area.	GT member agencies
4. Add at least 10 multi-modal connection points in the trail and bikeway system by 2020.	Number of bike racks at transit shelters	A. Install bike racks at all transit shelters identified as appropriate locations for bike parking.	GT member agencies, developers
	Number of new multi-modal connection points	B. Develop an implementation schedule for creating multi-modal connections.	GT member agencies, developers

Objectives	Performance Measures	Strategies	Responsible Parties
5. Complete at least 10 missing links in the trail and bikeway system by 2020.	Number of trail and bikeway system links connected	A. Identify gaps between trails that can be connected with the implementation of trails, bike lanes or bike routes.	GT member agencies, developers
		B. Study the feasibility of implementing bicycle routes in Champaign-Urbana.	GT member agencies, developers
		C. Identify "dead end" shared-use paths, bikeways and bike lanes.	GT member agencies, developers
6. Enhance the Greenways and Trails system by linking popular activity centers via non-vehicle infrastructure for all Champaign County.	Number of new non-vehicular pathways to major activity centers	A. Retrofit transportation corridors with bikeways and multi-use paths, especially in heavy traffic areas.	GT member agencies, private parties, developers, businesses
	Number of grant applications submitted	B. Seek grant funding sources for those linkages identified and prioritized in this plan.	GT member agencies, private parties, developers, businesses
7. Increase the number of non-vehicular connections between rural recreational areas and major population centers by at least 15 miles by 2020, as calculated by the number of proposed trail miles submitted by local agencies for this plan.	Number of new miles of trails in rural (i.e. unincorporated) areas	A. Identify connections that are underserved by pedestrian and bicycle paths.	GT member agencies, private parties, developers
		B. Prioritize those connections lacking in pedestrian and bicycle facilities.	GT member agencies, private parties, developers
		C. Seek funding for constructing those linkages.	GT member agencies, private parties, developers
		D. Form partnerships between roadway jurisdiction agency and agencies responsible for building and maintaining greenway space.	GT member agencies, private parties
8. Increase the mileage of bicycle and pedestrian facilities in five low-income areas by 2020.	Miles of new trails and bikeways in Census-defined low-income areas	A. Identify neighborhoods that are underserved by pedestrian and bicycle paths.	GT member agencies
		B. Prioritize those areas lacking in pedestrian and bicycle facilities.	GT member agencies, private parties, developers
		C. Seek funding for constructing those linkages.	GT member agencies, private parties, developers

Themes: Safety, User-Friendliness

Goal 2: All Champaign County residents will be provided with a greenways and trails system that emphasizes safety and user-friendliness.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Reduce the total number of modal conflicts in the trail and bikeway network by 5 by 2020.	Number of locations identified with modal conflicts	A. Identify locations with modal conflicts between bicyclists, pedestrians, and other users of the transportation system.	GT member agencies
	Number of modal conflicts reduced	B. Prioritize locations with modal conflicts for improvement.	GT member agencies
	Number of grant applications submitted	C. Seek funding to improve locations with modal conflicts.	GT member agencies
2. Increase pedestrian safety by maintaining and augmenting street light systems in 5 areas with trails or bikeways by 2020 per municipal code.	Number of areas near trails or bikeways identified without street lights	A. Identify areas near bicycle and pedestrian facilities without street lights.	Municipalities
	Number of areas with new street lights installed near trails or bikeways	B. Prioritize areas near bicycle and pedestrian facilities to receive street light improvements.	Municipalities
	Number of grant applications submitted	C. Seek funding to install street lights near bicycle and pedestrian facilities.	Municipalities
3. Increase user-friendliness of the trails system by installing signs as shown in the Design Guidelines on 10 trails or bikeways by 2020.	Number of Greenways & Trails signs installed	A. Implement design guidelines in all new trail development.	GT member agencies, developers

Objectives	Performance Measures	Strategies	Responsible Parties
4. Identify urban areas that could be designed for walkability and other non-vehicular travel by following local and state Complete Street policies.	Number of urban areas that are developed or retrofitted to be more walkable	A. Support the study and implementation of Traditional Neighborhood Development practices, which foster walking and alternative transportation modes over the personal vehicle.	GT member agencies, developers
		B. For all new commercial establishments, require pedestrian and bicycle connections to adjacent establishments, public streets and planned bicycle and pedestrian facilities.	GT member agencies, developers
		C. Retrofit existing infrastructure for bicycles and pedestrians.	GT member agencies, developers
5. Increase pedestrian safety by minimizing cut-through motorized vehicular traffic on 5 residential streets by 2020.	Number of streets where cut-through motorized traffic has been minimized	A. Support the study and implementation of traffic calming improvements where warranted.	Municipalities, neighborhood/homeowner organizations, developers
		B. In new residential developments, require street layouts and traffic controls that discourage speeding and high through-traffic volumes (i.e. design streets to calm traffic).	Municipalities, neighborhood/homeowner organizations, developers
		C. Encourage adoption of Pedestrian Safety Action Plans by the University of Illinois, City of Urbana, and City of Champaign.	GT member agencies

Objectives	Performance Measures	Strategies	Responsible Parties
6. Increase pedestrian safety by improving markings and signage at at least 5 intersections by 2020.	Number of intersections with improved pedestrian markings	A. Create a standardized crosswalk marking system throughout Champaign-Urbana, using the University District as a model.	Municipalities
		B. Identify intersections with pedestrian safety issues.	Municipalities
	Number of intersections with improved pedestrian signage	C. Standardize installation locations of accessible pedestrian signage, pedestrian push buttons, and related signage.	Municipalities
		D. Adopt policies that require "no right turn on red" for high pedestrian and bicycle traffic areas.	Municipalities
7. Improve pedestrian and bicycle related signage in 10 locations adjacent to bikeways, paths and trails by 2020.	Number of locations where signage has been installed or improved	A. Provide trail and path information such as display maps, trail distance, park amenities, etc.	GT member agencies
8. Design and build bicycle facilities for all types of bicyclist travelers.	Mileage of new bikeway installation by bikeway type	A. Support bicycle commuters by monitoring new road planning and construction and ensuring adequate space and signage for bicyclists.	GT member agencies, developers
		B. Support the creation of bikeways and designated bike lanes in high bicycle traffic areas.	GT member agencies
		C. Ensure that pedestrians are considered during the planning process for road construction and repair.	GT member agencies

Themes: Efficiency, Mobility, Convenience			
Goal 3: All Champaign County residents will be provided with a greenways and trails system that emphasizes efficiency, mobility, and convenience.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Create 5 new trail and bikeway termini in major activity centers (including residential areas) by 2020.	Number of new trail and bikeway termini in major activity centers	A. Identify major activity centers and residential areas that are lacking in trail facilities, with special attention to areas with a significant number of low-income and zero-vehicle households.	GT member agencies
		B. Seek funding for trails in those residential areas.	GT member agencies
		C. Support local efforts to implement more non-vehicular paths.	GT member agencies
2. Identify the number of users of the greenways and trails system in order to increase the number of users by 10% by 2040.	Number of system users	A. Regularly evaluate the number of system users.	GT member agencies

Themes: Environment (natural)			
Goal 4: The development and operation of greenways and trails will preserve and enhance the natural environment.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Require an "environmental friendliness" evaluation of all greenways and trails projects included in this plan by 2020.	Number of projects evaluated for environmental friendliness	A. Create a set of criteria that can be applied to all projects in the Greenways & Trails Plan based on best planning practices.	GT member agencies
		B. Improve upon any negative impacts found during evaluation through design changes, geographic location, or other options.	GT member agencies
2. GT member agencies will support other agencies' efforts toward maintaining and improving the environment in Champaign County through 5 demonstrated projects by 2020.	Number of projects shown to maintain or improve good environmental conditions	A. Support tree planting, prairie preservation and wildlife habitat conservation programs that follow acceptable management practices.	GT member agencies, environmental groups, private parties
		B. Consider habitat-fostering measures in the construction of open space facilities.	GT member agencies, environmental groups, private parties
		C. Encourage green infrastructure installation, especially in cases where green stormwater management systems can be built as part of a trail or pathway system.	GT member agencies, environmental groups, private parties
3. Add 5 connections between natural features such as bodies of water, wooded areas, and open spaces by 2020.	Number of new connections between natural areas	A. Based on inventory and analysis done for this Plan, seek financial and local support for pedestrian and bicycle access to appropriate public, non-agricultural natural areas.	GT member agencies, developers, private parties
		B. Determine what linkages can be made to those areas from the existing greenways and trails system and identify priority connections to them.	GT member agencies, developers, private parties

Objectives	Performance Measures	Strategies	Responsible Parties
4. Organize 5 educational events about the natural areas within the system by 2020 with the intention of encouraging a respect for the natural environment in users of the system.	Number of environmental education events organized	A. Support the provision of public environmental classes that target all residents, but especially children.	GT member agencies
		B. Provide facilities that promote cleanliness in greenways and trails areas such as trash bins, restrooms, hand-washing stations, etc.	GT member agencies

Themes: Coordination, Implementation

Goal 5: Planning and implementation of all greenways and trails system projects will be done in a coordinated manner emphasizing rational and cost-effective measures that promote economic vitality of Champaign County and its residents.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Implement 5 projects using the Greenways & Trails Plan project prioritization process by 2020 in order to improve the system in a logical, cost-effective manner.	Number of projects implemented listed as High Priority in this plan	A. Utilize the Project Prioritization Checklist established during the greenways and trails planning process to prioritize implementation and fundraising efforts by member agencies.	GT member agencies
		B. Combine projects that can be geographically linked for implementation.	GT member agencies
2. Develop a coordinated greenways review process for all major new developments by 2030.	Number of major new development projects receiving greenway evaluations	A. Create a set of environmental criteria that can be applied to all major new developments based on best planning practices.	GT member agencies
		B. Improve upon any negative impacts found during evaluation through design changes, geographic location, or other options.	GT member agencies
3. Schedule quarterly meetings of the Greenways & Trails Technical Committee to discuss possible member agency projects that could benefit from having bicycle, pedestrian, and/or greenway features.	Number of Greenways & Trails Technical Committee meetings held	A. Organize regular meetings of the Greenways & Trails Technical and Policy Committees.	GT member agencies

Objectives	Performance Measures	Strategies	Responsible Parties
4. Establish and promote at least 1 greenway or trail connection from Champaign County to the central Illinois region by 2040, thus contributing to a future statewide system of greenways and trails.	Number of greenway and trail connections leading outside Champaign County	A. Pursue connections along abandoned railroad rights of way which offer significant rail-to-trail possibilities.	GT member agencies
		B. Coordinate with neighboring jurisdictions to acquire and develop abandoned railroad rights of way.	GT member agencies
		C. Support efforts to evaluate the economic impact of greenway and trail development on Champaign County.	GT member agencies
5. By 2020, 5 different grant applications will be submitted for greenways and trails projects funding as part of road, infrastructure, and new development projects as appropriate.	Number of grant applications submitted	A. Keep abreast of upcoming transportation projects and how they could contribute to the greenways and trails system.	GT member agencies
		B. Advocate for the inclusion of greenways and trails in new road projects and roadway repairs.	GT member agencies
		C. Apply for funding to enhance road repair and construction aside from allocations from local agencies.	GT member agencies

Themes: Education, Promotion

Goal 6: Greenways and Trails member agencies will provide educational materials and information about the countywide greenways and trails system to all interested persons.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Increase awareness of greenways and trails in Champaign County by marketing the system to at least 2 groups by 2020.	Number of guides and marketing materials that mention the Greenways & Trails system	A. Promote the implementation of a marketable bike path system for the twin cities, Savoy, and the University District.	GT member agencies, Chamber of Commerce, Convention and Visitors Bureau
		B. Market the system with standardized signage, inclusion in visitor guides, web presence, and other educational materials.	GT member agencies, Chamber of Commerce, Convention and Visitors Bureau
2. The Greenways & Trails Technical & Policy Committees will develop 2 different marketing materials for the Greenways & Trails system by 2020.	Number of new marketing materials published	A. Update the Champaign County Greenways & Trails Map.	GT member agencies
		B. Create a visitor's guide promoting the County's Greenways & Trails.	GT member agencies
	Number of apps created	C. Develop a smartphone/computer application(s) with existing greenway, trail, and bikeway information.	GT member agencies, software developer(s)

Themes: Quality of Life, Health			
Goal 7: The development and utilization of greenways and trails will improve quality of life in Champaign County.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Support 5 different active living initiatives by 2020 that expand and encourage active recreation, active transportation, and community strength to improve health.	Number of active living initiatives	A. Support regular events promoting active living (e.g. Bike to Work Day, Walk 'n' Roll to School Day).	GT member agencies
		B. Support ongoing initiatives promoting active living (e.g. Healthy Champaign County, C-U Safe Routes to School Project).	GT member agencies



8

2040 Vision

PLANNING PILLARS



PLANNING PILLARS

The LRTP: *Sustainable Choices 2040* has an overall mission to offer sustainable transportation choices within the region that will help balance the economic, environmental, and social aspects of ongoing urban change and development in the Champaign-Urbana urbanized area. This chapter conceptualizes and explains the planning pillars that will help define the goals and objectives set forth in this plan, and performance measures (Chapter 9) that will facilitate monitoring annual progress made toward achieving those goals and objectives.

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In order to understand the future goals of local residents, CUUATS staff held a total of four visioning meetings to capture a wide range of local input: one for middle school and high school youth at the public library in Champaign, one for the general public at the Illinois Terminal in Champaign, one for employees of the Regional Planning Commission at the Brookens Administrative Center in Urbana, and one for business developers at the Civic Center in Urbana.

The conversations at the four visioning meetings were centered around two related questions:

What would the Champaign-Urbana region look like in 2040 if we were to do nothing different?

What kind of changes could we make to create a better future?

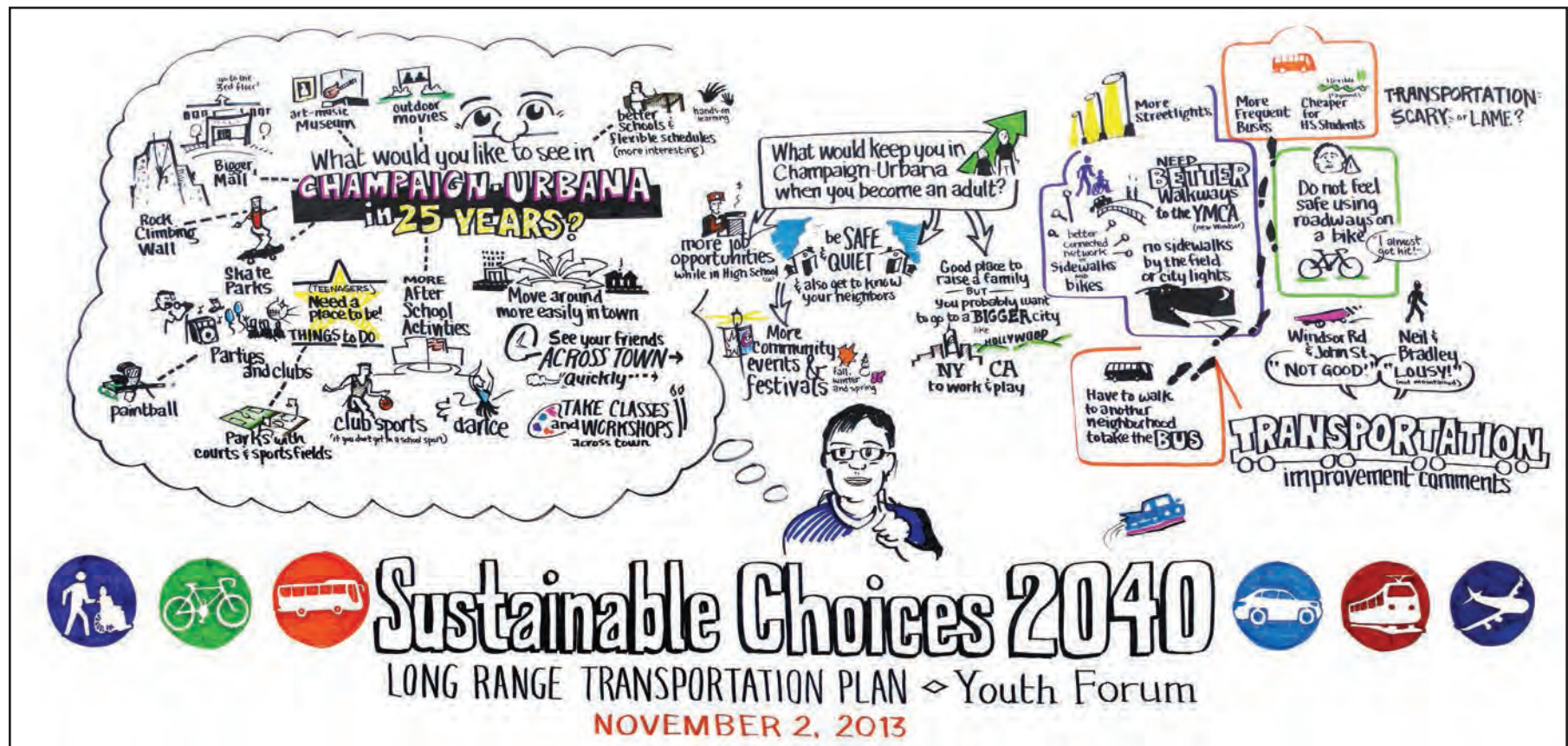
While each of the four groups included distinct voices and perspectives, there was significant overlap in the topics covered and the types of concerns about the future. Attendees at each of these meetings talked about transportation-specific issues, like adding more multi-use paths and a corridor for bullet trains, but also talked about more general issues related to community development and social health like the negative

impacts of residential segregation and the lack of local affordable housing in the region. In the end, most community development issues are related in some way to transportation and impact the way we think about and plan for transportation infrastructure in the region. Therefore all the discussion topics that resulted from the visioning meetings are included in the analysis of the public involvement for the LRTP: *Sustainable Choices 2040* which is encompassed in the six planning pillars described in this chapter, and around which the goals, objectives, and performance measures are defined in Chapter 9.



LRTP 2040 Youth Visioning Meeting, November 2, 2013 at the Champaign Public Library, Artist: David Michael Moore

FIGURE 8.1 YOUTH VISIONING MEETING POSTER

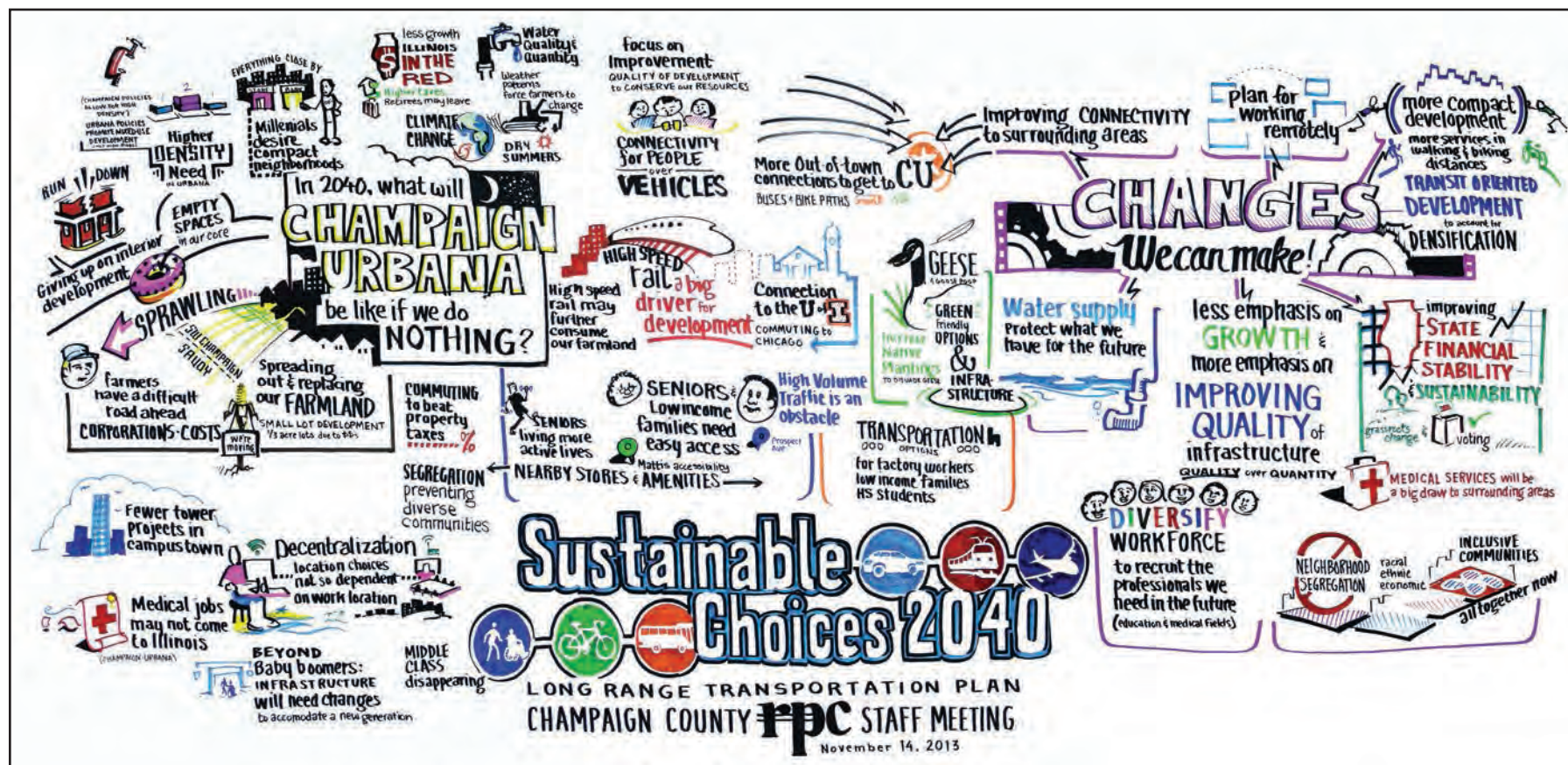


Youth visioning meeting, hosted by CUUATS, Saturday November 2, 2013 at the Champaign Public Library.
 Conversation facilitated by Dr. Varkki Pallathucheril and poster drawn on site by David Micheal Moore.

[illegible]

Public visioning meeting, hosted by CUUATS, Wednesday November 6, 2013 at the Illinois Terminal. Conversation facilitated by Dr. Varkki Pallathucheril and poster drawn on site by David Micheal Moore.

FIGURE 8.3 RPC STAFF VISIONING MEETING POSTER



Regional Planning Commission visioning meeting, hosted by CUUATS, Thursday November 14, 2013 at the Brookens Center. Conversation facilitated by Dr. Varkki Pallathucheril and poster drawn on site by David Micheal Moore.

STUDENTS reside outside CU
Too much student housing

STUDENT DEBT delayed purchase of cars & homes
LESS NEIGHBORHOOD INVESTMENT

AUTOMATED TRANSIT & pooling of AUTO RESOURCES

Growth in **SURROUNDING AREAS**
Tolo - Mahomet - St. Joe

ONE JURISDICTION
Champaign-Urbana Growing together

if we work together
Better connection between **BUSINESS CENTERS**

PARKLAND supporting more Medical fields/Careers

PROTECT OLDER NEIGHBORHOODS
REINVEST \$ REPAIR

more PUBLIC TRANSIT
SAFER BIKING & PEDESTRIAN ROUTES

FIBER Connectivity
..SUPERFAST

High Speed Rail
CHANGING THE SHAPE of the REGION
GIVING CU A COMPETITIVE ADVANTAGE

MEGA REGION
between CHICAGO, ST. LOUIS & INDIANAPOLIS

Alternative energy
WILL WE MOVE QUICKLY ENOUGH

Climate Change
AFFECTING FARMING SEASONS

Inequity with Taxes
AFFECTING SCHOOL SYSTEMS

SCARCE resources
- MORE COMPETITION development materials
have to do less as a result

Direct route DOWNTOWN URBANA from Cunningham

CHAMPAIGN - URBANA need transit connections

TWO BUSINESS CENTERS need transit connections

North-South access to campus

LINCOLN RD extension needed

WINDSOR overpass
DANGER

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Developers' Luncheon visioning meeting, hosted by the City of Urbana, Tuesday November 19, 2013 at the Urbana Civic Center.
Conversation facilitated by Dr. Varkki Pallathucheril and poster drawn on site by David Micheal Moore.

SUSTAINABLE CHOICES 2040 PLANNING PILLARS

The six *Sustainable Choices 2040* planning pillars (Figure 8.5) are a result of coalescing the results of extensive research and data collection (Chapters 2-7), an ambitious and innovative public outreach campaign (Appendix A), and the annual LRTP Report Cards that detail the progress made on goals and objectives set forth in the previous LRTP, *Choices 2035*, approved in 2009. Each pillar is described in detail with quotes taken directly from LRTP public input surveys and recordings included in green text in the top right corner of each page to help illustrate the sentiments of local residents. The visual representations of each pillar are taken from the graphic recordings of the four LRTP visioning meetings documented on the preceeding pages that were held around the Champaign-Urbana area in November 2013.



FIGURE 8.5 SUSTAINABLE CHOICES 2040 PLANNING PILLARS

Safety and Security

- Traffic safety
- Emergency evacuation
- Commodity flows
- Food security



Balanced Development

- Historic preservation
- New construction
- Infill development
- Environmental preservation



Multimodal Connectivity

- Provision and coordination of different transportation modes to get everywhere



Accessibility and Affordability

- Equal access
- Equity
- Diversity
- Education



Healthy Neighborhoods

- Public health
- Mixed use, compact development
- Ecology
- Recreation



Resilient Economy

- Diverse economy
- Infrastructure
- UIUC/Parkland College
- Financial stability



SAFETY AND SECURITY



Sustainable Choices 2040 lists safety and security as the first priority of the transportation system. This pillar builds on the second and third factors of MAP-21¹ to “increase the safety [and security] of the transportation system for motorized and non-motorized users.” The concepts of safety and security include crash data statistics, tracking and understanding regional commodity flows as they relate to hazardous materials and potential exposure, and coordinating with agencies in charge of emergency vehicle access. Community members also provided input regarding the safety of streets without sidewalks or lighting in the region, as well as a disconnected regional bike network that can make biking unsafe in different parts of the community.

Transportation

- Automobile crash rates per 100 million VMT are below state averages and the state Highway Safety Performance Plan (HSPP) target, but the crash fatality rate is still above zero.
- Vehicle-pedestrian crashes have increased since 2009 and the number of pedestrian fatalities resulting from vehicle-pedestrian crashes remains above zero.
- Vehicle-bicycle crashes and injuries have decreased over time, and the region should strive to continue this trend. Fatalities from vehicle-bicycle crashes have remained low, but are still not zero.

“I AM CONCERNED THAT AS MORE DEVELOPMENT OCCURS OUTSIDE THE MAJOR FREEWAYS SURROUNDING TOWN, THEY WILL PREVENT PEOPLE IN THOSE NEWLY DEVELOPED AREAS FROM RIDING BIKES INTO TOWN SINCE THE FREEWAYS ARE NOT CURRENTLY SAFE FOR PEDESTRIANS OR BIKERS TO CROSS.”

- Traffic safety education and enforcement should be recurrent activities in the region to enhance the safety of all road users. The Safe Routes to School (SRTS) program has done important work in this area making sure children and adults who spend time in schools can get there safely without a personal vehicle. However, there is a need to get all schools in the urbanized area participating in the SRTS programs.
- Pavement conditions in the urbanized area have remained consistent, but the region should strive to have fewer “poor” and “very poor” pavement conditions to increase safety and support all travel modes.
- Transportation security systems are well-established in the region, but would benefit from an update to the 2005 Intelligent Transportation System (ITS) Architecture Plan, as our ITS infrastructure is currently changing with the IDOT investment in electronic roadway signs and other developments. The creation of a security hazard mitigation plan would also benefit the region.
- Public input indicates that street lighting is a big indicator in how safe people feel when walking. In a region of the country that gets fewer than twelve hours of daylight for six months out of the year, street lighting should be a priority to facilitate people being active and outside as often and as safely as possible.

¹ Since the Illinois State Transportation Plan goals are identical to the MAP-21 factors (with the exception of numbers 1 and 2 being switched) the LRTP Planning Pillars refer only to the MAP-21 factors.

RESILIENT ECONOMY



This pillar came out of public input that focused on the 2008 economic downturn and the changing nature of employment and the impacts on mobility, social services, income disparity, home ownership, neighborhood health, and more. This pillar builds on MAP-21 factor number one, which aims to “support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.” By including the qualifier “resilient,” this pillar represents community desires to facilitate the ability of the regional economy to continue to support a high quality of life in the face of larger market forces by supporting existing and emerging local and global business development, continuing to invest in forward-looking infrastructure like fiber connectivity, establishing strong inter-regional transportation options like bullet trains, and promoting inter-municipal coordination. This pillar also includes community concerns regarding supporting and growing a diverse workforce. It is important to establish quality education, training, and employment opportunities for a wide range of interests, ages, ethnicities, and skill levels to foster a diverse and dynamic workforce now and in the future.

Transportation

- Assess gaps in infrastructure and identify priority areas where potentially small investments could result in a significant impact, such as improving sidewalk connectivity.
- To enhance the economic vitality of the region, Willard should remain a viable option for freight carriers and travelers with continued support of multi-modal options to and from the airport.
- The region should identify the needs of businesses using rail and freight trucks. The establishment of a freight plan would help the region identify local truck routes most suited for freight traffic. The identification of regional facilities for alternative fueling methods can also encourage more sustainable freight trucks.

“WIDESPREAD FIBER CONNECTIVITY AND BULLET TRAIN CONNECTIVITY ARE TWO DEVELOPMENTS THAT COULD TRULY CHANGE THE SHAPE OF THIS REGION, GIVING C-U A COMPETITIVE ADVANTAGE AND PERHAPS LEADING TO A MEGA-REGION BETWEEN CHICAGO, ST. LOUIS, AND INDIANAPOLIS.”

- Many people voiced a desire for bullet trains to expand options for students and commuters in the region. Amtrak ridership has continued to increase and should be supported regionally by increasing the number and frequency of trains to maintain this trend.

Land Use

- Public input indicated a shift away from detached single-family home ownership in some neighborhoods, toward more economically and structurally diverse housing options. In addition, the public voiced that affordable and subsidized housing in particular need to be better integrated with the existing pedestrian, bike, and transit network to reduce transportation costs for those households.
- Public input revealed that many people would like to see more mixed use zoning to allow for smaller businesses and other economic opportunities within some residential neighborhoods. Residents would also like to continue ongoing revitalization of the downtown areas of Champaign and Urbana, as well as the University of Illinois research park, as multimodal hubs for transportation, employment, and services.
- To echo the *Champaign Growing Greener* plan published in 2013, it should be a priority to improve the availability of locally grown foods. Growing more food to sell locally would capitalize on the rich soil in the region, support local farmers, and benefit population health.
- Support economic growth by undertaking a planning process that identifies potential economic development areas in the urbanized area in order to build a transportation system that better supports those needs. This could include increasing local capacity, safety, accessibility, and mode opportunities through expanded transit service, or bike access to major employment centers and educational facilities such as Parkland Community College.

MULTIMODAL CONNECTIVITY



"I WOULD LIKE A COMPREHENSIVE SYSTEM OF TRAILS, MULTI-USE PATHS, AND OTHER NON-VEHICULAR ROADS THAT MIGHT SERVE AS EFFICIENT, SAFE, AND SANCTIONED MEANS FOR PEOPLE TO BIKE FOR RECREATION, WALK OR BIKE FROM ONE ACTIVITY CENTER TO ANOTHER, AND FROM NEIGHBORHOOD TO NEIGHBORHOOD."

This pillar combines MAP-21 factors four, six, and seven with the intention of providing and coordinating all transportation modes to get everywhere in our region. By focusing on providing as much access to as many different places as possible for all transportation modes, this planning pillar aims to increase accessibility and mobility of people and freight to all areas of the region, enhance the ability to connect different modes when necessary or cost-effective for people and businesses, and to increase the resource efficiency of the transportation system by allowing for the use of more active and non-motorized modes whenever possible.

Transportation

- Poor sidewalk connectivity limits walking in certain locations and could be addressed during new development or retroactively for existing development. Sidewalk connectivity should be systematically assessed to decrease gaps in the sidewalk and trail system and increase accessibility to bus stops and transit service.
- Bicycle infrastructure connectivity and accessibility remains a challenge due to limited funding as well as physical and natural barriers. Even so, significant progress has been made: the total mileage of bike facilities in the Metropolitan Planning Area (MPA) has increased 57 percent since 2009, which is well above the goal of a 15 percent increase in dedicated bike facilities and signed bike routes by 2014 set in the previous LRTP.
- Accessibility and connectivity between buses and other modes may be facilitated by properly signing and better equipping some stops with shelters, lighting, and bike racks, as well as installing concrete landing pads for easier bus entry and exit (as recommended in the CUUATS Transit Facility Guidelines).
- To accommodate growing ridership, the region should continue to strive to have 100 percent coverage of residential parcels within the C-U MTD service area and expand the service area to be coterminous with the urbanized area as much as possible.
- In 2004, C-U MTD investigated fixed-guideway rail lines as a potential strategy to improve local transit service. Though a fixed-rail system was not implemented, C-U MTD used the findings of this study to redesign the existing transit network to accomplish some of the same goals.
- Automobiles are still the dominant form of transportation within the region. Access management guidelines, roundabout guidelines, and a complete streets policy were created for the region to guide regional development of automobile infrastructure. These guidelines should be followed to help improve safety and efficiency conditions as well as facilitate multi-modalism in the region.
- The region should identify the needs of businesses using rail and freight trucks. The establishment of a freight plan would help the region identify local truck routes most suited for freight traffic. The identification of regional facilities for alternative fueling methods can also encourage more sustainable freight trucks.
- To enhance the economic vitality of the region, Willard should remain a viable option for freight and travelers with continued support of multi-modal options to and from the airport.
- Many people voiced a desire for additional regional rail connections – ideally with bullet trains. Amtrak ridership has continued to increase and should be supported regionally by increasing the number of routes serving the community.

“EFFICIENT CONNECTIONS BETWEEN BUSINESS DISTRICTS AND NEIGHBORHOODS WILL IMPROVE THE ABILITY OF PEOPLE WHO DON’T HAVE (OR WOULD PREFER NOT TO USE) CARS TO ACCESS FOOD SOURCES, JOB SITES, AND BUS STOPS OUTSIDE OF THEIR NEIGHBORHOODS MORE EASILY.”



ACCESSIBILITY AND AFFORDABILITY

This pillar expands MAP-21 factor number four (to increase accessibility and mobility of people and freight) to include affordability as it is closely tied to many forms of accessibility. Public input reflects dissatisfaction with the uneven distribution of businesses, housing options, and educational opportunities between neighborhoods, which themselves are often somewhat segregated along racial, ethnic, and/or income lines. Access to affordable and reliable transportation is essential to widening opportunities for all people by connecting them to jobs, schools, health care, food, and other resources.

Transportation

- Walking or using a wheelchair on area sidewalks is a free and healthy way to move around the community. Sidewalk conditions and access should be systematically assessed to improve their conditions and decrease gaps in the system.
- Bicycles are a cost-effective and healthy way to move around the community. Bicycle safety education and enforcement, through the Champaign-Urbana Safe Routes to School Project and other programs, should be recurrent activities in the region to enhance the safety of all road users.
- C-U MTD provides annual bus passes for only \$72, presenting a much cheaper alternative to owning and driving a car. Public input from youth indicates a desire for an even cheaper pass or payment plan specifically for K-12 students. All C-U MTD regular fixed routes are served by buses equipped with wheelchair ramps that can be lowered to aid boarding. Accessibility could be improved in some locations by adding concrete landing pads to facilitate easier bus entry and exit. In addition, the C-U MTD service area should be expanded to be coterminous with the urbanized area as much as possible.
- Accessibility, availability, affordability, and reliability of transportation for people with disabilities, seniors and low-income individuals should be a priority. Traditionally, transit discounts have been afforded to disabled, youth, and seniors, under the assumption that they have trouble affording basic necessities. On the other hand, persons who qualify for a number of public assistance programs are known to have trouble affording basic necessities and are not necessarily provided the same discounts.
- The Champaign-Urbana urbanized area hosts Zipcar, a car sharing program that allows program members a more affordable way to have access to a personal car when necessary without the expense involved in purchasing, maintaining, parking, and insuring one. More car sharing programs should be supported to reduce congestion and car dependency while increasing alternative modes of transportation.
- Even though road infrastructure exists to access all parts of the community, personal automobiles are an expensive form of travel. Infrastructure for walking, biking, and public transit should be expanded to increase access for people who cannot afford to commute by car. Access management guidelines and a complete streets policy were created for the Champaign-Urbana Urbanized Area to increase safety and facilitate multimodalism.
- Sixty percent of train-related public input for this plan has shown the desire for rail improvement in the region, including requests for bullet trains and cheaper and more consistent Amtrak fares. Currently, a one-way trip from Champaign to Chicago can cost anywhere between \$15 and \$39 for a coach seat depending on the time of travel. Amtrak ridership has continued to increase and should be supported regionally by providing more train frequency.



HEALTHY NEIGHBORHOODS

This pillar developed out of a growing concern for the physical health of the region's residents, as well as public conversations about the strengths and limitations of existing neighborhoods and housing developments. The health of the environment is also an important factor in planning for physical health, population growth, and future sustainability. Access to active forms of transportation infrastructure such as sidewalks, bike lanes, and public transit have proven to have a positive effect on combating the growing prevalence of obesity, heart disease, and diabetes, as well as improving the environment by reducing resource consumption. An emphasis on evaluating and expanding active transportation infrastructure should be a priority. In addition, community members clearly articulated a desire for more mixed use and compact development as well as more opportunities for affordable housing, communal space, and recreation within and between neighborhoods to reduce isolation and promote stronger social connections. This planning pillar is related to MAP-21 factor five, which aims to protect and enhance the environment, promote energy conservation, and improve the quality of life in different regions.

Environment

- Ozone 8-hour level measurements were higher than the state-recommended level for the second year in a row in 2012. Additional air monitoring stations should be installed in the region to track air quality with a higher level of accuracy.
- Water quality has declined in portions of the Saline Branch, Kaskaskia River and Copper Slough since 2004, shifting from either partial or full support of aquatic life to no support. In addition, there are currently 13 endangered and nine threatened species located within the region. Planners and developers should learn about measures to help protect and conserve these assets early in the design process for new projects.

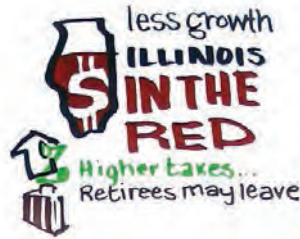
"COMMUNITY SPACES, LIKE THE LIERMAN COMMUNITY GARDEN, FOSTER GOOD RELATIONSHIPS WITHIN THE COMMUNITY AND FUNCTION AS POSITIVE COMMUNITY LANDMARKS."

Land Use

- The United States Department of Agriculture (USDA) has identified one low-income Census tract in northeast Champaign and two low-income tracts in northeast Urbana where a substantial number or share of people have limited access to supermarkets. Public input revealed that many people would like to see greater walking and biking access to locations and services, including food outlets, inside and outside their neighborhoods.
- Public input reveals that many people desire more public spaces to promote mobility, recreation, and congregation. Multi-use paths within and between neighborhoods would allow opportunities for community members to connect and be active. Community gardens are another example of a land use that has been proven to positively impact the social, environmental, and physiological health of neighborhoods.

Transportation and Public Health

- The rate of obesity for Champaign County has risen from 17.1 percent in 2005 to 22.3 in 2012. Obesity increases the risk of other illnesses and health problems, including high blood pressure, diabetes, negative psychosocial effects, and premature death. Getting the amount of daily activity recommended by the CDC would be an efficient and cost-effective way to combat these trends. In order to increase residents' daily activity, local agencies should promote active transportation by designing encouragement activities that use existing active transportation infrastructure. In addition, efforts should be made to increase the connectivity of the existing active transportation network and to extend active transportation infrastructure to locations within the MPA where that infrastructure is currently limited or non-existent.



BALANCED DEVELOPMENT

This pillar is based on the desire of community members to support diverse and environmentally responsible types of development without encouraging sprawl or sacrificing important historical structures or new business opportunities. In addition, basic services, transit to employment centers, and quality infrastructure should be more evenly distributed across the region and reasonably accessible from every neighborhood. Community members expressed a clear interest in reinvigorating downtown areas by promoting urban infill, as well as fostering more mixed use development in different parts of the urbanized area. This planning pillar builds on MAP-21 planning factor number five to promote growth and development in a way that maximizes valuable and limited financial and environmental resources. In addition, this pillar reflects MAP-21 factor number eight (that emphasizes the preservation of the existing transportation system) in that it incorporates the appreciation for existing local assets expressed in the public input received.

Land Use

- Gross population density decreased by an average of approximately 200 people per square mile within the MPA since 1990. However, the decline has slowed and data shows that both gross population and residential density have increased in MPA municipalities since 2009. Taking steps to continue to increase population density in order to increase efficiency in the transportation system would respond to public input requesting more mixed use zoning in residential areas to increase access to services within walking and biking distance.
- The public supports the continued preservation of cultural, historic, and archeological resources in the region including residential homes and neighborhoods.

“TO GET THE GROWTH WE WANT AND DISCOURAGE THE GROWTH WE DON’T WANT WE SHOULD OFFER INCENTIVES TO ENCOURAGE AND PROMOTE MORE DENSE INFILL AND MAKE FRINGE DEVELOPMENT PAY ITS FAIR SHARE TO INSTALL THE BUS STOPS, BIKE LANES, AND SIDEWALKS NECESSARY TO CONNECT TO THE EXISTING MULTIMODAL NETWORK.”

- The agricultural sector in the larger region is likely to experience negative and uneven impacts of climate change such as droughts, water shortages, excess precipitation, and/or the spread of pests and diseases¹. To minimize sprawl and preserve the uniquely productive agricultural soils in our region, measures should be in place to prioritize infill opportunities and the redevelopment of underutilized existing developments rather than new construction on agricultural land.
- The CUUATS Local Affordability and Mobility Analysis (LAMA) provides a picture of the quality of life in different designated areas in the urbanized area based on a variety of measures, including access to services, transit connectivity, distance to public schools, housing mix, and more. This tool allows planners to assess gaps in existing infrastructure and identify priority areas where potentially small investments could result in a significant impact, whether it is an added sidewalk connection or expanding transit service to a major employment center. This index and the concepts and measures identified in this framework should be utilized when siting investments in order to promote balanced development and maximize resources.

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Environment and Public Health

- Also relevant for the previous pillar, *Healthy Neighborhoods*, the United States Department of Agriculture (USDA) has identified one low-income Census tract in northeast Champaign and two low-income tracts in northeast Urbana where a substantial number or share of people have limited access to supermarkets. Public input revealed that many people would like to see greater walking and biking access to locations and services, including food outlets, inside and nearby their neighborhoods.

¹ *Economic Impacts of Climate Change on Illinois*. Center for Integrative Environmental Research at the University of Maryland, 2008.

9

2040 Vision

GOALS, OBJECTIVES, & PERFORMANCE MEASURES



GOALS, OBJECTIVES, & PERFORMANCE MEASURES

PURPOSE

The formulation of goals and objectives determines what direction planning efforts should take. A goal is defined as an end state that will be brought about by implementing the LRTP. Objectives are sub-goals that help organize the implementation of the plan into measurable and manageable parts. CUUATS staff uses the SMART (specific, measurable, agreed, realistic, and timebound) acronym to guide the objective development process. This LRTP update includes specific strategies which will help agencies reach the stated goals and objectives, and also includes specific performance measures to track progress toward the completion of each goal and objective over time. All performance measures will have a base year of 2015.

ANNUAL LRTP REPORT CARD

The LRTP Annual Report Card includes updates for the Measures of Effectiveness (MOEs, also known as ‘performance measures’) developed in 2009 for the LRTP 2035: *Choices* as a way to track and measure the progress that the Metropolitan Planning Area (MPA) makes towards desired outcomes between each LRTP update. The MOEs are a series of performance measures designed to provide agencies with communication tools to bring to the public that show tangible evidence of the changes taking place as a result of the transportation planning process.

MOEs are assigned a good, neutral, or negative rating depending on the data trend. The MOEs compare conditions in the current year with the base year of 2009, which was when the goals and objectives were established. This provides an understanding of the previous conditions and the current status in achieving the goals set forth in LRTP 2035: *Choices*. This process enables staff to identify strengths, weaknesses, and difficulties in achieving LRTP goals and planning for the future. The practice of producing an Annual LRTP Report Card will be continued for the LRTP: *Sustainable Choices 2040* after it is approved.

The following is a summary of the MOEs documented in the 2013 Report Card for the LRTP 2035: *Choices*.

Land Use MOEs

Population Density and Land Area This MOE receives a positive rating because Urbana, Champaign, Savoy, and Bondville all have increased densities from 2009 to 2013. In addition, there was a slight increase in the amount of total land area of the Cities of Champaign and Urbana in 2012 compared to 2009.

Acreage per Land Use Category Available data indicates an increase of agricultural land from 2009 to 2013. New data also suggests a shift in acreages in the Open Space categories towards public open space and away from private open space. This MOE receives a neutral rating until data inconsistencies can be corrected.

Environmental MOEs

Air Quality This MOE receives a neutral rating because of the mixed results in our region. Although Particulate Matter and Ozone 1-hour pollutant levels have decreased in measurements and were safely below state standards, Ozone 8-hour level measurements were above the state standard for the second year in a row. Despite this, the urbanized area continues to be an Illinois Air Attainment Area.

Water Quality This MOE receives a negative rating because of the mixed and slightly worsened results in our region. In 2008, portions of the Kaskaskia River and Copper Slough were fully supporting aquatic life. In 2012, the Saline Branch and Embarras River improved in water quality to support aquatic life. However, a portion of the Kaskaskia River and a portion of the Copper Slough no longer support aquatic life and Crystal Lake has been deemed to be Not Supportive of fish consumption.

Wetlands This MOE receives a positive rating because of the 0.55% increase in the amount of wetland acreage in the urbanized area since 2009 and no loss of wetlands since the previous LRTP update.

Transportation MOEs

Pedestrian Crashes This MOE receives a negative rating because pedestrian crashes have increased 5.3% since 2009 in Champaign-Urbana area. Pedestrian fatalities decreased from two in 2009 to one in 2012.

Accessible Pedestrian Signals This MOE receives a positive rating because the number of Accessible Pedestrian Signals installed in the urbanized area has continued to increase. Seventeen APS signals were installed in 2009, increasing the total to 36 in 2013. This represents a 112% increase.

Bicycle Crashes This MOE receives a positive rating because bicycle crashes have decreased 41% since 2009, which is well above the 15% target set for 2014.

Bicycle Facilities This MOE receives a positive rating because the total mileage of bike facilities in the metropolitan planning area has increased 57% since 2009, which is well above the goal of a 15% increase in dedicated bicycle facilities and signed bicycle routes by 2014.

Hybrid buses This MOE receives a positive rating as the hybrid diesel-electric buses share has increased significantly from 2009 to 2013. In 2013, 54% of C-U MTD's fleet was hybrid diesel-electric, up from 9% in 2009. As the urbanized area looks at reducing greenhouse gases and carbon footprints, alternative energy vehicles will play a significant role in achieving this goal.

Bus Routes and Annual Ridership This MOE receives a positive rating as CU-MTD ridership has increased 28.6% since 2009. This is well above the target of a 5% increase of transit ridership by 2014. The highest monthly ridership for CU-MTD in 2013 was 1,536,182 rides in October.

Parcels Near Bus Routes This MOE receives a positive rating because there is nearly 93% coverage of all residential land uses within a quarter of a mile of CU-MTD bus routes. This surpasses the target of 90% coverage of all residential land uses by 2014.

New Roadways This MOE receives a positive rating because the new construction of roadways for 2013 were within the municipal boundaries of our region.

Pavement Condition This MOE receives a positive rating because 78% of the roadways were in Excellent, Good or Fair condition in 2013, compared with 69% in 2009.

Journey to Work This MOE receives a neutral rating despite the significant increases in overall transit ridership since 2009. The 2011 percentage of 9.1% transit commuters in the urbanized area surpassed the target of 9% by 2014. Despite the fact that transit ridership continues to grow, the percent of people commuting by transit within the urbanized area dropped to 8.2% in 2012 due to the expansion of the Census-defined urbanized area boundary, which now includes Tolono and other locations outside the C-U MTD service area.

Total Crashes This MOE receives a positive rating because of the 7.1% decrease in the total crashes per 100M VMT since 2009. This is 2.1 percentage points above the target of a 5% decrease in crashes in the Champaign-Urbana area by 2014.

Total Fatalities This MOE receives a positive rating because total fatalities decreased by 25% since 2009, which meets the LRTP 2035 objective. In addition, Champaign-Urbana area has remained below the IDOT target for the past four years.

"A" Injuries This MOE receives a neutral rating because "A" injuries per 100M VMT only decreased 14% since 2009 within the Champaign-Urbana area. Although any decrease in injuries is good, the Champaign-Urbana area is below the target of a 25% reduction by 2014.

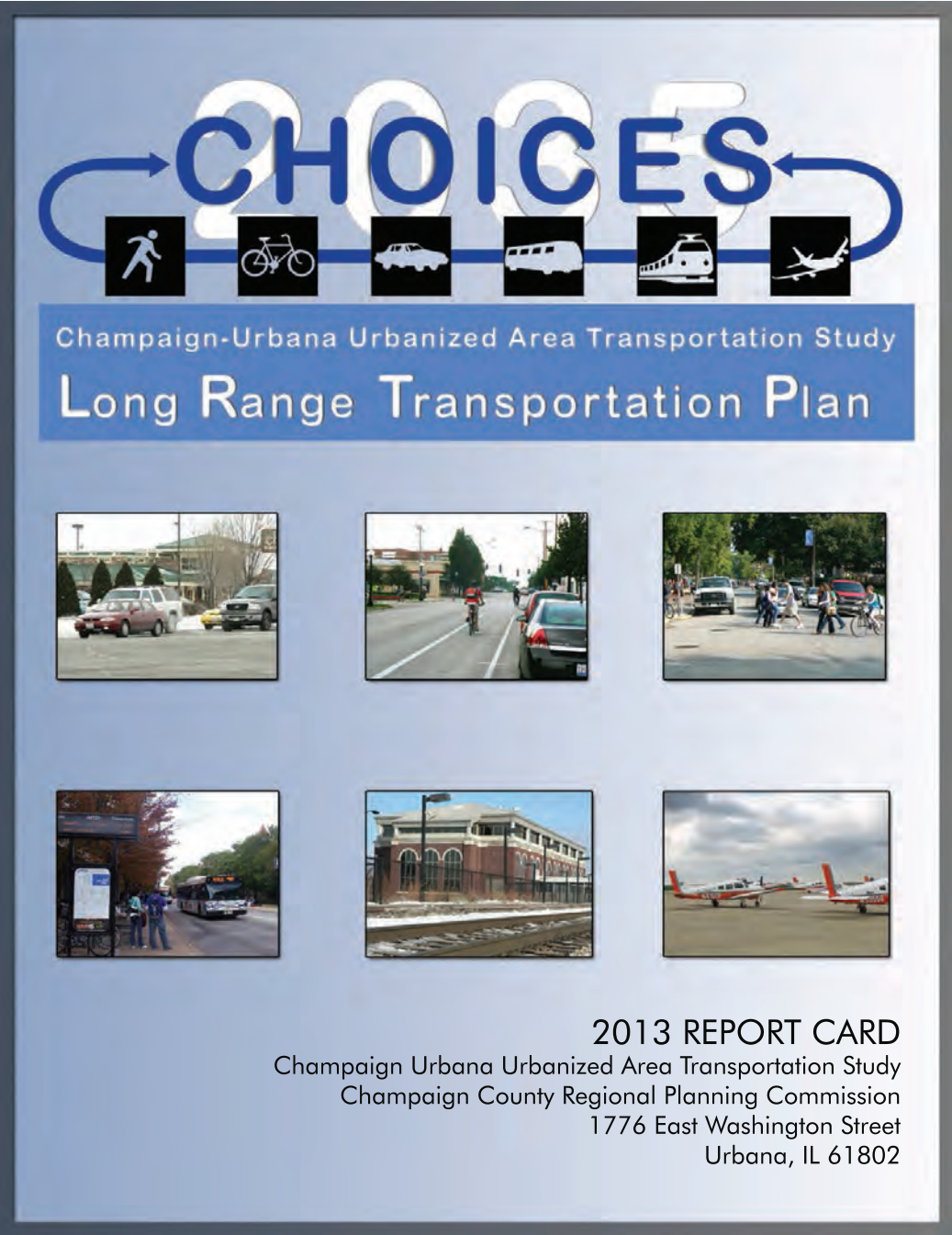
Total Vehicle Miles Traveled This MOE receives a positive rating because of an overall decrease in annual VMT, vehicle registration, and commercial truck traffic volume since 2009. Maintaining total VMT while simultaneously facilitating alternative modes of transportation helps increase the capacity of the existing transportation system while minimizing increases in infrastructure and maintenance costs.

Car Sharing This MOE receives a positive rating thanks to a contract with Zipcar that began in 2009 with six cars. Since 2009, membership has increased and Zipcar now has 16 cars in the urbanized area.

Amtrak Ridership This MOE receives a positive rating because there was a ridership increase of 38% since 2009. This is 23 percentage points above the target of a 15% increase in boardings by 2014. Ridership continues to increase each year, which bodes well for this performance measure in years to come.

Willard Airport This MOE receives a negative rating due to a 25% decrease in flights and a 3% decrease in enplanements between 2009 and 2013.

FIGURE 9.1 COVER, 2013 REPORT CARD FOR LRTP 2035: CHOICES



METHODOLOGY

CUUATS staff, in conjunction with the LRTP Working Group, developed goals that will lead local agencies in the implementation of the plan. These goals are grouped according to the six *Sustainable Choices 2040* planning pillars outlined in the introduction and elaborated on in Chapter 8: Planning Pillars.

The goals and objectives were formulated based on a combination of the MAP-21 priorities, State of IL transportation policy factors, local knowledge, current local planning efforts, and input received during *Sustainable Choices 2040* public outreach. Additionally, some of the goals and objectives included in this update were revised from those listed in the previous LRTP. Agencies are listed under each set of strategies to delineate jurisdiction and/or responsibilities. The goals, objectives, and strategies generally represent concepts by which projects should be identified, designed, and constructed.

Finally, specific performance measures were developed to help CUUATS staff track the progress of each objective during the five year period between LRTP updates according to relevant and obtainable data. Each performance measure is listed in the same row as its specific objective in the proceeding tables. Each table shows the goals, objectives, performance measures, strategies, and the parties responsible for implementation. All the performance measures have a base year of 2015.

SAFETY AND SECURITY

MAP 21 National Goal

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users

Illinois State Transportation Policy Factors

- Safety for all transportation users.
- Security to protect the State’s valuable assets and ensure the continued operation of the system.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will maintain, preserve and operate its existing transportation system in a safe and secure usable state to provide safe, efficient and reliable movement of people, goods, services in the short term, and in the long term, achieve the state’s goal of zero deaths and disabling injuries.

TABLE 9.1 SAFETY AND SECURITY

Objectives	Performance Measures	Data Sources
Reduce the number of fatalities in Champaign-Urbana by 20% by 2020	Total Fatalities (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the number of fatalities per 100 MVMT in Champaign-Urbana by 20% by 2020	Total Fatalities per 100M VMT (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the number of severe injuries in Champaign-Urbana by 15% by 2020	Total Severe Injuries (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the number of severe injuries per 100 MVMT in Champaign-Urbana by 15% by 2020	Total Severe Injuries per 100M VMT (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the total number of crashes involving bicyclists in Champaign-Urbana by 15% by 2020	Total bicycle crashes	IDOT Crash Data, SCIL Report
Reduce the total number of crashes involving pedestrians in Champaign-Urbana by 15% by 2020	Total pedestrian crashes	IDOT Crash Data, SCIL Report
Reduce the number of hazardous materials and potential exposure incidents in the urbanized area by 5% by 2020 by tracking and understanding regional commodity flows	Frequency of incidents related to hazmat spills on the regional transportation system	CUUATS staff, Cities and Villages, LEPC, law enforcement, C-U MTD, University of Illinois
Create an evacuation plan for the region by 2020 that would set the regional transportation system to be ready for efficiently performing evacuation in case of a natural or man-made disaster	Existence of regional evacuation plan	CUUATS staff, Cities and Villages, LEPC, school districts, law enforcement, C-U MTD
Equip important regional transportation infrastructure with proper security features against any possible man made hazard by 2020	Number of new security features installed at Illinois Terminal, Willard Airport, etc.	C-U MTD, UIUC
Partner with at least 2 law enforcement agencies to promote safety and security of existing and proposed transportation system by 2020	Police reports related to personal safety and vandalism in transportation system	Crime data

TABLE 9.1 SAFETY AND SECURITY (CONTINUED)

Strategies							Responsible Parties
CUUATS will produce a traffic crash analysis report for the Urbanized Area every two years.	Evaluate intersections that have problematic or crash-inducing patterns and identify solutions.	Improve visibility for all roadway users through improved lighting, striping, signage, visibility triangles, and access control.	Work with municipalities and transportation study groups to evaluate existing speed limits on the local roadway network.	Continue educational programs for CUUATS member agencies as well as law enforcement officers about safety issues in the urbanized area.	Continue educational programs for grades K-12 including driver’s education and safety programs.	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
Perform Road Safety Audit (RSA) at request of local agencies, maintain list of trained volunteers to help conduct RSAs.	Prepare applications and provide input to local agencies regarding Highway Safety Improvement Program (HSIP) funds.	Complete applications for available Federal safety funding.	Work with municipalities and transportation study groups to evaluate existing speed limits on the local roadway network.	Conduct post-construction crash analysis required for federally-funded safety improvements.	Evaluate HSIP projects (before and after studies).	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
CUUATS will produce a traffic crash analysis report for the Urbanized Area every two years.	Evaluate intersections that have problematic or crash-inducing patterns and identify solutions.	Improve visibility for all roadway users through improved lighting, striping, signage, visibility triangles, and access control.	Work with municipalities and transportation study groups to evaluate existing speed limits on the local roadway network.	Continue educational programs for CUUATS member agencies as well as law enforcement officers about safety issues in the urbanized area.	Continue educational programs for grades K-12 including driver’s education and safety programs.	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
Perform RSAs at the request of local agencies and maintain a list of trained volunteers to help conduct RSAs.	Prepare applications and provide input to local agencies regarding Highway Safety Improvement Program (HSIP) funds.	Complete applications for available Federal safety funding.	Work with municipalities and transportation study groups to evaluate existing speed limits on the local roadway network.	Conduct post-construction crash analysis required for federally-funded safety improvements.	Evaluate HSIP projects (before and after studies).	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
Close gaps in bicycle networks along roadways and in existing neighborhoods.	Continue to implement scheduled improvements to bicycle infrastructure proposed in the Urbana Bicycle Master Plan and Champaign County Greenways and Trails within the MPA.		Work with municipalities and transportation study groups to evaluate existing speed limits on the local roadway network.	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	Revise, complete and distribute Safe Walking Route Maps for public elementary and middle schools in Champaign-Urbana every two years and continue the Safe Routes to School program.		CUUATS Staff, Cities and Villages, Developers, CU-SRTS Project, University of Illinois
Continue to enforce codes requiring new development to provide sidewalks along roadway frontages and safe crossings at intersections.	Retrofit existing ramps and crosswalk entrances to meet ADA standards.	Install Accessible Pedestrian Signal (APS) systems at intersections with high traffic volumes and/or high pedestrian crossing volumes.	Work with municipalities and transportation study groups to evaluate existing speed limits on the local roadway network.	Revise, complete, and distribute Safe Walking Route Maps for public elementary and middle schools in Champaign-Urbana every two years and continue Safe Routes to School project.		Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, CU-SRTS Project, University of Illinois
Identify hazardous materials most frequently transported through Champaign County.	Identify the routes most frequently used, and the modes of transportation that hazardous commodities are shipped.	Identify major highways, railroads, and pipelines and survey the amounts of hazardous commodities transported.	Assess the regional transportation network for safe routing of hazardous materials and designate the most appropriate routes for hazmat transportation.		Identify existing routes which are designated as hazmat routes.	Recommend appropriate routes for hazmat transportation through Champaign County.	CUUATS staff, Cities and Villages, Champaign County Emergency Management Agency (EMA), Developers, LEPC, law enforcement, C-U MTD, University of Illinois
Coordinate with agencies in charge of emergency vehicle access and evacuation plans.		Update the regional Intelligent Transportation System (ITS) architecture and install Vehicle Management Systems (VMS) at major roadways and intersections.			Perform periodic emergency evacuation drills at different agencies including local school districts.		CUUATS staff, Cities and Villages, Champaign County EMA, LEPC, school districts, law enforcement, C-U MTD
Conduct monthly inspections of security features at the Illinois Terminal, Willard Airport, etc.			Coordinate with IDOT, Department of Homeland Security (DHS), and local agencies to ensure that up to date security features are installed at regional transportation infrastructure.				CUUATS staff, DHS, IDOT, law enforcement, Cities and Villages, C-U MTD, University of Illinois
Continue educational safety programs for the community including drivers, bicyclists and pedestrians.			Include updated information regarding the regional Intelligent Transportation System (ITS) architecture and install Vehicle Management Systems (VMS) in safety education programs.				All local police departments and municipalities

RESILIENT ECONOMY

MAP 21 National Goal

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Illinois State Transportation Policy Factors

- Support of global economic competitiveness.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will have a resilient economy by supporting existing and emerging local as well as global business development and job creation, fostering quality educational options for all income levels, continuing to invest in forward-looking infrastructure like fiber connectivity, establishing strong inter-regional transportation options like bullet trains, and promoting inter-municipal coordination that creates and maintains a high standard of living and quality of life for all.

TABLE 9.2 RESILIENT ECONOMY

Objectives	Performance Measures		Data Sources
Increase job growth by 5% by 2020 through investments in transportation infrastructure improvements, technology improvements, education, and regional connectivity.	Number of jobs supported by transportation investments	Number of Urbanized Area’s funded and completed projects	Economic Model TIP Database
Reduce household transportation costs by 5% between 2015 and 2020.	Combined transportation and housing costs as a percentage of median income	Percentage of income devoted to transportation	Local Accessibility and Mobility Analysis (LAMA)
Increase the supply of affordable housing (condominiums, single family homes, townhomes, etc; rental units, and owner-occupied) with multimodal access to, from, and within designated employment centers by 5% between 2015 and 2020.	Number of businesses relocated due to corridor efficiency	Distribution of issued housing permits by locality in order to assess jobs-housing balance and other issues	Local knowledge Housing Permit Database
Create freight plan for Champaign-Urbana urbanized area that identifies proposed freight routes by 2020.	Freight Plan	Number of freight routes implemented	CCRPC, Champaign, Urbana, and Savoy Public Works, and University of Illinois Facilities and Services
Increase enplanements at Willard Airport by 10% by 2020, subject to the results of the Willard Airport Taskforce, (subject to change based on the results of Willard Airport Taskforce).	Percent increase in enplanements at Willard Airport		Willard Airport
Begin construction of high speed rail infrastructure between Champaign and Chicago by 2035.	Miles of high speed rail tracks built		High speed rail consortium or IDOT

TABLE 9.2 RESILIENT ECONOMY (CONTINUED)

Strategies							Responsible Parties
Develop, implement, and regularly update a Regional Economic Strategy.	Conduct an inventory and analysis that examines local government economic development programs and practices (short term).	Maintain a regionwide clearinghouse of data.	Support transportation projects that increase the likelihood of people having access to training locations (i.e. Parkland, WEA).	Provide examples for addressing mobility and accessibility for low-income and special needs populations (incl. youth, seniors, and disabled persons) in local transportation planning efforts.		Improve key facilities connecting the region to national and world markets.	CCRPC Staff, Champaign County EDC, Cities and Villages.
Favor policies and projects that encourage greater fuel efficiency.	Emphasize transportation investments and urban forms that facilitate active modes of transportation and increase travel options, particularly in and connecting designated centers, to meet the needs of the regional economy.		Favor policies and projects with greater job creation.	Identify truck routes: Identification and designation of the system will describe critical corridors and priorities for operation and investment for elements of the system.	Support projects that improve commute options for disadvantaged workers.	Increase the number and/or frequency of Amtrak routes.	CCRPC/CUUATS Staff, Champaign County EDC, Cities and Villages.
Work with EDC members, developers, and transportation providers to strengthen the coordination of local and regional planning for transportation and economic development. Use the MPO as a forum to coordinate transit agency planning and projects.		Integrate transportation and land use planning to maximize the supply of development that can occur in accessible, multi-modal areas, in conjunction with pricing reforms that favor accessible locations.					CCRPC Staff, Cities and Villages, Developers.
Collaborate with local, regional, state, and stakeholders to collect data and develop freight plan for the region.				Track usage and impact of freight plan.			CUUATS Staff, Cities and Villages, University of Illinois, IDOT
Create at least 2 new regional or national flight connections that match nearby airport destinations or are unique destinations to the region to increase the appeal of Willard Airport to travelers.				Reduce or eliminate additional fees such as parking where applicable to increase the appeal of Willard Airport to travelers over other nearby or larger airports.			Willard Airport, University of Illinois
Support efforts by IDOT, the Midwest High Speed Rail Association, and other related entities to designate the Chicago-Champaign-St. Louis route as a federally studied and approved high speed rail corridor.							High speed rail consortium or IDOT

MULTIMODAL CONNECTIVITY

MAP 21 National Goal

- Increase accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

Illinois State Transportation Policy Factors

- Accommodating future growth in population and employment.
- Securing adequate funding for maintaining, improving, and ensuring efficient operation of the transportation systems. Preserving and managing existing infrastructure.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will aim to increase accessibility, connectivity, and mobility of people and freight to all areas of the region through the use of an interconnected multi-modal system of transportation that is cost-effective for people, businesses, and institutions that will increase the efficiency of the transportation system by allowing freedom of choice in all modes of transportation including active modes whenever possible.

TABLE 9.3 MULTIMODAL CONNECTIVITY

Objectives	Performance Measures		Data Sources
Upgrade 2015 existing sidewalk network within the Champaign-Urbana urbanized area by 10% to be ADA-compliant by 2020.	Miles of existing non-ADA compliant sidewalks upgraded along paved roads in the urbanized area		Champaign, Urbana and Savoy public works departments, University of Illinois Facilities and Services, CUUATS
Complete 50% of short term shared use (trail) infrastructure recommendations proposed in the Urbana Trails Master Plan (UTMP), Champaign Trails Plan, and Champaign County Greenways and Trails Plan (within the MPA) by 2020.	Percent of scheduled recommendations within the UTMP and CCGT Plan completed	Number of miles of different types of trails infrastructure	UTMP; CCGT Plan; Champaign and Urbana, and Savoy public works departments
Complete 50% of short term bicycle infrastructure recommendations proposed in the Urbana Bicycle Master Plan (UBMP) and Champaign County Greenways and Trails (CCGT) Plan (within the MPA) by 2020.	Percent of UTMP and CCGT Plan recommendations completed	Number of miles of different types of bicycle infrastructure	UBMP; CCGT Plan; Champaign, Urbana, and Savoy public works departments
Expand C-U MTD service area to be coterminous with the Champaign-Urbana urbanized area boundary by 2030.	Percentage of the C-U MTD service area contained inside the urbanized area		C-U MTD
Increase the availability of public transportation options between the Champaign-Urbana urbanized area and other locations within the MPA by 15% by 2020.	Number of new rural transit connections	Number of new rural transit trips connecting to the urbanized area	C-U MTD, CCARTS, CCRPC
Adhere to the CUUATS Complete Streets Policy for all new and 50% of reconstruction transportation infrastructure projects by 2020.	Percentage of transportation projects fully adhering to the CUUATS Complete Streets Policy		Champaign, Urbana and Savoy public works departments and University of Illinois Facilities and Services
Begin construction of high speed rail infrastructure between Champaign and Chicago by 2035.	Miles of high speed rail tracks built		High speed rail consortium or IDOT
Create freight plan for Champaign-Urbana urbanized area that identifies proposed freight routes by 2020.	Freight Plan	Number of freight routes implemented	CCRPC, Champaign, Urbana, and Savoy Public Works, and University of Illinois Facilities and Services
Increase enplanements at Willard Airport by 10% by 2020, subject to the results of the Willard Airport Taskforce, (subject to change based on the results of Willard Airport Taskforce).	Percent increase in enplanements at Willard Airport		Willard Airport
Maintain CUMTD transit service to Willard Airport between now and 2020, keeping trips consistent with the number of flights.	Number of bus trips to Willard Airport, number of flights, number of riders		CUMTD, Willard Airport
Identify 3 new partners to provide education, encouragement, and enforcement programs on transportation modes, facilities, and benefits by 2020.	Number of new partners identified		CUUATS
Distribute educational and/or encouragement materials focusing on transportation modes, facilities, and benefits at a minimum of 5 public events/locations per year.	Number of public events with materials available		CUUATS

TABLE 9.3 MULTIMODAL CONNECTIVITY (CONTINUED)

Strategies		Responsible Parties
Install ADA-compliant sidewalks and ramps on all new roadway projects.	Retrofit ADA-complaint sidewalks and ramps on all existing roadway resurfacing and reconstruction projects.	Cities and Villages, University of Illinois, IDOT
Create routes that connect to and through all neighborhoods. Seek input from neighborhood associations when possible.	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.	Cities and Park Districts of Champaign and Urbana, Village of Savoy, Champaign County Forest Preserve District, Developers
Create routes that connect to and through all neighborhoods. Seek input from neighborhood associations when possible.	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.	Cities and Park Districts of Champaign and Urbana, Village of Savoy, CCFPD, C-U MTD, Developers
Annexations of additional urbanized area land into the C-U MTD service area.		C-U MTD
Connect underserved rural transit areas by linking rural transit services to local transit service routes at connecting points.		C-U MTD
Identify cost effective ways of including bicycle pedestrian, and transit accommodations into all new roadway projects.	Exercise due diligence in considering the cost effectiveness of including bicycle, pedestrian, and transit accomodations into existing roadway reconstruction projects.	CUUATS Staff, Cities and Villages, University of Illinois, IDOT
Support efforts by IDOT, the Midwest High Speed Rail Association, and other related entities to designate the Chicago-Champaign-St. Louis route as a federally studied and approved high speed rail corridor.		High speed rail consortium or IDOT
Collaborate with local, regional, state, and stakeholders to collect data and development freight plan for the region.	Track usage and impact of freight plan.	CUUATS Staff, Cities and Villages, University of Illinois, IDOT
Create at least 2 new regional or national flight connections that match nearby airport destinations or are unique destinations to the region to increase the appeal of Willard Airport to travelers.	Reduce or eliminate additional fees such as parking where applicable to increase the appeal of Willard Airport to travelers over other nearby or larger airports.	Willard Airport, University of Illinois
Track ridership to identify cost effective ways to maintain service.		CUMTD, Willard Airport
Take advantage of opportunities to partner with public and private entities interested in the benefits of transporation education.	Use community-wide calendars to promote multimodal transportation to existing events.	CUUATS member agencies
Set up information table at popular events listed on municipal calendars of public events (i.e. Neighborhood Nights, Sounds at Sunset, Orchard Days, RC Fest, sporting events, etc).	Distribute at least 1 type of educational and/or encouragement material related to transportation modes, facilities, and benefits to K-12 schools.	CUUATS member agencies and all local municipalities

ACCESSIBILITY AND AFFORDABILITY

MAP 21 National Goal

- Increase accessibility and mobility of people and freight

Illinois State Transportation Policy Factors

- Transportation for underserved populations such as the elderly, low-income, and persons with disabilities.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will address issues of equity as well as segregation in its diverse communities in the area of transportation.

TABLE 9.4 ACCESSIBILITY AND AFFORDABILITY

Objectives	Performance Measures		Data Sources
Upgrade 2015 existing sidewalk network within the Champaign-Urbana urbanized area by 10% to be ADA-compliant by 2020.	Miles of existing non-ADA compliant sidewalks upgraded along paved roads in the urbanized area		Champaign, Urbana and Savoy public works departments, University of Illinois Facilities and Services, CUUATS
Implement 50% of the short term priority projects from the C-U SRTS Project plans developed for Stratton, Dr. Howard, South Side and Prairie Schools in Champaign-Urbana by 2020.	Number of short term projects completed according to various C-U SRTS Project plans		Champaign Unit #4 School District, Urbana School District #116
Develop pedestrian plans for all jurisdictions within the urbanized area by 2020.	Number of new pedestrian plans		Local municipalities and the University of Illinois
Develop bicycle plans for all jurisdictions within the urbanized area by 2020.	Number of new, coordinated bicycle plans		Local municipalities and the University of Illinois
Develop snow removal ordinances, programs, and policies for all jurisdictions to provide year-round access to sidewalks, bike paths, and transit stops by 2020.	Number of ordinances implemented by municipalities within the urbanized area		Local municipalities
Create an affordable, annual transit pass program for low-income individuals and high school youth by 2020.	Number of affordable, annual transit pass programs created		C-U MTD
Provide transit routes to at least 3 new areas in the community (e.g. Northwest Champaign area, etc.) by 2020.	Number of direct transit routes and links between neighborhoods and community interest points and major employers		C-U MTD
Expand car sharing programs and locations by 10% by 2020.	Number of Zipcar locations	Number of new car share programs in the area	Zipcar
Adhere to the CUUATS Access Management Guidelines when building or reconstructing a roadway or providing access to development.	Percentage of transportation projects fully adhering to the CUUATS Access Management Guidelines		Access Management Guidelines document and public works departments
Increase Amtrak ridership from Illinois Terminal by 5% by 2020.	Percent change in Amtrak ridership		Amtrak
Continue to provide at least one opportunity for public input for each new transportation project.	Number of public comment opportunities	Number of new public outreach methods	CUUATS
Make information materials on transportation modes, facilities, and/or benefits available in at least 1 language besides English by 2020.	Number of multilingual materials		CUUATS
Increase the number of publicly available vehicle alternative fueling and charging stations by 15% by 2020.	Number of alternative fueling stations, number of charging stations		Local municipalities and the University of Illinois
Increase the number of bicycle self-repair stations by 3 by 2020.	Number of new bicycle self-repair stations		Local municipalities and the University of Illinois
Improve below-average scores in 5 planning areas identified by the Local Accessibility and Mobility Analysis (LAMA) by 2020.	Number of areas with improved scores according to LAMA	Number of USDA-designated “food desserts” within the urbanized area	walkscore.com, LAMA, USDA

TABLE 9.4 ACCESSIBILITY AND AFFORDABILITY (CONTINUED)

Strategies				Responsible Parties
Install ADA-compliant sidewalks and ramps on all new roadway projects.		Retrofit ADA-complaint sidewalks and ramps on all existing roadway resurfacing and reconstruction projects.		Cities and Villages, University of Illinois, IDOT
Encourage schools to work with municipal departments to implement engineering and enforcement recommendations.		Encourage schools to work with the C-U SRTS Project to implement encouragement, education, and evaluation recommendations.		Champaign School District, Urbana School District, Cities of Champaign and Urbana, C-U SRTS Project, CUUATS
Consult with existing pedestrian plans and local agencies to coordinate all plans and infrastructure priorities.		Coordinate with local law enforcement regarding new pedestrian plans and associated education and enforcement activities, especially targeting motorists.		Local municipalities, University of Illinois, local law enforcement agencies
Coordinate with local, regional, and state bicycle plans for data/input collection and outreach.		Coordinate with local law enforcement regarding new bicycle plans and associated education and enforcement activities, especially targeting motorists.		Local municipalities, University of Illinois, local law enforcement agencies
Define high traffic and priority areas for snow removal.		If necessary, define encouragement and enforcement meaures for snow removal.		Local municipalities and Public Works Departments
Investigate what percentage of annual transit pass cost would be cost-effective to price an affordable, annual transit pass for high school-aged youth.		Investigate the feasibility of allowing middle and high-school aged students to use their school IDs to ride the bus at any time.		C-U MTD
Provide transit service to areas of new residential, commercial and/or industrial development.		Evaluate existing routes and service times to determine if transit service is meeting resident and/or worker demands and identify areas for expansion of service where needed, as feasible.		C-U MTD
Continue to market the benefits of lifestyles free of car ownership to existing and future students and residents.		Identify areas with potential for high car-sharing usage, such as dense residential areas, commercial areas, or business traveler destinations.		Zipcar, C-U MTD, City of Urbana, City of Champaign
Adopt CUUATS Access Management Guidelines into municipal codes or ordinances.				City of Champaign, City of Urbana, Village of Savoy, University of Illinois
Cheaper and more consistent Amtrak fare pricing.		Increased frequencies.		Amtrak
Project open houses.		Project advisory committees.		CUUATS member agencies
Create and distribute maps.		Create and distribute brochures.		CUUATS
Install a new alternative fueling and charging stations in each geographic area of the urbanized area.				Local municipalities and Public Works Departments
Install a new bike self-repair stations in each geographic area of the urbanized area.				City of Champaign, City of Urbana, Village of Savoy, University of Illinois
Develop a transportation directory.	Coordinate existing transit services to reduce costs.	Utilize data obtained from LAMA to inform future development.	Diversity transit funding services.	Cities of Champaign and Urbana

HEALTHY NEIGHBORHOODS

MAP 21 National Goal

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Illinois State Transportation Policy Factors

- Protecting the environment.
- Preserving and managing the existing infrastructure.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will promote healthy communities and improve overall residential quality of life by strengthening existing neighborhoods and housing developments, evaluating and expanding active transportation infrastructure, and promoting energy conservation and environmental quality.

TABLE 9.5 HEALTHY NEIGHBORHOODS

Objectives	Performance Measures	
Implement recommendations in at least 5 of the 11 neighborhoods listed within the Transit Facility Guidelines for the Champaign-Urbana Urbanized Area by 2020.	Number of designated neighborhoods that fulfill all Transit Facility Guidelines recommendations	
Increase accessibility to transit services by providing missing sidewalks connecting to at least 20 bus stops by 2020.	Miles of new sidewalks connecting to bus stops	
Connect one trail or bikeway facility with the Kickapoo Rail Trail as proposed in the Champaign County Greenways and Trails (CCGT) Plan by 2020.	Number of Kickapoo Trail connections	Miles of Kickapoo Trail connections
Expand bicycle facilities within the Urbanized Area by 25% by 2020.	Miles of new bicycle facilities (bike lanes, shared use paths, etc.)	
Increase miles of bicycle facilities located within a quarter mile of affordable housing stock by 15% by 2020.	Number of new bicycle facilities located within a 1/4 mile of affordable housing units	
Improve 8 and 24-hour ozone levels for the entire Metropolitan Planning Area by 2020.	Number of new air quality monitoring stations installed	Number of both 8-hour and 24-hour periods achieving attainment level status for federal and state air quality standards
Reduce Vehicle Miles Traveled (VMTs) per household within the urbanized area by 5% by 2020.	Number of VMT per household	
Provide multimodal access to at least 3 new open spaces or recreational spaces by 2020.	Number of multimodal connections to open spaces	Number of multimodal connections to recreational spaces
Reduce the number of Urbanized Area residents with medical conditions linked to non-active / sedentary lifestyles by 5% by 2020.	Percent decrease in people with medical conditions linked to non-active / sedentary lifestyles	
Improve below-average scores in 5 planning areas identified by the Local Accessibility and Mobility Analysis (LAMA) by 2020.	Number of neighborhoods with improved scores according to LAMA	Number of USDA-designated “food deserts” within the urbanized area
Establish a communitywide bicycle and pedestrian coordinator to be housed at CCRPC by 2020.	Number of new public resources educate/encourage active living, active transportation, and/or the appreciation of green space	

TABLE 9.5 HEALTHY NEIGHBORHOODS (CONTINUED)

Data Sources	Strategies			Responsible Parties
CUMTD, Champaign, Urbana, and Savoy	Develop a priority plan according to comments received from the general public during the LRTP Public Involvement Process giving high consideration to routes mentioned in multiple plans.			CUMTD, Champaign, Urbana, and Savoy
Public Works departments of Champaign, Urbana, and Savoy	Apply for funding to build sidewalks connecting to bus stops.			Public Works departments of Champaign, Urbana, and Savoy
Urbana Public Works department	Give high consideration to CCGT Plan High Priority projects.	Give high consideration to CCGT Plan High Priority projects.		Urbana, Champaign, Savoy, Mahomet, Champaign Park District, Urbana Park District, Champaign County Forest Preserve District
Public Works departments of Champaign, Urbana, and Savoy	Apply for Illinois Transportation Enhancement Program (ITEP) grants.	Give high consideration to CCGT Plan High Priority projects.		Public Works departments of Champaign, Urbana, Savoy, Mahomet, and Tolono
CUUATS, Cities of Champaign and Urbana, CCPHA	Inventory affordable housing and low income areas that are located more than 1/4 mile from a transit stop and/or trail facility.			CUMTD, CUUATS staff
Illinois Environmental Protection Agency (IEPA)	Install air quality monitoring stations near key traffic areas.			IEPA
Illinois Travel Statistics (IDOT)	Promote active modes of transportation through various forms of encouragement (online materials, educational events, signage, etc.)			Cities of Urbana and Champaign, Villages of Savoy and Mahomet, CUMTD
Public Works departments of Champaign, Urbana, and Savoy	Complete sidewalk inventory and assessment of the Urbanized Area.			Cities of Urbana and Champaign, Village of Savoy, Champaign Park District, Urbana Park District, CUUATS staff
C-U Public Health District (CUPHD), Carle Foundation Hospital, Presence Covenant Medical Center, Christie Clinic	Conduct public health outreach events to promote active transportation.	Offer informational materials on the benefits of walking and bicycling online and at designated facilities.	Make bicycle and shared use path maps available online and in hard copy at public locations.	CUUATS, Urbana, Champaign, Savoy, Mahomet, CUPHD, C-U SRTS Project, local medical institutions
walkscore.com, LAMA, USDA	Encourage compact development practices.	Provide a variety of transportation options to all residents within the Urbanized Area.	Utilize data obtained from LAMA to inform future development.	Cities of Champaign and Urbana
CUUATS, local public Parks Department and Programs, local bike groups	Create and publicize community-wide calendar of events including Bike-To-Work Day, Walk-n-Roll to School, the Christie marathon, and more.	Create new events like, Bike-N-Dine, Polar Bear Bike Ride, Smart Trip Planning, or Spring Into Action Walk About.	Produce and distribute a regularly-updated map including bike, trail, and park facilities.	CUUATS, C-U SRTS Project, local bike groups, all local municipalities, local public Parks Departments and Programs

BALANCED DEVELOPMENT

MAP 21 National Goal

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Emphasize the preservation of the existing transportation system.

Illinois State Transportation Policy Factors

- Accommodating future growth in population and employment.
- Preserving and managing the existing infrastructure.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will support diverse and environmentally responsible types of development without encouraging sprawl or sacrificing important historical structures or new business opportunities by reinvigorating downtown areas, fostering more mixed use development, and protecting and preserving neighborhoods and business districts that contain historic structures.

TABLE 9.6 BALANCED DEVELOPMENT

Objectives	Performance Measures	Data Sources	Strategies		Responsible Parties
Minimize the rate of development that is not contiguous to the existing built environment by 2020.	Number of acres designated as agricultural and open space in 2015	Champaign County Tax Assessor Parcel Data	Schedule annual updates/progress reports to relevant groups on agricultural and open space parcel inventories within the MPA.		City of Urbana, City of Champaign, Village of Savoy, CUUATS staff
Provide a minimum of 2 new Complete Street connections to Downtown Urbana (Green Street) and Downtown Champaign (White Street) by 2020.	Number of transit, bicycle, and/or shared use connections leading to a downtown area by 2020.	City of Urbana, City of Champaign, Village of Savoy, CUMTD	Incorporate this objective into municipal Capital Improvement Plans (CIPs).	Continue to coordinate planning and development between municipal planning departments, the University of Illinois, C-U MTD, and park districts.	City of Urbana, City of Champaign, Village of Savoy, University of Illinois, CUMTD, Champaign County Regional Planning Commission
Install bicycle, pedestrian, and transit facilities in at least 3 mixed use developments by 2020.	Number of mixed use developments with bicycle, pedestrian, and transit access	City of Urbana, City of Champaign, Village of Savoy	Incorporate this objective into municipal Capital Improvement Plans (CIPs).	Continue to coordinate planning and development between municipal planning departments, the University of Illinois, C-U MTD, and park districts.	Urbana, Champaign, Savoy, University of Illinois, CUMTD, CCRPC
Consider and avoid negative impacts of new and existing transportation projects on historically significant buildings, landmarks, districts, and/or structures in at least 2 transportation projects through 2020.	Number of transportation projects that mitigate negative impacts on historic buildings, landmarks, districts and/or structures	National Register of Landmarks, National Register of Historic Places, Historic Architectural & Archeology Resources GIS, Illinois Historic Bridge Survey, Illinois Natural Resources Geospatial Information Clearinghouse	Coordinate with preservation groups to identify and track condition of key historical features.	Create a list of recognized historical features for distribution to public works departments and city and county planning offices.	City of Urbana, City of Champaign, Village of Savoy, IDOT, Champaign County Regional Planning Commission
Improve below-average scores in 5 planning areas identified by LAMA by 2020.	Number of neighborhoods with improved scores according to LAMA	Number of USDA-designated “food desserts” within the urbanized area	walkscore.com, LAMA, USDA	Utilize data obtained from LAMA to inform future development.	Cities of Champaign and Urbana

URBANA BICYCLE MASTER PLAN 2016



Appendix 2:

Bicycle Friendly America

Bicycle Friendly America (BFA) is a program of the League of American Bicyclists (LAB). It is a tool for states, communities, businesses, and universities to make bicycling a real transportation and recreation option for all people. Designations include:

1. Bicycle Friendly Community (BFC)
2. Bicycle Friendly University (BFU)
3. Bicycle Friendly Business (BFB)
4. Bicycle Friendly State

This appendix lists the following information, updated in 2015:

1. Urbana Bicycle Friendly Community Visit Follow-Up Scorecard, Fall 2015
2. Bicycle Friendly Communities (BFC), and their current award level
 - a. Illinois cities are highlighted in yellow
 - b. Cities home to Big Ten universities outside of Illinois are highlighted in orange
3. Bicycle Friendly Universities (BFU), and their current award level
 - a. Illinois cities are highlighted in yellow
 - b. Cities home to Big Ten universities outside of Illinois are highlighted in orange
4. Bicycle Friendly Businesses (BFB) in Urbana, and their current award level, highlighted in yellow
5. Bicycle Friendly State report card for Illinois

From: Stephen Clark [<mailto:steve@bikeleague.org>]
Sent: Wednesday, December 09, 2015 10:50 AM
To: Garcia, Kevin; Charlie Smyth; Jeff Yockey; Cynthia Hoyle
Subject: Bicycle Friendly Community Visit Follow-up Scorecard

Hi all,

Attached is the scorecard for the City of Urbana. This is largely based on Urbana's most recent BFC application with some tweaks for what I saw when I was there and in reviewing the draft master plan.

Generally, it seems that Urbana has been making great progress toward becoming a more bicycle friendly community and it was encouraging to hear about some of the ambitious projects in the pipeline. As we discussed during the debriefing there is still much that needs to be done in order for Urbana to have the kind of on-street network that will induce more people to try bicycling. Given Urbana's compact size, demographics and land use, the potential for bicycling to become a real transportation solution is huge.

For both Champaign and Urbana, I would encourage more safety conversions "road diets" especially on major corridors that tend to be the shortest way for people to reach their destinations. As you know, road diets benefit all road users by reducing all crashes an average of 29%, which is why the Federal Highway Administration has made them one of their 9 Proven Safety Countermeasures:

http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.htm

It is especially important to work on making major streets like University (already identified as having a safety problem) more comfortable and safer for bicyclists and pedestrians trying to cross it as well as to use it. A first place to start is to review all the bicycle crashes that have happened along this corridor to understand the problems. As we discussed during the debriefing, the cities that have seen the largest increases in bicycle commuting, are those cities that have done the most to increase the percent of major corridors that have bike lanes (especially buffered or protected). Urbana's growth in bicycle commuting has not kept pace with other BFCs and is in fact below even the national average.

Finally, it must be stressed that the work that lies ahead requires a multi-departmental and comprehensive approach that rarely can occur effectively without a dedicated staff person working on this full-time with resources to manage a comprehensive program. Hence, our strongest recommendation is to work on achieving a full-time bicycle coordinator to keep the momentum going in Urbana, and to set your sights on becoming the first Platinum city in Illinois (or the first Diamond in the nation!) I was surprised not to see this goal (aspiring beyond Gold) as part of the draft bicycle master plan. (Instead the goal was simply to retain your gold standing).

Thanks again to all of you for hosting such a fine visit and making my visit so pleasant and welcoming!

Please forward this to others who were involved in the visit -- as well as other community and bike leaders that might find it useful.

If you have any questions, please don't hesitate to contact me.

Steve Clark, *Bicycle Friendly Community Specialist*
STEVE@BIKELEAGUE.ORG | 612-860-9729 (mobile)

THE LEAGUE OF AMERICAN BICYCLISTS

WWW.BIKELEAGUE.ORG

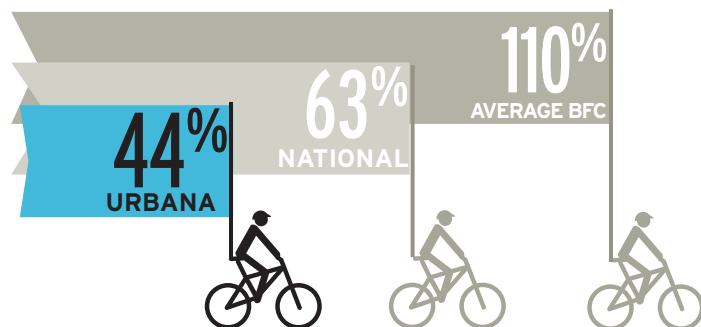
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URBANA IS A

BICYCLE FRIENDLY COMMUNITY

2000-2014 RIDERSHIP GROWTH



RIDERSHIP

6.4%

Commuting by bicycle

CRASH RATE

64.4

Per 10k daily cyclists

FATALITY RATE

0.8

Per 10k daily cyclists

PUBLIC RATING

*Local cyclists
take on Urbana*

ENGINEERING

*Bicycling network and
connectivity*

EDUCATION

*Motorist awareness and
bicycling skills*

ENCOURAGEMENT

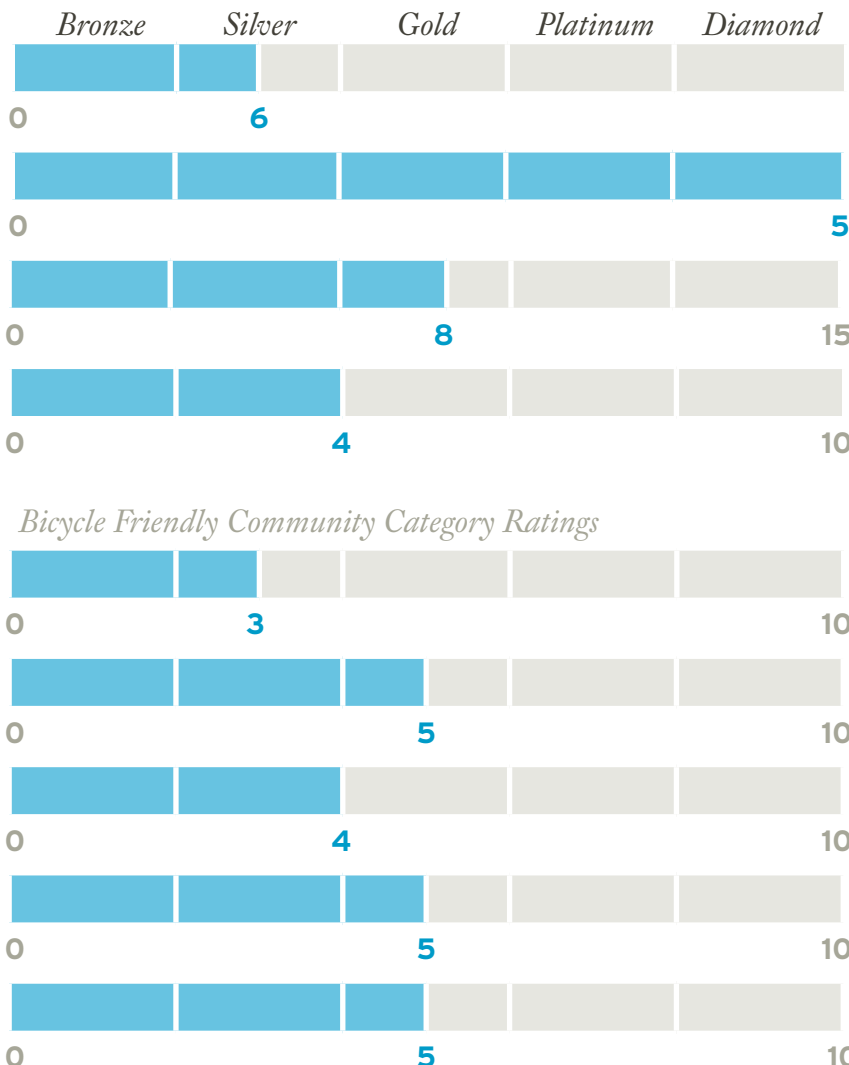
*Mainstreaming bicycle
culture*

ENFORCEMENT

*Promoting safety and
protecting bicyclists' rights*

EVALUATION

*Setting targets and having
a plan*



LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

COMMUNITY:

URBANA
ILLINOIS

TOTAL POINTS:

45 of 100



KEY STEPS TO PLATINUM

Continue to expand the bike network and increase network connectivity through the use of bike lanes and protected bike lanes on major streets like University where needs are greatest

Determine how the City of Urbana can become a model bicycle friendly workplace and apply for BFB recognition; encourage other BFBs in Urbana

Update Bicycle Master Plan with intent to reach Platinum and include dedicated funding for staffing and comprehensive approach

GET INVOLVED:

ANSWER 5 SHORT QUESTIONS
TO IMPROVE BIKING AND
GET CONNECTED TO LOCAL
ADVOCACY!

» WWW.BIKELEAGUE.ORG/COMMUNITY-SURVEY



SUPPORTED BY **TREK**



BICYCLE FRIENDLY COMMUNITY

CURRENT BICYCLE FRIENDLY COMMUNITIES FALL 2015

Community	State	Award Level	Population	Movement
Boulder	CO	Platinum	101,500	
Davis	CA	Platinum	63,722	
Fort Collins	CO	Platinum	143,986	
Madison	WI	Platinum	237,395	Moved Up
Portland	OR	Platinum	593,820	
Ashland	OR	Gold	20,232	
Austin	TX	Gold	885,400	Moved Up
Bloomington	IN	Gold	80,405	
Breckenridge	CO	Gold	4,540	
Cambridge	MA	Gold	105,162	
Carbondale	CO	Gold	6,427	
Corvallis	OR	Gold	53,165	
Crested Butte	CO	Gold	1,497	
Durango	CO	Gold	16,887	
Eugene	OR	Gold	142,681	
Hilton Head Island	SC	Gold	37,099	
Jackson and Teton County	WY	Gold	18,251	
Minneapolis	MN	Gold	379,499	
Missoula	MT	Gold	66,788	
Palo Alto	CA	Gold	64,403	
San Francisco	CA	Gold	739,426	
San Luis Obispo	CA	Gold	45,119	Moved Up
Santa Cruz	CA	Gold	59,946	Moved Up
Scottsdale	AZ	Gold	217,385	
Seattle	WA	Gold	626,600	
Steamboat Springs	CO	Gold	12,088	
Tempe	AZ	Gold	164,742	Moved Up
Tucson & East Pima Region	AZ	Gold	512,023	
Urbana	IL	Gold	41,752	
Ada County	ID	Silver	392,365	
Alexandria	VA	Silver	140,024	
Anchorage	AK	Silver	296,197	
Ann Arbor	MI	Silver	114,028	
Arcata	CA	Silver	17,321	
Arlington	VA	Silver	210,280	
Arvada	CO	Silver	108,359	
Aspen	CO	Silver	6,100	
Beaverton	OR	Silver	89,803	
Bellingham	WA	Silver	73,460	
Bend	OR	Silver	77,455	
Boise	ID	Silver	214,237	
Boston	MA	Silver	645,169	
Bozeman	MT	Silver	37,280	
Burlington	VT	Silver	42,417	
Calistoga	CA	Silver	5,300	
Carrboro	NC	Silver	20,908	
Charlottesville	VA	Silver	43,475	



BICYCLE FRIENDLY COMMUNITY

CURRENT BICYCLE FRIENDLY COMMUNITIES FALL 2015

Community	State	Award Level	Population	Movement
Chattanooga	TN	Silver	171,279	
Chicago	IL	Silver	2,718,782	
Chico	CA	Silver	79,000	
Claremont	CA	Silver	36,612	
Colorado Springs	CO	Silver	360,890	
Columbia	MO	Silver	102,324	
Coronado	CA	Silver	24,697	
Denver	CO	Silver	649,495	
Ellensburg	WA	Silver	18,363	
Evanston	IL	Silver	74,486	
Fitchburg	WI	Silver	27,154	Moved Up
Flagstaff	AZ	Silver	68,667	
Folsom	CA	Silver	63,960	
Gainesville	FL	Silver	126,047	
Golden	CO	Silver	19,186	
Gresham	OR	Silver	105,594	
Gunnison	CO	Silver	5,854	
Henderson	NV	Silver	270,811	Moved Up
Hennepin County	MN	Silver	1,212,064	
Houghton	MI	Silver	8,238	
Iowa City	IA	Silver	68,947	
Irvine	CA	Silver	223,729	
La Crosse	WI	Silver	51,818	
Long Beach	CA	Silver	466,520	
Longmont	CO	Silver	87,461	
Louisville	KY	Silver	253,128	
Marquette	MI	Silver	21,532	
Menlo Park	CA	Silver	30,648	
Mesa	AZ	Silver	454,981	Moved Up
Moab City and Grand County	UT	Silver	14,271	
Mountain View	CA	Silver	70,708	
Nantucket	MA	Silver	10,172	
New Orleans	LA	Silver	369,250	
New York	NY	Silver	8,337,000	
Oakland	CA	Silver	400,740	
Park City and Snyderville Basin	UT	Silver	20,671	
Philadelphia	PA	Silver	1,454,382	
Port Townsend	WA	Silver	8,334	
Presidio of San Francisco	CA	Silver	3,000	
Redmond	WA	Silver	49,637	
Sacramento	CA	Silver	456,394	
Salida	CO	Silver	5,274	
Salt Lake City	UT	Silver	189,314	
Sanibel	FL	Silver	6,741	
Santa Barbara	CA	Silver	89,639	
Santa Fe	NM	Silver	67,947	
Santa Monica	CA	Silver	89,700	



BICYCLE FRIENDLY COMMUNITY

CURRENT BICYCLE FRIENDLY COMMUNITIES FALL 2015

Community	State	Award Level	Population	Movement
Sedona	AZ	Silver	10,037	Moved Up
Shorewood	WI	Silver	13,188	
Simsbury	CT	Silver	23,498	
Sisters	OR	Silver	1,925	
Somerville	MA	Silver	77,478	
The Villages	FL	Silver	100,000	
Vail	CO	Silver	4,806	
Venice	FL	Silver	22,146	
Washington	DC	Silver	599,657	
Wood River Valley	ID	Silver	12,506	
Akron	OH	Bronze	199,110	
Alameda	CA	Bronze	73,812	
Albany	OR	Bronze	50,710	
Albuquerque	NM	Bronze	448,607	
Anacortes	WA	Bronze	16,800	
Appleton	WI	Bronze	72,563	
Arlington	MA	Bronze	42,844	
Arroyo Grande	CA	Bronze	19,704	
Asheville	NC	Bronze	83,393	
Athens	OH	Bronze	23,832	
Athens-Clarke County	GA	Bronze	115,000	
Auburn	AL	Bronze	52,205	
Baltimore	MD	Bronze	620,961	
Batavia	IL	Bronze	26,045	
Bath	ME	Bronze	8,493	
Baton Rouge and Parish of East	LA	Bronze	440,171	
Battle Creek	MI	Bronze	52,347	
Bellevue	WA	Bronze	134,400	
Bemidji	MN	Bronze	13,431	
Bentonville	AR	Bronze	35,301	
Bethesda	MD	Bronze	57,319	
Bettendorf	IA	Bronze	34,707	
Billings	MT	Bronze	100,147	
Boca Raton	FL	Bronze	83,960	
Brentwood	CA	Bronze	53,673	
Broward	FL	Bronze	1,800,000	
Brownsville	TX	Bronze	181,860	
Brunswick	ME	Bronze	21,820	
Buffalo	NY	Bronze	261,310	
Cape Coral	FL	Bronze	163,599	
Carmel	IN	Bronze	86,000	
Carson City	NV	Bronze	55,274	
Cary	NC	Bronze	119,745	
Castle Rock	CO	Bronze	50,028	
Cedar Falls	IA	Bronze	39,387	
Cedar Rapids	IA	Bronze	128,119	
Champaign	IL	Bronze	81,055	



BICYCLE FRIENDLY COMMUNITY

CURRENT BICYCLE FRIENDLY COMMUNITIES FALL 2015

Community	State	Award Level	Population	Movement
Chandler	AZ	Bronze	252,257	
Chapel Hill	NC	Bronze	57,088	
Charleston	SC	Bronze	124,000	
Charlotte	NC	Bronze	648,387	
Chula Vista	CA	Bronze	252,422	
Cincinnati	OH	Bronze	297,000	
Clayton	MO	Bronze	15,939	
Cleveland	OH	Bronze	396,815	
Cleveland Heights	OH	Bronze	46,121	
Coeur d'Alene	ID	Bronze	41,983	
Columbia	SC	Bronze	129,272	
Columbus	GA	Bronze	202,824	
Columbus	IN	Bronze	44,061	
Columbus	OH	Bronze	748,000	
Concord	NH	Bronze	43,225	
Conway	AR	Bronze	59,511	
Cottonwood	AZ	Bronze	12,426	
Crosby	MN	Bronze	2,186	
Cupertino	CA	Bronze	50,479	
Davidson	NC	Bronze	11,750	
Dayton	OH	Bronze	141,527	
Decatur	GA	Bronze	19,335	
Des Moines	IA	Bronze	207,510	
Dublin	OH	Bronze	41,751	
Duluth	MN	Bronze	86,265	
Durham	NC	Bronze	245,475	
Eastern Placer County	CA	Bronze	11,050	
Eau Claire	WI	Bronze	66,834	
Edina	MN	Bronze	49,050	
Elmhurst	IL	Bronze	46,371	
Emeryville	CA	Bronze	10,080	
Essex Junction	VT	Bronze	9,695	
Eureka	CA	Bronze	27,127	
Fargo-Moorhead MPO	ND/MN	Bronze	173,468	
Farmington	CT	Bronze	25,340	
Fayetteville	AR	Bronze	78,960	
Fergus Falls	MN	Bronze	13,280	
Ferguson	MO	Bronze	20,936	
Fernandina Beach	FL	Bronze	11,510	
Flint	MI	Bronze	102,434	
Fort Wayne	IN	Bronze	253,691	
Franklin	PA	Bronze	6,545	
Frazee	MN	Bronze	1,367	
Frederick	MD	Bronze	65,239	
Fresno	CA	Bronze	500,121	
Gilbert	AZ	Bronze	211,951	
Glastonbury	CT	Bronze	34,427	



BICYCLE FRIENDLY COMMUNITY

CURRENT BICYCLE FRIENDLY COMMUNITIES FALL 2015

Community	State	Award Level	Population	Movement
Glenview	IL	Bronze	45,417	
Goshen	IN	Bronze	31,719	
Grand Junction	CO	Bronze	61,081	
Grand Marais	MN	Bronze	1,351	
Grand Rapids	MI	Bronze	688,937	
Grand Rapids	MN	Bronze	10,869	
Greater Grand Forks	ND/MN	Bronze	62,004	
Greater Mankato	MN	Bronze	52,703	
Greater Wenatchee MPO	WA	Bronze	55,556	
Greeley	CO	Bronze	92,889	
Greensboro	NC	Bronze	258,671	
Greenville	SC	Bronze	57,400	
Hagerstown	MD	Bronze	39,662	
Harrisonburg	VA	Bronze	48,814	
Hattiesburg	MS	Bronze	47,556	
Healdsburg	CA	Bronze	11,475	
Helena	MT	Bronze	29,134	
Hoboken	NJ	Bronze	50,005	
Honolulu City and County	HI	Bronze	953,207	
Houston	TX	Bronze	2,160,821	
Huntington Beach	CA	Bronze	189,707	
Hutchinson	MN	Bronze	14,103	
Indian River County	FL	Bronze	141,994	
Indianapolis	IN	Bronze	820,445	
Jamestown S'Klallam Tribe	WA	Bronze		
Jekyll Island	GA	Bronze	877	
Juneau	AK	Bronze	32,660	
Kansas City	MO	Bronze	482,228	
Keene	NH	Bronze	23,409	
Key Biscayne	FL	Bronze	12,344	
Knoxville	TN	Bronze	178,874	
Lakeland	FL	Bronze	97,422	
Lakewood	CO	Bronze	145,522	
Lakewood	OH	Bronze	51,724	
Lambertville	NJ	Bronze	4,000	
Lansing	MI	Bronze	114,297	
Las Cruces	NM	Bronze	97,681	
Las Vegas	NV	Bronze	594,294	
Lawrence	KS	Bronze	88,664	
Lee's Summit	MO	Bronze	92,188	
Lewes	DE	Bronze	2,747	
Lexington	MA	Bronze	31,394	
Lexington-Fayette County	KY	Bronze	246,800	
Liberty Lake	WA	Bronze	8,000	
Lincoln	NE	Bronze	258,379	
Los Altos	CA	Bronze	28,976	
Los Angeles	CA	Bronze	3,792,621	



BICYCLE FRIENDLY COMMUNITY

CURRENT BICYCLE FRIENDLY COMMUNITIES FALL 2015

Community	State	Award Level	Population	Movement
Manhattan	KS	Bronze	52,281	
Memphis	TN	Bronze	657,457	
Menomonie	WI	Bronze	16,264	
Mesquite	NV	Bronze	17,477	
Miami	FL	Bronze	418,480	
Middleton	WI	Bronze	18,411	
Midland	MI	Bronze	41,863	
Milledgeville	GA	Bronze	17,715	
Milton	MA	Bronze	26,062	
Milwaukee	WI	Bronze	598,916	
Monona	WI	Bronze	7,533	
Montclair	NJ	Bronze	37,726	
Montpelier	VT	Bronze	7,855	
Morgantown	WV	Bronze	29,660	
Morro Bay	CA	Bronze	10,234	
Napa	CA	Bronze	75,000	
Naperville	IL	Bronze	128,358	
Naples	FL	Bronze	19,537	
Nashville	TN	Bronze	634,464	
New Britain	CT	Bronze	73,153	
New Haven	CT	Bronze	130,741	
Newark	DE	Bronze	32,367	
Newport	RI	Bronze	24,672	
Newton	MA	Bronze	86,307	
Norfolk	VA	Bronze	246,392	
Normal	IL	Bronze	52,879	
Norman	OK	Bronze	112,551	
North Little Rock	AR	Bronze	60,433	
Northampton	MA	Bronze	28,978	
Northwest Arkansas - Benton ar	AR	Bronze	424,404	
Oak Park	IL	Bronze	51,878	
Oberlin	OH	Bronze	8,300	
Ocean City	NJ	Bronze	11,701	
Oceanside	CA	Bronze	174,925	
Ogden	UT	Bronze	83,800	
Omaha	NE	Bronze	408,958	
Onalaska	WI	Bronze	17,736	
Orange County	CA	Bronze	3,010,232	
Orlando	FL	Bronze	205,648	
Oxford	MS	Bronze	16,727	
Paso Robles	CA	Bronze	30,050	
Peachtree City	GA	Bronze	35,069	
Phoenix	AZ	Bronze	1,513,357	
Piqua	OH	Bronze	20,699	
Pittsburgh	PA	Bronze	306,211	
Plano	TX	Bronze	296,330	
Pleasanton	CA	Bronze	70,285	



BICYCLE FRIENDLY COMMUNITY

CURRENT BICYCLE FRIENDLY COMMUNITIES FALL 2015

Community	State	Award Level	Population	Movement
Port Angeles-Callam County	WA	Bronze	72,312	
Portage	MI	Bronze	46,292	
Portsmouth	NH	Bronze	21,233	
Portsmouth	VA	Bronze	96,470	
Princeton	NJ	Bronze	28,572	
Provo	UT	Bronze	117,489	
Raleigh	NC	Bronze	405,612	
Rancho Cordova	CA	Bronze	67,911	
Rancho Cucamonga	CA	Bronze	165,269	
Reading	PA	Bronze	87,893	
Redding	CA	Bronze	89,470	
Reno-Sparks Washoe County	NV	Bronze	421,407	
Reston	VA	Bronze	58,404	
Richardson	TX	Bronze	99,223	
Richfield	MN	Bronze	35,228	
Richmond	VA	Bronze	205,533	
Ridgeland	MS	Bronze	24,258	
River Falls	WI	Bronze	15,308	
Riverdale City	UT	Bronze	8,560	
Riverside	CA	Bronze	311,575	
Roanoke	VA	Bronze	94,911	
Rochester	MN	Bronze	110,742	
Rochester	NY	Bronze	210,565	
Rock Hill	SC	Bronze	66,154	
Rockville	MD	Bronze	61,209	
Roseville	CA	Bronze	122,060	
Roswell	GA	Bronze	85,920	
Saint Paul	MN	Bronze	281,244	
Salem	OR	Bronze	152,239	
Salisbury	MD	Bronze	30,805	
San Antonio	TX	Bronze	1,409,019	
San Jose	CA	Bronze	971,372	
Santa Clara	CA	Bronze	119,311	
Santa Clarita	CA	Bronze	213,231	
Santa Rosa	CA	Bronze	167,815	
Savannah	GA	Bronze	136,650	
Schaumburg	IL	Bronze	73,346	
Sequim	WA	Bronze	6,624	
Shawnee	KS	Bronze	57,628	
Sheboygan County	WI	Bronze	115,507	
Sioux Falls	SD	Bronze	154,000	
Sitka	AK	Bronze	8,883	
Snohomish	WA	Bronze	9,098	
Sonoma	CA	Bronze	9,128	
South Bend	IN	Bronze	100,842	
South Lake County	FL	Bronze	110,069	
South San Francisco	CA	Bronze	64,409	



BICYCLE FRIENDLY COMMUNITY

CURRENT BICYCLE FRIENDLY COMMUNITIES FALL 2015

Community	State	Award Level	Population	Movement
South Sioux City	NE	Bronze	13,353	
South Windsor	CT	Bronze	24,409	
Spartanburg	SC	Bronze	39,487	
Spokane	WA	Bronze	210,721	
Springfield	MO	Bronze	156,206	
St. Louis	MO	Bronze	350,759	
St. Petersburg	FL	Bronze	249,090	
State College - Centre Region	PA	Bronze	92,096	
Stevens Point	WI	Bronze	26,717	
Stillwater	OK	Bronze	45,688	
Sturgeon Bay	WI	Bronze	9,144	
Summit County	CO	Bronze	29,626	
Sunnyvale	CA	Bronze	131,760	
Tacoma	WA	Bronze	203,446	
Tallahassee	FL	Bronze	176,336	
Temecula	CA	Bronze	103,092	
The Woodlands Township	TX	Bronze	97,023	
Thousand Oaks	CA	Bronze	128,143	
Troy	OH	Bronze	25,058	
Tulsa	OK	Bronze	384,037	
Tybee Island	GA	Bronze	3,713	
University Heights	IA	Bronze	1,051	
Vancouver	WA	Bronze	156,600	
Virginia Beach	VA	Bronze	449,479	
Warrenville	IL	Bronze	13,140	
Warsaw and Winona Lake	IN	Bronze	18,467	
Wausau Area MPO	WI	Bronze	84,831	
West Hartford	CT	Bronze	63,066	
West Sacramento	CA	Bronze	48,744	
West Windsor	NJ	Bronze	27,165	
Westerville	OH	Bronze	36,120	
Weston	FL	Bronze	65,333	
Williamsburg	VA	Bronze	14,067	
Wilmington	NC	Bronze	101,353	
Windsor	CA	Bronze	26,801	
Winona	MN	Bronze	27,592	
Winston-Salem	NC	Bronze	229,617	
Winter Park	FL	Bronze	29,203	
Woodland	CA	Bronze	55,468	
York	PA	Bronze	43,550	
Zionsville	IN	Bronze	23,319	

League of American Bicyclists Bicycle Friendly Universities through 2015



BICYCLE FRIENDLY UNIVERSITY

College / University	Award	BFU Since	Students	City	State	2015 Status
PLATINUM						
Stanford University	Platinum	2011	16,176	Stanford	California	Renewal
University of California, Davis	Platinum	2011	33,300	Davis	California	
Colorado State University	Platinum	2011	31,725	Fort Collins	Colorado	Moved Up
University of Minnesota, Twin Cities	Platinum	2011	51,000	Minneapolis	Minnesota	Moved Up
Portland State University	Platinum	2011	28,241	Portland	Oregon	Moved Up
GOLD						
Arizona State University	Gold	2014	62,599	Tempe	Arizona	
University of Arizona	Gold	2011	40,253	Tucson	Arizona	Moved Up
University of California, Irvine	Gold	2011	30,051	Irvine	California	Moved Up
University of California, Santa Barbara	Gold	2011	22,367	Santa Barbara	California	Renewal
University of Maryland, College Park	Gold	2011	37,248	College Park	Maryland	
Harvard University	Gold	2013	27,000	Cambridge	Massachusetts	
University of Montana	Gold	2013	14,350	Missoula	Montana	
Oregon Health & Science University	Gold	2014	4,405	Portland	Oregon	
Oregon State University	Gold	2012	24,383	Corvallis	Oregon	Moved Up
University of Oregon	Gold	2011	23,809	Eugene	Oregon	
University of Washington, Seattle	Gold	2011	43,000	Seattle	Washington	
University of Wisconsin-Madison	Gold	2011	43,193	Madison	Wisconsin	Moved Up
SILVER						
Auburn University	Silver	2015	25,912	Auburn	Alabama	New
Northern Arizona University	Silver	2012	17,761	Flagstaff	Arizona	
California State University, Long Beach	Silver	2011	36,822	Long Beach	California	Renewal
University of California, Berkeley	Silver	2013	36,142	Berkeley	California	
University of California, Los Angeles	Silver	2011	43,239	Los Angeles	California	Moved Up
University of California, Santa Cruz	Silver	2014	16,300	Santa Cruz	California	

College / University	Award	BFU Since	Students	City	State	2015 Status
SILVER (continued)						
University of La Verne	Silver	2013	8,600	La Verne	California	
Yale University	Silver	2012	12,109	New Haven	Connecticut	
Georgia Institute of Technology	Silver	2012	20,291	Atlanta	Georgia	
Boise State University	Silver	2011	19,993	Boise	Idaho	
University of Iowa	Silver	2014	31,065	Iowa City	Iowa	
University of Kentucky	Silver	2012	29,385	Lexington	Kentucky	
University of Louisville	Silver	2013	22,293	Louisville	Kentucky	
Bowdoin College	Silver	2013	1,834	Brunswick	Maine	
Massachusetts Institute of Technology	Silver	2014	11,301	Cambridge	Massachusetts	
Michigan State University	Silver	2011	50,085	East Lansing	Michigan	Moved Up
University of Michigan, Ann Arbor	Silver	2012	44,365	Ann Arbor	Michigan	Moved Up
University of Nebraska, Lincoln	Silver	2013	24,207	Lincoln	Nebraska	
East Carolina University	Silver	2014	26,947	Greenville	North Carolina	
University of North Carolina at Chapel Hill	Silver	2014	29,278	Chapel Hill	North Carolina	
Dickinson College	Silver	2014	2,396	Carlisle	Pennsylvania	
University of Pennsylvania	Silver	2014	24,630	Philadelphia	Pennsylvania	
Lincoln Memorial University	Silver	2013	4,338	Harrogate	Tennessee	
University of Utah	Silver	2012	31,660	Salt Lake City	Utah	
Utah State University	Silver	2013	15,899	Logan	Utah	
Champlain College	Silver	2015	3,780	Burlington	Vermont	New
University of Vermont	Silver	2011	12,723	Burlington	Vermont	
Virginia Commonwealth University	Silver	2012	32,303	Richmond	Virginia	
BRONZE						
Arizona State University, Downtown Campus	Bronze	2015	20,263	Phoenix	Arizona	New
Arizona State University, Polytechnic Campus	Bronze	2015	9,752	Mesa	Arizona	New
Arkansas State University	Bronze	2014	13,552	Jonesboro	Arkansas	
California Institute of Technology	Bronze	2013	2,243	Pasadena	California	
California State University, Bakersfield	Bronze	2015	8,720	Bakersfield	California	New
Pomona College	Bronze	2014	1,581	Claremont	California	

College / University	Award	BFU Since	Students	City	State	2015 Status
BRONZE (continued)						
Santa Monica College	Bronze	2014	34,000	Santa Monica	California	
University of San Diego	Bronze	2013	8,105	San Diego	California	
Colorado College	Bronze	2015	2,096	Colorado Springs	Colorado	New
University of Colorado, Colorado Springs	Bronze	2014	13,832	Colorado Springs	Colorado	
University of Denver	Bronze	2012	11,797	Denver	Colorado	
University of Northern Colorado	Bronze	2014	12,000	Greeley	Colorado	
Georgetown University	Bronze	2013	17,357	Washington	DC	
University of Miami	Bronze	2012	14,196	Coral Gables	Florida	
Emory University	Bronze	2011	13,381	Atlanta	Georgia	
Georgia College & State University	Bronze	2015	6,847	Milledgeville	Georgia	New
Savannah College of Art and Design (SCA)	Bronze	2014	8,329	Savannah	Georgia	
Illinois Wesleyan University	Bronze	2014	1,900	Bloomington	Illinois	
University of Illinois at Chicago	Bronze	2013	28,512	Chicago	Illinois	
University of Illinois at Urbana-Champaign	Bronze	2011	43,603	Urbana-Champaign	Illinois	Renewal
Indiana University Bloomington	Bronze	2011	46,416	Bloomington	Indiana	Renewal
Purdue University	Bronze	2015	38,770	West Lafayette	Indiana	New
Kansas State University	Bronze	2015	24,766	Manhattan	Kansas	New
Transylvania University	Bronze	2015	1,100	Lexington	Kentucky	New
Western Kentucky University	Bronze	2013	21,000	Bowling Green	Kentucky	
University of Louisiana at Lafayette	Bronze	2015	17,195	Lafayette	Louisiana	New
University of New England	Bronze	2013	2,271	Biddeford	Maine	
Towson University	Bronze	2015	22,285	Towson	Maryland	New
University of Massachusetts Lowell	Bronze	2015	16,300	Lowell	Massachusetts	New
Aquinas College	Bronze	2015	1,933	Grand Rapids	Michigan	New
Michigan Technological University	Bronze	2013	6,945	Houghton	Michigan	
University of Michigan, Flint	Bronze	2013	8,500	Flint	Michigan	
Gustavus Adolphus College	Bronze	2013	2,448	Saint Peter	Minnesota	
University of Mississippi	Bronze	2015	18,427	University	Mississippi	New
University of Missouri - Kansas City	Bronze	2014	15,746	Kansas City	Missouri	

