Urbana Park District Trails

master plan

APPENDICES

rpc Champaign County Regional Planning Commission

Urbana Park District

APPENDICES

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APPENDIX A

Crystal Lake Park Visitor Counts 2015

CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

Crystal Lake Park Visitors' Counts

Draft Report

August 2015

Champaign Urbana Urbanized Area Transportation Study (CUUATS)

rpc CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

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1.0 Introduction

The Urbana Park District retained the Champaign County Regional Planning Commission (CCRPC) to collect park facilities users' data at Crystal Lake Park on a weekday and a weekend day (Saturday). Data collection days and duration were selected with consultation with Urbana Park District officials. Table 1 shows detailed information on data collection days.

Table 1: Data Collection Days

Day	Date	Duration	Weather Condition	Highest Temperature (F)
Weekday	7/23/2015	6AM-8PM	Sunny	83
Weekend Day	8/1/2015	6AM-8PM	Sunny	84

1.1 Data Collection Locations and Procedures

Park visitors' data was collected at four different locations considering availability, location, and access to park facilities. Moreover, sidewalk activities (the number of walkers and bikers using the sidewalk) information was also collected on the sidewalk along Broadway Avenue.

Park visitors' data was collected using both manual observers and video camera. Figure 1 shows the data collection locations and methods. Location 1 is the access point for the newly built Crystal Lake Family Aquatic Center and Anita Purves Nature Center. Locations 2 and 4 provide access to main park facilities. Location 3 provides access to the Boat House. Location V2 provides access to the park through shared-use paths only for pedestrians and bicyclists.

Figure 1: Data Collection Locations

Table 2 shows detailed information on the types of data collected at each location.

Table 2: Data Collection Location Details

Data Collection Location	Types of Data Collected	Data Collection Method
Location 1	Pedestrian, bicyclists, motor vehicles, number of people inside motor vehicles	Manual
Location 2	Pedestrian, bicyclists, motor vehicles, number of people inside motor vehicles	Manual
Location 3	Pedestrian, bicyclists, motor vehicles, number of people inside motor vehicles	Manual
Location 4	Pedestrian, bicyclists, motor vehicles, number of people inside motor vehicles	Manual
Location V1	Pedestrian, bicyclists	Video Camera
Location V2	Pedestrian, bicyclists	Video Camera

Only one video camera unit was used for video data collection. As a result, video data collection dates at locations V1 and V2 were different than the other locations. Weekday count at location V1 was completed on Thursday, July 30, 2015 and weekend count at location V2 was completed on Saturday, August 8, 2015.

2.0 Park Visitor Data Analysis

Visitors entering into park facilities were recorded at locations 1, 2, 3, 4, and V2. At location V1, the number of pedestrians and bicyclists using the sidewalk were recorded. Table 3 shows the total number of park facilities visitors by mode on weekday and weekend days.

Table 3: Total Park Visitors by Locations

Weekday (Thursday)				
Count Location	**Mode of Transportation**			**Total**
	Walking	**Bicycling**	**Motor Vehicle***	
Location 1	129	32	1,253	1,414
Location 2	26	15	325	366
Location 3	35	16	110	161
Location 4	85	12	455	552
Location V2	64	20		84
Total	339	95	2,143	2,577
Weekend (Saturday)				
Count Location	**Mode of Transportation**			**Total**
	Walking	**Bicycling**	**Motor Vehicle**	
Location 1	50	13	1,153	1,216
Location 2	31	5	173	209
Location 3	54	10	170	234
Location 4	53	25	511	589
Location V2	56	7		63
Total	244	60	2,007	2,311

*includes drivers and passengers

As can be seen in Table 3, the total number of visitors was higher on weekday than weekend day. Also, location 1 had the highest number of park facilities visitors. Figure 2 and Figure 3 show travel mode shares for park visitors at different locations on weekday and weekend day respectively.

As can be seen in Figure 2 and Figure 3, the majority of the visitors used motor vehicles followed by walking and bicycling.

Figure 2: Visitors' Travel Modes on Weekday

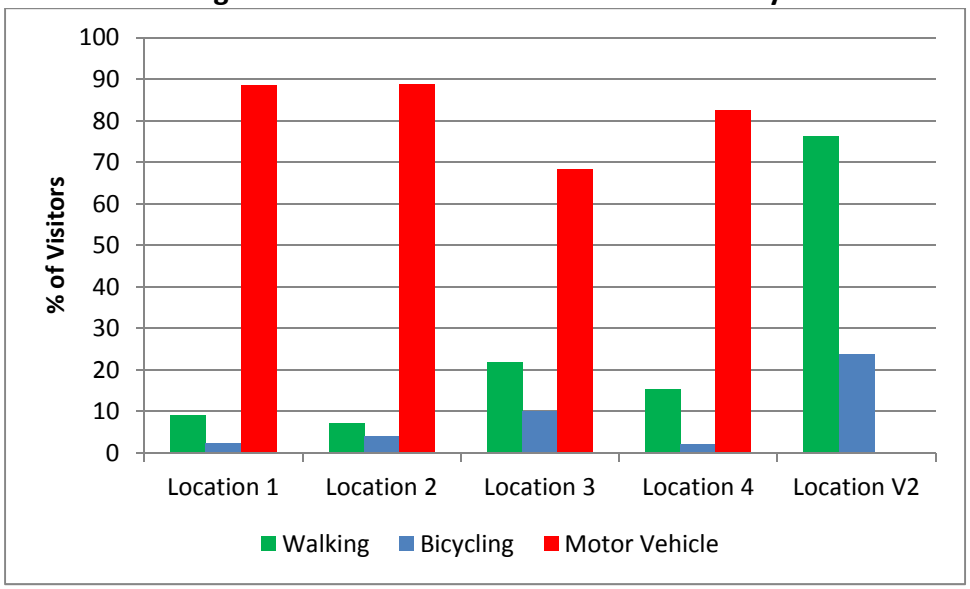
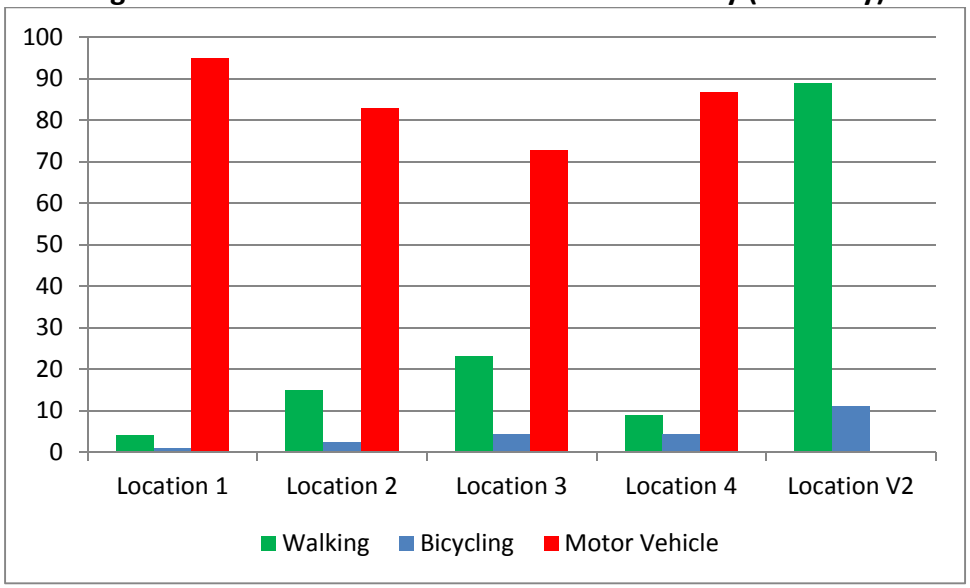


Figure 3: Visitors' Travel Modes on Weekend Day (Saturday)



2.1 Location 1

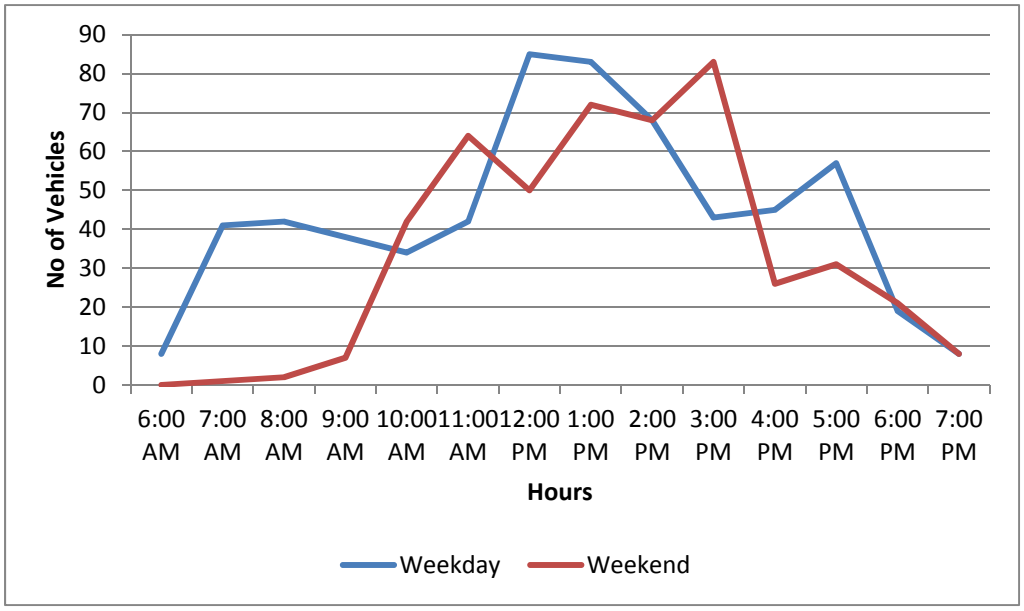
Location 1 provides access to the Crystal Lake Family Aquatic Center and Anita Purves Nature Center. Table 4 and Figure 4 show hourly flow variations for visitors entering by motor vehicle at this location.

Table 4: Visitors using Motor Vehicles at Location 1

Time Interval	Weekday			Weekend (Saturday)		
	Vehicles	Passengers*	Pass/Veh.	Vehicles	Passengers*	Pass/Veh.
6AM-7AM	8	10	1.25	0	0	0.00
7AM-8AM	41	66	1.61	1	1	1.00
8AM-9AM	42	82	1.95	2	2	1.00
9AM-10AM	38	78	2.05	7	7	1.00
10AM-11AM	34	60	1.76	42	71	1.69
11AM-12PM	42	62	1.48	64	153	2.39
12PM-1PM	85	223	2.62	50	127	2.54
1PM-2PM	83	199	2.40	72	176	2.44
2PM-3PM	68	153	2.25	68	174	2.56
3PM-4PM	43	82	1.91	83	253	3.05
4PM-5PM	45	85	1.89	26	61	2.35
5PM-6PM	57	98	1.72	31	75	2.42
6PM-7PM	19	41	2.16	21	40	1.90
7PM-8PM	8	14	1.75	8	13	1.63
Total	613	1,253	2.04	475	1,153	2.43

*Including vehicle drivers

Figure 4: Hourly In-Flow of Motor Vehicles at Location 1



As can be seen in Figure 4, the highest number of visitors using motor vehicles entered between 12 PM and 1 PM on weekday and between 3 PM and 4 PM on weekend day.

Figure 5 and Figure 6 show the number of pedestrians and bicyclists entering into park facilities using location 1 during weekday and weekend day respectively.

Figure 5: Pedestrian and Bicyclist Inflow at Location 1 on Weekday

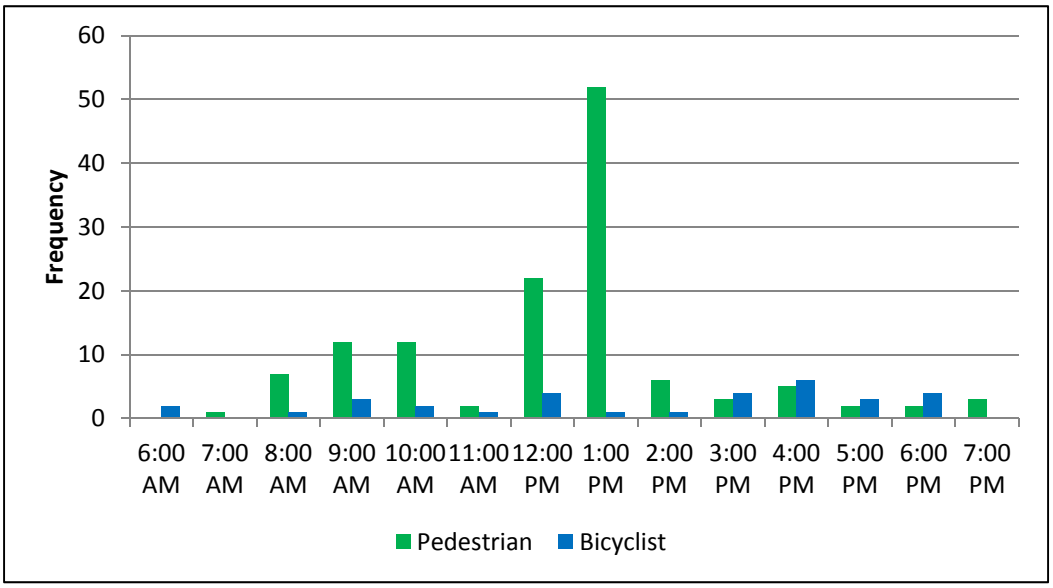
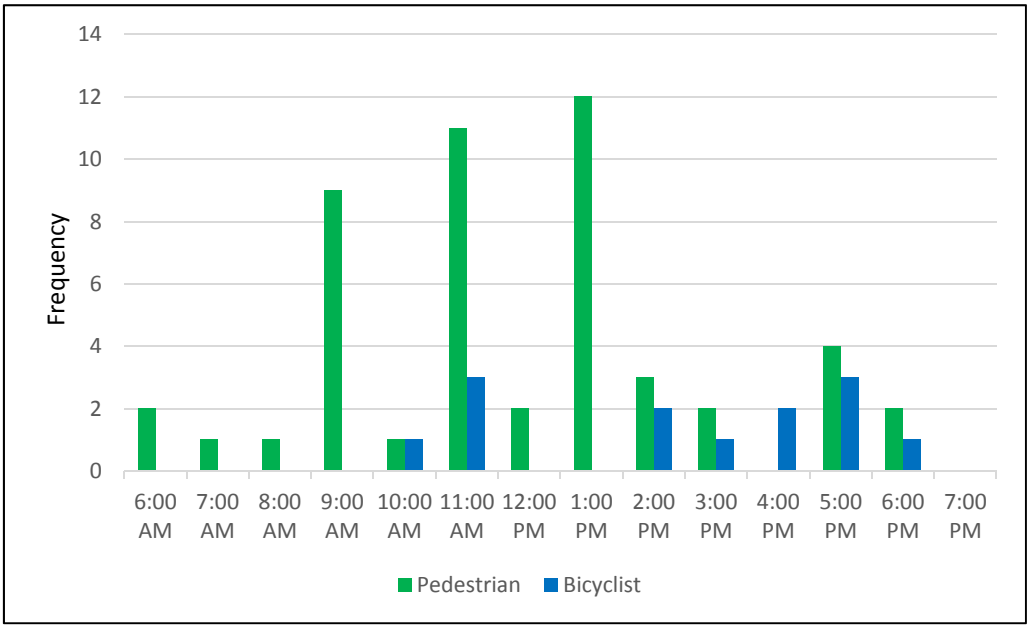


Figure 6: Pedestrian and Bicyclist Inflow at Location 1 on Weekend (Saturday)



As can be seen in Figures 5 and 6 number of park visitors using a bicycle as travel mode was very few. Pedestrians entering park facilities peaked between 1PM and 2 PM for both weekday and weekend day.

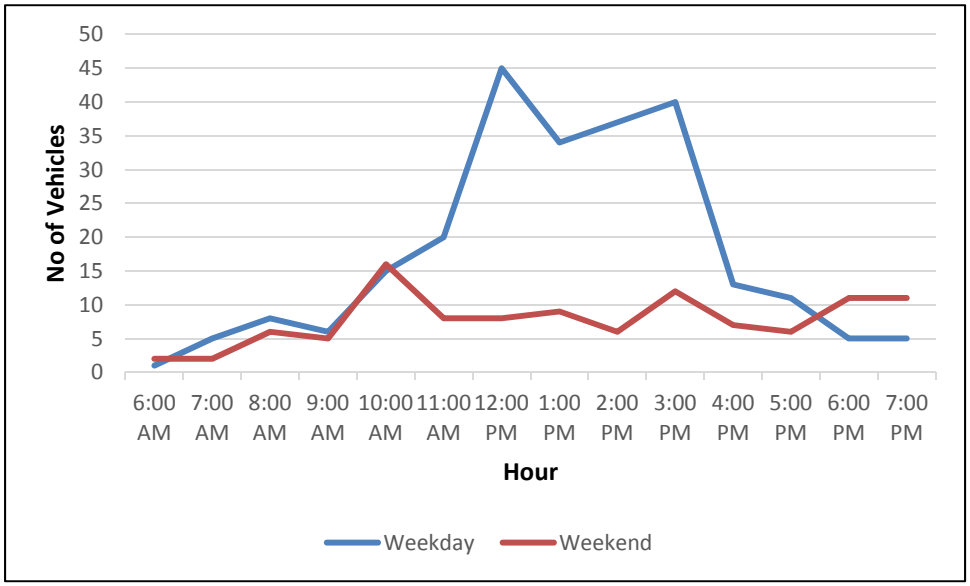
2.2 Location 2

Location 2 provides access to park facilities from north. Table 5 and Figure 7 show hourly flow variations for visitors entering by motor vehicles at this location.

Table 5: Visitors Using Motor Vehicles at Location 2

Time Interval	Weekday			Saturday		
	Vehicles	Passengers	Pass/Veh.	Vehicles	Passengers	Pass/Veh.
6AM-7AM	1	1	1.00	2	3	1.50
7AM-8AM	5	5	1.00	2	2	1.00
8AM-9AM	8	10	1.25	6	9	1.50
9AM-10AM	6	6	1.00	5	6	1.20
10AM-11AM	15	30	2.00	16	20	1.25
11AM-12PM	20	20	1.00	8	15	1.88
12PM-1PM	45	61	1.36	8	12	1.50
1PM-2PM	34	43	1.26	9	15	1.67
2PM-3PM	37	47	1.27	6	8	1.33
3PM-4PM	40	55	1.38	12	15	1.25
4PM-5PM	13	17	1.31	7	9	1.29
5PM-6PM	11	16	1.45	6	13	2.17
6PM-7PM	5	5	1.00	11	30	2.73
7PM-8PM	5	9	1.80	11	16	1.45
Total	245	325	1.33	109	173	1.59

Figure 7: Hourly Inflow of Motor Vehicles at Location 2



As can be seen in Table 5 and Figure 7, the number of park visitors using motor vehicles at location 2 was much lower during the weekend than weekday.

Figure 8 and Figure 9 show number of pedestrians and bicyclists entering into park facilities using location 2 during weekday and weekend day respectively.

Figure 8: Pedestrian and Bicyclist Inflow at Location 2 on Weekday

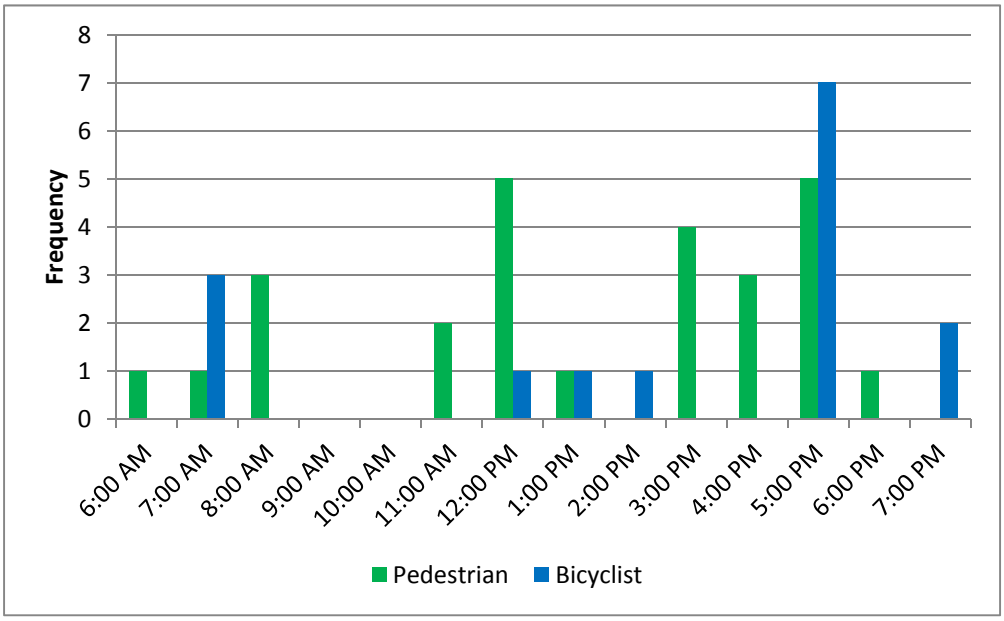
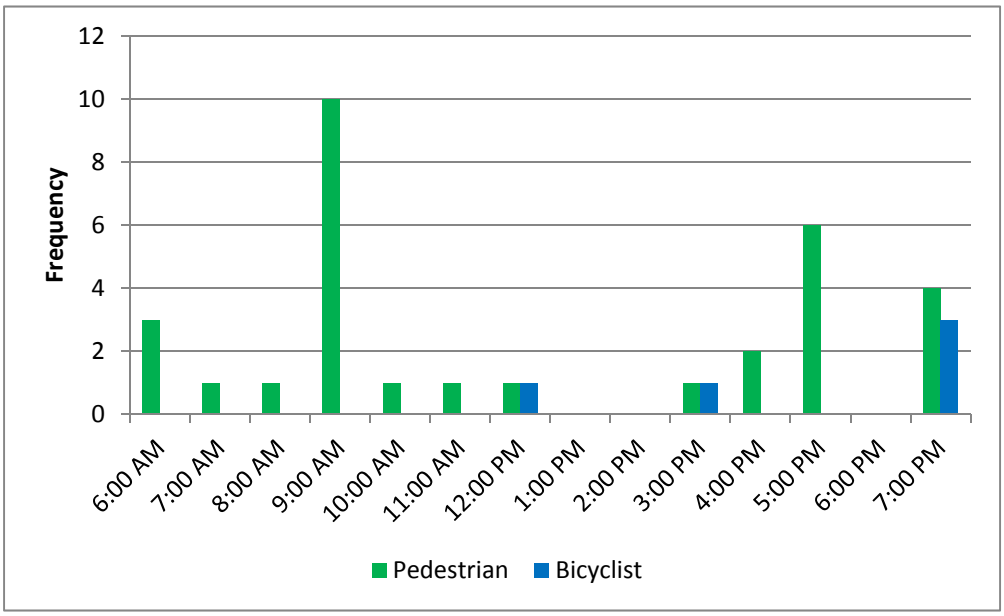


Figure 9: Pedestrian and Bicyclist Inflow at Location 2 on Weekend (Saturday)



As can be seen in Figure 8 and Figure 9, at location 2, the number of pedestrians and bicyclists visiting the park facilities were low.

2.3 Location 3

Location 3 provides access to the Boat House. Park trails can also be accessed through this location. Table 6 and Figure 10 show hourly flow variations for visitors entering by motor vehicle at this location.

As can be seen in Table 6 and Figure 10, the number of visitors using motor vehicles at Location 3 was higher during weekend day than weekday.

Table 6: Visitors Using Motor Vehicles at Location 3

Time Interval	Weekday			Saturday		
	Vehicles	Passengers	Pass/Veh.	Vehicles	Passengers	Pass/Veh.
6AM-7AM	2	2	1.00	2	3	1.50
7AM-8AM	4	6	1.50	4	5	1.25
8AM-9AM	1	1	1.00	4	4	1.00
9AM-10AM	1	1	1.00	7	14	2.00
10AM-11AM	1	3	3.00	3	6	2.00
11AM-12PM	8	10	1.25	7	14	2.00
12PM-1PM	12	17	1.42	5	11	2.20
1PM-2PM	7	10	1.43	12	22	1.83
2PM-3PM	7	7	1.00	9	14	1.56
3PM-4PM	7	10	1.43	9	12	1.33
4PM-5PM	3	6	2.00	12	25	2.08
5PM-6PM	5	11	2.20	7	12	1.71
6PM-7PM	7	12	1.71	12	20	1.67
7PM-8PM	8	14	1.75	5	8	1.60
Total	73	110	1.51	98	170	1.73

Figure 10: Hourly Inflow of Motor Vehicles at Location 3

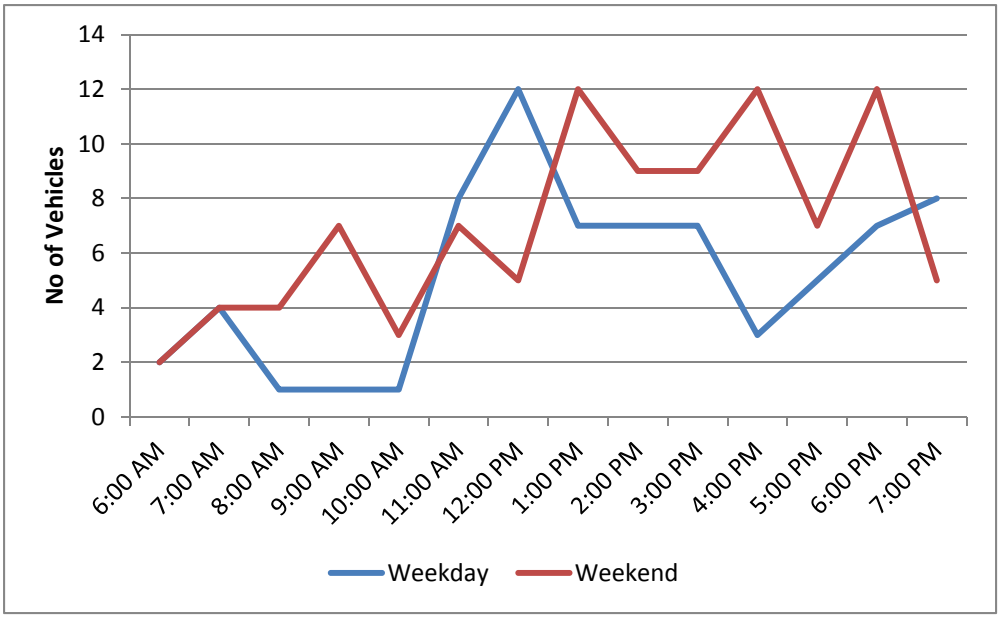


Figure 11 and Figure 12 show the number of pedestrians and bicyclists entering into park facilities using location 3 during weekday and weekend day respectively.

Figure 11: Pedestrian and Bicyclist Inflow at Location 3 on Weekday

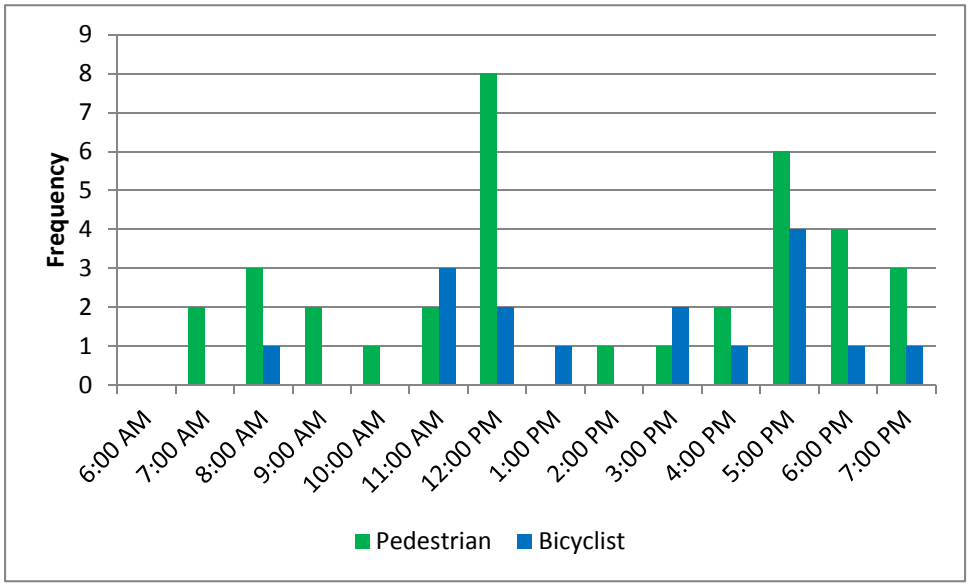
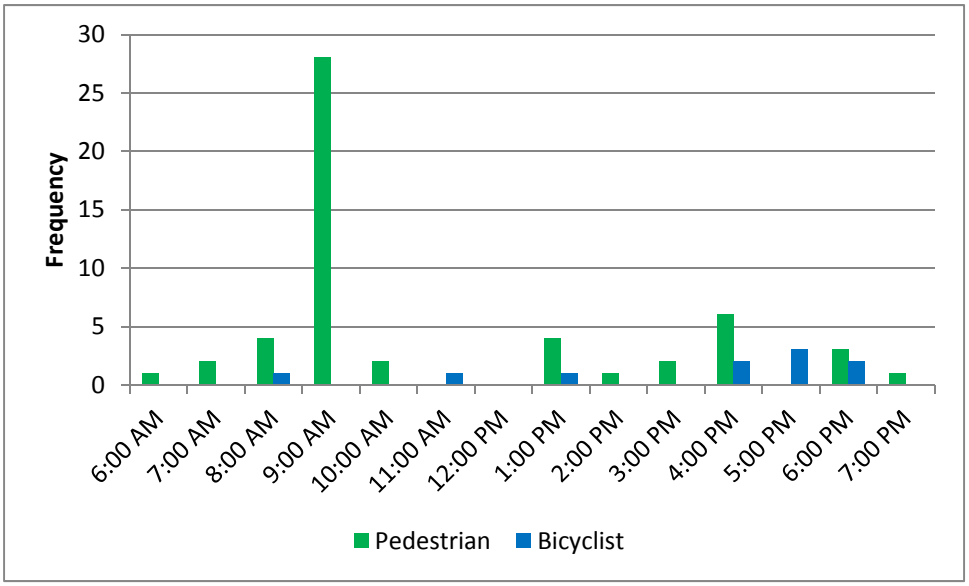


Figure 12: Pedestrian and Bicyclist Inflow at Location 3 on Weekend (Saturday)



As can be seen in Figure 11 and Figure 12, the number of bicyclists accessing park facilities at location 3 was very low.

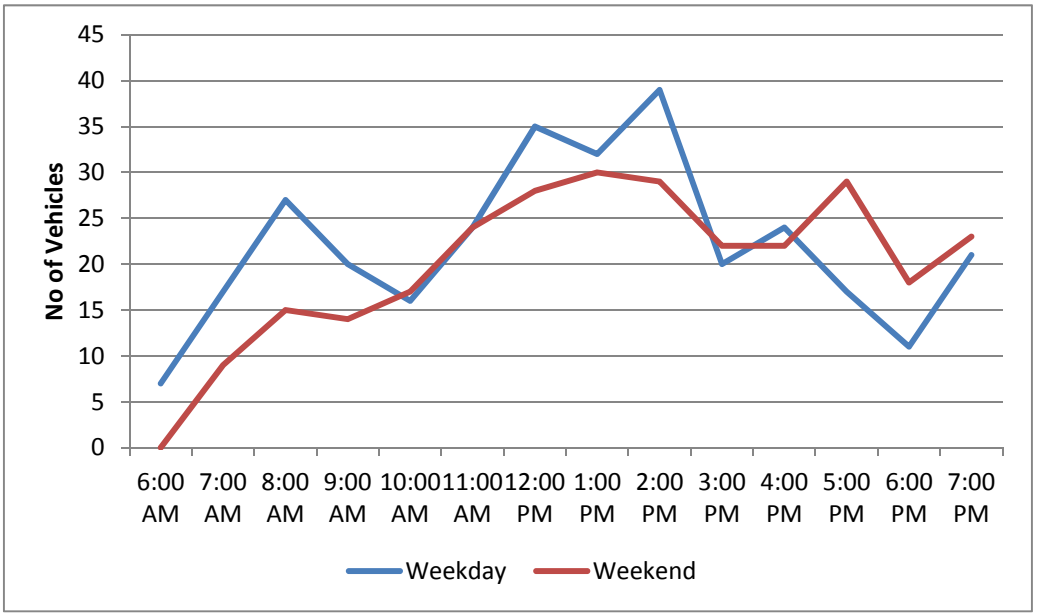
2.4 Location 4

Location 4 provides access for all travel modes to Crystal Lake Park facilities from the south. Table 7 and Figure 13 show hourly flow variations for visitors entering by motor vehicle at this location.

Table 7: Visitors Using Motor Vehicles at Location 4

Time Interval	Weekday			Saturday		
	Vehicles	Passengers	Pass/Veh.	Vehicles	Passengers	Pass/Veh.
6AM-7AM	7	10	1.43	0	0	0.00
7AM-8AM	17	21	1.24	9	10	1.11
8AM-9AM	27	32	1.19	15	33	2.20
9AM-10AM	20	23	1.15	14	23	1.64
10AM-11AM	16	24	1.50	17	25	1.47
11AM-12PM	24	32	1.33	24	46	1.92
12PM-1PM	35	48	1.37	28	58	2.07
1PM-2PM	32	52	1.63	30	51	1.70
2PM-3PM	39	56	1.44	29	51	1.76
3PM-4PM	20	35	1.75	22	34	1.55
4PM-5PM	24	39	1.63	22	38	1.73
5PM-6PM	17	22	1.29	29	61	2.10
6PM-7PM	11	21	1.91	18	34	1.89
7PM-8PM	21	40	1.90	23	47	2.04
Total	310	455	1.47	280	511	1.83

Figure 13: Hourly Inflow of Motor Vehicles at Location 4



As can be seen in Table 7 and Figure 13, the number of weekday and weekend visitors entering through Location 4 using motor vehicles was similar.

Figure 14 and Figure 15 show the number of pedestrians and bicyclists entering into park facilities using location 4 during weekday and weekend day respectively.

Figure 14: Pedestrian and Bicyclist Inflow at Location 4 on Weekday

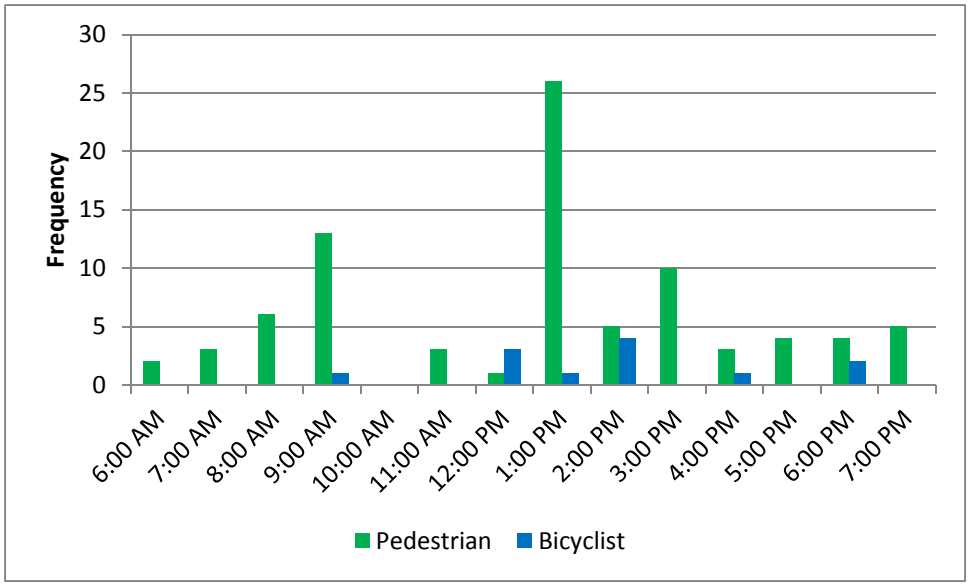
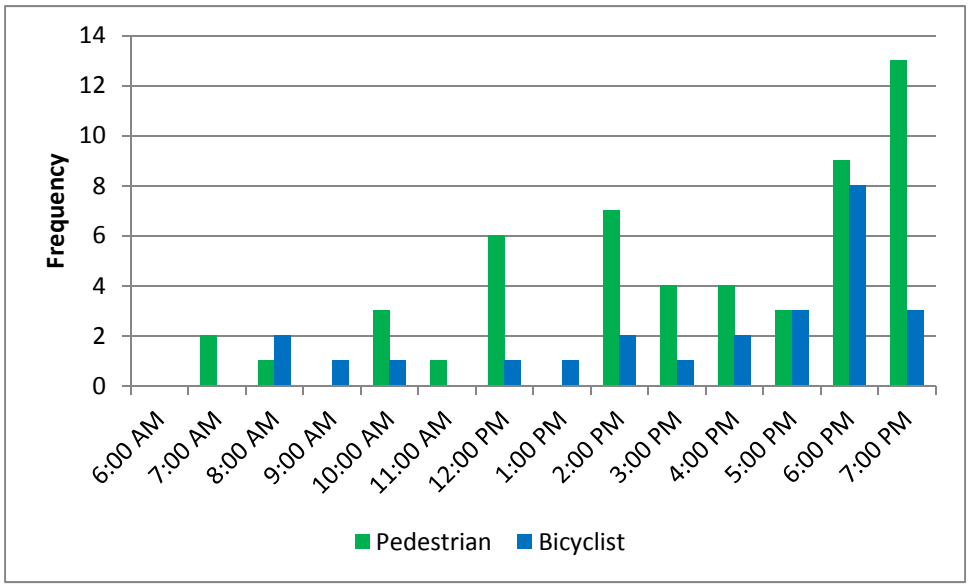


Figure 15: Pedestrian and Bicyclist Inflow at Location 4 on Weekend



As can be seen in Figure 14 and Figure 15, pedestrians entering park facilities at location 4 were higher on weekday than weekend and bicyclists entering park facilities at location 4 were higher on weekend than weekday.

