

# APPENDIX E

## Public Meeting Series #1 Results



**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**

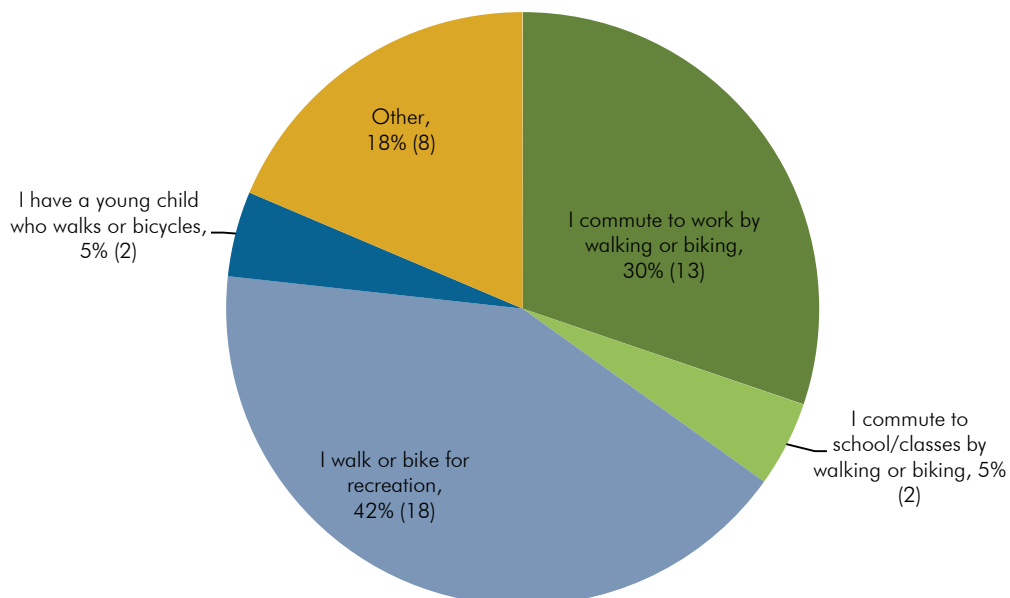
Date	Location	Number of Participants
February 12, 2014	Urbana Civic Center	33
February 18, 2014	King School	14
February 19, 2014	Urbana Early Childhood School (UECS)	9
February 20, 2014	Leal School	2
<b>Total</b>		<b>58</b>

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.

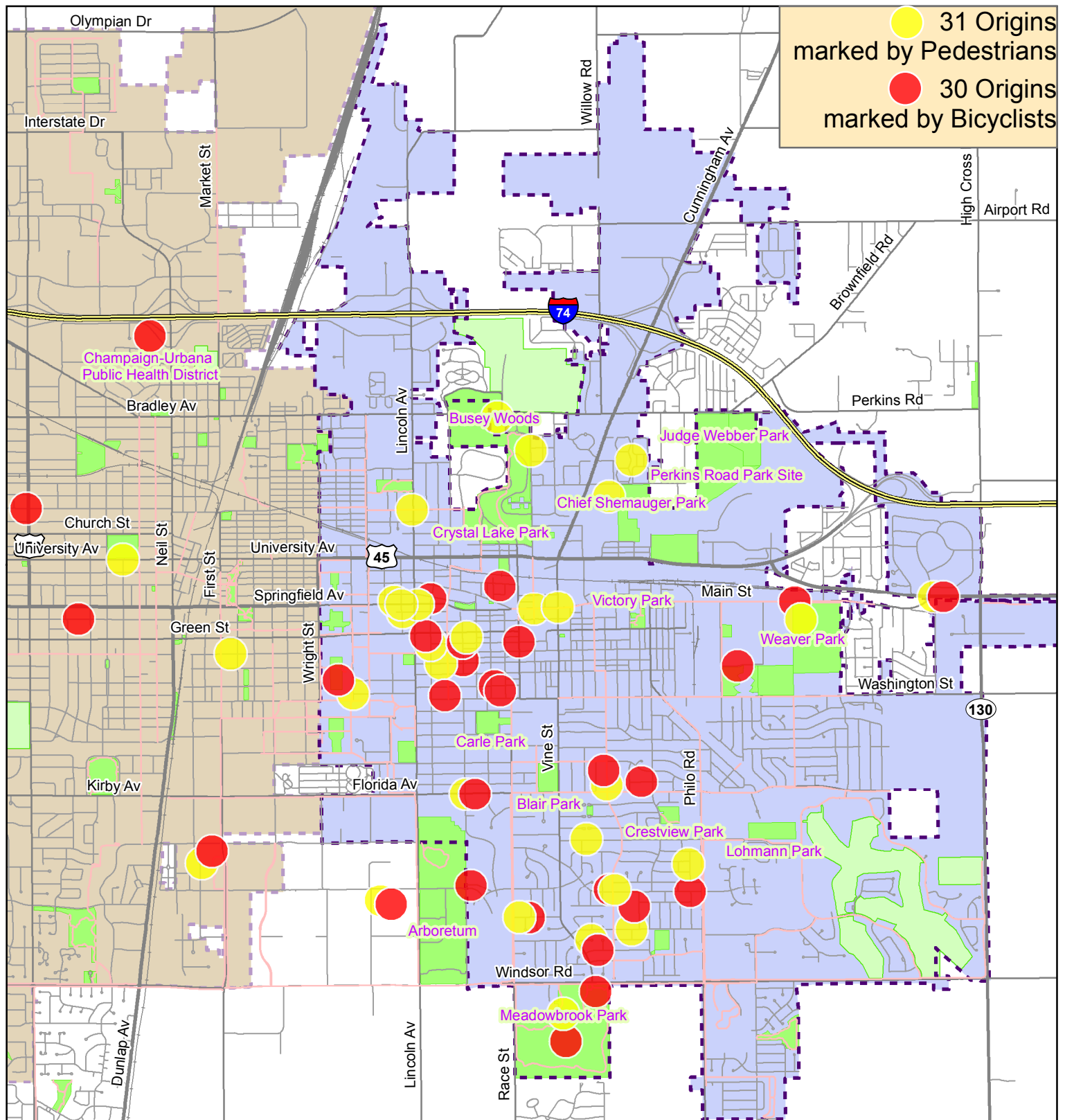
### **Why are you interested in this project?**



