

**URBANA
BICYCLE
MASTER PLAN**

2016



2016 Urbana Bicycle Master Plan

Review and Assessment of the 0-5 Year Network
Implementation Goals

July 2022



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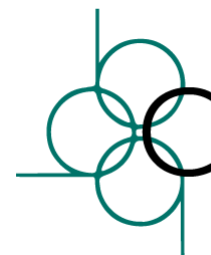


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Executive Summary

The City of Urbana for many years has been leading the way for exceptional planning, implementation, and maintenance of bicycle infrastructure. The city is the first municipality in the State of Illinois to achieve Gold Level Bicycle Friendly Community (BFC) status as set by the League of American Bicyclists (LAB). The city has a goal to achieve Platinum and Diamond status in the coming years and the preparation and implementation of a bicycle master plan is essential for reaching that goal. The City's most recent plan, the 2016 City of Urbana Bicycle Master Plan (UBMP), is the successor to the original 2008 Plan and it laid out 0–5 year bicycle network improvement goals for the years 2016-2021. This report will review, assess, and report the progress-to-date implementation of those goals in order to “reassess and confirm [the plan’s] currency.” A review of the status of the high priority infrastructure recommendations serves as the main focus of this report and completed findings will be delivered to the Urbana Bicycle and Pedestrian Advisory Commission (BPAC). The report used the following guiding questions outlined below:

- Has the bicycle network development progressed as planned?
- Have bicyclist desire lines or bicycle route usage/preferences changed?
- Has bicyclist safety improved?
- Have there been significant changes to the transportation infrastructure or major land-use developments that require changes to the bicycle network plan?
- Are there opportunities to complete gaps in the network that should be given a higher priority?
- Are there new bike infrastructure facilities that improve roadway safety that should be considered for use locally?



