2020 URBANA PEDESTRIAN MASTER PLAN







CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

CITY OF URBANA

AUGUST 2020

This report was funded by City of Urbana.

This report was prepared by the
Champaign County Regional Planning Commission.

2020 URBANA PEDESTRIAN MASTER PLAN

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1 INTRODUCTION

The City of Urbana encourages people to walk as part of everyday life, like walking to work, to school, to shopping destinations, or to the park. Walking is the oldest, most affordable, most environmentally-friendly form of transportation. It is great for the health and well-being of Urbana's residents, and it can be highly enjoyable given the right conditions. With a size of 11.6 square miles and flat topography, the City of Urbana is ideal for walking.

Walking and accessibility are at the core of a healthy and inclusive community. Walkability is a measure of how friendly an area is to walking. Accessibility is a measure of how easy it is to get to where you want to go. In this plan, "walk" and "pedestrian" refer to people of any age, including babies being pushed in strollers; people who use wheelchairs or other mobility devices; and people with visual, hearing, or other impairments. In this sense, nearly everyone is a pedestrian for some part of the day.

There are many motivations to improve pedestrian safety and increase walking. Pedestrian fatalities have risen nationally, with the majority occuring at non-intersections.[1] In addition, only half of adults and one quarter of high school students in the U.S. get the recommended amount of physical activity daily.[2] Driving trips of less than one mile add up to 10 billion miles per year, and could be replaced with walking trips of 20 minutes or less[3]. The Mayo Clinic cites the following benefits of regular

FIGURE 1-1 Main Street in Downtown Urbana has sidewalks, a "Curbana" sidewalk dining space, and a mid-block marked crosswalk

brisk walking: helps maintain a healthy weight; prevents or manages conditions including heart disease, high blood pressure, and Type 2 diabetes; strengthens bones and muscles; improves mood; and improves balance and coordination.[4]

More walkable places also experience economic benefits such as higher retail sales. Studies show that people who walk to shopping destinations visit more often than people who drive, and they spend more money, per capita, over time.[5]

LOCAL FRAMEWORK

The 2014-2017 Urbana City Council and Mayor Goals in place at the beginning of this study include three goals that specify objectives and actions to improve walking in the City of Urbana (see Table 1 below). The 2018-2021 Urbana City Council and Mayor Priorities also include three strategies relevant to this plan. This plan will help meet these goals and priorities.

1 Pedestrian and Bicycle Information Center. Safety. Retrieved from http://www.pedbikeinfo.org/factsfigures/facts_safety.cfm.

2 U.S. Department of Health and Human Services. Step It Up! The Surgeon General's Call to Action to Promote Walking and Walkable Communities. Retrieved from https://www.hhs.gov/surgeongeneral/reports-and-publications/physical-activity-nutrition/index.html.

3 U.S. Environmental Protection Agency. What if we kept our cars parked for trips less than one mile? Retrieved from https://www.epa.gov/greenvehicles/what-if-we-kept-our-cars-parked-trips-less-one-mile.

4 Mayo Clinic. Walking: Trim your waistline, improve your health. Retrieved from https://www.mayoclinic.org/healthy-lifestyle/fitness/in-depth/walking/art-20046261

5 Transportation Alternatives and Schaller Consulting. Curbing Cars: Shopping, Parking and Pedestrian Space in SoHo. Retrieved from https://www.transalt.org/sites/default/files/news/reports/2006/soho_curbing_cars.pdf.

TABLE 1 Selected Urbana City Council and Mayor Goals

Urbana City Council and Mayor Goals 2014-2017	
Goal #1: Public Safety	
Objective	**Actions**
1. Provide for the safety of residents by maintaining sufficiently staffed and well-trained police, fire and public works departments.	1F. Public Works: Add sidewalks and streetlights in areas and neighborhoods where it would significantly enhance public safety.
3. Develop a safe, complete and active transportation system.	3F. Work with neighborhood organizations, like the Urbana Park District, the Urbana School District, and other local agencies, to identify other needs for connectivity among parks, schools, neighborhoods, and business districts.
Goal #4: Vibrant Business Districts	
Objective	**Actions**
1. The city will strive to retain existing businesses, attract new businesses and fill vacant buildings and sites across all business districts.	1G. Downtown: Develop public square/pedestrian plazas in prominent downtown locations. Consider low-impact non-permanent measures such as paint, fencing, and street furniture.
	1K. Cunningham Ave. corridor: Continue implementation of Cunningham Avenue Beautification Plan, which includes new sidewalks, streetlights, curb cut closures, landscaping and streetscape walls.
	1P. High Cross Road corridor: Work with park district to obtain grant funding [to] develop city link to the Kickapoo Rail Trail.
2. Continue implementation of Boneyard Creek Master Plan.	2A. Initiate design study for Boneyard beautification plan west to Lincoln Avenue and connection with Boneyard redevelopment completed at UI Engineering Quad.
Goal #5: Transportation and Connectivity	
Objective	**Actions**
1. Support modern transportation systems and alternate transportation modes.	1C. Continue to implement the city's complete streets ordinance.
	1D. Seek funding to create a pedestrian master plan.
	1F. Adopt Vision Zero, setting as a community goal reaching zero fatalities for pedestrians, bicyclists, and drivers.
2. Connect neighborhoods with businesses and recreational opportunities.	2A. Initiate design study for Boneyard beautification plan west to Lincoln Avenue and connection with Boneyard redevelopment completed at UI Engineering Quad.
	2C. Work to develop routes of connectivity between Aspen Court and shopping destinations along South Philo Road.
	2D. Work with IDOT to plan and build sidewalks/multiuse path connecting North Cunningham Avenue with shopping destinations north of I-74.

Urbana City Council and Mayor Priorities 2018-2021
1. With consideration of the downtown as a whole, initiate and plan for transformation of the Lincoln Square site into a destination.
4. Expand connectivity of Kickapoo Rail Trail with a focus between Vine Street and Lincoln Avenue and plan for the Boneyard Creek Multiuse Path.
6. Make SE Urbana an economic priority, with an emphasis on the Philo Road Business District.

Urbana continually seeks to improve its transportation network to provide more sustainable options for residents of all ages and abilities. Two ways in which the City is achieving this goal is with the creation of the Urbana Bicycle and Pedestrian Advisory Commission (BPAC) in 2006, and the development and adoption of the City of Urbana Pedestrian Master Plan in 2020.

The City of Urbana has made significant investments in bicycle planning and infrastructure, but has not made similar investments in pedestrian planning, and to some degree, in pedestrian infrastructure. BPAC members and City staff felt that the sidewalk network inventory completed by staff at the Champaign County Regional Planning Commission (CCRPC) in 2016 highlighted some of these deficits.

This Urbana Pedestrian Master Plan (UPMP) has the purpose of helping the City of Urbana to become a more economically vibrant, healthy, and sustainable community by identifying steps to make the City more walkable. Walkable communities promote healthier lifestyles, a cleaner environment, stronger social networks, and improved economic outcomes.[6] The plan will establish the policies, programs, and projects that will further enhance pedestrian safety, comfort, and accessibility in all of Urbana's neighborhoods.

6 Liu, Jenny H. Understanding Economic and Business Impacts of Street Improvements for Bicycle and Pedestrian Mobility: A Multi-City, Multi-Approach Exploration. April 2020. Retrieved from https://ppms.trec.pdx.edu/media/project_files/NITC-RR-1031-1161_Understanding_Economic_and_Business_Impacts_of_Street_Improvements_for_Bicycle_and_Pedestrian_Mobility.pdf.

STUDY AREA

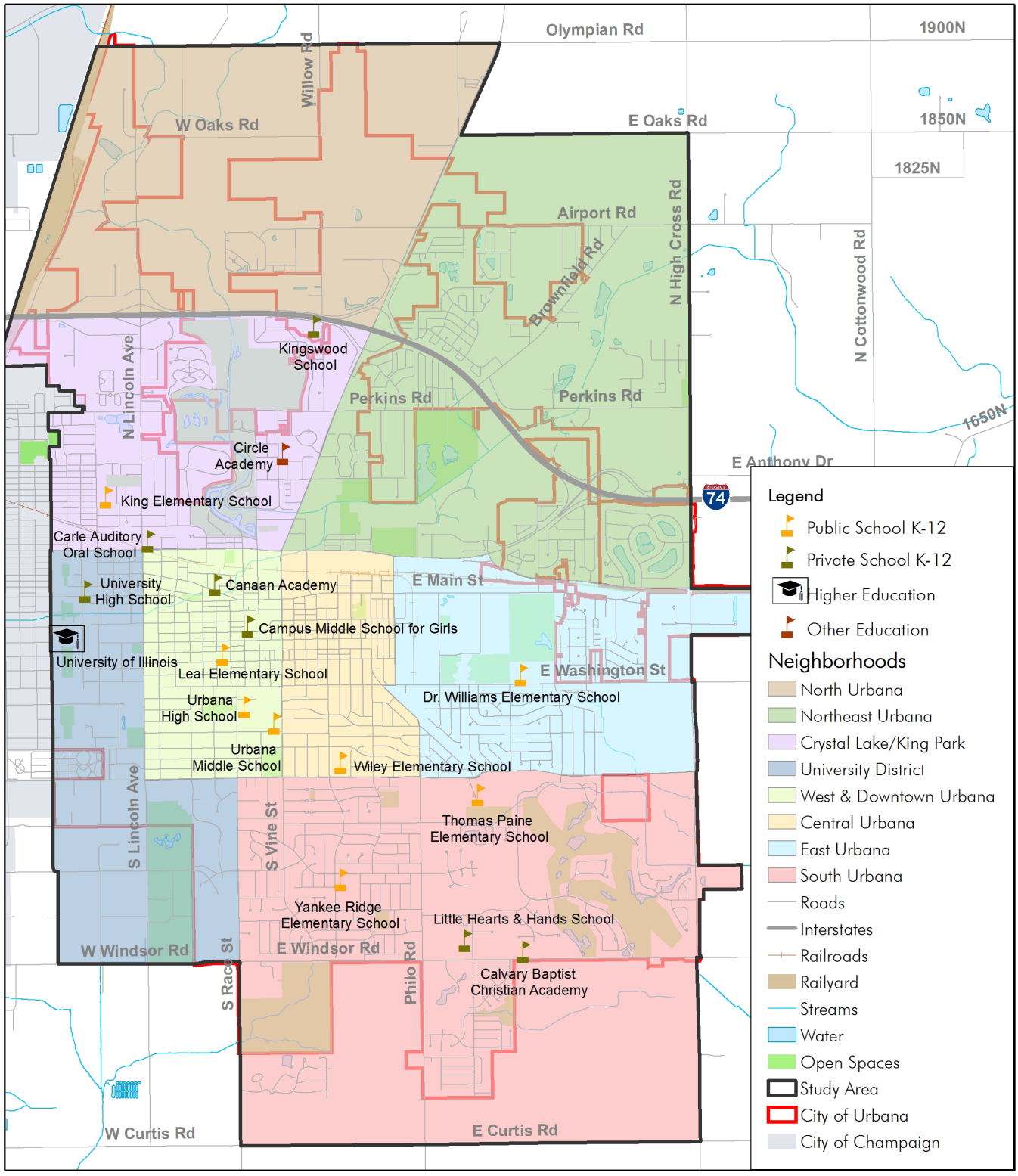
The City of Urbana Pedestrian Master Plan study area encompasses all of the land within Urbana city limits, and the land between the city limits and the next closest major road (*Map 1-1*). The study area boundaries are Olympian Road, Cunningham Avenue, Oaks Road, High Cross Road, Walmart and Birkey's Farm Store on the east side of High Cross Road, Curtis Road, Race Street, Windsor Road, and the west city limits. The study area includes some areas outside of city limits to plan for areas that may be annexed into the City of Urbana in the future. Also, unincorporated developed areas adjacent to Urbana city limits should be considered when analyzing the area's pedestrian network, as residents in those areas likely use destinations located within city limits.

FIGURE 1-2 People walk and bike across Green Street on the University of Illinois campus

FIGURE 1-3 People use four modes of transportation along Race Street in front of Urbana High School

FIGURE 1-4 Carle employees walk along Coler Avenue

FIGURE 1-5 A mother pushes her child in a stroller across Fairlawn Drive



MAP 1-1 Study Area

2 GOALS & OBJECTIVES

PLANNING PILLAR #1: ACCESSIBILITY AND CONNECTIVITY

Goal #1: Improve Urbana's pedestrian infrastructure to enable and encourage all residents and visitors to choose to walk to destinations.

Objective	Performance Measure	Strategies	Responsible Parties
1. Increase the Sidewalk ADA Compliance Score for at least 10% of Urbana's existing sidewalks by 2025.	Sidewalk ADA Compliance Scores.	Install curb ramps to comply with ADA standards.	City of Urbana, IDOT, University of Illinois
		Retrofit or replace curb ramps to comply with ADA standards.	City of Urbana, IDOT, University of Illinois
		Retrofit sidewalk sections with slopes and/or widths that do not comply with ADA standards.	City of Urbana, IDOT, University of Illinois
2. Increase the sidewalk condition score for at least 5% of Urbana's sidewalks by 2025.	Sidewalk Condition Scores	Reduce vertical faults through beveling programs.	City of Urbana, IDOT, University of Illinois
		Replace damaged panels.	City of Urbana, IDOT, University of Illinois
3. Increase the amount of new sidewalks in Urbana by at least 2,640 feet by 2025.	Miles of sidewalks and shared-use paths built	Budget City funds specifically for new sidewalks. Partner with local agencies and developers to increase the number and mileage of sidewalks and shared-use paths.	City of Urbana, Developers, IDOT, University of Illinois, Urbana Park District
	Number of sidewalk and shared-use path grant applications submitted and awarded	Seek grant opportunities to construct sidewalks and shared-use paths, especially in the areas that will serve the greatest number of people.	City of Urbana, Champaign County, CCRPC, University of Illinois, Urbana Park District, Urbana School District #116
4. Increase the percentage of arterial roadways in Urbana with pedestrian infrastructure on at least one side the road from 85% to at least 90% by 2030.	Percentage of arterial roadways with pedestrian infrastructure on at least one side	Install sidewalks and shared-use paths along arterial roadways.	City of Urbana, IDOT

Objective	Performance Measure	Strategies	Responsible Parties
5. Provide direct and visible access for pedestrians of all ages and abilities from 3 destinations[1] not currently connected to Urbana's sidewalk network by 2030.	Number of new Urbana sidewalk connections to destinations	Install accessible, convenient, and efficient pedestrian infrastructure such as crosswalks, shared-use paths, sidewalks, ramps, signals, and/or signage.	City of Urbana, Developers, Employers, IDOT, University of Illinois, Urbana Park District
		Provide pedestrian access between neighborhoods and activity centers such as community services, cultural amenities, employers, parks, public facilities, recreational amenities, schools, shopping, and transit stops.	City of Urbana, Developers, Employers, IDOT, University of Illinois, Urbana Park District
		Take advantage of opportunities to develop off-street shared-use paths, using such methods as applying for grants, acquiring property that provides off-street connections between pedestrian infrastructure, and working with railroads to develop paths on, along, or across rights-of-way.	City of Urbana, Champaign County Forest Preserve District (CCFPD), Developers, Illinois Commerce Commission (ICC), Norfolk Southern Railroad, University of Illinois, Urbana Park District
		Encourage developers to construct buildings closer to sidewalks to encourage walking to destinations.	City of Urbana, Developers
6. Fix 4 major connectivity barriers that add extra distance and difficulty to walk between destinations by 2025.	Number of major pedestrian barriers fixed	Connect AMBUCS Park to the south as shown in the Champaign County Greenways & Trails Plan.	Urbana Park District, IDOT, CUMTD, City of Urbana
		Connect Aspen Court and the Urbana Townhomes property directly to Philo Road via an off-street path.	City of Urbana, TWG Development, Adams Outdoor Advertising (AOA), Housing Authority of Champaign County (HACC)
		Connect Highland Green Apartments and Crystal View Townhomes to Cunningham Avenue near the Saline Branch.	City of Urbana, IDOT
		Work with the railroad and other landowners to connect the Carle complex to Downtown Urbana.	City of Urbana, Carle, Norfolk Southern Railroad
		Connect areas north and south of Interstate 74 via Cunningham Avenue.	City of Urbana, IDOT
		Improve existing connections from Crystal Lake Park to areas south of University Avenue.	City of Urbana, IDOT, Urbana Park District

Objective	Performance Measure	Strategies	Responsible Parties
7. Develop or expand at least one ordinance, program, or policy to mitigate the effects of natural elements on Urbana sidewalks to provide year-round access by 2025.	Number of existing ordinances, programs, or policies expanded	Determine high use and priority area pedestrian infrastructure where year-round usability is affected by weather and seasonal conditions, such as snow, ice, flooding, debris, and vegetation.	City of Urbana, C-U SRTS Project, University of Illinois, Urbana School District #116
	Number of new ordinances, programs, or policies	Determine encouragement and enforcement measures to improve pedestrian infrastructure where year-round usability is affected by weather and seasonal conditions, such as snow, ice, flooding, debris, and vegetation.	City of Urbana, C-U SRTS Project, University of Illinois, Urbana School District #116
8. Develop or expand at least one ordinance, program, or policy to improve pedestrian access through developments and redevelopments on private properties by 2025.	Number of existing ordinances, programs, or policies expanded	Encourage developers to submit internal pedestrian circulation plans to the City that provide a safe and direct transition from the public sidewalk through a parking lot to the main building entrance.	City of Urbana, Developers, IDOT, University of Illinois
		Include clearly marked walkways through parking lots to building entrances.	City of Urbana, Developers
		Include public pedestrian paths through developments where a direct pedestrian connection exists on two sides of the property (e.g. Church Street corridor between Lincoln and Goodwin Avenues).	City of Urbana, Developers
	Number of new ordinances, programs, or policies	Review subdivision requirements to maximize safe pedestrian accessibility to destinations.	City of Urbana
		Review municipal regulations (e.g. subdivision requirements, zoning ordinance) to lower the maximum amount of parking required to reduce the size of parking lots that pedestrians must traverse.	City of Urbana
		Investigate the feasibility of developing a cost share program between the City and businesses where accessibility concerns are addressed.	City of Urbana, Developers

[1] Destinations referenced are those shown in Map 3-11, Destination Density. Source: CUUATS Public Facility Locations.