# TRIP ORIGINS

## Urbana-Champaign

Urbana Trails Master Plan  
Public Workshop #1 Results  
February 2014





## 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, and 65 were pedestrian 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
<b>Total</b>	<b>126</b>	<b>16</b>	<b>7</b>	<b>36</b>	<b>185</b>
Pedestrian Votes					
Destinations	Urbana Civic Center	King School	Urbana Early Childhood School	Leal School	Total
Public Parks	17	5	3	3	28
Shopping Areas	9	4	4	1	18
Top Employers	5	3	5	0	13
Recreational Facilities	2	0	2	0	4
Schools	1	1	0	0	2
Forest Preserves	0	0	0	0	0
<b>Total</b>	<b>34</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>65</b>



## 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
<b>Parks</b>	<b>57</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>66</b>
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
<b>Shopping Areas</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>11</b>	<b>38</b>
Market at the Square	9	4	0	1	14
Downtown Urbana	8	1	0	2	11
Others	0	1	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



Category	Urbana Civic Center	King School	Urbana Early Childhood School	Leal School	Total Bike Votes
<b>Top Employers</b>	<b>22</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>32</b>
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
<b>Forest Preserves</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>22</b>
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
<b>Recreational Facilities</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>17</b>
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
<b>Schools</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>10</b>
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