2.5 Location V2

Location V2 provides access to the park through shared-use paths only intended for pedestrians and bicyclists. Figure 16 and Figure 17 show the number of pedestrians and bicyclists entering into park facilities using location V2 during weekday and weekend day respectively.

Figure 16: Pedestrian and Bicyclist Inflow at Location V2 on Weekday

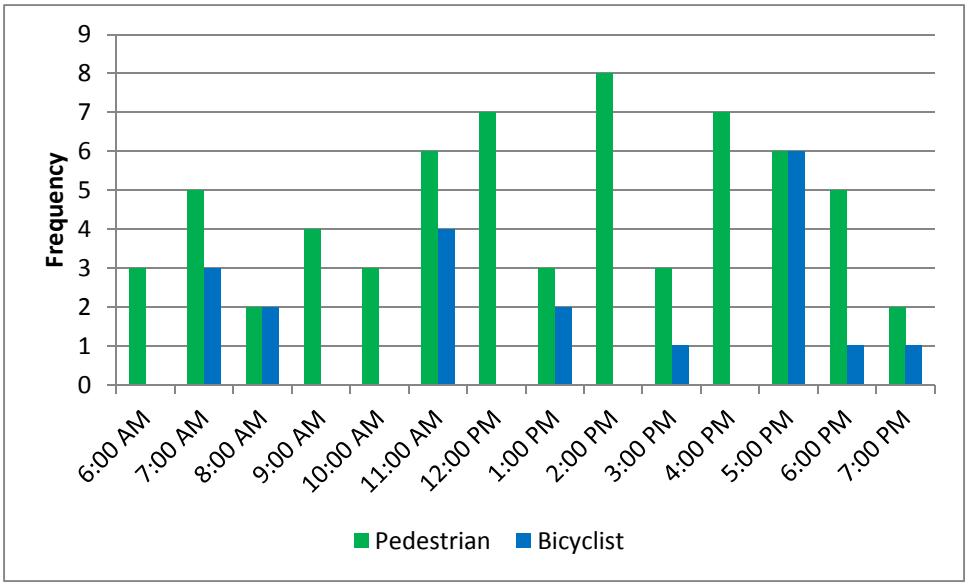
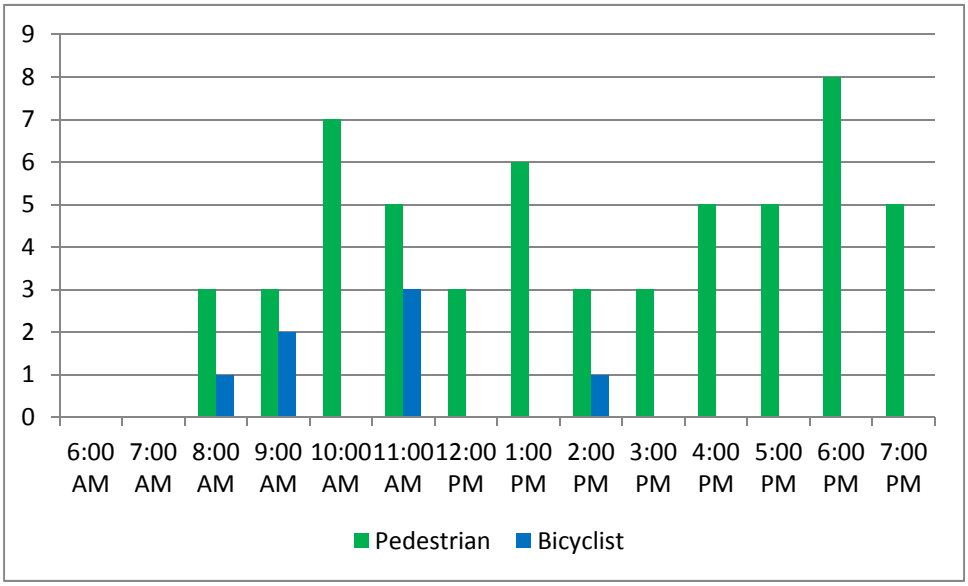


Figure 17: Pedestrian and Bicyclist Inflow at Location V2 on Weekend



As can be seen in Figure 16 and Figure 17, pedestrians accessing park facilities at Location V2 were similar during weekday and weekend day. However, bicyclists accessing park facilities at this location was much lower during weekend than weekday.

2.6 Sidewalk Usage

Location V1 recorded the number of pedestrians and bicyclists using the sidewalk along west side of Broadway Avenue. Table 8 shows sidewalk usage during weekday and weekend day.

Table 8: Sidewalk Usage at Location V1

Time Interval	Weekday		Weekend	
	Walking	Bicycling	Walking	Bicycling
6AM-7AM	1	1	4	1
7AM-8AM	0	0	3	0
8AM-9AM	6	0	0	0
9AM-10AM	2	1	14	0
10AM-11AM	4	1	0	0
11AM-12PM	6	0	11	1
12PM-1PM	1	2	1	0
1PM-2PM	41	2	6	0
2PM-3PM	6	1	7	6
3PM-4PM	4	2	4	0
4PM-5PM	6	1	6	2
5PM-6PM	6	6	12	1
6PM-7PM	14	3	6	1
7PM-8PM	5	0	1	4
Total	**102**	**20**	**75**	**16**

As can be seen in the table above sidewalk usage was higher during weekday than weekend day.

2.7 Comparing with 2007 Visitor Counts

In the summer of 2007, CUUATS collected visitors' counts at Crystal Lake Park. Table 9 shows the Crystal Lake Park Visitors comparison between 2007 and 2015. Location 3 data was not compared, as only motor vehicle mode data was collected in 2007.

Table9: Park Visitors Comparison between 2007 and 2015

Location	Weekday			Weekend		
	Total Visitors		% Change	Total Visitors		% Change
	2007	2015		2007	2015	
Location 1	919	1,414	53.9	812	1,216	49.8
Location 2	318	366	15.1	287	209	-27.2
Location 3			N/A			N/A
Location 4	713	552	-22.6	713	589	-17.4
Location V2	102	84	-17.6	62	63	1.6
Total	**2,052**	**2,416**	**17.7**	**1,874**	**2,077**	**10.8**

As can be seen in Table 9, visitors at Crystal Lake Park increased by approximately 18% on weekday and 11% on weekend day between 2007 and 2015. However, the only park entry location with increased visitors from 2007 to 2015 was location 1, as well as location 2 on the weekday. This can be primarily attributed to the new Crystal Lake Family Aquatic Center reopening at location 1 in 2013.

3.0 Findings and Conclusions

The following findings were summarized based on data collected at Crystal Lake Park.

- 2,577 visitors visited the park facilities on a typical weekday.
- 2,311 visitors visited the park facilities on a weekend day (Saturday).
- Location 1 is the busiest entry point for Crystal Lake Park. Approximately 55% of visitors entered at this location on weekday, and 53% of visitors entered at this location on weekend day.
- The highest number of pedestrians entering into the park facilities was at Location 1.
- The highest number of bicyclists entering into the park facilities was at Location 1 on weekday and at Location 4 on weekend day.
- The number of park visitors at Crystal Lake Park increased by approximately 18% during weekday since 2007.
- The number of park visitors at Crystal Lake Park increased by approximately 11% during weekend.

APPENDIX B

UTMP Performance Measures Tracking Sheets

Goal 1: Continue with the collaborative development of a district-wide / regional trail system including strong connections between present and future UPD parks, loop trails within parks and linkages within the regional trail system.

Objective	Performance Measure	Potential Sources	Best Time to Collect Data	2015	2016	2017	2018	2019	2020	Total
1. Provide regional trail connections from UPD trails to the Kickapoo Rail Trail by 2020.	A. Number of trail connections made to the regional trail network	Urbana Park District, City of Urbana, Champaign County Forest Preserve District (CCFPD), developers	Every January 1st							**0**
2. Provide trail connections between parks and major destinations: - By 2020: - Downtown to Crystal Lake Park - By 2030: - Crystal Lake Park to Chief Shemauger Park - Chief Shemauger Park to Perkins Road Site - Weaver Park to Prairie Park	A. Number of trail connections made between parks and major destinations	Urbana Park District, City of Urbana, developers	Every January 1st							**0**
	B. Number of trail connections made between parks	Urbana Park District, City of Urbana, developers	Every January 1st							**0**
3. Provide loop trails in parks: Crystal Lake Park by 2020; and AMBUCS, Prairie, and Weaver Parks by 2030.	A. Number of loop trails	Urbana Park District	Every January 1st							**0**
4. Implement all of the short-term projects proposed in the Urbana Trails Master Plan by 2020.	A. Number of miles of new trail facilities	Urbana Park District, CCFPD, CCRPC	Every January 1st							**0**
5. Complete a continuous trail/bikeway loop around Urbana by implementing the Urbana Green Loop by 2030.	A. Miles of loop trail infrastructure constructed	Urbana Park District, City of Urbana, CCRPC	Every January 1st							**0**

Goal 2: Develop a system of trails that is user-friendly by providing amenities that make parks accessible to all residents and visitors.

Objective	Performance Measure	Potential Sources	Best Time to Collect Data	2015	2016	2017	2018	2019	2020	Total
1. Add 2 new miles of trail facilities that provide the minimum number of amenities: benches, bike parking, drinking fountains, lighting, maps, mile markers, trail signs, and waste receptables.	A. Miles of new trails built with the minimum number of amenities	Urbana Park District	At the end of each construction project, or every January 1st							**0**
2. Retrofit at least 1 mile of existing trails with the amenities listed in UTMP Chapter 4: Park Inventory and "Gap" Analysis, adhering to Champaign County Greenways and Trails Design Guidelines where applicable, by 2020.	A. Miles of existing trails retrofitted to meet minimum amenity standards	Urbana Park District, City of Urbana	At the end of each construction project, or every January 1st							**0**
3. Install trail signs and markings on all new trail facilities according to the Champaign County Greenways & Trails Design Guidelines by 2020.	A. Miles of trail infrastructure projects built with signs according to the Champaign County Greenways & Trails Design Guidelines	Urbana Park District, City of Urbana	At the end of each construction project, or every January 1st							**0**
4. Provide covered bike parking at at least 3 designated parks and facilities by 2020.	A. Number of designated parks with covered bike parking installed	Urbana Park District	At the end of each construction project, or every January 1st							**0**
5. Partner with the Urbana Police Department to promote safety and security of existing and proposed trail facilities by 2016.	A. Police reports related to vandalism on park trails	Urbana Police Department, Urbana Park District, City of Urbana	Every January 1st							**0**
	B. Police reports related to personal safety on park trails	Urbana Police Department, Urbana Park District, City of Urbana	Every January 1st							**0**

Goal 3: Educate residents about the benefits and availability of trail facilities.

Objective	Performance Measure	Potential Sources	Best Time to Collect Data	2015	2016	2017	2018	2019	2020	Total
1. Produce and distribute a regularly updated map that includes existing trail facilities in Urbana at least every 3 years.	A. Frequency of map publication and distribution	Urbana Park District, Champaign County Bikes, Champaign County Regional Planning Commission	As maps are released or every January 1st							**0**
2. Distribute educational, encouragement, and enforcement materials focusing on trail accessibility and proximity at a minimum of 2 new public events per year by 2016.	A. Number of events with materials available	Urbana Park District, CCB, Urbana Business Association, City of Urbana, CUMTD, University of Illinois, CCRPC, C-U SRTS Project	As events occur or every January 1st							**0**
	B. Number of materials distributed	Urbana Park District, CCB, Urbana Business Association, City of Urbana, CUMTD, University of Illinois, CCRPC, C-U SRTS Project	As events occur or every January 1st							**0**
3. Provide 3 educational and encouragement programs for all ages about the benefits of walking, biking, and appreciation of green space by 2020.	A. Number of educational and encouragement programs provided	Urbana Park District, Champaign County Bikes, University of Illinois	As programs occur or every January 1st							**0**
	B. Portion of all age ranges served	Urbana Park District, Champaign County Bikes, University of Illinois	As programs occur or every January 1st							**0**
4. Distribute a biennial survey to Urbana residents to identify trail system priorities to be included in the Urbana Park District Capital Improvement Plan by 2016.	A. Number of surveys distributed	Urbana Park District	As surveys are distributed or every January 1st							**0**
	B. Number of surveys collected	Urbana Park District	As surveys are collected or every January 1st							**0**
5. Make 3 new trail education, encouragement, and enforcement materials available on the UPD website by 2016.	A. Number of materials available on website	Urbana Park District	As materials are linked or every January 1st							**0**
6. Make available trail education, encouragement, and enforcement materials in at least 1 language besides English by 2020.	A. Number of multilingual materials	Urbana Park District	As materials are released or every January 1st							**0**

Goal 4: Preserve and enhance the natural environment through the development and operation of greenways coinciding with Urbana Park District trails.

Objective	Performance Measure	Potential Sources	Best Time to Collect Data	2015	2016	2017	2018	2019	2020	Total
1. Use the Urbana trail system to connect 2 natural features such as bodies of water, wooded areas, and open spaces by 2030.	A. Number of new connections between natural areas	Urbana Park District, City of Urbana, developers	At the end of each construction project, or every January 1st							**0**
2. Develop at least 2 miles of trail facilities that allow users to interpret and experience the natural environment along greenways through signage and/or trail creation by 2030.	A. Number of miles of trail facilities developed with minimum signage and natural area requirements	Urbana Park District, City of Urbana	At the end of each construction project, or every January 1st							**0**
3. Implement 1 new annual trail cleanup event for greenways and natural areas by 2016.	A. Number of trail cleanup events implemented	Urbana Park District	As events occur or every January 1st							**0**

Goal 5: Coordinate the planning and implementation of all Urbana park trails system projects with the City of Urbana's Bicycle Master Plan and proposed sidewalk improvements, as well as the Champaign County Greenways and Trails Plan in a manner that emphasizes rational and cost-effective measures.

Objective	Performance Measure	Potential Sources	Best Time to Collect Data	2015	2016	2017	2018	2019	2020	Total
1. Recognize the significance of prioritized projects listed within the Champaign County Greenways and Trails Plan by implementing 3 High Priority projects that are also listed in the Urbana Trails Master Plan by 2020.	A. Number of projects implemented that are listed as High Priority in the Champaign County Greenways and Trails Plan	Urbana Park District, City of Urbana, CCRPC	At the end of each construction project, or every January 1st							0
2. Develop a coordinated review process between the City of Urbana and the Urbana Park District for development proposals where park trails are proposed by 2016.	A. Number of new development projects receiving trail evaluations	Urbana Park District, City of Urbana	As development applications are processed							0
3. Promote and establish at least 1 connection from Urbana parks to future statewide systems of greenways and trails by 2040.	A. Number of trail connections leading outside Urbana	Urbana Park District, City of Urbana, CCFPD	End of each construction season							0
4. By 2020, 3 different grant applications will be submitted by the Urbana Park District for trail projects funding as part of new trail development projects as appropriate.	A. Number of grant applications submitted	Urbana Park District	As applications are submitted or every January 1st							0
5. Dedicate at least 5% of the Urbana Park District Capital Improvement Plan (CIP) money allocated for trail construction and maintenance projects annually.	A. Percentage of Urbana Park District CIP dedicated to trail improvements	Urbana Park District	Annual development of Capital Improvement Plan (CIP)							0
6. Produce a list of completed and current trail facility construction projects at the end of each construction year to 3 groups/boards/commissions.	A. List of completed trail facility construction projects	Urbana Park District	End of each construction season							0
	B. List of current trail facility construction projects	Urbana Park District	End of each construction season							0
7. Provide UPD funding for at least 1 trail facility along new or existing roadways adjacent to parks by 2020.	A. Miles of new roadway projects with trail installation	Urbana Park District, City of Urbana	At the end of each construction project, or every January 1st							0
	B. Number of existing roadway reconstruction projects with trail installation	Urbana Park District, City of Urbana	At the end of each construction project, or every January 1st							0
8. Assign at least the equivalent of 0.5 FTE staff from UPD to work on the implementation of the Urbana Park District Trails Master Plan including planning, design, engineering, education, enforcement, and encouragement by 2016.	a. Staff time allocated to implementation of the Urbana Trails Plan	Urbana Park District	As work and events occur, or every January 1st							0

APPENDIX C

Design Guidelines, Trail & Bikeway Signage + Bike Parking

A1. SHARED-USE PATH (OFF-STREET TRAIL) SIGNAGE

Figure A1 King Park Trail

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

Shared-use paths include off-street trails, sidepaths, fitness trails, rails-to-trails, and rails-with-trails.

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

SIGNAGE

Shared-use path signage, especially MUTCD Signs R1-1 and R1-2 in Table A1, should be shielded from road user visibility to decrease confusion. Sign R5-3 should be installed at the entrance to a shared-use path. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.

MUTCD Sign W11-15 in Table A2 should be used on roads where they cross shared-use paths. Sign W11-15P should be mounted below the W11-15 sign ahead of the crossing. Sign W16-9P can also be mounted below the two aforementioned signs ahead of the crossing. Sign W16-7P should be mounted below Sign W11-15 at the trail crossing.

Signage Dimensions: Shared-Use Paths

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

Table A1 Shared-Use Path sign dimensions (Source: MUTCD Figures 9B-2 and 9B-3)

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

Table A2 Shared-Use Path Crossing sign dimensions
(Source: MUTCD Figure 9B-3)

Lateral sign clearance should be a minimum of 2′ from the near edge of the sign to the near edge of the path. The mounting height for ground-mounted signs should be a minimum of 4′, measured from the bottom edge of the sign to the near edge of the path surface. Overhead signs should have a clearance of 8′ from the bottom edge of the sign to the path surface directly under the sign (or higher to accommodate maintenance vehicles). See Figure A2.

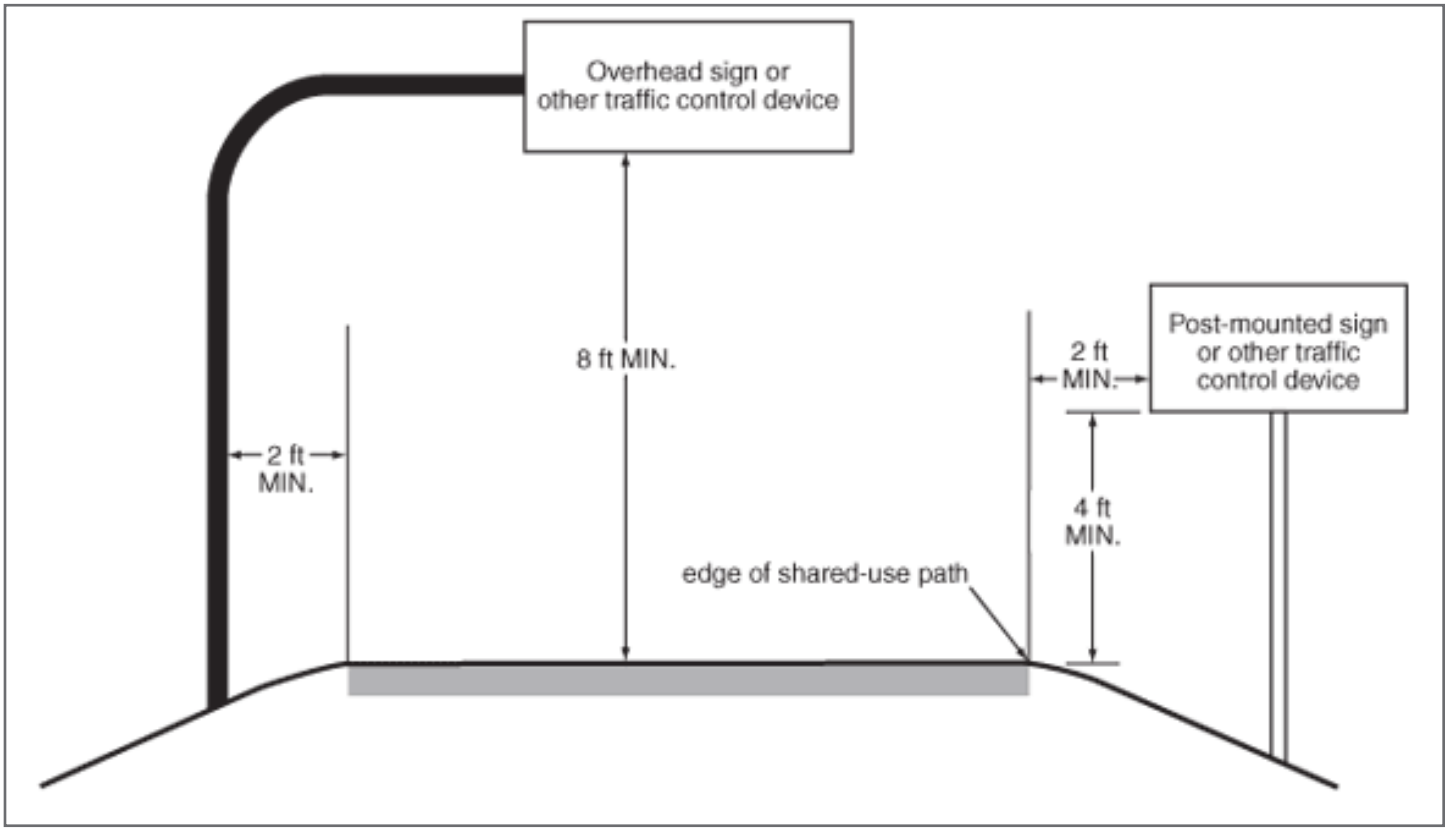


Figure A2 Sign Placement Diagram on Shared-Use Paths (Source: MUTCD Figure 9B-1)

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

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

The most appropriate sign to install along shared-use paths is the Trail Mile Marker Sign (see Figure A3):

- The sign should be 18" in height and 9" wide.
- Unnamed linear and loop shared-use paths should be named after one of the following places that are adjacent to the trail or where the trail leads:
  - Adjacent street name (especially for sidepaths, e.g. Main Street Trail)
  - Streets that the trail connects (e.g. Lanore-Adams-Fairlawn Trail)
  - Where a street ends and continues as a trail
  - Neighborhoods (e.g. Lierman Neighborhood Trail)
  - Areas of Urbana (e.g. East Urbana Parks Loop Trail)
  - Parks
  - Railroads
  - Water body (e.g. Saline Branch Trail)
  - Other destinations
- Urbana Green Loop segments should be signed as the "Urbana Green Loop Trail" every mile, with the origin being King Park (the most northwest park in Urbana). The Urbana Park District should work with the City of Urbana when assembling these signs.
- Supplemental distance, destination, and directional signage that match these trail signs should also be installed (see Figure A4).

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

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

Figure A3 Trail Mile Marker Sign, 18" x 9" (Source: *Champaign County Greenways & Trails Design Guidelines*)

Figure A4 Trail Destination, Distance, and Direction Sign

TRAILHEAD & REST AREA FACILITIES

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

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

A2. BIKE ROUTE SIGNAGE

Figure A5 Pennsylvania Avenue east of Race Street

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

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

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

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

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

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

Figure A6 Bike Route sign with wayfinding signage that consists of destination, distance, and direction

SIGNAGE

When the Urbana Park District installs Bike Route signs, supplemental destination, distance, and direction sign plates should also be placed beneath them.

The signs in Table A3 should **only** be used on streets designated as Bike Routes.

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

D1-1 signs should only be used for turns in the Urbana Green Loop (see Section 8.1.2).

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

Directional arrows will typically be horizontal or vertical; however, a sloping arrow may be used if it conveys a clearer indication of the direction bicyclists should travel.[1]

SIGN BENEFITS

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

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

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

Table A3 Bike Route wayfinding sign dimensions
(Source: MUTCD Figure 9B-4)

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

SIGN PLACEMENT & CATEGORIES

Bicycle guide signs should be visible to bicyclists and oriented so bicyclists have sufficient time to comprehend the sign and change their course, when needed.[6] Consideration should be made to prevent signage from being blocked by vegetation and parked cars.

MUTCD standards shall be followed for sign installation, notably Section 9B.01 Application and Placement of Signs, and Section 9B.20 Bicycle Guide Signs. Section 9B.01 provides guidance on mounting height and lateral placement from the edge of the roadway. Information from Section 9B.20 has been incorporated into Table A3.

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

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

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

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

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

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

Decision signs (see Figure A7) in Urbana should include the MUTCD D11-1 Bike Route sign and MUTCD D1-1, D1-1a, D1-2a, or D1-3a supplemental signs, and be installed at decision points along the Bike Route.

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

Figure A7
Bike Route Decision sign
(Credit: NACTO Urban Bikeway Design Guide, http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/)

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

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

WAYFINDING SIGN ASSEMBLY

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

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

Based on guidance from NACTO (see Figure A8), the Urbana Park District should follow these guidelines for assembling Bike Route wayfinding signage:

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

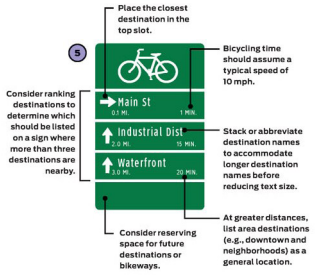


Figure A8
Bike Route wayfinding sign assembly guidance

(Credit: NACTO Urban Bikeway Design Guide)

WAYFINDING SIGNAGE ON NON-BIKE ROUTES

For guidance on placement of bicycle wayfinding signage on streets with bike lanes, see Section 5.2.1 of the Urbana Bicycle Master Plan.

For guidance on placement of wayfinding signage on shared-use paths, see Section A1.

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

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

SIGN CONSOLIDATION

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

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

PEDESTRIAN FACILITIES

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

Figure A9 Inverted U bike racks at Brookens Gym

A3. BIKE PARKING

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

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

TYPES

A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The most common styles include the "inverted-U" and the "post and loop" (accommodates two bikes each; see Figure A10).

Old-fashioned "school racks," which secure only one wheel, are a poor choice for today's bicycles (see Figure A11).

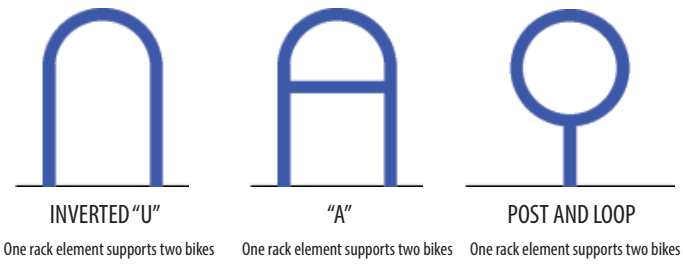


Figure A10 Recommended bike racks
(Source: APBP Bike Parking Guidelines)

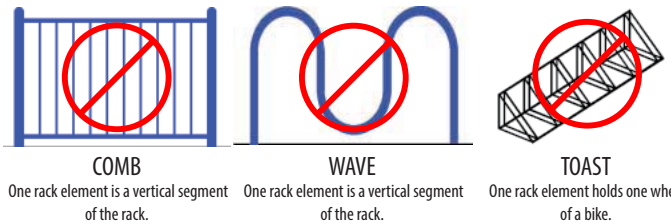


Figure A11 Not recommended bike racks
(Source: APBP Bike Parking Guidelines)

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

Recommended bike parking types (see Figure A10):
- Inverted U ("A" rack when it includes a crossbar)
- Post and Ring (i.e. Post and Loop)
- Inverted U Series

Acceptable bike parking types:
- Wall-Mounted Racks
- Wheelwell - Secured
- Tree Guard Bicycle Racks
- Modified Coathanger
- Two-Tier or Double Decker

Unacceptable bike parking types (see Figure A11):
- Undulating (i.e. Wave)
- Schoolyard (i.e. Grid, Comb)
- Sprial
- Wheelwell
- Coathanger
- Swing Arm Secured

The unacceptable bike parking types do not meet some of the critical design criteria in the APBP *Bicycle Parking Guidelines* 2nd Edition.

Other considerations for bicycle parking include:
- Sheltered bike parking (i.e. Covered bike parking)
- In-street bike parking facilities (i.e. Bike Corrals)
- Bike parking in public right-of-way
- Event bike parking
- Bike transit centers

Dero and Park-A-Bike (especially the Varsity Bike Dock) are two companies whose bike parking types have been installed in Urbana and on the University of Illinois campus. The Varsity Bike Dock is a secured wheelwell, an acceptable bike parking type (see Figure A12).

Figure A12 Varsity Bike Docks (Credit: Park-A-Bike)

LENGTH OF STAY

All bike parking facilities fall into two categories: short-term (two hours or less) and long-term (more than two hours). Short-term bike parking accomodates convenience and ease of use, while long-term bike parking provides security and weather protection.[2] The San Francisco Municipal Transportation Agency (SFMTA) lists various short-term and long-term bike parking types in its *Bicycle Parking Standards, Guidelines, and Recommendations* document (see Figure A13).

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

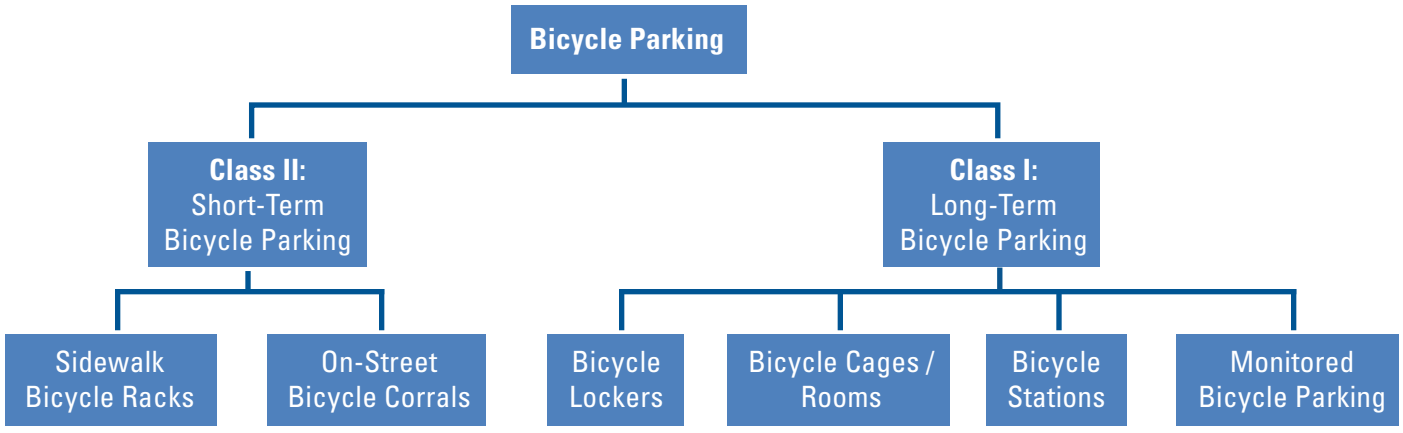


Figure A13 Bicycle Parking Typology Diagram (Credit: San Francisco Municipal Transportation Agency)

DIMENSIONS

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

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

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

SIGNAGE

MUTCD Sign D4-3 (see Table A4) may be installed where it is desirable to show the direction to a designated bicycle parking area, from either an on-street or off-street bikeway.

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

Table A4 Bike Parking sign dimensions
(Source: MUTCD Figure 9B-4)

APPENDIX D

2013-14 Urbana Pedestrian and Bicycle Survey (PABS) Report

URBANA PEDESTRIAN AND BICYCLE SURVEY REPORT 2014

AUGUST 2014

Prepared for:

CITY OF URBANA

Urbana Park District

Prepared by:

rpc CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

URBANA PEDESTRIAN AND BICYCLE SURVEY REPORT 2014

REPORT FUNDED BY:

CITY OF URBANA

REPORT PREPARED FOR:

CITY OF URBANA

URBANA PARK DISTRICT

REPORT PREPARED BY:

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

CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION (CCRPC)

1776 East Washington Street
Urbana, Illinois 61802
Tel: (217) 328-3313
Fax: (217) 328-2426
Website: http://www.cuuats.org/ubmp

2013-14 URBANA PEDESTRIAN AND BICYCLE SURVEY (PABS) REPORT STAFF:

Rita Morocoima-Black
Planning & Community Development Director

Gabe Lewis
Transportation Planner

Kazi Jahan
Transportation Planner

Beth Carroll
Planning Intern

Quan Chak Daniel Tse
Transportation Intern *(former)*

AUGUST 2014

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SUMMARY TABLE

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

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

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

BACKGROUND

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

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

The survey focused on these main purposes:

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

SURVEY RESPONSE

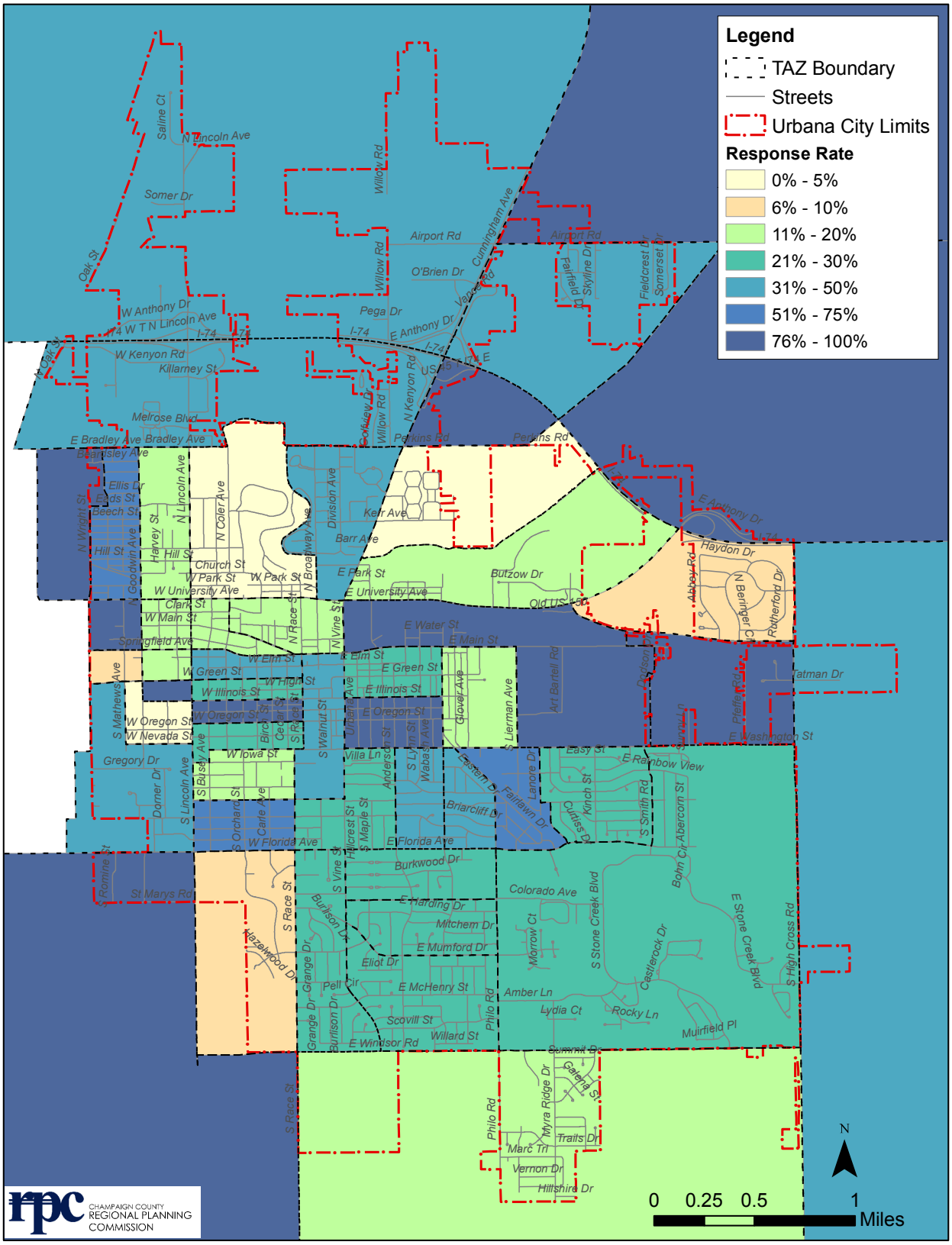
Paper copies of the Urbana Pedestrian and Bicycle Survey (PABS) were mailed to 1,271 households in July 2013. After undeliverable surveys were returned from insufficient addresses, unoccupied and nonresidential buildings, an additional 303 surveys were mailed to new households in September 2013, totaling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