Overview of 0-5 Year Recommendations

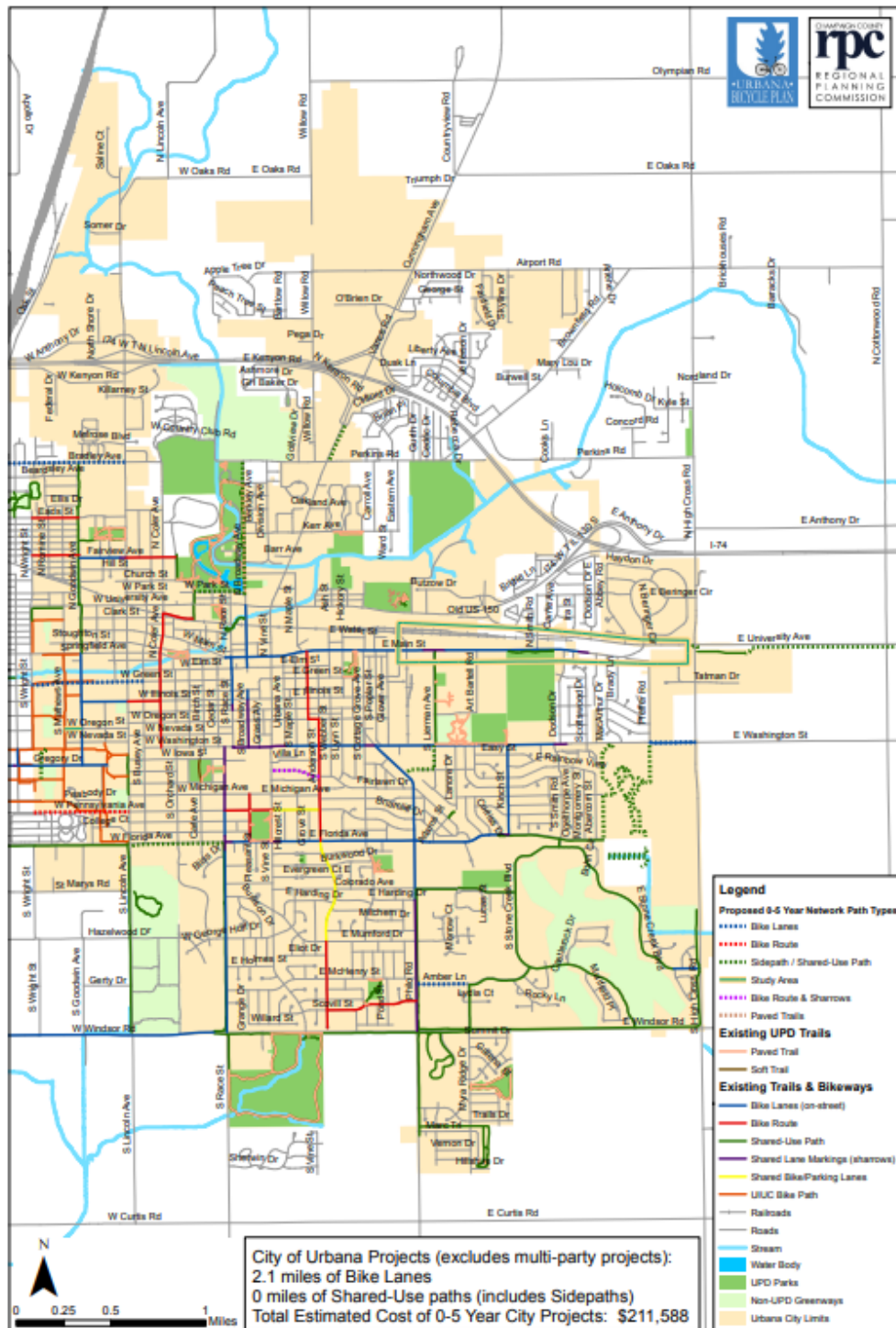


Figure 221 0-5 Year Bicycle Network Improvements (2016-2021)

Figure 1: Map of 0-5 Year Bicycle Network Improvement Recommendations from 2016

Implementation Progress



Photo credit: Briana Barr



Completed Bike Lanes & Bike Routes

Bradley Avenue

Romine Street to Lincoln Avenue

The 2016 Urbana Bicycle Master Plan (UBMP) proposed the installation of bike lanes on Bradley Avenue from Romine Street (city limits) to Lincoln Avenue. However, as of April 2022, buffered bike lanes exist only on the stretch of Goodwin Avenue to Lincoln Avenue. The western stretch of Romine-Goodwin comprises of shared parking/bike lanes to accommodate on-street parking for Mt. Olive Church's Sunday services.



Figure 2: Looking northwest; Credits: Briana Barr

Green Street

Wright Street to Race Street



Figure 3: Aerial view looking east; Credits: Clark Dietz

The 2016 UBMP proposed the installation of bike lanes on Green Street from Wright Street (city limits) to Busey Avenue. As of March 2022, separated bike infrastructure exists from Wright Street to Lincoln Avenue, except at intersections, and standard bike lanes exist from Lincoln Avenue to Race Street. This stretch is under joint jurisdiction between the City of Urbana and the University of Illinois' Facilities & Services division.

The installation of bike lanes on this entire stretch was part of Project 1 (Wright to Busey) and Project 5 (Busey to Race) of the \$46.9 million Multimodal Corridor Enhancement Project (MCORE).

Project 1's completion aligns with the 0-5 Year goals of the 2016 UBMP, and it was completed in December 2018. The section is the busiest of the two projects as it hosts a high number of pedestrians, cyclists, buses, and automobiles due to its proximity to major destinations such as the Illini Union, Grainger College of Engineering, Illinois Street Residence Halls (ISR), and the eastern entrance to the Campustown mixed-use district. In addition, this stretch features separated bike lanes that run behind the MTD bus shelters at the Illini Union, Green/Goodwin, and Green/Gregory Street stops in order to avoid conflicts with the high number of buses that run through this stretch.

Completed Bike Lanes & Bike Routes

Two-stage left-turn bicycle boxes also exist at the Green/Wright and Green/Goodwin intersections. Pedestrian scrambles at these respective intersections also allow for the safe passage of cyclists. The University of Illinois Facilities & Services division has also installed bicycle counters at several points along this stretch.

Project 5's completion aligns with the 6-10 Year (2022-2026) goals of the 2016 UBMP. Its completion in December 2020 is two years ahead of the plan's schedule. This stretch differs from Project 1, as it comprises standard on-street bike lanes with several green-painted boxes and does not diverge behind MTD bus shelters. This stretch hosts significantly less traffic than Project 1, with only one MTD bus route, and is primarily surrounded by residential properties.