PLANNING PILLAR #2: EQUITY

Goal #2: Invest in Urbana's pedestrian resources (infrastructure, education, encouragement, and enforcement) to improve all substandard areas, especially areas of concentrated racial or ethnic minorities, lower income areas, and transit dependent populations.

Objective	Performance Measure	Strategies	Responsible Parties
1. Implement at least three pedestrian infrastructure improvement projects proposed in the CUUATS Sidewalk Network Inventory and Assessment Project Priority Areas[1] by 2025.	Number of pedestrian infrastructure improvements in Project Priority Areas	Budget funds to install new or upgrade existing sidewalks, curb ramps, pedestrian signals, and/or crosswalks in Downtown Urbana, the Philo Road/ Florida Avenue area, and the University Avenue corridor.	City of Urbana, IDOT
2. Implement at least one short-term project proposed in this plan in each of Urbana's eight neighborhoods[2] by 2025.	Number of neighborhoods with a pedestrian infrastructure improvement	Create routes that connect to and through all neighborhoods. Seek input from neighborhood groups when possible.	City of Urbana, Developers, IDOT, University of Illinois, Urbana Park District
		Produce a list of completed and current pedestrian infrastructure construction projects by neighborhood at the end of each construction year to be shared on the City website and with BPAC.	City of Urbana
3. Invest in the extension of the Kickapoo Rail Trail to at least one Urbana neighborhood with predominately low- or moderate-income households by 2030.	Number of low- and moderate-income neighborhoods connected to the Kickapoo Rail Trail	Take advantage of opportunities to develop off-street shared-use paths, by applying for grants, acquiring property that provides off-street connections between pedestrian infrastructure, and/ or working with railroads to develop paths on, along, or across rights-of-way.	City of Urbana, CCFPD, CUMTD, Developers, ICC, Norfolk Southern Railroad, University of Illinois, Urbana Park District

Objective	Performance Measure	Strategies	Responsible Parties
4. Distribute educational, encouragement, and/or enforcement materials about walking to a minimum of 30 residents of each of Urbana's eight neighborhoods annually by 2025.	Number of residents in each neighborhood who have received pedestrian materials	Distribute materials at annual events such as the Jazz Walk, MLK Jettie Rhodes Neighborhood Day, Playing It Safe safety fair, Sweetcorn Festival, Strawberry Jam, Turkey Trot, University of Illinois Quad Day, and Walk 'n' Roll to School Day.	City of Urbana, Carle, C-U SRTS Project, University of Illinois, Urbana Park District
		Distribute materials at weekly or seasonal events, such as Market at the Square or Neighborhood Nights.	City of Urbana, Urbana Park District
		Provide information for distribution via neighborhood association/group meetings & events.	City of Urbana, Neighborhood associations or groups
		Provide information for distribution via faith-based organizations.	City of Urbana, Faith-based organizations, Houses of worship
		Provide information in other languages besides English.	City of Urbana, CCRPC, C-U SRTS Project
		Increase the diversity of BPAC to strengthen connections with and representation of people with color.	City of Urbana
5. Expand the Walking School Bus program to all Urbana elementary schools by 2025.	Number of elementary schools with a Walking School Bus program	Work with the Walking School Bus coordinator to recruit adult volunteers to lead routes.	Urbana School District #116, C-U SRTS Project, University of Illinois
		Work with the Walking School Bus coordinator to measure interest at schools to start a program.	Urbana School District #116, C-U SRTS Project

[1] The CUUATS Sidewalk Network Inventory and Assessment Project Priority Areas in Urbana are Downtown Urbana and Philo Road/Florida Avenue.

[2] The eight Urbana neighborhoods are the neighborhoods defined by this plan's public workshops (see Chapter 5).

PLANNING PILLAR #3: SAFETY

Goal #3: Eliminate fatal and serious pedestrian/vehicle crashes.

Objective	Performance Measure	Strategies	Responsible Parties
1. Act to reduce the average number of annual pedestrian-vehicle crash fatalities in Urbana[1] from 1 to 0 between 2020 and 2025.	Number of pedestrian crash fatalities	Develop and adopt a Vision Zero Action Policy and Action Plan.	City of Urbana
		Educate motorists and bicyclists on stopping for pedestrians.	City of Urbana, Champaign County Bikes (CCB), CUMTD, C-U SRTS Project, IDOT, University of Illinois, Urbana School District #116
		Educate pedestrians on their legal rights and responsibilities.	City of Urbana, CUMTD, C-U SRTS Project, IDOT, University of Illinois, Urbana School District #116
		Have City staff explore the development of a Traffic Calming Policy and Neighborhood Speed Reduction Policy to reduce vehicle speed.	City of Urbana
		Provide consistent pedestrian signage, markings, and signals.	City of Urbana, IDOT, University of Illinois
		Work with the University of Illinois to use student-targeted media effectively to instill good safety practices.	University of Illinois
		Improve existing and collect new lighting data to perform point and area lighting assessments.	City of Urbana, Ameren, IDOT, University of Illinois

Objective	Performance Measure	Strategies	Responsible Parties
2. Act to reduce the number of severe pedestrian crash injuries in Urbana[2] by a minimum of 50 percent by 2025.	Number of severe pedestrian crash injuries	Develop and adopt a Vision Zero Action Policy and Action Plan.	City of Urbana
		Educate motorists and bicyclists on stopping for pedestrians.	City of Urbana, Champaign County Bikes (CCB), CUMTD, C-U SRTS Project, IDOT, University of Illinois, Urbana School District #116
		Educate pedestrians on their legal rights and responsibilities.	City of Urbana, CUMTD, C-U SRTS Project, IDOT, University of Illinois, Urbana School District #116
		Have City staff explore the development of a Traffic Calming Policy and Neighborhood Speed Reduction Policy to reduce vehicle speed.	City of Urbana
		Provide consistent pedestrian signage, markings, and signals.	City of Urbana, IDOT, University of Illinois
		Work with the University of Illinois to use student-targeted media effectively to instill good safety practices.	University of Illinois
		Perform point and area lighting assessments in an effort to reduce crashes.	City of Urbana, IDOT, University of Illinois
3. Add new or upgrade existing pedestrian safety features at a minimum of 2 signalized intersections in Urbana by 2025.	Number of signalized intersections with pedestrian safety features installed	Identify high crash locations from the Champaign-Urbana Urban Area Safety Plan to prioritize improvements at unsafe pedestrian crossing locations.	City of Urbana, CCRPC, IDOT, University of Illinois
		Improve intersection lighting, especially along Safe Walking Routes to School.	City of Urbana, IDOT, University of Illinois
		Install pedestrian countdown timers.	City of Urbana, IDOT, University of Illinois
		Only stripe crosswalks that connect to sidewalks on both ends.	City of Urbana, IDOT, University of Illinois

Objective	Performance Measure	Strategies	Responsible Parties
4. Use the Champaign-Urbana Pedestrian Crossing Enhancement Guidelines or the latest pedestrian crossing guidance resources to improve pedestrian crossing safety at a minimum of 3 mid-block locations by 2025.	Number of mid-block locations with improved pedestrian crossings	Identify high crash locations from the Champaign-Urbana Urban Area Safety Plan to prioritize improvements at unsafe pedestrian crossing locations.	City of Urbana, CCRPC, IDOT, University of Illinois
		Identify pedestrian crossings near CUMTD bus stops to prioritize improvements.	City of Urbana, CUMTD, IDOT, University of Illinois
		Identify pedestrian crossings with low visibility and improve lighting.	City of Urbana, IDOT, University of Illinois
		Use the latest guidance to determine the appropriate pedestrian crossing features to install, including but not limited to the Champaign-Urbana Pedestrian Crossing Enhancement Guidelines, and the Federal Highway Administration (FHWA) Guide for Improving Pedestrian Safety at Uncontrolled Locations.	City of Urbana, IDOT, University of Illinois
5. Dedicate at least $150,000 of City of Urbana Capital Improvement Plan (CIP) funding to pedestrian and trail construction and maintenance projects annually.	Amount of annual CIP funds dedicated to pedestrian improvements	List a specific CIP line item for pedestrian projects.	City of Urbana
		Incorporate pedestrian infrastructure into roadway projects.	City of Urbana, IDOT, University of Illinois
		Seek grants to supplement local funding for completing pedestrian improvements.	City of Urbana, CCFPD, CCRPC, C-U SRTS Project, IDOT, University of Illinois, Urbana Park District, Urbana School District #116
6. Apply for at least 2 Federal, State, and/or private grants for pedestrian infrastructure projects by 2025.	Number of grant applications submitted	Utilize this plan's short-term recommendations and funding sources list[3] to apply for grants.	City of Urbana
		Combine projects that can be geographically linked for implementation.	City of Urbana, CCFPD, CCRPC, University of Illinois, Urbana Park District, Urbana School District #116

[1] The average pedestrian fatality rate of 1 per year between 2007-2016, is equivalent to a rate of 2.38 per 100,000, which puts Urbana ahead of Chicago, New York City, Columbus, Washington, DC and Boston, and in line with El Paso, TX, Austin, TX, and Philadelphia in terms of pedestrian fatalities (2018). United States Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Traffic Safety Facts, 2017 Data: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812681.

[2] There were 24 severe pedestrian crash injuries during the latest five years of available crash data (2011-2015).

[3] See Chapters 6 and 7.

PLANNING PILLAR #4: VIBRANCY

Goal #4: Create healthy, sustainable, aesthetically pleasing, and economically stimulating community streetscapes and natural landscapes that both inspire and facilitate walking.

Objective	Performance Measure	Strategies	Responsible Parties
1. Create at least 2 connections from the Urbana pedestrian network to natural features such as open spaces, waterways, and wooded areas by 2030.	Number of improved pedestrian connections to natural areas	Develop signed walkways in developed parks such as Crystal Lake Park that allow pedestrians to interpret and experience the natural environment.	Urbana Park District
		Develop signed walkways in undeveloped parks such as the Perkins Road/Judge Webber Park or Weaver Park that allow pedestrians to interpret and experience the natural environment.	Urbana Park District
	Number of new pedestrian connections to natural areas	Develop a greenway along waterways such as the Boneyard Creek, McCullough Creek, St. Joseph Ditch, and Saline Branch.	Urbana Park District, City of Urbana, Developers
		Extend the Kickapoo Rail Trail to more Urbana neighborhoods.	City of Urbana, CCFPD, CUMTD, Developers, ICC, Norfolk Southern Railroad, University of Illinois, Urbana Park District
		Improve pedestrian crossings across arterials to create more inviting park access points using tools such as the Champaign-Urbana Crosswalk Guidelines and the proposed Public Rights-of-Way Accessibility Guidelines (PROWAG).	City of Urbana, IDOT, University of Illinois, Urbana Park District
2. Provide support for at least 2 existing and/or new events that connect walking and business by 2025.	Number of existing events with expanded support	Expand support for existing events that connect walking and business such as First Fridays, Market at the Square, Mile at the Pines, and the Sweetcorn Festival.	City of Urbana, Urbana Business Association
	Number of new events created	Work with businesses and business districts to create new “walk to” or “walk at” events.	City of Urbana, Urbana Business Association
		Pilot an Open Streets event.	City of Urbana, Urbana Business Association

Objective	Performance Measure	Strategies	Responsible Parties
3. Support at least 2 active living initiatives by 2025 that expand and encourage walking to improve health.	Number of active living initiatives	Support regular events promoting active living, such as the Illinois Marathon, Mile at the Pines, Turkey Trot, Walk 'n' Roll to School Day, and Walk with the Mayors.	City of Urbana, Champaign-Urbana Public Health District (CUPHD), Urbana Business Association, Urbana Park District, Urbana School District #116
		Support ongoing initiatives that promote active living, such as Healthy Champaign County and the C-U SRTS Project.	City of Urbana, Champaign-Urbana Public Health District (CUPHD), CCRPC, Urbana Park District, Urbana School District #116
4. Work to shift at least 1 percent of automobile trips to walking trips measured in the Urbana Pedestrian and Bicycle Survey (PABS) by 2024.[1]	Walk mode share to public transit	Conduct periodic pedestrian and bicycle surveys to track mode share.	City of Urbana, CCRPC
		Employ land use planning and site design requirements that are conducive to pedestrian travel.	City of Urbana, Developers, Employers, University of Illinois
	Walk and automobile mode shares to work or school	Encourage walking for short trips.	City of Urbana, CCRPC, C-U SRTS Project, IDOT, University of Illinois, Urbana Park District, Urbana School District #116
	Walk and automobile mode shares to other destinations	Fund and install consistent pedestrian wayfinding signage.	City of Urbana
		Implement this plan's recommendations to get more people walking, enabling people to make walking a part of their everyday life.	City of Urbana, CCRPC, C-U SRTS Project, IDOT, University of Illinois, Urbana Park District, Urbana School District #116
5. Budget funds to improve the streetscape on at least 2 street blocks to be more pedestrian friendly by 2025.	Number of blocks with pedestrian-friendly streetscape improvements	Create inviting streetscapes that encourage pedestrian travel by making local trips easier and more pleasant by foot than by car.	City of Urbana, IDOT, Urbana Business Association
		Design streetscapes to include natural features such as flower planters, landscaping, natural plantings, and street trees to improve air quality, reduce urban runoff, provide shade, and improve walking space for pedestrians.	City of Urbana, IDOT, Urbana Business Association
		Design streetscapes to include pedestrian-friendly features such as benches or resting points, drinking fountains, maps and wayfinding signage, pedestrian scale street lighting, public art, separation between pedestrians and vehicles, unique pavement patterns, and waste receptacles.	City of Urbana, IDOT, Urbana Business Association
		Ensure that sidewalk cafés and other uses or features of the sidewalk area support rather than obstruct a continuous pedestrian network.	City of Urbana, Urbana Business Association

Objective	Performance Measure	Strategies	Responsible Parties
6. Add at least 2 public art installations to walkable areas by 2025.	Number of new public art installations in walkable areas	Enable the installation of street art in the form of murals and/or abstract paintings on pavement and/or building facades through public art grant awards.	City of Urbana, 40 North, Urbana Park District
7. Achieve a Walk Friendly Community designation for Urbana by 2025.	Walk Friendly Community applications submitted	Submit a Walk Friendly Community application.	City of Urbana, CCRPC
	Walk Friendly Community designation level attained	Implement this plan's short-term recommendations.	City of Urbana, CCRPC, C-U SRTS Project, IDOT, University of Illinois, Urbana Park District, Urbana School District #116

[1] See Urbana PABS Report (Urbana Bicycle Master Plan Appendix 11 available at http://www.urbanaillinois.us/sites/default/files/attachments/UBMP_Appendices.pdf), Table 1, Question Numbers 8-10.

3 EXISTING CONDITIONS

For this plan, the existing demand based on the unique characteristics of the community has been examined in relationship to the existing supply of walking infrastructure in the study area. This will help to better understand how supply must change to meet the community's growing demand.

DEMAND

A community's population determines the demand for pedestrian resources. The unique needs of different socioeconomic and ethnic groups dictate what their demand will be. Where they want to go and how they want to get there, and the ability to get there safely will also direct their demand for infrastructure. The study area's demographics, major destinations, current use and pedestrian crashes have been examined to help reveal the community's existing needs for walking infrastructure.

Demographics

In 2015, the City of Urbana had a total population of 41,988 people, just over 20% of Champaign County's total population (205,766)[1]. Considering the study area includes areas outside of city limits, the study area has a total population of 64,240.