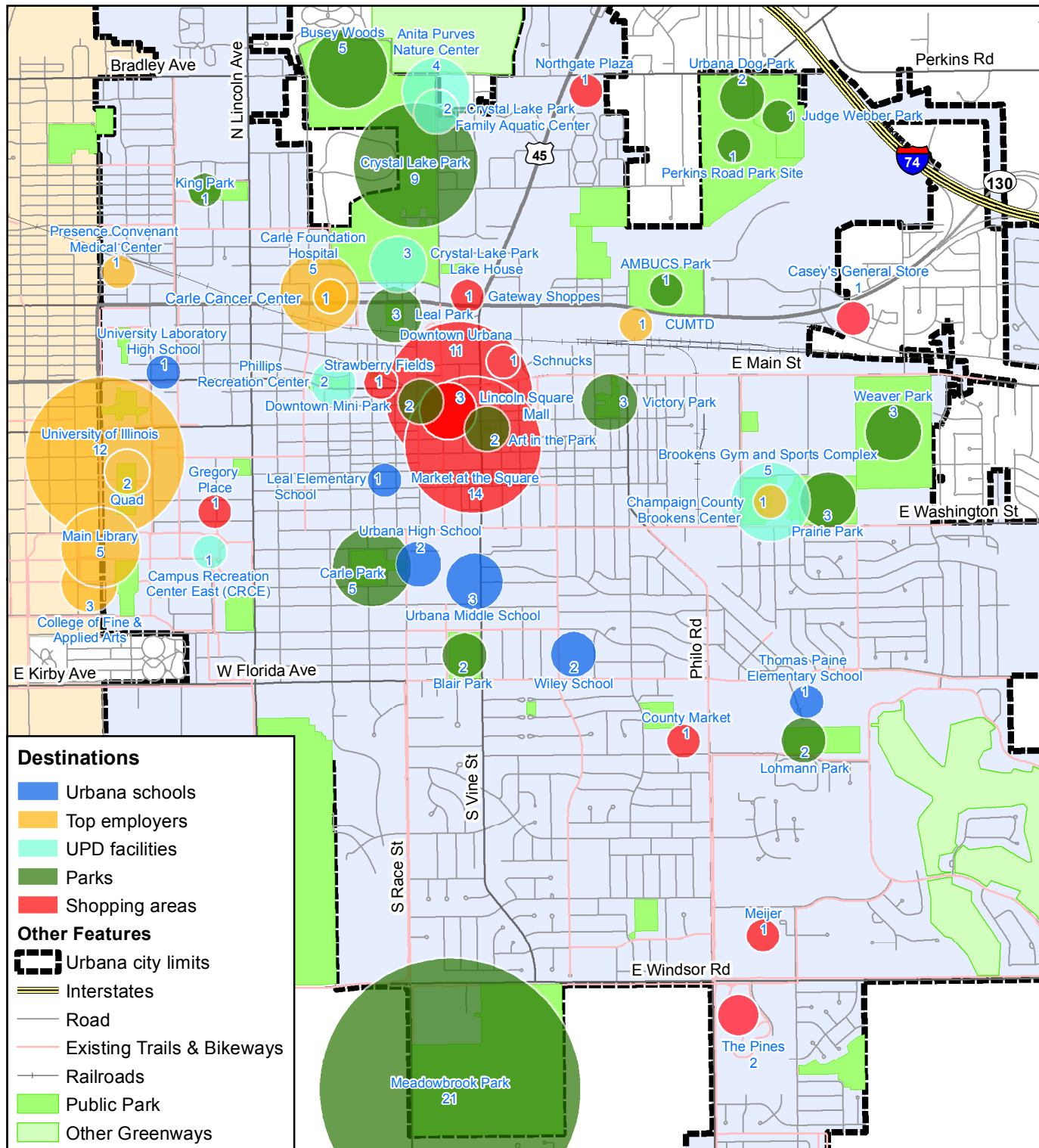
## Bicyclists

Urbana Bicycle Master Plan  
Public Workshop #1 Results  
February 2014

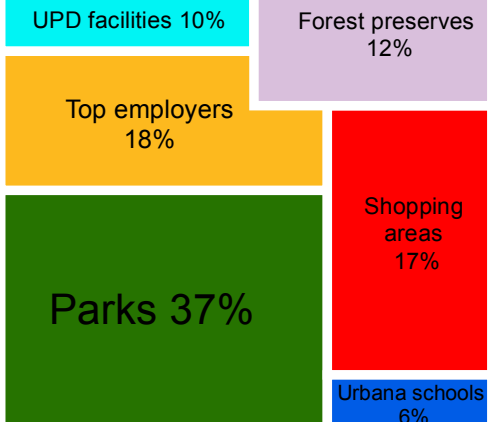


### Destinations Outside Urbana:

- 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



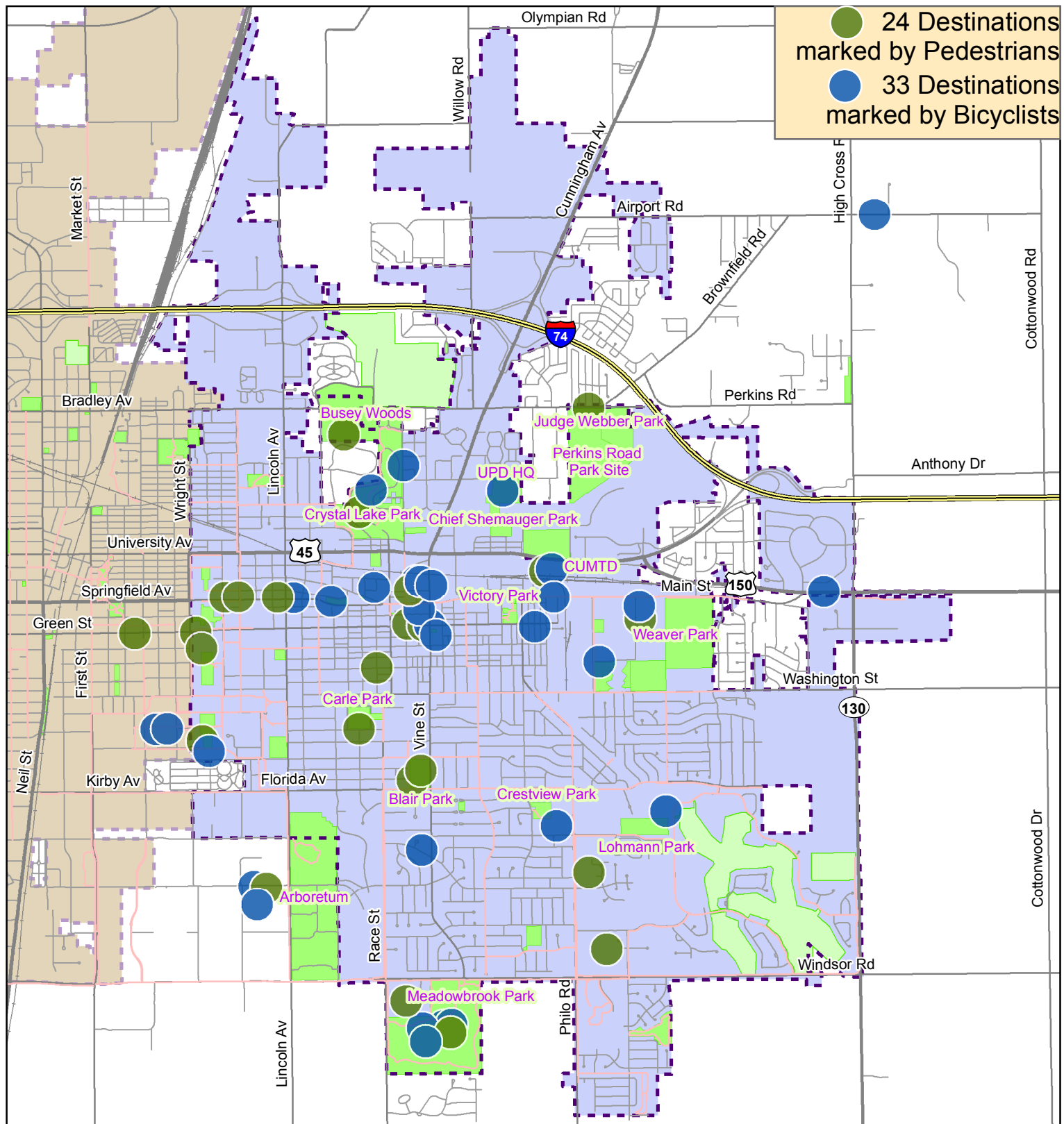
0 0.25 0.5 1 Miles



# TRIP DESTINATIONS

## Urbana-Champaign

Urbana Trails Master Plan  
Public Workshop #1 Results  
February 2014

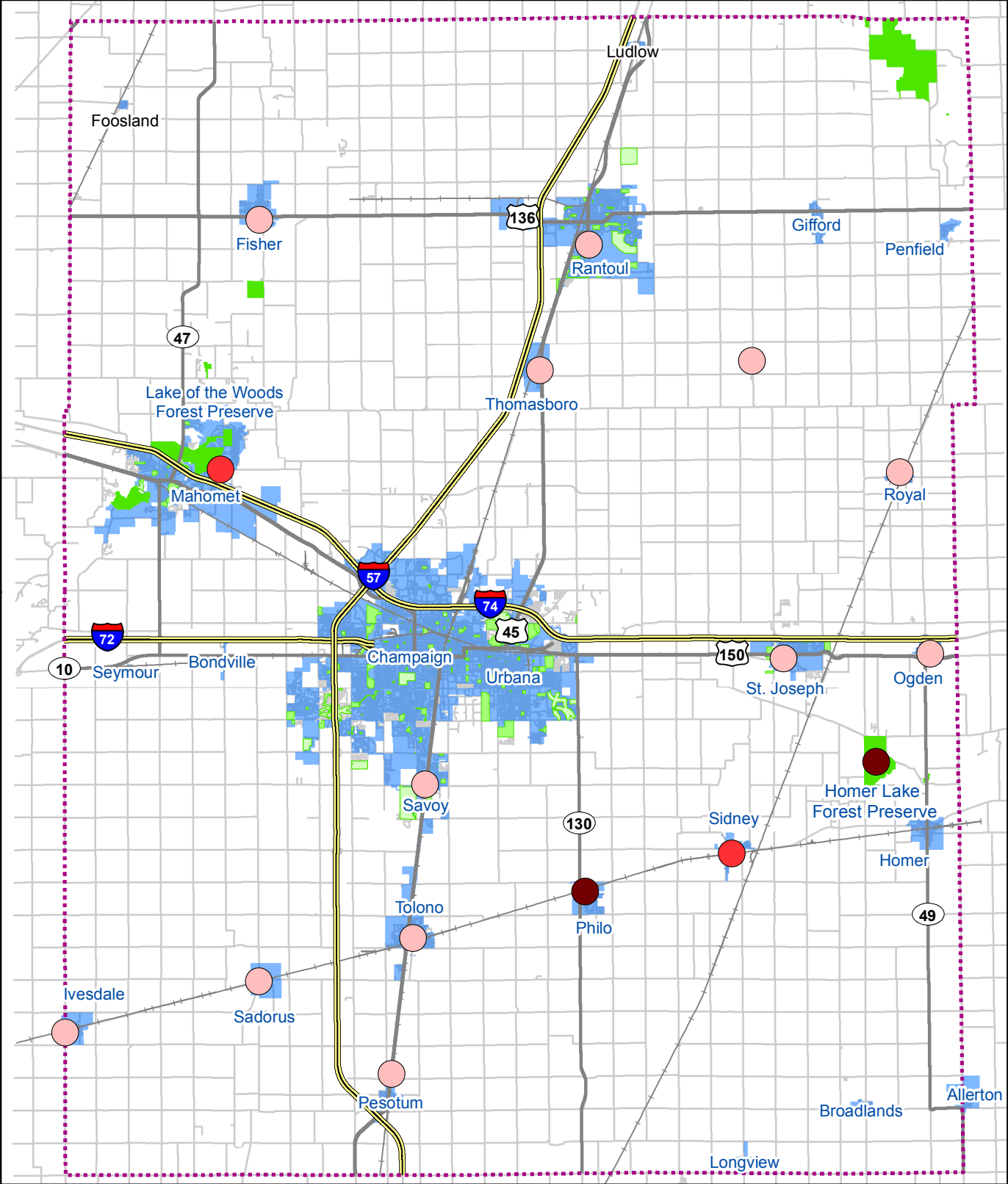




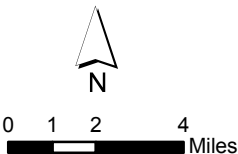
# TRIP DESTINATIONS

## Outside Urbana-Champaign

Urbana Bicycle Master Plan  
Public Workshop #1 Results  
February 2014



CHAMPAIGN COUNTY  
**rpc**  
REGIONAL  
PLANNING  
COMMISSION



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



## PEDESTRIAN DESTINATIONS

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

Category	Urbana Civic Center	King School	Urbana Early Childhood School	Leal School	Total Pedestrian Votes
<b>Parks</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>28</b>
Blair Park	2	2	0	1	5
Meadowbrook Park	3	1	0	1	5
Crystal Lake Park	2	0	1	0	3
Leal Park	2	1	0	0	3
Wheatfield Park	2	0	0	1	3