College / University	Award	BFU Since	Students	City	State	2015 Status
BRONZE (continued)						
Washington University in St. Louis	Bronze	2015	12,235	St. Louis	Missouri	New
University of Nevada, Reno	Bronze	2015	19,934	Reno	Nevada	New
Princeton University	Bronze	2012	7,731	Princeton	New Jersey	
New Mexico State University	Bronze	2013	22,544	Las Cruces	New Mexico	
University of New Mexico	Bronze	2014	28,644	Albuquerque	New Mexico	
Alfred University	Bronze	2013	1,953	Alfred	New York	
Columbia University	Bronze	2014	29,250	New York	New York	
Cornell University	Bronze	2011	20,630	Ithaca	New York	
Nazareth College	Bronze	2015	2,820	Rochester	New York	New
Rochester Institute of Technology	Bronze	2012	17,652	Rochester	New York	
State University of New York at Buffalo	Bronze	2012	29,048	Buffalo	New York	Renewal
SUNY Stony Brook	Bronze	2014	24,361	Stony Brook	New York	
University of Rochester	Bronze	2015	11,060	Rochester	New York	New
Duke University	Bronze	2012	17,390	Durham	North Carolina	
North Carolina State University	Bronze	2012	34,376	Raleigh	North Carolina	
University of North Carolina, Greensboro	Bronze	2011	18,647	Greensboro	North Carolina	Renewal
University of North Carolina, Wilmington	Bronze	2011	13,937	Wilmington	North Carolina	Renewal
Oberlin College and Conservatory	Bronze	2013	2,959	Oberlin	Ohio	
The Ohio State University	Bronze	2011	58,322	Columbus	Ohio	Renewal
Oklahoma State University	Bronze	2014	26,000	Stillwater	Oklahoma	
The University of Oklahoma	Bronze	2014	23,944	Norman	Oklahoma	
The University of Tulsa	Bronze	2015	4,682	Tulsa	Oklahoma	New
Carnegie Mellon University	Bronze	2014	12,991	Pittsburgh	Pennsylvania	
Chatham University	Bronze	2011	2,134	Pittsburgh	Pennsylvania	Renewal
Montgomery County Community College	Bronze	2014	2,217	Pottstown	Pennsylvania	
Pennsylvania State University	Bronze	2012	45,233	University Park	Pennsylvania	
Temple University	Bronze	2014	31,589	Philadelphia	Pennsylvania	
Clemson University	Bronze	2013	18,531	Clemson	South Carolina	
Coastal Carolina University	Bronze	2015	9,976	Conway	South Carolina	New

College / University	Award	BFU Since	Students	City	State	2015 Status
BRONZE (continued)						
University of South Carolina, Columbia	Bronze	2012	30,721	Columbia	South Carolina	
University of Memphis	Bronze	2015	21,500	Memphis	Tennessee	New
Vanderbilt University and Medical Center	Bronze	2015	12,725	Nashville	Tennessee	New
Texas Tech University	Bronze	2013	32,611	Lubbock	Texas	
University of Texas at Austin	Bronze	2013	52,186	Austin	Texas	
Texas A&M University	Bronze	2015	52,372	College Station	Texas	New
Brigham Young University	Bronze	2015	30,411	Provo	Utah	New
Eastern Mennonite University	Bronze	2012	1,605	Harrisonburg	Virginia	
George Mason University	Bronze	2011	33,723	Fairfax	Virginia	Renewal
James Madison University	Bronze	2013	22,500	Harrisonburg	Virginia	Renewal
Old Dominion University	Bronze	2013	25,000	Norfolk	Virginia	
University of Virginia	Bronze	2013	21,095	Charlottesville	Virginia	
Virginia Tech	Bronze	2013	31,087	Blacksburg	Virginia	
Carroll University	Bronze	2013	3,140	Waukesha	Wisconsin	
University of Wisconsin - La Crosse	Bronze	2015	10,558	La Crosse	Wisconsin	New
University of Wisconsin-Eau Claire	Bronze	2013	11,046	Eau Claire	Wisconsin	
University of Wisconsin-Milwaukee	Bronze	2013	29,768	Milwaukee	Wisconsin	
University of Wyoming	Bronze	2015	11,041	Laramie	Wyoming	New



Current Bicycle Friendly Businesses through Summer 2015

Business Name	Current Award Level	BFB Since	Type of Business	Number of Employees	City	State	Summer 2015 Status
Platinum							
California							
University of California, Davis	Platinum	2013	Non-Profit/Government	20,041	Davis	CA	
Facebook	Platinum	2012	Professional Services	5,289	Menlo Park	CA	
Bici Centro/Santa Barbara Bicycle Coalition	Platinum	2014	Non-Profit/Government	6	Santa Barbara	CA	
SONOS INC	Platinum	2015	Telecommunications & Media	389	Santa Barbara	CA	New
Santa Monica Bike Center	Platinum	2012	Bicycle Industry (includes shops)	11	Santa Monica	CA	
Colorado							
New Belgium Brewing Company	Platinum	2009	Hospitality/Food/Retail	373	Fort Collins	CO	
Idaho							
Boise Bicycle Project	Platinum	2011	Bicycle Industry (includes shops)	12	Boise	ID	
Illinois							
The Burke Group	Platinum	2010	Professional Services	168	Rosemont	IL	
Massachusetts							
Urban Adventours	Platinum	2008	Hospitality/Food/Retail	25	Boston	MA	
Landry's Bicycles	Platinum	2008	Bicycle Industry (includes shops)	24	Natick	MA	
Minnesota							
Quality Bicycle Products	Platinum	2008	Bicycle Industry (includes shops)	450	Bloomington	MN	
Target Corp	Platinum	2014	Hospitality/Food/Retail	10,000	Minneapolis	MN	
Missouri							
Trailnet	Platinum	2010	Non-Profit/Government	32	Saint Louis	MO	
New Mexico							
Bicycle Technologies International	Platinum	2010	Bicycle Industry (includes shops)	42	Santa Fe	NM	
Oregon							
Alta Planning + Design	Platinum	2008	Professional Services	75	Portland	OR	
Bike Gallery	Platinum	2009	Bicycle Industry (includes shops)	125	Portland	OR	
South Carolina							
TTR Bikes	Platinum	2010	Bicycle Industry (includes shops)	2	Greenville	SC	
Partners for Active Living	Platinum	2015	Non-Profit	6	Spartanburg	SC	New
Tennessee							



Current Bicycle Friendly Businesses through Summer 2015

First Congregational Church of Memphis, UCC	Platinum	2015	Non-Profit/Government	20	Memphis	TN	
Walk/Bike Nashville	Platinum	2015	Non-Profit/Government	3	Nashville	TN	
Texas							
Bicycle Sport Shop	Platinum	2009	Bicycle Industry (includes shops)	120	Austin	TX	
Utah							
Quality Bicycle Products - West	Platinum	2015	Bicycle Industry	88	Ogden	UT	New
Washington							
Seattle Children's Hospital	Platinum	2009	Medical/Health	5,469	Seattle	WA	
Wisconsin							
Trek Travel	Platinum	2015	Travel and Tourism	15	Madison	WI	New
Gold							
Alaska							
Alaska Native Tribal Health Consortium	Gold	2009	Medical/Health	1,900	Anchorage	AK	
Southcentral Foundation	Gold	2010	Medical/Health	1,500	Anchorage	AK	
Arizona							
Absolute Bikes, Inc.	Gold	2013	Bicycle Industry (includes shops)	25	Flagstaff	AZ	
Watershed Management Group	Gold	2015	Non-Profit/Government	17	Tucson	AZ	
Arkansas							
Kids Bike Arkansas	Gold	2015	Non-Profit / Bicycle Industry	1	Bentonville	AR	New
Walmart Stores, Inc.	Gold	2015	Hospitality/Food/Retail	23,000	Bentonville	AR	
The Ride	Gold	2010	Bicycle Industry (includes shops)	4	Conway	AR	
Crown Barbershop Inc.	Gold	2015	Hospitality/Food/Retail	2	Fayetteville	AR	
Garver (Fayetteville)	Gold	2015	Manufacturing/Research	70	Fayetteville	AR	
Viridian - Northwest Arkansas Regional Office	Gold	2015	Professional Services	6	Fayetteville	AR	
Bobby's Bike Hike - Little Rock Tours & Rentals	Gold	2014	Bicycle Industry (includes shops)	8	Little Rock	AR	
Garver (North Little Rock)	Gold	2010	Professional Services	141	North Little Rock	AR	
California							
Clif Bar & Company	Gold	2008	Hospitality/Food/Retail	239	Berkeley	CA	
National Interscholastic Cycling Association	Gold	2014	Non-Profit/Government	10	Berkeley	CA	
Deckers Outdoor Corporation	Gold	2014	Hospitality/Food/Retail	400	Goleta	CA	
California State University Long Beach	Gold	2011	Non-Profit/Government	3,598	Long Beach	CA	
Specialized Bicycle Components	Gold	2010	Bicycle Industry (includes shops)	442	Morgan Hill	CA	
REI - Mountain View	Gold	2011	Bicycle Industry (includes shops)	85	Mountain View	CA	



Current Bicycle Friendly Businesses through Summer 2015

Idaho							
Kittelson & Associates, Inc. - Boise	Gold	2012	Professional Services	4	Boise	ID	
Trademark Sign Company	Gold	2015	Professional Services	8	Boise	ID	
Illinois							
Bloomington Cycle	Gold	2014	Bicycle Industry (includes shops)	10	Bloomington	IL	
Neutral Cycle	Gold	2015	Bicycle Industry (includes shops)	4	Champaign	IL	
REI - Lincoln Park	Gold	2009	Bicycle Industry (includes shops)	70	Chicago	IL	
Indiana							
Bicycle Garage Indy/BGI Fitness	Gold	2009	Bicycle Industry (includes shops)	80	Indianapolis	IN	
Bicycle Indiana, Inc.	Gold	2014	Non-Profit/Government	2	Indianapolis	IN	
Gray Goat Sports, Inc	Gold	2014	Bicycle Industry (includes shops)	12	Indianapolis	IN	
INDYCOG	Gold	2013	Non-Profit/Government	3	Indianapolis	IN	
SRAM INDY	Gold	2014	Bicycle Industry (includes shops)	300	Indianapolis	IN	
Iowa							
Bike Tech	Gold	2009	Bicycle Industry (includes shops)	6	Cedar Falls	IA	
Hall Bicycle Company	Gold	2015	Bicycle Industry (includes shops)	10	Cedar Rapids	IA	
RDG Planning & Design (Des Moines)	Gold	2013	Professional Services	83	Des Moines	IA	
World of Bikes	Gold	2010	Bicycle Industry (includes shops)	17	Iowa City	IA	
Kentucky							
Gresham, Smith and Partners (Louisville, KY)	Gold	2015	Architecture/Planning/Design	24	Louisville	KY	New
Maryland							
Race Pace Bicycles (Baltimore)	Gold	2012	Bicycle Industry (includes shops)	75	Baltimore	MD	
Toole Design Group, LLC	Gold	2009	Professional Services	30	Silver Spring	MD	
Massachusetts							
MIT Lincoln Lab	Gold	2010	Non-Profit/Government	3,780	Lexington	MA	
Michigan							
The Hub of Detroit	Gold	2010	Non-Profit/Government	7	Detroit	MI	
Catalyst Partners	Gold	2013	Professional Services	6	Grand Rapids	MI	
Programs to Educate All Cyclists (PEAC)	Gold	2015	Education	4	Ypsilanti	MI	New
Minnesota							
City of Minneapolis	Gold	2011	Non-Profit/Government	4,000	Minneapolis	MN	
Dero Bike Racks	Gold	2010	Bicycle Industry (includes shops)	17	Minneapolis	MN	
Freewheel Bike	Gold	2015	Bicycle Industry (includes shops)	10	Minneapolis	MN	
University of Minnesota Twin Cities	Gold	2010	Non-Profit/Government	15,000	Minneapolis	MN	
People's Food Co-op	Gold	2015	Hospitality/Food/Retail	85	Rochester	MN	New
Missouri							
Family Bicycles, LLC	Gold	2010	Bicycle Industry (includes shops)	3	Kansas City	MO	



Current Bicycle Friendly Businesses through Summer 2015

Trek Bicycle Corporation	Gold	2010	Bicycle Industry (includes shops)	1,150	Waterloo	WI	
Silver							
Alabama							
Pro Cycle and Triathlon	Silver	2014	Bicycle Industry (includes shops)	3	Fairhope	AL	
Alaska							
CRW Engineering Group, LLC	Silver	2012	Professional Services	53	Anchorage	AK	
Arizona							
Town of Oro Valley	Silver	2013	Non-Profit/Government	412	Oro Valley	AZ	
Law Office of Eric Post	Silver	2011	Professional Services	6	Tucson	AZ	
Living Streets Alliance	Silver	2015	Non-Profit	6	Tucson	AZ	New
Technicians For Sustainability (TFS)	Silver	2015	Construction/Utilities/Contracting	35	Tucson	AZ	New
TriSports.com	Silver	2010	Bicycle Industry (includes shops)	30	Tucson	AZ	
Arkansas							
Friends of Arkansas Singletrack (F.A.S.T)	Silver	2015	Non-Profit / Bicycle Industry	1	Bentonville	AR	New
Bike City of Fayetteville, AR, Inc.	Silver	2010	Non-Profit/Government	2	Fayetteville	AR	
Specialized Real Estate Group	Silver	2015	Real Estate & Housing	9	Fayetteville	AR	New
Gearhead Outfitters	Silver	2010	Bicycle Industry (includes shops)	7	Jonesboro	AR	
California							
Alameda Bicycle Station	Silver	2012	Bicycle Industry (includes shops)	12	Alameda	CA	
Bike Bakersfield	Silver	2011	Non-Profit/Government	5	Bakersfield	CA	
Downtown Berkeley YMCA	Silver	2012	Non-Profit/Government	250	Berkeley	CA	
Sierra Nevada Brewing Co	Silver	2009	Hospitality/Food/Retail	500	Chico	CA	
Apple, Inc.	Silver	2012	Manufacturing/Research	10,000	Cupertino	CA	
City of Davis	Silver	2012	Non-Profit/Government	98	Davis	CA	
GHD Inc.	Silver	2015	Architecture/Planning/Design, Profe	48	Eureka	CA	New
Kaiser Permanente Folsom	Silver	2014	Medical/Health	300	Folsom	CA	Moved Up
Hands On Bicycles, Inc dba Jax Bicycle Center	Silver	2012	Bicycle Industry (includes shops)	15	Irvine	CA	
Passerelle Investment Company	Silver	2012	Professional Services	6	Los Altos	CA	
Bear Valley Inn	Silver	2009	Hospitality/Food/Retail	2	Olema	CA	
Palo Alto Bicycles	Silver	2009	Medical/Health	18	Palo Alto	CA	
SAP Labs, LLC. (Palo Alto)	Silver	2011	Professional Services	2,500	Palo Alto	CA	
VMware, Inc.	Silver	2015	Professional Services	3,900	Palo Alto	CA	
Hewlett-Packard Company	Silver	2012	Manufacturing/Research	3,000	Roseville	CA	
REI - Sacramento	Silver	2012	Bicycle Industry (includes shops)	120	Sacramento	CA	
Sacramento Area Council of Governments	Silver	2011	Non-Profit/Government	50	Sacramento	CA	
San Diego Association of Governments (SANDAG)	Silver	2015	Government Agency	290	San Diego	CA	New
San Francisco Landscapes	Silver	2009	Professional Services	5	San Francisco	CA	
SLOCOG / SLO Regional Rideshare	Silver	2015	Non-Profit/Government	23	San Luis Obispo	CA	



Current Bicycle Friendly Businesses through Summer 2015

Pirate Pedicab	Silver	2011	Professional Services	10	Tybee Island	GA	
Idaho							
Balihoo	Silver	2013	Professional Services	80	Boise	ID	
Boise State University	Silver	2014	Non-Profit/Government	2,400	Boise	ID	
CSHQA	Silver	2013	Professional Services	74	Boise	ID	
Drake Cooper Inc	Silver	2012	Professional Services	27	Boise	ID	
EPA, Region 10, Idaho Operations Office	Silver	2014	Non-Profit/Government	26	Boise	ID	
Foerstel	Silver	2013	Professional Services	11	Boise	ID	Moved Up
Hawkins Companies (Boise Office)	Silver	2015	Real Estate & Housing	46	Boise	ID	New
Healthwise, Inc.	Silver	2011	Medical/Health	225	Boise	ID	
Idaho Mountain Touring	Silver	2012	Hospitality/Food/Retail	20	Boise	ID	
Idaho Power Company	Silver	2011	Professional Services	652	Boise	ID	Renewal
INSIGHTarchitects	Silver	2014	Professional Services	5	Boise	ID	
National Interagency Fire Center (NIFC)	Silver	2010	Non-Profit/Government	550	Boise	ID	
Ada County Highway District	Silver	2012	Non-Profit/Government	300	Garden City	ID	
George's Cycles and Fitness	Silver	2013	Bicycle Industry (includes shops)	3	Garden City	ID	
Illinois							
Spin Doctor Cyclewerks	Silver	2009	Bicycle Industry (includes shops)	7	Bartlett	IL	
Goose Island Beer Company	Silver	2014	Hospitality/Food/Retail	58	Chicago	IL	
REI - Northbrook	Silver	2008	Bicycle Industry (includes shops)	80	Northbrook	IL	
Greenline Wheels, L3C	Silver	2013	Bicycle Industry (includes shops)	3	Oak Park	IL	
Champaign County Regional Planning Commission	Silver	2015	Planning, Government Agency, Tran	81	Urbana	IL	New
Champaign-Urbana Mass Transit District	Silver	2009	Non-Profit/Government	317	Urbana	IL	
Indiana							
Bloomington Pedal Power	Silver	2011	Non-Profit/Government	6	Bloomington	IN	
City of Bloomington, Indiana (City Hall)	Silver	2010	Non-Profit/Government	175	Bloomington	IN	
Scheller's Fitness & Cycling	Silver	2014	Bicycle Industry (includes shops)	6	Evansville	IN	
Fort Wayne Outfitters and Bike Depot	Silver	2010	Bicycle Industry (includes shops)	11	Fort Wayne	IN	
Summit City Bicycles & Fitness	Silver	2012	Bicycle Industry (includes shops)	32	Fort Wayne	IN	
Middle Davids Artisan Candles Inc.	Silver	2013	Manufacturing/Research	6	Franklin	IN	
Butler, Fairman & Seufert, Inc.	Silver	2014	Professional Services	90	Indianapolis	IN	
Eli Lilly and Co.	Silver	2010	Manufacturing/Research	8,000	Indianapolis	IN	
Freewheelin' Community Bikes	Silver	2011	Non-Profit/Government	2	Indianapolis	IN	
RATIO Architects	Silver	2014	Professional Services	56	Indianapolis	IN	
AeroCat High Performance Bicycles	Silver	2014	Manufacturing/Research	5	Portland	IN	
Kosciusko REMC	Silver	2014	Manufacturing/Research	44	Warsaw	IN	
Iowa							
Europa Cycle & Ski	Silver	2013	Bicycle Industry (includes shops)	12	Cedar Falls	IA	



Current Bicycle Friendly Businesses through Summer 2015

K2 Sports	Silver	2015	Manufacturing/Research	178	Seattle	WA	New
Starbucks	Silver	2015	Hospitality/Food/Retail	3,500	Seattle	WA	
Mountain Gear	Silver	2009	Bicycle Industry (includes shops)	97	Spokane Valley	WA	
Wallis Engineering	Silver	2011	Professional Services	25	Vancouver	WA	
Sportworks Northwest Inc.	Silver	2015	Manufacturing/Research	68	Woodinville	WA	
Wisconsin							
Northwestern Mutual (Franklin Campus)	Silver	2015	Professional Services	2,290	Franklin	WI	
SAP Labs, LLC. (La Crosse)	Silver	2010	Professional Services	135	La Crosse	WI	
Full Spectrum Solar	Silver	2014	Professional Services	7	Madison	WI	
Just Coffee Cooperative	Silver	2010	Hospitality/Food/Retail	13	Madison	WI	
Pacific Cycle	Silver	2012	Bicycle Industry (includes shops)	85	Madison	WI	
Planet Bike	Silver	2010	Bicycle Industry (includes shops)	6	Madison	WI	
Saris Cycling Group	Silver	2011	Bicycle Industry (includes shops)	175	Madison	WI	
Sustain Dane	Silver	2014	Non-Profit/Government	5	Madison	WI	
Trek Bicycle Stores of Madison	Silver	2010	Bicycle Industry (includes shops)	20	Madison	WI	
University of WI, Madison	Silver	2009	Non-Profit/Government	21,809	Madison	WI	
Northwestern Mutual	Silver	2011	Professional Services	2,659	Milwaukee	WI	
River Trail Cycles	Silver	2014	Bicycle Industry (includes shops)	7	Onalaska	WI	
Wyoming							
St. John's Medical Center	Silver	2014	Medical/Health	450	Jackson	WY	
Bronze							
Alabama							
Infirmity Health	Bronze	2014	Medical/Health	2,500	Mobile	AL	
Alaska							
ECI/Hyer, Inc.	Bronze	2013	Professional Services	19	Anchorage	AK	
Green Star Inc	Bronze	2009	Non-Profit/Government	3	Anchorage	AK	
Kittelson & Associates, Inc. - Anchorage	Bronze	2015	Professional Services	4	Anchorage	AK	
PDC Inc. Engineers	Bronze	2013	Professional Services	43	Anchorage	AK	
Providence Alaska Medical Center	Bronze	2010	Medical/Health	3,169	Anchorage	AK	
R&M Consultants, Inc.	Bronze	2012	Professional Services	88	Anchorage	AK	
REI - Anchorage	Bronze	2011	Bicycle Industry (includes shops)	130	Anchorage	AK	
SouthEast Alaska Regional Health Consortium (SEARHC)-Sitka Campus	Bronze	2011	Non-Profit/Government	582	Sitka	AK	
Arizona							
Unisource Global Solutions	Bronze	2012	Professional Services	45	Chandler	AZ	
Wandertec, Inc.	Bronze	2011	Manufacturing/Research	10	Flagstaff	AZ	
Banner Health	Bronze	2010	Medical/Health	35,000	Mesa	AZ	
Sanofi Aventis Tucson Research Center	Bronze	2011	Manufacturing/Research	75	Oro Valley	AZ	



Current Bicycle Friendly Businesses through Summer 2015

REI - Boise	Bronze	2011	Bicycle Industry (includes shops)	70	Boise	ID	
Richardson Adams, PLLC	Bronze	2013	Professional Services	3	Boise	ID	
Sawtooth Physical Therapy	Bronze	2015	Medical/Health	5	Boise	ID	
St. Luke's Health System	Bronze	2013	Medical/Health	6,200	Boise	ID	
The Pursuit	Bronze	2013	Non-Profit/Government	6	Boise	ID	
The Walton Works	Bronze	2013	Professional Services	4	Boise	ID	
Treasure Valley Family YMCA - Downtown Branch	Bronze	2013	Non-Profit/Government	282	Boise	ID	
U.S. Bureau of Reclamation Pacific Northwest Region Office	Bronze	2014	Non-Profit/Government	275	Boise	ID	
Community Planning Association of Southwest Idaho (COMPASS)	Bronze	2014	Non-Profit/Government	19	Meridian	ID	
Illinois							
Champaign Cycle Co.	Bronze	2013	Bicycle Industry (includes shops)	10	Champaign	IL	
City of Champaign	Bronze	2010	Non-Profit/Government	205	Champaign	IL	
That's Rentertainment	Bronze	2012	Hospitality/Food/Retail	8	Champaign	IL	
Groupon	Bronze	2014	Professional Services	2,300	Chicago	IL	
Peace Corps, Chicago	Bronze	2013	Non-Profit/Government	24	Chicago	IL	
Trek Bicycle Downers Grove	Bronze	2010	Bicycle Industry (includes shops)	10	Downers Grove	IL	
DM Systems Headquarters	Bronze	2011	Medical/Health	11	Evanston	IL	
Hile Group	Bronze	2013	Professional Services	6	Normal	IL	
Illinois Department of Revenue	Bronze	2015	Government Agency	1000	Springfield	IL	New
Common Ground Food Co-op	Bronze	2011	Hospitality/Food/Retail	42	Urbana	IL	
Indiana							
Bloomington Cooperative Services	Bronze	2010	Hospitality/Food/Retail	224	Bloomington	IN	
RCI	Bronze	2010	Hospitality/Food/Retail	1,200	Carmel	IN	
One Lucky Guitar, Inc.	Bronze	2011	Professional Services	10	Fort Wayne	IN	
A1 Cyclery	Bronze	2012	Bicycle Industry (includes shops)	4	Indianapolis	IN	
Angie's List	Bronze	2012	Professional Services	1,021	Indianapolis	IN	
City of Indianapolis (City County Building)	Bronze	2012	Non-Profit/Government	2,500	Indianapolis	IN	
Dow AgroSciences	Bronze	2014	Manufacturing/Research	1,400	Indianapolis	IN	
Indiana State Department of Health	Bronze	2011	Non-Profit/Government	634	Indianapolis	IN	
Indiana University Health, Methodist Hosptial	Bronze	2013	Medical/Health	6,380	Indianapolis	IN	
Indianapolis City Market, Corp.	Bronze	2014	Hospitality/Food/Retail	53	Indianapolis	IN	
Indianapolis Cultural Trail, Inc.	Bronze	2014	Non-Profit/Government	7	Indianapolis	IN	
Keep Indianapolis Beautiful, Inc.	Bronze	2011	Non-Profit/Government	18	Indianapolis	IN	
REI - Castleton	Bronze	2015	Hospitality/Food/Retail	60	Indianapolis	IN	
Riley Hospital, IU Health	Bronze	2013	Medical/Health	26,025	Indianapolis	IN	
Storrow Kinsella Associates	Bronze	2011	Professional Services	10	Indianapolis	IN	



BICYCLE FRIENDLY STATE

REPORT CARD

Illinois

RANKING # 14

REGIONAL RANKING » MIDWEST #3

GOVERNOR: Bruce Rauner

DOT COMMISSIONER: Randall Blankenhorn

BICYCLE/PEDESTRIAN COORDINATOR: None

STATE ADVOCACY GROUP: League of Illinois Bicyclists

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

4 LEGISLATION AND ENFORCEMENT

3 POLICIES AND PROGRAMS



2 INFRASTRUCTURE AND FUNDING



4 EDUCATION AND ENCOURAGEMENT

2 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE



SAFE PASSING LAW (3 FEET OR GREATER)



COMPLETE STREETS POLICY

DEDICATED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP



STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)

SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

46 of 100

2014: 53 of 100

FEEDBACK

- Hire and strategically place a full-time, qualified bicycle/pedestrian coordinator to implement the state bike transportation plan and to provide input on road projects. To keep their focus, assign other tasks not directly related to these priorities (e.g., RTP administration) to other staff.
- Illinois DOT's 20% local cost share for bike/ped elements of state road designs has sometimes led to non-accommodation, project delays and re-designs. Requiring a local contribution for these elements is not usually done in higher-ranking "Bicycle-Friendly States". Also, local non-payment is not an exception in Illinois' Complete Streets law. Bike/ped components should have the same cost share as the rest of the road.
- Routinely and more promptly incorporate updates of national standards and FHWA-accepted guidance manuals into IDOT's BDE and BLR design manuals. The bike plan, including Appendix N, details many specific points. Also, consistency is needed between the "bike chapters" (BDE Chapter 17, recently-revised BLR Chapter 42) and other chapters.
- Adjust the 2010 IDOT BDE manual's bikeway selection table to more closely meet the newer 2012 AASHTO bike guide's recommendations – and to better ensure implementation in some cases. For times when the table's recommended bikeway cannot be implemented, add solid guidance on secondary, fallback options to the design manuals.
- Take advantage of resurfacing projects where there is excess lane width to reconfigure lane striping for bike lanes (in towns) or paved shoulders (outside of towns). In addition, consider expanding a resurfacing project's scope, budget, and paved width, where there is significant need for bicycle or pedestrian accommodation.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

THE LEAGUE
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since 1880

URBANA BICYCLE MASTER PLAN 2016



Appendix 3:

Bike Boulevard Audit

VII. Appendix B - Bicycle Boulevard Audit

The Bicycle Boulevard Audit can be used to assess a roadway for bicycle boulevard development or to assess the function of an existing bicycle boulevard. Before beginning the audit, we recommend that you obtain a map of the street surveyed so you can note destinations and parallel arterials near the bicycle boulevard, the location of existing and proposed design elements, as well as roadway maintenance needs. You may also want to bring a camera along during your audit to photograph these features/conditions.

Auditor: _____

Date: _____

Day of the Week: _____

Time: _____

Overview

Bicycle Boulevard Street Name(s): _____

Route Begin Point _____

Route End Point _____

Length _____

Describe the land uses along the street (check all that apply):

- | | |
|---|-------------------------------------|
| <input type="radio"/> Residential | <input type="radio"/> Industrial |
| <input type="radio"/> Commercial – Retail | <input type="radio"/> Institutional |
| <input type="radio"/> Commercial – Offices | <input type="radio"/> Recreational |
| <input type="radio"/> Mixed of Commercial/Residential | <input type="radio"/> Other: |

Destinations Served by the Bicycle Boulevard (On or Nearby)

- | | |
|---|--|
| <input type="radio"/> Schools & Universities | <input type="radio"/> Neighborhoods |
| <input type="radio"/> Commercial Districts | <input type="radio"/> Transit Facilities |
| <input type="radio"/> Major Employment Centers | <input type="radio"/> Other Bicycle Routes |
| <input type="radio"/> Recreational Centers/Facilities | <input type="radio"/> Other: |

Bicycle Parking Facilities

Bicycle short-term (racks) and long-term (lockers) facilities that provide parking for cyclists at destinations along the route.

- | |
|--|
| <input type="radio"/> Exists - Location (or note on map):
Describe: |
| <input type="radio"/> Needed - Location (or note on map):
Describe: |

Motor Vehicle Parking

- ☐ No Parking Allowed
- ☐ Parallel Parking
- ☐ Perpendicular Parking
- ☐ Angled Parking
 - ☐ Pull-in
 - ☐ Back-in

Is there any transit service along the route?

Yes No Don't Know

If yes, what is the approximate frequency of service?
 _____ Don't Know

Is the street on an Emergency Service Priority Route?
 Yes No Don't Know

Intersections Requiring Stops by Cyclists
 Number of Stops on Bicycle Boulevard

Number of Stops on Parallel Arterial Streets
 Street Name #1 _____
 Street Name #2 _____

Speed & Volume

The speed and volume of roadway users before and/or after bicycle boulevard improvements.

Bicycle Boulevard Speed & Volume

Motor-Vehicle Volume
 Before: ADT _____ Or Light, Moderate, Heavy Unknown
 After: ADT _____ Or Light, Moderate, Heavy Unknown

Bicycle Volume
 Before: ADT _____ Or Light, Moderate, Heavy Unknown
 After: ADT _____ Or Light, Moderate, Heavy Unknown

Motor Vehicle Speed
 Posted or Prima Faciae Speed _____
 Observed Speed (85% if available) _____
 Before: MPH _____ Or OK, Too Fast Unknown
 After: MPH _____ Or OK, Too Fast Unknown

Collision History on the Bicycle Boulevard (Include Time Period)
 Before: Motor Vehicles _____ Bicycles _____ Pedestrians _____ Unknown
 After: Motor Vehicles _____ Bicycles _____ Pedestrians _____
 Unknown

Intersection Speed & Volume

Motor-Vehicle Volume
 Before: ADT _____ Or Light, Moderate, Heavy Unknown
 After: ADT _____ Or Light, Moderate, Heavy Unknown

Bicycle Volume
 Before: ADT _____ Or Light, Moderate, Heavy Unknown
 After: ADT _____ Or Light, Moderate, Heavy Unknown

Maintenance

Does the condition of the roadway provide a safe and comfortable cycling experience?

- Pavement Quality
- Good Condition (Smooth riding surface, free of debris)
 - Fair Condition (Rough spots in some locations, needs some maintenance but overall OK)
 - Poor Condition (Degraded and crumbling, several potholes, collected debris, extensive maintenance required)

Note the location of maintenance issues on your map.

Drainage Grates

- None
- Bike Friendly
- Bicycle –Unfriendly (Bars parallel to riding direction, wheels could get stuck)

Bicycle Boulevard Design Elements

Signage

Signage that indicates to motorists and bicyclists that they are on a bicycle boulevard (Identification Signs) and may also indicate destinations on or near the bicycle boulevard (Wayfinding).

Wayfinding

- Exists - Location (or note on map):
- Needed - Location (or note on map):

Bicycle Boulevard Identification Signage

- Exists - Location (or note on map):
- Needed - Location (or note on map):

Roadway Markings

Roadways markings painted on the road that identify the street as a bicycle boulevard and/or indicate that bicycles and motor vehicles share the road.

- Exists - Location (or note on map):

What does it look like (Sketch)?

How large is it?

How often does it repeat?

- Recommended - Location (or note on map):

Intersection Treatments

Bicycle intersection treatments that assist cyclists in crossing busy streets.

- | | | | |
|-----------------------------------|----------------------------|--|---|
| 1. Stop Sign Orientation Favoring | 2. HAWK Signals | 3. High Visibility & Raised Crosswalks | 4. Off-set Intersections
Side Path
Bicycle L-turn Lane
L-turn Pocket in Median |
| 5. Bike Boxes | 6. Bicycle Detection Loops | 7. Refuge Islands | 8. Choker Entrance |
| 9. Bicycle Signals | 10. Scramble Signals | 11. Elevated Crossings | 12. Other: |

Location(s) or note on map:

Traffic Calming

Roadway elements that reduce the speed of motor vehicles using the street(s).

- | | | | |
|-------------------------------|----------------------|--|-------------------------------|
| 1. Traffic Circles | 2. Speed Bumps/Humps | 3. High Visibility & Raised Crosswalks | 4. Colored/Patterned Pavement |
| 5. Landscaping & Street Trees | 6. Medians | 7. Chicanes | 8. Pinch Points |

- | | | | |
|------------------------------|---------------------------|--------------------------|------------|
| 9. Curb Extensions/Bulb outs | 10. Stop Sign Orientation | 11. Radar Feedback Signs | 12. Other: |
|------------------------------|---------------------------|--------------------------|------------|

Location(s) or note on map:

Traffic Reduction

Roadway elements that discourage through traffic from using the roadway.

- Full Diversion
- Partial Diversion
- Non-Motorized Only Crossings & “Cul-de-Sac Connectors”

Location(s) or note on map:

Complementary Features

Design features and programs that enhance the environment and experience for pedestrians and cyclists.

Pedestrian Amenities

- Sidewalk
Condition (Good, Fair, Poor)
- Ramps at Intersections
 - Exists - Location (or note on map):
 - Needed - Location (or note on map):
- Street Furniture (Benches, trash receptacles)
 - Exists - Location (or note on map):
 - Needed - Location (or note on map):

Lighting

- No Lighting
- Auto-Oriented Lighting
Amount of Lighting:
OK Needs More
- Pedestrian-Oriented Lighting
Amount of Lighting:
OK Needs More

Public Art

- Exists - Location (or note on map):
- Recommended - Location (or note on map):
Describe:

Landscaping

- No
- Yes
 - Well Maintained
 - Needs Maintenance

Safe Routes to School

Is there a primary or middle school (K-8) within 2 miles of the street?

Yes No Don't Know

Does the school have a Safe Routes to School program?

Yes No Don't Know

URBANA BICYCLE MASTER PLAN 2016



Appendix 4:

University District Street Ownership & Responsibilities

City of Urbana / University of Illinois Maintenance Grid

Defining Maintenance Responsibilities as of August 2011

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
	STREET NAME	FROM	TO	OWNED	SEWERS	MAINT- AINED	PAVEMENT	LIGHTS	STREET- SCAPE	METERS	TREES	SNOW	MEDIANS	MARKINGS	SIDEWALK	SIGNS	COMMENTS
1	Bliss Dr.	Race	End	UI	UI	UI	UI	UI	NA	NA	UI	UI	UI	UI	UI	UI	Closed in 2002
2	California Av.	Gregory St.	Lincoln	UI	UI	UI	UI	UI	UI	UI	UI	UI	NA	UI	UI	UI	Vacated to UI
3	Carle Dr.	Florida	Bliss	UI	UI	UI	UI	UI	NA	NA	UI	UI	NA	UI	UI	UI	Closed in 2002
4	Clark St.	Mathews	Harvey	UI	UI	UI	UI	UI	UI	UI/C	UI	UI	NA	UI	UI	UI	Vacated to UI Note 4
5	Clark St.	Harvey	Lincoln	City	City	City	City	City	NA	NA	City	City	NA	City	City	City	
6	College Ct.	Maryland	Lincoln	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	Maryland to Virginia vacated to UI in 2009
7	Dorner Dr.	Pennsylvania	Gregory Dr.	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	
8	Florida Av.	City Limit	Lincoln	City	City	City	City	City/UI	City	NA	UI	City	City	City	UI	City	See NOTE 1 below
9	G. Huff Dr.	Race	Hazelwood	UI	UI	UI	UI	UI	NA	NA	UI	UI	NA	UI	UI	UI	
10	Goodwin Av.	Pennsylvania	Agricultural Library	UI	UI	UI	UI	UI	UI	UI	UI	UI	NA	UI	UI	UI	
11	Goodwin Av.	University	Springfield	City	City	City	City	City	UI	NA	City	City	NA	City	City/UI	City	Sidewalks at UI property maintained by UI.
12	Goodwin Av.	Nevada	Gregory Pl.	UI	UI	UI	UI	UI	UI	NA	NA	UI	NA	UI	UI	UI	W 1/2 Goodwin Av. ROW is 23' wide IL to OR
13	Goodwin Av.	Springfield	Nevada	City	City	City	City	City	City	City	UI	City	City	City	City	City	
14	Goodwin Av. Extended	Florida	St. Mary's	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	
15	Green St.	Wright St.	Mathews	UI	City	City	City	City	UI	NA	City	City	UI	City	UI	City	UI maintains medians Mathews to Gregory
16	Green St.	Mathews	Llincoln	City	City/UI	City	City	City	UI	NA	NA	City	UI	City	City	City	UI maintains medians
17	Gregory Dr.	Dorner	Sixth	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	
18	Gregory St.	Green	Springfield	City	City	City	City	City	City	City	City	City	NA	City	City	City	
19	Gregory St.	Oregon	Illinois	City	City	City	City	City	City	City	UI	City	City	City	City	City	
20	Gregory Pl.	Nevada	Oregon	UI	UI	UI	UI	UI	UI	UI	UI	UI	NA	UI	UI	UI	Vacated in 2003
21	Gregory St.	University	Springfield	City	City	City	City	City	NA	NA	City	City	NA	City	City	City	
22	Harvey St.	University	Springfield	City	City	City	City	NA	City	City	City	City	NA	City	City	City	
23	Hazelwood Dr.	Lincoln	End	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	
24	Illinois St.	Goodwin	Lincoln	City	City	City	City	City	City	City	UI	City	NA	City	City	City	
25	Lincoln Av.	Springfield	Florida	City	City	City	City	City	City	NA	NA	City	City	City	City	City	
26	Lincoln Av.	Florida	Windsor	UI	UI	UI	UI	UI	UI	UI	UI	UI	NA	UI	UI	UI	
27	Main St.	Goodwin	End	UI	UI	UI	UI	UI	UI	UI	UI	UI	NA	UI	UI	UI	
28	Main St.	Goodwin	Harvey	UI	City	City	City	City	City	City	City	City	NA	City	City	City	Vacated to UI, maintenance remains w/City until bike shop closes
29	Main St.	Harvey	Lincoln	City	City	City	City	City	City	City	City	City	NA	City	City	City	
30	Maryland Dr.	Pennsylvania	Florida	UI	UI	UI	UI	UI	UI	UI	UI	UI	NA	UI	UI	UI	Vacated in 2009
31	Mathews Av.	Nevada	End	City	City	City	City	City	UI	City	UI	City	NA	City	City/UI	City	
32	Mathews Av.	Green	Nevada	City	City	City	City	City	UI	City	UI	City	NA	City	City/UI	City	See NOTE 2 below
33	Mathews Av.	Green	Springfield	City	City	City	City	City	UI	City	UI	City	NA	City	City	City	
34	Mathews Av.	Springfield	University	City	City	City	City	City	UI	City	UI	City	NA	City	City	City	
35	Nevada Av.	Mathews	Goodwin	City	City	City	City	City	NA	City	City	City	NA	City	City	City	
36	Nevada Av. N 1/2	Goodwin	Lincoln	City	City	City	City	City	UI	City	City	City	NA	City	City	City	
37	Orchard Dr.	Florida	G. Huff	UI	UI	UI	UI	UI	NA	NA	UI	UI	NA	UI	UI	UI	See NOTE 3 below
38	Oregon St.	Goodwin	Lincoln	City	City	City	City	City	UI	City	City	City	City	City	City	City	
39	Oregon St.	Goodwin	Mathews	City	City	City	City	City	UI	City	City	City	City	City	City	City	
40	Peabody Dr.	Dorner	Goodwin	UI	UI	UI	UI	UI	UI	UI	UI	UI	UI	NA	UI	UI	
41	Pennsylvania Av.	City Limit	Lincoln	UI	UI	UI	UI	UI	UI	NA	UI	UI	NA	UI	UI	UI	
42	Springfield Av.	Mathews	Lincoln	City	City	City	City	City	City	City	City	City	City	City	City	City	
43	Springfield Av.	Wright	Mathews	City	City	City	City	City	UI	City	City	City	NA	City	City	City	
44	St. Mary's Rd.	Lincoln	City Limit	UI	UI	UI	UI	UI	NA	NA	UI	UI	NA	UI	NA	UI	
45	Stoughton St.	Goodwin	End	UI	UI	UI	UI	UI	UI	UI	UI	UI	NA	UI	UI	UI	
46	Stoughton St.	Goodwin	Lincoln	City	City	City	City	City	City	City	City	City	NA	City	City	City	
47	Vet Med Service Dr.	St. Mary's	End	UI	UI	UI	UI	UI	NA	NA	UI	UI	NA	UI	UI	UI	
48	Virginia Av.	Pennsylvania	College	City	City	City	City	NA	NA	NA	City	City	NA	City	NA	City	Vacation to the UI for future consideration
49	Western Av.	Harvey	Gregory St.	UI	UCSD	UI	UI	NA	NA	NA	UI	UI	NA	UI	UI	UI	
50	Western Av.	Gregory St.	Lincoln	City	City	City	City	NA	NA	NA	NA	City	NA	City	City	City	
51	Windsor Rd.	Race	City Limit	UI	NA	City	City	NA	NA	NA	UI	City	City	City	City	City	
52	Wright St.	Armory	Springfield	Champ	Champ	Champ	Champ	Champ	UI	Champ	Champ	Champ	NA	Champ	Champ/UI	Champ	Sidewalks west side Champaign, East side UI
53	Wright St.	Springfield	University	IDOT	Champ	IDOT	IDOT	Champ	UI	Champ	Champ/URB	IDOT	NA	Champ	Champ/UI	Champ	Sidewalks west side Champaign, East side UI
Contact Telephone Numbers: Urbana-Champaign Sanitary District 367-3409 City of Champaign Public Works 403-4710 City of Urbana Public Works 384-2342 University of Illinois Facilities & Services 333-0340 IDOT Garage, N. Market St. Champaign 643-2025						Note 1: FIRST LIGHT POLE WEST OF LINCOLN AV IS CITY OF URBANA. REMAINING POLES ARE UI. ENTRY WAY SIGNS ARE CITY MAINTENANCE. TREES ALONG STREET ARE UI. CEMETERY IS PRIVATELY MAINTAINED.										Approved: <i>William R. Gray</i> 9/8/11 William R. Gray Date Public Works Director City of Urbana, Illinois	
						Note 2: SIDEWALKS ON THE WEST SIDE UI, EAST SIDE CITY/UI. (UI CONTRACT FOR WEST WALK AND BICYCLE PATH).											
						Note 3: TRAFFIC SIGNAL MINOR MAINTENANCE BY CITY. SIGNAL MAJOR REPAIR AND REPLACEMENT AT UI EXPENSE.											
						Note 4: CITY METERS (14) BETWEEN GOODWIN AND HARVEY PER 12/1/03 LICENSE AGREEMENT											
* UI may hang banners from City street light poles with permission of the Public Works Director. Installations shall be done by the UI or an approved contractor. All installations and related costs shall be borne at UI expense. * All traffic signals are maintained by the City of Urbana, except at Green & Wright, Springfield & Wright, which are maintained by City of Champaign. * All off-street bicycle paths markings are maintained by the UI. * All UI related traffic control and informational signs shall be approved by the City of Urbana prior to installation on Urbana Right-of-Way.																Approved: <i>John G. Dempsey</i> 8/10/11 John G. Dempsey Date Executive Director of Facilities & Services University of Illinois	

URBANA BICYCLE MASTER PLAN 2016

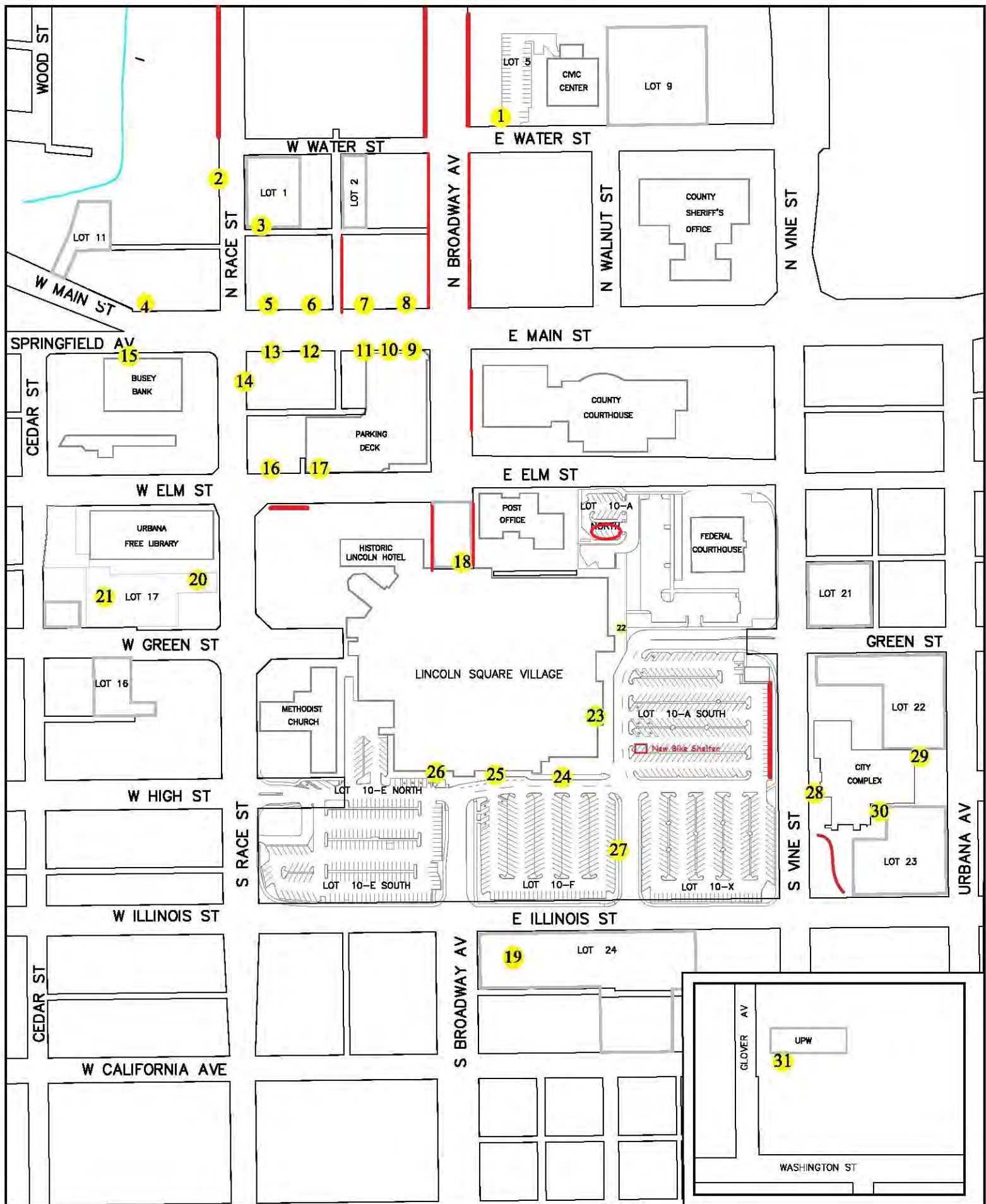


Appendix 5:

Urbana Bicycle Parking Inventories

This appendix lists the following information, updated in 2014:

1. Downtown Urbana Bike Parking Map
2. Urbana bike parking inventory for the August 2014 Bicycle Friendly Community (BFC) application
3. Green Urbana bike parking inventory maps
 - a. Central Urbana view
 - b. Urbana-Champaign view



BICYCLE PARKING MAP

LEGEND

19

BIKE RACK LOCATION

Proposed rack areas for review 01/30/14



Urbana Bike Parking Database 2014

This existing bike parking inventory was created for Urbana's Bicycle Friendly Community (BFC) renewal application in August 2014. Inventories have been completed for nine land use types, but are incomplete for three land use types.

Completed Bike Parking Inventory:

Category: Higher Education Institutions		
<i>Name</i>	<i>Land Use Type</i>	<i>Spaces</i>
University of Illinois	Higher Ed	1,176
Total		1,176

Category: Public & Private Schools		
<i>Name</i>	<i>Land Use Type</i>	<i>Spaces</i>
King School	Public School	30
Leal School	Public School	50
Prairie School	Public School	28
Thomas Paine School	Public School	16
Wiley School	Public School	8
Yankee Ridge School	Public School	24
Urbana Middle School	Public School	96
Urbana High School	Public School	20
Campus Middle School for Girls	Private School	14
Total		286

Category: Retail stores		
<i>Name</i>	<i>Land Use Type</i>	<i>Spaces</i>
110 W Main St	Retail	2
108 W Main St	Retail	2
119 W Main St	Retail	2
133 W Main St	Retail	2
Race St south of Main St, east side of street	Retail	18
Lincoln Square Village east entrance @ Green St	Retail	12
Lincoln Square Village @ Common Grounds entrance	Retail	6
Lincoln Square Village south side east of Broadway Av entrance	Retail	22
Lincoln Square Village south side @ Broadway Av entrance	Retail	6
County Market	Retail	9

Save A Lot	Retail	12
Auto Zone	Retail	9
Schnucks	Retail	22
Schnucks	Retail	10
Schnucks Express Gas Station	Retail	5
Walgreen's	Retail	7
Farm and Fleet	Retail	20
Circle K/Marathon	Retail	5
Fabric Shop	Retail	4
Bouffant Salon	Retail	6
Bouffant Salon	Retail	2
Walmart	Retail	15
Walmart	Retail	9
Walgreen's	Retail	5
CVS	Retail	6
Bank	Retail	6
Meijer	Retail	10
Ruler Foods	Retail	6
Family Dollar	Retail	4
Strawberry Fields	Retail	5
Strawberry Fields	Retail	15
Total		264

Category: Hotels & restaurants		
<i>Name</i>	<i>Land Use Type</i>	<i>Spaces</i>
Race St @ Water St, west side of street	Restaurant	10
Lot 1 @ Goose Alley	Restaurant	4
202-214 W Main St	Restaurant	14
120 W Main St	Restaurant	2
W Main St @ Crane Alley bar & grill	Restaurant	10
McDonalds	Restaurant	4
Little Ceasers	Restaurant	6
First Wok	Restaurant	9
Jimmy John's	Restaurant	24
Cafe Paradiso	Restaurant	5
J Gumbo's	Restaurant	4
J Gumbo's	Restaurant	4
Rosatti's Pizza	Restaurant	8
Rosatti's Pizza	Restaurant	0
Subway	Restaurant	7
Caffe Bene	Restaurant	10

Taco Bell	Restaurant	4
Einstein Bros. Bagels	Restaurant	7
Jimmy John's, Panchero's	Restaurant	4
Rainbow Garden, Po Boy's	Restaurant	2
Wendy's	Restaurant	6
KFC	Restaurant	16
Hot Wok Express	Restaurant	8
Expresso Royale	Restaurant	6
Red Herring	Restaurant	5
Starbucks	Restaurant	2
Corkscrew	Restaurant	4
Hickory River Smoke House	Restaurant	4
Arby's	Restaurant	8
Milo's Restaurant	Restaurant	4
Cafe Zojo	Restaurant	2
Attie's	Restaurant	18
Huaraches	Restaurant	6
Eastland Suites	Hotel	12
Holiday Inn	Hotel	10
Comfort Suites	Hotel	3
Total		252

Category: Parks & recreation centers		
<i>Name</i>	<i>Land Use Type</i>	<i>Spaces</i>
Blair Park	Park	26
Carle Park	Park	18
Crystal Lake Park	Park	18
Larson Park	Park	6
Meadowbrook Park	Park	36
Victory Park	Park	18
Mini park @ NEC Race St & Elm St	Park	2
Anita Purves Nature Center	Recreation Center	8
Crystal Lake Park Family Aquatic Center	Recreation Center	52
Crystal Lake Park Lake House	Recreation Center	4
Phillips Recreation Center	Recreation Center	24
Urbana Indoor Aquatic Center	Recreation Center	28
Total		240

Category: Other government owned buildings and facilities		
<i>Name</i>	<i>Land Use Type</i>	<i>Spaces</i>
CUMTD HQ	Gov't bldg	12
Brookens Center S entrance	Gov't bldg	12

Brookens Center NW entrance	Gov't bldg	6
Brookens Center N entrance	Gov't bldg	8
UPD Planning & Operations	Gov't bldg	14
City Bldg front entrance	Gov't bldg	3
City Bldg south end of Lot 22	Gov't bldg	8
City Bldg rear entrance @ High St	Gov't bldg	4
UPW main entrance	Gov't bldg	6
UPW main entrance	Gov't bldg	2
Nursing Home	Gov't bldg	6
Humane Society	Gov't bldg	6
ILEAS	Gov't bldg	4
Front Brookens (old)	Gov't bldg	12
County Courthouse	Gov't bldg	16
USPS Post Office	Gov't bldg	9
W Main St @ parking deck	Gov't owned	2
W Main St @ parking deck	Gov't owned	2
mini park on Elm St @ Crane Alley	Gov't owned	10
Lot 10-B, north entrance of Lincoln Square Village	Gov't owned	6
Parking Lot 24	Gov't owned	12
Lincoln Square Village east side of Lot 10-F	Gov't owned	40
Total		200

Category: Libraries		
<i>Name</i>	<i>Land Use Type</i>	<i>Spaces</i>
Urbana Library along Race St	Library	44
Lot 17 @ Library	Library	2
Total		46

Category: Event venues (convention center)		
<i>Name</i>	<i>Land Use Type</i>	<i>Spaces</i>
Lot 5 @ Civic Center	Event venue	4
Total		4

Incomplete Bike Parking Inventory:

Category: Multi-family housing		
<i>Name</i>	<i>Land Use Type</i>	<i>Spaces</i>
University of Illinois housing	Multi-family housing	1,909
CPM Michigan	Multi-family housing	24
Total		1,933

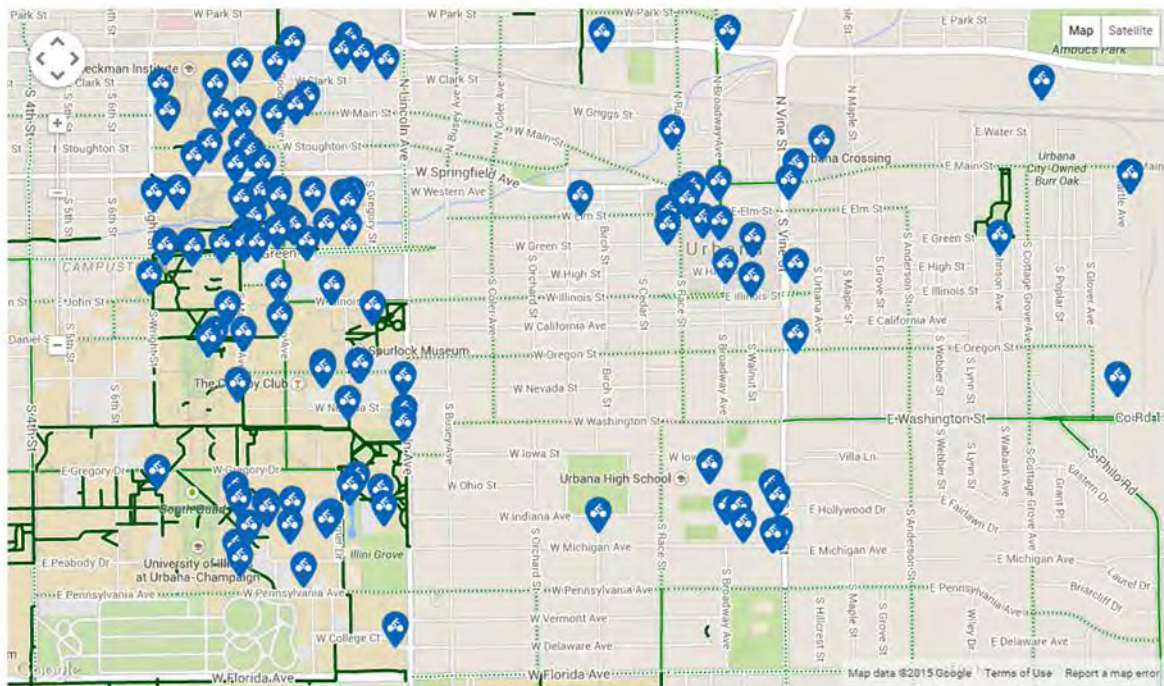
Category: Office buildings		
<i>Name</i>	<i>Land Use Type</i>	<i>Spaces</i>
130 W Main St	Office	2
Springfield Av, north side of Busey Bank	Office	4
Lincoln Square Village south side @ Health Alliance	Office	12
UIUC Credit Union	Office	9
Busey Bank	Office	8
Carle	Office	8
Total		43

Total Bike Parking Inventory:

Category	Spaces
<i>Completed Bike Parking Inventory</i>	
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 (convention center)	4
Transit stations & major bus stops	0
<i>Incomplete Bike Parking Inventory</i>	
Multi-family housing	1,933
Office buildings	43
Public housing	0
Total	4,444

Green Map

Whenever you decide to go green, Urbana is ready



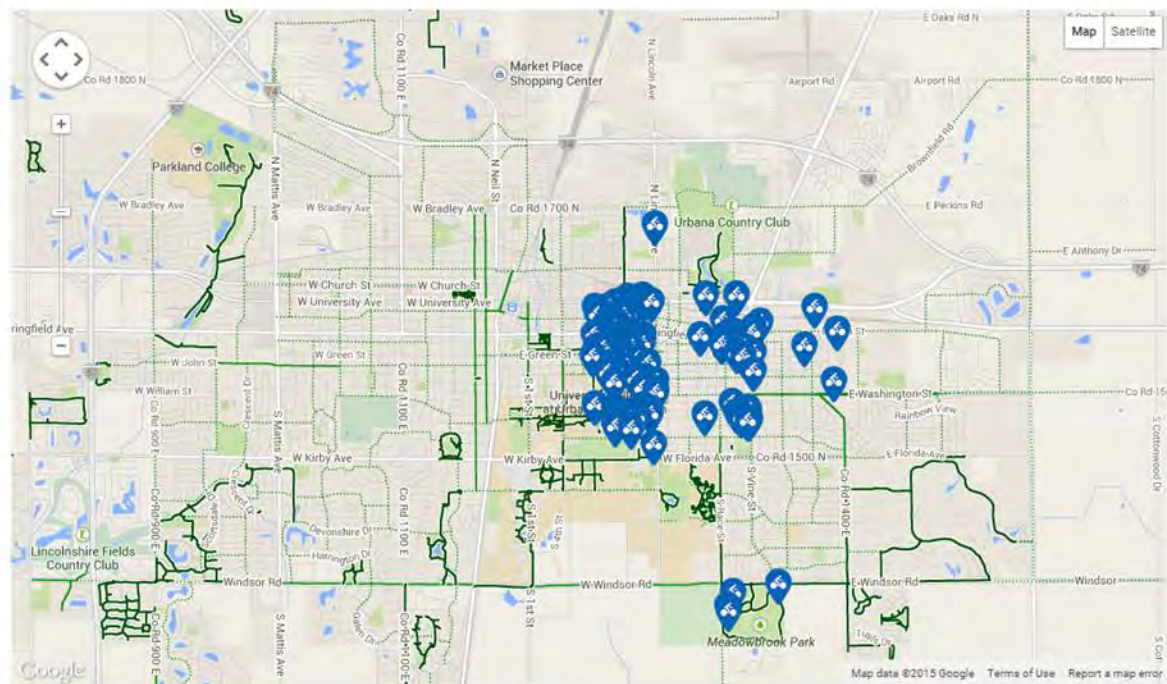
Categories

- ☐ Select all
- ☒ [Bike Racks](#)
- ☐ [Park](#)
- ☐ [Farmers Market](#)
- ☐ [Battery Recycling](#)
- ☐ [ReCORK](#)
- ☐ [Recycling Bin](#)
- ☐ [Composting Bin](#)
- ☐ [Ink Cartridge Recycling](#)
- ☐ [Certified Green Building](#)
- ☐ [Green Business](#)
- ☒ Bike layer
- ☐ [Multi-use trails](#)
- ☐ [St. w/ bike lanes](#)
- ☐ [St. rec. for cyclists](#)

You know a place that is not on the map? [Suggest a new place](#)

Green Map

Whenever you decide to go green, Urbana is ready



Categories

- ☐ Select all
- ☒ [Bike Racks](#)
- ☐ [Park](#)
- ☐ [Farmers Market](#)
- ☐ [Battery Recycling](#)
- ☐ [ReCORK](#)
- ☐ [Recycling Bin](#)
- ☐ [Composting Bin](#)
- ☐ [Ink Cartridge Recycling](#)
- ☐ [Certified Green Building](#)
- ☐ [Green Business](#)
- ☒ Bike layer
- [Multi-use trails](#)
- [St. w/ bike lanes](#)
- [St. rec. for cyclists](#)

You know a place that is not on the map? [Suggest a new place](#)

URBANA BICYCLE MASTER PLAN 2016



Appendix 6:

Urbana Bicycle Counts

Urbana Bike Counts 2011-2014

Year	Location	Jurisdiction	N Leg		S Leg		E Leg		W Leg		Total
			NB	SB	NB	SB	EB	WB	EB	WB	
2011	Illinois/Lincoln	City of Urbana	-	-	-	-	-	-	413	388	801
2011	Main/Lincoln	City of Urbana	-	-	-	-	-	-	128	121	249
2011	Pennsylvania/Lincoln	City of Urbana	-	-	-	-	-	-	153	116	269
2012	Florida/Philo	City of Urbana	-	13	16	-	-	-	-	-	29
2012	Florida/Philo	City of Urbana	-	-	-	-	-	8	1	-	9
2012	Washington/Philo	City of Urbana	-	-	-	-	18	24	-	-	42
2012	Washington/Lierman	City of Urbana	-	-	-	-	33	19	-	-	52
2012	Washington/Kinch	City of Urbana	-	-	-	-	-	-	14	18	32
2012	Washington/Smith	City of Urbana	-	-	-	-	-	-	4	18	22
2013	Anderson between Mumford & Colorado	City of Urbana	22		8		-	-	-	-	30
2013	Anderson/Florida	City of Urbana	-	-	16	24	-	-	-	-	40
2013	Anderson/Florida	City of Urbana	-	-	-	-	-	-	47		47
2013	Church between Park & Orchard	City of Urbana	-	-	-	-	94		61		155
2013	Cunningham/Kerr	IDOT	-	-	-	-	15		-	-	15
2013	Cunningham/Kerr	IDOT	14		-	-	-	-	-	-	14
2013	Fairview/Goodwin	City of Urbana	-	-	-	-	36	24	-	-	60
2013	Illinois/Goodwin	City of Urbana	-	-	323	310	-	-	-	-	633
2013	Illinois/Lincoln	City of Urbana	-	-	-	-	-	-	388	431	819
2013	Kinch/Michigan	City of Urbana	-	-	3	11	-	-	-	-	14
2013	Main/Webber	City of Urbana	-	-	-	-	-	-	38	36	74
2013	Main/Glover	City of Urbana	-	-	-	-	35	45	-	-	80
2013	Main/Smith	City of Urbana	-	-	-	-	23	29	-	-	52
2013	Pennsylvania/Grove	City of Urbana	-	-	-	-	64	65	-	-	129
2013	Philo/Windsor	City of Urbana	6	4	-	-	-	-	-	-	10

Year	Location	Jurisdiction	N Leg		S Leg		E Leg		W Leg		Total
			NB	SB	NB	SB	NB	SB	NB	SB	
2013	Race/George Huff	City of Urbana	70	12	-	-	-	-	-	-	82
2013	University/Broadway	IDOT	-	-	43		-	-	-	-	43
2013	Amber Lane sidepath	City of Urbana	-	-	-	-	-	-	-	-	5
2013	Florida Avenue sidepath at Goodwin	University of Illinois	-	-	-	-	-	-	-	-	57
2013	Florida Avenue sidepath E of Kinch	City of Urbana	-	-	-	-	-	-	-	-	18
2013	Goodwin Avenue sidepath N of Springfield	City of Urbana	-	-	-	-	-	-	-	-	67
2013	Goodwin Avenue sidepath N of University	City of Urbana	-	-	-	-	-	-	-	-	59
2013	Goodwin Avenue sidepath S of Bradley	City of Urbana	-	-	-	-	-	-	-	-	4
2013	High Cross Road sidepath N of Stone Creek	City of Urbana	-	-	-	-	-	-	-	-	8
2013	High Cross Road sidepath S of Stone Creek	City of Urbana	-	-	-	-	-	-	-	-	28
2013	Lierman Avenue sidepath	City of Urbana	-	-	-	-	-	-	-	-	6
2013	Marc Trail off-street path	City of Urbana	-	-	-	-	-	-	-	-	2
2013	McCullough Street sidepath N of University	City of Urbana	-	-	-	-	-	-	-	-	9
2013	Myra Ridge Drive sidepath	City of Urbana	-	-	-	-	-	-	-	-	10
2013	Orchard Street sidepath at Fairview	City of Urbana	-	-	-	-	-	-	-	-	20
2013	Philo Road sidepath between Colorado & Windsor	City of Urbana	-	-	-	-	-	-	-	-	52

Year	Location	Jurisdiction	N Leg		S Leg		E Leg		W Leg		Total
			NB	SB	NB	SB	NB	SB	NB	SB	
2013	Philo Road sidepath S of Windsor	City of Urbana	-	-	-	-	-	-	-	-	15
2013	Race Street sidepath N of Windsor	City of Urbana	-	-	-	-	-	-	-	-	43
2013	Race Street sidepath S of Florida	City of Urbana	-	-	-	-	-	-	-	-	80
2013	Stone Creek Boulevard sidepath East	City of Urbana	-	-	-	-	-	-	-	-	15
2013	Stone Creek Boulevard sidepath South	City of Urbana	-	-	-	-	-	-	-	-	27
2013	Stone Creek Boulevard sidepath West	City of Urbana	-	-	-	-	-	-	-	-	17
2013	University Avenue sidepath at Mathews	City of Urbana	-	-	-	-	-	-	-	-	77
2013	Windsor Road sidepath at Stone Creek Blvd.	City of Urbana	-	-	-	-	-	-	-	-	42
2013	Windsor Road North sidepath at The Pines	City of Urbana	-	-	-	-	-	-	-	-	29
2013	Windsor Road South sidepath at The Pines	City of Urbana	-	-	-	-	-	-	-	-	18
2013	Windsor Road sidepath E of Meadowbrook Park	City of Urbana	-	-	-	-	-	-	-	-	22
2013	Windsor Road sidepath E of Race	City of Urbana	-	-	-	-	-	-	-	-	41
2013	Crestview Park Path	Urbana Park District	-	-	-	-	-	-	-	-	25
2013	Crystal Lake Path Lakehouse entry	Urbana Park District	-	-	-	-	-	-	-	-	11
2013	Crystal Lake Path mid-park	U. Park District	-	-	-	-	-	-	-	-	5

Year	Location	Jurisdiction	N Leg		S Leg		E Leg		W Leg		Total
			NB	SB	NB	SB	NB	SB	NB	SB	
2013	Crystal Lake Path SW entry	Urbana Park District	-	-	-	-	-	-	-	-	13
2013	Crystal Lake Pool Path	Urbana Park District	-	-	-	-	-	-	-	-	20
2013	King Park Path NE entry	Urbana Park District	-	-	-	-	-	-	-	-	15
2013	King Park Path SW entry	Urbana Park District	-	-	-	-	-	-	-	-	30
2013	Meadowbrook Hickman Walk at Race	Urbana Park District	-	-	-	-	-	-	-	-	51
2013	Meadowbrook Prairie Path at Race	Urbana Park District	-	-	-	-	-	-	-	-	96
2013	Meadowbrook Prairie Path at Windsor	Urbana Park District	-	-	-	-	-	-	-	-	75
2013	Meadowbrook Sculpture Path East at Windsor	Urbana Park District	-	-	-	-	-	-	-	-	42
2013	Meadowbrook Sculpture Path West at Windsor	Urbana Park District	-	-	-	-	-	-	-	-	15
2013	South Ridge Park Trail East	Urbana Park District	-	-	-	-	-	-	-	-	9
2013	South Ridge Park Trail West	Urbana Park District	-	-	-	-	-	-	-	-	18
2013	Victory Park Path mid-park	Urbana Park District	-	-	-	-	-	-	-	-	16
2013	Victory Park Path N entry	Urbana Park District	-	-	-	-	-	-	-	-	3
2013	Victory Park Path SE	Urbana Park District	-	-	-	-	-	-	-	-	11
2013	Victory Park Path SW entry	Urbana Park District	-	-	-	-	-	-	-	-	13

Year	Location	Jurisdiction	N Leg		S Leg		E Leg		W Leg		Total
			NB		SB	NB	SB	NB	SB	NB	
2014	Cunningham/Perkins	IDOT	10		-	-	-	-	-	-	10
2014	Wright/University	IDOT	-	-	153		-	-	-	-	153



Appendix 7: Urbana Bicycle Crashes 2009-2013

Urbana Bike/Vehicle Intersection Crashes 2009-2013

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.

N/S Street	E/W Street	Jurisdiction	Area	Number of Crashes	Year(s)	Type(s)
McCullough St	University Ave	IDOT	North	4	2010	PDO
					2011	B
					2012	B
					2012	B
Lincoln Ave	Illinois St	City of Urbana	West	3	2009	B
					2009	B
					2012	C
					2012	C
Wright St	University Ave	IDOT	North	3	2009	A
					2010	B
					2012	C
Busey Ave	Green St	City of Urbana	West	2	2013	B, C
Cunningham Ave	Crystal Lake Dr	IDOT	North	2	2009	A
					2012	B
Cunningham Ave	Oakland Ave	IDOT	North	2	2009	C
					2010	PDO
Cunningham Ave	Perkins Rd	IDOT	North	2	2009, 2013	B
Gregory St	Springfield Ave	City of Urbana	West	2	2010	B
					2013	C
Gregory St	Nevada St	City/University	West	2	2009	A
					2013	C
Goodwin Ave	Green St	City of Urbana	West	2	2010	B
Goodwin Ave	Gregory Dr	University of Illinois	West	2	2011	B
					2012	C
Goodwin Ave	Oregon St	City of Urbana	West	2	2010	B
					2010	PDO
Lincoln Ave	Green St	City of Urbana	West	2	2009, 2010	B
Philo Rd	Colorado Ave	City of Urbana	South	2	2010	A, C
Philo Rd	Washington St	City of Urbana	East	2	2010, 2013	A
Vine St	Water St	City of Urbana	Central	2	2009	B
					2013	A
Gregory St	Green St	City of Urbana	West	1	2009	Fatal
Brady Ln	Main St	City of Urbana	East	1	2009	A
Broadway Ave	Illinois St	City of Urbana	Central	1	2009	A
Brownfield Rd	Airport Rd	Urbana Township	North	1	2012	A
Busey Ave	University Ave	IDOT	North	1	2012	A
Coler Ave	Oregon St	City of Urbana	West	1	2012	A
Goodwin Ave	Eads St	City of Urbana	North	1	2012	A

N/S Street	E/W Street	Jurisdiction	Area	Number of Crashes	Year(s)	Type(s)
Grainger Crosswalk	Springfield Ave	City of Urbana	West	1	2011	A
Harvey St	Springfield Ave	City of Urbana	West	1	2011	A
Lincoln Ave	Nevada St (E)	City of Urbana	West	1	2009	A
Lincoln Ave	Pennsylvania Ave	City of Urbana	West	1	2010	A
Lincoln Ave	Fairview Ave	City of Urbana	North	1	2011	A
Lincoln Ave	Nevada St (W)	City of Urbana	West	1	2011	A
Lincoln Ave	Springfield Ave	City of Urbana	West	1	2012	A
Philo Rd	Windsor Rd	City of Urbana	South	1	2013	A
Vine St	Montclair Rd	City of Urbana	South	1	2009	A
Broadway Ave	Main St	City of Urbana	Central	1	2012	B
Brownfield Rd	Mary Lou Dr	Urbana Township	North	1	2012	B
Busey Ave	Iowa St	City of Urbana	West	1	2012	B
Coler Ave	Nevada St	City of Urbana	West	1	2009	B
Cottage Grove Ave	Green St	City of Urbana	Central	1	2010	B
Cunningham Ave	University Ave	IDOT	North	1	2011	B
Cunningham Ave	Kerr Ave	IDOT	North	1	2012	B
Dodson Dr	Main St	City of Urbana	East	1	2009	B
Goodwin Ave	Illinois St	City of Urbana	West	1	2011	B
Gregory St	University Ave	IDOT	North	1	2013	B
Illini Union entrance	Green St	University of Illinois	West	1	2013	B
Kinch St	Florida Ave	City of Urbana	East	1	2009	B
Lincoln Ave	Bradley Ave	City of Urbana	North	1	2009	B
Lincoln Ave	Main St	City of Urbana	West	1	2011	B
Lincoln Ave	Eads St	City of Urbana	North	1	2012	B
Philo Rd	Mumford Dr	City of Urbana	South	1	2013	B
Race St	Curtis Rd	Urbana Township	South	1	2013	B
Race St	Elm St	City of Urbana	Central	1	2013	B
Race St	Illinois St	City of Urbana	Central	1	2013	B
Race St	Main St	City of Urbana	Central	1	2013	B
Undergrad Library	Gregory Dr	University of Illinois	West	1	2011	B
Vine St	Illinois St	City of Urbana	Central	1	2010	B
Vine St	Main St	City of Urbana	Central	1	2010	B
Willow Rd	Airport Rd	City of Urbana	North	1	2012	B
Anderson St	Michigan Ave	City of Urbana	Central	1	2009	C
Brownfield Rd	Perkins Rd (E)	Urbana Township	North	1	2013	C
Busey Ave	Church St	City of Urbana	North	1	2009	C
Coler Ave	University Ave	IDOT	North	1	2013	C

N/S Street	E/W Street	Jurisdiction	Area	Number of Crashes	Year(s)	Type(s)
Goodwin Ave	Springfield Ave	City of Urbana	West	1	2009	C
Illini Union exit	Green St	University of Illinois	West	1	2010	C
Lincoln Ave	Kettering Park Dr	City of Urbana	North	1	2009	C
Lincoln Ave	Oregon St	City of Urbana	West	1	2012	C
Mathews Ave	Nevada St	City of Urbana	West	1	2009	C
Mathews Ave	Green St	City of Urbana	West	1	2010	C
Smith Rd	Rainbow View Dr	City of Urbana	East	1	2010	C
Vine St	Florida Ave	City of Urbana	Central	1	2010	C
Lincoln Ave	Clark St	City of Urbana	West	1	2013	PDO
Total				89		

URBANA BICYCLE MASTER PLAN 2016



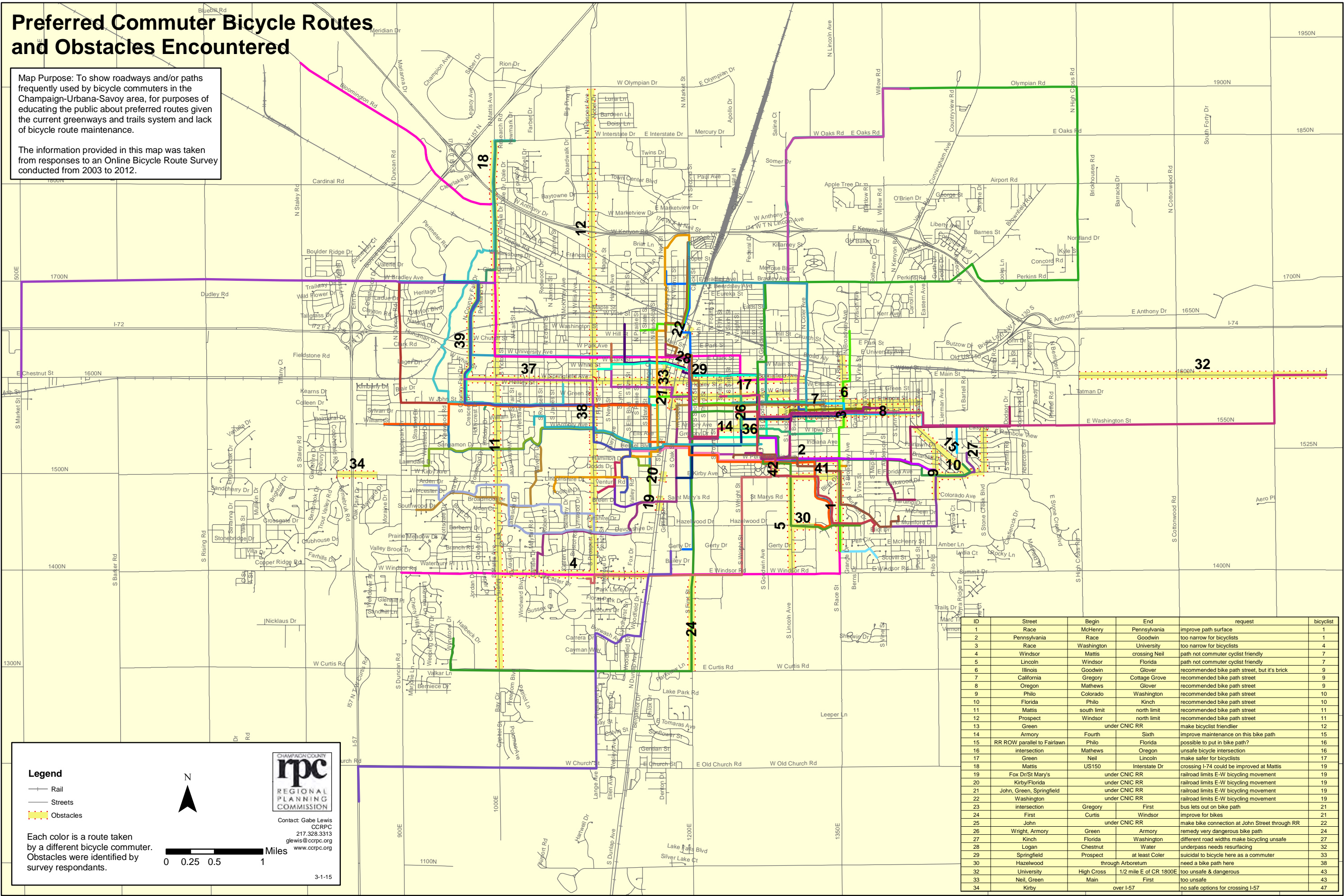
Appendix 8: CUUATS Online Bike Route Survey Results 2003-2012

CCRPC/CUUATS developed an online bicycle route survey during the 2004 Champaign County Greenways & Trails Plan process, to gather public comments on commuter routes and bicycling obstacles encountered in the Champaign-Urbana area. This online survey remained open after the plan was finished, and responses continued to be received through 2012. Following are maps compiling these public comments.

Preferred Commuter Bicycle Routes and Obstacles Encountered

Map Purpose: To show roadways and/or paths frequently used by bicycle commuters in the Champaign-Urbana-Savoy area, for purposes of educating the public about preferred routes given the current greenways and trails system and lack of bicycle route maintenance.

The information provided in this map was taken from responses to an Online Bicycle Route Survey conducted from 2003 to 2012.

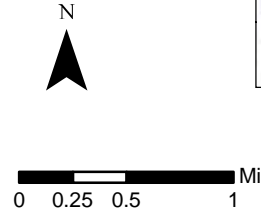


ID	Street	Begin	End	request	bicyclist
1	Race	McHenry	Pennsylvania	improve path surface	1
2	Pennsylvania	Race	Goodwin	too narrow for bicyclists	1
3	Race	Washington	University	too narrow for bicyclists	4
4	Windsor	Mattis	crossing Neil	path not commuter cyclist friendly	7
5	Lincoln	Windsor	Florida	path not commuter cyclist friendly	7
6	Illinois	Goodwin	Glover	recommended bike path street, but it's brick	9
7	California	Gregory	Cottage Grove	recommended bike path street	9
8	Oregon	Mathews	Glover	recommended bike path street	9
9	Philo	Colorado	Washington	recommended bike path street	10
10	Florida	Philo	Kinch	recommended bike path street	10
11	Mattis	south limit	north limit	recommended bike path street	11
12	Prospect	Windsor	north limit	recommended bike path street	11
13	Green		under CNIC RR	make bicyclist friendlier	12
14	Armory	Fourth	Sixth	improve maintenance on this bike path	15
15	RR ROW parallel to Fairlawn	Philo	Florida	possible to put in bike path?	16
16	intersection	Mathews	Oregon	unsafe bicycle intersection	16
17	Green	Neil	Lincoln	make safer for bicyclists	17
18	Mattis	US150	Interstate Dr	crossing I-74 could be improved at Mattis	19
19	Fox Dr/St Mary's		under CNIC RR	railroad limits E-W bicycling movement	19
20	Kirby/Florida		under CNIC RR	railroad limits E-W bicycling movement	19
21	John, Green, Springfield		under CNIC RR	railroad limits E-W bicycling movement	19
22	Washington		under CNIC RR	railroad limits E-W bicycling movement	19
23	intersection	Gregory	First	bus lets out on bike path	21
24	First	Curtis	Windsor	improve for bikes	21
25	John		under CNIC RR	make bike connection at John Street through RR	22
26	Wright, Armory	Green	Armory	remedy very dangerous bike path	24
27	Kinch	Florida	Washington	different road widths make bicycling unsafe	27
28	Logan	Chestnut	Water	underpass needs resurfacing	32
29	Springfield	Prospect	at least Coler	suicidal to bicycle here as a commuter	33
30	Hazelwood		through Arboretum	need a bike path here	38
32	University	High Cross	1/2 mile E of CR 1800E	too unsafe & dangerous	43
33	Neil, Green	Main	First	too unsafe	43
34	Kirby		over I-57	no safe options for crossing I-57	47

Legend

- Rail
- Streets
- Obstacles

Each color is a route taken by a different bicycle commuter. Obstacles were identified by survey respondents.



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Preferred Commuter Bicycle Routes in the Champaign-Urbana area

Map Purpose: To show roadways and/or paths frequently used by bicycle commuters in the Champaign-Urbana-Savoy area, for purposes of educating the public about preferred routes given the current greenways and trails system and lack of bicycle route maintenance.

The information provided in this map was taken from responses to an Online Bicycle Route Survey conducted from 2003 to 2012.

Legend

Number of Commuter Cyclists

1

2

3

4

5

6

7

8

10

Streets

Rail

N

0 0.25 0.5 1 Miles

CHAMPAIGN COUNTY

rpc

REGIONAL PLANNING COMMISSION

Contact: Gabe Lewis

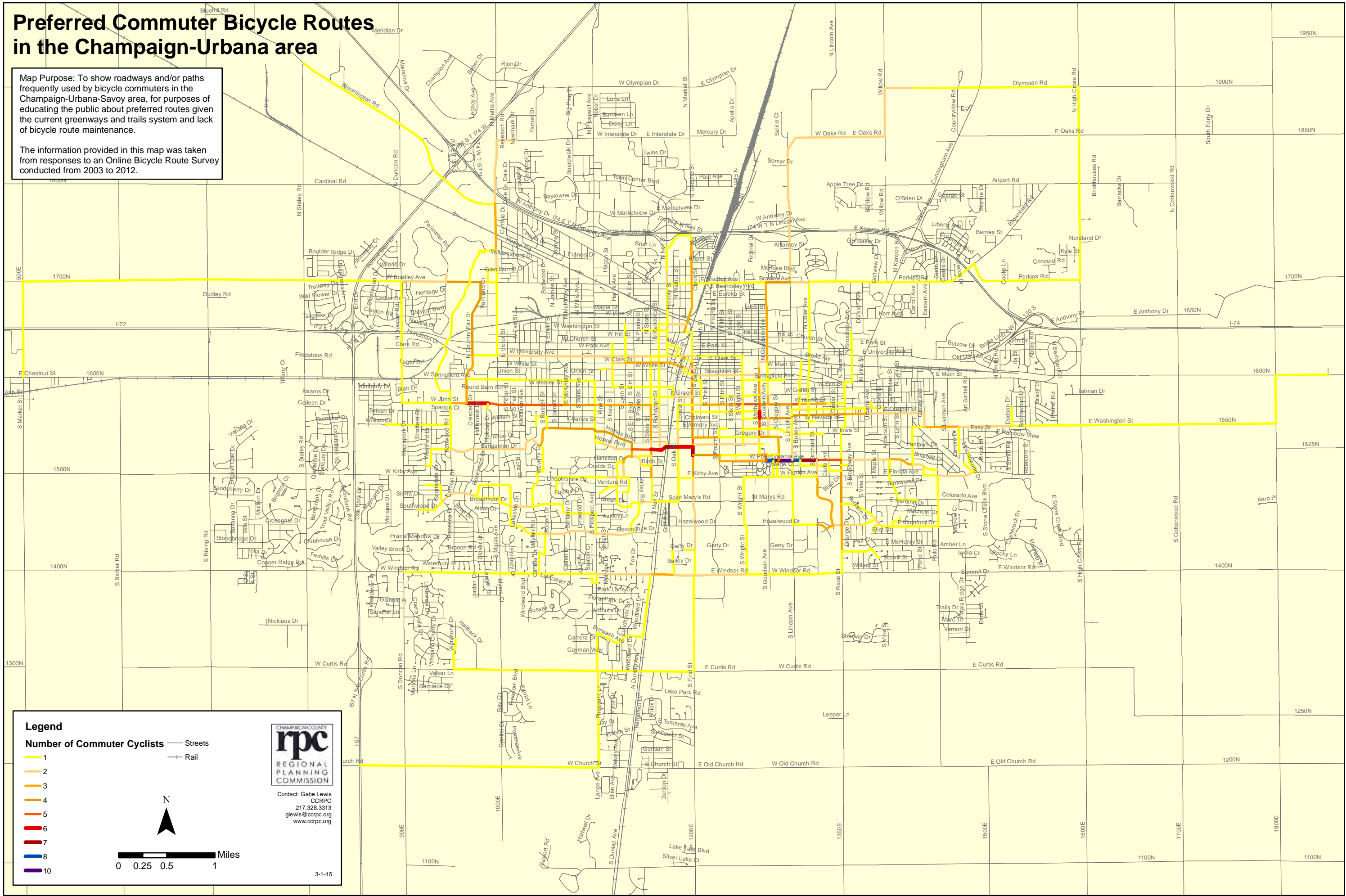
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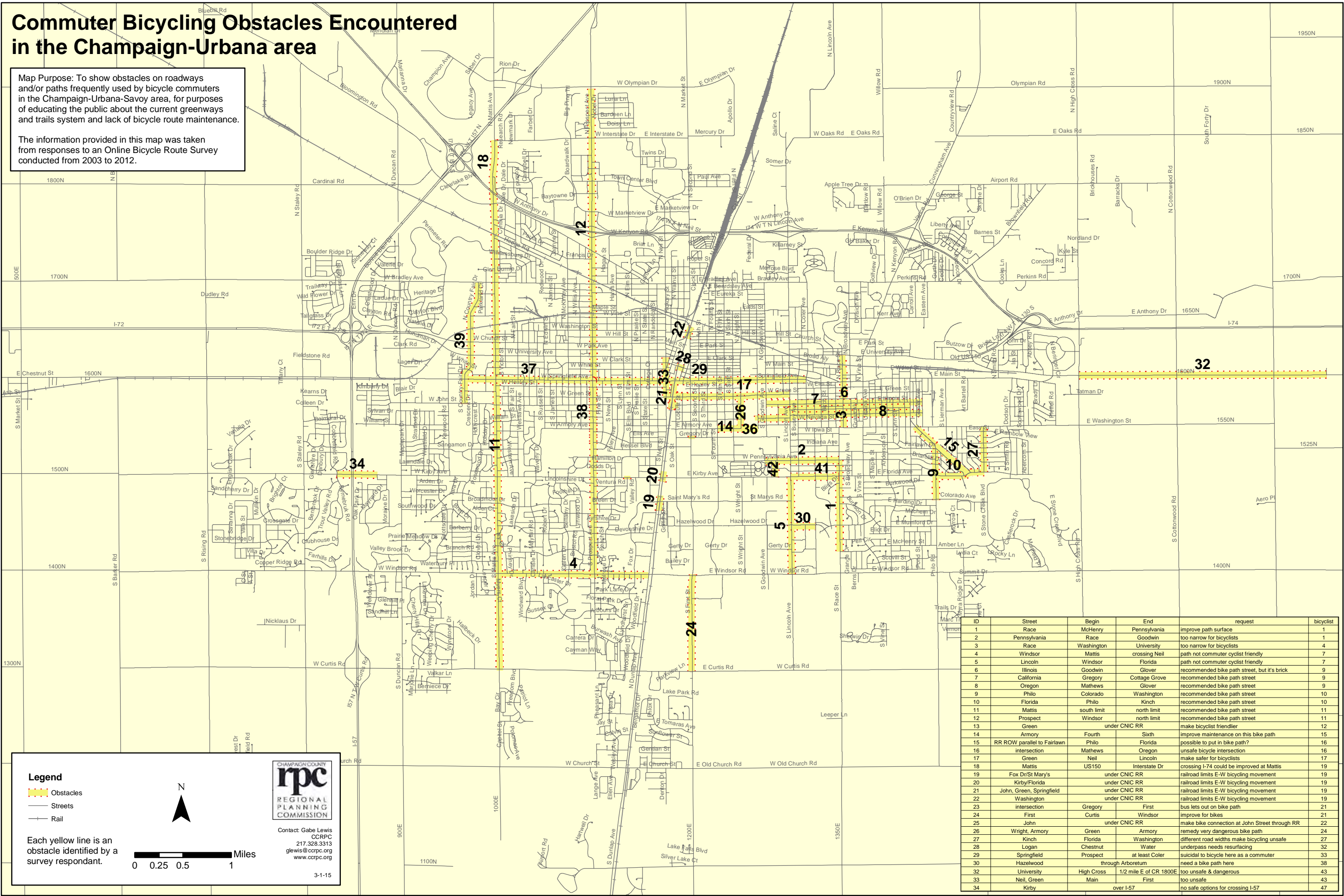
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Commuter Bicycling Obstacles Encountered in the Champaign-Urbana area

Map Purpose: To show obstacles on roadways and/or paths frequently used by bicycle commuters in the Champaign-Urbana-Savoy area, for purposes of educating the public about the current greenways and trails system and lack of bicycle route maintenance.

The information provided in this map was taken from responses to an Online Bicycle Route Survey conducted from 2003 to 2012.





Appendix 9:

Active Choices:

Champaign County Greenways & Trails Plan

Public Comments regarding bicycling in Urbana



Non-mapped comments

Active Choices: Greenways & Trails Plan Update Results of Public Workshop Series #1: November 2012

Participation

34 people attended the first series of Active Choices workshops:

- 25 at Illinois Terminal in Champaign-Urbana

Destinations

The following lists the destinations that participants want to gain bike and pedestrian access to or between.

- **Urbana**
 - Boneyard Creek from Springfield/Main split to Lincoln Avenue
 - Cunningham Avenue (US 45) corridor
 - Airport Road
 - Downtown Urbana
 - Farm & Fleet
 - Kerr Avenue
 - O'Brien Auto Park
 - Kickapoo Rail-Trail corridor to Danville
 - Rails-to-Trails corridor from Carle Hospital to the Gateway Shoppes at Five Points



Non-mapped comments

Comments

The following lists all comments collected by subject, with subject tallies and geographic areas also listed.

Key:

Comment listed under multiple subjects

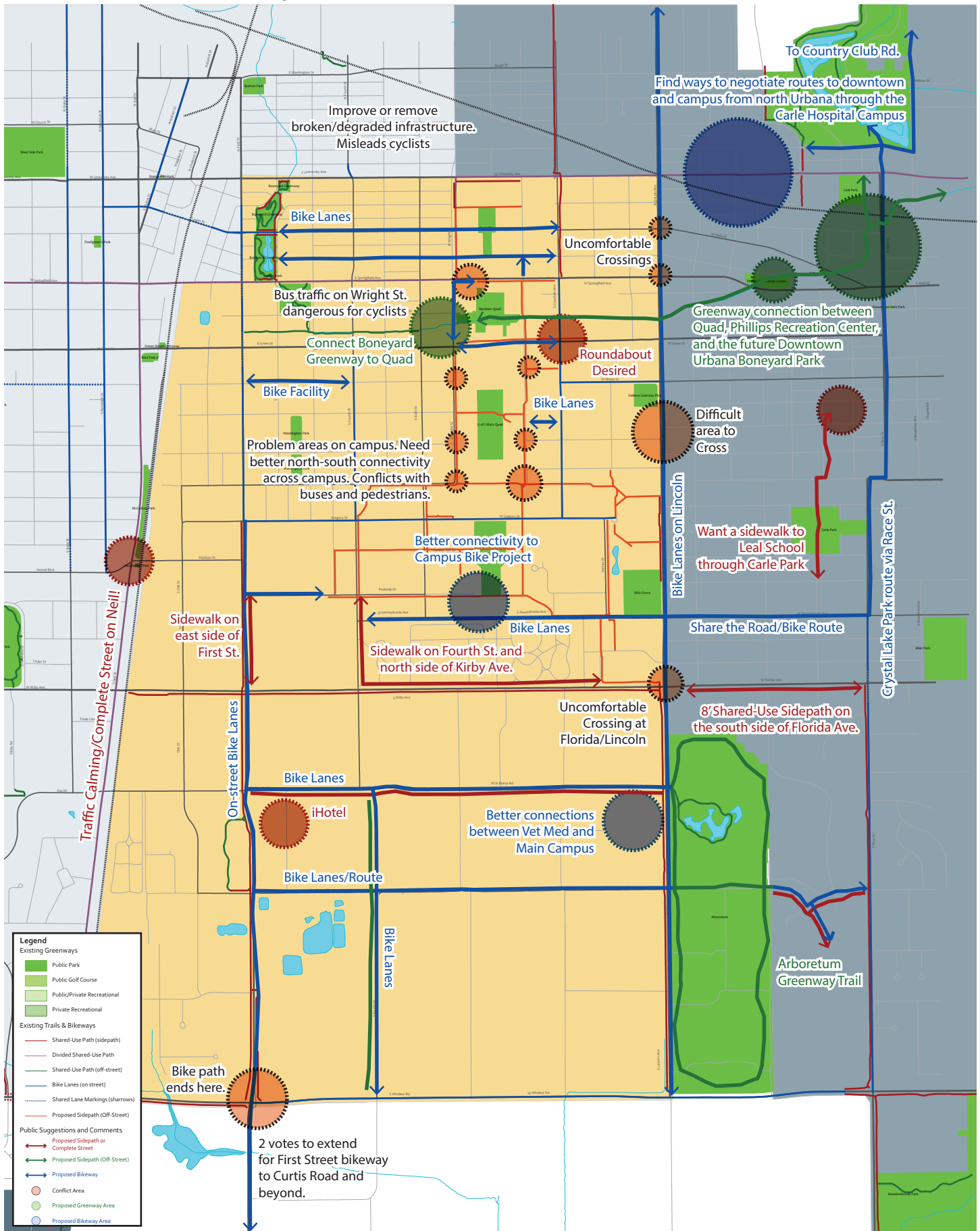
SUBJECT/Comment	Area
DESTINATIONS	
Safety of pedestrians walking from O'Briens and Farm & Fleet along Cunningham Ave. south to Kerr.	Urbana
It takes too long to travel by bus from downtown Urbana to Parkland College. Very slow route. Can't there be a more direct route - not passing through downtown Champaign - at least once an hour? This would serve the community attending Parkland. North on Lincoln, west on Bradley.	Urbana, Champaign
Support trail development along east-west rail line from Urbana to Danville. Develop it along Griggs Street to connect Carle to Five Points Gateway. Include extension of Boneyard from Springfield/Main St. west to Lincoln along Boneyard Creek. Connect Airport Road to Cunningham all the way into downtown. Sidepaths? Shared Sidewalks?	Urbana, County
Providing bicycle infrastructure for all levels of bicyclists that create a comprehensive system to major destinations.	
Providing safe and connected sidewalks & crosswalks that provide access to daily needs and transit.	

MODES	
Bicycles	
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
Providing bicycle infrastructure for all levels of bicyclists that create a comprehensive system to major destinations.	

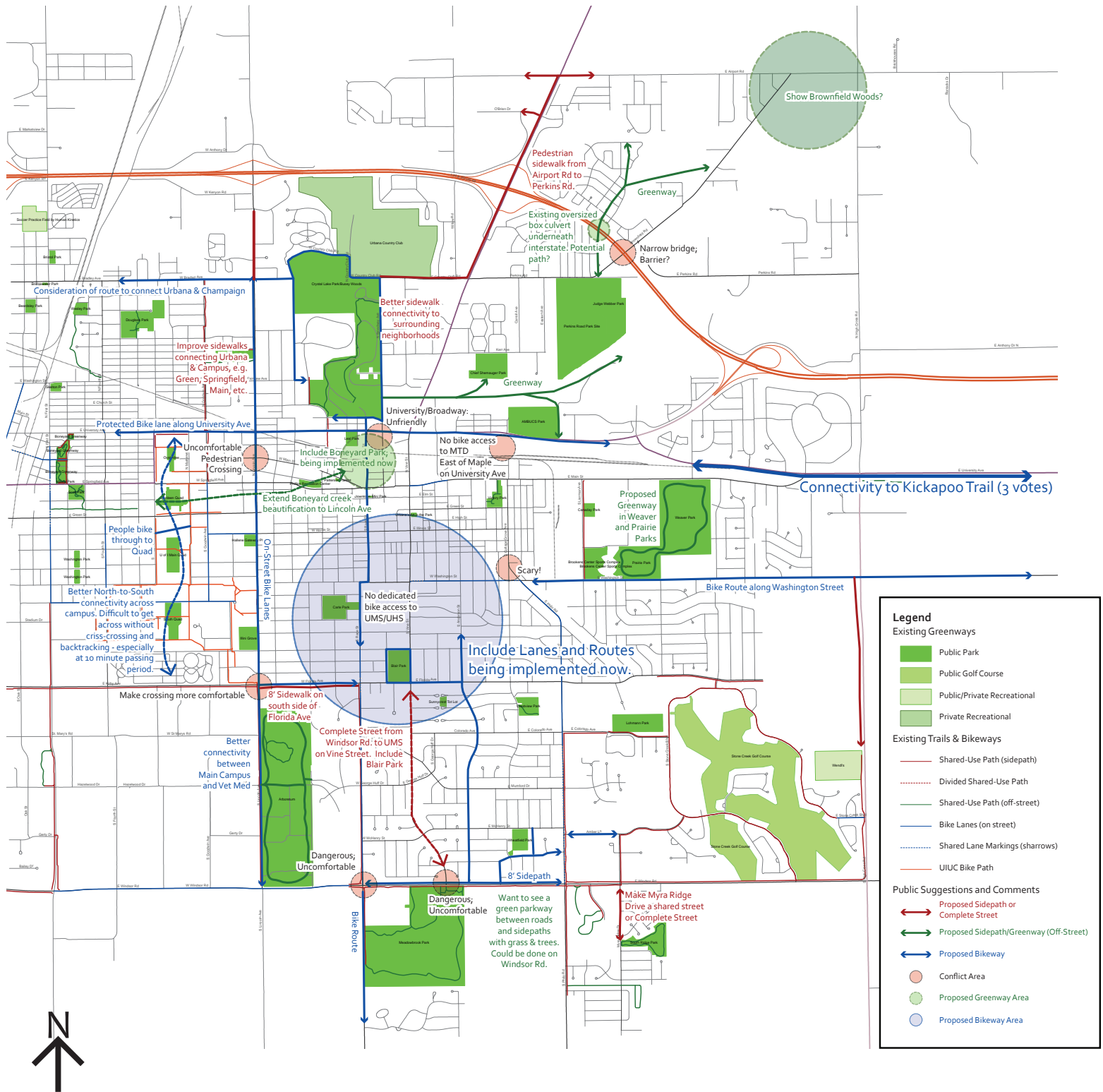
NETWORK	
Connectivity	
Campus degraded infrastructure - it looks more connected on the map than it feels in person.	University District
Hole in West Urbana on Trail Connectivity Map - is this a mistake?	Urbana
Interest in connecting edges of community to downtown, especially along Lincoln and Cunningham Avenues	Urbana

University District Group Map

Public Workshop 1, 11-15-12

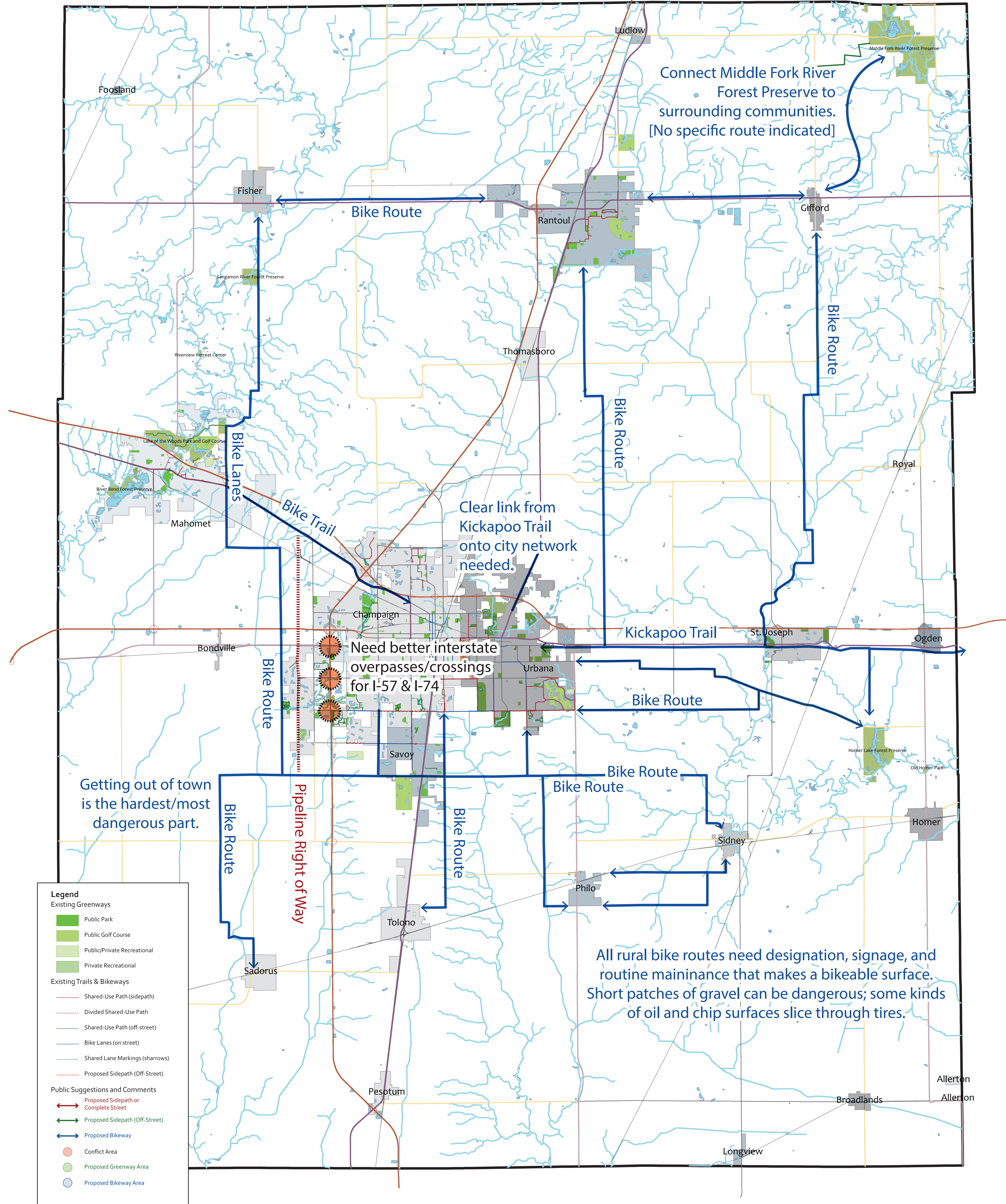


Public Workshop 1, 11-15-12



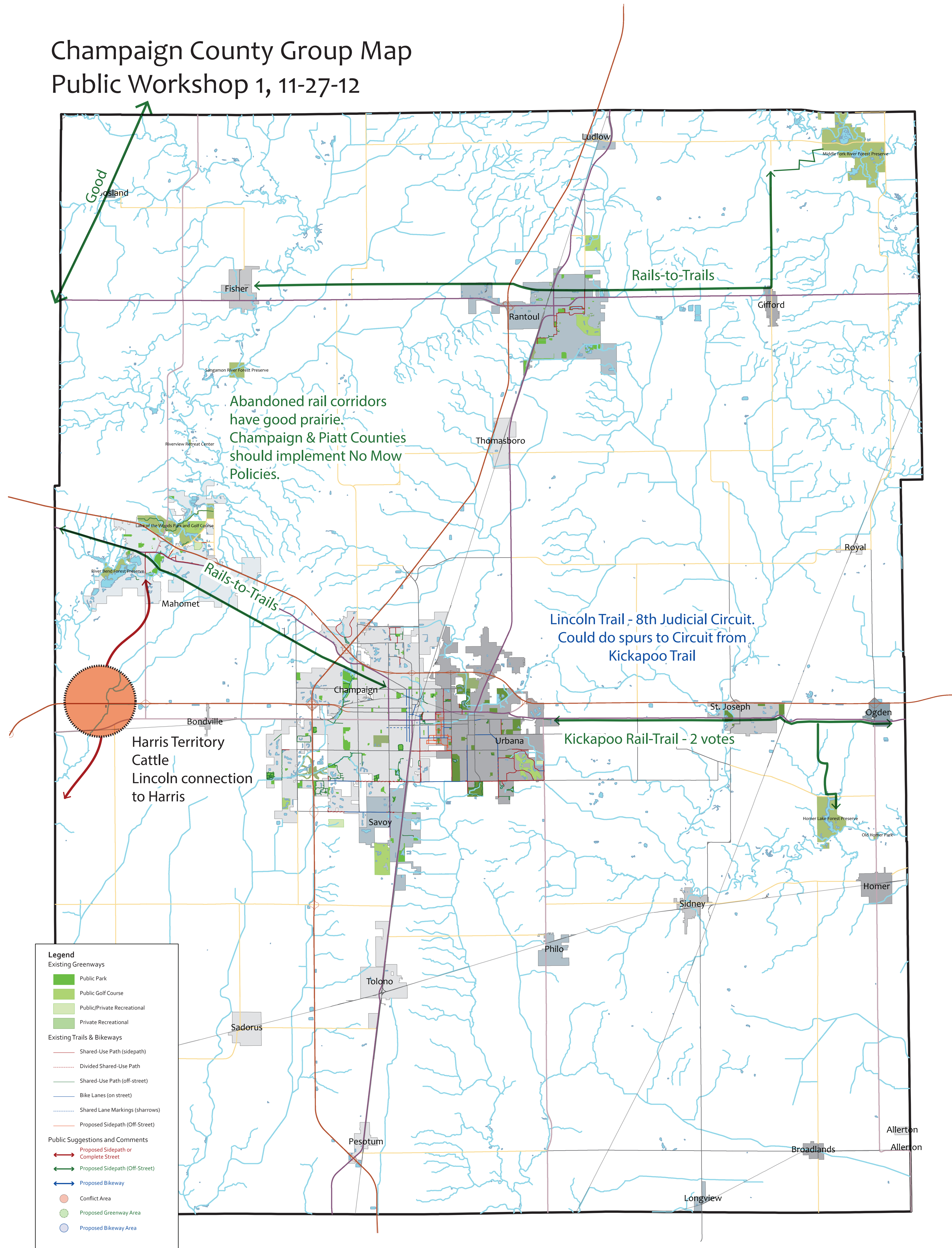
Champaign County Group Map

Public Workshop 1, 11-15-12



Champaign County Group Map

Public Workshop 1, 11-27-12





Public Meeting #2 Votes & Comments

Active Choices: Greenways & Trails Plan Update Results of Public Meeting #2: Spring 2013

Participation

37 people participated in the Active Choices second public meeting comment period:

- 26 at Illinois Terminal on April 23rd
- 11 via email or mail from April 24th to May 10th

Desired Trails & Bikeways

Participants were given three votes for proposed trails and bikeways in Urbana, Champaign County, and other Champaign County communities. Only comments relating to Urbana are listed here.

Votes were translated to the following scores:

Vote	Score
1	3
2	2
3	1
Additional votes	1

The results are tabulated below.



Public Meeting #2 Votes & Comments

Champaign County Desired Trails/Bikeways						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
1	Kickapoo Rail-Trail	High Cross Rd., Urbana	Ogden (village)	Shared-Use Path	32	County
2	Wabash Rail-Trail	Barker Rd.	Mattis Ave.	Shared-Use Path	28	County
3	Urbana to Homer Lake Path	Cottonwood Rd.	Homer Lake Forest Preserve	Shared-Use Path	19	County
3	Washington Street (Urbana)	High Cross Rd.	Cottonwood Rd.	Bike Lanes	19	County
4	Kickapoo Rail-Trail	Ogden (village)	Kickapoo State Park	Shared-Use Path	14	County
4	Upper Embarras River Trail			Shared-Use Path	14	County
5	First Street Trail	Windsor Rd.	Curtis Rd.	Shared-Use Path	12	County
5	US 150 Path	Champaign	Mahomet	Shared-Use Path	12	County
6	Kickapoo Rail-Trail	Kickapoo State Park	Danville	Shared-Use Path	10	County
7	Homer Lake to Homer Trail	Homer Lake Forest Preserve	Homer (village)	Shared-Use Path	6	County
7	South Farms Path			Shared-Use Path	6	County
7	US 45 Path	Olympian Dr., Urbana	Century Blvd., Rantoul	Shared-Use Path	6	County
8	IL 130 Path	Windsor Rd.	Philo (village)	Shared-Use Path	5	County
9	CR 1100N Stream Trail			Shared-Use Path	4	County
10	US 45 Savoy to Tolono Trail	Savoy	Tolono	Shared-Use Path	3	County
11	Prospect Avenue	Waxwing Rd.	Olympian Dr.	Bike Lanes	2	County
11	Sangamon River Forest Preserve Nature Trails			Nature Trail	2	County
11	South Farms Path Extension			Shared-Use Path	2	County
12	Embarras River Trail South Extension			Shared-Use Path	1	County



Public Meeting #2 Votes & Comments

Urbana Desired Trails/Bikeways						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
1	Railroad Path	Smith Rd.	High Cross Rd.	Shared-Use Path	34	Urbana
2	Railroad Path	Wright St.	Lincoln Ave.	Shared-Use Path	25	Urbana
3	Railroad Path	Lincoln Ave.	Smith Rd.	Shared-Use Path	22	Urbana
4	Main Street	Coler Ave.	Goodwin Ave.	Bike Route	14	Urbana
4	Main Street Path	Goodwin Ave.	Wright St.	Shared-Use Path	14	Urbana
5	US 45 East Sidepath	Perkins Rd.	O'Brien Dr.	Shared-Use Path	13	Urbana
6	Bradley Avenue	West City Limits	Lincoln Ave.	Bike Lanes	12	Urbana
7	Main Street	Pfeffer Rd.	Scottswood Dr.	Bike Route	11	Urbana
7	Main Street	Scottswood Dr.	Springfield Ave.	Bike Lanes	11	Urbana
7	Main Street	Springfield Ave.	Coler Ave.	Bike Route	11	Urbana
8	Bradley Avenue	Lincoln Ave.	Coler Ave.	Bike Lanes	9	Urbana
8	Florida Avenue	Race St.	Lincoln Ave.	Shared-Use Path	9	Urbana
8	Green Street	Race St.	Wright St.	Bike Lanes	9	Urbana
9	Lincoln Avenue	Olympian Dr.	Bradley Ave.	Shared-Use Path	8	Urbana
9	Vine Street	Main St.	Windsor Rd.	Share the Road	8	Urbana
10	US 45 East Sidepath	O'Brien Dr.	Olympian Dr.	Shared-Use Path	7	Urbana
11	Florida Avenue	Philo Rd.	Vine St.	Bike Lanes	6	Urbana
11	Florida Avenue	Vine St.	Race St.	Bike Lanes	6	Urbana
12	IL 130 Path	University Ave.	Village Inn Pizza	Shared-Use Path	5	Urbana
12	Pomology Path			Shared-Use Path	5	Urbana
13	Florida Avenue	Kinch St.	Philo Rd.	Bike Lanes	4	Urbana
14	Boneyard Creek Path			Shared-Use Path	3	Urbana
14	Colorado Avenue	Philo Rd.	Vine St.	Share the Road	3	Urbana
14	Florida Avenue	High Cross Rd.	Kinch St.	Shared-Use Path	3	Urbana
14	Olympian Drive	West City Limits	Lincoln Ave.	Shared-Use Path	3	Urbana
14	Race Street Sidepath Extension			Shared-Use Path	3	Urbana
14	Washington Street	High Cross Rd.	Philo Rd.	Bike Lanes	3	Urbana
15	Broadway Avenue	Main St.	Country Club Rd.	Bike Lanes, Shared-Use Path	2	Urbana
15	Brownfield Road	Perkins Rd.	Airport Rd.	Share the Road	2	Urbana
15	Country Club Road	Coler Ave.	Cunningham Ave.	Shared-Use Path	2	Urbana
15	Perkins Road	Cunningham Ave.	Brownfield Rd.	Share the Road	2	Urbana
15	Saline Branch Path			Shared-Use Path	2	Urbana



Public Meeting #2 Votes & Comments

Urbana Desired Trails/Bikeways (cont.)						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
16	Airport Road Extension Sidepath			Shared-Use Path	1	Urbana
16	Curtis Road Sidepath	Race St.	High Cross Rd.	Shared-Use Path	1	Urbana
16	Florida Avenue	Lincoln Ave.	Vine St.	Shared-Use Path, Bike Lanes	1	Urbana

The following routes received votes, despite not currently being recommended in the Active Choices Plan.

New Recommendations				
Street/Path	From	To	Comment	Area
Lincoln Avenue	Florida Ave.	University Ave.	Bike lanes	Urbana
Lincoln Avenue	University Ave.	-	Road diet	Urbana
Vine Street	Florida Ave.	Michigan Ave.	Bike Lanes to Urbana Middle School	Urbana
Vine Street	Florida Ave.	Michigan Ave.	Shared-Use Path to Urbana Middle School	Urbana



Public Meeting #2 Votes & Comments

Comments

The following lists all comments collected by subject, with subject tallies and geographic areas also listed.

Transportation

Question #1: Rank your top 3 desired trails or bikeways in the following geographic areas.

Key:

Comment listed under multiple subjects

Street/Path	From	To	Comment	Area
ROUTES				
-	-	-	Love the paths and routes	County
Kickapoo Rail-Trail	Urbana	Danville	This will be so important!	County
Kickapoo Rail-Trail	Urbana	Danville	24.5 mile multi-use trail	County
Urbana to Homer Lake Path	Urbana	Homer Lake Forest Preserve	This would be excellent!	County
Urbana to Homer Lake Path	Urbana	Homer (village)	A natural route!	County
Airport Road Extension Sidepath	-	-	If that could be built despite the road not going through	Urbana
Railroad Path	Wright St.	Lincoln Ave.	This would be great!	Urbana
US 45 East Sidepath	Perkins Rd.	O'Brien Dr.	Urgently needed	Urbana
US 45 East Sidepath	Perkins Rd.	O'Brien Dr.	Needed badly	Urbana
TREATMENT				
Bradley Avenue	Lincoln Ave.	West City Limits	Protected bike lanes	Urbana
Florida Avenue	High Cross Rd.	Lincoln Ave.	Bike Lanes	Urbana
Lincoln Avenue	Olympian Dr.	Bradley Ave.	Sidepath	Urbana
Main Street	Pfeffer Rd.	Wright St.	Bike Lanes	Urbana
Railroad Path	High Cross Rd.	Smith Rd.	Bike path	Urbana
CONNECTIVITY				
Main Street	Coler Ave.	Wright St.	Currently, the connectivity between Urbana and Champaign through the campus area is less than ideal along Main/White/Clark and the few blocks south and north of these roads	Urbana
Railroad Path	Smith Rd.	Wright St.	Super connectivity!!	Urbana
Railroad Path	-	-	Although to me it makes more sense to connect Tatman Ct. through to Pfeffer Rd. at least for bikes, if not for cars	Urbana



Public Meeting #2 Votes & Comments

Street/Path	From	To	Comment	Area
DESTINATIONS				
Broadway Avenue	Main St.	Country Club Rd.	Getting kids to Crystal Lake Pool and Busey Woods Nature Center	Urbana
BARRIERS				
Lincoln Avenue	Olympian Dr.	Bradley Ave.	Interstates and overpasses north of town are now major hazardous barriers	Urbana
SAFETY				
Green Street	Wright St.	Race St.	Hazardous now	Urbana
ACCESS				
-	-	-	A complete system of bikeways ought to be the goal so folks in the rural areas can safely ride into town	County
Kickapoo Rail-Trail	Smith Rd.	East of High Cross Rd.	Multiple trail head in Urbana!	Urbana
CONTINUITY, MAINTENANCE				
-	-	-	It would be an asset to be able to travel N-S and E-W safely on well maintained roads	Urbana
GREENWAYS				
-	-	-	Connect the public green spaces.	County

Environment

Question #2: Do you have any comments on the proposed environment information presented at this Open House?