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

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

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

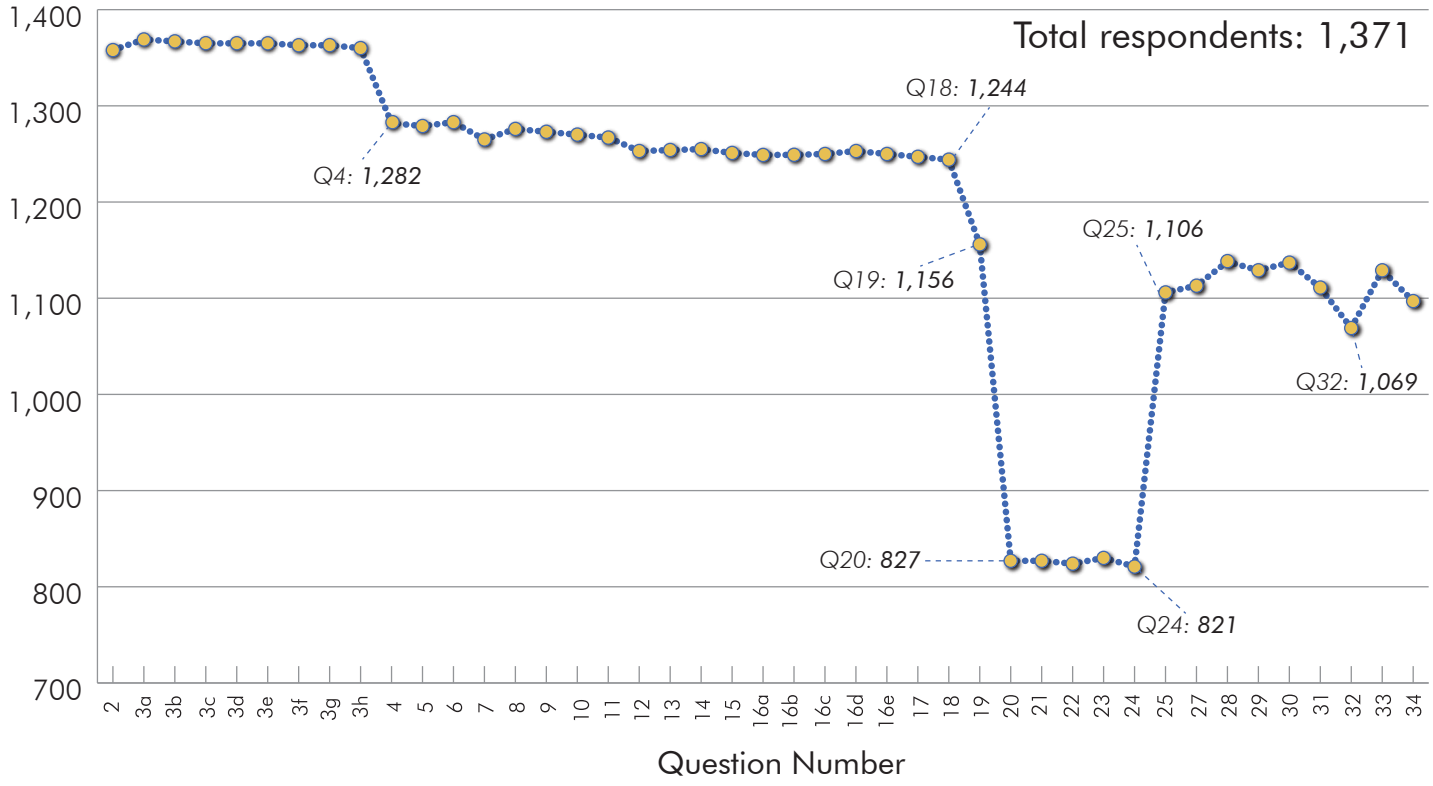
Figure 1. Response rate by Traffic Analysis Zone (TAZ)



VALID RESPONSES

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

Figure 2. Number of valid responses by question



MAIN FINDINGS

RECENT TRAVEL

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

BIKING PATTERNS IN THE LAST 7 DAYS

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

WALKING PATTERNS IN THE LAST 7 DAYS

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

GENERAL TRAVEL BEHAVIOR

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

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

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

GREENWAYS AND TRAILS

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

PROFILE OF THE RESPONDENTS

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

2 INTRODUCTION & METHODS

INTRODUCTION

Soliciting public input on bicycle, trail, and park facilities in Urbana was integral in the updating the Urbana Bicycle Master Plan (UBMP) and in developing the Urbana Park District Trails Master Plan (UTMP). The first step in doing so was to survey Urbana residents' mode choices and preferences as well as socio-economic information. The survey model used was the Mineta Institute's Pedestrian and Bicycle Survey (PABS). The rationale for using PABS rather than other types of surveys was:

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

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

SAMPLING METHODS

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

PROBABILITY SAMPLING: STRATIFIED RANDOM SAMPLING

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

$$n = (z^2_{a/2} \times {}_2S^2) / [e^2 + (z^2_{a/2} \times {}_2S^2) /N]$$

where,

- n = minimum sample size
- N = total population
- S^2 = population variance, which for this case is 0.25
- $z_{a/2}$ = $(1\text{-}a/2)^{th}$ percentile of the standard normal distribution for 1-a degree of certainty. We aimed for 95% confidence level ($a=0.05$ or $z_{a/2} \sim 1.96$).
- e = acceptable margin of error (we assumed acceptable margin of error of +/- 5%, i.e. $e=0.05$)

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

NON-PROBABILITY SAMPLING: OPPORTUNITY SAMPLING

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

DISTRIBUTION METHODS

MAIL-OUT SURVEY / MAIL-BACK WITH INTERNET OPTION

CUUATS staff mailed the paper survey to 1,574 households in two mailings identified from the stratified sampling method (for more information, see "Survey Response" in Chapter 1). An address list of all households in each TAZ was created through geographic information systems (GIS), and CUUATS staff used this to randomly select households in each TAZ. Each mailing contained: a cover letter explaining the survey's purpose, the paper survey, instructions on how to access the web survey, and a stamped return envelope to mail back the completed paper survey. This gave respondents the flexibility to complete the survey either on paper or on the internet. 202 surveys were returned by mail.

In addition to paper surveys, CUUATS posted the PABS survey on the Urbana Bicycle Master Plan website so that any Urbana resident could complete it. The survey link was advertised via the paper survey, City of Urbana website, Urbana Public Television (UPTV), and a News-Gazette article. The web survey's contents were identical to that of the paper survey. Recognizing that some survey respondents may have also received the mailed survey, the web

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

OUTREACH EVENTS

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

Table 2. Surveys collected at outreach events

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

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

Figure 4. LRTP Bus at Meadowbrook Park

Figure 5. Survey outreach at the Leal School Fun Fair

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

3 QUESTION RESPONSES

RECENT TRAVEL PATTERN

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

Trips Outside Urbana-Champaign (Q2)

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

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

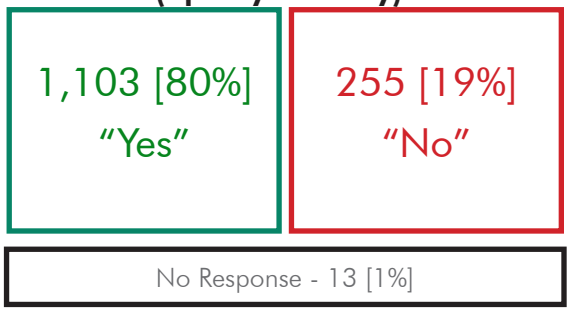
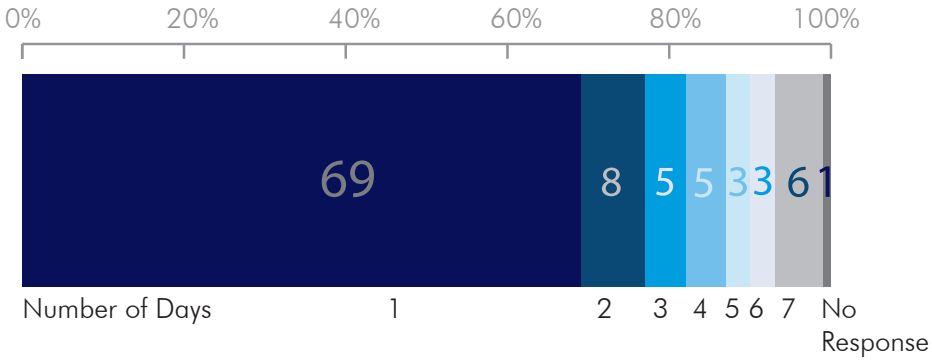


Figure 8. Number of days respondent went outside Urbana-Champaign in last 7 days



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

Travel Pattern by Transport Mode (Q3)

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

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

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

Figure 9. Percentage of transportation modes used in recent times

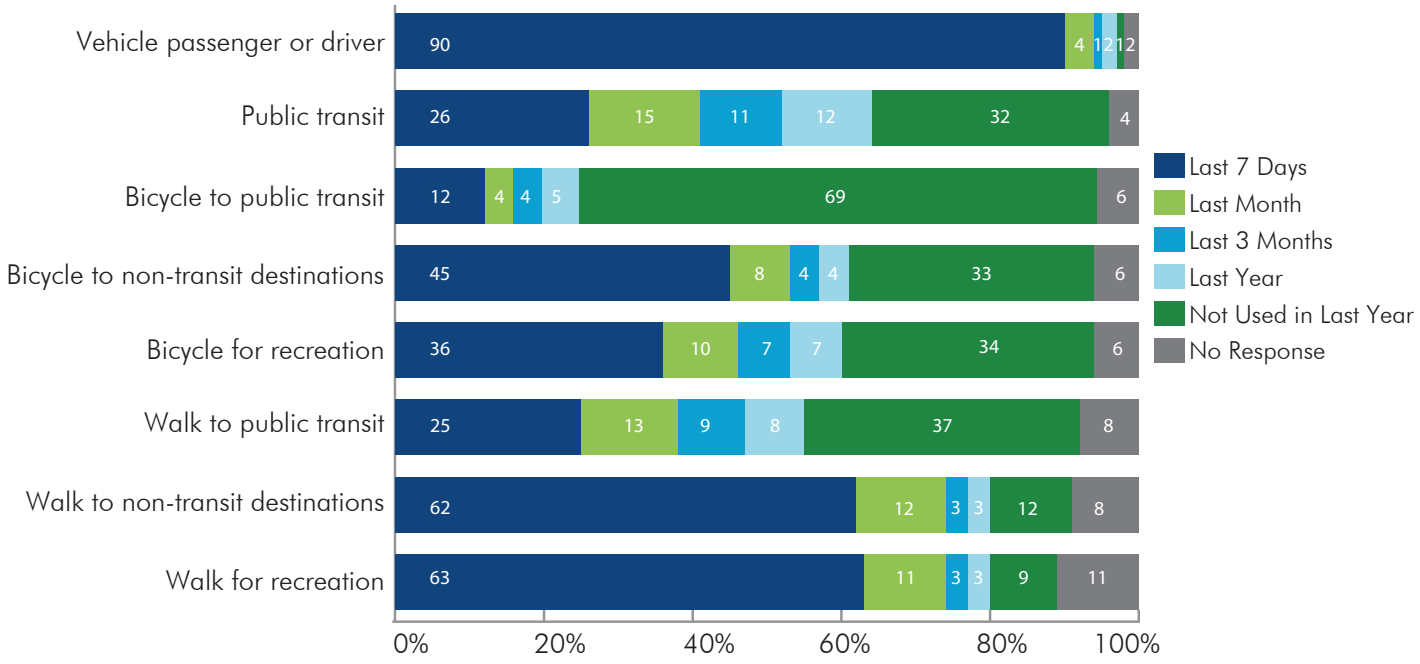


Table 3. Transportation modes used in recent times

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

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

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

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

Travel Pattern Across Transport Modes (Q3)

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

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

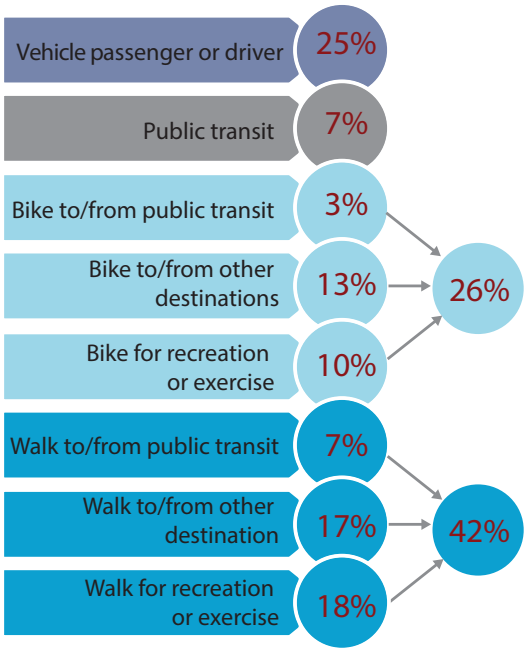
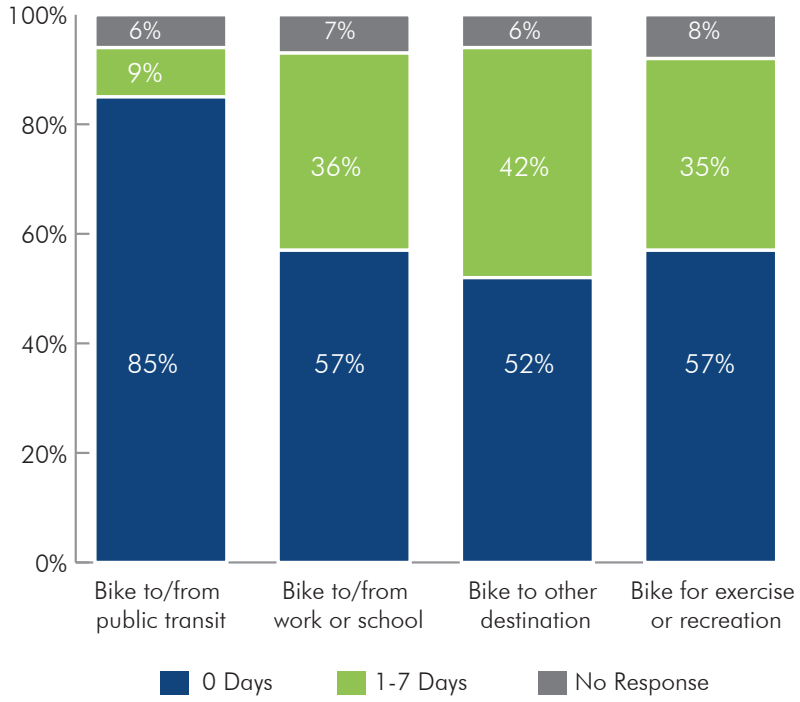


Figure 10. Modes of transportation used in the last 7 days

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

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

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



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

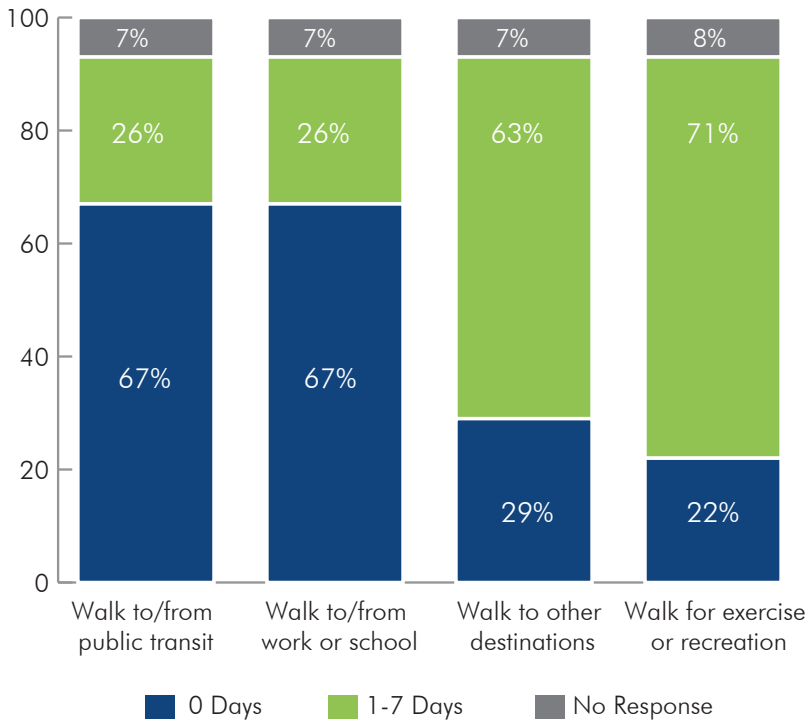
Table 4. People biking by number of days in the last week

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

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

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

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



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

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

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

GENERAL TRAVEL BEHAVIOR

Access to Transport Modes (Q12 - Q13)

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

Table 6. Bicycle and motor vehicle access

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

Physical Condition (Q14 - Q15)

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

Table 7. Physical or health condition limiting biking and walking

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

Trips to Work or School (Q16)

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

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

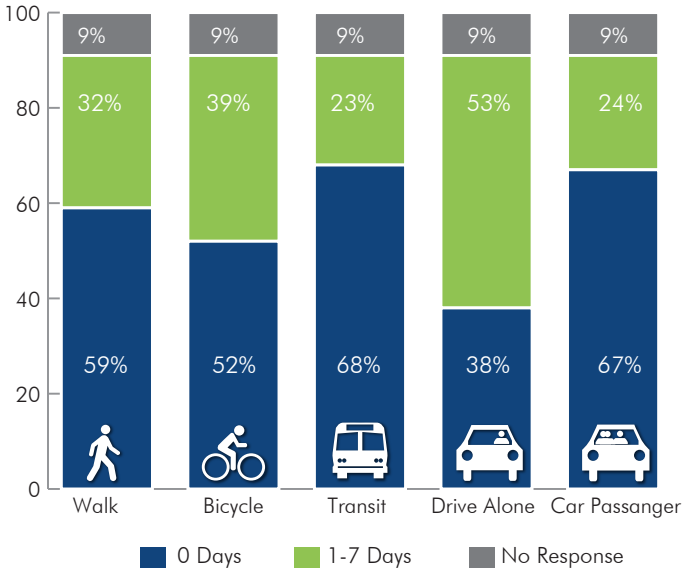
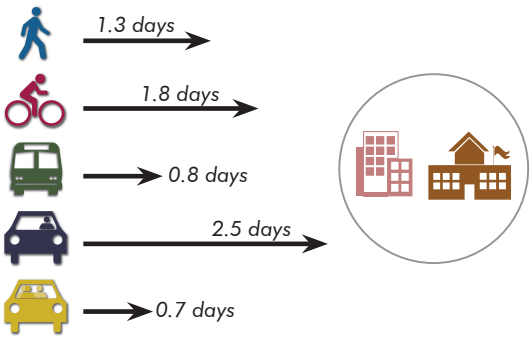


Table 8. Travel modes to work or school by number of days per week

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

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

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



Weather Effects on Biking/Walking (Q17 - Q18)

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

Table 9. Weather Effects on Biking and Walking

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

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

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

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

Table 11. Weather Effects on Biking and Walking - Statistics

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

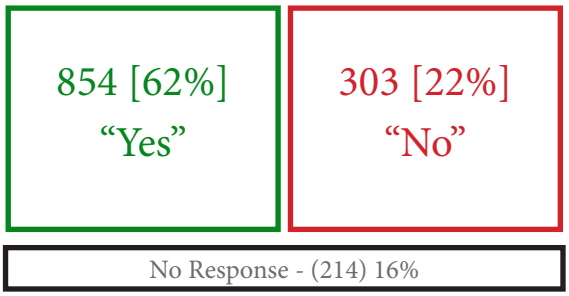
GREENWAYS AND TRAILS

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

Trail Use (Q19)

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

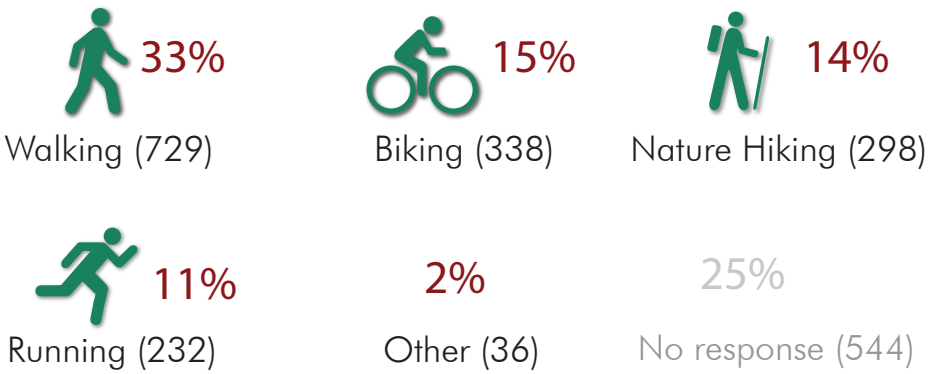
Figure 15. Do you ever use park trails in Urbana?



Purpose of Trail Use (Q20)

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

Figure 16. Purpose of trail use



Trail Length (Q21)

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

Trail Types (Q22)

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

Figure 17. Respondents' preference for trail length

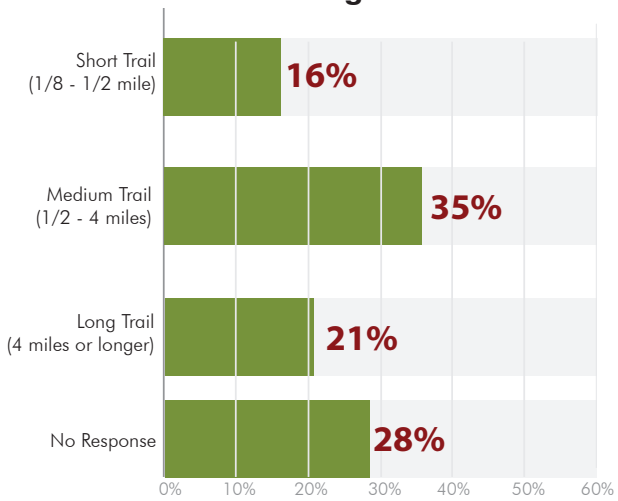


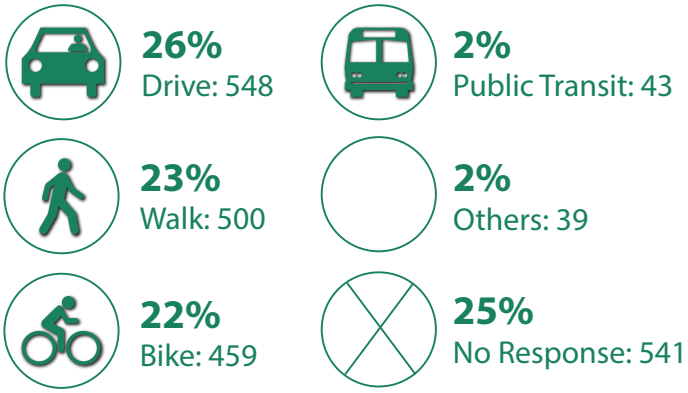
Table 12. Trail Type Preferences

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

Trips to Parks (Q23)

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

Figure 18. Travel modes to parks



Encouragement for Biking (Q24)

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

Table 13. Biking to parks encouragement preferences & behaviors

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

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

PROFILE OF THE RESPONDENTS

Age (Q25)

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

Location of Survey Respondents (Q26 & Q27)

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

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

Gender (Q28)

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

Race/Ethnicity (Q29)

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

Employment (Q30)

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

Table 14. Respondents profile

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

Figure 19. Paper survey response distribution

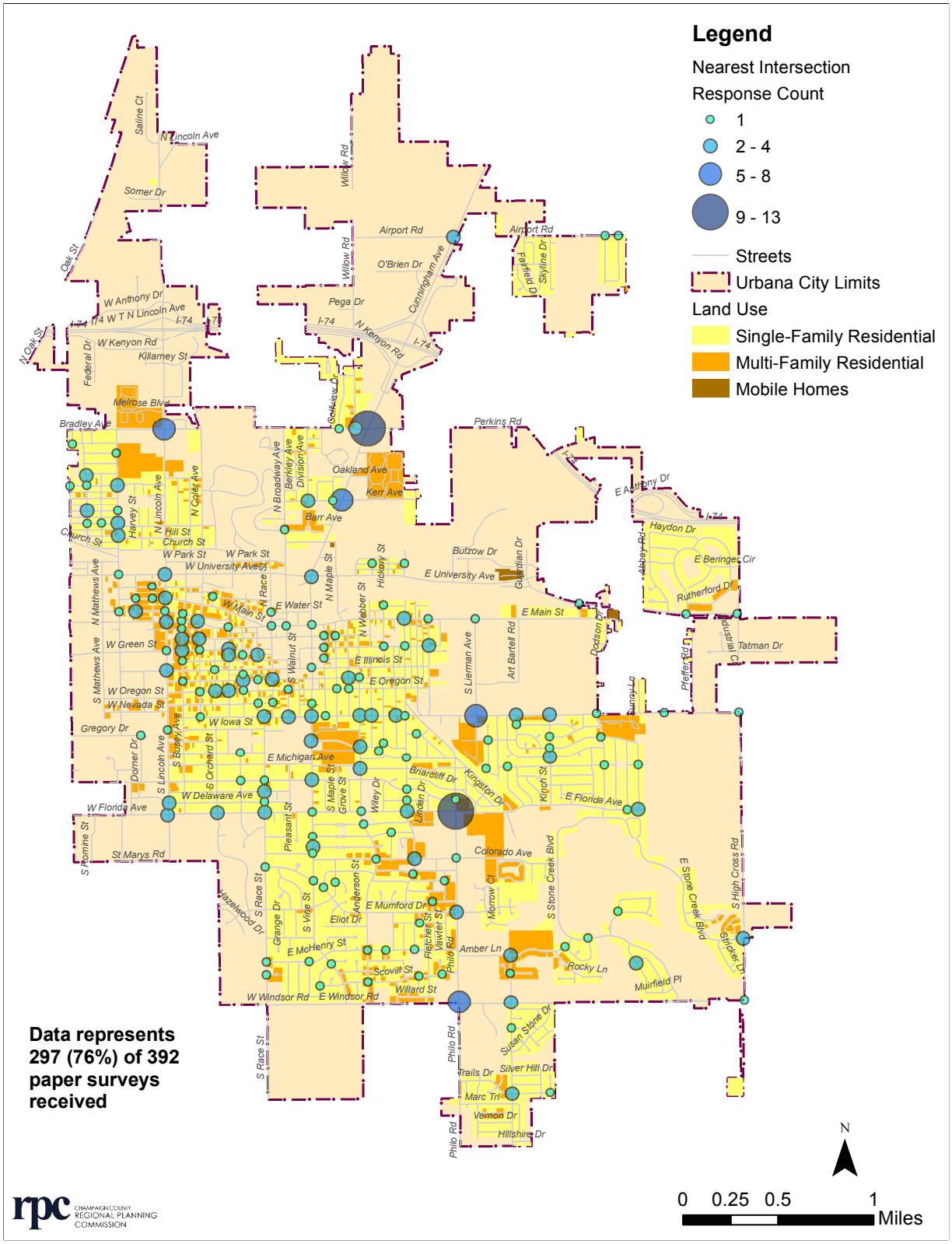
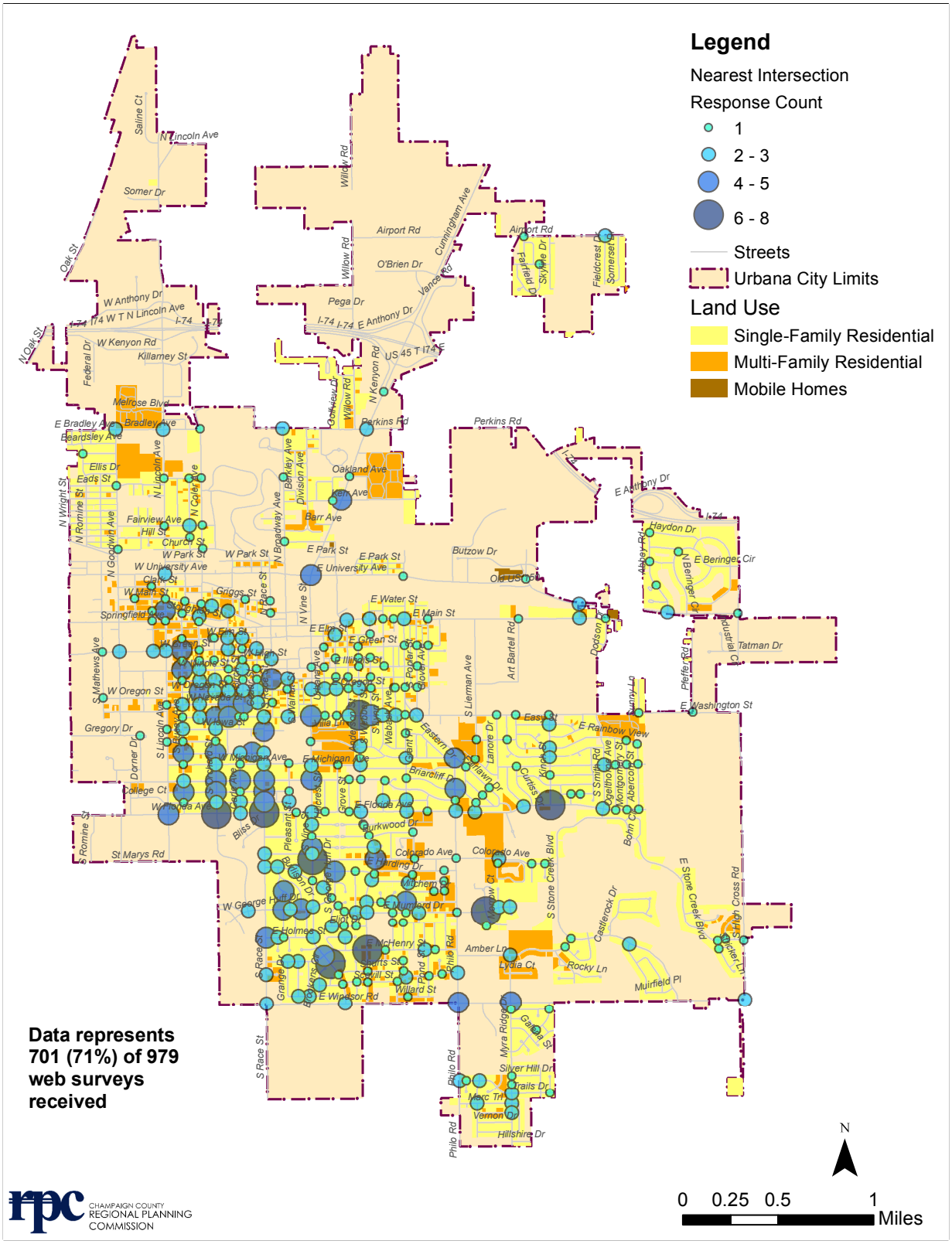


Figure 20. Web survey response distribution



Household Size (Q31)

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

Age of Household Members (Q32)

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

Vehicle Ownership (Q33)

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

Income (Q34)

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

Table 15. Respondent household profile

Household Size	**%**
One person	22
Two or more people	59
No response	19
Total	100%

Age Composition of 2+ Person Households		
# of People	*<16 years*	*16+ years*
0	61%	1%
1	12%	4%
2	16%	75%
3	4%	11%
4 or More	2%	6%
No response	5%	3%
Total	100%	100%

Working motor vehicle	**%**
0	7
1	35
2	31
3	6
4 or more	3
No response	18
Total	100%

Income	**%**
$0 - $19,999	12
$20,000 - $39,999	13
$40,000 - $59,999	13
$60,000 - $79,999	11
$80,000 - $99,999	10
$100,000 - $119,999	7
$120,000 or more	14
No response	20
Total	100%

APPENDIX

SAMPLE SIZE CALCULATION

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

$$n = (z^2_{a/2} \times {}_2S^2) / [e^2 + (z^2_{a/2} \times {}_2S^2) /N]$$

where,

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

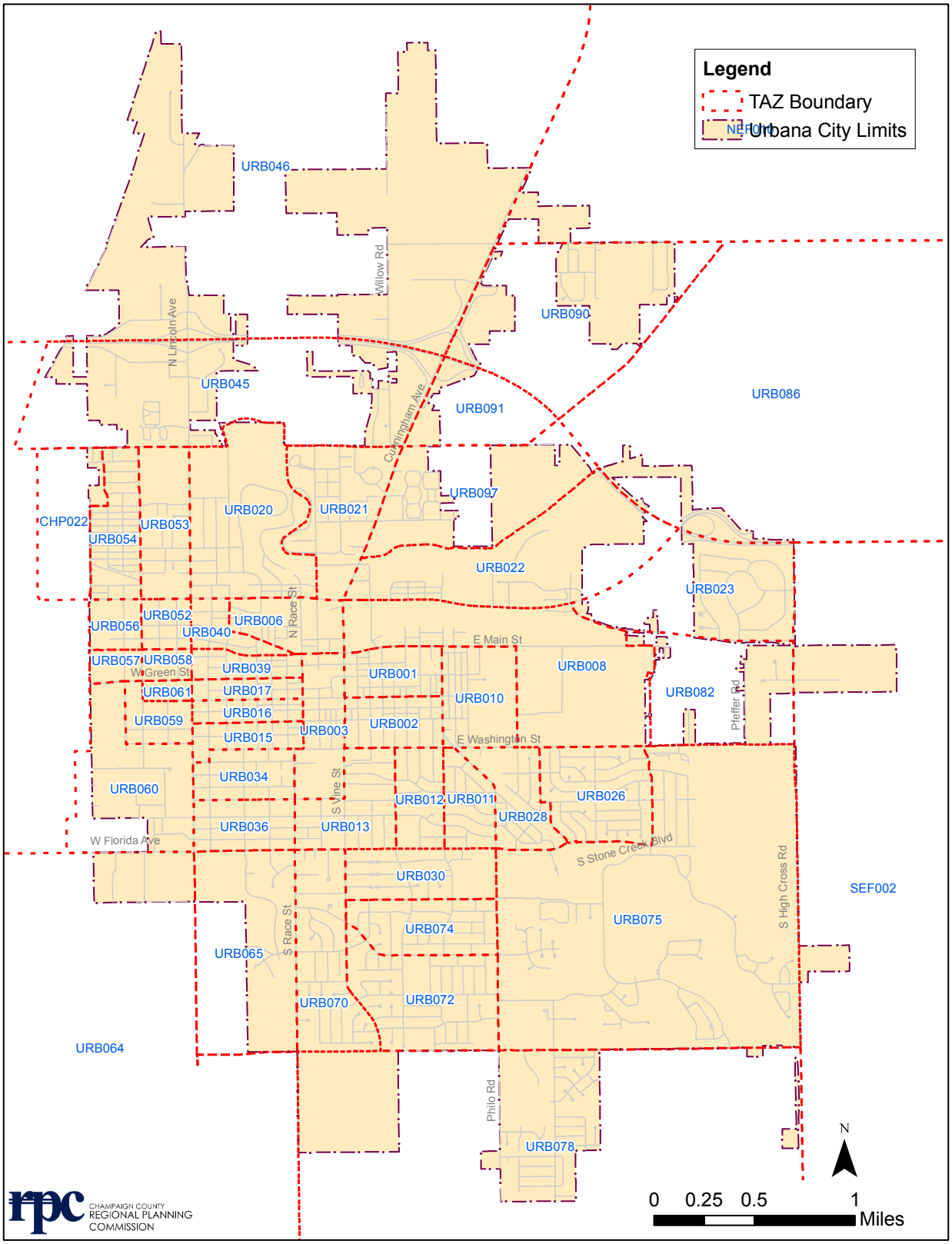
So, the minimum Sample Size (n) for the 2013-14 Urbana PABS survey was estimated to be 382. Assuming the response rate will be 30%, the total sample size is 1,273 (i.e. n/0.3). To determine how many households to survey per TAZ, we multiplied each TAZ's household percentage (i.e. the number of households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

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

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

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

Figure A1: Traffic Analysis Zone (TAZ) boundaries



QUESTION RESPONSES

Question 1: What is today's date?
Responses are aggregated by month.

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

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

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

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

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

If yes, how many days?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

827 responses
544 no response
1,371 total respondents

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

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

827 responses
544 no response
1,371 total respondents

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

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

824 responses
547 no response
1,371 total respondents

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

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

830 responses
541 no response
1,371 total respondents

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

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

821 responses
550 no response
1,371 total respondents

Question 25: In what year were you born?
Responses are aggregated by age group of the respondent.

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

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

Question 26: What two streets intersect closest to your home?
See Figures 19-20.