<b>Others</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>
Carle Park	2	0	0	0	2
University of Illinois Arboretum	0	0	2	0	2
Busey Woods	1	0	0	0	1
Judge Webber Park	1	0	0	0	1
Lohmann Park	1	0	0	0	1
Sunnycrest Tot Lot	0	1	0	0	1
Victory Park	1	0	0	0	1
<b>Shopping Areas</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>18</b>
Downtown Urbana	6	2	0	0	8
Market at the Square	3	1	0	0	4
<b>Others</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>6</b>
Lincoln Square Mall	0	0	2	0	2
Meijer	0	1	0	1	2
Schnucks	0	0	1	0	1
Strawberry Fields	0	0	1	0	1
<b>Top Employers</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>13</b>
University of Illinois	5	3	0	0	8
<b>Others</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>
University of Illinois (Quad)	0	0	2	0	2
University of Illinois College of Fine and Applied Arts	0	0	2	0	2
University of Illinois Library	0	0	1	0	1
<b>Recreational Facilities</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>
Brookens Gym and Sports Complex	0	0	1	0	1
Crystal Lake Park Lake House	1	0	0	0	1
University of Illinois Campus Recreation Center-East (CRCE)	0	0	1	0	1



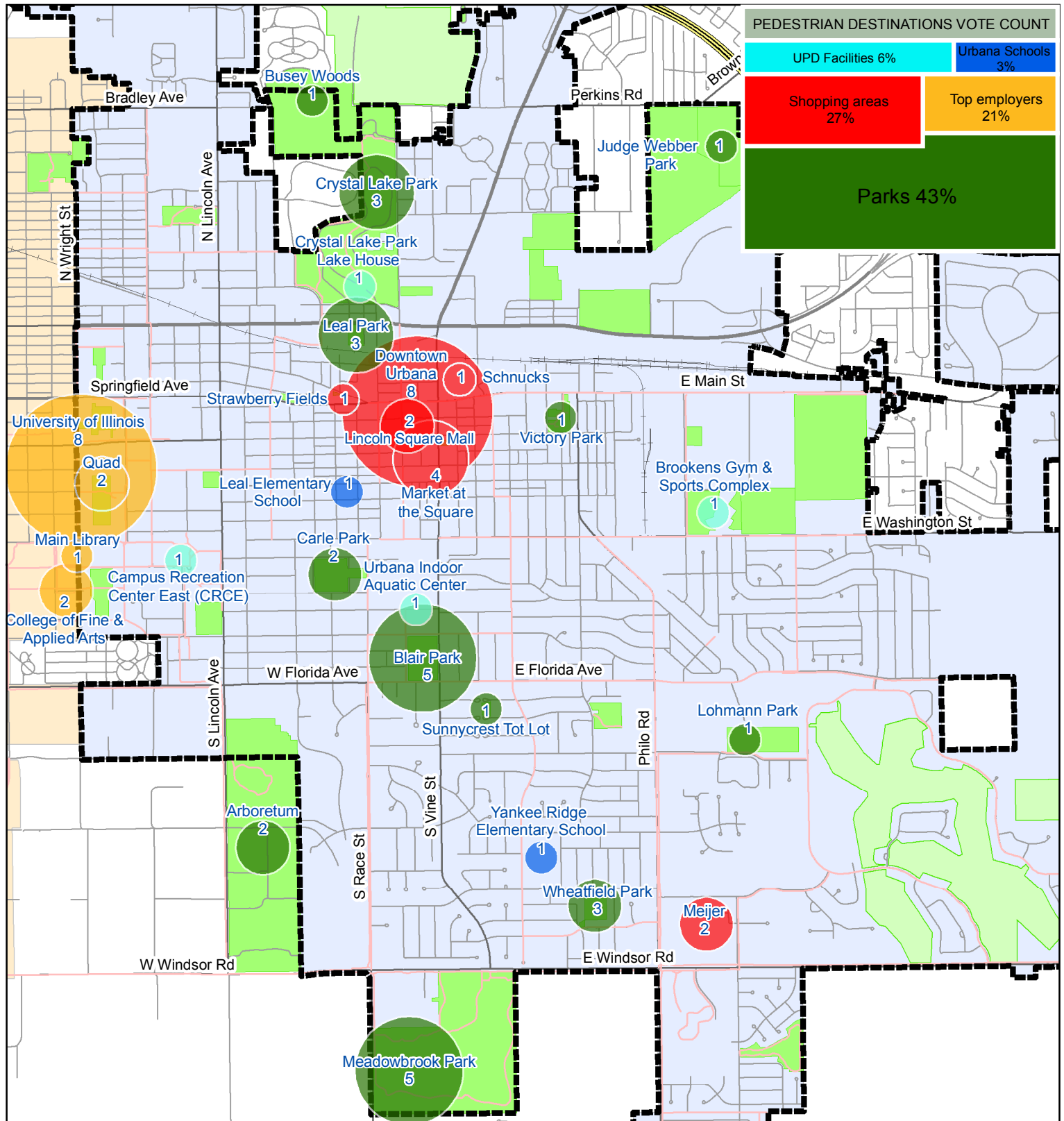
Public Workshop #1 Results – February 2014