SUBJECT/Comment	Area
TREATMENT	
There's a big disconnect between environmental info and route maps. Most of the routes shown on maps are on street or side paths which are neither "greenways" nor trails. I'm thinking specifically of Urbana's network.	County, Urbana



Public Meeting #2 Votes & Comments

Additional Comments

Question #3: Please provide us with any additional comments about proposed Champaign County Greenways & Trails conditions that you may have:

SUBJECT/Comment	Area
TREATMENT	
Both Urbana and Champaign have made a lot of progress on making streets friendlier to cyclists over the past 5-6 years. It would be nice to focus on sidepath/multiuse trail development in the coming years, to draw more of the recreational users to ride throughout more of the community. Meadowbrook Park in Urbana, for example, is a popular destination for recreational cyclists. Connecting this up with more of the community and out into the county through proposed recreational and sidepath trails like the Upper Embarrass Trail (which would serve to connect Meadowbrook in Urbana to Champaign and down to Savoy with a scenic, recreational path), Race St. Extension, Curtis Road paths in Champaign and Urbana, First St. Path extension, IL 130 Path, etc. -- these additions may have significant impact on the community in terms of both recreational impact, and pulling recreational users to commute between municipalities without having to compete with motor vehicles on the streets. The creation of the Kickapoo Rail Trail is also excellent for this.	Champaign, County, Kickapoo Rail-Trail, Savoy, Urbana
I was reading about the proposed bicycle infrastructure improvements in Champaign-Urbana, and a few of the routes really stood out to me. In particular, putting shared-use paths on the rail routes; these are an unusual combination of "direct route across town" and "not shared with motor vehicles" - excellent. I also am glad to see thought given to Church / University between Country Fair and State St. Thanks!	Champaign, Urbana
Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.	Urbana
In general, I think bike paths in relatively low traffic residential neighborhoods should be a low priority because they can be safely biked already. I think the priorities should be to connect major areas of which cannot be safely biked (i.e. where major thoroughfares without wide, paved shoulders i.e. US 45) and to connect people to where they want to go (i.e. Urbana people to the Post Office and Walmart).	Urbana
How is this different than a bicycle master plan? Is there a way to insert vegetation (like tree planting) with side paths to make greenways instead of just bikeways?	
Love multi-use paths in favor of bike lanes on streets. Lanes on streets scare me. We feel much safer on paths that are just for biking/running.	
More separated and off-road bike/pedestrian infrastructure is needed for risk-averse cyclists.	



Public Meeting #2 Votes & Comments

ROUTES	
This could be the most exciting trail development to hit Champaign County in quite a long time.	Kickapoo Rail-Trail
The shared use path (proposed) going around the UI President's house near Florida and Lincoln should be removed from the map - it is outdated and not in the current campus bike plan.	University of Illinois
Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.	Urbana
Connection points to library, parks and major attractions: Currently, it is very difficult to ride bicycles from south Urbana to the Anita Purves [Nature] Center or from North Urbana to Meadowbrook Park. Some areas are fine, but others are quite dangerous or not kid friendly. For example, we can use Anderson or Race til we reach Illinois to go northbound. After that, it is really difficult to find a way to ride to the Library or Anita Purves Nature Center. If the City could provide a route for families to ride, we believe that there will be more families coming out to ride their bicycles.	Urbana
The "Pomology Path," which I recall being in the original CCRPC study when Urbana's Bicycle Master Plan was being developed, is on land that has since changed hands from the University to private ownership. I'm not sure if this path would remain a possibility because of that change in ownership of the underlying land, even though it would be quite a useful route.	Urbana



Public Meeting #2 Votes & Comments

USERS	
Both Urbana and Champaign have made a lot of progress on making streets friendlier to cyclists over the past 5-6 years. It would be nice to focus on sidepath/multiuse trail development in the coming years, to draw more of the recreational users to ride throughout more of the community. Meadowbrook Park in Urbana, for example, is a popular destination for recreational cyclists. Connecting this up with more of the community and out into the county through proposed recreational and sidepath trails like the Upper Embarrass Trail (which would serve to connect Meadowbrook in Urbana to Champaign and down to Savoy with a scenic, recreational path), Race St. Extension, Curtis Road paths in Champaign and Urbana, First St. Path extension, IL 130 Path, etc. -- these additions may have significant impact on the community in terms of both recreational impact, and pulling recreational users to commute between municipalities without having to compete with motor vehicles on the streets. The creation of the Kickapoo Rail Trail is also excellent for this.	Champaign, County, Kickapoo Rail-Trail, Savoy, Urbana
Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.	Urbana
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I'm still learning about all facets of C-U and the issues that intersect with bicycling. One area is our communities' workers that use bikes for transportation out of necessity and not choice. We need to document and improve the routes they use from home to employers and to shopping and schools.	
More separated and off-road bike/pedestrian infrastructure is needed for risk-averse cyclists.	



Public Meeting #2 Votes & Comments

DESTINATIONS	
<p>Both Urbana and Champaign have made a lot of progress on making streets friendlier to cyclists over the past 5-6 years. It would be nice to focus on sidepath/multiuse trail development in the coming years, to draw more of the recreational users to ride throughout more of the community. Meadowbrook Park in Urbana, for example, is a popular destination for recreational cyclists. Connecting this up with more of the community and out into the county through proposed recreational and sidepath trails like the Upper Embarrass Trail (which would serve to connect Meadowbrook in Urbana to Champaign and down to Savoy with a scenic, recreational path), Race St. Extension, Curtis Road paths in Champaign and Urbana, First St. Path extension, IL 130 Path, etc. -- these additions may have significant impact on the community in terms of both recreational impact, and pulling recreational users to commute between municipalities without having to compete with motor vehicles on the streets. The creation of the Kickapoo Rail Trail is also excellent for this.</p>	<p>Champaign, County, Kickapoo Rail-Trail, Savoy, Urbana</p>
<p>Connection points to library, parks and major attractions: Currently, it is very difficult to ride bicycles from south Urbana to the Anita Purves [Nature] Center or from North Urbana to Meadowbrook Park. Some areas are fine, but others are quite dangerous or not kid friendly. For example, we can use Anderson or Race til we reach Illinois to go northbound. After that, it is really difficult to find a way to ride to the Library or Anita Purves Nature Center. If the City could provide a route for families to ride, we believe that there will be more families coming out to ride their bicycles.</p>	<p>Urbana</p>
<p>In general, I think bike paths in relatively low traffic residential neighborhoods should be a low priority because they can be safely biked already. I think the priorities should be to connect major areas of which cannot be safely biked (i.e. where major thoroughfares without wide, paved shoulders i.e. US 45) and to connect people to where they want to go (i.e. Urbana people to the Post Office and Walmart).</p>	<p>Urbana</p>



Public Meeting #2 Votes & Comments

CONNECTIVITY	
Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.	Urbana
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In general, I think bike paths in relatively low traffic residential neighborhoods should be a low priority because they can be safely biked already. I think the priorities should be to connect major areas of which cannot be safely biked (i.e. where major thoroughfares without wide, paved shoulders i.e. US 45) and to connect people to where they want to go (i.e. Urbana people to the Post Office and Walmart).	Urbana
GREENBELT	
The final goal ought to be to establish an emerald necklace around the cities that in turn would be a growth boundary.	
IMPLEMENTATION	
The sooner the better.	
SAFETY	
Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.	Urbana



Appendix 10:
Sustainable Choices 2040
Long Range Transportation Plan (LRTP)
Urbana Bicycle Public Comments, Vision, and
Local Accessibility and Mobility Analysis (LAMA)

SUSTAINABLE CHOICES 2040 VISION PROJECTS

LRTP: *Sustainable Choices 2040* aims to accommodate projected population and employment growth by focusing urbanized area transportation investments on improving core **accessibility**, arterial **mobility**, and regional **connectivity**. A conceptual map of the overall transportation vision for 2040 is shown in Figure 12.2. In the core of the community - around the City of Champaign downtown, the City of Urbana downtown, and the University Avenue corridor connecting the downtowns and the campus - the vision emphasizes complete streets¹ to increase accessibility and safety for active modes of transportation: walking, biking, and transit. This includes improving connectivity for the sidewalk and bicycle networks and also increasing the coverage and frequency of public transit. In addition, mobility and safety can be increased by more efficiently serving some of the current automobile and freight traffic on an enhanced arterial network. The enhanced arterial network would be designed as complete streets to improve auto and freight mobility while also accommodating pedestrians, bikes, and transit. It would be connected to the core via main corridors and arterials such as Windsor Road, Florida Avenue, University Avenue, Bradley Avenue, Lincoln Avenue, Neil Street, Prospect Avenue, and Mattis Avenue. Regional connectivity is represented by the existing train corridors where the vision recommends higher Amtrak frequency and eventual installation of a separate high speed rail corridor. In addition, the map shows the rails-to-trails project connecting east to Kickapoo State Park and west to Bloomington, as well as vehicle access to Interstates 57, 72, and 74.

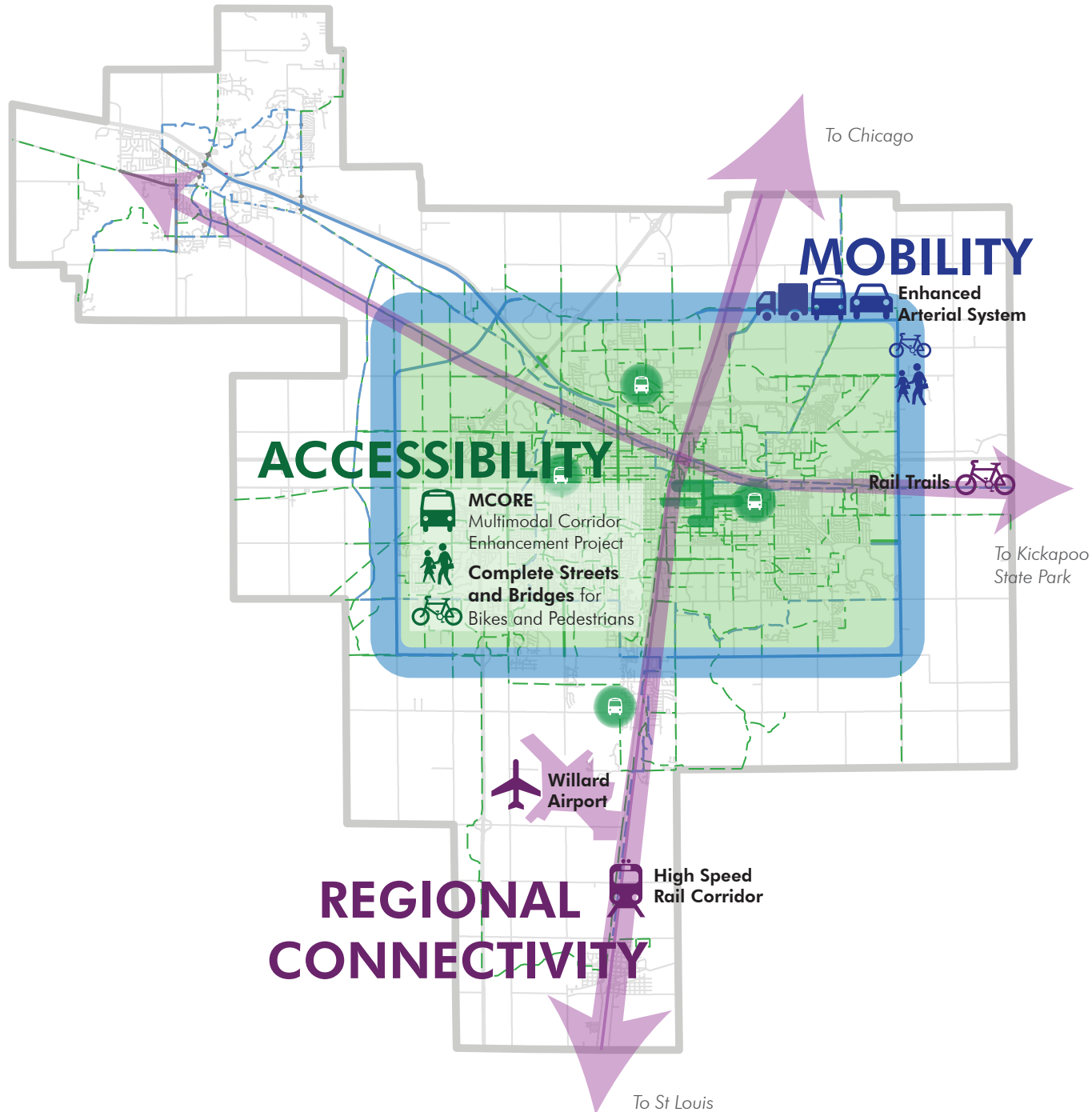
¹ Complete Streets are streets designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. There is no singular design prescription for Complete Streets; each one is unique and responds to its community context (www.smartgrowthamerica.org).

The vision's purpose is to encourage discussion about how residents, travelers, and local agencies can work together to provide a transportation network that will suit the needs of all users in the year 2040. The vision compliments and builds on existing local plans and priorities to help define larger land use and transportation principles that are keys to growing a more healthy and sustainable urbanized area.



Top: Proposed mixed-use project along University Avenue
Bottom: Proposed improvements at the intersection of Wright Street and University Avenue
Both renderings from the University Avenue Corridor Study by CCRPC and CBA, Inc., 2010

FIGURE 12.2 L RTP SUSTAINABLE CHOICES 2040: CONCEPTUAL VISION MAP



SUSTAINABLE CHOICES 2040: BICYCLE AND PEDESTRIAN VISION

One important goal for the future transportation network is to increase mobility choices for all users. Increasing the use of facilities for active modes of transportation will reduce the number of automobiles on the roadway network, therefore reducing congestion, travel time, and greenhouse gas emissions. Increasing the number of biking and walking trips will also benefit the health of those travelers. As the urbanized area's population increases, it will be more important to shift the mode share of travelers from driving to biking, walking, and taking transit. A reduction in the number of automobile trips will put less stress on the existing network and reduce the amount of funding needed for roadway improvements.

As discussed in the Future Conditions Chapter, the bicycle and pedestrian vision for *Sustainable Choices 2040* relies heavily on the successful implementation of several local plans: the Champaign Pedestrian Plan, Champaign Bicycle Vision, and Champaign Transportation Master Plan; Urbana's Bicycle Master Plan, Urbana Trails Plan; and the Champaign County Greenways & Trails Plan. These plans identify the future locations for bicycle and pedestrian facilities in the urbanized area. Figures 12.3 and 12.4 convey some of the plans for the Kickapoo Rail Trail, which is one of the many pedestrian and bicycle projects included in the 2040 vision. The pedestrian and bicycle vision map, Figure 12.5, shows existing bicycle and pedestrian facilities, as well as those facilities that are expected to be completed between 2015 to 2020. Projects are shown in the map under one of three categories: Completed, Under Construction, or Not Yet Completed. Due to the large quantity of projects, names and descriptions of the projects are included in the Appendix D and not labelled on the map.

Other elements making up the bicycle and pedestrian vision include:

Education

Educate all road users about road safety to facilitate better cooperation between modes. In addition, provide training opportunities for planners and engineers regarding facility design and standardized signage to promote an efficient and cohesive network.

Policy

Establish policies that promote coordination between the different agencies involved in recreational and transportation uses of area trails and bikeways.

Conservation

Take measures to ensure all paths are sustainably used and maintained so as to minimize any negative environmental impacts.

Maintenance

Establish best practices to keep all trails and bikeways in appropriate operating condition, during all seasons, for the health and safety of users.

Evaluation

Implement ongoing monitoring and evaluation of the trail and bikeway networks through data collection and stakeholder surveys to ensure the networks remains useful and enjoyable for area residents.

Encouragement

Promote and encourage the use of the local trail and bikeway networks to ensure residents understand the facilities and services they have access to, and the benefits of using them.

Enforcement

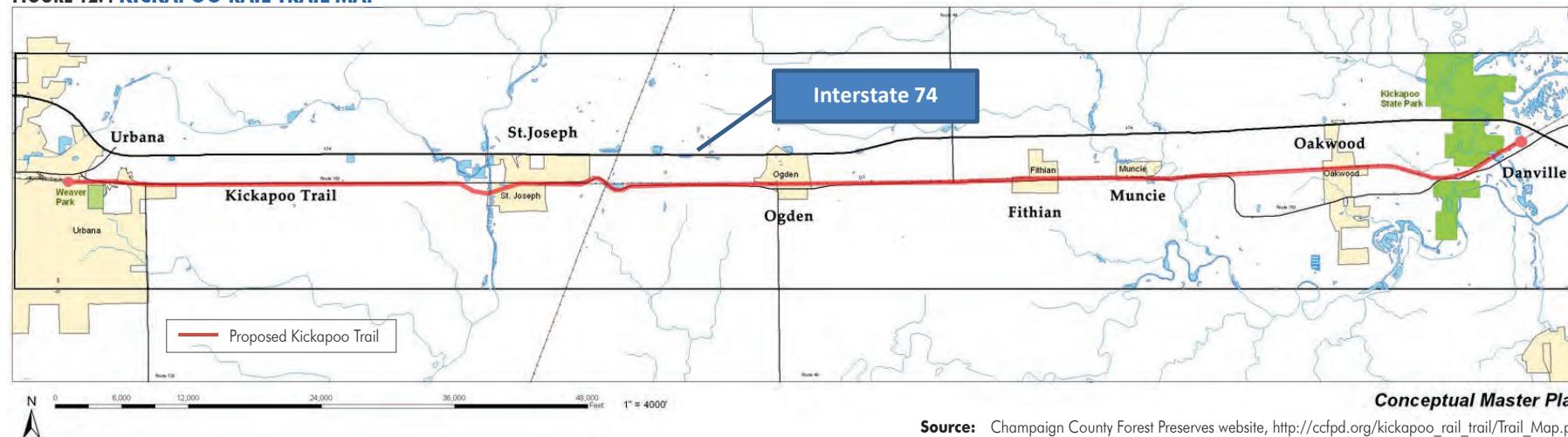
Work with local enforcement officers to assure public obedience of rules of the road and local agency regulations, coupled with education, to ensure safety for all roadway users.

FIGURE 12.3 KICKAPOO RAIL TRAIL FUTURE RENDERING FOR ST. JOSEPH MAIN STREET



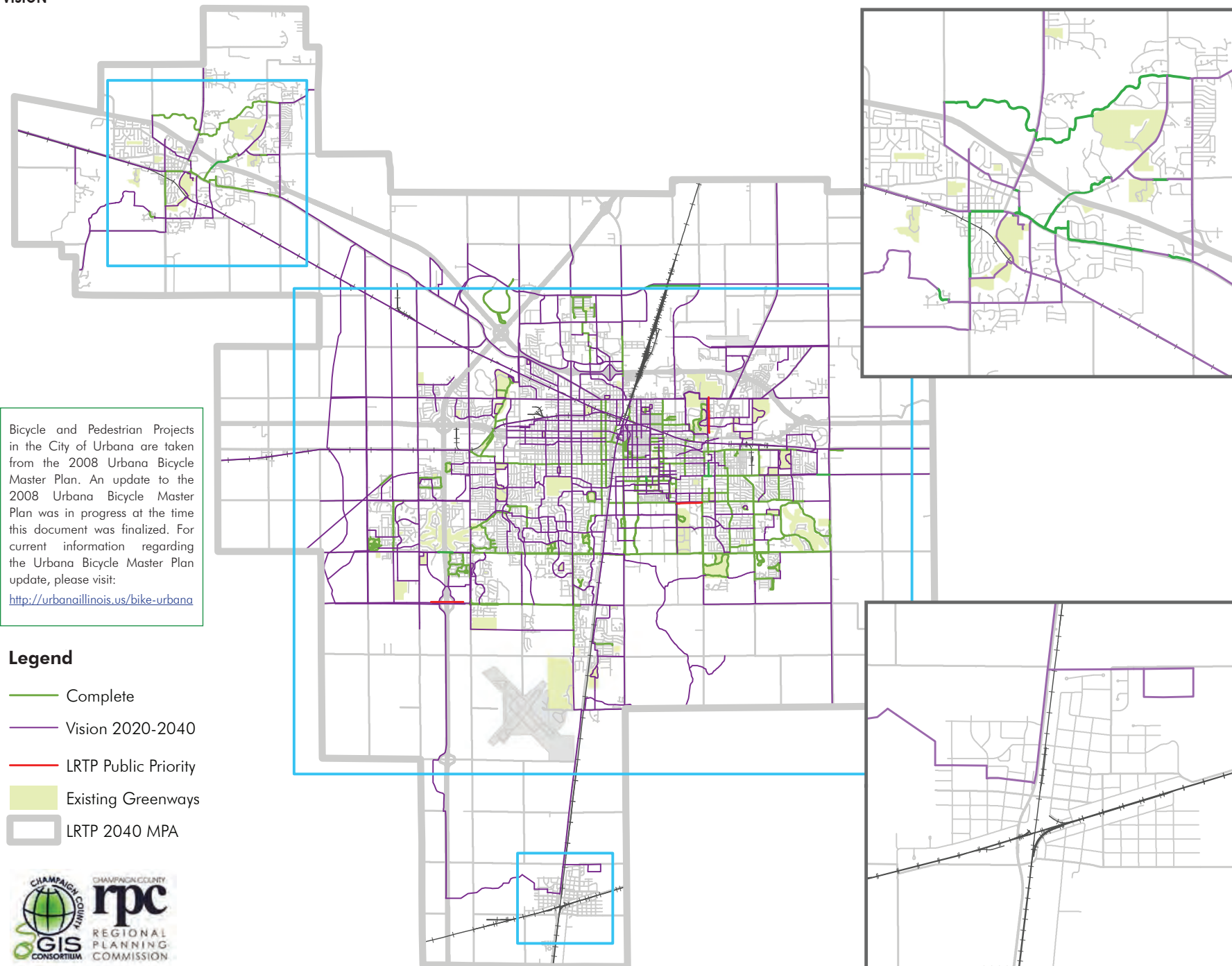
Source: RATIO Architects

FIGURE 12.4 KICKAPOO RAIL TRAIL MAP

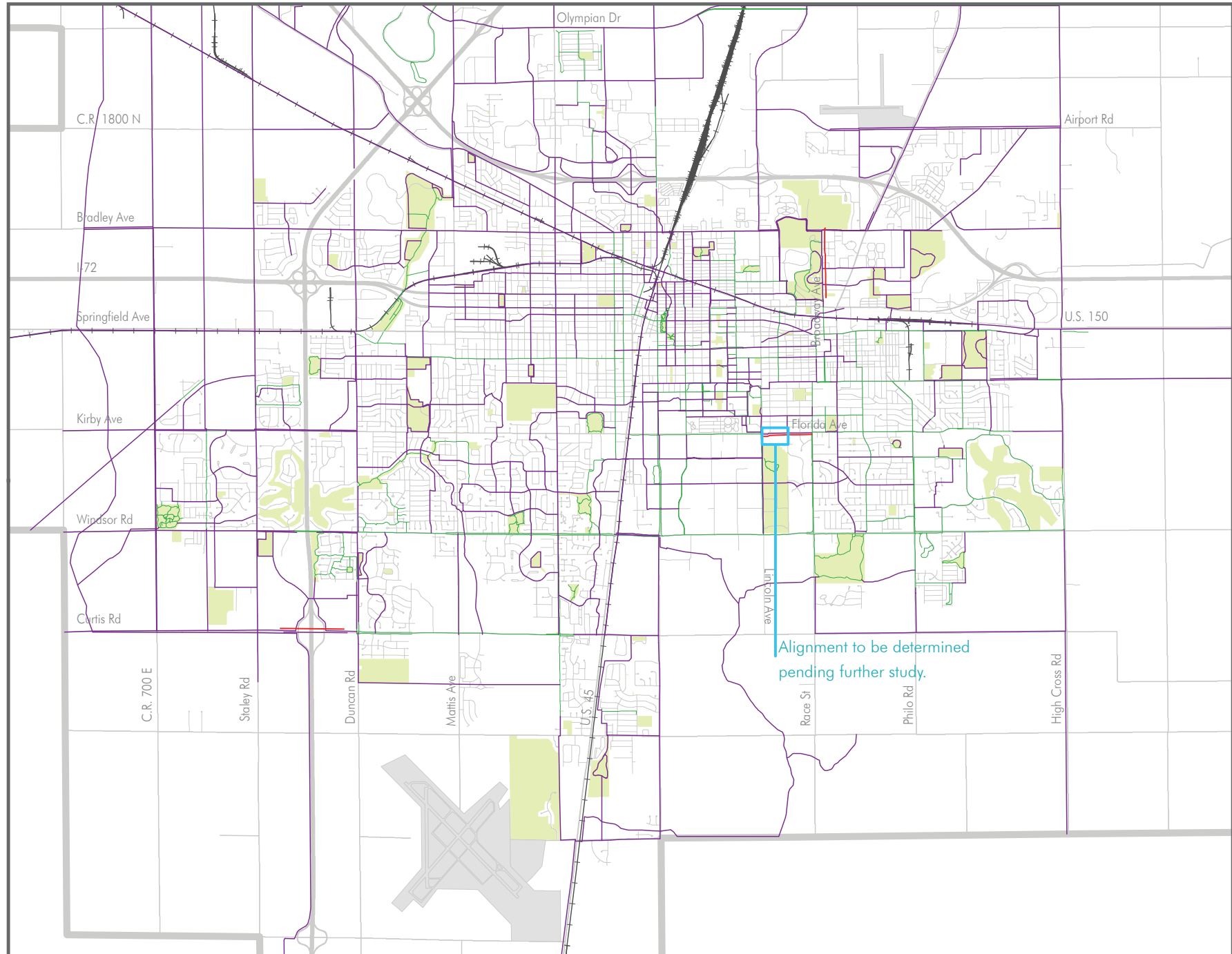


Source: Champaign County Forest Preserves website, http://ccfpd.org/kickapoo_rail_trail/Trail_Map.pdf

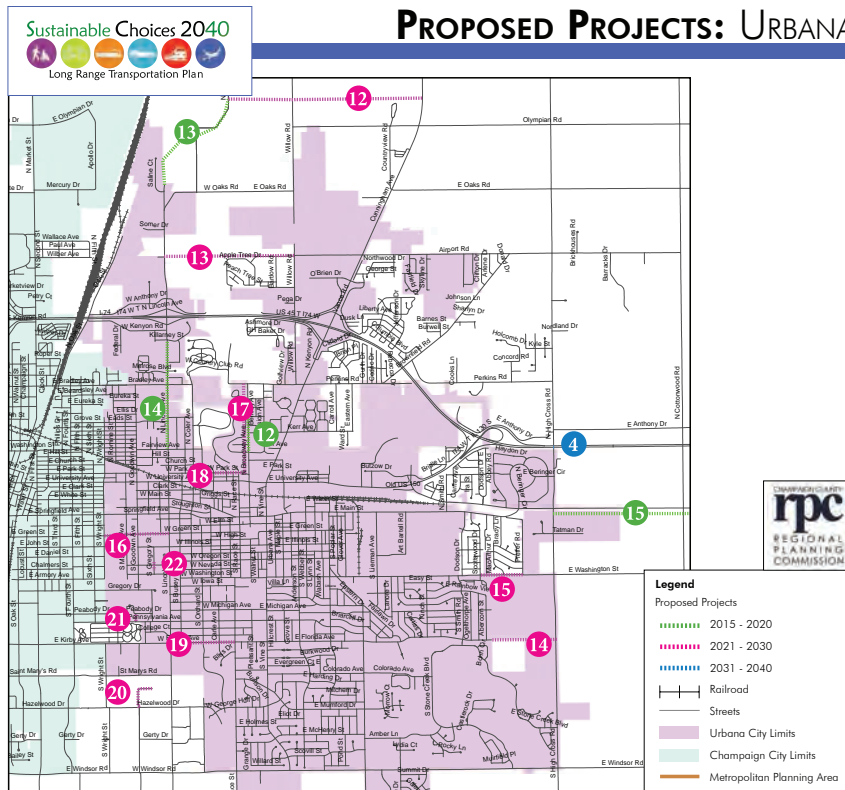
FIGURE 12.5 SUSTAINABLE CHOICES 2040: BICYCLE AND PEDESTRIAN VISION PROJECTS



Champaign, Urbana, and Savoy (Detail)



PROPOSED PROJECTS: URBANA



2015 - 2020

- 12 Broadway Ave: Stebbins Dr to Oakland Ave Reconstruction
- 13 Lincoln Ave: Saline Ct to Olympian Dr New Construction
- 14 Lincoln Ave: Fairview Ave to Killarney St Reconstruction, 5 Lanes
- 15 Kickapoo Trail: High Cross Rd (Urbana) to Main St (St. Joseph) Rails-to-Trails: Bike Path

2021 - 2030

- 12 Olympian Dr: Lincoln Ave to US 45 New Construction, 2 Lanes
- 13 Airport Rd: Willow Rd to Lincoln Ave New Construction, 2 Lanes
- 14 Florida Ave: Eastern Terminus to High Cross Rd New Construction
- 15 Washington St: Pfeffer Rd to Scottswood Dr Reconstruction
- 16 Green St: Wright St to Lincoln Ave Reconstruction
- 17 Broadway Ave: Park St to Country Club Rd Multi-Use Pathway
- 18 Park St: McCullough St to Broadway Ave Multi-Use Pathway
- 19 Florida Ave: Lincoln Ave to Race St Multi-Use Pathway
- 20 Goodwin Ave: North of Hazelwood Dr Resurfacing/Curb Work
- 21 Goodwin Ave: Pennsylvania Ave to Peabody Dr Reconstruction
- 22 Gregory St: Nevada St to Oregon St Reconstruction

2031 - 2040

- 4 I-74: High Cross Rd or Cottonwood Dr New Interchange

PROPOSED PROJECTS: SAVOY + MAHOMET



Savoy

2015 - 2020

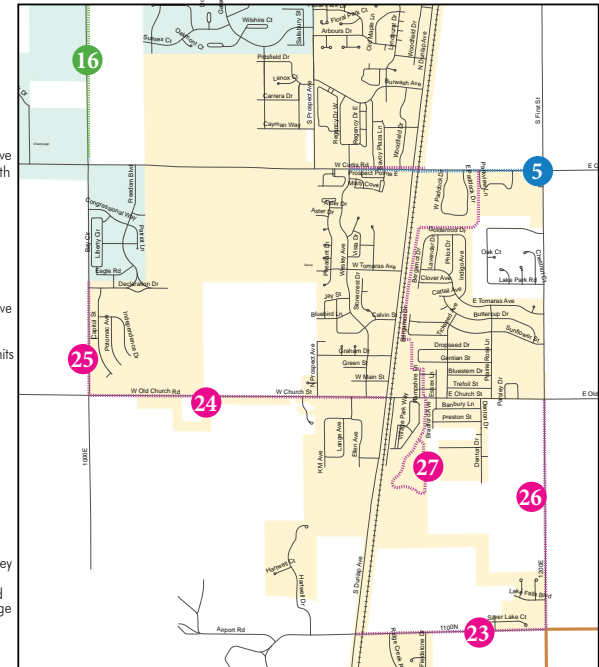
- 16 Prospect Ave: Windsor Rd to Curtis Ave Reconstruction/Bike Lanes/Sidepath

2021 - 2030

- 23 Airport Rd: First St to Dunlap Ave Widening/Pavement
- 24 West Church St: Dunlap Ave to Mattis Ave Widening/Pavement
- 25 Mattis Ave: Church St to Corporate Limits Widening/Pavement
- 26 First St: Church St to Airport Rd Roadway Improvement
- 27 Prairie Fields Subdivision: Colbert Park to Prospect Ave Multi-Use Path

2031 - 2040

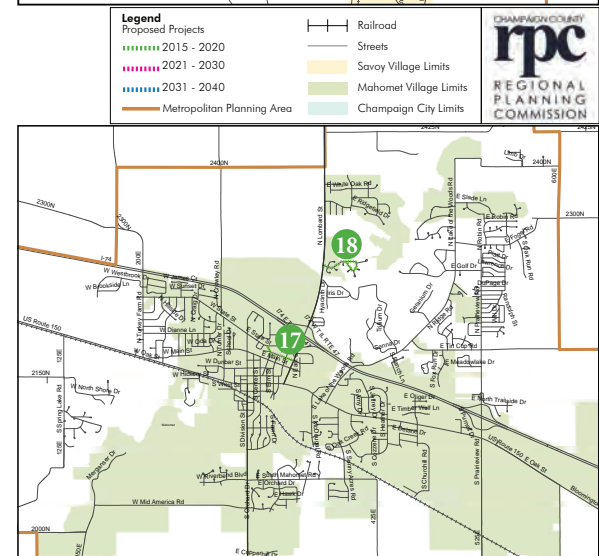
- 5 Curtis Rd/RR Grade Separation: Wesley Ave to First St Reconstruction/Off-street Bike and Pedestrian Facilities/New Rail Bridge



Mahomet

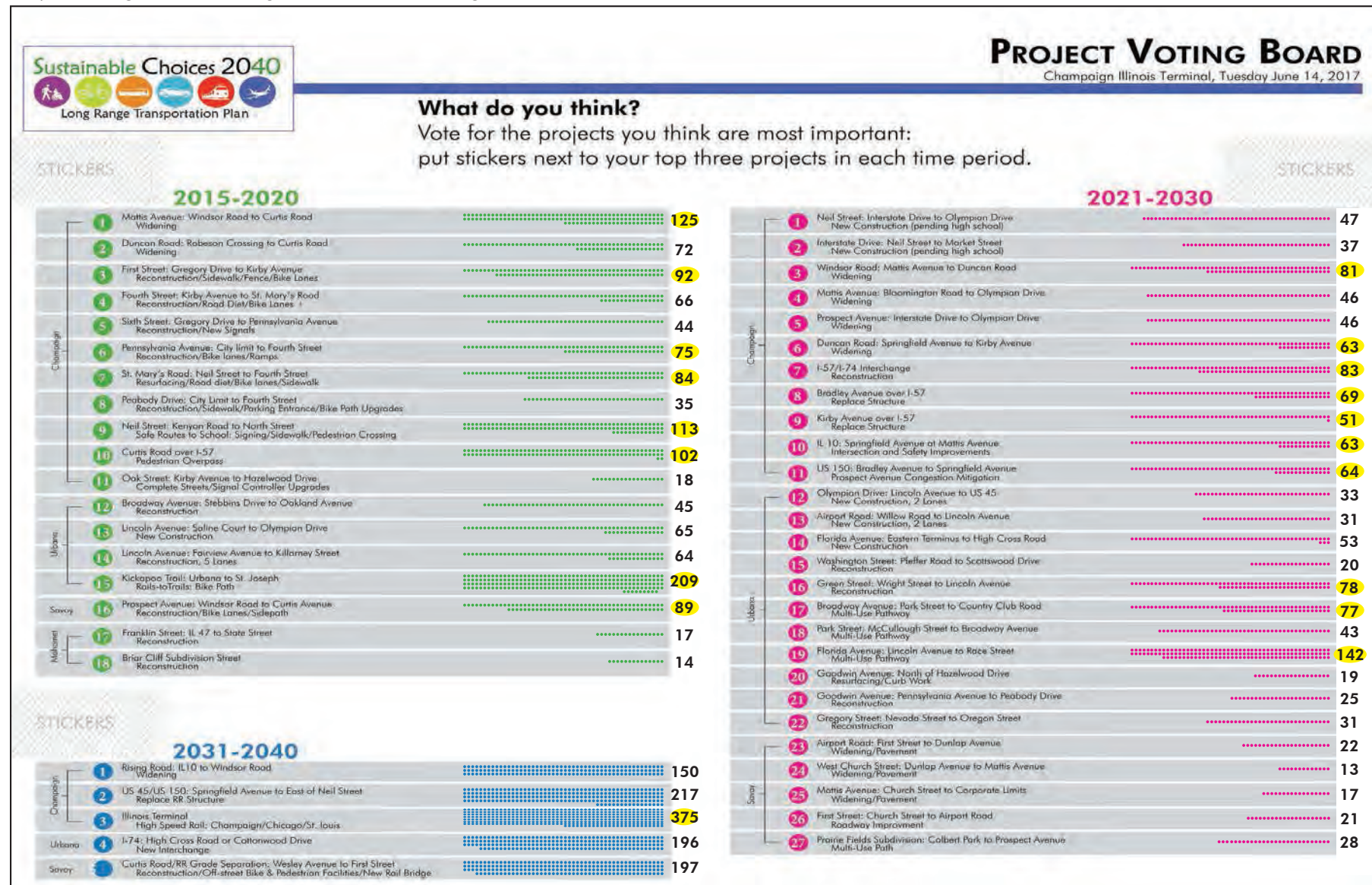
2015 - 2020

- 17 Franklin Street: IL 47 to State Street Reconstruction
- 18 Briar Cliff Subdivision Street Reconstruction



Project Voting Board with digital stickers and voting tallies added

314



Wish Tree Input

- Campus sky monorail
- Kickapoo rail trail
- I hope the Chicago/Champaign high speed rail happens
- 2031-2040 -- hi teleportation!
- No traffic light at 4th and Windsor!
- Bike lanes on busy (main) roads (i.e. Florida Ave, Lincoln, Windsor), passable, maintained sidewalks
- Lots more rail to more places that runs on time & more often
- Bike lanes on Kirby between Champaign and campus
- Car free zones e.g. Green St or Kirby
- Sidewalks in Garden Lane area
- Bike recycling program--give away free locks & helmets
- General widening of roads for bicyclists!
- Fix potholes in Champaign & Urbana
- Bike path on Vine St
- Solar freakin' roadways
- IL Terminal, high speed rail Champaign/Chicago/St. Louis/Indianapolis
- Level out all sidewalks where they meet the street
- Bike paths to connect cities in the region
- Connect CMI to the world better. More flights, jet service...
- High speed rail & solar panels everywhere!
- Park by Meijer and Monicals
- Car free Campustown
- Make Green Street pedestrian and bike only
- The bike path to Kickapoo Park!!!
- Bike paths made out of all not used railroads!
- I would like to see more bike lanes on streets!
- East-West bike path from Duncan to High Cross
- Fix/widen Windsor Rd!
- 2031-2040 #3 high speed rail
- Trolley--Champaign/U of I/Urbana
- Pedestrian improvements
- BRT or LRT-integrated into community and region as part of 2031 #3
- You asked for dreams...certain paths/roads/corridors around/throughout the city solely for bicycles. Even bike lane roads can be unsafe/unfriendly. Rail connecting CU to other outgoing cities (Mahomet, St. Joe, Danville, Indianapolis)
- Prospect corridor needs bike/walking business area north of I74
- I wish that the sidewalks would all be evened out
- A day or two per year for bicycle only traffic (i.e. no cars on the road!)
- Bike lanes (especially on Lincoln)
- Stop signs on Florida Ave at Kinch! Needed because of fast traffic on Florida
- Convert all buses to LPG or electric
- More bike & walking paths
- Lightrail
- Natural Gas to all subdivisions in Mahomet and Seymour (Pinetree)
- Resurface Stoughton St. in Urbana
- Resurface Coler in Urbana
- Remove right turn into round barn just south of Springfield on Mattis
- Include bike path
- Full bike path from Windsor to UHS/UMS
- I think they should stop building such extremely tall buildings on campus! They ruin the look of town!
- Close down Green St. to all but foot traffic from Wright to 4th, please.
- More sidewalks by North Neil and prospect. They are not pedestrian friendly areas.
- Train (bus) to area towns that run regularly for those who work with/live away from C-U.
- At Windsor Rd & 1st St, South 1st St needs to be wider (at intersection)!
- Regional train system connecting C-U and Bloomington

- I wish it were easier to find extended bike trails.
- Kickapoo trail
 - More bike lanes in Savoy
- Bike lanes and lights on the roads to and from/on campus. Bike lanes between sidewalk and parked cars.
- All modes free. Max-speed connectivity everywhere.
- Street lights on Kinch, Urbana
- Full bike paths through Chambana/Mahomet
- Safer bike paths in all cities. Current configuration is dangerous!
- Bike path on Pennsylvania between Race & Lincoln
- Solar panel roads, solar panel roads (look it up, very cool!)
- Community garden, bigger playground
- Light in on High, traffic light at High Cross & Washington
- "Light Rail" from Campus-Urbana-Champaign
- Complete the Kickapoo Rail Trail
 - Doggie wash and daycare
 - Train from Champaign to Chicago project
 - It would be great if I-30 were 4 lanes from Windsor south through the Village of Philo or even Villa Grove
 - More bike trails in Champaign, IL!
 - I would like more by Douglas Center colorful plants
 - Buses from Champaign to Mahomet
- To make more bike lanes
- Bike/walk path Orchard Downs (Hazelwood to lot)
 - Easier train access to St. Louis
 - I wish that these plants would have more respect.
- Bike Paths
- Bike path/running path connecting to new Mahomet paths from Champ.
- Que haya mas pistas para bicicletas
 - Me gustaria que hubiera un bus que fuera para Savoy
 - Town to town more buses

- I wish there were more sidewalks and bike lanes so anyone could get around without a car.
- I wish there were more parks in our neighborhood.
- Transportation from rural communities to Champaign
- Vine - Cunningham really need it.
- Ramp from Mattis to I-74
- Complete energy efficiency
- I wish it were easier for everyone to get around without a car!
 - Some people drive too slow
 - Light rail
- Continuous bike path from south Urbana to UIUC campus and to downtown Champaign
- More bike paths in Champaign - Maybe one that goes around entire city limits including Urbana and Savoy
 - Light Rail
 - Stop sign at Cottage Grove and Fairlawn Urbana
 - Path along I-50
 - Larger area covered by CUMTD to serve all communities
 - I'd like to see more roundabouts incorporated into the area.
 - Cunningham and Vine *transportation
 - I wish I could mountain bike
 - Go to space!
 - I wish I make it through life as long as I can
 - 2015 - 2020 Champaign #10 include bike
 - Money

Table A.1 lists the agency projects voted on by the public on the Community Conversations Bus in June 2014. Each of the projects is listed as it was on the voting board (Figure A.7) and in order of the normalized score (see right) that was calculated after combining the projects from the different time periods. Each listing includes the total number of votes received, the normalized score, and a status update if available. The projects in darker blue are the top-voted projects that made it on to the list of vision projects for 2040 (see Chapter 11: *Vision*). Four of the top-voted projects were not included in the vision because they received funding before establishing the list of vision projects - those projects are included in the “fiscally constrained” project lists and maps in Chapter 13: *Funding*.

$$\text{Normalized Score} = \frac{\# \text{ project votes}}{\left(\frac{\# \text{ total votes in time period}}{\# \text{ projects in time period}} \right)}$$

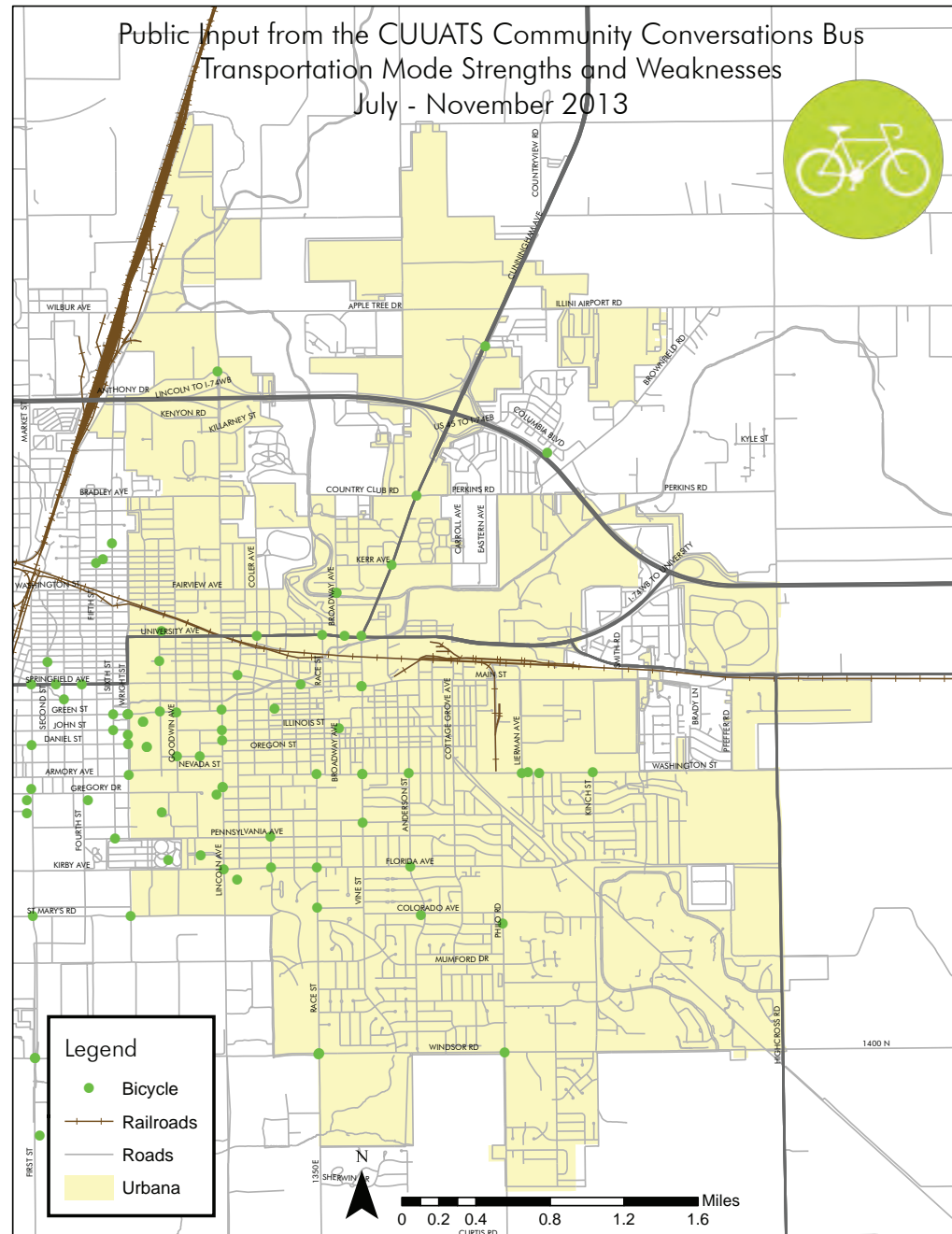
TABLE A.1 FUTURE PROJECT VOTING TALLIES

Municipality	Location	Description	Public Votes	Normalized Score	Status Update
Urbana	Florida Avenue: Lincoln Avenue to Race Street	Multi-Use Pathway	142	2.94	
Urbana	Kickapoo Rail Trail: Urbana to St. Joseph	Rails-toTrails: Bike Path	209	2.83	Funded (FY 15)
Champaign	I-57/I-74 Interchange	Reconstruction	83	1.72	
Champaign	Mattis Avenue: Windsor Road to Curtis Road	Widening	125	1.69	
Champaign	Windsor Road: Mattis Avenue to Duncan Road	Widening	81	1.68	
Champaign	Illinois Terminal	High Speed Rail: Champaign/Chicago/St. Louis/Indianapolis	375	1.65	
Urbana	Green Street: Wright Street to Lincoln Avenue	Reconstruction	78	1.62	Funded (MCORE)
Urbana	Broadway Avenue: Park Street to Country Club Road	Multi-Use Pathway	77	1.60	
Champaign	Neil Street: Kenyon Road to North Street	Safe Routes to School: Signing/Sidewalk/Pedestrian Crossing	113	1.53	Completed
Champaign	Bradley Avenue over I-57	Replace Structure	69	1.43	
Champaign	Curtis Road over I-57	Pedestrian Overpass	102	1.38	Funded
Champaign	US 150: Bradley Avenue to Springfield Avenue	Prospect Avenue Congestion Mitigation	64	1.33	
Champaign	Duncan Road: Springfield Avenue to Kirby Avenue	Widening	63	1.31	
Champaign	IL 10: Springfield Avenue at Mattis Avenue	Intersection and Safety Improvements	63	1.31	
Champaign	First Street: Gregory Drive to Kirby Avenue	Reconstruction/Sidewalk/Fence/Bike Lanes	92	1.25	Funded (FY15)
Savoy	Prospect Avenue: Windsor Road to Curtis Avenue	Reconstruction/Bike Lanes/Sidepath	89	1.21	Funded (FY18)
Champaign	St. Mary's Road: Neil Street to Fourth Street	Resurfacing/Road diet/Bike lanes/Sidewalk	84	1.14	
Urbana	Florida Avenue: Eastern Terminus to High Cross Road	New Construction	53	1.10	
Champaign	Kirby Avenue over I-57	Replace Structure	51	1.06	

FUTURE PROJECT VOTING TALLIES (CONTINUED)

Municipality	Location	Description	Public Votes	Normalized Score	Status Update
Champaign	Pennsylvania Avenue: City limit to Fourth Street	Reconstruction/Bike lanes/Ramps	75	1.02	Funded (FY16)
Champaign	Duncan Road: Robeson Crossing to Curtis Road Widening	Widening	72	0.98	
Champaign	Neil Street: Interstate Drive to Olympian Drive	New Construction (pending high school)	47	0.97	
Champaign	US 45/US 150: Springfield Avenue to East of Neil Street	Replace RR Structure	217	0.96	
Champaign	Mattis Avenue: Bloomington Road to Olympian Drive	Widening	46	0.95	
Champaign	Prospect Avenue: Interstate Drive to Olympian Drive	Widening	46	0.95	
Champaign	Fourth Street: Kirby Avenue to St. Mary's Road	Reconstruction/Road Diet/Bike Lanes +	66	0.89	Funded (FY15)
Urbana	Park Street: McCullough Street to Broadway Avenue	Multi-Use Pathway	43	0.89	
Urbana	Lincoln Avenue: Saline Court to Olympian Drive	New Construction	65	0.88	Funded (FY16)
Savoy	Curtis Road/RR Grade Separation: Wesley Avenue to First Street	Reconstruction/Bike and Pedestrian Facilities/Bridge	197	0.87	
Urbana	Lincoln Avenue: Fairview Avenue to Killarney Street	Reconstruction, 5 Lanes	64	0.87	
Urbana	I-74: High Cross Road or Cottonwood Drive	New Interchange	196	0.86	
Champaign	Interstate Drive: Neil Street to Market Street	New Construction (pending high school)	37	0.77	
Urbana	Olympian Drive: Lincoln Avenue to US 45	New Construction, 2 Lanes	33	0.68	
Champaign	Rising Road: IL10 to Windsor Road	Reconstruction	150	0.66	
Urbana	Airport Road: Willow Road to Lincoln Avenue	New Construction, 2 Lanes	31	0.64	
Urbana	Gregory Street: Nevada Street to Oregon Street	Reconstruction	31	0.64	
Urbana	Broadway Avenue: Stebbins Drive to Oakland Avenue	Reconstruction	45	0.61	Funded (FY15)
Champaign	Sixth Street: Gregory Drive to Pennsylvania Avenue	Reconstruction/New Signals	44	0.60	
Savoy	Prairie Fields Subdivision: Colbert Park to Prospect Avenue	Multi-Use Path	28	0.58	
Urbana	Goodwin Avenue: Pennsylvania Avenue to Peabody Drive	Reconstruction	25	0.52	
Champaign	Peabody Drive: City Limit to Fourth Street	Reconstruction/Sidewalk/Parking Entrance/Bike Paths	35	0.47	
Savoy	Airport Road: First Street to Dunlap Avenue	Widening/Pavement	22	0.46	Design Funded
Savoy	First Street: Church Street to Airport Road	Roadway Improvment	21	0.44	
Urbana	Washington Street: Pfeffer Road to Scottswood Drive	Reconstruction	20	0.41	
Urbana	Goodwin Avenue: North of Hazelwood Drive	Resurfacing/Curb Work	19	0.39	
Savoy	Mattis Avenue: Church Street to Corporate Limits	Widening/Pavement	17	0.35	
Savoy	West Church Street: Dunlap Avenue to Mattis Avenue	Widening/Pavement	13	0.27	
Champaign	Oak Street: Kirby Avenue to Hazelwood Drive	Complete Streets/Signal Controller Upgrades	18	0.24	
Mahomet	Franklin Street: IL 47 to State Street	Reconstruction	17	0.23	Funded (FY16)
Mahomet	Briar Cliff Subdivision Street	Reconstruction	14	0.19	Funded (FY17)

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



Public Input from the CUUATS Community Conversations Bus, July - November 2013
City of Urbana



Responses to, *"Think of one location where you have identified a transportation-related strength or weakness"*

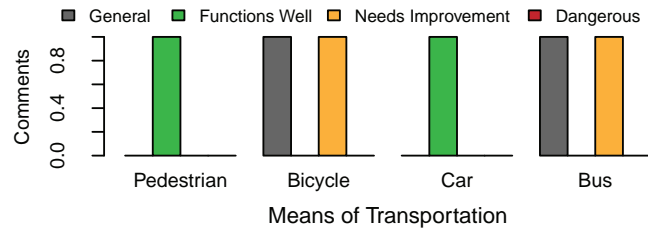
Transportation Mode: **Bicycle**

Location of Strength or Weakness	Type of Input	Description of Strength or Weakness
E Main St & N Vine St, Urbana, IL 61801	General	Confusing!
1401 W Green St, Urbana, IL 61801	General	
1401 W Green St, Urbana, IL 61801	General	Center of campus, it's convenient for communication.
N Cunningham Ave & E Kerr Ave, Urbana, IL 61801	General	On Cunningham during traffic - It has a good mix of transportation modes.
505 S Mathews Ave, Urbana, IL 61801	General	Some of the intersections with one way stops are unsafe, people don't like to stop
Interstate 74 & Brownfield Rd, Urbana, IL 61802	General	Opportunity for cyclists and/or peds to cross I74 underneath the interstate via an oversized concrete drainage culvert now in place. The Brownfield Road bridge over I74 is too narrow.
W Florida Ave & S Busey Ave, Urbana, IL 61801	General	Law enforcement is not responsive to the needs of bikers.
1005 S Lincoln Ave, Urbana, IL 61801	General	Bicycle boxes would be helpful at busy intersections on campus.
Green St & Broadway Ave, Urbana, IL 61801	Functions Well	Downtown Urbana, strength, good multimodal facilities.
Green St & Broadway Ave, Urbana, IL 61801	Functions Well	Downtown Urbana is a strength because you can take a lot of transportation.
E Washington St & S &erson St, Urbana, IL 61801	Functions Well	Love the Washington St bike lane!
Windsor Rd & Philo Rd, Urbana, IL 61801	Functions Well	Identify more trails in southeast Urbana. Saturday Green [bus] does not continue to southeast Urbana. Good except for weekends.
1005 W College Ct, Urbana, IL 61801	Functions Well	Bike lanes everywhere! It's great to have dedicated bike lanes where cars and pedestrians aren't an issue.
W Florida ave & S Orchard St, Urbana, IL 61801	Functions Well	The light changes fast.
W Washington St & S Lierman Ave, Urbana, IL 61802	Functions Well	Like the new bike lanes.
W Green Street & S Mathews Ave, Urbana, IL 61801	Functions Well	The bike path on Green is good, its nice to be off street.
W Oregon St & S Goodwin Ave, Urbana, IL 61801	Functions Well	
Florida Avenue & S &erson St, Urbana, IL 61801	Functions Well	I like the option the bikes have to be safe in this area.
306 W Springfield Ave, Urbana, IL 61801	Functions Well	I have access to 3 bus stops and very safe bike lines going to the Siebel Center.
E Washington St & Kinch St, Urbana, IL 61802	Functions Well	I'm glad they added all the bicycle paths in Urbana near Washington and Kinch, it helps with people walking on sidewalks and slows the cars down.
Colorado Ave & S Anderson St, Urbana, IL 61801	Functions Well	I have access to several different bike paths near my house and I feel safe biking most places around the community!
E Washington St & Lanore Dr, Urbana, IL 61802	Functions Well	The Washington Street bicycle lanes are the best we have in town!
City of Urbana (not included on the map)	Functions Well	New bike paths are good.
Windsor Ave & S Race St, Urbana, IL 61801	Functions Well/ Needs Improvement	Very easy to travel on.
1300 W Gregory Dr, Urbana, IL 61801	Functions Well/ Needs Improvement	A few bike collisions have occurred and some bikers are close to hitting people.

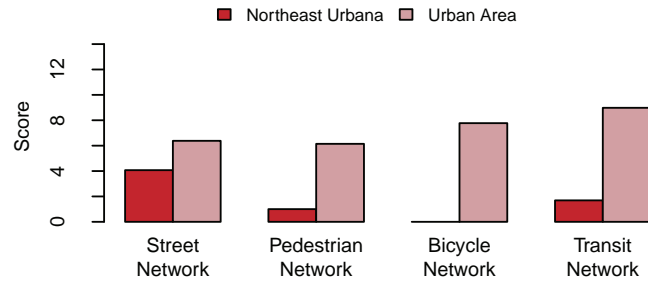
N Vine St & E Main St, Urbana, IL 61801	Functions Well/ Needs Improvement/ Dangerous	It would be better if a person could go from the courthouse to the Schnucks shopping center more easily. There is a lot of traffic on Vine and it is difficult to bike there.
E Washington St & S Lierman Ave, Urbana, IL 61802	General/ Needs Improvement	Too many bike lanes, too few car lanes.
Lincoln Ave & Florida Ave, Urbana, IL 61801	Needs Improvement	Bicycle side path has poor transition options to go north.
S Race St & W Washington St, Urbana, IL 61801	Needs Improvement	Bumpy, no designated path.
W Illinois St & S Broadway Ave, Urbana, IL 61801	Needs Improvement	Need a route from downtown Urbana to downtown Champaign that isn't on the main roads and cuts through campus
Lincoln Ave & S Orchard St, Urbana, IL 61801	Needs Improvement	Bike paths on campus, bike lanes on Florida in Urbana. Florida Ave, especially between Lincoln and Race for a bike lane. East side of campus, bike lanes needed.
University Ave & Race St, Urbana, IL 61801	Needs Improvement	Crossing University towards Crystal Lake Park is difficult. The construction at Carle makes it difficult to cross North of University without weaving through many additional streets.
Country Club Rd & N Cunningham Ave, Urbana, IL 61802	Needs Improvement	Need biking path/sidewalk on Country Club Rd.
N Matthews Ave & W Main St, Urbana, IL 61801	Needs Improvement	Matthews or Goodwin between Springfield and University. Need bike lanes in this part of the university.
Montclair Rd & S Race St, Urbana, IL 61801	Needs Improvement	No sidewalks on Montclair St, cars drive too fast. Need speed bump. Need streetlights.
W Anthony Dr & N Lincoln Ave, Urbana, IL 61801	Needs Improvement	I am concerned that as more development occurs outside the major freeways surrounding town, they will prevent people in those newly developed areas from riding bikes into town since the freeways are not currently safe to cross.
Obrien Dr & N Cunningham Ave, Urbana, IL 61802	Needs Improvement	I am concerned that as more development occurs outside the major freeways surrounding town, they will prevent people in those newly developed areas from riding bikes into town since the freeways are not currently safe to cross.
W Green St & S Lincoln Ave, Urbana, IL 61801	Needs Improvement	Champaign needs more bike lanes and safe routes on bicycle to U of I - especially Green St and Lincoln Ave.
W Oregon St & S Gregory St, Urbana, IL 61801	Needs Improvement	Sometimes the bicyclists don't respect the traffic rules and ride through the streets and intersections on campus without checking for cars.
S Lincoln Ave & W Iowa St, Urbana, IL 61801	Needs Improvement	This should be an enhanced bicycle crossing to help protect the cyclists accessing campus from Urbana.
W Green St & S Orchard St, Urbana, IL 61801	Needs Improvement	Can we have bike lanes along Green Street, since this is the main route to the University?
W Windsor Rd & S Race St, Urbana, IL 61801	Needs Improvement	A roundabout should be considered at this location.
W Windsor Rd & S 1st St, Urbana, IL 61801	Needs Improvement	A roundabout should be considered at this location.
Champaign/Urbana Region (not included on map)	Needs Improvement	The turn lanes that cross through bike lanes are dangerous for bike lanes and cars. Also, they are hella inconvenient.
1214 W University Ave, Urbana, IL 61801	Needs Improvement/ Dangerous	Curb at University Avenue next to Perkins Restaurant. Not handicap accessible and very dangerous for bikers. All other curbs in the area tapered to the street except for this one.
Philo Rd & Harding Dr, Urbana, IL 61801	Needs Improvement/ Dangerous	No sidewalks - broken surface.
W Green St & S Goodwin Ave, Urbana, IL 61801	Needs Improvement/ Dangerous	Bicycle lanes are along bus stops, creating a hazard for those who get off the bus and careless cyclists. You should create a divided bike lane in the middle of the street. Green Street is quite large for this project.
Lincoln Ave & Iowa St, Urbana, IL 61801	Dangerous	Lincoln from Illinois to Iowa, hard to cross Lincoln; Nevada light hard to get to on bike; from Iowa south to Pennsylvania, most vehicle drivers will not yield, crosswalks give false sense of security.

University Ave & N Coler Ave, Urbana, IL 61801	Dangerous	Lights are not synchronized. Blind spots due to glare in the Carle Hospital are along University. People have been killed. Transportation, all types, offers very little comfort.
Lincoln Ave & Illinois St, Urbana, IL 61801	Dangerous	Too long of a wait for signal change. No bike path on east side of Illinois so bikes get cut off by cars turning right. Same on west side.
Vine St & E Michigan Ave, Urbana, IL 61801	Dangerous	Difficult to bike on Vine St. Dangerous to be on road or at least it feels dangerous. We use the sidewalk.
S Lincoln Ave & W California Ave, Urbana, IL 61801	Dangerous	
S Race St & W Florida Ave, Urbana, IL 61801	Dangerous	Small intersection for all types of transportation.
S Vine St & E Washington St, Urbana, IL 61801	Dangerous	Cars don't respect bikers. No one stops for the school kids.
S Vine St & E Washington St, Urbana, IL 61801	Dangerous	This corner is busy most of the day. It needs a stoplight.
607 S Mathews Ave, Urbana, IL 61801	Dangerous	Hard for bikers to get around, usually people get hit.
W Windsor Rd & S Race St, Urbana, IL 61801	Dangerous	This intersection needs a stop light and better pedestrian and bicycle signage.
803 S Philo Rd, Urbana, IL 61802	Dangerous	No bike lanes. Cottage grove connects streets with bike lanes (Main, Philo, Washington) but doesn't have bike lane. And on this curve there is low visibility, so not having a bike lane there could be dangerous.
134 E University Ave, Urbana, IL 61801	Dangerous	University is a great connector for downtown Urbana and downtown Champaign. The road is wide enough here to accommodate a bike lane and cars, but without a bike lane it is pretty dangerous to ride here especially at night.
W Florida Ave & S Goodwin Ave, Urbana, IL 61801	Dangerous	Low trees on Florida Ave - bikers have to duck.
City of Urbana (not included on the map)	Dangerous	Bicycles need to follow traffic laws.

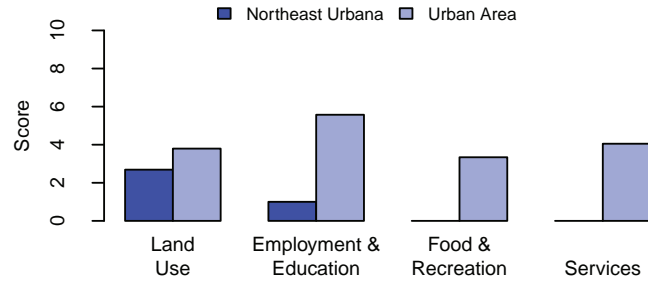
L RTP Public Input



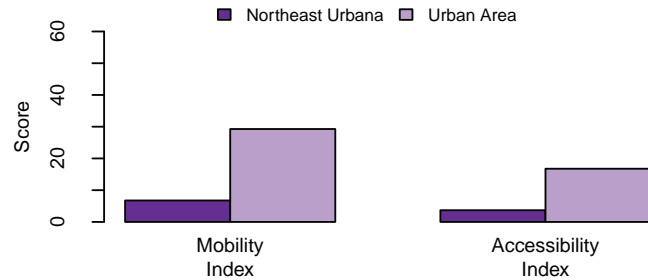
Mobility Factors



Accessibility Factors

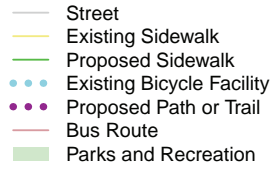


Sustainable Choices Indices

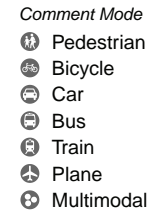


Northeast Urbana

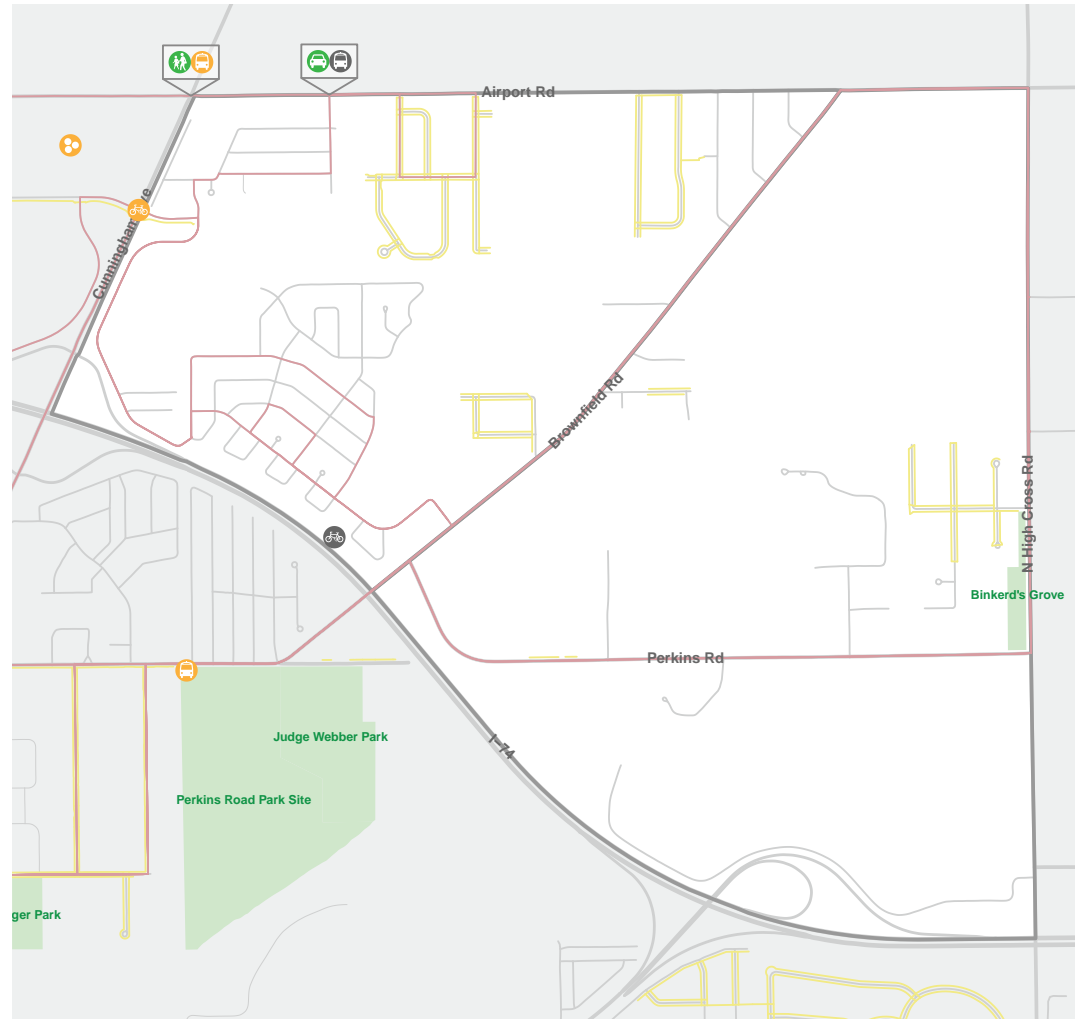
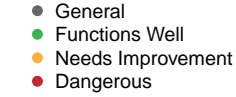
Built Environment



L RTP Public Input



Comment Type



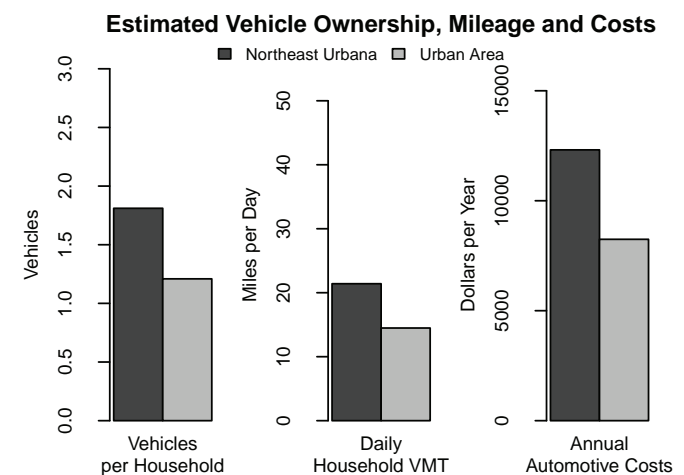
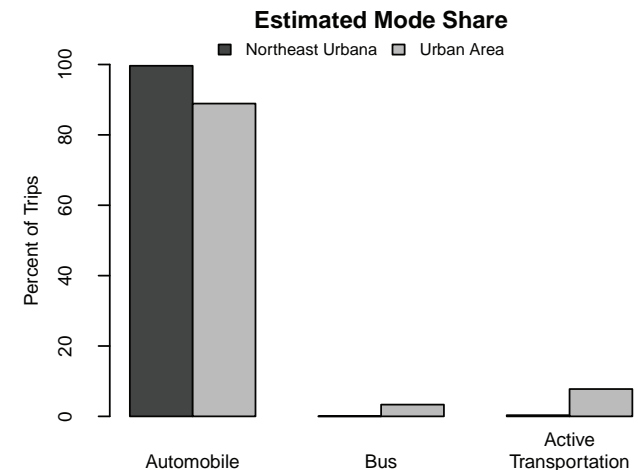
NORTHEAST URBANA

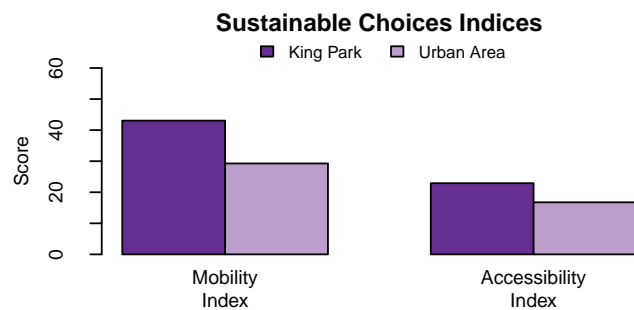
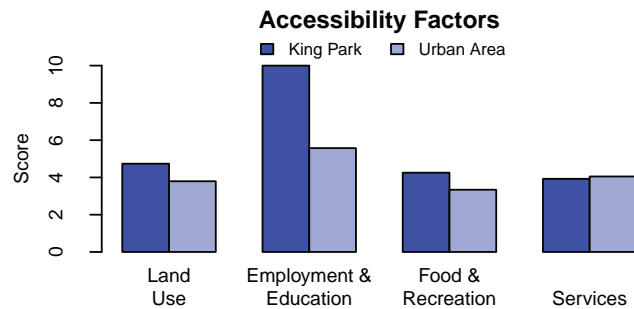
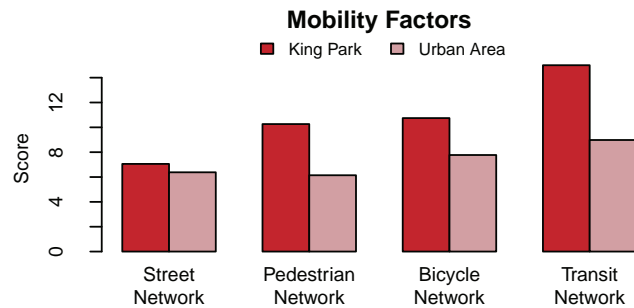
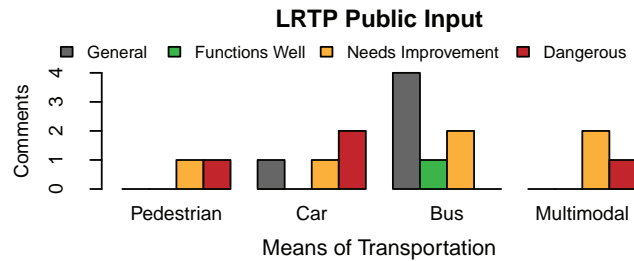
The Northeast Urbana neighborhood includes two TAZs located at the northeast edge of the study area. Only a small portion of the neighborhood is developed mostly as single-family residential land use. The neighborhood scored very low on both mobility and accessibility.

Developed portions of the neighborhood are somewhat disconnected from each other which results in low street network connectivity. Moreover, most of the road links in the neighborhoods do not have sidewalks. Public comments also point out lack of sidewalks as a cause for concern. There are no bike lanes in or even near the neighborhood. As such, walking and biking are not feasible alternatives to get around. Transit connectivity is also very low, as there are not many bus routes that link this neighborhood to major employment and commercial areas.

Based on where it is located, it is not surprising that this neighborhood scored very low on accessibility. The neighborhood is primary residential and there are no businesses and services nearby. Moreover, I-74 acts as major barrier to access jobs and services in the urbanized area. Residents would have to travel long distances to get to work or to shop for groceries.

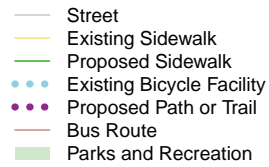
The transportation infrastructure in the neighborhood discourages walking and biking. This is reflected in public comments, where people have expressed concerns regarding developments along the fringes that do not offer any incentive to walk or bike. Using public transit is also not feasible given that accessibility is very low and residents face long commutes for work or any other purposes. This is confirmed by the neighborhood's mode share estimates which reveal that mode share estimates, for public transit and active modes of transportation is very low. Moreover, vehicle ownership rates, household VMT, and transportation costs are all significantly higher than the urban area average.



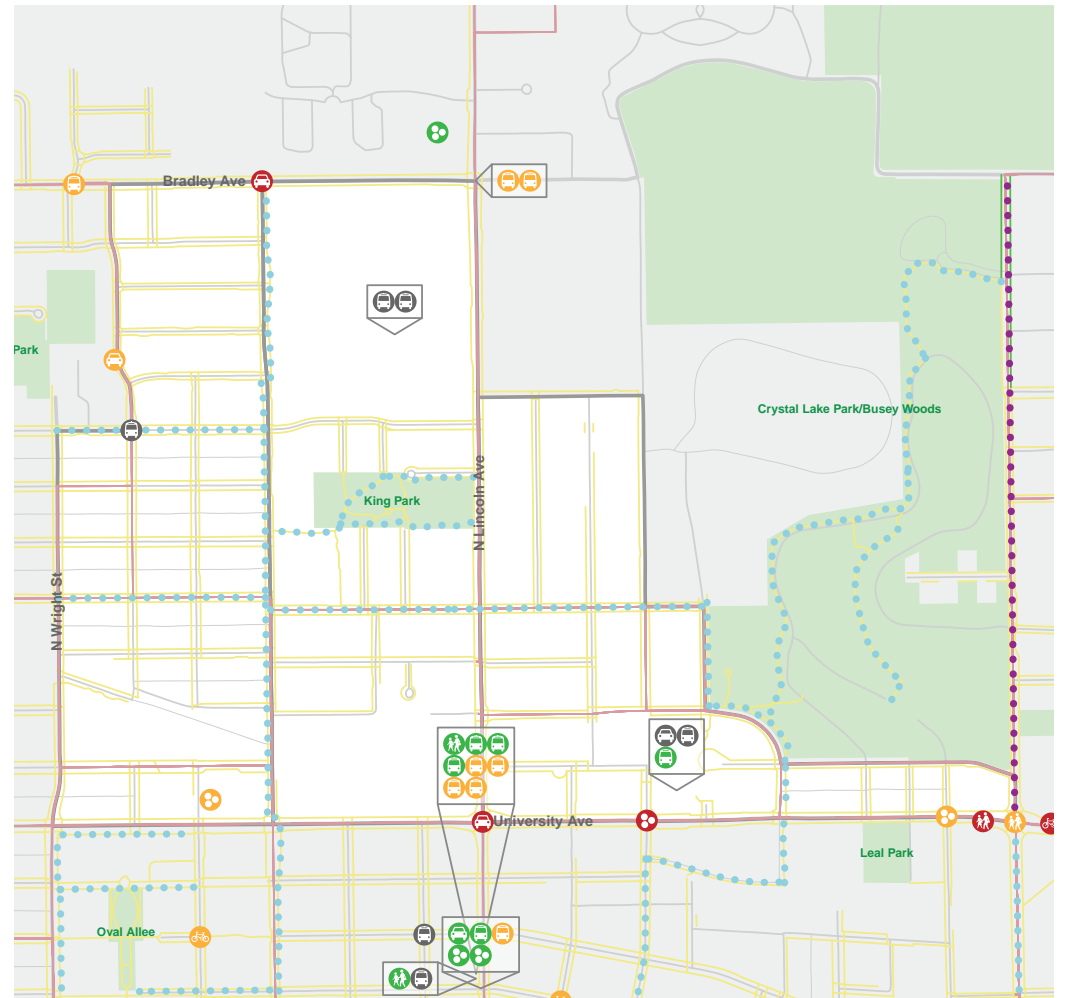
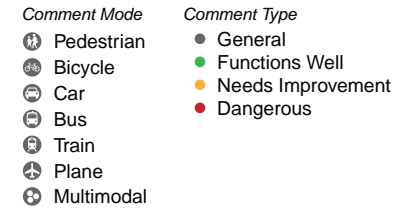


King Park

Built Environment



L RTP Public Input



KING PARK

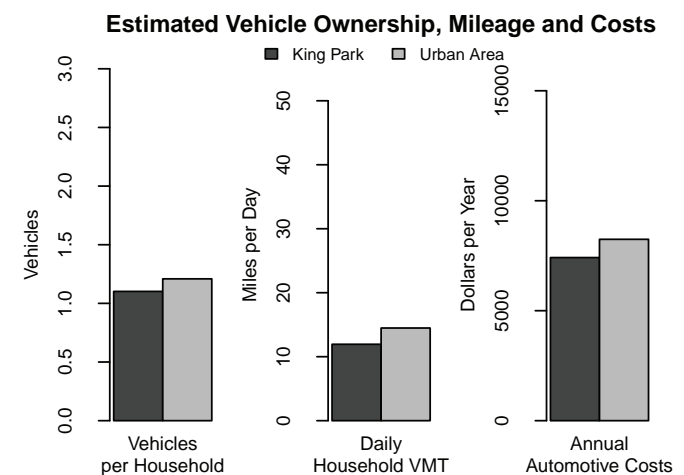
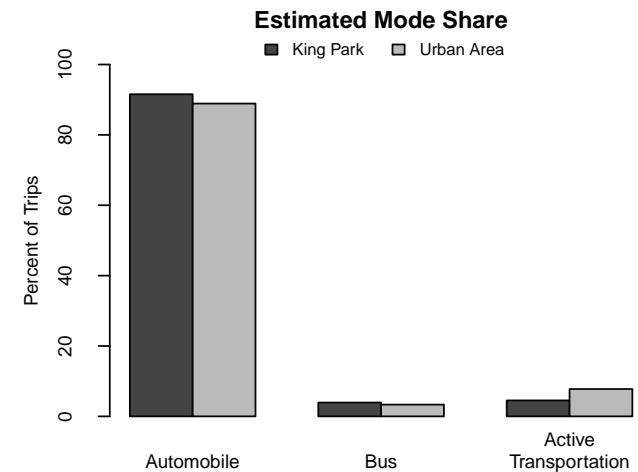
The King Park/Lincoln Avenue neighborhood consists of three TAZs and is located north of the university district. The neighborhood is largely residential with some businesses and institutions along the southern edge. The neighborhood scored high on both accessibility and mobility.

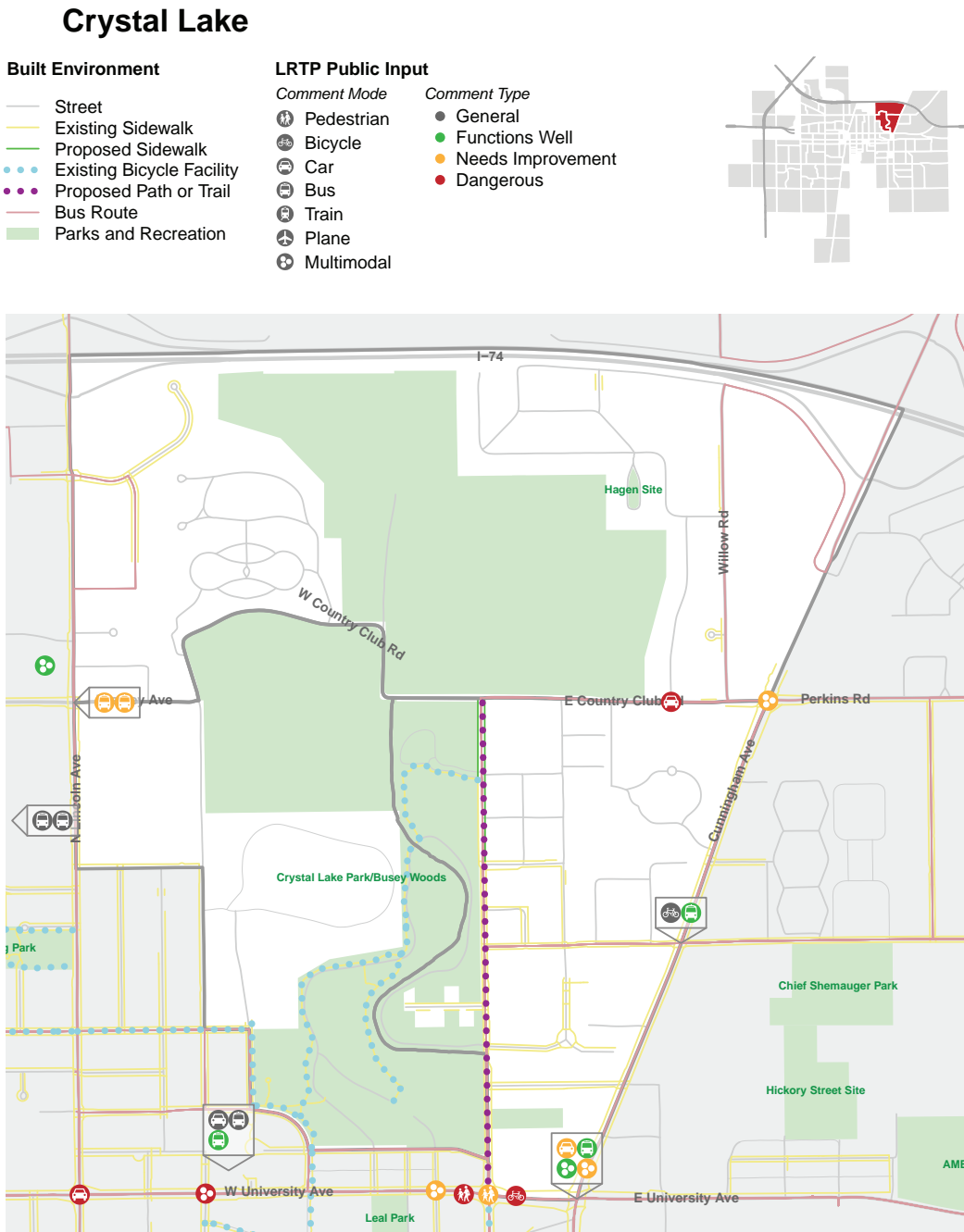
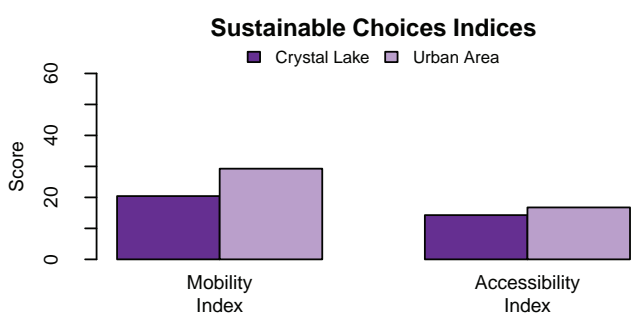
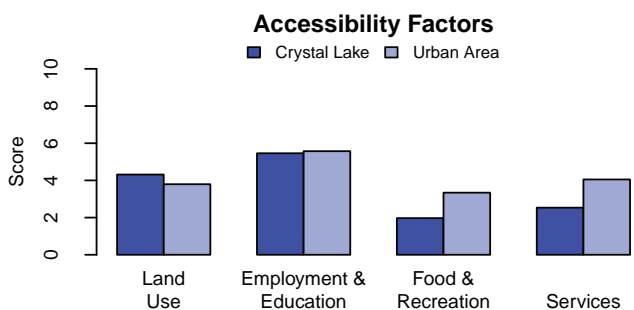
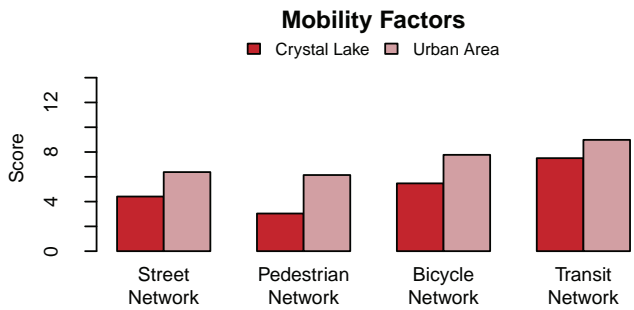
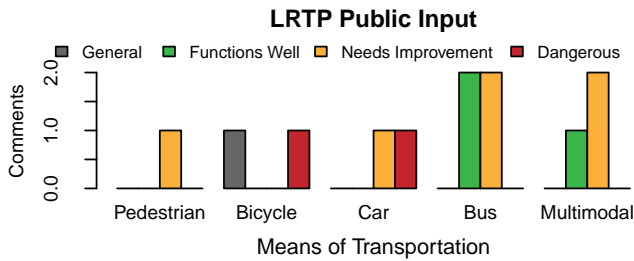
The neighborhood has a somewhat regular grid street network which provides high connectivity. Despite relatively large block sizes, street network connectivity was evaluated to be slightly above average. There are sidewalks on almost all road links. There are a few bike lanes that connect the neighborhood to the university district.

The neighborhood is served by a few bus routes, resulting in a high transit network score. Public comments, however, highlight the need for improving transit connectivity. There are many university students who live in this neighborhood and they rely on the MTD service to connect to the university. From the public comments, it seems that there is a need for additional routes connecting to different locations, such as Parkland College.

The neighborhood is located close to the university district and is not far from downtown Urbana. Thus, accessibility to jobs is very high. However, there are not many service-oriented businesses in or near the neighborhood. Residents would have to travel relatively long distances to get to grocery stores.

Overall, this neighborhood has a good combination of high mobility and good accessibility. Mode share estimates, however, reveal that the mode share of driving is higher than average. Vehicle ownership, household VMT, and transportation costs are all lower than average, as expected for a neighborhood scoring high on both accessibility and mobility.





CRYSTAL LAKE

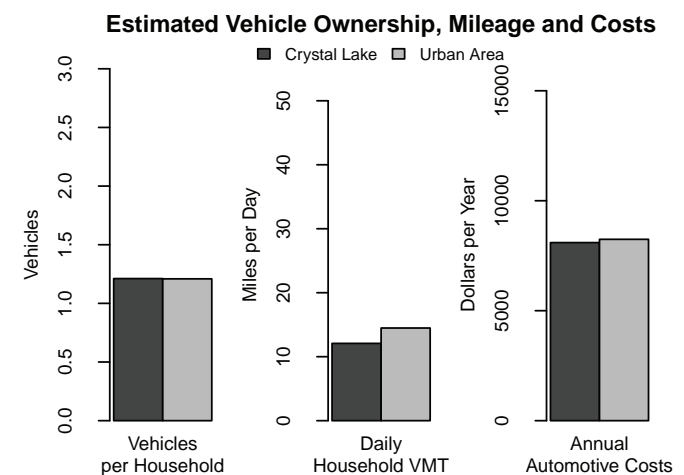
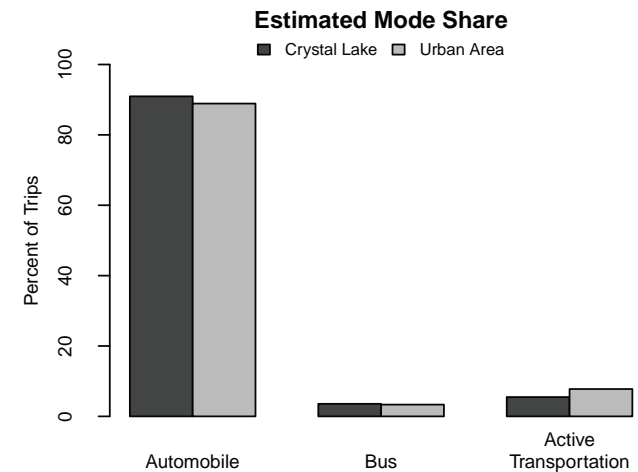
This neighborhood is comprised of three TAZs located between I-74 and University Avenue. A large portion of the neighborhood is open space with some residential developments along the eastern edge. The neighborhood scored low on mobility and slightly below average on accessibility.

Low pedestrian mobility in the neighborhood can be attributed to the irregular street network in the developed portion of the neighborhood, and to the absence of sidewalks on many road sections. While there are trails and bike paths in the Crystal Lake Park, there are no bike lanes in the residential areas. Moreover, I-74 acts a major barrier which inhibits movement towards north.

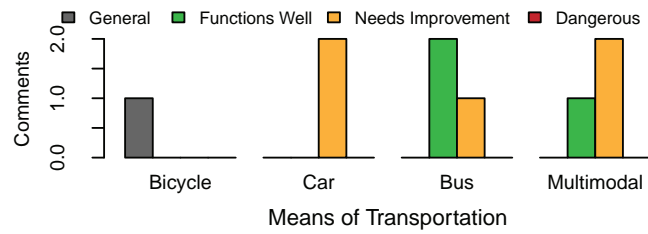
Transit connectivity in the neighborhood is marginally below average. There are a few transit routes along the edge of the neighborhood. Since most of the developments in this neighborhood are along the edge, transit connectivity may be better than what the data suggests.

The neighborhood is located a few blocks north of downtown Urbana and as such, accessibility to jobs is about average, even though there are not many businesses within the neighborhood. The same is true for accessibility to services. The nearest grocery stores are in downtown Urbana, but it may not be possible to access those services by foot or bike, which is reflected in the low score for accessibility to grocery stores and other services.

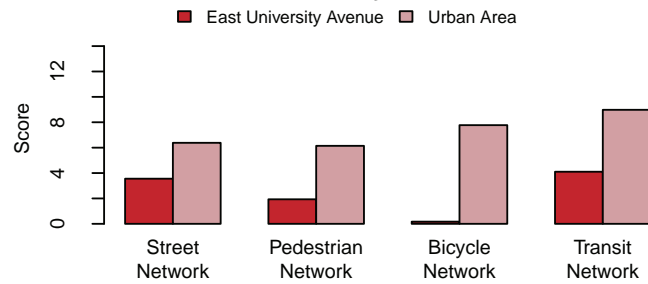
Overall, in spite of having average accessibility, residents may find it difficult to access jobs and services due to relatively low mobility. The active transportation infrastructure is limited in the neighborhood and travel behavior estimates reveal that mode share of alternative modes of transportation is relatively low. Household VMT and transportation costs were estimated to be lower than average, which is possibly due to accessibility being not as low as mobility.



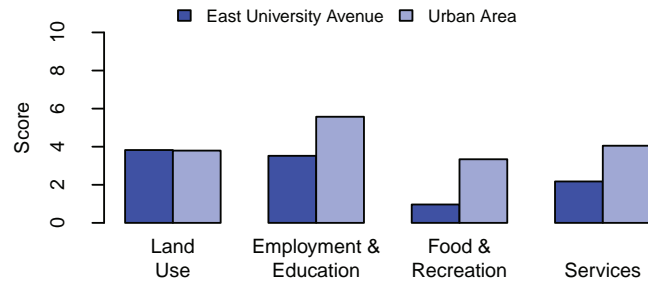
LRTP Public Input



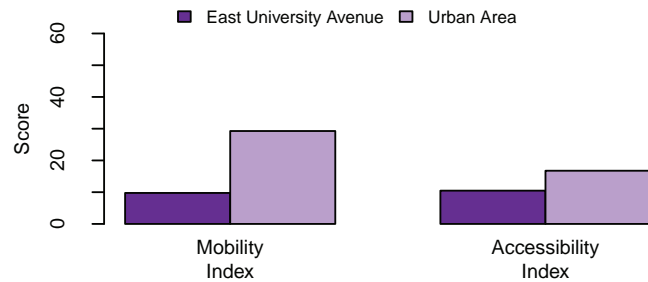
Mobility Factors



Accessibility Factors

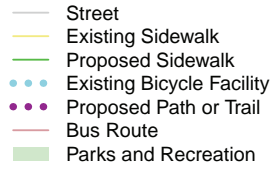


Sustainable Choices Indices

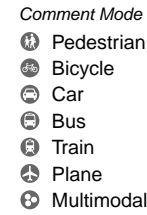


East University Avenue

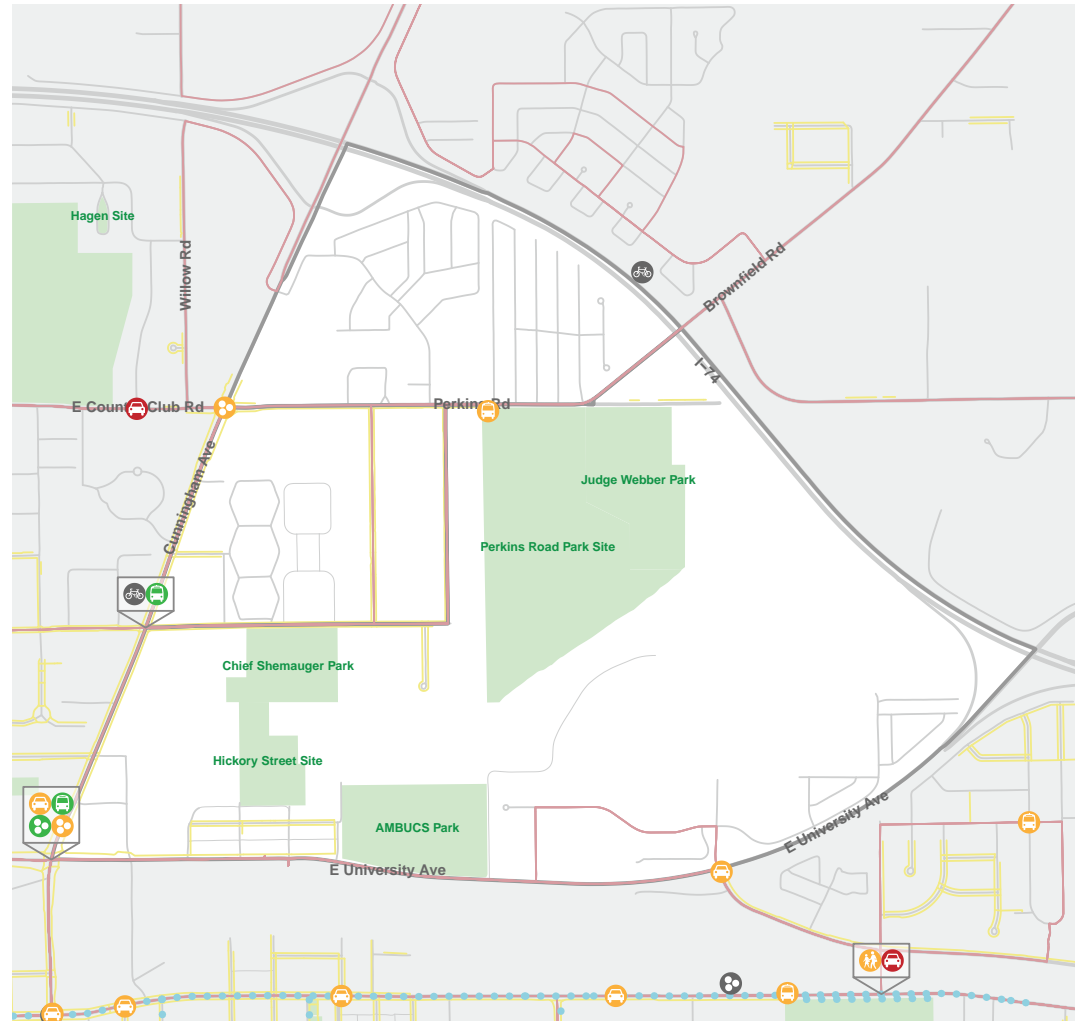
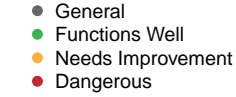
Built Environment



LRTP Public Input



Comment Type



EAST UNIVERSITY AVENUE

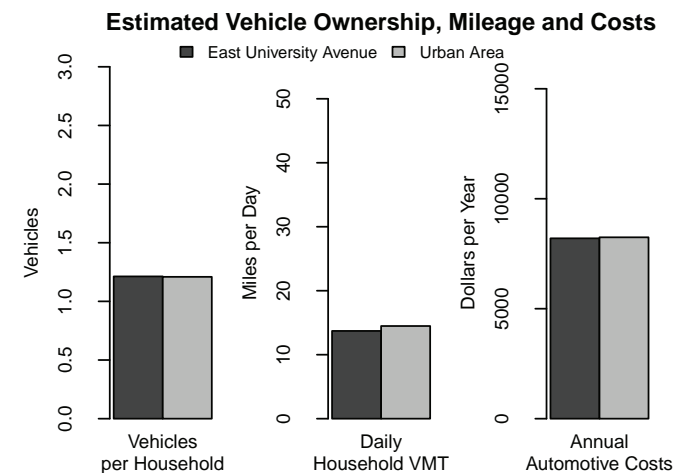
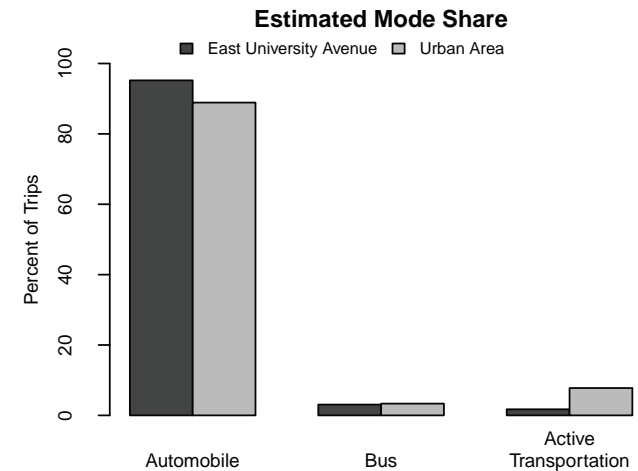
The East Urbana neighborhood consists of three TAZs located to the northeast of Urbana downtown. The neighborhood has a somewhat fragmented development pattern with large sections that are open spaces or vacant. This neighborhood scored very low on mobility and below average on accessibility.

The street network is very irregular and there is almost no connectivity between different parts of the neighborhood. As such, block sizes are large which can discourage walking and biking. Moreover, most of the links do not have any sidewalks. There are no bike lanes within the neighborhood. This combination of low street network connectivity and deficient bike and pedestrian network discourages usage of active modes of transportation.

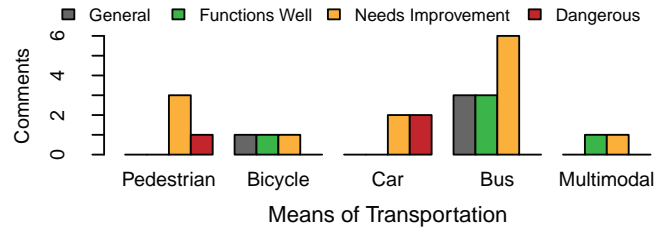
While there are a few bus routes that serve the neighborhood, the overall transportation infrastructure is not conducive to using alternative modes of transportation. Public comments also talk about the existing transit service not being frequent or reliable.

The neighborhood has some diversity in term of land uses but owing to low mobility, different land uses seem disconnected. Access to employment is below average. Residents have to travel relatively long distances to access services such as grocery stores.

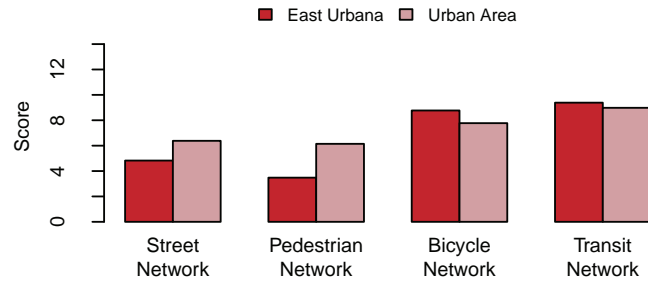
This neighborhood has an undesirable combination of low mobility and low accessibility. The transportation infrastructure makes driving a necessity, and mode share estimates reveal that relatively high percentage of people drive. Household VMT was estimated to be slightly below average, which could be explained by proximity of downtown Urbana.



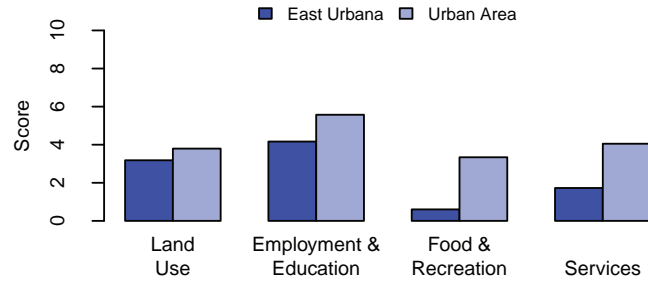
LRTP Public Input



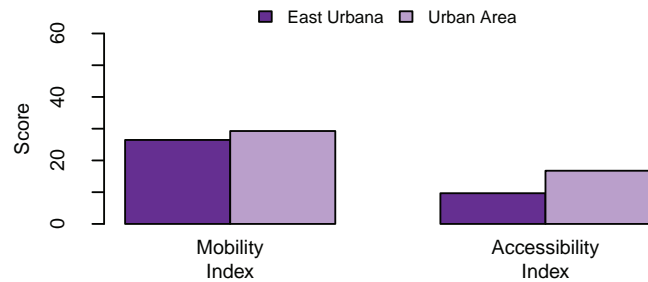
Mobility Factors



Accessibility Factors

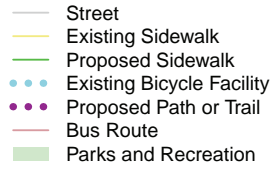


Sustainable Choices Indices

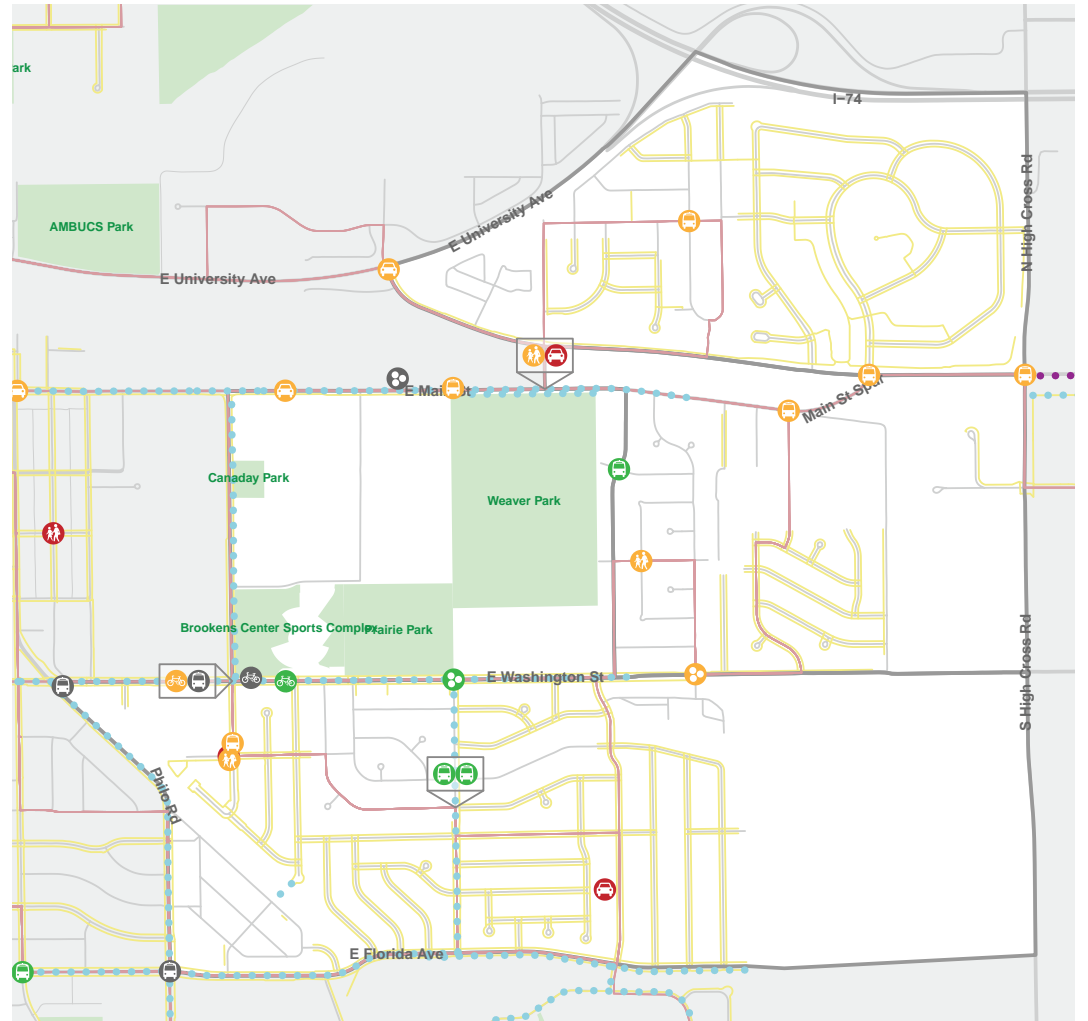
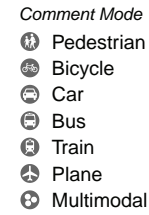


East Urbana

Built Environment



LRTP Public Input



EAST URBANA

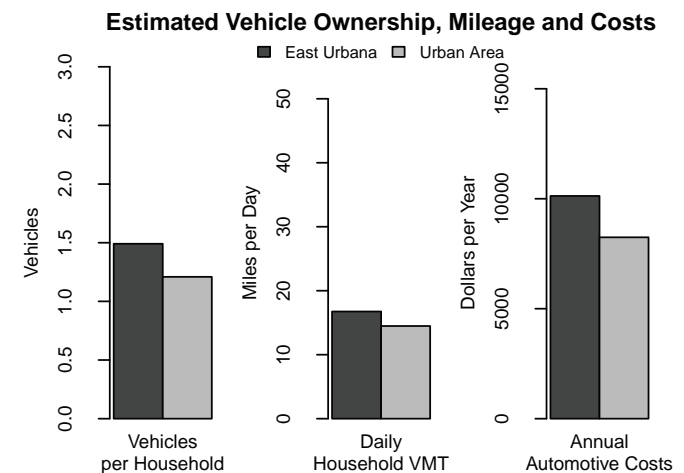
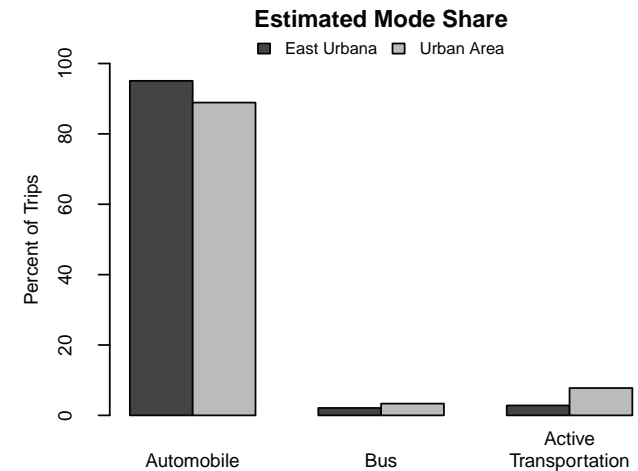
The East Urbana neighborhood includes four TAZs along the eastern periphery of the urbanized area. This neighborhood scored slightly below average on mobility and very low on accessibility. Large portions of the neighborhood consist of single-family housing, which explains low accessibility to employment and services.

This neighborhood has a somewhat irregular street network, which results in low street network connectivity and can be a deterrent to using active modes of transportation. Public comments highlight a lack of sidewalks on many links. The existing sidewalk network was perceived to be poorly maintained. The neighborhood has bike lanes on some of the major roads. The addition of bike lanes, especially those on Washington Street, have been a major improvement to the neighborhood's transportation infrastructure.

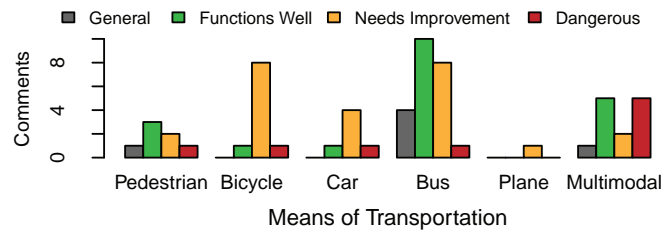
There are a few transit routes that serve the neighborhood, and the neighborhood has a slightly above average transit connectivity score. Public comments, however, reveal that the transit service is somewhat deficient. Some bus routes have very limited or no service during weekends. Even during the regular schedule, people feel that buses should run more frequently.

Accessibility to jobs and services is very low. There are not many nearby grocery stores and very few places people could potentially walk or bike to. This leaves driving as the only feasible option for commuting or for other purposes.

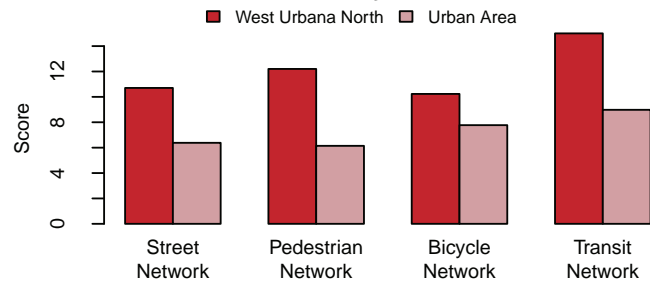
Overall, there are very limited opportunities for people to use alternative modes of transportation, and the mode share estimates confirm that few people are walking, biking or using transit services. Residents have to travel long distances to access destinations such as major employment centers, grocery stores, and recreation services. Household VMT and transportation costs of residents of this neighborhood are higher than the urban area average.



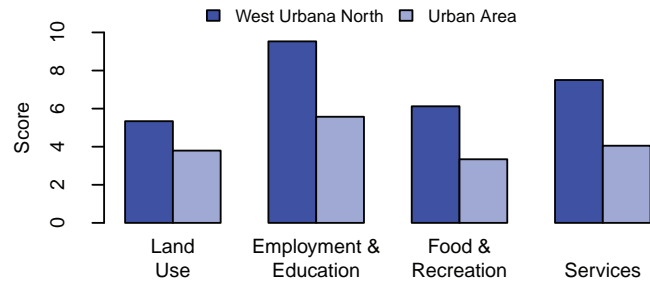
LRTP Public Input



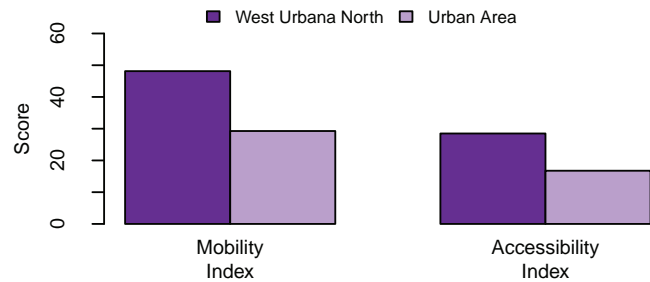
Mobility Factors



Accessibility Factors

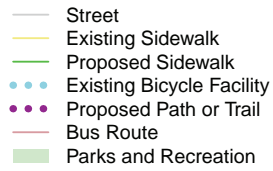


Sustainable Choices Indices

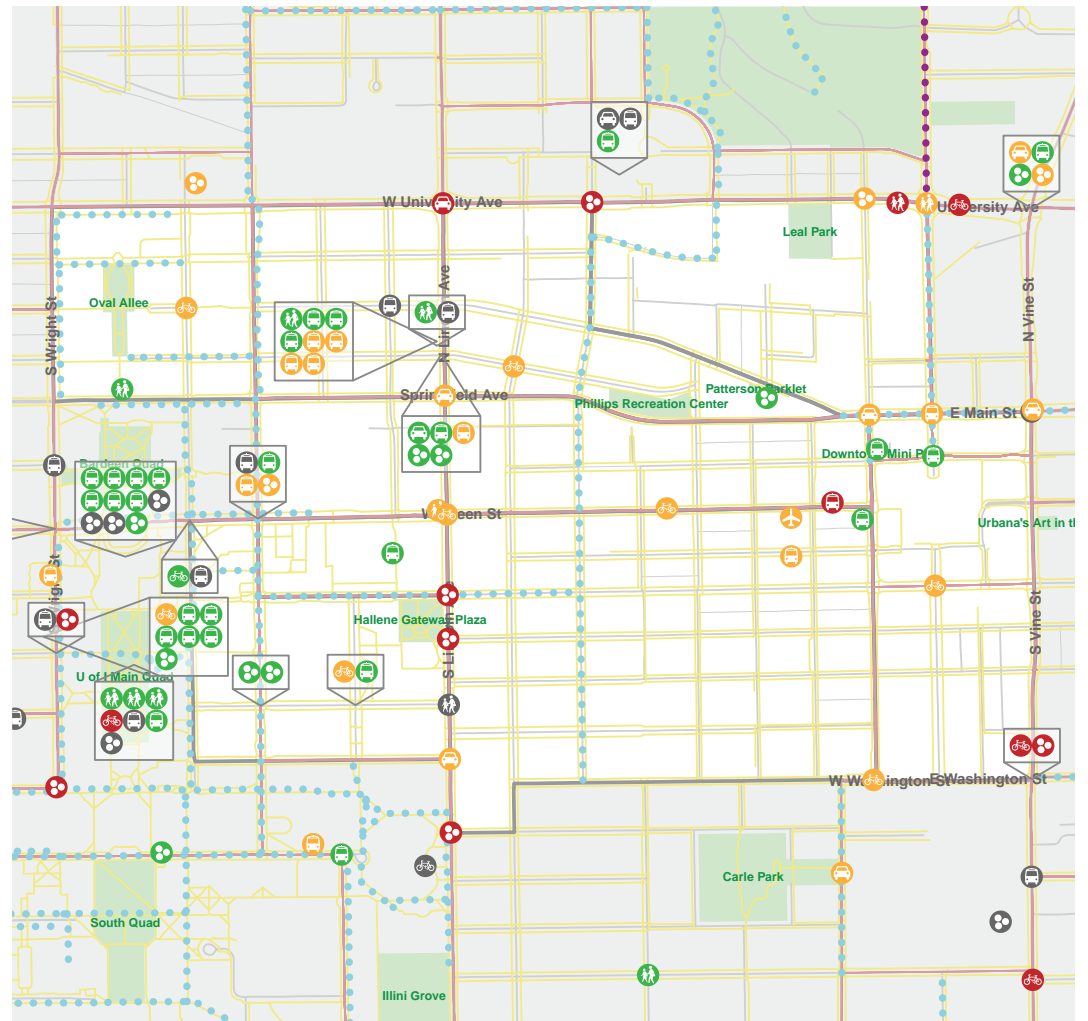
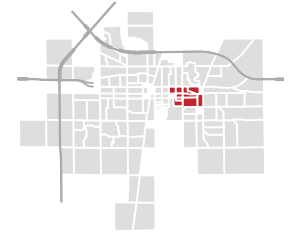


West Urbana North

Built Environment



LRTP Public Input



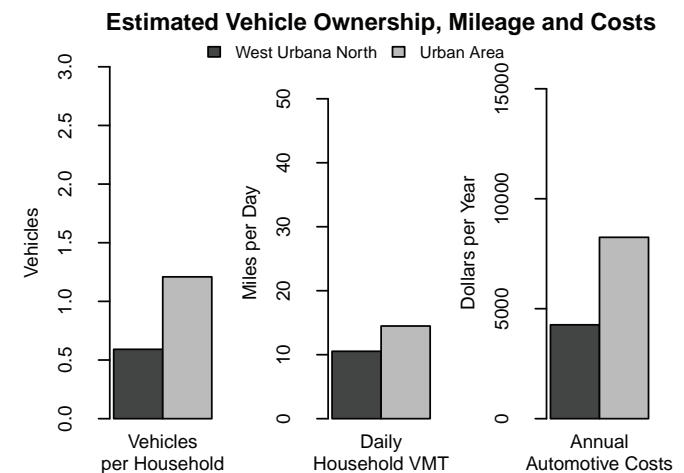
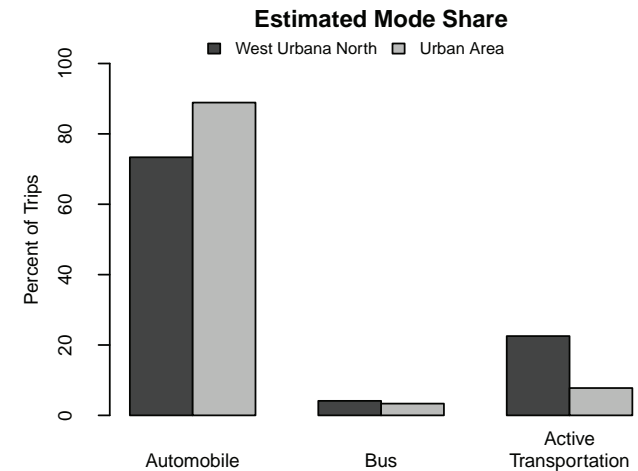
WEST URBANA NORTH

The West Urbana North neighborhood consists of ten TAZs and includes downtown Urbana. This neighborhood scored high on both mobility and accessibility. The location of this neighborhood makes it possible for residents to access a wide variety of services using different modes of transportation. This combination of high accessibility coupled with high mobility gives residents an opportunity to engage with the environment, which is reflected in the public comments.

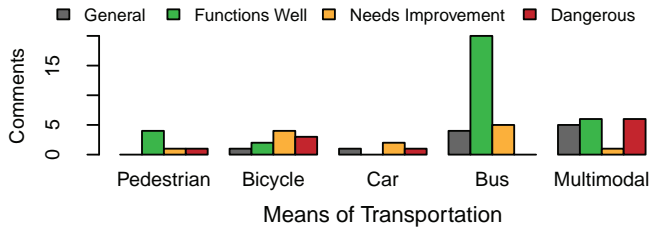
Most of this neighborhood has a regular grid street network, which provides high connectivity especially for pedestrians and bikers. The bike lane network is also easily accessible. However, public comments reveal that there is a need for additional bike lanes, especially along Green Street. Downtown Urbana serves as a major hub for the transit service and connects this neighborhood to all major destinations across the urbanized area. While people generally appreciate the high level of transit of connectivity, there are some concerns regarding safety when bikers are exposed to on-road traffic.

The neighborhood has a balanced mix of residential and non-residential land-uses, which is reflected in the above average land use score. The neighborhood is conveniently located between downtown Urbana and the university district, which gives residents very high accessibility to employment and services.

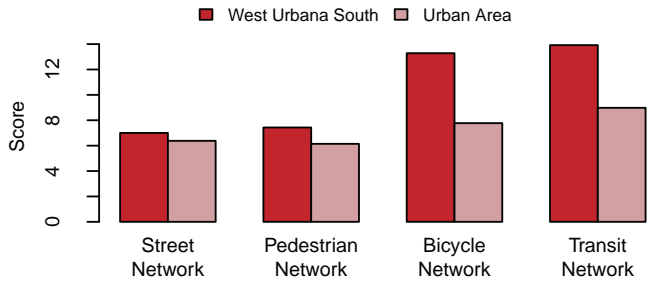
High accessibility combined with high mobility allows residents to drive less and own fewer cars, which is reflected in the mode share and vehicle ownership estimates for the neighborhood. There are many services within walking distance, and mode share of active transportation is very high. High accessibility is also reflected in low household VMT compared to the urban area average. Transportation costs for residents of this neighborhood were estimated to be very low, as they would have to drive less and for shorter distances.