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

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

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

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

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

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

Question 28: What is your legal gender?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

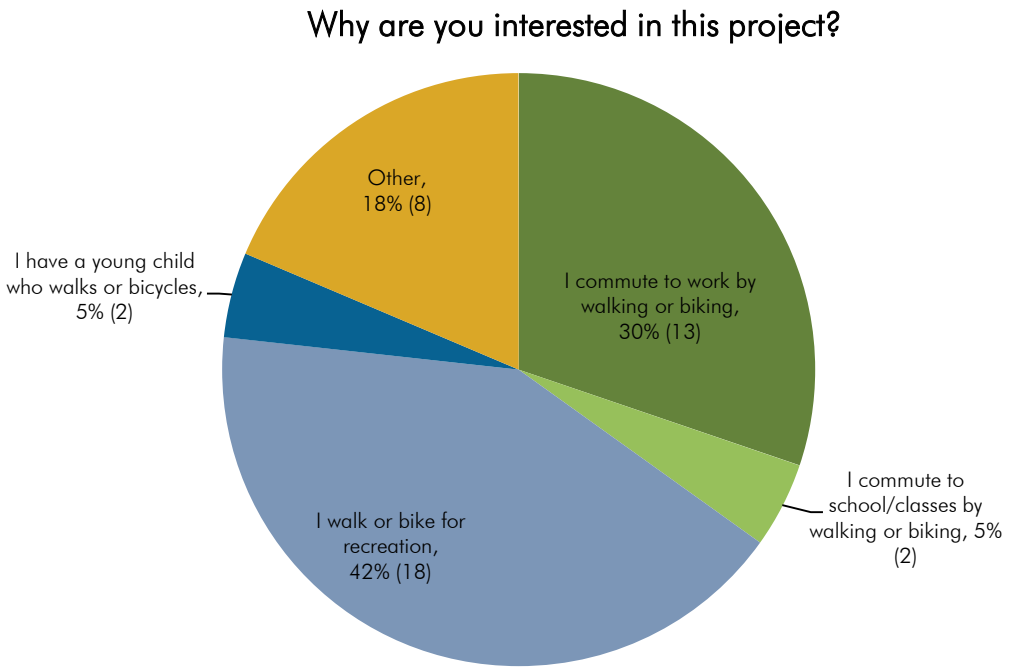
PARTICIPATION

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
Total		**58**

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

INTEREST

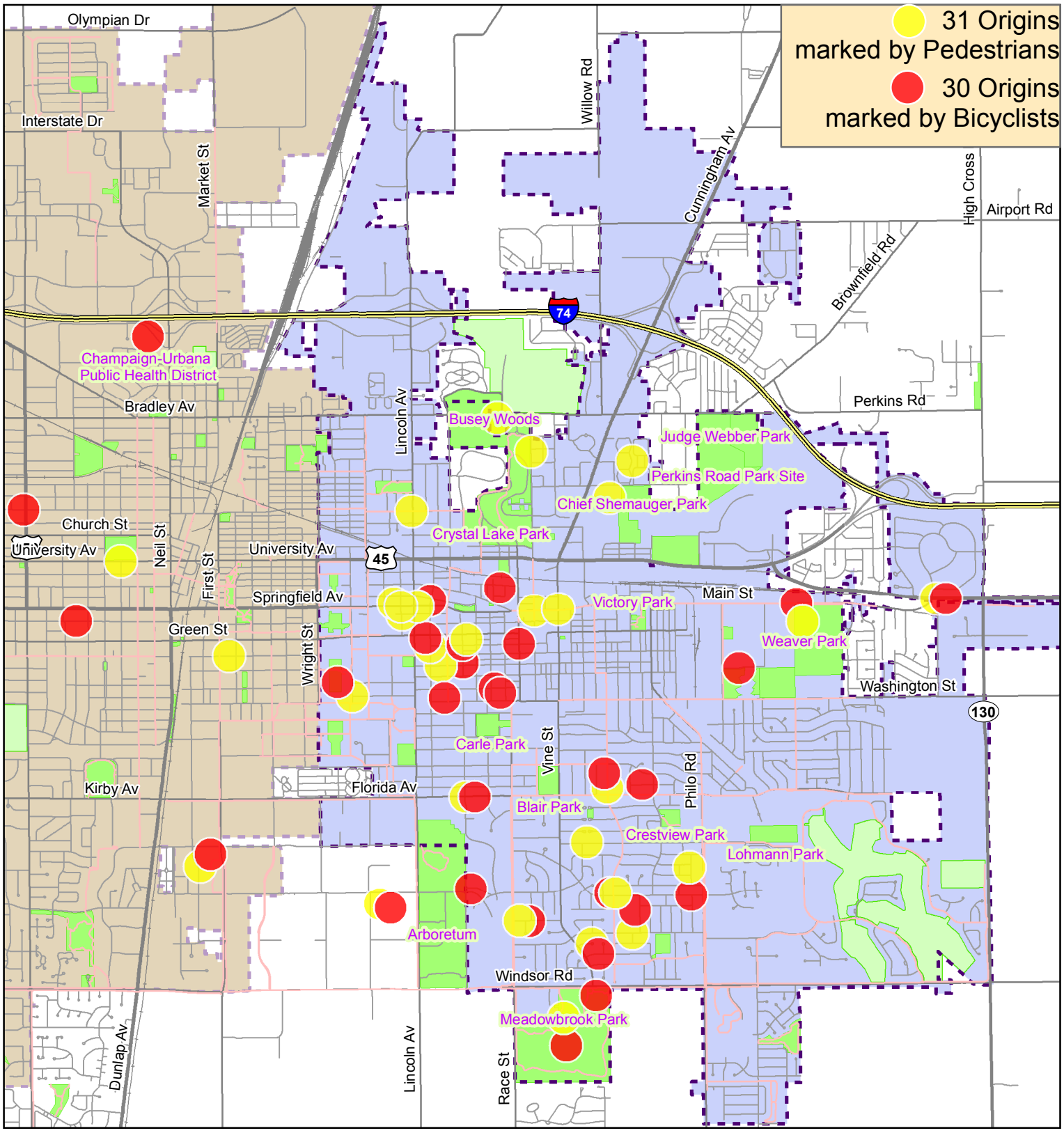
When asked why participants were interested in the UBMP & UTMP, around half use active transportation for recreation, while another 35% use active transportation for commuting to work or school. Around 18% of the participants also mentioned other reasons of interest for these projects.



TRIP ORIGINS

Urbana-Champaign

Urbana 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**
Total	**126**	**16**	**7**	**36**	**185**

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**
Total	**34**	**13**	**14**	**4**	**65**

BICYCLE DESTINATIONS

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

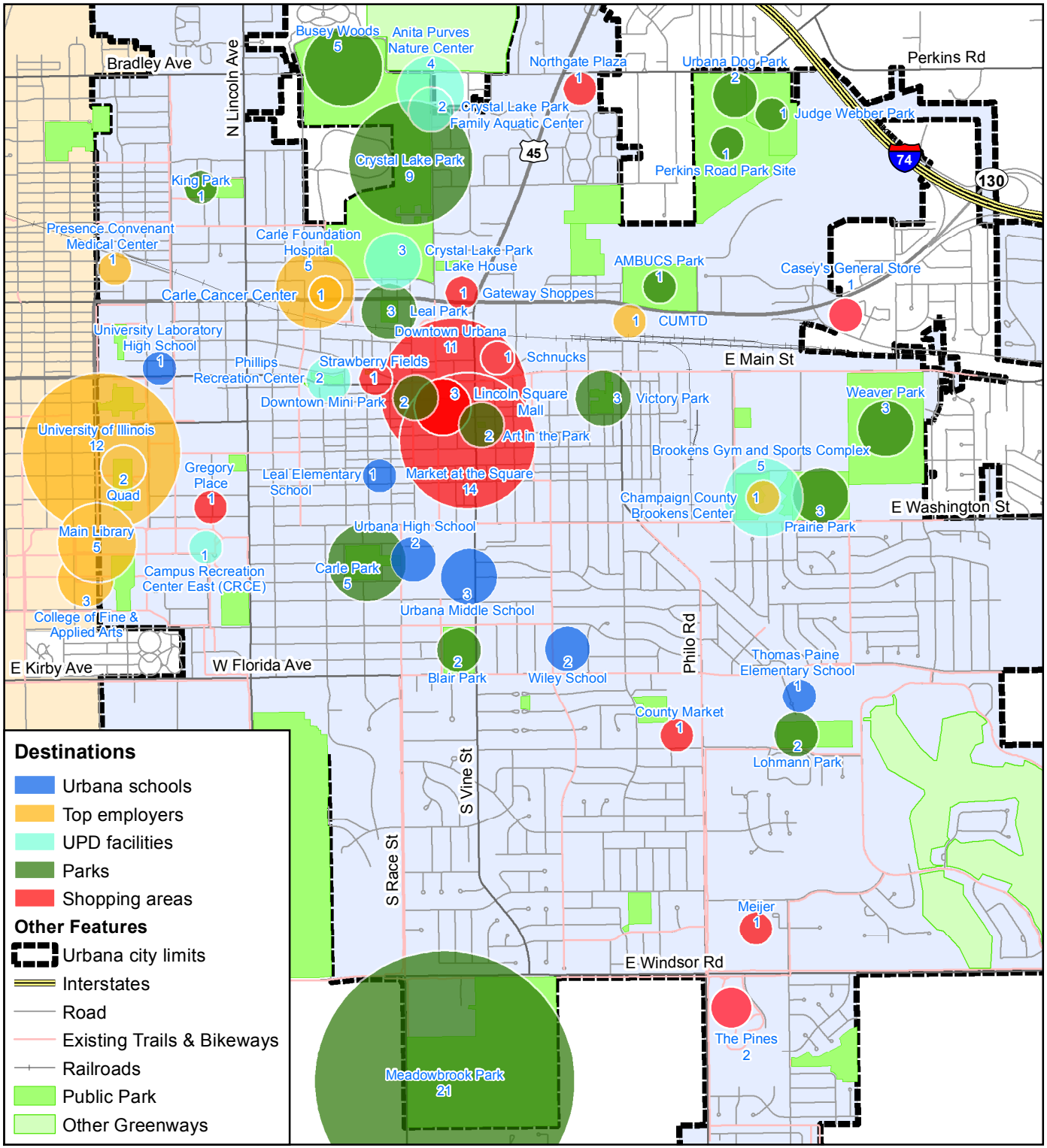
Category	Urbana Civic Center	King School	Urbana Early Childhood School	Leal School	Total Bike Votes
Parks	**57**	**3**	**0**	**6**	**66**
Meadowbrook Park	17	2	0	2	21
Crystal Lake Park	7	1	0	1	9
Busey Woods	5	0	0	0	5
Carle Park	4	0	0	1	5
Others	24	0	0	2	26
Leal Park	3	0	0	0	3
Prairie Park	3	0	0	0	3
Victory Park	2	0	0	1	3
Weaver Park	3	0	0	0	3
Blair Park	2	0	0	0	2
Downtown Mini Park (owned by City of Urbana)	1	0	0	1	2
Lohmann Park	2	0	0	0	2
Urbana Dog Park	2	0	0	0	2
Urbana's Art in the Park (owned by City of Urbana)	2	0	0	0	2
AMBUCS Park	1	0	0	0	1
Judge Webber Park	1	0	0	0	1
King Park	1	0	0	0	1
Perkins Road Park Site	1	0	0	0	1
Shopping Areas	**17**	**7**	**3**	**11**	**38**
Market at the Square	9	4	0	1	14
Downtown Urbana	8	1	0	2	11
Others	0	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
Top Employers	**22**	**3**	**3**	**4**	**32**
University of Illinois	8	3	0	1	12
Carle Foundation Hospital	4	0	0	1	5
University of Illinois Library	4	0	1	0	5
Others	6	0	2	2	10
University of Illinois College of Fine and Applied Arts	2	0	1	0	3
University of Illinois (Quad)	0	0	1	1	2
Carle Cancer Center	1	0	0	0	1
Champaign County Brookens Center	1	0	0	0	1
CUMTD	1	0	0	0	1
Parkland College	1	0	0	0	1
Presence Covenant Medical Center	0	0	0	1	1
Forest Preserves	**12**	**3**	**0**	**7**	**22**
Homer Lake Forest Preserve	7	2	0	1	10
Lake of the Woods Forest Preserve	4	1	0	1	6
Others	1	0	0	5	6
Sangamon River Forest Preserve	1	0	0	1	2
Middle Fork River Forest Preserve	0	0	0	1	1
Old Homer Park	0	0	0	1	1
River Bend Forest Preserve	0	0	0	1	1
Riverview Retreat Center	0	0	0	1	1
Recreational Facilities	**12**	**0**	**1**	**4**	**17**
Brookens Gym and Sports Complex	4	0	0	1	5
Others	8	0	1	3	12
Anita Purves Nature Center	3	0	0	1	4
Crystal Lake Park Lake House	2	0	0	1	3
Crystal Lake Park Family Aquatic Center	2	0	0	0	2
Phillips Recreation Center	1	0	0	1	2
University of Illinois Campus Recreation Center-East (CRCE)	0	0	1	0	1
Schools	**6**	**0**	**0**	**4**	**10**
Urbana Middle School	2	0	0	1	3
Wiley School	2	0	0	0	2
Urbana High School	1	0	0	1	2
Leal Elementary School	0	0	0	1	1
Thomas Paine Elementary School	1	0	0	0	1
University Laboratory High School	0	0	0	1	1

TRIP DESTINATIONS

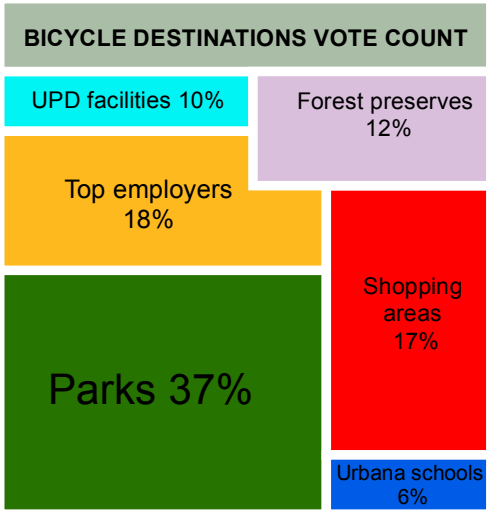
Bicyclists

Urbana Bicycle Master Plan
Public Workshop #1 Results
February 2014



Destinations Outside Urbana:

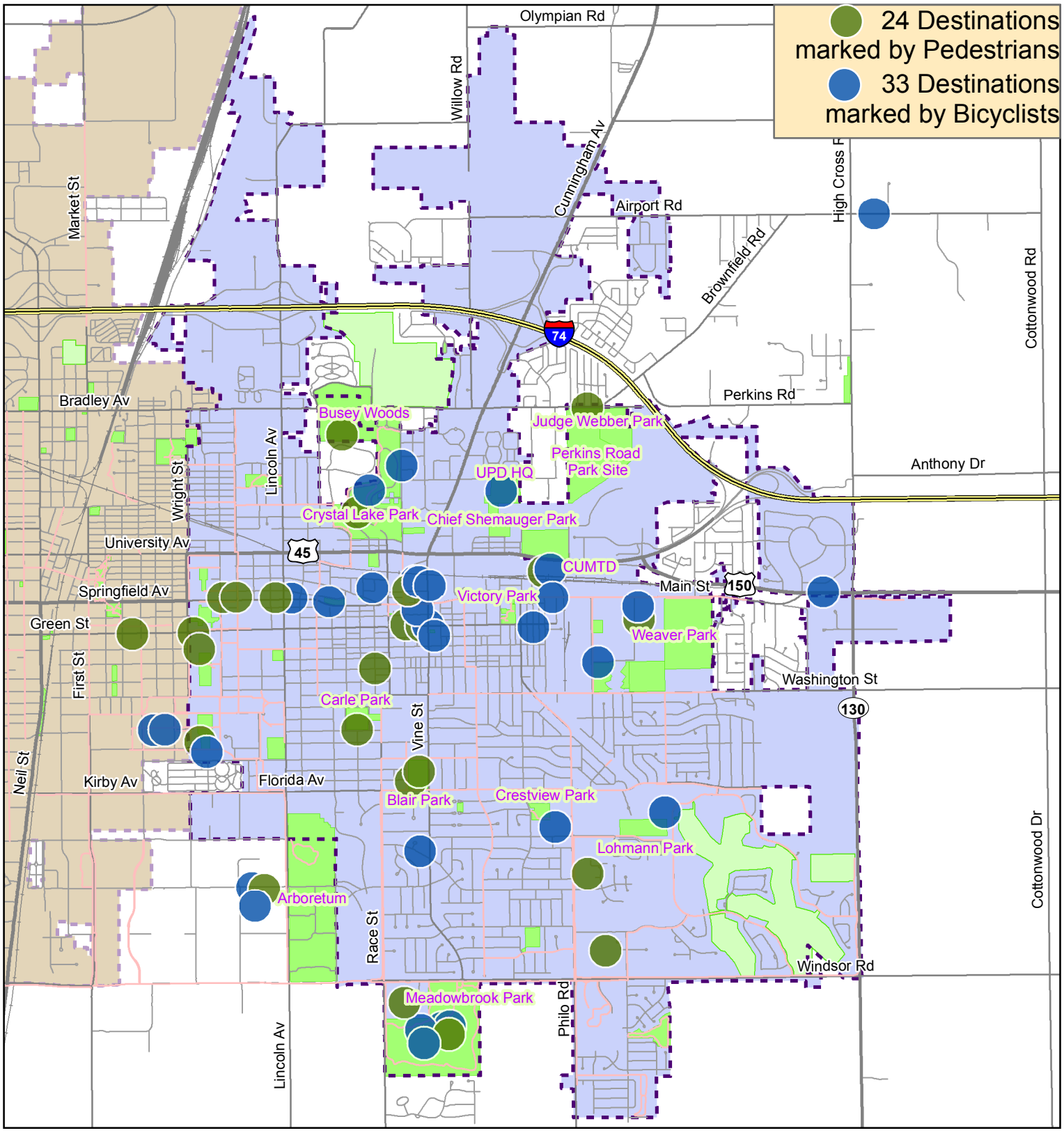
- Homer Lake Forest Preserve - 10
- Lake of the Woods Forest Preserve - 6
- Sangamon River Forest Preserve - 2
- Middle Fork River Forest Preserve - 1
- Old Homer Park - 1
- Parkland College - 1
- River Bend Forest Preserve - 1
- Riverview Retreat Center - 1



TRIP DESTINATIONS

Urbana-Champaign

Urbana Trails Master Plan
Public Workshop #1 Results
February 2014



Urbana Park District Trails master plan

CHAMPAIGN COUNTY rpc REGIONAL PLANNING COMMISSION

N

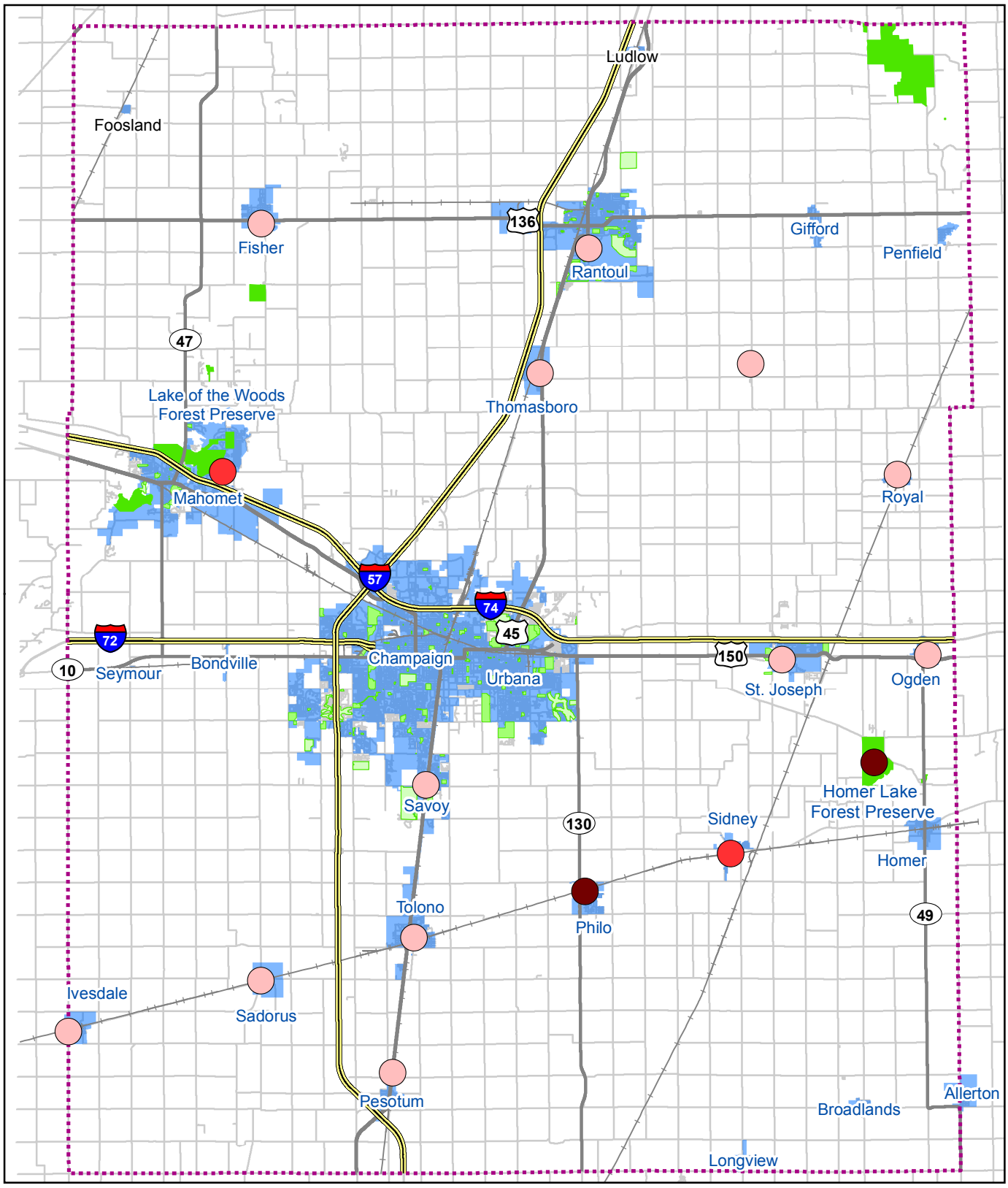
0 0.25 0.5 1 Miles

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

TRIP DESTINATIONS

Outside Urbana-Champaign

Urbana Bicycle Master Plan
Public Workshop #1 Results
February 2014



Destination Counts

- 1
- 2
- 3

- Interstates
- Highways
- Railroads
- Road
- County Boundary
- Municipality
- Forest Preserve
- Public Park
- Other Greenways

N

0 1 2 4 Miles

URBANA BICYCLE PLAN

CHAMPAIGN COUNTY rpc REGIONAL PLANNING COMMISSION

PEDESTRIAN DESTINATIONS

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

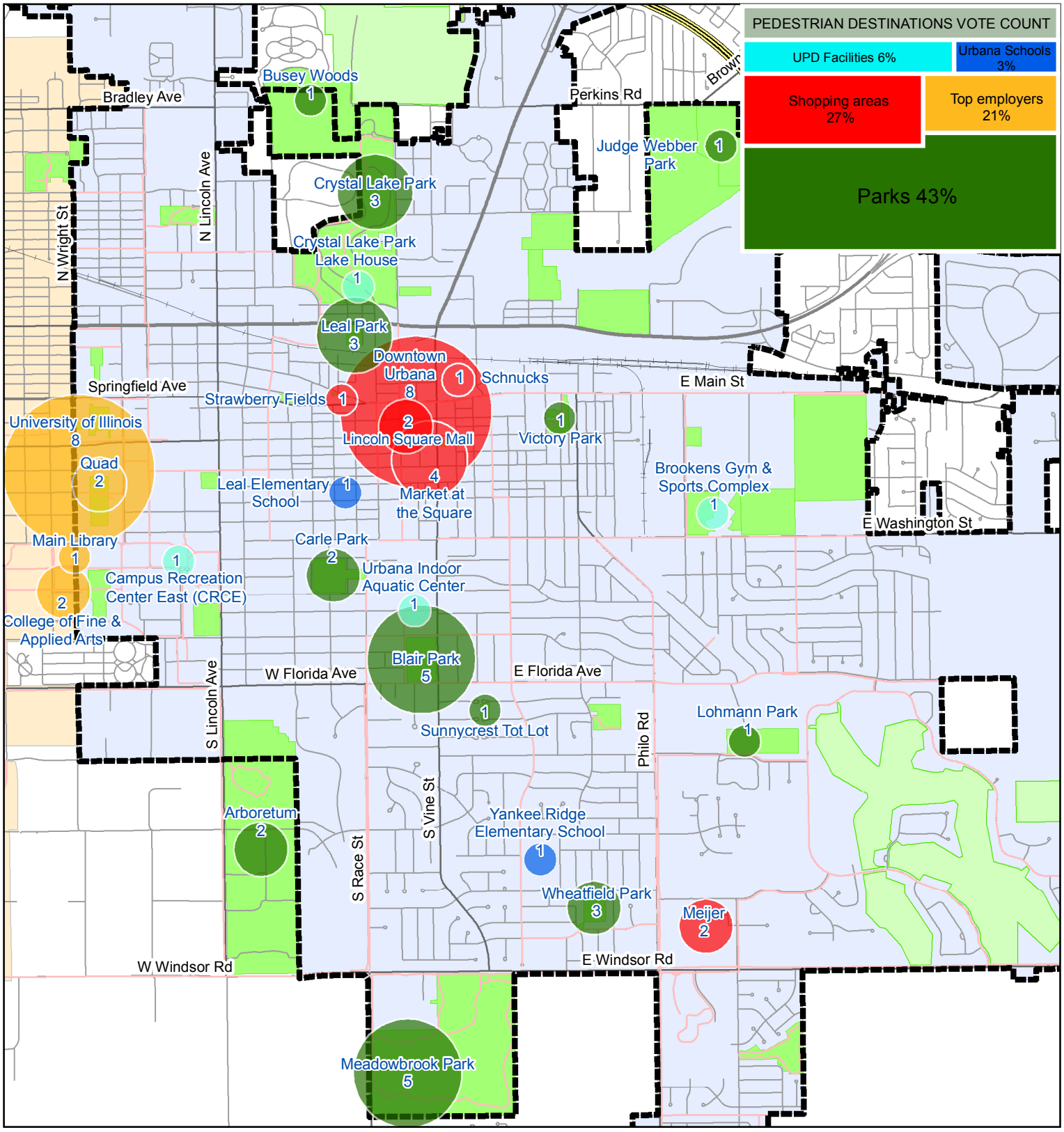
Category	Urbana Civic Center	King School	Urbana Early Childhood School	Leal School	Total Pedestrian Votes
Parks	**17**	**5**	**3**	**3**	**28**
Blair Park	2	2	0	1	5
Meadowbrook Park	3	1	0	1	5
Crystal Lake Park	2	0	1	0	3
Leal Park	2	1	0	0	3
Wheatfield Park	2	0	0	1	3
Others	6	1	2	0	9
Carle Park	2	0	0	0	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
Shopping Areas	**9**	**4**	**4**	**1**	**18**
Downtown Urbana	6	2	0	0	8
Market at the Square	3	1	0	0	4
Others	0	1	4	1	6
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
Top Employers	**5**	**3**	**5**	**0**	**13**
University of Illinois	5	3	0	0	8
Others	0	0	5	0	5
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
Recreational Facilities	**2**	**0**	**2**	**0**	**4**
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

Category	Urbana Civic Center	King School	Urbana Early Childhood School	Leal School	Total Pedestrian Votes
Urbana Indoor Aquatic Center	1	0	0	0	1
Schools	**1**	**1**	**0**	**0**	**2**
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



Urbana Park District Trails master plan

CHAMPAIGN COUNTY rpc REGIONAL PLANNING COMMISSION

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

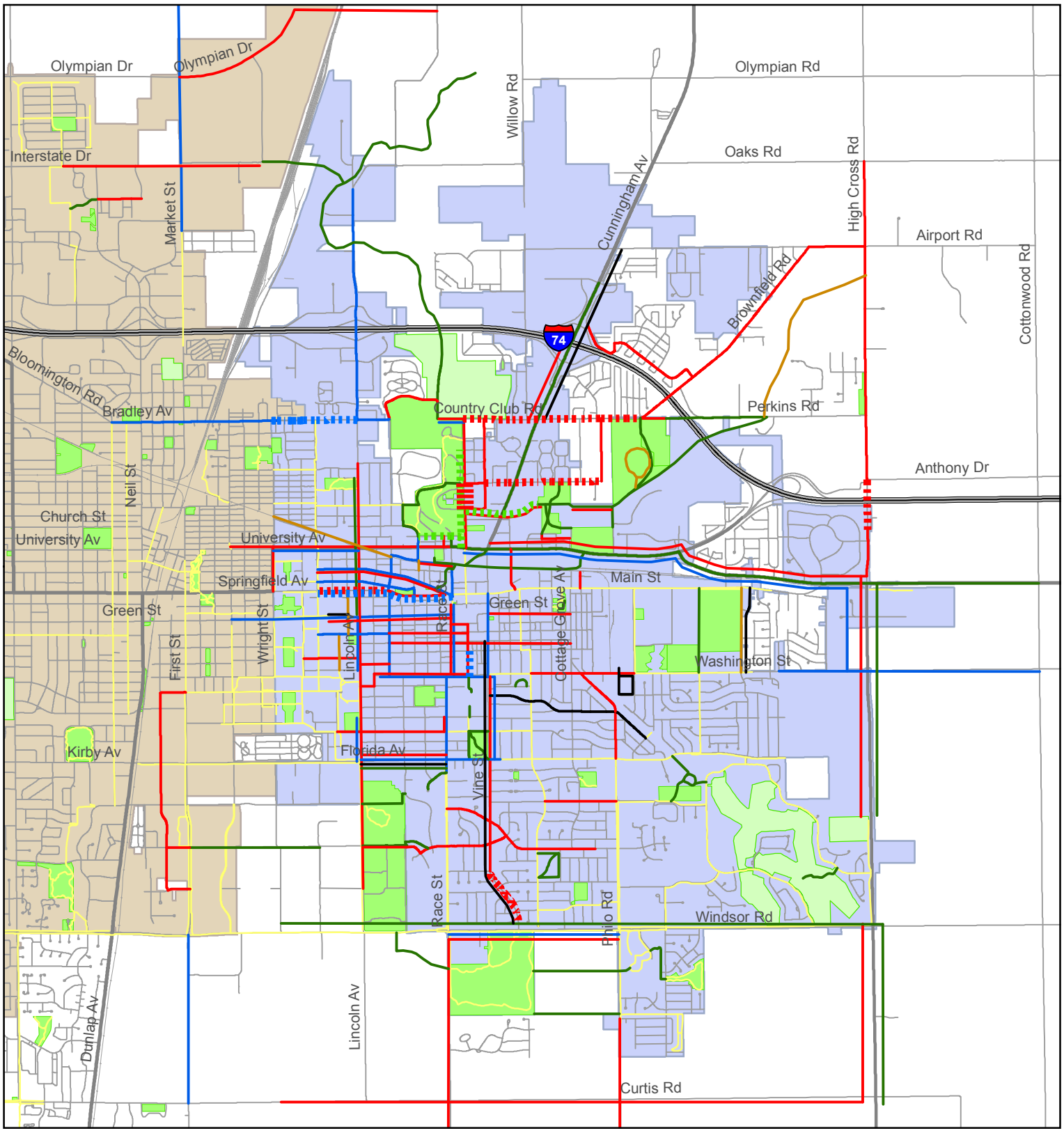
N

0 0.25 0.5 1 Miles

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

N

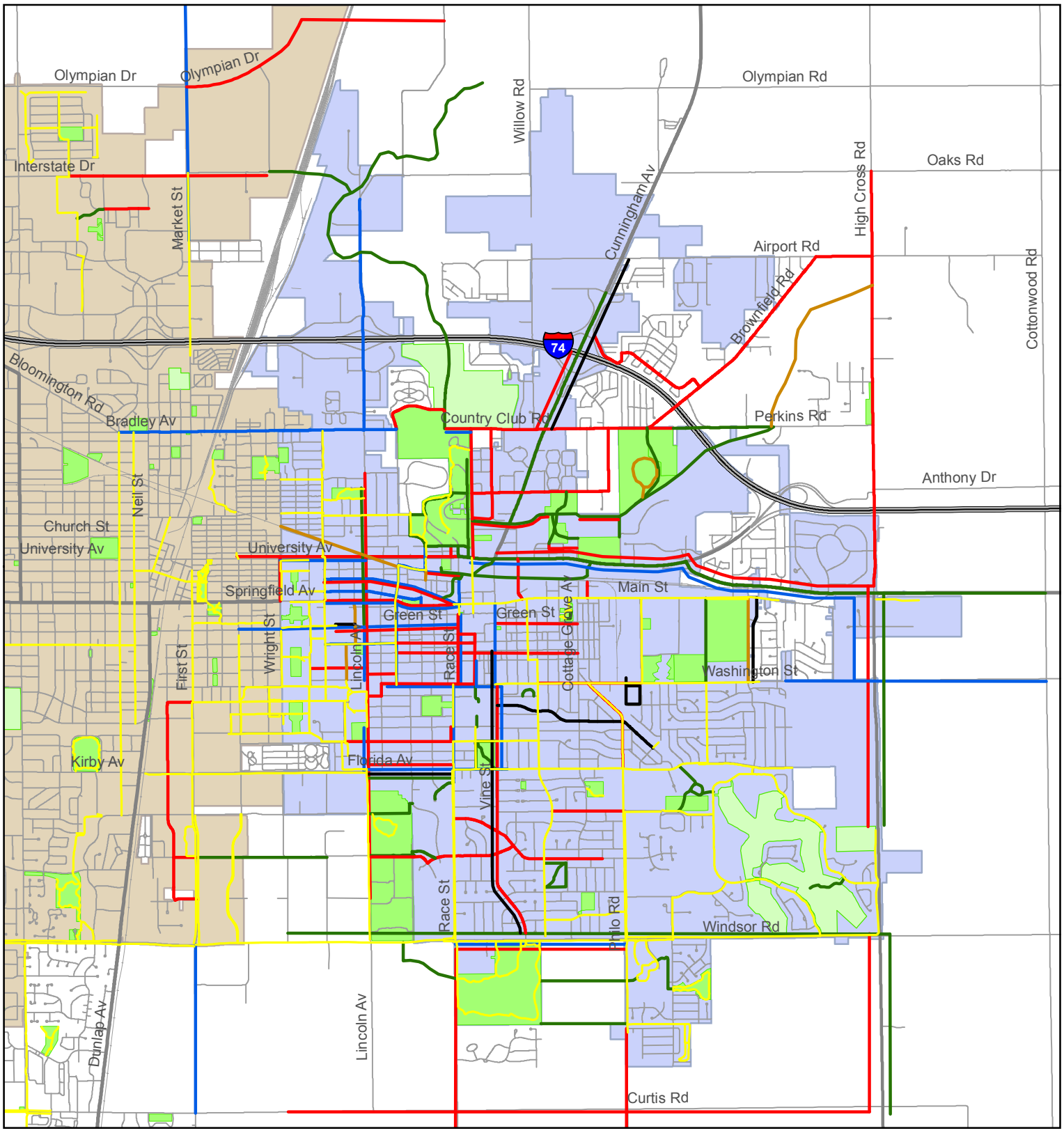
0 0.25 0.5 1 Miles

Urbana Park District Trails master plan

Champaign County rpc Regional Planning Commission

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

Urbana Park District Trails master plan

CHAMPAIGN COUNTY rpc REGIONAL PLANNING COMMISSION

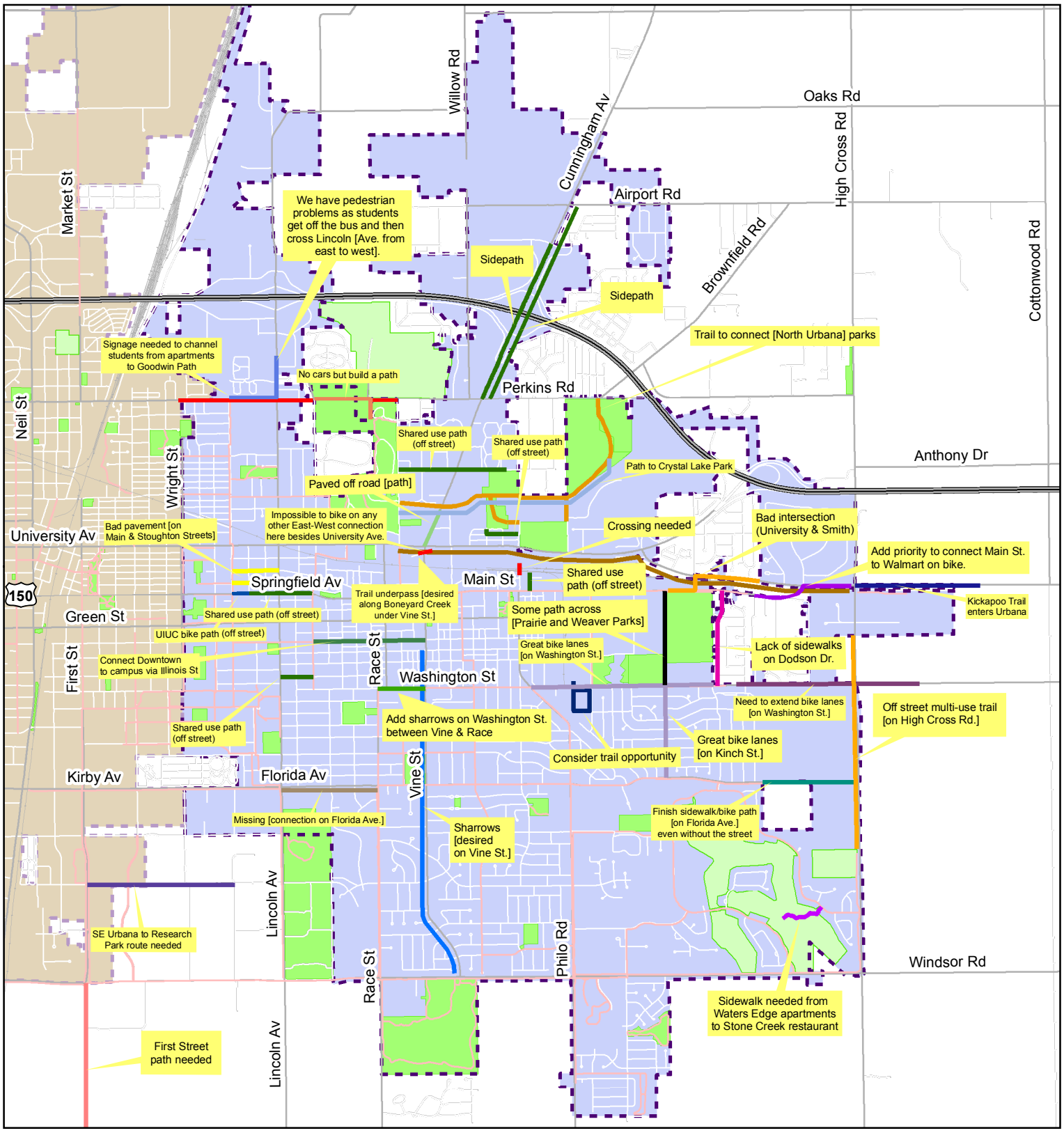
N

0 0.25 0.5 1 Miles

COMMENTS

Location specific (lines)