Category	Urbana Civic Center	King School	Urbana Early Childhood School	Leal School	Total Pedestrian Votes
Urbana Indoor Aquatic Center	1	0	0	0	1
<b>Schools</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>
Leal Elementary School	1	0	0	0	1
Yankee Ridge Elementary School	0	1	0	0	1

# TRIP DESTINATIONS

## Pedestrians

Urbana Trails Master Plan  
Public Workshop #1 Results  
February 2014



### Destinations

- Urbana schools
- Top employers
- UPD facilities
- Parks
- Shopping areas

### Other Features

- Urbana city limits
- Interstates
- Existing Trails & Bikeways
- Railroads
- Road

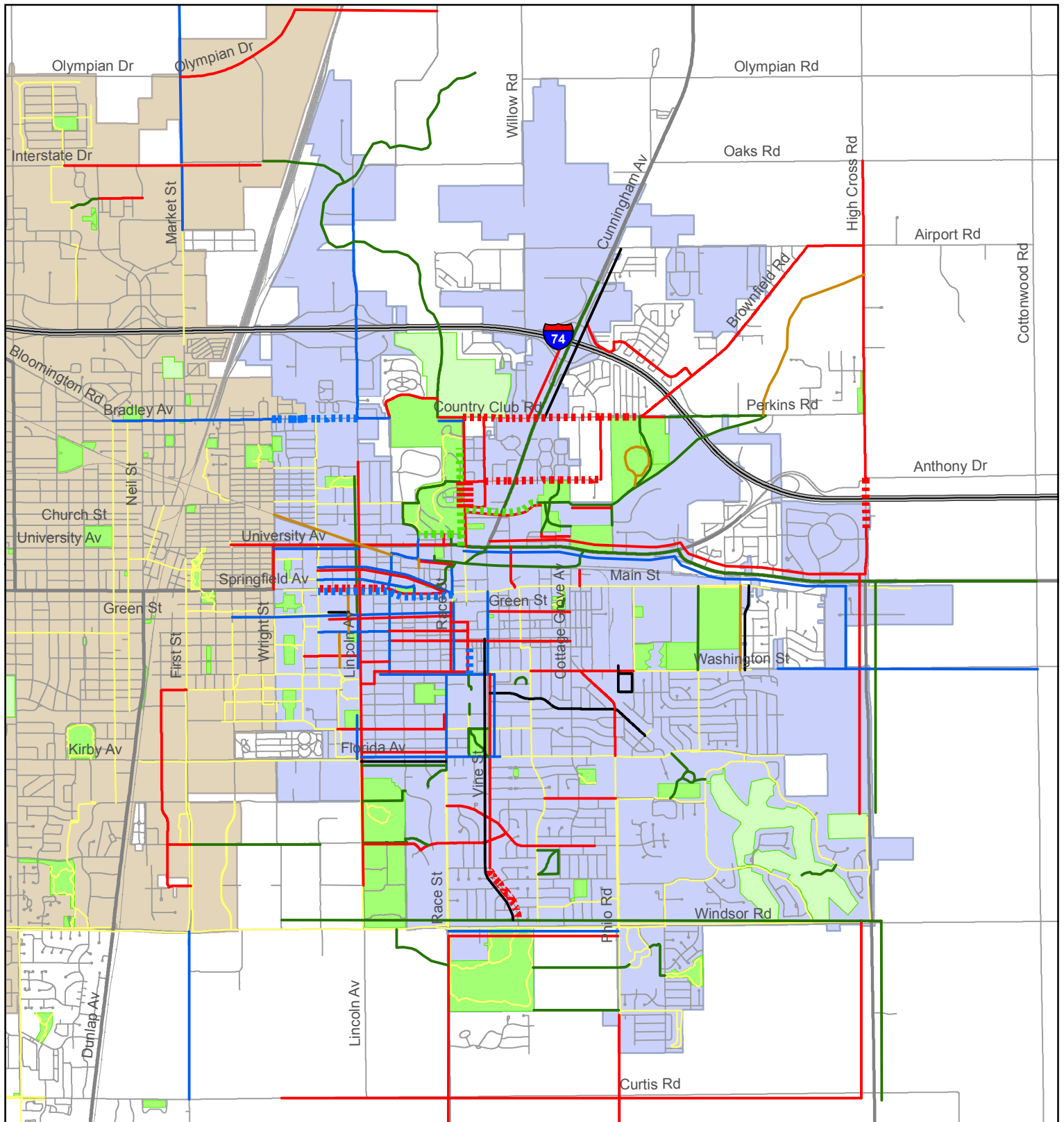
Public Park