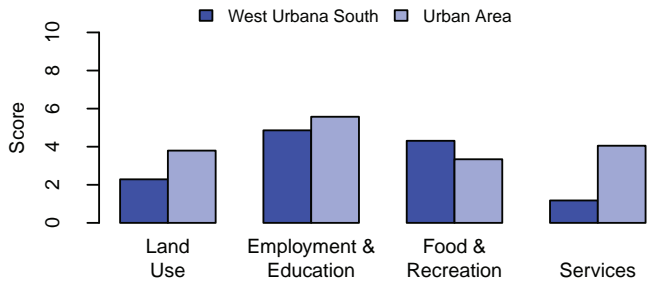
L RTP Public Input



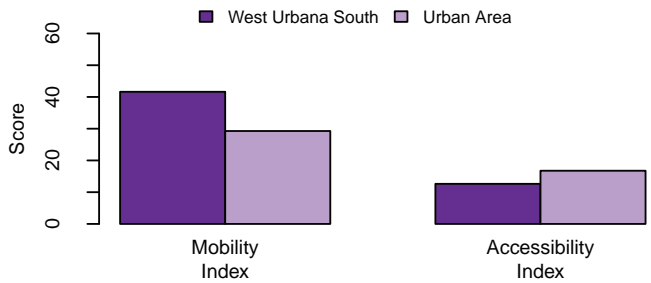
Mobility Factors



Accessibility Factors

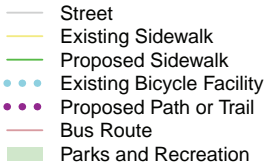


Sustainable Choices Indices



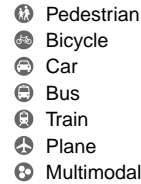
West Urbana South

Built Environment

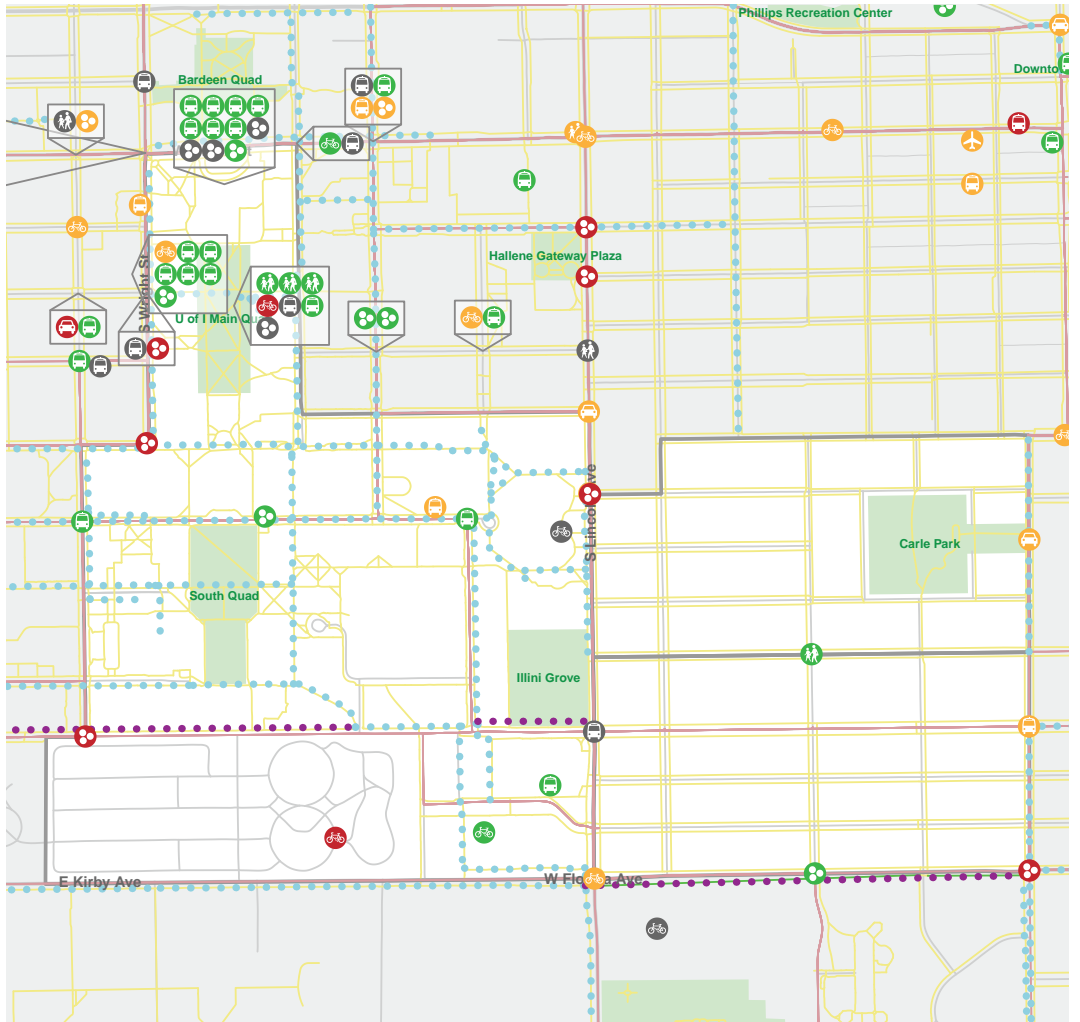
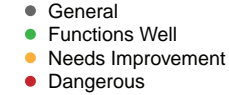


L RTP Public Input

Comment Mode



Comment Type



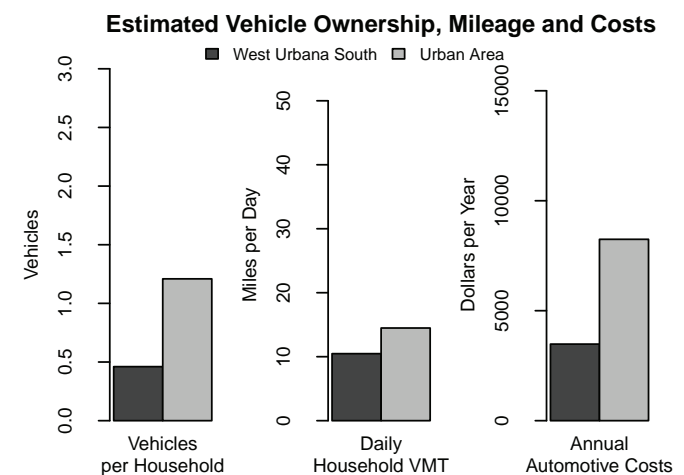
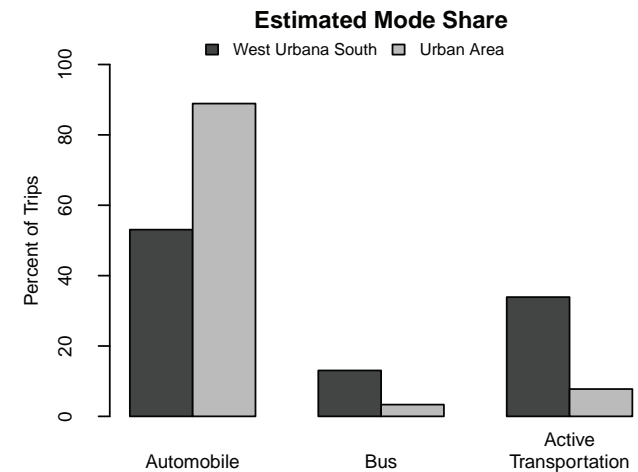
WEST URBANA SOUTH

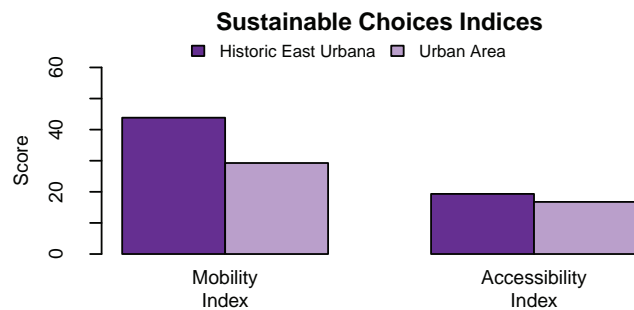
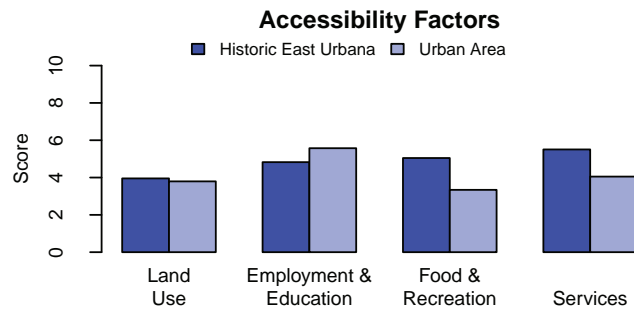
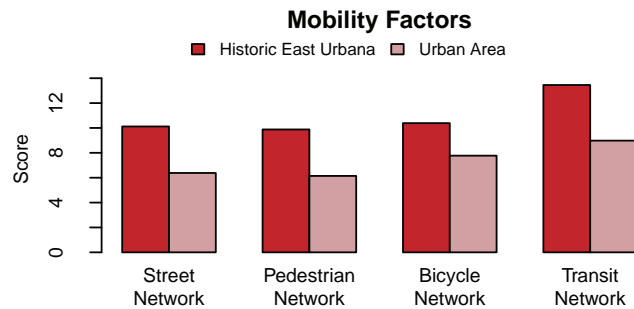
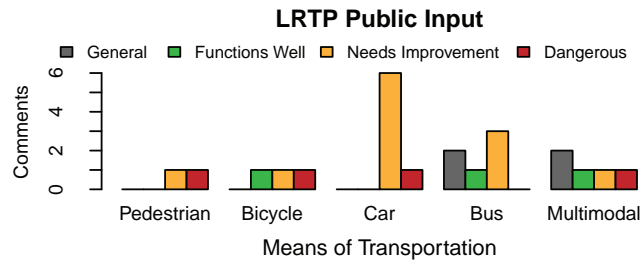
The West Urbana South neighborhood is composed of three TAZs and contains a large portion of the university district. The neighborhood scored high in mobility and about average in accessibility. There are many bike lanes in the area and the neighborhood is well-served by transit. In terms of accessibility, land use is somewhat homogenous since most of the area is grouped under educational use.

Public comments reveal that people like having bike lanes around the university campus. The pedestrian network is also well-connected. Bikers are, however, concerned about safety. Pedestrians and biker sometimes compete for space, especially when bikers use sidewalks to get around. As such, people prefer a dedicated bike lane network so that bikers are shielded from auto traffic and crashes between biker and pedestrians are minimized. The neighborhood has excellent transit connectivity. Major transit hubs like the Illini Union and the transit plaza offer many route choices. Students find it very convenient to get around campus by using the transit network. However, the high volume of buses, pedestrians, and bikers means that there are often conflicts between different modes.

The university is the largest employer in the region and as such, this neighborhood's below-average score on employment and education is counterintuitive. This could be an outcome of clubbing employment with education where education refers to access to K-12 schools. The neighborhood itself does not have many service-oriented businesses and, thus it scored below average on services.

Overall, this neighborhood has a combination of high mobility and high accessibility. There are many opportunities for using alternative modes of transportation, which is evident in the estimated mode share for the neighborhood. This neighborhood had one of the highest mode shares for bus and active transportation modes. Vehicle ownership, VMT, and transportation costs were also estimated to be significantly lower than average.





Historic East Urbana

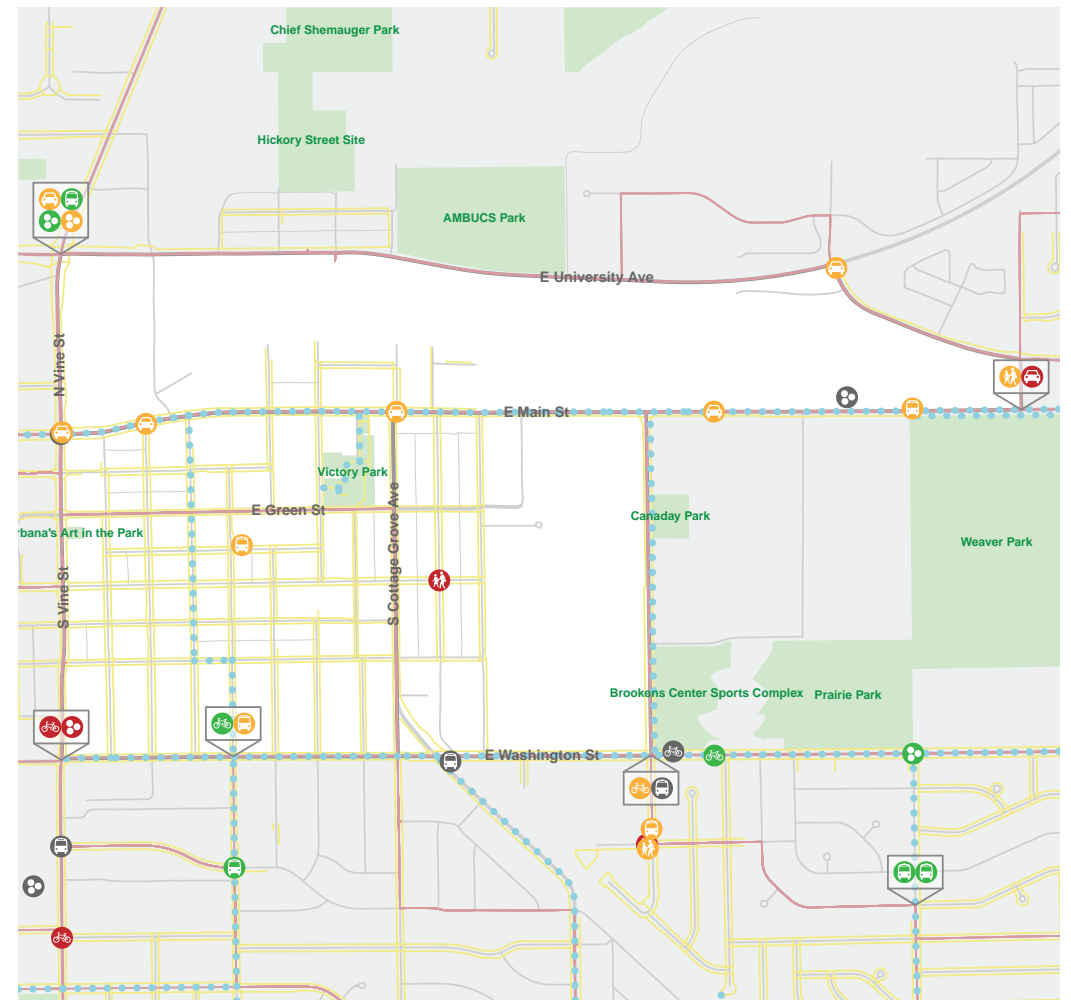
Built Environment

- Street
- Existing Sidewalk
- Proposed Sidewalk
- Existing Bicycle Facility
- Proposed Path or Trail
- Bus Route
- Parks and Recreation

L RTP Public Input

- Comment Mode**
- Pedestrian
 - Bicycle
 - Car
 - Bus
 - Train
 - Plane
 - Multimodal

- Comment Type**
- General
 - Functions Well
 - Needs Improvement
 - Dangerous



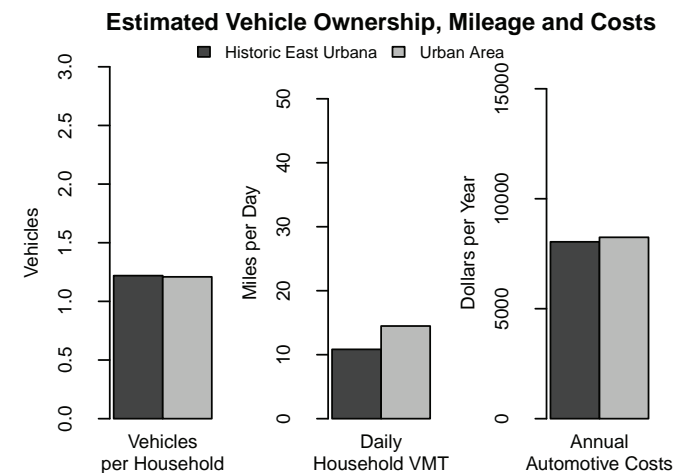
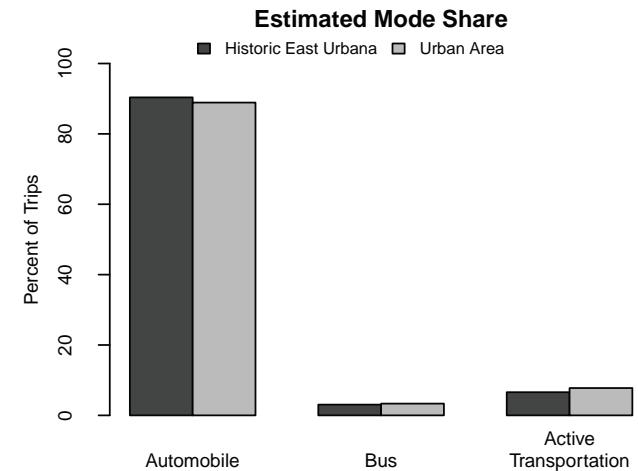
HISTORIC EAST URBANA

The Historic East Urbana neighborhood, made up of three TAZs east of Vine Street and North of Washington Street, scored similar to the urban area average for accessibility and well above average for mobility. Streets in the neighborhood were grid-like and well-connected in the southwestern TAZ, while the other TAZs had few street connections. Public comments identified several challenges facing drivers in the neighborhood, including congestion, visibility and road condition. Most housing units in the neighborhood were well-served by frequent bus service.

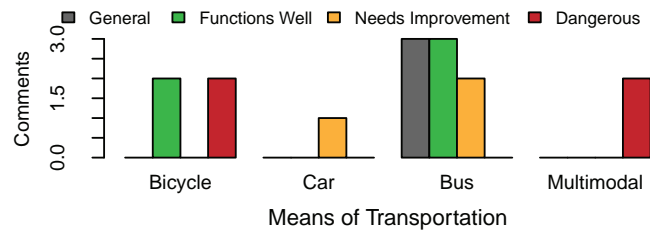
Sidewalk connectivity and coverage were relatively high in the residential portion of the neighborhood, but public comments identified the condition of sidewalks and ramps as an issue facing pedestrians. Though the neighborhood was well-connected to the regional bicycle network, public comments were mixed as to how well the bicycle network functioned. Conflict between vehicles and bicycles was identified by the public as a particularly problematic issue.

Land use patterns and access to jobs and schools in the neighborhood were similar to the urban area average. Access to parks was relatively high throughout the neighborhood, but the southwestern TAZ had the best access to grocery stores and services.

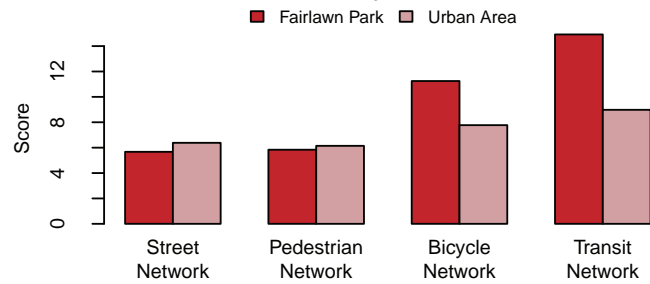
Despite high mobility scores, estimates suggested that residents of the neighborhood had similar mode share and vehicle ownership to the urban area average but that they tended to drive fewer miles. These trends suggested that the safety and infrastructure condition concerns identified in public comments may have prevented residents from taking advantage of the bicycle and pedestrian network. Addressing these concerns and working to increase access to nearby destinations could help to increase transportation choice for residents.



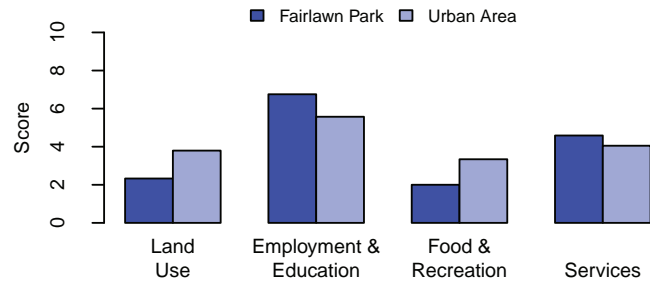
L RTP Public Input



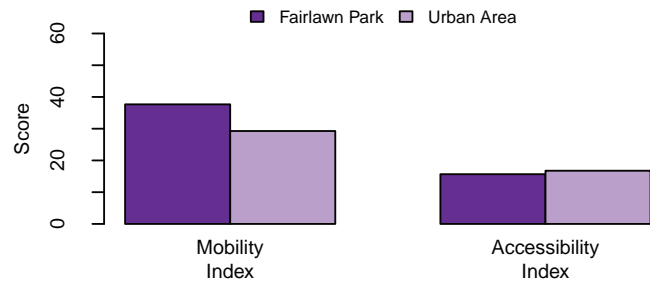
Mobility Factors



Accessibility Factors

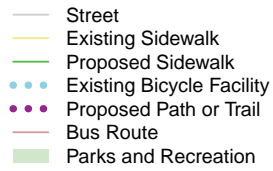


Sustainable Choices Indices



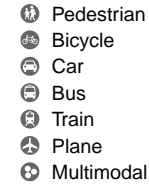
Fairlawn Park

Built Environment

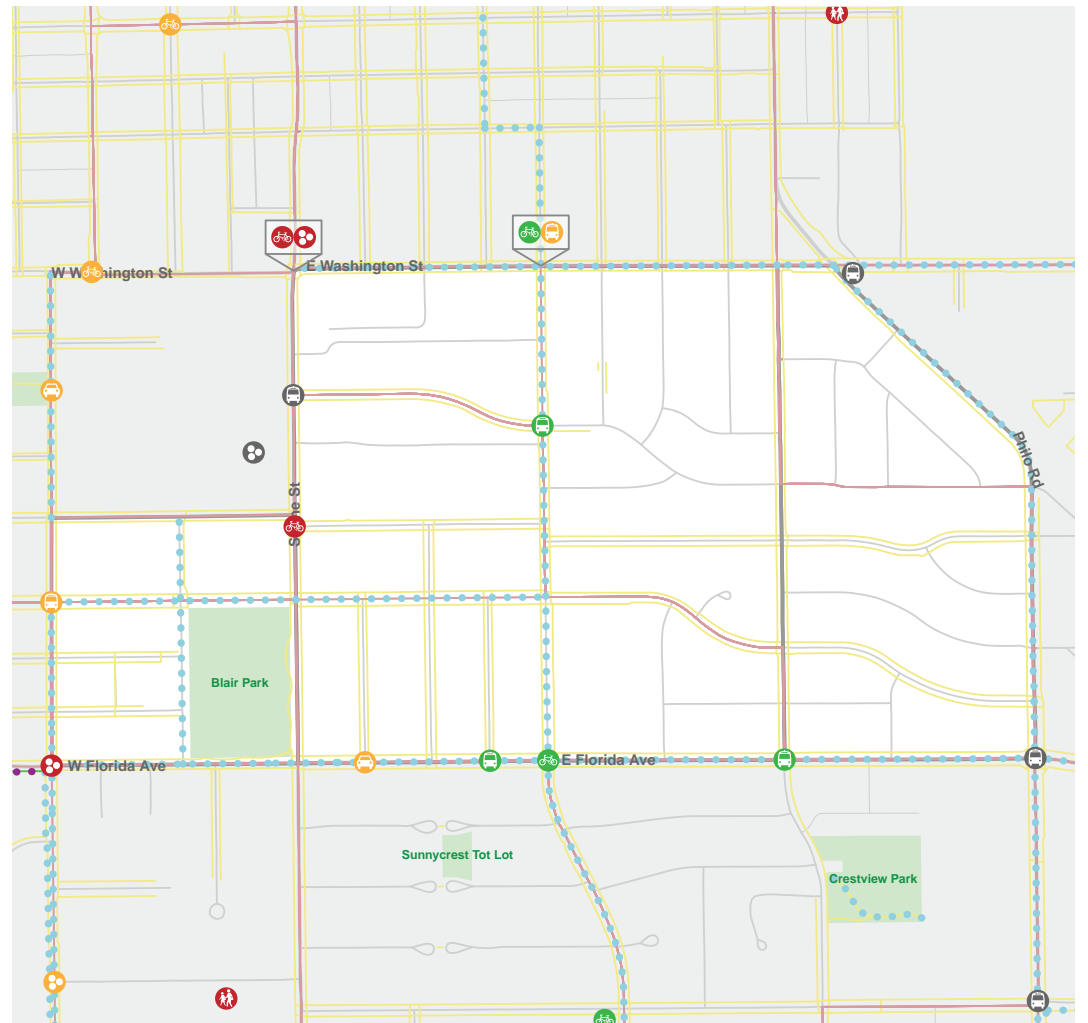
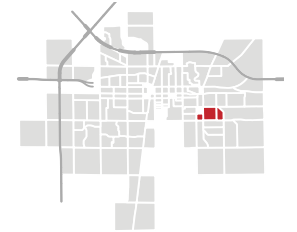
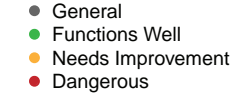


L RTP Public Input

Comment Mode



Comment Type



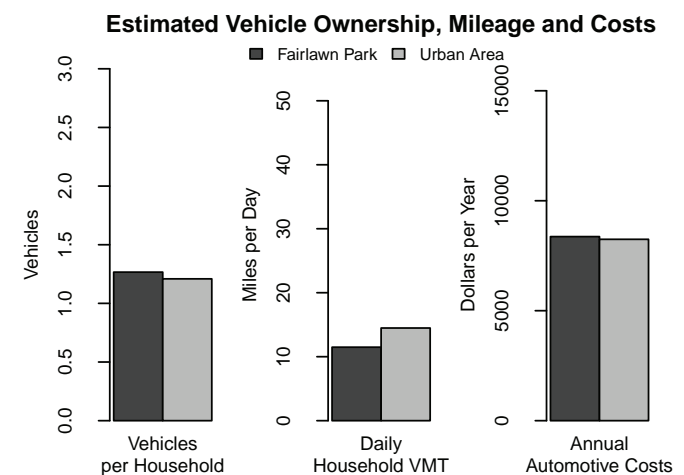
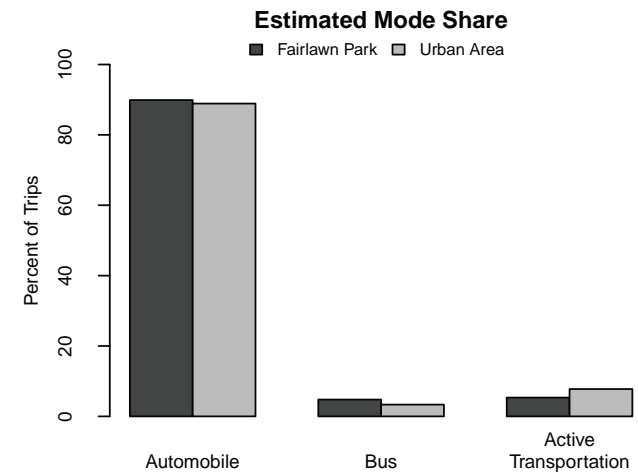
FAIRLAWN PARK

The Fairlawn Park neighborhood, which consists of three TAZs north of Florida Avenue between Race Street and Philo Road in Urbana, scored above the urban area average for mobility and similar to the average for accessibility.

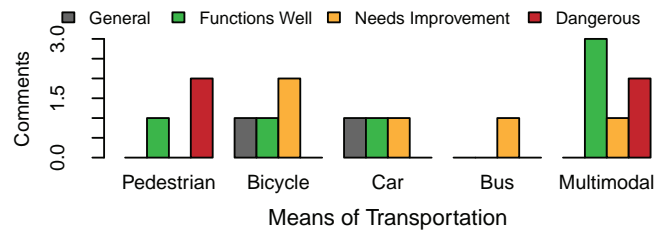
Large blocks, missing sidewalk links and relatively low streetlight coverage contributed to slightly below-average scores for the street and pedestrian networks. The neighborhood was well served by bicycle facilities and transit routes. Public comments generally suggested that the bus system functioned well but noted points of conflict between buses and other modes, particularly at some intersections. Comments suggested that existing bicycle facilities were working well but identified Vine Street, a street without bicycle facilities, as a corridor where cyclists feel unsafe.

The neighborhood's density and land use mix were below-average, but most households had relatively easy access to schools and employment centers. Access to parks was strongest in the western part of the neighborhood, while access to services was strongest in the eastern section. Few households were within walking or bicycling distance of a grocery store.

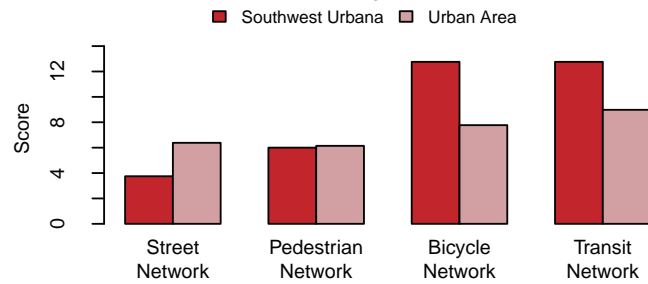
Estimates of mode share reflected the high transit connectivity score with above-average transit share, but the estimated active transportation share was below the urban area average. The proposed extension of bicycle facilities on Florida Avenue could help to encourage cycling to employment and education destinations to the west. In addition, closing gaps in the sidewalk network could improve the pedestrian experience in the neighborhood, encouraging additional pedestrian trips.



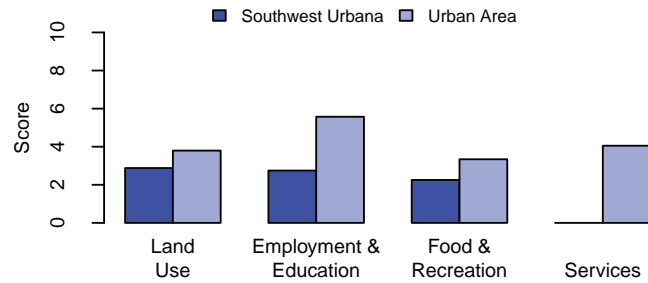
LRTP Public Input



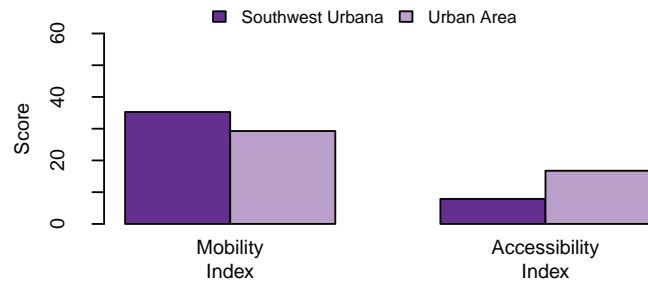
Mobility Factors



Accessibility Factors

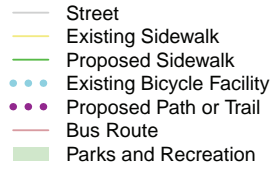


Sustainable Choices Indices

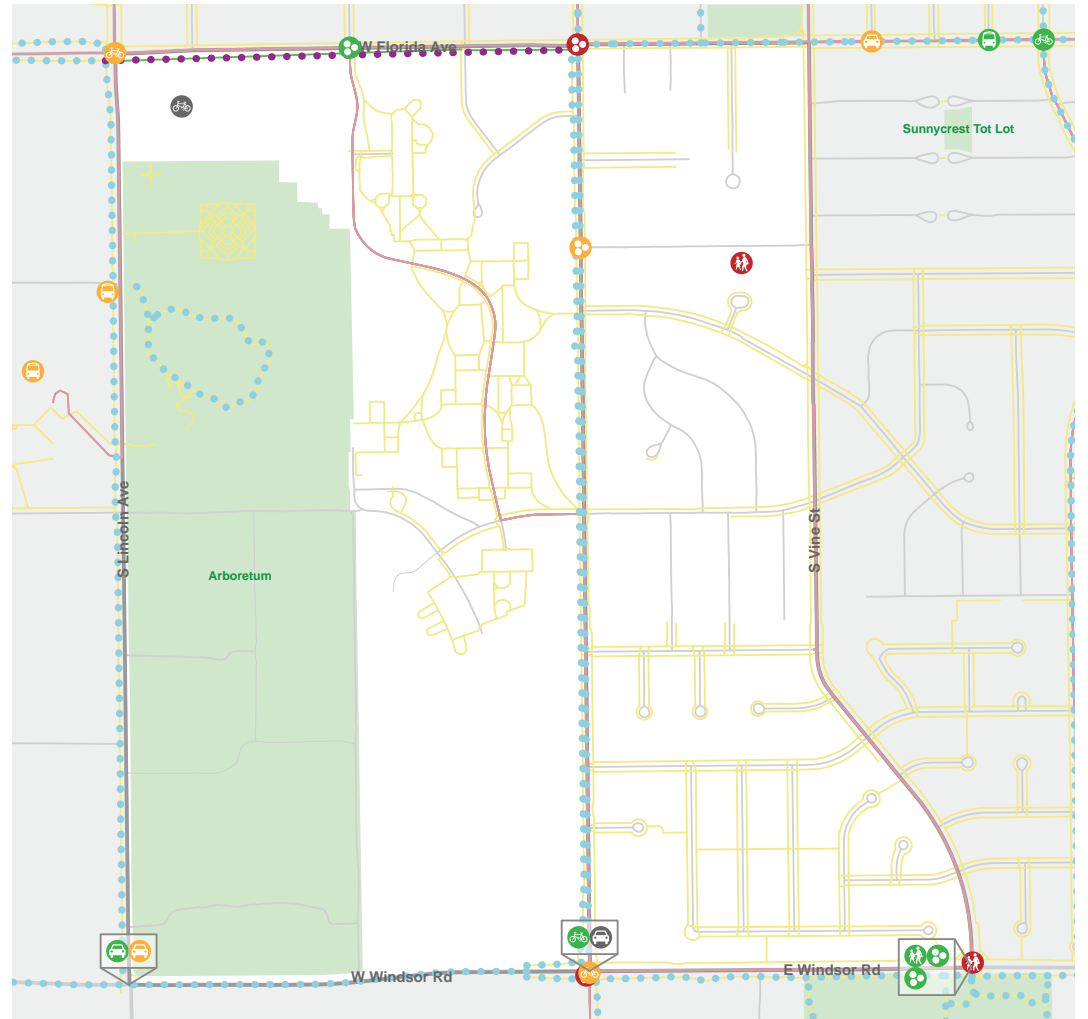
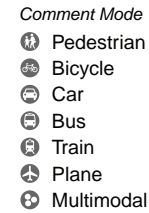


Southwest Urbana

Built Environment



LRTP Public Input



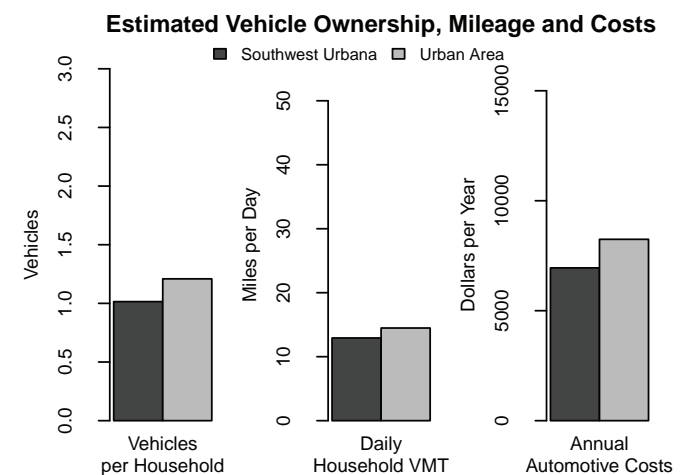
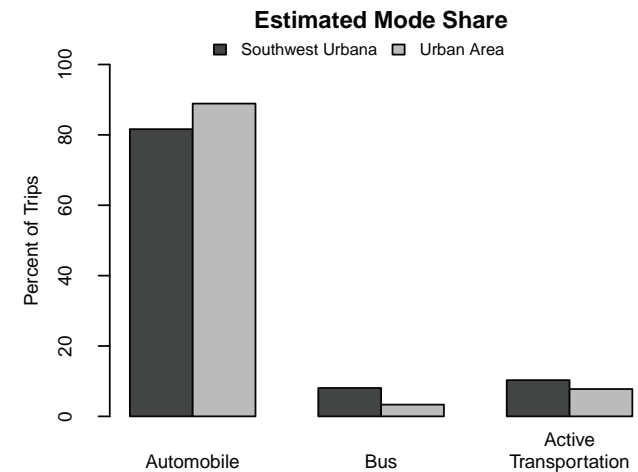
SOUTHWEST URBANA

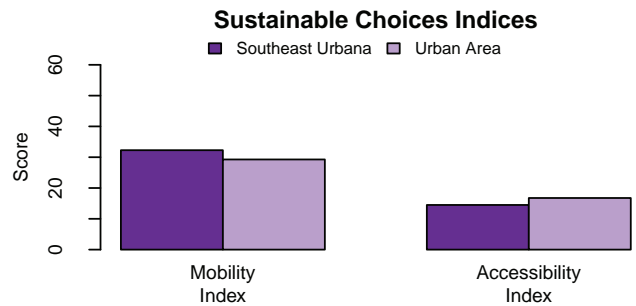
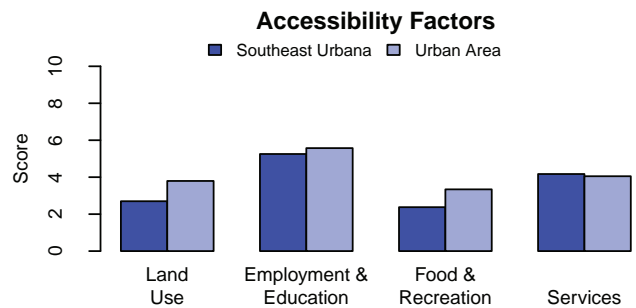
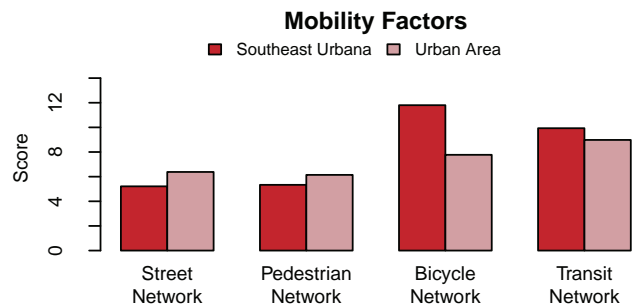
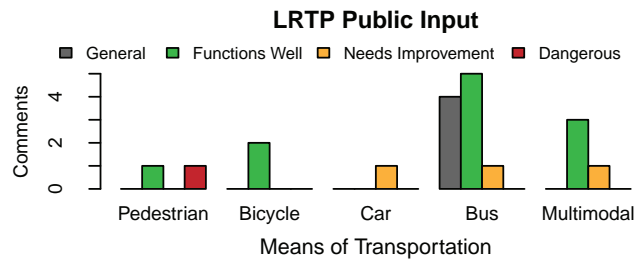
The Southwest Urbana neighborhood, composed of two TAZs south of Florida Avenue and west of Lincoln Avenue, scored slightly above the urban area average for mobility and well below the average for accessibility. The neighborhood was well-connected to the regional bicycle network. Frequent transit service provided connections to surrounding destinations, resulting in a high transit network score.

The neighborhood's streets were irregular in pattern and relatively poorly connected. Public comments suggested that, in general, signalized intersections in the neighborhood worked well, while some unsignalized intersections were susceptible to conflict among modes. Gaps in the sidewalk network and a low degree of streetlight coverage led to a pedestrian network score slightly below average. Similarly, public comments suggested that dark streets and lack of sidewalks created risks for pedestrians.

The neighborhood had a relatively low residential density and lacked a diversity of land uses, particularly in the eastern TAZ. Access to employment centers and K-12 schools was similarly limited. Residents had high levels of park access due to the neighborhood's location between the Arboretum and Meadowbrook Park, but in general they were not within walking distance of services and grocery stores.

Estimated mode share was influenced by the student population at Orchard Downs and showed higher-than-average levels of transit ridership and active transportation. Similarly, lower levels of vehicle ownership and VMT resulted in lower-than-average automotive transportation costs. Despite the relative lack of nearby destinations, completing the sidewalk network, increasing streetlight coverage and constructing the proposed Florida Avenue bicycle facility extension could help to further increase mobility and increase transportation options for residents.





Southeast Urbana

Built Environment

- Street
- Existing Sidewalk
- Proposed Sidewalk
- Existing Bicycle Facility
- Proposed Path or Trail
- Bus Route
- Parks and Recreation

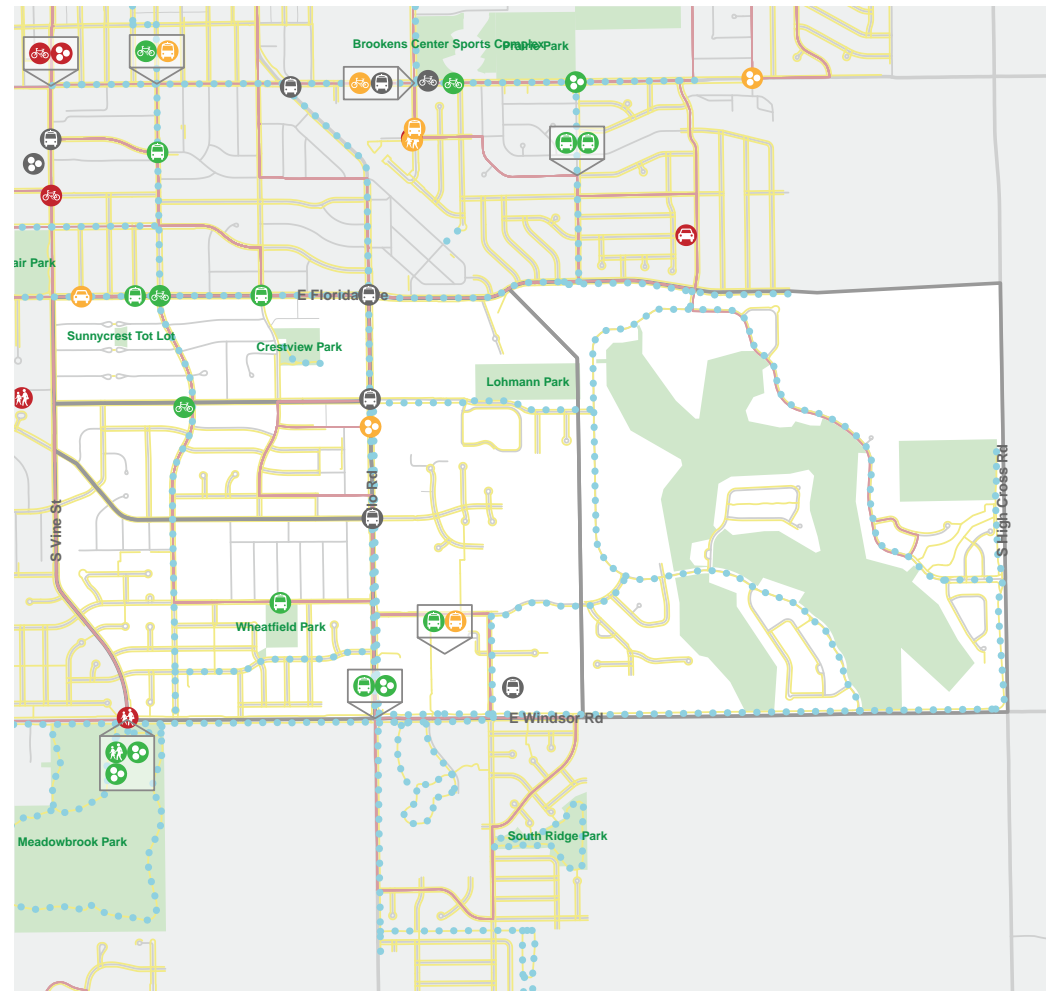
L RTP Public Input

Comment Mode

- Pedestrian
- Bicycle
- Car
- Bus
- Train
- Plane
- Multimodal

Comment Type

- General
- Functions Well
- Needs Improvement
- Dangerous



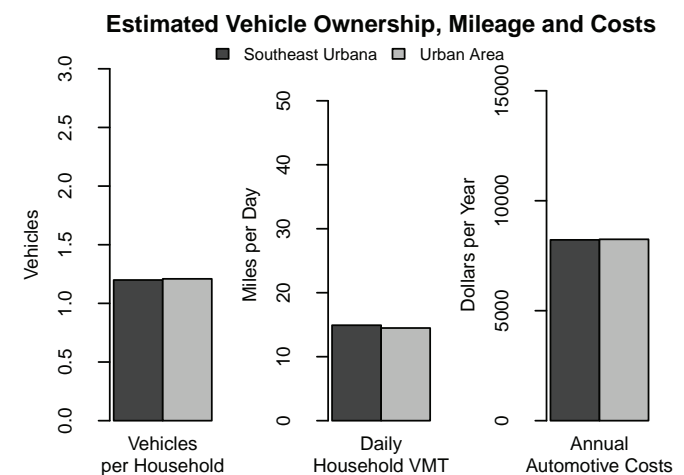
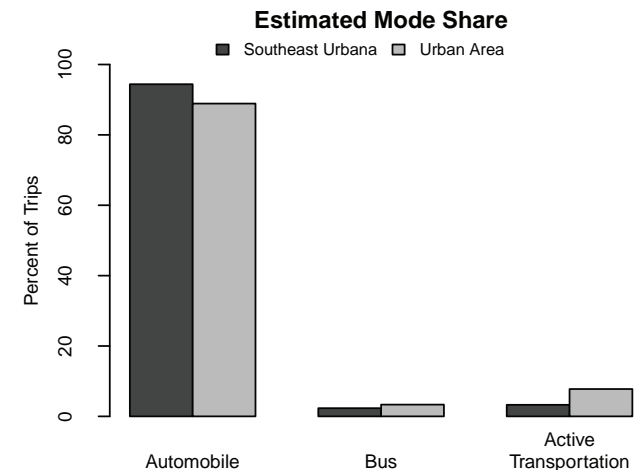
SOUTHEAST URBANA

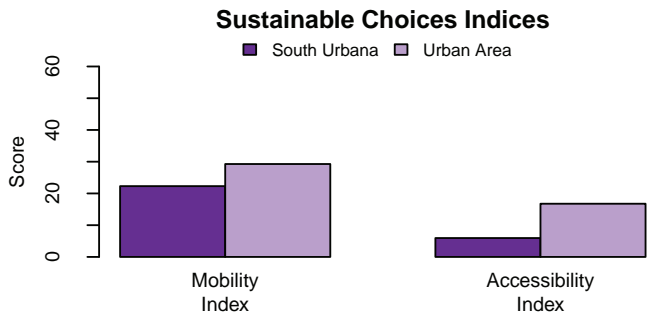
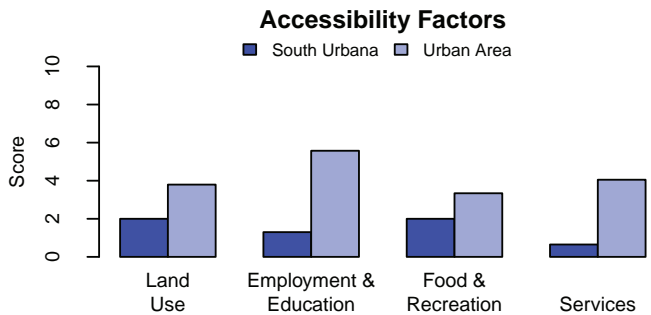
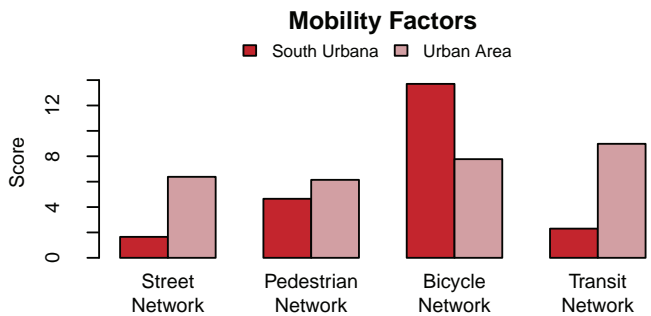
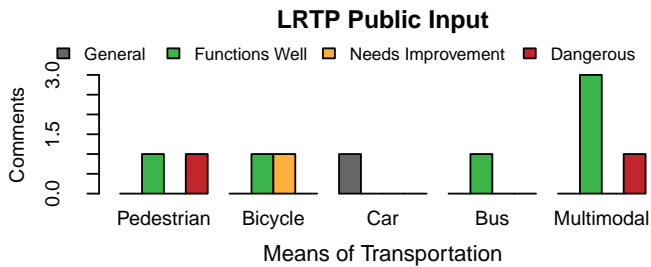
This neighborhood is comprised of five TAZs located southeast of downtown Urbana. Located between Florida Avenue and Windsor Road, this neighborhood is largely residential. This neighborhood scored slightly above average on mobility and slightly below average on accessibility.

The street network in the neighborhood is marginally disconnected with many cul-de-sacs and relatively large blocks. Only a small portion of the neighborhood has a grid network, and street network connectivity was evaluated to be below average. Moreover, there are some links which do not have sidewalks. There are bike lanes on major arterials in the neighborhood, which can be used to connect to downtown Urbana. As such, the bike network in the neighborhood was evaluated to be significantly better than the average, which is also reflected in the public comments. There are multiple transit routes that link the neighborhood to downtown Urbana and the university district. Public comments characterize this neighborhood's transit connectivity as good and reliable. Low service on weekends, however, was identified as one of the concerns regarding transit connectivity.

Although there are some businesses and services near the intersection of Florida Avenue and Philo Road and a few grocery stores and parks within the neighborhood, the neighborhood has lower than average accessibility to jobs and services.

Overall, this neighborhood has well-functioning transportation infrastructure with accessible bike lanes and transit network. That, combined with about average accessibility, means that mode share of alternative modes of transportation is not as low as other neighborhoods located along the fringe of the urban area. Similarly, vehicle ownership, VMT, and transportation costs are same as urban area average and are also lower than expected for a neighborhood that is located far from Urbana downtown.





South Urbana

Built Environment

- Street
- Existing Sidewalk
- Proposed Sidewalk
- Existing Bicycle Facility
- Proposed Path or Trail
- Bus Route
- Parks and Recreation

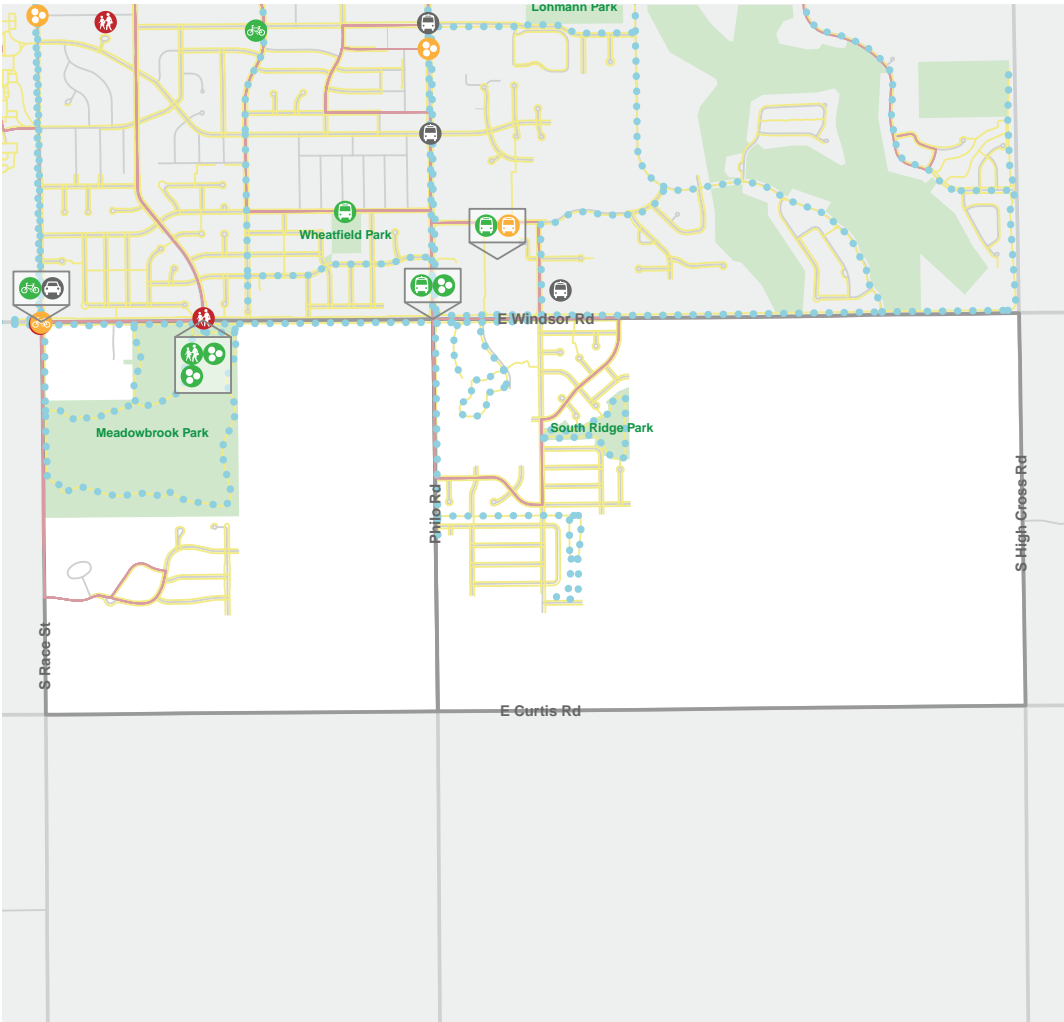
LRTP Public Input

Comment Mode

- Pedestrian
- Bicycle
- Car
- Bus
- Train
- Plane
- Multimodal

Comment Type

- General
- Functions Well
- Needs Improvement
- Dangerous



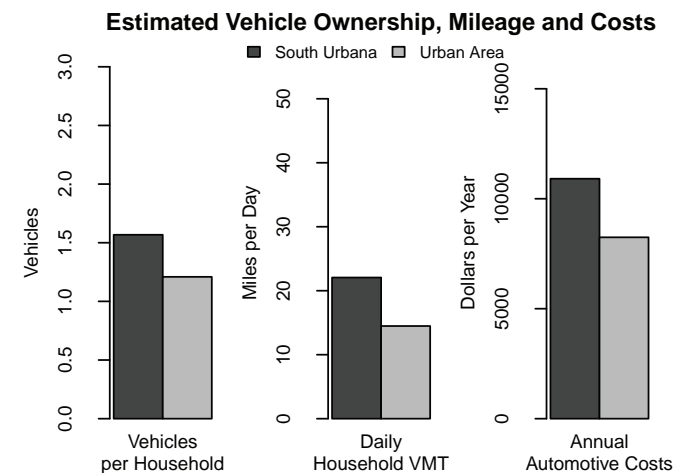
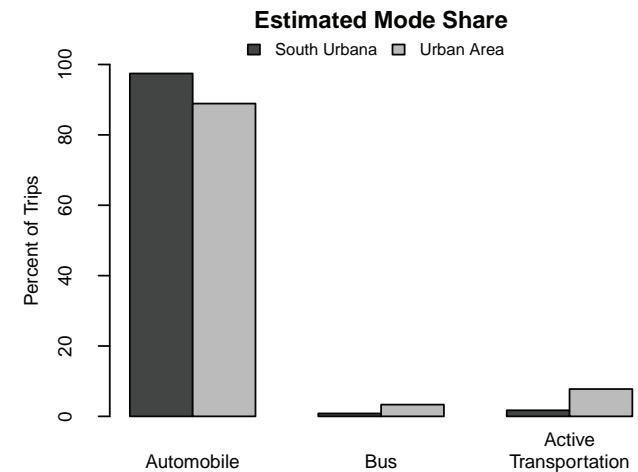
SOUTH URBANA

The South Urbana neighborhood consists of two TAZs located along the southern edge of Urbana. The neighborhood is bound by Windsor Road on the north, and only a small portion of the neighborhood is developed. The neighborhood scored below average on mobility and very low on accessibility.

It is hard to judge the street network since only a small part of the neighborhood has developments, but, even so, the existing street network is somewhat irregular with large block sizes. This can result in low pedestrian mobility, although most of the road links have sidewalks. There are some bike lanes in the neighborhood, and Meadowbrook Park and South Ridge Park have a few trails. Consequently, this neighborhood scored very high on bike network. Public comments also identify bike lanes and trails as a major strength of this neighborhood. The neighborhood has very limited transit connectivity ,which was identifies as one of the issues in public comments.

This neighborhood is located far from downtown Urbana and the university district, and scored very low on accessibility. The neighborhood is largely residential and there are not many employment centers nearby. Apart from a few parks, there are very few destinations that residents could potentially walk or bike to.

While this neighborhood's mobility was evaluated to be low, the transportation infrastructure is generally supportive of use of alternative modes of transportation. But the neighborhood has very low accessibility to jobs and services, which could explain why this neighborhood has relatively low mode share for bus and active transportation modes. Household VMT is also significantly higher than average, as residents have to travel long distances to access jobs and services. As a result, residents of this neighborhood are likely to own more vehicles than average and have high transportation costs.



URBANA BICYCLE MASTER PLAN 2016



Appendix 11: Urbana Pedestrian and Bicycle Survey (PABS) Report 2014



URBANA ⁴ PEDESTRIAN ¹ AND BICYCLE ⁰ SURVEY REPORT ²

AUGUST 2014

Prepared for:



Urbana Park District

Prepared by:



CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION

URBANA 4 PEDESTRIAN 1 AND BICYCLE 0 SURVEY REPORT 2

REPORT FUNDED BY:

CITY OF URBANA

REPORT PREPARED FOR:

CITY OF URBANA

URBANA PARK DISTRICT

REPORT PREPARED BY:

The Champaign-Urbana Urbanized Area Transportation Study (CUUATS), a program of:

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AUGUST 2014

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SUMMARY TABLE

Table 1. 2013-14 Urbana Pedestrian and Bicycle Survey (PABS) Summary Table

Question Number	Question Subject	Average	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	-	164	1,371	12
15	Physical condition limiting Walking	-	154	1,371	11
16	<i>Trips to work or school</i>				
	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	<i>Travel modes to parks</i>				
	Drive	-	548	2,130	26
	Walk	-	500	2,130	23
	Bike	-	459	2,130	22
	Public Transit	-	43	2,130	2
24	<i>Encouragement preferences/behaviors to bike to parks</i>				
	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.

BACKGROUND

Initiatives to spur more use of active transportation modes have become increasingly popular these days due to their reduced environmental impact, reduced road and parking space usage, and associated health benefits. Planning for these modes involves analyzing existing bicycle and pedestrian facilities; and understanding residents' attitudes and behaviors of bicycling and walking.

The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. The City of Urbana, like many other communities, does not have robust data regarding how many active travel trips occur in its jurisdiction, let alone how the numbers change over time. This data gap can be overcome by establishing routine collection of non-motorized trip information. A statistically-valid survey is crucial in creating a baseline for setting realistic and achievable goals, and to accurately determine the needs and desires of people. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. Considering this, a Pedestrian and Bicycle Survey (PABS) was conducted for the City of Urbana between July 2013 and May 2014. The City of Urbana contracted with CUUATS 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

SURVEY RESPONSE

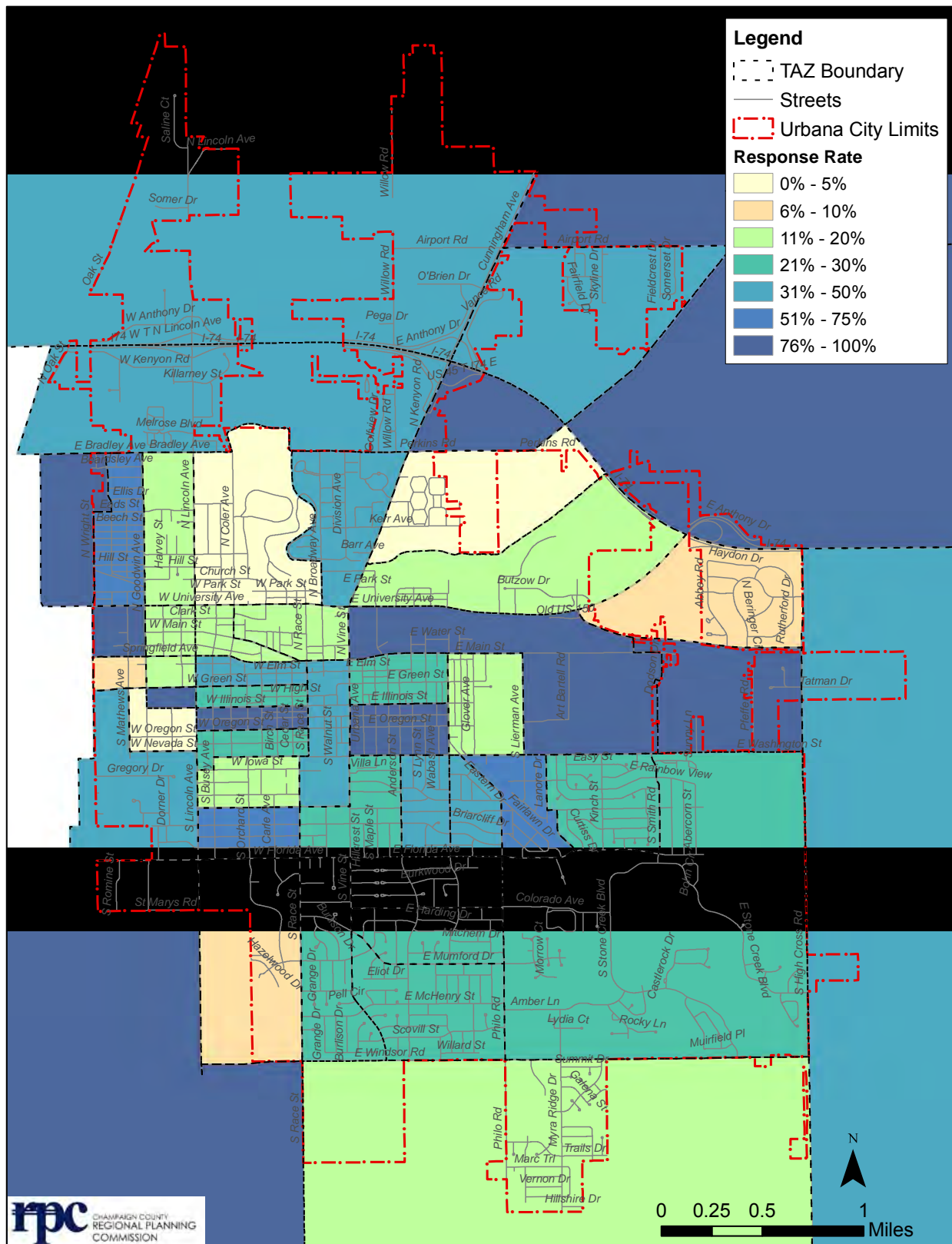
Paper copies of the Urbana Pedestrian and Bicycle Survey (PABS) were mailed to 1,271 households in July 2013. After undeliverable surveys were returned from insufficient addresses, unoccupied and nonresidential buildings, an additional 303 surveys were mailed to new households in September 2013, totaling 1,574 surveys mailed. Additionally, CUUATS staff and volunteers utilized seven outreach methods to gather more surveys. 202 surveys were returned by mail, and 190 paper surveys were completed at outreach events, totaling 392 paper surveys completed.

In addition to paper surveys, 979 responses were received via the Urbana Bicycle Master Plan website where the survey was posted online for six weeks between July and September 2013. All of the 979 respondents completed the survey through Page 1 (i.e. Question 7), and 768 of those respondents fully completed the survey through Page 5.

A total of 1,371 respondents attempted the survey (i.e. they at least provided an answer to Question 1) out of both paper and web surveys. The overall response was higher than the minimum target of 382.

Response rates by Traffic Analysis Zone (TAZ) are presented in Figure 1. As it shows, respondents of this survey are not concentrated in any particular area of the city, which is crucial to evaluate travel patterns of residents throughout the city.

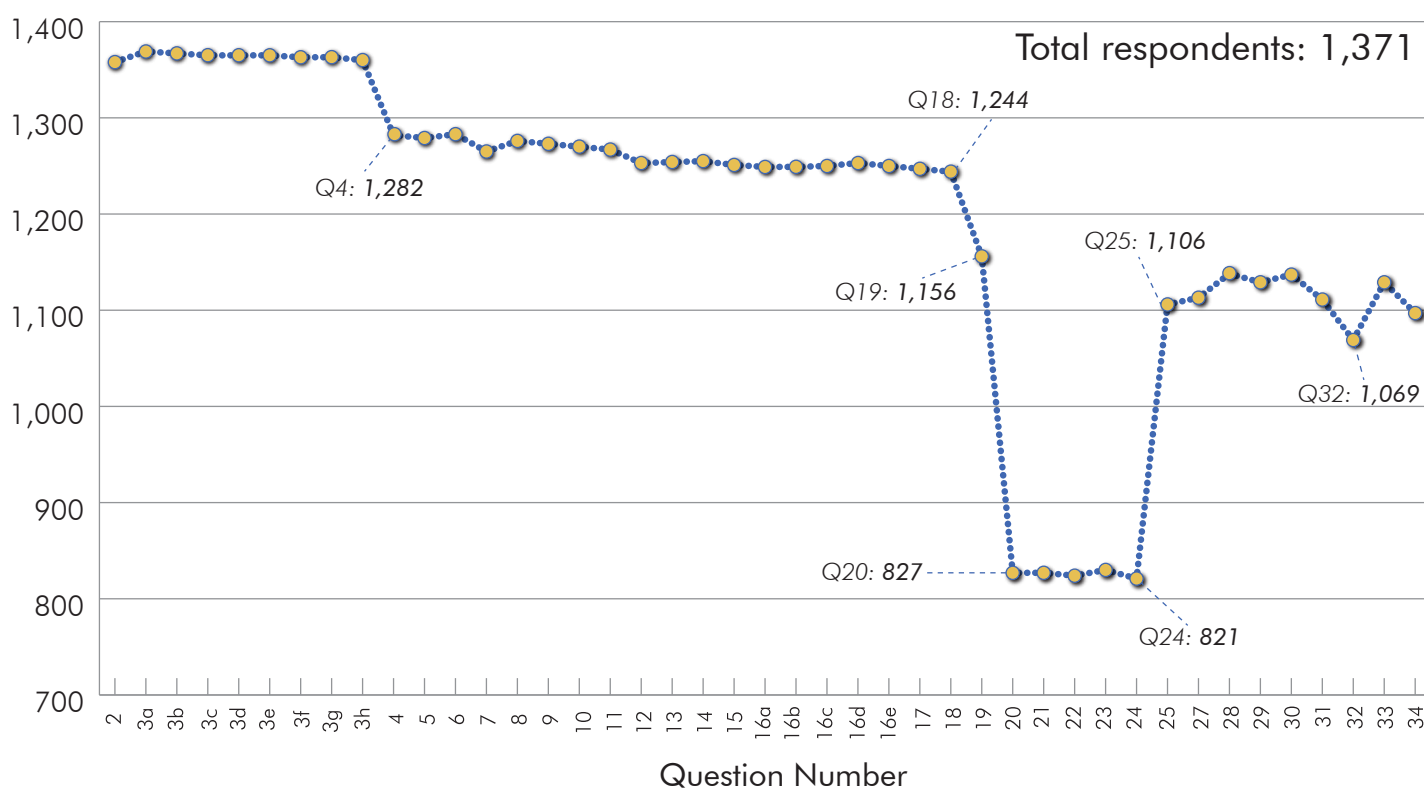
Figure 1. Response rate by Traffic Analysis Zone (TAZ)



VALID RESPONSES

A total of 1,371 respondents at least commenced the survey, with more than 1,300 completing the survey through Question 3. Minimum sample sizes were achieved for all of the questions. Responses by question number are shown in Figure 2. Most of the respondents answered the questions about their biking and walking patterns. However, responses were relatively low on the questions about greenways and trails (Q20 to Q24). This can be attributed to the fact that these questions were mostly answered by people who use park trails. Responses also decreased on subsequent pages, i.e. more responses were provided for the first questions in the survey.

Figure 2. Number of valid responses by question



MAIN FINDINGS

RECENT TRAVEL

- Approximately 80% (1,103) of respondents reported that they went out of town the week before the survey day. It indicates that many Urbana residents travel out of town in good weather.
- On average, respondents left Urbana-Champaign two of the previous seven days (mean = 1.96), but the majority of them (69%) took that trip only once in the last 7 days.
- In the seven days before respondents completed the survey, walking trips (41%) were found to have the highest trip share, followed by biking (26%).
- In the seven days before respondents completed the survey, about 25% of the trips were taken in a motor vehicle (car, truck, motorcycle, or taxi).
- In the seven days before respondents completed the survey, only about 7% of the trips taken by the survey respondents were done by public transit.

BIKING PATTERNS IN THE LAST 7 DAYS

- Almost half of the respondents (42%) biked to a destination other than work, school or public transit at least once in the last seven days, and 23% had done so in the last 3 or more days.
- Although biking to/from work, school or public transit is not as popular among the respondents, around 19% of them biked to or from work or school in the last 5-7 days. Also, about 21% of the respondents biked for exercise or recreation in the last 1-2 days, which indicates more popularity of such biking trips among residents.

WALKING PATTERNS IN THE LAST 7 DAYS

- Around 71% of people had walked for recreation or exercise in the last 7 days. Among them, about 29% walked in the last 1-2 days, and 25% had walked in the last 5 or more days.
- For accessing destinations other than work, school or public transit, 30% of people walked in the last 1-2 days. 16% of people had done so in the last 5 or more days.
- Walking to or from work, school or public transit were found to be the least preferred activities among the respondents. In the last 7 days, about 67% of the respondents did not take any walking trip to/from work, school or public transit.

GENERAL TRAVEL BEHAVIOR

- More respondents always had access to a working motor vehicle (74%) than a bicycle (60%).
- 23% of respondents had no access to a bicycle, while 5% had no access to a working motor vehicle in the last 7 days.
- The majority of respondents (78%) did not have any physical or health conditions that limit the amount of bicycling or walking they can do. About 12% of respondents mentioned that their physical or health condition limits their biking capability, while about 11% responded so regarding their walking capability.
- The majority (53%) of Urbana residents drive alone to their workplace or school.
- About 39% of respondents reported using a bike to commute to work or school at least once in the last 7 days. It indicates that bicycle usage is promising in Urbana despite its high motor vehicle dependence.
- During a typical week, on average people drive more than two days to work or school (2.5 days).

People also bike to work or school almost two days per week (1.8 days). The average number of days that people use public transit and ride with others is lowest, less than once in a week. Urbana residents also walk to work or school more than once a week (1.3 days).

- Walking behavior is less influenced by weather conditions compared to biking. While about 25% of people continue to walk irrespective of weather conditions, only about 11% of them do so in the case of biking.
- People avoid biking on average 4.3 months of the year due to weather conditions, and on average avoid walking 3.6 months of the year due to weather.

GREENWAYS AND TRAILS

- 62% of respondents use park trails in Urbana.
- Walking (33%) was by far the most frequent mode used on Urbana trails, followed by biking (16%), nature hiking (14%), and running (11%).
- 35% of trail users preferred medium length trails that are 0.5 to 4 miles in long. 21% of respondents preferred long trails more than 4 miles long.
- Most respondents preferred paved trails (24%) compared to non-paved trails (13%). On the other hand, 23% of respondents preferred both paved and non-paved trails.
- More than one quarter (26%) of the respondents travel to parks by driving. About one quarter (23%) of Urbana residents walk to parks, and almost another quarter (22%) residents bike to parks. Only a very small number of trail users use public transit to get to parks (2%). 2% of the respondents also mentioned other means of transportation to get to the park, such as driving with a friend or getting a ride from someone else, running, and roller skating.
- Around 29% of respondents would bike to the park more if more off-street and/or on-street facilities existed. Separately, 10% of respondents felt that a connected off-street trail system would encourage them to bike to the park, while only 7% felt that a network of on-street facilities would encourage them to do so. While 17% of respondents mentioned that they already bike to the park, 10% stated that they would never bike to the park.

PROFILE OF THE RESPONDENTS

- 47% of the 1,371 respondents were 25 to 54 years old.
- The majority of the respondents were female (45% female compared to 35% male, with some missing responses).
- The majority of people surveyed indicated "White" as one of their racial identities (64%). "Black or African American" was the next highest (6%), followed by "Asian" and "Hispanic or Latino" (5% each).
- Most of the respondents indicated that they work outside their home (49%).
- The highest percentage of respondents reported living in two or more person households (59%). 22% of respondents reported living alone.
- The highest percentage of households has two people of less than 16 years of age (16%). Also 75% of respondents mentioned having two people 16 years or older in their household. 11% of respondents also mentioned having 3 people in their household 16 years or older.
- 66% of respondents have one or two working motor vehicles in their household. 35% of respondents have one working vehicle in their household, while 7% of respondents do not have any vehicle available in their household.
- 25% of respondents earn less than \$40,000 per year. About 42% earns more than \$60,000 annually. 20% of the respondents were reluctant to disclose their earnings.

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INTRODUCTION

Soliciting public input on bicycle, trail, and park facilities in Urbana was integral in the updating the Urbana Bicycle Master Plan (UBMP) and in developing the Urbana Park District Trails Master Plan (UTMP). 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 rationale for using PABS rather than other types of surveys was:

- PABS is cost-effective and easy to administer.
- PABS captures vital information for planning and evaluation, such as travel volume, trip purpose, and socio-economic information.
- PABS produces and provides information on behaviors, such as walking and bicycling, that a large number of people engage in in any given week or year even if they make up a small part of a community's total trips.
- PABS is one of the very few survey techniques that has been tested for reliability. This means that PABS respondents would give similar answers if they were to do the PABS at a different time.
- Using a probability sampling approach, PABS can generate results that are generalizable to the larger population.



Figure 3. CUUATS staff done preparing the July 2013 paper survey mailing

SAMPLING METHODS

CUUATS staff utilized both probability and non-probability sampling approaches to maximize the number of surveys completed. The former targets bicyclists and non-bicyclists, which is important in making the results generalizable to the City of Urbana's residents. This approach also allows CUUATS staff to gather input from people who do not bike or use trail facilities. In contrast, the latter aids in targeting respondents who reside in underserved neighborhoods or areas with traditionally low public input participation.

PROBABILITY SAMPLING: STRATIFIED RANDOM SAMPLING

CUUATS staff determined the total population residing in each Traffic Analysis Zone (TAZ) (Figure A1) that is within the City of Urbana. Regarding TAZs that are partially within the city limits, only the population within the Urbana city limits was considered. Then, CUUATS staff calculated the percentage of each TAZ's population relative to the City of Urbana's total population. Afterwards, the minimum sample size (n) was estimated using the following equation:

$$n = (z_{\alpha/2}^2 \times S^2) / [e^2 + (z_{\alpha/2}^2 \times S^2) / N]$$

where,

n = minimum sample size

N = total population

S² = population variance, which for this case is 0.25

z_{α/2} = (1-α/2)th percentile of the standard normal distribution for 1-α degree of certainty. We aimed for 95% confidence level (α=0.05 or z_{α/2}~1.96).

e = acceptable margin of error (we assumed acceptable margin of error of +/- 5%, i.e. e=0.05)

The minimum sample size for the 2013-14 Urbana PABS survey was estimated to be 382. Considering Urbana's population of 41,250 (Census 2010), the number of surveys that needed to be sent out based on an expected 30% response rate and at a 95% confidence level, with a margin of error of +/- 5%, was estimated to be 1,273 surveys (Appendix). To determine how many households to survey per TAZ, the household percentage of each TAZ was multiplied (i.e. the number of households in a TAZ divided by the number of households in all surveyed TAZs) by 1,273 (Table A1).

NON-PROBABILITY SAMPLING: OPPORTUNITY SAMPLING

In addition to probability sampling, CUUATS staff engaged in opportunity sampling to gather additional public input regarding bicycle and trail planning in Urbana. Opportunity/convenience sampling is where people who are present are asked to complete the survey. CUUATS staff attended several community and planning outreach events and asked event attendees to complete the PABS survey if they had not done it yet.

DISTRIBUTION METHODS

MAIL-OUT SURVEY / MAIL-BACK WITH INTERNET OPTION

CUUATS staff mailed the paper survey to 1,574 households in two mailings identified from the stratified sampling method (for more information, see "Survey Response" in Chapter 1). An address list of all households in each TAZ was created through geographic information systems (GIS), and CUUATS 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. 202 surveys were returned by mail.

In addition to paper surveys, CUUATS posted the PABS survey on the Urbana Bicycle Master Plan 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. The web survey's contents were identical to that of the paper survey. Recognizing that some survey respondents may have also received the mailed survey, the web

survey notified respondents that they could only fill out one of the two types of surveys. The web survey was open for six weeks between July and September 2013. The survey was broken into five parts and posted online on five webpages; if a respondent decided to stop answering questions before completing the full survey, their responses from the previous page(s) were still recorded. 979 respondents completed the web survey through Page 1 (i.e. Question 7), and 768 of those respondents fully completed the survey through Page 5.

OUTREACH EVENTS

As previously mentioned, CUUATS staff attended various community events, including Long Range Transportation Plan (LRTP) outreach events, and asked event attendees to complete the PABS paper survey. At least one CUUATS staff member was present at each event to assist Urbana residents in completing the surveys. The LRTP outreach and community events from which CUUATS staff were able to receive completed PABS surveys are listed below:

Table 2. Surveys collected at outreach events

Date	Events	Completed
08.06.2013	LRTP Bus: Sounds at Sunset, Douglass Park	8
08.07.2013	LRTP Bus: Neighborhood Nights, Meadowbrook Park	8
08.24.2013	Sweetcorn Festival, Downtown Urbana	77
09.05.2013	University District Traffic Circulation Study Open House, University of Illinois Activities and Recreation Center (ARC)	23
09.07.2013	Garden Gladness, Lierman Neighborhood Community Garden	18
Fall 2013	Other surveys received in person	13
05.02.2014	King Park Neighborhood Outreach	11
05.02.2014	Leal School Fun Fair - Latino family outreach	7
05.03.2014	King Park Neighborhood Outreach	12
05.03.2014	El Progreso International Market - Latino outreach	13
Total		190

Furthermore, CUUATS staff gathered input from populations with traditionally low public input participation. Staff gathered surveys at the Lierman Neighborhood Community Garden anniversary event, home to low-income residents in the Lierman neighborhood. In 2014, CUUATS staff solicited input from the Latino community at the Leal School Fun Fair and El Progreso grocery store. Results from surveys received in 2013 also revealed an underrepresentation of Northwest Urbana residents, so staff went door to door in 2014 to collect surveys in the King Park neighborhood.



Figure 4. LRTP Bus at Meadowbrook Park



Figure 5. Survey outreach at the Leal School Fun Fair



Figure 6. Survey outreach at Urbana's El Progreso market

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RECENT TRAVEL PATTERN

The purpose of this section is to identify the respondents' recent travel characteristics and to describe the nature and scope of this survey in providing information on these characteristics. The first section discusses trips outside Urbana-Champaign taken by the respondents, followed by their travel pattern during the last 7 days. This section also gives an overview on how the survey respondents' in most recent times walked or biked to or from public transit, a job, store, park or other destinations; used public transit, a car, truck, or were a passenger in a vehicle.

Trips Outside Urbana-Champaign (Q2)

Respondents were asked to indicate if they have visited any places outside Urbana-Champaign during the last seven days. Out of 1,371 responses, 1,103 (80%) of respondents reported that they went out of town the week before the survey day. Of those respondents who went out of town, almost all of them (99%) also gave a response to how many days they went out of town. On average, they went out of town two days (mean = 1.96), but the majority of them (69%) were only gone once in the last 7 days.

Figure 7. Did you leave Urbana-Champaign during the last 7 days (up to yesterday)?

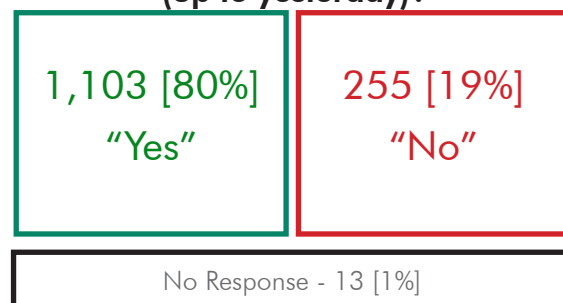
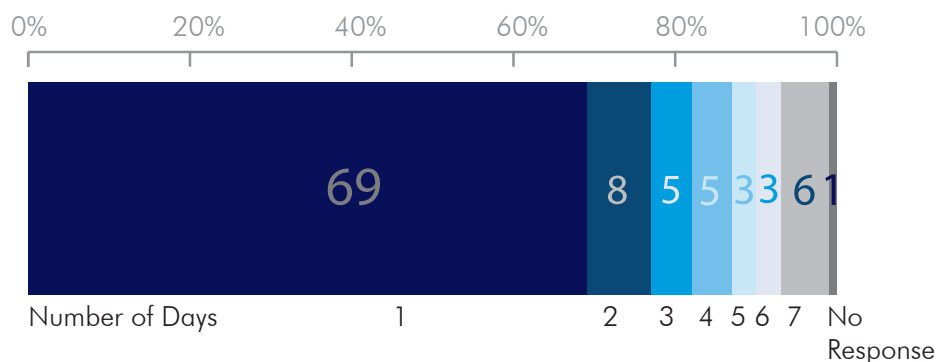


Figure 8. Number of days respondent went outside Urbana-Champaign in last 7 days



Mean 1.96 days
Standard Deviation 1.78 days
Number of Responses 1,093

Travel Pattern by Transport Mode (Q3)

Respondents were asked the most recent time that they used the following types of travel:

- Passenger or driver in a vehicle (for example, a car, truck, motorcycle, or taxi)
- Public transit (for example, a bus or train)
- Bicycle to or from public transit
- Bicycle to a destination other than public transit (for example, to a job, store, park or friend's house)
- Bicycle for recreation or exercise
- Walk to or from public transit
- Walk to a destination other than public transit (for example, to a job, store, park or friend's house)
- Walk for recreation, exercise or to walk the dog

The following bar chart graphically shows the pattern of frequency for different types of travel used by respondents. It indicates significantly higher usage of a car, truck, motorcycle, or taxi in the last 7 days. About 90% of the respondents reported that they were a passenger or driver in a car, truck, motorcycle or taxi during the last seven days. Only about 1% of them were not a passenger or driver in the last year. 26% of the respondents used public transit in the last 7 days, while another 15% used it in the last month. About 32% of the respondents did not use any public transit in last year. It indicates that there is a high percentage of the population in Urbana-Champaign who are primarily dependent on cars.

Figure 9. Percentage of transportation modes used in recent times

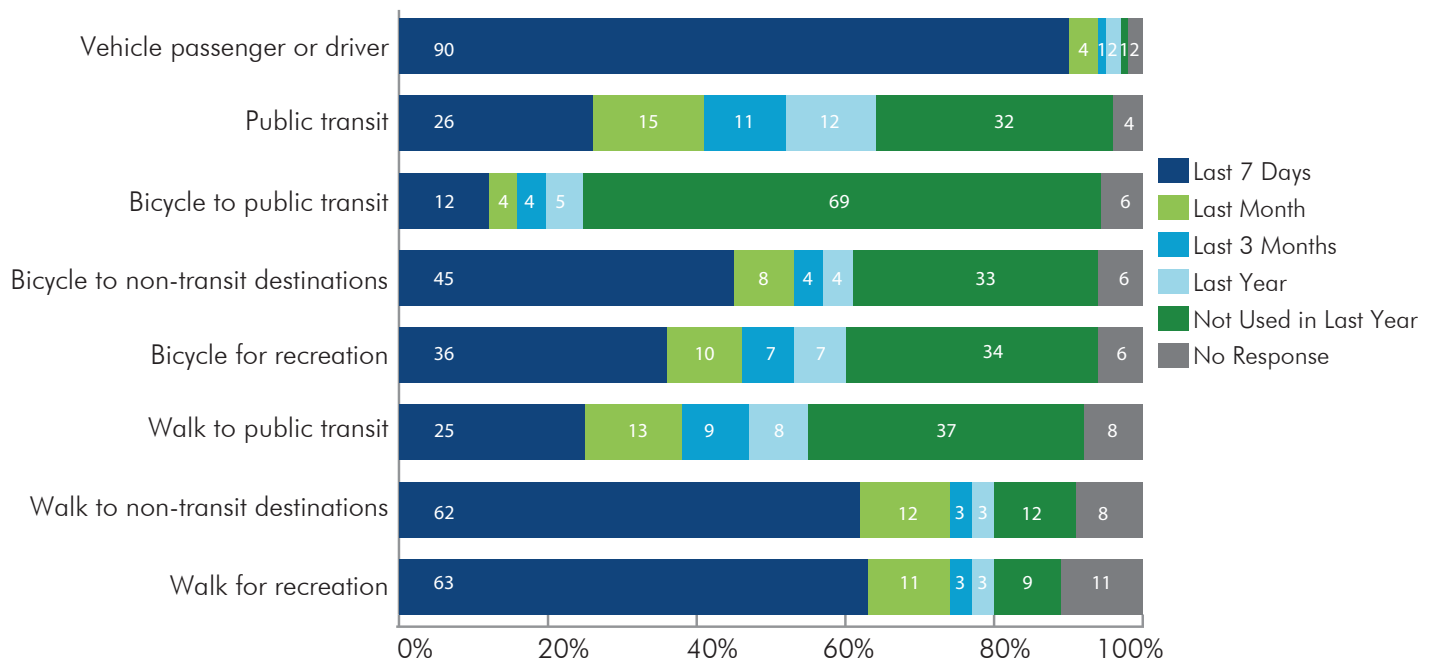


Table 3. Transportation modes used in recent times

Type of Travel	Last 7 Days		Last Month		Last 3 Months		Last Year		Not Used in Last Year		No Response		Total	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Vehicle passenger or driver	1,233	90	57	4	11	1	26	2	13	1	31	2	1,371	100
Public transit	352	26	206	15	154	11	164	12	438	32	57	4	1,371	100
Bicycle to or from public transit	167	12	47	4	50	4	73	5	949	69	85	6	1,371	100
Bicycle to a destination other than public transit	624	45	104	8	55	4	57	4	455	33	76	6	1,371	100
Bicycle for recreation or exercise	492	36	131	10	100	7	93	7	471	34	84	6	1,371	100
Walk to or from public transit	349	25	174	13	127	9	113	8	505	37	103	8	1,371	100
Walk to a destination other than public transit	848	62	156	12	46	3	43	3	169	12	109	8	1,371	100
Walk for recreation, exercise, or to walk the dog	857	63	154	11	42	3	47	3	121	9	150	11	1,371	100

The survey also identified very low usage of a bicycle to access public transit (among those who used public transit at least once in last year). Over two-thirds of people (69%) using public transit did not bike to or from public transit in the last year. Only 12% of them used a bicycle for this purpose in the last 7 days. Compared to accessing public transit, bicycle usage is higher for other trip purposes. Almost half of the people (45%) biked to work, the store, a park or other destinations in the last 7 days, and 36% used a bicycle for recreation or exercise during the same time period. But the survey also found a significant percentage of the population does not bike for any of these purposes. About 33% did not use a bicycle at all in the last year for going to school, work, or the store (i.e. destinations other than public transit and parks), and 34% did not bike for any recreation or exercise purposes.

Walking followed somewhat similar patterns as bicycle usage. One quarter (25%) of people walked to or from public transit in the last 7 days, but about 37% of people did not make such a trip in the last year. On the other hand, more than 60% of people walked to work, the store, a park or other destinations compared to only 12% who did not take such a trip in the last year. 63% of respondents walked in the last 7 days for recreation, exercise, or to walk the dog. The survey also found that 9% of people did not take any such walking trip in the last year.

Driving or riding as a passenger is the most frequent travel pattern in Urbana. The majority of people had not biked in the last year, but the vast majority of people had walked. Walking is by far the most common activity in terms of active transportation. Over 60% of people had walked for recreation or exercise in the last seven days, while 9% did not take any such walk in the last year.

Travel Pattern Across Transport Modes (Q3)

Comparing survey travel patterns only within the last seven days, the mode with the highest amount of travel were motorized vehicles (car, truck, motorcycle, or taxi). For about 25% of the trips in the last seven days, people were either a driver or passenger using these modes. About 42% of people walked for different purposes (public transit or other purposes) and about 26% of people biked for those same purposes. Walking and biking to a destination other than public transit (17% and 13% respectively), and walking for recreation (18%) were the most common recent active travel trips among the survey respondents.

Compared to biking or walking, the survey also identified a very low percentage of trips using public transit. Only 7% of survey respondents reported using public transit in the last 7 days. However, a combined 10% of respondents reported walking or biking to public transit in the same time period, so transit usage is likely not as low as reported in this survey. Seasonal variation of transit usage may also influence this finding, as residents were only surveyed during good weather. Additionally, Champaign-Urbana Mass Transit District (CUMTD) ridership continues to grow annually, having passed 13 million rides in 2014.

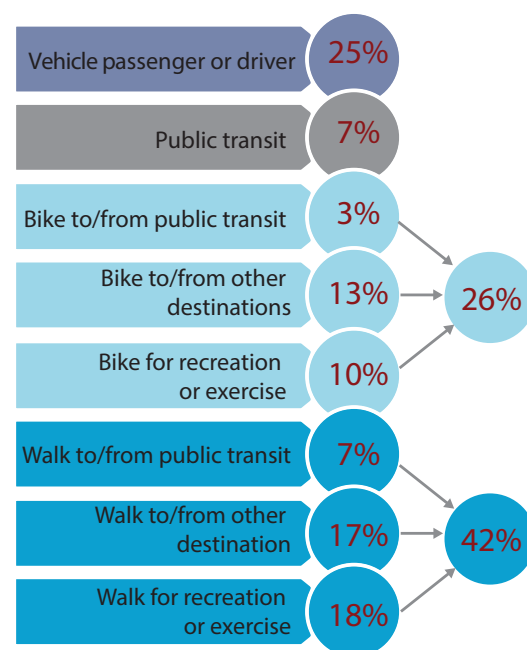
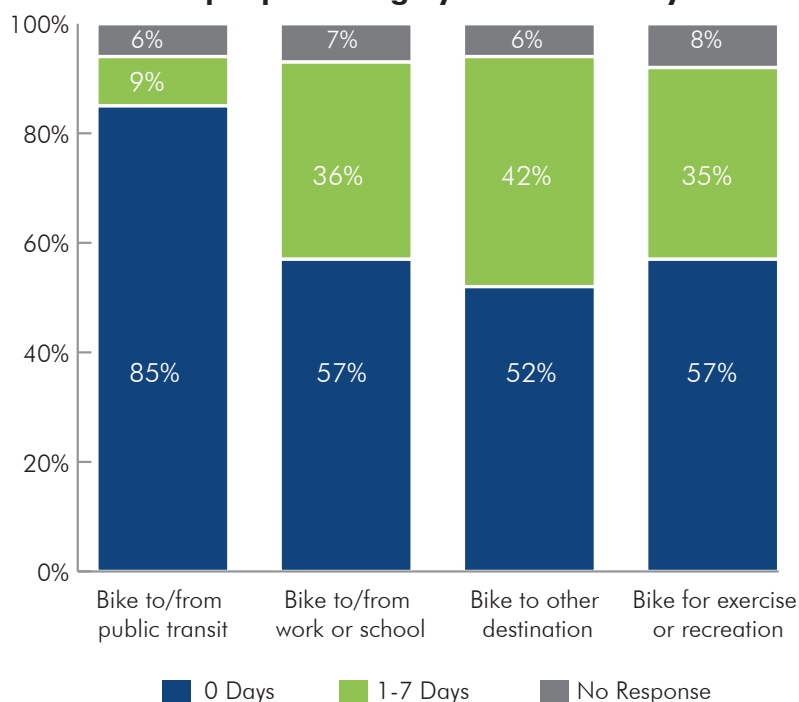


Figure 10. Modes of transportation used in the last 7 days

BIKING PATTERNS IN THE LAST 7 DAYS (Q4 - Q7)

Respondents were asked how often they bike for different trip purposes, specifically, biking for exercise, recreation, accessing transit, and commuting to work, school, or any other destinations. Figure 11 illustrates bicyclists' travel frequency in the last 7 days for specific trip purposes.

Figure 11. Percent of people biking by number of days in the last week



Survey results reveal that biking to a destination other than work, school or public transit is more frequent than any other purpose. Almost half of the respondents (42%) biked to a destination other than work, school or public transit in the last seven days, and 23% had done so in the last 3 or more days, as shown in Table 3. Although biking to/from work, school or public transit was not as popular among the respondents, around 19% of them biked to or from work or school in last 5-7 days. Also, about 21% of the respondents biked for exercise or recreation in last 1-2 days, which indicates more popularity of such biking trips among residents.

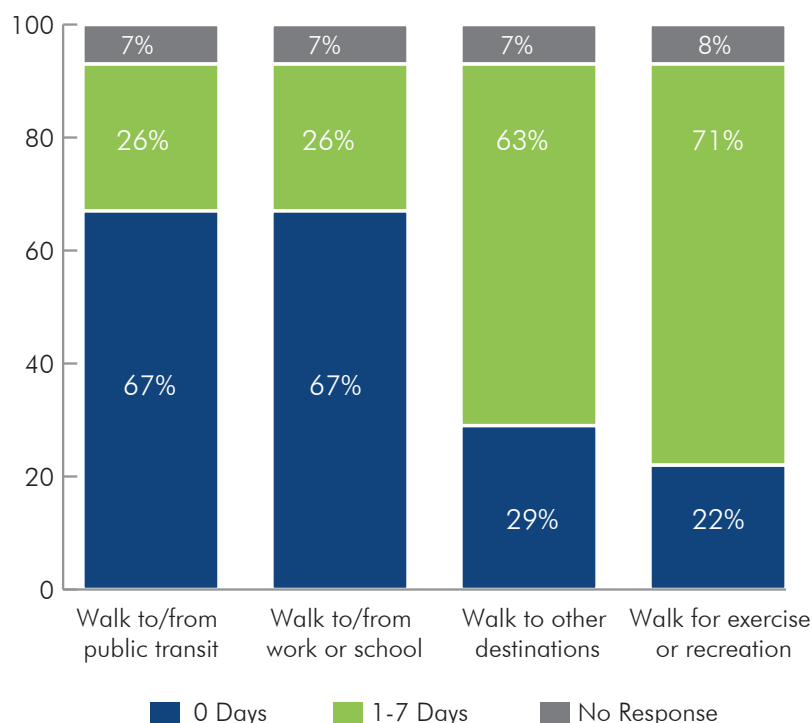
Table 4. People biking by number of days in the last week

Trip Purpose	0 days		1-2 days		3-4 days		5-7 days		No Response		Total		Mean (Days)
	#	%	#	%	#	%	#	%	#	%	#	%	
Bike to/from public transit	1,165	85	64	5	14	1	39	3	89	6	1,371	100	0.3
Bike to/from work or school	780	57	115	8	122	9	262	19	92	7	1,371	100	1.68
Bike to other destination	709	52	255	19	155	11	164	12	88	6	1,371	100	1.5
Bike for exercise or recreation	780	57	288	21	125	9	72	5	106	8	1,371	100	1

WALKING PATTERNS IN THE LAST 7 DAYS (Q8 - Q11)

Respondents were asked how often they walk for different trip purposes, specifically, walking for exercise, recreation, accessing transit, and commuting to work, school or any other destinations.

Figure 12. Percent of people walking by number of days in the last week



Walking for exercise and recreation was found to be more common among respondents compared to walking to/from work, school or public transit. Around 71% of people had walked for recreation or exercise in the last seven days. Among these respondents, 29% walked in the last 1-2 days, and 25% had done so in the last five or more days. For accessing destinations other than work, school or public transit, 30% of people walked in last 1-2 days. 16% of people had done so in the last five or more days. Walking to or from work, school or public transit were found to be the least preferred walking activities among the respondents. In the last seven days, about 67% of the respondents did not take any walking trip to/from work, school or public transit.

Table 5. People walking by number of days in the last week

Trip Purpose	0 days		1-2 days		3-4 days		5-7 days		No Response		Total		Mean (Days)
	#	%	#	%	#	%	#	%	#	%	#	%	
Walk to/from public transit	920	67	168	12	75	6	113	8	95	7	1,371	100	0.93
Walk to/from work or school	920	67	160	12	69	5	124	9	98	7	1,371	100	0.96
Walk to other destination	403	30	414	30	234	17	219	16	101	7	1,371	100	2.19
Walk for exercise or recreation	296	22	397	29	232	17	342	25	104	7	1,371	100	2.82

GENERAL TRAVEL BEHAVIOR

Access to Transport Modes (Q12 - Q13)

More than half of the respondents (60%) always had access to a working bicycle in the last seven days, while 23% had no access to a working bicycle during this time. Almost three quarters of the respondents (74%) always had access to a working motor vehicle in the last seven days. Only about 5% did not have any access to a working motor vehicle in the last seven days. It reveals that Urbana residents have more access to a working motor vehicle than a bicycle, which also reflects the overall travel pattern discussed above.

Table 6. Bicycle and motor vehicle access

Response	Access to Bicycle		Access to Motor Vehicle	
	#	%	#	%
Always	824	60	1,012	74
Most of the time	59	4	81	6
Sometimes	32	2	60	4
Rarely	29	2	34	2
Never	309	23	67	5
No response	118	9	117	9
Total	1,371	100	1,371	100

Physical Condition (Q14 - Q15)

Physical condition may influence whether a person will walk or bike for any trip purposes. The majority of respondents (78%) did not have any physical or health conditions that limit the amount of bicycling or walking they can do. About 12% of respondents mentioned that their physical or health condition limits their biking capability, while about 11% responded so regarding their walking capability. These numbers indicate that the physical or health condition of respondents should not significantly influence the travel patterns identified above.

Table 7. Physical or health condition limiting biking and walking

Response	Physical condition limiting Biking		Physical condition limiting Walking	
	#	%	#	%
Yes	164	12	154	11
No	1,063	78	1,064	78
Prefer not to say	28	2	33	2
No response	116	8	120	9
Total	1,371	100	1,371	100

Trips to Work or School (Q16)

Trips to work or school are usually the main trips taken by people in their daily activities. The survey respondents were asked which mode of transport they have used in the last seven days to commute to work or school. The results indicate a high dependency on private motor vehicles for conducting such trips. The majority (53%) of Urbana residents drive alone to their workplace or school. More than half of the respondents do not walk, bike, use public transit, or even ride as a passenger in a vehicle to commute to work or school. About 39% of respondents reported using a bike to commute to work or school at least once in last 7 days. It indicates that bicycle usage is promising in Urbana despite its high motor vehicle dependence.

Figure 13. Travel modes to work or school by number of days per week

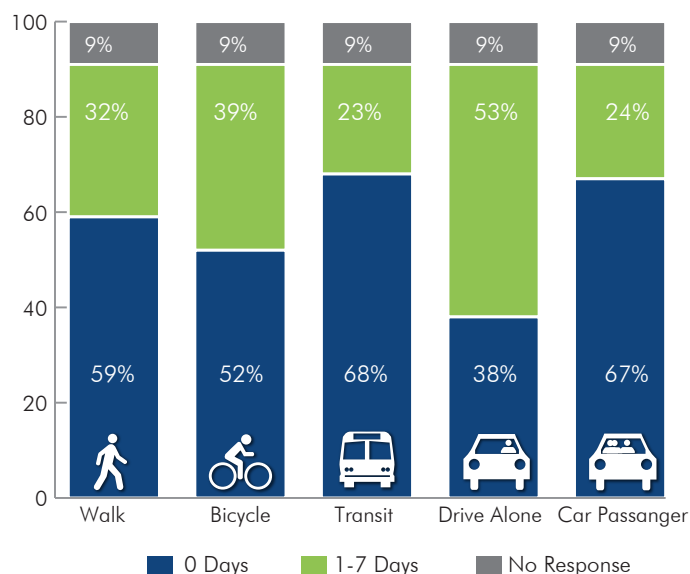
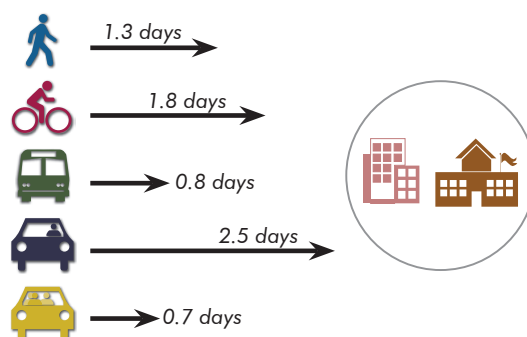


Table 8. Travel modes to work or school by number of days per week

	0 days		1-2 days		3-4 days		5-7 days		No response		Total		Mean (Days)
	#	%	#	%	#	%	#	%	#	%	#	%	
Walk	810	59	167	12	82	6	190	14	122	9	1,371	100	1.3
Bicycle	717	52	130	10	130	9	272	20	122	9	1,371	100	1.8
Transit	936	68	150	11	73	5	91	7	121	9	1,371	100	0.8
Drive Alone	525	38	184	13	140	10	404	30	118	9	1,371	100	2.5
Car Passenger	921	67	197	14	70	5	62	5	121	9	1,371	100	0.7

During a typical week, on average people drive to work or school (2.5 days). People also bike to work or school almost two days per week (1.8 days). Respondents walk to work or school more than once a week (1.3 days). The average number of days that people use public transit and ride with others is lowest, less than once a week.

Figure 14. Average number of days people commute to work or school during a typical week



Weather Effects on Biking/Walking (Q17 - Q18)

Inclement weather may compel people to switch their usual travel mode. Survey respondents were asked if weather conditions influence their biking or walking trips, and how many months of the year they typically avoid walking or biking due to weather conditions.

Table 9. Weather Effects on Biking and Walking

Response	Biking		Walking	
	#	%	#	%
I never bike/walk	428	31	257	19
I always bike/walk	146	11	340	25
I don't know	106	8	187	14
Answered with some number of months	567	41	459	33
No response	124	9	128	9
Total	1,371	100	1,371	100

Table 10. Number of months respondents do not walk or bike due to weather

Response	Not Biking		Not Walking	
	#	%	#	%
2 months or less	111	19	159	35
3 - 4 months	220	39	182	40
5 - 6 months	157	28	70	15
7 - 8 months	44	8	25	5
9 months or more	35	6	23	5
Total	567	100	459	100

Survey respondents reported that they avoid biking on average 4.3 months of the year due to weather conditions, and on average avoid walking 3.6 months of the year due to weather. It indicates that walking behavior is influenced less by weather conditions compared to biking. This is also reflected in Table 10. While about 25% of people continue to walk irrespective of weather conditions, only about 11% of them do so in the case of biking.

Table 11. Weather Effects on Biking and Walking - Statistics

Statistic	Not Biking	Not Walking
Mean	4.3 months	3.6 months
Median	4 months	3 months
Standard Deviation	2.21 months	2.4 months
Number of Responses	567	459

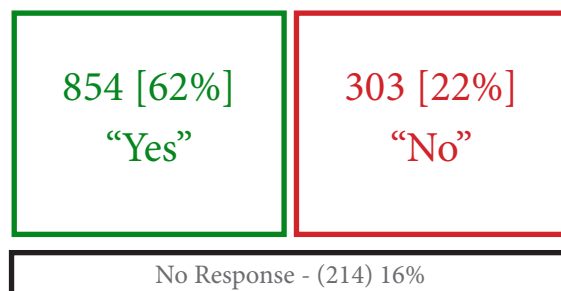
GREENWAYS AND TRAILS

A component of the Pedestrian and Bicycle Survey unique to Urbana was to estimate and evaluate trail usage to better understand people's preferences and to address the growing need for more information on trail use. The first section discusses the purpose of trail use, followed by discussion on Urbana residents' preference of trail length and type and how they usually travel to parks. It also outlines respondents' opinions about preferred facility types that would encourage them to bike to the park.

Trail Use (Q19)

Out of 1,371 responses, almost two-thirds (62%) of the respondents reported that they use park trails in Urbana. Non-trail users made up 22% of the survey respondents, and were also not asked to answer any more questions in this section of the survey if they did not want to.

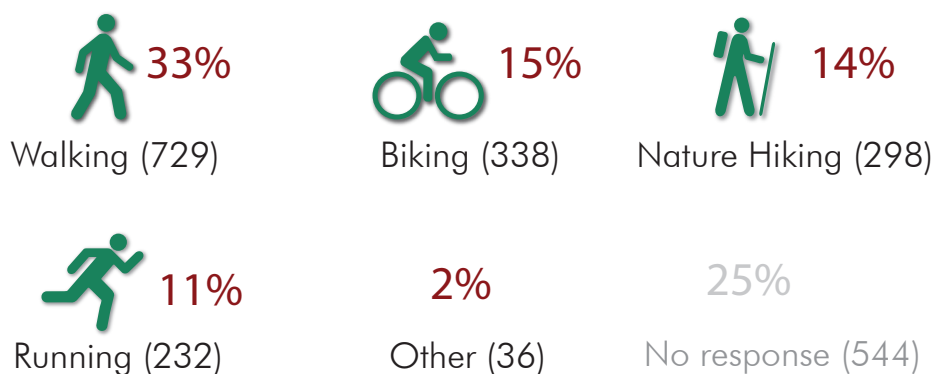
Figure 15. Do you ever use park trails in Urbana?



Purpose of Trail Use (Q20)

People use trails for different purposes. Questions related to greenways and trails show that most of the trail users engage in different types of physical activity during their visits. Figure 16 shows the number and percentage of respondents reporting those various activities. Respondents could give multiple answers. Walking (33%) was by far the most frequent mode used on Urbana trails, followed by biking (15%), nature hiking (14%), and running (11%). 2% of trail users also mentioned that they use park trails for other uses. However, about 25% of respondents did not answer this question.

Figure 16. Purpose of trail use



Trail Length (Q21)

The survey asked people about their preferences on trail length. Approximately 35% of respondents preferred medium length trails that are 0.5 to 4 miles in length. 21% of respondents preferred long trails more than 4 miles long.

Trail Types (Q22)

The survey also asked what type of trail people would prefer to use. Most of them preferred paved trails (24%) compared to non-paved trails (13%). On the other hand, 23% of respondents preferred both paved and non-paved trails.

Figure 17. Respondents' preference for trail length

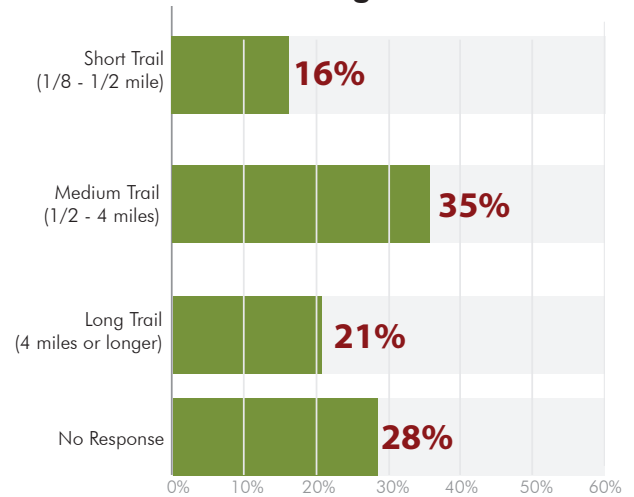


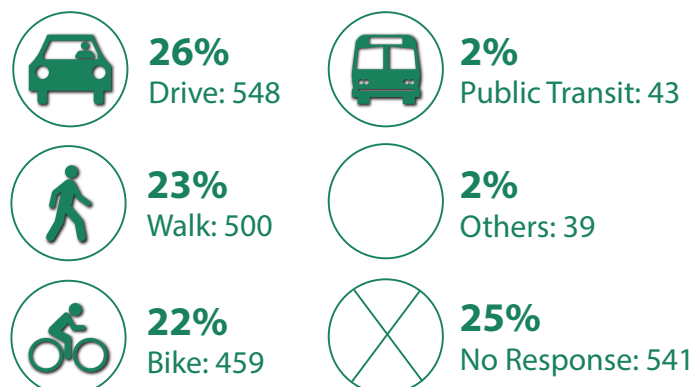
Table 12. Trail Type Preferences

Responses	#	%
Paved Surface (e.g. concrete, asphalt)	333	24
Non-Paved Surface (e.g. mowed natural area, woodchip, gravel)	182	13
Paved AND Non-Paved Surface	309	23
No response	547	40
Total	1,371	100

Trips to Parks (Q23)

More than one quarter (26%) of the respondents travel to parks by driving. About one quarter (23%) of Urbana residents walk to parks, and almost another quarter (22%) of residents bike to parks. Only a very small number of trail users use public transit to get to parks (2%). 2% of the respondents also mentioned other means of transportation to get to the park, such as driving with a friend or getting a ride from someone else, running, and roller skating.

Figure 18. Travel modes to parks



Encouragement for Biking (Q24)

From a list of five options, respondents were asked what would encourage them to bike to a park. Around 29% of respondents would bike to the park more if more off-street and/or on-street facilities existed. The highest group of residents preferred a connected bicycle network using a combination of on-street and off-street facilities (12%). Separately, 10% of respondents felt that a connected off-street trail system would encourage them to bike to the park; while only 7% of respondents felt that a network of on-street facilities such as bike lanes and routes would encourage them to bike to the park. While 17% of respondents mentioned that they already bike to the park, 10% stated that they would never bike to the park.

Table 13. Biking to parks encouragement preferences & behaviors

Response	#	%
I already bike to the park	246	17
Connected on-street bicycle network	108	7
Connected off-street bicycle network	149	10
Combination of on- and off-street bicycle network	169	12
I would never bike to the park	147	10
Other	82	6
No response	550	38
Total	1,451	100

6% of respondents cited other factors affecting their decision to bike to the park. The most cited factor that would get them to bike to the park is owning a bike, or owning a working bike. Time, having young children not able to bike to the park, and preferring walking or running were also cited by multiple respondents. Other desires to persuade people to bike to the park are more bike parking, more destinations besides Meadowbrook Park, and longer park trails. Some respondents stated that they are fine using the streets without special facilities, while others wanted better maintained roads that are less bumpy or have bike lanes cleared of debris.

PROFILE OF THE RESPONDENTS

Age (Q25)

Nearly half (47%) of the 1,371 respondents were 25 to 54 years old. 15% fell into the 55 to 64 age category, and the 65+ group made up another 12%. Children and young adults (under 18 and 18-24) were minimally represented with less than 1% and 6% of responses, respectively.

Location of Survey Respondents (Q26 & Q27)

The location of the survey respondents (based on the self-reported nearest road intersection to their home) are presented in Figures 19 and 20. These figures indicate that both paper and web surveys were received from areas throughout the City of Urbana and there is no significant concentration of respondents in any particular location. However, web survey responses appear to be more dispersely located compared to paper survey responses.

Results also found that 25% of respondents have lived in their current neighborhood for 2 years or less. Another quarter (26%) have lived in their home 3-9 years, and more than another quarter (29%) have stayed 10 years or more.

Gender (Q28)

Survey results reflect that the majority of the respondents were female (45% female compared to 35% male, with some missing responses).

Race/Ethnicity (Q29)

The majority of people surveyed indicated "White" as one of their racial identities (64%). Second highest was "Black or African American" at 6%, followed by "Asian" and "Hispanic or Latino" (5% each).

Employment (Q30)

Most of the respondents indicated that they work outside their home (49%). 13% of respondents reported that they are students (going to school).

Table 14. Respondents profile

Age	%
Less than 18	1
18-24	6
25-34	21
35-44	14
45-54	12
55-64	15
65+	12
No response	19
Total	100%
Duration in Current Neighborhood	%
0-6 months	8
6-12 months	2
1 year	8
2 years	7
3-4 years	10
5-9 years	16
10-19 years	14
20-29 years	8
30-39 years	4
40+ years	3
No response	20
Total	100%
Gender	%
Male	35
Female	45
Prefer not to say	3
No response	17
Total	100%
Race/Ethnicity	%
African American or Black	6
American Indian or Alaskan Native	1
Asian	5
Hispanic or Latino	5
Native Hawaiian or other Pacific Islander	0
White	64
Don't Know	0
Other	2
No response	17
Total	100%
Employment Status	%
Working outside the home	49
Working inside the home	5
Looking for work	2
Homemaker	3
Going to School	13
Retired	11
Other	2
No response	15
Total	100%

Figure 19. Paper survey response distribution

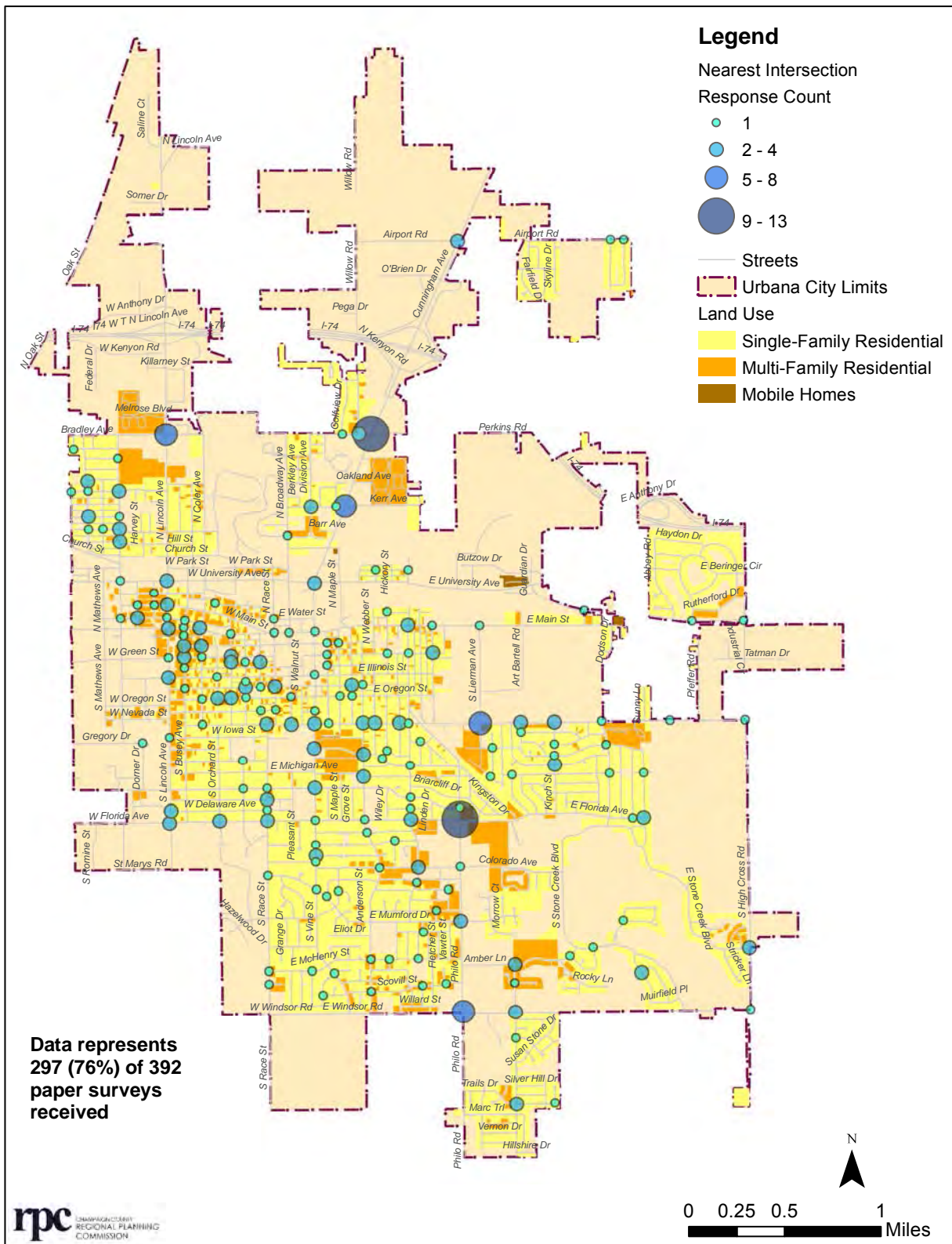
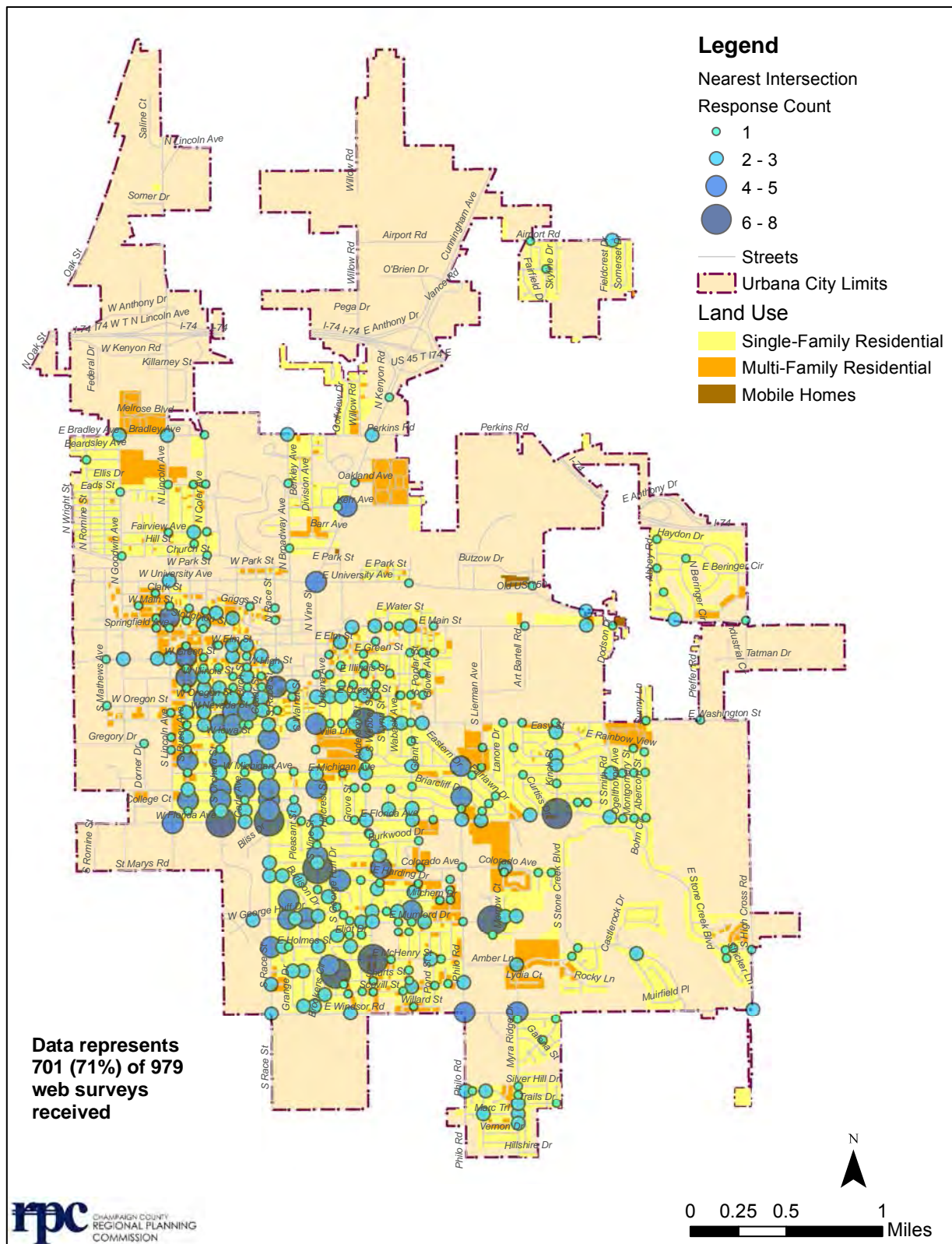


Figure 20. Web survey response distribution



Household Size (Q31)

The highest percentage of respondents reported living in two or more person households (59%). 22% of respondents reported living alone.