Urbana Trails Master Plan
Public Workshop #1 Results
February 2014



Urbana Park District Trails master plan

CHAMPAIGN COUNTY rpc REGIONAL PLANNING COMMISSION

N

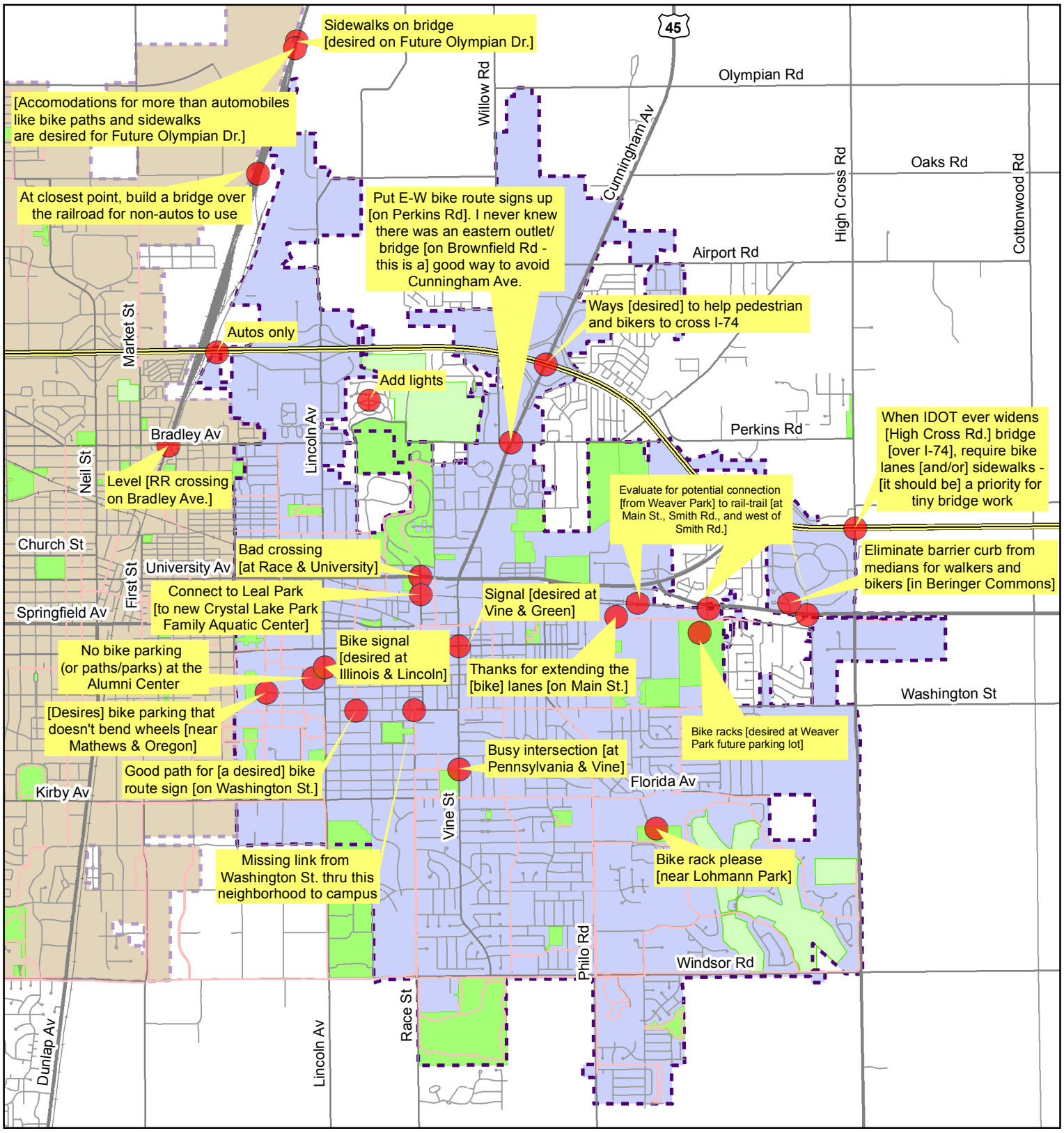
0 0.25 0.5 1 Miles

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

COMMENTS

Location specific (points)

Urbana Trails Master Plan
Public Workshop #1 Results
February 2014



Urbana Park District Trails master plan

CHAMPAIGN COUNTY rpc REGIONAL PLANNING COMMISSION

N

0 0.25 0.5 1 Miles

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

WRITTEN COMMENTS

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

EXISTING FACILITIES	
Comment	**Subject**
Access [needed] across city borders. It is very dangerous trying to exit or enter Urbana (to or from). Busy streets need separate marked bike lanes, or the bike traffic should be routed to less busy streets.	Access, Treatment
This has been wonderful. Have seen the great work around town, and as an avid cyclist here for 12 years. Really appreciate all the improvements.	Appreciation
Resident loves the bike paths in Urbana; hates to complain.	Appreciation
I like the network that Champaign, Urbana, Savoy has created and I am excited to see plans for more.	Appreciation, Planning
I appreciated the chance to participate in the public workshop in East Urbana two nights ago that gave area residents the chance to express our ideas related to bikes and trails. My opinions about this subject are based on being a wheelchair user and living in a neighborhood where many people do not drive cars (for financial reasons) and travel via foot and bike when possible, using the bus when weather or distance are too challenging. Also, my neighborhood is characterized by much foot traffic related to students getting to and from schools and bus stops taking them to and from Urbana Middle and High Schools, as well as Prairie Elementary School. The informality of their routes and the lack of connected pathways and sidewalks encourages pedestrian behavior which put them at odds with drivers and homeowners. Finally, my neighborhood lacks structured recreational opportunities for neighborhood kids and adults, and I am inspired to think about what improved trails and routes planning for bikers, hikers, and other kinds of wheelers could mean in terms of recreation, fitness, safety, enjoyment of the outdoors, and access to other neighborhoods and opportunities.	Appreciation, Transportation Necessity, Safe Routes to School, Safety, Access, Recreation
Why are Champaign commuters not included [in the Urbana Pedestrian And Bicycle Survey]? I bike 8 miles to work at the Urbana School District, weather permitting, during the week. In addition many people need to learn how to bike and obey the traffic laws. There are countless times when cyclists disregard laws that are in place to protect them. Campus bikers are notorious for breaking the laws.	Bicyclist Education, Enforcement
My comments are predicated on my role as Champaign County Bikes 2014 edition bike map project coordinator. I will address the connectivity issues I see as an impediment to increasing bike mode share.	Connectivity, Mode Share
Termination of existing bike paths in some areas leave a biker 'stranded'. Current paths might be helpful to connect path/routes so there is signage for bikers to follow and motorists to be alerted to potential bikers.	Connectivity, Signage
Further, it is my goal to have convergence between the CCB map and city approved bike routes and infrastructure.	Consistency
I have to agree with several of the comments above. I think the money that has been spent on bike lanes could be better used somewhere else. Many of the new lanes are confusing like the ones at the intersection of Main and Vine in the turn lanes. Both motor vehicles and bicycles have trouble understanding. Also with all the money that has been spent, I daily see cyclists on the sidewalks, in the car lanes when there is a bike lane, disregard for rules of the road, people riding at me on the wrong side of the road, etc. I would not be in favor of putting one more cent into the bike lane project. It is money down the tubes.	Cost, Safety, Enforcement
The major expenses in downtown by the courthouse are pretty ridiculous. Who in their right mind takes a two way street [Walnut Street] that has had minimal accidents, and turns it into a one way street? And spends millions of dollars doing it to boot. While removing the gang area by the old railroad is fine, the widening of sidewalks at the expense of cash and traffic lanes is idiotic. And	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 completely 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
The Champaign-Urbana-Savoy Bike map and guide 2014 edition identifies 9 problematic intersections where crossing a road is difficult or dangerous. These are: • Crossing Route 150 at Beringer/Main St • Crossing Vine St at Pennsylvania, Oregon, and Elm Streets • Crossing Race St at Oregon • Crossing Lincoln at Iowa to campus, at Oregon to campus edge, and at either Stoughton or Main St. Providing better crossing opportunities at these identified areas would greatly extend the existing within neighborhood connectivity based on low vehicular traffic roads. However, with the newly created bike lanes on Main Street crossing Vine, the Elm Street bike route should be re-evaluated. Likewise, a solution for the Main and Stoughton crossing points might be entail consolidation to a single crossing point.	Crossings
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 gravy type issues that I think are low hanging fruit: developing a small signage and way finding system indicating distance to some common and popular items. These would include the library, museums, all schools and parks, downtown, pools, shopping/business districts.	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**
Workshop	
How the commercial areas and schools get bicycle access?	Access, Destinations
You have a lot of work yet to do but I am very confident that we have the best people in charge and I am excited to continue living, biking, and walking in Urbana.	Appreciation
You have offered a wonderful public planning + input session – thank you.	Appreciation
Thank You all for the hard work	Appreciation
Thank you for your consideration.	Appreciation
An idea – we could have around 1,000 people invited in Bike to Work Day. A great time and place to engage cyclists.	Encouragement
I think there should be more residents participate in the workshop.	Engagement
Glad to see meeting forum #2 so I can let others know from this area.	Planning Process
It gave me insights about the process. I always wondered about some routes and the presenter showed me more people are using the routes than I realized.	Planning Process, Routes, Counts
Could not stay for presentation – can I get the info another way?	Presentation
You did wonderful job providing and presenting information.	Presentation
A bit confusing.	Presentation
More explanation about the legend will be better (UIUC bike path, bike route etc)	Presentation
The park trails are hard to see on the comment sheets.	Workshop material
Label some of the major streets on the paper maps to make it easier to find reference points. Excited sessions. Thanks	Workshop material
I think it would have been helpful to have explanations in the legend, darker street names, and more engagement from staff.	Workshop material
PABS Survey questions	
The many above comments paint a far different perspective about what is happening throughout the community related to safe bicycling. To listen to the folks pushing bike lanes, removal of parking, unprotected lanes not conducive to family bicycling, etc., one gets the impression that everything that the proponents have accomplish is "best practice." This just might not be the case. It might be time to step back, slow down, and really engage all aspects of the community in a conversation as to what might really work to encourage more use of bicycles. This is not being done. Surveys are very skewed.	Safety, Vehicle Parking, Engagement
I have to agree with some emailed comments--some of these questions were intrusive. I shouldn't basically have to give you my address and income to answer these questions. That information is none of your business and should not have been required information.	Survey Questions
1. Survey questions readily identify individuals and thus are intrusive and inappropriate 2. Enough with your focus on bikes	Survey Questions
RE bicycle use survey: The last question about household income should be optional. Please post the results and inform citizens where the results can be found. I am puzzled and irritated by the constant push to have more bike lanes in Urbana at a time when money is very tight, no matter what the source. As a former frequent bike rider, I do not see the need. It's been easy enough to get around safely by bike (except in certain campus streets.) Thanks.	Survey Questions, Cost, Safety

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

We would like to get your input regarding:

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

Communitywide Meeting

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

North Urbana Neighborhood Meeting

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

East Urbana Neighborhood Meeting

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

Legal Ad
Sunday, 09 February 2014

Public Workshop #1 – Urbana Bicycle Plan Update and Urbana Trails Plan

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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	North Urbana Neighborhood Meeting	East Urbana Neighborhood Meeting	Comunidad Latina (Meeting in Spanish)
Wednesday, February 12, 2014	Tuesday, February 18, 2014	Wednesday, February 19, 2014	Jueves, 20 de Febrero
6:00 p.m. to 8:00 p.m.	6:00 p.m. to 8:00 p.m.	6:00 p.m. to 8:00 p.m.	6:30 p.m. a 8:00 p.m.
Urbana Civic Center	King School: Multipurpose Room	Urbana Early Childhood Center (UECS)	Escuela Leal: Salón de Multiples Usos
108 N Water St, Urbana	1108 N Fairview Ave, Urbana	2202 E Washington St, Urbana	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.

rpc

Urbana Park District Trails

1215799

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

Forum on bike trails set in Urbana

Tue, 02/11/2014 - 7:00am | The News-Gazette [1]

The first of four community forums on developing bike trails in Urbana will be held Wednesday.

URBANA — The first of four community forums on developing bike trails in Urbana will be held from 6 p.m. to 8 p.m. Wednesday at the Urbana Civic Center, 108 N. Water St., U.

The forums are being organized by the Champaign County Regional Planning Commission on behalf of the city of Urbana and the Urbana Park District.

The park district is looking at developing bike trails within existing parks and possibly building trails connecting Urbana parks, said Gabe Lewis, a transportation planner with the RPC. The city of Urbana is looking at developing more on-street trails and possibly some off-street connecting trails, he said.

A report about opportunities and constraints toward building more bike trails will be presented to the city and the park district by this summer, Lewis said.

In addition to Wednesday's communitywide forum, others will be held:

— 6 to 8 p.m. Tuesday Feb. 18, King School, 1108 W. Fairview Ave., U.

— 6 to 8 p.m. Wednesday, Feb. 19, Urbana Early Childhood Center, 2202 E. Washington St., U.

— from 6:30 to 8 p.m. on Feb. 20 at Leal School, 312 W. Oregon St., U, especially for Spanish-speaking residents.

Sections (2):	News [2], Local [3]
Topics (1):	Parks and Recreation [4]

Comments

Source URL: http://www.news-gazette.com/news/local/2014-02-11/forum-bike-trails-set-urbana.html

Links:
[1] http://www.news-gazette.com/author/news-gazette
[2] http://www.news-gazette.com/news
[3] http://www.news-gazette.com/news/local
[4] http://www.news-gazette.com/topics/parks-and-recreation

PUBLIC WORKSHOP – SERIES #1

Urbana Bicycle Master Plan update

Urbana Park District Trails Master Plan

Communitywide Workshop

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

Join us for our first public forum to:

- Map which roads you would like to bike on
- Map where you would like to see paved & unpaved trails
- Comment on bicycling & trail conditions
- Learn more about the planning process
- Find out how to stay involved

To RSVP or for more information:
Gabe Lewis
CCRPC Transportation Planner
328-3313
glewis@ccrpc.org
www.ccrpc.org

This meeting has a structured agenda.
Please attend the workshop in its entirety.
RSVP is requested but not necessary.

PUBLIC WORKSHOP – SERIES #1

Urbana Bicycle Master Plan update

Urbana Park District Trails Master Plan

Neighborhood Workshops

NORTH URBANA:

Tuesday, February 18th
6:00 - 8:00 p.m.
King School Multipurpose Room
1108 W. Fairview Ave. (enter on NW side)

EAST URBANA:

Wednesday, February 19th
6:00 - 8:00 p.m.
Urbana Early Childhood School Learning Center
2202 E. Washington St.
(enter between UECS & Prairie School)

COMUNIDAD LATINA:

Jueves 20 de febrero
6:30 - 8:00 p.m.
Escuela Leal – Salon de Usos Multiples
312 W. Oregon St. (Calle Oregon)
This meeting will be conducted in Spanish.

To RSVP or for more information:
Gabe Lewis
CCRPC Transportation Planner
328-3313
glewis@ccrpc.org | www.ccrpc.org

This meeting has a structured agenda.
Please attend the workshop in its entirety.
RSVP is requested but not necessary.

URBANA
BICYCLE PLAN

Urbana Park District Trails
master plan

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

rpc CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

CITY OF URBANA

URBANA BICYCLE PLAN

Urbana Park District Trails master plan

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

MIERCOLES | 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

MIERCOLES | 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

rpc REGIONAL PLANNING COMMISSION

CITY OF URBANA

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

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rpc CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

Champaign County Regional Planning Commission (CCRPC)
1776 East Washington Street
Urbana, IL 61802
Phone: 217.328.3313 Fax: 217.328.2426
www.ccrpc.org

El Plan Maestro de Bicicletas en Urbana y
El Plan Maestro de Senderos en Urbana

Febrero 2014 Taller Público

TARJETA DE COMENTARIOS

Su aporte en el Plan Maestro de Bicicletas en Urbana y el Plan Maestro de Senderos en Urbana es de alta importancia para ayudarnos a determinar las futuras instalaciones para caminar y montar bicicleta en el Condado de Champaign. Por favor, proporcione sus ideas sobre cualquier aspecto de estos proyectos y entregue el formulario en la caja correspondiente o envíelo a las oficinas de CCRPC.

1. Tiene algún comentario sobre la información que se ha presentado en este taller?

_____

_____

_____

_____

2. Qué aspetos le preocupan a usted particularmente o desearía que se consideran 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 caminaando 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

APPENDIX F

Public Meeting #2 Results

Urbana Bicycle Master Plan (UBMP)
Urbana Park District (UPD) Trails Master Plan (UTMP)
Results of Public Workshop #2: April 2014

This document compiles all votes and comments received during the second public meeting of the UBMP and UTMP, held on April 23rd, 2014 in the Urbana Middle School Cafetorium.

PARTICIPATION

Total Participants			20
Comment Card – Response about…	Workshop		5
	Issues		8
	Other non-infrastructure strategies		6
	Recommendation	To the City of Urbana	8
		To Urbana Park District	4
	Other issues, concerns or suggestions		6
	Additional comments		5
Non-Infrastructure Recommendation Votes	Education		26
	Encouragement		28
	Enforcement		29
	Evaluation		28

Meeting materials were posted on the respective plan websites, and residents were invited to vote on recommendations through May 2nd, 2014. However, no votes were received via the websites.

Meeting materials were made available at the C-U Bike Month table at Market at the Square in May, and input was received from one visitor to the table.

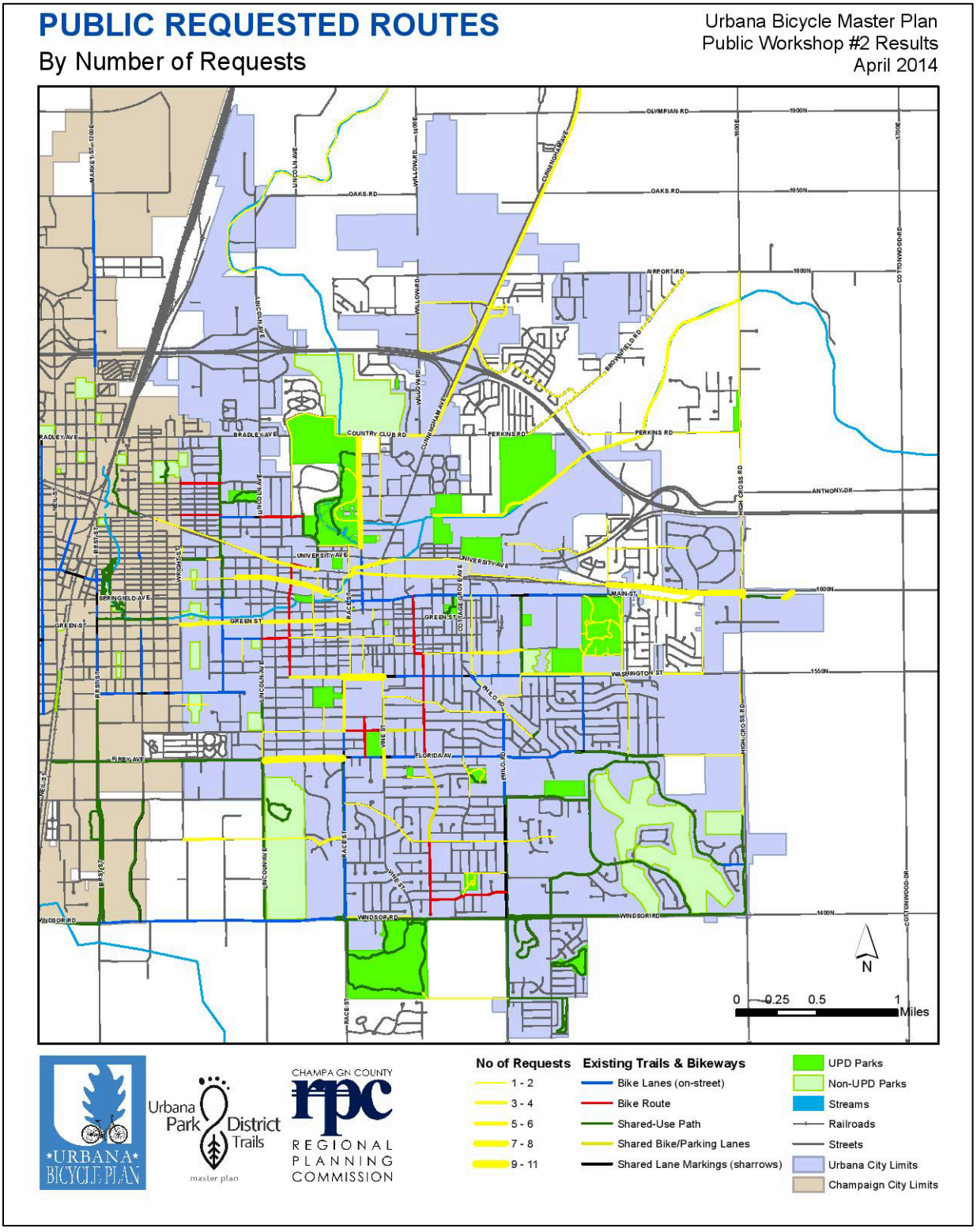
Pages 2 – 6 compiles votes from the public on the proposed bikeways and trails presented at the workshop. Participants voted for labeled segments using neighborhood maps of Urbana. 296 votes were received from the workshop's five neighborhood zone maps, and 135 segments of the proposed network were voted on.

DESIRED FACILITY TYPES

Desired Facility Types	Total Segments Marked
Shared-Use Path / Sidepath	54
Bike Route	37
Trail	20
Bike Lanes	12
Share The Road	9
Shared Bike / Parking Lanes	2
Bike Boulevard	1
Total	**135**

DESIRED PATH LOCATIONS (ROADWAYS & CORRIDORS)

Map 1 below compiles all the votes received on the proposed UBMP and UTMP network segments presented at the April 23rd workshop.



Colors in highlighted text correspond to the facility type on UTMP maps.

Rank	Name	Facility Type	Total Votes
1	Florida Avenue South Sidepath (Lincoln - Race)	Shared-Use Path / Sidepath	11
2	Washington Street Bike Route (Race - Vine)	Bike Route & Sharrows	9
3	Kickapoo Rail-to-Trail (Smith Rd - Danville)	Shared-Use Path / Sidepath	8
4	Broadway Avenue West Sidepath (Country Club Rd – Park St)	Shared-Use Path / Sidepath	7
5	Green Street Bike Lanes (Wright-Race)	Bike Lanes	6
6	Boneyard Creek Path (Maple-Race)	Shared-Use Path / Sidepath	5
7	Chief Shemauger Park-Perkins Road Park Site Trail	Shared-Use Path / Sidepath	4
	Country Club Road South Sidepath (Cunningham-Broadway)	Shared-Use Path / Sidepath	4
	Main Street Bike Route (University-Scottswood)	Bike Route	4
	Oregon Street-Prairie Park Trail	Shared-Use Path / Sidepath	4
	Perkins Road Park Site South Trail	Shared-Use Path / Sidepath	4
	Perkins Road Park Site Trail (Sidepath along the Saline Branch)	Shared-Use Path / Sidepath	4
	Rails-with-Trails (Cottage Grove Ave - Boneyard Creek Path)	Shared-Use Path / Sidepath	4
	Rails-with-Trails (McCullough St – Harvey St)	Shared-Use Path / Sidepath	4
	Saline Branch Trail (Perkins Road Park Site-High Cross Road)	Shared-Use Path / Sidepath	4
	Wheatfield Park Trail	Shared-Use Path / Sidepath	4
8	Cunningham Avenue/US 45 East Sidepath (Perkins Rd – N city limits)	Shared-Use Path / Sidepath	3
	Hazelwood Drive Sidepath (Wright-Goodwin)	Shared-Use Path / Sidepath	3
	Main Street Bike Route (Central Ave – Harvey St)	Bike Route	3
	Oregon Street Bike Route (Poplar St – Glover Ave)	Bike Route	3
	Race Street Bike Route (Washington St – Pennsylvania Ave)	Bike Route	3
	Vine Street Share the Road (Pennsylvania Ave – Windsor Rd)	Share The Road	3
	Washington Street Bike Route (Race St – Coler Ave)	Bike Route	3
	Washington Street Sidepath (Lierman Ave – Smith Rd)	Shared-Use Path / Sidepath	3
9	Broadway Avenue Bike Route + Sharrows (California Ave – Washington St)	Bike Route & Sharrows	2
	Burkwood Court E Bike Route	Bike Route	2
	Butzow Drive Bike Route	Bike Route	2
	Columbia Blvd Bike Route (Cunningham Ave - Brownfield Rd)	Bike Route	2
	Division Street Bike Route	Bike Route	2
	George Huff/Hazelwood Dr Bike Route (Race St –	Bike Route	2

Rank	Name	Facility Type	Total Votes
	Arboretum)		
	George Huff/Hazelwood Trail (Race St – Lincoln Ave)	Bike Route	2
	High Cross Road Share the Road (Airport Rd - University Ave)	Share The Road	2
	Illinois Street Bike Route (Race St - Coler Ave)	Bike Route	2
	Main Street Bike Boulevard (Goodwin Ave - Harvey St)	Bike Boulevard	2
	Main Street Sharrows (Central Ave - Springfield Ave)	Bike Route & Sharrows	2
	Mumford Drive Bike Route (Race St - Philo Rd)	Bike Route	2
	Oregon Street Bike Route (Anderson St - Poplar St)	Bike Route	2
	Park Street North Sidepath (Broadway Ave – McCullough St)	Shared-Use Path / Sidepath	2
	Rails-with-Trails (Smith Rd – Cottage Grove Ave)	Shared-Use Path / Sidepath	2
	Saline Branch Trail (Future Olympian Dr – Lincoln Ave)	Shared-Use Path / Sidepath	2
	University Avenue South Sidepath (Vine St - CUMTD)	Shared-Use Path / Sidepath	2
	Vance Road/O'Brien Drive Sidepath (Cunningham Ave – E city limits)	Shared-Use Path / Sidepath	2
	Vine Street Share the Road (Washington St – Pennsylvania Ave)	Share The Road	2
	Washington Street Bike Lanes (Dodson Dr – Pfeffer Rd)	Bike Lanes	2
	Washington Street Share the Road (Dodson Dr – Pfeffer Rd)	Share The Road	2
	Windsor Road North Sidepath (Race St - Vine St)	Shared-Use Path / Sidepath	2
10	Anthony Drive North Sidepath (O'Brien Dr – Willow Rd)	Shared-Use Path / Sidepath	1
	Bakers Lane Trail (Main St - Washington St)	Shared-Use Path / Sidepath	1
	Boneyard Creek Path (Race St - Main St)	Shared-Use Path / Sidepath	1
	Broadway Avenue Bike Route + Sharrows (Illinois St – California Ave)	Bike Route & Sharrows	1
	Brownfield Road Bike Route (Perkins Rd – Columbia Blvd)	Bike Route	1
	Brownfield Road Share the Road (Columbia Blvd – Airport Rd)	Share The Road	1
	California-Urbana-Illinois Bike Route (Grove St - Vine St)	Bike Route	1
	Carle Avenue Bike Route (Indiana Ave – Pennsylvania Ave)	Bike Route	1
	Coler Avenue East Sidepath (Fairview Ave - Country Club Rd)	Shared-Use Path / Sidepath	1
	Cottage Grove Avenue Shared Bike/Parking Lanes (Florida Ave – Colorado Ave)	Shared Bike / Parking Lanes	1
	Cottage Grove Avenue Bike Route (Penn Central RR – Main St)	Bike Route	1

Rank	Name	Facility Type	Total Votes
	Crestview Park Trail	Shared-Use Path / Sidepath	1
	CUMTD Bike Route	Bike Route	1
	Fairlawn Drive Bike Route + Sharrows (Vine St – Anderson St)	Bike Route & Sharrows	1
	Fairlawn Drive Bike Route (Anderson St – Cottage Grove Ave)	Bike Route	1
	Fairlawn Drive Bike Route (Philo Rd – Adams St)	Bike Route	1
	Fairlawn Drive Shared Bike/Parking Lanes (Philo Rd – Cottage Grove Ave)	Shared Bike / Parking Lane	1
	Future Florida Avenue Sidepath Extension	Shared-Use Path / Sidepath	1
	Gregory Street Bike Lanes (Illinois St – Oregon St)	Bike Lanes	1
	Hazelwood Drive Bike Lanes (Goodwin Ave – Lincoln Ave)	Bike Lanes	1
	High Cross Road Sidepath (University Ave – Tatman Dr)	Shared-Use Path / Sidepath	1
	High Cross Road Sidepath (Washington St – Wendl's Sports Complex)	Shared-Use Path / Sidepath	1
	Illinois Street Downtown Bike Lanes (Vine St – Race St)	Bike Lanes	1
	Lakehouse Road Sidepath	Shared-Use Path / Sidepath	1
	Lierman-Hunter Sidepath W-S (Washington St – Philo Rd)	Shared-Use Path / Sidepath	1
	Lincoln Avenue West Sidepath (Pennsylvania Ave – Florida Ave)	Shared-Use Path / Sidepath	1
	Lincoln Square East Shared-Use Path (Elm St – Green St)	Shared-Use Path / Sidepath	1
	Lorado Taft Bike Path	Shared-Use Path / Sidepath	1
	Main Street Trail (Wright St – Goodwin Ave)	Shared-Use Path / Sidepath	1
	McCullough Street Bike Route (Griggs St – Main St)	Bike Route	1
	McCullough Street Bike Route (Main St – Illinois St)	Bike Route	1
	McHenry Street Bike Route W (Philo Rd – Cottage Grove Ave)	Bike Route	1
	Meadowbrook[Park]-Philo [Road] Trail	Shared-Use Path / Sidepath	1
	Mumford Drive Bike Route (Philo Rd – Falcon Ct)	Bike Route	1
	O'Brien Drive North Sidepath	Shared-Use Path / Sidepath	1
	Pennsylvania Avenue Bike Route (Lincoln Ave – Orchard St)	Bike Route	1
	Pennsylvania Avenue Bike Route (Orchard St – Race St)	Bike Route	1
	Perkins Road Share the Road (Brownfield Rd – High Cross Rd)	Share The Road	1
	Pfeffer Road Bike Route	Bike Route	1
	Philo Road East Sidepath (Washington St – Family Dollar)	Shared-Use Path / Sidepath	1

Rank	Name	Facility Type	Total Votes
	Philo Road East Sidepath (Family Dollar – Fairlawn Dr)	Shared-Use Path / Sidepath	1
	Poplar Street Bike Route (Main St – Washington St)	Bike Route	1
	Race Street Bike Route (Illinois St – Washington St)	Bike Route	1
	Race Street West Sidepath (Boneyard Creek – Park St)	Shared-Use Path / Sidepath	1
	Rails-To-Trails (Harvey St – Goodwin Ave)	Shared-Use Path / Sidepath	1
	Rails-with-Trails (Goodwin Ave – Wright St)	Shared-Use Path / Sidepath	1
	Slayback Road Bike Route	Bike Route	1
	Smith Road Bike Route (Slayback St - University Ave)	Bike Route	1
	Smith Road Bike Route (Lantern Hill Dr – Florida Ave)	Bike Route	1
	Smith Road Shared Bike/Parking Lanes (Washington St – Lantern Hill Dr)	Shared Bike/Parking Lanes	1
	University Avenue South Sidepath (Mathews Ave – Goodwin Ave)	Shared-Use Path / Sidepath	1
	Weaver Park Trails	Shared-Use Path / Sidepath	1
	Wheatfield Park Trails	Shared-Use Path / Sidepath	1
	Willow Road East Sidepath (Anthony Dr – Airport Rd)	Shared-Use Path / Sidepath	1
	Wright Street East Sidepath (Park St – University Ave)	Shared-Use Path / Sidepath	1

Pages 7 – 9 compiles individual votes marked on the four non-infrastructure recommendation boards. Participants were given two votes for proposed non-infrastructure recommendations in each of the following categories:

- Education
- Encouragement
- Enforcement
- Evaluation

The results are tabulated below.

NON-INFRASTRUCTURE RECOMMENDATIONS

Education Recommendations	Total Votes
K-12 Bicycle Education Curriculum: Work with local schools to incorporate bicycle education into existing curriculum, such as physical education and health.	7
Map Updates and Distribution: Continue updating and distributing maps with existing bicycle and trail facilities as the network continues to grow, including but not limited to: Champaign County Greenways and Trails Map, Champaign-Urbana Area Bike Map, and a future Urbana Green Loop Trail Map.	5
Share the Road Campaigns: Continue to convey the message to encourage bicyclists and motorists to obey traffic laws and show respect to other road users.	4
Driver's Education Curriculum: Work with local schools and driving schools to incorporate bicycle education into driver's education curriculum, using tools such as the Illinois Bike Safety Quiz.	3
Bicycle Ambassador Program: Partner with the University of Illinois to organize a bicycle ambassador program to educate residents at public events.	2
Bicycle Rodeos: Increase volunteer base in order to institutionalize bicycle rodeos at public events and schools for children to learn and improve bicycling skills.	2
Availability of Materials in Other Languages: Make bicycle education, encouragement, and enforcement materials available on municipal agency websites in at least 1 language besides English.	1
Professional Development: Support municipal agency staff attendance of professional development opportunities, such as the Illinois Bike Summit and other conferences, to provide learning, networking, and planning opportunities regarding bicycles and pedestrians.	1
Public Participation: Continue to provide at least one opportunity per new bikeway or trail project for citizens to express concerns over bicycling or trail issues and public reaction to new treatments.	1
Adult Bicycle Education: Offer bicycle education opportunities for adults to educate them about rules of the road, how to properly handle a bicycle in traffic, and how to respectfully share the road with other users.	0

Law Enforcement Officer Training: Support law enforcement officer attendance of professional development opportunities regarding the enforcement of bicycle and pedestrian laws, especially as they change.	0

Encouragement Recommendations	Total Votes
Bike Route & Trail Signage: Install standardized bike route signage on on-road bikeways only, and standardized trail signage on off-road bikeways and trails, with destination, distance, and direction information to better inform users.	8
Bicycle Friendliness Promotion: Promote Urbana as a bicycle friendly community, the University of Illinois as a bicycle friendly university, and bicycle friendly businesses to demonstrate community support for and usage of active transportation.	5
National Bike Month: Continue to celebrate National Bike Month in May by hosting Bike Month, Bike to Work Day, Bike to School Day, Bikes on Campus Day and Bike to Market Saturdays.	5
Open Streets initiative (car-free streets): Temporarily close streets to motorized traffic so that people may use them for healthy and fun physical activities like walking, bicycling, dancing, jogging, playing and socializing.	5
Support for Advocacy Organizations: Support existing advocacy organizations to increase their capacity to carry out bike encouragement activities.	5

Enforcement Recommendations	Total Votes
Light the Night: Continue annual installation of free bike lights in the fall on the University of Illinois campus coupled with an education component.	8
Bicycle Diversion Program: Continue education and enforcement campaign to allow bicyclists to waive a first-time fine using the League of Illinois Bicyclists' (LIB) Bike Safety Quiz.	6
Enforce Bicyclist Violations: Continue issuing warning citations and/or ticket bicyclists for traffic offenses, such as riding against traffic, disregarding traffic signals (unless the cyclist has legally waited 2 minutes for a light to change) and stop signs, and riding without lights at night.	4
Enforce Motorist Violations: Continue issuing warning citations and/or ticket bicyclists for traffic offenses against bicyclists, such as failing to stop for bicyclists at intersections.	4
Trail Safety & Security: Create partnership between the Urbana Park District and the Urbana Police Department to promote safety and security of existing and proposed trail facilities.	4
Off-Campus Light the Night Event: Pursue opportunities to install free bike lights in the fall in other areas of Urbana, especially low-income neighborhoods, coupled with an education component.	3

Evaluation Recommendations	Total Votes
Bicycle Counts: Conduct counts before and after bikeways and trails are installed.	6
Bicycle Level of Service (BLOS): Continue to update the Urbana BLOS Database to measure existing and future conditions, and evaluate different measurements of bike friendliness if different tools become available.	5
Bicyclist Crash Studies: Continue to analyze bicyclist crash data as part of the CUUATS Selected Crash Intersection Locations (SCIL) Report.	5
Pedestrian and Bicycle Survey (PABS): Conduct PABS survey every five years to measure existing bicycle and pedestrian behavior and attitudes.	5
Annual Trail Survey: Encourage Urbana Park District to distribute an annual survey to Urbana residents to identify trail system priorities to be included in the Urbana Park District Capital Improvement Plan.	4
Intersection Safety Index: Investigate the use of the AASHTO Intersection Safety Index to help determine which intersections or approach legs should be prioritized for further evaluation and to reduce bicyclist crash frequency and severity.	3

Page 10 – 12 lists all comments collected on the UBMP and UTMP comment cards at the second public workshop in April 2014. These comments are categorized by subjects.