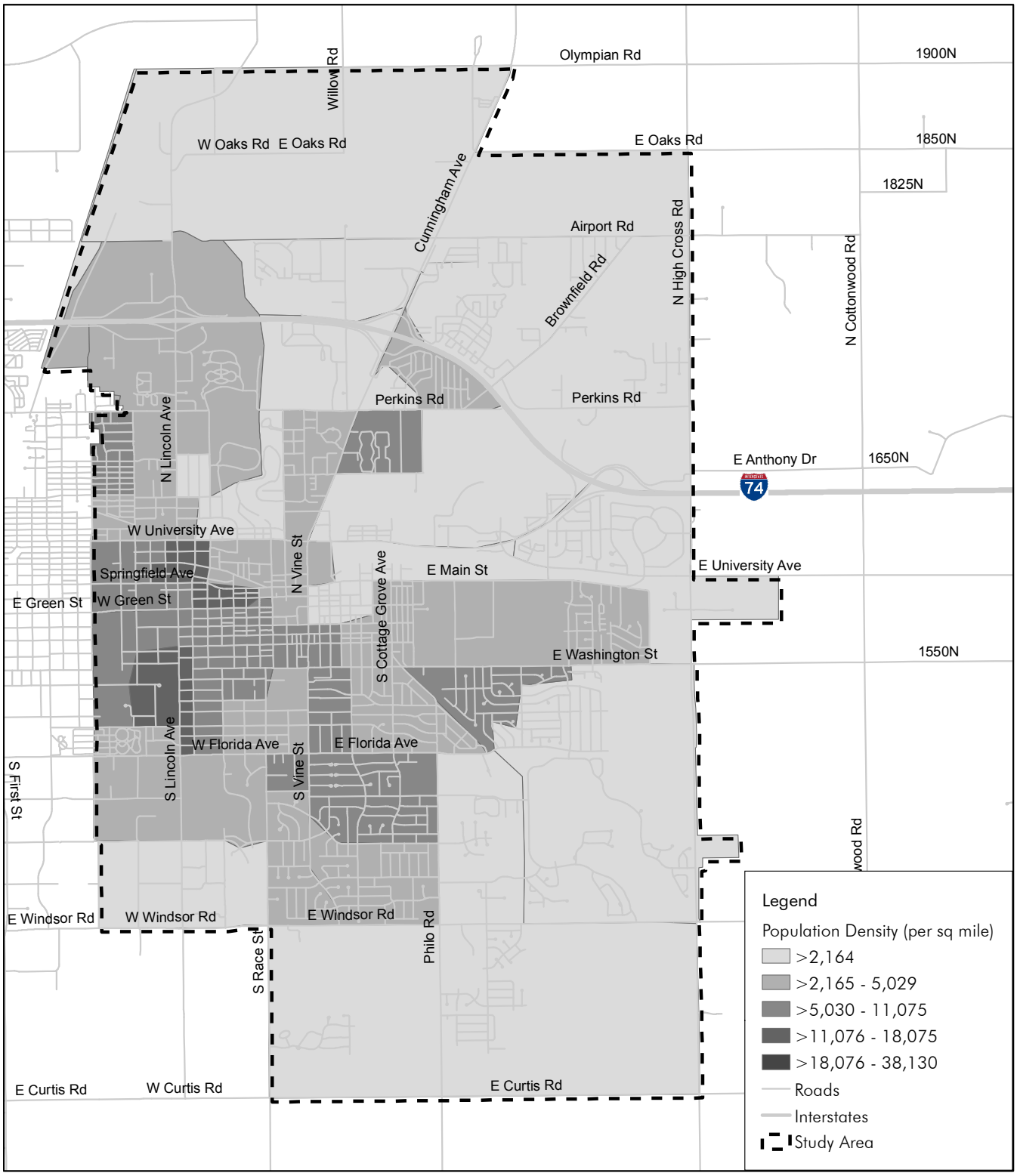
1 2015 American Community Survey (ACS) 5-Year Estimates.

Population Density

The population density varies greatly throughout the study area. It is highest on the border of the University District and West Urbana, in the area around Lincoln Avenue between Oregon Street and Florida Avenue. Population density generally decreases moving out from this point across the study area. *Map 3-2* depicts this trend.

The areas of greater density have more existing pedestrian infrastructure and more destinations that are closer together than those that are less dense, shown in *Map 3-3*. These two factors generally correlate with higher pedestrian counts, discussed more in "Counts and Crashes"

FIGURE 3-1 Students crossing Goodwin Avenue at Illinois Street on the University of Illinois campus



Source: American Community Survey (ACS) 2015 5-Year Estimates
Geographic Unit: Census Block Group

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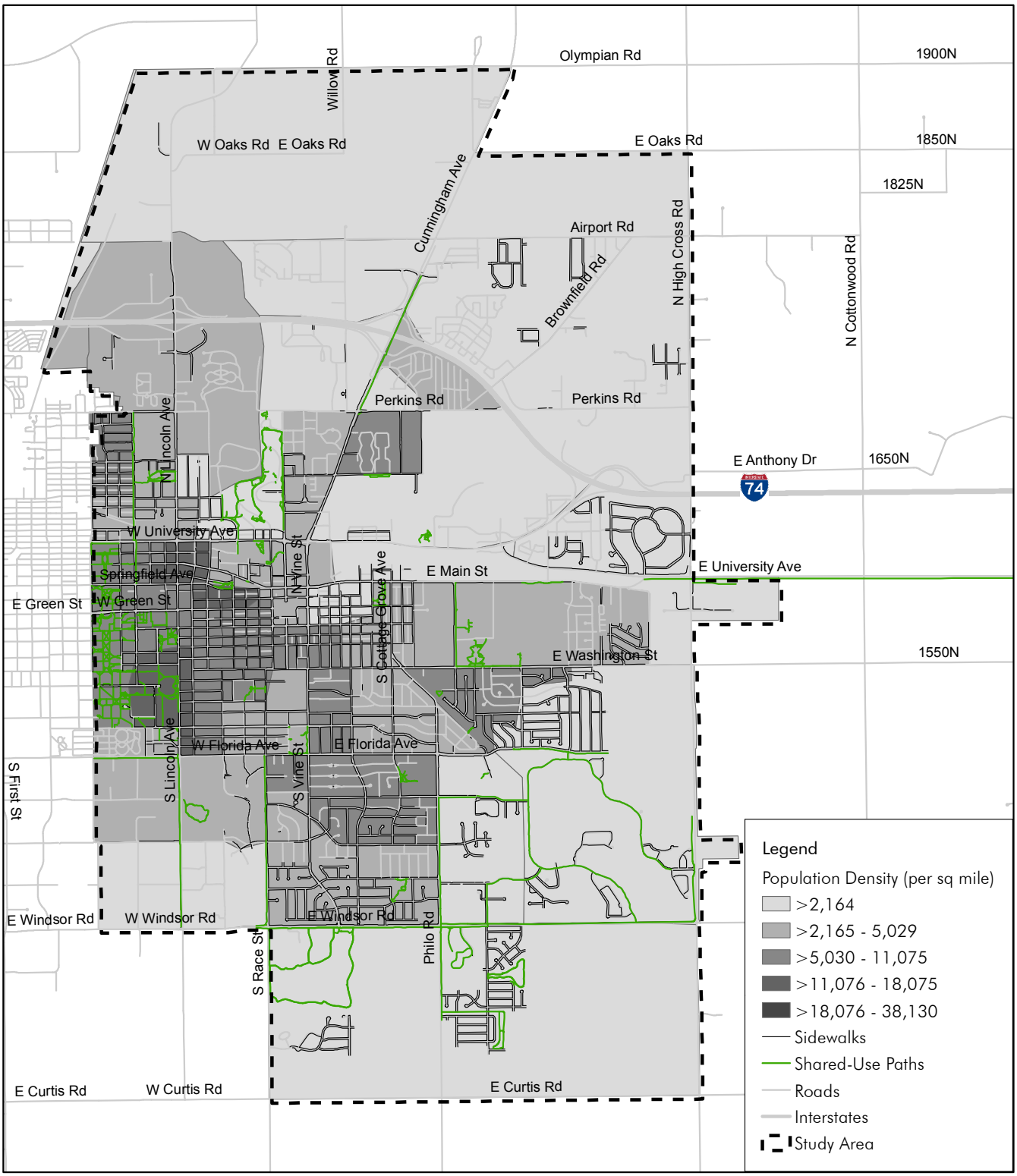
MAP 3-2 Population Density (per sq. mile)



Source: American Community Survey (ACS) 2015 5-Year Estimates
Geographic Unit: Census Block Group

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MAP 3-3 Population Density (per sq. mile) and Existing Pedestrian Infrastructure

Age Groups

People of all ages have different needs when it comes to transportation. Walking plans and programs should prioritize the needs of the youngest and oldest users to ensure they can safely navigate Urbana.

Almost 10 percent of the Urbana's population is below the age of 14. This group has fewer transportation options, generally relying on adults to get to where they need to be. Children between the ages of 10 and 14, making up approximately 3 percent of the City's population, may have some autonomy however, allowing them to walk on their own when travelling shorter distances.

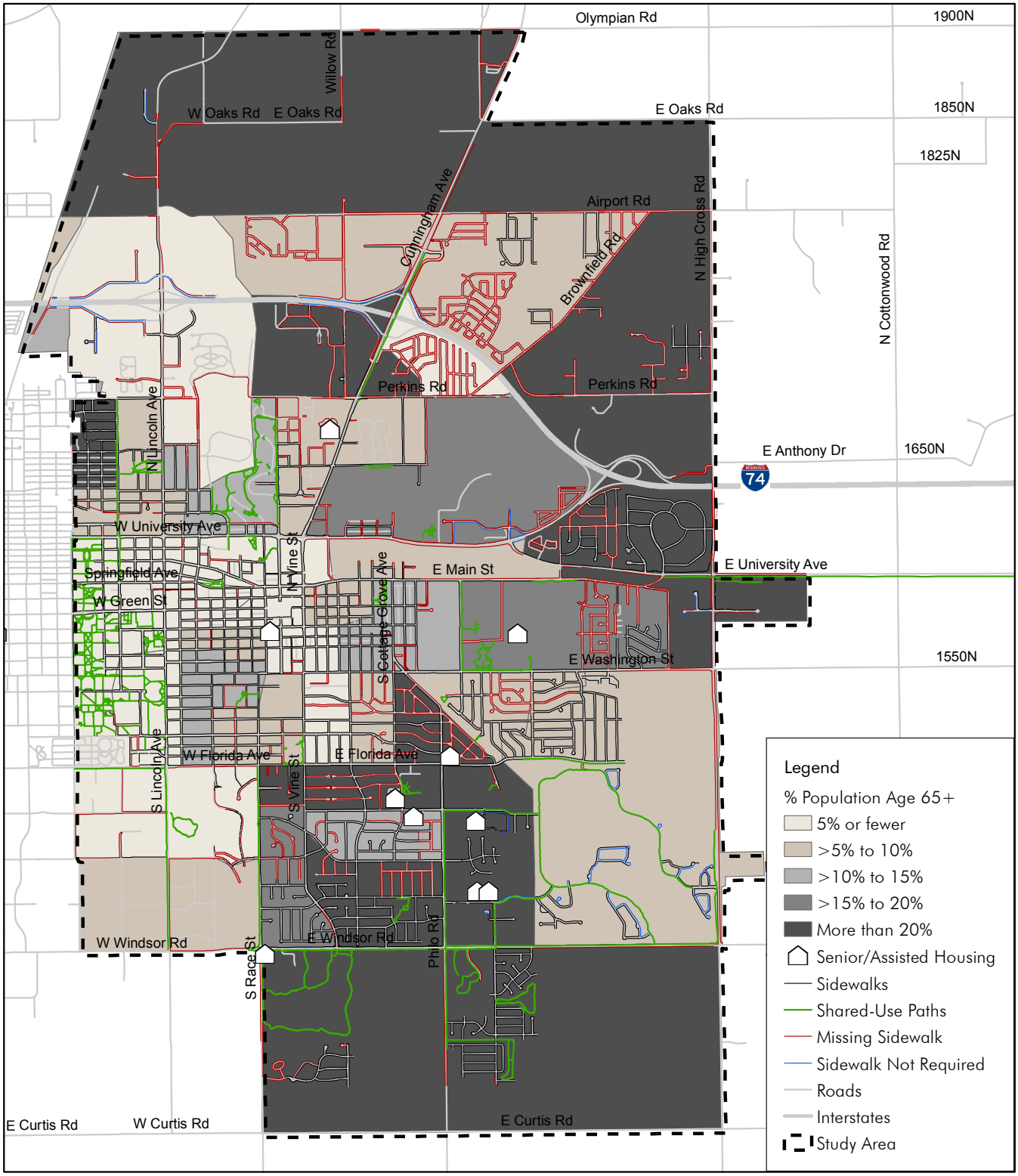
Young adults between 15 and 19 years old represent about 14 percent of the City's population. Sixteen-year-olds cannot legally drive in Illinois and are more likely to walk to school, events, and other destinations throughout the study area. Students older than sixteen are also likely to use walking as their primary mode of transportation as they may not have access to a vehicle or may choose not to drive to the University of Illinois campus.

The majority the City's population is between the ages of 20 and 64. This group contains University students, recent graduates, professionals, and families. While this group is more likely to have access to a car, they may still be interested in using other means of transportation for their commute to work.

Seniors (people 65 years and older) have unique transportation needs. This group is more likely to have reduced mobility and lower levels of vision, limiting their ability to drive and making them more likely to walk as a primary means of transportation. Along the north, northwest and southern boundaries of the study area, many areas have a population that is more than 20 percent seniors. *Map 3-4* shows the areas with the highest percentage of senior citizens. These are the same areas that have the least amount of pedestrian infrastructure and the greatest number of missing sidewalk segments.

FIGURE 3-2 Adults help a group of children cross Florida Avenue at Lincoln Avenue

FIGURE 3-3 University of Illinois students crossing during an all pedestrian phase at Goodwin Avenue and Green Street



Source: American Community Survey (ACS) 2015 5-Year Estimates
Geographic Unit: Census Block Group

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MAP 3-4 Population Over 65 Years Old and Senior Housing Locations

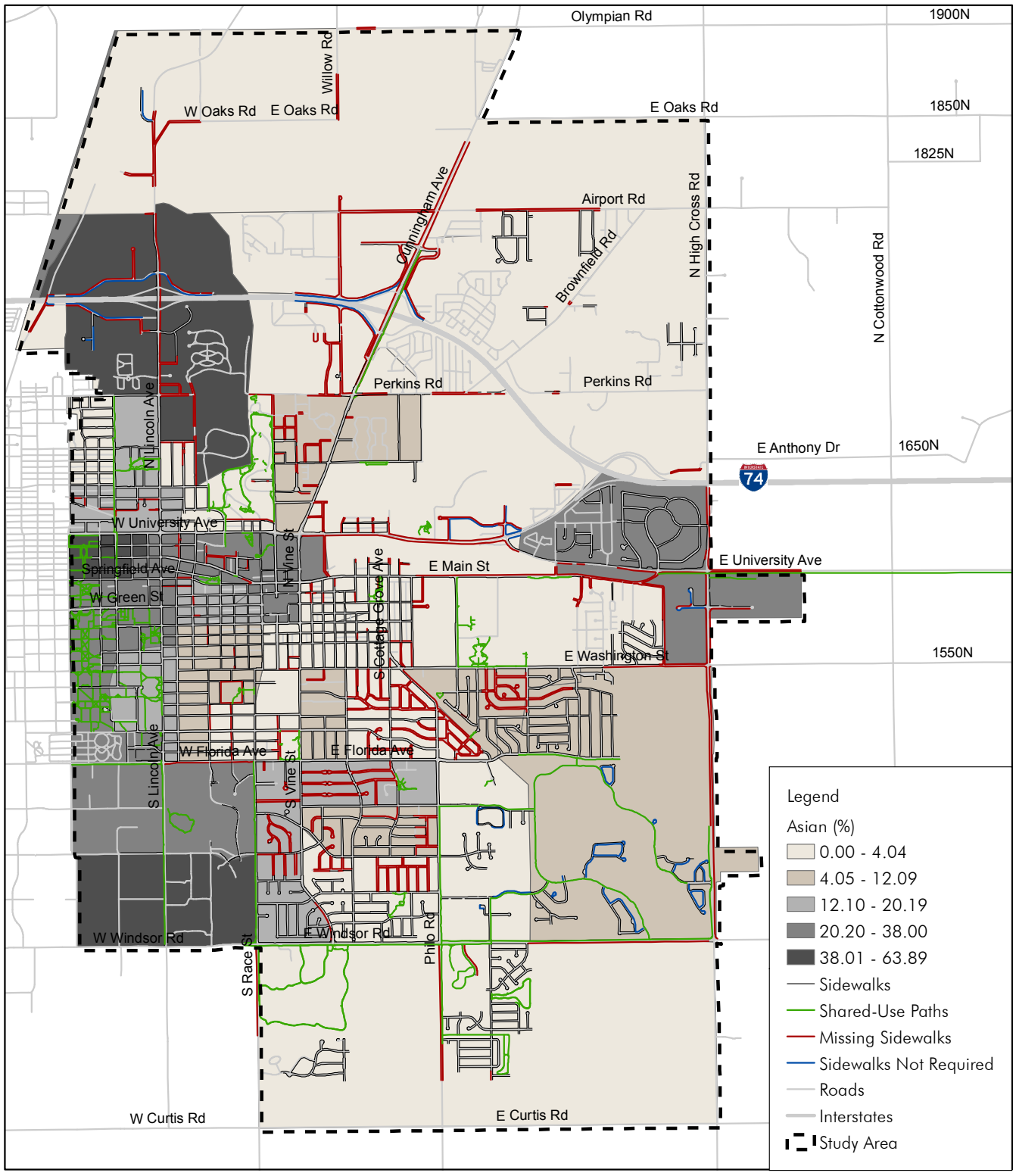
Race and Ethnicity

People identifying as white account for 60.6% of the City's population and Asians comprise the second largest racial group at 18.6%. People who identify as black or African American make up 16.5% of the total population. Those who identify themselves as Hispanic or Latino (of any race) make up 5.3% of the population.

The following maps depict the percent of the population made up by Asians, blacks or African Americans, and Hispanic or Latino people respectively. The population percentages are broken down by Census block groups. These maps also include the locations of existing pedestrian infrastructure (i.e. sidewalks and shared-use paths) and areas where sidewalks are missing, to better highlight the ability of each of these groups to access pedestrian infrastructure.

Map 3-5 shows that areas along the western edge of the study area have a higher Asian population than the rest of the study area. The highest percent (63.9%) is found in the block group immediately east of Lincoln Avenue, between University Avenue and Springfield Avenue. In this area, sidewalks and shared-use paths are plentiful. The second highest (56.7%) is in the southwestern most corner of the study area, including Orchard Downs. Here, sidewalks are less common than in other block groups, with many missing segments.