Other Greenways

# PUBLIC REQUESTED ROUTES

By Number of Requests

Urbana Trails Master Plan  
Public Workshop #1 Results  
February 2014



## Requested at

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

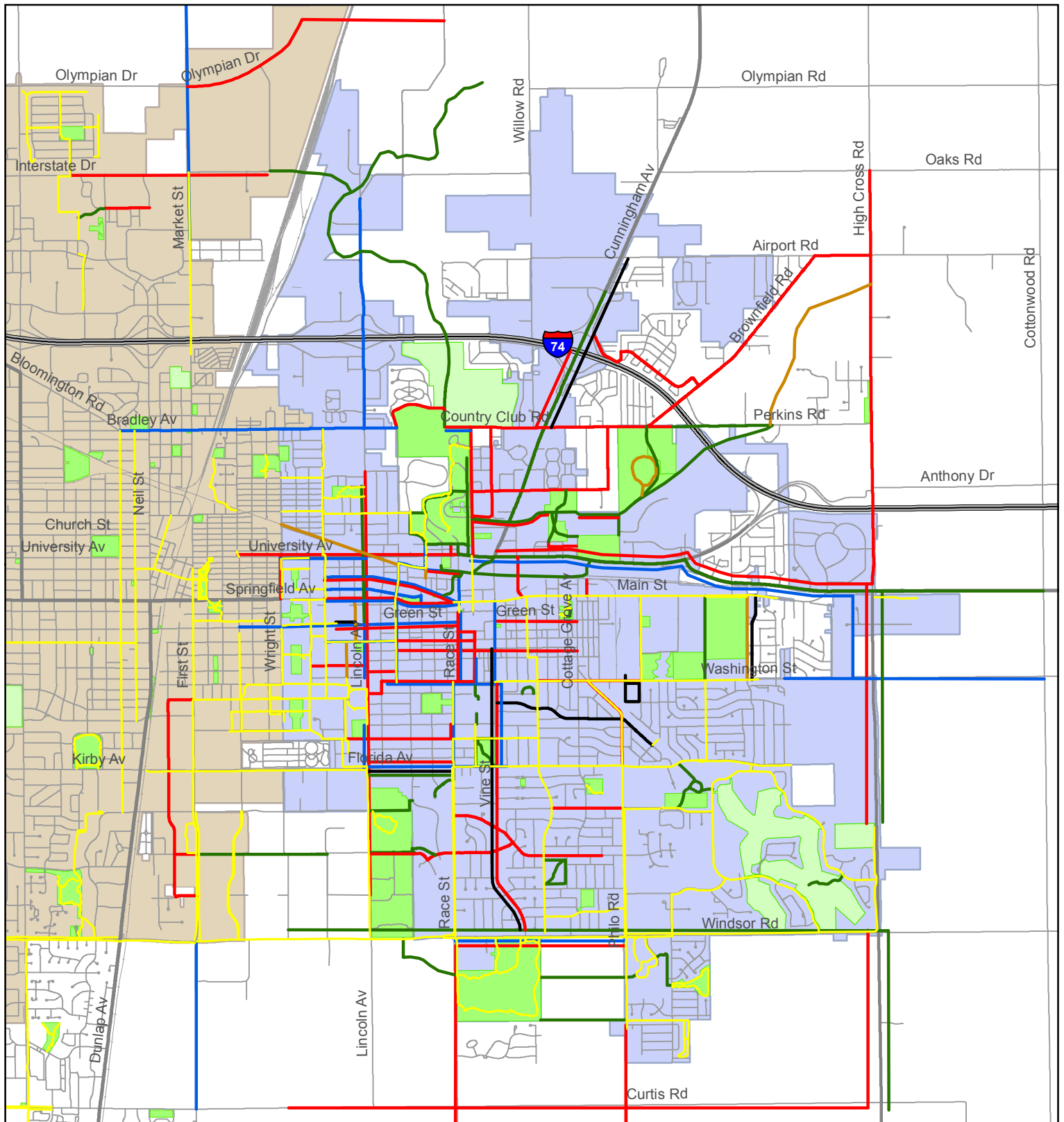
## Requested Path Types

- 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 Trails Master Plan  
Public Workshop #1 Results  
February 2014



## Requested Path

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

## Existing Trails & Bikeways

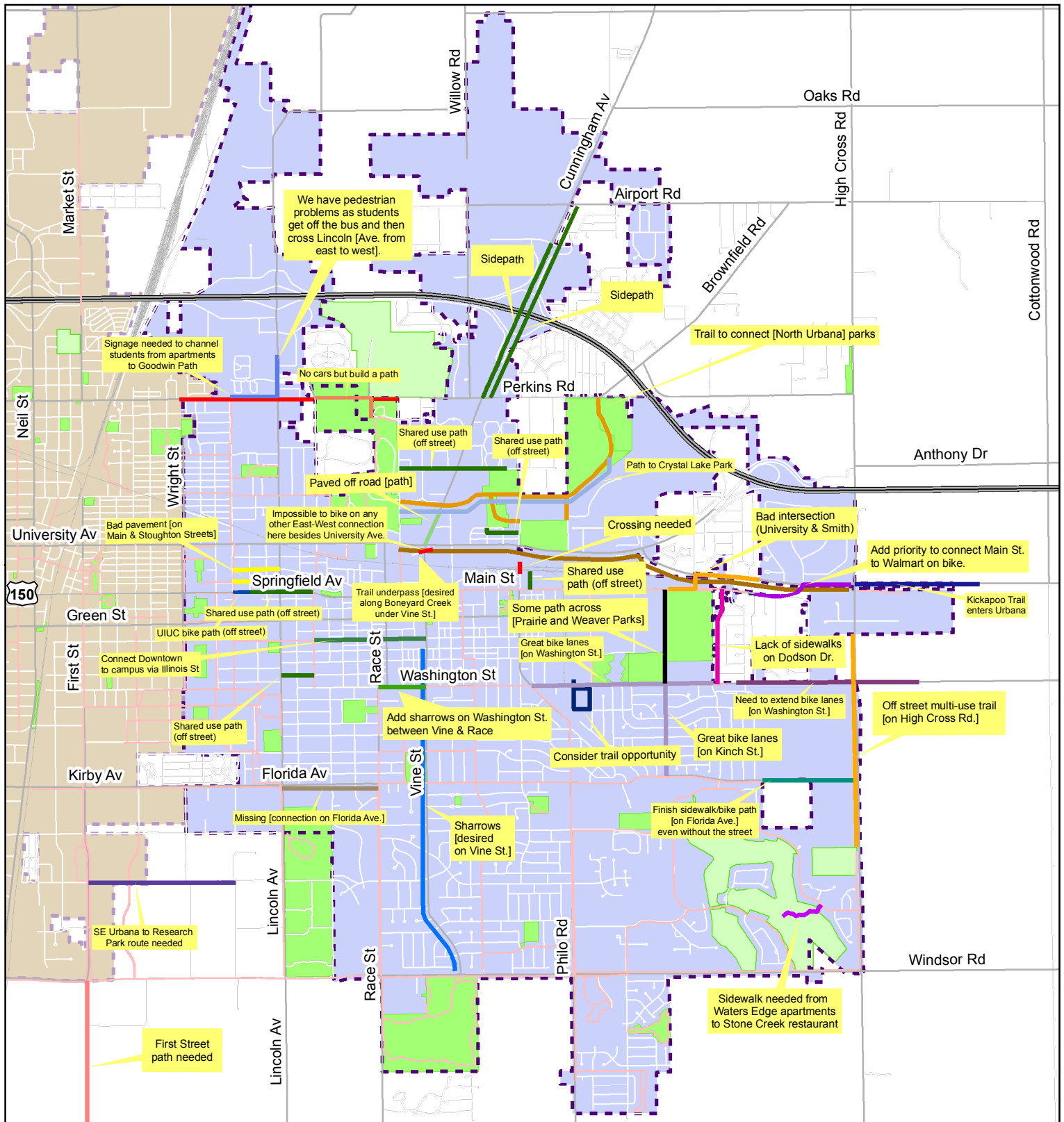
- Road
- Railroads
- Urbana City Limits
- Champaign City Limits
- Public Park
- Other Greenways