Figure 4: Looking west; Credits: Thomas Valencia

Pennsylvania Avenue

Wright Street to Lincoln Avenue

The 2016 UBMP proposed the establishment of a bike route on Pennsylvania Avenue between Wright Street (city limits) and Lincoln Avenue. As of March 2022, sharrows are present on the entire stretch. In addition, a short section from Goodwin Avenue to Maryland Drive was resurfaced in June 2022. They connect with sharrows on the Champaign section of Pennsylvania Avenue to the west. The sharrows run concurrently with an off-street side path on the north side of Pennsylvania between Dorner Drive and Goodwin Avenue. This off-street side path is owned and maintained by the University of Illinois Facilities & Services division.



Figure 5: Looking east; Credits: Thomas Valencia

Completed Bike Lanes & Bike Routes

Orchard Street

Florida Avenue to George Huff Drive

The 2016 UBMP did not propose the installation of bike lanes on Orchard Street as it falls under the jurisdiction of the University of Illinois Facilities & Services division. However, the U of I F&S division installed standard bike lanes in 2017 for the entire Florida-George Huff stretch. These bike lanes are isolated from the U of I's bike network; therefore, cyclists utilize the City of Urbana's bike network for outside access. Bicycle signal buttons exist at the intersection of Florida/Orchard and are owned and maintained by the City of Urbana. Upon implementation of the recommendations in the Florida Avenue Corridor Study, cyclists using the Orchard Street bike lanes can safely access the City of Urbana and U of I bicycle networks.



Figure 6: Looking northwest;
Credits: Thomas Valencia

Washington Street

Pfeffer Road to High Cross Road (IL-130)

The 2016 UBMP proposed the installation of bike lanes on Washington Street from Pfeffer Road to High Cross Road (IL-130). As of March 2022, standard bike lanes exist on the stretch and were installed after 2015. In addition, a small stretch of buffered bike lanes also exists east of High Cross Road. The Illinois Department of Transportation (IDOT) assisted in installing these bike lanes as they own and maintain High Cross Road.



Figure 7: Looking east; Credits: Google Maps

Completed Side/Shared-Use Paths

Park Street

McCullough Street to Broadway Avenue

The 2016 UBMP proposed the installation of side/shared-use paths on Park Street from McCullough Street to Broadway Avenue. As of March 2022, a multiuse path exists on the north side of Park Street for this entire stretch. The multiuse path runs along the southern end of Crystal Lake Park and connects west to Carle Foundation Hospital. The Park Street multiuse path meets the Church Street multiuse path at its western end and the Broadway Avenue sidewalk on its eastern end.



Figure 8: Looking east; Credits: Briana Barr

Broadway Avenue

Country Club Road to Park Street

The 2016 UBMP proposed the installation of side/shared-use paths on Broadway Avenue from Country Club Road to Park Street. As of March 2022, a multiuse path exists on the west side of Broadway Avenue from Thompson Street to Stebbins Drive only. The stretch of Country Club-Thompson does not have any cycling infrastructure. The construction of the existing multiuse path was possible by an Illinois Transportation Enhancement Program (ITEP) grant provided by the Illinois Department of Transportation (IDOT). Another ITEP grant was awarded to the Urbana Park District (UPD) to replace the sidewalk from Stebbins Drive to Park Street with a new sidepath and pedestrian/bicycle bridge (see page 12).



Figure 9: Looking north; Credits: Briana Barr

Cunningham Avenue (US-45)

Kenyon Road to Perkins Road

The 2016 UBMP proposed the installation of side/shared-use paths on Cunningham Avenue (US-45) from Kenyon Road to Perkins Road. As of March 2022, a multiuse path on the east side of Cunningham Avenue includes this proposed stretch and continues further north under Interstate 74 to Napleton Way. This provides safe cycling and pedestrian access to the Northwood Estates mobile home park.



Figure 10: Looking south; Credits: Briana Barr

Completed Side/Shared-Use Paths

University Avenue (US 45/150)

Wright Street to Maple Street

While not a direct recommendation of the 2016 UBMP, IDOT widened the existing sidewalks to 8-foot side/shared-use paths where possible during its 2020-21 University Avenue infrastructure improvement project. The project limits were Wright Street to Maple Street. Some of these sidewalks were already wide enough to be considered sidepaths. University Avenue west of Lincoln Avenue is also the northern border of the University of Illinois campus. This provides bicycle access to more destinations on this corridor.