Age of Household Members (Q32)

The highest percentage of households has two people less than 16 years of age (16%). This population is more likely to walk or bike since they are not old enough to own a driver's license. Also 75% of respondents mentioned having two people 16 years or older in their household. 11% of respondents also mentioned having three people in their household age 16 years or older.

Vehicle Ownership (Q33)

A large majority of respondents (66%) said they have one or two working motor vehicles in their household. 35% of respondents have one working motor vehicle in their household, and 31% have two working vehicles in their household. Most notable is that 7% of respondents do not have any vehicle available in their household.

Income (Q34)

A significant number of the respondents belong to lower income groups. 25% of them earn less than \$40,000 per year. The 12% that earn less than \$20,000 per year may be walking and biking out of necessity. Also, about 42% earn more than \$60,000 annually. 20% of the respondents were reluctant to disclose their earnings.

Table 15. Respondent household profile

Household Size		%
One person		22
Two or more people		59
No response		19
Total		100%
Age Composition of 2+ Person Households		
# of People	< 16 years	16+ years
0	61%	1%
1	12%	4%
2	16%	75%
3	4%	11%
4 or More	2%	6%
No response	5%	3%
Total	100%	100%
Working motor vehicle		%
0		7
1		35
2		31
3		6
4 or more		3
No response		18
Total		100%
Income		%
\$0 - \$19,999		12
\$20,000 - \$39,999		13
\$40,000 - \$59,999		13
\$60,000 - \$79,999		11
\$80,000 - \$99,999		10
\$100,000 - \$119,999		7
\$120,000 or more		14
No response		20
Total		100%

APPENDIX

Sample Size Calculation	33
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Survey Questionnaire (Spanish)	52

SAMPLE SIZE CALCULATION

Minimum sample size (n) is estimated using the following equation:

$$n = (z_{\alpha/2}^2 \times S^2) / [e^2 + (z_{\alpha/2}^2 \times S^2) / N]$$

where,

- n = minimum sample size
- N = total population, which for this case is 41,250 (Census 2010)
- S² = population variance, which for this case is 0.25
- z_{α/2} = (1-α/2)th percentile of the standard normal distribution for 1-α degree of certainty.
We aimed for 95% confidence level (α=0.05 or z_{α/2}~1.96).
- e = acceptable margin of error (we assumed acceptable margin of error of +/- 5%, i.e. e=0.05)

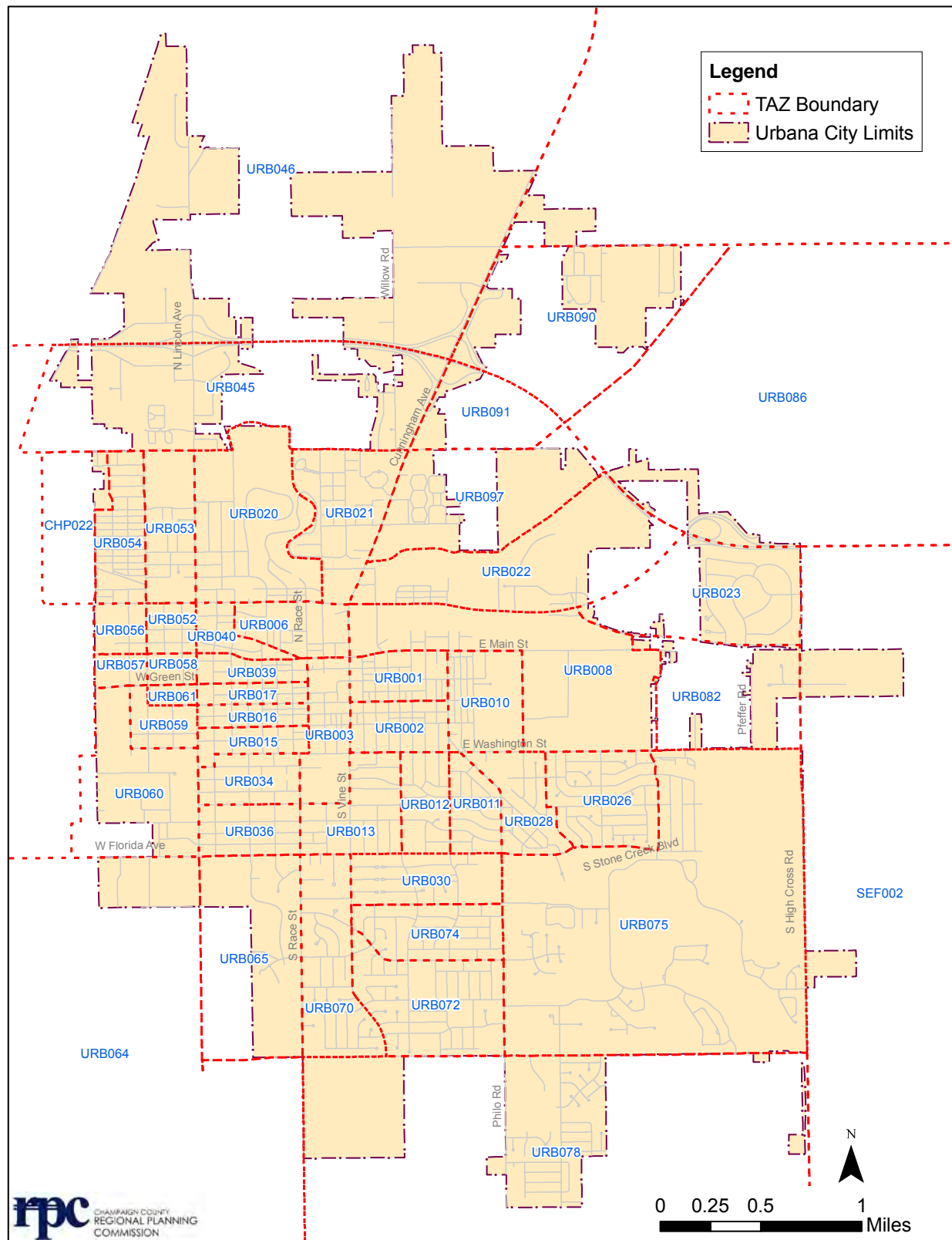
So, the minimum Sample Size (n) for the 2013-14 Urbana PABS survey was estimated to be 382. Assuming the response rate will be 30%, the total sample size is 1,273 (i.e. n/0.3). To determine how many households to survey per TAZ, we multiplied each TAZ's household percentage (i.e. the number of households in a TAZ divided by the number of households in all surveyed TAZs) by 1,273 (Table A1). The TAZ boundaries are shown in Figure A1.

Table A1: Sample Size by Traffic Analysis Zone (TAZ)

TAZ ID	NAME	Households	Percentage	Total Sample Size
179	URB064	20	0.1%	1
122	SEF002	3	0.0%	0
187	URB075	2,344	11.3%	144
159	URB026	684	3.3%	42
188	URB078	563	2.7%	35
174	URB057	17	0.1%	1
173	URB056	17	0.1%	1
170	URB052	820	4.0%	51
193	URB091	12	0.1%	1
194	URB097	773	3.8%	48
177	URB060	113	0.5%	7
10	CHP022	69	0.3%	4
168	URB045	820	4.0%	51
172	URB054	350	1.7%	22
169	URB046	100	0.5%	6
86	NEF010	3	0.0%	0
191	URB086	1	0.0%	0
192	URB090	202	1.0%	12
158	URB023	299	1.4%	18
147	URB008	228	1.1%	14
143	URB001	433	2.1%	27

TAZ ID	NAME	Households	Percentage	Total Sample Size
148	URB010	320	1.5%	20
144	URB002	397	1.9%	24
146	URB006	494	2.4%	30
145	URB003	363	1.8%	22
151	URB013	790	3.8%	49
156	URB021	483	2.3%	30
166	URB039	667	3.2%	41
167	URB040	432	2.1%	27
157	URB022	163	0.8%	10
189	URB082	97	0.5%	6
149	URB011	328	1.6%	20
160	URB028	691	3.3%	43
150	URB012	347	1.7%	21
152	URB015	412	2.0%	25
163	URB034	334	1.6%	21
153	URB016	363	1.8%	22
154	URB017	485	2.3%	30
155	URB020	520	2.5%	32
171	URB053	512	2.5%	32
161	URB030	731	3.5%	45
164	URB036	265	1.3%	16
180	URB065	945	4.6%	58
175	URB058	174	0.9%	11
176	URB059	422	2.0%	26
178	URB061	17	0.1%	1
183	URB070	460	2.2%	28
184	URB072	693	3.4%	43
186	URB074	884	4.3%	54
Total		20,660	100.0%	1,273

Figure A1: Traffic Analysis Zone (TAZ) boundaries



QUESTION RESPONSES

Question 1: What is today's date?

Responses are aggregated by month.

Month	#	%
July 2013	345	25.16
August 2013	732	53.39
September 2013	236	17.21
October 2013	6	0.44
November 2013	2	0.15
February 2014	1	0.07
May 2014	43	3.14
No response	6	0.44
Total	1,371	100

1,365 responses
6 no response
1,371 total respondents

Question 2: Did you leave Urbana-Champaign during the last 7 days (up to yesterday)?

Responses	#	%
Yes	1,103	80
No	255	19
No response	13	1
Total	1,371	100

1,358 responses
13 no response
1,371 total respondents

If yes, how many days?

Number of Days	#	%
1	764	69
2	92	8
3	51	5
4	50	5
5	38	3
6	35	3
7	63	6
No response	10	1
Total	1,103	100

1,093 responses
10 no response
1,103 total respondents

Question 3: Check one box for each line below to tell us THE MOST RECENT TIME you used each type of travel. Note that some trips made fit into multiple categories below.

Types of Travel	Last 7 Days		Last Month		Last 3 Months		Last Year		Not Used in Last Year		No Response		Total	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
a) Passenger or driver	1,233	90	57	4	11	1	26	2	13	1	31	2	1,371	100
b) Public transit	352	26	206	15	154	11	164	12	438	32	57	4	1,371	100
c) Bicycle to or from public transit	167	12	47	4	50	4	73	5	949	69	85	6	1,371	100
d) Bicycle to a destination OTHER THAN public transit	624	45	104	8	55	4	57	4	455	33	76	6	1,371	100
e) Bicycle for recreation or exercise	492	36	131	10	100	7	93	7	471	34	84	6	1,371	100
f) Walk to or from public transit	349	25	174	13	127	9	113	8	505	37	103	8	1,371	100
g) Walk to a destination OTHER THAN public transit	848	62	156	12	46	3	43	3	169	12	109	8	1,371	100
h) Walk for recreation, exercise, or to walk the dog	857	63	154	11	42	3	47	3	121	9	150	11	1,371	100

Question 4: In the last 7 days (up to yesterday), on how many days did you bicycle to OR from public transit?

Number of Days	#	%
0	1,165	85
1	38	3
2	26	2
3	8	1
4	6	0
5	12	1
6	2	0
7	25	2
No response	89	6
Total	1,371	100

1,282 responses
89 no response
1,371 total respondents

Question 5: In the last 7 days (up to yesterday), on how many days did you bicycle to OR from work or school?

Number of Days	#	%
0	780	57
1	60	4
2	55	4
3	66	5
4	56	4
5	121	9
6	38	3
7	103	7
No response	92	7
Total	1,371	100

1,279 responses
92 no response
1,371 total respondents

Question 6: In the last 7 days (up to yesterday), on how many days did you bicycle to somewhere OTHER than work, school or public transit?

Number of Days	#	%
0	709	52
1	126	9
2	129	9
3	97	7
4	58	4
5	53	4
6	21	2
7	90	7
No response	88	6
Total	1,371	100

1,283 responses
88 no response
1,371 total respondents

Question 7: In the last 7 days (up to yesterday), on how many days did you bicycle for exercise or recreation?

Number of Days	#	%
0	780	57
1	190	14
2	98	7
3	75	5
4	50	4
5	20	1
6	15	1
7	37	3
No response	106	8
Total	1,371	100

1,265 responses
106 no response
1,371 total respondents

Question 8: In the last 7 days (up to yesterday), on how many days did you walk to OR from public transit?

Number of Days	#	%
0	920	67
1	97	7
2	71	5
3	38	3
4	37	3
5	47	3
6	9	1
7	57	4
No response	95	7
Total	1,371	100

1,276 responses
95 no response
1,371 total respondents

Question 9: In the last 7 days (up to yesterday), on how many days did you walk to OR from work or school?

Number of Days	#	%
0	920	67
1	93	7
2	67	5
3	43	3
4	26	2
5	48	3
6	14	1
7	62	5
No response	98	7
Total	1,371	100

1,273 responses
98 no response
1,371 total respondents

Question 10: In the last 7 days (up to yesterday), on how many days did you walk to somewhere OTHER than work, school, or public transit?

Number of Days	#	%
0	403	29
1	210	15
2	204	15
3	148	11
4	86	6
5	63	5
6	21	2
7	135	10
No response	101	7
Total	1,371	100

1,270 responses
101 no response
1,371 total respondents

Question 11: In the last 7 days (up to yesterday), on how many days did you walk for exercise or recreation?

Number of Days	#	%
0	296	22
1	199	15
2	198	14
3	143	10
4	89	6
5	83	6
6	32	2
7	227	17
No response	104	8
Total	1,371	100

1,267 responses
104 no response
1,371 total respondents

Question 12: In the last 7 days, did you have access to a working BICYCLE?

Access to Bicycle	#	%
Always	824	60
Most of the time	59	4
Sometimes	32	2
Rarely	29	2
Never	309	23
No Response	118	9
Total	1,371	100

1,253 responses
118 no response
1,371 total respondents

Question 13: In the last 7 days, did you have access to a working MOTOR VEHICLE like a car, truck, or motorcycle that you can use either as a driver or as a passenger? (excluding taxis)

Access to motor vehicle	#	%
Always	1,012	74
Most of the time	81	6
Sometimes	60	4
Rarely	34	2
Never	67	5
No Response	117	9
Total	1,371	100

1,254 responses
117 no response
1,371 total respondents

Question 14: Do you currently have any physical or other health conditions that limit the amount of walking you can do?

Response	#	%
Yes	164	12
No	1,063	78
Prefer not to say	28	2
No response	116	8
Total	1,371	100

1,255 responses
116 no response
1,371 total respondents

Question 15: Do you currently have any physical or other health conditions that limit the amount of bicycling you can do?

Response	#	%
Yes	154	11
No	1,064	78
Prefer not to say	33	2
No response	120	9
Total	1,371	100

1,251 responses
120 no response
1,371 total respondents

Question 16: DURING A TYPICAL WEEK, how many days does your commute to work or school include any of the following forms of transportation?

Number of Days	Walk		Bicycle		Transit		Drive Alone		Car Passenger	
	#	%	#	%	#	%	#	%	#	%
0	810	59	717	52	936	68	525	38	921	67
1	94	7	59	5	102	7	104	7	128	9
2	73	5	71	5	48	4	80	6	69	5
3	53	4	69	5	47	3	81	6	47	3
4	29	2	61	4	26	2	59	4	23	2
5	100	7	153	11	56	4	199	15	27	2
6	7	1	30	2	7	1	22	2	3	1
7	83	6	89	7	28	2	183	13	32	2
No response	122	9	122	9	121	9	118	9	121	9
Total	1,371	100	1,371	100	1,371	100	1,371	100	1,371	100

Question 17: If you ever bicycle, how many months in a year do you TYPICALLY NOT make trips by bicycle because of local climate (bad weather)?

Climate Effects	#	%
I never bicycle	428	31
I always bicycle	146	11
I don't know	106	8
Answered with some number of months	567	41
No response	124	9
Total	1,371	100

1,247 responses
124 no response
1,371 total respondents

Question 18: If you ever walk, how many months in a year do you TYPICALLY NOT make trips by walking because of local climate (bad weather)?

Climate Effects	#	%
I never walk	257	19
I always walk	340	25
I don't know	187	14
Answered with some number of months	459	33
No response	128	9
Total	1,371	100

1,244 responses
127 no response
1,371 total respondents

Question 19: Do you ever use park trails in Urbana?

Usage	#	%
Yes	854	62
No	303	22
No response	214	16
Total	1,371	100

1,156 responses
215 no response
1,371 total respondents

Question 20: How do you use the trails? Check all that apply.

Purpose	#	%
Walking	729	33
Nature hiking	298	14
Running	232	11
Biking	338	15
Other	36	2
No response	544	25
Total	2,177	100

827 responses
544 no response
1,371 total respondents

Question 21: What length of trail would you prefer to use? Check all that apply.

Preferred Trail Length	#	%
Short	315	16
Medium	662	35
Long	397	21
No response	544	28
Total	1,918	100

827 responses
544 no response
1,371 total respondents

Question 22: What type of trail would you prefer to use? Check all that apply.

Trail Types	#	%
Paved Surface	333	24
Non-paved Surface	182	13
Paved and Non-paved Surface	309	23
No response	547	40
Total	1,371	100

824 responses
547 no response
1,371 total respondents

Question 23: How do you get to the park? Check all that apply.

Modes	#	%
Walk	500	23
Bike	459	22
Drive	548	26
Public Transit	43	2
Others	39	2
No response	541	25
Total	2,130	100

830 responses
541 no response
1,371 total respondents

Question 24: What would encourage you to bike to the park?

Encouragement Options	#	%
I already bike to the park	246	17
Connected on-street bicycle network	108	7
Connected off-street bicycle network	149	10
Combination of on- and off-street bicycle network	169	12
I would never bike to the park	147	10
Other	82	6
No response	550	38
Total	1,451	100

821 responses
550 no response
1,371 total respondents

Question 25: In what year were you born?

Responses are aggregated by age group of the respondent.

Age Distribution	#	%
Less than 18	12	1
18-24	84	6
25-34	283	21
35-44	191	14
45-54	160	12
55-64	208	15
65+	168	12
No response	265	19
Total	1,371	100

1,106 responses
265 no response
1,371 total respondents

Question 26: What two streets intersect closest to your home?

See Figures 19-20.

Question 27a-b: How many years or months have you lived in your neighborhood?

Time of Residence	#	%
0-6 months	108	8
6-12 months	26	2
1 year	104	8
2 years	95	7
3-4 years	139	10
5-9 years	216	16
10-19 years	197	14
20-29 years	116	8
30-39 years	57	4
40-49 years	34	2
50+ years	10	1
No response	269	20
Total	1,371	100

1,102 responses
269 no response
1,371 total respondents

Question 27c: What Zip Code do you live in?

Zip Code	#	%
61801 (Urbana)	754	55
61802 (Urbana)	308	22
61820 (Champaign area)	41	3
61822 (Champaign area)	9	1
61874 (Savoy area)	1	0
No response	258	19
Total	1,371	100

1,113 responses
258 no response
1,371 total respondents

Question 28: What is your legal gender?

Gender	#	%
Male	480	35
Female	622	45
Prefer not to say	36	3
No response	233	17
Total	1,371	100

1,138 responses
233 no response
1,371 total respondents

Question 29: What is your race or ethnicity? Check all that apply.

Race or Ethnicity	#	%
African American or Black	82	6
American Indian or Alaskan Native	8	1
Asian	66	5
Hispanic or Latino	64	5
Native Hawaiian or other Pacific Islander	0	0
White	891	64
Don't know	1	0
Other	33	2
No response	242	17
Total	1,387	100

1,129 responses
242 no response
1,371 total respondents

Question 30: Which category(ies) best describe you? Check all that apply.

Employment Status	#	%
Working for pay outside the home	783	49
Working for pay inside the home	76	5
Looking for work	39	2
Homemaker	54	3
Going to School	203	13
Retired	172	11
Other	32	2
No response	234	15
Total	1,593	100

1,137 responses
234 no response
1,371 total respondents

Question 31: How many people live in your household, including you?

Household Size	#	%
One	301	22
Two or more	810	59
No response	260	19
Total	1,371	100

1,111 responses
260 no response
1,371 total respondents

Question 32: How many people live in your household BY AGE, including you?

Number of People	Less than 16 years		16 years and older	
	#	%	#	%
0	495	61	6	1
1	100	12	35	4
2	128	16	605	75
3	27	3	93	11
4	10	1	35	4
5	4	1	9	1
6	2	0.5	2	0.5
7	2	0.5	3	0.5
No response	42	5	22	3
Total	810	100	810	100

1,069 responses
302 no response
1,371 total respondents

Question 33: How many working motor vehicles are there in your household?

Number of Vehicles	#	%
0	99	7
1	474	35
2	432	31
3	88	6
4 or more	36	3
No response	242	18
Total	1,371	100

1,129 responses
242 no response
1,371 total respondents

Question 34: To understand travel choices, and for statistical uses, we need an idea of your total household income. Please mark an X on the scale below to indicate the APPROXIMATE TOTAL ANNUAL COMBINED income of all the working adults in your household.

Income	#	%
\$0 - \$19,999	160	12
\$20,000 - \$39,999	173	13
\$40,000 - \$59,999	186	13
\$60,000 - \$79,999	150	11
\$80,000 - \$99,999	137	10
\$100,000 - \$119,999	98	7
\$120,000 or more	193	14
No response	274	20
Total	1,371	100

1,097 responses
274 no response
1,371 total respondents

URBANA RESIDENT PEDESTRIAN AND BICYCLE SURVEY (PABS)

The City of Urbana and Urbana Park District are collecting this data for our bicycle and pedestrian planning efforts. Because of this, this survey is limited to Urbana residents.

*= Required Question

QUESTIONS ABOUT YOUR RECENT TRAVEL

1. What is today's date?* / /
[Year] [Month] [Day]

2. Did you leave Urbana-Champaign during the last 7 days (up to yesterday)?*

☐ No

☐ Yes – if 'Yes,' circle the number of days here: 1 2 3 4 5 6 7

3. Check one box for each line below to tell us THE MOST RECENT TIME you used each type of travel.

Note that some trips you make may fit into multiple categories below. For example, if you walked to the store yesterday to get exercise AND to buy bread, then you would check "Last 7 Days" for both row 'g' and row 'h.'

	Last 7 Days	Last Month	Last 3 Months	Last 12 Months	Not Used in the Last 12 Months
a) Passenger or driver in a vehicle (for example, a car, truck, motorcycle, or taxi)					
b) Public transit (for example, a bus or train)					
c) Bicycle to or from public transit					
d) Bicycle to a destination OTHER THAN public transit (for example, to a job, store, park or friend's house)					
e) Bicycle for recreation or exercise (do not include riding a stationary bicycle)					
f) Walk to or from public transit					
g) Walk to a destination OTHER THAN public transit (for example, to a job, store, park or friend's house)					
h) Walk for recreation, exercise or to walk the dog					

QUESTIONS ABOUT HOW OFTEN YOU BICYCLED IN THE LAST 7 DAYS

In the last 7 days (up to yesterday), on how many days did you:

4. Bicycle to OR from public transit* 0 1 2 3 4 5 6 7
For example, to a bus or train stop

5. Bicycle to OR from work or school* 0 1 2 3 4 5 6 7

6. Bicycle to somewhere OTHER than work, school or public transit* 0 1 2 3 4 5 6 7
For example, to go shopping, see a friend, or eat a meal. Do NOT include trips with no destination, such as a bike ride solely for exercise.

7. Bicycle for exercise or recreation, without having a destination* 0 1 2 3 4 5 6 7

QUESTIONS ABOUT HOW OFTEN YOU WALKED IN THE LAST 7 DAYS

In the last 7 days (up to yesterday), on how many days did you:

8. Walk to OR from public transit* 0 1 2 3 4 5 6 7
For example, to a bus or train stop

9. Walk to OR from work or school* 0 1 2 3 4 5 6 7

10. Walk to somewhere OTHER than work, school, or public transit* 0 1 2 3 4 5 6 7
For example, to go shopping, see a friend, or eat a meal. Do NOT include trips with no destination, such as a walk solely for exercise.

11. Walk for exercise or recreation, without having a destination* 0 1 2 3 4 5 6 7

QUESTIONS ABOUT YOUR GENERAL TRAVEL

12. In the last 7 days, did you have access to a working BICYCLE?*

Always Most of the Time Sometimes Rarely Never

13. In the last 7 days, did you have access to a working MOTOR VEHICLE like a car, truck, or motorcycle that you can use either as a driver or as a passenger? (excluding taxis)*

Always Most of the Time Sometimes Rarely Never

14. Do you currently have any physical or other health conditions that limit the amount of walking you can do?*

Yes No Prefer not to say

15. Do you currently have any physical or other health conditions that limit the amount of bicycling you can do?*

Yes No Prefer not to say

16. DURING A TYPICAL WEEK, how many days does your commute to work or school include any of the following forms of transportation?*

If you don't commute, mark each one as '0.'

a) Number of days walking* 0 1 2 3 4 5 6 7
Count walking to or from a parked car or transit stop IF the walk was at least 10 minutes.

b) Number of days bicycling* 0 1 2 3 4 5 6 7

c) Number of days taking public transit* 0 1 2 3 4 5 6 7
For example, a bus or a train

d) Number of days driving myself* 0 1 2 3 4 5 6 7

e) Number of riding as a passenger with someone else* 0 1 2 3 4 5 6 7

17. If you ever bicycle, how many months in a year do you TYPICALLY NOT make trips by bicycle because of local climate (bad weather)?*

I Never Bicycle					I Always Bicycle					I Don't Know	
1	2	3	4	5	6	7	8	9	10	11	12 (months)

18. If you ever walk, how many months in a year do you TYPICALLY NOT make trips by walking because of local climate (bad weather)?*

I Never Walk					I Always Walk					I Don't Know	
1	2	3	4	5	6	7	8	9	10	11	12 (months)

QUESTIONS ABOUT GREENWAYS AND TRAILS

19. Do you ever use park trails in Urbana?*

- ☐ a) Yes (proceed to Question 20)
- ☐ b) No (proceed to Question 25)

20. How do you use the trails?

Check all that apply.

- ☐ a) Walking
- ☐ b) Nature hiking
- ☐ c) Running
- ☐ d) Biking
- ☐ e) Other (please specify) _____

21. What length of trail would you prefer to use?

Check all that apply.

- ☐ a) Short ($\frac{1}{8}$ mile – $\frac{1}{2}$ mile; e.g. in neighborhood parks)
- ☐ b) Medium ($\frac{1}{2}$ mile – 4 miles; e.g. in regional parks)
- ☐ c) Long (4 miles or longer; e.g. a linear corridor)

22. What type of trail would you prefer to use?

Check all that apply.

- ☐ a) Paved surface (e.g. concrete, asphalt)
- ☐ b) Non-paved surface (e.g. mowed natural area, woodchip, gravel)

23. How do you get to the park?

Check all that apply.

- ☐ a) Walk
- ☐ b) Bike
- ☐ c) Drive
- ☐ d) Public Transit
- ☐ e) Other (please specify) _____

24. What would encourage you to bike to the park?
- ☐ a) I already bike to the park.
 - ☐ b) A connected on-street bicycle network (e.g. bike lanes, bike routes).
 - ☐ c) A connected off-street bicycle network (e.g. trails).
 - ☐ d) A connected bicycle network using a combination of on-street and off-street facilities.
 - ☐ e) I would never bike to the park.
 - ☐ f) Other (please specify) _____

SOME QUESTIONS ABOUT YOU

25. In what year were you born?* _____

26. What two streets intersect closest to your home?*

_____ and _____
 [First street name] [Second street name]

27. a-b) How many years OR months have you lived in this neighborhood?* _____ OR _____
If less than one year, leave "Years" blank and enter the number of months. [Years] [Months]

c) What Zip Code do you live in?* 61801 61802 61820 61822

28. What is your legal gender?*

- ☐ Male
- ☐ Female
- ☐ Prefer not to say

29. What is your race or ethnicity?*

Check all that apply.

- ☐ African American or Black
- ☐ American Indian or Alaskan Native
- ☐ Asian
- ☐ Hispanic or Latino
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White
- ☐ Don't know
- ☐ Other (please specify) _____

30. Which category(ies) best describe you?*

Check all that apply.

- ☐ Working for pay OUTSIDE the home
- ☐ Working for pay INSIDE the home
- ☐ Looking for work
- ☐ A homemaker
- ☐ Going to school
- ☐ Retired
- ☐ Other (please specify) _____

SOME QUESTIONS ABOUT YOUR HOUSEHOLD

By "household," we mean all the people who currently live with you in your home. Please do not include renters or tenants. If you live in a dormitory, in a boarding house, or with roommates, just answer the following questions for yourself as a "One person household."

31. How many people live in your household, including you?

- ☐ One (1) (skip to Question 33)
- ☐ Two (2) or more (go on to Question 32)

32. How many people live in your household BY AGE, including you?

a) Number of people under 16 years old: _____ b) Number of people 16 years and older: _____

33. How many working motor vehicles are there in your household?*

For example, cars, trucks, or motorcycles.

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4 or more

34. To understand travel choices, and for statistical uses, we need an idea of your total household income.*

Please mark an X on the scale below to indicate the APPROXIMATE TOTAL ANNUAL COMBINED income of all the working adults in your household.

- ☐ \$0 - \$19,999
- ☐ \$20,000 - \$39,999
- ☐ \$40,000 - \$59,999
- ☐ \$60,000 - \$79,999
- ☐ \$80,000 - \$99,999
- ☐ \$100,000 - \$119,999
- ☐ \$120,000 or more

COMMENTS

Additional comments can be written below, or at the bottom of the Urbana Bicycle Master Plan Interactive Map webpage:
<http://cuuats.org/ubmp/interactive-map>.

Thank you for your input!

PREGUNTAS SOBRE CUANTAS VECES USTED CAMINO EN LOS ULTIMOS 7 DIAS

En los últimos 7 días (incluyendo ayer) cuantos días:

8. Caminó para ir o regresar de la parada de transporte público*

Por ejemplo del autobús o estación de tren

0 1 2 3 4 5 6 7

9. Caminó para ir o regresar del trabajo o de la escuela*

0 1 2 3 4 5 6 7

10. Caminó para llegar a un lugar aparte de su trabajo, escuela, o transporte público (por ejemplo ir a las tiendas, visitar a un amigo/a, o comer.) *

No incluye las veces que caminaba sin ir a un destino particular, como caminar para hacer ejercicio

0 1 2 3 4 5 6 7

11. Caminó para hacer ejercicios o por diversión sin destino particular*

0 1 2 3 4 5 6 7

PREGUNTAS SOBRE SUS VIAJES EN GENERAL

12. ¿En los últimos 7 días, tuvo acceso a una bicicleta?*

Siempre La mayor parte del tiempo A veces Rara vez Nunca

13. ¿En los últimos 7 días, tuvo acceso a un vehículo, como un carro, una camioneta, o una motocicleta, que pudo manejar o ser pasajero/a?*

Siempre La mayor parte del tiempo A veces Rara vez Nunca

14. ¿En este momento tiene alguna condición física u otra tipo de condición de salud que limita su capacidad de caminar?*

Sí No Prefiero no responder

15. ¿En este momento tiene alguna condición física u otra tipo de condición de salud que limita su capacidad de utilizar la bicicleta?*

Sí No Prefiero no responder

16. Durante una semana típica, cuantos días incluye en sus viajes diarios al trabajo o la escuela, uno de los modos de transporte mencionados abajo?*

Si no viaja diariamente, marque cada uno como un '0.'

a) Número de días que camina*

0 1 2 3 4 5 6 7

Incluya también caminando hacia o regresando de un carro estacionado, si caminó más de 10 minutos.

b) Número de días que utiliza la bicicleta*

0 1 2 3 4 5 6 7

c) Número de días que utiliza transporte público*

0 1 2 3 4 5 6 7

Por ejemplo un tren o un autobús.

d) Número de días que maneja usted mismo*

0 1 2 3 4 5 6 7

e) Número de días que es pasajero/a con alguien mas*

0 1 2 3 4 5 6 7

17. ¿Si alguna vez utiliza la bicicleta, en general, por cuantos meses durante un año no hace viajes en bicicleta por el mal clima?*

Nunca uso la bicicleta

Siempre uso la bicicleta

No se

1 2 3 4 5 6 7 8 9 10 11 12 (meses)

18. ¿Si alguna vez camina, en general, por cuantos meses durante un año no hace viajes a pie por el mal clima?*

Nunca camino

Siempre camino

No se

1 2 3 4 5 6 7 8 9 10 11 12 (meses)

PREGUNTAS SOBRE SENDEROS

19. ¿Ha usado Usted los senderos en los parques de Urbana?*

- ☐ a) Sí (proceda a la pregunta 20)
- ☐ b) No (proceda a la pregunta 25)

20. ¿Cómo usa los senderos?

Marque todas las que apliquen.

- ☐ a) Caminando
- ☐ b) Explorando la naturaleza
- ☐ c) Corriendo
- ☐ d) En bicicleta
- ☐ e) Otro (por favor especifique) _____

21. ¿Prefiere Usted utilizar, los senderos?

Marque todas las que apliquen.

- ☐ a) Cortos ($\frac{1}{8}$ milla – $\frac{1}{2}$ milla; por ejemplo, en los parques del vecindario)
- ☐ b) Medianos ($\frac{1}{2}$ milla – 4 millas; por ejemplo, en los parques regionales)
- ☐ c) Largos (4 millas o mas; por ejemplo, un corredor lineal)

22. ¿Qué tipo de senderos le gusta más?

Marque todas las que apliquen.

- ☐ a) Superficie pavimentada (por ejemplo, concreto, asfalto)
- ☐ b) Superficie no pavimentada (por ejemplo, pasto cortado, astillas de madera, grava)

23. ¿Cómo llega al parque?

Marque todas las que apliquen.

- ☐ a) Caminando
- ☐ b) En bicicleta
- ☐ c) Manejando un automóvil
- ☐ d) Transporte público
- ☐ e) Otro (por favor especifique) _____

24. ¿Qué lo animaría a ir en bicicleta al parque?

- ☐ a) Ya voy en bicicleta al parque.
- ☐ b) Una red exclusiva de vías de bicicleta en la calle (por ejem., carriles para bicicletas, rutas de bicicleta).
- ☐ c) Una red de bicicletas conectada fuera de la calle (por ejemplo, senderos).
- ☐ d) Una red de bicicleta conectada mediante una combinación de instalaciones en la calle y fuera de la calle.
- ☐ e) Yo nunca iría en bicicleta al parque.
- ☐ f) Otro (por favor especifique) _____

ALGUNAS PREGUNTAS REFERENTES A USTED

25 ¿En que año nació?* _____

26. ¿Cuál es la intersección más cercana a su casa?*

_____ y _____
[Nombre de primera calle] [Nombre de segunda calle]

27. a-b) ¿Cuántos años o meses ha vivido usted en este vecindario?* _____ O _____
Si es menos de un año, solo rellene el número de meses. [Años] [Meses]

c) ¿En qué código postal vive?* 61801 61802 61820 61822

28. ¿Cuál es su sexo?*

- ☐ Masculino
- ☐ Femenino
- ☐ Prefiero no responder

29. ¿Cuál es su raza o etnia?*

Marque todas las que apliquen.

- ☐ Afroamericano o Negro
- ☐ Indio americano o nativo de Alaska
- ☐ Asiático
- ☐ Hispano o Latino
- ☐ Hawaiano nativo o isleño del Pacífico
- ☐ Blanco
- ☐ No lo se
- ☐ Otro (por favor especifique) _____

30. ¿Qué categorías mejor lo describen a usted? *

Marque todas las que apliquen.

- ☐ Trabajo por pago fuera de la casa
- ☐ Trabajo por pago dentro de la casa
- ☐ Busco trabajo
- ☐ Ama de casa
- ☐ Asisto a la escuela
- ☐ Retirado
- ☐ Otro (por favor especifique) _____

PREGUNTAS SOBRE SU HOGAR

En este caso, "hogar" se refiere a todas las personas que actualmente viven con usted en su casa. Por favor, no incluya a inquilinos o arrendatarios. Si vive en un dormitorio, en una casa de huéspedes, o con compañeros de cuarto, solo responda por si mismo a las siguientes preguntas y marque esta casilla. ☐

31. ¿Cuántas personas viven en su hogar, incluyéndolo a usted?

- ☐ Uno (1) (proceda a la pregunta 33)
- ☐ Dos (2) o más ((proceda a la pregunta 32)

32. ¿Cuántas personas viven en su hogar por edad, incluyéndolo a usted?

- a) Número de personas que son menores de 16 años: _____
- b) Número de personas que son mayores de 16 años: _____

33. ¿Cuántos vehículos, como un carro, una camioneta, o una motocicleta, hay en su hogar?*

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4 o mas

34. Para entender sus elecciones de transporte, y con fines estadísticos, necesitamos tener una idea de los ingresos totales de su hogar. Por favor, marque abajo para indicar el ingreso anual total aproximado combinado de todos los adultos que trabajan y viven en su hogar.*

- ☐ \$0 - \$19,999
- ☐ \$20,000 - \$39,999
- ☐ \$40,000 - \$59,999
- ☐ \$60,000 - \$79,999
- ☐ \$80,000 - \$99,999
- ☐ \$100,000 - \$119,999
- ☐ \$120,000 o mas

COMENTARIOS

Comentarios adicionales pueden ser escritos a continuación, o en la parte inferior de la página web: "Urbana Bicycle Master Plan Interactive Map": <http://cuuats.org/ubmp/interactive-map>.

¡Gracias!

URBANA BICYCLE MASTER PLAN 2016



Appendix 12: Public Workshop Series #1 Results



Public Workshop Series #1 Comments – February 2014

Urbana Bicycle Master Plan (UBMP) Urbana Park District (UPD) Trails Master Plan (UTMP) Results of Public Workshop Series #1: February 2014

This document compiles all comments received in four public workshops organized in February 2014 via comment cards and phone calls from people who were not able to attend the workshops.

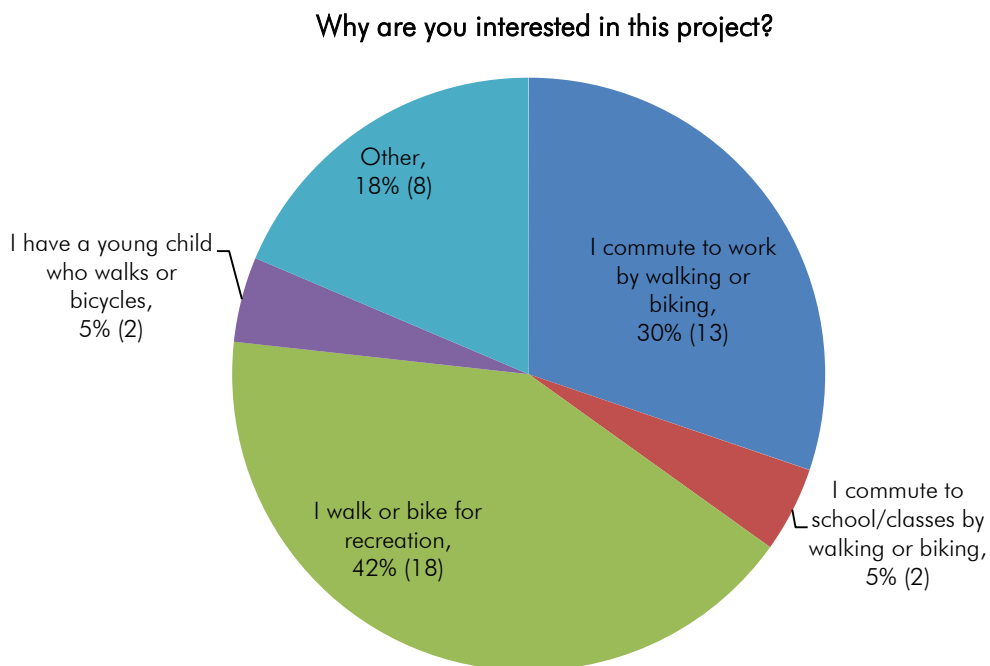
Participation

Date	Location	Number of Participants
February 12, 2014	Urbana Civic Center	33
February 18, 2014	King School	14
February 19, 2014	Urbana Early Childhood School (UECS)	9
February 20, 2014	Leal School	2
Total		58

Input was also received via phone, email, and the Urbana Bicycle Master Plan interactive map website.

Interest

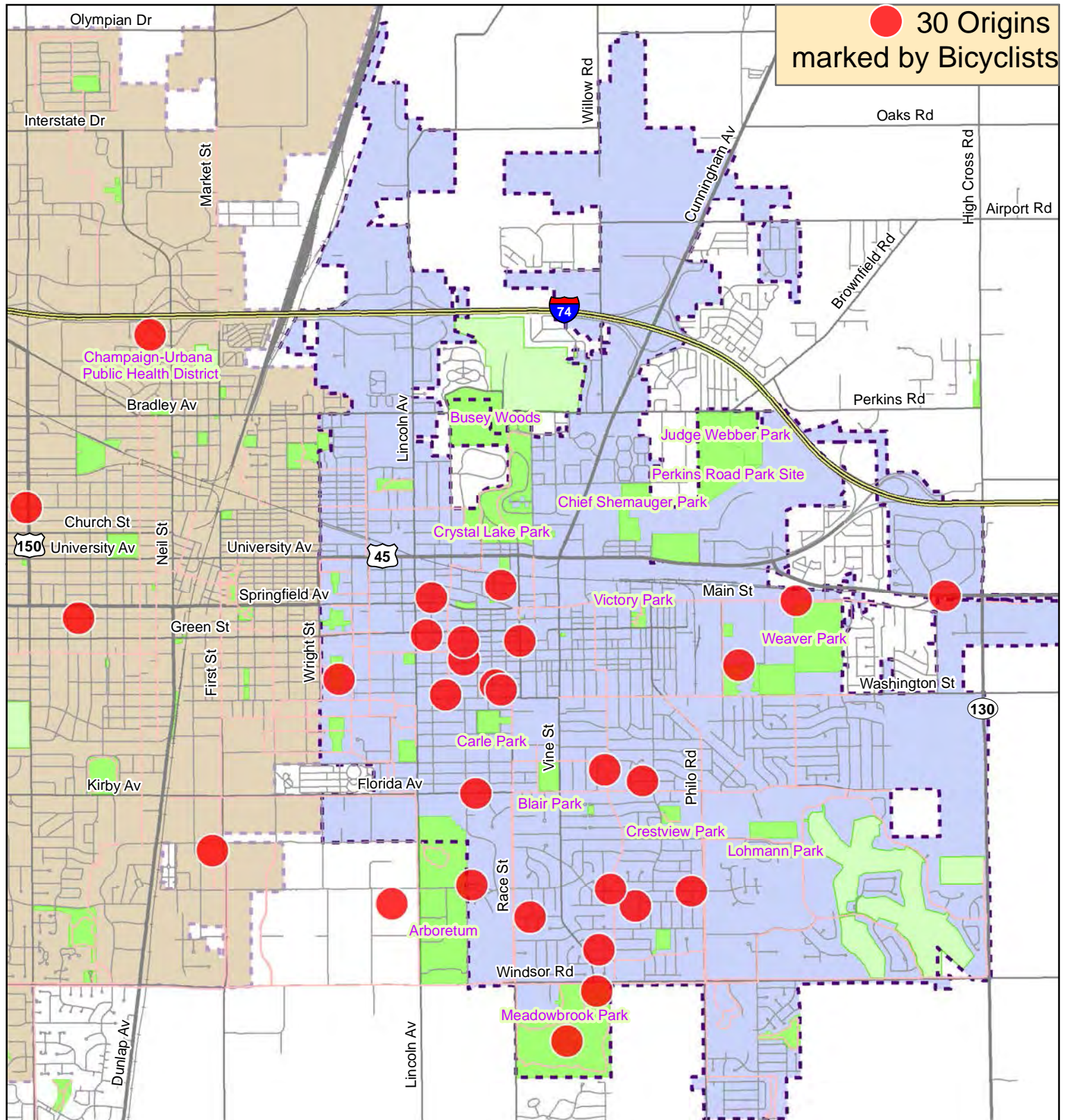
When asked why participants were interested in the UBMP & UTMP, around half use active transportation for recreation, while another 35% use active transportation for commuting to work or school. Around 18% of the participants also mentioned other reasons of interest for these projects.



TRIP ORIGINS

Urbana-Champaign

Urbana Bicycle Master Plan
Public Workshop #1 Results
February 2014



CHAMPAIGN COUNTY
rpc
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PLANNING
COMMISSION



0 0.25 0.5 1
Miles

- Bicycle Origin
- Interstates
- Highways
- Road
- Railroads
- Urbana
- Champaign
- Public Park
- Other Greenways
- Existing Trails & Bikeways



Trip Destinations

The following table summarizes total vote counts entered by participants in the trip destination table. When asked which active mode of transportation participants used to reach their destination, 185 were bicycle votes.

Bicycle Votes					
Destinations	Urbana Civic Center	King School	Urbana Early Childhood School	Leal School	Total
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
Total	126	16	7	36	185



Bicycle Destinations

The following table lists how many people currently *bike* or would like to *bike* to specific destinations in the Urbana area.

Category	Urbana Civic Center	King School	Urbana Early Childhood School	Leal School	Total Bike Votes
Parks	57	3	0	6	66
Meadowbrook Park	17	2	0	2	21
Crystal Lake Park	7	1	0	1	9
Busey Woods	5	0	0	0	5
Carle Park	4	0	0	1	5
Others	24	0	0	2	26
Leal Park	3	0	0	0	3
Prairie Park	3	0	0	0	3
Victory Park	2	0	0	1	3
Weaver Park	3	0	0	0	3
Blair Park	2	0	0	0	2
Downtown Mini Park (owned by City of Urbana)	1	0	0	1	2
Lohmann Park	2	0	0	0	2
Urbana Dog Park	2	0	0	0	2
Urbana's Art in the Park (owned by City of Urbana)	2	0	0	0	2
AMBUCS Park	1	0	0	0	1
Judge Webber Park	1	0	0	0	1
King Park	1	0	0	0	1
Perkins Road Park Site	1	0	0	0	1
Shopping Areas	17	7	3	11	38
Market at the Square	9	4	0	1	14
Downtown Urbana	8	1	0	2	11
Others	0	2	3	6	13
Lincoln Square Mall	0	1	1	1	3
The Pines	0	1	0	1	2
Casey's General Store	0	0	0	1	1
County Market	0	0	1	0	1
Gateway Shoppes	0	0	0	1	1
Gregory Place	0	0	0	1	1
Meijer	0	0	0	1	1
Northgate Plaza	0	0	0	1	1
Schnucks	0	0	0	1	1
Strawberry Fields	0	0	1	0	1



Public Workshop Series #1 Comments – February 2014

Top Employers	22	3	3	4	32
University of Illinois	8	3	0	1	12
Carle Foundation Hospital	4	0	0	1	5
University of Illinois Library	4	0	1	0	5
Others	6	0	2	2	10
University of Illinois College of Fine and Applied Arts	2	0	1	0	3
University of Illinois (Quad)	0	0	1	1	2
Carle Cancer Center	1	0	0	0	1
Champaign County Brookens Center	1	0	0	0	1
CUMTD	1	0	0	0	1
Parkland College	1	0	0	0	1
Presence Covenant Medical Center	0	0	0	1	1
Forest Preserves	12	3	0	7	22
Homer Lake Forest Preserve	7	2	0	1	10
Lake of the Woods Forest Preserve	4	1	0	1	6
Others	1	0	0	5	6
Sangamon River Forest Preserve	1	0	0	1	2
Middle Fork River Forest Preserve	0	0	0	1	1
Old Homer Park	0	0	0	1	1
River Bend Forest Preserve	0	0	0	1	1
Riverview Retreat Center	0	0	0	1	1
Recreational Facilities	12	0	1	4	17
Brookens Gym and Sports Complex	4	0	0	1	5
Others	8	0	1	3	12
Anita Purves Nature Center	3	0	0	1	4
Crystal Lake Park Lake House	2	0	0	1	3
Crystal Lake Park Family Aquatic Center	2	0	0	0	2
Phillips Recreation Center	1	0	0	1	2
University of Illinois Campus Recreation Center-East (CRCE)	0	0	1	0	1
Schools	6	0	0	4	10
Urbana Middle School	2	0	0	1	3
Wiley School	2	0	0	0	2
Urbana High School	1	0	0	1	2
Leal Elementary School	0	0	0	1	1
Thomas Paine Elementary School	1	0	0	0	1
University Laboratory High School	0	0	0	1	1

TRIP DESTINATIONS

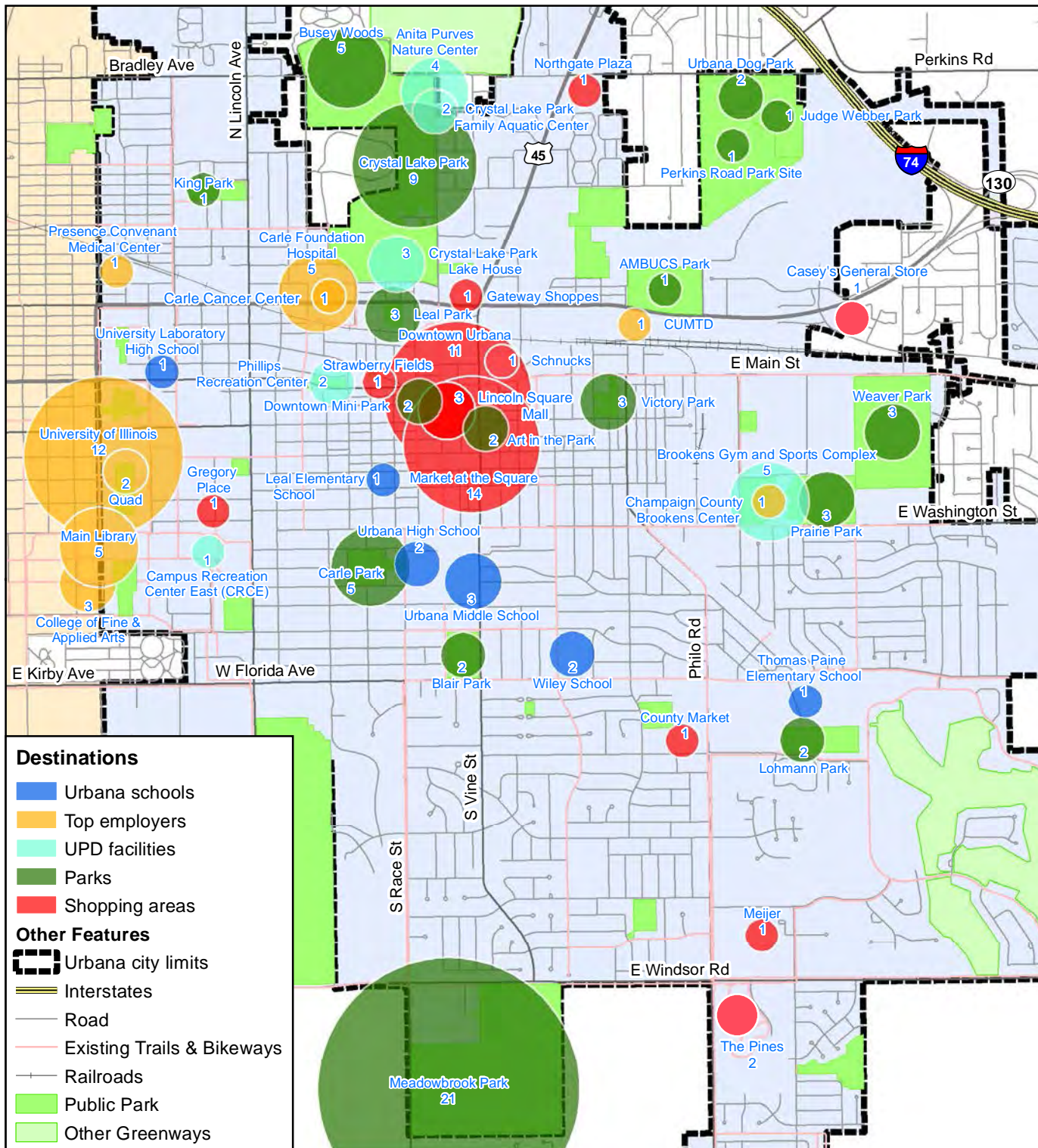
Bicyclists

Urbana Bicycle Master Plan
Public Workshop #1 Results
February 2014

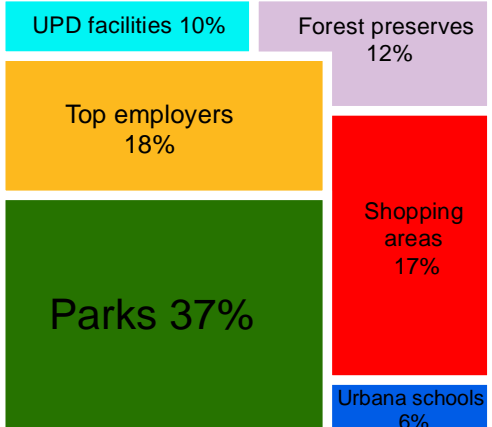


Destinations Outside Urbana:

- Homer Lake Forest Preserve - 10
- Lake of the Woods Forest Preserve - 6
- Sangamon River Forest Preserve - 2
- Middle Fork River Forest Preserve - 1
- Old Homer Park - 1
- Parkland College - 1
- River Bend Forest Preserve - 1
- Riverview Retreat Center - 1



BICYCLE DESTINATIONS VOTE COUNT



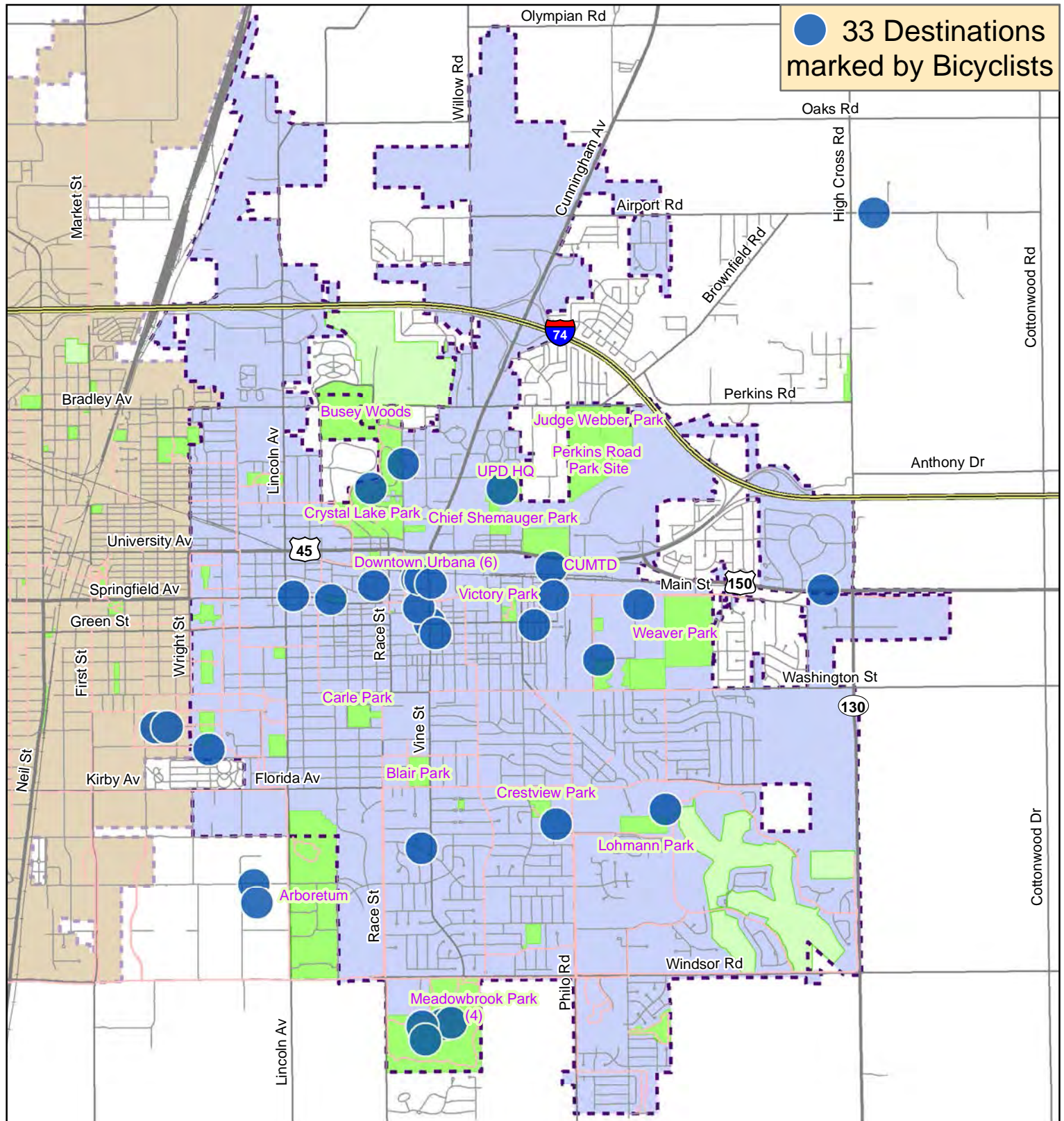
0 0.25 0.5 1 Miles



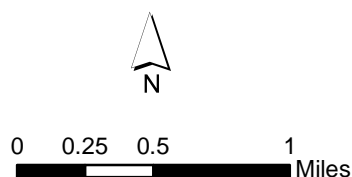
TRIP DESTINATIONS

Urbana-Champaign

Urbana Bicycle Master Plan
Public Workshop #1 Results
February 2014



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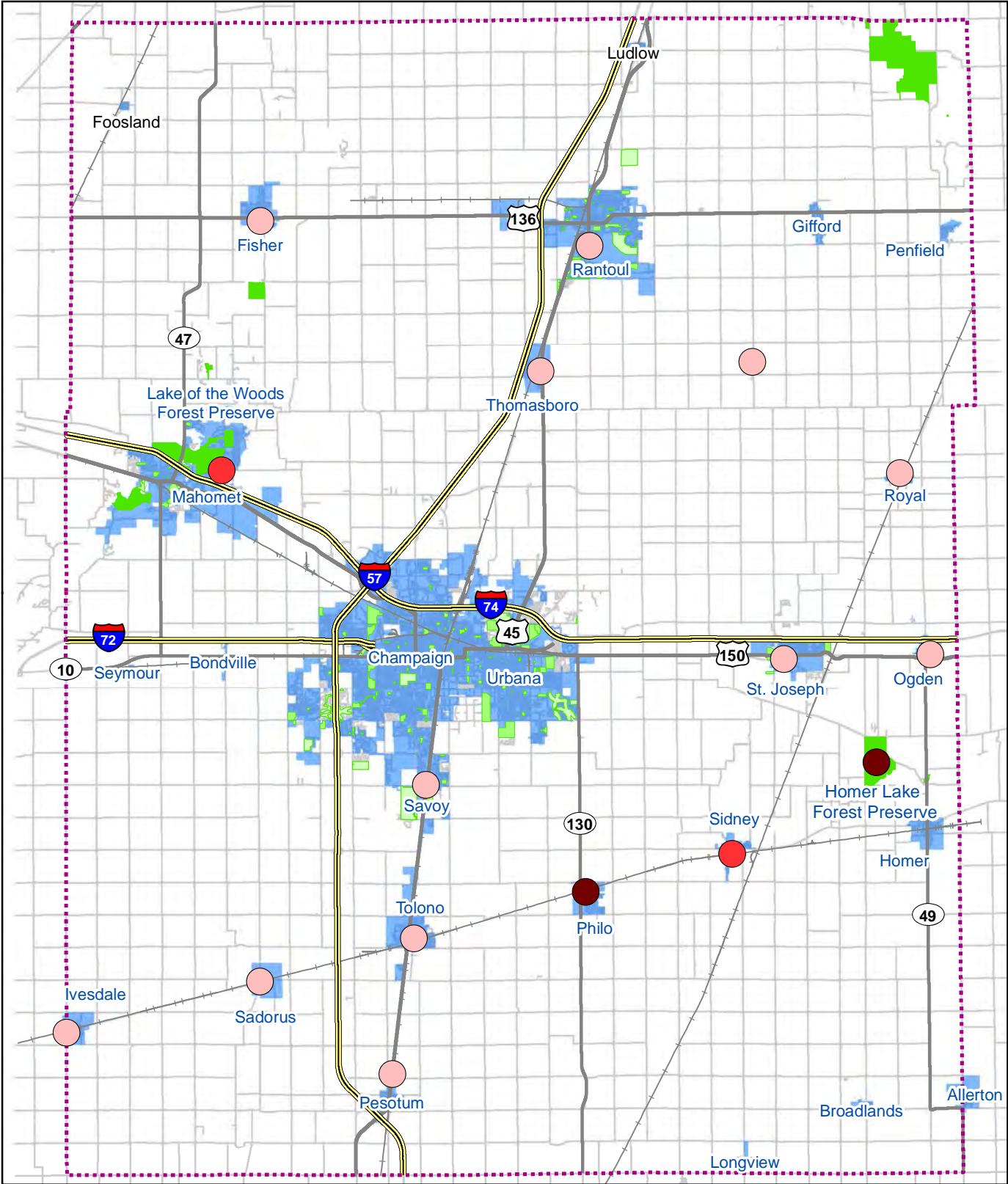


- Bicycle Destination
- Interstates
- Highways
- Road
- Railroads
- Existing Trails & Bikeways
- Public Park
- Other Greenways
- Urbana
- Champaign

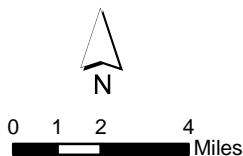
TRIP DESTINATIONS

Outside Urbana-Champaign

Urbana Bicycle Master Plan
Public Workshop #1 Results
February 2014



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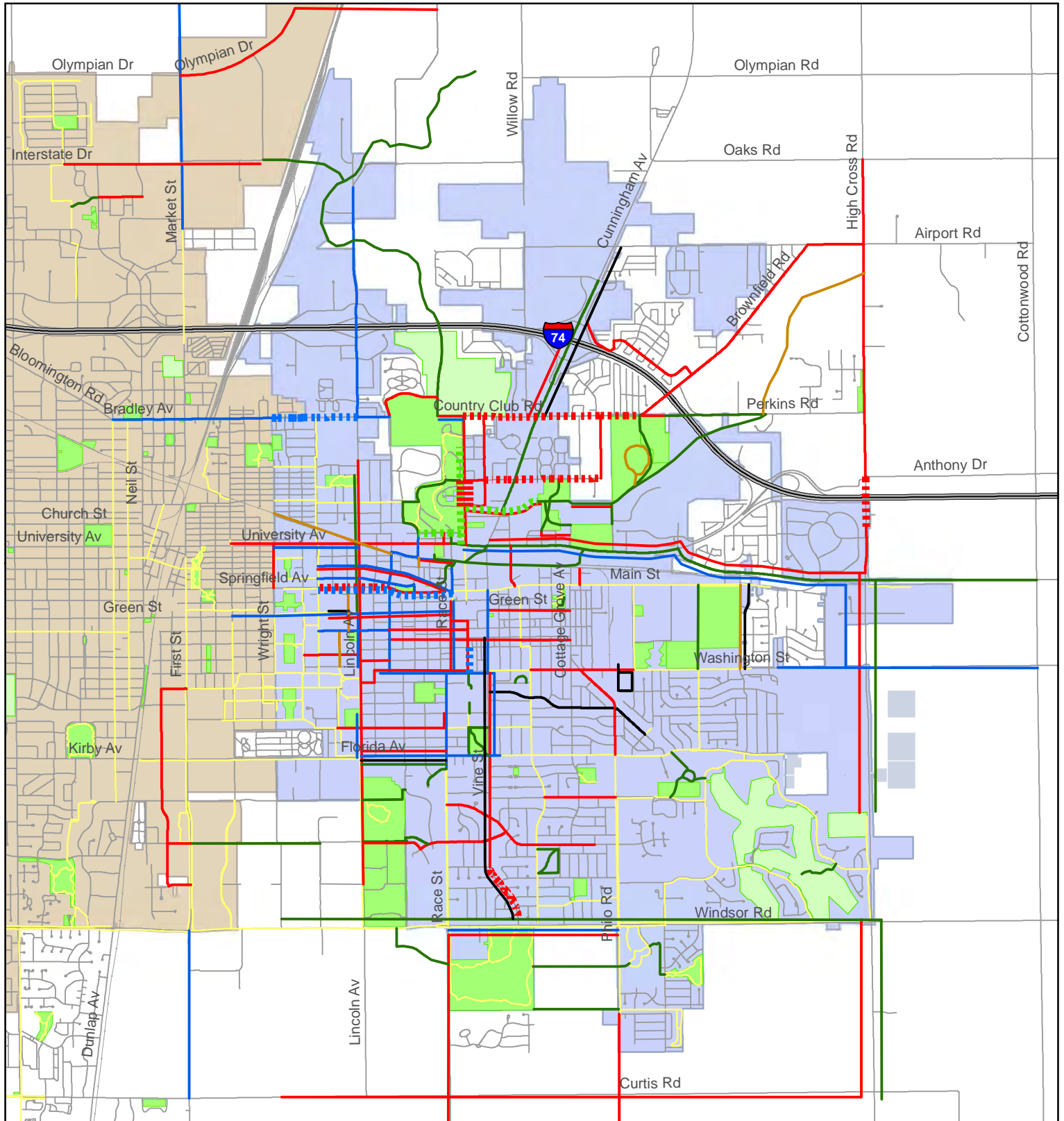


- | | | |
|---------------------------|-------------|-----------------|
| Destination Counts | Interstates | County Boundary |
| 1 | Highways | Municipality |
| 2 | Railroads | Forest Preserve |
| 3 | Road | Public Park |
| | | Other Greenways |

PUBLIC REQUESTED ROUTES

By Number of Requests

Urbana Bicycle Master Plan
Public Workshop #1 Results
February 2014



CHAMPAIGN COUNTY
rpc
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0 0.25 0.5 1
Miles

Requested at

- ||||| 3 Meetings
- |||| 2 Meetings
- 1 Meeting

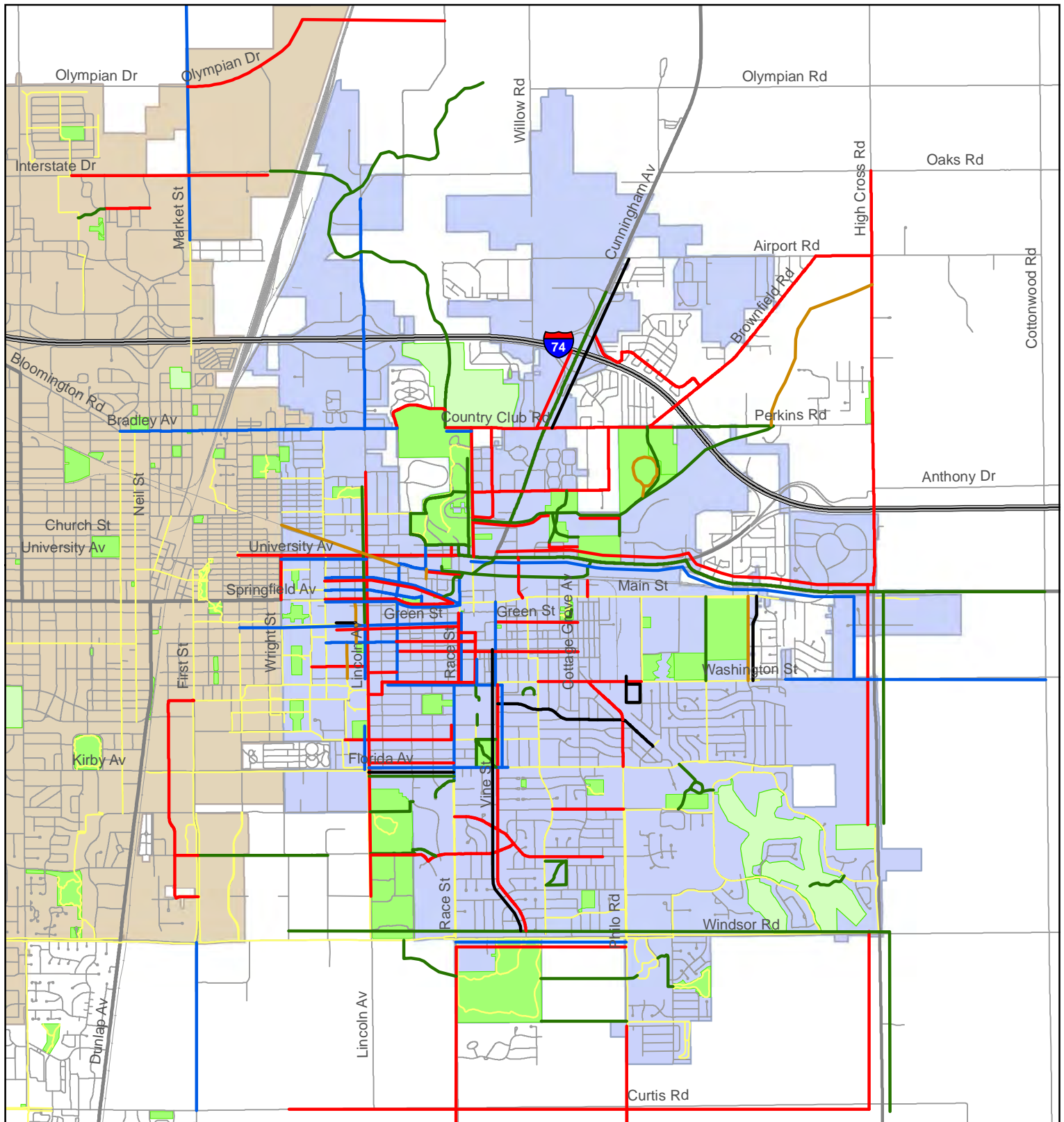
Requested Path Types

- Bike Lanes
- Bike Route
- Paved Trail
- Unpaved Trail
- Other

- Existing Trails & Bikeways
- Road
- Railroads
- Urbana City Limits
- Champaign City Limits
- Public Park
- Other Greenways

PUBLIC REQUESTED ROUTES

Urbana Bicycle Master Plan
Public Workshop #1 Results
February 2014



CHAMPAIGN COUNTY
rpc
REGIONAL
PLANNING
COMMISSION



0 0.25 0.5 1
Miles

Requested Path

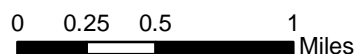
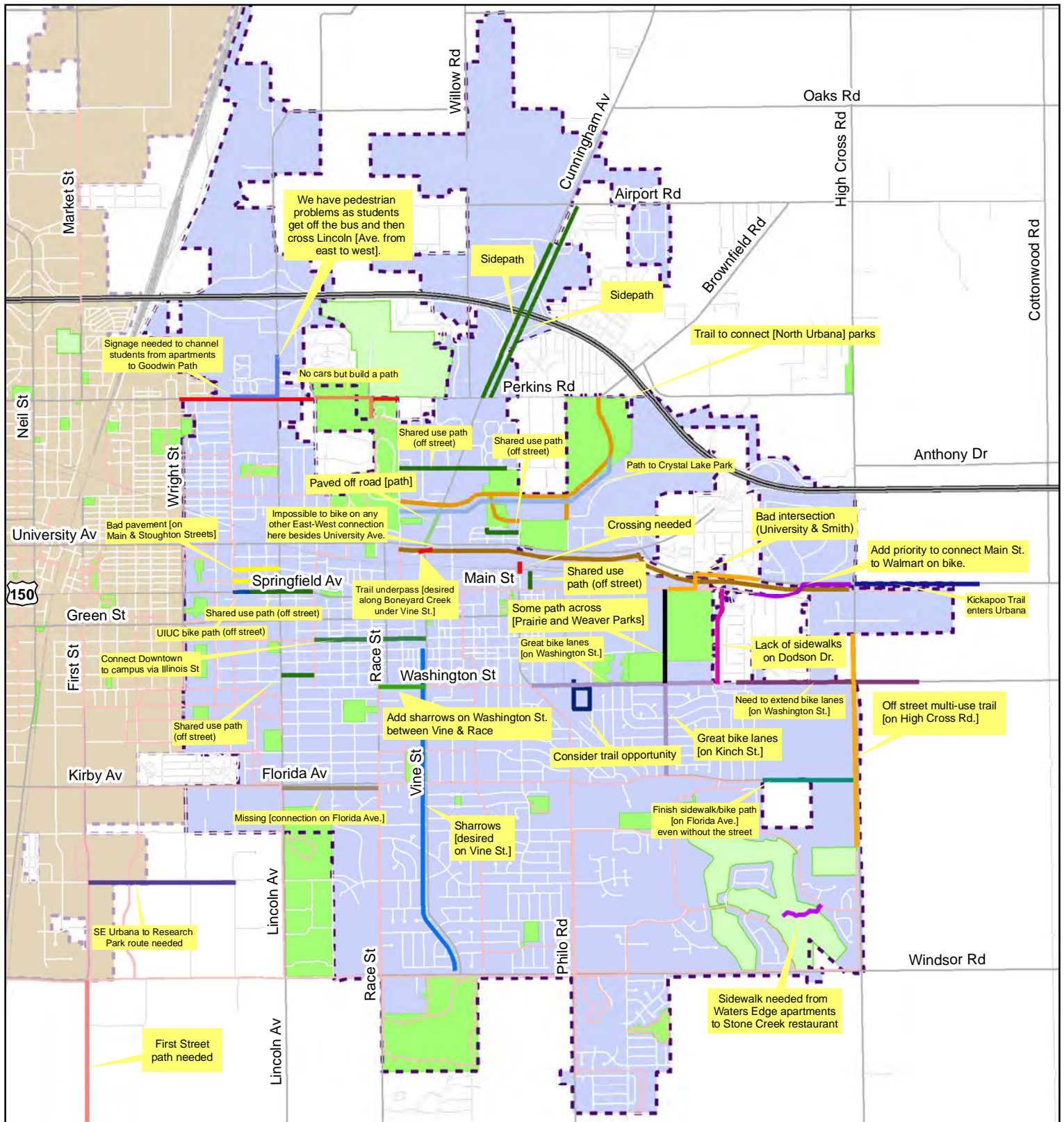
- Bike Lanes
- Bike Route
- Paved Trail
- Unpaved Trail
- Other











— Existing Trails & Bikeways

- Road
- Railroads
- Urbana City Limits
- Champaign City Limits
- Public Park
- Other Greenways

Location specific (lines)

Urbana Bicycle Master Plan
Public Workshop #1 Results
February 2014

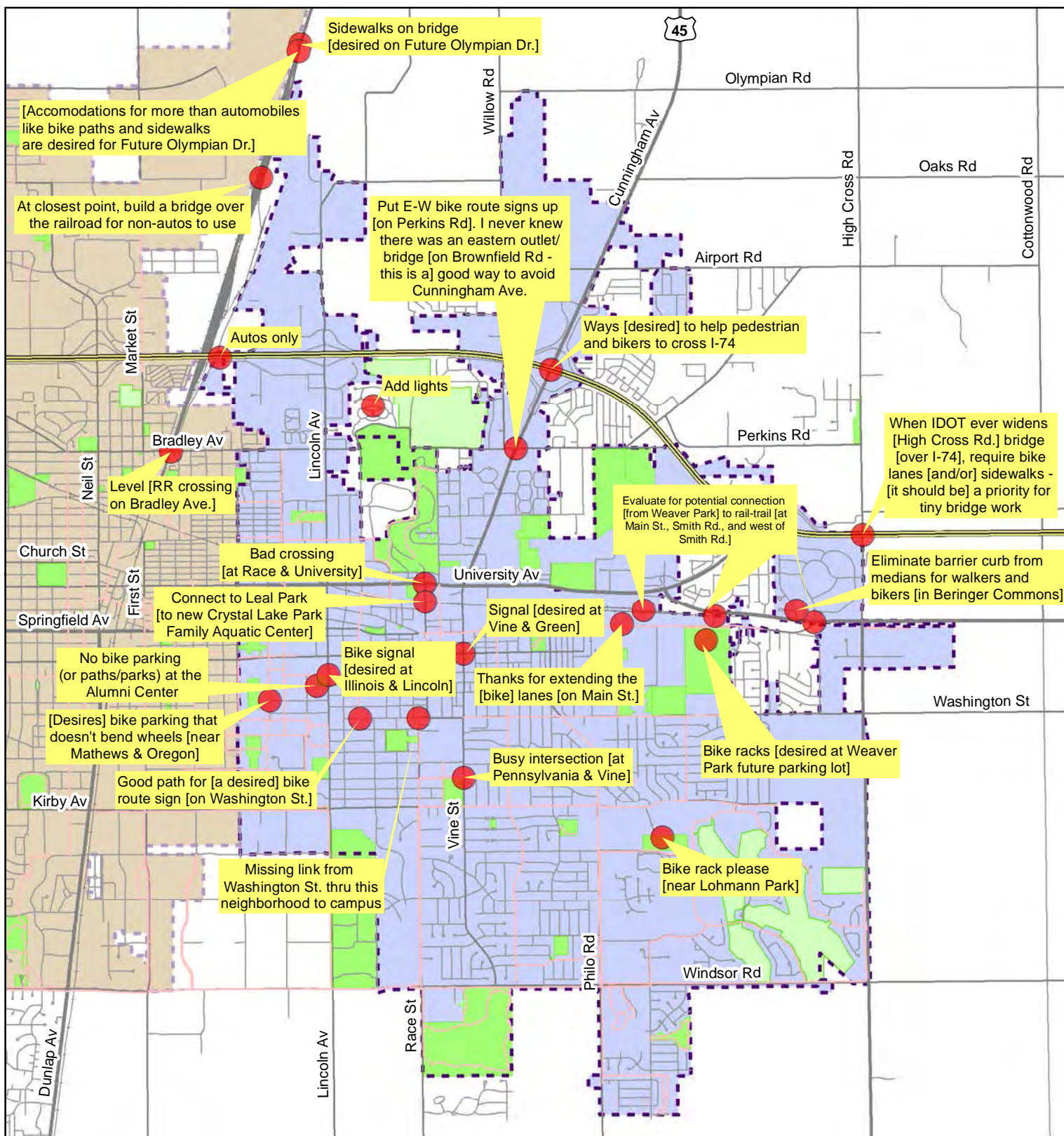


-  Comments
  Interstates
 Road
  Highways
 Railroad
  Existing Trails & Bikeways
 Urbana city limits
  Public Park
 Champaign city limits
  Other Greenways

COMMENTS

Location specific (points)

Urbana Bicycle Master Plan
Public Workshop #1 Results
February 2014



CHAMPAIGN COUNTY
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0 0.25 0.5 1
Miles

- Comments
- Interstates
- Road
- Highways
- Railroads
- Existing Trails & Bikeways
- Urbana
- Public Park
- Champaign
- Other Greenways



Written Comments

The following lists all comments collected on the Urbana Bike Plan interactive map website (where Urbana Pedestrian and Bicycle Survey (PABS) respondents were directed for comments in 2013), comment cards at the first series of public workshops, and other public comments received by phone and email (also listed below the following tables) in February 2014. These comments are categorized by existing facilities, proposed facilities, and other.

EXISTING FACILITIES	
Comment	Subject
Access [needed] across city borders. It is very dangerous trying to exit or enter Urbana (to or from). Busy streets need separate marked bike lanes, or the bike traffic should be routed to less busy streets.	Access, Treatment
This has been wonderful. Have seen the great work around town, and as an avid cyclist here for 12 years. Really appreciate all the improvements.	Appreciation
Resident loves the bike paths in Urbana; hates to complain.	Appreciation
I like the network that Champaign, Urbana, Savoy has created and I am excited to see plans for more.	Appreciation, Planning
I appreciated the chance to participate in the public workshop in East Urbana two nights ago that gave area residents the chance to express our ideas related to bikes and trails. My opinions about this subject are based on being a wheelchair user and living in a neighborhood where many people do not drive cars (for financial reasons) and travel via foot and bike when possible, using the bus when weather or distance are too challenging. Also, my neighborhood is characterized by much foot traffic related to students getting to and from schools and bus stops taking them to and from Urbana Middle and High Schools, as well as Prairie Elementary School. The informality of their routes and the lack of connected pathways and sidewalks encourages pedestrian behavior which put them at odds with drivers and homeowners. Finally, my neighborhood lacks structured recreational opportunities for neighborhood kids and adults, and I am inspired to think about what improved trails and routes planning for bikers, hikers, and other kinds of wheelers could mean in terms of recreation, fitness, safety, enjoyment of the outdoors, and access to other neighborhoods and opportunities.	Appreciation, Transportation Necessity, Safe Routes to School, Safety, Access, Recreation
Why are Champaign commuters not included [in the Urbana Pedestrian And Bicycle Survey]? I bike 8 miles to work at the Urbana School District, weather permitting, during the week. In addition many people need to learn how to bike and obey the traffic laws. There are countless times when cyclists disregard laws that are in place to protect them. Campus bikers are notorious for breaking the laws.	Bicyclist Education, Enforcement
My comments are predicated on my role as Champaign County Bikes 2014 edition bike map project coordinator. I will address the connectivity issues I see as an impediment to increasing bike mode share.	Connectivity, Mode Share
Termination of existing bike paths in some areas leave a biker 'stranded'. Current paths might be helpful to connect path/routes so there is signage for bikers to follow and motorists to be alerted to potential bikers.	Connectivity, Signage
Further, it is my goal to have convergence between the CCB map and city approved bike routes and infrastructure.	Consistency
I have to agree with several of the comments above. I think the money that has been spent on bike lanes could be better used somewhere else. Many of the new lanes are confusing like the ones at the intersection of Main and Vine in the turn lanes. Both motor vehicles and bicycles have trouble understanding. Also with all the money that has been spent, I daily see cyclists on the sidewalks, in the car lanes when there is a bike lane, disregard for rules of the road, people riding at me on the wrong side of the road, etc. I would not be in favor of putting one more cent into the bike lane project. It is money down the tubes.	Cost, Safety, Enforcement
The major expenses in downtown by the courthouse are pretty ridiculous. Who in their right mind takes a two way street [Walnut Street] that has had minimal accidents, and turns it into a one way street? And spends millions of dollars doing it to boot. While removing the gang area by the old railroad is fine, the widening of sidewalks at the expense of cash and traffic lanes is idiotic. And trying to make the paths look pretty, the construction project is putting bricks into the sidewalk. The	Cost, Sidewalks, Safety



Public Workshop Series #1 Comments – February 2014

courthouse had bricks in the sidewalk, and had to remove the vast majority of them because in the wintertime ice forms on them and make the bricks extremely slick. Didn't anyone ever think to question why that was? Look in front of the courthouse, and you will find colored cement where there used to be bricks.	
Trying to drive in Urbana is a nightmare because the majority of those who are riding bicycles DO NOT FOLLOW THE RULES OF THE ROAD. Someone has made them think that they own the road and that it's ok to drive in the middle of the lane. I believe the law states they are supposed to ride as close to the curb as is safe. This doesn't happen for the most part. It is dangerous to drive in Urbana now that those on bicycles think they own the road and don't have to follow the RULES OF THE ROAD. START GIVING THEM TICKETS - MAKE THEM PAY FINES JUST LIKE I HAVE TO IF I DON'T FOLLOW THE RULES OF THE ROAD.	Enforcement, Motorist Education
The University blocked the pass through where the bike path on the north side of Green [Street] ends. One is dumped into traffic going the wrong way or one stays on the sidewalk.	Infrastructure, Connectivity
Glad to see and use the bike path that is on E. Washington, especially for the students of Prairie Elementary. The one thing that I have noticed is that it becomes very dangerous for the bikers and students that bike to school east of where the bike lane ends near Dodson Dr. For those that travel further past where the lane ends the shoulders are rough and [I] saw a kid that lost control of their bike which put them back out into traffic. Luckily the motorists were paying attention. And if the kids were to ride on the sidewalk there is a bridge that is unsafe for bikers to manage. Curious as to when the city might expand or extend these bike paths for the Prairie students that live in the busy subdivision.	Infrastructure, Safe Routes to School, Connectivity, Safety
It's great that there are bike paths around the community, but if they're littered with debris (rocks, glass, branches, dirt, etc.) it does no good for those who would like to use them. I have had several flats trying to ride my bike for exercise along these routes and it's getting to be very frustrating.	Maintenance
The bike lane striping is confusing, especially with the dotted lines – people are not using the turn lanes correctly; people don't get it.	Motorist Education
Residents don't like when women who come to visit have to park around the corner from their house off of Kinch Street [because the bike lanes removed parking in front of their house] – resident can't walk around the corner to accompany them to their cars because of her disability.	Personal Safety
Bicycle paths in Southeast Urbana and Philo Road and West Urbana (around King School) – need to check all residents in the area.	Public Input
I am more concerned about the safety of people who are walking or biking. I think it's the most important.	Safety
The bike paths are dangerous. Drivers do not look for quickly moving traffic coming off the bike paths and making left turns from one is a nightmare. I've had a friend who got into a serious accident because she was crossing traffic from a bike path.	Safety
Check the Philo Road lanes from Washington to Colorado (for safety) as well as Main St. from just east of Schnucks to Vine St.	Safety
I own and train horses and have to have a vehicle large enough to pull a horse trailer. The single lane, bike path striping causes all vehicles to be either in the same lane or in close proximity to each other. It is simply very dangerous and although I travel the route of Washington, or Florida every day and each day becomes more and more dangerous because I can no longer avoid the bike paths with the new lanes on Washington. Furthermore, Washington is very crowded because all the school traffic is now in the single lane and is backed up from [Prairie School] across Kinch and farther back. Very dangerous to keep looking for traffic and children.	Safety, Treatment
I just want to say that this issue is very relevant to my husband and I right now, in particular the lack of unpaved (crushed limestone or dirt) trails for running. Unfortunately I've had ongoing running injuries, and as runners know, soft flat ground is much easier on the feet and legs compared to pavement, especially for long distances. However, there really aren't any soft trails like this in the area that I know of (and I'm always asking people about it!). Since we both are fortunate enough to work from anywhere, we're looking for a town very similar to CU that has a nice long unpaved rail trail or something of the sort. The other issue that's prompting us to look for a new home is the increasing crime and loud vulgarities in our neighborhood, but of course that's a different topic. Please don't take my comment as being too critical, because we have lived here for 15 and 25 years, respectively, and love the area. But maybe others feel the same way? Anyway, thanks for the opportunity to take this survey and I look forward to see what Urbana will do.	Soft Trails, Infrastructure, Appreciation
Residential visitors have received tickets where they thought they could park further north on Kinch Street in the parking lane on the east side of the road.	Ticketing



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After reading above comments -- I will state this; whoever decided where these lanes are located should be immediately checked for serious substance abuse. Where I reside, there is a new bike lane; and it is NEVER used properly! People still ride either on the sidewalks, in the remaining traffic lane, or use the lane in the wrong direction. Also, in the same location, the traffic lane is too narrow for some vehicles who use it.	Treatment
The efforts to usurp the roads for bicycle lanes in this community are ridiculous. This used to be a great community with lots of bicycle paths on campus, most are now abandoned or in bad repair. Bicycles make sense on campus given the density of population during fall and spring term. They do NOT make sense on busy streets to and from places of commerce where carrying capacity is needed. The markings on pavement for bicycle lanes that disappear at intersections is really an example of fantasy. It reminds me of M.C. Escher drawing, "Relativity" with staircases to nowhere. Spend your efforts revitalizing campus bike paths, bike rental stations, and leave the public roadways alone!	Treatment, Maintenance, Crossings, Bike Rental
True, the painted bike lanes are dangerous. I tell my teenager, who rides his bike all the time, to stay off the streets - to use the sidewalks where he is safe.	Treatment, Safety
Does not think the bike lanes on Kinch Street are being used. Resident requested the bike counts on Kinch Street. Resident has at least five friends that are cyclists who say that they don't use the bike lanes because there is crud in the bike lanes – they are not maintained. They don't use the roads. These people do bike races.	Use, Maintenance
Resident bought and moved into her house on the south end of Kinch Street in June 2013. That month, they had a family reunion planned at their house for 20 people, which included 3 relatives over the age of 80. Shortly after they moved in, the bike lanes were installed on Kinch Street, which left no room for people to park on the street. Resident asks that the City of Urbana not put bike lanes on streets that will <u>completely</u> remove on-street parking.	Vehicle Parking
As a person who has a handicapped permit, she is worried that people with disabilities are getting booted out of parking spaces, and that their needs are not being considered. The central part of the University of Illinois campus is bad, because there is no place to park.	Vehicle Parking
If it can be avoided in other neighborhoods, please don't fully remove parking for bike lanes.	Vehicle Parking
I am an experienced biker (biked to work in downtown Chicago for a decade) but no longer avidly bike although our children do. My husband and I believe the painted, dedicated bike lanes are a silly, frivolous expense. Biking in Urbana is easy enough and side roads are plenty. These lanes are not only unnecessary, but they encroach upon parking/driving and pose other safety concerns (drivers turning into bike lanes, bike lanes adjacent to parked cars on the streets magnifying the possibility of bikers colliding with opening car doors, etc.). We're incensed that such frivolous use of money (ditto with the roundabout studies). Who "drives" these issues? It seems most Urbana residents I've talked to about this find it equally outrageous.	Vehicle Parking, Safety, Treatment
Loss of on-street parking in residential areas. Are attempts being made to minimize this? Bike lanes also make traffic confusing when like on State Street [in Champaign] lanes shift as the bike lane either starts or changes sides of the road.	Vehicle Parking, Treatment
It is sad how many residents of the community have lost a parking spot in front of their home due to a bicycle path; i.e., residents on Washington Street. When will the small group of bicyclists start using the bicycle path instead of the sidewalk as I have seen on Philo Road many times? These paths are a waste of money and energy for city workers. The residents of Urbana do not need these paths; instead the Mayor & City Council should think about bringing more business to Urbana.	Vehicle Parking, Treatment



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PROPOSED FACILITIES	
Comment	Subject
Efficient connections between business districts and neighborhoods will improve the ability of people who don't have (or would prefer not to use) cars to access food sources, job sites, and bus stops outside of their neighborhoods more easily. Efficient connections will make life easier for people pushing strollers, pulling collapsible carts full of laundry or groceries, and for those using wheelchairs who enjoy traveling independently. It will improve riding opportunities for cyclists, and give wider range for kids using scooters.	Access, Connectivity
As various county and city entities engage in assessing needs around bike, pedestrian, and motorized travel, it seems a wonderful time to engage in a very broad look at how neighborhoods' residents are connected to business districts, opportunities for recreation, and to other neighborhoods. I encourage the cities, county and park districts to adopt as a project a comprehensive look at how a system of trails, multi-use paths, and other non-vehicular roads or tracks might serve as a means for people to bike for recreation, walk or bike from one activity center to another, and utilize efficient, safe and sanctioned access from neighborhood to neighborhood. A connected system of trails on which might be encountered fitness activities, informal recreation stations, resting spots, art that invites engagement, and places that foster contemplation or reflection would serve all of Urbana's neighborhoods, but most particularly those wherein residents have less access to all of these things by virtue of economic or physical circumstance.	Access, Connectivity, Destinations, Recreation
People of all ages in Urbana would benefit from access in their neighborhoods to a series of connected routes that encourage walking, wheeling, and physical activity. Stations of engagement would increase options for those wishing to be active, but challenged to find money for a gym, or the time and means to easily leave the neighborhood. Whether giant logs to sit and play on, or a series of small steps on which to stretch or climb, activity 'treasures' could be planted in a course that could be as small as a neighborhood or as big as the city.	Access, Connectivity, Health
I think Urbana is doing a good job in general. It would be nice to see more bike route signs on smaller streets for way finding and so drivers know to expect cyclists.	Appreciation, Signage, Predictability
I appreciate the bike lanes and places in the road dedicated for bikers. They don't always make sense to use, like when it's close to parked cars or when making a left turn but, I feel without a dedicated space, drivers get annoyed that I'm taking up "their" lane. Most adults bike too quickly to use a bike path or sidewalk, so a bike lane is a good compromise. I think we need more bike lanes, not less.	Appreciation, Treatment
Similarly, the distribution of engaging art and designed reflection spaces, whether full of flowers or made of rock, will contribute to what could be a unique ambience and experience of the city that could touch people of all ages in a variety of healthy and inspiring ways.	Art, Health
Would like to see more complete streets + more education. It's hard to reach people who only drive + have no respect for bikes, also education for bikers who need to show more respect.	Bicyclist Education, Motorist Education
Nothing in particular – just increasing bike use and awareness by drivers	Bike Mode Share, Motorist Education
Bicycle parking is needed at destinations (Business/shopping/schools). Intersections that are difficult to cross by bicycle, Lincoln [Ave.] and Main St. for example, roundabouts are wonderful solutions for pedestrians/bicycles/car. So I hope Urbana will embrace roundabouts.	Bike Parking, Destinations, Crossings, Roundabouts
Add bike parking to destinations i.e. Carle Hospital, downtown, city building. Lack of sidewalks in some neighborhoods is a problem. Add playground areas to neighborhoods less than 10 acres but serving the immediate neighborhood.	Bike Parking, Destinations, Sidewalks, Recreation
Connectivity – a connected system will have significantly more benefits than a system with a large number of miles.	Connectivity
We should have some connections to Champaign city also.	Connectivity
It's better if the bike friendly environment is continuous. If it breaks suddenly, bike riders will not know where to go next.	Connectivity
Fill in missing gaps to create a network	Connectivity
Urbana can lead the way for Champaign and the University of Illinois by example. Urbana input needs to be more direct with the University of Illinois. Signs and way findings would help in 4-5 different ways. (1) help drivers to expect bicyclist, (2) help new and young bicyclist find their way, (3) channel riders in safe routes, (4) Aid in connectivity, (5) Help bicyclist journey into new parts of our county.	Connectivity, Destinations, Signage, Predictability, Safety



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Need a gap program to fill gaps for walking + biking. Want a pathway in Urbana to lead to the Kickapoo trail that is coming.	Connectivity, Rails-to-Trails
I would like to see more to address east - west navigation paths and signage between Champaign and Urbana.	Connectivity, Signage
I have only lived in Urbana for one year and so far have had little difficulty riding to destinations within the city itself (everything is flat, close, and mostly bikable). That said, it would be an improvement if some streets could be dedicated as bike thoroughfares going north and south as well as east and west with wide bike lanes, limited street-side parking, no cobblestones, and good signage to tell pedestrians and drivers alike to stay out of the bike lanes. Similarly, I would like to see one or two dedicated bike thoroughfares or bike-only paths between the downtown areas of Urbana and Champaign. Riding through the UI campus with its broken and often blocked paths is not a good solution for my teenage sons or myself. Madison, Wisc. and Eugene, Ore. offer good examples of two university cities that have these kinds of dedicated bike thoroughfares and bike-only paths. Their bike paths are also widely used by local residents for walking and jogging. Also, as someone who bikes daily to work and/or other destinations, I disagree with other people who have posted on this site to suggest bikers ride on sidewalks. Mixing pedestrians with bike commuters on sidewalks is dangerous for both bikers and pedestrians (kids on their little bikes is a different issue). In addition, most of the city's sidewalks are not maintained for biking to and from destinations beyond a block or two (i.e., sidewalks are narrow often with protruding shrubbery, uneven and often broken concrete due to tree roots, and very often lack ramps at their corners).	Connectivity, Signage, Bike Boulevards, Sidewalks
I encourage the Council to widen the door on the visions and needs assessments already in process by including other relevant agencies, such as the park district and Urbana's neighborhood groups, and to work toward a plan of neighborhood connection that would improve opportunities for healthy activity, playful discovery, property value stabilization, and safer, non-motorized access to work, food, and other parts of the city.	Cooperation, Connectivity, Health, Safety, Access
<p>The Champaign-Urbana-Savoy Bike map and guide 2014 edition identifies 9 problematic intersections where crossing a road is difficult or dangerous. These are:</p> <ul style="list-style-type: none"> • Crossing Route 150 at Beringer/Main St • Crossing Vine St at Pennsylvania, Oregon, and Elm Streets • Crossing Race St at Oregon • Crossing Lincoln at Iowa to campus, at Oregon to campus edge, and at either Stoughton or Main St. <p>Providing better crossing opportunities at these identified areas would greatly extend the existing within neighborhood connectivity based on low vehicular traffic roads. However, with the newly created bike lanes on Main Street crossing Vine, the Elm Street bike route should be re-evaluated. Likewise, a solution for the Main and Stoughton crossing points might be entail consolidation to a single crossing point.</p>	Crossings
This latter point is complicated by the lack of clear University direction on how best to cross the North Quad. Stoughton remains extremely popular with many bicyclists riding the wrong way for the one block at University High School on Stoughton or Mathews as this is the only way to get to 4 University buildings and substantial bicycle parking between these buildings if you are coming from the North or East. Crossing the quad at Main Street is a theoretical exercise that takes you through a campus sculpture.	Crossings, Destinations, Routes, Bike Parking
Olympian Dr bridge should have space for bikes. Seems that new high school in Champaign will be up north of mall. And supposedly some portion of NE Urbana is in the Champaign School District, so maybe some future houses/students will need to get across the rail road. If talking about grande plans, if that northbound route of the country club is done, then plan for a non-auto bridge across rail road to connect Apollo Dr/Fed Ex workers, market place mall shoppers+workers and new Champaign High School.	Crossings, Safe Routes to School
We need MUCH better crossing indications on Lincoln Ave especially at Iowa St. That is a MAJOR crossing and an accident waiting to happen because cars go fast on Lincoln and do not stop for bikes, walkers in crosswalk. Need better signage like on Springfield near the library. It's very dangerous.	Crossings, Signage
Mark bike lane through Vine & Washington Intersection	Crossings, Treatment
Need campus to Downtown bike lanes (or safe route)	Destinations
New water park connect to Leal Park with Red line [Bike Route]	Destinations, Treatment



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Methods of education are needed – Cost/benefit	Education
Bicycles and motorized vehicles traveling together is unsafe. Bicyclists need physically protected bikeways. (My observations of same in Holland come to mind.) As a start, new developments or road improvement projects should be required to include them.	Infrastructure, Safety, Treatment
The trees on streets like Florida Avenue need to be trimmed. As people ride down the sidewalk, they are often hit in the head with tree branches. This is very dangerous and it should be corrected!	Maintenance
Maintenance of new + existing trails + infrastructure through winter. Also, ensuring connectivity to underserved areas and providing infrastructure that makes a wide variety of cyclists feel comfortable and encouraged to ride.	Maintenance, Connectivity, Equity, Infrastructure
See above about trails + infrastructure in winter. Anything you could do to encourage businesses to maintain roads would be great.	Maintenance, Trails, Infrastructure
Bike lanes on busy streets is dangerous for both the biker and motorist. Making both motorists and bikers aware of the way these lanes work is critical. If you won't rethink putting bike lanes on busy streets and endangering lives then a plan to educate both bikers and motorists of the way these lanes operate is critical to their success.	Motorist Education, Bicyclist Education, Safety
The use of unsanctioned but efficient paths through neighborhoods, especially by teens leaving the middle and high schools in large groups, often makes many homeowners and single-family home renters nervous, as these paths are often on or near their property lines, but unlit, unsafe, and prone to use as dump sites for litter and more. Sanctioning and improving pathways already in use will acknowledge the need that teens and others have to move efficiently from place to place, while offering everyone involved better visibility and an increased sense of awareness of the spaces as legitimate routes. Improving these informal routes will demonstrate respect for the wisdom that path makers and path users have about their needs and the best way to meet them, while alleviating property owners' concerns about safety and home value.	Personal Safety
Turn the railroad [into a] bike trail – will be very exciting.	Rails-to-Trails
I would like to see the construction of the trail to kickapoo.	Rails-to-Trails
I lived in Bloomington-Normal for 11 years and used the Constitution Trail, an off-street, paved bike and pedestrian trail, often. It was great for exercise AND to get from point A to point B. I wish Champaign-Urbana had something like it. I'd be much more likely to travel by bike. (I don't feel comfortable sharing the road with motorists, so I avoid riding my bike.)	Rails-to-Trails
I would one day like to see a Constitution Trail here like Bloomington Normal has. Also, I am a pedestrian so that is more my interest. I hope pedestrian needs (whatever they may be) are considered as well as bike needs. I like being a pedestrian so I can stay off the road. I don't trust that the car will look out for me, and I know as a driver it's hard to see bikes.	Rails-to-Trails, Walking
There are 4 existing or potential routes that should be addressed. The simplest of these is Florida Avenue between Lincoln and Orchard. With bike lanes east of Orchard on Florida, there is the lack of 2 blocks of bike lanes to finish the connection to Lincoln and the amenities at this intersection (access to FAR, athletic fields, and the Arboretum) as well as the south side multiuse lanes that runs west from Lincoln. If it is indeed the case that the city has 10 feet of right of way on the south side of Florida, then reconstruction of Florida should include this 10 feet that would allow for the placement of bike lanes for this two block stretch.	Routes
One minor issue is which of two streets to designate for bike route designation, Anderson versus Grove, between Washington and Main Street. Regardless of what you do, a jog is needed onto Grove to get to or from Main Street if coming or going to or across Washington. As these are both neighborhood streets, it is more esthetics and road quality. Grove to Main connectivity should be better reflected on the CCB map (just needs one dot here!).	Routes
Finally, Cunningham Avenue north of University and related businesses or services is not readily accessible to bicyclists. This would be solved by city plans to reconstruct with bike lanes along with future plans to add some off road multiuse paths under the interstate.	Routes, Access, Destinations
I use Illinois St to/from campus – low car traffic, only 1 stop sign, it also connects the Illinois St bike lanes	Routes, Destinations
One would hope that Coler and Goodwin could serve as good bike access to Bradley Avenue and to locations east-west north of Springfield but Lincoln becomes problematic by bicycle north of Bradley with no alternate North-South routes of the one-off variety. Further, pedestrians dropped off from buses along here present safety issues. Coler itself currently lacks the west-side bike access around Carle Foundation Hospital mandated by city-Carle agreement.	Routes, Modal Conflicts



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Goodwin Avenue north of Springfield to Bradley is not ideal. The multiuse path on the east side between Springfield and University has a number of driveways or streets that are crossed. North of University, one is expected to cross 5 lanes of University diagonally in order to stay on the path. This path then proceeds to cross numerous driveways in addition to cross streets and makes yet another diagonal to the other side of the street. This is not a recommended use of an off road path and should be replaced with on street facilities. To add insult to injury, bike detection at the state run intersection at Goodwin and University is non-existent.	Routes, Treatment, Crossings
If the City Council and Mayor believe that the Majority of the Urbana Population want bike paths, then make the safe commitment. Tax Residents and Bike owners and construct safe off road bike paths at the taxpayers expense. Those paths should be protected from traffic by a minimum of a curb and not intrusive on pedestrian traffic, but devoted to bikes only. The litmus test for safety is very simple, would you want your child or mom riding on the path. If the elected official objection to this approach is “too costly”, then what price do they put on a cyclist's life? The cost of Paint, the Cost of curb, the cost of a barrier?	Safety, Cost
Some gravity type issues that I think are low hanging fruit: developing a small signage and way finding system indicating distance to some common and popular items. These would include the library, museums, all schools and parks, downtown, pools, shopping/business districts.	Signage, Destinations
More “Share the road signage” and community education about pedestrian rights.	Signage, Education
We need more unpaved trails!	Soft Trails
Finally, there’s discussion of possible bike boulevards and traffic calming. Solving the larger connectivity issues seems more important but eventually, bike routes that use neighborhood streets should be examined from a stop sign perspective. Those with a stop sign every block are an impediment to bicycling and encourage bad behavior. On the other hand, creating long stretches of neighborhood road without stop signs will move vehicular traffic to those roads (eg. Think Busey Avenue just east of Lincoln at 5 pm). In other words, minimizing the number of stop signs would be a good thing as long as there are not unexpected consequences of increased vehicular traffic.	Traffic Calming, Connectivity
Need trails to connect downtown to campus and North Urbana. Need trails along Crystal Lake Park + Broadway area.	Trails, Destinations
Develop an “Urban trail” – 5-10 miles that connects parks + recreations. More connectivity between parks + recreation areas and neighborhoods in Urbana. Add multiuse path to Wheatfield Park – people will use the park if there is paved path. Maintain good pavement conditions in Race St. bike lanes (patches potholes, finding paint are a problem).	Trails, Destinations, Greenways, Recreation, Connectivity, Maintenance
Would like to have more bike trails + more separated bike infrastructure to get to major destinations. Need more street lighting for bikes + pedestrians, more interconnected sidewalks + better snow removal. Need more enforcement at drivers who do not yield to pedestrians in crosswalks.	Trails, Infrastructure, Lighting, Connectivity, Sidewalks, Maintenance, Enforcement
I would feel safe biking in Urbana if there were bike trails distinct from the roads used by cars. The painted lines protect no one; the motorists fear harming the bicyclists; the bicyclists do not feel safe either.	Trails, Safety
May be some of the residential streets could turn into one ways to allow space for bike lanes and wider sidewalks or bike boulevards.	Treatment
Please stop taking driving lanes and parking for bike lanes. These lanes are dangerous and confusing to everyone. People actually bike around on Urbana's campus communities but you aren't doing it there because the powerful residents won't stand for it. So it happens where people are less organized and can't fight it. Politicians get to brag they added x miles of bike lanes at the residents’ expense. In my neighborhood the bike lanes look like someone wrote all over the road in Hangul. What an embarrassment to Urbana.	Vehicle Parking, Safety, Motorist Education, Bicyclist Education, Treatment



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OTHER COMMENTS	
Comment	Subject
Workshop	
How the commercial areas and schools get bicycle access?	Access, Destinations
You have a lot of work yet to do but I am very confident that we have the best people in charge and I am excited to continue living, biking, and walking in Urbana.	Appreciation
You have offered a wonderful public planning + input session – thank you.	Appreciation
Thank You all for the hard work	Appreciation
Thank you for your consideration.	Appreciation
An idea – we could have around 1,000 people invited in Bike to Work Day. A great time and place to engage cyclists.	Encouragement
I think there should be more residents participate in the workshop.	Engagement
Glad to see meeting forum #2 so I can let others know from this area.	Planning Process
It gave me insights about the process. I always wondered about some routes and the presenter showed me more people are using the routes than I realized.	Planning Process, Routes, Counts
Could not stay for presentation – can I get the info another way?	Presentation
You did wonderful job providing and presenting information.	Presentation
A bit confusing.	Presentation
More explanation about the legend will be better (UIUC bike path, bike route etc)	Presentation
The park trails are hard to see on the comment sheets.	Workshop material
Label some of the major streets on the paper maps to make it easier to find reference points. Excited sessions. Thanks	Workshop material
I think it would have been helpful to have explanations in the legend, darker street names, and more engagement from staff.	Workshop material
PABS Survey questions	
The many above comments paint a far different perspective about what is happening throughout the community related to safe bicycling. To listen to the folks pushing bike lanes, removal of parking, unprotected lanes not conducive to family bicycling, etc., one gets the impression that everything that the proponents have accomplish is “best practice.” This just might not be the case. It might be time to step back, slow down, and really engage all aspects of the community in a conversation as to what might really work to encourage more use of bicycles. This is not being done. Surveys are very skewed.	Safety, Vehicle Parking, Engagement
I have to agree with some emailed comments--some of these questions were intrusive. I shouldn't basically have to give you my address and income to answer these questions. That information is none of your business and should not have been required information.	Survey Questions
1. Survey questions readily identify individuals and thus are intrusive and inappropriate 2. Enough with your focus on bikes	Survey Questions
RE bicycle use survey: The last question about household income should be optional. Please post the results and inform citizens where the results can be found. I am puzzled and irritated by the constant push to have more bike lanes in Urbana at a time when money is very tight, no matter what the source. As a former frequent bike rider, I do not see the need. It's been easy enough to get around safely by bike (except in certain campus streets.) Thanks.	Survey Questions, Cost, Safety



Phone/Email Comments

The following lists all UBMP comments received by phone and email at the time of the first series of public workshops in February 2014.

Method: Phone Call

From: Barb Wood, Kinch Street resident, Urbana

To: Gabe Lewis, CCRPC

Date: Wednesday, February 19, 2014

Time: 11:15 am

This phone call was in regard to the Kinch Street bike lanes, and streets where parking is removed for bike lanes.

Vehicle Parking

- Resident bought and moved into her house on the south end of Kinch Street in June 2013. That month, they had a family reunion planned at their house for 20 people, which included 3 relatives over the age of 80. Shortly after they moved in, the bike lanes were installed on Kinch Street, which left no room for people to park on the street. Resident asks that the City of Urbana not put bike lanes on streets that will completely remove on-street parking.
- As a person who has a handicapped permit, she is worried that people with disabilities are getting booted out of parking spaces, and that their needs are not being considered. The central part of the University of Illinois campus is bad, because there is no place to park.
- If it can be avoided in other neighborhoods, please don't fully remove parking for bike lanes.

Appreciation

- Resident loves the bike paths in Urbana; hates to complain about this issue.

Use, Maintenance

- Does not think the bike lanes on Kinch Street are being used. Resident requested the bike counts on Kinch Street. Resident has at least five friends that are cyclists who say that they don't use the bike lanes because there is crud in the bike lanes – they are not maintained. They don't use the roads. These people do bike races.

Motorist Education

- The bike lane striping is confusing, especially with the dotted lines – people are not using the turn lanes correctly; people don't get it.

Ticketing

- Residential visitors have received tickets where they thought they could park further north on Kinch Street in the parking lane on the east side of the road.

Personal Safety

- Residents don't like when women who come to visit have to park around the corner from their house off of Kinch Street – resident can't walk around the corner to accompany them to their cars because of her disability.



Public Workshop Series #1 Comments – February 2014

Method: Email

From: Robin Arbiter, Lierman Neighborhood resident, Urbana

To: Gabe Lewis, CCRPC

Date: Friday, February 21, 2014

Time: 4:16 pm

Appreciation, Transportation Necessity, Safe Routes to School, Safety, Access, Recreation

I appreciated the chance to participate in the public workshop in East Urbana two nights ago that gave area residents the chance to express our ideas related to bikes and trails. My opinions about this subject are based on being a wheelchair user and living in a neighborhood where many people do not drive cars (for financial reasons) and travel via foot and bike when possible, using the bus when weather or distance are too challenging. Also, my neighborhood is characterized by much foot traffic related to students getting to and from schools and bus stops taking them to and from Urbana Middle and High Schools, as well as Prairie Elementary School. The informality of their routes and the lack of connected pathways and sidewalks encourages pedestrian behavior which put them at odds with drivers and homeowners. Finally, my neighborhood lacks structured recreational opportunities for neighborhood kids and adults, and I am inspired to think about what improved trails and routes planning for bikers, hikers, and other kinds of wheelers could mean in terms of recreation, fitness, safety, enjoyment of the outdoors, and access to other neighborhoods and opportunities.

Access, Connectivity, Destinations, Recreation

As various county and city entities engage in assessing needs around bike, pedestrian, and motorized travel, it seems a wonderful time to engage in a very broad look at how neighborhoods' residents are connected to business districts, opportunities for recreation, and to other neighborhoods. I encourage the cities, county and park districts to adopt as a project a comprehensive look at how a system of trails, multi-use paths, and other non-vehicular roads or tracks might serve as a means for people to bike for recreation, walk or bike from one activity center to another, and utilize efficient, safe and sanctioned access from neighborhood to neighborhood. A connected system of trails on which might be encountered fitness activities, informal recreation stations, resting spots, art that invites engagement, and places that foster contemplation or reflection would serve all of Urbana's neighborhoods, but most particularly those wherein residents have less access to all of these things by virtue of economic or physical circumstance.

Personal Safety

The use of unsanctioned but efficient paths through neighborhoods, especially by teens leaving the middle and high schools in large groups, often makes many homeowners and single-family home renters nervous, as these paths are often on or near their property lines, but unlit, unsafe, and prone to use as dump sites for litter and more. Sanctioning and improving pathways already in use will acknowledge the need that teens and others have to move efficiently from place to place, while offering everyone involved better visibility and an increased sense of awareness of the spaces as legitimate routes. Improving these informal routes will demonstrate respect for the wisdom that path makers and path users have about their needs and the best way to meet them, while alleviating property owners' concerns about safety and home value.

Access, Connectivity, Health

People of all ages in Urbana would benefit from access in their neighborhoods to a series of connected routes that encourage walking, wheeling, and physical activity. Stations of engagement would increase options for those wishing to be active, but challenged to find money for a gym, or the



Public Workshop Series #1 Comments – February 2014

time and means to easily leave the neighborhood. Whether giant logs to sit and play on, or a series of small steps on which to stretch or climb, activity 'treasures' could be planted in a course that could be as small as a neighborhood or as big as the city.

Art, Health

Similarly, the distribution of engaging art and designed reflection spaces, whether full of flowers or made of rock, will contribute to what could be a unique ambience and experience of the city that could touch people of all ages in a variety of healthy and inspiring ways.

Access, Connectivity

Efficient connections between business districts and neighborhoods will improve the ability of people who don't have (or would prefer not to use) cars to access food sources, job sites, and bus stops outside of their neighborhoods more easily. Efficient connections will make life easier for people pushing strollers, pulling collapsible carts full of laundry or groceries, and for those using wheelchairs who enjoy traveling independently. It will improve riding opportunities for cyclists, and give wider range for kids using scooters.

Cooperation, Connectivity, Health, Safety, Access

I encourage the Council to widen the door on the visions and needs assessments already in process by including other relevant agencies, such as the park district and Urbana's neighborhood groups, and to work toward a plan of neighborhood connection that would improve opportunities for healthy activity, playful discovery, property value stabilization, and safer, non-motorized access to work, food, and other parts of the city.

Appreciation

Thank you for your consideration.



Public Workshop Series #1 Comments – February 2014

Method: Email

From: Charlie Smyth, Urbana City Councilmember and CCB Bike Map project coordinator

To: Gabe Lewis, CCRPC

Date: Wednesday, February 26, 2014

Time: 1:05 pm

Title: Urbana Bike Plan revision comments

Connectivity, Mode Share

My comments are predicated on my role as Champaign County Bikes 2014 edition bike map project coordinator. I will address the connectivity issues I see as an impediment to increasing bike mode share.

Consistency

Further, it is my goal to have convergence between the CCB map and city approved bike routes and infrastructure.

Crossings

The Champaign-Urbana-Savoy Bike map and guide 2014 edition identifies 9 problematic intersections where crossing a road is difficult or dangerous. These are:

- Crossing Route 150 at Beringer/Main St
- Crossing Vine St at Pennsylvania, Oregon, and Elm Streets
- Crossing Race St at Oregon
- Crossing Lincoln at Iowa to campus, at Oregon to campus edge, and at either Stoughton or Main St.

Providing better crossing opportunities at these identified areas would greatly extend the existing within neighborhood connectivity based on low vehicular traffic roads. However, with the newly created bike lanes on Main Street crossing Vine, the Elm Street bike route should be re-evaluated. Likewise, a solution for the Main and Stoughton crossing points might be entail consolidation to a single crossing point.

Crossings, Destinations, Routes, Bike Parking

This latter point is complicated by the lack of clear University direction on how best to cross the North Quad. Stoughton remains extremely popular with many bicyclists riding the wrong way for the one block at University High School on Stoughton or Mathews as this is the only way to get to 4 University buildings and substantial bicycle parking between these buildings if you are coming from the North or East. Crossing the quad at Main Street is a theoretical exercise that takes you through a campus sculpture.

Routes

There are 4 existing or potential routes that should be addressed. The simplest of these is Florida Avenue between Lincoln and Orchard. With bike lanes east of Orchard on Florida, there is the lack of 2 blocks of bike lanes to finish the connection to Lincoln and the amenities at this intersection (access to FAR, athletic fields, and the Arboretum) as well as the south side multiuse lanes that runs west from Lincoln. If it is indeed the case that the city has 10 feet of right of way on the south side of Florida, then reconstruction of Florida should include this 10 feet that would allow for the placement of bike lanes for this two block stretch.



Routes, Treatment, Crossings

Goodwin Avenue north of Springfield to Bradley is not ideal. The multiuse path on the east side between Springfield and University has a number of driveways or streets that are crossed. North of University, one is expected to cross 5 lanes of University diagonally in order to stay on the path. This path then proceeds to cross numerous driveways in addition to cross streets and makes yet another diagonal to the other side of the street. This is not a recommended use of an off road path and should be replaced with on street facilities. To add insult to injury, bike detection at the state run intersection at Goodwin and University is non-existent.

Routes, Modal Conflicts

One would hope that Coler and Goodwin could serve as good bike access to Bradley Avenue and to locations east-west north of Springfield but Lincoln becomes problematic by bicycle north of Bradley with no alternate North-South routes of the one-off variety. Further, pedestrians dropped off from buses along here present safety issues. Coler itself currently lacks the west-side bike access around Carle Foundation Hospital mandated by city-Carle agreement.

Routes, Access, Destinations

Finally, Cunningham Avenue north of University and related businesses or services is not readily accessible to bicyclists. This would be solved by city plans to reconstruct with bike lanes along with future plans to add some off road multiuse paths under the interstate.

Routes

One minor issue is which of two streets to designate for bike route designation, Anderson versus Grove, between Washington and Main Street. Regardless of what you do, a jog is needed onto Grove to get to or from Main Street if coming or going to or across Washington. As these are both neighborhood streets, it is more esthetics and road quality. Grove to Main connectivity should be better reflected on the CCB map (just needs one dot here!).

Signage, Destinations

Some gravy type issues that I think are low hanging fruit: developing a small signage and way finding system indicating distance to some common and popular items. These would include the library, museums, all schools and parks, downtown, pools, shopping/business districts.

Traffic Calming, Connectivity

Finally, there's discussion of possible bike boulevards and traffic calming. Solving the larger connectivity issues seems more important but eventually, bike routes that use neighborhood streets should be examined from a stop sign perspective. Those with a stop sign every block are an impediment to bicycling and encourage bad behavior. On the other hand, creating long stretches of neighborhood road without stop signs will move vehicular traffic to those roads (eg. Think Busey Avenue just east of Lincoln at 5 pm). In other words, minimizing the number of stop signs would be a good thing as long as there are not unexpected consequences of increased vehicular traffic.

Retail Ad
Sunday, 09
February 2014

Urbana Bicycle Plan Update and Urbana Trails Plan

The Champaign County Regional Planning Commission (CCRPC) will be hosting public workshops in February as part of the process of updating the Urbana Bicycle Master Plan and creating the Urbana Park District Trails Master Plan.

We would like to get your input regarding:

- Roads you would like to bike on
- Locations where you would like to see paved and unpaved trails
- Bicycling and trail conditions
- The planning process

Communitywide Meeting

Wednesday, February 12, 2014
6:00 p.m. to 8:00 p.m.
Urbana Civic Center
108 N Water St, Urbana

North Urbana Neighborhood Meeting

Tuesday, February 18, 2014
6:00 p.m. to 8:00 p.m.
King School:
Multipurpose Room
1108 N Fairview Ave,
Urbana

East Urbana Neighborhood Meeting

Wednesday, February 19, 2014
6:00 p.m. to 8:00 p.m.
Urbana Early Childhood
Center (UECS)
2202 E Washington St,
Urbana

Legal Ad
Sunday, 09 February 2014

Public Workshop #1 - Urbana Bicycle Plan Update and Urbana Trails Plan

The Champaign County Regional planning Commission (CCRPC) will be hosting public workshops in February as a part of the process of updating the Urbana Bicycle Master Plan and creating the Urbana Park District Trails Master Plan.