WRITTEN COMMENTS

Question 1. Do you have any comments on the information presented at this workshop?

Comment	Subject
About proposed parking removal on Hazelwood – there is plenty of space to bike. Patch the road and properly fill the paths through the fences at George Huff Ct to gravel behind Orchard Downs, Hazelwood to Farm, Farm to Hazelwood. The entrance points get very rotted and muddy.	Maintenance, Vehicle Parking
Please work with CCB and others to get online link distributed for others to give input.	Public Input
It was somewhat vague and unexciting	Workshop material
Hard to read	Workshop material
Good maps + suggested routes, but some seemed to already exist. So it was a little confusing.	Workshop material, Appreciation, Existing Facilities

Question 2. What issues do you consider were not addressed by the plan?

Comment	Subject
Nothing I can think of. Thanks	Appreciation
More bike parking around town	Bike parking
More bike parking	Bike parking
Parking	Bike parking
Costs and funding for priorities	Cost, Funding
Using plan to promote economic development, where might transport improvements lead to economic development, commercial centers and neighborhood commercial in particular.	Economic Development
Snow cleaning on shared paths - trail to Windsor on Philo for example. The main road is very dangerous to bike in this situation as the road is narrowed and the edges are not fully clear. The shared path is never cleared and remains impossible for weeks after a snowfall.	Maintenance, Safety
I didn't see any indication of how routes would avoid frequent stops. Also, are some proposed routes or existing routes parallel or redundant?	Network

Question 3. Do you have any other non-infrastructure strategies that you did not see presented?

Comment	Subject
Add a Bike Sharing Program to the recommendations.	Bike sharing
Bike sharing program, Bike friendly crossing at Main and Lincoln, better way finding signage from Campus to Downtown	Bike sharing, Crossings, Signage
Promote the LIB online guides for motorists and cyclists	Education
Enforcement with drivers who are unsafe and not following "Share the Road"	Enforcement
Police industry moving next to designated paths to ensure commercial services are clearing debris from paths instead of blowing debris onto paths.	Enforcement, Maintenance

Question 4. If you could make one recommendation to make Urbana more bike friendly, what would you recommend?

Comment	Subject
To the City of Urbana	
Support better bicycle parking in commercial shopping areas	Bike parking
More parking	Bike parking
Assign and fund specific staff person to be a bike/pedestrian coordinator (or join with County, MTD, Champaign, University to fund)	Bike/pedestrian coordinator
Educate car drivers	Education
Education	Education
Better understanding and obedience of rules	Education, Enforcement
More bike lanes and infrastructure to the north and in east Urbana – Cottage Grove from Florida to Mumford have lots of bikes	Treatment, Routes
More bike lanes, biker safety, rule distribution, awareness	Treatment, Safety, Education
To Urbana Park District	
More parking, close to roadways or other approaching paths	Bike parking
Education	Education
Better understanding and obedience of rules	Education, Enforcement
Bike-to-pool discounts	Encouragement

Question 5. Are there any other issues, concerns or suggestions you would like to bring to our attention about the Urbana Bicycle Master Plan and Urbana Trails Master Plan?

Comment	Subject
Multipurpose paths along the back of the stores to allow pedestrian and neighborhood access avoiding CAR interactions. For example recall the path behind Lowes/Target. The path behind the store is much friendlier than the front. I see a path labeled Pines to Myra and Pines to Philo, please consider Pines to Chatham [Drive]. This is the drainage path we walk to Meijer along the backside of Myra and the Pines.	Access, Destinations, Routes, Safety, Treatment
Actually I don't think a whole lot needs to be done. So don't overdo it.	Appreciation
Good ideas.	Appreciation
More and better routes from Urbana to Campus.	Connectivity, Destinations
Need more outreach for input on plan – use posters, fliers, Facebook etc.	Outreach, Public Input
How public participation at meeting #1 although some may have sent emails, may phone calls with suggestions and comments and those who were able to attend for one time, were their suggestions used and considered?	Public Input

Question 6. Please provide us with any additional comments about the Urbana Bike & Trails Plan proposals that you may have:

Comment	Subject
Thanks!	Appreciation
02 Draft Point Recommendation[s Map exhibit board] – 1. Location #8 [Crosswalks at University/High Cross] – Put in blinking yellow, request red. Cars are not stopping for bikes and pedestrian. 2. Location #14 [Sign directing to sidepath at Philo/Colorado] – Do not put sharp art structure in line with path again. Was very dangerous. 3. Amber Lane and Philo Road – When the stop sign was replaced after someone hit it, it was placed on the wrong side at the bike path. Now cars cross the path before stopping! Move back to proper side of path.	Crossings, Safety, Public Art, Signage
The number of proposed routes is bewildering. But what about travel from Urbana to Champaign? You can't just plan for inside Urbana.	Destinations
Washington Street east of Vine Street – should be [bike] lanes because intersections of Washington & Urbana Ave and Washington and Vine are difficult to bike due to lane/sharrow transitions.	Treatment
Washington St E intersection at Vine needs a bike lane	Treatment

PUBLIC WORKSHOP #2

Urbana Bicycle Master Plan

Urbana Trails Master Plan

www.cuuats.org/ubmp

www.cuuats.org/updtrails

Wednesday, April 23, 2014
6:30 - 8:00 p.m.
Urbana Middle School Cafetorium
1201 S. Vine St.
(Enter on the north side of the building)

Join us in our second public forum to:

- Review maps of proposed Bikeways & Trails in Urbana
- Comment on proposed Bikeways & Trails in Urbana
- Learn about next steps for both plans & implementation

To RSVP or for more information:

Gabe Lewis
CCRPC Transportation Planner
328-3313
glewis@ccrpc.org
www.ccrpc.org

This meeting has a structured agenda.
RSVP is requested but not necessary.

URBANA BICYCLE PLAN

Urbana Park District Trails master plan

PUBLIC WORKSHOP 2

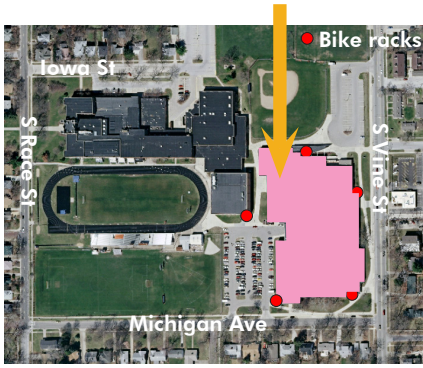
WHEN Wednesday, April 23, 2014
6:30 - 8:00 PM

WHERE Urbana Middle School Cafetorium
1201 S. Vine St., Urbana
Enter on the north side of the building

WHAT Join us in our second public forum to:

- Review maps of proposed Bikeways & Trails in Urbana
- Comment on proposed Bikeways & Trails in Urbana
- Learn about next steps for both plans & implementation

Meeting location



EARTH WEEK

This meeting has a structured agenda.
RSVP is requested but not necessary.

Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 217-328-3313 to request special accommodations at least 2 business days in advance.

To RSVP or for more information:
Gabe Lewis
CCRPC Transportation Planner
(217) 328-3313 | glewis@ccrpc.org

MORE INFO AT

http://www.cuuats.org/ubmp

http://www.cuuats.org/updtrails

rpc CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

CITY OF URBANA

Urbana Bicycle Master Plan &
Urbana Park District Trails Master Plan
April 2014 Public Workshop #2

COMMENT CARD

Please share your comments on proposed Urbana Bike & Trails Plan conditions below.

1. Do you have any comments on the information presented at this workshop?

2. What issues do you consider were not addressed by the plan?

3. Do you have any other non-infrastructure strategies that you did not see presented?

4. If you could make one recommendation to the City to make Urbana more bike friendly, what would you recommend?

To the City of Urbana:

To Urbana Park District:

5. Are there any other issues, concerns or suggestions you would like to bring to our attention about the Urbana Bicycle Master Plan and Urbana Trails Master Plan?

6. Please provide us with any additional comments about the Urbana Bike & Trails Plan proposals that you may have:

_____

_____

_____

_____

NAME _____
ORGANIZATION _____
ADDRESS _____
CITY, STATE, ZIP _____
PHONE _____
E-MAIL _____

☐ Yes! Add my name to the mailing list
☐ Please DO NOT add my name to the mailing list
☐ Please remove my name of the mailing list

How did you hear about this meeting?

☐ Newspaper
☐ Email
☐ Flyer
☐ UBMP Website
☐ UTMP Website
☐ Other:

POST STAMP HERE

CCRPC
Urbana Bicycle Master Plan &
Urbana Trails Master Plan
c/o Gabriel Lewis
1776 East Washington Street
Urbana, IL 61802

rpc CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

Champaign County Regional Planning Commission (CCRPC)
1776 East Washington Street
Urbana, IL 61802
Phone: 217.328.3313 Fax: 217.328.2426
www.ccrpc.org

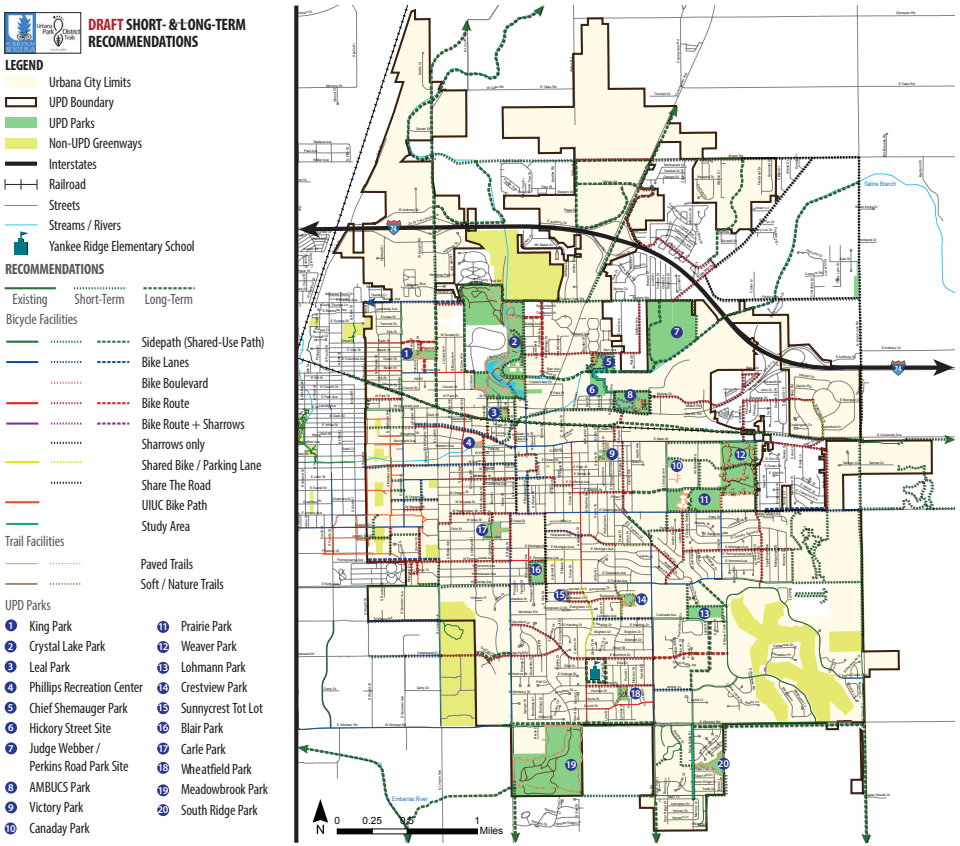
ONLINE INPUT

APRIL 25 - MAY 2, 2014

Give your input on proposed bicycle and trail recommendations at:

BIKE
http://www.cuuats.org/ubmp/documents

TRAILS
http://www.cuuats.org/updtrails/documents



For more information, contact:

Gabe Lewis, CCRPC Transportation Planner

glewis@ccrpc.org
(217) 328-3313

Draft Recommendations – Online Public Input Sheet – Spring 2014

Instructions:

1) Review the Infrastructure and Non-Infrastructure Recommendations on each project's website:
    a. Urbana Bicycle Master Plan: http://www.cuuats.org/ubmp/documents
    b. Urbana Park District Trails Master Plan: http://www.cuuats.org/updtrails/documents
2) Place your votes below.
3) Send your input to Gabe Lewis at CCRPC via email (glewis@ccrpc.org), fax (217-328-2426), mail or in person (1776 E. Washington St., Urbana, IL 61802) by Monday, May 19th.

Infrastructure

North Urbana (Zone 1)

#1 Priority Bikeway or Trail _____

#2 Priority Bikeway or Trail _____

#3 Priority Bikeway or Trail _____

West Urbana (Zone 2)

#1 Priority Bikeway or Trail _____

#2 Priority Bikeway or Trail _____

#3 Priority Bikeway or Trail _____

Central Urbana (Zone 3)

#1 Priority Bikeway or Trail _____

#2 Priority Bikeway or Trail _____

#3 Priority Bikeway or Trail _____

East Urbana (Zone 4)

#1 Priority Bikeway or Trail _____

#2 Priority Bikeway or Trail _____

#3 Priority Bikeway or Trail _____

South Urbana (Zone 5)

#1 Priority Bikeway or Trail _____

#2 Priority Bikeway or Trail _____

#3 Priority Bikeway or Trail _____

Non-Infrastructure

Education
#1 Priority _____

#2 Priority _____

Encouragement
#1 Priority _____

#2 Priority _____

Enforcement
#1 Priority _____

#2 Priority _____

Evaluation
#1 Priority _____

#2 Priority _____

Contact Information (optional)

Name _____

Organization (if applicable) _____

Address _____

City _____

Phone _____

Email _____

Submit to:
Champaign County Regional Planning Commission (CCRPC)
c/o Gabe Lewis
Mail: 1776 E. Washington St., Urbana, IL 61802
Email: glewis@ccrpc.org

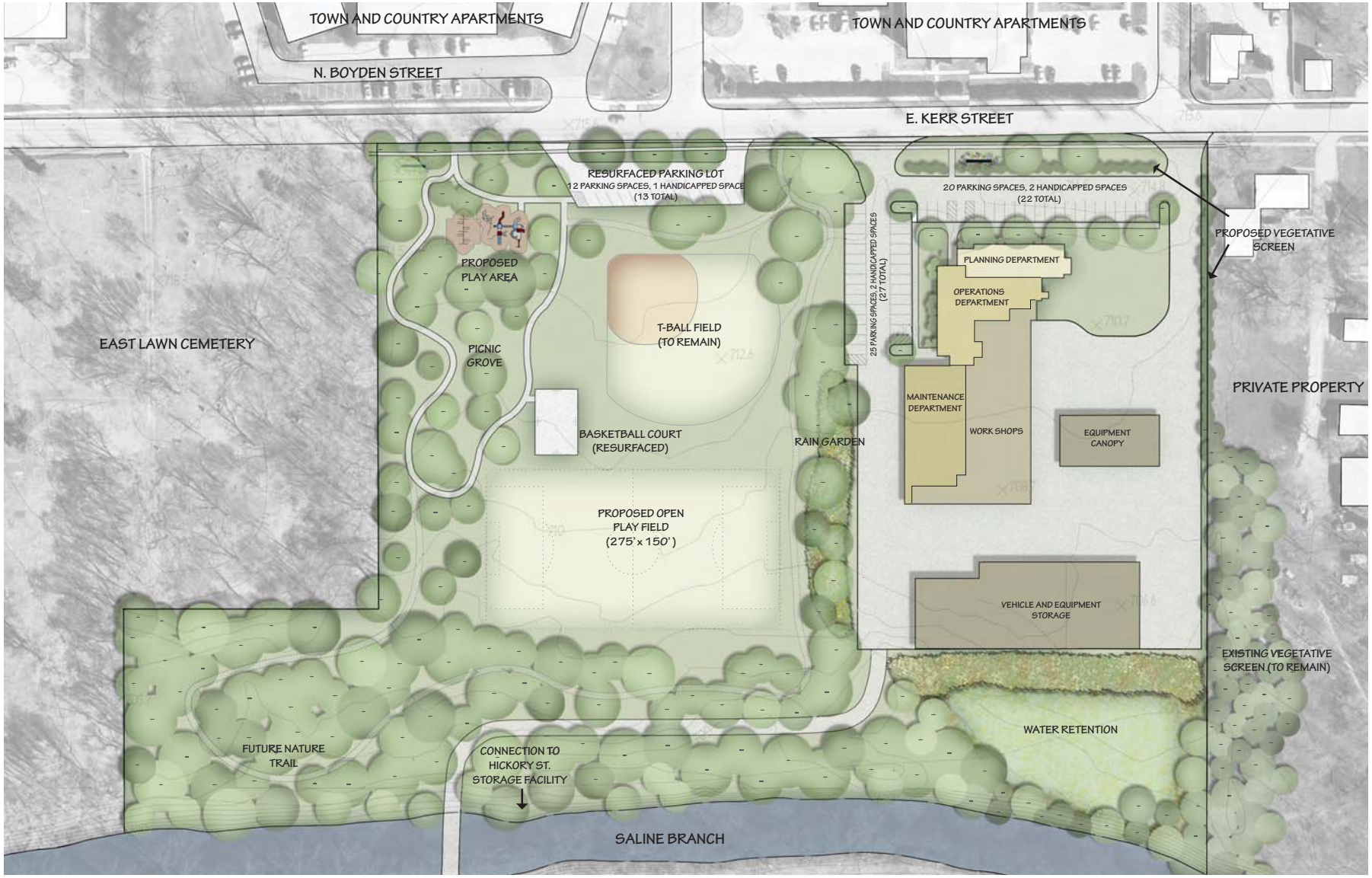
APPENDIX G

Urbana Park Master Plans

AMBUCS PARK

MASTER PLAN

URBANA PARK DISTRICT
1011 E KERR AVE.
URBANA, IL 61802
www.urbanaparks.org



CHIEF SHEMAUGER PARK / PLANNING AND OPERATIONS FACILITY

PRELIMINARY MASTER PLAN CONCEPT

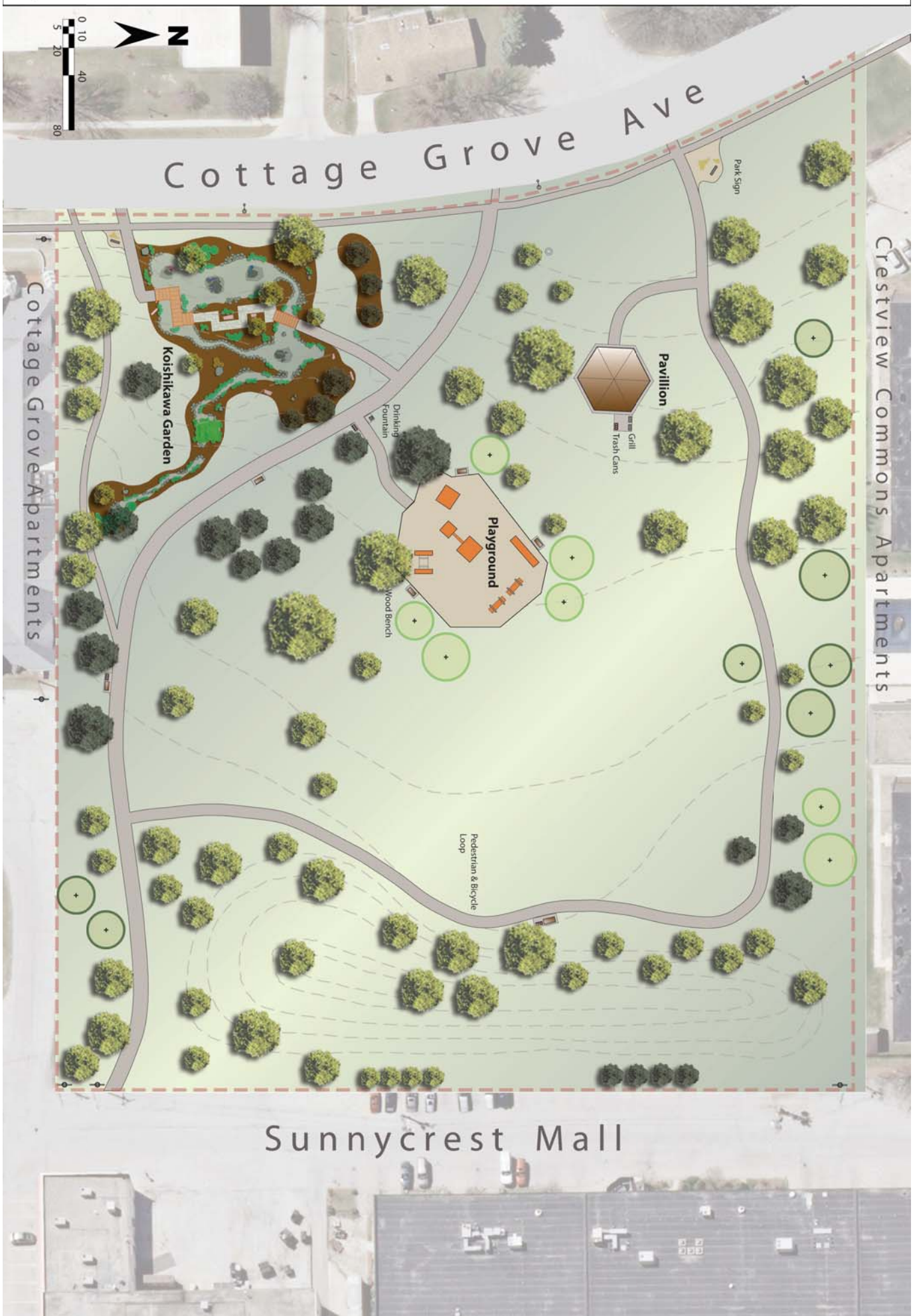
URBANA PARK DISTRICT
901 BROADWAY AVE.
URBANA, IL 61801
www.urbanaparks.org

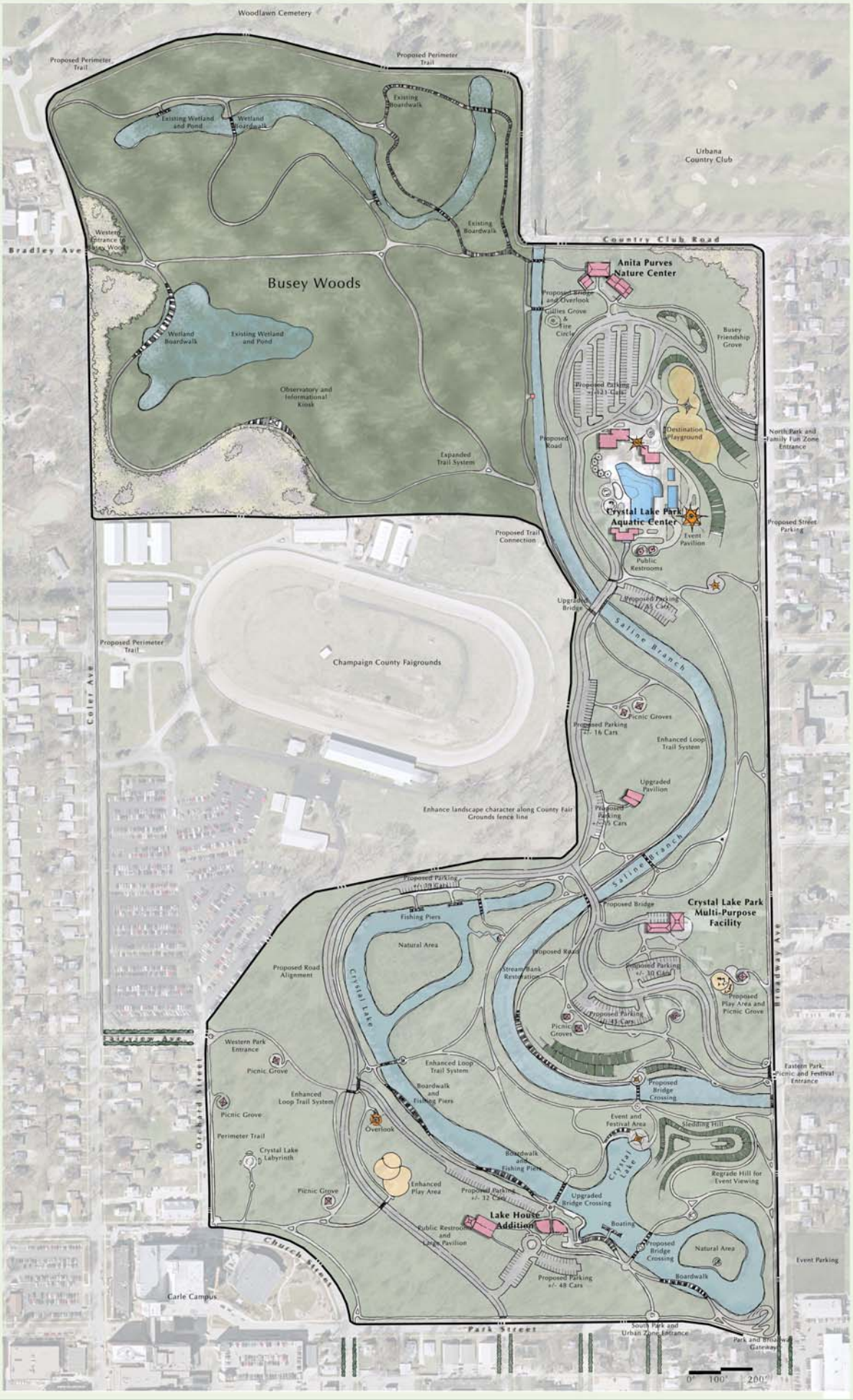
0' 50' 100' 200'

N

SHEET:
1 OF 2

CRESTVIEW PARK MASTER PLAN





JJR URBANA PARK DISTRICT

CRYSTAL LAKE PARK MASTER PLAN

KING PARK TRAIL LAYOUT

PRELIMINARY PLAN

URBANA PARK DISTRICT
901 BROADWAY AVE.
URBANA, IL 61801
www.urbanaparks.org

0' 50' 100' 200' 350'

N

SHEET:
1 OF 1

LARSON PARK

Urbana Park District

PRELIMINARY MASTER PLAN

URBANA PARK DISTRICT
1011 E KERR AVE
URBANA, IL 61802
www.urbanaparks.org

0' 50' 100' 200'

N

June 5, 2015

ENHANCEMENTS

1 Proposed 8' wide concrete path

2 Enhanced native area

3 Upgraded playground with surrounding pathway

4 Proposed additional seating/picnic areas

5 Possible future trail connections

- New park signage - as needed
- Replace lost park trees - as needed

LEGEND

- Existing Park Signage
- Existing Picnic Table
- Stormwater Drain
- Existing Refuse Bin
- Existing Railroad Timbers
- Existing Bench
- Existing Tree
- Replaced Tree
- Proposed 8' Concrete Path

0 140 280 Feet

Urbana Park District
901 North Broadway Avenue
Urbana, IL 61801
www.urbanaparks.org

South Ridge Park
Urbana, IL
Preliminary Master Plan

Revisions

N

June 09, 2009

Weaver Park

Urbana, Illinois

14 June, 2005

Scale: 1"=60'-0"

0 60 120 240

Urbana Park District

JJR

APPENDIX H

Design Guidelines, Champaign County Greenways & Trails Plan 2014

13 DESIGN GUIDELINES

13.1 Introduction

Champaign County Trails Design Guidelines were created to facilitate development of all non-motorized paths throughout Champaign County, including sidewalks, bike lanes, shared use trails, and nature trails. Existing trails in the area are of varying widths and materials. No standard facilities or design features moreover, show users they are using a trail that is part of an overall countywide system. Once implemented, these design guidelines will help create a recognizable and consistent system of greenways and trails of which Champaign County can be proud.

These guidelines were developed using a collection of resources to ensure that the end product meets the needs of municipalities, special use districts, grant-funding agencies, and trail users, while maintaining accessibility requirements. In compiling these guidelines, best practices already in use in counties across the nation were combined with guidelines tailored to Champaign County's specific needs.

13.1.1 Goals and Objectives

The creation of countywide greenway, trail, and bikeway design guidelines is a first step in implementing the Champaign County Greenways & Trails Plan adopted in February 2004. This relates directly to this Plan's Goal #2, that "all Champaign County residents will be provided with a greenways and trails system that emphasizes safety and user-friendliness."

These guidelines seek to create a system of greenways and trails capturing Champaign County's community character and history, and serving as an educational and recreational resource for trail and bikeway users. It also seeks to maintain the greenways and trails' environmental integrity.

13.1.2 General Standards

- All facilities shall meet or exceed Americans with Disabilities Act (ADA) standards.
- All paved surfaces shall meet or exceed all applicable Illinois Department of Transportation (IDOT) standards for the installation of surface type.
- All paved surfaces shall meet or exceed all applicable local codes.
- All paved surfaces shall meet or exceed current American Association of State Highway and Transportation Officials (AASHTO) standards for trail and bikeway type.
- All guidelines shall comply with the most recent versions of the Americans with Disabilities Act (ADA), IDOT, and AASHTO standards as applicable.

13.1.3 Methodology

Staff from the Champaign County Regional Planning Commission interviewed participating agencies, including representatives from Champaign County, cities and villages, park districts, the University of Illinois, the Champaign-Urbana Mass Transit District, IDNR and IDOT, and several local developers. Questions included what they wanted addressed in the design guidelines, what format they preferred, what practices the agencies currently followed, and the process their agency would go through to adopt the design guidelines into practice if they chose to do so. Many of the representatives were on the Greenways & Trails Plan Steering Committee, so they were familiar with the Greenways & Trails Plan and were interested in its implementation.

Interviewees

The Champaign County Regional Planning Commission conducted interviews with the following organizations and individuals:

City of Champaign

- Public Works: Steve Wegman
- Planning: Rob Kowalski, Danielle Rideout

City of Urbana
- Public Works: Bill Gray, Doug Miller
- Planning: Libby Tyler, Paul Lindahl, Matt Wempe

Village of Savoy
- Public Works: Frank Rentschler
- Parks & Grounds: Joshua Mikeworth

Village of Rantoul
- Public Works: Pete Passarelli

Village of Mahomet
- Village Administrator: Teri Legner

Champaign County Highway Department
- Jeff Blue

Champaign Park District
- Bobbie Herakovich, Terri Gibble

Urbana Park District
- Facilities Planning: Tim Bartlett

Champaign County Forest Preserve District
- Facilities Planning: Sally Prunty

Champaign-Urbana Mass Transit District
- Planning: Cynthia Hoyle, Bill Volk

University of Illinois
- Facilities Planning: Kevin Duff
- Facilities Engineering: Gary Biehl

Champaign County
- Planning & Zoning: Frank DiNovo
- CUUATS: Rita Black, Susan Chavarria

Champaign County Board
- Chair: Barb Wysocki

Illinois Department of Natural Resources
- Marla Gursh (Springfield)

Illinois Department of Transportation
- Bureau of Design & Environment: Todd Hill

Several Local Developers

Support for countywide trails design guidelines was generally high, although many agencies stressed the importance of keeping the guidelines flexible for different settings and circumstances. They wanted a short document that would be user-friendly and easy to understand, and they wanted more pictures and diagrams and less text. Safety and practicality were top priorities for each agency, with separation of pedestrians and bicyclists from vehicular traffic and low-cost construction frequently mentioned.

After compiling the information from the interviews, the Champaign County Regional Planning Commission determined the design guidelines' format. Keeping in mind suggestions the different agencies made and the formats other regions used, the Champaign County Regional Planning Commission organized the document by facility type: off-street trails (shared-use trails, nature trails, and sidewalks) and on-street bikeways (bike lanes, bike routes, shared bike/parking lanes, sharrows, and Share the Road). They also included sections on connections and crossings, facilities at trailheads and rest areas.

Each section begins with a description of the feature's use, followed by a cross-section with dimensions and engineering specifications. All design guidelines for Champaign County follow the Illinois Department of Transportation and the Illinois Department of Natural Resources' recommended guidelines for grant funding and accessibility.

13.2 Off-Street Facilities

13.2.1 Shared-Use Trails

A shared-use trail is a recreational pathway that pedestrians, bicyclists, rollerbladers, strollers, and skateboarders may use. They may connect parks, employment centers, shopping centers, and public places. Shared-use trails should not be located immediately adjacent to interstate highways.

Dimensions

Width

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

Clear Zone

- A 3-foot wide clear zone should be maintained adjacent to both sides of all shared-use trails for the use of joggers and for keeping vegetation from erupting through the trail surface.
- Where a roadway runs adjacent to or near a shared-use trail, the roadway should be separated from the shared-use trail with a 5 foot wide clear zone.
- When separation of five feet cannot be achieved, a physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
    - Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) is recommended to be at least 10 feet. This will reduce water pollution potential from runoff and chemicals associated with paved surfaces.

Vertical Clearance

- The vertical clearance should be at least 8 feet high (or higher to accommodate maintenance vehicles).

Subgrade, Subbase, and Trail Surface

Subgrade

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

Subbase

- The sub-base should be a 6-inch compacted crushed rock.

Trail Surface

- The following are acceptable surface types for shared-use trails:
    - Asphalt,
    - Concrete, and
    - Compacted crushed rock.
- The paved surface should be a minimum of 4 inches thick or follow the applicable agency's specifications, whichever is greater.
- Shared-use trails should be designed to sustain without damage wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path.
- Edge support to accommodate vehicles can be in the form of stabilized shoulders or in additional pavement width.
- Shared-use trails should be machine laid, using the appropriate machines and tools to smooth and compact the trail surface.

Engineering

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

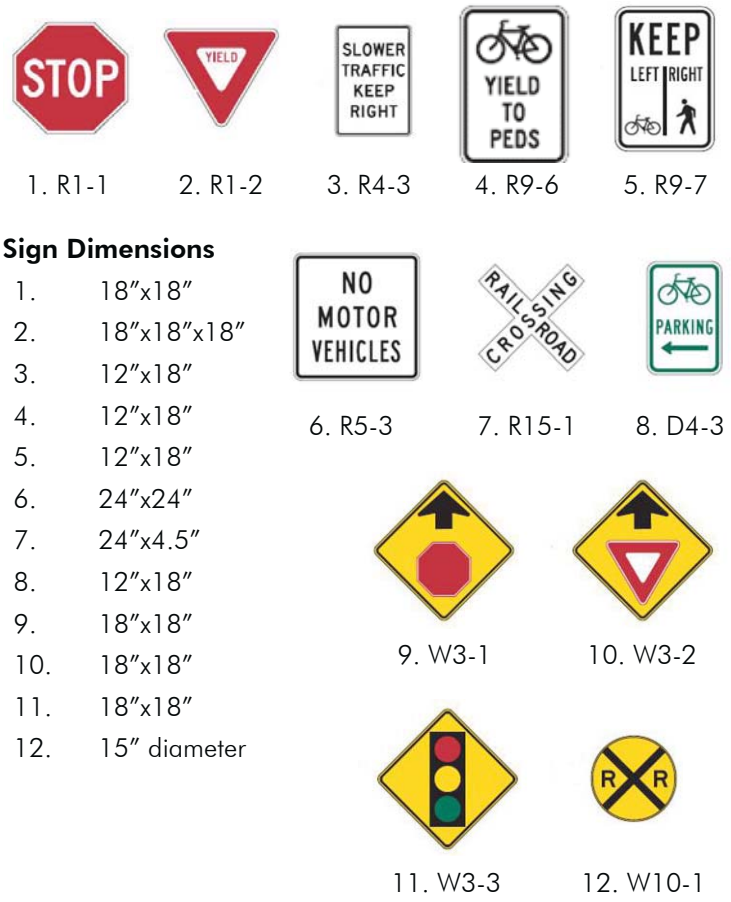
Shared-Use Trail Signage

Shared-use trail signage (see right), especially Signs 1 and 2, should be shielded from road user visibility to decrease confusion. Sign 6 should be installed at the entrance to a shared-use trail. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.

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

Shared-Use Trail Markings

All surface markings on shared-use trails should be retroreflectorized and made of skid-resistant material for safety. Obstructions in the traveled way of a shared-use trail should be marked with retroreflectorized material. Striping should not be used on shared-use trails to separate directions; yield signage should be used instead. Where there are curves with restricted sight distance, a 4 inch wide yellow centerline stripe may be used to separate opposite directions of travel.