Figure 11: Looking east towards Cunningham Ave; Credits: Briana Barr

Goals Underway

Broadway Avenue

Stebbins Drive to Park Street

The Urbana Park District (UPD) received an ITEP grant of \$852,625 to replace the sidewalk from Stebbins Drive to Park Street with a new sidepath and to build a new pedestrian/bicycle bridge over the Saline Branch. The proposed improvements will make the bridge safer to cross by creating clearer site lines and increasing the width of the path from four feet to ten-feet to accommodate pedestrian and cycling traffic. Please see Figure 14 to see the highlighted path area that will be replaced. Bidding for the project is expected in January/February 2023, and construction to follow in the Spring/Summer of 2023. The project is anticipated to be completed in the Fall of 2023.



Figure 12: Looking north; Credits: Briana Barr

Florida Avenue Corridor Study

Lincoln Avenue to Vine Street

The 2016 UBMP proposed the installation of side/shared-use paths on Florida Avenue from Lincoln Avenue to Race Street. This stretch is part of a more extensive corridor study from Lincoln Avenue to Vine Street conducted by the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) in partnership with the City of Urbana, Champaign-Urbana Mass Transit District (MTD) and the University of Illinois.

The project has been underway since Fall 2020, and as of March 2022, the project team presented the final future recommendations to the public.

Furthermore, they will be applying for the Federal RAISE Grant for \$12 million from the Federal Highway Administration (FHWA) to fund engineering and construction costs. See Appendix, pages 27-28.

The project is anticipated to be completed by 2025, where the updates will eliminate a gap in cycling infrastructure along the Florida-Kirby corridor. The proposed recommendations for cycling infrastructure, as outlined by CUUATS includes the installation of an off-street shared-use path on the south side of Florida Avenue between Lincoln Avenue and Race Street, two-stage left turn boxes at the intersection with Race Street, and traffic signals at Race Street and Vine Street equipped with push buttons and bicycle detection. These upgrades will improve the safety of the intersection at Orchard Street and improve street lighting.