FIGURE 3-4 People crossing Lincoln Avenue at Fairview Avenue



Source: American Community Survey (ACS) 2015 5-Year Estimates
Geographic Unit: Census Block Group

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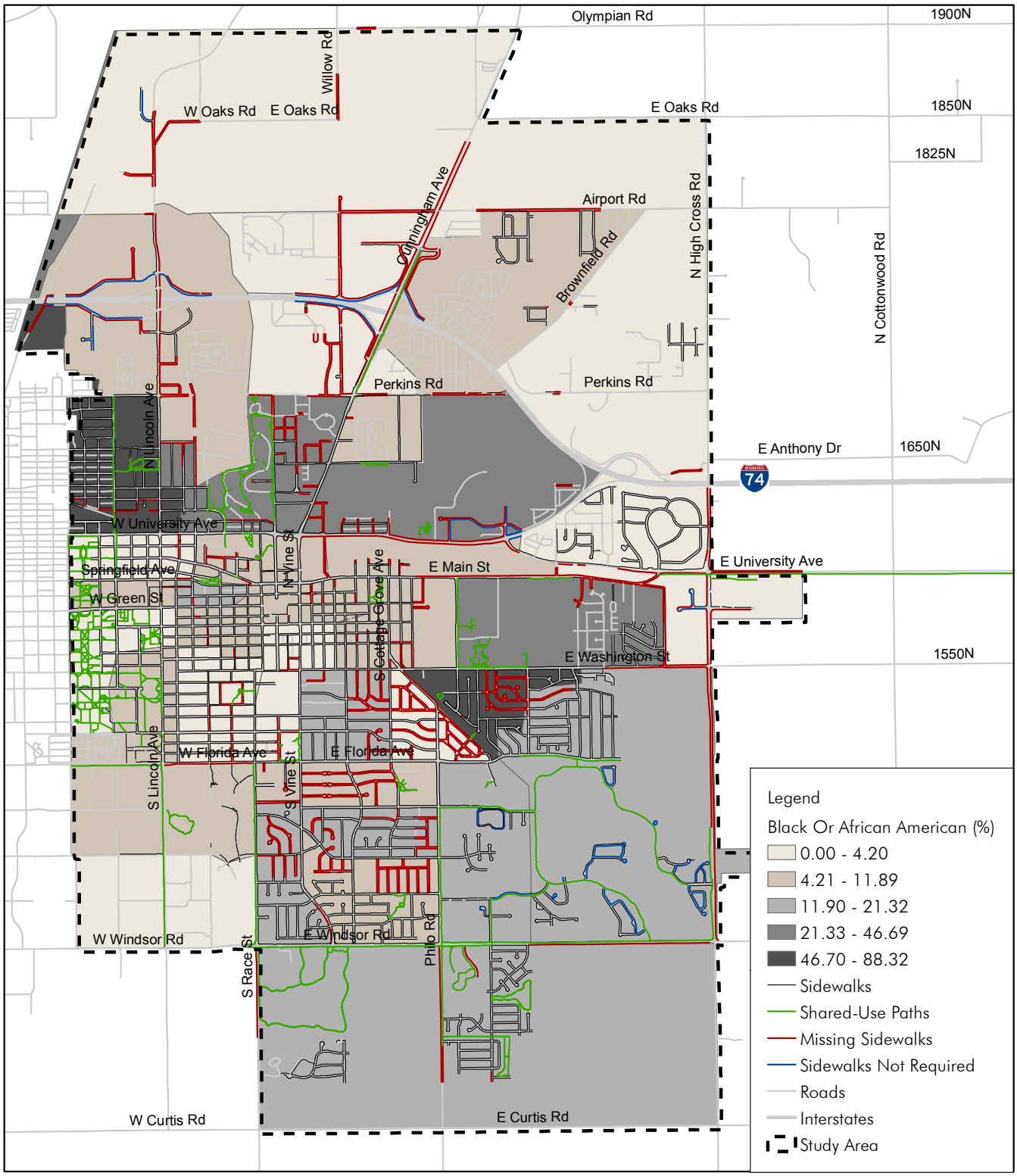
MAP 3-5 Asian Populations

FIGURE 3-5 A man and child crossing University Avenue

Map 3-6 shows depicts the percent population that identifies as black or African American. The block group located in the northwestern most corner, bordered by the western boundary of the study area to the west, Goodwin Avenue to the east, Bradley Avenue to the north, and Hill Street to the south has the highest percent population for this group at 88.3%. The block group immediately to the southeast also has a majority black or African American population at 56.2%. This area does not have many missing sidewalks.

The block group in East Urbana located south of Washington Street and east of Philo Road has a 61% black or African American population. It has many streets missing sidewalks south and west of Dr. Williams School. Although there are sidewalks on Washington Street and one side of Kinch Street, these are less useful because there are few sidewalks that connect to them from the surrounding neighborhood.

Other block groups with signficant black or African American populations in North and East Urbana have many missing sidewalk segments. Shared-use paths in these areas are primarily located within parks.



Source: American Community Survey (ACS) 2015 5-Year Estimates
Geographic Unit: Census Block Group

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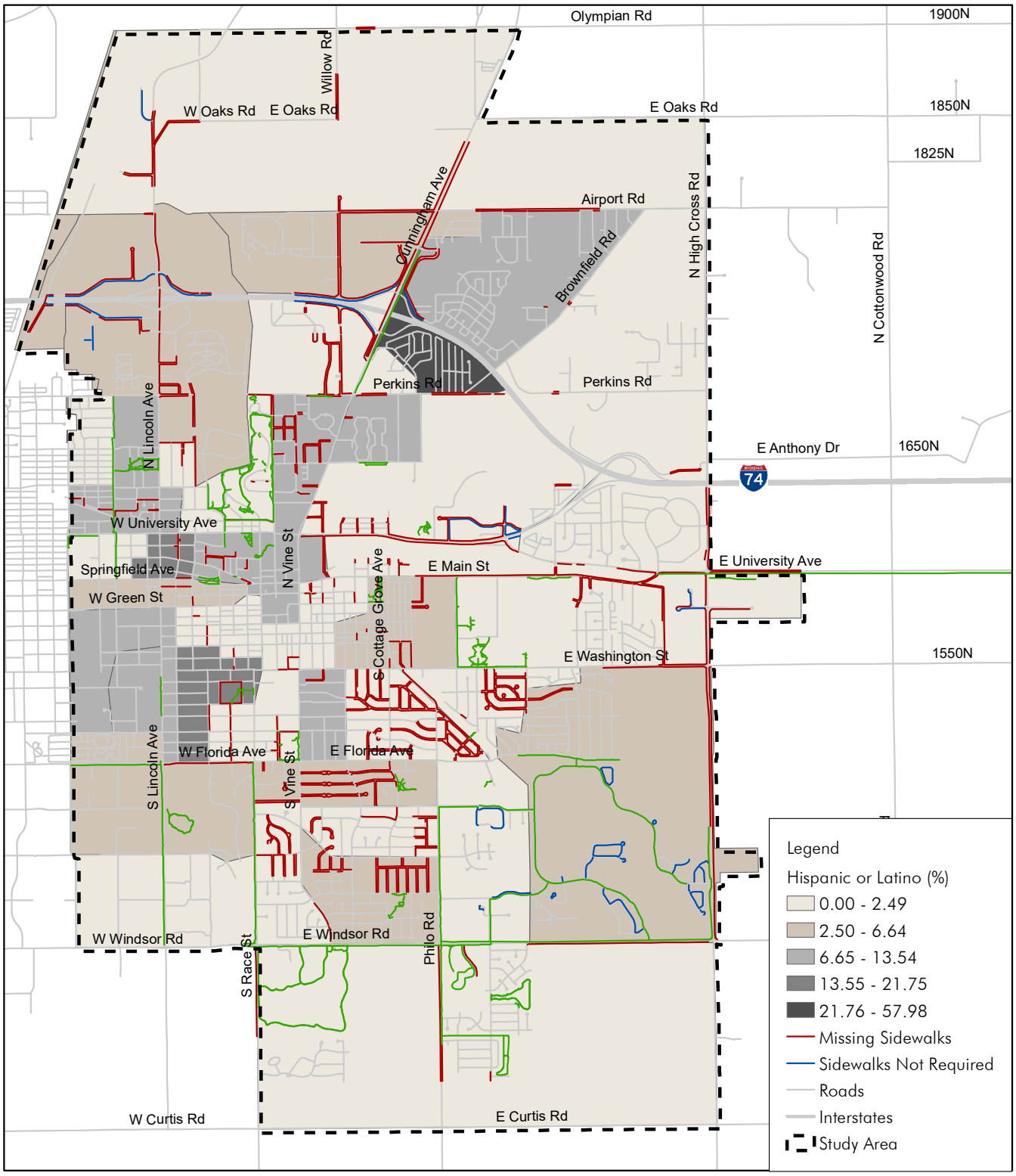
MAP 3-6 Population Identifying as Black or African American

FIGURE 3-6 Children at an outreach event

Map 3-7 shows the percent of the population that identifies as Hispanic or Latino in each block group. The block group in the northeast corner of the study area bordered by Cunningham Avenue to the west, I-74 to the northeast, and Perkins Road to the south has the highest percent population for this group at 58% Almost the entire area is missing sidewalks, making it difficult to safely walk for everyday transportation needs as there is severely limited access to the rest of Urbana.



Source: American Community Survey (ACS) 2015 5-Year Estimates
Geographic Unit: Census Block Group

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MAP 3-7 Population Identifying as Hispanic or Latino

FIGURE 3-7 People waiting at a bus stop at Florida Avenue & Philo Road

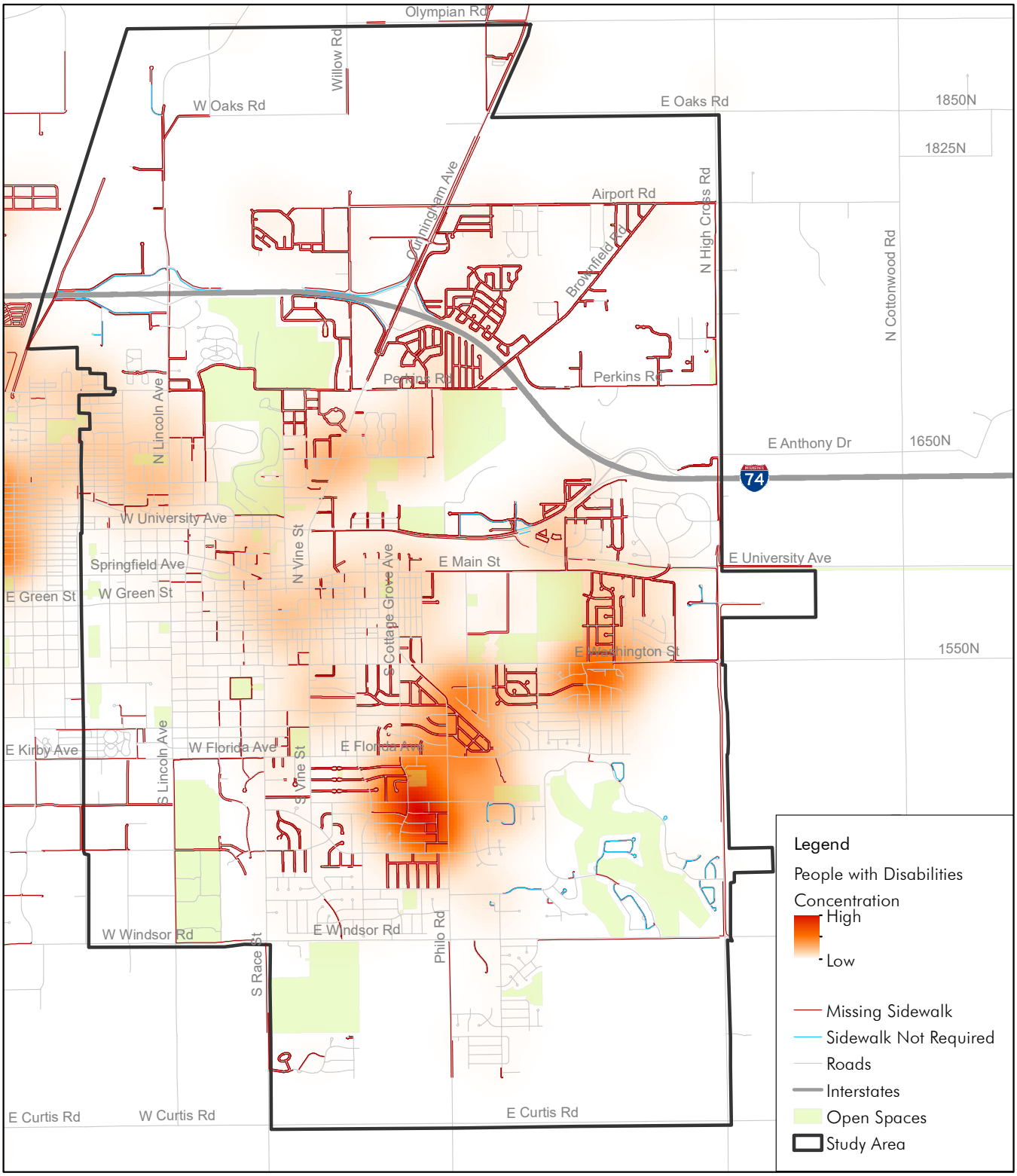
FIGURE 3-8 Person in a wheelchair riding in the roadway on Lierman Avenue at Hunter Street

Population with Disabilities

The Americans with Disabilities Act (ADA) aims to ensure protections for individuals with disabilities. One way it does this is by prohibiting discrimination against people with disabilities by state and local government agencies. This means that transportation infrastructure, including pedestrian infrastructure, must safe and convenient for people of all abilities to walk or roll on wheelchairs.

Based on Champaign-Urbana Mass Transit District (CUMTD) DASH card registrations as of January 2015, areas with high concentrations of people with disabilities exist throughout the study area.[1] DASH passes are issued free of charge to individuals with significant difficulty boarding or alighting from MTD vehicles and are good for unlimited travel on any regular MTD service. The areas of highest concentration exist in Southeast Urbana around the intersection of Florida Avenue and Philo Road, as well as along East Washington Street between Smith Road and Pfeffer Road. These areas can be seen in *Map 3-8*. The map also shows areas where sidewalk segments are missing, which are common throughout the study area, especially in areas of higher concentrations of people with disabilities. Missing sidewalks makes it more difficult for people of all abilities to accessget to destinations throughout the region, but is especially difficult for those in wheelchairs or with other walking impairments.

1 Champaign-Urbana Mass Transit District (CUMTD). Fares & Passes. Retrieved from https://mtd.org/riding/fares-passes/.



Source: CUMTD DASH Card Registrations, January 2015

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MAP 3-8 Concentrations of People with Disabilities

Low-Income Populations

On average, people living in low-income households walk more than any other group.[1] Financial constraints limit their access to cars, requiring people to get where they need to go by other means, increasing demand for pedestrian infrastructure.

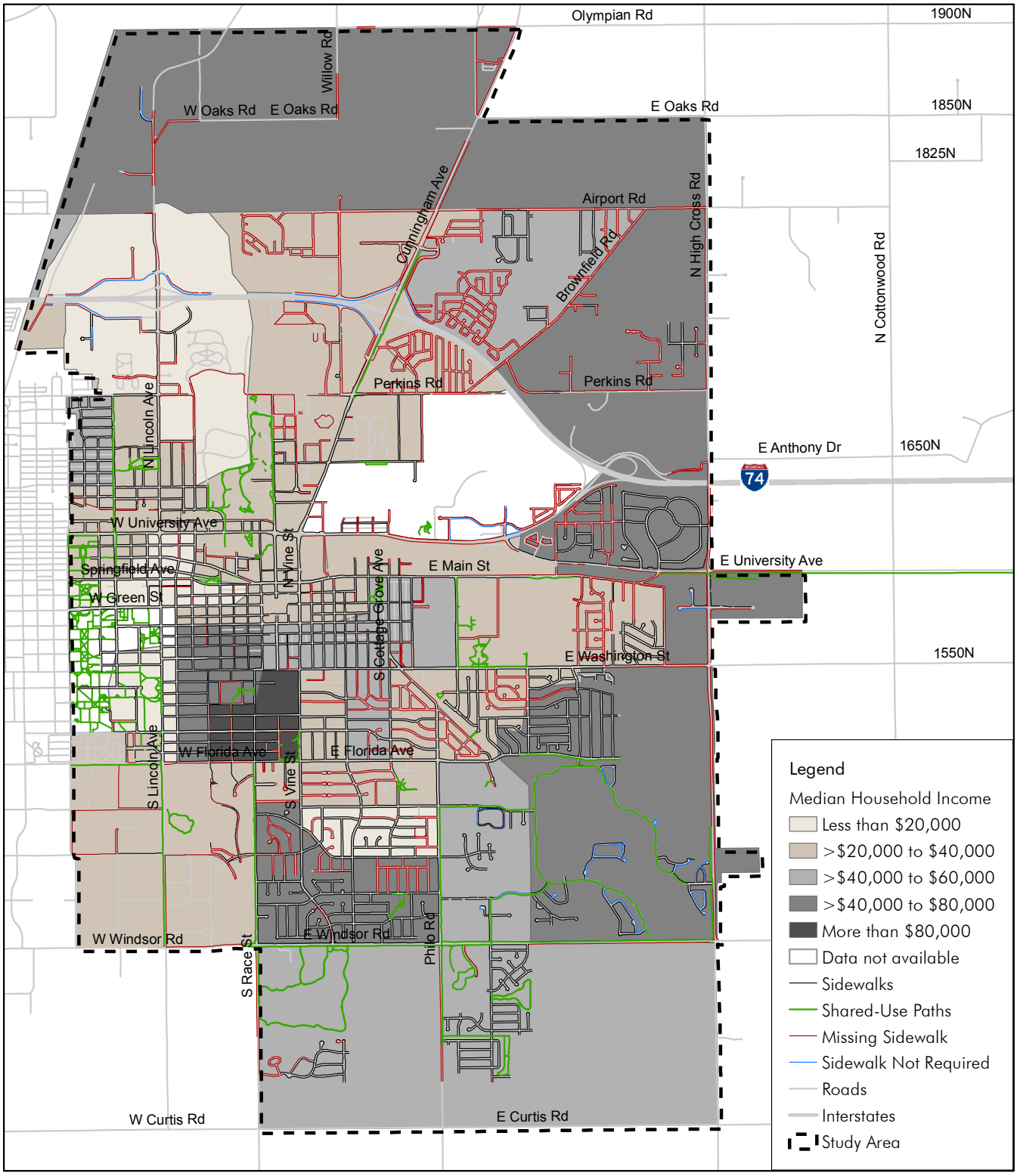
The distribution of median household incomes in the study area is shown in *Map 3-9*. The City of Urbana's median household income is $32,105. This is lower than the Champaign County median household income of $49,586 during the same period.