We would like to get your input regarding:

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Wednesday, February 19, 2014
6:00 p.m. to 8:00 p.m.
Urbana Early Childhood Center (UECS)
2202 E Washington St, Urbana

Comunidad Latina (Meeting in Spanish)
Jueves, 20 de Febrero
6:30 p.m. a 8:00 p.m.
Escuela Leal: Salón de Múltiples Usos
312 Oregon St, Urbana

These workshops are open to the public. Reservations are not required, but are appreciated. To reserve a seat or to request special accommodations, please contact Gabe Lewis, CCRPC Transportation Planner at (217) 328-3313 or glewis@carpc.org.



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[Home](#) > [News](#) > [Local](#) > Forum on bike trails set in Urbana

Forum on bike trails set in Urbana

Tue, 02/11/2014 - 7:00am | [The News-Gazette](#) ^[1]

The first of four community forums on developing bike trails in Urbana will be held Wednesday.

URBANA — The first of four community forums on developing bike trails in Urbana will be held from 6 p.m. to 8 p.m. Wednesday at the Urbana Civic Center, 108 N. Water St., U.

The forums are being organized by the Champaign County Regional Planning Commission on behalf of the city of Urbana and the Urbana Park District.

The park district is looking at developing bike trails within existing parks and possibly building trails connecting Urbana parks, said Gabe Lewis, a transportation planner with the RPC. The city of Urbana is looking at developing more on-street trails and possibly some off-street connecting trails, he said.

A report about opportunities and constraints toward building more bike trails will be presented to the city and the park district by this summer, Lewis said.

In addition to Wednesday's communitywide forum, others will be held:

— 6 to 8 p.m. Tuesday Feb. 18, King School, 1108 W. Fairview Ave., U.

— 6 to 8 p.m. Wednesday, Feb. 19, Urbana Early Childhood Center, 2202 E. Washington St., U.

— from 6:30 to 8 p.m. on Feb. 20 at Leal School, 312 W. Oregon St., U, especially for Spanish-speaking residents.

Sections (2): [News](#) ^[2], [Local](#) ^[3]

Topics (1): [Parks and Recreation](#) ^[4]

Comments

Source URL: <http://www.news-gazette.com/news/local/2014-02-11/forum-bike-trails-set-urbana.html>

Links:

[1] <http://www.news-gazette.com/author/news-gazette>

[2] <http://www.news-gazette.com/news>

[3] <http://www.news-gazette.com/news/local>

[4] <http://www.news-gazette.com/topics/parks-and-recreation>



PUBLIC WORKSHOP – SERIES #1

Urbana Bicycle Master Plan update

Urbana Park District Trails Master Plan

Communitywide Workshop



Wednesday, February 12th
6:00 - 8:00 p.m.
Urbana Civic Center
108 N. Water St.

Join us for our first public forum to:

- 🚲 Map which roads you would like to bike on 🌲
- 🚲 Map where you would like to see paved & unpaved trails 🌲
- 🚲 Comment on bicycling & trail conditions 🌲
- 🚲 Learn more about the planning process 🌲
- 🚲 Find out how to stay involved 🌲

To RSVP or for more information:

Gabe Lewis

CCRPC Transportation Planner

328-3313

glewis@ccrpc.org

www.ccrpc.org



This meeting has a structured agenda.
Please attend the workshop in its entirety.
RSVP is requested but not necessary.



PUBLIC WORKSHOP – SERIES #1
Urbana Bicycle Master Plan update
Urbana Park District Trails Master Plan
Neighborhood Workshops



NORTH URBANA:

Tuesday, February 18th

6:00 - 8:00 p.m.

King School Multipurpose Room

1108 W. Fairview Ave. (enter on NW side)

EAST URBANA:

Wednesday, February 19th

6:00 - 8:00 p.m.

Urbana Early Childhood School Learning Center

2202 E. Washington St.

(enter between UECS & Prairie School)

COMUNIDAD LATINA:

Jueves 20 de febrero

6:30 - 8:00 p.m.

Escuela Leal – Salon de Usos Multiples

312 W. Oregon St. (Calle Oregon)

This meeting will be conducted in Spanish.

To RSVP or for more information:

Gabe Lewis

CCRPC Transportation Planner

328-3313

glewis@ccrpc.org | www.ccrpc.org



This meeting has a structured agenda.
Please attend the workshop in its entirety.
RSVP is requested but not necessary.



PUBLIC WORKSHOP # 1

JOIN US FOR OUR FIRST PUBLIC FORUM TO:

- Map which roads you would like to bike on
- Map where you would like to see paved & unpaved trails
- Comment on bicycling & trail conditions
- Learn more about the planning process
- Find out how to stay involved

ALL MEETINGS
ARE OPEN TO
- ANYONE -

COMMUNITYWIDE

WED | FEB 12 | 6-8PM

URBANA CIVIC CENTER
108 N. WATER ST., URBANA

NORTH URBANA

TUES | FEB 18 | 6-8PM

KING SCHOOL
MULTIPURPOSE ROOM

- use school's northwest entrance off Goodwin Ave
1108 W. FAIRVIEW AVE., URBANA

EAST URBANA

WED | FEB 19 | 6-8PM

URBANA EARLY CHILDHOOD CENTER (UECS)
LEARNING CENTER

- use west entrance b/w UECS & Prairie School
2202 E. WASHINGTON ST., URBANA

COMUNIDAD LATINA

JUEVES | 20 DE FEBRERO | 6:30-8PM

ESCUELA LEAL
SALON DE. USOS MULTIPLES
(MULTIPURPOSE ROOM)

312 W OREGON ST. (CALLE OREGON),
URBANA

- This meeting will be conducted in Spanish -

TO RSVP OR FOR MORE INFORMATION

Gabe Lewis
CCRPC Transportation Planner
glewis@ccrpc.org
217.328.3313





TALLER PÚBLICO # 1

ACOMPÁÑENOS PARA NUESTRO PRIMER FORO PÚBLICO PARA:

- Asignar carreteras donde desea vías de bicicleta
- Asignar en donde le gustaría ver senderos pavimentados y suaves
- Opinar sobre las condiciones de ciclismo y senderos
- Aprender más sobre el proceso de planificación

**LAS REUNIONES ESTÁN
ABIERTAS A
- TOD@S! -**

TODA URBANA

MIÉRCOLES | 12 DE FEB | 6-8PM

URBANA CIVIC CENTER
108 N WATER ST, URBANA

- Esta reunión será en inglés -

URBANA NORTE

MARTES | 18 DE FEB | 6-8PM

ESCUELA KING
SALÓN DE USOS MÚLTIPLES
1108 W FAIRVIEW AVE, URBANA

- Esta reunión será en inglés -

URBANA ESTE

MIÉRCOLES | 19 DE FEB | 6-8PM

URBANA EARLY CHILDHOOD CENTER (UECS)
CENTRO DE APRENDIZAJE
2202 E WASHINGTON ST, URBANA

- Esta reunión será en inglés -

COMUNIDAD LATINA

JUEVES | 20 DE FEBRERO | 6:30-8PM

ESCUELA LEAL
SALÓN DE USOS MÚLTIPLES
312 W OREGON ST, URBANA

- Esta reunión será en español -

PARA HACER UNA RESERVA O PARA OBTENER MÁS INFORMACIÓN

Wes Maurer
CCRPC Transportation Planner (bilingüe)
wmaurer@ccrpc.org
217.819.4072





Urbana Bicycle Master Plan &
Urbana Park District Trails Master Plan
February 2014 Public Workshop

COMMENT CARD



Your input on the **Urbana Bicycle Master Plan** and the **Urbana Park District Trails Master Plan** is vital in determining the future vision for walking and bicycling facilities in Champaign County. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices.

1. Do you have any comments on the information presented at this Workshop?

2. What issues are you particularly concerned about or wish to see addressed?

3. Why are you interested in this project?

- ☐ I commute to work by walking or biking.
- ☐ I commute to school/classes by walking or biking.
- ☐ I walk or bike for recreation.
- ☐ I have a young child who walks or bicycles.
- ☐ Other (please explain): _____

4. Are there any other issues, concerns or suggestions you would like to bring to our attention about existing conditions or about this project?

NAME _____
ORGANIZATION _____
ADDRESS _____
CITY, STATE, ZIP _____
PHONE _____
E-MAIL _____

- ___ Yes! Add my name to the mailing list
___ Please DO NOT add my name to the mailing list
___ Please remove my name off of the mailing list

POST
STAMP
HERE

CCRPC
Urbana Bicycle Master Plan
c/o Gabriel Lewis
1776 East Washington Street
Urbana, IL 61802



Champaign County Regional Planning Commission (CCRPC)
1776 East Washington Street
Urbana, IL 61802
Phone: 217.328.3313 Fax: 217.328.2426
www.ccrpc.org



El Plan Maestro de Bicicletas en Urbana y
El Plan Maestro de Senderos en Urbana
Febrero 2014 Taller Público

TARJETA DE COMENTARIOS



Su aporte en el Plan Maestro de Bicicletas en Urbana y el Plan Maestro de Senderos en Urbana es de alta importancia para ayudarnos a determinar las futuras instalaciones para caminar y montar bicicleta en el Condado de Champaign. Por favor, proporcione sus ideas sobre cualquier aspecto de estos proyectos y entregue el formulario en la caja correspondiente o envíelo a las oficinas de CCRPC.

1. Tiene algún comentario sobre la información que se ha presentado en este taller?

2. Qué aspectos le preocupan a usted particularmente o desearía que se consideraran en estos planes?

3. Por qué está interesado en estos proyectos?

___ Yo viajo al trabajo a pie o en bicicleta.

___ Yo viajo a la escuela / clases caminando o en bicicleta.

___ Camino o manejo bicicleta para recrearme.

___ Tengo un niño que camina o maneja bicicleta.

___ Otro (explique por favor): _____

4. Hay otros problemas, preocupaciones o sugerencias que usted tenga de los cuales le gustaría informarnos referentes a estos proyectos?

NOMBRE _____
ORGANIZACIÓN _____
DIRECCIÓN _____
CIUDAD, ESTADO, CÓDIGO POSTAL _____
TELÉFONO _____
EMAIL _____

___ ¡Sí! Añada mi nombre a la lista de correo
___ Por favor, NO añada mi nombre a la lista de correo

SELLO
AQUÍ

CCRPC
Urbana Bicycle Master Plan
c/o Gabriel Lewis
1776 East Washington Street
Urbana, IL 61802



Champaign County Regional Planning Commission (CCRPC)
1776 East Washington Street
Urbana, IL 61802
Phone: 217.328.3313 Fax: 217.328.2426
www.ccrpc.org

URBANA BICYCLE MASTER PLAN 2016



Appendix 13: Public Workshop #2 Results



Public Workshop #2 Results – April 2014

Urbana Bicycle Master Plan (UBMP) Urbana Park District (UPD) Trails Master Plan (UTMP) Results of Public Workshop #2: April 2014

This document compiles all votes and comments received during the second public meeting of the UBMP and UTMP, held on April 23rd, 2014 in the Urbana Middle School Cafetorium.

PARTICIPATION

Total Participants			20
Comment Card – Response about...	Workshop		5
	Issues		8
	Other non-infrastructure strategies		6
	Recommendation	To the City of Urbana	8
		To Urbana Park District	4
	Other issues, concerns or suggestions		6
	Additional comments		5
Non-Infrastructure Recommendation Votes	Education		26
	Encouragement		28
	Enforcement		29
	Evaluation		28

Meeting materials were posted on the respective plan websites, and residents were invited to vote on recommendations through May 2nd, 2014. However, no votes were received via the websites.

Meeting materials were made available at the C-U Bike Month table at Market at the Square in May, and input was received from one person to the table.



Public Workshop #2 Results – April 2014

Pages 2 - 6 compiles votes from the public on the proposed bikeways and trails presented at the workshop. Participants voted for labeled segments using neighborhood maps of Urbana. 296 votes were received from the workshop's five neighborhood zone maps, and 135 segments of the proposed network were voted on.

DESIRED FACILITY TYPES

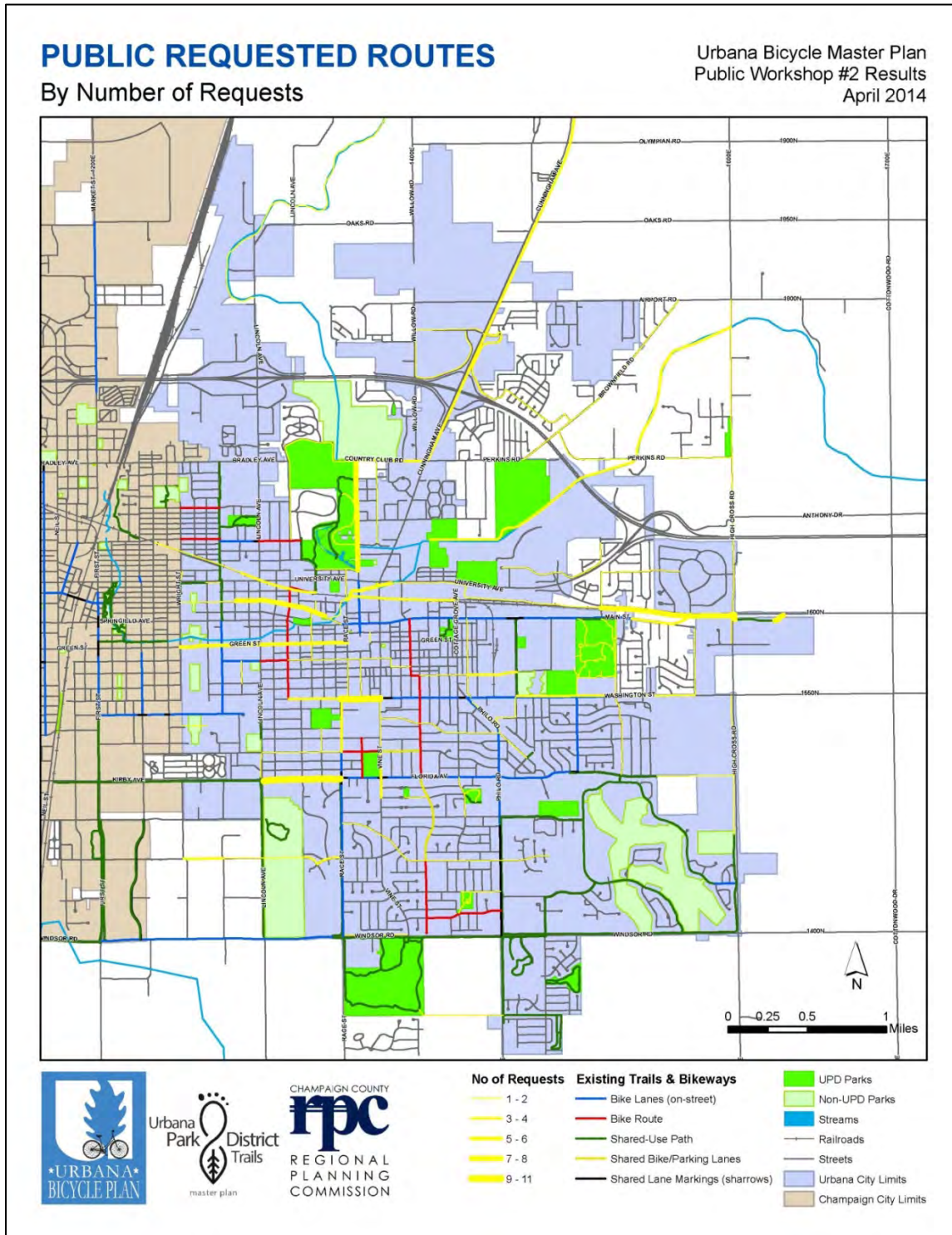
Desired Facility Types	Total Segments Marked
Shared-Use Path / Sidepath	54
Bike Route	37
Trail	20
Bike Lanes	12
Share The Road	9
Shared Bike / Parking Lanes	2
Bike Boulevard	1
Total	135



Public Workshop #2 Results – April 2014

DESIRED PATH LOCATIONS (ROADWAYS & CORRIDORS)

Map 1 below compiles all the votes received on the proposed UBMP and UTMP network segments presented at the April 23rd workshop.





DESIRED PATH LOCATIONS (ROADWAYS & CORRIDORS)

Green indicates relation to the Urbana Park District Trails Master Plan (UTMP).

Orange indicates relation to University of Illinois jurisdiction.

Brown indicates relation to Illinois Department of Transportation (IDOT) jurisdiction.

Red indicates relation to CUMTD property.

Rank	Name	Total Votes
1	Florida Avenue South Sidepath (Lincoln-Race)	11
2	Washington Street Bike Route (Race-Vine)	9
3	Kickapoo Rail-to-Trail (Smith-E City Limits)	8
4	Broadway Avenue West Sidepath (Country Club-Park)	7
5	Green Street Bike Lanes (Wright-Race)	6
6	Boneyard Creek Path (Maple-Race)	5
7	Chief Shemauger-Perkins Road Park Site Trail	4
	Country Club Road South Sidepath (Cunningham-Broadway)	4
	Main Street Bike Route (University-Scottswood)	4
	Oregon Street-Prairie Park Trail	4
	Saline Branch Trail (Perkins Road Park Site-High Cross)	4
	Rails-with-Trails 3 (McCullough-Harvey)	4
	Rails-with-Trails 5 (Cottage Grove-Boneyard Creek)	4
	Wheatfield Park Trail	4
8	Cunningham Avenue/US 45 East Sidepath (Perkins-N city limits)	3
	Hazelwood Drive Sidepath (Wright-Goodwin)	3
	Main Street Bike Route (Harvey-Central)	3
	Oregon Street Bike Route (Poplar-Glover)	3
	Race Street Bike Route (Washington-Pennsylvania)	3
	Vine Street Share the Road (Pennsylvania-Windsor)	3
	Washington Street Bike Route (Race-Coler)	3
	Washington Street Sidepath (Lierman-Smith)	3
9	Broadway Avenue Bike Route + Sharrows (California-Washington)	2
	Burkwood Court E Bike Route	2
	Butzow Drive Bike Route	2
	Columbia Blvd Bike Route (Cunningham-Brownfield)	2
	Division Street Bike Route	2
	George Huff/Hazelwood Bike Route (Race-Arboretum)	2
	George Huff/Hazelwood Trail (Race-Lincoln)	2
	High Cross Road Share the Road (Airport to University [US 150])	2
	Illinois Street Bike Route (Race-Coler)	2



Public Workshop #2 Results – April 2014

	Main Street Bike Boulevard (Goodwin-Harvey)	2
	Main Street Sharrows (Central-Springfield)	2
	Mumford Drive Bike Route (Race-Philo)	2
	Oregon Street Bike Route (Anderson-Poplar)	2
	Park Street North Sidepath (Broadway-McCullough)	2
	Rails-with-Trails 6 (Smith-Cottage Grove)	2
	Saline Branch Trail (Future Olympian-Lincoln)	2
	University Avenue South Sidepath (Vine-CUMTD)	2
	Vance Road East/O'Brien Drive Sidepath (Cunningham-E city limits)	2
	Vine Street Share the Road (Washington-Pennsylvania)	2
	Washington Street Share the Road & Bike Lanes (Dodson-Pfeffer)	2
	Windsor Road North Sidepath (Race-Vine)	2
10	Anthony Drive North Sidepath (O'Brien-Willow)	1
	Bakers Lane Trail	1
	Boneyard Creek Path (Race-Main)	1
	Broadway Avenue Bike Route + Sharrows (Illinois-California)	1
	Brownfield Road Bike Route (Perkins-Columbia)	1
	Brownfield Road Share the Road (Columbia-Airport)	1
	California-Urbana-Illinois Bike Route	1
	Carle Avenue Bike Route (Indiana-Pennsylvania)	1
	Coler Avenue East Sidepath (Fairview-Country Club)	1
	Cottage Grove Avenue Shared Bike/Parking Lanes	1
	Cottage Grove Avenue Bike Route (Penn Central RR-Main)	1
	Crestview Park Trail	1
	CUMTD Bike Route	1
	Fairlawn Drive Bike Route (Anderson-Cottage Grove)	1
	Fairlawn Drive Bike Route (Philo-Adams)	1
	Fairlawn Drive Bike Route + Sharrows (Vine-Anderson)	1
	Fairlawn Drive Shared Bike/Parking Lanes	1
	Future Florida Avenue Sidepath Extension	1
	Gregory Street Bike Lanes (Illinois-Oregon)	1
	Hazelwood Drive Bike Lanes (Goodwin-Lincoln)	1
	High Cross Road Sidepath (University-Tatman)	1
	High Cross Road Sidepath (Washington-Wendl's)	1
	Illinois Street Downtown Bike Lanes (Vine-Race)	1
	Lakehouse Road Sidepath	1
	Lierman-Hunter Sidepath W-S (Washington-Philo)	1
	Lincoln Avenue West Sidepath (PA-FL)	1
	Lincoln Square East Shared-Use Path (Elm-Green)	1
	Lorado Taft Bike Path	1
	Main Street Trail (Wright-Goodwin)	1



Public Workshop #2 Results – April 2014

McCullough Street Bike Route (Griggs-Main)	1
McCullough Street Bike Route (Main-Illinois)	1
McHenry Street Bike Route (Philo-Larson Park)	1
Meadowbrook [Park]-Philo [Road] Trail	1
Mumford Drive Bike Route (Philo-Falcon)	1
O'Brien Drive North Sidepath	1
Pennsylvania Avenue Bike Route (Lincoln-Orchard)	1
Pennsylvania Avenue Bike Route (Orchard-Race)	1
Perkins Road Share the Road (Brownfield-High Cross)	1
Pfeffer Road Bike Route	1
Philo Road East Sidepath (Washington-Family Dollar)	1
Philo Road East Sidepath (Family Dollar-Fairlawn)	1
Poplar Street Bike Route (Main-Washington)	1
Race Street Bike Route (Illinois-Washington)	1
Race Street West Sidepath (Boneyard-Park)	1
Rails-to-Trails 2 (Harvey-Goodwin)	1
Rails-with-Trails 1 (Goodwin-Wright)	1
Slayback Road Bike Route	1
Smith Road Bike Route (Slayback-University)	1
Smith Road Bike Route (Lantern Hill-Florida)	1
Smith Road Shared Bike/Parking Lanes	1
University Avenue South Sidepath (Mathews-Goodwin)	1
Weaver Park Trails	1
Wheatfield Park Trails	1
Willow Road East Sidepath (Anthony-Airport)	1
Wright Street East Sidepath (Park-University)	1



Public Workshop #2 Results – April 2014

Pages 7 - 9 compiles individual votes marked on the four non-infrastructure recommendation boards. Participants were given two votes for proposed non-infrastructure recommendations in each of the following categories:

- o Education
- o Encouragement
- o Enforcement
- o Evaluation

The results are tabulated below.

NON-INFRASTRUCTURE RECOMMENDATIONS

Education Recommendations	Total Votes
<i>K-12 Bicycle Education Curriculum:</i> Work with local schools to incorporate bicycle education into existing curriculum, such as physical education and health.	7
<i>Map Updates and Distribution:</i> 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 Area Bike Map, and a future Urbana Green Loop Trail Map.	5
<i>Share the Road Campaigns:</i> Continue to convey the message to encourage bicyclists and motorists to obey traffic laws and show respect to other road users.	4
<i>Driver's Education Curriculum:</i> Work with local schools and driving schools to incorporate bicycle education into driver's education curriculum, using tools such as the Illinois Bike Safety Quiz.	3
<i>Bicycle Ambassador Program:</i> Partner with the University of Illinois to organize a bicycle ambassador program to educate residents at public events.	2
<i>Bicycle Rodeos:</i> Increase volunteer base in order to institutionalize bicycle rodeos at public events and schools for children to learn and improve bicycling skills.	2
<i>Availability of Materials in Other Languages:</i> Make bicycle education, encouragement, and enforcement materials available on municipal agency websites in at least 1 language besides English.	1
<i>Professional Development:</i> Support municipal agency staff attendance of professional development opportunities, such as the Illinois Bike Summit and other conferences, to provide learning, networking, and planning opportunities regarding bicycles and pedestrians.	1
<i>Public Participation:</i> Continue to provide at least one opportunity per new bikeway or trail project for citizens to express concerns over bicycling or trail issues and public reaction to new treatments.	1



Public Workshop #2 Results – April 2014

<i>Adult Bicycle Education:</i> 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.	0
<i>Law Enforcement Officer Training:</i> Support law enforcement officer attendance of professional development opportunities regarding the enforcement of bicycle and pedestrian laws, especially as they change.	0

Encouragement Recommendations	Total Votes
<i>Bike Route & Trail Signage:</i> Install standardized bike route signage on on-road bikeways only, and standardized trail signage on off-road bikeways and trails, with destination, distance, and direction information to better inform users.	8
<i>Bicycle Friendliness Promotion:</i> Promote Urbana as a bicycle friendly community, the University of Illinois as a bicycle friendly university, and bicycle friendly businesses to demonstrate community support for and usage of active transportation.	5
<i>National Bike Month:</i> Continue to celebrate National Bike Month in May by hosting Bike Month, Bike to Work Day, Bike to School Day, Bikes on Campus Day and Bike to Market Saturdays.	5
<i>Open Streets initiative (car-free streets):</i> 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.	5
<i>Support for Advocacy Organizations:</i> Support existing advocacy organizations to increase their capacity to carry out bike encouragement activities.	5

Enforcement Recommendations	Total Votes
<i>Light the Night:</i> Continue annual installation of free bike lights in the fall on the University of Illinois campus coupled with an education component.	8
<i>Bicycle Diversion Program:</i> Continue education and enforcement campaign to allow bicyclists to waive a first-time fine using the League of Illinois Bicyclists' (LIB) Bike Safety Quiz.	6
<i>Enforce Bicyclist Violations:</i> 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.	4



Public Workshop #2 Results – April 2014

<i>Enforce Motorist Violations:</i> Continue issuing warning citations and/or ticket bicyclists for traffic offenses against bicyclists, such as failing to stop for bicyclists at intersections.	4
<i>Trail Safety & Security:</i> Create partnership between the Urbana Park District and the Urbana Police Department to promote safety and security of existing and proposed trail facilities.	4
<i>Off-Campus Light the Night Event:</i> Pursue opportunities to install free bike lights in the fall in other areas of Urbana, especially low-income neighborhoods, coupled with an education component.	3

Evaluation Recommendations	Total Votes
<i>Bicycle Counts:</i> Conduct counts before and after bikeways and trails are installed.	6
<i>Bicycle Level of Service (BLOS):</i> 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.	5
<i>Bicyclist Crash Studies:</i> Continue to analyze bicyclist crash data as part of the CUUATS Selected Crash Intersection Locations (SCIL) Report.	5
<i>Pedestrian and Bicycle Survey (PABS):</i> Conduct PABS survey every five years to measure existing bicycle and pedestrian behavior and attitudes.	5
<i>Annual Trail Survey:</i> Encourage Urbana Park District to distribute an annual survey to Urbana residents to identify trail system priorities to be included in the Urbana Park District Capital Improvement Plan.	4
<i>Intersection Safety Index:</i> Investigate the use of the AASHTO Intersection Safety Index to help determine which intersections or approach legs should be prioritized for further evaluation and to reduce bicyclist crash frequency and severity.	3



Public Workshop #2 Results – April 2014

Written Comments

Pages 10 - 12 lists all comments collected on the UBMP and UTMP comment cards at the second public workshop in April 2014. These comments are categorized by subjects.

Question 1. Do you have any comments on the information presented at this workshop?

Comment	Subject
About proposed parking removal on Hazelwood – there is plenty of space to bike. Patch the road and properly fill the paths through the fences at George Huff Ct to gravel behind Orchard Downs, Hazelwood to Farm, Farm to Hazelwood. The entrance points get very rotted and muddy.	Maintenance, Vehicle Parking
Please work with CCB and others to get online link distributed for others to give input.	Public Input
It was somewhat vague and unexciting	Workshop material
Hard to read	Workshop material
Good maps + suggested routes, but some seemed to already exist. So it was a little confusing.	Workshop material, Appreciation, Existing Facilities

Question 2. What issues do you consider were not addressed by the plan?

Comment	Subject
Nothing I can think of. Thanks	Appreciation
More bike parking around town	Bike parking
More bike parking	Bike parking
Parking	Bike parking
Costs and funding for priorities	Cost, Funding
Using plan to promote economic development, where might transport improvements lead to economic development, commercial centers and neighborhood commercial in particular.	Economic Development
Snow cleaning on shared paths - trail to Windsor on Philo for example. The main road is very dangerous to bike in this situation as the road is narrowed and the edges are not fully clear. The shared path is never cleared and remains impossible for weeks after a snowfall.	Maintenance, Safety
I didn't see any indication of how routes would avoid frequent stops. Also, are some proposed routes or existing routes parallel or redundant?	Network

Question 3. Do you have any other non-infrastructure strategies that you did not see presented?

Comment	Subject
Add a Bike Sharing Program to the recommendations.	Bike sharing
Bike sharing program, Bike friendly crossing at Main and Lincoln, better way finding signage from Campus to Downtown	Bike sharing, Crossings, Signage
Promote the LIB online guides for motorists and cyclists	Education
Enforcement with drivers who are unsafe and not following "Share the Road"	Enforcement
Police industry moving next to designated paths to ensure commercial services are clearing debris from paths instead of blowing debris onto paths.	Enforcement, Maintenance



Public Workshop #2 Results – April 2014

Question 4. If you could make one recommendation to make Urbana more bike friendly, what would you recommend?

Comment	Subject
To the City of Urbana	
Support better bicycle parking in commercial shopping areas	Bike parking
More parking	Bike parking
Assign and fund specific staff person to be a bike/pedestrian coordinator (or join with County, MTD, Champaign, University to fund)	Bike/pedestrian coordinator
Educate car drivers	Education
Education	Education
Better understanding and obedience of rules	Education, Enforcement
More bike lanes and infrastructure to the north and in east Urbana – Cottage Grove from Florida to Mumford have lots of bikes	Treatment, Routes
More bike lanes, biker safety, rule distribution, awareness	Treatment, Safety, Education
To Urbana Park District	
More parking, close to roadways or other approaching paths	Bike parking
Education	Education
Better understanding and obedience of rules	Education, Enforcement
Bike-to-pool discounts	Encouragement

Question 5. Are there any other issues, concerns or suggestions you would like to bring to our attention about the Urbana Bicycle Master Plan and Urbana Trails Master Plan?

Comment	Subject
Multipurpose paths along the back of the stores to allow pedestrian and neighborhood access avoiding CAR interactions. For example recall the path behind Lowes/Target. The path behind the store is much friendlier than the front. I see a path labeled Pines to Myra and Pines to Philo, please consider Pines to Chatham [Drive]. This is the drainage path we walk to Meijer along the backside of Myra and the Pines.	Access, Destinations, Routes, Safety, Treatment
Actually I don't think a whole lot needs to be done. So don't overdo it.	Appreciation
Good ideas.	Appreciation
More and better routes from Urbana to Campus.	Connectivity, Destinations
Need more outreach for input on plan – use posters, fliers, Facebook etc.	Outreach, Public Input
How public participation at meeting #1 although some may have sent emails, may phone calls with suggestions and comments and those who were able to attend for one time, were their suggestions used and considered?	Public Input



Public Workshop #2 Results – April 2014

Question 6. Please provide us with any additional comments about the Urbana Bike & Trails Plan proposals that you may have:

Comment	Subject
Thanks!	Appreciation
02 Draft Point Recommendation[s Map exhibit board] – 1. Location #8 [Crosswalks at University/High Cross] – Put in blinking yellow, request red. Cars are not stopping for bikes and pedestrian. 2. Location #14 [Sign directing to sidepath at Philo/Colorado] – Do not put sharp art structure in line with path again. Was very dangerous. 3. Amber Lane and Philo Road – When the stop sign was replaced after someone hit it, it was placed on the wrong side at the bike path. Now cars cross the path before stopping! Move back to proper side of path.	Crossings, Safety, Public Art, Signage
The number of proposed routes is bewildering. But what about travel from Urbana to Champaign? You can't just plan for inside Urbana.	Destinations
Washington Street east of Vine Street – should be [bike] lanes because intersections of Washington & Urbana Ave and Washington and Vine are difficult to bike due to lane/sharrow transitions.	Treatment
Washington St E intersection at Vine needs a bike lane	Treatment



PUBLIC WORKSHOP #2

Urbana Bicycle Master Plan

Urbana Trails Master Plan



[www.cuuats.org/
updtrails](http://www.cuuats.org/updtrails)

Wednesday, April 23, 2014

6:30 - 8:00 p.m.

Urbana Middle School Cafetorium
1201 S. Vine St.







(Enter on the north side of the building)



www.cuuats.org/ubmp



Join us in our second public forum to:

-  Review maps of proposed Bikeways & Trails in Urbana 
-  Comment on proposed Bikeways & Trails in Urbana 
-  Learn about next steps for both plans & implementation 

To RSVP or for more information:

Gabe Lewis

CCRPC Transportation Planner

328-3313

glewis@ccrpc.org

www.ccrpc.org



This meeting has a structured agenda.
RSVP is requested but not necessary.



PUBLIC WORKSHOP 2

WHEN

Wednesday, April 23, 2014
6:30 - 8:00 PM

WHERE

Urbana Middle School Cafetorium
1201 S. Vine St., Urbana
Enter on the north side of the building

WHAT

Join us in our second public forum to:
Review maps of proposed Bikeways & Trails in Urbana
Comment on proposed Bikeways & Trails in Urbana
Learn about next steps for both plans & implementation



EARTH WEEK

This meeting has a structured agenda.
RSVP is requested but not necessary.

To RSVP or for more information:

Gabe Lewis
CCRPC Transportation Planner
(217) 328-3313 | glewis@ccrpc.org

.....

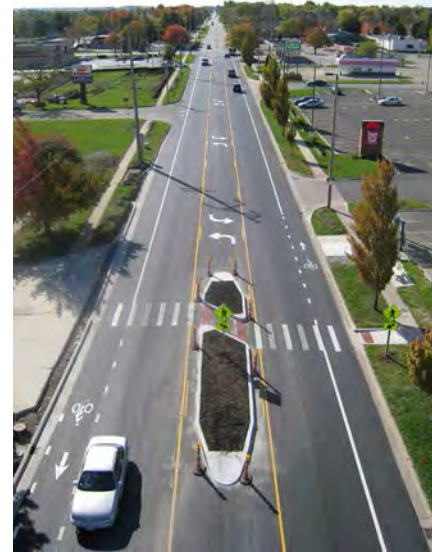
MORE INFO AT



<http://www.cuuats.org/ubmp>



<http://www.cuuats.org/updtrails>



Meeting location



rpc CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION



Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 217-328-3313 to request special accommodations at least 2 business days in advance.



Urbana Bicycle Master Plan &
Urbana Park District Trails Master Plan
April 2014 Public Workshop #2
COMMENT CARD



Please share your comments on proposed Urbana Bike & Trails Plan conditions below.

1. Do you have any comments on the information presented at this workshop?

2. What issues do you consider were not addressed by the plan?

3. Do you have any other non-infrastructure strategies that you did not see presented?

4. If you could make one recommendation to the City to make Urbana more bike friendly, what would you recommend?

To the City of Urbana:

To Urbana Park District:

5. Are there any other issues, concerns or suggestions you would like to bring to our attention about the Urbana Bicycle Master Plan and Urbana Trails Master Plan?

6. Please provide us with any additional comments about the Urbana Bike & Trails Plan proposals that you may have:

NAME _____
ORGANIZATION _____
ADDRESS _____
CITY, STATE, ZIP _____
PHONE _____
E-MAIL _____

- ☐ Yes! Add my name to the mailing list
☐ Please DO NOT add my name to the mailing list
☐ Please remove my name of the mailing list

How did you hear about this meeting?

- ☐ Newspaper
☐ Email
☐ Flyer
☐ UBMP Website
☐ UTMP Website
☐ Other:

POST
STAMP
HERE

CCRPC

Urbana Bicycle Master Plan &
Urbana Trails Master Plan
c/o Gabriel Lewis
1776 East Washington Street
Urbana, IL 61802



Champaign County Regional Planning Commission (CCRPC)
1776 East Washington Street
Urbana, IL 61802
Phone: 217.328.3313 Fax: 217.328.2426
www.ccrpc.org



ONLINE INPUT

APRIL 25 - MAY 2, 2014

Give your input
on proposed
bicycle and trail
recommendations at:

BIKE

<http://www.cuuats.org/ubmp/documents>

TRAILS

<http://www.cuuats.org/updtrails/documents>



DRAFT SHORT- & LONG-TERM RECOMMENDATIONS

LEGEND

- Urbana City Limits
- UPD Boundary
- UPD Parks
- Non-UPD Greenways
- Interstates
- Railroad
- Streets
- Streams / Rivers
- Yankee Ridge Elementary School

RECOMMENDATIONS

- Existing
- Short-Term
- Long-Term

Bicycle Facilities

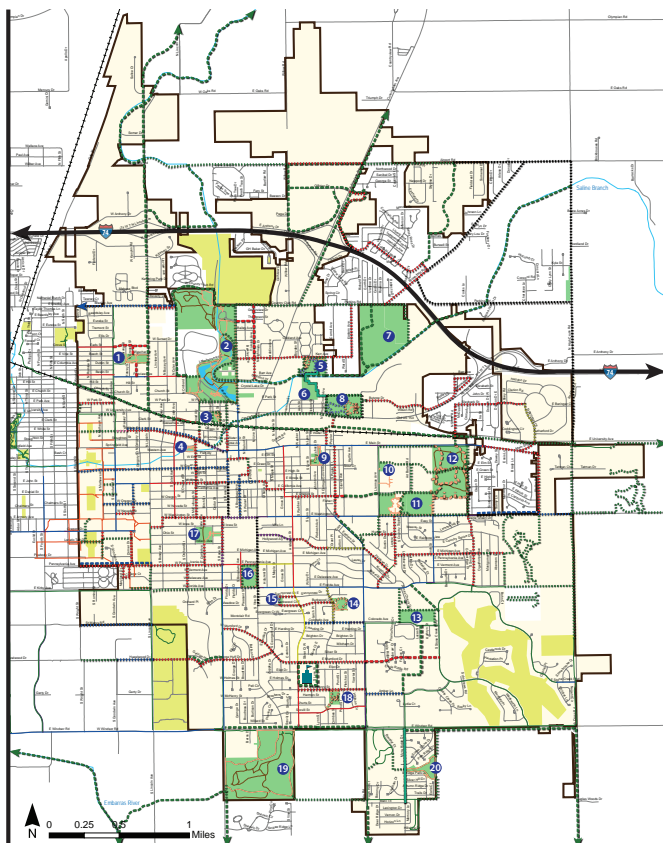
- Sidepath (Shared-Use Path)
- Bike Lanes
- Bike Boulevard
- Bike Route
- Bike Route + Sharrows
- Sharrows only
- Shared Bike / Parking Lane
- Share The Road
- UIUC Bike Path
- Study Area

Trail Facilities

- Paved Trails
- Soft / Nature Trails

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 Prairie Park
- 12 Weaver Park
- 13 Lohmann Park
- 14 Crestview Park
- 15 Sunnycrest Tot Lot
- 16 Blair Park
- 17 Carle Park
- 18 Wheatfield Park
- 19 Meadowbrook Park
- 20 South Ridge Park



For more information, contact:

Gabe Lewis, CCRPC Transportation Planner

glewis@ccrpc.org
(217) 328-3313





Draft Recommendations – Online Public Input Sheet – Spring 2014

Instructions:

- 1) Review the Infrastructure and Non-Infrastructure Recommendations on each project's website:
 - a. Urbana Bicycle Master Plan: <http://www.cuuats.org/ubmp/documents>
 - b. Urbana Park District Trails Master Plan: <http://www.cuuats.org/updtrails/documents>
- 2) Place your votes below.
- 3) Send your input to Gabe Lewis at CCRPC via email (glewis@ccrpc.org), fax (217-328-2426), mail or in person (1776 E. Washington St., Urbana, IL 61802) by Monday, May 19th.

Infrastructure

North Urbana (Zone 1)

#1 Priority Bikeway or Trail _____

#2 Priority Bikeway or Trail _____

#3 Priority Bikeway or Trail _____

West Urbana (Zone 2)

#1 Priority Bikeway or Trail _____

#2 Priority Bikeway or Trail _____

#3 Priority Bikeway or Trail _____

Central Urbana (Zone 3)

#1 Priority Bikeway or Trail _____

#2 Priority Bikeway or Trail _____

#3 Priority Bikeway or Trail _____

East Urbana (Zone 4)

#1 Priority Bikeway or Trail _____

#2 Priority Bikeway or Trail _____

#3 Priority Bikeway or Trail _____

South Urbana (Zone 5)

#1 Priority Bikeway or Trail _____

#2 Priority Bikeway or Trail _____

#3 Priority Bikeway or Trail _____



Non-Infrastructure

Education

#1 Priority _____

#2 Priority _____

Encouragement

#1 Priority _____

#2 Priority _____

Enforcement

#1 Priority _____

#2 Priority _____

Evaluation

#1 Priority _____

#2 Priority _____

Contact Information (optional)

Name _____

Organization (if applicable) _____

Address _____

City _____

Phone _____

Email _____

Submit to:

Champaign County Regional Planning Commission (CCRPC)

c/o Gabe Lewis

Mail: 1776 E. Washington St., Urbana, IL 61802

Email: glewis@ccrpc.org

URBANA BICYCLE MASTER PLAN 2016



Appendix 14: UBMP Performance Measures Tracking Sheets

Goal 1: Provide a bicycle network that is safe and attractive for all users.

Objective	Performance Measure	Lead	Potential Sources	Best Time to Collect Data	2016	2017	2018	2019	2020	2021	Total
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 signs according to the Champaign County Greenways & Trails Design Guidelines	Public Works	Public Works, Urbana Park District, University of Illinois, CCRPC	At the end of each construction project, or every January 1st							0
	B. Miles of bike infrastructure projects built with markings according to the Champaign County Greenways & Trails Design Guidelines	Public Works	Public Works, University of Illinois, CCRPC	At the end of each construction project, or every January 1st							0
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	Public Works	CUUATS SCIL Report	As SCIL Report is updated every other year or every January 1st							0
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	Public Works	CUUATS SCIL Report	As SCIL Report is updated every other year or every January 1st							0
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	Public Works	Public Works	At the end of each construction project, or every January 1st							0
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	Public Works	Public Works	At the end of each construction project, or every January 1st							0
	B. Number of on-street bikeways with bicycle friendly grates	Public Works	Public Works	At the end of each construction project, or every January 1st							0

*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.

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.

Objective	Performance Measure	Lead	Potential Sources	Best Time to Collect Data	2016	2017	2018	2019	2020	2021	Total
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	Public Works	Public Works, CCRPC	Every January 1st							0
2. Complete a continuous bikeway/trail loop around Urbana by implementing the Urbana Green Loop by 2030.	A. Miles of loop bike infrastructure constructed	Public Works	Public Works, CCRPC	Every January 1st							0
3. Provide bicycle access to 5 important activity centers in Urbana by 2021.	A. Number of traffic generators being fully connected by bicycle facilities	Public Works	Public Works, CCRPC	Every January 1st							0
4. Provide three new or improved bicycle connections to the City of Champaign, the University of Illinois, and surrounding jurisdictions by 2021.**	A. Number of bicycle connections established to surrounding jurisdictions	Public Works	Public Works, CCRPC	Every January 1st							0
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	Planning	Planning, CCRPC	Summer 2018 - Summer 2019 via PABS							-

*Based on UBMP Chapter 2, following are 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

****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

***See Appendix 11 (Urbana PABS Report), Table 1, Question Numbers 5-6 for baseline percentages.

5. Bike to/from work or school 9%
6. Bike to other destinations 11%

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

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

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)

Goal 3: Provide supporting facilities to make bicycle transportation more convenient.

Objective	Performance Measure	Lead	Potential Sources	Best Time to Collect Data	2016	2017	2018	2019	2020	2021	Total
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*	Planning	Planning, developers, businesses, Urbana School District, University of Illinois	As development applications are processed							0
	B. Number of redevelopment projects with new bike parking installation that meet recommended or acceptable standards as defined by APBP*	Planning	Planning, developers, businesses, Urbana School District, University of Illinois	As development applications are processed							0
	C. Number of redevelopment projects with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*	Planning	Planning, developers, businesses, Urbana School District, University of Illinois	As development applications are processed							0
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*	Planning	Planning, Public Works, Urbana Park District, schools, businesses, developers	As development applications are processed							0
	B. Number of major bike traffic generators with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*	Planning	Planning, Public Works, Urbana Park District, schools, businesses, developers	As development applications are processed							0
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	Planning	Planning, Public Works, Urbana Park District, schools, businesses, developers	Every January 1st							0
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 bike parking installed	Planning	Public Works, CUMTD	Every January 1st							0

*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: Alice Campbell Alumni Center, Carle Hospital, Downtown Urbana, Mathews Avenue & Oregon Street, shopping areas (see Section 2.2.3), Urbana City Building, and Weaver Park.

***As defined by the CUUATS Transit Facility Guidelines, the Top 10 bus stops by ridership in Urbana are: PAR North Side Shelter, Illini Union South Side Shelter, Illini Union Engineering Shelter, Gregory Drive at Main Library North Side, Gregory Drive at Main Library South Side Shelter, Lincoln Square [Downtown] Garage South, Lincoln Square [Downtown] Garage West Shelter, Chemical & Life Sciences, Krannert Center West Side Shelter, and Green & Mathews 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.

Goal 4: Educate residents about active modes of transportation and bicycle facilities.

Objective	Performance Measure	Lead	Potential Sources	Best Time to Collect Data	2016	2017	2018	2019	2020	2021	Total
1. Identify 3 new partners to provide bicycle education, enforcement, and encouragement programs by 2021.	A. Number of new partners identified	Planning	Planning	Every January 1st							0
	B. Number of educational opportunities provided	Planning	Planning	Every January 1st							0
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	Planning	Champaign County Bikes, CCRPC, Public Works, IDOT	As maps are released or every January 1st							
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	Public Works	Public Works, BPAC	Every January 1st							0
	B. Number of attendees at public comment opportunities	Public Works	Public Works, BPAC	As events occur or every January 1st							
	B. Number of new public outreach methods	Public Works	Public Works, BPAC	Every January 1st							0
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	Planning	Community Development, Police, CCB, Urbana Business Association, Urbana Park District, CUMTD, University of Illinois, CCRPC, C-U SRTS Project	As events occur or every January 1st							0
	B. Number of materials distributed	Planning	Community Development, Police, CCB, Urbana Business Association, Urbana Park District, CUMTD, University of Illinois, CCRPC, C-U SRTS Project	As events occur or every January 1st							0
5. Make bicycle education, encouragement, and enforcement materials available on the City website.	A. Number of materials available on and/or linked from www.urbanaindinois.us	Planning	Planning, Public Works	As materials are linked or every January 1st							0
6. Make bicycle education, encouragement, and enforcement materials available in Spanish, French, Mandarin Chinese, and Korean by 2021.	A. Number of multilingual materials	Planning	Planning, Public Works, CCB, University of Illinois	As materials are released or every January 1st							0
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)	Planning	Planning, Public Works, schools, University of Illinois, CCB, C-U SRTS Project, CCRPC	As materials are released or every January 1st							0

Goal 5: Provide equal access of bicycle facilities and information to all residents.

Objective	Performance Measure	Lead	Potential Sources	Best Time to Collect Data	Zone	2016	2017	2018	2019	2020	2021	Total
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	Public Works	Public Works, CCRPC	Every January 1st	North Urbana							0
					West Urbana							0
					Central Urbana							0
					East Urbana							0
					South Urbana							0
					Total	0	0	0	0	0	0	0
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	Planning	Community Development, Police, CCB, Urbana Business Association, Urbana Park District, CUMTD, University of Illinois,	As events occur or every January 1st	North Urbana							0
					West Urbana							0
					Central Urbana							0
					East Urbana							0
					South Urbana							0
					Total	0	0	0	0	0	0	0
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	Police	Police	As events occur or every January 1st	N/A							0
	B. Number of free bikes distributed to Champaign County residents	Police	Police	As events occur	N/A							0
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	Planning	C-U SRTS Project, The Bike Project, CCB	As programs occur or every January 1st	N/A							0
	B. Number of bikes built by youth in the Build-A-Bike program	Planning	C-U SRTS Project, The Bike Project, CCB	As programs occur or every January 1st	N/A							0

*Urbana neighborhood zone boundaries (see also Figure 87):

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.

Goal 6: Secure funding and implement bicycle improvements.

Objective	Performance Measure	Lead	Potential Sources	Best Time to Collect Data	2016	2017	2018	2019	2020	2021	Total
1. Apply for at least 2 Federal, State, and/or private grants for bicycle projects by 2021.	A. Number of grant applications submitted	Public Works	Public Works, Planning	As applications are submitted or every January 1st							0
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	Public Works	Public Works	Annual development of Capital Improvement Program (CIP)							
3. Submit a list of completed and current bicycle facility construction projects at the end of each construction year to the Urbana Bicyclist 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	Public Works	Public Works	End of each construction season							-
	B. List of current bicycle facility construction projects	Public Works	Public Works	End of each construction season							-
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	Public Works	Public Works	End of each construction season							0
	B. Number of existing roadway construction projects with bikeway installation	Public Works	Public Works	End of each construction season							0
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	Planning	Planning, Public Works, CCRPC	As work occurs or every January 1st							
	B. Staff time allocated to bicycle design and engineering	Public Works	Public Works, CCRPC	As work occurs or every January 1st							
	C. Staff time allocated to bicycle education, encouragement, and enforcement	Planning	Planning, Public Works, CCRPC	As work and events occur or every January 1st							
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	Public Works	Public Works, CCRPC	End of each construction season							



Appendix 15:
Bicycle Level of Service (BLOS) Methodology

Urbana Bicycle Master Plan BLOS Model

UBMP Model Characteristics

Letters relate to the Column in the UBMP Database 2016.

- I (# of Thru Lanes per Direction) – Taken from the CUUATS Travel Model, 2014 aerial photography, and local knowledge
- V (Bi-directional ADT) – Used Column V: Real Data, and Averages & Interpolation when real data is not available.
 - U – Real Data
 - 2011 counts
 - V – Adjusted Counts:
 - Single value Real Data
 - Averages of Real Data where multiple values are given (i.e. ADT at two endpoint intersections within segment)
 - Averages & Interpolation when real data is not available for a specific segment, but when ADT is available for neighboring segments.
 - Values of Missing Data were assigned a Model value of 1,000
 - This is appropriate for residential streets, but not streets with higher functional classifications.
- L (Rightmost Lane Width, excluding Gutter Seam Width) – Average of K
 - Lane Widths from Column K were averaged if:
 - Directional lane widths differ (i.e. eastbound (EB) & westbound (WB))
 - Inner & Outer Lane widths differ
- G (Directional Gutter Seam Width)
 - Used real numbers, with the following exception:
 - If gutter pan is only on one side of the street, the number is divided by 2 to produce the Model value.
- R (Directional Extra Width)
 - Subtracted gutter pan width (Q)
 - Averaged if widths differed on each side
 - Divided by 2 for extra width only on one side
 - For all values, if the width was over 5', half of the extra distance over 5' was added to 5' to produce the Model value.
 - If $x > 5$: $x_{adj} = 5 + 0.5(x-5)$
 - i.e. If $x = 7$: $x_{adj} = 5 + 0.5(7-5) = 6$
- W (Posted Speed Limit)
 - Real values were used for speeds above 25 MPH
 - Speeds below 25 MPH were assigned a Model value of 25, because the minimum speed limit for the Model is 25 MPH.
- T (Parking Usage)
 - Used aerial photography to determine parking percentages
 - Champaign County GIS Consortium Interactive Public Map images:
<http://www.maps.ccgisc.org/public/>

UBMP 2016 BLOS Model Methodology

- Spring 2014 images
 - Under 20 cars on a segment: 1 car = 1%.
 - Parking spaces are not marked on these segments.
 - Over 20 cars on a segment: used the real parking percentage
 - Number of cars / Number of parking spaces
 - Exception to “under 20 cars” rule: used real percentages when there were higher parking percentages on smaller segments, in such districts as Campus & Downtown. For example:
 - Green Street (Race-Coler, Coler-Busey)
 - Main Street (Vine-Race)
 - Dorner Drive
- Z (% Truck Traffic) – based on Average Percentages for Functional Classification, unless real data exists for % of Truck Traffic (X)
 - Maximum percentage used in model is 7%. For real percentages over 7%, use 7%.
- AB (Pavement Condition) – Taken from field survey judgments, recent resurfacing and reconstruction projects, and 2014 aerial photography
 - 5- Recently repaved
 - 4.5 – Parts recently repaved
 - **4 – Average**
 - 3.5 – Less than average
 - 3 – Poor pavement
 - 3 – Brick road
 - 2 – Gravel road

Model Calculations

Volume Term

UBMP model:

$$= 0.507 * \ln (G2 * 0.091 * 0.565/4/F2)$$

- G2 = bi-directional volume (ADT)
- F2 = number of lanes in 1 direction
 - Did not have to divide Number of Lanes in half like done in the Batavia model, because our Number of Lanes is already expressed in each direction.

Batavia model:

$$= 0.507 * \ln (F2 * 0.091 * 0.565/4/(E2/2))$$

- E2 = number of lanes for the entire street width
- E2/2 = number of lanes in 1 direction

All

- Volume Term – the only formula that is slightly different between Batavia & UBMP
- Speed Term – same formula
- Width Term – same formula
- Pavement Term – same formula

- Volume Term – involves ADT & Number of Lanes
- Speed Term – involves Posted Speed Limit & % of Truck Traffic
- Width Term – involves Lane Width, Extra Width & Parking %
- Pavement Term – involves Pavement Condition

Results

- BLOS Score = (Volume Term + Speed Term + Width Term + Pavement Term) + 0.76
- BLOS Grade: formula was copied & pasted from Batavia Model
 - $A \leq 1.5$
 - $B > 1.5$ and ≤ 2.5
 - $C > 2.5$ and ≤ 3.5
 - $D > 3.5$ and ≤ 4.5
 - $E > 4.5$ and ≤ 5.5
 - $F > 5.5$
- BLOS Scores & Grades are linked from the Model to the Database.
 - Changes to the scores in the Model will result in changes to scores in the Database.

URBANA BICYCLE MASTER PLAN 2016



Appendix 16: Urbana Bicycle Master Plan Database with Recommendations

Urbana Bicycle Master Plan Database with Recommendations					Total Roadway Widths			Lanes	Included in Total Street Width:									Additional Roadway Characteristics								
Date	Segment ID	Street Name	From (E/N)	To (W/S)	Total Street Width (feet)	Gutter Seam Width (feet)	Street Width - EXCLUDING Gutter Seam (feet)	# of Thru Lanes per Direction	Lane Width - Including Gutter Seam (feet)	Lane Width - EXCLUDING Gutter Seam (feet)	Right Lane Width ADJ (feet)	Median Type	Median Width (feet)	Road Edge Marking Type	Extra Width (feet)	Extra Width EXCLUDING Gutter Seam (feet)	Extra Width ADJ (feet)	Parking Type	On-Street Parking % (estimate)	Traffic ADT (2011)	Traffic ADT Adjusted (2006-2011)	Posted Speed Limit	% of Heavy Vehicles: Trucks	Functional Classification	% of Heavy Vehicles: Trucks ADJ	Pavement Type
Key:	Not a street	Model Data																		Default ADT = 1,000						
3/3/15	1	Airport Road	High Cross Rd	Cunningham Ave	32	1	30	1	12	11	11	none	-	none	5	4	4	No Parking Allowed	0	1,600-1,800	1,700	40		collector	1.5	asphalt W of Captiva-Somerset, oil & chip W of Captiva & E of Somerset
3/2/15	2	Airport Road	Cunningham Ave	west terminus	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	No Parking Allowed	0	2,900-1,050	1,975	40		collector	1.5	oil & chip
3/9/15	3	Perkins Road	High Cross Rd	Brownfield Rd north	21.5	0	21.5	1	10.75	10.75	10.75	center line, double yellow line	-	both-white stripes	-	-	0	No Parking Allowed	0	1,350	1,350	35		collector	1.5	oil & chip
3/2/15	4	Perkins Road	Brownfield Rd south	Eastern Ave	22	0	22	1	11	11	11	none	-	none	-	-	0	No Parking Allowed	0	4,500	4,500	35		collector	1.5	asphalt
3/2/15	5	Perkins Road	Eastern Ave	Carroll Ave	27.5	S-1.5	25	1	EB-15.5, WB-11	EB-14, WB-11	12.5	none	-	N-paved shoulder	N-1	N-1	0.5	No Parking Allowed	0	6,100	6,100	35		collector	1.5	asphalt
3/2/15	6	Perkins Road	Carroll Ave	Cunningham Ave	22	0	22	1	11	11	11	semi-raised at Cunningham	-	none	-	-	0	No Parking Allowed	0	6,100	6,100	35		collector	1.5	asphalt
3/2/15	7	Country Club Road	Cunningham Ave	Willow Rd	42	1.5	39	1	17.5	16	16	semi-raised	7	none	-	-	0	No Parking Allowed	0	9,300	9,300	35		collector	1.5	asphalt
3/3/15	8	Country Club Road	Willow Rd	Golfview Dr	25	N-2	23	1	EB-11.5, WB-13.5	11.5	11.5	none	-	none	-	-	0	No Parking Allowed	0	4,600	4,600	35		collector	1.5	asphalt
3/3/15	9	Country Club Road	Golfview Dr	Division Ave	23	0	23	1	11.5	11.5	11.5	none	-	none	-	-	0	No Parking Allowed	0	4,600-4,200	4,400	35		collector	1.5	asphalt
3/2/15	10	Country Club Road	Division Ave	Broadway Ave	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	No Parking Allowed	0	4,200	4,200	35		collector	1.5	asphalt
3/2/15	11	Country Club Road (old pavement)	Broadway Ave	new pavement	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Allowed	0	3,400	3,400	35		collector	1.5	concrete
3/2/15	12	Country Club Road (newer pavement)	old pavement	Saline Branch	22	0	22	1	11	11	11	none	-	none	-	-	0	No Parking Allowed	0	3,400	3,400	15		collector	1.5	concrete
3/2/15	13	Country Club Road	Saline Branch	Coler Ave	24	0	24	1	12	12	12	none	-	none	-	-	0	No Parking Allowed	0	4,350	4,350	15		collector	1.5	asphalt
3/2/15	14	Bradley Avenue	Coler Ave	Lincoln Ave	21	0	21	1	10.5	10.5	10.5	none	-	none	-	-	0	No Parking Allowed	0	5,400-4,650	5,025	30		collector	1.5	oil & chip
3/2/15	15	Bradley Avenue	Lincoln Ave	Goodwin Ave	43	1.5	40	1	21.5	20	20	none	-	none	-	-	0	No Parking Allowed	0	9,400	9,400	30		minor arterial	2	concrete
3/2/15	16	Bradley Avenue	Goodwin Ave	west city limits	43	1.5	40	1	21.5	20	20	none	-	none	-	-	0	No Parking Allowed	0	9,400	9,400	30		minor arterial	2	concrete
3/2/15	17	Eads Street	Lincoln Ave	Goodwin Ave	30	0	30	1	15	15	15	none	-	none	-	-	0	S-Unmarked On-Street	1		1,000	30		local	0	concrete
3/2/15	18	Eads Street	Goodwin Ave	Wright St	24	1.5	21	1	12	10.5	10.5	none	-	none	-	-	0	S-Unmarked On-Street	2	400	400	30		local	0	concrete
3/9/15	19	Kerr Avenue	Eastern Ave	east city limits	27	1.5	24	1	13.5	12	12	none	-	none	-	-	0	No Parking Restrictions	1	3,400	3,400	30		collector	1.5	concrete
3/2/15	20	Kerr Avenue	east city limits	Cunningham Ave	29	1	27	1	14.5	13.5	13.5	none	-	none	-	-	0	No Parking Allowed	0	3,050	3,050	30		collector	1.5	concrete
3/2/15	21	Kerr Avenue	Cunningham Ave	Broadway Ave	27	1.5	24	1	13.5	12	12	none	-	none	-	-	0	No Parking Allowed	0	1,500	1,500	30		collector	1.5	concrete
3/2/15	22	Slayback Road	Beringer Cir	city limits	29	0	29	1	14.5	14.5	14.5	none	-	none	-	-	0	No Parking Restrictions	0		700	30		collector	1.5	concrete
3/2/15	23	Slayback Road	city limits	Dodson Dr E	30	1.75	26.5	1	15	13.25	13.25	none	-	none	-	-	0	No Parking Restrictions	0		700	30		collector	1.5	asphalt
3/2/15	24	Slayback Street	Dodson Dr E	E of Ira St	26	0	26	1	13	13	13	none	-	none	-	-	0	No Parking Restrictions	0		700	30		collector	1.5	asphalt
3/2/15	25	Slayback Street	E of Ira St	Smith Rd	30	0	30	1	15	15	15	none	-	none	-	-	0	No Parking Restrictions	0		700	30		collector	1.5	asphalt
3/9/15	26	Fairview Avenue	Orchard St	Lincoln Ave	30	0	30	1	15	15	15	none	-	none	-	-	0	S-Unmarked On-Street	5		1,000	30		collector	1.5	concrete
3/2/15	27	Fairview Avenue	Lincoln Ave	Goodwin Ave	30	0	30	1	10	10	10	none	-	Bike Lanes	5	5	5	No Parking Allowed; N-Angled at King School	0	1,900	1,900	30		collector	1.5	concrete
3/2/15	28	Beslin Street	Goodwin Ave	Wright St	24	1	22	1	12	11	11	none	-	none	-	-	0	N-Unmarked On-Street	2		2,075	30		collector	1.5	concrete
3/2/15	29	Church Street	Park St	Orchard St	27	1	25	1	13.5	12.5	12.5	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		collector	1.5	concrete
3/9/15	30	Church Street	Orchard St	Lincoln Ave	26	1	24	1	13	12	12	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		collector	1.5	concrete
3/9/15	31	Church Street	Lincoln Ave	terminus W of Lincoln Ave	11	0	11	1	5.5	5.5	5.5	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	oil & chip
3/2/15	32	Church Street	Harvey St	Goodwin Ave	21	0	21	1	10.5	10.5	10.5	none	-	none	-	-	0	N-Unmarked On-Street	4		1,000	30		local	0	concrete
3/9/15	33	Church Street	Goodwin Ave	Mathews Ave	26	1.5	23	1	13	11.5	11.5	none	-	none	-	-	0	N-Unmarked On-Street	1		1,000	30		local	0	concrete
3/2/15	34	Church Street	Mathews Ave	Romine St	11	0	11	1	5.5	5.5	5.5	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	asphalt
3/2/15	35	Park Street	Broadway Ave	McCullough St	24	0	24	1	12	12	12	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	asphalt
3/2/15	36	Park Street	Goodwin Ave	Romine St	25.5	1.5	22.5	1	12.75	11.25	11.25	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	concrete
3/2/15	37	Park Street	Romine St	Wright St	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	concrete
3/2/15	38	University Avenue	High Cross Rd	Guardian Dr	42	1.5	39	1	14.5	13	13	CTL	13	none	-	-	0	No Parking Allowed	0	11,400-13,900	13,900	45	8.7 - 19.5	Major Arterial	7	asphalt

Segment ID	Pavement Condition (1-Worst, 5-Best)	Bicycle/Vehicle Crash Counts	Model Results		Additional Data:										Comments	Recommendations
			BLOS Score	BLOS Grade	Drain Type	Sidewalk Status (SW = Sidewalk, SP = Sidepath)	Sidewalk Width (feet)	Parkway Width (feet)	Sidepath Width (feet)	RR Crossing: Perpendicular or Diagonal?	Curbs? Y/N/Parts	Street Lights? Y/N/Parts	Street Light Type (HI or LO Poles)	CUMTD Bus Route? Y/N/Parts	What part(s)?	
Key: Not a street																
1	4.5	1	1.97	B		S-SW from Landis Farm-Skyline			-	-	Parts from W of Captiva-Somerset	N		Y, parts	High Cross to Brownfield, Skyline to Cunningham	Reconstructed in 2014. Shoulders vary in width from 2-4'. Bikes May Use Full Lane from High Cross-Somerset; Sidepath with wayfinding signage from Somerset Path-Cunningham
2	4	1	3.17	C		none			-	-	N	N		Y, part	Cunningham to Willow	Short term: Bike Route with wayfinding signage from Cunningham-Willow. Long term: Sidepath w/ road extension to Lincoln.
3	4	1	3.09	C		none			-	-	N	N		Y	all	Bikes May Use Full Lane. Township will be responsible for installation of signage; signage should be consistent with Urbana's.
4	4	0	3.68	D		S-SW from Richard-Eastern			-	-	N	N		Y	all	Bikes May Use Full Lane. South Sidepath with wayfinding signage. Urbana Green Loop.
5	4	0	3.52	D	transverse	S-SW	S-4	S-8	-	-	Y-S side only	N		Y	all	Bikes May Use Full Lane. South Sidepath with wayfinding signage.
6	4	2	3.83	D		S-SW	4		-	-	Only at Cunningham	At Cunningham	HI at Cunningham only	Y	all	Bikes May Use Full Lane. South Sidepath with wayfinding signage.
7	4	0	3.37	C		S-SW			-	-	Y	Y	HI	Y	all	Bikes May Use Full Lane. South Sidepath with wayfinding signage.
8	4.5	0	3.54	D		none			-	-	N	N		Y	all	Bikes May Use Full Lane. South Sidepath with wayfinding signage.
9	4.5	0	3.52	D		none			-	-	N	N		Y	all	Bikes May Use Full Lane. South Sidepath with wayfinding signage.
10	3.5	0	3.60	D		none			-	-	N	N		Y	all	Bikes May Use Full Lane. South Sidepath with wayfinding signage.
11	3.5	0	3.77	D		none			-	-	N	N		N		Bikes May Use Full Lane. South Sidepath with wayfinding signage.
12	4	0	3.21	C		none			-	-	N	N		N		Bikes May Use Full Lane. South Sidepath with wayfinding signage.
13	4	0	3.22	C		none			-	-	N	N		N		Bikes May Use Full Lane. South Sidepath with wayfinding signage.
14	4	1	3.66	D		none			-	-	N	N		N		Short term: Bike Route with wayfinding signage, after installation of bike lanes W of Lincoln &/or Lincoln Ave SP. Long term: Bike Lanes with street reconstruction.
15	4	1	2.62	C		both-SW	N-5, S-4	N-7, S-4	-	-	Y	Y	HI	N		Bike Lanes: 6', 15.5', 15.5', 6'
16	4	0	2.62	C	transverse	both-SW			-	-	Y	Y	HI	Y, part	Romine to west city limits	Install bike lanes if Champaign installs bike lanes to its east city limits.
17	5	0	1.90	B	transverse	both-SW	4	5	-	-	N	Y	HI	N		Bike Route with wayfinding signage upon construction of sidepath on Lincoln Ave.
18	3.5	1	2.31	B		both-SW	4	16	-	-	Y	Y	LO	N		Existing Bike Route; add wayfinding signage. Urbana Green Loop.
19	4	0	3.31	C		both-SW			-	-	N	N		Y	all	Bike Route with wayfinding signage. Urbana Green Loop. Township will be responsible for installation of signage; signage should be consistent with Urbana's.
20	5	1	2.89	C	transverse	both-SW			-	-	Y	Y	HI	Y	all	Bike Route with wayfinding signage. Urbana Green Loop.
21	5	0	2.72	C	transverse	both-SW			-	-	Y	Y	LO	Y		Bike Route with wayfinding signage. Urbana Green Loop.
22	4	0	2.16	B	transverse	both-SW			-	-	N	N		N		Bike Route with wayfinding signage
23	4	0	2.34	B		none			-	-	N	N		N		Bike Route with wayfinding signage. Township will be responsible for installation of signage; signage should be consistent with Urbana's.
24	4	0	2.37	B	longitudinal	none			-	-	N	N		Y	all	Bike Route with wayfinding signage. Township will be responsible for installation of signage; signage should be consistent with Urbana's.
25	4	0	2.09	B	longitudinal	none			-	-	N	N		Y	all	Bike Route with wayfinding signage. Township will be responsible for installation of signage; signage should be consistent with Urbana's.
26	4	1	2.35	B	diagonal	both-SW			-	-	Y	Y	LO	Y, part	Coler to Lincoln	Existing Bike Route; add wayfinding signage. Urbana Green Loop. North Sidepath from Orchard-Coler.
27	4	0	1.72	B		both-SW			-	-	Y	Y	LO	Y	all	Existing Bike Lanes. Add wayfinding signage. Urbana Green Loop.
28	3	0	3.53	D		both-SW			-	-	Y	Y	LO	N		Existing Bike Route; add wayfinding signage. Improve road surface.
29	4	0	2.62	C		N-SP, S-SW			10	-	Y	Y	LO	Y	all	Existing North Sidepath; add wayfinding signage. Urbana Green Loop.
30	4	1	2.68	C		both-SW			-	-	Y	Y	LO	Y	all	Bike Route with wayfinding signage upon construction of Lincoln Ave SP &/or IAWC easement trail.
31	3	0	3.36	C	none	none			-	-	N	Y	LO	N		Bike Route with wayfinding signage. Shared-use path west through public ROW.
32	4	0	2.66	C	transverse	N-SW			-	-	Y	Y	LO	N		Bike Route with wayfinding signage. Shared-use path east through public ROW.
33	4	0	2.52	C		N-SW			-	-	Y	Y	LO	N		
34	3.5	0	3.15	C	none	none			-	-	N	N		N		Offset at Goodwin (WB travels N). Stop bar at Goodwin.
35	4	0	2.45	B		S-SW			-	-	Y	Y	LO	Y	all	Parallels RR on N side. Very narrow.
36	4	0	2.54	C		both-SW			-	-	Y	Y	LO	Y	all	North Sidepath with wayfinding signage. Urbana Green Loop. Fitness Trail.
37	4	0	2.39	B		both-SW	S-4	S-23	-	-	Y	Y	HI	Y	all	Presence Covenant Hospital. 4-way stop at Romine.
38	4	0	5.60	F	transverse	N-SW	N-4	N-34	-	-	Beringer/Main-Guardian	At Guardian	HI at Guardian only	Y, parts	High Cross to Main, Dodson to Guardian	Presence Covenant Hospital. 4-way stop at Romine.
																Kickapoo Rail-Trail Study Area; work with Urbana Park District and Champaign County Forest Preserve District to determine best route into Urbana. Safe crossing from Main to Beringer.

Date	Segment ID	Street Name	From (E/N)	To (W/S)	Total Street Width (feet)	Gutter Seam Width (feet)	Street Width - EXCLUDING Gutter Seam (feet)	# of Thru Lanes per Direction	Lane Width - Including Gutter Seam (feet)	Lane Width - EXCLUDING Gutter Seam (feet)	Right Lane Width ADJ (feet)	Median Type	Median Width (feet)	Road Edge Marking Type	Extra Width (feet)	Extra Width EXCLUDING Gutter Seam (feet)	Extra Width ADJ (feet)	Parking Type	On-Street Parking % (estimate)	Traffic ADT (2011)	Traffic ADT Adjusted (2006-2011)	Posted Speed Limit	% of Heavy Vehicles: Trucks	Functional Classification	% of Heavy Vehicles: Trucks ADJ	Pavement Type
3/9/15	39	University Avenue	Guardian Dr	Cottage Grove Ave	70	0	70	2	12	12	12	raised grass, raised	15	both-paved shoulders	1	1	1	No Parking Allowed	0	11,300-14,200	14,200	45	6.6 - 7.5	Major Arterial	7	asphalt
3/9/15	40	University Avenue	Cottage Grove Ave	Cunningham Ave	56	0	56	2	13	13	13	painted E of Maple, raised W of Maple	4	none	-	-	0	No Parking Allowed	0	14,200	14,200	40	7.5	Major Arterial	7	asphalt
3/2/15	41	University Avenue	Cunningham Ave	Lincoln Ave	50	0	50	2	10	10	10	E of Race: raised, W of Race: CTL	10	none	-	-	0	No Parking Allowed	0	20,300-21,700	21,700	35	4.3 - 4.5 - 8.5	Major Arterial	7	asphalt
3/2/15	42	University Avenue	Lincoln Ave	Wright St	50	0	50	2	10	10	10	CTL	10	none	-	-	0	No Parking Allowed	0	20,100-20,900	20,900	35	5.5 - 5.4	Major Arterial	5.5	asphalt
3/2/15	43	Penn Central RR	Vine St	Vine St	RR-5	-	RR-5	-	-	-	-	-	-	-	-	-	0	-	0	-	-	-	-	-	-	
3/2/15	44	Penn Central RR	Broadway Ave	Coler Ave	N-10	-	N-10	-	-	-	-	-	-	-	-	-	0	-	0	-	-	-	-	-	-	
3/2/15	45	Clark Street	Goodwin Ave	Mathews Ave	22	1	20	1	15	14	14	none	-	N-marked parking	N-7	N-6	3	N-Parallel	3		250	25		local	0	concrete
3/2/15	46	Clark Street Corridor	Mathews Ave	Wright St	-	-	-	-	-	-	-	-	-	-	-	-	0	-	0	-	-	-	-	-	-	
3/9/15	47	Main Street	Pfeffer Rd	Main St Spur	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Allowed	0		700	35		collector	1.5	asphalt
3/9/15	48	Main Street	University Ave	E of Scottswood Dr	26.5	N-1.5	25	1	WB-14, EB-12.5	12.5	12.5	none	-	none	-	-	0	No Parking Allowed	0	2,600	2,600	35		collector	1.5	asphalt
3/9/15	49	Main Street	E of Scottswood Dr	Dodson Dr	46	1	44	1	11	11	11	CTL	12	Bike Lanes	6	5	5	No Parking Allowed	0	5,600	5,600	35		collector	1.5	asphalt
3/9/15	50	Main Street	Dodson Dr	Art Bartell Rd	54	1	52	1	11	11	11	CTL	12	Bike Lanes, Buffers	10	9	7	No Parking Allowed	0	5,600-4,850	5,225	35		collector	1.5	asphalt
3/9/15	51	Main Street	Art Bartell Rd	ILEAS Entrance	53	1	51	1	11	11	11	CTL	11	Bike Lanes, Buffers	10	9	7	No Parking Allowed	0	4,850	4,850	35		collector	1.5	asphalt
3/9/15	52	Main Street	ILEAS Entrance	Lierman Ave	39	1	37	1	11	11	11	painted	5	Bike Lanes	6	5	5	No Parking Allowed	0	4,850	4,850	30		collector	1.5	asphalt
3/9/15	53	Main Street	Lierman Ave	Glover Ave	39	1.25	36.5	1	11	11	11	painted	5	Bike Lanes	6	4.75	4.75	No Parking Allowed	0	5,100	5,100	30		collector	1.5	asphalt
3/9/15	54	Main Street	Glover Ave	Cottage Grove Ave	39	1.25	36.5	1	10	10	10	center line	-	Bike Lanes, S-marked parking	N-6, S-13	N-4.75, S-11.75	6.625	S-Parallel	3	5,100	5,100	30		collector	1.5	asphalt
3/9/15	55	Main Street	Cottage Grove Ave	Maple St north	39	0	39	1	10	10	10	center line	-	Bike Lanes, S-marked parking	N-6, S-13	N-6, S-13	7.25	S-Parallel from W of Grossbach-Grove	2	6,700	6,700	30		minor arterial	2	asphalt
3/9/15	56	Main Street	Maple St north	Maple St south	50-54	1	48-52	1	11	10	10	CTL	12	Bike Lanes, N-buffer	N-10-14; S-6	N-9-13; S-5	6.5	No Parking Allowed	0	6,700	6,700	30		minor arterial	2	asphalt
3/9/15	57	Main Street	Maple St south	Vine St	59	N-1	58	1	11	11	11	CTL	12	Bike Lanes, N-RTLs/buffer	N-19; S-6	N-18; S-6	8.5	No Parking Allowed	0	6,700	6,700	30	1.5	minor arterial	1.5	asphalt
3/9/15	58	Main Street	Vine St	Race St	62	1	60	1	11	11	11	CTL	11	both-Bike Lanes, marked parking	14.5	13.5	9.25	Vine-Walnut: N-Parallel; Walnut-Race: Both-Parallel	48	6,300	6,300	30	0.5	minor arterial	0.5	asphalt
3/11/15	59	Main Street	Race St	Springfield Ave	52	1	50	1	11	11	11	LTL	11	N-marked parking at Race, S-marked parking at Springfield	N-13; S-6	N-12; S-5	6.75	Race-mid-block: N-Parallel; Mid-block-Springfield: S-Parallel	8	6,600	6,600	30	0.7	minor arterial	0.7	asphalt
3/9/15	60	Main Street	Springfield Ave	Central Ave	29	N-1	28	1	EB-14, WB-15	14	14	none	-	N-marked parking at Springfield	-	-	0	N-Parallel at Springfield	4	2,250	2,250	30		local	0	asphalt
3/9/15	61	Main Street	Central Ave	Lincoln Ave	35	1.5	32	1	17.5	16	16	none	-	none	-	-	0	N-Parking only on Sunday, S-Unmarked On-Street	67	2,250	2,250	30		local	0	concrete
3/9/15	62	Main Street	Lincoln Ave	Goodwin Ave	34.5	0	34.5	1	13.5	13.5	13.5	none	-	S-marked parking from Harvey-Goodwin	S-7.5	S-7.5	3.75	Lincoln-Harvey: S-Unmarked On-Street; Harvey-Goodwin: S-Parallel	81	1,400	1,400	25		local	0	asphalt
3/9/15	63	Stoughton Street	McCullough St	Coler Ave	26	1.5	23	1	13	11.5	11.5	none	-	none	-	-	0	S-Unmarked On-Street	67		1,000	30		local	0	concrete
3/9/15	64	Stoughton Street	Coler Ave	Lincoln Ave	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	S-Unmarked On-Street	69		1,000	30		local	0	asphalt
3/9/15	65	Stoughton Street	Lincoln Ave	Harvey St	25	1.5	22	1	12.5	11	11	none	-	none	-	-	0	S-Unmarked On-Street	83		1,000	25		local	0	asphalt
3/9/15	66	Stoughton Street	Harvey St	Goodwin Ave	25	1.66	21.67	1	9	8.17	8.17	none	-	S-marked parking	S-7	S-5.33	2.67	S-Parallel	90		1,000	25		local	0	asphalt
3/9/15	67	Stoughton Street	Goodwin Ave	Mathews Ave	30	1.5	27	1	15	13.5	13.5	none	-	none	-	-	0	No Parking Allowed	0		1,000	25		local	0	concrete
3/9/15	68	Stoughton Street	Mathews Ave	W terminus	25	N-1, S-1.33	22.67	1	5.5	5.5	5.5	none	-	S-8' marked parking	8	6.67	3.33	S-Parallel	44		1,000	25		local	0	asphalt
3/9/15	69	Springfield Avenue	Main St	Cedar St	30	1	28	1	EB-11, WB-19	EB-10, WB-18	14	none	-	none	-	-	0	No Parking Allowed	0	8,600	8,600	30		minor arterial	2	asphalt
3/3/15	70	Springfield Avenue	Cedar St	Birch St	30	0	30	1	EB-11, WB-19	EB-11, WB-19	15	none	-	none	-	-	0	No Parking Allowed	0	8,600	8,600	30		minor arterial	2	concrete
3/9/15	71	Springfield Avenue	Birch St	Lincoln Ave	30	0	30	1	EB-11, WB-19	EB-11, WB-19	15	none	-	none	-	-	0	Birch-Busey: N-Unmarked On-Street	54	8,600	8,600	30		minor arterial	2	concrete E of McCullough, asphalt W of McCullough
3/2/15	72	Springfield Avenue	Lincoln Ave	Goodwin Ave	35	3.5	28	1	10.5	10.5	10.5	none	-	Gregory-Goodwin: both-marked parking	7	3.5	3.5	Gregory-Goodwin: Both-Parallel	11	9,000-10,800	9,900	30		minor arterial	2	asphalt

Segment ID	Pavement Condition (1-Worst, 5-Best)	Bicycle/Vehicle Crash Counts	BLOS Score	BLOS Grade	Drain Type	Sidewalk Status (SW = Sidewalk, SP = Sidepath)	Sidewalk Width (feet)	Parkway Width (feet)	Sidepath Width (feet)	RR Crossing: Perpendicular or Diagonal?	Curbs? Y/N/Parts	Street Lights? Y/N/Parts	Street Light Type (HI or LO Poles)	CUMTD Bus Route? Y/N/Parts	What part(s)?	Comments	Recommendations
39	4	0	5.13	E	transverse	none			-	-	N	At Guardian	HI at Guardian only	Y	all	N-S measurements W of Guardian: 1' white stripe, two 12' lanes, 1' yellow stripe, 15' raised grass median, two 12' lanes, 5' white stripe. Need a safe crossing from AMBUCS Park to future CUMTD path to connect to Rail-Trail & Main St: work with IDOT to explore use of median for refuge island.	Marked crossing from AMBUCS Park to future CUMTD Path. Urbana Green Loop. Work with IDOT.
40	4	1	5.12	E		N-SW			-	-	Y	Part	HI from Maple-Cunningham	Y	all	CUMTD offices & garages are here - they are a Bike Friendly Business, but have no bikeway to their offices.	South Sidepath with wayfinding signage
41	3.5	6	5.62	F	longitudinal	both-SW			-	diagonal at Lincoln	Y	Y	HI	Y, part	Broadway to McCullough	EB RTLs at Broadway & Cunningham, widens at those intersections. Bicyclists present upon survey in 2007, but were riding on sidewalks.	
42	3.5	4	5.21	E	longitudinal	both-SW			-	diagonal at Lincoln	Y	Y	HI	Y	all	Goodwin-Mathews: S-6' SW, Mathews-Wright: S-10' SP. EB RTLs at Goodwin & Mathews.	Widen south sidewalk to sidepath from Mathews-Goodwin, add wayfinding signage.
43	2	-	-	-		none			-	-	-	N		-		5' of existing railroad. 9' of space N of railroad. Need ROW of 45' or greater to add a trail to a RR bridge. Land is sloped E of Vine.	Seek ROW acquisition if opportunity becomes available. Shared-use path over bridge should include canopy roof & retaining walls on the N side. Alternative is University Avenue sidepath via CUMTD and Boneyard Creek to Downtown.
44	2	-	-	-		none		5	-	-	-	N		-		North side has plenty of room for a path from Broadway westward. W of Race (N-S): 10' gravel drive, 5' buffer, 10' railroad, 5' buffer. Broad Alley just N of RR from McCullough-Coler is 27' wide, with a 5' S SW.	Broadway-McCullough: Rails-with-Trails with wayfinding signage on north side of railroad. Urbana Green Loop from Race-McCullough. McCullough-Coler: Existing Bike Route on Broad Alley. Add wayfinding signage. Long-term: Rails-with-Trails on north side of railroad.
45	4	0	0.35	A		both-SW	8		-	-	Y	Y	LO	N		Mid-block bumpout. Motor traffic is one way east.	
46	-	-	-	-		SP			8	-	-	Y	LO	-		Not a street. There are 2 parallel shared-use paths: one is primarily used by pedestrians (N), the other by bicyclists (S). The bicycle path has bike parking.	Existing bike path. Add wayfinding signage.
47	3	0	3.18	C		none			-	-	N	N		N			Bike Route with wayfinding signage.
48	4	1	3.22	C		none			-	-	N-all, S-at University only	N		Y	all	Intersection widens at University. University-Ennis: Township jurisdiction.	Bike Route with wayfinding signage. Kickapoo Rail-Trail Study Area; work with Urbana Park District and Champaign County Forest Preserve District to determine best route into Urbana. Safe crossing across University to Beringer.
49	4	1	2.19	B		none			-	-	Y	Y	HI	Y	all	Road Diet & Bike Lanes installed in 2013. Road narrows E of Scottswood, sharrows.	Kickapoo Rail-Trail Study Area; work with Urbana Park District and Champaign County Forest Preserve District to determine best route into Urbana.
50	4	0	1.23	A	transverse	S-SP from Dodson-Weaver Park, S-SW from Weaver Park-Art Bartell	4		8	-	Y	Y	HI	Y	all	Road Diet, Bike Lanes & Weaver Park Sidepath installed in 2013.	Extend sidepath west, as part of East Urbana Parks Loop Trail. Kickapoo Rail-Trail Study Area; work with Urbana Park District and Champaign County Forest Preserve District to determine best route into Urbana.
51	4	0	1.19	A		S-SW	5		-	-	Y	Y	HI	Y	all	Road Diet & Bike Lanes installed in 2013. Road narrows W of Art Bartell.	South Sidepath, as part of East Urbana Parks Loop Trail. Kickapoo Rail-Trail Study Area; work with Urbana Park District and Champaign County Forest Preserve District to determine best route into Urbana.
52	4	0	1.99	B		S-SW	5		-	-	Y	Y	HI	Y	all	Bike Lanes, and Sharrows at Lierman installed in 2013.	South Sidepath, as part of East Urbana Parks Loop Trail. Kickapoo Rail-Trail Study Area; work with Urbana Park District and Champaign County Forest Preserve District to determine best route into Urbana.
53	4	0	2.12	B		N-SW 1/2 block E of Glover; S-SW all			-	perpendicular	Y	Y	HI	Y	all	Bike Lanes, and Sharrows at Lierman installed in 2013.	Kickapoo Rail-Trail Study Area from Lierman-Hartle; work with Urbana Park District and Champaign County Forest Preserve District to determine best route into Urbana. Urbana Green Loop.
54	4	0	1.61	B		both-SW			-	-	Y	Y	HI	Y	all	Bike Lanes installed in 2013.	Urbana Green Loop.
55	4	0	1.51	B		both-SW, parts brick			-	-	Y	Y	HI	Y	all	Bike Lanes, WB Sharrows at Cottage Grove, and concrete sidewalks installed in 2013. Gutter seams from Grove-Maple.	Urbana Green Loop.
56	4	0	1.80	B	diagonal	both-SW			-	-	Y	Y	HI	Y	all	Road Diet & Bike Lanes installed in 2010. 50' at Maple (N), 54' at Maple (S).	Urbana Green Loop.
57	4	1	0.44	A		both-SW			-	-	Y	Y	HI	Y	all	Road Diet & Bike Lanes installed in 2010. WB RTLs at Vine & Urbana, road widens W of Urbana Ave.	Urbana Green Loop.
58	4	2	2.05	B		both-SW			-	-	Y	Y	LO; HI at Broadway & Race	Y	all	Road Diet & Bike Lanes installed in 2013. Bulb outs at Broadway and intermediate points.	Urbana Green Loop.
59	4	0	1.49	A		both-SW		0	-	-	Y	Y	LO	Y	all	Road Diet & Bike Lanes installed in 2013.	Urbana Green Loop.
60	4	0	2.66	C		N-SW			-	-	Y	Y	LO	N		28' at Springfield, 30' at Kirby Firestone, 33' E of Central.	Bike Route, Sharrows, wayfinding signage. Urbana Green Loop.
61	4	1	3.15	C		both-SW, parts brick			-	-	Y	Y	LO	N		No parking on N side, Mon-Sat. 4-way stop at Coler. No ramps on E side of Lincoln.	Bike Route with wayfinding signage. Urbana Green Loop.
62	4	0	2.07	B		both-SW			-	-	Y	Y	LO	N		Diagonal ramps on W side of Lincoln. Bike ramps on W side of Goodwin.	Bike Route from Lincoln-Harvey, Bike Boulevard from Harvey-Goodwin. Urbana Green Loop. Work with University to continue bikeway west along this corridor to Wright St.
63	4.5	0	2.96	C	none	both-SW, parts brick			-	-	Y	Y	LO	N		Phillips Recreation Center. 2-way stops at McCullough & Coler.	
64	3.5	0	3.15	C		both-SW, parts brick			-	-	Y	Y	LO	N		2-way stops at Coler & Lincoln. Brick over Busey. Different pavement types (brick, concrete & asphalt), and poor pavement condition: potholes & cracks. Crossing at Lincoln is too close to Springfield, with no raised median on S side of intersection.	
65	4	0	2.98	C		both-SW, parts brick			-	-	Y	Y	HI	N			
66	4	0	2.64	C		both-SW, parts brick			-	-	Y	Y	HI	N			
67	4	0	2.10	B		both-SW			-	-	Y	Y	LO	N		UIUC street. Bike path removed by UIUC. Motor traffic is one way east. University High School.	
68	4	0	2.59	C		both-SW			-	-	Y	Y	LO	N		UIUC street. Bike path removed by UIUC.	
69	4	0	3.59	D		S-SW			-	-	Y	Y	LO	Y	all		
70	4	0	3.45	C		both-SW			-	-	Y	Y	LO	Y	all		
71	4	1	4.11	D		N-SW from Birch-Coler, Busey-Lincoln; S-SW all			-	-	Y	Y	HI	Y	all	8' unmarked parking on N side, high parking occupancy.	
72	4	4	3.24	C		both-SW			-	-	Y	Y	HI	Y	all		

Date	Segment ID	Street Name	From (E/N)	To (W/S)	Total Street Width (feet)	Gutter Seam Width (feet)	Street Width - EXCLUDING Gutter Seam (feet)	# of Thru Lanes per Direction	Lane Width - Including Gutter Seam (feet)	Lane Width - EXCLUDING Gutter Seam (feet)	Right Lane Width ADJ (feet)	Median Type	Median Width (feet)	Road Edge Marking Type	Extra Width (feet)	Extra Width EXCLUDING Gutter Seam (feet)	Extra Width ADJ (feet)	Parking Type	On-Street Parking % (estimate)	Traffic ADT (2011)	Traffic ADT Adjusted (2006-2011)	Posted Speed Limit	% of Heavy Vehicles: Trucks	Functional Classification	% of Heavy Vehicles: Trucks ADJ	Pavement Type
3/9/15	73	Springfield Avenue	Goodwin Ave	Wright St	35	1	33	1	EB-15, WB-12	EB-15, WB-11	13	none	-	S-marked parking	S-8	S-7	3.5	S-Parallel	33	10,800-10,300	10,550	30		minor arterial	2	asphalt
3/9/15	74	Elm Street	Webber St	Grove St	24	0	24	1	12	12	12	none	-	none	-	-	0	S-Unmarked On-Street	1		1,000	30		local	0	asphalt
3/9/15	75	Elm Street	Grove St	Urbana Ave	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	S-Unmarked On-Street	2		1,000	30		local	0	asphalt
3/9/15	76	Elm Street	Urbana Ave	Vine St	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	asphalt
3/9/15	77	Elm Street	Vine St	Race St	35	1	33	1	12	11	11	CTL	11	N-bus pullout at Broadway in lieu of CTL	-	-	0	No Parking Allowed	0		1,000	30		collector	1.5	asphalt
3/9/15	78	Elm Street	Race St	Cedar St	32	N-2	30	1	EB-11, WB-13	11	11	none	-	S-marked parking	S-8	S-8	4	S-Parallel	11		1,000	30		local	0	asphalt
3/9/15	79	Elm Street	Cedar St	McCullough St	33	N-1	32	1	16.5	16	16	none	-	none	-	-	0	S-Unmarked On-Street	68		1,000	30		local	0	asphalt
3/9/15	80	Elm Street	McCullough St	Coler Ave	33	N-2.5, S-1	29.5	1	13	11.75	11.75	none	-	S-marked parking	S-7	S-6	3	S-Parallel	85		1,000	30		local	0	asphalt
3/9/15	81	Elm Street	Coler Ave	Busey Ave	33	0	33	1	13	13	13	none	-	S-marked parking	S-7	S-7	3.5	S-Parallel	75		1,000	30		local	0	asphalt
3/3/15	82	Green Street	Hartle Ave	Cottage Grove Ave	25	1.33	22.33	1	12.5	11.17	11.17	none	-	none	-	-	0	Hartle-Poplar: Both-Unmarked On-Street; Poplar-Cottage Grove: S-Unmarked On-Street	2		1,000	30		local	0	oil & chip E of Poplar, concrete W of Poplar
3/9/15	83	Green Street	Cottage Grove Ave	Vine St	26	0	26	1	EB-16, WB-10	EB-16, WB-10	13	none	-	none	-	-	0	S-Unmarked On-Street	9		1,000	30		collector	1.5	asphalt
3/2/15	84	Green Street	Lincoln Square	Race St	31	1	29	1	15.5	14.5	14.5	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	asphalt
3/9/15	85	Green Street	Race St	Coler Ave	31	0	31	1	EB-11.5, WB-19.5	EB-11.5, WB-19.5	15.5	none	-	none	-	-	0	Cedar-Coler: N-Unmarked On-Street	63	3,600-4,100	3,850	30		collector	1.5	asphalt
3/9/15	86	Green Street	Coler Ave	Busey Ave	31	0	31	1	11.5	11.5	11.5	none	-	N-marked parking	N-8	N-8	4	N-Parallel	90	4,100	4,100	30		collector	1.5	asphalt
3/3/15	87	Green Street	Busey Ave	Lincoln Ave	55	0	55	2	11	11	11	LTL	11	none	-	-	0	No Parking Allowed	0	4,100	4,100	30		collector	1.5	asphalt
3/9/15	88	Green Street	Lincoln Ave	Gregory St	66	0	66	2	11	11	11	raised grass	11	none	-	-	0	No Parking Allowed	0	5,400	5,400	30		minor arterial	2	asphalt
3/3/15	89	Green Street	Gregory St	Mathews Ave	62	1	60	2	Outer-12, Inner-11	11	11	raised grass	16	none	-	-	0	No Parking Allowed	0	5,400-10,000	7,700	30		minor arterial	2	asphalt
3/9/15	90	Green Street	Mathews Ave	Illini Union entrance	62	1	60	2	Outer-12, Inner-11	11	11	raised grass	16	none	-	-	0	No Parking Allowed	0	7,400	7,400	30		minor arterial	2	asphalt
3/9/15	91	Green Street	Illini Union entrance	Wright St	56	1	54	2	Outer-12, Inner-11	11	11	E-raised, W-LTL	10	none	-	-	0	No Parking Allowed	0	7,400	7,400	30		minor arterial	2	asphalt
3/9/15	92	High Street	Lynn St	Urbana Ave	18	0	18	1	9	9	9	none	-	none	-	-	0	No Parking Restrictions	9		1,000	30		local	0	oil & chip
3/9/15	93	High Street	Walnut St	Broadway Ave	25	1	23	1	12.5	11.5	11.5	none	-	N-7' dashed parking pullout at Tang Dynasty	-	-	0	No Parking Allowed	0		1,000	30		local	0	asphalt
3/2/15	94	Illinois Street	Glover Ave	Cottage Grove Ave	18	0	18	1	9	9	9	none	-	none	-	-	0	Gravel Shoulders	0	325	325	30		local	0	oil & chip
3/9/15	95	Illinois Street	Cottage Grove Ave	Urbana Ave	25	1.5	22	1	12.5	11	11	none	-	none	-	-	0	S-Unmarked On-Street	5	1,550	1,550	30		collector	1.5	brick
3/9/15	96	Illinois Street	Urbana Ave	Vine St	26-42	1.33	23.33-39.33	1	13 at Urbana, 13-11-14 at Vine (N-S)	11.67 at Urbana, 12.17 at Vine	11.92	landscaped	4	none	-	-	0	No Parking Allowed	0	1,550	1,550	30		collector	1.5	asphalt
3/2/15	97	Illinois Street	Vine St	Race St	55	N-1	48	2	N outer-13; others-12	12	12	landscaped	6	none	-	-	0	No Parking Allowed	0	4,850	4,850	30		collector	1.5	asphalt
3/9/15	98	Illinois Street	Race St	Lincoln Ave	28	1	26	1	14	13	13	none	-	none	-	-	0	Race-Coler: S-Unmarked On-Street; Coler-Busey: S-Parallel	8	1,850-1,750	1,800	30		collector	1.5	asphalt
3/9/15	99	Illinois Street	Lincoln Ave	Goodwin Ave	44	1	42	1	10	10	10	none	-	both-7' marked parking + 5" bike lanes	12	11	8	Both-Parallel	41	2,050	2,050	25		collector	1.5	asphalt
3/2/15	100	California Avenue	Cottage Grove Ave	Anderson St	24	0	24	1	12	12	12	none	-	none	-	-	0	N-Unmarked On-Street	6		700	30		local	0	asphalt
3/9/15	101	California Avenue	Anderson St	Vine St	24	0	24	1	12	12	12	none	-	none	-	-	0	N-Unmarked On-Street	8		700	30		local	0	asphalt
3/9/15	102	Oregon Street	Glover Ave	Poplar St	22	0	22	1	11	11	11	none	-	none	-	-	0	Both-Unmarked On-Street on Unpaved Shoulders	5		700	30		local	0	oil & chip
3/9/15	103	Oregon Street	Poplar St	Cottage Grove Ave	26	1	24	1	13	12	12	none	-	none	-	-	0	No Parking Restrictions	0		700	30		local	0	concrete
3/9/15	104	Oregon Street	Cottage Grove Ave	Anderson St	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	N-Unmarked On-Street	3		700	30		local	0	asphalt
3/9/15	105	Oregon Street	Anderson St	Vine St	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	N-Unmarked On-Street	3		700	30		local	0	asphalt
3/9/15	106	Oregon Street	Vine St	Broadway Ave	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	N-Unmarked On-Street	4	500	500	30		local	0	asphalt
3/9/15	107	Oregon Street	Broadway Ave	Race St	27	0	27	1	13.5	13.5	13.5	none	-	none	-	-	0	N-Unmarked On-Street	7	500	500	30		local	0	asphalt
3/9/15	108	Oregon Street	Race St	Coler Ave	27	0	27	1	13.5	13.5	13.5	none	-	none	-	-	0	S-Unmarked On-Street	10	550	550	30		local	0	asphalt
3/2/15	109	Oregon Street	Coler Ave	Lincoln Ave	28	0	28	1	10	10	10	none	-	S-marked parking	S-8	S-8	4	S-Parallel	33	550	550	30		local	0	asphalt
3/9/15	110	Oregon Street	Lincoln Ave	Goodwin Ave	44	1	42	1	14	14	14	none	-	both-marked parking	8	7	6	Both-Parallel	40		1,000	25		local	0	asphalt
3/2/15	111	Nevada Street	Lincoln Ave	Goodwin Ave	41	1.5	38	1	12.5	12.5	12.5	none	-	both-marked parking	8	6.5	5.75	Both-Parallel	71	3,250	3,250	25		collector	1.5	asphalt

Segment ID	Pavement Condition (1-Worst, 5-Best)	Bicycle/Vehicle Crash Counts	BLOS Score	BLOS Grade	Drain Type	Sidewalk Status (SW = Sidewalk, SP = Sidepath)	Sidewalk Width (feet)	Parkway Width (feet)	Sidepath Width (feet)	RR Crossing: Perpendicular or Diagonal?	Curbs? Y/N/Parts	Street Lights? Y/N/Parts	Street Light Type (HI or LO Poles)	CUMTD Bus Route? Y/N/Parts	What part(s)?	Comments	Recommendations
73	4	1	3.11	C		both-SW, S-SP from Goodwin-Bardeen Quad	6	2	6	-	Y	Y	HI	N		N-S: 1' GP, 11' WB lane, 15' EB lane, 8' parking (incl. 1' GP) = 35' street width; 2' brick buffer, 6' SW, 4' brick buffer, 6' bike path.	Existing bike path on south side of road.
74	4	0	2.46	B		both-SW			-	-	Y	Y	LO	N		Road shifts north E of Grove.	
75	4	0	2.41	B		both-brick SW			-	-	Y	Y	LO	N		2 hour parking M-F 9a-5p, unrestricted after.	
76	4	0	2.67	C		N-SW all; S-SW from alley-Vine		0	-	-	Y	Y	LO	N		Narrow	
77	4	1	2.79	C	diagonal	both-SW		0	-	-	Y	Y	LO	Y	all	11' lane + 1' GP = 12' lanes. 11' CTL. Brick buffer b/w SW & road. Bus pullout on N side of street W of Broadway in lieu of CTL. Downtown - post office, Lincoln Square.	Bike Route from Walnut (USPS mailbox driveway) to Race, wayfinding signage to direct bicyclists to/from Broadway around Lincoln Square.
78	4	0	1.53	B		both-SW			-	-	Y	Y	LO	N		2' GP on N side, two 11' lanes, 8' parking lane on S side = 32'. Wide driveway opening to Busey Bank on N side takes up 1/2 the block.	
79	4	0	2.75	C		both-SW			-	-	Y	Y	LO	N		Unmarked lanes. High parking occupancy.	
80	4	0	2.37	B		both-SW			-	-	Y	Y	LO	N		Unmarked lanes. High parking occupancy.	
81	4	0	2.08	B	transverse	both-SW		N-0, S-7	-	-	Y	Y	LO	N		Unmarked lanes. High parking occupancy.	
82	4	1	2.57	C		both-SW from Glover-Cottage Grove			-	-	Poplar-Cottage Grove	Y	LO	N			
83	4	0	2.67	C		both-SW			-	-	Y	Y	LO	Y	all	10' WB + 16' EB marked lanes = 26' total (no gutter pans).	
84	4	0	2.12	B		S-SW			-	-	Y	Y	LO	N		West entrance to Lincoln Square. Median at Race.	
85	3.5	0	3.79	D		both-SW			-	-	Y	Y	LO	Y	all	19.5' WB (incl. 8' unmarked parking on N side) + 11.5' EB = 31'. At Race: 23' WB lane + 5' raised landscaped median + 11' EB LTL + 11' EB RTL = 50' total.	Bike Lanes. Requires removal of on-street parking.
86	3.5	2	3.49	C		both-SW			-	-	Y	Y	LO	Y	all	Two 11.5' marked lanes, 8' marked parking lane on N side.	Bike Lanes. Requires removal of on-street parking.
87	4	2	3.16	C		both-SW			-	-	Y	Y	LO	Y	all	31' at Busey with double yellow stripe (15.5' lanes, no parking). Road widens from 2 lanes at Busey (old pavement) to 5 lanes at Lincoln (new pavement). At Lincoln: five 11' lanes = 55' , incl. LTL.	Bike Lanes
88	4	0	3.38	C	longitudinal, transverse	both-SW		N-0, S-3 to 8	-	-	Y	Y	HI	Y	all	EB LTL & RTL at Lincoln. 4 EB lanes + 2 WB lanes x 11' = 66' total.	Bike Lanes
89	3.5	4	3.69	D		both-SW; W of Loomis Lab: N-SP	N-8' concrete; S-8' concrete + 2' brick = 10' total	0	6	-	Y	Y	HI	Y	all	Gregory-Goodwin: 1 mid-block crossing, 10' bus pullout at Daniels Hall. N bike path starts at Loomis Lab, goes west. N-S W of Loomis: 8' SW, 1' concrete buffer, 6' bike path. Goodwin-Mathews: trees in median. LTLs at Gregory, Goodwin, Mathews. Green & Goodwin intersection improvements in 2014 include all-ped phase and bike-activated stoplights on Goodwin.	Bike Lanes
90	4	1	3.54	D		both-SW, N-SP	8	N-0	6	-	Y	Y	HI	Y	all	Continental crosswalks & refuge islands W of Union exit & entrance. Major bus stop on N side of road by Engineering Hall.	Bike Lanes
91	4	1	3.54	D		both-SW, N-SP	8	S-0	7	-	Y	Y	HI	Y	all	N of road (N-S): 8' SW, 8' bike path, grass buffer, street. N bike path ends at Wright. Continental crosswalk with median cut W of Union entrance. Major bus stop on S side of road, W of Union entrance. No S parkway, WB at Wright: LTL, thru lane, RTL. At Wright: stoplight w/ bike/ped-only phase, diagonal crossings allowed.	Bike Lanes
92	4	0	2.84	C	none	both-SW, parts brick			-	-	N	Y	LO	N		No stops. Undefined road edge.	
93	4	0	2.51	C		N-SW			-	-	Y	Y	HI	N		Two 12.5' marked lanes, + additional 7' dashed line pullout on N side at Tang Dynasty only. Bike Parking. Gutter pans on both sides.	Bike Route with wayfinding signage to direct bicyclists to/from Broadway around Lincoln Square.
94	4	0	2.20	B	diagonal at corners	both-SW			-	-	N	Y	LO	N		No curbs, no gutters, gravel shoulders. Diagonal drains at corners. E of Glover: Central IL Produce, w/ very large, bumpy gravel parking lot used by many trucks, and lots of vegetation between gravel lot & Solo Cup RR.	
95	3	0	3.41	C		both-SW			-	-	Y	Y	LO	N		Brick road with concrete gutter seams.	No treatment - brick road.
96	4	1	2.91	C		both-SW			-	-	Y	Y	LO	N		1 unmarked EB lane, 2 marked WB lanes at Vine. 26' at Urbana Ave, 42' at Vine St (N-S: 13' WB lane [incl. 16'GP], 11' WB lane, 4' painted median, 14' EB lane [incl. 16" GP] = 42').	Bike Route. Wayfinding signage should direct EB bicyclists to SB Urbana Ave.
97	4	2	3.13	C		both-SW		0	-	-	Y	Y	HI	Y	all	4 x 12' lanes + 1' gutter pan on N side + 6' landscaped median = 55'	Road Diet + Bike Lanes: 6' bike lanes, 11' travel lanes, paint a wider median (N-8', S-7')
98	4.5	3	2.86	C		both-SW			-	-	Y	Y	LO	N			Bike Route with wayfinding signage from Race-Coler. Existing Bike Route from Lincoln-Coler, add wayfinding signage. Bike activated stoplight at Lincoln. Urbana Green Loop from McCullough-Lincoln.
99	5	1	1.51	B		both-SW			-	-	Y	Y	HI	Y	all	Street reconstructed to include 10' travel lanes, 5' bike lanes, and 7' parking lanes in August 2007.	Existing Bike Lanes. Bike activated stoplight at Lincoln. Urbana Green Loop.
100	4	0	2.34	B	none	both-SW, parts brick			-	-	Y	Y	LO	N			
101	4	0	2.36	B	diagonal	both-SW, parts brick			-	-	Y	Y	LO	N		Historic East Urbana	Bike Route with wayfinding signage from Grove-Urbana
102	4	0	2.44	B		S-SW	4	10	-	-	N	Y	LO	N		Edge of road is very undefined.	Long term: Bike Route, to extend east as a shared-use path to Art Bartell Road.
103	4	0	2.27	B		S-SW	4	7	-	-	Y	Y	LO	N		2-way stop at Cottage Grove, busy crossing.	Bike Route with wayfinding signage
104	4	0	2.25	B	none	both-SW, parts brick	4	7	-	-	Y	Y	LO	N		No stops.	Bike Route with wayfinding signage
105	4	0	2.25	B	none	both-SW, parts brick	5	7	-	-	Y	Y	LO	N		2-way stop at Vine, busy crossing - even with crosswalk. No stops E of Vine.	Existing Bike Route from Anderson-Grove. Add wayfinding signage.
106	4	0	2.09	B	none	both-SW, parts brick	4	8	-	-	Y	Y	LO	N		Continental crosswalks, lights & signage at Vine & Broadway. Road is narrower than W of Broadway. 2-way stops at Vine & Broadway.	
107	4	0	2.00	B	none	both-brick SW	4	7	-	-	Y	Y	LO	N		Continental crosswalks, lights & signage at Broadway & Race. 2-way stops at Broadway & Race.	
108	4	1	2.09	B	none	both-SW, parts brick	5	11	-	-	Y	Y	LO	N		Leal School. Continental crosswalk, lights & signage at Race. N SW wider at Leal, no parkway. Road shifts at Orchard, but remains the same width. No stops between Race & Coler. 2-way stop at Race, 4-way stop at Coler.	
109	4	1	1.69	B	none	both-SW, parts brick	5	10	-	-	Y	Y	LO	N		Unmarked lanes, marked parking. 4-way stop at Coler, 2-way stop at Lincoln. Offset at Lincoln.	
110	4	2	0.77	A		both-SW	6-10		-	-	Y	Y	HI	N		6' SWs, 10' N SW from Gregory-Goodwin.	Bike Lanes. No parking removal required.
111	4	4	2.53	C		both-SW	5		-	-	Y	Y	HI	Y	all	High parking occupancy. Not enough street width to have bike lanes and parking.	Bike Route with wayfinding signage from Gregory to Goodwin. Mark bike crossings at Gregory Street on E & W legs.