Florida Avenue Corridor Study Area

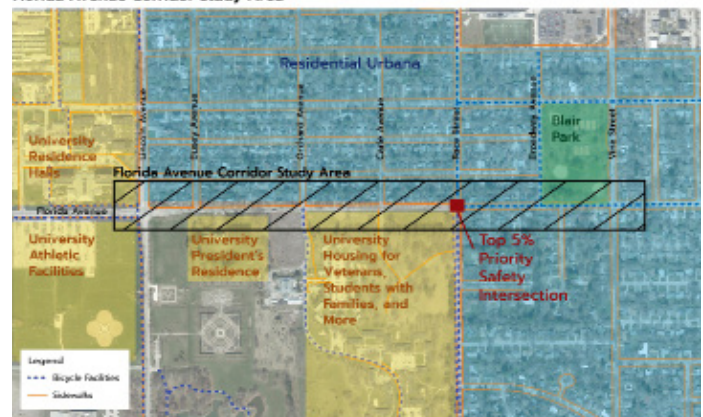


Figure 13: Florida Avenue Corridor Study area; Credits: CUUATS

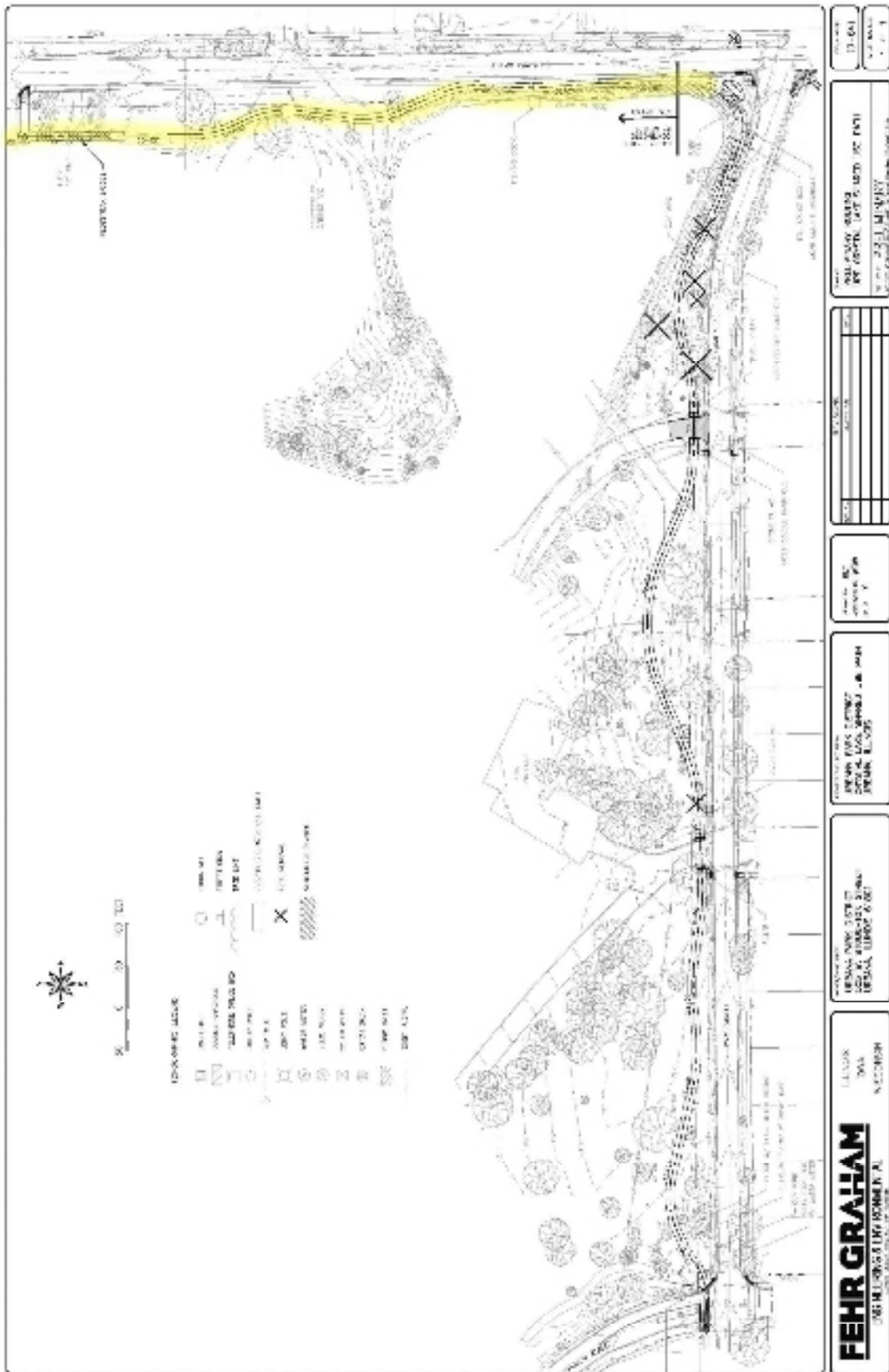


Figure 14: Broadway Avenue multi-use path preliminary plan; Credits: Urbana Park

Goals Not Met

Amber Lane

Philo Road to Myra Ridge Drive

The 2016 UBMP proposed the installation of bike lanes on Amber Lane from Philo Road to Myra Ridge Drive near Meijer. However, as of March 2022, bike lanes nor any other cycling infrastructure do not exist on Amber Lane.



Figure 15: Aerial view; Credits: Champaign County GIS Consortium

Fairlawn Drive

Vine Street to Anderson Street

The 2016 UBMP proposed the installation of a bike route and sharrows on Fairlawn Drive from Vine Street to Anderson Street, near Urbana Middle School (UMS) and the Fairlawn Village apartments. As of March 2022, no cycling infrastructure exists on Fairlawn Drive.

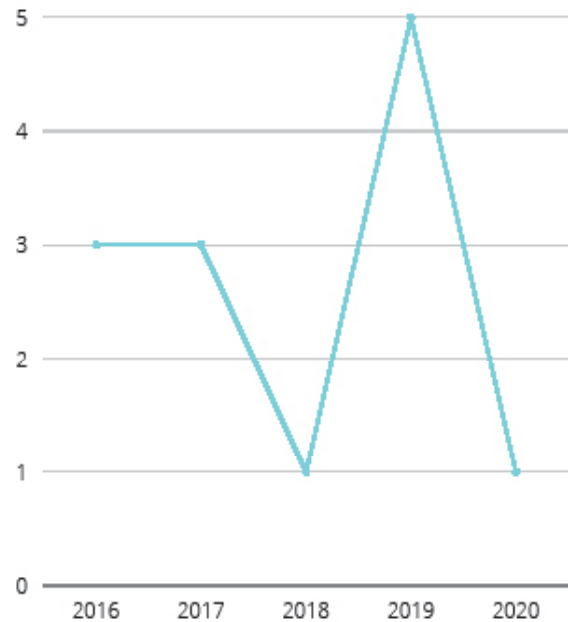


Figure 16: Aerial view; Credits: Champaign County GIS Consortium

Safety Analysis

The number of severe cyclist injuries still fluctuates every year reported by the Champaign County Regional Planning Commission (CCRPC). These fluctuations (see Figure 17) make it hard to determine if infrastructure additions improved cyclist safety. Therefore, further analysis is required to assess safety improvements. However, there have been no reported cycling fatalities in the City of Urbana from 2016 through 2020.