Approximately 31 percent of Urbana households are below the poverty level in 2015. This is reflected in the study area, where many areas had more than 30 percent of 20 to 64 year olds with an income below the poverty level during the same time. The distribution of these areas can be seen in *Map 3-10*.

Many of the areas with the lowest median household income and highest poverty rates are located along the western boundary of the study area, near the University of Illinois campus. This is because University students likely comprise a significant portion of the low-income population in the study area. Students do not comprise the entire low-income population, but do represent a unique group placing demand on the pedestrian network due to lower rates of car ownership.

These student and low-income populations are particularly reliant on a well-connected pedestrian network so they are able to access the resources they need without a personal vehicle.

1 Snyder, T. (2014, May 8). Low-Income Americans Walk and Bike to Work the Most. Retrieved from http://usa.streetsblog.org/2014/05/08/low-income-americans-walk-and-bike-to-work-the-most/.



Source: American Community Survey (ACS) 2015 5-Year Estimates
Geographic Unit: Census Block Group

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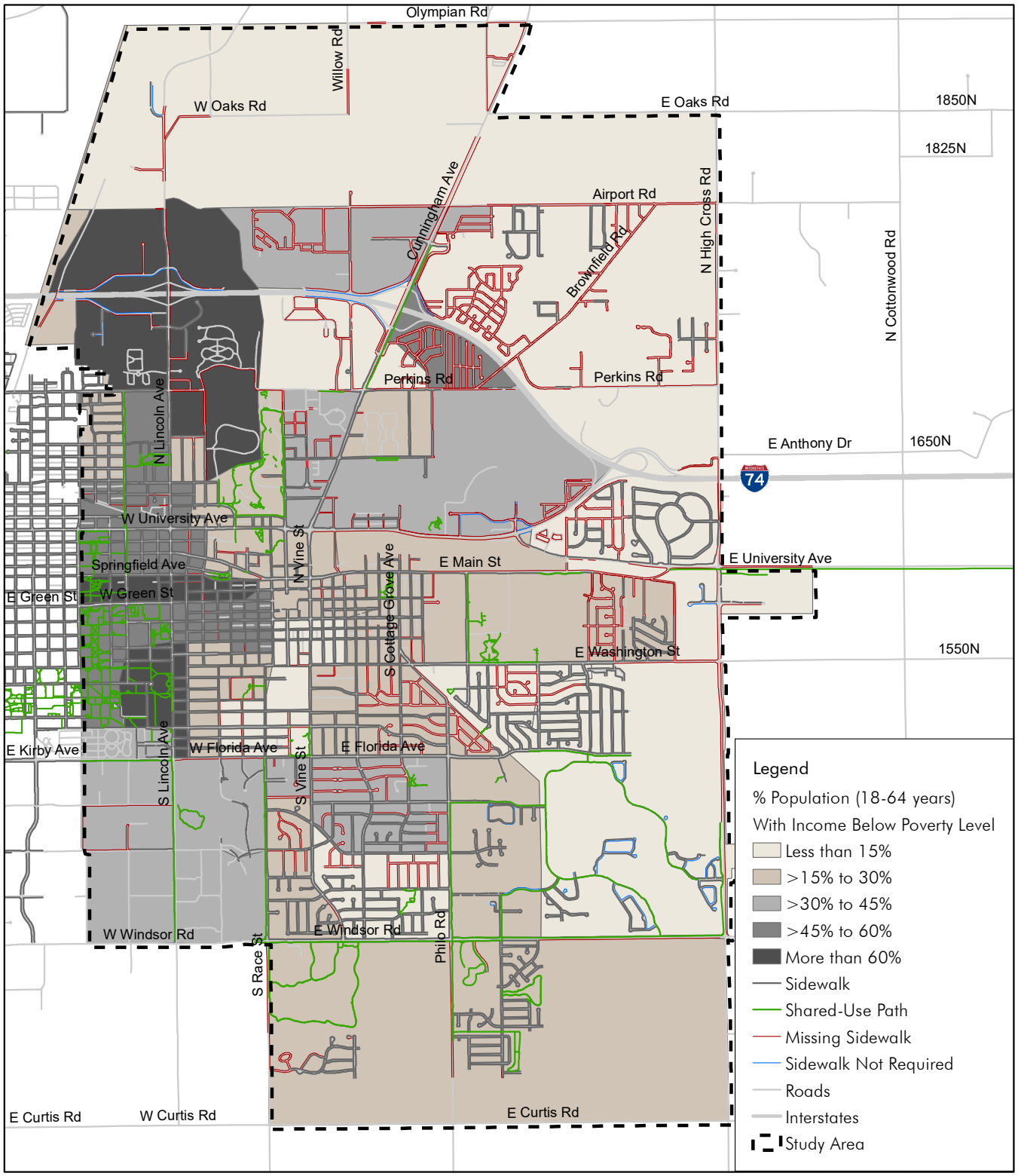
MAP 3-9 Median Household Income



Source: American Community Survey (ACS) 2015 5-Year Estimates
Geographic Unit: Census Block Group

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MAP 3-10 Population of 20-64 Year Olds with Income below the Poverty Level, 2015

Destinations

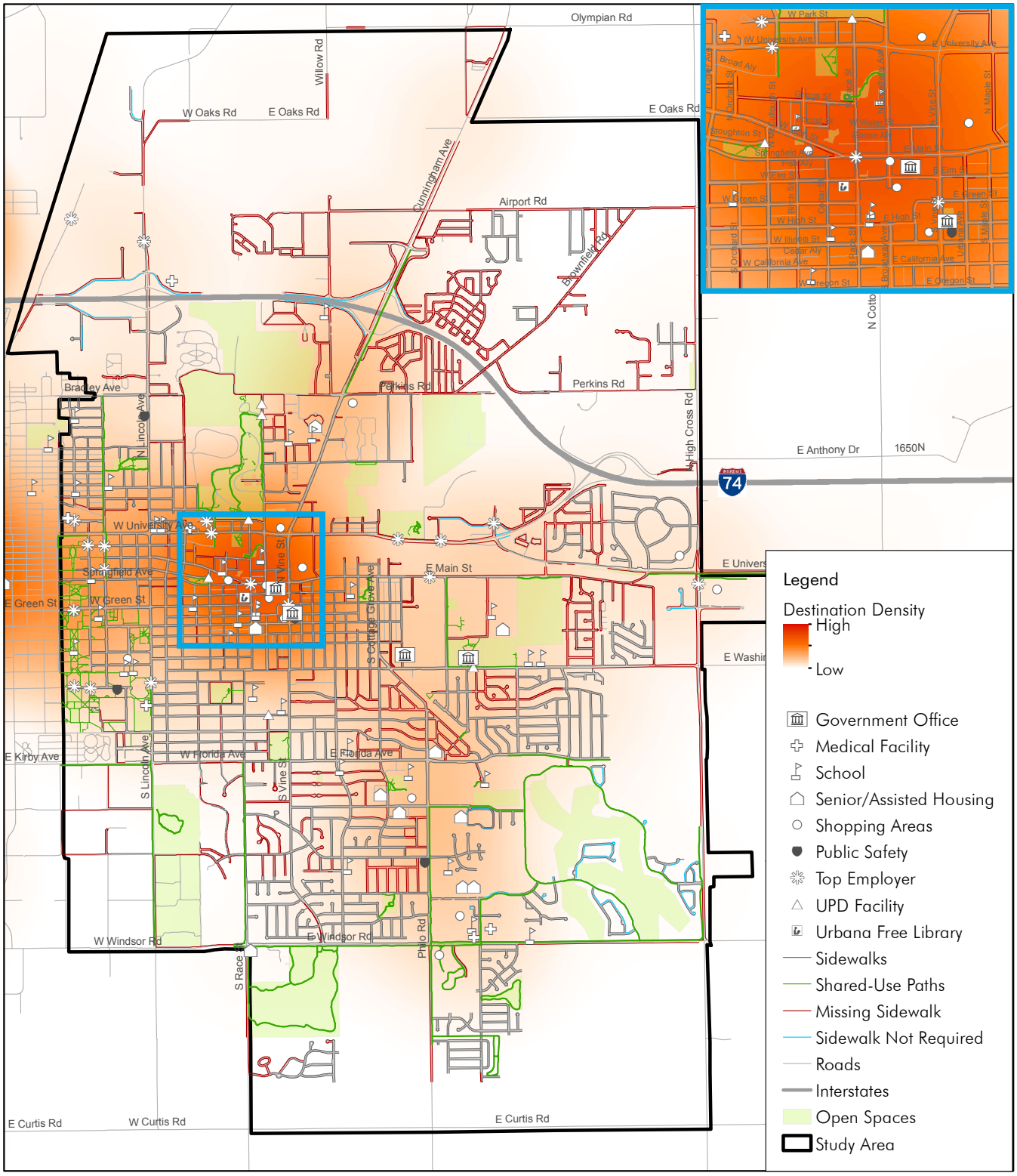
Willingness to walk is directly correlated to where people live relative to where they spend their time. Demand for pedestrian infrastructure is directly connected to the locations of destinations in community, and the creation of a well-connected pedestrian network must take the location of destinations into consideration. This portion of the report examines the location of destinations necessary for daily life, housing density, and access to transit.

Destination Density

The density of destinations plays an important role in the viability of walking as a primary means of transportation. If destinations are too spread out, people will not be able to walk to them conveniently or efficiently. This makes it more difficult for people who walk as their primary means of transportation, and less attractive to people who might otherwise walk for shorter trips.

In this assessment, many types of destinations necessary for daily life were considered. All of the destination types are listed in *Map 3-11*. Medical facilities include hospitals, clinics, and rehabilitation centers. Schools include public or private institutions providing K-12 education, preschools, and daycare centers. Top employers were based on the number of employees in Urbana and include the University of Illinois, Carle Foundation Hospital, Health Alliance Medical Plans (located in Urbana at the time of this assessment), and other employers throughout the study area. The distribution of destinations in the study area is depicted in *Map 3-11*. The greatest density of destinations is at the core of the study area, around Downtown Urbana; this area is bordered by University Avenue to the north, Vine Street to the east, Illinois Street to the south, and Coler Avenue to the west. Throughout the rest of the study area, destinations are fewer in number and more spread out, making access by foot to needed resources more difficult in these areas.

FIGURE 3-9 University of Illinois Main Quad



Source: CUUATS Public Facility Locations

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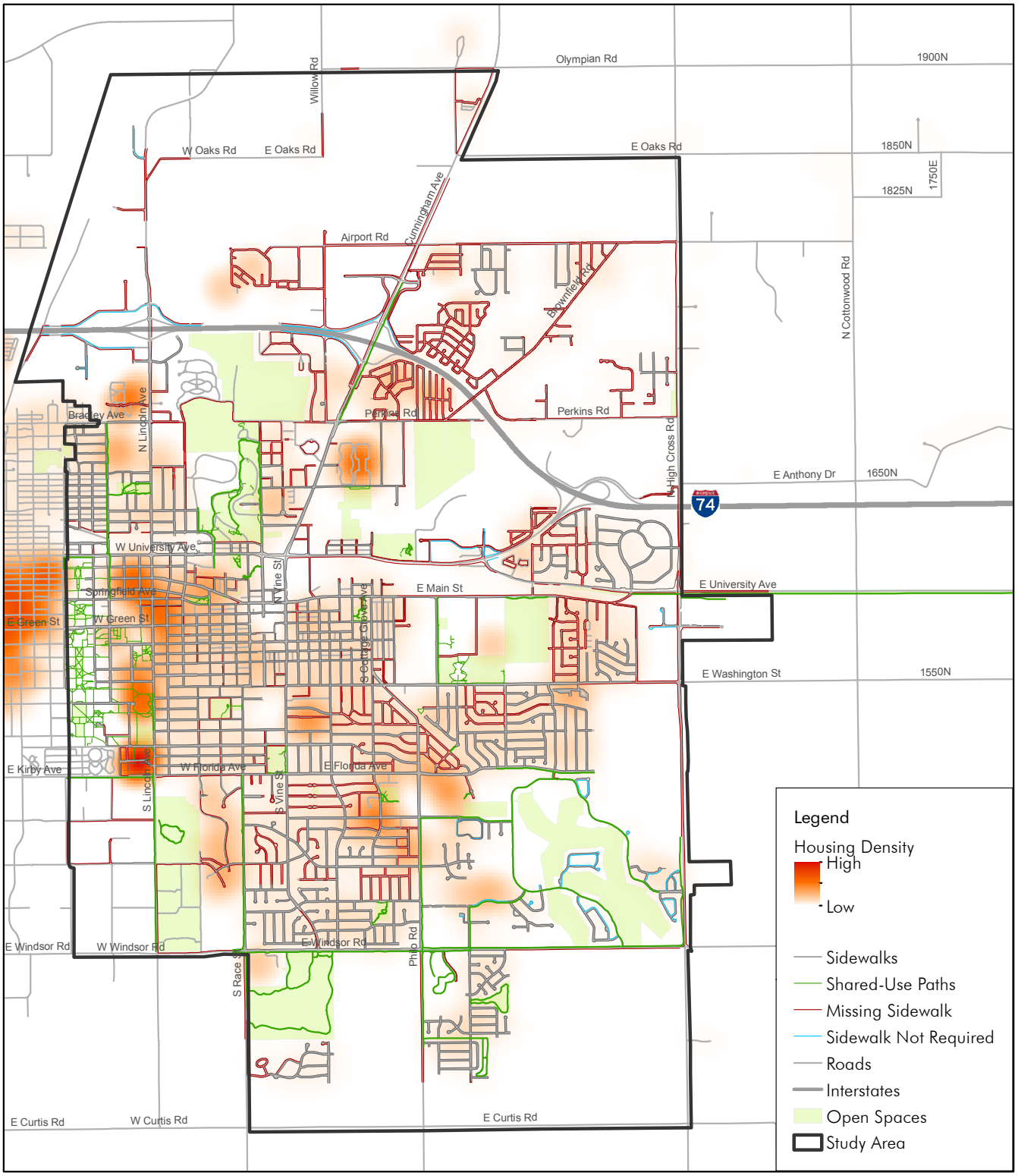
MAP 3-11 Destination Density

Housing Density

Like the density of destinations, housing density affects the viability and likelihood of walking trips. *Map 3-12* shows the areas with the greatest density of housing units. The areas of greater density, indicated by the areas of darker orange, tend to lie adjacent to the areas of greater destination density shown in *Map 3-11*. By having areas of high housing density and high destination density near each other, walking as a primary means of transportation becomes more viable. While this is true for areas at the core of the study area, many of the outlying areas have both low housing and low destination density, making walking less viable and less convenient.