1. R1-1 2. R1-2 3. R4-3 4. R9-6 5. R9-7

6. R5-3 7. R15-1 8. D4-3

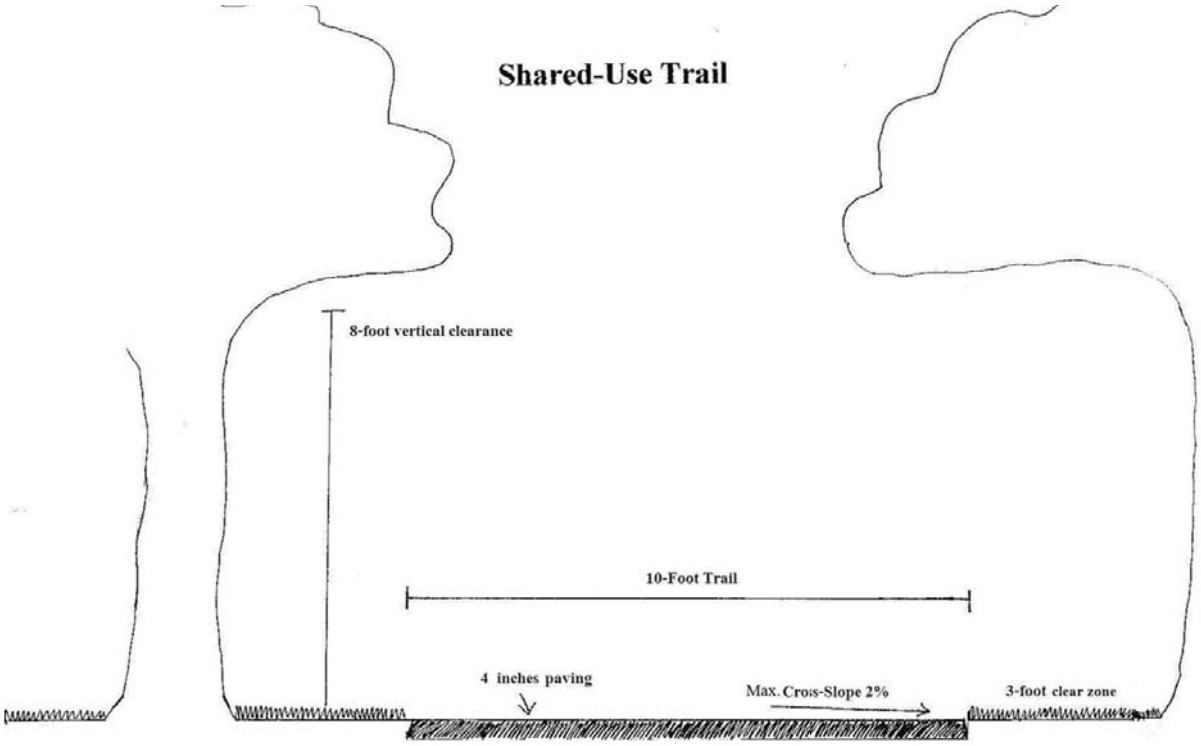
9. W3-1 10. W3-2

11. W3-3 12. W10-1

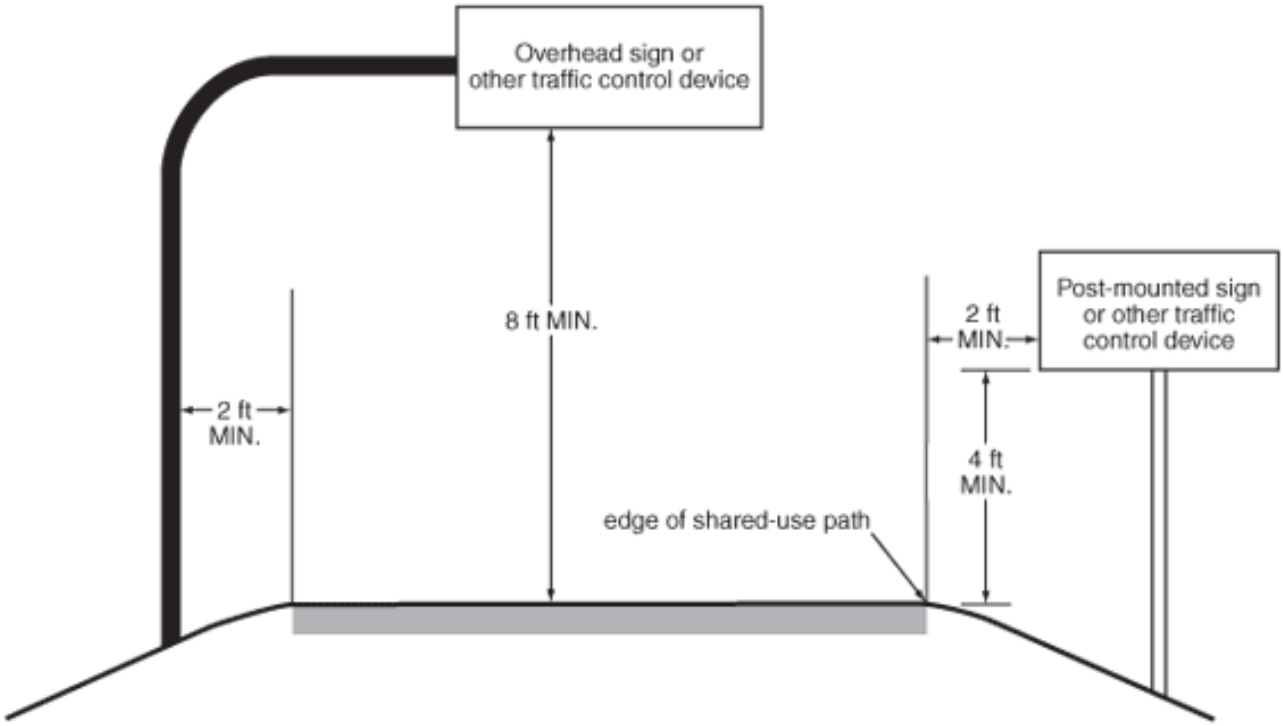
Sign Dimensions

1.	18"x18"
2.	18"x18"x18"
3.	12"x18"
4.	12"x18"
5.	12"x18"
6.	24"x24"
7.	24"x4.5"
8.	12"x18"
9.	18"x18"
10.	18"x18"
11.	18"x18"
12.	15" diameter

Regulatory and Warning Signs and Plaques for Bicycle Facilities
Source: Manual on Uniform Traffic Control Devices (MUTCD) 2009, Figures 9B-2 and 9B-3



Shared-Use Trail Dimensions Diagram



Sign Placement Diagram on Shared-Use Paths
Source: MUTCD 2009, Figure 9B-1

13.2.2 Nature Trails

Nature trails are a form of shared-use path, although they typically run through environmentally sensitive areas. The surfacing and width specifications are more flexible than for shared-use paths; for example, nature trails may have a soft, permeable surface, such as bark, wood chips, or crushed aggregate in lieu of asphalt. Therefore, nature trails are not designed to be ADA accessible. The width of the nature trail may be as narrow as 18 inches to allow for passage through densely vegetated areas and hilly terrain.

Dimensions

Width

- Nature trails should maintain a width of no less than 18 inches.

Clear Zone

- Where a roadway runs adjacent to or near a nature trail, the roadway should be separated from the nature trail with a 5 foot wide mowed shoulder or vegetation.
    - When separation of five feet cannot be achieved, an approved, crash-tested physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
    - Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) should be maintained at a minimum distance of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

Vertical Clearance

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

Subgrade, Subbase, and Trail Surface

In general, earthen trails do not require a subbase. If soils are particularly wet, a layer of geotextile fabric covered with a layer of aggregate may be placed between the ground and trail surface to provide a moisture barrier.

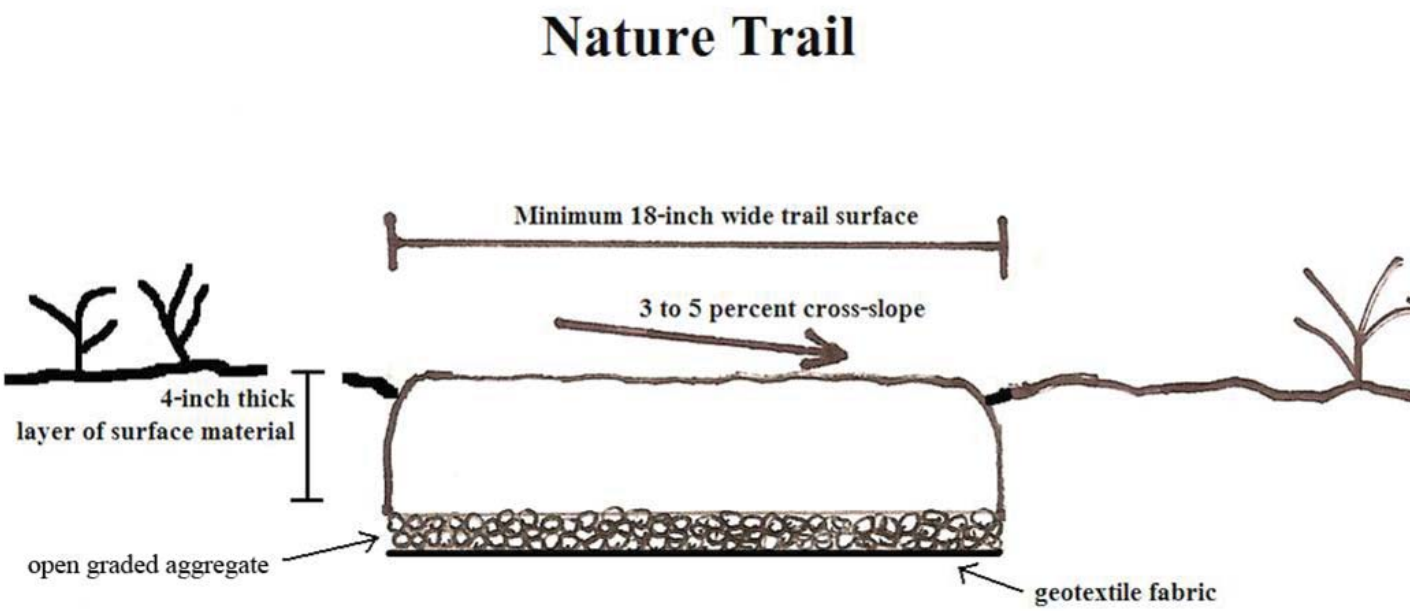
Trail Surface

Nature trails may use a variety of alternative surfacing, some of which are listed below:

- Bark or wood chips
    - A 4-inch layer of bark or wood chips is recommended.
    - Bark or wood chips should be replaced every year due to compaction and dislocation.
    - Bark or wood chips should not be used near streams or wetlands or on portions of the trail with cross-drainage.
- Crushed Aggregate
    - Open-graded, crushed rock of 1 inch or smaller diameter is recommended.
    - A 4-inch thick layer of crushed rock compacted to 95 percent is recommended.
    - The sub-grade should be prepared and compacted to prevent vegetation encroachment.
- Plastic lumber
    - Plastic lumber is suitable for boardwalks in wet areas.
    - Plastic lumber may be colored or painted to blend in with the surroundings.

Engineering

- Due to their often-varied topographic setting, nature trails are not designed to be universally accessible.
- Design Speed should be 15 mph for unpaved trails.
- The trail should be sloped to drain at 3 to 5 percent.



Nature Trail Dimensions Diagram

13.2.3 Sidewalks

Pedestrians primarily use sidewalks. Sidewalks in Champaign County should be accessible to all users. It is important that sidewalks be provided extensively throughout the transportation network to provide pedestrians with a safe place to travel. It should be noted that all bicyclists who choose to travel on sidewalks have the same rights as pedestrians, except where prohibited, and must yield to pedestrians. Accessible sidewalk facilities should be provided on all new right-of-way projects in Champaign County.

Dimensions

Width

- The recommended minimum width of all sidewalks is 5 feet. Sidewalks in high traffic areas, including the commercial, downtown, and campus districts, may require a width of 6 feet or greater as determined by the appropriately designated person.
- Transitions from existing narrower sidewalks may be made using tapers.

Buffer

- Sidewalks should have at minimum a 2 foot wide mowed shoulder on both sides of the paved surface.

Vertical Clearance

- Sidewalks should have a vertical clearance of at least 8 feet.

Miscellaneous

- The vegetative distance between the concrete surface and any water bodies (stream, wetland, lake) is recommended to be a minimum of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.
- Maximum distances for expansion joints should not exceed 75 feet.

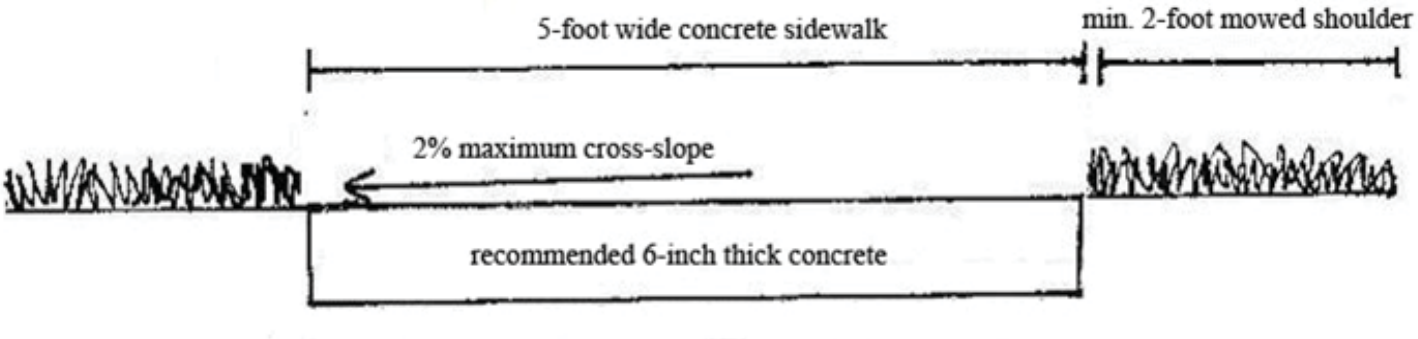
Engineering

General

- All engineering of sidewalks shall meet the applicable agency's accepted engineering design standards.
- All newly constructed sidewalks shall comply with ADA accessibility guidelines.

Slope

- The longitudinal slope of all sidewalks shall be a maximum of 5% to maintain accessibility.
- The cross-slope of all sidewalks shall be a maximum of 2.0% to maintain accessibility and should slope in one direction or be crowned.



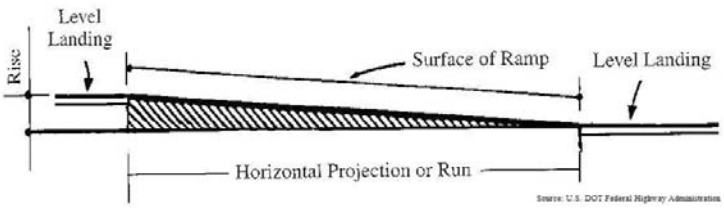
Sidewalk Dimensions Diagram

Ramps

- Ramp specifications shall follow the Illinois Accessibility Code:
  - The least possible slope should be used for any ramp.
  - The maximum slope of a ramp in new construction shall be 8.3%.
  - The maximum rise for any run shall be 30 inches.
- The minimum clear width of a ramp shall be 48 inches.
- The recommended clear width of a ramp is 60 inches.
- If a ramp has a rise greater than 6 inches, or a horizontal projection greater than 72 inches, it shall have handrails on both sides.

Curb Ramps

- Curb ramps shall be installed in all new sidewalk construction projects wherever an accessible route crosses a curb, as well as where existing sidewalks cross a curb or other barrier.
- The maximum running slope of a curb ramp in new construction shall be 8.3%.
- The minimum width of a curb ramp shall be 48 inches, exclusive of flared sides.
- A 4 foot by 4 foot minimum landing shall be provided at the top of a perpendicular curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the top of a perpendicular curb ramp.
- The maximum slope of flared sides of a perpendicular ramp shall be 10.0%.
- A 4 foot by 4 foot minimum landing shall be provided at the bottom of a parallel curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the bottom of a parallel curb ramp.
- Running slopes and cross slopes at landings shall be 2.0% maximum. No portion of the curb ramp shall exceed this maximum.
- Diagonal curb ramps should not be used because they do not allow pedestrians to properly align with crosswalks.
- Handrails are not required on curb ramps.



Ramp Cross-Section

Detectable Warning Surface

- A detectable warning surface shall be provided where curb ramps, blended transitions or landings provide a flush pedestrian connection to the street.
- A detectable warning surface shall be provided at commercial driveways provided with traffic control devices.
- Detectable warnings shall consist of a surface of truncated domes.
- Truncated domes shall provide color contrast with adjacent surfaces.
- Detectable warning surfaces shall extend a minimum of 2 feet in the direction of travel and the full width of the curb, exclusive of flares.

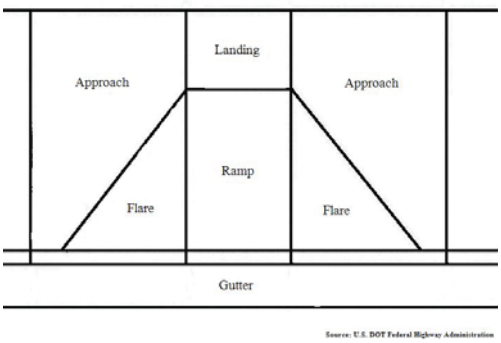
Subgrade and Sidewalk Surface

Subgrade

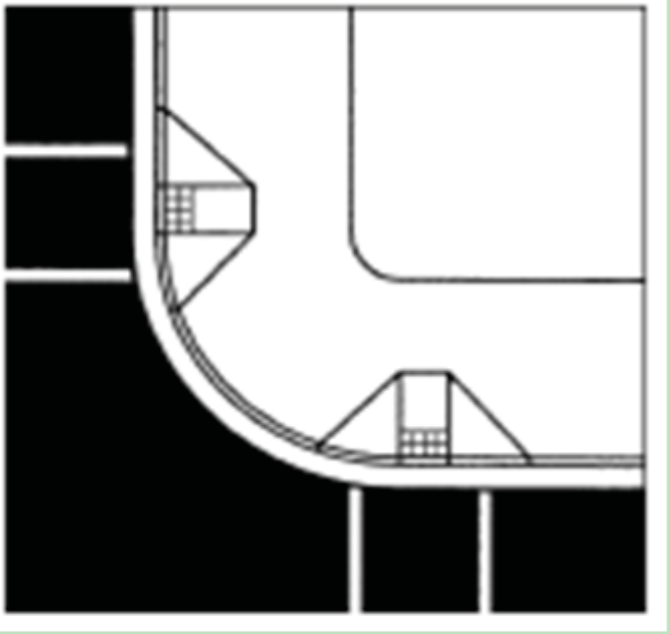
- Vegetation should be cleared from the 5-foot wide sidewalk path.

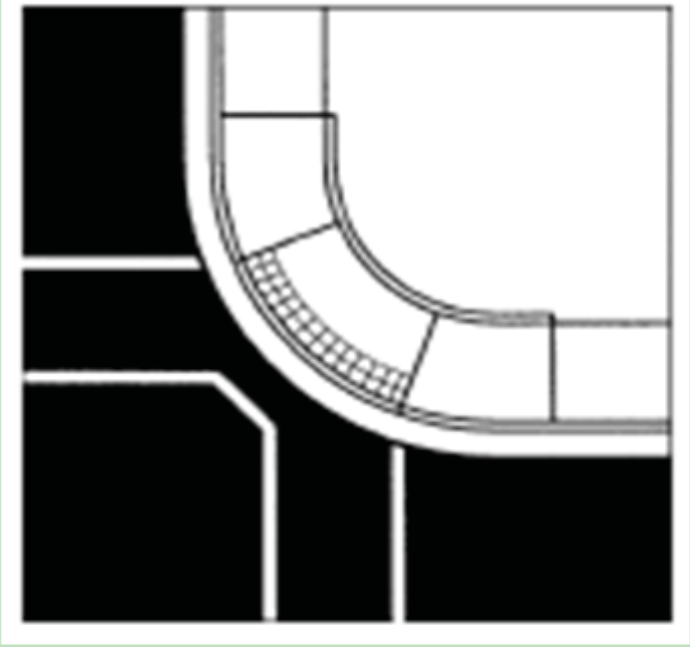
Sidewalk Surface

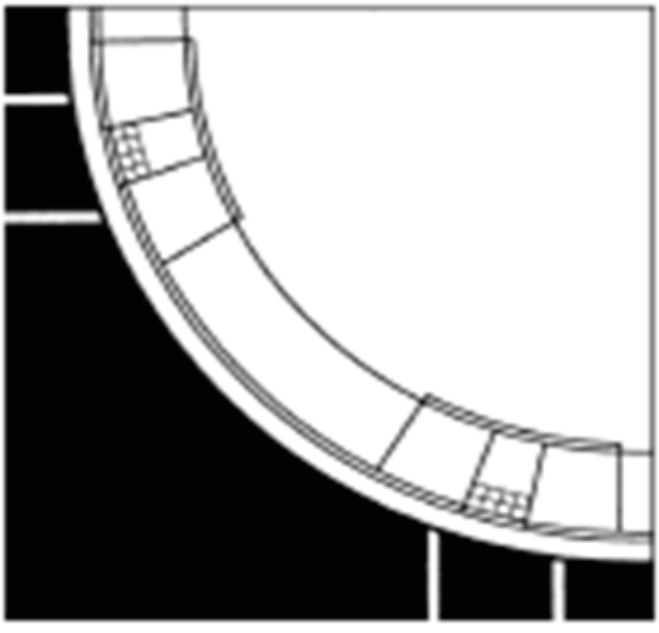
- The sidewalk surface should be concrete.
- The concrete surface should be 6 inches thick.
- The sidewalk surface should be jointed to control cracking.
- A rough brushed surface is recommended to increase traction.



Components of a Curb Ramp







Above left: Perpendicular Curb Ramp

Above right: Diagonal Curb Ramp
(this type of curb ramp is not recommended, but may be used if situation provides no alternative)

Left: Parallel Curb Ramp
Source: Designing Sidewalks and Trails for Access
Part II of II: Best Practices Design Guide, Chapter 7: Curb Ramps

13.3 On-Street Facilities

13.3.1 Bike Lanes

An on-road bike lane is a one-way path that carries bicyclists in the same direction as the adjacent motorized travel lane. Bike lanes should be located on the right side of the roadway, between the parking lane (if one exists) and the travel lane. Bicycles traveling in bike lanes have the same rights and responsibilities as motorized vehicles.

Dimensions

Width

Varies based on roadway cross-section:

- For roadways with no curb and gutter, the minimum width should be 4 feet.
- For roadways with curb and gutter and where parking is permitted, the minimum width should be 5 feet.
- For roadways with curb and gutter and where parking is prohibited, the minimum width should be 5 feet from the face of the curb.

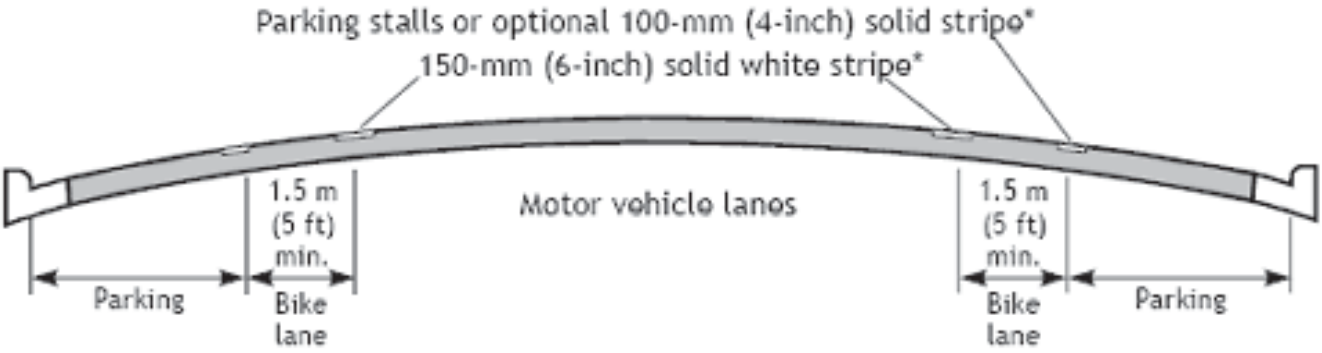
Slope/Drainage

- To follow the road engineering standards adopted by each agency.
- Drainage grates and utility covers should be adjusted flush with the road surface and be bike-proof.
- Curb inlets should be used to eliminate exposure of bicyclists to grates.

Subgrade, Subbase, and Bikeway Surface

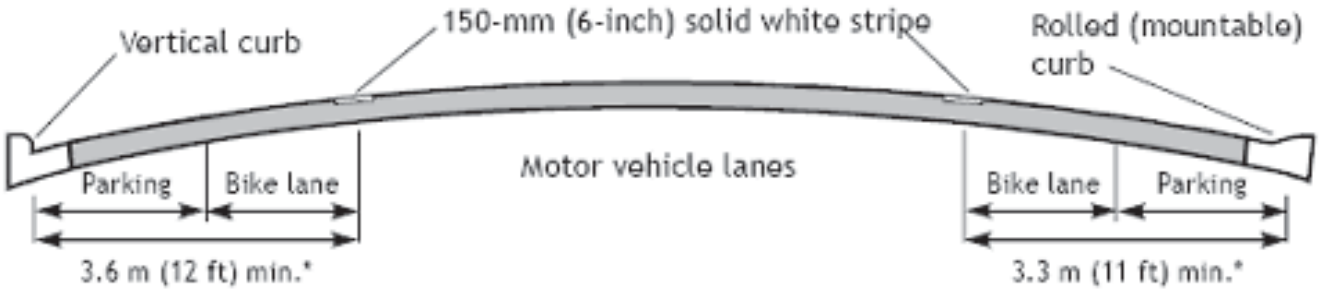
- To follow the road engineering standards adopted by each agency.
- Paved shoulders marked as bike lanes should be smooth and maintained to provide a desirable riding surface.

(1) On-Street Parking



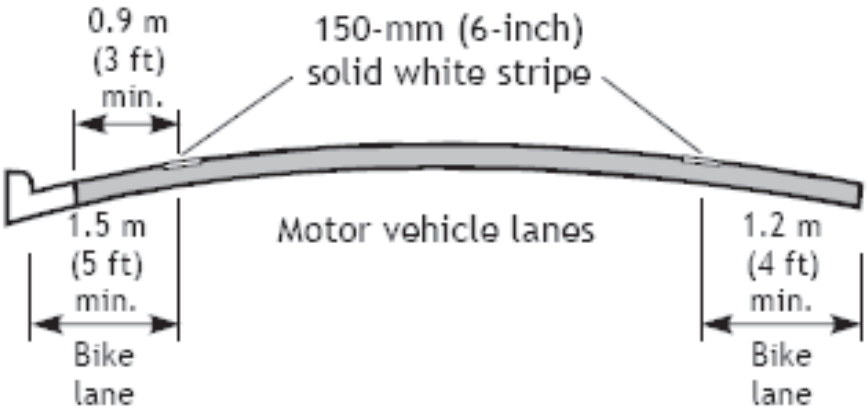
* The optional solid stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorist may misconstrue the bike lane to be a traffic lane.

(2) Parking Permitted without Parking Stripe or Stall



* 3.9 m (13 ft) is recommended where there is a substantial parking or turnover of parked cars is high (e.g., Commercial areas).

(3) Parking Prohibited

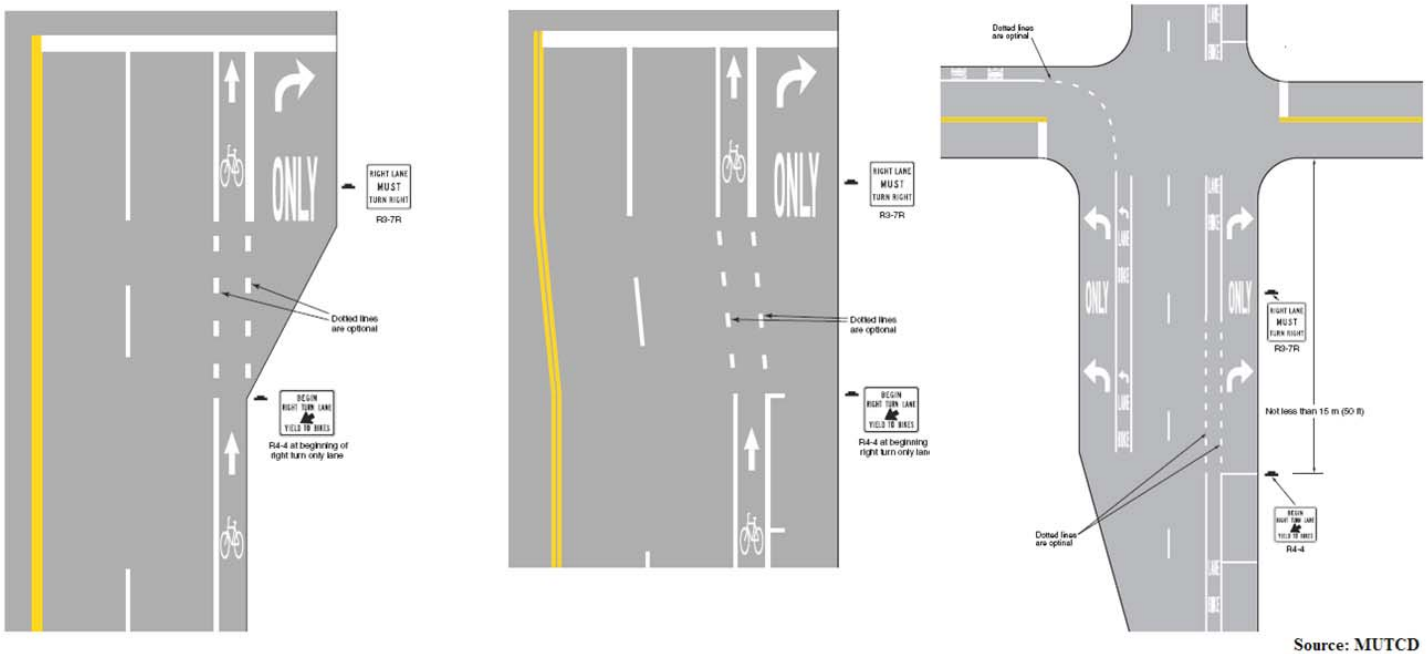


Source: American Association of State Highway and Transportation Officials (AASHTO)

Source: AASHTO

Markings

- A bike lane should be delineated from the motor vehicle lanes with a 6 inch minimum solid white line.
- A bike lane may be delineated from the parking lanes with a 4 inch minimum solid white line.
- At intersections with a bus stop or right-turning motor vehicles, the solid white bicycle lane shall be replaced with a broken line for a distance of 100-200 feet.
- At other designated bus stops (including far-side intersection stops) the solid white line shall be replaced with a broken line for a distance of at least 80 feet.
- A broken line shall consist of 2 foot dashes with 6 foot spaces.
- A bike lane should be painted with standard pavement symbols to inform bicyclists and motorists of the presence of the bike lane.
- Bike lane symbols shall be white.
- Bike lane symbols shall be placed immediately after an intersection and at other locations as needed.
- When bike lane symbols are used, bike lane signs (R3-17, R3-17aP, R3-17bP) shall also be used.
- In areas where a sidewalk runs adjacent to or near a bike lane, such as on the University of Illinois campus, the bike lane should have a "Bike Only" sign painted on the surface to discourage pedestrians from using the bike lane as a walkway. Surface markings should be consistent throughout the community.
- Intersections approaches with bicycle lanes:
  - A through bicycle lane shall not be positioned to the right of a right turn only lane.
  - When the right through lane is dropped to become a right turn only lane, the bicycle lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bicycle lanes should resume to the left of the right turn only lane.
  - No markings should be painted across pedestrian crosswalks or in the intersections.
  - If used, the bicycle lane symbol marking should be placed immediately after intersections and as appropriate.



Source: MUTCD

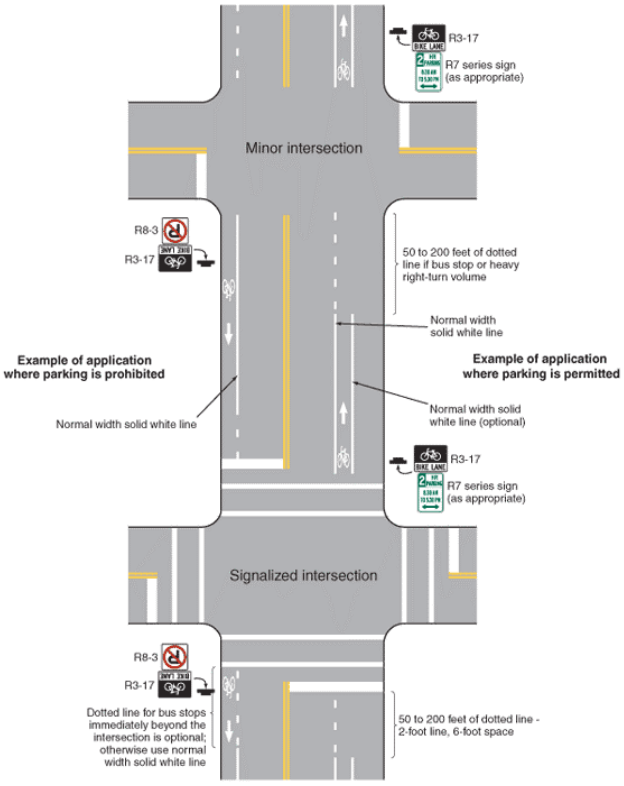
Above left: Example of bicycle lane treatment at a right-turn only lane

Above center: Example of bicycle lane treatment at parking lane into a right turn only lane

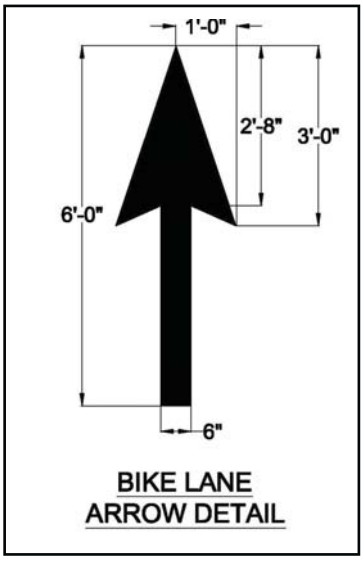
Above right: Example of intersection pavement markings—designated bicycle lane with left-turn area, heavy turn volumes, parking, one-way traffic, or divided highway

Right: Typical pavement markings for bike lane on two-way street

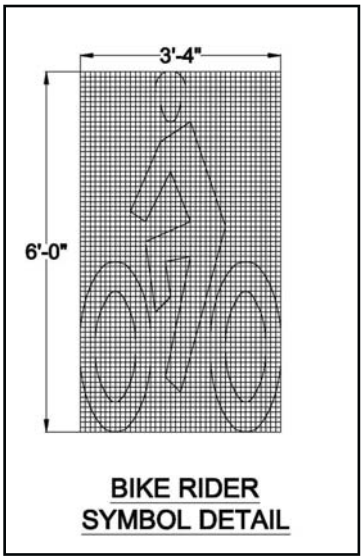
Source: MUTCD 2009; Figures 9C-4, 9C-5, 9C-1, and 9C-6



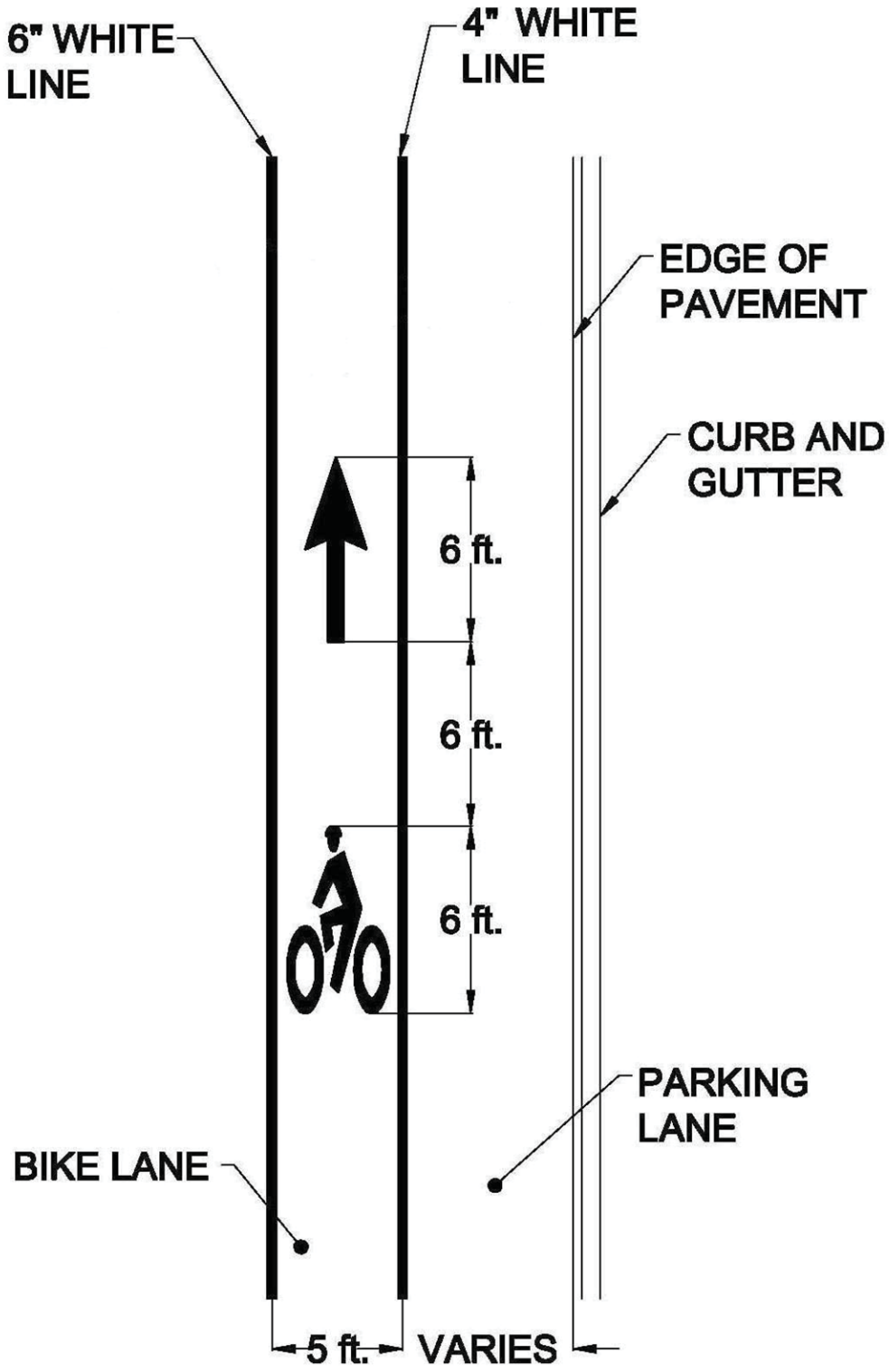
Bicycle Lane Symbol Layout



BIKE LANE
ARROW DETAIL



BIKE RIDER
SYMBOL DETAIL



Signage

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

- Sign 1 shall be used in conjunction with marked bicycle lanes and be placed at periodic intervals along the marked bike lane.
- Sign 2 should be mounted directly below Sign 1 in advance of the beginning of a marked bike lane.
- Sign 3 should be mounted directly below Sign 1 at the end of a marked bike lane.
- Sign 4 may be used when motor vehicles must cross a bike lane to enter an exclusive right-turn lane.
- Sign 5 should be installed if it is necessary to restrict parking, standing or stopping in a bicycle lane.
- Sign 6 may be installed when it is desirable to show the direction to a designated bicycle parking area.
- Sign 8 should be used only in conjunction with Sign 7, and shall be mounted directly below Sign 7.
- Signs 9 and 10 may be installed where there is insufficient width for a designated bike lane.