# COMMENTS

## Location specific (lines)

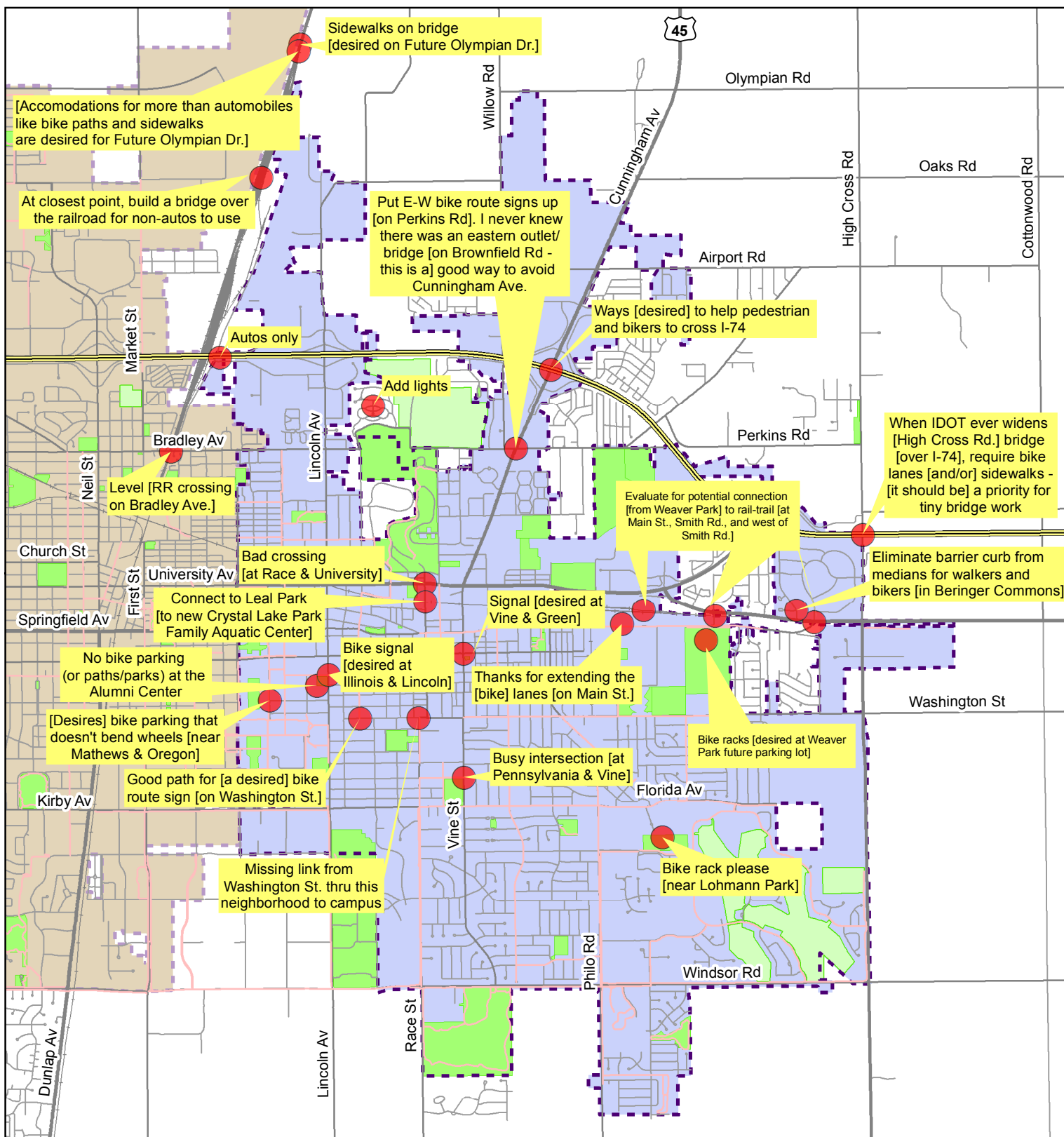
Urbana Trails Master Plan  
Public Workshop #1 Results  
February 2014



# COMMENTS

## Location specific (points)

Urbana Trails Master Plan  
Public Workshop #1 Results  
February 2014







## 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	Cost, Sidewalks, Safety



trying to make the paths look pretty, the construction project is putting bricks into the sidewalk. The 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
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



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



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"> <li>• Crossing Route 150 at Beringer/Main St</li> <li>• Crossing Vine St at Pennsylvania, Oregon, and Elm Streets</li> <li>• Crossing Race St at Oregon</li> <li>• Crossing Lincoln at Iowa to campus, at Oregon to campus edge, and at either Stoughton or Main St.</li> </ul> <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
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	Routes, Modal Conflicts



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.	
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





OTHER COMMENTS	
Comment	Subject
<b>Workshop</b>	
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
<b>PABS Survey questions</b>	
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





## COMMENTS RECEIVED VIA EMAIL

The following lists all UTMP comments received via email at the time of the first series of public workshops in 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 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.



## INDIVIDUAL PARK COMMENTS

The following lists all public comments about existing trail issues and opportunities, as well as general and recreation comments, received by individual park comment sheets at the first series of public workshops in February 2014. These comments are categorized by parks.