FIGURE 3-10 Homes in Urbana

FIGURE 3-11 Apartments in Urbana



Source: CUUATS Housing Unit Estimates, 2015

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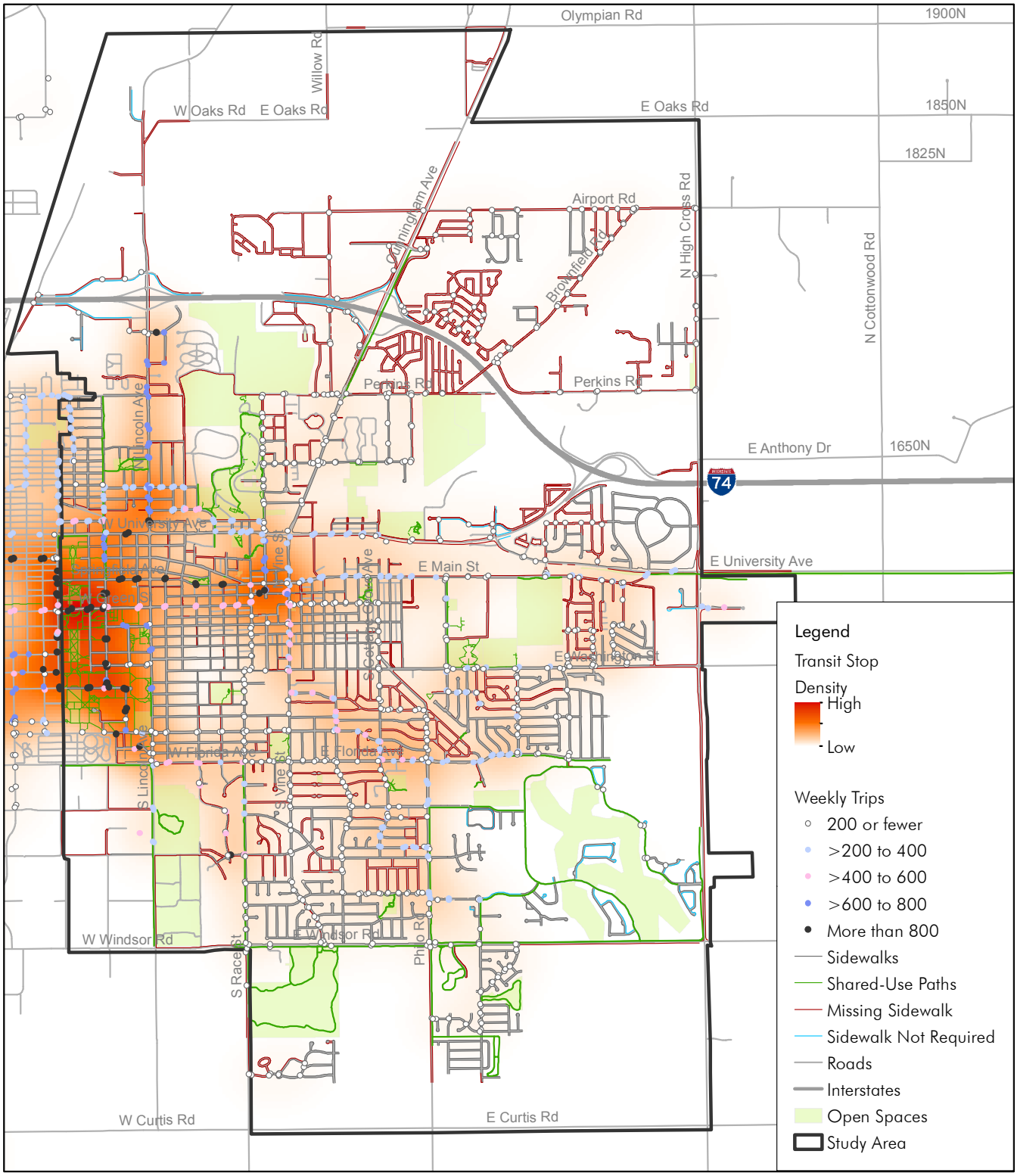
MAP 3-12 Housing Density

Walking to Transit

There is a strong connection between walking and transit use. Most transit users must walk or bike to access bus stops. Transit use and walking can also be used together to travel longer trips without using a personal vehicle. *Map 3-13* depicts the density of transit stops in the study area. The area along the western most boundary in the University District between Wright Street and Lincoln Avenue has the greatest density of transit stops. In the rest of the study area, transit stops are more spread out, making them more difficult to access by foot. *Map 3-13* also depicts the number of trips per week per bus stop. The area with the greatest density of stops also has the greatest number of trips per stop. To ensure the option of transit use, it is important that access to stops and other infrastructure is considered as part of a well-connected pedestrian network.

FIGURE 3-12 MTD bus on Cottage Grove Avenue in Central Urbana

FIGURE 3-13 People boarding an MTD bus on the University of Illinois campus



Source: CUMTD GTFS Data, Fall 2015

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MAP 3-13 Transit Density: Stops and Trips per Week

Counts and Crashes

Map 3-14 depicts peak hour pedestrian counts taken by the Champaign-Urbana Urbanized Area Transportation Study (CUUATS), a program of CCRPC. The counts were taken at intersections throughout the study area and help to understand where existing infrastructure is most used. The highest pedestrian counts were at intersections in the University District and in Downtown Urbana. These are the same areas that have the highest density of destinations, housing, and transit stops and the greatest population density.

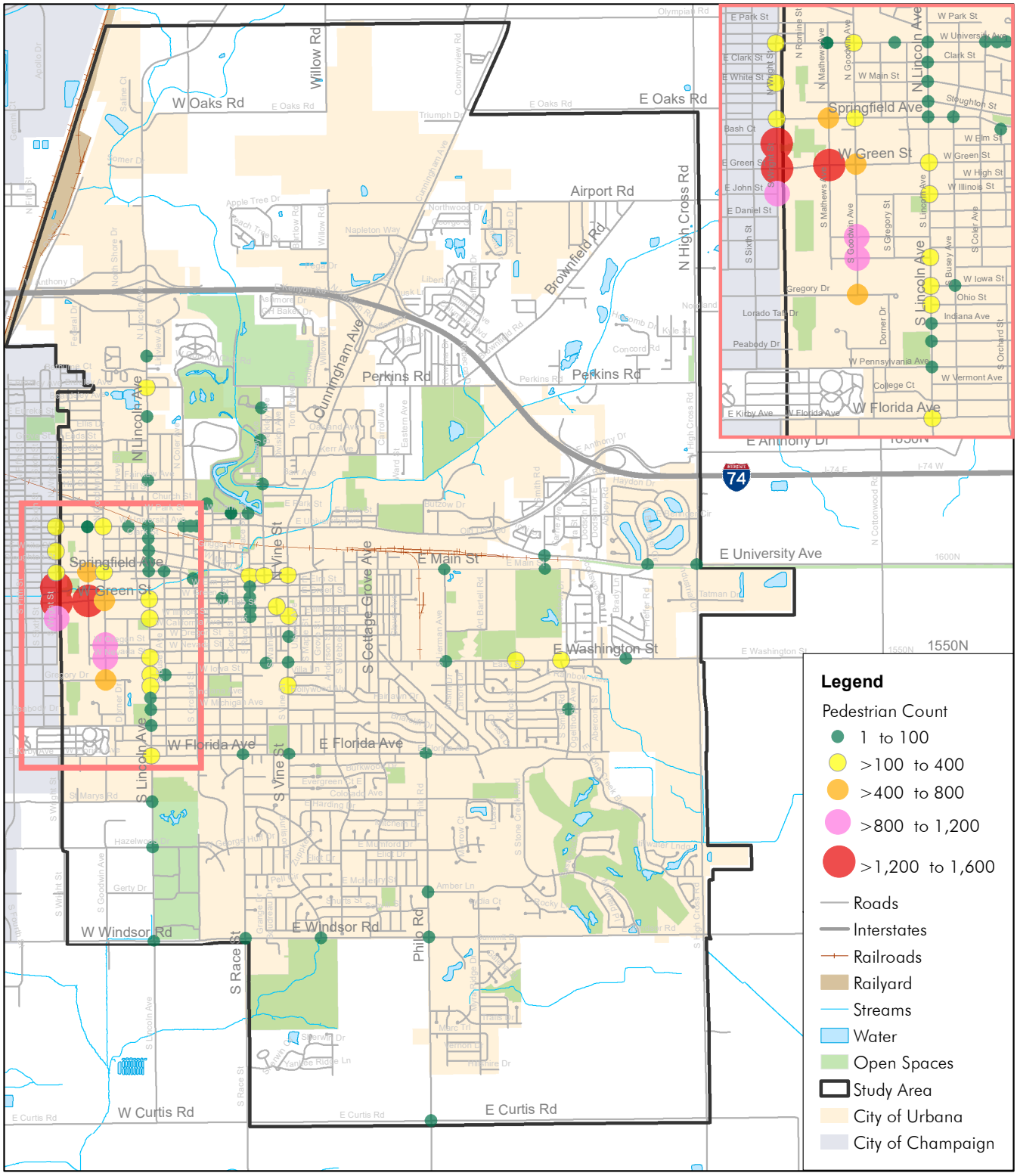
Areas with a high number of crashes indicate that infrastructure or other measures may be needed to increase safety. *Map 3-15* depicts crash records from 2010 to 2016. The areas with the most crashes generally correspond to the areas with the highest pedestrian counts. However, the severity of crashes and the areas with higher numbers of pedestrians do not necessarily correspond. In 2017, there was a fatal pedestrian crash at the intersection of Race Street and University Avenue.

The 2018 Long Range Transportation Plan Report Card indicates worsening traffic crash statistics for the Metropolitan Planning Area in recent years, with Urbana city limits including the University of Illinois having ten pedestrian and one bike fatalities among its 21 traffic fatalities in the last ten years (2008-2017) compared to five bicycle/pedestrian deaths among its 12 traffic fatalities in the ten years previous to that (1998-2007).

According to Urbana Police Department (UPD) data, from January through October of 2019, cyclists or pedestrians were involved in only 6% of the 605 crashes handled by UPD, but made up 30% of the 125 crashes with serious injuries. Of 17 involving pedestrians, there were 16 injuries and one fatality. Of 19 reported crashes involving bicycles, 18 bicyclists had injuries. BPAC works with the Urbana Police Department to continually assess the pedestrian crash data.

FIGURE 3-14 All pedestrian crossing phase at Green Street and Wright Street

FIGURE 3-15 Pedestrians crossing Green Street at Goodwin Avenue



Source: CUUATS Traffic Counts.
Peak hour: morning, noon, or afternoon hours with the highest traffic volume.

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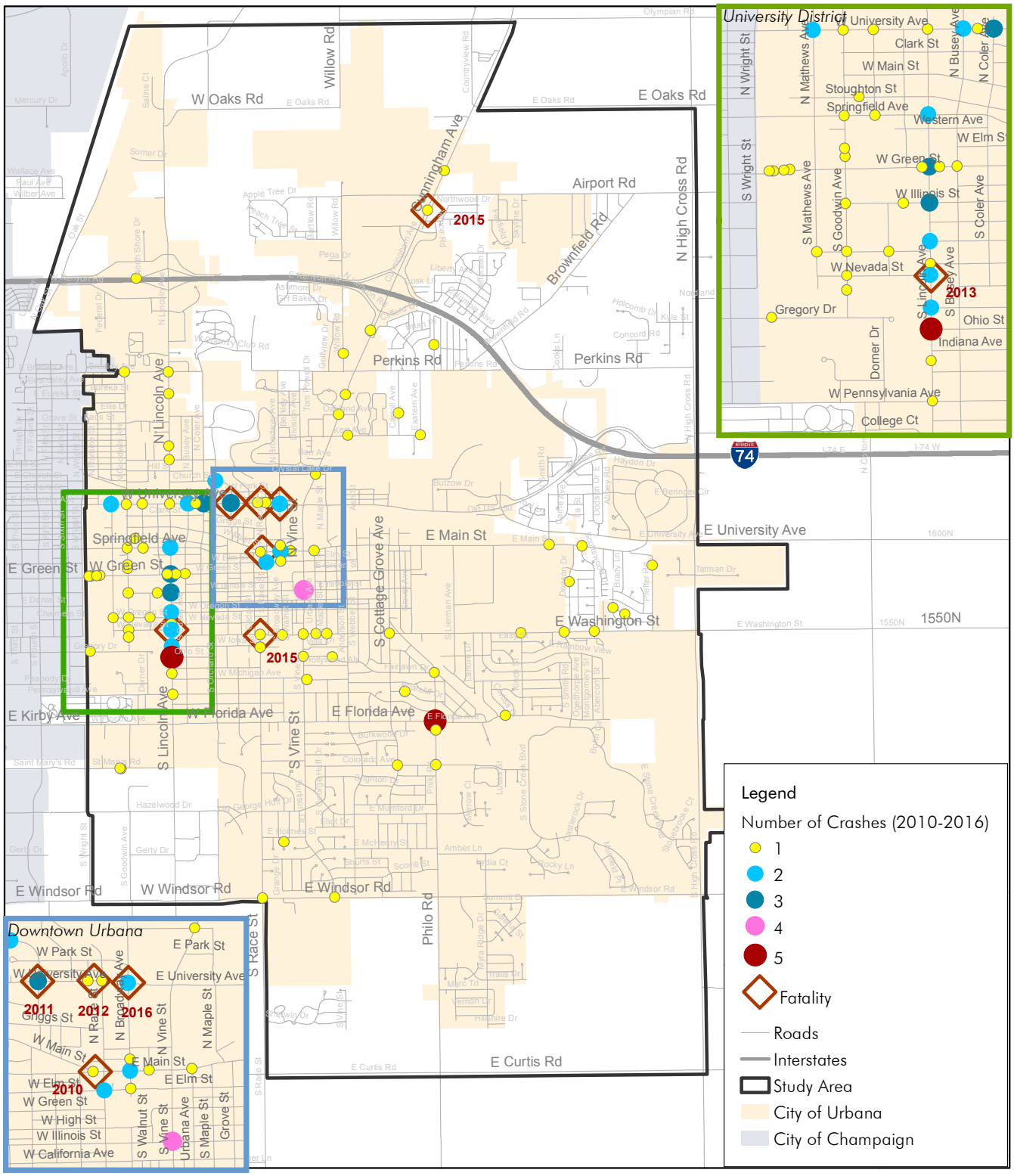
MAP 3-14 Pedestrian Counts



Sources: CUUATS traffic crash database 2010-2015, Urbana Police Department Crash Report 2016.
Notes: In February 2017, there was a fatal pedestrian crash at the intersection of Race St. and University Ave.
In March 2017, there was also a pedestrian crash at the intersection of Coler Ave. and University Ave.

MAP 3-15 Pedestrian Crashes

FIGURE 3-16 Boneyard Creek Crossing in Downtown Urbana

FIGURE 3-17 Parallel crosswalk at Main Street and Broadway Avenue in Downtown Urbana

FIGURE 3-18 Sidewalk in Historic East Urbana

SUPPLY

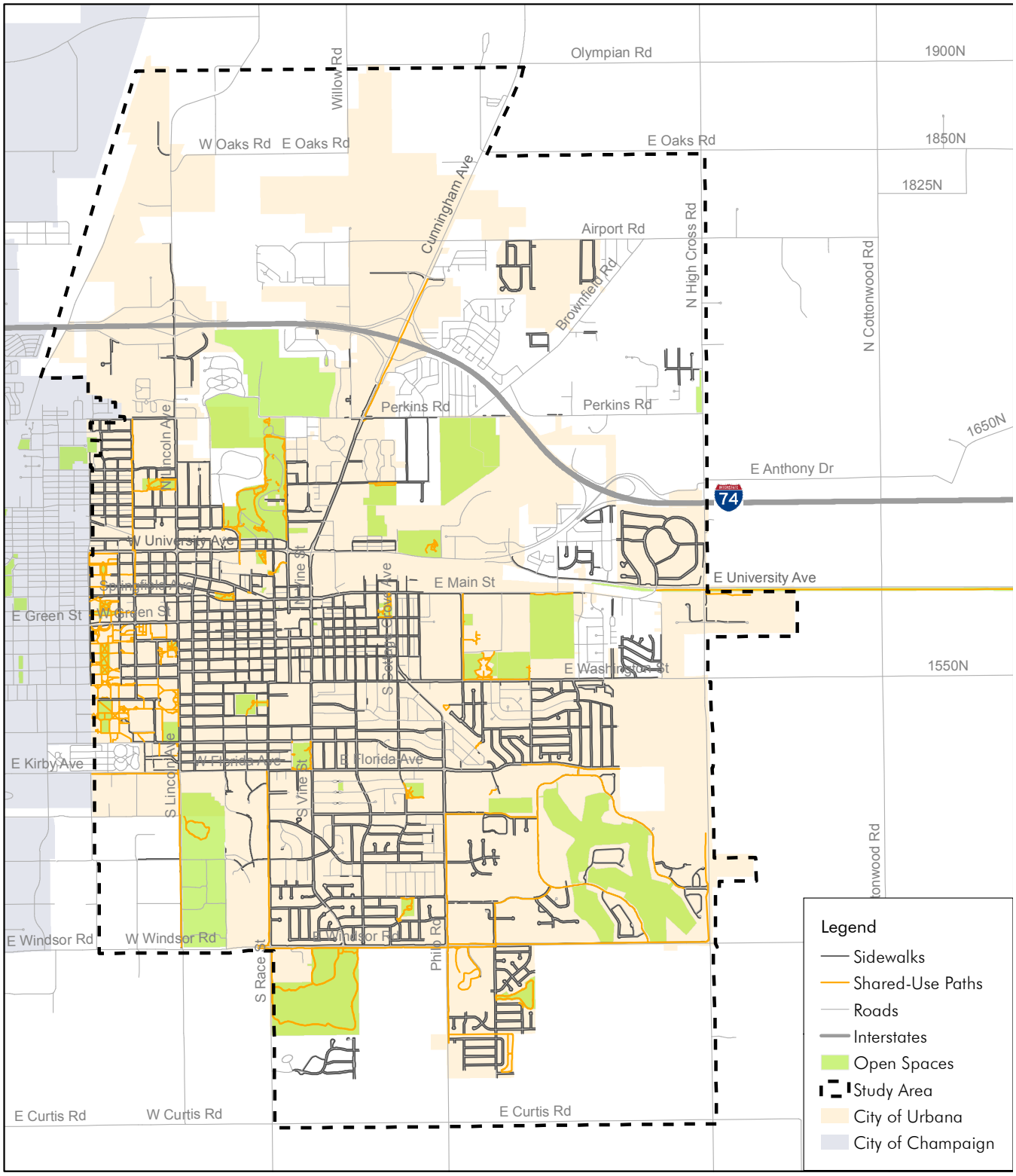
While the existing population, location of resources, use, and safety dictate demand for pedestrian infrastructure, existing supply is based on the current presence and condition of infrastructure. Supply takes into consideration not only the existence of pedestrian infrastructure, but also the quality of the infrastructure being supplied. These characteristics play a role in the likelihood of the community actually using the resources provided.