Bicyclist A-Injuries (Severe) in Urbana, IL from 2016-2020

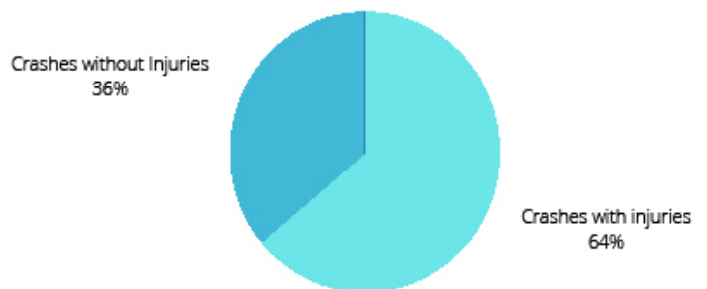


Source: CCRPC Data Portal "Total number of bicyclist A-Injuries (Fatalities) in the Champaign-Urbana urban area"

Figure 17: "Bicyclists A-Injuries (Severe) in Urbana, IL 2016-2020". Fluctuations in numbers of injuries alone do not provide enough of an argument whether or not safety has improved.

The Urbana Police Department (UPD) reports indicate that 11 cycling crashes occurred in 2021 (see Figure 18). Seven of these crashes involved injuries, and it is assumed that these injuries were significant if a police report was filed. Unfortunately, the official number of cyclist A-injuries is not currently reported on the CCRPC Data Portal. Still, UPD data indicates a one to six-person increase in severe injuries.

Cycling Crashes in Urbana, IL in 2021



Urbana Cycling Crashes in 2021	
Total Number of Crashes	11
Total Number of Crashes w/ Injuries	7

Source: Urbana Data Portal "Crashes with Bikes, Peds or Injuries 2021"

Figure 18: "Cycling Crashes in Urbana, IL 2021". Number of cycling crashes increased again in 2021 according to Urbana Police Data.

Bicycle Guide & Map Recommendations

The latest edition of the **Champaign-Urbana-Savoy Bicycle Guide & Map, “Go By Bike!”** was published in 2016. It is due for an update because it does not contain any bicycle facilities that the cities of Urbana, Champaign and the University have built after 2016. In this review of the Urbana Bicycle Master Plan, **we recommend adapting to a digital format for easy updating and access.**

The preference for the digital format is growing, and this interface would provide users with a convenient map of bicycle routes in the city. New graphics and laws can be easily updated and distributed in this digital format. Due to this growing preference, **map updates should be displayed on a mobile website or mobile phone app interface.** This format increases accessibility to the information and the likelihood that cyclists will want to use this data to plan their trips.

The condensed version of the guide “Same Roads, Same Rules, Same Rights” is offered in English, Spanish, Mandarin, and Korean. However, the rest of the map is only offered in English. In the new digital format, users could swap between translations of written material (i.e., traffic laws, safety measures, and cycling etiquette). Furthermore, the addition of **French is recommended** for future editions to serve the growing population of French-speaking residents.

Additional next steps are to **update the map routes to reflect changes and additions in cycling infrastructure.** These updates are essential because while cyclists have the option to use Google Maps, many of the routes it recommends are not safe or practical for cyclists. For example, maps recommend cycling through an alley between Park Ave and University Ave, which may not be the safest option since large delivery trucks pass through. In addition, the algorithm’s routes are especially problematic for cyclists unfamiliar with the city road network. Therefore, updating cycling maps will benefit new and experienced riders because they can access designated cycling facilities.

Regarding future infrastructure updates, **the sidepaths on University Avenue should be extended past Cunningham Avenue on both the north and south sides** to benefit businesses and residential areas. Significant points of interest include Ambucs Park, Champaign-Urbana Mass Transit District, the Urbana School District 116 Administration Building, and Woodland Acres Mobile Home Park. Extending this route will create better accessibility for workers commuting to these businesses and residents to commercial areas.

Next Steps

Since 2014, the City of Urbana has been ranked a Gold Level Bicycle Friendly Community by the League of American Bicyclists. The 2018 report card provides input into the next steps for Urbana to increase its ranking to Platinum. See Appendix, page 18. This ranking is valid through 2023, during which the League will need to review Urbana's progress and issue a new report card for 2023.