1. R3-17

2. R3-17aP

3. R3-17bP

4. R4-4

5. R7-9a

6. D4-3

7. R5-1b

Sign Dimensions

1. 30" x 24"
2. 30" x 12"
3. 30" x 12"
4. 36" x 30"
5. 12" x 18"
6. 12" x 18"
7. 12" x 18"
8. 12" x 12"
9. 24" x 24"
10. 18" x 24"

8. R9-3cP

9. W11-1

10. W16-1P

Source: MUTCD

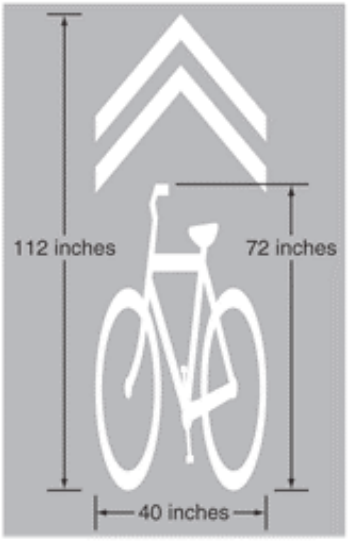
13.3.2 Shared Lane Markings (sharrows)

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

Shared lane markings are used to indicate correct straight-ahead bicycle position at intersections with turn lanes, and at intersections where bike lanes are temporarily discontinued due to turn lanes or other factors. Shared lane markings will be installed where deemed appropriate. The following is information regarding shared lane markings from the 2009 version of the Manual on Uniform Traffic Control Devices.

The Shared Lane Marking may be used to:

- Help bicyclists with lateral positioning in a shared lane with on-street parallel parking. This will reduce the chance of a bicyclist's impacting the open door of a parked vehicle.
- Help bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way.
- Encourage motorists' safe passing of bicyclists.
- Reduce the incidence of wrong-way bicycling.



Source: MUTCD 2009

Dimensions

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

Markings

- Shared lane markings should not be placed on roadways that have a speed limit above 35 mph.
- Shared lane markings shall not be used on shoulders or in designated bicycle lanes.
- On shared lanes with on-street parallel parking, shared lane markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- On a street without on-street parking with an outside travel lane less than 14 feet wide, the centers of the shared lane markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- Shared lane markings should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

Signage

A *Bicycles May Use Full Lane* sign may be used in addition to or instead of the shared lane marking to inform road users that bicyclists may occupy the travel lane. This sign may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present, and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

Sign Dimensions:
30" x 30"
Source: MUTCD 2009

Some agencies may choose to use the *Bicycles May Use Full Lane* sign on urban streets, and *Share The Road* signs on rural roads (see page 150). Other agencies may choose to only use *Bicycles May Use Full Lane* signs or *Share The Road* signs for its roads.

13.3.3 Bike Route

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

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

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

The 1999 *AASHTO Guide for the Development of Bicycle Facilities* also lists the following reasons for designated shared bike routes:

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

A road does not require a specific geometry to be signed as a Bike Route. Generally, a road's Bicycle Level of Service (BLOS) grade should be High C or better in order to be designated a Bike Route. Bike routes can be signed using the D11, D1, M1-8, or M1-9 signs from the Manual on Uniform Traffic Control Devices, depending on the route distance and information the agency wants to express to cyclists.

Bike route signs should be provided at decision points along the bike route. Bike route signs should be installed at periodic intervals so that bicyclists entering from side streets know they are on a bike route.

Generally, bike route signs should be placed every 1/4 mile, at turns in the route, and at signalized intersections. Adherence to a spacing standard helps create a legible network and a degree of predictability for bicyclists.

Regardless of the type of facility or roadway on which they are used, the Champaign County Regional Planning Commission recommends that Bike Route signs always include destination, direction, and distance information. For Bike Route signs to provide wayfinding assistance at turns, supplemental destination plates (MUTCD D1-1) and arrows (MUTCD M5 and M6 series) should be placed beneath them. Key destinations or the cross street at the end of the bike route designation are suggested for wayfinding signage.

Pedestrian Facilities

All on-street bike routes should have an adjacent pedestrian path (e.g. sidewalk) constructed or already existing.

13.3.4 Shared Bike/Parking Lanes

Bike/parking lanes are recommended on streets with low parking occupancy. They are designated with Bike Route signage and a continuous white line to separate the parking lane from travel lanes. Shared bike/parking lanes should be used for each travel direction, with each lane typically 7'-8' wide (including gutter pans).

Roads are signed with Bike Route signs, but do not include any bike lane signage or pavement markings. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads. The benefits include:

- The cyclist's increased perception of comfort,
- Lower likelihood of a car hitting an occasional parked car, and
- Traffic-calming from narrower lanes.

13.3.5 Share the Road

Share the Road signage is used to alert motorists of the presence of cyclists in a normal, shared lane. Wayfinding signage is not to be included on these roads. These roadways are not considered part of the bicycle network.

Share the Road signage is recommended for the following conditions:

- Where traffic volumes and speeds are low.
- At intersections where bike lanes do not continue on the other side of the intersection.
- On roads popular with more advanced cyclists, but not meeting criteria for inclusion in the designated bicycle network. These roads have Bicycle Level of Service (BLOS) grades of Low C or High D.

The Manual on Uniform Traffic Control Devices signs in the figures below on urban streets should be installed no less than every 1/2 mile. On rural roads, signs should be installed every 1/4 to 1/2 mile.

MUTCD Sign W11-1
Sign Dimensions: 24" x 24"

MUTCD Sign W16-1P
Sign Dimensions: 18" x 24"

13.4 Connections & Crossings

Tunnels

- An engineer should inspect existing tunnels.
- Tunnels should have a 10 foot vertical clearance.
- Tunnels should be 14 feet wide to accommodate maintenance and emergency vehicles.
- Long tunnels should have postings to use flashlights and dismount bikes.
- Please see the tunnel cross section diagram on the next page.

Bridges

General

- Newly constructed bridges on trails should be engineered based on use and span.
- If the trail corridor contains an existing bridge, the bridge may have architectural or historic features that an engineer, architect, or historian should evaluate.
- Please see the bridge crossing's cross section diagram on the next page.

Decking

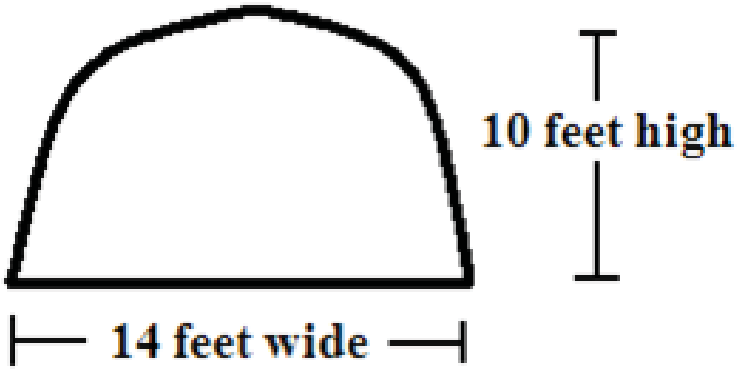
- The decking should be made of 4-inch thick pressure-treated planks (2 inches thick for pedestrian-only bridges).
- Planks should be laid perpendicular to the substructure's beams.
- Planked should be laid with gaps of 1/8 to 1/4 inch between planks for drainage and to maintain accessibility.

Railings

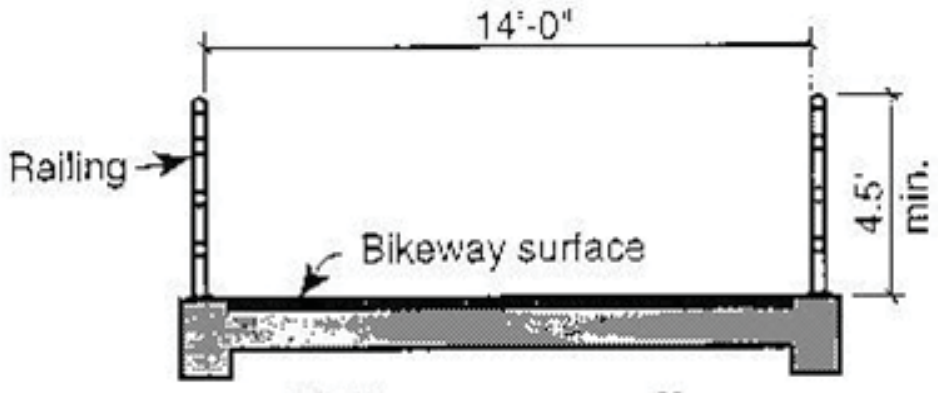
- Vertical posts should be evenly spaced, no more than 6 feet apart.
- Railings should support a vertical load of 50 pounds per linear foot of rail height.
- Top rail height should be at least 54 inches above the deck surface for bicyclists (at least 42 inches for pedestrian-only bridges).
- Middle rail height should be 33 to 36 inches from the deck surface and no wider than 1 ½ inches.
- Bottom rail height should be no higher than 15 inches from the deck surface.
- There should be no more than 15 inches of vertical opening between railings.

Approaches

- Approach railings should be constructed the same as the bridge railings.



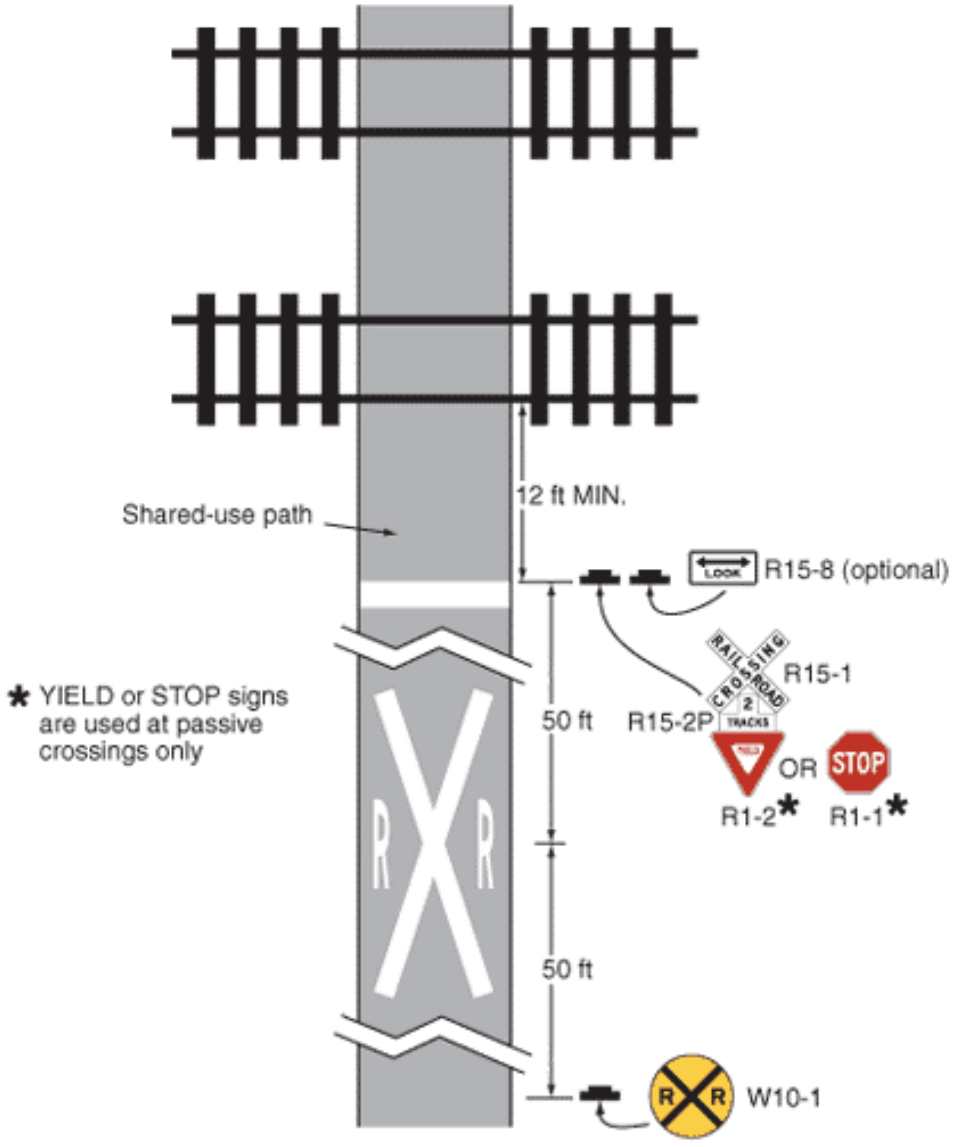
Cross Section: Tunnel Crossing



Cross Section: Bridge Crossing

Railroad Crossings

- Trail should cross railroad at no less than a 75-degree angle.
- Gates should be installed at all trail crossings where feasible to increase train crossing safety and awareness.
- At railroad crossings, path users should yield and watch for trains. A Yield or Stop sign may be used to facilitate this behavior.



Example of signing and markings for a shared-use trail railroad grade crossing
Source: MUTCD 2009, Figure 8D-1

13.5 Facilities at Trailheads and Rest Areas

A trailhead is a public access point at the beginning of a trail or at designated access points along a trail. Trailheads will usually have varying service levels for trail users, depending on anticipated trail use, proximity to other developments, and site inventories. Rest stops are areas adjacent to the trail corridor that typically have a seating area, whether a bench or a gathering of boulders. Rest areas are also appropriate locations for trail art.

The following are a list of trail support facilities that may be included at trailheads and rest stops in Champaign County.

Information Kiosks

All trailheads should have an information kiosk with the following:

- Trail system maps and brochures,
- Trail Rules and Regulations,
- Distances between rest areas along the trail, and
- Interpretive information.

Trail Art

- To highlight an important trailhead in the Champaign County trail system, trail art may be displayed.
- Preferably, the trail art will depict something of local significance or be designed by a local artist.
- Care should be taken to ensure that vandalism is minimized, including securing the art to a heavy base.

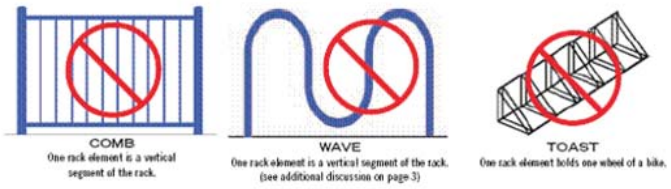
Bicycle Parking

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

Recommended Bike Rack Placement

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

Recommended Bicycle Parking Facilities
Source: Federal Highway Administration (FHWA)



NOT Recommended Bicycle Parking Facilities
Source: FHWA

Motorized Vehicle Parking

- At major trail access points, motorized vehicle parking may be provided.
- Parking lot specifications should follow the agency's adopted parking specifications.

Landscaping

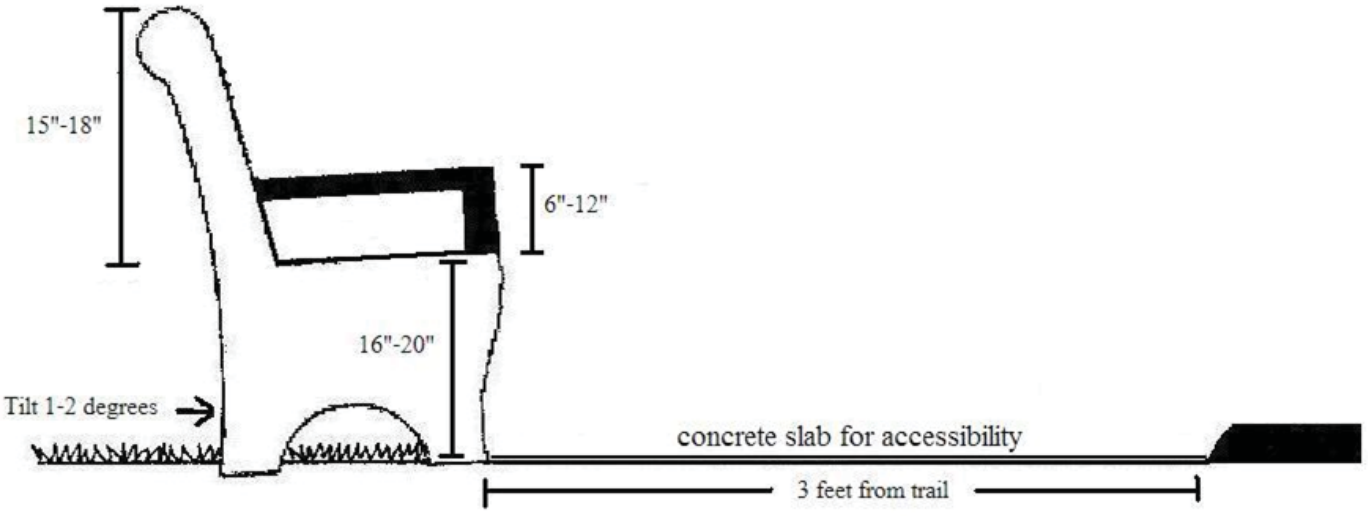
- Landscaping at trailheads and along trail corridors should be in reference to the agency's landscaping ordinance.
- Wherever feasible, use noninvasive native plant species without invasive roots.
- Vegetation may be planted beyond the grading area to discourage users from wandering beyond the trail boundary.
- Trees and shrubs should be set back at least 5 feet from the trail's edge.
- Where trail users would be exposed to increased wind, sun exposure, or snow, it is recommended to plant evergreens on the north side of the trail and deciduous trees on the south side of the trail (Evergreens will serve as a windbreak year-round, and deciduous trees will provide shade).
- Trees and shrubs may be planted in clusters and groves rather than in straight lines to break up the viewshed and add visual interest.

Benches

- Benches may be placed at rest areas along the trail and at trailheads.
- All benches should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.
- Benches should be set back three feet from the trail edge.
- Bench back should be tilted at a slope of 1 to 2 degrees to prevent standing water
- Bench Dimensions:
    - Length should be 72 to 90 inches.
    - Seat should be 16-20 inches above the ground.
    - Back supports should be 15 to 18 inches high and extend the bench's full length.
    - Armrests should be provided on both ends of the bench, 6 to 12 inches above the seat.

Lighting

- Pedestrian level lighting may be used on Champaign County trails where nighttime accessibility is desired.
- The average maintained horizontal illumination level should be 0.5 foot-candle to 2 foot-candles.
- Lighting should be at pedestrian scale.
- Lighting is recommended for long overpasses and tunnels.

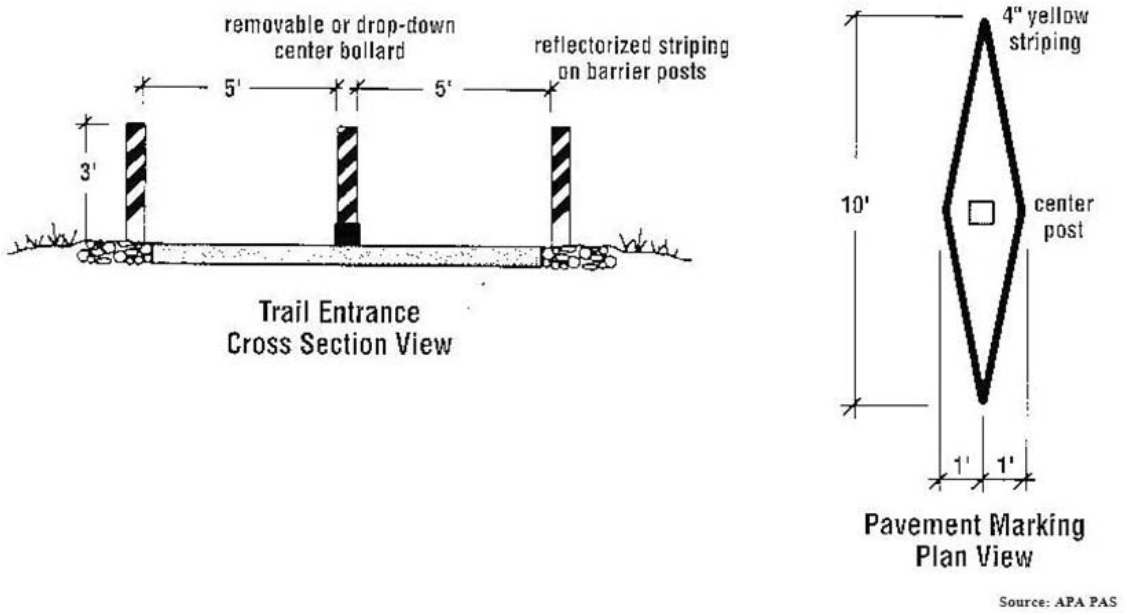


Cross Section: Benches

Bollards

Bollards are posts or other forms of barricades that prevent unauthorized vehicles from entering a trail.

- Bollards should be placed 10 feet from the road.
- The bollard post should be permanently reflectorized for nighttime visibility and painted a bright color for improved daytime visibility.
- A clearance of at least 32 inches wide should be provided for wheelchair access.
- When more than one post is used, 5-foot spacing is recommended.
- The recommended height for bollards is 3 feet.
- Bollards should be designed to be removable for maintenance and emergency vehicle access.



Cross Section: Bollards and Pavement Markings

Drinking Fountains

- Adults: spigot height should be 42 inches above the ground.
- Children: steps should be provided for children to access adult spigot. Considerations should be made for children with disabilities.
- Accessible: spigot should be no higher than 36 inches, with at least 27 inches below the basin.

Trash Receptacles

- Trash receptacles may be located at trail entrances and bench seating areas.
- Trash receptacles should be set back at least 3 feet from the trail edge.
- The container should be secured to a buried concrete slab.
- Dog cleanup facilities should be located at trailheads.

Accessible Bathroom

- Accessible bathrooms may be located at major trailheads for trail users' convenience.
- Bathrooms should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.

13.6 Logos and Signage

Creating a countywide logos and signage system is another step toward implementing the 2004 Champaign County Greenways & Trails (G&T) Plan. Once implemented, the logos and sign types will help create a recognizable and consistent greenways and trails system of which Champaign County can be proud.

Methodology

The Champaign County Regional Planning Commission worked with all Greenways & Trails agencies through the Greenways & Trails Technical and Policy Committees to update the Champaign County Greenways & Trails Logos and to determine uses for those logos. The Champaign County Regional Planning Commission also researched sign types from other greenways and trails plans and systems throughout the country, and worked with the Committees to create cost-efficient and long-lasting signage types for different uses.

Approval and Amendment to Design Guidelines

The Greenways & Trails Technical Committee in January 2009 and the Greenways & Trails Policy Committee in April 2009 approved the Greenways & Trails Logos and Signage Guidelines. Both committees also amended the Greenways & Trails Design Guidelines document in April 2009 to include the final Logos and Signage as part of the document.

Logos

The Greenways & Trails logo should be used as so for the following purposes:

- Logo should include borderlines for letterhead usage.
- Logo should have no borderlines for signage usage.
- Logo should have white border when placed on green signage.

Signage

Dimensions

Dimensions for each Greenways & Trails sign type is listed in height by width format in each image caption.

13.6.1 Logo Images

Greenways and Trails Letterhead Logo

Greenways and Trails Signage Logo

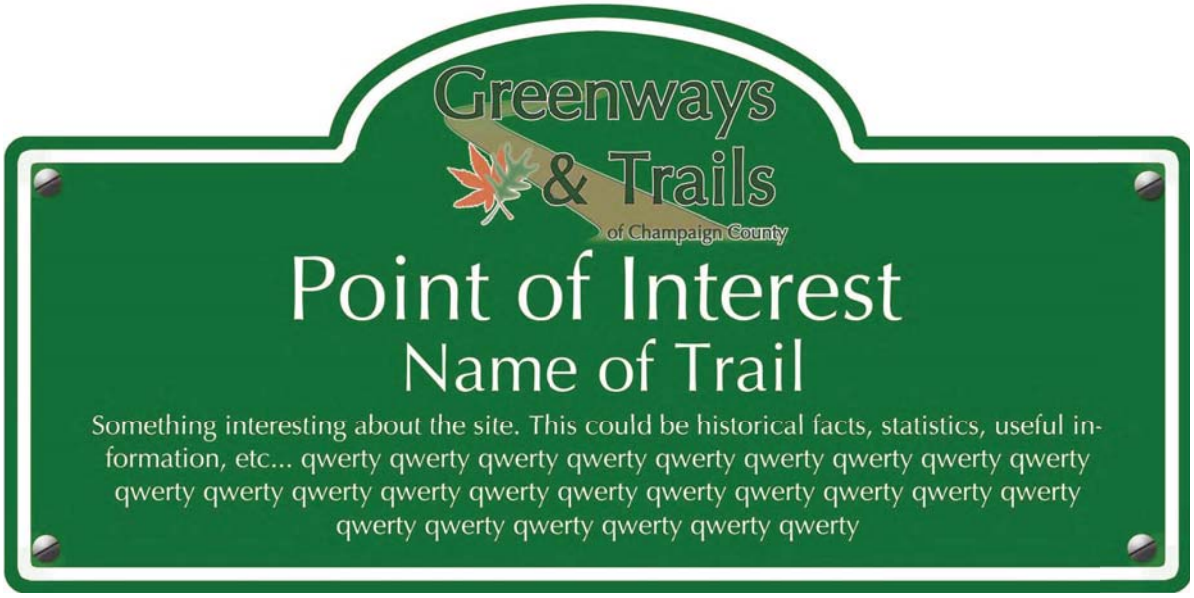
Note: Logo should have white border when placed on green signage.

13.6.2 Stamp Logo on Oval Sign

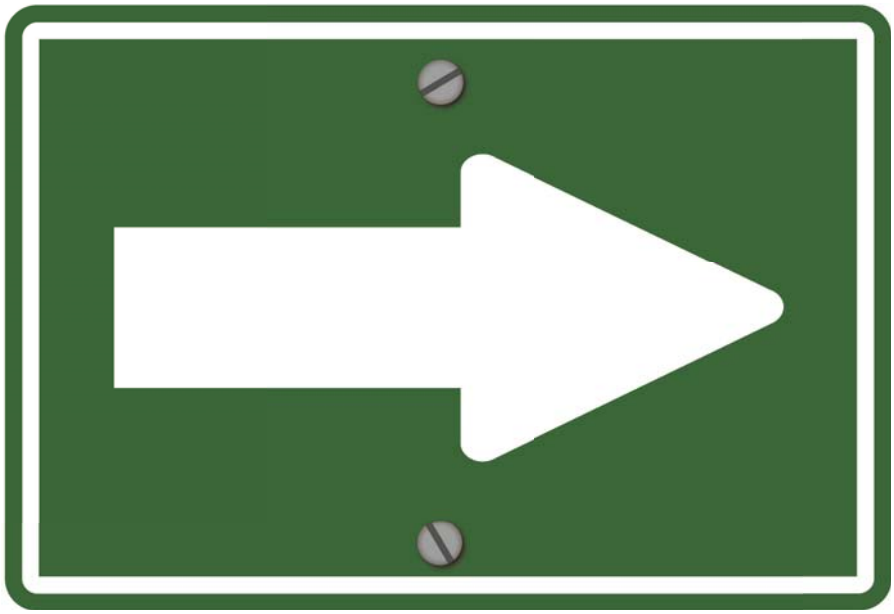
Oval Sign: 15″ x 11″
Logo: Stamp

13.6.3 All Other Sign Images

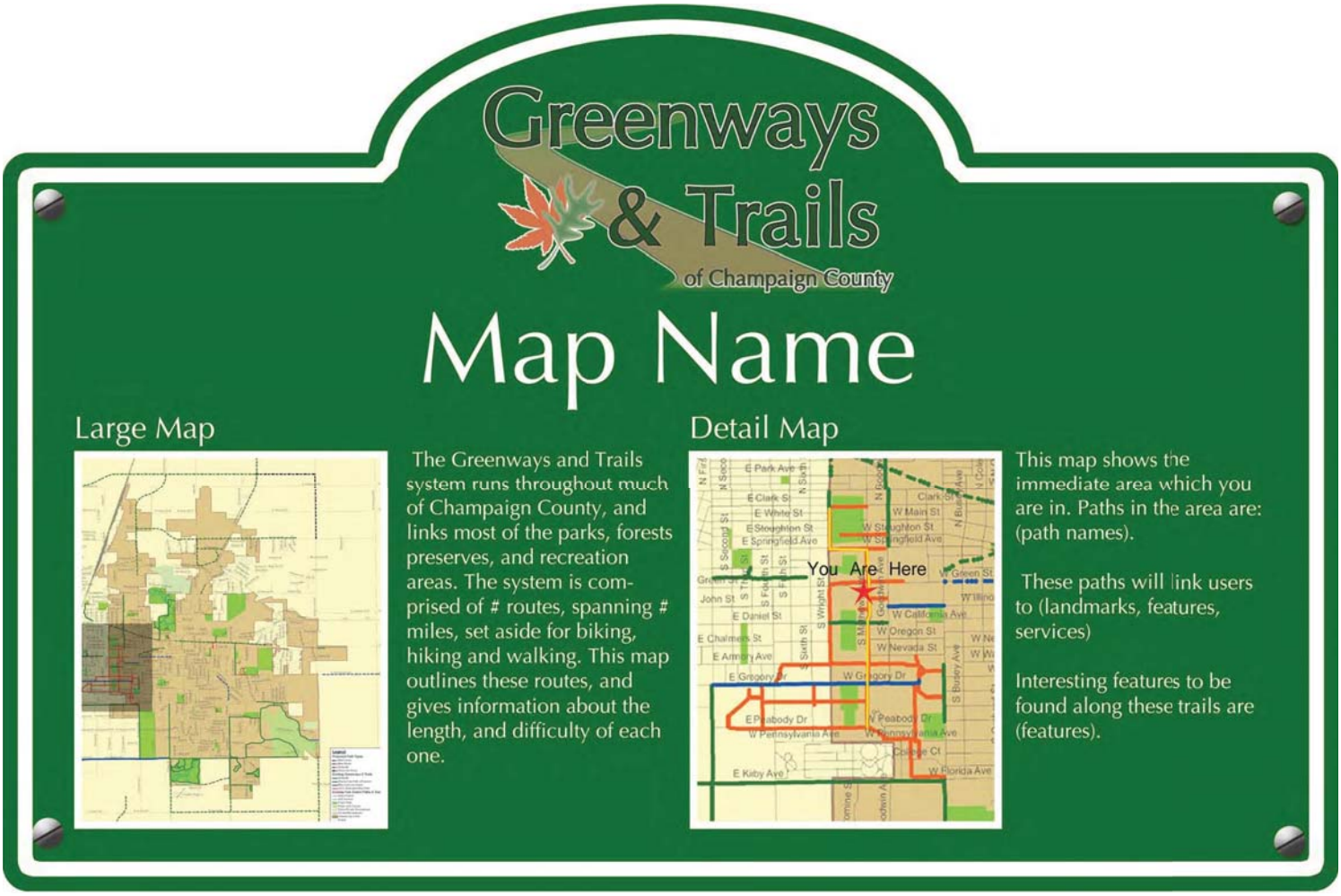
Mile Marker Sign: 18″ x 9″
Logo: Stamp



Point of Interest Sign: 18″ x 36″
Logo: Signage

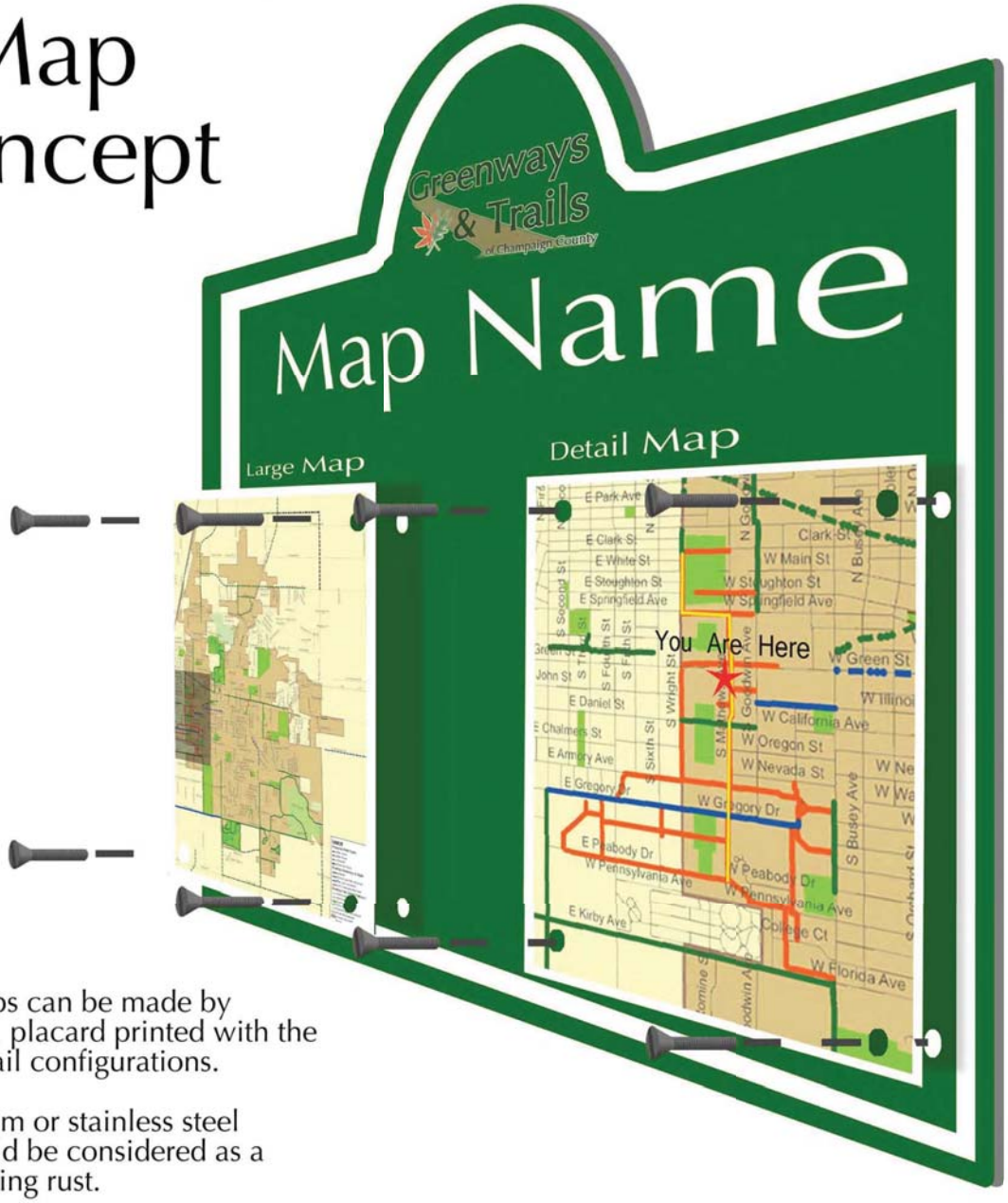


Arrow Sign: 7.5″ x 11″



Map Sign: 24" x 36"
Logo: Signage

Removable Map Concept



Updates to maps can be made by replacing metal placard printed with the most current trail configurations.

Use of aluminum or stainless steel hardware should be considered as a means of avoiding rust.