### AMBUCS Park

- Trail Opportunities
  - "I don't utilize this park, but if I could walk here from Chief Shemauger Park, I would utilize it."

### Blair Park

- Recreation Comments
  - "I used to use the softball field (one with the fence) for Home Run Derby with my friends, but the field often became full for games, practices or by often park users, plus my friends moved away so I rarely go. I used to play tennis here back then. I find the new orange and black paint to be gaudy but it is unique and I like that it ties in the school colors."
- Trail Opportunities
  - "Perimeter trail may encourage more walking for exercise (missing sidewalk on North and West sides)."

### Canaday Park

- Recreation Comments
  - "I used to play softball here after work. The field is often locked so you have to hop the fence. Also, you have to be careful in left field about hitting cars parked in the highway department's lot. Parking here is also lacking, I usually park at Brookens or the County Jail."

### Chief Shemauger Park

- General Comments
  - "I wish it was still bigger (before they put the new UPD Facilities building)."
- Recreation Comments
  - "I use the fields to practice Kickball, or to practice football or disc golf sometime."
- Trail Opportunities
  - "I would like to see this park connected to AMBUCS Park and Crystal Lake via a trail. I live by this park. I love having a park I can walk to."

### Crestview Park

- Trail Issues
  - "My issue has to do with getting efficiently from the Lierman Neighborhood's West side (Lierman + Washington) to the parks. Most residents in that area on foot, bike and sometimes scooter, prefer to exit the neighborhood from a position North/North West of the Lanore. Fairlawn multiuse path, and many use the railroad easement between aspen court apartments + Philo Road to get to Philo. Access is via a hole in a fence and a deep ditch which is often muddy and full of trash. I would like to see a trail connect this part of the neighborhood to Crestview Park in a safer, more accessible route."

### Crystal Lake Park

- Trail Opportunities
  - "Connectivity to King, Judge Webber, Chief Shemauger, and AMBUCS Parks"
  - "We need a loop trail around this park for walking and biking"
- Trail Issues
  - Safety: "I haven't tried the trails because my roommate got robbed here at 8pm at night"



### King Park

- General Comments
  - “I haven’t ever used this park.”
- Recreation Comments
  - “I knew of this park when I lived on N Lincoln Ave but I was hesitant about how safe the neighborhood was so I never invited my friends to play tennis there. Yet, we did used to play tennis at Spalding Park which isn’t any more or less safe than King Park.”

### Lohmann Park

- General Comments
  - “Great park”
- Recreation Comments
  - “New disc golf baskets would be very much appreciated.”
- Trail Opportunities
  - “I disc golf here multiple times per week”
  - “It would be much better with a porta-potty here”
  - “Needs a bike rack”
- Trail Issues
  - “I have seen some people running on this route. They have to be careful about being hit by discs from the disc golfers, and we have to be careful not to hit them as well.”
  - “Not a lot of room for trails here”

### Meadowbrook Park

- General Comments
  - “I’ve heard amazing thing about the trail here and the wildlife there. I haven’t tried it. I know the Illinois Marathon goes through there.”
  - “Wonderful trails.”
- Trail Opportunities
  - “Widen path around park to 12’. Heavily used.”
  - “Safer crossing, traffic gaps, ped-activated light or signal”
- Trail Issues
  - Access: “Crossing Windsor to enter this park is an issue”
  - Access: “I take the ADA van to Meadowbrook. The ADA vans, run by MTD, cannot turn around in the Windsor lot and therefore I am dropped on the side street on the north side of Windsor. As a wheel chair user, I would like a more accessible and safe entrance.”

### Prairie Park

- Recreation Comments
  - “Softball fields are nice but sometimes locked so you can’t always use the fields as much as you’d like.”
- Trail Opportunities
  - “I love when they have the cross country trail painted. I didn’t know much but it’s far to run around the fields and over the crest of the hill.”

### Victory Park

- General Comments
  - “I love Victory Park. Would be nice to have one just like it in the Lierman Neighborhood, or at least a few of its features, such as a playground, gazebo, and drinking fountain.”
  - “It’s a little known park but that makes it special since the tennis court was always free. I like hidden gym parks like this because if they became too well known, the facilities become busy and I have to find a different park to relax at.”



- Trail Opportunities
  - “Finish the loop”
  - “I see or hear of people who run through this park. I like hidden gem parks like this because if they became too well known, the facilities become busy and I have to find a different park to relax at.”
- Trail Issues
  - “Cottage Grove sidewalks are pretty hard to navigate in a chair, which is how I roll”

#### **Weaver Park**

- Trail Opportunities
  - “I hope to see trails go through some trees or near trees so we don’t have just a flat boring place to walk. Some prairie grass and trees will give a feel of being in nature and not in the city.”
- Trail Issues
  - “Needs bike racks + signs to promote trail use”
  - “Excited for when it’s finished since it’s near where I work (Brookens)”
  - “Inaccessible to wheelchairs I mean that I can’t get to the park via my chair or using the ADA bus/van.”

#### **Wheatfield Park**

- Trail Issues
  - “A paved loop at this park would be used a lot by the neighbors as well as others”
    - (3 similar comments)

Retail Ad  
Sunday, 09  
February 2014

**Public Workshop #1**

**Urbana Bicycle Plan  
Update and Urbana  
Trails Plan**

The Champaign County  
Regional Planning Com-  
mission (CCRPC) will be  
hosting public workshops  
in February as part of the  
process of updating the  
Urbana Bicycle Master  
Plan and creating the Ur-  
bana 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 condi-  
tions
- 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:**

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

**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](mailto:glewis@carpc.org).



1215790

News-Gazette.com

Published on *News-Gazette.com* (<http://www.news-gazette.com>)

[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](#) <sup>[1]</sup>

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](#) <sup>[2]</sup>, [Local](#) <sup>[3]</sup>

---

Topics (1):    [Parks and Recreation](#) <sup>[4]</sup>

---

## 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 12<sup>th</sup>  
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](mailto:glewis@ccrpc.org)

[www.ccrpc.org](http://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 18<sup>th</sup>

6:00 - 8:00 p.m.

King School Multipurpose Room

1108 W. Fairview Ave. (enter on NW side)

EAST URBANA:

Wednesday, February 19<sup>th</sup>

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](mailto:glewis@ccrpc.org) | [www.ccrpc.org](http://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](http://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](http://www.ccrpc.org)