The additions of new cycling infrastructure encourage safety and comfort for cyclists on the roads, but data otherwise suggest improvements are still needed. The next steps for the city to review are the suggestions by the League of American Bicyclists, which include:

- Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position
- Develop and coordinate a comprehensive Vision Zero plan
- Continue expanding the bike network through different types of bike facilities
- Continue building designated bike lanes and routes that safely separate vehicle and bike traffic
- Provide protected bike infrastructure on 35+ mph roads
- Increase driver and cyclist education on rules of the road and rights to share the road by expanding bike education programs to high schoolers, college students, and new drivers.
- Conduct more road studies for high-traffic roads and intersections and create road diets. Incentivize businesses to join the Bicycle Friendly Businesses program

Once these next steps are addressed, the City of Urbana can have the League evaluate their progress to get the most up-to-date report card. With the increased interest in active transportation and funding opportunities, now is the ideal time for the City of Urbana to expand its progress toward an active and safe community.

Appointing a Bicycle and Pedestrian Coordinator is the crucial first step because this position is needed to orchestrate the steps lined out by the League of American Bicyclists. While individuals are working to make these next steps a reality, a designated coordinator position benefits the city. This staff member and the team help the city plan for and respond to community needs for a walkable and cycling-friendly community. In addition, they will be able to track project progress and ensure funding is used appropriately. The League found in their analysis that cities with more staff dedicated to cycling infrastructure have higher levels of bicycling in their communities. Because Urbana wants to achieve higher levels of cycling, this staff member is a clear first step to reaching this goal.



URBANA, IL

TOTAL POPULATION
41,989

TOTAL AREA (sq. miles)
11.9

POPULATION DENSITY
3528.49

OF LOCAL BICYCLE FRIENDLY BUSINESSES **3**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

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

CATEGORY SCORES

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

KEY OUTCOMES

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



KEY STEPS TO PLATINUM



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

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

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

SUPPORTED BY



AND LEAGUE MEMBERS

Figure 18: City of Urbana Bicycle Friendly Community 2018 Report Card; Credits: League of American Bicyclists

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	0	0	0	0	0	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	3	3	1	5	1	7	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
	B. Number of bicycle friendly drainage grates installed	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 on-street bikeways with bicycle friendly grates	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 UBAMP 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

5. Bike to/from work or school
6. Bike to other destinations

9%
11%

***See Appendix 11 (Urbana PABS Report), Table 1, Question Numbers 5-6 for baseline percentages.

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, CUMTMD	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, Kramert 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							0
	A. Number of public comment opportunities	Public Works	Public Works, BPAC	Every January 1st							0
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.	B. Number of attendees at public comment opportunities	Public Works	Public Works, BPAC	As events occur or every January 1st							0
	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, CUIMTD, 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, CUIMTD, 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.urbanaininois.us	Planning	Planning, Public Works	As materials are linked or every January 1st							0
	A. Number of multilingual materials	Planning	Planning, Public Works, CCB, University of Illinois	As materials are released 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 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 UBWP public workshops by 2021.*	A. Number of zones with a new bikeway	Public Works	Public Works, CCRPC	Every January 1st	North Urbana West Urbana Central Urbana East Urbana South Urbana 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 UBWP public workshops by 2021.*	Planning	Community Development, Police, CCB, Urbana Business Association, Urbana Park District, CUMTD, University of Illinois	As events occur or every January 1st	North Urbana West Urbana Central Urbana East Urbana South Urbana 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.	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							



State of Illinois
JB Pritzker, Governor



Illinois Department of Transportation
Omer Osman, Acting Secretary

FOR IMMEDIATE RELEASE:
Feb. 25, 2020

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Meeting about University Avenue work set March 2

URBANA – The Illinois Department of Transportation will hold a public meeting about construction along University Avenue (U.S. 150) between Wright Street and Cunningham Avenue in Urbana on Monday, March 2.

The meeting will be held at the project field office:

5-7 p.m. March 2
510 N. Cunningham Ave, Unit 5
Urbana

Construction is expected to begin March 16 and involves rebuilding sidewalks, curbs and gutters as well as improvements to lighting and traffic signals in the work zone during the 2020 construction season. Nighttime rehabilitation of the road surface is slated for next year. The project is scheduled to be complete by Nov. 1, 2021.