Date	Segment ID	Street Name	From (E/N)	To (W/S)	Total Street Width (feet)	Gutter Seam Width (feet)	Street Width - EXCLUDING Gutter Seam (feet)	# of Thru Lanes per Direction	Lane Width - Including Gutter Seam (feet)	Lane Width - EXCLUDING Gutter Seam (feet)	Right Lane Width ADJ (feet)	Median Type	Median Width (feet)	Road Edge Marking Type	Extra Width (feet)	Extra Width EXCLUDING Gutter Seam (feet)	Extra Width ADJ (feet)	Parking Type	On-Street Parking % (estimate)	Traffic ADT (2011)	Traffic ADT Adjusted (2006-2011)	Posted Speed Limit	% of Heavy Vehicles: Trucks	Functional Classification	% of Heavy Vehicles: Trucks ADJ	Pavement Type
3/3/15	112A	Washington Street	High Cross Rd	W of High Cross Rd	76	1.5	73	2	11	11	11	raised at High Cross, painted W of High Cross	12	Bike Lanes	5.5	4	4	No Parking Allowed	0	2,650	2,650	35		collector	0	asphalt
3/9/15	112B	Washington Street	W of High Cross Rd	Pfeffer Rd	30	0	30	1	11	11	11	none at Pfeffer, painted E of Pfeffer	-	Bike Lanes	4	4	4	No Parking Allowed	0	2,650	2,650	35		collector	0	asphalt
3/9/15	113	Washington Street	Pfeffer Rd	Dodson Dr	26	N-2	24	1	WB-14, EB-12	12	12	painted at Dodson, none E of Dodson	-	none	-	-	0	S-Gravel Shoulder	0	3,850	3,850	35		collector	0	asphalt
3/9/15	114	Washington Street	Dodson Dr	Cottage Grove Ave	50	1	44	1	11	11	11	raised	4	Bike Lanes, Buffers	12	11	8	No Parking Allowed	0	3,850-6,800	5,325	30		collector	1.5	asphalt
3/9/15	115	Washington Street	Cottage Grove Ave	Urbana Ave	31	0	31	1	10.5	10.5	10.5	none	-	Bike Lanes	5	5	5	No Parking Allowed	0	5,200-9,300	7,250	30		collector	1.5	asphalt
3/9/15	116	Washington Street	Urbana Ave	Vine St	36	1.5	33	1	12	10.5	10.5	WB Thru/LTL	12	none	-	-	0	No Parking Allowed	0	9,300	9,300	30		collector	1.5	asphalt at Urbana Ave, concrete at Vine St
3/9/15	117	Washington Street	Vine St	Broadway Ave	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	No Parking Allowed	0	3,650	3,650	30		collector	1.5	Vine-Walnut: concrete; Walnut-Broadway: asphalt
3/9/15	118	Washington Street	Broadway Ave	Race St north	28	1.5	25	1	14	12.5	12.5	none	-	none	-	-	0	No Parking Allowed	0	2,950	2,950	30		collector	1.5	asphalt
3/9/15	119	Washington Street	Race St north	Race St south	35	1.5	32	1	17.5	16	16	none	-	none	-	-	0	No Parking Allowed	0	2,950	2,950	30		collector	1.5	concrete
3/9/15	120	Washington Street	Race St south	Orchard St	27	1.5	24	1	13.5	12	12	none	-	none	-	-	0	S-Unmarked On-Street	3	1,550-1,150	1,350	30		collector	1.5	concrete
3/9/15	121	Washington Street	Orchard St	Busey Ave	27	1.5	24	1	9.5	8.75	8.75	none	-	S-marked parking	S-8	S-6.5	3.25	S-Parallel	8	1,000	1,000	30		collector	1.5	concrete
3/9/15	122	Iowa Street	Orchard St	Lincoln Ave	23	0	23	1	7.5	7.5	7.5	none	-	S-marked parking	S-8	S-8	4	S-Parallel	45		1,000	30		local	0	asphalt
3/9/15	123	Gregory Drive	Dorner Dr	west city limits	32	1	30	1	11	11	11	none	-	Bike Lanes	5	4	4	No Parking Allowed	0	2,800-2,750	2,775	20		collector	1.5	asphalt
7/23/13	124	Pennsylvania Avenue	Philo Rd	Anderson St	28	0	28	1	14	14	14	none	-	none	-	-	0	Both-Unmarked On-Street; S-Angled at Wiley School	5		475	30		collector	1.5	asphalt
3/9/15	125	Pennsylvania Avenue	Anderson St	Vine St	40	0	40	1	12	12	12	none	-	Shared Bike/Parking Lanes	8	8	6.5	Shared Bike/Parking Lanes	2	1,250	1,250	30		collector	1.5	asphalt
3/9/15	126	Pennsylvania Avenue	Vine St	Race St	31	0	31	1	WB-12, EB-19	WB-12, EB-19	15.5	none	-	none	-	-	0	S-Unmarked On-Street	6	2,400	2,400	30		collector	1.5	concrete
3/9/15	127	Pennsylvania Avenue	Race St	Orchard St	31	0	31	1	WB-12, EB-19	WB-12, EB-19	15.5	none	-	none	-	-	0	S-Unmarked On-Street	3	3,050	3,050	30		collector	1	asphalt
3/9/15	128	Pennsylvania Avenue	Orchard St	Lincoln Ave	31	0	31	1	12	12	12	none	-	S-marked parking	S-7	S-7	3.5	S-Parallel	4	3,050	3,050	30		collector	1.5	asphalt
3/9/15	129	Pennsylvania Avenue	Lincoln Ave	Dorner Dr	41	0	41	1	WB-11, EB-14	WB-11, EB-14	12.5	painted	8	N-marked parking	N-8	N-8	4	N-Parallel	58	6,300	6,300	30		collector	1.5	asphalt
3/9/15	130	Pennsylvania Avenue	Dorner Dr	Goodwin Ave	35	0	35	1	14	14	14	none	-	N-marked parking	N-7	N-7	3.5	N-Parallel	0	6,300	6,300	30		collector	1.5	asphalt
3/9/15	131	Pennsylvania Avenue	Goodwin Ave	west city limits	39	0	39	1	11	11	11	none	-	both-marked parking	N-8, S-9	8.5	6.75	Both-Parallel	56	6,000	6,000	30		collector	1.5	asphalt
3/9/15	132	Florida Avenue	Abercorn St	Kinch St	39	2	35	1	19.5	17.5	17.5	none	-	none	-	-	0	N-Unmarked On-Street	2		1,000	30		minor arterial	2	concrete
3/22/15	133	Florida Avenue	Kinch St	James Cherry Dr	39	2	35	1	11	11	11	center line, painted	-	Bike Lanes, N-parking lane, buffers	N-5, S-12	N-3, S-10	5.75	W of Rutledge-Lincolnwood: N-Parking Lane; all other places- No Parking Allowed	0	3,050	3,050	30		minor arterial	2	E of Curtiss: concrete; W of Curtiss: asphalt
3/9/15	134	Florida Avenue	James Cherry Dr	Adams St	44	2	40	1	12	12	12	none	-	Bike Lanes, S-parking lane	N-6, S-18	N-4, S-16	7.5	S-Parking Lane	2	4,600	4,600	30		minor arterial	2	concrete
3/10/15	135	Florida Avenue	Adams St	Sunnycrest Mall entrance	66	2	62	1	12	12	12	3' semi-raised + 11' LTL	14	Bike Lanes, both-parking lanes, buffers	14	12	8.5	E of Philo: Both-Parking Lanes	7	4,600-5,100	4,850	30		minor arterial	2	concrete
3/10/15	136	Florida Avenue	Sunnycrest Mall entrance	Vine St	44	2	40	1	12	12	12	none	-	Bike Lanes, S-parking lane	N-6, S-18	N-4, S-16	7.5	S-Parking Lane	8	5,100-8,200	6,650	30		minor arterial	2	concrete
3/10/15	137	Florida Avenue	Vine St	Broadway Ave	32	0	32	1	11	11	11	none	-	Bike Lanes	5	5	5	No Parking Allowed	0	8,800	8,800	30		minor arterial	2	asphalt
3/10/15	138	Florida Avenue	Broadway Ave	Race St	32	0	32	1	11	11	11	none	-	Bike Lanes	5	5	5	No Parking Allowed	0	8,800	8,800	30		minor arterial	2	asphalt
3/10/15	139	Florida Avenue	Race St	Busey Ave	32	0	32	1	12	12	12	none	-	N-striped parking lane	N-8	N-8	4	N-Striped Parking Lane	1	11,500-9,600	10,550	30		minor arterial	2	asphalt
3/2/15	140	Florida Avenue	Busey Ave	west city limits	55	2	51	2	13	12	12	raised	3	none	-	-	0	No Parking Allowed	0	9,600-13,500	11,550	35		minor arterial	2	asphalt
3/10/15	141	Colorado Avenue	Stone Creek Blvd	Philo Rd	42	N-1, S-1.5	39.5	1	14	WB-13, EB-12.5	12.75	CTL	14	none	-	-	0	E of Prairie Winds: No Restrictions; W of Prairie Winds: No Parking Allowed	0		1,000	30		collector	1.5	concrete
3/10/15	142	Colorado Avenue	Philo Rd	Vine St	30	1.5	27	1	15	13.5	13.5	none	-	none	-	-	0	No Parking Allowed	0	2,450-2,700	2,575	30		collector	1.5	asphalt
3/10/15	143	Montclair Road	Vine St	Race St	30	1.33	27.33	1	15	13.67	13.67	none	-	none	-	-	0	Both-Unmarked On-Street	1		700	30		local	0	asphalt
3/11/15	144	Mumford Drive	east terminus	Philo Rd	30	0	30	1	15	15	15	none		none	-	-	0	No Parking Restrictions	1	850	850	30		collector	1.5	concrete
3/10/15	145	Mumford Drive	Philo Rd	Anderson St	28.5	0	28.5	1	14.25	14.25	14.25	none	-	none	-	-	0	Both-Unmarked On-Street	17	1,300	1,300	30		collector	1.5	concrete

Segment ID	Pavement Condition (1-Worst, 5-Best)	Bicycle/Vehicle Crash Counts	BLOS Score	BLOS Grade	Drain Type	Sidewalk Status (SW = Sidewalk, SP = Sidepath)	Sidewalk Width (feet)	Parkway Width (feet)	Sidepath Width (feet)	RR Crossing: Perpendicular or Diagonal?	Curbs? Y/N/Parts	Street Lights? Y/N/Parts	Street Light Type (HI or LO Poles)	CUMTD Bus Route? Y/N/Parts	What part(s)?	Comments	Recommendations
112A	5	0	1.44	A		none	-	-	-	-	Y	N		N		Part of 2014-15 IL 130 reconstruction. Take advantage of expanding facilities on this route E of High Cross, eastward towards Homer Lake.	Bike Lanes to be striped in 2015. Bike Lanes + 3 lanes upon road reconstruction, from High Cross to Cottonwood. E of Cottonwood: Sidepath to Homer Lake, as stated in County Greenways & Trails Plan.
112B	5	0	1.79	B		none	-	-	-	-	N	N		N		Part of 2014-15 IL 130 reconstruction.	Bike Lanes to be striped in 2015.
113	4	0	3.22	C	longitudinal	N-SW	4		-	-	Y-N side only	N		Y, part	MacArthur to Scottswood	Curb, gutters, & SW on N side only.	Short-term: Bikes May Use Full Lane. Long-term: Bike Lanes + 3 lanes upon road reconstruction.
114	4	1	0.60	A	transverse	both-SW	4	8	-	-	Y	Y	HI	Y, part	Dodson to Lierman	Road Diet, Bike Lanes, and Sharrows installed in 2010 E of Philo, 2013 W of Philo. Destinations: Prairie School, Urbana Early Childhood School (UECS), Prairie Park, Brookens Admin Center & Sports Complex. 20 mph school zone speed limit from Smith to Kinch. No ramps on W side of Lanore (N & S) leading to/from Brookens. 52' at Philo, 44.5' at Cottage Grove. Street lights in median.	Existing Bike Lanes. Widen North Sidewalk to Sidepath from Smith-Lierman as part of East Urbana Parks Loop Trail.
115	4	0	2.30	B	diagonal	both-SW	4-5	9	-	-	Y	Y	HI	N		Bike Lanes installed in 2010.	Existing Bike Lanes.
116	4	0	3.98	D	transverse	both-SW	5	8	-	-	Y	Y	HI	N		Sharrows installed in 2010. 33' at Urbana Ave, 36' at Vine St. 3 lanes at Vine, N-S: WB RTL, WB thru/LTL, EB lane.	Move WB sharrows to Thru/LTL.
117	4.5	0	3.18	C		S-SW	4	2-21	-	-	Y	Y	LO	N		Sharrows installed in 2014 from Walnut-Broadway. Urbana High School.	Existing Sharrows from Walnut-Broadway. Add Bike Route, wayfinding signage, and Sharrows to entire segment.
118	5	0	3.01	C	transverse	both-SW			-	-	Y	Y	LO	N		Sharrows installed in 2014. Urbana High School.	Existing Sharrows. Add Bike Route and wayfinding signage.
119	4	0	2.67	C	none	both-SW	4	N-21, S-13	-	-	Y	Y	LO	Y	all	Road is wide enough for bike lanes, but not to the east or west. Therefore, a Bike Route is the best treatment.	Bike Route & Sharrows with wayfinding signage
120	4	0	2.86	C		both-SW	4-5	N-5, S-8	-	-	Y	Y	LO	N		Unmarked parking on S side only	Bike Route with wayfinding signage. Urbana Green Loop from Carle-McCullough.
121	3.5	0	2.45	B		both-SW	4	8	-	-	Y	Y	LO	N		Marked parking stalls on S side only	Bike Route with wayfinding signage, use Busey & Iowa to reach Campus.
122	5	1	2.30	B		both-SW			-	-	Y	Y	LO	N			Bike Route with wayfinding signage from Busey-Lincoln.
123	4	3	1.90	B	S-open grate at Undergrad; transverse	both-SW	6		-	-	Y	Y	HI	Y	all	W of Goodwin: Closed to thru traffic M-F 7:30a-5:30p. Narrows W of Mathews. Bike Lanes installed in September 2007; UIUC bike path removed at same time.	Existing Bike Lanes. Urbana Green Loop from Dornier-Goodwin.
124	4	0	2.11	B		both-SW	4	7-14	-	-	N	Part	HI W of Wiley Dr	Y, part	Cottage Grove to Anderson	Wiley School. No gutters. 20 MPH school zone speed limit from Penn Ct-Anderson. 18' angled parking on S side at Wiley School not included in total street width. 4-way stop at Anderson.	
125	4	0	0.45	A		both-SW			-	-	Y	Y	LO	N		Shared bike/parking lanes installed in 2013. Very wide; low parking occupancy. 4-way stop at Anderson, 2-way stop at Vine.	Existing shared bike/parking lanes. Add wayfinding signage.
126	4	0	2.73	C		N-SW; S-SW Broadway-Race only	4	19	-	-	Y	Y	LO	Y	all	Bike Route installed in 2013. 2-way stop at Vine, 4-way stop at Race. Marked lanes start at center of road at Vine (two 15.5' lanes), then become 12' WB + 19' EB (incl. 7' unmarked parking) lanes.	Existing Bike Route. Add wayfinding signage. Urbana Green Loop from Broadway-Race.
127	3.5	0	2.86	C	diagonal	both-SW	4	19	-	-	Y	Y	LO	Y	all	4-way stop at Race. Road dips towards corner at SW corner of Race & Pennsylvania. Bus stops. 7' unmarked parking on S side. Potholes present.	Bike Route with wayfinding signage. Urbana Green Loop.
128	4	1	2.21	B	diagonal	both-SW	4	19	-	-	Y	Y	LO	Y	all	LTL & stoplight at Lincoln.	Bike Route with wayfinding signage. Bike Activated Stoplight at Lincoln. Urbana Green Loop.
129	4	0	3.07	C		both-SW			-	-	Y	Y	HI	Y	all	Curb bumpout at NW corner of Pennsylvania & Lincoln. At Lincoln (N-S): 7' marked parking, 12' WB lane, 10' EB LTL, 12' EB lane. At midpoint (N-S): 8' parking, 11' WB lane, 8' painted median, 14' EB lane. LTL & stoplight at Lincoln; RTL, wider intersection & 3-way stop at Dornier.	Short-Term: Bike Route with wayfinding signage, Bike Activated Stoplight at Lincoln. Long-term: Bike Lanes. Urbana Green Loop.
130	4	0	2.13	B		N-SW & SP	8		6	-	Y	Y	HI	Y	all	N-S: Bike path, SW, road. Marked parking from Maryland-Goodwin. LTL at Dornier, RTL at Goodwin.	Existing bike path on north side of road. Short-term: Bike Route with wayfinding signage. Long-term: Bike Lanes.
131	4	0	2.87	C		N-SW	6	7	-	-	Y	Y	HI	Y	all	11' lanes, 8' N metered parking, 9' S metered parking = 39'.	Short-term: Bike Route with wayfinding signage. Long-term: Bike Lanes.
132	4.5	1	1.89	B		N-SW, S-SP			8	-	Y	N		Y, part	Smith to Kinch		Existing sidepath on south side of road.
133	4	0	1.51	B	transverse	both-SW, S-SP from Kinch-Rutledge	4	varies	-	-	Y	N		Y	all	Bike lanes, sharrows, and sidepath installed in 2013. Former RR crossing is paved, 39'. Thomas Paine School at James Cherry Dr.	Kinch-Rutledge: Existing sidepath, sharrows. Rutledge-James Cherry: Existing Bike Lanes.
134	4	0	0.69	A	longitudinal	both-SW	4	varies	-	-	Y	Y	HI	Y	all	Bike lanes installed in 2013. Thomas Paine School. 20 MPH school zone speed limit.	Existing Bike Lanes
135	4	0	0.41	A		both-SW			-	-	Y	Y	HI	Y	all	Bike lanes installed in 2013. Bus stops and lots of turning movements at Philo.	Existing Bike Lanes
136	4	1	1.11	A		both-SW			-	-	Y	Y	HI E of Cottage Grove, LO W of Cottage Grove	Y, parts	Philo to Cottage Grove, Anderson to Vine	Bike lanes & sharrows installed in 2013. W of Anderson: 1' Gutter Pans. WB at Vine: RTL, thru lane.	Existing Bike Lanes & Sharrows. Urbana Green Loop from Anderson-Vine.
137	4	0	2.38	B		both-SW	4	varies	-	-	Y	Y	LO	Y	all	Bike lanes & sharrows installed in 2013. EB at Vine: LTL, thru lane. Plenty of park space around N SW to expand to SP.	Existing Bike Lanes & Sharrows. North Sidepath. Urbana Green Loop.
138	4	0	2.38	B		both-SW	4	8	-	-	Y	Y	LO	Y	all	Bike lanes & sharrows installed in 2013.	Existing Bike Lanes & Sharrows
139	4	0	2.69	C		N-SW	5	8	-	-	Y	Y	LO	Y	all	Striped 8' parking lane on N side.	South Sidepath from Race-Lincoln. No on-street treatment.
140	4	0	3.78	D		N-UIUC bike path from Lincoln-Virginia; S-SP		3	8	-	Y	Y	HI	Y, part	Busey to Lincoln		Existing bike path on north side of road from Lincoln-Virginia. Existing South Sidepath.
141	4	2	2.58	C		E of Prairie Winds Dr: N-SP, S-SW; W of Prairie Winds: N-SW, S-SP	4	N-8, S-5	8	-	Y	N		N			Existing Sidepath. Urbana Green Loop from Lohmann Park-Philo.
142	3.5	1	3.10	C		both-SW			-	-	Y	Y	HI	Y, part	Philo to Cottage Grove		Sharrows from Philo-alley W of Philo. Bike Lanes from alley W of Philo-Anderson. Urbana Green Loop from Cottage Grove-Anderson.
143	4	0	2.07	B	none	none	0	-	-	-	Y	N		N		Hills. 30' w/ 16" GPs at Vine & at midpoint (15 Montclair); 30' w/ 1' GPs E of Race; 25' at Race.	
144	4	1	2.20	B		both-SW	4	10	-	-	Y	N		N			Long-term: Bike Route upon further development of Eagle Ridge subdivision.
145	4	0	2.74	C		both-SW			-	-	Philo-Cottage Grove	Y	HI	N		Yankee Ridge School.	Bike Route

Date	Segment ID	Street Name	From (E/N)	To (W/S)	Total Street Width (feet)	Gutter Seam Width (feet)	Street Width - EXCLUDING Gutter Seam (feet)	# of Thru Lanes per Direction	Lane Width - Including Gutter Seam (feet)	Lane Width - EXCLUDING Gutter Seam (feet)	Right Lane Width ADJ (feet)	Median Type	Median Width (feet)	Road Edge Marking Type	Extra Width (feet)	Extra Width EXCLUDING Gutter Seam (feet)	Extra Width ADJ (feet)	Parking Type	On-Street Parking % (estimate)	Traffic ADT (2011)	Traffic ADT Adjusted (2006-2011)	Posted Speed Limit	% of Heavy Vehicles: Trucks	Functional Classification	% of Heavy Vehicles: Trucks ADJ	Pavement Type
3/10/15	146	Mumford Drive	Anderson St	Race St	30	0	30	1	15	15	15	none	-	none	-	-	0	S-Unmarked On-Street	8	1,300-950	1,100	30		collector	1.5	asphalt E of Zuppke, concrete W of Zuppke
3/10/15	147	George Huff Drive	Colorado Ave	Harding Dr	30	1.5	27	1	15	13.5	13.5	none	-	none	-	-	0	No Parking Restrictions	0		700	30		local	0	asphalt
3/2/15	148	George Huff Drive	Harding Dr	Mumford Dr	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	No Parking Restrictions	0		700	30		local	0	asphalt
3/10/15	149	George Huff Drive	Mumford Dr	Vine St	24	0	24	1	12	12	12	none	-	none	-	-	0	No Parking Restrictions	0		700	30		local	0	asphalt
3/10/15	150	George Huff Drive	Vine St	Race St	24	0	24	1	12	12	12	none	-	none	-	-	0	No Parking Restrictions	6	450	450	30		local	0	asphalt
3/10/15	151	George Huff Drive	Race St	Hazelwood Dr	27	1	25	1	13.5	12.5	12.5	none	-	none	-	-	0	No Parking Allowed	0	250	250	25		local	0	asphalt
3/10/15	152	Hazelwood Drive	George Huff Dr	west terminus	28	1	26	1	14	13	13	none	-	none	-	-	0	No Parking Allowed	0		1,000	25		local	0	asphalt
3/10/15	153	McHenry Street	Philo Rd	Lynn St south	29	0	29	1	14.5	14.5	14.5	none	-	none	-	-	0	No Parking Restrictions	1		700	30		collector	1.5	asphalt
3/10/15	154	McHenry Street	Lynn St south	Anderson St	30	0	30	1	15	15	15	none	-	none	-	-	0	No Parking Restrictions	0		700	30		collector	1.5	asphalt
3/10/15	155	McHenry Street	Anderson St	Race St	30	0	30	1	15	15	15	none	-	none	-	-	0	No Parking Restrictions	5		1,000	30		collector	1.5	concrete E of Grange, asphalt W of Grange
3/10/15	156	Amber Lane	Myra Ridge Dr	Philo Rd	30	0	30	1	15	15	15	none	-	none	-	-	0	N-Unmarked On-Street	0		1,000	30		collector	1.5	concrete
3/10/15	157	Scovill Street	Philo Rd	Anderson St	30	0	30	1	15	15	15	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	concrete
3/2/15	158	Scovill Street	Anderson St	Vine St	30	0	30	1	15	15	15	none	-	none	-	-	0	No Parking Restrictions	1		1,000	30		local	0	concrete
3/10/15	159	Windsor Road	High Cross Rd	Philo Rd	59	Outer-1, Inner-1	57	2	12	11	11	CTL, grass	11	none	-	-	0	No Parking Allowed	0	5,600-6,200	5,900	45		minor arterial	2	asphalt E of Boulder, concrete W of Boulder
3/10/15	160	Windsor Road	Philo Rd	Race St	56	2	52	2	13	12	12	double yellow line; raised median at Vine	4	none	-	-	0	No Parking Allowed	0	8,100-10,700	9,400	45		minor arterial	2	concrete
3/10/15	161	Windsor Road	Race St	Wright St	72	0	72	2	12	12	12	double center line	1	both-bike lanes	11.5	11.5	8.25	No Parking Allowed	0	12,500-14,900	13,700	45		minor arterial	2	asphalt
3/10/15	162	Wright Street	Church St	Park St	N/A	N/A	N/A	1	N/A	N/A	N/A	none	-	none	-	-	0	No Parking Allowed	0	1,600	1,600	30		collector	1.5	concrete
3/10/15	163	Wright Street	Park St	University Ave	N/A	N/A	N/A	1	N/A	N/A	N/A	none	-	none	-	-	0	No Parking Allowed	0	1,600	1,600	30		collector	1.5	concrete
3/10/15	164	Mathews Avenue	University Ave	Main St	25	1.33	22.33	1	8.5	7.84	7.84	none	-	E-marked parking	E-8	E-6.67	3.34	E-Parallel	83		1,000	25		local	0	asphalt
3/10/15	165	Mathews Avenue	Main St	Springfield Ave	25	1.5	22	1	18	16.5	16.5	none	-	W-marked parking, E-parking lane from Stoughton-Springfield	W-7	W-5.5	2.75	W-Parallel	88		1,000	25		local	0	asphalt
3/10/15	166	Mathews Avenue	Springfield Ave	Green St	30	1	28	1	14	14	14	none	-	both-marked parking	8	7	6	Both-Parallel	77		1,260	25		local	0	concrete
3/10/15	167	Mathews Avenue	Green St	Nevada St	30	0	30	1	15	15	15	none	-	both-marked parking	7.5	7.5	6.25	Both-Parallel	93		1,000	25		local	0	asphalt
3/10/15	168	Goodwin Avenue	Bradley Ave	Fairview Ave	30	1.5	27	1	15	13.5	13.5	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		collector	1.5	concrete
3/10/15	169	Goodwin Avenue	Fairview Ave	University Ave	24	1	22	1	12	11	11	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		collector	1.5	concrete
3/10/15	170	Doner Drive	Gregory Dr	Pennsylvania Ave	36	1	34	1	14	13.5	13.5	none	-	E-marked parking	E-8	E-7	3.5	E-Parallel	55		1,000	25		local	0	asphalt
3/10/15	171	Gregory Street	Illinois St	Oregon St	44	1	42	1	14	14	14	none	-	both-marked parking	8	7	6	Both-Parallel	8		1,000	25		local	0	asphalt
3/10/15	172	Gregory Street	Oregon St	Nevada St	28	0	28	1	14	14	14	none	-	none	-	-	0	Both-Angled	42		1,000	25		local	0	asphalt
3/10/15	173	Lincoln Avenue	Oaks Rd	Lincoln Ave	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Allowed	0	350	350	55		minor arterial	2	oil & chip
5/13/14	174	Lincoln Avenue	Saline Ct	Wilbur Rd	24	0	24	1	12	12	12	none	-	none	-	-	0	No Parking Allowed	0	1,150	1,150	40		minor arterial	2	asphalt
3/2/15	175	Lincoln Avenue	Wilbur Rd	Anthony Dr	39	1.5	36	1	13.5	12	12	CTL	12	none	-	-	0	No Parking Allowed	0	4,150	4,150	40		minor arterial	2	asphalt
3/2/15	176	Lincoln Avenue	Anthony Dr	Bradley Ave	45	0	45	2	11	11	11	landscaped N & S of I-74; Killarney-Bradley: center line	1	none	-	-	0	No Parking Allowed	0	6,200-16,900	11,550	40		major arterial	3.5	asphalt
3/10/15	177	Lincoln Avenue	Bradley Ave	University Ave	45	0	45	2	11	11	11	center line from Bradley-King Park, CTL from King Park-University	1	none	-	-	0	No Parking Allowed	0	15,700-16900	16,300	35		major arterial	3.5	asphalt
3/2/15	178	Lincoln Avenue	University Ave	Green St	52	0	52	2	12	12	12	raised	4	none	-	-	0	No Parking Allowed	0	14,200-19,900	17,050	30		minor arterial	2	asphalt
3/2/15	179	Lincoln Avenue	Green St	Nevada St	55	0	55	2	11	11	11	Green-CA: 11' CTL; CA-NV: 4' raised	11	none	-	-	0	No Parking Allowed	0	12,200	12,200	30		minor arterial	2	asphalt
3/10/15	180	Lincoln Avenue	Nevada St	Florida Ave	40	0	40	1	11	11	11	CTL	10	E-loading zone	E-8	E-8	4	No Parking Allowed	0	12,200-15,500	13,850	30		minor arterial	2	asphalt
3/10/15	181	Lincoln Avenue	Florida Ave	Hazelwood Dr	43	1	41	1	13	13	13	center line	1	both-marked parking	8	7	6	Both-Parallel	24	6,900-8,600	7,750	30		minor arterial	2	concrete
3/10/15	182	Lincoln Avenue	Hazelwood Dr	Windsor Rd	48	2	44	2	12	Outer-10, Inner-12	11	none	-	none	-	-	0	No Parking Allowed	0	9,100	9,100	35		minor arterial	2	concrete
7/26/13	183	Lincoln Avenue	Windsor Rd	Curtis Rd	16	0	16	1	8	8	8	none	-	none	-	-	0	No Parking Allowed	0	0	0	25		-	-	gravel

Segment ID	Pavement Condition (1-Worst, 5-Best)	Bicycle/Vehicle Crash Counts	BLOS Score	BLOS Grade	Drain Type	Sidewalk Status (SW = Sidewalk, SP = Sidepath)	Sidewalk Width (feet)	Parkway Width (feet)	Sidepath Width (feet)	RR Crossing: Perpendicular or Diagonal?	Curbs? Y/N/Parts	Street Lights? Y/N/Parts	Street Light Type (HI or LO Poles)	CUMTD Bus Route? Y/N/Parts	What part(s)?	Comments	Recommendations
146	4	0	2.44	B		both-SW			-	-	George Huff-Race	Y	HI	N			Bike Route
147	4	0	2.08	B	diagonal	both-SW			-	-	Y	N		N			
148	4	0	2.21	B	transverse	both-SW			-	-	N	N		N			
149	4	0	2.27	B		both-SW			-	-	N	N		N		At Vine: 30', including 1' gutters, curbs, transverse drains. 2-way stop at Mumford, 4-way stop at Vine.	Bike Route
150	4	0	2.12	B		both-SW			-	-	N	Part	HI just E of Race	N		Curbs & gutters at intersection with Vine St only, 4-way stop. 2-way stop at Race.	Bike Route
151	5	0	1.37	A		Race-Orchard: N-SW, Orchard-Hazelwood: S-SW			-	-	Y	Y	LO	Y, part	Race to Orchard	Marked lanes; curbs & gutters; no parking on either side. 2-way stop at Race, 4-way stops at Orchard & Hazelwood.	Bike Route, North Sidepath
152	5	0	2.01	B		N-SW			-	-	Y	Y	LO	N		Road ends, no thru traffic. But there exists an opening in the fence for bikes & peds to continue W on Hazelwood thru Arboretum to Lincoln.	Bike Route, North Sidepath. Paved shared-use path thru Arboretum.
153	4	0	2.18	B	transverse	both-SW			-	-	N	Y	HI from Vawter-Lynn	Y	all	2-way stop at Philo, offset with Amber. No stoplight proposed. Larson Park Trail installed in 2014.	Bike Route. Urbana Green Loop from Larson Park-Anderson.
154	4	0	2.09	B	none	both-SW			-	-	N	Y	HI	Y	all	4-way stop at Anderson, N & S crosswalks at Anderson.	Bike Route. Urbana Green Loop from Larson Park-Anderson.
155	4	0	2.35	B	none	both-SW			-	-	N	N		N		4-way stops at Anderson & Vine	
156	4	0	2.35	B	transverse	both-SW	5	10	-	-	Y	N		Y	all	38' at Philo, 30' E of Philo-Myra Ridge. 7' outer seams, 8' inner seams. Unmarked lanes. Meijer. No S parkway at Philo.	Bike Lanes: 5', 10', 10', 5'. Requires removal of on-street parking. Use Philo SP to connect to Scovill & McHenry St. Bike Routes.
157	4	0	2.05	B	none	both-SW			-	-	Y	N		N		Bike Route installed in 2013. Stoplight at Philo, EB is entrance to Meijer. 4-way stop at Anderson.	Existing Bike Route. Use Philo SP to connect to Amber Ln Bike Lanes. Urbana Green Loop from Larson Park-Anderson.
158	4	0	2.06	B	none	both-SW			-	-	Y	N		N		4-way stop at Anderson, 2-way stop at Vine.	
159	4.5	1	3.63	D	transverse	High Cross-Myra Ridge: N-SP, Myra Ridge-Philo: Both-SP		5	10	-	N	Y	HI	Y, part	Susan Stone to Philo	High Cross-Boulder reconstruction in 2010, Boulder-Philo reconstruction in 2014-2015.	Urbana Green Loop on North Sidepath from Philo-Myra Ridge. Complete South Sidepath from Myra Ridge-High Cross. Add wayfinding signage to all sidepaths.
160	5	0	3.68	D		N-SW, S-SP			8	-	Y	Y	HI	Y, part	Vine to Race	Reconstruction in 2014-2015. Bus pullouts by Clark-Lindsey Village. Widen the entire stretch of North Sidewalk to a Sidepath if opportunities arise.	Existing South Sidepath. Widen North Sidewalk to a Sidepath. Urbana Green Loop.
161	4	0	0.69	A		none			-	-	N	Part	HI at Race	N		Reconstruction in August 2007, with buffer zones & rumble strips.	Existing Bike Lanes. Urbana Green Loop.
162	4	0	-	-		both-SW	E-5	E-12	-	-	Y	Y	HI	Y	all	Presence Hospital area. E SW + Parkway = 17' = room for E SP. Marked crosswalks at Park & Church. Barriers: 2 large trees in parkway N of Park (2' W of SW), road pullout to former auxiliary hospital entrance.	Widen East Sidewalk to Sidepath
163	4	1	-	-		both-SW	E-5	E-18	-	-	Y	Y	HI	Y	all	Presence Hospital area. E SW + Parkway = 23' = plenty of room for E SP. Barrier: 1 large tree S of Park. Marked crosswalks at University & Park - would connect to existing 8' SW S of University.	Widen East Sidewalk to Sidepath
164	4	0	2.61	C		both-SW	6		-	-	Y	Y	LO	N		2 way traffic, unmarked lanes, parking on east side.	
165	4	0	1.54	B		both-SW			-	-	Y	Y	LO N of Stoughton, HI S of Stoughton	N		1 way north, parking on west side	
166	4.5	1	1.64	B		both-SW; N of Boneyard: W-SP, S of Boneyard: E-SP			6	-	Y	Y	HI	Y	all	1 way north, parking on both sides, bike path SP switches sides at Boneyard, no marked crossing.	Existing bike path
167	4	1	1.76	B		both-SW; N: E-SP, S: W-SP			6	-	Y	Y	HI	Y	all	1 way south, parking on both sides, bike path SP switches sides S of Illinois, marked crossing.	Existing bike path
168	4	1	2.49	B		N of Ellis: E-SP, W-SW; S of Ellis: E-SW, W-SP			8	-	Y	Y	LO	N		2 marked lanes. Zebra crosswalk at Bradley.	Existing Sidepath. Add trail wayfinding signage. Urbana Green Loop from Eads-Gregory.
169	4	0	2.79	C		W-SP; E-SW from Fairview-Church			8	diagonal, transverse	Y	Y	LO	Y	all	SP widens to 10' S of University.	Existing Sidepath. Bike activated stoplight at University. Urbana Green Loop from Eads-Gregory.
170	4	0	1.63	B		both-SW, E-SP			6	-	Y	Y	HI	Y	all	Motor parking on east side. This is a University street.	Existing bike path on east side of road. Urbana Green Loop. Add wayfinding signage.
171	4	0	-0.12	A		both-SW	8		-	-	Y	Y	HI	N		Wide sidewalks, parkway exists.	Bike Lanes w/ Parking: 7', 5', 10', 10', 5', 7'.
172	4	2	2.54	C		both-SW			-	-	Y	Y	LO	N		Currently two 1-way S lanes, east side of road under construction for Gregory Place II. Will be a 28' two-way street when completed. Extra 18' angled parking exists on W side, extra 20' angled parking exists on E side.	Bike Route with wayfinding signage. Marked bike crossing across Nevada St to/from Gregory Bike Path.
173	3.5	0	2.99	C		none			-	-	N	N		N		2 lane rural road.	Shared-use path along Saline Branch.
174	3.5	0	3.19	C		none			-	-	N	N		N		2 lane road with marked lanes.	West Sidepath upon road reconstruction & Saline Branch bridge reconstruction, all the way north to Future Olympian.
175	4	0	3.71	D	transverse	W-SW			-	-	Y	Y	HI	N		3 lane road. Wider at Anthony: 4 lanes + LTL	Widen West Sidewalk to Sidepath
176	4	2	4.32	D		W-SW	4		-	-	Y	Y	HI	Y	all	Not many breaks on west side of street. Brick to landscaped median N of Killarney. LTLs at Killarney. Need 5' of buffer space to properly install a SP, and there is only a 3' buffer N of Killarney. Investigate installing a railing to separate road traffic from bikes.	Widen West Sidewalk to Sidepath. Provide safe crossings at I-74 ramps. Trim trees N of Killarney on W side. At Killarney: move W crosswalk closer to Lincoln. Use Bradley to access Goodwin SP for points west of Lincoln or Coler BR for points east of Lincoln.
177	4	2	4.38	D		both-SW			-	diagonal at University	Y	Y	HI	Y	all	Busy street. Measured at Eads St.	Short-term: Widen West Sidewalk along King Park to Sidepath; Urbana Green Loop. Long-term: Widen all of West Sidewalk to Sidepath.
178	4	5	3.85	D		both-SW			-	diagonal at University	Y	Y	HI	N		Measured at Main St.	Widen medians at Main Street to 6' to create a safe crossing for bicyclists (& peds) by making the inside travel lanes 11', leaving the outside travel lanes at 12'.
179	4	6	3.79	D		both-SW		0	-	-	Y	Y	HI	Y, part	Illinois to Nevada	Measured at Green St. No gutter pans; sidewalks with no buffers, 11' lanes including center turn lane.	No treatment. Use Goodwin or Coler.
180	4	1	3.01	C		E-SW; W-SP from Iowa Bike Path-Michigan, W-SW everywhere else			10	-	Y	Y	HI	Y	all	9' bus pullout at LAR (on W side). Measured at Iowa St.	Existing West Sidepath, from Iowa Bike Path to Michigan. Short term: West Sidepath from Pennsylvania-Florida.
181	4	0	2.07	B		W-SP		W-15	8	-	Y	Y	HI	Y	all	Measured N of St. Mary's Rd.	Existing bike path on west side of road.
182	4	0	3.77	D	transverse	W-SP		5	8	-	Y	Y	HI	N		Measured S of Hazelwood Dr.	Existing bike path on west side of road.
183	2	0	-	-		none			-	-	N	N		N		16'-18' gravel road, owned by the University. No thru traffic, authorized vehicles only, no trespassing. Part of South Farms.	No treatment - private gravel road.

Date	Segment ID	Street Name	From (E/N)	To (W/S)	Total Street Width (feet)	Gutter Seam Width (feet)	Street Width - EXCLUDING Gutter Seam (feet)	# of Thru Lanes per Direction	Lane Width - Including Gutter Seam (feet)	Lane Width - EXCLUDING Gutter Seam (feet)	Right Lane Width ADJ (feet)	Median Type	Median Width (feet)	Road Edge Marking Type	Extra Width (feet)	Extra Width EXCLUDING Gutter Seam (feet)	Extra Width ADJ (feet)	Parking Type	On-Street Parking % (estimate)	Traffic ADT (2011)	Traffic ADT Adjusted (2006-2011)	Posted Speed Limit	% of Heavy Vehicles: Trucks	Functional Classification	% of Heavy Vehicles: Trucks ADJ	Pavement Type
3/2/15	184	Busey Avenue	Elm St	Green St	24	0	24	1	12	12	12	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	asphalt
3/10/15	185	Busey Avenue	Green St	Illinois St	25	1.5	22	1	8.5	7.75	7.75	none	-	E-marked parking	E-8	E-6.5	3.25	E-Parallel	11		1,000	30		local	0	brick
3/10/15	186	Busey Avenue	Illinois St	Washington St	27	1	25	1	9.5	9	9	none	-	E-marked parking	E-8	E-7	3.5	E-Parallel	11		1,000	30		local	0	asphalt
3/10/15	187	Busey Avenue	Washington St	Iowa St	25	0	25	1	8.5	8.5	8.5	none	-	E-marked parking	E-8	E-8	4	E-Parallel	3		1,000	30		local	0	asphalt
3/10/15	188	Coler Avenue	Country Club Rd	Bradley Ave	21	0	21	1	10.5	10.5	10.5	none	-	none	-	-	0	No Parking Allowed	0	3,950-3,600	3,775	15		collector	1.5	oil & chip
3/10/15	189	Coler Avenue	Bradley Ave	Sunset Dr	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Allowed	0	2,150	2,150	30		collector	1.5	oil & chip
3/10/15	190	Coler Avenue	Sunset Dr	Fairview Ave	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	No Parking Restrictions	0	2,150	2,150	30		collector	1.5	oil & chip
3/10/15	191	Coler Avenue	Fairview Ave	Church St	33	0	33	1	16.5	16.5	16.5	none	-	none	-	-	0	E-Unmarked On-Street	13	2,750	2,750	30		collector	1.5	asphalt
3/10/15	192	Coler Avenue	Church St	Park St	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	
3/10/15	193	Coler Avenue	Park St	University Ave	36	E-1.5	34.5	1	12	NB-10.5, SB-12	11.25	LTL at University	12	none	-	-	0	No Parking Allowed	0	2,750	2,750	30		collector	1.5	asphalt
3/10/15	194	Coler Avenue	University Ave	Clark St	36	1.33	33.33	1	12	10.67	10.67	LTL at University	12	none	-	-	0	No Parking Allowed	0	2,800	2,800	30		collector	1.5	asphalt
3/10/15	195	Coler Avenue	Clark St	Stoughton St	24	0	24	1	12	12	12	none	-	none	-	-	0	W-Unmarked On-Street	16	2,800	2,800	30		collector	1.5	asphalt
3/10/15	196	Coler Avenue	Stoughton St	Springfield Ave	46	0	46	1	23	23	23	none	-	none	-	-	0	No Parking Allowed	0	2,800	2,800	30		collector	1.5	asphalt
3/10/15	197	Coler Avenue	Springfield Ave	Green St	24	0	24	1	12	12	12	none	-	none	-	-	0	W-Unmarked On-Street	16	550	550	30		collector	1.5	asphalt
3/10/15	198	Coler Avenue	Green St	Washington St	24	0	24	1	8.5	8.5	8.5	none	-	E-marked parking	E-7	E-7	3.5	E-Parallel	11	550	550	30		collector	1.5	asphalt
3/10/15	199	Orchard Street	Fairview Ave	Church St	24	1	22	1	12	11	11	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	concrete
3/10/15	200	Orchard Street	Washington St	Michigan Ave	25	1.33	22.33	1	12.5	11.17	11.17	none	-	none	-	-	0	E-Unmarked On-Street	4		700	30		collector	1.5	brick
3/2/15	201	Orchard Street	Michigan Ave	Pennsylvania Ave	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	E-Unmarked On-Street	0		700	30		local	0	asphalt
3/10/15	202	Orchard Street	Pennsylvania Ave	Florida Ave	27	1.33	24.33	1	13.5	12.17	12.17	none	-	none	-	-	0	E-Unmarked On-Street	1		700	30		local	0	concrete
3/10/15	203	McCullough Street	Park St	Penn Central RR	33	1	31	1	11.5	10.5	10.5	CTL	10	none	-	-	0	No Parking	0		1,000	30		collector	1.5	concrete
3/10/15	204	McCullough Street	Griggs St	Main St	24	1.5	21	1	12	10.5	10.5	none	-	none	-	-	0	E-Unmarked On-Street	93		1,000	30		local	0	concrete
3/10/15	205	McCullough Street	Main St	Springfield Ave	26	1.5	23	1	13	11.5	11.5	none	-	none	-	-	0	W-Unmarked On-Street	2		1,000	30		local	0	concrete
3/10/15	206	Carle Avenue	Washington St	Iowa St	25	1.33	22.33	1	12.5	11.17	11.17	none	-	none	-	-	0	E-Unmarked On-Street	1		700	30		local	0	concrete
3/10/15	207	Carle Avenue	Indiana Ave	Michigan Ave	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	E-Unmarked On-Street	0		1,000	30		local	0	asphalt
3/10/15	208	Carle Avenue	Michigan Ave	Pennsylvania Ave	45	0	45	1	17.5	17.5	17.5	landscaped	10	none	-	-	0	No Parking Allowed at median; S of Median; E-Unmarked On-Street	0		1,000	30		local	0	asphalt
3/10/15	209	Carle Avenue	Pennsylvania Ave	Florida Ave	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	E-Unmarked On-Street	0		1,000	30		local	0	asphalt
3/10/15	210	Central Avenue	Griggs St	Main St	31	1.33	28.33	1	15.5	14.17	14.17	none	-	none	-	-	0	No Parking Restrictions	12		1,000	30		local	0	concrete
3/2/15	211	Cedar Street	Springfield Ave	Elm St	36	1	34	1	12	11	11	LTLs	12	none	-	-	0	No Parking Allowed	0		700	30		local	0	asphalt
3/2/15	212	Cedar Street	Elm St	Green St	26	0	26	1	13	13	13	none	-	none	-	-	0	No Parking Allowed	0		700	30		local	0	asphalt
3/10/15	213	Cedar Street	Green St	High St	24	0	24	1	12	12	12	none	-	none	-	-	0	E-Unmarked On-Street	4		250	30		local	0	asphalt
3/10/15	214	Cedar Street	High St	California Ave	23	0	23	1	11.5	11.5	11.5	none	-	none	-	-	0	E-Unmarked On-Street	2		250	30		local	0	asphalt
3/10/15	215	Cedar Street	California Ave	Oregon St	23	0	23	1	11.5	11.5	11.5	none	-	none	-	-	0	E-Unmarked On-Street, W-Angled at Leal School	5		250	30		local	0	asphalt
3/10/15	216	Cedar Street	Oregon St	Washington St	23	0	23	1	11.5	11.5	11.5	none	-	none	-	-	0	E-Unmarked On-Street	5		250	30		local	0	asphalt
3/10/15	217	Race Street	Park St	University Ave	20-32	1.5	17-29	1	10-11	8.5-9.5	9	LTL at University	10	none	-	-	0	No Parking Allowed	0	700	700	30		local	0	concrete
3/10/15	218	Race Street	University Ave	Griggs St	22-33	1.5	20.5-31.5	1	11	9.5	9.5	LTL at University	11	none	-	-	0	No Parking Allowed	0	2,850	2,850	30		collector	1.5	concrete
3/10/15	219	Race Street	Griggs St	Water St	32	1	30	1	12	11.5	11.5	none	-	E-marked parking	E-8	E-7	3.5	E-Parallel	4	3,200	3,200	30		collector	1.5	asphalt
3/10/15	220	Race Street	Water St	Main St	32	1	30	1	NB-12, SB-10	NB-11, SB-9	10	painted, LTL at Main	10	none	-	-	0	No Parking Allowed	0	3,200	3,200	30		collector	1.5	asphalt
3/10/15	221	Race Street	Main St	Busey Bank entrance	42	1	40	1	10	10	10	LTL	12	Bike Lanes	5	4	4	No Parking Allowed	0	3,800	3,800	30		collector	1.5	asphalt
3/10/15	222	Race Street	Busey Bank entrance	Elm St	48	1	46	1	10	10	10	painted	12	Bike Lanes, E-buffer	W-5, E-11	W-4, E-10	6	No Parking Allowed	0	3,800	3,800	30		collector	1.5	asphalt
3/11/15	223	Race Street	Elm St	Green St	51	1	49	1	10	10	10	landscaped	7	Bike Lanes, buffers	12	11	8	No Parking Allowed	0	3,800	3,800	30		collector	1.5	asphalt
3/11/15	224	Race Street	Green St	High St	59	0	59	1	11	11	11	4' landscaped + 11' LTLs	15	Bike Lanes, buffers	11	11	8	No Parking Allowed	0	5,400	5,400	30		collector	1.5	asphalt
3/11/15	225	Race Street	High St	Illinois St	59	0	59	1	11	11	11	raised grass	15	Bike Lanes, buffers	11	11	8	No Parking Allowed	0	5,400	5,400	30		collector	1.5	asphalt
3/11/15	226	Race Street	Illinois St	alley between IL & CA	51	0	51	1	NB-11, SB-10	NB-11, SB-10	10.5	raised grass	9	Bike Lanes, buffers	W-10	W-10	5	No Parking Allowed	0	4,750	4,750	30		collector	1.5	asphalt
3/10/15	227	Race Street	alley between IL & CA	California Ave	29	0	29	1	NB-18, SB-11	NB-18, SB-11	14.5	none	-	none	-	-	0	No Parking Allowed	0	4,750	4,750	30		collector	1.5	asphalt
3/10/15	228	Race Street	California Ave	Washington St	29	0	29	1	NB-18, SB-11	NB-18, SB-11	14.5	none	-	none	-	-	0	E-Unmarked On-Street	5	4,750-4,700	4,725	30		collector	1.5	asphalt

Segment ID	Pavement Condition (1-Worst, 5-Best)	Bicycle/Vehicle Crash Counts	BLOS Score	BLOS Grade	Drain Type	Sidewalk Status (SW = Sidewalk, SP = Sidepath)	Sidewalk Width (feet)	Parkway Width (feet)	Sidepath Width (feet)	RR Crossing: Perpendicular or Diagonal?	Curbs? Y/N/Parts	Street Lights? Y/N/Parts	Street Light Type (HI or LO Poles)	CUMTD Bus Route? Y/N/Parts	What part(s)?	Comments	Recommendations
184	4	2	2.45	B		both-SW, parts brick	4	E-15	-	-	Y	Y	LO	N		Brick N of Boneyard Creek.	
185	3	0	2.60	C		both-SW, parts brick			-	-	Y	Y	LO	N		Brick road, unmarked lanes, marked parking on E side of street.	
186	4	0	2.01	B		both-SW, parts brick			-	-	Y	Y	LO	N		Unmarked lanes, marked parking on E side of street.	
187	4	1	1.85	B		both-SW			-	-	Y	Y	LO	N		Unmarked lanes, marked parking on E side of street.	Bike Route with wayfinding signage
188	4	0	3.31	C		none			-	-	N	N		N		No curbs, gutters, or sidewalks.	East Sidepath with wayfinding signage
189	3.5	0	3.42	C		none	0	-	-	-	N	N		N		No curbs, gutters, or sidewalks.	East Sidepath with wayfinding signage
190	4	0	3.00	C		W-SW		E-12, W-10	-	-	N	Y	LO	N		Carle has installed "Alternate Bike Route" sign to lead bicyclists around Carle campus. No curbs & gutters. W SW is about 10' away from road. E grass area is 12' wide, including utility poles.	East Sidepath with wayfinding signage
191	4	0	2.75	C		both-SW			-	-	Y	Y	LO	Y	all		Use sidepaths & Bike Routes around east side of Carle campus.
192	-	-	-	-		-	-		-	-	-	-	-	-		Street vacated to Carle Hospital. Street removed, hospital tower built over it.	Use sidepaths & Bike Routes around east side of Carle campus.
193	4	1	3.28	C		W-SW			-	-	Y	Y	LO	Y	all	At University: 12' SB, 12' SB LTL, 12' NB = 36' total. At Park: 16' lanes x 2 = 36' total.	Use sidepaths & Bike Routes around east side of Carle campus.
194	4	0	3.35	C		both-SW	E-6, W-5	E-5, W-15	-	diagonal	Y	Y	LO	N		Bike Route installed in 2013. At University: 12' SB, 12' NB LTL, 12' NB lanes = 36' total. Paved crossings over RR on sidewalks.	Existing Bike Route from Broad Alley-Clark. Add wayfinding signage. Use sidepaths & Bike Routes around east side of Carle campus.
195	4	0	3.38	C		both-SW, parts brick			-	-	Y	Y	LO	N		Bike Route installed in 2013. S of Clark: 25' (incl. 8' parking on W side). One marked metered parking space N of Sassafras Alley.	Existing Bike Route. Add wayfinding signage.
196	4	0	1.27	A		both-SW			-	-	Y	Y	LO	N		Bike Route installed in 2013. At Springfield: skewed intersection, 2-way stop on Coler, widens to 46'. This is a short segment.	Existing Bike Route. Add wayfinding signage.
197	4	0	2.55	C		E-SW from Springfield-Elm; W-SW from Springfield-Green			-	-	Y	Y	LO	N		Bike Route installed in 2013. Unmarked parking on W side of street (not on bridge). E & W sidewalk bridges over Boneyard Creek.	Existing Bike Route. Add wayfinding signage.
198	4	2	2.01	B		both-SW, parts brick			-	-	Y	Y	LO	N		Bike Route installed in 2013. Brick across High St.	Existing Bike Route. Add wayfinding signage.
199	4	0	2.57	C		E-SP, W-SW			8	-	Y	Y	LO	N			Existing East Sidepath. Replace Bike Route signage with Trail signage. Urbana Green Loop.
200	3	0	2.98	C		W-SW; E-SW from Washington to Indiana		E-0 from WA-IN	-	-	Y	Y	LO	N		Brick road. 3-way stop at Washington.	No treatment - brick road.
201	4	0	2.21	B		W-SW			-	-	Y	Y	LO	N		Curbs broken in places. 2-way stop at Pennsylvania.	
202	4	0	2.26	B		both-SW			-	-	Y	Y	LO	N		2-way stop at Pennsylvania. Gutters at corners. Stoplight at Florida, with "bicycle activation".	Bike Route with wayfinding signage
203	4	4	2.85	C		E-SP all, W-SP from Park-University			8	-	Y	Y	LO	Y, part	Park to University	Sidepath is complete from the fairgrounds to the RR tracks.	Existing East Sidepath. Replace Bike Route signage with Trail signage. Urbana Green Loop.
204	5	0	3.00	C	none	E-SW			-	-	Y	Y	LO	N		N-S from RR to Griggs: Gravel path, Carle parking lot, private apt. gravel parking lot on public ROW, & asphalt driveway. E of Apt Lot: vacant lot w/ trees. Griggs-Main: large W parkway - room for a SP. Offset at Main. Orchard (Griggs-Main) is brick.	Shared-use path from Broad Alley-Griggs over RR tracks thru public ROW. Bike Route with wayfinding signage from Griggs-Main. Urbana Green Loop.
205	4.5	0	2.44	B	transverse	both-SW			-	-	Y	Y	LO	N		Phillips Recreation Center, Boneyard Creek crossing.	Bike Route with wayfinding signage. Urbana Green Loop.
206	4	0	2.38	B	none	both-SW			-	-	Y	Y	LO	N		2-way stop at WA. 3-way stop at Iowa. W striped crosswalk. Wood chip trail thru Carle Park is 10'+ to Indiana Ave.	Bike Route with wayfinding signage. Urbana Green Loop.
207	4	0	2.39	B	none	E-SW			-	-	Y	Y	LO	N		3-way stop at Indiana, W striped crosswalk. 2-way stop at MI.	Bike Route with wayfinding signage. Urbana Green Loop.
208	4	0	1.64	B	none	E-SW			-	-	Y	Y	LO	N		Brick across Michigan. Median only exists in N half of block. Road is 25' wide in S half of block. 2-way stops at MI & PA.	Bike Route with wayfinding signage. Urbana Green Loop.
209	4	0	2.39	B	none	E-SW			-	-	Y	Y	LO	N		2-way stops at every block. Continental crosswalk on E side at PA. S of FL: 3 planters block street, which is closed to cars. Bliss Dr (southern terminus) is also closed to cars.	
210	4	0	2.33	B	none	both-SW, parts brick			-	-	Y	Y	LO	N			
211	4	0	2.38	B	E-diagonal, W-transverse	both-SW			-	-	Y	Y	HI	N		3-lane cross section (12' lanes) w/ LTLs, incl. 1' GPs. Stop bars. 2-way stop at Springfield, 4-way stop at Elm.	
212	4	0	2.14	B	none	both-SW			-	-	Y	Y	N-HI, S-LO	N		2-way stop at Green.	
213	4	0	1.80	B	none	both-SW			-	-	Y	N		N		2-way stop at High. Pavement across High.	
214	4	0	1.83	B	transverse	both-SW, parts brick			-	-	Y	N		N		2-way stops at every block.	
215	4	0	1.86	B	none	both-SW	W-8	W-18	-	-	Y	Y	LO	N		Leal School. 18' concrete angled parking pad on W side not included in total street width. Continental crosswalks at CA & OR. 2-way stops at CA & OR.	
216	4	0	1.86	B	none	both-SW, parts brick			-	-	Y	N		N		2-way stops at every block.	
217	5	0	2.43	B		both-SW, parts brick	5		-	-	Y	Y	LO	N		Brick pavement replaced with concrete.	Bike Route with wayfinding signage. Urbana Green Loop.
218	5	0	3.32	C		both-SW	6	0-11	-	diagonal	Y	Y	HI	N		Part of Boneyard Creek reconstruction in 2013-14. Sidewalks are 6' - not wide enough to be a sidepath, but wider road with concrete pavement should make this an acceptable bike route to connect Crystal Lake Park, Leal Park, and Downtown. Stoplight at University w/ marked crosswalks.	Bike Route with wayfinding signage. Urbana Green Loop. Off-street trail connection to Leal Park.
219	5	0	2.17	B		both-SW		0	-	-	Y	Y	HI	N			Bike Route with wayfinding signage.
220	5	1	3.33	C		both-SW		0	-	-	Y	Y	LO	N		No parking. LTL & Stoplight at Main.	Bike Route with wayfinding signage.
221	5	0	2.29	B		both-SW		0	-	-	Y	Y	HI	Y	all	Bike Lanes installed in 2013. Stoplight at Main.	Existing Bike Lanes
222	5	1	1.49	A	transverse	both-SW		0	-	-	Y	Y	LO	Y	all	Road Diet & Bike Lanes installed in 2013. No LTL at Elm. 4-way stop at Elm.	Existing Bike Lanes
223	5	0	0.53	A		both-SW		0	-	-	Y	Y	HI	Y	all	Bike Lanes installed in 2014. At midpoint: 22' on each side of median (6' buffers, 6' bike lanes, 10' lanes, incl. 1' GPs) + 7' raised landscaped median = 51'. No LTL at Elm; LTL at Green. 4-way stops at Elm & Green.	Existing Bike Lanes & Sharrows at intersections
224	5	0	0.45	A		both-SW		0	-	-	Y	Y	HI	Y	all	Bike Lanes installed in 2014. 5' buffers + 11' travel lanes + 4' median + 11' LTL + 6' bike lanes = 59'. LTLs at Green & High. Street lights in median. 4-way stop at Green.	Existing Bike Lanes
225	5	1	0.45	A		both-SW		0	-	-	Y	Y	HI	Y	all	Bike lanes installed in 2014. At midpoint: 5' buffers, 6' bike lanes, 11' lanes, 15' median at widest point = 59'. LTL at Illinois only. 4-way stop at Illinois.	Existing Bike Lanes
226	5	0	1.93	B		both-SW		0	-	-	Y	Y	HI	Y	all	Bike lanes & sharrows installed in 2014. 4' SB buffer, 6' SB bike lane, 10' SB lane, 11' NB lane, 11' NB RTL w/ sharrows, 9' median = 51'. 4-way stop at Illinois.	Existing Bike Lanes & Sharrows
227	5	0	2.98	C		both-SW			-	-	Y	Y	LO	Y	all	Sharrows installed in 2014. 2 lanes: 11' SB + 18' NB (incl. 7' unmkd. parking on E side) = 29'.	Existing Sharrows
228	3.5	0	3.34	C		both-SW			-	-	Y	Y	LO	Y	all	11' SB + 18' NB (incl. 7' unmarked parking on E side) = 29'. 3-way stop at Washington.	Bikes May Use Full Lane

Date	Segment ID	Street Name	From (E/N)	To (W/S)	Total Street Width (feet)	Gutter Seam Width (feet)	Street Width - EXCLUDING Gutter Seam (feet)	# of Thru Lanes per Direction	Lane Width - Including Gutter Seam (feet)	Lane Width - EXCLUDING Gutter Seam (feet)	Right Lane Width ADJ (feet)	Median Type	Median Width (feet)	Road Edge Marking Type	Extra Width (feet)	Extra Width EXCLUDING Gutter Seam (feet)	Extra Width ADJ (feet)	Parking Type	On-Street Parking % (estimate)	Traffic ADT (2011)	Traffic ADT Adjusted (2006-2011)	Posted Speed Limit	% of Heavy Vehicles: Trucks	Functional Classification	% of Heavy Vehicles: Trucks ADJ	Pavement Type
3/10/15	229	Race Street	Washington St	Iowa St	21.5	1.5	18.5	1	NB-10, SB-11.5	NB-8.5, SB-10	9.25	none	-	none	-	-	0	No Parking Allowed	0	4,700	4,700	30		collector	1.5	concrete
3/10/15	230	Race Street	Iowa St	Indiana Ave	22	1.5	19	1	11	9.5	9.5	none	-	none	-	-	0	E-Bus Pullouts; W-No Parking Allowed	0	4,700	4,700	30		collector	1.5	concrete
3/10/15	231	Race Street	Indiana Ave	Michigan Ave	24	1.5	21	1	NB-13, SB-11	NB-11.5, SB-9.5	10.5	none	-	none	-	-	0	E-Unmarked On-Street	3	4,850	4,850	30		collector	1.5	concrete
3/10/15	232	Race Street	Michigan Ave	Pennsylvania Ave	31	0	31	1	NB-19, SB-12	NB-19, SB-12	15.5	none	-	none	-	-	0	E-Unmarked On-Street	5	4,850	4,850	30		collector	1.5	asphalt
3/10/15	233	Race Street	Pennsylvania Ave	Delaware Ave	30	0	30	1	10	10	10	none	-	Bike Lanes	5	5	5	No Parking Allowed	0	4,450	4,450	30		collector	1.5	asphalt
3/10/15	234	Race Street	Delaware Ave	Florida Ave	31	0	31	1	10.5	10.5	10.5	none	-	Bike Lanes	5	5	5	No Parking Allowed	0	4,450	4,450	30		collector	1.5	asphalt
3/10/15	235	Race Street	Florida Ave	Mumford Dr	36	1.33	33.33	1	12	12	12	none	-	Bike Lanes	6	4.67	4.67	No Parking Allowed	0	4,550	4,550	30		collector	1.5	concrete
3/10/15	236	Race Street	Mumford Dr	Windsor Rd	30	2	26	1	10	10	10	none	-	Bike Lanes	5	3	3	No Parking Allowed	0	4,500-3,450	3,975	30		collector	1.5	concrete
3/10/15	237	Race Street	Windsor Rd	Curtis Rd	20	0	20	1	10	10	10	LTL at Windsor	-	both-White Stripes	-	-	0	No Parking Allowed	0	2,450-2,050	2,250	30		collector	1.5	asphalt
3/2/15	238	Broadway Avenue	Country Club Rd	Thompson St	22.5	0	22.5	1	11.25	11.25	11.25	none	-	none	-	-	0	E-Gravel Shoulder	0	1,850	1,850	30		collector	1.5	asphalt
3/10/15	239	Broadway Avenue	Thompson St	Oakland Ave	22	0	22	1	11	11	11	none	-	none	-	-	0	E-Gravel Shoulder	0	1,850	1,850	30		collector	1.5	asphalt
3/10/15	240	Broadway Avenue	Oakland Ave	Stebbins Dr	24	1	22	1	12	11	11	none	-	none	-	-	0	No Parking Allowed	0	1,850-3,650	2,750	30		collector	1.5	brick
3/10/15	241	Broadway Avenue	Stebbins Dr	Park St	27	0	27	1	13.5	13.5	13.5	none	-	none	-	-	0	No Parking Allowed	0	3,650	3,650	30		collector	1.5	asphalt
3/10/15	242	Broadway Avenue	Park St	University Ave	36	1.5	33	1	18	16.5	16.5	painted at University Ave	-	none	-	-	0	No Parking Allowed	0	3,650	3,650	30		collector	1.5	asphalt
3/10/15	243	Broadway Avenue	University Ave	Penn Central RR	48	1.5	45	1	10.5	10.5	10.5	painted, raised at University Ave	0-12	Bike Lanes	7.5	6	5.5	No Parking Allowed	0	2,700	2,700	30		collector	1.5	asphalt
3/10/15	244	Broadway Avenue	Penn Central RR	Goose Alley	49	1.5	46	1	10.5	10.5	10.50	painted from Water-Goose Alley	0-8.5	both-Bike Lanes, marked parking, E-bus pullout	14	12.5	8.75	Both-Parallel	12	2,700	2,700	30		collector	1.5	asphalt
3/10/15	245	Broadway Avenue	Goose Alley	Main St	58	1	56	1	10	10	10.0	LTL	10	both-Bike Lanes, marked parking	14	13	9	Both-Parallel	18	2,700	2,700	30		collector	1.5	asphalt
3/10/15	246	Broadway Avenue	Main St	Elm St	60-52	1	58	1	10	10	10	LTL	10	both-Bike Lanes, E-RTL, W-bus pullout	E-16.5, W-13.5	E-15.5, W-12.5	9.5	No Parking Allowed	0	1,250	1,250	30		collector	1.5	asphalt
3/10/15	247	Lincoln Square east sidewalk	Elm St	Green St	6-15	-	6-15	-	-	-	-	none	-	-	-	-	0	-	0	-	-	-	-	-	concrete	
3/10/15	248	Walnut Street	Green St	High St	30	0	30	1	15	15	15	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	asphalt
3/10/15	249	Broadway Avenue	High St	Illinois St	35	0.5	34	1	17.5	17	17	none	-	none	-	-	0	No Parking Allowed	0	600	600	30		local	0	asphalt
3/10/15	250	Broadway Avenue	Illinois St	California Ave	40	0	40	1	NB-11, SB-20	NB-11, SB-20	15.5	semi-raised at Illinois	4	E-striped parking lane	E-9	E-9	4.5	E-Parking Lane	1	1,300	1,300	30		local	0	asphalt
3/10/15	251	Broadway Avenue	California Ave	Washington St	43	1.5	40	1	11	11	11	none	-	both-striped parking lanes	10.5	9	7	Both-Parking Lanes	58	1,200	1,200	30		local	0	asphalt
3/2/15	252	Broadway Avenue corridor	Washington St	Michigan Ave	-	-	-	-	-	-	-	speed bumps	-	Parking Lot	-	-	0	Parking Lot	0	1,200	1,200	-	-	-	-	asphalt
3/10/15	253	Broadway Avenue	Michigan Ave	Pennsylvania Ave	31	1.33	28.33	1	15.5	14.17	14.17	none	-	none	-	-	0	Both-Unmarked On-Street: E-No Restrictions, W-No Parking M-F 9a-4p on School Days	7		1,000	30		local	0	asphalt
3/10/15	254	Broadway Avenue	Pennsylvania Ave	Florida Ave	31	1.33	28.33	1	15.5	14.17	14.17	none	-	none	-	-	0	Both-Unmarked On-Street	3		1,000	30		local	0	asphalt
3/10/15	255	Willow Road	terminus N of Airport Rd	Airport Rd	20	0	20	1	10	10	10	none	-	none	-	-	0	Both-Gravel shoulders	0		1,000	35		local	0	oil & chip
3/10/15	256	Willow Road	Airport Rd	Anthony Dr	21	0	21	1	10.5	10.5	10.5	none	-	none	-	-	0	No Parking Allowed	0		1,000	35		collector	1.5	N-asphalt, Mid-oil & chip, S-concrete
3/10/15	257	Willow Road	Kenyon Rd	GH Baker Dr	22	0	22	1	11	11	11	none	-	none	-	-	0	Gravel Shoulders/No Parking Allowed	0		250	25		local	0	N-asphalt, S-oil & chip
3/10/15	258	Willow Road	GH Baker Dr	Country Club Rd	22	0	22	1	11	11	11	none	-	none	-	-	0	Gravel Shoulders	6		700	25		local	0	oil & chip
3/2/15	259	Cunningham Avenue	Oaks Rd	O'Brien Dr	92	0	92	2	12	12	12	wide grass	22	both-paved shoulders	10	10	7.5	No Parking Allowed	0	10,400-12,500	11,450	50	7.11 - 4.96	Major Arterial	6	asphalt
3/10/15	260	Cunningham Avenue	O'Brien Dr	Perkins Rd	66	0	66	2	Outer-14, Inner-12	Outer-14, Inner-12	13	wide grass, raised, CTL	14	none	-	-	0	No Parking Allowed	0	18,100-22,000	20,050	45	4.4 - 5.2	Major Arterial	5	asphalt
3/10/15	261	Cunningham Avenue	Perkins Rd	University Ave	58	0	58	2	12	12	12	CTL, raised at University	10	none	-	-	0	No Parking Allowed	0	19,300-22,800	22,800	35	4.4 - 4 - 4.5	Major Arterial	4.3	asphalt
3/10/15	262	Vine Street	University Ave	Main St	47	1	45	2	11.5	11	11	center line; raised at University	1	none	-	-	0	No Parking Allowed	0	19,700	19,700	30		minor arterial	2	asphalt

Segment ID	Pavement Condition (1-Worst, 5-Best)	Bicycle/Vehicle Crash Counts	BLOS Score	BLOS Grade	Drain Type	Sidewalk Status (SW = Sidewalk, SP = Sidepath)	Sidewalk Width (feet)	Parkway Width (feet)	Sidepath Width (feet)	RR Crossing: Perpendicular or Diagonal?	Curbs? Y/N/Parts	Street Lights? Y/N/Parts	Street Light Type (HI or LO Poles)	CUMTD Bus Route? Y/N/Parts	What part(s)?	Comments	Recommendations
229	5	0	3.59	D		both-SW	E-4 at WA, 6 at IA; W-4 at WA, 7 at IA.	E-10, W-0	-	-	Y	Y	LO	Y	all	Sharrows installed in 2013 upon street reconstruction. 3-way stop at Washington.	Existing Sharrows. Add Bike Route and wayfinding signage.
230	5	0	3.57	D		both-SW	6	E-0-10; W-0	-	-	Y	Y	LO	Y	all	Sharrows installed in 2013 upon street reconstruction. Bus pullouts on E side for Urbana High School.	Existing Sharrows. Add Bike Route and wayfinding signage.
231	5	0	3.52	D		both-SW	6	E-2-10, W-0	-	-	Y	Y	LO	Y	all	Sharrows installed in 2013 upon street reconstruction. Parking pullouts on E side.	Existing Sharrows. Add Bike Route and wayfinding signage.
232	4	0	3.07	C		both-SW	4	9	-	-	Y	Y	LO	Y	all	4-way stop at Pennsylvania.	Bike Route, wayfinding signage, and Sharrows
233	4	0	2.15	B		both-SW	5	9	-	-	Y	Y	LO	Y	all	Bike Lanes installed in 2010. 4-way stop at Pennsylvania.	Existing Bike Lanes
234	4	0	2.05	B		both-SW	4	9	-	-	Y	Y	LO	Y	all	Bike Lanes & Sharrows installed in 2010. LTL & 4-way stop at Florida.	Existing Bike Lanes & Sharrows
235	4	0	1.89	B		E-SW, W-SP			8	-	Y	Y	HI	Y	all	Bike Lanes & Sharrows installed in 2010. W SP repaved in August 2007. Measured at every block in 2007. 4-way stop at Florida.	Existing West Sidepath, Bike Lanes and Sharrows
236	4	0	2.82	C		E-SW, W-SP			8	-	Y	Y	HI	Y	all	Bike Lanes installed in 2010. W SP repaved in August 2007. Measured at every block in 2007. Widens at Windsor. LTL & 4-way stop at Windsor.	Existing West Sidepath and Bike Lanes
237	4	1	3.31	C		E-SP from Windsor to Meadowbrook			8	-	N	Part	HI Windsor-Meadowbrook Park	Y, part	Windsor to Sherwin	No curbs. 30 mph from Windsor-Meadowbrook Park, 40 mph south of Meadowbrook Park.	Existing East Sidepath: Urbana Green Loop along Meadowbrook Park, Improve sidepath crossings across driveways, and across Race at future South Farms trail. Extend East Sidepath to Curtis Rd as development occurs.
238	4	0	3.08	C		none	0		-	-	N	Y	HI	Y	all	Not much change in roadway characteristics from S of Thompson.	West Sidepath
239	4	0	3.10	C		W-SW	5		-	-	N	Y	HI	Y	all	No curbs; gravel parking area on E side of road	Widen West Sidewalk to Sidepath. Urbana Green Loop.
240	3	0	3.65	D		both-SW			-	-	Y	Y	HI	Y	all	Brick road. May have to move electrical boxes for construction of SP, but otherwise, there are no barriers to construction.	Widen West Sidewalk to Sidepath. Urbana Green Loop.
241	4	0	3.14	C		both-SW			-	-	Y	Y	HI	Y	all		Widen West Sidewalk to Sidepath. Urbana Green Loop.
242	4	0	2.69	C		both-SW			-	-	Y	Y	HI	Y	all	Problem: Transitioning bike lanes to W SP at Park. Barriers: Utility poles very close to the E side of the road. Solution: Mark bike crossing N of fire hydrant. At Park: 33' + 1.5' gutter pans = 36'. Widens at University (E-W): 11.5' NB Lane, painted median, LTL, 21' SB thru lane, refuge island, RTL. Intersection should be designed to allow bicyclists to safely cross University Ave & Park St.	Bike Lanes & Sharrows. Two-stage two-queue box at NE corner. Trail Crossing signs at N leg of Broadway/Park for NB & SB traffic. Mark bike crossing at Park on N leg to proposed Park & Broadway sidepaths along Crystal Lake Park.
243	5	0	1.43	A		both-SW			-	diagonal	Y	Y	HI	Y	all	Bike lanes & sharrows installed in 2013 upon street reconstruction. Widens at University, narrows towards Penn Central RR.	Existing Bike Lanes & Sharrows
244	5	0	0.39	A		both-SW			-	diagonal	Y	Y	LO	Y	all	Bike lanes installed in 2013 upon road reconstruction. Bumpouts for parking lanes and bus pullout at Save A Lot grocery store.	Existing Bike Lanes
245	5	0	0.68	A		both-SW			-	-	Y	Y	LO	Y	all	Bike lanes installed in 2013 upon road reconstruction.	Existing Bike Lanes
246	5	0	0.01	A		both-SW			-	-	Y	Y	LO; HI at Main & Elm	Y	all	Bike lanes installed in 2013. Bus pullouts on both sides N of Elm. Stoptight at Main, 4-way stop at Elm.	Existing Bike Lanes
247	-	-	-	-		SW			-	-	-	Y	HI	-		22' driveway to USPS mailboxes and Lincoln Square truck bays. 15' at widest, 10' where the former Great Impasta juts out of Lincoln Square, 6' wide w/ former Great Impasta outdoor seating. Large tree on E side of SW needs to be trimmed back to create a bike path.	Designate as Shared-Use Path. Trim back tree on E side. Add wayfinding signage to direct bicyclists to/from Broadway around Lincoln Square.
248	4	0	2.05	B		W-SW			-	-	Y	Y	HI in parking lot	N		Two 15' marked lanes. Road is adjacent to Lincoln Square & its parking lots. No gutter pans. Room for bike lanes (5', 10', 10', 5'), but ADT is so low that only Bike Route signs are necessary.	Bike Route with wayfinding signage to direct bicyclists to/from Broadway around Lincoln Square.
249	4	1	1.47	A		both-SW			-	-	Y	Y	LO	N		Landsaped median at Illinois. Double yellow stripe N of median. Road leads to Lincoln Square.	Bike Lanes: 5', 12.5', 12.5', 5'
250	5	0	0.17	A	diagonal	both-SW			-	-	Y	Y	LO	N		Sharrows installed in 2014 upon street resurfacing. Median at Illinois. No parking permitted on W side of street.	Existing Sharrows. Add Bike Route and wayfinding signage.
251	5	0	1.68	B		both-brick SW	5	15	-	-	Y	Y	LO	N		Sharrows installed in 2014 upon street resurfacing. High parking occupancy due to HS students.	Existing Sharrows. Add Bike Route and wayfinding signage.
252	4	-	-	-		S of Iowa-SW			-	-	Y	Y	HI	N		Barriers to constructing a sidepath E of UHS parking lot: Width between dugout & parking lot is narrow. Utility pole & scoreboard are also in the way.	No treatment through Urbana School District property.
253	4	0	2.26	B		E-SW			-	-	Y	Y	LO	N		Bike Route installed in 2013. No parking on W side of street from 7a-4p on School Days. Higher parking percentage b/c of HS drivers. Unmarked lanes, unmarked parking.	Existing Bike Route. Add wayfinding signage.
254	4	0	2.21	B	transverse	none	-	-	-	-	Y	Y	LO	N		Unmarked parking on both sides, except at corners. Unmarked lanes.	Existing Bike Route. Add wayfinding signage. West Sidepath along Blair Park. Urbana Green Loop.
255	3.5	0	2.90	C		none	-	-	-	-	N	N		N		Private road for Frasca Field. No possibility of SP to Oaks, because Frasca runway bisects Willow Road segments.	
256	4	0	2.97	C		none	-	-	-	-	N	N		Y	all	No curbs, gutters, or sidewalks. Semi-raised median & RTL refuge island at Anthony. 27' concrete road on S end at Anthony.	Long term: East Sidepath to loop around O'Brien Auto Park/Farm & Fleet employment center
257	4	0	1.71	B		S of Crusader Church: W-SW			-	-	N	N		Y	all	No curbs & gutters. Bridge over I-74 is very unlikely to be built: too close to Cunningham exit, and too costly.	
258	3.5	0	2.43	B		none			-	-	N	N		Y	all	No curbs & gutters.	
259	4	0	2.16	B	transverse	none			-	-	N	N		N		Measured S of Airport Rd: 22' raised &/or grass median at widest point + 35' each way: 10' paved shoulder, two 12' lanes, 1' inner yellow stripe = 92'.	East Sidepath. Extend path north as opportunities occur, as also shown in Urbana Comp Plan & County Greenways & Trails Plan. Recommend to IDOT for further study.
260	4	2	4.85	E		N of 250 ft N of Perkins: none; Perkins-250 ft N of Perkins: both-SW			-	-	Y	Y	HI	Y, part	O'Brien to Kenyon	No shoulders S of O'Brien; ditch & rough terrain. Slope worsens S of I-74. Wide enough for a path on both sides under the I-74 bridge. Good refuge island on I-74 EB offramp to Cunningham. Measured S of Kenyon Rd.	Short term: East Sidepath from Perkins-Kenyon. Long term: East Sidepath from Kenyon-O'Brien. Area under bridge at I-74 is wide enough for a sidepath on either side. Recommend to IDOT for further study.
261	4	6	4.61	E	diagonal	both-SW	E-5, W-4	3	-	-	Y	Y	HI	Y	all	W side: S of Info Plaza: 5' SW, 11' parkway. Thru CCH: SW goes between trees & utility boxes. S of CCH: very narrow parkway. Lots of driveways.	Use Broadway.
262	4	3	4.03	D		both-SW			-	bridge	Y	Y	HI	Y	all	Narrowest point: 47' on N side of RR underpass; 4 lanes, fast traffic. Intersection widens at University, Water, & Main. At Water: five 11' lanes (incl. LTL) + 1' GP on E side of road + 1' double yellow centerline = 57'.	Use Broadway.

Date	Segment ID	Street Name	From (E/N)	To (W/S)	Total Street Width (feet)	Gutter Seam Width (feet)	Street Width - EXCLUDING Gutter Seam (feet)	# of Thru Lanes per Direction	Lane Width - Including Gutter Seam (feet)	Lane Width - EXCLUDING Gutter Seam (feet)	Right Lane Width ADJ (feet)	Median Type	Median Width (feet)	Road Edge Marking Type	Extra Width (feet)	Extra Width EXCLUDING Gutter Seam (feet)	Extra Width ADJ (feet)	Parking Type	On-Street Parking % (estimate)	Traffic ADT (2011)	Traffic ADT Adjusted (2006-2011)	Posted Speed Limit	% of Heavy Vehicles: Trucks	Functional Classification	% of Heavy Vehicles: Trucks ADJ	Pavement Type
3/10/15	263	Vine Street	Main St	Illinois St	62	W-1	61	2	Outer-12, Inner-11	NB Outer-12; Others-11	11.25	5' raised landscaped + 11' LTLs	16	none	-	-	0	No Parking Allowed	0	14,000-15,200	14,600	30		minor arterial	2	asphalt
3/10/15	264	Vine Street	Illinois St	California Ave	59-39	0	59-39	2	11	11	11	4' raised landscaped + 11' CTL	15	none	-	-	0	No Parking Allowed	0	12,900	12,900	30		minor arterial	2	N-asphalt, S-concrete
3/10/15	265	Vine Street	California Ave	Washington St	36	1	34	1	12	11	11	CTL	12	none	-	-	0	No Parking Allowed	0	12,900-13,200	13,050	30		minor arterial	2	concrete
3/10/15	266	Vine Street	Washington St	Fairlawn Dr	36	0	36	1	NB-13, SB-12	NB-13, SB-12	12.5	CTL	11	none	-	-	0	W-8' unmarked parking lane S of UMS entrance (not included in street width)	0	11,300	11,300	30		minor arterial	2	N-concrete, S-asphalt
3/10/15	267	Vine Street	Fairlawn Dr	Michigan Ave	44	2	42	1	18	NB-16, SB-18	17	CTL at Fairlawn	-	W-striped parking/bus lane	W-8	W-6	3	W-Parking/Bus Lane	1	11,000	11,000	30		minor arterial	2	asphalt
3/2/15	268	Vine Street	Michigan Ave	Pennsylvania Ave	36	0	36	1	18	18	18	none	-	none	-	-	0	No Parking Allowed	0	9,100	9,100	30		minor arterial	2	asphalt
3/10/15	269	Vine Street	Pennsylvania Ave	Florida Ave	36	0	36	1	18	18	18	none	-	none	-	-	0	Both-Unmarked On-Street	5	9,100	9,100	30		minor arterial	2	asphalt
3/2/15	270	Vine Street	Florida Ave	Mumford Dr	29	1.5	26	1	14.5	13	13	none	-	none	-	-	0	No Parking Allowed	0	7,200	7,200	30		collector	1.5	FL-CO: asphalt, CO-Mumford: concrete
3/11/15	271	Vine Street	Mumford Dr	Holmes St	29	1	27	1	14.5	13.5	13.5	none	-	none	-	-	0	E-Unmarked On-Street from George Huff-Holmes only	2	2,950-3,150	3,050	30		collector	1.5	concrete
3/11/15	272	Vine Street	Holmes St	Windsor Rd	40	0	40	1	20	20	20	none	-	none	-	-	0	Both-Unmarked On-Street	1	1,150-3,150	2,150	30		collector	1.5	asphalt
3/11/15	273	Urbana Avenue	Main St	Elm St	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	oil & chip
3/11/15	274	Urbana Avenue	Elm St	Green St	22	0	22	1	11	11	11	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	oil & chip
3/11/15	275	Urbana Avenue	Green St	High St	22	0	22	1	11	11	11	none	-	none	-	-	0	E-Unmarked On-Street	1		1,000	30		local	0	oil & chip
3/11/15	276	Urbana Avenue	High St	Illinois St	24	0	24	1	12	12	12	none	-	none	-	-	0	No Parking Restrictions	2		1,000	30		local	0	oil & chip
3/11/15	277	Urbana Avenue	Illinois St	California Ave	21	0	21	1	10.5	10.5	10.5	none	-	none	-	-	0	No Parking Restrictions	4		1,000	30		local	0	oil & chip
3/11/15	278	Urbana Avenue	California Ave	Oregon St	18	0	18	1	9	9	9	none	-	none	-	-	0	No Parking Restrictions	3		1,000	30		local	0	oil & chip
3/11/15	279	Urbana Avenue	Oregon St	Washington St	24	1.33	21.33	1	12	10.67	10.67	none	-	none	-	-	0	No Parking Restrictions	7		1,000	30		local	0	concrete
3/11/15	280	Maple Street	Main St	Elm St	17	0	17	1	8.5	8.5	8.5	none	-	none	-	-	0	No Parking Restrictions	5		1,000	30		local	0	oil & chip
3/11/15	281	Maple Street	Elm St	Green St	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Restrictions	3		1,000	30		local	0	oil & chip
3/11/15	282	Maple Street	Green St	High St	18	0	18	1	9	9	9	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	oil & chip
3/11/15	283	Maple Street	High St	Illinois St	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Restrictions	2		1,000	30		local	0	oil & chip
3/11/15	284	Maple Street	Illinois St	Oregon St	27	1.33	24.33	1	13.5	12.17	12.17	none	-	none	-	-	0	No Parking Restrictions	1		1,000	30		local	0	asphalt
3/11/15	285	Maple Street	Oregon St	Washington St	24	1.33	21.33	1	12	10.67	10.67	none	-	none	-	-	0	No Parking Restrictions	1		1,000	30		local	0	concrete
3/11/15	286	Grove Street	Main St	Elm St	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Restrictions	1		1,000	30		local	0	oil & chip
3/11/15	287	Grove Street	Elm St	High St	17	0	17	1	8.5	8.5	8.5	none	-	none	-	-	0	No Parking Restrictions	3		1,000	30		local	0	oil & chip
3/11/15	288	Grove Street	High St	Illinois St	18	0	18	1	9	9	9	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	oil & chip
3/2/15	289	Grove Street	Illinois St	Oregon St	27	1.5	24	1	13.5	12	12	none	-	none	-	-	0	No Parking Restrictions	3		1,000	30		local	0	asphalt
3/11/15	290	Grove Street	Oregon St	Washington St	24	1.5	21	1	12	10.5	10.5	none	-	none	-	-	0	No Parking Restrictions	4		1,000	30		local	0	concrete
3/11/15	291	Anderson Street	Elm St	Green St	17	0	17	1	8.5	8.5	8.5	none	-	none	-	-	0	Gravel Shoulders	0	450	450	30		local	0	oil & chip
3/11/15	292	Anderson Street	Green St	Illinois St	18	0	18	1	9	9	9	none	-	none	-	-	0	Gravel Shoulders	2	450	450	30		collector	1.5	oil & chip
3/11/15	293	Anderson Street	Illinois St	Oregon St	23	1	21	1	11.5	10.5	10.5	none	-	none	-	-	0	W-Unmarked On-Street	3	450	450	30		collector	1.5	asphalt
3/11/15	294	Anderson Street	Oregon St	Washington St	23	1	21	1	11.5	10.5	10.5	none	-	none	-	-	0	W-Unmarked On-Street	0	450	450	30		collector	1.5	concrete
3/11/15	295	Anderson Street	Washington St	Fairlawn Dr	24	1	22	1	12	11	11	none	-	none	-	-	0	W-Unmarked On-Street	13	1,400	1,400	30		collector	1.5	asphalt
3/11/15	296	Anderson Street	Fairlawn Dr	Pennsylvania Ave	24	1	22	1	12	11	11	none	-	none	-	-	0	W-Unmarked On-Street	3	1,400	1,400	30		collector	1.5	asphalt
3/11/15	297	Anderson Street	Pennsylvania Ave	Florida Ave	24	0	24	1	12	12	12	none	-	none	-	-	0	E-Head-In Parking at Wiley School	0	1,400	1,400	30		collector	1.5	asphalt
3/11/15	298	Anderson Street	Florida Ave	Colorado Ave	39	1	37	1	NB-12, SB-11	NB-12, SB-11	11.5	none	-	Shared Bike/Parking Lanes	8	7	6	Both-Shared Bike/Parking Lanes	6	2,350	2,350	30		collector	1.5	asphalt
3/11/15	299	Anderson Street	Colorado Ave	Mumford Dr	39	0	39	1	NB-12, SB-11	NB-12, SB-11	11.5	none	-	Shared Bike/Parking Lanes	8	8	6.5	Both-Shared Bike/Parking Lanes	1	2,350	2,350	30		collector	1.5	asphalt
3/11/15	300	Anderson Street	Mumford Dr	southern terminus	29	0	29	1	14.5	14.5	14.5	none	-	none	-	-	0	Unmarked On-Street: At Yankee Ridge School-W only, S of Yankee Ridge-Both Sides	8	150	150	30		local	0	concrete
3/11/15	301	Webber Street	Main St	Elm St	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Restrictions	1		250	30		local	0	oil & chip

Segment ID	Pavement Condition (1-Worst, 5-Best)	Bicycle/Vehicle Crash Counts	BLOS Score	BLOS Grade	Drain Type	Sidewalk Status (SW = Sidewalk, SP = Sidepath)	Sidewalk Width (feet)	Parkway Width (feet)	Sidepath Width (feet)	RR Crossing: Perpendicular or Diagonal?	Curbs? Y/N/Parts	Street Lights? Y/N/Parts	Street Light Type (HI or LO Poles)	CUMTD Bus Route? Y/N/Parts	What part(s)?	Comments	Recommendations
263	4	1	3.85	D		both-SW		0	-	-	Y	Y	HI	Y	all	At Green (E-W): 12' outer NB lane + 11' inner NB lane + 11' LTL + 5' raised median + 11' SB lane + 11' SB lane + 1' gutter pan on west side of road = 62'. Stoplights at Main & Illinois.	
264	4	0	3.82	D		both-SW			-	-	Y	Y	HI	Y	all	59' at IL = five 11' lanes + 4' raised median. 39' at CA = three 13' lanes. Concrete begins just N of California.	
265	4	0	4.18	D		both-SW			-	-	Y	Y	HI	Y	all	3 lanes. 4-way stop at Washington.	
266	4	0	3.93	D		both-SW			-	-	Y	Y	LO	Y	all	Urbana Middle School. S of Washington (E-W): 13' NB lane + 11' CTL + 12' SB lane = 36' total. N of Fairlawn (E-W): 13' NB lane (no GP on E side) + 11' CTL + 12' SB lane + 8' parking pullout (incl. 1.5' GP on W side) = 44'. W bumpout & marked crosswalk at Fairlawn.	Bikes May Use Full Lane
267	4	0	2.06	B		both-SW	E-4, W-11	E-8, W-0	-	-	Y	Y	LO	N		Urbana Middle School. Continental crosswalk at Fairlawn. E-W: two 18' lanes, 8' parking/bus lane (incl. 2' GP); 11' SW on W side. Lane markings change, but width stays the same throughout entire segment.	Bikes May Use Full Lane
268	4	0	2.98	C		both-SW			-	-	Y	Y	LO	N		No parking. UMS School Zone.	Bikes May Use Full Lane
269	4	1	3.07	C		both-SW			-	-	Y	Y	LO	Y	all	4-way stop & LTL at Florida.	Bikes May Use Full Lane. Widen West Sidewalk to Sidepath along Blair Park.
270	4	1	3.55	D		both-SW			-	-	Y	Y	HI	Y	all	4-way stop at Mumford.	Bikes May Use Full Lane
271	4	0	3.08	C		both-SW			-	-	Y	Part	HI Mumford-George Huff	Y	all	4-way stop at George Huff. Road narrows to 29' N of Holmes.	Bikes May Use Full Lane
272	4	0	1.81	B		E-SW; W-SW from Holmes-McHenry			-	-	Y	Part	HI Holmes-McHenry	Y	all	4-way stop at McHenry, 2-way stop at Windsor. Intersection widens at Windsor, w/ landscaped median & LTL.	Bikes May Use Full Lane
273	4	0	2.67	C		W-SW at Elm			-	-	N	Y	LO	N		Manhole in the middle of the road, gravel shoulders, hardly any visible sidewalks. At Main: E crossing would be best to get to Schnucks. 2-way stops at Main & Elm.	
274	4	0	2.57	C		both-SW, W-brick			-	-	N	Y	LO	N		Gravel shoulders. W-SW is brick & overgrown w/ vegetation. 2-way stops at Elm & Green.	
275	4	0	2.58	C		both-SW			-	-	Y-W side only	Y	LO	N		E-gravel shoulder. No Parking on W side. W-SW in good condition (City Bldg property). 2-way stop at Green, no stop at High.	
276	4	0	2.47	B		both-SW, parts brick			-	-	Y-W side only	Y	LO	N		E-gravel shoulder. No Parking on W side. W-SW in good condition (City Bldg property). No stop at High, 2-way stop at IL.	
277	4	0	2.66	C		both-brick SW			-	-	N	Y	LO	N		Gravel shoulders on both sides. 2-way stops at IL & CA.	Bike Route with wayfinding signage
278	4	0	2.79	C		both-brick SW			-	-	N	Y	LO	N		W-gravel shoulder. 2-way stops at CA & OR.	
279	4	0	2.67	C		both-SW			-	-	Y	Y	HI	N		2-way stops at OR & WA.	
280	3.5	0	2.99	C		both-SW, parts brick			-	-	N	Y	LO	N		Maple at Main: Hard to see EB traffic because of trees in the parkway to the W & power pole at SW corner. 16' at Main. High parking occupancy on both sides of road - gravel shoulders. Between Long's Garage (E) & BCA (W). Parts of SW are brick & overgrown w/ vegetation. 2-way stops at Main & Elm.	
281	4	0	2.70	C		both-SW, parts brick			-	-	N	Y	LO	N		Gravel shoulders, road edge not consistent. E SW is brick & very overgrown w/ vegetation. 2-way stops at Elm & Green.	
282	4	0	2.77	C		both-SW, parts brick			-	-	N	Y	LO	N		Not as consistent of a road edge as S of High; not as much of a gravel shoulder. 2-way stops at Green & High.	
283	4	0	2.69	C		both-SW, parts brick			-	-	N	Y	LO	N		Good asphalt, more consistent road edge; gravel shoulders. 2-way stops at IL & High.	
284	4	0	2.44	B		both-SW, parts brick			-	-	Y	Y	LO	N		Narrows at Illinois, brick across Illinois. 2-way stops at IL, CA & OR.	
285	4	0	2.61	C		both-SW			-	-	Y	Y	HI	N		2-way stops at OR & WA.	
286	4	0	2.68	C		parts-SW			-	-	N	Y	LO	N		Bike Route installed in 2013. Main St Auto (garage) on W side of street - lots of cars parked on W shoulder, lots of cars being moved. Gravel shoulders. 2-way stops at Main & Elm.	Existing Bike Route. Add wayfinding signage.
287	4	0	2.83	C		both-SW, parts brick			-	-	N	Y	LO	N		Bike Route installed in 2013. NB at Elm: difficult to see WB oncoming traffic on Elm, because Elm is offset. Gravel shoulders w/ parking - undefined road edge. 2-way stops at Elm & Green, Yield at High.	Existing Bike Route. Add wayfinding signage.
288	4	0	2.77	C		both-SW, parts brick			-	-	N	Y	LO	N		Bike Route installed in 2013. No curb & gutter; narrows; undefined road edge; brick across Illinois. Yield at High, 2-way stop at IL.	Existing Bike Route. Add wayfinding signage.
289	4	0	2.49	B	transverse	both-SW, parts brick			-	-	Y	Y	LO	N		Bike Route installed in 2013. Narrows at Illinois. Pavement is in really good shape. 2-way stops at IL, CA & OR.	Existing Bike Route. Add wayfinding signage.
290	4	0	2.66	C		both-SW			-	-	Y	Y	HI	N		2-way stops at OR & WA.	
291	3	0	2.75	C		both-SW			-	-	N	Y	LO	N		Even narrower N of Green. 2-way stops at Elm & Green.	
292	3	0	2.95	C		both-brick SW			-	-	N	Y	LO	N		Brick SWs, no curbs & gutters. 2-way stops at Green & IL, Yield at High.	
293	4	0	2.47	B		both-SW			-	-	Y	Y	LO	N		2-way stops at every block (IL, CA, OR). Road shifts east N of Oregon, shifts back west N of California.	
294	4	0	2.44	B	transverse	both-SW			-	-	Y	Y	LO	N		Bike Route installed in 2013. 2-way stops at OR & WA.	Existing Bike Route. Add wayfinding signage.
295	4	0	3.10	C		both-SW			-	-	Y	N		N		Bike Route installed in 2013.	Existing Bike Route. Add wayfinding signage.
296	4	1	3.00	C		both-SW			-	-	Y	N		Y	all	Bike Route installed in 2013. Repaved in August 2007.	Existing Bike Route. Add wayfinding signage.
297	4	0	2.85	C		both-SW			-	-	Y	Y	HI	N		Bike Route installed in 2013. Wiley School. Head-in parking on E side not included in total street width, part of this section is used as a school drop-off/pick-up lane. 4-way stops at PA & FL.	Existing Bike Route. Add wayfinding signage.
298	4	0	1.24	A		both-SW			-	-	N	N		Y	all	Shared bike/parking lanes installed in 2013. Raised median at Colorado. 4-way stops at FL & CO.	Existing shared bike/parking lanes. Add wayfinding signage. Urbana Green Loop from Florida-Sunnycrest.
299	4	0	0.86	A		both-SW			-	-	N	Y	HI	Y	all	Shared bike/parking lanes installed in 2013. Raised median at Colorado. 4-way stops at CO & Mumford.	Existing shared bike/parking lanes. Add wayfinding signage. Urbana Green Loop.
300	4	0	1.27	A		both-SW			-	-	N	Part	HI Mumford-McHenry	Y, part	Mumford to McHenry	Bike Route installed in 2013. Yankee Ridge School. No striping because there is not enough width.	Existing Bike Route. Add wayfinding signage. Urbana Green Loop from Mumford-McHenry, Scovill-S terminus. Widen sidewalks at S terminus to shared-use path width to connect to Meadowbrook Park via proposed Windsor Rd sidepath. Long-term: Widen West Sidewalk to Sidepath around Yankee Ridge School.
301	4	0	1.98	B		both-SW	0-5	10	-	-	N	Y	LO	N		Concrete parking pads N of Elm, on both sides - at Head Start (E) & church (W): 9' on each side; 10' parkways. 5' SW at Head Start, narrower or nonexistent SWs elsewhere. 2-way stops at Main & Green.	

Date	Segment ID	Street Name	From (E/N)	To (W/S)	Total Street Width (feet)	Gutter Seam Width (feet)	Street Width - EXCLUDING Gutter Seam (feet)	# of Thru Lanes per Direction	Lane Width - Including Gutter Seam (feet)	Lane Width - EXCLUDING Gutter Seam (feet)	Right Lane Width ADJ (feet)	Median Type	Median Width (feet)	Road Edge Marking Type	Extra Width (feet)	Extra Width EXCLUDING Gutter Seam (feet)	Extra Width ADJ (feet)	Parking Type	On-Street Parking % (estimate)	Traffic ADT (2011)	Traffic ADT Adjusted (2006-2011)	Posted Speed Limit	% of Heavy Vehicles: Trucks	Functional Classification	% of Heavy Vehicles: Trucks ADJ	Pavement Type
3/11/15	302	Lynn Street	Penn Central RR	Main St	26	1.5	23	1	13	11.5	11.5	none	-	none	-	-	0	RR-Water: No Parking Restrictions; Water-Main: W-Unmarked On-Street	2		1,000	30		local	0	oil & chip
3/11/15	303	Lynn Street	Main St	Green St	26	1.33	23.33	1	13	11.67	11.67	none	-	none	-	-	0	E-Unmarked On-Street	2		1,000	30		local	0	concrete
3/11/15	304	Lynn Street	Green St	Illinois St	25	1.33	22.33	1	12.5	11.17	11.17	none	-	none	-	-	0	E-Unmarked On-Street	1		1,000	30		local	0	concrete
3/2/15	305	Johnson Avenue	Green St	Oregon St	24	1.5	21	1	12	10.5	10.5	none	-	none	-	-	0	No Parking Restrictions	8		1,000	30		local	0	concrete
3/11/15	306	Wabash Avenue	Oregon St	Washington St	24	1.5	21	1	12	10.5	10.5	none	-	none	-	-	0	No Parking Restrictions	1		1,000	30		local	0	concrete
3/11/15	307	Cottage Grove Avenue	Penn Central RR	Main St	26	1.5	23	1	13	11.5	11.5	none	-	none	-	-	0	E-Unmarked On-Street	1		250	30		local	0	concrete
3/11/15	308	Cottage Grove Avenue	Main St	Oregon St	26	0	26	1	13	13	13	none	-	none	-	-	0	No Parking Allowed	0	6,600	6,600	30		minor arterial	2	asphalt
3/11/15	309	Cottage Grove Avenue	Oregon St	Philo Rd	30	0	30	1	15	15	15	none	-	none	-	-	0	No Parking Allowed	0	6,600	6,600	30		minor arterial	2	asphalt
3/11/15	310	Cottage Grove Avenue	Philo Rd	Washington St	30	1.5	27	1	15	13.5	13.5	none	-	none	-	-	0	E-Unmarked On-Street	5		1,000	30		collector	1.5	concrete
3/11/15	311	Cottage Grove Avenue	Washington St	Fairlawn Dr	28	1	26	1	14	13	13	none	-	none	-	-	0	W-Unmarked On-Street	4		1,000	30		collector	1.5	concrete
3/11/15	312	Cottage Grove Avenue	Fairlawn Dr	Pennsylvania Ave	28	1	26	1	14	13	13	none	-	none	-	-	0	W-Unmarked On-Street	1		1,000	30		collector	1.5	asphalt
3/11/15	313	Cottage Grove Avenue	Pennsylvania Ave	Florida Ave	29	0	29	1	14.5	14.5	14.5	none	-	none	-	-	0	W-Unmarked On-Street	2		1,000	30		collector	1.5	asphalt
10/15/15	314	Cottage Grove Avenue	Florida Ave	Glenwood Oaks Ct	40	0	40	1	20	20	20	none	-	none	-	-	0	Both-Unmarked On-Street	0		1,000	30		collector	1.5	asphalt
10/15/15	315	Cottage Grove Avenue	Glenwood Oaks Ct	Colorado Ave	39	0	39	1	19.5	19.5	19.5	none	-	none	-	-	0	Both-Unmarked On-Street	68		1,000	30		collector	1.5	concrete
3/11/15	316	Cottage Grove Avenue	Colorado Ave	Mumford Dr	29	0	29	1	14.5	14.5	14.5	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		collector	1.5	concrete
3/11/15	317	Philo Road	Cottage Grove Ave	Washington St	43	0	43	1	NB-11, SB-14	NB-11, SB-14	12.5	none	-	E-10' striped parking lane, W-8' striped parking lane	E-10, W-8	9	7	Both-Parking Lanes	1	7,400	7,400	30		minor arterial	2	asphalt
3/11/15	318	Philo Road	Washington St	Fairlawn Dr	32	0	32	1	10.5	10.5	10.5	none	-	Bike Lanes	E-5, W-6	5.5	5.25	No Parking Allowed	0	6,300	6,300	30		minor arterial	2	asphalt
3/11/15	319	Philo Road	Fairlawn Dr	Pennsylvania Ave	32	0	32	1	10.5	10.5	10.5	none	-	Bike Lanes	E-5, W-6	5.5	5.25	No Parking Allowed	0	6,300	6,300	35		minor arterial	2	asphalt
3/11/15	320	Philo Road	Pennsylvania Ave	Florida Ave	58-66	2	54-62	1	11	11	11	LTLs, painted	22	Bike Lanes	E-8, W-6	7	6	No Parking Allowed	0	6,300	6,300	35		minor arterial	2	concrete
3/11/15	321	Philo Road	Florida Ave	Colorado Ave	48	1	46	1	12	12	12	CTL	12	Bike Lanes	6	5	5	No Parking Allowed	0	9,500	9,500	35		minor arterial	2	N-concrete, S-asphalt
3/11/15	322	Philo Road	Colorado Ave	Windsor Rd	38	1.5	35	1	13.5	12	12	CTL	11	Bike Lanes from Colorado-Harding	-	-	0	No Parking Allowed	0	6,700-9,700	8,200	35		minor arterial	2	asphalt, concrete at Windsor
3/11/15	323	Philo Road	Windsor Rd	Marc Trail	30	0	30	1	11	11	11	none	-	both-paved shoulders	4	4	4	No Parking Allowed	0	1,850-2,100	1,975	45		minor arterial	2	N-concrete, S-asphalt
3/11/15	324	Philo Road	Marc Trail	Curtis Rd	20-30	0	20-30	1	11 (N), 10 (S)	11 (N), 10 (S)	10.5	none	-	Marc-S city limits: paved shoulders; S city limits-Curtis: none	4	4	4	No Parking Allowed	0	1,850	1,850	45		minor arterial	2	asphalt
3/11/15	325	Poplar Street	Main St	Green St	26	1.5	23	1	13	11.5	11.5	none	-	none	-	-	0	W-Unmarked On-Street	3		250	30		local	0	concrete
3/11/15	326	Poplar Street	Green St	Oregon St	26	0	26	1	13	13	13	none	-	none	-	-	0	W-Unmarked On-Street	6		250	30		local	0	asphalt
3/11/15	327	Poplar Street	Oregon St	Washington St	16	0	16	1	8	8	8	none	-	none	-	-	0	No Parking Restrictions	0		250	30		local	0	oil & chip
3/11/15	328	Glover Avenue	Main St	Oregon St	30	0	30	1	15	15	15	none	-	none	-	-	0	W-Unmarked On-Street	5		1,000	30		local	0	concrete
3/11/15	329	Glover Avenue	Oregon St	Washington St	25	0	25	1	12.5	12.5	12.5	none	-	none	-	-	0	Both-Gravel shoulders	8		1,000	30		local	0	oil & chip
3/11/15	330	Eastern Avenue	Perkins Rd	Kerr Ave	27	1.5	24	1	13.5	12	12	none	-	none	-	-	0	No Parking Allowed	0	650	650	30		collector	1.5	concrete
3/11/15	331	Brownfield Road	Airport Rd	Perkins Rd east	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Allowed	0	900-3,650	2,275	35		collector	1.5	asphalt
3/11/15	332	Brownfield Road	Perkins Rd east	Perkins Rd west	20	0	20	1	10	10	10	double yellow line	-	both-White Stripes, Paved Shoulders over I-74, gravel shoulders on bridge approaches	-	-	0	No Parking Allowed	0	3,650	3,650	35		collector	1.5	Approaches-asphalt; Bridge-concrete
3/11/15	333	Lanore Drive	Washington St	southern terminus	30	0	30	1	15	15	15	none	-	none	-	-	0	Both-Unmarked On-Street	3		700	30		local	0	asphalt
3/11/15	334	Adams Street	Fairlawn Dr	Florida Ave	30	1	28	1	15	14	14	none	-	none	-	-	0	Both-Unmarked On-Street	4		1,000	30		local	0	concrete
3/11/15	335	Kinch Street	Washington St	Pavement change between Country Squire & Michigan	39	0	39	1	10	10	10	none	-	Bike Lanes, E-Parking Lane	W-6, E-13	9.5	7.25	E-Parking Lane	1	1,550	1,550	30		collector	1.5	N-asphalt, S-concrete
3/11/15	336	Kinch Street	Pavement change between Country Squire & Michigan	Michigan Ave	39	E-1	38	1	10	10	10	none	-	Bike Lanes, E-Parking Lane	W-5, E-14	W-5, E-13	7	E-Parking Lane	0	1,550	1,550	30		collector	1.5	asphalt
3/11/15	337	Kinch Street	Michigan Ave	Pennsylvania Ave	30	E-1	29	1	10	10	10	none	-	Bike Lanes	5	W-5, E-4	4.5	No Parking Allowed	0		1,550	30		collector	1.5	asphalt
3/11/15	338	Kinch Street	Pennsylvania Ave	S of Vermont Ave	40	0	40	1	10	10	10	none	-	Bike Lanes, E-Parking Lane	W-5, E-14	9.5	7.25	E-Parking Lane	0		1,550	30		collector	1.5	asphalt
3/11/15	339	Kinch Street	S of Vermont Ave	Florida Ave	30	0	30	1	10	10	10	none	-	Bike Lanes	5	5	5	No Parking Allowed	0		1,550	30		collector	1.5	concrete
3/11/15	340	Smith Road	Slayback Rd	University Ave	23	0	23	1	11.5	11.5	11.5	none	-	none	-	-	0	No Parking Allowed	0	700	700	30		collector	1.5	asphalt
3/11/15	341	Smith Road	University Ave	Main St	38-58	2	34-54	1	NB RTL-11, NB LTL/Thru-13, SB-20	NB RTL-9, NB LTL/Thru-13, SB-18	17	double yellow line	-	none	-	-	0	No Parking Allowed	0	4,650	4,650	30		collector	1.5	asphalt

Segment ID	Pavement Condition (1-Worst, 5-Best)	Bicycle/Vehicle Crash Counts	BLOS Score	BLOS Grade	Drain Type	Sidewalk Status (SW = Sidewalk, SP = Sidepath)	Sidewalk Width (feet)	Parkway Width (feet)	Sidepath Width (feet)	RR Crossing: Perpendicular or Diagonal?	Curbs? Y/N/Parts	Street Lights? Y/N/Parts	Street Light Type (HI or LO Poles)	CUMTD Bus Route? Y/N/Parts	What part(s)?	Comments	Recommendations
302	4	0	2.53	C	transverse	both-SW, parts brick			-	-	Y	Y	LO	N		Potential trailhead for future Rail-Trail. There is already a goat trail on W side of N terminus where a bicyclist passed through, carried bike across RR, and rode west on N side of RR upon site visit. N of RR: Emulsicoat, MTD Bus Garage.	
303	4	0	2.51	C	diagonal	both-SW	E-5		-	-	Y	Y	LO	N		5' SW N of Green is newer (along Victory Park). 2 marked parking stalls by Secondhand Rose at Main on E side of street (not included as marked parking). 2-way stops at Main & Green.	
304	4	0	2.56	C		both-SW			-	-	Y	Y	LO	N		Lynn ends at Illinois, but cannot make a connection, because Illinois is brick. 2-way stops at Green & IL.	
305	3.5	0	2.84	C	transverse	both-SW		0	-	-	Y	Y	LO	N		Offset w/ Wabash. Concrete across Illinois. 2-way stops at every intersection. Needs a marked crossing, ramp, and SP entrance at Green to Victory Park if this were to become a Bike Route. SW at Victory Park is 5' wide from Main to Green.	
306	3.5	0	2.77	C		both-SW			-	-	Y	Y	LO	N		Offset w/ Johnson: street moves W upon NB travel. 2-way stops at OR & WA.	
307	3.5	0	1.95	B	diagonal (W) & longitudinal	both-SW from Water-Main			-	-	Y	Y	LO	N		Potential trailhead for future Rail-Trail &/or connection to future CUMTD path.	Bike Route upon construction of shared-use path across Penn Central Railroad and/or Rail-with-Trail
308	4	1	3.59	D		both-SW			-	-	Y	Y	LO	Y, part	Green to Oregon	Bikes May Use Full Lane is only possible treatment.	Use Poplar.
309	4	0	3.31	C		both-SW			-	-	Y	Y	HI	Y	all	Gutters at corners, not in the street.	Use Poplar.
310	4	0	2.55	C		W-SW			-	-	Y	N		Y	all		
311	4	0	2.60	C	transverse	both-SW			-	-	Y	N		Y	all	At Washington: 30', including 1.5' gutter pans.	
312	4	0	2.57	C		both-SW			-	-	N	N		N		Repaved in August 2007	
313	4	0	2.37	B		both-SW			-	-	N	N		Y	all	Curbs, no gutter pans. 4-way stop at Pennsylvania, 2-way stop at Florida (difficult to cross).	
314	4	0	1.40	A	transverse	E-SW			-	-	N	Y	LO	N		No parking restrictions, low parking occupancy, wide road, road curves. Difficult to cross Florida with only 2-way stop. Crestview Park.	Shared bike/parking lanes with wayfinding signage: 8', 12', 12', 8'. Urbana Green Loop.
315	4	0	2.59	C		both-SW			-	-	Y	N		N		No parking restrictions, high parking occupancy. 2-way stop at Colorado.	Bike Route with wayfinding signage, Sharrows. Urbana Green Loop.
316	4	0	2.35	B		E-SW; W-SW from Harding (S) to Mumford			-	-	N	Y	HI	Y, part	Colorado to Silver	2-way stops at Colorado & Mumford, 4-way stop at Silver.	
317	4	2	1.02	A	longitudinal	both-SW		varies	-	-	N	Y	HI	N		Both sides have a striped, paved shoulder. E parking lane narrows to 0' at Cottage Grove.	Use Poplar.
318	4	0	2.21	B		W-SW	W-4	W-15	-	-	N	Y	HI	N		Bike Lanes installed in 2011. Paved shoulder on E side at Washington only.	Existing Bike Lanes
319	4	0	2.34	B		both-SW	4	E-20, W-14	-	-	N	Y	HI	Y	all	Bike Lanes installed in 2011. E side: 4' gravel shoulder not included in street width, no curbs, ditch.	Existing Bike Lanes
320	4	0	1.90	B		both-SW			-	-	Y	Y	HI	Y	all	Road Diet & Bike Lanes installed in 2008. Widens from PA to FL.	Existing Bike Lanes
321	4	2	2.33	B	diagonal	both-SW			-	-	Y	Y	HI	Y	all	Road Diet & Bike Lanes installed in 2008. Widens at Florida, w/ semi-raised median. Mid-block median refuge island. Parallel crosswalks at Colorado. Measured N of Colorado.	Existing Bike Lanes. Add two-stage turn queue boxes at NE & SW corners of Philo/CO to transition bicyclists from sidepaths to bike lanes.
322	4	2	3.96	D		E-SP; W-SW			10	-	Y	Y	HI	Y, parts	Colorado to Harding, Silver to Windsor	Road Diet & Bike Lanes installed from CO-Harding in 2008. Sharrows installed in 2010. Sidepath begins/ends at Colorado. NB RTLs at Silver, Mumford, & Scovill. Large turning radii exist at Meijer entrances.	Existing East Sidepath & Sharrows. Add trail wayfinding signage. Urbana Green Loop. Add two-stage turn queue boxes at NE & SW corners of Philo/CO to transition bicyclists from sidepaths to bike lanes.
323	5	0	2.16	B	transverse	E-SP			10	-	N	At Trails Dr	HI at Trails Dr only	Y, part	Windsor to Trails	Widens at Windsor. Sidepath begins/ends S of Marc Trail.	Existing East Sidepath. Add trail wayfinding signage. Urbana Green Loop.
324	5	0	2.22	B		E-SP from Marc-S of Marc			10	-	N	N		N			Extend East Sidepath as development occurs.
325	4	0	1.84	B	none	both-SW			-	-	Y	Y	LO	N		2-way stops at Main & Green.	Bike Route with wayfinding signage
326	4	0	1.70	B	none	both-SW			-	-	Y	Y	LO	N		No stop at IL, 2-way stops at Green & Oregon.	Bike Route with wayfinding signage
327	4	0	2.15	B	none	none			-	-	N	N		N		Undefined road edge. 2-way stop at Washington is very near Philo.	Bike Route with wayfinding signage
328	4	0	2.12	B	transverse	both-SW			-	-	Y	Y	LO	N		Wide enough for treatment, low traffic, low parking occupancy.	
329	3.5	0	2.62	C		E-SW			-	-	N	N		N		Urbana Public Works, School District Bus Garage. No curbs & gutters, undefined road edge - 38' width incl. gravel shoulder.	
330	3.5	0	2.59	C		W-SW			-	-	N	N		Y	all	Transverse drains at Perkins.	Bike Route. Township will be responsible for installation of signage; signage should be consistent with Urbana's. Urbana Green Loop.
331	4	3	3.43	C		none			-	-	N	N		Y	all	Marked shoulders. E-gravel shoulder; W-narrow shoulder, not continuous N of fire station.	Bikes May Use Full Lane from Airport-Columbia, Bike Route with wayfinding signage from Columbia-Perkins. Township will be responsible for installation of signage; signage should be consistent with Urbana's.
332	4	0	3.67	D		none			-	-	N	N		Y	all	Paved shoulders on I-74 bridge, gravel shoulders N & S of bridge.	Bike Route with wayfinding signage. Pave shoulders on bridge approaches. Township will be responsible for installation of signage; signage should be consistent with Urbana's.
333	4	0	1.91	B		both-SW			-	-	Y	At Hunter St	HI at Hunter St only	N		Lanore-Adams-Fairlawn Path installed in 2013. Hill between Hunter & Michigan.	Bike Route with wayfinding signage
334	4	0	2.25	B	transverse	W-SW from Briarcliff-Florida			-	-	Y	N		N		Lanore-Adams-Fairlawn Path installed in 2013. Drains at corners.	Bike Route with wayfinding signage
335	4	0	0.65	A		E-SW; W-SW from Washington-1/2 block S of Washington			-	-	N	N		Y, part	Country Squire-south	Bike lanes installed in 2013.	Existing Bike Lanes. Shared-Use Path N of Washington thru Weaver Park to Main.
336	4	0	0.74	A		both-SW			-	-	Y-E side only	N		Y	all	Bike lanes installed in 2013. Curb & gutter on E side only.	Existing Bike Lanes
337	4	0	1.81	B		both-SW			-	-	Y-E side only	N		Y	all	Bike lanes installed in 2013. Curb & gutter on E side only.	Existing Bike Lanes
338	4	0	0.62	A		both-SW			-	-	N	N		Y	all	Bike lanes installed in 2013. No curbs & gutters.	Existing Bike Lanes
339	4	1	1.62	B		both-SW			-	-	Y	N		Y	all	Bike lanes installed in 2013. Curbs, no gutters.	Existing Bike Lanes
340	4	0	2.55	C	none	E-SW from S of Slayback to Carrie			-	-	N	N		Y	all	Edgewood - unincorporated Urbana. Slayback to 200 ft S of Slayback: widens to 27'. No room on W side for SP: mobile home park parkway. Stop bar, double yellow line, and stoplight at University.	Bike Route. Township will be responsible for installation of signage; signage should be consistent with Urbana's.
341	4	0	2.73	C	transverse	none	-	-	-	-	E-all; W-parts	N		N		38' at midpoint, 39' at Main, 58'+ at University. 2-way stop at Main, Stoplight at University. Stop Bars at Main & University. ROW is too limited to install sidepath connecting Kickapoo Rail Trail to Weaver Park, and segment is too short to promote such an on-street connection here.	Bike Route with wayfinding signage. Sharrows, especially in NB Thru/LTL lane at University.

Date	Segment ID	Street Name	From (E/N)	To (W/S)	Total Street Width (feet)	Gutter Seam Width (feet)	Street Width - EXCLUDING Gutter Seam (feet)	# of Thru Lanes per Direction	Lane Width - Including Gutter Seam (feet)	Lane Width - EXCLUDING Gutter Seam (feet)	Right Lane Width ADJ (feet)	Median Type	Median Width (feet)	Road Edge Marking Type	Extra Width (feet)	Extra Width EXCLUDING Gutter Seam (feet)	Extra Width ADJ (feet)	Parking Type	On-Street Parking % (estimate)	Traffic ADT (2011)	Traffic ADT Adjusted (2006-2011)	Posted Speed Limit	% of Heavy Vehicles: Trucks	Functional Classification	% of Heavy Vehicles: Trucks ADJ	Pavement Type
3/11/15	342	Smith Road	Washington St	Lantern Hill Dr	50	1	48	1	23	22	22	semi-raised	4	none	-	-	0	No Parking Restrictions	0	1,000	1,000	30		collector	1.5	asphalt
3/11/15	343	Smith Road	Lantern Hill Dr	Rainbow View Dr	28	1	26	1	14	13	13	none	-	none	-	-	0	No Parking Restrictions	2		1,000	30		collector	1.5	asphalt
3/11/15	344	Smith Road	Rainbow View Dr	Michigan Ave	28	1	26	1	14	13	13	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		collector	1.5	concrete
3/11/15	345	Smith Road	Michigan Ave	Florida Ave	29	1.5	26	1	14.5	13	13	none	-	none	-	-	0	E-Unmarked On-Street	10		1,000	30		collector	1.5	concrete
3/11/15	346	Smith Road	Florida Ave	Stone Creek Blvd	36	0	36	1	18	18	18	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		collector	1.5	concrete
7/26/13	347	Beringer Circle	High Cross Rd	Slayback Rd	30	0	30	1	15	15	15	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		collector	1.5	concrete
3/11/15	348	Beringer Circle	Slayback Rd	University Ave	50	0	50	1	20	20	20	raised landscaped	10	none	-	-	0	No Parking Restrictions	3		1,000	30		collector	1.5	concrete
3/11/15	349	Pfeffer Road	Main St	Washington St	25	0	25	1	NB-10, SB-15	NB-10, SB-15	12.5	none	-	none	-	-	0	No Parking Allowed	0	650	650	35		collector	1.5	asphalt
3/11/15	350	High Cross Road	Olympian Rd	Airport Rd	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Allowed	0	350-900	625	40		collector	1.5	oil & chip
3/11/15	351	High Cross Road	Airport Rd	Perkins Rd	22	0	22	1	11	11	11	none	-	none	-	-	0	No Parking Allowed	0	2,350	2,350	40		collector	1.5	oil & chip
3/11/15	352	High Cross Road	Perkins Rd	University Ave	21	0	21	1	10.5	10.5	10.5	parts-double yellow line	-	none	-	-	0	No Parking Allowed	0	3,450-3,350	3,400	40		collector	1.5	N-oil & chip, S-asphalt
3/11/15	353	High Cross Road	University Ave	Washington St	70	0	70	1	12	12	12	painted, raised N of Tatman	27	both-paved shoulders, W-gravel shoulder	E-11, W-8	E-11, W-8	7.25	No Parking Allowed	0	11,100	11,100	50	8	Major Arterial	7	asphalt
3/11/15	354	High Cross Road	Washington St	Windsor Rd	32	0	32	1	12	12	12	none	-	both-paved shoulders	4	4	4	No Parking Allowed	0	7,850	7,850	55	4	Major Arterial	4	asphalt
3/2/15	355	High Cross Road	Windsor Rd	Curtis Rd	32	0	32	1	12	12	12	none	-	both-paved shoulders	4	4	4	No Parking Allowed	0	6,600	6,600	55	3.6	Major Arterial	3.6	asphalt
3/11/15	356	Anthony Drive	Terminus E of Lincoln Ave	Lincoln Ave	30	1	28	1	15	14	14	none	-	none	-	-	0	No Parking Allowed	0	2,100	2,100	30		local	0	asphalt
10/9/15	357	Anthony Drive	Liberty Ave	Vance Rd	24	N-1	23	1	12.5	11.5	11.5	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	asphalt
3/11/15	358	Art Bartell Road	Main St	Prairie Park	24	0	24	1	12	12	12	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	asphalt
3/11/15	359	Art Bartell Road	Prairie Park	Lierman Ave	24	0	24	1	12	12	12	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	asphalt
3/11/15	360	Barr Avenue	E Terminus	Smith Rd	14	0	14	1	7	7	7	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	asphalt/gravel
3/11/15	361	Burkwood Drive	Cottage Grove Ave	Anderson St	28	1	26	1	14	13	13	none	-	none	-	-	0	N-Unmarked On-Street, 6 am-10 pm only	0		1,000	30		local	0	asphalt
3/11/15	362	Burkwood Court E	Anderson St	W terminus	29	1	27	1	14.5	13.5	13.5	none	-	none	-	-	0	No Parking Restrictions	7		1,000	30		local	0	asphalt
3/11/15	363	Burkwood Court W	E terminus	Vine St	29	0	29	1	14.5	14.5	14.5	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	asphalt
3/11/15	364	Butzow Drive	Smith Rd	E of Guardian Dr	20	0	20	1	10	10	10	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	asphalt
3/11/15	365	Butzow Drive	E of Guardian Dr	Guardian Dr	26.5	1	24.5	1	13.25	12.25	12.25	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	concrete
3/11/15	366	Butzow Drive	Guardian Dr	Wilson Rd	26.5	1.5	23.5	1	13.25	11.75	11.75	none	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	concrete
3/11/15	367	Butzow Drive	Wilson Rd	Lierman Ave	32	1	30	1	16	15	15	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	concrete
3/11/15	368	Butzow Drive	Lierman Ave	W terminus	30	0	30	1	15	15	15	none	-	none	-	-	0	No Parking on S side	0		1,000	30		local	0	concrete
3/11/15	369	College Court	Lincoln Ave	Virginia Dr	84	1	82	1	22	20	20	landscaped	40	both-marked parking	7	6	5.5	Both-Parallel	23		1,000	30		local	0	asphalt
3/11/15	370	Columbia Boulevard	Brownfield Rd	Independence Ave	30	0	30	1	15	15	15	none	-	none	-	-	0	No Parking Restrictions	0	1,850	1,850	30		local	0	concrete
3/11/15	371	Division Avenue	Country Club Rd	Bailey Ave	16	0	16	1	8	8	8	none	-	none	-	-	0	No Parking Restrictions	3		1,000	30		local	0	oil & chip
3/11/15	372	Division Avenue	Bailey Ave	Oakland Ave	16	0	16	1	8	8	8	none	-	none	-	-	0	No Parking 8 am-4 pm school days (Circle Academy)	0		1,000	30		local	0	asphalt
3/11/15	373	Division Avenue	Oakland Ave	Kerr Ave	24	E-1	23	1	12.5	11.5	11.5	none	-	none	-	-	0	No Parking on E side	5		1,000	30		local	0	concrete
3/11/15	374	Division Avenue	Kerr Ave	S of Kerr Ave	14	0	14	1	7	7	7	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	asphalt/gravel
3/11/15	375	Division Avenue	S of Kerr Ave	Stebbins Dr	26	1	24	1	13	12	12	none	-	none	-	-	0	E-Unmarked On-Street	3		1,000	30		local	0	concrete
3/11/15	376	Fairlawn Drive	Adams St	Philo Rd	30	1	28	1	15	14	14	none	-	none	-	-	0	No Parking Restrictions	4		1,000	30		local	0	concrete
3/11/15	377	Fairlawn Drive	Philo Rd	Cottage Grove Ave	40	0	20	1	20	20	20	none	-	none	-	-	0	No Parking Restrictions	7		1,000	30		local	0	asphalt
3/11/15	378	Fairlawn Drive	Cottage Grove Ave	Anderson St	28	0	28	1	14	14	14	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	asphalt
3/11/15	379	Fairlawn Drive	Anderson St	Vine St	28	1	26	1	14	13	13	none	-	none	-	-	0	N-Unmarked On-Street	40		1,000	30		local	0	asphalt
3/11/15	380	Gregory Street	Eads St	King Park	29	0	29	1	14.5	14.5	14.5	none	-	none	-	-	0	No Parking Restrictions	4		1,000	30		local	0	concrete
3/11/15	381	Gregory Street	King Park	Fairview Ave	29	0	29	1	14.5	14.5	14.5	none	-	none	-	-	0	No Parking Restrictions	6		1,000	30		local	0	concrete
3/11/15	382	Hickory Street	Park St	N terminus	17	0	17	1	8.5	8.5	8.5	none	-	none	-	-	0	No Parking Restrictions	1		1,000	30		local	0	gravel
3/11/15	383	Hunter Street	Lanore Dr	Lierman Ave	29	1	27	1	14.5	13.5	13.5	none	-	none	-	-	0	S-Unmarked On-Street	1		1,000	30		local	0	asphalt
3/11/15	384	Independence Avenue	Columbia Blvd	Liberty Ave	23	0	23	1	11.5	11.5	11.5	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	concrete
3/11/15	385	McCullough Street	Springfield Ave	Green St	26	1	24	1	13	12	12	none	-	none	-	-	0	W-Unmarked On-Street	9		1,000	30		local	0	concrete
3/11/15	386	McCullough Street	Green St	Illinois St	27	1	25	1	13.5	12.5	12.5	none	-	none	-	-	0	E-Unmarked On-Street	1		1,000	30		local	0	concrete
3/11/15	387	McCullough Street	Illinois St	Washington St	24	1	22	1	12	11	11	none	-	none	-	-	0	E-Unmarked On-Street	2		1,000	30		local	0	concrete
3/11/15	388	Michigan Avenue	E terminus	Montgomery St	22	1	20	1	11	10	10	none	-	none	-	-	0	S-Unmarked On-Street	1		1,000	30		local	0	concrete
3/11/15	389	Michigan Avenue	Ogelthorpe Ave	Kinch St	27	0	27	1	13.5	13.5	13.5	none	-	none	-	-	0	No Parking Restrictions	2		1,000	30		local	0	concrete
3/11/15	390	Michigan Avenue	Kinch St	Lanore Dr	30	1	28	1	15	14	14	none	-	none	-	-	0	No Parking Restrictions	4		1,000	30		local	0	asphalt
3/11/15	391	Myra Ridge Drive	Windsor Rd	S terminus	28	0	28	1	14	14	14	none	-	none	-	-	0	No Parking Restrictions	1		1,000	30		local	0	concrete
10/9/15	392	O'Brien Drive	Vance Rd	W of Anthony Dr	50	1.5	47	1	16	14.5	14.5	CTL	12	none	-	-	0	No Parking	0		1,000	30		local	0	asphalt
3/11/15	393	O'Brien Drive	W of Anthony Dr	W terminus	32	1	30	1	16	15	15	none	-	none	-	-	0	No Parking Restrictions (W), No Parking Allowed (E)	0		1,000	30		local	0	asphalt
3/11/15	394	Park Street	Cottage Grove Ave	Hickory St	24	1	22	1	12	11	11	none	-	none	-	-	0	S-Unmarked On-Street	1		1,000	30		local	0	oil & chip
3/11/15	395	Potawatomi Trail	Shemauger Trl	Smith Rd	24	0	24	1	12	12	12	none	-	none	-	-	0	No Parking Restrictions	2		1,000	30		local	0	concrete
3/11/15	396	Shemauger Trail	Potawatomi Trl	Smith Rd	24	0	24	1	12	12	12	none	-	none	-	-	0	No Parking Restrictions	1		1,000	30		local	0	concrete
3/11/15	397	Smith Road	Barr Ave	Butzow Dr	22	0	22	1	11	11	11	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	oil & chip

Segment ID	Pavement Condition (1-Worst, 5-Best)	Bicycle/Vehicle Crash Counts	BLOS Score	BLOS Grade	Drain Type	Sidewalk Status (SW = Sidewalk, SP = Sidepath)	Sidewalk Width (feet)	Parkway Width (feet)	Sidepath Width (feet)	RR Crossing: Perpendicular or Diagonal?	Curbs? Y/N/Parts	Street Lights? Y/N/Parts	Street Light Type (HI or LO Poles)	CUMTD Bus Route? Y/N/Parts	What part(s)?	Comments	Recommendations
342	4	0	0.98	A		both-SW			-	-	Y	N		Y	all	Two 22' (unmarked) lanes + two 1' gutter pans + two 4' semi-raised median = 50'	Shared Bike/Parking Lanes with wayfinding signage: 8', 15', 4', 15', 8'. Drop NB parking lane for sharrows at Washington St. Shared-Use Path N of Washington thru Weaver Park to Main. Urbana Green Loop.
343	4	1	2.58	C		both-SW			-	-	N	N		Y	all	50' wide & no median just S of Lantern Hill, narrows to 28'. Unmarked lanes.	Bike Route with wayfinding signage. Urbana Green Loop.
344	4	0	2.55	C		both-SW			-	-	Y	Y	LO	Y	all	Road curves.	Bike Route with wayfinding signage. Urbana Green Loop.
345	4	0	2.68	C		both-SW			-	-	Y	Y	LO	Y	all		Bike Route with wayfinding signage. Urbana Green Loop.
346	4	0	1.78	B		W-SP			8	-	Y	N		Y	all		Existing West Sidepath. Add wayfinding signage. Urbana Green Loop.
347	4	0	2.27	B	transverse	both-SW	4	10	-	-	Y	N		N		Not fully developed yet.	
348	4	0	1.46	A	transverse	both-SW			-	-	Y	N		N		Two 8' parking seams + two 12' lane seams (both unmarked) + 10' raised landscaped median w/ trees = 50'.	Shared Bike/Parking Lanes with wayfinding signage: 8', 12', 10', 12', 8'. Safe crossing across University to Main.
349	4	0	2.52	C		W-SW from 300-800 block		E-5	-	-	N	N		N		No curbs & gutters; no parking. Double yellow stripe, no shoulder. 15' SB lane, 10' NB lane, 5' grass ROW on E side. Hill just N of Washington.	Bike Route with wayfinding signage. Long-term: Shared-Use Path N of Main to connect to Kickapoo Rail Trail as a trailhead.
350	4	0	2.87	C		none			-	-	N	N		N		Possibly room for SP on W side, but there are many trees and probably not much ROW.	
351	4	0	3.43	C		none			-	-	N	N		Y	all	Marked lanes.	Bikes May Use Full Lane. Township will be responsible for installation of signage; signage should be consistent with Urbana's.
352	4	0	3.67	D		W-SW at Aldi only			-	-	N	N		N		Intersection widens at University: LTL, RTL.	Bikes May Use Full Lane
353	4	0	2.95	C		E-SW from University-Tatman			-	-	N	At Tatman	HI at Tatman	Y, part	University to Tatman	Road widens from N of Tatman. 2014-15 reconstruction.	West Sidepath
354	4	0	3.45	C		none			-	-	N	At Windsor	HI at Windsor	N		Road widens from Stone Creek-Windsor, includes a CTL. 2014-15 reconstruction from Washington-Florida.	Existing West Sidepath from Wendl's Sports Complex-Windsor. West Sidepath from Washington-Wendl's Sports Complex.
355	4	0	3.25	C		none			-	-	N	N		N			Long term: West Sidepath. Extend path south as opportunities occur, as also shown in County Greenways & Trails Plan.
356	4	0	2.57	C	transverse	N-SW from Lincoln to Carle North Annex				-		N		N		Does not cross Saline Branch.	Long-term: Shared-use path connecting Lincoln Avenue to Saline Branch.
357	4	0	2.51	C	transverse	none				-		N		Y	all		Bike Route with wayfinding signage.
358	4.5	0	2.36	B		none				-		Y	HI	N		Champaign County East Campus.	Sidepath from Salt Barn-Prairie Park.
359	5	0	2.29	B		none				-		Y	HI	N		Champaign County East Campus.	South Sidepath with wayfinding signage, continuing east to Bakers Lane. Urbana Green Loop.
360	3.5	0	3.06	C		none				-		N		N		Township road.	
361	4	0	2.33	B		none				-		N		N		Crestview Park.	Bike Route with wayfinding signage. Urbana Green Loop.
362	4	0	2.35	B		none				-		N		N		Sunnycrest Tot Lot.	
363	4	0	2.12	B		none				-		N		N			Bike Route with wayfinding signage. Urbana Green Loop.
364	4	0	2.67	C		none				-		N		N		Township road.	Bike Route with wayfinding signage.
365	4.5	0	2.33	B		none				-		N		N		2-way stop & stop bar at Guardian.	Bike Route with wayfinding signage.
366	4.5	0	2.39	B		none				-		N		Y	all	2-way stop & stop bar at Guardian.	Bike Route with wayfinding signage.
367	4.5	0	1.95	B		none				-		N		Y	all	Flex-N-Gate.	Bike Route with wayfinding signage.
368	4	0	2.05	B		none				-		N		N			Bike Route with wayfinding signage. Shared-use path west to AMBUCS Park.
369	4	0	0.01	A		both-SW	8			-	Y	Y	HI	Y	all	UIUC PAR & FAR front entrances. UIUC street. Frequent buses.	
370	4	0	2.36	B		none				-		Y	HI	Y, part	Betsy Ross to Liberty	Township road. Power line easement - occasional medians.	Bike Route with wayfinding signage connecting Brownfield Rd & Cunningham Ave. Urbana Township owned.
371	4	0	2.87	C		none				-		Part	LO Thompson-Bailey	N		Township road from Country Club-Thompson.	Bike Route with wayfinding signage. Work with Urbana Township for Country Club-Thompson.
372	4	0	2.85	C		none				-		Y	LO	N			Bike Route with wayfinding signage.
373	4	0	2.57	C		E-SW S of Oakland, W-SW all		2		-		Y	LO	N			Bike Route with wayfinding signage.
374	3	0	3.27	C		none				-		N		N			Bike Route with wayfinding signage.
375	5	0	2.33	B		both-SW				-		Y	HI	N			Bike Route with wayfinding signage.
376	4	0	2.25	B		none				-		N		N			Bike Route with wayfinding signage.
377	5	0	1.15	A		none				-		N		Y	all		Shared Bike/Parking Lanes with wayfinding signage: 8', 12', 12', 8'.
378	4	0	2.19	B		S-SW from Anderson-Webber				-		N		N			Bike Route with wayfinding signage.
379	3.5	0	2.90	C		both-SW				-		Y	HI	Y	all	Fairlawn Village. Urbana Middle School.	Bike Route with wayfinding signage, Sharrows.
380	5	0	2.02	B		both-SW				-		Y	HI	N		King Park.	Long-term: Bike Route with wayfinding signage upon Lincoln Avenue sidepath construction.
381	5	0	2.05	B		both-SW				-		Y	HI	N		King Park.	Bike Route with wayfinding signage. Urbana Green Loop.
382	2	0	4.14	D		E-SW from Park-N of Park				-		Y	HI	N		Hickory Street Park Site.	
383	4	0	2.27	B		both-SW				-		At Austin, At Lanore	HI	Y	all	Lierman Neighborhood.	Bike Route with wayfinding signage to connect Lanore Dr to proposed Lierman Neighborhood Trail.
384	4	0	2.51	C		none				-		N		N		Township road.	Bike Route with wayfinding signage connecting Brownfield Rd & Cunningham Ave. Urbana Township owned.
385	4	0	2.55	C		both-SW				-	Y	N		N			Bike Route with wayfinding signage. Urbana Green Loop.
386	4	0	2.40	B		both-SW, parts brick				-	Y	N		N			Bike Route with wayfinding signage. Urbana Green Loop.
387	4	0	2.59	C		both-SW				-	Y	N		N			Bike Route with wayfinding signage. Urbana Green Loop.
388	4	0	2.68	C		both-SW				-	Y	Y	LO	N			Bike Route upon construction of connecting trails on Menards-owned land. Widen sidewalk thru park to shared-use path.
389	5	0	2.13	B	transverse	both-SW				-	Y	Part	LO Greenridge-Ogelthorpe	Y, part	Smith to Kinch		Bike Route with wayfinding signage. Widen sidewalk thru park to shared-use path.
390	4	0	2.25	B		both-SW				-		N		N			Bike Route with wayfinding signage.
391	4	0	2.20	B		both-SW				-		N		Y, part	Susan Stone to Trails		Bike Route with wayfinding signage.
392	4	0	2.12	B		S-SW				-		At Cunningham	HI	Y, part	Vance to Anthony		Bike Route with wayfinding signage from Cunningham-Vance. Long-term: Sidepath west of Cunningham.
393	4	0	2.05	B		S-SW				-		Y	HI	N			Long term: Sidepath to loop around O'Brien Auto Park/Farm & Fleet employment center
394	4	0	2.58	C		both-SW				-	Y	Y	LO	N		AMBUCS Park.	
395	4	0	2.47	B		none				-		Y	LO	N		Outside city limits.	Bike Route with wayfinding signage. Outside city limits.
396	4	0	2.46	B		none				-		Y	LO	N		Outside city limits.	Bike Route with wayfinding signage. Outside city limits.
397	4	0	2.57	C		none				-		N		N		Township road.	Bike Route with wayfinding signage. Urbana Township owned.