Existing Infrastructure and Jurisdiction

Existing Infrastructure

Pedestrian infrastructure is prevalent throughout the study area. These are mainly sidewalks and shared-use paths, paths that are physically separated from the roadway and can be shared by people walking or biking. The locations of existing infrastructure, inventoried as part of the Sidewalk Network Inventory and Assessment completed by CUUATS, are depicted in *Map 3-16*.[1] The current network covers the core and southeastern portion of the study area, with some small gaps. Significant gaps in the network exist in the northern part of the study area, especially north of I-74. Residential areas in the eastern portion of the study area, east of Philo Road between Florida Avenue and I-74 also have many areas that lack sidewalks or other infrastructure.

1 CUUATS. (2016). Sidewalk Network Inventory and Assessment. Retrieved from https://ccrpc.org/wp-content/uploads/2016/02/SidewalkNetworkInventoryAssessment.pdf.



Source: CUUATS Sidewalk Network Inventory and Assessment, CUUATS Shared-Use Path database
Note: Map does not include natural trails due to their accessibility limitations.

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MAP 3-16 Existing Sidewalks and Shared-Use Paths

FIGURE 3-19 Women walking in the street on the 400 block of Eliot Drive in South Urbana, where there are no sidewalks

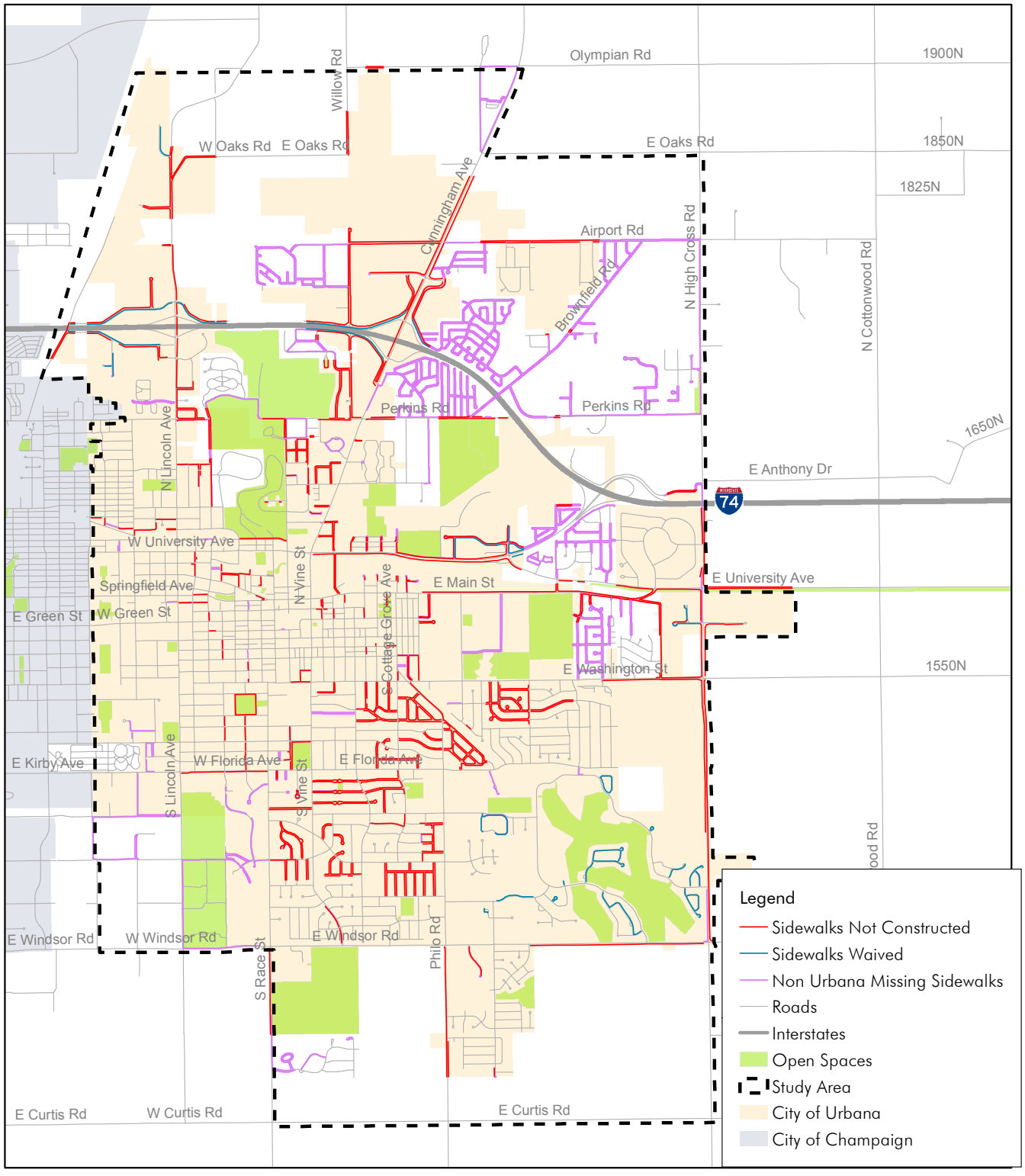
Missing Sidewalks

Part of the Sidewalk Network Inventory and Assessment, a sidewalk gap analysis was performed which identified missing sidewalk segments in currently developed areas.[1] The missing sidewalk locations, both those that belong to the City of Urbana and those that do not, can be seen in *Map 3-17*. These missing segments represent barriers to access, especially for people with disabilities. They represent potential locations for new sidewalk construction.

Sidewalks are missing in many parts of subdivisions between Washington Street and McHenry Street, including Fairlawn Park in Middle Urbana, Sunnycrest and Ennis Ridge in South Urbana, and AMVETS and Country Squire in East Urbana. Sidewalks are also missing in North Urbana, especially east and west of Crystal Lake Park. Subdivisions outside of Urbana city limits that are missing sidewalks include Scottswood and Edgewood in East Urbana, and rural subdivisions in Northeast Urbana.

Sidewalks are also missing on one or both sides of many major streets in Urbana. Notable examples include parts of Bradley Avenue/ Country Club Road/Perkins Road east of Lincoln Avenue, Cunningham Avenue north of Napleton Way, High Cross Road between Tatman Court and Riggs Beer Company, University Avenue between Cottage Grove Avenue and Guardian Drive, and Washington Street between Pfeffer Road and High Cross Road.

Notable major street segments with sidewalks missing on only one side of the road include the south side of Florida Avenue between Lincoln Avenue and Race Street, the west side of High Cross Road between University Avenue and Tatman Court, the east side of Philo Road between Washington Street and Fairlawn Drive, the south side of University Avenue between Cunningham Avenue and Cottage Grove Avenue, and the south side of Washington Street between Scottswood Drive and Pfeffer Road.



Source: CUUATS Sidewalk Network Inventory and Assessment, City of Urbana 2016 Capital Improvement Plan
Note: Map does not include natural trails due to their accessibility limitations.

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MAP 3-17 Missing Sidewalk Segments

FIGURE 3-20 Hallene Gateway walkway, owned by the University of Illinois

FIGURE 3-21 Meadowbrook Park shared-use path, owned by the Urbana Park District

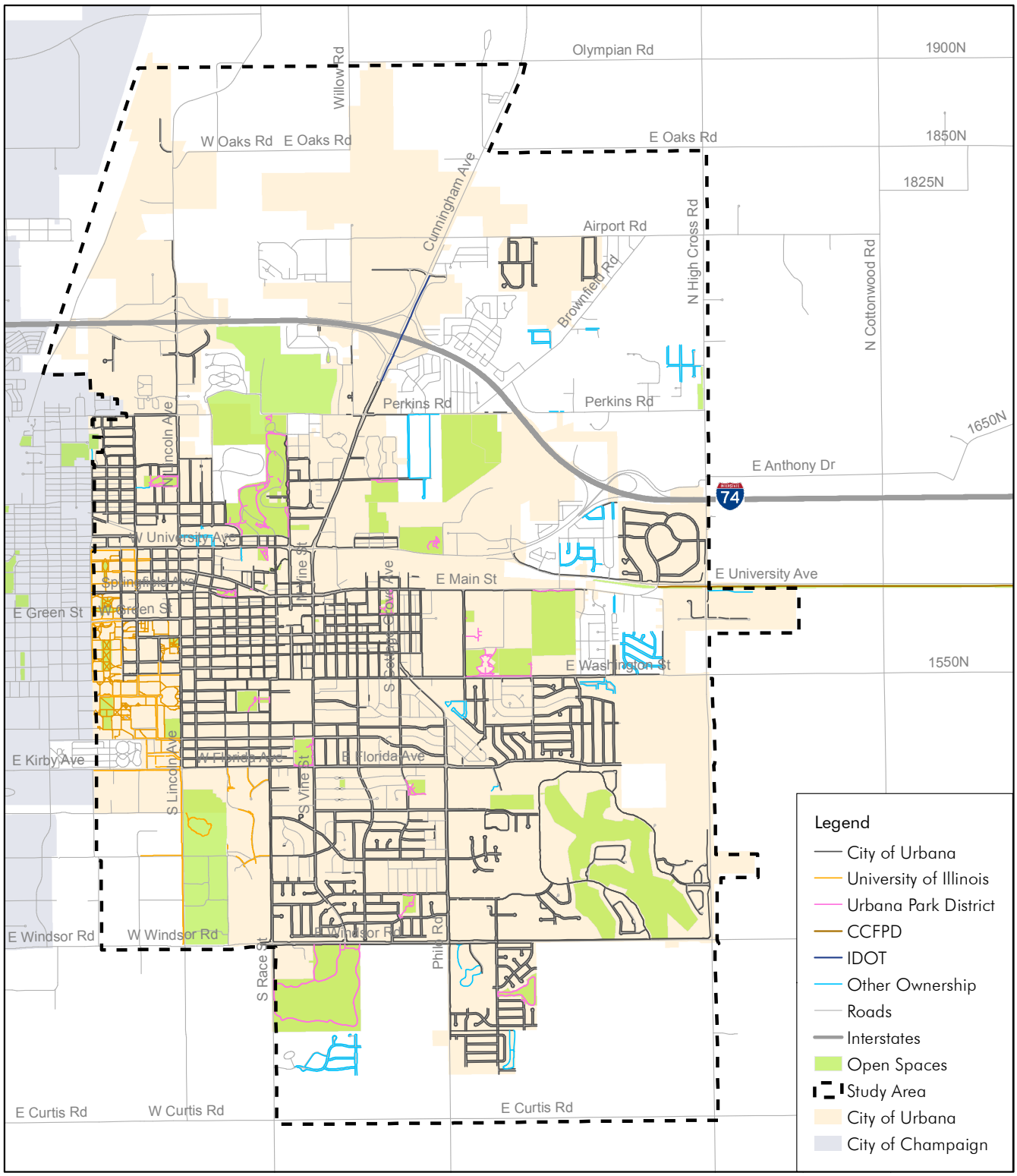
FIGURE 3-22 Cunningham Avenue/US 45 sidepath, owned by IDOT

Jurisdiction

The City of Urbana, the University of Illinois at Urbana-Champaign, and Urbana Park District all control and maintain the majority of pedestrian facilities within the study area (see *Map 3-18*). The Champaign County Forest Preserve District (CCFPD) owns the Kickapoo Rail Trail along the University Avenue corridor east of Main Street, constructed in 2017. The Illinois Department of Transportation (IDOT) constructed a new sidepath along Cunningham Avenue (US 45) under I-74 in 2018. Other owners of sidewalks and shared-use paths in the study area include the Urbana School District, Urbana Township, Carle, The Atkins Group, Walmart, and other private entities.

The consideration of these jurisdictions is critical to the development of new walking infrastructure and the creation of a well-connected pedestrian network. Ownership of the infrastructure determines funding for improvements and therefore the ability to expand the supply of pedestrian infrastructure.

Roadway jurisdiction may also change as development occurs and land transitions from agriculture to residential and commercial uses. Roadway reconstruction is often required with these changes, and provisions for pedestrian infrastructure should be made as part of these plans.



Source: CUUATS Sidewalk Network Inventory and Assessment, CUUATS Shared-Use Path database
Note: Map does not include natural trails due to their accessibility limitations.

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MAP 3-18 Sidewalks and Shared-Use Path Jurisdiction

FIGURE 3-23 A sidewalk with high condition and compliance scores on the south side of Green Street approaching Vine Street

FIGURE 3-24 A sidewalk with the lowest Citywide compliance score on the south side of Hunter Street approaching Lierman Avenue

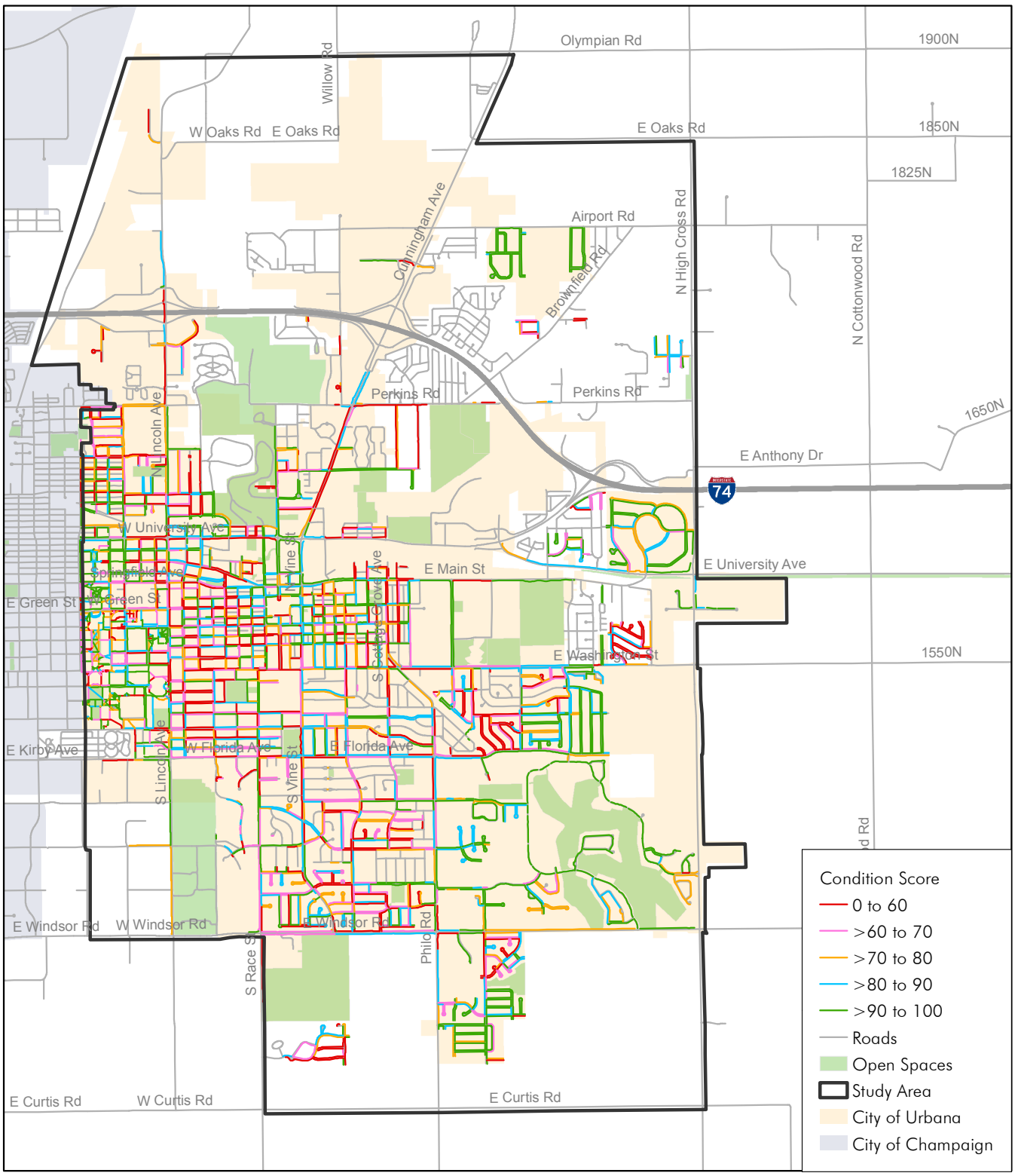
Walking Environment

Physical Condition

The condition of sidewalks, curb ramps, crosswalks, and walk signals was assessed as part of the Sidewalk Network Inventory and Assessment. The report includes information about the condition of sidewalks, curb ramps, crosswalks, and pedestrian signals. In addition to condition, these four elements were assessed for their compliance with the Americans with Disabilities Act (ADA). Compliance scores are based on an index that converts measurements taken in the inventory to scores that correspond with the Public Rights-of-Way Accessibility Guidelines (PROWAG), the standard adopted by ADA.

Sidewalks

Every sidewalk segment in the study area was assigned condition and compliance scores. The sidewalk condition score includes surface condition, vertical faults, and cracked panels. The ADA compliance score includes the sidewalks' cross slope, vertical faults, obstructions, and width. *Map 3-19* shows the condition scores for the sidewalk segments, which vary throughout the study area. *Map 3-20* shows the compliance scores, which also vary throughout the study area, but are generally worse than the condition scores. Many sidewalk segments currently do not comply with ADA.