Motorists can expect delays and should allow extra time for trips through this area. To avoid the work area, when feasible, use of alternate routes should be considered. Drivers are urged to pay close attention to changed conditions and signs in the work zones, obey the posted speed limits, refrain from using mobile devices and be alert for workers and equipment.

For IDOT District 5 updates, follow us on Twitter at [@IDOTDistrict5](#) or view area construction details on IDOT's [traveler information map](#) on [GettingAroundIllinois.com](#).

###



MEMORANDUM

TO: Mayor Diane Wolfe Marlin and Members of the City Council
FROM: Tim Cowan, Public Works Director
Will Kolschowsky, Management Analyst
DATE: March 21, 2022
RE: 2021 CAPITAL IMPROVEMENT PLAN AMENDMENT
FLORIDA AVENUE – FEDERAL RAISE GRANT

Introduction

The Florida Avenue corridor reconstruction project has been included in the City's 5-year Capital Improvement Plan since 2017 for the following reasons:

- Included in Champaign-Urbana's Urbanized Area Transportation Study's (CUUATS)
 - Long Range Transportation Plan (LRTP) and
 - Transportation Improvement Program (TIP) as a regional transportation priority;
- Florida/Race intersection identified as one of the top five percent of priority safety locations in IDOT District 5 in 2017;
- Pavement Condition Index ~35 out of 100 on average (roadway scanned in late 2019);
- Corridor supports 10,000+ average annual daily traffic; and
- Construction of a shared-use path was one of the top priorities identified in the City of Urbana's 2016 Bicycle Master Plan.

The primary reasons we need to amend the 2021 CIP for this project are:

- 1) The original cost estimate for reconstruction did not include all of the associated costs and was also found to be inadequate based on current construction costs.
- 2) The western limits of the project were extended from Lincoln to Wright Street (extended) to address the remaining pavement along this corridor to our western boundary, which is in similarly poor condition (by surface area, this increases the original project by about 50%).
- 3) We were recently notified about a new federal funding opportunity for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.
- 4) Champaign-Urbana Mass Transit District, Champaign County Regional Planning Commission, and the City of Urbana are teaming up to apply for this funding.

Financial Impact

The original cost estimate for this project was \$4,500,000 and was proposed to be funded using STPU/STBGP regional grant funds approved via CUUATS at an 80/20 split. Current staff have not been able to locate a detailed breakdown of the past cost estimate for comparison, but it is assumed that the past cost estimate did not include costs for preliminary engineering, construction engineering, or incorporation of new signalized intersections.

The new cost estimate for the proposed reconstruction along the Florida Avenue corridor from Vine Street to Wright Street (extended) including CUMTD transit enhancement, a new shared-use path from Lincoln to Race, new signalized intersections at four primary cross roads, preliminary engineering, and construction engineering is now \$12,035,000. See attached cost estimate.

Our proposed funding plan for the improvements is as follows:

<u>Item</u>	<u>Cost</u>	<u>Funding Source</u>
Initial Engineering Services (Approved via budget amendment #6, passed on 2/28/2022)	\$40,000	Capital Reinvestment & Improvement Funds
Preliminary Engineering	\$946,000	80% STPU/STBGP grant & 20% State MFT
Construction/Construction Engineering	\$11,049,000	100% Federal RAISE Grant

If awarded the RAISE grant, this would net the City ~\$12 million of public infrastructure improvements for ~\$230,000 of local funds.

See attached 203 – Motor Fuel Tax Fund Plan **with 3/21/2022 Florida Avenue CIP Amendments in RED.**

Recommendation

Staff recommends that the City Council amend the 2021 Capital Improvement Plan to incorporate the updated estimated project costs and proposed funding plan. This will strengthen our application by showing the Council's immediate support and commitment to this project.

Alternatively the Council could opt to not approve amending the 2021 Capital Improvement Plan, and we may or may not be awarded the RAISE grant. If we do not identify grant funding sources for these improvements, the overall project will require a substantial scope decrease and value engineering that likely incorporates 15-year rehabilitation methods in lieu of 45+ year full reconstruction.

Attachments: 2022 Florida Avenue (Vine to Wright St. (extended)) Cost Estimate

203 – Motor Fuel Tax Fund Plan **with 3/21/2022 Florida Avenue CIP Amendments**

NEW – Resolution to amend 2021 Capital Improvement Plan

Thank You!



URBANA
BICYCLE
MASTER PLAN

2016