Date	Segment ID	Street Name	From (E/N)	To (W/S)	Total Street Width (feet)	Gutter Seam Width (feet)	Street Width - EXCLUDING Gutter Seam (feet)	# of Thru Lanes per Direction	Lane Width - Including Gutter Seam (feet)	Lane Width - EXCLUDING Gutter Seam (feet)	Right Lane Width ADJ (feet)	Median Type	Median Width (feet)	Road Edge Marking Type	Extra Width (feet)	Extra Width EXCLUDING Gutter Seam (feet)	Extra Width ADJ (feet)	Parking Type	On-Street Parking % (estimate)	Traffic ADT (2011)	Traffic ADT Adjusted (2006-2011)	Posted Speed Limit	% of Heavy Vehicles: Trucks	Functional Classification	% of Heavy Vehicles: Trucks ADJ	Pavement Type
3/11/15	398	Stebbins Drive	Division Ave	Broadway Ave	26	1	24	1	13	12	12	none	-	none	-	-	0	S-Unmarked On-Street	0		1,000	30		local	0	concrete
3/11/15	399	Sunnycrest Drive	Cottage Grove Ave	Anderson St	29	1	27	1	14.5	13.5	13.5	none	-	none	-	-	0	No Parking Restrictions	5		1,000	30		local	0	asphalt
3/11/15	400	Sunnycrest Court E	Anderson St	W terminus	29	1	27	1	14.5	13.5	13.5	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	asphalt
3/11/15	401	Sunnycrest Court W	E terminus	Vine St	18	0	18	1	9	9	9	none	-	none	-	-	0	S-Unmarked On-Street	1		1,000	30		local	0	asphalt
3/11/15	402	Thompson Street	Division Ave	Broadway Ave	16	0	16	1	8	8	8	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	asphalt
10/9/15	403	Vance Road	O'Brien Dr	S of O'Brien Dr	55	1.5	52	1	15.5	14	14	CTL	-	none	-	-	0	No Parking Allowed	0		1,000	30		local	0	asphalt
10/9/15	404	Vance Road	S of O'Brien Dr	Anthony Dr	24	N-1	23	1	12.5	11.5	11.5	none	-	none	-	-	0	No Parking Restrictions	0		1,000	30		local	0	asphalt

Segment ID	Pavement Condition (1-Worst, 5-Best)	Bicycle/Vehicle Crash Counts	BLOS Score	BLOS Grade	Drain Type	Sidewalk Status (SW = Sidewalk, SP = Sidepath)	Sidewalk Width (feet)	Parkway Width (feet)	Sidepath Width (feet)	RR Crossing: Perpendicular or Diagonal?	Curbs? Y/N/Parts	Street Lights? Y/N/Parts	Street Light Type (HI or LO Poles)	CUMTD Bus Route? Y/N/Parts	What part(s)?	Comments	Recommendations
398	5	0	2.29	B		both-SW	S-5			-		Y	HI	N		Crystal View Townhomes. Crystal Lake Park. Roundabout at Division Ave.	Bike Route with wayfinding signage. Long-term: Shared-Use Path along Saline Branch connecting Crystal Lake Park, Chief Shemauger Park, and Perkins Road Park Site.
399	4	0	2.33	B		none				-		N		N			
400	4	0	2.26	B		none				-		N		N		Sunnycrest Tot Lot.	Bike Route with wayfinding signage. Urbana Green Loop.
401	4	0	2.77	C		none				-		N		N			
402	4	0	2.85	C		none				-		Part	LO Division-Berkeley	N			Bike Route with wayfinding signage from Division Ave to Crystal Lake Park Family Aquatic Center.
403	4.5	0	2.10	B	transverse	none				-		N		Y	all		Bike Route with wayfinding signage.
404	4	0	2.51	C		none				-		N		Y	all		Bike Route with wayfinding signage.

URBANA BICYCLE MASTER PLAN 2016



Appendix 17: Existing Urbana Bicycle Level of Service (BLOS) Table

Urbana Bicycle Master Plan: Existing Bicycle Level of Service (BLOS)

ID	Segment	From (E/N)	To (W/S)	Directional Lanes (l)	Bi-directional Traffic ADT (V)	Rightmost Lane Width (L)	Directional Gutter Pan Width (G)	Directional Extra Width (R)	Speed Limit (W)	Parking Usage (T)	% Truck Traffic (Z)	Pavement condition (AB)	Volume Term	Speed Term	Width Term	Pavement Term	BLOS score	BLOS grade
1	Airport Road	High Cross Rd	Cunningham Ave	1	1,700	11	1	4	40	0	1.5	4.5	1.56	1.11	-1.81	0.35	1.97	B
2	Airport Road	Cunningham Ave	west terminus	1	1,975	12.5	0	0	40	0	1.5	4	1.64	1.11	-0.78	0.44	3.17	C
3	Perkins Road	High Cross Rd	Brownfield Rd north	1	1,350	10.75	0	0	35	0	1.5	4	1.45	1.02	-0.58	0.44	3.09	C
4	Perkins Road	Brownfield Rd south	Eastern Ave	1	4,500	11	0	0	35	0	1.5	4	2.06	1.02	-0.61	0.44	3.68	D
5	Perkins Road	Eastern Ave	Carroll Ave	1	6,100	12.5	0.75	0.5	35	0	1.5	4	2.21	1.02	-0.91	0.44	3.52	D
6	Perkins Road	Carroll Ave	Cunningham Ave	1	6,100	11	0	0	35	0	1.5	4	2.21	1.02	-0.61	0.44	3.83	D
7	Country Club Road	Cunningham Ave	Willow Rd	1	9,300	16	1.5	0	35	0	1.5	4	2.43	1.02	-1.28	0.44	3.37	C
8	Country Club Road	Willow Rd	Golfview Dr	1	4,600	11.5	1	0	35	0	1.5	4.5	2.07	1.02	-0.66	0.35	3.54	D
9	Country Club Road	Golfview Dr	Division Ave	1	4,400	11.5	0	0	35	0	1.5	4.5	2.05	1.02	-0.66	0.35	3.52	D
10	Country Club Road	Division Ave	Broadway Ave	1	4,200	12.5	0	0	35	0	1.5	3.5	2.02	1.02	-0.78	0.58	3.60	D
11	Country Club Road (old pavement)	Broadway Ave	new pavement	1	3,400	10	0	0	35	0	1.5	3.5	1.92	1.02	-0.50	0.58	3.77	D
12	Country Club Road (new pavement)	old pavement	north bend	1	3,400	11	0	0	25	0	1.5	4	1.92	0.69	-0.61	0.44	3.21	C
13	Country Club Road	north bend	Coler Ave	1	4,350	12	0	0	25	0	1.5	4	2.04	0.69	-0.72	0.44	3.22	C
14	Bradley Avenue	Coler Ave	Lincoln Ave	1	5,025	10.5	0	0	30	0	1.5	4	2.11	0.90	-0.55	0.44	3.66	D
15	Bradley Avenue	Lincoln Ave	Goodwin Ave	1	9,400	20	1.5	0	30	0	2	4	2.43	0.98	-2.00	0.44	2.62	C
16	Bradley Avenue	Goodwin Ave	west city limits	1	9,400	20	1.5	0	30	0	2	4	2.43	0.98	-2.00	0.44	2.62	C
17	Eads Street	Lincoln Ave	Goodwin Ave	1	1,000	15	0	0	30	1	0	5	1.29	0.67	-1.11	0.28	1.90	B
18	Eads Street	Goodwin Ave	Wright St	1	400	10.5	1.5	0	30	2	0	3.5	0.83	0.67	-0.53	0.58	2.31	B
19	Kerr Avenue	Eastern Ave	east city limits	1	3,400	12	1.5	0	30	1	1.5	4	1.92	0.90	-0.71	0.44	3.31	C
20	Kerr Avenue	east city limits	Cunningham Ave	1	3,050	13.5	1	0	30	0	1.5	5	1.86	0.90	-0.91	0.28	2.89	C
21	Kerr Avenue	Cunningham Ave	Broadway Ave	1	1,500	12	1.5	0	30	0	1.5	5	1.50	0.90	-0.72	0.28	2.72	C
22	Slayback Road	Beringer Cir	city limits	1	700	14.5	0	0	30	0	1.5	4	1.11	0.90	-1.05	0.44	2.16	B
23	Slayback Road	city limits	Dodson Dr E	1	700	13.25	1.75	0	30	0	1.5	4	1.11	0.90	-0.88	0.44	2.34	B
24	Slayback Road	Dodson Dr E	E of Ira St	1	700	13	0	0	30	0	1.5	4	1.11	0.90	-0.85	0.44	2.37	B
25	Slayback Road	E of Ira St	Smith Rd	1	700	15	0	0	30	0	1.5	4	1.11	0.90	-1.13	0.44	2.09	B
26	Fairview Avenue	Orchard St	Lincoln Ave	1	1,000	15	0	0	30	5	1.5	4	1.29	0.90	-1.05	0.44	2.35	B
27	Fairview Avenue	Lincoln Ave	Goodwin Ave	1	1,900	10	0	5	30	0	1.5	4	1.62	0.90	-2.00	0.44	1.72	B
28	Beslin Street	Goodwin Ave	Wright St	1	2,075	11	1	0	30	2	1.5	3	1.66	0.90	-0.58	0.79	3.53	D
29	Church Street	Park St	Orchard St	1	1,000	12.5	1	0	30	0	1.5	4	1.29	0.90	-0.78	0.44	2.62	C
30	Church Street	Orchard St	Lincoln Ave	1	1,000	12	1	0	30	0	1.5	4	1.29	0.90	-0.72	0.44	2.68	C
31	Church Street	Lincoln Ave	IAWC	1	1,000	5.5	0	0	30	0	0	3	1.29	0.67	-0.15	0.79	3.36	C
32	Church Street	Harvey St	Goodwin Ave	1	1,000	10.5	0	0	30	4	0	4	1.29	0.67	-0.51	0.44	2.66	C
33	Church Street	Goodwin Ave	Mathews Ave	1	1,000	11.5	1.5	0	30	1	0	4	1.29	0.67	-0.65	0.44	2.52	C
34	Church Street	Mathews Ave	Romine St	1	1,000	5.5	0	0	30	0	0	3.5	1.29	0.67	-0.15	0.58	3.15	C
35	Park Street	Broadway Ave	McCullough St	1	1,000	12	0	0	30	0	0	4	1.29	0.67	-0.72	0.44	2.45	B
36	Park Street	Goodwin Ave	Romine St	1	1,000	11.25	1.5	0	30	0	0	4	1.29	0.67	-0.63	0.44	2.54	C
37	Park Street	Romine St	Wright St	1	1,000	12.5	0	0	30	0	0	4	1.29	0.67	-0.78	0.44	2.39	B
38	University Avenue	High Cross Rd	Guardian Dr	1	13,900	13	1.5	0	45	0	7	4	2.63	2.62	-0.85	0.44	5.60	F
39	University Avenue	Guardian Dr	Cottage Grove Ave	2	14,200	12	0	1	45	0	7	4	2.29	2.62	-0.98	0.44	5.13	E
40	University Avenue	Cottage Grove Ave	Cunningham Ave	2	14,200	13	0	0	40	0	7	4	2.29	2.47	-0.85	0.44	5.12	E
41	University Avenue	Cunningham Ave	Lincoln Ave	2	21,700	10	0	0	35	0	7	3.5	2.50	2.28	-0.50	0.58	5.62	F
42	University Avenue	Lincoln Ave	Wright St	2	20,900	10	0	0	35	0	5.5	3.5	2.48	1.89	-0.50	0.58	5.21	E
43	Penn Central RR	Vine St	Vine St	-	-	-	-	0	-	0	-	2						
44	Penn Central RR	Broadway Ave	Coler Ave	-	-	-	-	0	-	0	-	2						
45	Clark Street	Goodwin Ave	Mathews Ave	1	250	14	1	3	25	3	0	4	0.59	0.52	-1.96	0.44	0.35	A
46	Clark Street Corridor	Mathews Ave	Wright St	-	-	-	-	0	-	0	-	-						
47	Main Street	Pfeffer Rd	Main St Spur	1	700	10	0	0	35	0	1.5	3	1.11	1.02	-0.50	0.79	3.18	C
48	Main Street	University Ave	Scottswood Dr	1	2,600	12.5	0.75	0	35	0	1.5	4	1.78	1.02	-0.78	0.44	3.22	C
49	Main Street	Scottswood Dr	Dodson Dr	1	5,600	11	1	5	35	0	1.5	4	2.17	1.02	-2.21	0.44	2.19	B
50	Main Street	Dodson Dr	Art Bartell Rd	1	5,225	11	1	7	35	0	1.5	4	2.13	1.02	-3.13	0.44	1.23	A
51	Main Street	Art Bartell Rd	ILEAS Entrance	1	4,850	11	1	7	35	0	1.5	4	2.10	1.02	-3.13	0.44	1.19	A
52	Main Street	ILEAS Entrance	Lierman Ave	1	4,850	11	1	5	30	0	1.5	4	2.10	0.90	-2.21	0.44	1.99	B
53	Main Street	Lierman Ave	Glover Ave	1	5,100	11	1.25	4.75	30	0	1.5	4	2.12	0.90	-2.10	0.44	2.12	B
54	Main Street	Glover Ave	Cottage Grove Ave	1	5,100	10	1.25	6.625	30	3	1.5	4	2.12	0.90	-2.61	0.44	1.61	B
55	Main Street	Cottage Grove Ave	Maple St north	1	6,700	10	0	7.25	30	2	2	4	2.26	0.98	-2.93	0.44	1.51	B
56	Main Street	Maple St north	Maple St south	1	6,700	10	1	6.5	30	0	2	4	2.26	0.98	-2.65	0.44	1.80	B
57	Main Street	Maple St south	Vine St	1	6,700	11	0.5	8.5	30	0	1.5	4	2.26	0.90	-3.92	0.44	0.44	A
58	Main Street	Vine St	Race St	1	6,300	11	1	9.25	30	48	0.5	4	2.23	0.75	-2.13	0.44	2.05	B
59	Main Street	Race St	Springfield Ave	1	6,600	11	1	6.75	30	8	0.7	4	2.25	0.78	-2.74	0.44	1.49	A
60	Main Street	Springfield Ave	Central Ave	1	2,250	14	0.5	0	30	4	0	4	1.71	0.67	-0.92	0.44	2.66	C
61	Main Street	Central Ave	Lincoln Ave	1	2,250	16	1.5	0	30	67	0	4	1.71	0.67	-0.43	0.44	3.15	C

ID	Segment	From (E/N)	To (W/S)	Directional Lanes (I)	Bi-directional Traffic ADT (V)	Rightmost Lane Width (L)	Directional Gutter Pan Width (G)	Directional Extra Width (R)	Speed Limit (W)	Parking Usage (T)	% Truck Traffic (Z)	Pavement condition (AB)	Volume Term	Speed Term	Width Term	Pavement Term	BLOS score	BLOS grade
62	Main Street	Lincoln Ave	Goodwin Ave	1	1,400	13.5	0	3.75	25	81	0	4	1.47	0.52	-1.11	0.44	2.07	B
63	Stoughton Street	McCullough St	Coler Ave	1	1,000	11.5	1.5	0	30	67	0	4.5	1.29	0.67	-0.12	0.35	2.96	C
64	Stoughton Street	Coler Ave	Lincoln Ave	1	1,000	12.5	0	0	30	69	0	3.5	1.29	0.67	-0.16	0.58	3.15	C
65	Stoughton Street	Lincoln Ave	Harvey St	1	1,000	11	1.5	0	25	83	0	4	1.29	0.52	-0.04	0.44	2.98	C
66	Stoughton Street	Harvey St	Goodwin Ave	1	1,000	8.17	1.66	2.67	25	90	0	4	1.29	0.52	-0.38	0.44	2.64	C
67	Stoughton Street	Goodwin Ave	Mathews Ave	1	1,000	13.5	1.5	0	25	0	0	4	1.29	0.52	-0.91	0.44	2.10	B
68	Stoughton Street	Mathews Ave	Wright St	1	1,000	5.5	1.17	3.33	25	44	0	4	1.29	0.52	-0.43	0.44	2.59	C
69	Springfield Avenue	Main St	Cedar St	1	8,600	14	1	0	30	0	2	4	2.39	0.98	-0.98	0.44	3.59	D
70	Springfield Avenue	Cedar St	Birch St	1	8,600	15	0	0	30	0	2	4	2.39	0.98	-1.13	0.44	3.45	C
71	Springfield Avenue	Birch St	Lincoln Ave	1	8,600	15	0	0	30	54	2	4	2.39	0.98	-0.46	0.44	4.11	D
72	Springfield Avenue	Lincoln Ave	Goodwin Ave	1	9,900	10.5	3.5	3.5	30	11	2	4	2.46	0.98	-1.40	0.44	3.24	C
73	Springfield Avenue	Goodwin Ave	Wright St	1	10,550	13	1	3.5	30	33	2	4	2.49	0.98	-1.56	0.44	3.11	C
74	Elm Street	Webber St	Grove St	1	1,000	12	0	0	30	1	0	4	1.29	0.67	-0.71	0.44	2.46	B
75	Elm Street	Grove St	Urbana Ave	1	1,000	12.5	0	0	30	2	0	4	1.29	0.67	-0.76	0.44	2.41	B
76	Elm Street	Urbana Ave	Vine St	1	1,000	10	0	0	30	0	0	4	1.29	0.67	-0.50	0.44	2.67	C
77	Elm Street	Vine St	Race St	1	1,000	11	1	0	30	0	1.5	4	1.29	0.90	-0.61	0.44	2.79	C
78	Elm Street	Race St	Cedar St	1	1,000	11	1	4	30	11	0	4	1.29	0.67	-1.64	0.44	1.53	B
79	Elm Street	Cedar St	McCullough St	1	1,000	16	0.5	0	30	68	0	4	1.29	0.67	-0.42	0.44	2.75	C
80	Elm Street	McCullough St	Coler Ave	1	1,000	11.75	1.75	3	30	85	0	4	1.29	0.67	-0.80	0.44	2.37	B
81	Elm Street	Coler Ave	Bussey Ave	1	1,000	13	0	3.5	30	75	0	4	1.29	0.67	-1.09	0.44	2.08	B
82	Green Street	Hartle Ave	Cottage Grove Ave	1	1,000	11.17	1.33	0	30	2	0	4	1.29	0.67	-0.60	0.44	2.57	C
83	Green Street	Cottage Grove Ave	Vine St	1	1,000	13	0	0	30	9	1.5	4	1.29	0.90	-0.73	0.44	2.67	C
84	Green Street	Lincoln Square	Race St	1	1,000	14.5	1	0	30	0	0	4	1.29	0.67	-1.05	0.44	2.12	B
85	Green Street	Race St	Coler Ave	1	3,850	15.5	0	0	30	63	1.5	3.5	1.98	0.90	-0.42	0.58	3.79	D
86	Green Street	Coler Ave	Bussey Ave	1	4,100	11.5	0	4	30	90	1.5	3.5	2.01	0.90	-0.76	0.58	3.49	C
87	Green Street	Bussey Ave	Lincoln Ave	2	4,100	11	0	0	30	0	1.5	4	1.66	0.90	-0.61	0.44	3.16	C
88	Green Street	Lincoln Ave	Gregory St	2	5,400	11	0	0	30	0	2	4	1.80	0.98	-0.61	0.44	3.38	C
89	Green Street	Gregory St	Mathews Ave	2	7,700	11	1	0	30	0	2	3.5	1.98	0.98	-0.61	0.58	3.69	D
90	Green Street	Mathews Ave	Union entrance	2	7,400	11	1	0	30	0	2	4	1.96	0.98	-0.61	0.44	3.54	D
91	Green Street	Union entrance	Wright St	2	7,400	11	1	0	30	0	2	4	1.96	0.98	-0.61	0.44	3.54	D
92	High Street	Lynn St	Urbana Ave	1	1,000	9	0	0	30	9	0	4	1.29	0.67	-0.33	0.44	2.84	C
93	High Street	Walnut St	Broadway Ave	1	1,000	11.5	1	0	30	0	0	4	1.29	0.67	-0.66	0.44	2.51	C
94	Illinois Street	Glover Ave	Cottage Grove Ave	1	325	9	0	0	30	0	0	4	0.72	0.67	-0.41	0.44	2.20	B
95	Illinois Street	Cottage Grove Ave	Urbana Ave	1	1,550	11	1.5	0	30	5	1.5	3	1.52	0.90	-0.55	0.79	3.41	C
96	Illinois Street	Urbana Ave	Vine St	1	1,550	11.92	1.33	0	30	0	1.5	4	1.52	0.90	-0.71	0.44	2.91	C
97	Illinois Street	Vine St	Race St	2	4,850	12	0.5	0	30	0	1.5	4	1.74	0.90	-0.72	0.44	3.13	C
98	Illinois Street	Race St	Lincoln Ave	1	1,800	13	1	0	30	8	1.5	4.5	1.59	0.90	-0.74	0.35	2.86	C
99	Illinois Street	Lincoln Ave	Goodwin Ave	1	2,050	10	1	8	25	41	1.5	5	1.66	0.69	-1.89	0.28	1.51	B
100	California Avenue	Cottage Grove Ave	Anderson St	1	700	12	0	0	30	6	0	4	1.11	0.67	-0.65	0.44	2.34	B
101	California Avenue	Anderson St	Vine St	1	700	12	0	0	30	8	0	4	1.11	0.67	-0.63	0.44	2.36	B
102	Oregon Street	Glover Ave	Poplar St	1	700	11	0	0	30	5	0	4	1.11	0.67	-0.55	0.44	2.44	B
103	Oregon Street	Poplar St	Cottage Grove Ave	1	700	12	1	0	30	0	0	4	1.11	0.67	-0.72	0.44	2.27	B
104	Oregon Street	Cottage Grove Ave	Anderson St	1	700	12.5	0	0	30	3	0	4	1.11	0.67	-0.74	0.44	2.25	B
105	Oregon Street	Anderson St	Vine St	1	700	12.5	0	0	30	3	0	4	1.11	0.67	-0.74	0.44	2.25	B
106	Oregon Street	Vine St	Broadway Ave	1	500	12.5	0	0	30	4	0	4	0.94	0.67	-0.73	0.44	2.09	B
107	Oregon Street	Broadway Ave	Race St	1	500	13.5	0	0	30	7	0	4	0.94	0.67	-0.82	0.44	2.00	B
108	Oregon Street	Race St	Coler Ave	1	550	13.5	0	0	30	10	0	4	0.99	0.67	-0.78	0.44	2.09	B
109	Oregon Street	Coler Ave	Lincoln Ave	1	550	10	0	4	30	33	0	4	0.99	0.67	-1.18	0.44	1.69	B
110	Oregon Street	Lincoln Ave	Goodwin Ave	1	1,000	14	1	6	25	40	0	4	1.29	0.52	-2.25	0.44	0.77	A
111	Nevada Street	Lincoln Ave	Goodwin Ave	1	3,250	12.5	1.5	5.75	25	71	1.5	4	1.89	0.69	-1.25	0.44	2.53	C
112A	Washington Street	High Cross Rd	W of High Cross Rd	2	2,650	11	1.5	4	35	0	0	5	1.44	0.76	-1.81	0.28	1.44	A
112B	Washington Street	W of High Cross Rd	Pfeffer Rd	1	2,650	11	0	4	35	0	0	5	1.79	0.76	-1.81	0.28	1.79	B
113	Washington Street	Pfeffer Rd	Dodson Dr	1	3,850	12	1	0	35	0	0	4	1.98	0.76	-0.72	0.44	3.22	C
114	Washington Street	Dodson Dr	Cottage Grove Ave	1	5,325	11	1	8	30	0	1.5	4	2.14	0.90	-3.65	0.44	0.60	A
115	Washington Street	Cottage Grove Ave	Urbana Ave	1	7,250	10.5	0	5	30	0	1.5	4	2.30	0.90	-2.10	0.44	2.30	B
116	Washington Street	Urbana Ave	Vine St	1	9,300	10.5	1.5	0	30	0	1.5	4	2.43	0.90	-0.55	0.44	3.98	D
117	Washington Street	Vine St	Broadway Ave	1	3,650	12.5	0	0	30	0	1.5	4.5	1.95	0.90	-0.78	0.35	3.18	C
118	Washington Street	Broadway Ave	Race St north	1	2,950	12.5	1.5	0	30	0	1.5	5	1.84	0.90	-0.78	0.28	3.01	C
119	Washington Street	Race St north	Race St south	1	2,950	16	1.5	0	30	0	1.5	4	1.84	0.90	-1.28	0.44	2.67	C
120	Washington Street	Race St south	Orchard St	1	1,350	12	1.5	0	30	3	1.5	4	1.45	0.90	-0.68	0.44	2.86	C
121	Washington Street	Orchard St	Bussey Ave	1	1,000	8.75	1.5	3.25	30	8	1.5	3.5	1.29	0.90	-1.08	0.58	2.45	B
122	Iowa Street	Orchard St	Lincoln Ave	1	1,000	7.5	0	4	30	45	0	5	1.29	0.67	-0.71	0.28	2.30	B
123	Gregory Drive	Donner Dr	west city limits	1	2,775	11	1	4	25	0	1.5	4	1.81	0.69	-1.81	0.44	1.90	B
124	Pennsylvania Avenue	Philo Rd	Anderson St	1	475	14	0	0	30	5	1.5	4	0.92	0.90	-0.91	0.44	2.11	B

ID	Segment	From (E/N)	To (W/S)	Directional Lanes (I)	Bi-directional Traffic ADT (V)	Rightmost Lane Width (L)	Directional Gutter Pan Width (G)	Directional Extra Width (R)	Speed Limit (W)	Parking Usage (T)	% Truck Traffic (Z)	Pavement condition (AB)	Volume Term	Speed Term	Width Term	Pavement Term	BLOS score	BLOS grade
125	Pennsylvania Avenue	Anderson St	Vine St	1	1,250	12	0	6.5	30	2	1.5	4	1.41	0.90	-3.06	0.44	0.45	A
126	Pennsylvania Avenue	Vine St	Race St	1	2,400	15.5	0	0	30	6	1.5	4	1.74	0.90	-1.11	0.44	2.73	C
127	Pennsylvania Avenue	Race St	Orchard St	1	3,050	15.5	0	0	30	3	1	3.5	1.86	0.82	-1.16	0.58	2.86	C
128	Pennsylvania Avenue	Orchard St	Lincoln Ave	1	3,050	12	0	3.5	30	4	1.5	4	1.86	0.90	-1.75	0.44	2.21	B
129	Pennsylvania Avenue	Lincoln Ave	Dorner Dr	1	6,300	12.5	0	4	30	58	1.5	4	2.23	0.90	-1.26	0.44	3.07	C
130	Pennsylvania Avenue	Dorner Dr	Goodwin Ave	1	6,300	14	0	3.5	30	0	1.5	4	2.23	0.90	-2.21	0.44	2.13	B
131	Pennsylvania Avenue	Goodwin Ave	west city limits	1	6,000	11	0	6.75	30	56	1.5	4	2.20	0.90	-1.43	0.44	2.87	C
132	Florida Avenue	Abercom St	Kinch St	1	1,000	17.5	2	0	30	2	2	4.5	1.29	0.98	-1.50	0.35	1.89	B
133	Florida Avenue	Kinch St	James Cherry Dr	1	3,050	11	2	5.75	30	0	2	4	1.86	0.98	-2.53	0.44	1.51	B
134	Florida Avenue	James Cherry Dr	Adams St	1	4,600	12	2	7.5	30	2	2	4	2.07	0.98	-3.56	0.44	0.69	A
135	Florida Avenue	Adams St	Sunnycrest Mall entrance	1	4,850	12	2	8.5	30	7	2	4	2.10	0.98	-3.87	0.44	0.41	A
136	Florida Avenue	Sunnycrest Mall entrance	Vine St	1	6,650	12	2	7.5	30	8	2	4	2.26	0.98	-3.33	0.44	1.11	A
137	Florida Avenue	Vine St	Broadway Ave	1	8,800	11	0	5	30	0	2	4	2.40	0.98	-2.21	0.44	2.38	B
138	Florida Avenue	Broadway Ave	Race St	1	8,800	11	0	5	30	0	2	4	2.40	0.98	-2.21	0.44	2.38	B
139	Florida Avenue	Race St	Bussey Ave	1	10,550	12	0	4	30	1	2	4	2.49	0.98	-1.98	0.44	2.69	C
140	Florida Avenue	Bussey Ave	west city limits	2	11,550	12	2	0	35	0	2	4	2.18	1.12	-0.72	0.44	3.78	D
141	Colorado Avenue	Stone Creek Blvd	Philo Rd	1	1,000	12.75	1.25	0	30	0	1.5	4	1.29	0.90	-0.81	0.44	2.58	C
142	Colorado Avenue	Philo Rd	Vine St	1	2,575	13.5	1.5	0	30	0	1.5	3.5	1.77	0.90	-0.91	0.58	3.10	C
143	Montclair Road	Vine St	Race St	1	700	13.67	1.33	0	30	1	0	4	1.11	0.67	-0.92	0.44	2.07	B
144	Mumford Drive	east terminus	Philo Rd	1	850	15	0	0	30	1	1.5	4	1.21	0.90	-1.11	0.44	2.20	B
145	Mumford Drive	Philo Rd	Anderson St	1	1,300	14.25	0	0	30	17	1.5	4	1.43	0.90	-0.79	0.44	2.74	C
146	Mumford Drive	Anderson St	Race St	1	1,100	15	0	0	30	8	1.5	4	1.34	0.90	-1.01	0.44	2.44	B
147	George Huff Drive	Colorado Ave	Harding Dr	1	700	13.5	1.5	0	30	0	0	4	1.11	0.67	-0.91	0.44	2.08	B
148	George Huff Drive	Harding Dr	Mumford Dr	1	700	12.5	0	0	30	0	0	4	1.11	0.67	-0.78	0.44	2.21	B
149	George Huff Drive	Mumford Dr	Vine St	1	700	12	0	0	30	0	0	4	1.11	0.67	-0.72	0.44	2.27	B
150	George Huff Drive	Vine St	Race St	1	450	12	0	0	30	6	0	4	0.89	0.67	-0.65	0.44	2.12	B
151	George Huff Drive	Race St	Hazelwood Dr	1	250	12.5	1	0	25	0	0	5	0.59	0.52	-0.78	0.28	1.37	A
152	Hazelwood Drive	George Huff Dr	west terminus	1	1,000	13	1	0	25	0	0	5	1.29	0.52	-0.85	0.28	2.01	B
153	McHenry Street	Philo Rd	Lynn St south	1	700	14.5	0	0	30	1	1.5	4	1.11	0.90	-1.04	0.44	2.18	B
154	McHenry Street	Lynn St south	Anderson St	1	700	15	0	0	30	0	1.5	4	1.11	0.90	-1.13	0.44	2.09	B
155	McHenry Street	Anderson St	Race St	1	1,000	15	0	0	30	5	1.5	4	1.29	0.90	-1.05	0.44	2.35	B
156	Amber Lane	Myra Ridge Dr	Philo Rd	1	1,000	14.5	0	0	30	0	1.5	4	1.29	0.90	-1.05	0.44	2.35	B
157	Scovill Street	Philo Rd	Anderson St	1	1,000	15	0	0	30	0	0	4	1.29	0.67	-1.13	0.44	2.05	B
158	Scovill Street	Anderson St	Vine St	1	1,000	15	0	0	30	1	0	4	1.29	0.67	-1.11	0.44	2.06	B
159	Windsor Road	High Cross Rd	Philo Rd	2	5,900	11	1	0	45	0	2	4.5	1.84	1.28	-0.61	0.35	3.63	D
160	Windsor Road	Race St	Philo Rd	2	9,400	12	2	0	45	0	2	5	2.08	1.28	-0.72	0.28	3.68	D
161	Windsor Road	Race St	Wright St	2	13,700	12	0	8.25	45	0	2	4	2.27	1.28	-4.06	0.44	0.69	A
162	Wright Street	Church St	Park St	1	1,600	N/A	N/A	0	30	0	1.5	4						
163	Wright Street	Park St	University Ave	1	1,600	N/A	N/A	0	30	0	1.5	4						
164	Mathews Avenue	University Ave	Main St	1	1,000	7.84	1.33	3.34	25	83	0	4	1.29	0.52	-0.40	0.44	2.61	C
165	Mathews Avenue	Main St	Springfield Ave	1	1,000	16.5	1.5	2.75	25	88	0	4	1.29	0.52	-1.47	0.44	1.54	B
166	Mathews Avenue	Springfield Ave	Green St	1	1,260	14	1	6	25	77	0	4.5	1.41	0.52	-1.40	0.35	1.64	B
167	Mathews Avenue	Green St	Nevada St	1	1,000	15	0	6.25	25	93	0	4	1.29	0.52	-1.26	0.44	1.76	B
168	Goodwin Avenue	Bradley Ave	Fairview Ave	1	1,000	13.5	1.5	0	30	0	1.5	4	1.29	0.90	-0.91	0.44	2.49	B
169	Goodwin Avenue	Fairview Ave	University Ave	1	1,000	11	1	0	30	0	1.5	4	1.29	0.90	-0.61	0.44	2.79	C
170	Dorner Drive	Gregory Dr	Pennsylvania Ave	1	1,000	13.5	1	3.5	25	55	0	4	1.29	0.52	-1.39	0.44	1.63	B
171	Gregory Street	Illinois St	Oregon St	1	1,000	14	1	6	25	8	0	4	1.29	0.52	-3.14	0.44	-0.12	A
172	Gregory Street	Oregon St	Nevada St	1	1,000	14	0	0	25	42	0	4	1.29	0.52	-0.48	0.44	2.54	C
173	Lincoln Avenue	Oaks Rd	Lincoln Ave	1	350	10	0	0	55	0	2	3.5	0.76	1.39	-0.50	0.58	2.99	C
174	Lincoln Avenue	Saline Ct	Wilbur Rd	1	1,150	12	0	0	40	0	2	3.5	1.37	1.21	-0.72	0.58	3.19	C
175	Lincoln Avenue	Wilbur Rd	Anthony Dr	1	4,150	12	1.5	0	40	0	2	4	2.02	1.21	-0.72	0.44	3.71	D
176	Lincoln Avenue	Anthony Dr	Bradley Ave	2	11,550	11	0	0	40	0	3.5	4	2.18	1.54	-0.61	0.44	4.32	D
177	Lincoln Avenue	Bradley Ave	University Ave	2	16,300	11	0	0	35	0	3.5	4	2.36	1.42	-0.61	0.44	4.38	D
178	Lincoln Avenue	University Ave	Green St	2	17,050	12	0	0	30	0	2	4	2.38	0.98	-0.72	0.44	3.85	D
179	Lincoln Avenue	Green St	Nevada St	2	12,200	11	0	0	30	0	2	4	2.21	0.98	-0.61	0.44	3.79	D
180	Lincoln Avenue	Nevada St	Florida Ave	1	13,850	11	0	4	30	0	2	4	2.63	0.98	-1.81	0.44	3.01	C
181	Lincoln Avenue	Florida Ave	Hazelwood Dr	1	7,750	13	1	6	30	24	2	4	2.33	0.98	-2.45	0.44	2.07	B
182	Lincoln Avenue	Hazelwood Dr	Windsor Rd	2	9,100	11	2	0	35	0	2	4	2.06	1.12	-0.61	0.44	3.77	D
183	Lincoln Avenue	Windsor Rd	Curtis Rd	1	0	8	0	0	25	0	-	2						
184	Bussey Avenue	Elm St	Green St	1	1,000	12	0	0	30	0	0	4	1.29	0.67	-0.72	0.44	2.45	B
185	Bussey Avenue	Green St	Illinois St	1	1,000	7.75	1.5	3.25	30	11	0	3	1.29	0.67	-0.92	0.79	2.60	C
186	Bussey Avenue	Illinois St	Washington St	1	1,000	9	1	3.5	30	11	0	4	1.29	0.67	-1.16	0.44	2.01	B
187	Bussey Avenue	Washington St	Iowa St	1	1,000	8.5	0	4	30	3	0	4	1.29	0.67	-1.32	0.44	1.85	B

ID	Segment	From (E/N)	To (W/S)	Directional Lanes (I)	Bi-directional Traffic ADT (V)	Rightmost Lane Width (L)	Directional Gutter Pan Width (G)	Directional Extra Width (R)	Speed Limit (W)	Parking Usage (T)	% Truck Traffic (Z)	Pavement condition (AB)	Volume Term	Speed Term	Width Term	Pavement Term	BLOS score	BLOS grade
188	Coler Avenue	Country Club Rd	Bradley Ave	1	3,775	10.5	0	0	25	0	1.5	4	1.97	0.69	-0.55	0.44	3.31	C
189	Coler Avenue	Bradley Ave	Sunset Dr	1	2,150	10	0	0	30	0	1.5	3.5	1.68	0.90	-0.50	0.58	3.42	C
190	Coler Avenue	Sunset Dr	Fairview Ave	1	2,150	12.5	0	0	30	0	1.5	4	1.68	0.90	-0.78	0.44	3.00	C
191	Coler Avenue	Fairview Ave	Church St	1	2,750	16.5	0	0	30	13	1.5	4	1.81	0.90	-1.16	0.44	2.75	C
192	Coler Avenue	Church St	Park St	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-
193	Coler Avenue	Park St	University Ave	1	2,750	11.25	0.75	0	30	0	1.5	4	1.81	0.90	-0.63	0.44	3.28	C
194	Coler Avenue	University Ave	Clark St	1	2,800	10.67	1.33	0	30	0	1.5	4	1.82	0.90	-0.57	0.44	3.35	C
195	Coler Avenue	Clark St	Stoughton St	1	2,800	12	0	0	30	16	1.5	4	1.82	0.90	-0.54	0.44	3.38	C
196	Coler Avenue	Stoughton St	Springfield Ave	1	2,800	23	0	0	30	0	1.5	4	1.82	0.90	-2.65	0.44	1.27	A
197	Coler Avenue	Springfield Ave	Green St	1	550	12	0	0	30	16	1.5	4	0.99	0.90	-0.54	0.44	2.55	C
198	Coler Avenue	Green St	Washington St	1	550	8.5	0	3.5	30	11	1.5	4	0.99	0.90	-1.08	0.44	2.01	B
199	Orchard Street	Fairview Ave	Church St	1	1,000	11	1	0	30	0	0	4	1.29	0.67	-0.61	0.44	2.57	C
200	Orchard Street	Washington St	Michigan Ave	1	700	11.17	1.33	0	30	4	1.5	3	1.11	0.90	-0.58	0.79	2.98	C
201	Orchard Street	Michigan Ave	Pennsylvania Ave	1	700	12.5	0	0	30	0	0	4	1.11	0.67	-0.78	0.44	2.21	B
202	Orchard Street	Pennsylvania Ave	Florida Ave	1	700	12.17	1.33	0	30	1	0	4	1.11	0.67	-0.73	0.44	2.26	B
203	McCullough Street	Park St	Penn Central RR	1	1,000	10.5	1	0	30	0	1.5	4	1.29	0.90	-0.55	0.44	2.85	C
204	McCullough Street	Griggs St	Main St	1	1,000	10.5	1.5	0	30	93	0	5	1.29	0.67	-0.01	0.28	3.00	C
205	McCullough Street	Main St	Springfield Ave	1	1,000	11.5	1.5	0	30	2	0	4.5	1.29	0.67	-0.64	0.35	2.44	B
206	Carle Avenue	Washington St	Iowa St	1	700	11.17	1.33	0	30	1	0	4	1.11	0.67	-0.61	0.44	2.38	B
207	Carle Avenue	Indiana Ave	Michigan Ave	1	1,000	12.5	0	0	30	0	0	4	1.29	0.67	-0.78	0.44	2.39	B
208	Carle Avenue	Michigan Ave	Pennsylvania Ave	1	1,000	17.5	0	0	30	0	0	4	1.29	0.67	-1.53	0.44	1.64	B
209	Carle Avenue	Pennsylvania Ave	Florida Ave	1	1,000	12.5	0	0	30	0	0	4	1.29	0.67	-0.78	0.44	2.39	B
210	Central Avenue	Griggs St	Main St	1	1,000	14.17	1.33	0	30	12	0	4	1.29	0.67	-0.84	0.44	2.33	B
211	Cedar Street	Springfield Ave	Elm St	1	700	11	1	0	30	0	0	4	1.11	0.67	-0.61	0.44	2.38	B
212	Cedar Street	Elm St	Green St	1	700	13	0	0	30	0	0	4	1.11	0.67	-0.85	0.44	2.14	B
213	Cedar Street	Green St	High St	1	250	12	0	0	30	4	0	4	0.59	0.67	-0.67	0.44	1.80	B
214	Cedar Street	High St	California Ave	1	250	11.5	0	0	30	2	0	4	0.59	0.67	-0.64	0.44	1.83	B
215	Cedar Street	California Ave	Oregon St	1	250	11.5	0	0	30	5	0	4	0.59	0.67	-0.61	0.44	1.86	B
216	Cedar Street	Oregon St	Washington St	1	250	11.5	0	0	30	5	0	4	0.59	0.67	-0.61	0.44	1.86	B
217	Race Street	Park St	University Ave	1	700	9	1.5	0	30	0	0	5	1.11	0.67	-0.41	0.28	2.43	B
218	Race Street	University Ave	Griggs St	1	2,850	9.5	1.5	0	30	0	1.5	5	1.83	0.90	-0.45	0.28	3.32	C
219	Race Street	Griggs St	Water St	1	3,200	11.5	1	3.5	30	4	1.5	5	1.88	0.90	-1.66	0.28	2.17	B
220	Race Street	Water St	Main St	1	3,200	10	1	0	30	0	1.5	5	1.88	0.90	-0.50	0.28	3.33	C
221	Race Street	Main St	Busey Bank entrance	1	3,800	10	1	4	30	0	1.5	5	1.97	0.90	-1.62	0.28	2.29	B
222	Race Street	Busey Bank entrance	Elm St	1	3,800	10	1	6	30	0	1.5	5	1.97	0.90	-2.42	0.28	1.49	A
223	Race Street	Elm St	Green St	1	3,800	10	1	8	30	0	1.5	5	1.97	0.90	-3.38	0.28	0.53	A
224	Race Street	Green St	High St	1	5,400	11	0	8	30	0	1.5	5	2.15	0.90	-3.65	0.28	0.45	A
225	Race Street	High St	Illinois St	1	5,400	11	0	8	30	0	1.5	5	2.15	0.90	-3.65	0.28	0.45	A
226	Race Street	Illinois St	alley between IL & CA	1	4,750	10.5	0	5	30	0	1.5	5	2.08	0.90	-2.10	0.28	1.93	B
227	Race Street	alley between IL & CA	California Ave	1	4,750	14.5	0	0	30	0	1.5	5	2.08	0.90	-1.05	0.28	2.98	C
228	Race Street	California Ave	Washington St	1	4,725	14.5	0	0	30	5	1.5	3.5	2.08	0.90	-0.98	0.58	3.34	C
229	Race Street	Washington St	Iowa St	1	4,700	9.25	1.5	0	30	0	1.5	5	2.08	0.90	-0.43	0.28	3.59	D
230	Race Street	Iowa St	Indiana Ave	1	4,700	9.5	1.5	0	30	0	1.5	5	2.08	0.90	-0.45	0.28	3.57	D
231	Race Street	Indiana Ave	Michigan Ave	1	4,850	10.5	1.5	0	30	3	1.5	5	2.10	0.90	-0.52	0.28	3.52	D
232	Race Street	Michigan Ave	Pennsylvania Ave	1	4,850	15.5	0	0	30	5	1.5	4	2.10	0.90	-1.13	0.44	3.07	C
233	Race Street	Pennsylvania Ave	Delaware Ave	1	4,450	10	0	5	30	0	1.5	4	2.05	0.90	-2.00	0.44	2.15	B
234	Race Street	Delaware Ave	Florida Ave	1	4,450	10.5	0	5	30	0	1.5	4	2.05	0.90	-2.10	0.44	2.05	B
235	Race Street	Florida Ave	Mumford Dr	1	4,550	12	1.33	4.67	30	0	1.5	4	2.06	0.90	-2.28	0.44	1.89	B
236	Race Street	Mumford Dr	Windsor Rd	1	3,975	10	2	3	30	0	1.5	4	1.99	0.90	-1.28	0.44	2.82	C
237	Race Street	Windsor Rd	Curtis Rd	1	2,250	10	0	0	30	0	1.5	4	1.71	0.90	-0.50	0.44	3.31	C
238	Broadway Avenue	Country Club Rd	Thompson St	1	1,850	11.25	0	0	30	0	1.5	4	1.61	0.90	-0.63	0.44	3.08	C
239	Broadway Avenue	Thompson St	Oakland Ave	1	1,850	11	0	0	30	0	1.5	4	1.61	0.90	-0.61	0.44	3.10	C
240	Broadway Avenue	Oakland Ave	Stebbins Dr	1	2,750	11	1	0	30	0	1.5	3	1.81	0.90	-0.61	0.79	3.65	D
241	Broadway Avenue	Stebbins Dr	Park St	1	3,650	13.5	0	0	30	0	1.5	4	1.95	0.90	-0.91	0.44	3.14	C
242	Broadway Avenue	Park St	University Ave	1	3,650	16.5	1.5	0	30	0	1.5	4	1.95	0.90	-1.36	0.44	2.69	C
243	Broadway Avenue	University Ave	Penn Central RR	1	2,700	10.5	1.5	5.5	30	0	1.5	5	1.80	0.90	-2.31	0.28	1.43	A
244	Broadway Avenue	Penn Central RR	Goose Alley	1	2,700	10.5	1.5	8.75	30	12	1.5	5	1.80	0.90	-3.35	0.28	0.39	A
245	Broadway Avenue	Goose Alley	Main St	1	2,700	10	1	9	30	18	1.5	5	1.80	0.90	-3.07	0.28	0.68	A
246	Broadway Avenue	Main St	Elm St	1	1,250	10	1	9.5	30	0	1.5	5	1.41	0.90	-4.21	0.28	-0.85	A
247	Lincoln Square east sidewalk	Elm St	Green St	-	-	-	-	0	-	0	-	-	-	-	-	-	-	-
248	Walnut Street	Green St	High St	1	1,000	15	0	0	30	0	0	4	1.29	0.67	-1.13	0.44	2.05	B
249	Broadway Avenue	High St	Illinois St	1	600	17	0.5	0	30	0	0	4	1.04	0.67	-1.45	0.44	1.47	A
250	Broadway Avenue	Illinois St	California Ave	1	1,300	15.5	0	4.5	30	1	0	5	1.43	0.67	-2.98	0.28	0.17	A
251	Broadway Avenue	California Ave	Washington St	1	1,200	11	1.5	7	30	58	0	5	1.39	0.67	-1.42	0.28	1.68	B

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252	Broadway Avenue corridor	Washington St	Michigan Ave	-	1,200	-	-	0	-	0	-	4	-	-	-	-	-	-
253	Broadway Avenue	Michigan Ave	Pennsylvania Ave	1	1,000	14.17	1.33	0	30	7	0	4	1.29	0.67	-0.91	0.44	2.26	B
254	Broadway Avenue	Pennsylvania Ave	Florida Ave	1	1,000	14.17	1.33	0	30	3	0	4	1.29	0.67	-0.96	0.44	2.21	B
255	Willow Road	terminus N of Airport Rd	Airport Rd	1	1,000	10	0	0	35	0	0	3.5	1.29	0.76	-0.50	0.58	2.90	C
256	Willow Road	Airport Rd	Anthony Dr	1	1,000	10.5	0	0	35	0	1.5	4	1.29	1.02	-0.55	0.44	2.97	C
257	Willow Road	Kenyon Rd	GH Baker Dr	1	250	11	0	0	25	0	0	4	0.59	0.52	-0.61	0.44	1.71	B
258	Willow Road	GH Baker Dr	Country Club Rd	1	700	11	0	0	25	6	0	3.5	1.11	0.52	-0.54	0.58	2.43	B
259	Cunningham Avenue	Oaks Rd	O'Brien Dr	2	11,450	12	0	7.5	50	0	6	4	2.18	2.42	-3.65	0.44	2.16	B
260	Cunningham Avenue	O'Brien Dr	Perkins Rd	2	20,050	13	0	0	45	0	5	4	2.46	2.03	-0.85	0.44	4.85	E
261	Cunningham Avenue	Perkins Rd	University Ave	2	22,800	12	0	0	35	0	4.3	4	2.53	1.60	-0.72	0.44	4.61	E
262	Vine Street	University Ave	Main St	2	19,700	11	1	0	30	0	2	4	2.45	0.98	-0.61	0.44	4.03	D
263	Vine Street	Main St	Illinois St	2	14,600	11.25	0.5	0	30	0	2	4	2.30	0.98	-0.63	0.44	3.85	D
264	Vine Street	Illinois St	California Ave	2	12,900	11	0	0	30	0	2	4	2.24	0.98	-0.61	0.44	3.82	D
265	Vine Street	California Ave	Washington St	1	13,050	11	1	0	30	0	2	4	2.60	0.98	-0.61	0.44	4.18	D
266	Vine Street	Washington St	Fairlawn Dr	1	11,300	12.5	0	0	30	0	2	4	2.52	0.98	-0.78	0.44	3.93	D
267	Vine Street	Fairlawn Dr	Michigan Ave	1	11,000	17	2	3	30	1	2	4	2.51	0.98	-2.63	0.44	2.06	B
268	Vine Street	Michigan Ave	Pennsylvania Ave	1	9,100	18	0	0	30	0	2	4	2.41	0.98	-1.62	0.44	2.98	C
269	Vine Street	Pennsylvania Ave	Florida Ave	1	9,100	18	0	0	30	5	2	4	2.41	0.98	-1.53	0.44	3.07	C
270	Vine Street	Florida Ave	Mumford Dr	1	7,200	13	1.5	0	30	0	1.5	4	2.30	0.90	-0.85	0.44	3.55	D
271	Vine Street	Mumford Dr	Holmes St	1	3,050	13.5	1	0	30	2	1.5	4	1.86	0.90	-0.88	0.44	3.08	C
272	Vine Street	Holmes St	Windsor Rd	1	2,150	20	0	0	30	1	1.5	4	1.68	0.90	-1.98	0.44	1.81	B
273	Urbana Avenue	Main St	Elm St	1	1,000	10	0	0	30	0	0	4	1.29	0.67	-0.50	0.44	2.67	C
274	Urbana Avenue	Elm St	Green St	1	1,000	11	0	0	30	0	0	4	1.29	0.67	-0.61	0.44	2.57	C
275	Urbana Avenue	Green St	High St	1	1,000	11	0	0	30	1	0	4	1.29	0.67	-0.59	0.44	2.58	C
276	Urbana Avenue	High St	Illinois St	1	1,000	12	0	0	30	2	0	4	1.29	0.67	-0.70	0.44	2.47	B
277	Urbana Avenue	Illinois St	California Ave	1	1,000	10.5	0	0	30	4	0	4	1.29	0.67	-0.51	0.44	2.66	C
278	Urbana Avenue	California Ave	Oregon St	1	1,000	9	0	0	30	3	0	4	1.29	0.67	-0.38	0.44	2.79	C
279	Urbana Avenue	Oregon St	Washington St	1	1,000	10.67	1.33	0	30	7	0	4	1.29	0.67	-0.50	0.44	2.67	C
280	Maple Street	Main St	Elm St	1	1,000	8.5	0	0	30	5	0	3.5	1.29	0.67	-0.32	0.58	2.99	C
281	Maple Street	Elm St	Green St	1	1,000	10	0	0	30	3	0	4	1.29	0.67	-0.47	0.44	2.70	C
282	Maple Street	Green St	High St	1	1,000	9	0	0	30	0	0	4	1.29	0.67	-0.41	0.44	2.77	C
283	Maple Street	High St	Illinois St	1	1,000	10	0	0	30	2	0	4	1.29	0.67	-0.48	0.44	2.69	C
284	Maple Street	Illinois St	Oregon St	1	1,000	12.17	1.33	0	30	1	0	4	1.29	0.67	-0.73	0.44	2.44	B
285	Maple Street	Oregon St	Washington St	1	1,000	10.67	1.33	0	30	1	0	4	1.29	0.67	-0.56	0.44	2.61	C
286	Grove Street	Main St	Elm St	1	1,000	10	0	0	30	1	0	4	1.29	0.67	-0.49	0.44	2.68	C
287	Grove Street	Elm St	High St	1	1,000	8.5	0	0	30	3	0	4	1.29	0.67	-0.34	0.44	2.83	C
288	Grove Street	High St	Illinois St	1	1,000	9	0	0	30	0	0	4	1.29	0.67	-0.41	0.44	2.77	C
289	Grove Street	Illinois St	Oregon St	1	1,000	12	1.5	0	30	3	0	4	1.29	0.67	-0.68	0.44	2.49	B
290	Grove Street	Oregon St	Washington St	1	1,000	10.5	1.5	0	30	4	0	4	1.29	0.67	-0.51	0.44	2.66	C
291	Anderson Street	Elm St	Green St	1	450	8.5	0	0	30	0	0	3	0.89	0.67	-0.36	0.79	2.75	C
292	Anderson Street	Green St	Illinois St	1	450	9	0	0	30	2	1.5	3	0.89	0.90	-0.39	0.79	2.95	C
293	Anderson Street	Illinois St	Oregon St	1	450	10.5	1	0	30	3	1.5	4	0.89	0.90	-0.52	0.44	2.47	B
294	Anderson Street	Oregon St	Washington St	1	450	10.5	1	0	30	0	1.5	4	0.89	0.90	-0.55	0.44	2.44	B
295	Anderson Street	Washington St	Fairlawn Dr	1	1,400	11	1	0	30	13	1.5	4	1.47	0.90	-0.47	0.44	3.10	C
296	Anderson Street	Fairlawn Dr	Pennsylvania Ave	1	1,400	11	1	0	30	3	1.5	4	1.47	0.90	-0.57	0.44	3.00	C
297	Anderson Street	Pennsylvania Ave	Florida Ave	1	1,400	12	0	0	30	0	1.5	4	1.47	0.90	-0.72	0.44	2.85	C
298	Anderson Street	Florida Ave	Colorado Ave	1	2,350	11.5	1	6	30	6	1.5	4	1.73	0.90	-2.59	0.44	1.24	A
299	Anderson Street	Colorado Ave	Mumford Dr	1	2,350	11.5	0	6.5	30	1	1.5	4	1.73	0.90	-2.97	0.44	0.86	A
300	Anderson Street	Mumford Dr	southern terminus	1	150	14.5	0	0	30	8	0	4	0.33	0.67	-0.94	0.44	1.27	A
301	Webber Street	Main St	Elm St	1	250	10	0	0	30	1	0	4	0.59	0.67	-0.49	0.44	1.98	B
302	Lynn Street	Penn Central RR	Main St	1	1,000	11.5	1.5	0	30	2	0	4	1.29	0.67	-0.64	0.44	2.53	C
303	Lynn Street	Main St	Green St	1	1,000	11.67	1.33	0	30	2	0	4	1.29	0.67	-0.66	0.44	2.51	C
304	Lynn Street	Green St	Illinois St	1	1,000	11.17	1.33	0	30	1	0	4	1.29	0.67	-0.61	0.44	2.56	C
305	Johnson Avenue	Green St	Oregon St	1	1,000	10.5	1.5	0	30	8	0	3.5	1.29	0.67	-0.47	0.58	2.84	C
306	Wabash Avenue	Oregon St	Washington St	1	1,000	10.5	1.5	0	30	1	0	3.5	1.29	0.67	-0.54	0.58	2.77	C
307	Cottage Grove Avenue	Penn Central RR	Main St	1	250	11.5	1.5	0	30	1	0	3.5	0.59	0.67	-0.65	0.58	1.95	B
308	Cottage Grove Avenue	Main St	Oregon St	1	6,600	13	0	0	30	0	2	4	2.25	0.98	-0.85	0.44	3.59	D
309	Cottage Grove Avenue	Oregon St	Philo Rd	1	6,600	15	0	0	30	0	2	4	2.25	0.98	-1.13	0.44	3.31	C
310	Cottage Grove Avenue	Philo Rd	Washington St	1	1,000	13.5	1.5	0	30	5	1.5	4	1.29	0.90	-0.85	0.44	2.55	C
311	Cottage Grove Avenue	Washington St	Fairlawn Dr	1	1,000	13	1	0	30	4	1.5	4	1.29	0.90	-0.79	0.44	2.60	C
312	Cottage Grove Avenue	Fairlawn Dr	Pennsylvania Ave	1	1,000	13	1	0	30	1	1.5	4	1.29	0.90	-0.83	0.44	2.57	C
313	Cottage Grove Avenue	Pennsylvania Ave	Florida Ave	1	1,000	14.5	0	0	30	2	1.5	4	1.29	0.90	-1.02	0.44	2.37	B
314	Cottage Grove Avenue	Florida Ave	Glenwood Oaks Ct	1	1,000	20	0	0	30	0	1.5	4	1.29	0.90	-2.00	0.44	1.40	A
315	Cottage Grove Avenue	Glenwood Oaks Ct	Colorado Ave	1	1,000	19.5	0	0	30	68	1.5	4	1.29	0.90	-0.81	0.44	2.59	C

ID	Segment	From (E/N)	To (W/S)	Directional Lanes (I)	Bi-directional Traffic ADT (V)	Rightmost Lane Width (L)	Directional Gutter Pan Width (G)	Directional Extra Width (R)	Speed Limit (W)	Parking Usage (T)	% Truck Traffic (Z)	Pavement condition (AB)	Volume Term	Speed Term	Width Term	Pavement Term	BLOS score	BLOS grade
316	Cottage Grove Avenue	Colorado Ave	Mumford Dr	1	1,000	14.5	0	0	30	0	1.5	4	1.29	0.90	-1.05	0.44	2.35	B
317	Philo Road	Cottage Grove Ave	Washington St	1	7,400	12.5	0	7	30	1	2	4	2.31	0.98	-3.47	0.44	1.02	A
318	Philo Road	Washington St	Fairlawn Dr	1	6,300	10.5	0	5.25	30	0	2	4	2.23	0.98	-2.21	0.44	2.21	B
319	Philo Road	Fairlawn Dr	Pennsylvania Ave	1	6,300	10.5	0	5.25	35	0	2	4	2.23	1.12	-2.21	0.44	2.34	B
320	Philo Road	Pennsylvania Ave	Florida Ave	1	6,300	11	2	6	35	0	2	4	2.23	1.12	-2.65	0.44	1.90	B
321	Philo Road	Florida Ave	Colorado Ave	1	9,500	12	1	5	35	0	2	4	2.44	1.12	-2.42	0.44	2.33	B
322	Philo Road	Colorado Ave	Windsor Rd	1	8,200	12	1.5	0	35	0	2	4	2.36	1.12	-0.72	0.44	3.96	D
323	Philo Road	Windsor Rd	Marc Trail	1	1,975	11	0	4	45	0	2	5	1.64	1.28	-1.81	0.28	2.16	B
324	Philo Road	Marc Trail	Curtis Rd	1	1,850	10.5	0	4	45	0	2	5	1.61	1.28	-1.71	0.28	2.22	B
325	Poplar Street	Main St	Green St	1	250	11.5	1.5	0	30	3	0	4	0.59	0.67	-0.63	0.44	1.84	B
326	Poplar Street	Green St	Oregon St	1	250	13	0	0	30	6	0	4	0.59	0.67	-0.77	0.44	1.70	B
327	Poplar Street	Oregon St	Washington St	1	250	8	0	0	30	0	0	4	0.59	0.67	-0.32	0.44	2.15	B
328	Glover Avenue	Main St	Oregon St	1	1,000	15	0	0	30	5	0	4	1.29	0.67	-1.05	0.44	2.12	B
329	Glover Avenue	Oregon St	Washington St	1	1,000	12.5	0	0	30	8	0	3.5	1.29	0.67	-0.68	0.58	2.62	C
330	Eastern Avenue	Perkins Rd	Kerr Ave	1	650	12	1.5	0	30	0	1.5	3.5	1.08	0.90	-0.72	0.58	2.59	C
331	Brownfield Road	Airport Rd	Perkins Rd east	1	2,275	10	0	0	35	0	1.5	4	1.71	1.02	-0.50	0.44	3.43	C
332	Brownfield Road	Perkins Rd east	Perkins Rd west	1	3,650	10	0	0	35	0	1.5	4	1.95	1.02	-0.50	0.44	3.67	D
333	Lanore Drive	Washington St	southern terminus	1	700	15	0	0	30	3	0	4	1.11	0.67	-1.08	0.44	1.91	B
334	Adams Street	Fairlawn Dr	Florida Ave	1	1,000	14	1	0	30	4	0	4	1.29	0.67	-0.92	0.44	2.25	B
335	Kinch Street	Washington St	Pavement change between Country Squire & Michigan	1	1,550	10	0	7.25	30	1	1.5	4	1.52	0.90	-2.97	0.44	0.65	A
336	Kinch Street	Pavement change between Country Squire & Michigan	Michigan Ave	1	1,550	10	0.5	7	30	0	1.5	4	1.52	0.90	-2.88	0.44	0.74	A
337	Kinch Street	Michigan Ave	Pennsylvania Ave	1	1,550	10	0.5	4.5	30	0	1.5	4	1.52	0.90	-1.81	0.44	1.81	B
338	Kinch Street	Pennsylvania Ave	S of Vermont Ave	1	1,550	10	0	7.25	30	0	1.5	4	1.52	0.90	-3.00	0.44	0.62	A
339	Kinch Street	S of Vermont Ave	Florida Ave	1	1,550	10	0	5	30	0	1.5	4	1.52	0.90	-2.00	0.44	1.62	B
340	Smith Road	Slayback Rd	University Ave	1	700	11.5	0	0	30	0	1.5	4	1.11	0.90	-0.66	0.44	2.55	C
341	Smith Road	University Ave	Main St	1	4,650	17	2	0	30	0	1.5	4	2.07	0.90	-1.45	0.44	2.73	C
342	Smith Road	Washington St	Lantern Hill Dr	1	1,000	22	1	0	30	0	1.5	4	1.29	0.90	-2.42	0.44	0.98	A
343	Smith Road	Lantern Hill Dr	Rainbow View Dr	1	1,000	13	1	0	30	2	1.5	4	1.29	0.90	-0.82	0.44	2.58	C
344	Smith Road	Rainbow View Dr	Michigan Ave	1	1,000	13	1	0	30	0	1.5	4	1.29	0.90	-0.85	0.44	2.55	C
345	Smith Road	Michigan Ave	Florida Ave	1	1,000	13	1.5	0	30	10	1.5	4	1.29	0.90	-0.72	0.44	2.68	C
346	Smith Road	Florida Ave	Stone Creek Blvd	1	1,000	18	0	0	30	0	1.5	4	1.29	0.90	-1.62	0.44	1.78	B
347	Beringer Circle	High Cross Rd	Slayback Rd	1	1,000	15	0	0	30	0	1.5	4	1.29	0.90	-1.13	0.44	2.27	B
348	Beringer Circle	Slayback Rd	University Ave	1	1,000	20	0	0	30	3	1.5	4	1.29	0.90	-1.94	0.44	1.46	A
349	Pfeffer Road	Main St	Washington St	1	650	12.5	0	0	35	0	1.5	4	1.08	1.02	-0.78	0.44	2.52	C
350	High Cross Road	Olympian Rd	Airport Rd	1	625	10	0	0	40	0	1.5	4	1.06	1.11	-0.50	0.44	2.87	C
351	High Cross Road	Airport Rd	Perkins Rd	1	2,350	11	0	0	40	0	1.5	4	1.73	1.11	-0.61	0.44	3.43	C
352	High Cross Road	Perkins Rd	University Ave	1	3,400	10.5	0	0	40	0	1.5	4	1.92	1.11	-0.55	0.44	3.67	D
353	High Cross Road	University Ave	Washington St	1	11,100	12	0	7.25	50	0	7	4	2.52	2.74	-3.51	0.44	2.95	C
354	High Cross Road	Washington St	Windsor Rd	1	7,850	12	0	4	55	0	4	4	2.34	1.91	-2.00	0.44	3.45	C
355	High Cross Road	Windsor Rd	Curtis Rd	1	6,600	12	0	4	55	0	3.6	4	2.25	1.80	-2.00	0.44	3.25	C
356	Anthony Drive	Terminus E of Lincoln Ave	Lincoln Ave	1	2,100	14	1	0	30	0	0	4	1.67	0.67	-0.98	0.44	2.57	C
357	Anthony Drive	Liberty Ave	Vance Rd	1	1,000	11.5	0.5	0	30	0	0	4	1.29	0.67	-0.66	0.44	2.51	C
358	Art Bartell Road	Main St	Prairie Park	1	1,000	12	0	0	30	0	0	4.5	1.29	0.67	-0.72	0.35	2.36	B
359	Art Bartell Road	Prairie Park	Lierman Ave	1	1,000	12	0	0	30	0	0	5	1.29	0.67	-0.72	0.28	2.29	B
360	Barr Avenue	E Terminus	Smith Rd	1	1,000	7	0	0	30	0	0	3.5	1.29	0.67	-0.25	0.58	3.06	C
361	Burkwood Drive	Cottage Grove Ave	Anderson St	1	1,000	13	1	0	30	0	0	4	1.29	0.67	-0.85	0.44	2.33	B
362	Burkwood Court E	Anderson St	W terminus	1	1,000	13.5	1	0	30	7	0	4	1.29	0.67	-0.82	0.44	2.35	B
363	Burkwood Court W	E terminus	Vine St	1	1,000	14.5	0	0	30	0	0	4	1.29	0.67	-1.05	0.44	2.12	B
364	Butzow Drive	Smith Rd	E of Guardian Dr	1	1,000	10	0	0	30	0	0	4	1.29	0.67	-0.50	0.44	2.67	C
365	Butzow Drive	E of Guardian Dr	Guardian Dr	1	1,000	12.25	1	0	30	0	0	4.5	1.29	0.67	-0.75	0.35	2.33	B
366	Butzow Drive	Guardian Dr	Wilson Rd	1	1,000	11.75	1.5	0	30	0	0	4.5	1.29	0.67	-0.69	0.35	2.39	B
367	Butzow Drive	Wilson Rd	Lierman Ave	1	1,000	15	1	0	30	0	0	4.5	1.29	0.67	-1.13	0.35	1.95	B
368	Butzow Drive	Lierman Ave	W terminus	1	1,000	15	0	0	30	0	0	4	1.29	0.67	-1.13	0.44	2.05	B
369	College Court	Lincoln Ave	Virginia Dr	1	1,000	20	1	5.5	30	23	0	4	1.29	0.67	-4.07	0.44	-0.90	A
370	Columbia Boulevard	Brownfield Rd	Independence Ave	1	1,850	15	0	0	30	0	0	4	1.61	0.67	-1.13	0.44	2.36	B
371	Division Avenue	Country Club Rd	Bailey Ave	1	1,000	8	0	0	30	3	0	4	1.29	0.67	-0.30	0.44	2.87	C
372	Division Avenue	Bailey Ave	Oakland Ave	1	1,000	8	0	0	30	0	0	4	1.29	0.67	-0.32	0.44	2.85	C
373	Division Avenue	Oakland Ave	Kerr Ave	1	1,000	11.5	0.5	0	30	5	0	4	1.29	0.67	-0.61	0.44	2.57	C
374	Division Avenue	Kerr Ave	S of Kerr Ave	1	1,000	7	0	0	30	0	0	3	1.29	0.67	-0.25	0.79	3.27	C
375	Division Avenue	S of Kerr Ave	Stebbins Dr	1	1,000	12	1	0	30	3	0	5	1.29	0.67	-0.68	0.28	2.33	B

ID	Segment	From (E/N)	To (W/S)	Directional Lanes (I)	Bi-directional Traffic ADT (V)	Rightmost Lane Width (L)	Directional Gutter Pan Width (G)	Directional Extra Width (R)	Speed Limit (W)	Parking Usage (T)	% Truck Traffic (Z)	Pavement condition (AB)	Volume Term	Speed Term	Width Term	Pavement Term	BLOS score	BLOS grade
376	Fairlawn Drive	Adams St	Philo Rd	1	1,000	14	1	0	30	4	0	4	1.29	0.67	-0.92	0.44	2.25	B
377	Fairlawn Drive	Philo Rd	Cottage Grove Ave	1	1,000	20	0	0	30	7	0	5	1.29	0.67	-1.86	0.28	1.15	A
378	Fairlawn Drive	Cottage Grove Ave	Anderson St	1	1,000	14	0	0	30	0	0	4	1.29	0.67	-0.98	0.44	2.19	B
379	Fairlawn Drive	Anderson St	Vine St	1	1,000	13	1	0	30	40	0	3.5	1.29	0.67	-0.41	0.58	2.90	C
380	Gregory Street	Eads St	King Park	1	1,000	14.5	0	0	30	4	0	5	1.29	0.67	-0.99	0.28	2.02	B
381	Gregory Street	King Park	Fairview Ave	1	1,000	14.5	0	0	30	6	0	5	1.29	0.67	-0.97	0.28	2.05	B
382	Hickory Street	Park St	N terminus	1	1,000	8.5	0	0	30	1	0	2	1.29	0.67	-0.35	1.77	4.14	D
383	Hunter Street	Lanore Dr	Lierman Ave	1	1,000	13.5	1	0	30	1	0	4	1.29	0.67	-0.90	0.44	2.27	B
384	Independence Avenue	Columbia Blvd	Liberty Ave	1	1,000	11.5	0	0	30	0	0	4	1.29	0.67	-0.66	0.44	2.51	C
385	McCullough Street	Springfield Ave	Green St	1	1,000	12	1	0	30	9	0	4	1.29	0.67	-0.62	0.44	2.55	C
386	McCullough Street	Green St	Illinois St	1	1,000	12.5	1	0	30	1	0	4	1.29	0.67	-0.77	0.44	2.40	B
387	McCullough Street	Illinois St	Washington St	1	1,000	11	1	0	30	2	0	4	1.29	0.67	-0.58	0.44	2.59	C
388	Michigan Avenue	E terminus	Montgomery St	1	1,000	10	1	0	30	1	0	4	1.29	0.67	-0.49	0.44	2.68	C
389	Michigan Avenue	Ogelthorpe Ave	Kinch St	1	1,000	13.5	0	0	30	2	0	5	1.29	0.67	-0.88	0.28	2.13	B
390	Michigan Avenue	Kinch St	Lanore Dr	1	1,000	14	1	0	30	4	0	4	1.29	0.67	-0.92	0.44	2.25	B
391	Myra Ridge Drive	Windsor Rd	S terminus	1	1,000	14	0	0	30	1	0	4	1.29	0.67	-0.97	0.44	2.20	B
392	O'Brien Drive	Vance Rd	W of Anthony Dr	1	1,000	14.5	1.5	0	30	0	0	4	1.29	0.67	-1.05	0.44	2.12	B
393	O'Brien Drive	W of Anthony Dr	W terminus	1	1,000	15	1	0	30	0	0	4	1.29	0.67	-1.13	0.44	2.05	B
394	Park Street	Cottage Grove Ave	Hickory St	1	1,000	11	1	0	30	1	0	4	1.29	0.67	-0.59	0.44	2.58	C
395	Potawatomi Trail	Shemauger Trl	Smith Rd	1	1,000	12	0	0	30	2	0	4	1.29	0.67	-0.70	0.44	2.47	B
396	Shemauger Trail	Potawatomi Trl	Smith Rd	1	1,000	12	0	0	30	1	0	4	1.29	0.67	-0.71	0.44	2.46	B
397	Smith Road	Barr Ave	Butzow Dr	1	1,000	11	0	0	30	0	0	4	1.29	0.67	-0.61	0.44	2.57	C
398	Stebbins Drive	Division Ave	Broadway Ave	1	1,000	12	1	0	30	0	0	5	1.29	0.67	-0.72	0.28	2.29	B
401	Sunnycrest Drive	Cottage Grove Ave	Anderson St	1	1,000	13.5	1	0	30	5	0	4	1.29	0.67	-0.85	0.44	2.33	B
400	Sunnycrest Court W	E terminus	Vine St	1	1,000	13.5	1	0	30	0	0	4	1.29	0.67	-0.91	0.44	2.26	B
399	Sunnycrest Court E	Anderson St	W terminus	1	1,000	9	0	0	30	1	0	4	1.29	0.67	-0.40	0.44	2.77	C
402	Thompson Street	Division Ave	Broadway Ave	1	1,000	8	0	0	30	0	0	4	1.29	0.67	-0.32	0.44	2.85	C
403	Vance Road	O'Brien Dr	S of O'Brien Dr	1	1,000	14	1.5	0	30	0	0	4.5	1.29	0.67	-0.98	0.35	2.10	B
404	Vance Road	S of O'Brien Dr	Anthony Dr	1	1,000	11.5	0.5	0	30	0	0	4	1.29	0.67	-0.66	0.44	2.51	C

Speeds
under 25
MPH were
raised to the
minimum 25
for Model



Appendix 18:
Bicycle Level of Service (BLOS) of Segments
Implemented between 2007-2014

Urbana Bicycle Master Plan: BLOS of segments implemented between 2007-2014

Segment ID	Street Name	From (E/N)	To (W/S)	2007-08 Existing BLOS Score	2007-08 Existing BLOS Grade	2015 Existing BLOS Score	2015 Existing BLOS Grade	BLOS Score Difference on Implemented Bikeways 2007-2015	Bikeway Installed 2007-2015	Bikeway Recommended in 2008 UBMP
27	Fairview Avenue	Lincoln Ave	Goodwin Ave	2.91	C	1.72	B	-1.18	Bike Lanes	Bike Lanes
49	Main Street	E of Scottswood Dr	Dodson Dr	3.53	D	2.19	B	-1.34	Bike Lanes	Bike Lanes
50	Main Street	Dodson Dr	Art Bartell Rd	3.84	D	1.23	A	-2.61	Bike Lanes	Bike Lanes
51	Main Street	Art Bartell Rd	ILEAS Entrance	3.90	D	1.19	A	-2.70	Bike Lanes	Bike Lanes
52	Main Street	ILEAS Entrance	Lierman Ave	3.05	C	1.99	B	-1.06	Bike Lanes	Bike Lanes
53	Main Street	Lierman Ave	Glover Ave	3.14	C	2.12	B	-1.02	Bike Lanes	Bike Lanes
54	Main Street	Glover Ave	Cottage Grove Ave	3.30	C	1.61	B	-1.69	Bike Lanes	Bike Lanes
55	Main Street	Cottage Grove Ave	Maple St north	2.80	C	1.51	B	-1.29	Bike Lanes	Bike Lanes
56	Main Street	Maple St north	Maple St south	3.76	D	1.80	B	-1.96	Bike Lanes	Bike Lanes
57	Main Street	Maple St south	Vine St	3.73	D	0.44	A	-3.29	Bike Lanes	Bike Lanes
58	Main Street	Vine St	Race St	2.58	C	2.05	B	-0.53	Bike Lanes	Bike Lanes
59	Main Street	Race St	Springfield Ave	2.41	B	1.49	A	-0.92	Bike Lanes	Bike Lanes
99	Illinois Street	Lincoln Ave	Goodwin Ave	2.87	C	1.51	B	-1.37	Bike Lanes	Bike Lanes
112A	Washington Street	High Cross Rd	W of High Cross Rd	3.01	C	1.44	A	-1.57	Bike Lanes	Bike Lanes
112B	Washington Street	W of High Cross Rd	Pfeffer Rd	3.01	C	1.79	B	-1.22	Bike Lanes	Bike Lanes
114	Washington Street	Dodson Dr	Cottage Grove Ave	3.45	C	0.60	A	-2.85	Bike Lanes	Bike Lanes
115	Washington Street	Cottage Grove Ave	Urbana Ave	3.47	C	2.30	B	-1.17	Bike Lanes	Bike Lanes
123	Gregory Drive	Dorner Dr	west city limits	2.77	C	1.90	B	-0.86	Bike Lanes	Bike Lanes
125	Pennsylvania Avenue	Anderson St	Vine St	1.79	B	0.45	A	-1.34	Shared Bike/Parking Lanes	Shared Bike/Parking Lanes
133	Florida Avenue	Kinch St	James Cherry Dr	2.72	C	1.51	B	-1.21	Bike Lanes	Bike Lanes
134	Florida Avenue	James Cherry Dr	Adams St	2.38	B	0.69	A	-1.69	Bike Lanes	Bike Lanes
135	Florida Avenue	Adams St	Sunnycrest Mall entrance	3.35	C	0.41	A	-2.94	Bike Lanes	Bike Lanes
136	Florida Avenue	Sunnycrest Mall entrance	Vine St	2.65	C	1.11	A	-1.53	Bike Lanes	Bike Lanes
137	Florida Avenue	Vine St	Broadway Ave	3.41	C	2.38	B	-1.03	Bike Lanes	Sidepath
138	Florida Avenue	Broadway Ave	Race St	3.48	C	2.38	B	-1.10	Bike Lanes	Sidepath
221	Race Street	Main St	Busey Bank entrance	2.99	C	2.29	B	-0.69	Bike Lanes	Bike Lanes
222	Race Street	Busey Bank entrance	Elm St	3.24	C	1.49	A	-1.74	Bike Lanes	Bike Lanes
223	Race Street	Elm St	Green St	3.45	C	0.53	A	-2.91	Bike Lanes	Bike Lanes
224	Race Street	Green St	High St	3.53	D	0.45	A	-3.08	Bike Lanes	Bike Lanes
225	Race Street	High St	Illinois St	3.53	D	0.45	A	-3.08	Bike Lanes	Bike Lanes
226	Race Street	Illinois St	alley between IL & CA	3.46	C	1.93	B	-1.54	Bike Lanes	Share the Road
233	Race Street	Pennsylvania Ave	Delaware Ave	3.21	C	2.15	B	-1.06	Bike Lanes	Bike Lanes
234	Race Street	Delaware Ave	Florida Ave	3.02	C	2.05	B	-0.97	Bike Lanes	Bike Lanes
235	Race Street	Florida Ave	Mumford Dr	2.80	C	1.89	B	-0.92	Bike Lanes	Bike Lanes
236	Race Street	Mumford Dr	Windsor Rd	3.21	C	2.82	C	-0.39	Bike Lanes	Bike Lanes
243	Broadway Avenue	University Ave	Penn Central RR	1.41	A	1.43	A	0.02	Bike Lanes	Bike Lanes
244	Broadway Avenue	Penn Central RR	Goose Alley	1.07	A	0.39	A	-0.68	Bike Lanes	Bike Lanes
245	Broadway Avenue	Goose Alley	Main St	2.86	C	0.68	A	-2.19	Bike Lanes	Bike Lanes
246	Broadway Avenue	Main St	Elm St	0.35	A	0.01	A	-0.34	Bike Lanes	Bike Lanes
298	Anderson Street	Florida Ave	Colorado Ave	2.16	B	1.24	A	-0.93	Shared Bike/Parking Lanes	Shared Bike/Parking Lanes
299	Anderson Street	Colorado Ave	Mumford Dr	1.61	B	0.86	A	-0.75	Shared Bike/Parking Lanes	Shared Bike/Parking Lanes
318	Philo Road	Washington St	Fairlawn Dr	2.55	C	2.21	B	-0.35	Bike Lanes	Bike Lanes

319	Philo Road	Fairlawn Dr	Pennsylvania Ave	2.71	C	2.34	B	-0.37	Bike Lanes	Bike Lanes
320	Philo Road	Pennsylvania Ave	Florida Ave	3.65	D	1.90	B	-1.75	Bike Lanes	Bike Lanes
321	Philo Road	Florida Ave	Colorado Ave	3.84	D	2.33	B	-1.50	Bike Lanes	Bike Lanes
335	Kinch Street	Washington St	Pavement change between Country Squire & Michigan	2.21	B	0.65	A	-1.56	Bike Lanes	Bike Lanes
336	Kinch Street	Pavement change between Country Squire & Michigan	Michigan Ave	2.29	B	0.74	A	-1.55	Bike Lanes	Bike Lanes
337	Kinch Street	Michigan Ave	Pennsylvania Ave	3.04	C	1.81	B	-1.23	Bike Lanes	Bike Lanes
338	Kinch Street	Pennsylvania Ave	S of Vermont Ave	2.10	B	0.62	A	-1.48	Bike Lanes	Bike Lanes
339	Kinch Street	S of Vermont Ave	Florida Ave	2.81	C	1.62	B	-1.19	Bike Lanes	Bike Lanes



Appendix 19:
Future Urbana Bicycle Level of Service (BLOS)
Table

Urbana Bicycle Master Plan: Future BLOS

ID	ID	Segment	From (E/N)	To (W/S)	Recommendations	Directional Lanes (l)	Bi-directional Traffic ADT (V)	Rightmost Lane Width (L)	Directional Gutter Pan Width (G)	Directional Extra Width (R)	Speed Limit (W)	Parking Usage (T)	% Truck Traffic (Z)	Pavement condition (AB)	Volume Term	Speed Term	Width Term	Pavement Term	Future BLOS score	Future BLOS grade	Existing BLOS score	Existing BLOS grade	Difference in Scores
14	14	Bradley Avenue	Coler Ave	Lincoln Ave	Long term: Bike Lanes with street reconstruction.	1	5,025	10	0	5	30	0	1.5	5	2.11	0.90	-2.00	0.28	2.06	B	3.66	D	-1.61
15	15	Bradley Avenue	Lincoln Ave	Goodwin Ave	Bike Lanes: 6', 15.5', 15.5', 6'	1	9,400	14	1.5	5.5	30	0	2	4	2.43	0.98	-3.13	0.44	1.49	A	2.62	C	-1.13
16	16	Bradley Avenue	Goodwin Ave	west city limits	Install bike lanes if Champaign installs bike lanes to its east city limits. (6', 15.5', 15.5', 6')	1	9,400	15.5	1.5	4.5	30	0	2	4	2.43	0.98	-3.00	0.44	1.61	B	2.62	C	-1.00
85	85	Green Street	Race St	Coler Ave	Bike Lanes. Requires removal of on-street parking.	1	3,850	10.5	0	5	30	0	1.5	5	1.98	0.90	-2.10	0.28	1.82	B	3.79	D	-1.97
86	86	Green Street	Coler Ave	Bussey Ave	Bike Lanes. Requires removal of on-street parking.	1	4,100	10.5	0	5	30	0	1.5	5	2.01	0.90	-2.10	0.28	1.85	B	3.49	C	-1.64
87	87	Green Street	Bussey Ave	Lincoln Ave	Bike Lanes	1	4,100	11	0	8	30	0	1.5	5	2.01	0.90	-3.65	0.28	0.31	A	3.16	C	-2.85
88	88	Green Street	Lincoln Ave	Gregory St	Bike Lanes	1	5,400	11	0	8	30	0	2	5	2.15	0.98	-3.65	0.28	0.53	A	3.38	C	-2.85
89	89	Green Street	Gregory St	Mathews Ave	Bike Lanes	1	7,700	11	1	8.5	30	0	2	5	2.33	0.98	-3.92	0.28	0.44	A	3.69	D	-3.26
90	90	Green Street	Mathews Ave	Illini Union entrance	Bike Lanes	1	7,400	11	1	8.5	30	0	2	5	2.31	0.98	-3.92	0.28	0.42	A	3.54	D	-3.12
91	91	Green Street	Illini Union entrance	Wright St	Bike Lanes	1	7,400	11	1	8.5	30	0	2	5	2.31	0.98	-3.92	0.28	0.42	A	3.54	D	-3.12
97	97	Illinois Street	Vine St	Race St	Road Diet + Bike Lanes: 6' bike lanes, 12' travel lanes, paint a wider median (N-7', S-6')	1	4,850	12	0.5	5.5	30	0	1.5	4	2.10	0.90	-2.65	0.44	1.55	B	3.13	C	-1.57
110	110	Oregon Street	Lincoln Ave	Goodwin Ave	Bike Lanes. No parking removal required.	1	1,000	10	1	8	25	40	0	5	1.29	0.52	-1.92	0.28	0.94	A	0.77	A	0.17
113	113	Washington Street	Pfeffer Rd	Dodson Dr	Long-term: Bike Lanes + 3 lanes upon road reconstruction.	1	3,850	12	1	4	35	0	0	5	1.98	0.76	-2.00	0.28	1.79	B	3.22	C	-1.44
142	142	Colorado Avenue	Philo Rd	Vine St	Bike Lanes from alley W of Philo-Anderson: 5', 10', 10', 5'.	1	2,575	10	1.5	3.5	30	0	1.5	3.5	1.77	0.90	-1.45	0.58	2.57	C	3.10	C	-0.53
156	156	Amber Lane	Myra Ridge Dr	Philo Rd	Bike Lanes: 5', 10', 10', 5'. Requires removal of on-street parking.	1	1,000	10	0	5	30	0	1.5	4	1.29	0.90	-2.00	0.44	1.40	A	2.35	B	-0.95
171	171	Gregory Street	Illinois St	Oregon St	Bike Lanes w/ Parking: 7', 5', 10', 10', 5', 7'.	1	1,000	10	1	9	25	8	0	5	1.29	0.52	-3.53	0.28	-0.67	A	-0.12	A	-0.55
242	242	Broadway Avenue	Park St	University Ave	Bike Lanes & Sharrows. Mark bike crossings at Park on N leg to future sidepaths.	1	3,650	13	1.5	3.5	30	0	1.5	4	1.95	0.90	-2.00	0.44	2.05	B	2.69	C	-0.64
248	249	Broadway Avenue	High St	Illinois St	Bike Lanes: 5', 12.5', 12.5', 5'	1	600	12.5	0.5	4.5	30	0	0	4	1.04	0.67	-2.31	0.44	0.60	A	1.47	A	-0.87
322	314	Cottage Grove Avenue	Florida Ave	Glenwood Oaks Ct	Shared bike/parking lanes with wayfinding signage: 8', 12', 12', 8'.	1	3,400	12	1.5	8	30	1	1.5	4	1.92	0.90	-3.88	0.44	0.14	A	1.40	A	-1.25
342	342	Smith Road	Washington St	Lantern Hill Dr	Shared Bike/Parking Lanes: Solid 8' parking lanes.	1	1,000	15	1	6	30	0	1.5	4	1.29	0.90	-3.65	0.44	-0.25	A	0.98	A	-1.23
348	348	Beringer Circle	Slayback Rd	University Ave	Shared Bike/Parking Lanes with wayfinding signage: 8', 12', 10', 12', 8'. Safe crossing across University to Main.	1	1,000	12	0	8	30	3	1.5	4	1.29	0.90	-3.79	0.44	-0.39	A	1.46	A	-1.85
377	377	Fairlawn Drive	Philo Rd	Cottage Grove Ave	Shared Bike/Parking Lanes with wayfinding signage: 8', 12', 12', 8'.	1	1,000	12	0	8	30	7	0	5	1.29	0.67	-3.61	0.28	-0.60	A	1.15	A	-1.75

KEY: Colors indicate new treatment: Bike Lanes (Default striping: 5-10-10-5) Shared Bike/Parking Lanes	Colored numbers indicate change in values: Pink = Changed values from Existing BLOS	*Speeds under 25 MPH were raised to minimum 25 for Model.		5 for new road construction
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URBANA BICYCLE MASTER PLAN 2016



Appendix 20: Urbana Bikeway & Trail Destinations for Wayfinding Signage

This appendix lists suggested destination names and priorities to place on wayfinding signage along bike routes, along trails, and where bike lanes intersect other bikeways.

Destination types and priority were based on the Davis, California Bicycle Action Plan – Beyond Platinum, Appendix L: Key Destinations Wayfinding Project.

Priority for parks are based on the Urbana Park District's classification of each park as Signature (primary destination), Community (secondary destination), and Neighborhood (tertiary destination). 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.

The recommendations in UBMP [Section 5.2.1](#) should be followed for wayfinding sign assembly and placement on street segments with **bike lanes**.

The recommendations in UBMP [Section 5.2.2](#) should be followed for wayfinding sign assembly and placement on street segments designated as **bike routes**.

The recommendations in UBMP [Section 5.3.1](#) should be followed for wayfinding sign assembly and placement along **trails**.

Urbana Bikeway and Trail Wayfinding - Directional Signage Destinations

ID	Destination	Suggested Sign Label	Type	Priority	Location
1	Downtown Urbana	Downtown Urbana	Area	Primary	Urbana
2	Intersecting bikeways	Street name	Bikeway	Primary	Urbana
3	University of Illinois (U of I) Campus	U of I Campus	Neighbor Area	Primary	Urbana - University
4	Champaign	Champaign	Neighbor City	Primary	Champaign
5	Boneyard Creek Park	Boneyard Creek Park	Park	Primary	Urbana
6	Busey Woods	Busey Woods	Park	Primary	Urbana
7	Crystal Lake Park	Crystal Lake Park	Park	Primary	Urbana
8	Judge Webber Park	Judge Webber Park	Park	Primary	Urbana
9	Meadowbrook Park	Meadowbrook Park	Park	Primary	Urbana
10	Perkins Road Park	Perkins Road Park	Park	Primary	Urbana
11	Weaver Park	Weaver Park	Park	Primary	Urbana
12	Intersecting trails	Trail name	Trail	Primary	Urbana
13	Kickapoo Rail Trail	Kickapoo Rail Trail	Trail	Primary	Urbana
14	Urbana Green Loop	Urbana Green Loop	Trail	Primary	Urbana
15	Urbana Free Library	Urbana Free Library	Library	Secondary	Urbana
16	AMBUCS Park	AMBUCS Park	Park	Secondary	Urbana
17	Canaday Park	Canaday Park	Park	Secondary	Urbana
18	Prairie Park	Prairie Park	Park	Secondary	Urbana
19	Brookens Sports Complex	Brookens Sports Complex	Park/Facility	Secondary	Urbana
20	Phillips Recreation Center	Phillips Recreation Center	Park/Facility	Secondary	Urbana
21	Martin Luther King, Jr. Elementary School	King School	School	Secondary	Urbana
22	Leal Elementary School	Leal School	School	Secondary	Urbana
23	Prairie Elementary School	Prairie School	School	Secondary	Urbana
24	Thomas Paine Elementary School	Thomas Paine School	School	Secondary	Urbana
25	University Laboratory (Uni) High School	Uni High School	School	Secondary	Urbana - University
26	University of Illinois Veterinary Medicine	U of I Vet Med	School	Secondary	Urbana - University
27	Urbana Early Childhood School (UECS)	UECS	School	Secondary	Urbana
28	Urbana High School	Urbana High School	School	Secondary	Urbana
29	Urbana Middle School	Urbana Middle School	School	Secondary	Urbana
30	Wiley Elementary School	Wiley School	School	Secondary	Urbana
31	Yankee Ridge School	Yankee Ridge School	School	Secondary	Urbana
32	Carle Clinic on Windsor [Road]	Carle Clinic	Clinic	Tertiary	Urbana
33	Christie Clinic in Urbana	Christie Clinic	Clinic	Tertiary	Urbana
34	Anita Purves Nature Center	Anita Purves Nature Center	Facility	Tertiary	Urbana
35	Champaign County Courthouse	Champaign County Courthouse	Facility	Tertiary	Urbana
36	Champaign County Fairgrounds	Champaign County Fairgrounds	Facility	Tertiary	Urbana
37	Champaign County Humane Society	Champaign County Humane Society	Facility	Tertiary	Urbana

Urbana Bikeway and Trail Wayfinding - Directional Signage Destinations

ID	Destination	Suggested Sign Label	Type	Priority	Location
38	Champaign County Nursing Home	Champaign County Nursing Home	Facility	Tertiary	Urbana
39	Crystal Lake Park Family Aquatic Center	Crystal Lake Park Family Aquatic Center	Facility	Tertiary	Urbana
40	Crystal Lake Park Lake House	Crystal Lake Park Lake House	Facility	Tertiary	Urbana
41	Douglass Center	Douglass Center	Facility	Tertiary	Champaign
42	Downtown Post Office	Downtown Post Office	Facility	Tertiary	Urbana
43	Illini Union	Illini Union	Facility	Tertiary	Urbana - University
44	Krannert Center	Krannert Center	Facility	Tertiary	Urbana - University
45	Main Post Office	Main Post Office	Facility	Tertiary	Urbana
46	Memorial Stadium	Memorial Stadium	Facility	Tertiary	Champaign - University
47	Spurlock Museum	Spurlock Museum	Facility	Tertiary	Urbana - University
48	State Farm Center	State Farm Center	Facility	Tertiary	Champaign - University
49	University of Illinois Library	U of I Library	Facility	Tertiary	Urbana - University
50	Urbana Indoor Aquatic Center (UIAC)	Urbana Indoor Aquatic Center	Facility	Tertiary	Urbana
51	Brookens Center	Brookens Center	Government Office	Tertiary	Urbana
52	Champaign-Urbana Mass Transit District (CUMTD)	CUMTD Office	Government Office	Tertiary	Urbana
53	Urbana City Building	Urbana City Building	Government Office	Tertiary	Urbana
54	Urbana Public Works	Urbana Public Works	Government Office	Tertiary	Urbana
55	Carle Foundation Hospital	Carle Hospital	Hospital	Tertiary	Urbana
56	Presence Covenant Medical Center	Presence Covenant Medical Center	Hospital	Tertiary	Urbana
57	DART Solo Cup	DART Solo Cup	Major Employer	Tertiary	Urbana
58	Flex-N-Gate	Flex-N-Gate	Major Employer	Tertiary	Urbana
59	Health Alliance	Health Alliance	Major Employer	Tertiary	Urbana
60	SuperValu	SuperValu	Major Employer	Tertiary	Urbana
61	University of Illinois South Research Park	U of I South Research Park	Major Employer	Tertiary	Champaign - University
62	Bardeen Quad	Bardeen Quad	Park	Tertiary	Urbana - University
63	Blair Park	Blair Park	Park	Tertiary	Urbana
64	Carle Park	Carle Park	Park	Tertiary	Urbana
65	Chief Shemauger Park	Chief Shemauger Park	Park	Tertiary	Urbana
66	Crestview Park	Crestview Park	Park	Tertiary	Urbana
67	Douglass Park	Douglass Park	Park	Tertiary	Champaign
68	Downtown Mini Park	Downtown Mini Park	Park	Tertiary	Urbana
69	Hallene Gateway Plaza	Hallene Gateway Plaza	Park	Tertiary	Urbana - University
70	Hickory Street Park Site	Hickory Street Park Site	Park	Tertiary	Urbana
71	Illini Grove	Illini Grove	Park	Tertiary	Urbana - University
72	King Park	King Park	Park	Tertiary	Urbana
73	Larson Park	Larson Park	Park	Tertiary	Urbana
74	Leal Park	Leal Park	Park	Tertiary	Urbana

Urbana Bikeway and Trail Wayfinding - Directional Signage Destinations

ID	Destination	Suggested Sign Label	Type	Priority	Location
75	Lohmann Park	Lohmann Park	Park	Tertiary	Urbana
76	Oval Allee	Oval Allee	Park	Tertiary	Urbana - University
77	Patterson Parklet	Patterson Parklet	Park	Tertiary	Urbana
78	South Ridge Park	South Ridge Park	Park	Tertiary	Urbana
79	Sunnycrest Tot Lot	Sunnycrest Tot Lot	Park	Tertiary	Urbana
80	University of Illinois Arboretum	U of I Arboretum	Park	Tertiary	Urbana - University
81	University of Illinois Main Quad	U of I Quad	Park	Tertiary	Urbana - University
82	University of Illinois South Quad	U of I South Quad	Park	Tertiary	Urbana - University
83	Urbana's Art in the Park	Art in the Park	Park	Tertiary	Urbana
84	Victory Park	Victory Park	Park	Tertiary	Urbana
85	Stone Creek Golf Course	Stone Creek Golf Course	Park/Facility	Tertiary	Urbana
86	Aldi	Aldi	Shopping Center	Tertiary	Urbana
87	County Market	County Market	Shopping Center	Tertiary	Urbana
88	Family Dollar	Family Dollar	Shopping Center	Tertiary	Urbana
89	Farm & Fleet	Farm & Fleet	Shopping Center	Tertiary	Urbana
90	Gateway Shoppes	Gateway Shoppes	Shopping Center	Tertiary	Urbana
91	Gregory Place	Gregory Place	Shopping Center	Tertiary	Urbana
92	Lincoln Square Mall	Lincoln Square Mall	Shopping Center	Tertiary	Urbana
93	Market at the Square	Market at the Square	Shopping Center	Tertiary	Urbana
94	Meijer	Meijer	Shopping Center	Tertiary	Urbana
95	Northgate Plaza	Northgate Plaza	Shopping Center	Tertiary	Urbana
96	Philo Road Business District	Philo Road Business District	Shopping Center	Tertiary	Urbana
97	Schnucks	Schnucks	Shopping Center	Tertiary	Urbana
98	Southgate Plaza	Southgate Plaza	Shopping Center	Tertiary	Urbana
99	The Pines Shopping Center	The Pines Shopping Center	Shopping Center	Tertiary	Urbana
100	Walmart	Walmart	Shopping Center	Tertiary	Urbana
101	Allen Residence Hall	Allen Hall	University Housing	Tertiary	Urbana - University
102	Busey-Evans Residence Halls	Busey-Evans Hall	University Housing	Tertiary	Urbana - University
103	Florida Avenue Residence Halls (FAR)	FAR	University Housing	Tertiary	Urbana - University
104	Illinois Street Residence Halls (ISR)	ISR	University Housing	Tertiary	Urbana - University
105	Orchard Downs	Orchard Downs	University Housing	Tertiary	Urbana - University
106	Pennsylvania Avenue Residence Halls (PAR)	PAR	University Housing	Tertiary	Urbana - University

URBANA BICYCLE MASTER PLAN 2016



Appendix 21: Bikeway Treatment Cost Estimates



Costs for Pedestrian and Bicyclist Infrastructure Improvements

Summary of Study

Improving pedestrian and bicycling facilities is recommended for encouraging more physical activity and to prevent chronic diseases. There are many types of facilities available, and cost is a common concern. Costs for pedestrian and bicycle safety infrastructure vary greatly, which complicates decision making in communities. A recent paper and database provide estimates of infrastructure costs from states and cities across the country. A better understanding of pedestrian and bicycle infrastructure costs will hopefully inspire more funding and enhancement of facilities to encourage more people to walk and bike and do so more safely. The table on the following page is a sample of the larger database that provides cost estimates and cost ranges for a variety of pedestrian and bicycle treatments. **As costs can vary widely from state to state and site to site, depending on many factors, the cost information should be used only for estimating purposes and not necessarily for determining actual bid prices for a specific infrastructure project.**

Source

Bushell, Max; Poole, Bryan; Rodriguez, Daniel; Zegeer, Charles. (July, 2013). *Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners and the General Public.*

www.walkinginfo.org/download/PedBikeCosts.pdf

Methodology

Bid-letting summaries, price indices and targeted searches were used to acquire 1,747 observations of infrastructure costs from 40 states across the US, mostly from Department of Transportation websites. Costs are updated to 2012 US Dollar equivalents, and include labor, materials, mobilization costs and contractor profits. Extreme outliers were eliminated, as well as costs that did not appear to include complete cost information. Treatments were eliminated if they had less than four observations. In total, costs for 77 facilities were identified. The costs are presented with a median and average price, the minimum/maximum cost, the cost unit, and the number of sources (with the number of observations in parentheses). Costs between \$10 and \$100 are rounded to the nearest dollar, while costs greater than \$100 are rounded to the nearest ten dollar unit. As costs were acquired from various sources, they often varied between states and also depending on the quantity purchased. Generally, the costs per unit (square yard, linear foot, each, etc.) variance depended on the size of the order, with larger quantities usually leading to lower per unit costs.

Why Bicycle and Pedestrian Infrastructure is Needed

Recent socio-economic and cultural trends point to higher demands for walkable and bikeable communities, yet many cities still lack adequate facilities for safe walking and biking. Creating a walkable and bikeable community starts with the built environment: having destinations close to each other; siting schools, parks, and public spaces appropriately; allowing mixed-use developments; having sufficient densities to support transit; creating commercial districts that people can access by bicycle, foot and wheelchair; etc. Most walking trips are less than .5 mi (0.8 km), so having a compact environment is essential. Similarly, while half of all household trips are three miles or less, fewer than 2 percent of those trips are made by bicycle.

The connection between land-use planning and transportation planning is critical to safely and effectively accommodate trips by foot and bicycle. Studies have shown that facilities such as separated paths, bike boxes, sidewalks and benches are associated with enhanced safety and/or more active travel. Through the design or redesign of environments to make walking and biking safer or more pleasant, planners and engineers can help people of all ages get the exercise they need to live longer, healthier lives. Additionally, building a new roadway can cost tens of millions of dollars to construct, with many of the pedestrian and bicycle infrastructure projects extremely low-cost in comparison. The infrastructure costs summarized in this document are intended to aide and encourage improvements to the built environment and better accommodate pedestrians and bicyclists.



Pedestrian and Bicycle Infrastructure Costs in the US: A Sample of Cost Information

Infrastructure Facility	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Bicycle Locker	\$2,140	\$2,090	\$1,280	\$2,680	Each	4 (5)
Bicycle Lane	\$89,470	\$133,170	\$5,360	\$536,680	Mile	6 (6)
Bicycle Rack	\$540	\$660	\$64	\$3,610	Each	19 (21)
Concrete Sidewalk	\$27	\$32	\$2.09	\$410	Linear Foot	46 (164)
Curb and Gutter	\$20	\$21	\$1.05	\$120	Linear Foot	16 (108)
Curb Extension/ Choker/ Bulb-Out	\$10,150	\$13,000	\$1,070	\$41,170	Each	19(28)
Flashing Beacon	\$5,170	\$10,010	\$360	\$59,100	Each	16 (25)
High Visibility Crosswalk	\$3,070	\$2,540	\$600	\$5,710	Each	4(4)
Multi-Use Trail - Paved	\$261,000	\$481,140	\$64,710	\$4,288,520	Mile	11 (42)
Multi-Use Trail - Unpaved	\$83,870	\$121,390	\$29,520	\$412,720	Mile	3 (7)
Pedestrian Crossing	\$310	\$360	\$240	\$1,240	Each	4 (6)
Pedestrian Hybrid Beacon	\$51,460	\$57,680	\$21,440	\$128,660	Each	9 (9)
Pedestrian Rail	\$95	\$100	\$7.20	\$690	Linear Foot	29 (83)
Pedestrian Signal	\$980	\$1,480	\$130	\$10,000	Each	22 (33)
Raised Crosswalk	\$7,110	\$8,170	\$1,290	\$30,880	Each	14 (14)
Rapid Rectangular Flashing Beacon	\$14,160	\$22,250	\$4,520	\$52,310	Each	3 (4)
Shared Lane/Bicycle Marking	\$160	\$180	\$22	\$600	Each	15 (39)
Signed Bicycle Route	\$27,240	\$25,070	\$5,360	\$64,330	Mile	3 (6)
Speed Bump	\$1,670	\$1,550	\$540	\$2,300	Each	4 (4)
Speed Hump	\$2,130	\$2,640	\$690	\$6,860	Each	14 (14)
Speed Table	\$2,090	\$2,400	\$2,000	\$4,180	Each	5 (5)
Speed Trailer	\$9,480	\$9,510	\$7,000	\$12,410	Each	6 (6)
Stop/Yield Signs	\$220	\$300	\$210	\$560	Each	4 (4)
Streetlight	\$3,600	\$4,880	\$310	\$13,900	Each	12 (17)
Striped Crosswalk	\$340	\$770	\$110	\$2,090	Each	8 (8)
Wheelchair Ramp	\$740	\$810	\$89	\$3,600	Each	16 (31)

Definitions of infrastructure types and additional costs available in the full version of the paper. Download the full document at: www.walkinginfo.org/download/PedBikeCosts.pdf.

About the Resource

The paper and database were created by the University of North Carolina at Chapel Hill's Highway Safety Research Center (HSRC). The HSRC has been a leading research institute that has helped shape the field of transportation safety. The Center's mission is to improve the safety, security, access, and efficiency of all surface transportation modes through a balanced, interdisciplinary program of research, evaluation and information dissemination.

These resources were prepared for the Federal Highway Administration and supported by the Robert Wood Johnson Foundation through its Active Living Research program. For more information on Active Living Research, visit www.activelivingresearch.org.

URBANA BICYCLE MASTER PLAN 2016



Draft Plan Public Comments
Winter 2015-16

The draft Urbana Bicycle Master Plan (UBMP) document was made available to the public for a 41 day public comment period from Wednesday, December 23, 2015 to Monday, February 1, 2016.

Notice of this public comment period was advertised in the Champaign-Urbana News-Gazette.

The plan was made available on the Champaign County Regional Planning Commission (CCRPC) website at <http://cuuats.org/ubmp/documents>, and linked to the CCRPC homepage and City of Urbana website.

A physical copy of the draft plan document was also placed at the following locations for the duration of the public comment period:

1. City of Urbana Community Development Department, 400 S. Vine St., Urbana, IL
2. City of Urbana Public Works Department, 706 S. Glover Ave., Urbana, IL
3. Champaign County Regional Planning Commission (CCRPC), 1776 E. Washington St., Urbana, IL
4. Urbana Free Library: 210 W. Green St., Urbana, IL

Notice of this public comment period was shared with the following organizations:

1. Champaign County Bikes (CCB)
2. Champaign County Forest Preserve District (CCFPD)
3. Champaign-Urbana Mass Transit District (CUMTD)
4. Champaign-Urbana Public Health District (CUPHD)
5. Healthy Champaign County (HCC)
6. Illinois Department of Transportation (IDOT) District 5
7. Ride Illinois (formerly League of Illinois Bicyclists)
8. University of Illinois at Urbana-Champaign
9. Urbana Park District
10. Urbana School District

The following comments were received.

Comment #1:

From: William Brown

Sent: Saturday, December 26, 2015 7:33 PM

To: Gabriel Lewis

Cc: Craig Shonkwiler

Subject: Re: Release of Urbana Bicycle Master Plan Draft

Thanks Gabe! I haven't gotten much further than the maps so far, so maybe these questions will be answered in the text, but here are a couple of initial things that are sort of bugging me...

1. It seems odd to me to show the nature trails on the bike plan. I don't think bikes are allowed in Busey Woods, so why show the trails on this plan? To me it implies bikes can go there.

2. What's with the squiggly lines out by Walmart and in the field east of Savanna Green? Were there plats done for those areas at some point?

Thanks again,

Bill B

Comment #2:

From: Candi Murphy

Sent: Friday, January 15, 2016 4:45 PM

To: Gabriel Lewis

Subject: Bike path

Gabe,

I appreciate the opportunity to have input regarding the bike paths in Urbana. My husband and I use them 3-4 times a week when weather allows. As much as we appreciate the intent to make Urbana a bike friendly community, more paths will not meet this goal. If Urbana truly wants to be bike friendly the current bike paths need to be frequently cleaned and properly maintained. For example, portions of the Washington St. path have glass that remains for months. The path along Race has crumbling cement and much debris. This causes bike riders to go into the road making drivers upset that bikers are not using the dedicated bike lanes. It appears that Urbana measures its bike friendliness by the miles of white stripes it paints. If the paths are not useable and bikers irritate drivers by not using them, we are not a bike friendly community. Please consider a way to fund consistent cleaning and maintenance of the existing paths before adding more paths that are not functional because of road conditions. By the way, the article in The News Gazette reported your desire to have input, but did not include information regarding who to address comments to. I was able to contact you through a biking e-mail.

Thank you for your time,

Candi Murphy

Sent from my iPad

Comment #3:

From: Lois Steinberg

Sent: Saturday, January 16, 2016 10:16 PM

To: Gabriel Lewis

Subject: Bicycle

Dear Mr Lewis,

I am pleased to read the master bicycle plan and appreciate your work on it.

I am hoping that painted bicycle lanes become obsolete to be replaced by dedicated bicycle lanes. This would mean on both sides of a thoroughfare on the outskirts are the pedestrian path with a curb, then wide bicycle lanes (one direction on each side) with a curb, and last two lanes to barely fit a bus on each side.

Painted bicycle lanes are unsafe. Unless and until dedicated bicycle lanes are in place C-U remains an unfriendly bicycle city. I hope the City of Urbana continues their endeavor in making a bicycle friendly city.

I wish you all the best on your endeavors.

Sincerely,

Lois Steinberg

Comment #4:

From: Mallott, Elizabeth K

Sent: Friday, January 29, 2016 11:02 AM

To: Gabriel Lewis

Subject: Urbana Bicycle Master Plan comments

Hi Gabe,

The UBMP looks great - so much new infrastructure coming! I do have a couple of comments:

1. Right now, the only ways to cross University in Urbana and then get more than a couple of blocks south of University are on Wright, Goodwin, and Race (all of which require going up on the sidewalk to hit the pedestrian crossing button, because the light won't trip for a bike), braving the traffic on Lincoln and Cunningham/Vine, or on Broadway (where the light either trips for bikes or is on a timer?). And it seems the master plan doesn't really address this until 6+ years out. With the number of nice shiny new apartments going up north of University soon to be populated by students, maybe this should be addressed sooner?

2. Sharrows are great and, as a frequent commuter, I feel I get yelled at less and given more passing room when taking the lane when there are sharrows as opposed to when there no pavement marking or bike lanes. Some places in the plan, like the bit on W Pennsylvania, might be better as sharrows sooner rather than bike lanes in 10+ years?

Thanks,

Liz Mallott

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PhD Candidate, Department of Anthropology
University of Illinois at Urbana-Champaign

Comment #5:

From: John Marlin

Sent: Friday, January 29, 2016 2:23 PM

To: Gabriel Lewis

Subject: Bike Master Plan

Hi Gabe,

This is John E. Marlin at 605 East Washington in Urbana.

I'm a full time bike commuter and generally happy with the progress Urbana is making.

The only area I find difficulty navigating safely is the Philo road shopping district.

Also, could the city consider running a pilot bike lane project where the bike lane is next to the curb with parked cars protecting it from traffic rather than our current formula where bike lanes protect parked cars?

Thanks for all your hard work! Many of my friends are slowly switching to cycle commuting as the infrastructure improves.

-John

Comment #6:

From: Mast, Joyce C

Sent: Friday, January 29, 2016 5:07 PM

To: Gabriel Lewis

Subject: Urbana Bike Master Plan + Market Street in Champaign

Gabe,

Main Street between Lincoln and Strawberry Fields is supposed to be a bike path, but the pavement is so rough it is not inviting. And Stoughten in the same area is also very bad. This means connectivity is limited between Urbana and Champaign.

Road signs indicating distance would be wonderful. And, **really important**, is that the stop lights register for bikes. It's a pain to always have to wait for a car to trip the signal. Makes it tempting to go through the light. One really bad place is Bradley and Market where the lights seem never to work for bikes, no matter where I try to position my bike.

Thanks for your work for bikes.

Sincerely,

Joyce Mast