Source: CUUATS Sidewalk Network Inventory and Assessment

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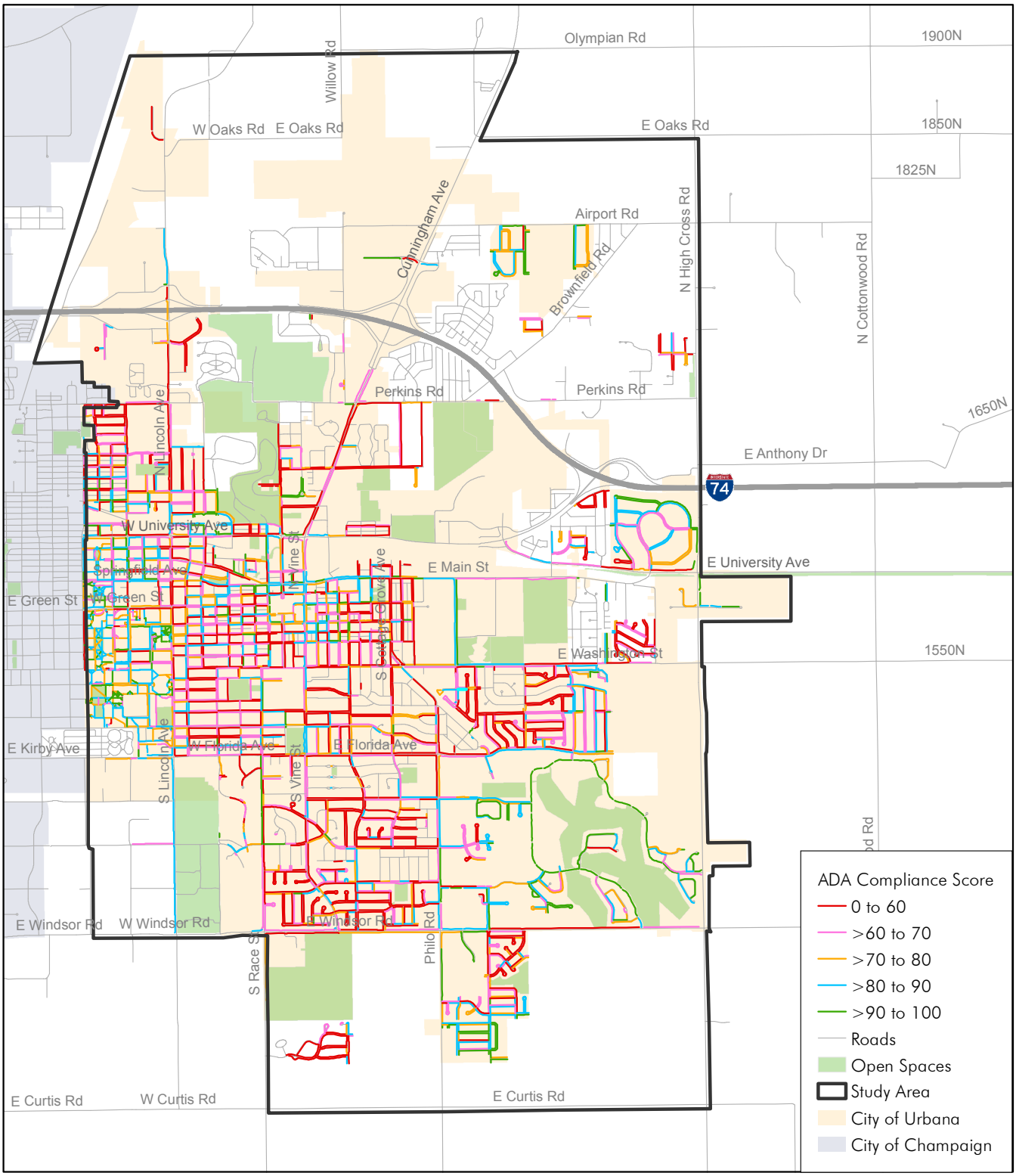
MAP 3-19 Sidewalk Condition Scores



Source: CUUATS Sidewalk Network Inventory and Assessment

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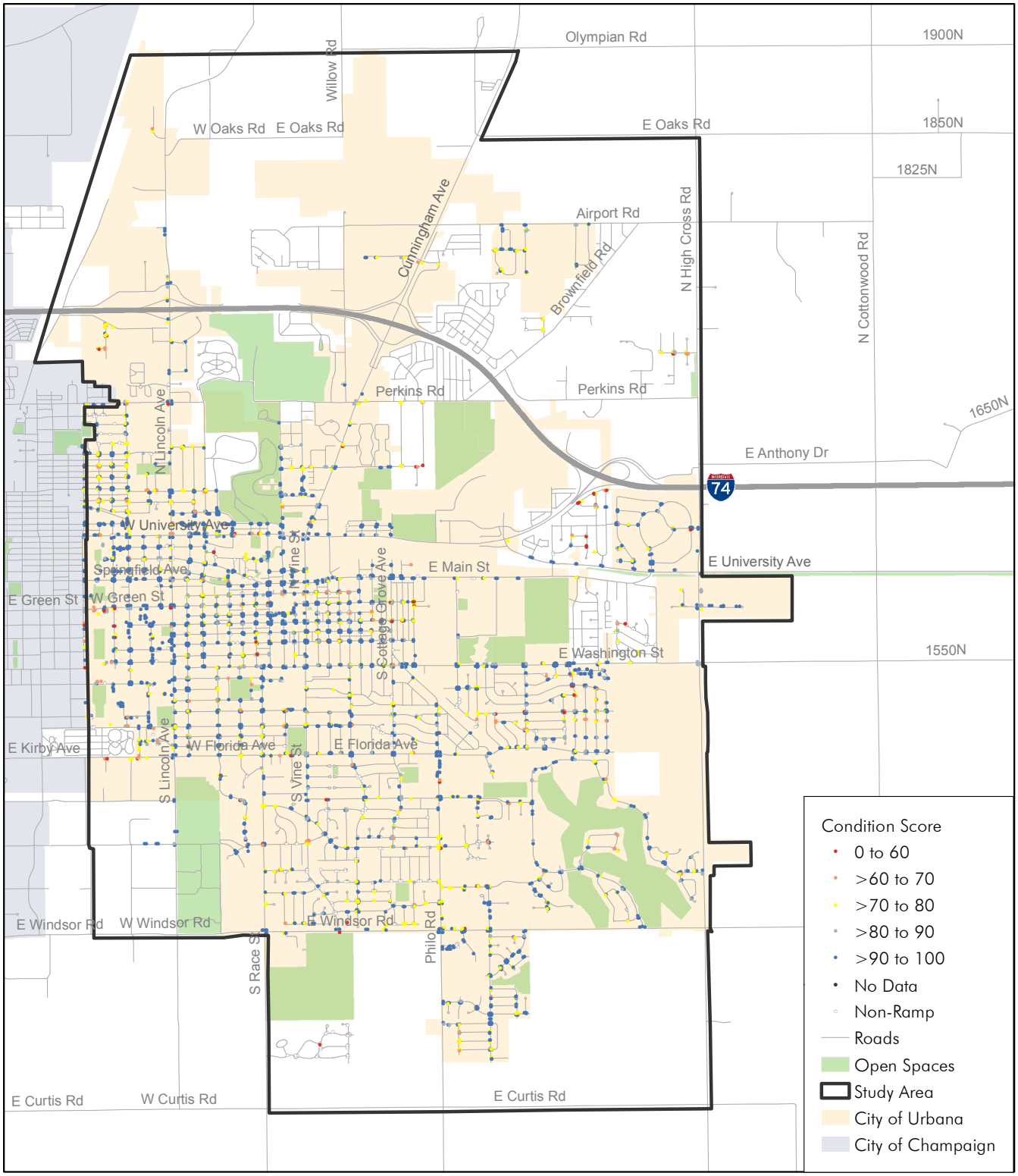
MAP 3-20 Sidewalk Compliance Scores

Curb Ramps

Curb ramps provide a safe transition between sidewalks and the street. To create an accessible network for people with disabilities, ADA compliant curb ramps are needed at every intersection. The Sidewalk Network Inventory and Assessment assessed condition and compliance for curb ramps in the study area. The condition score includes the same variables as the sidewalk condition score. Sidewalks in the study area generally received high condition scores, as depicted by *Map 3-21*. Compliance scores for the curb ramps considered ramp geometry, detectable warning surface, gutter presence, landings, approaches and flares, and the presence of hazards. Additional information about these elements can be found in the full Sidewalk Network Inventory and Assessment report. Like sidewalk segments, curb ramps generally received low compliance scores. This means that many currently have a negative impact on accessibility, especially for people with disabilities (*Map 3-22*).

FIGURE 3-25 High compliance curb ramp

FIGURE 3-26 A curb ramp with the lowest Citywide compliance score on the southwest corner of Michigan Avenue and Curtiss Drive



Source: CUUATS Sidewalk Network Inventory and Assessment

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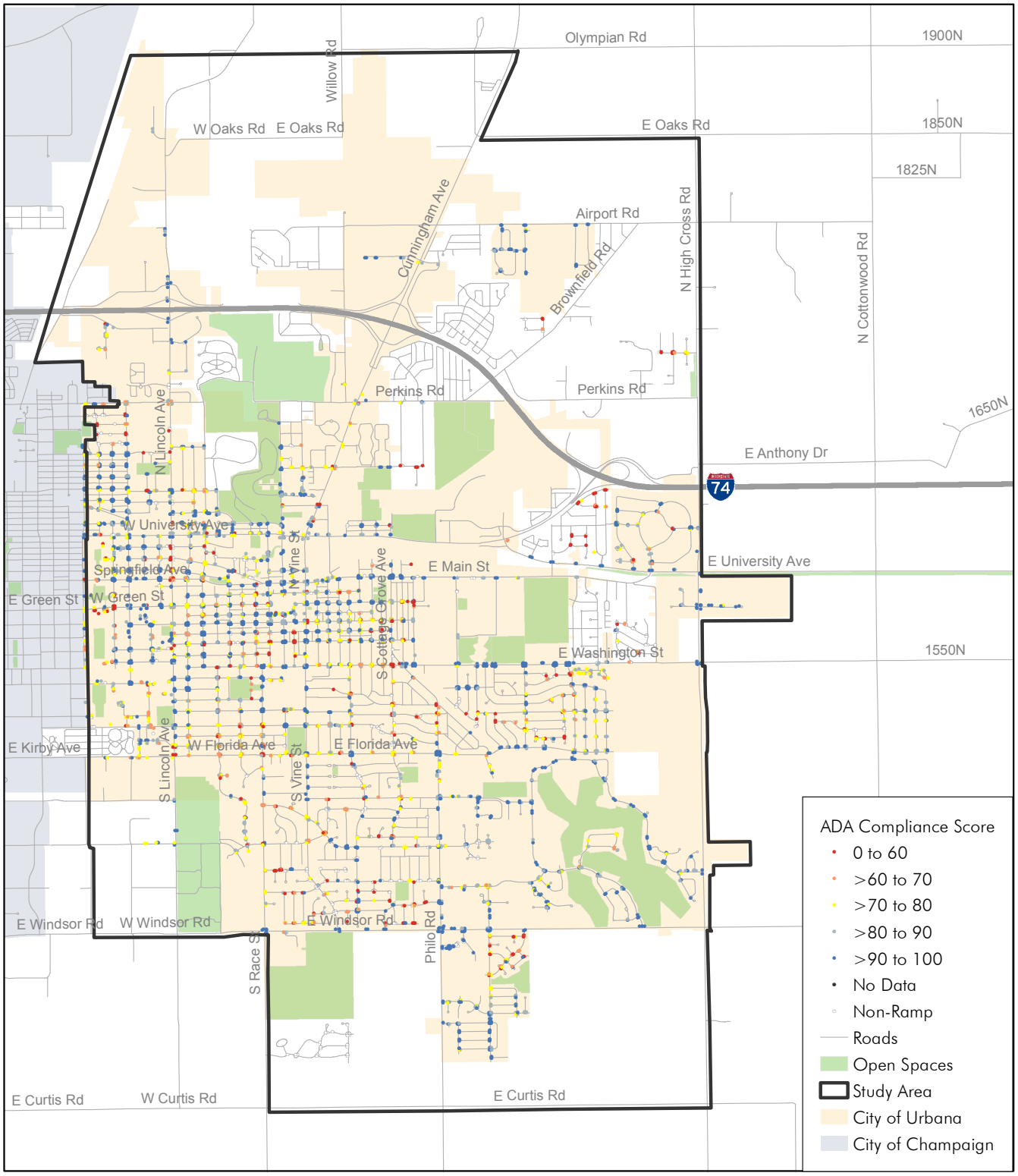
MAP 3-21 Curb Ramp Condition Scores



Source: CUUATS Sidewalk Network Inventory and Assessment

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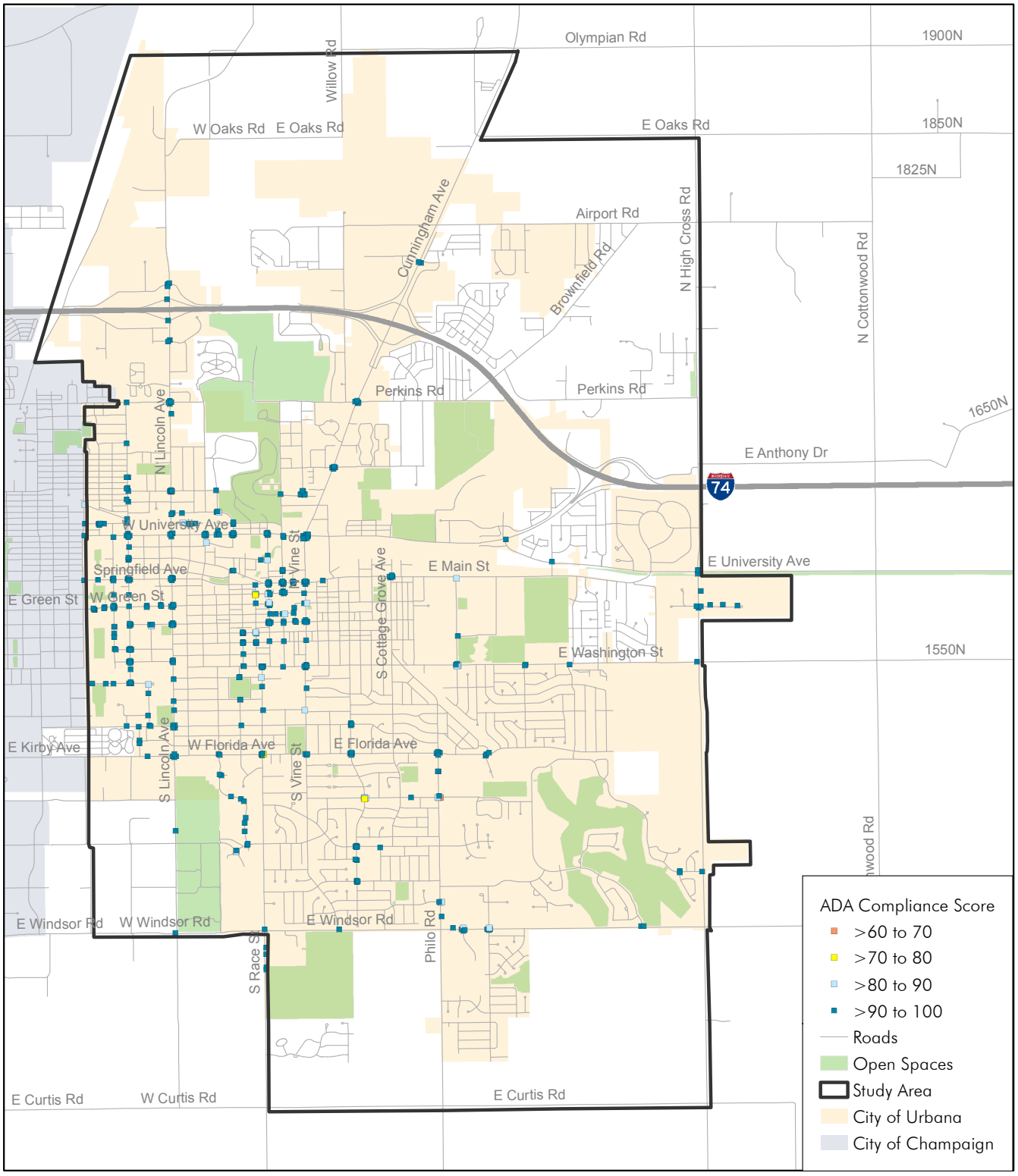
MAP 3-22 Curb Ramp Compliance Scores

FIGURE 3-27 One of Urbana's many high compliance crosswalks, on the north leg of Washington Street and Lierman Avenue in East Urbana

FIGURE 3-28 A crosswalk with the lowest Citywide compliance score on the east leg of Philo Road and Colorado Avenue

Crosswalks

Crosswalks are needed to provide safe pedestrian crossing at street intersections and midblock locations. There was no formalized data collection process for the condition of crosswalks. However, crosswalk compliance was assessed based on crosswalk width and cross slope. Cross slope is the slope of the crosswalk perpendicular to the direction of travel. *Map 3-23* depicts crosswalk compliance scores, which are generally high within the study area, with only a few crosswalks scoring below 90.



Source: CUUATS Sidewalk Network Inventory and Assessment

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MAP 3-23 Crosswalk ADA Compliance Scores

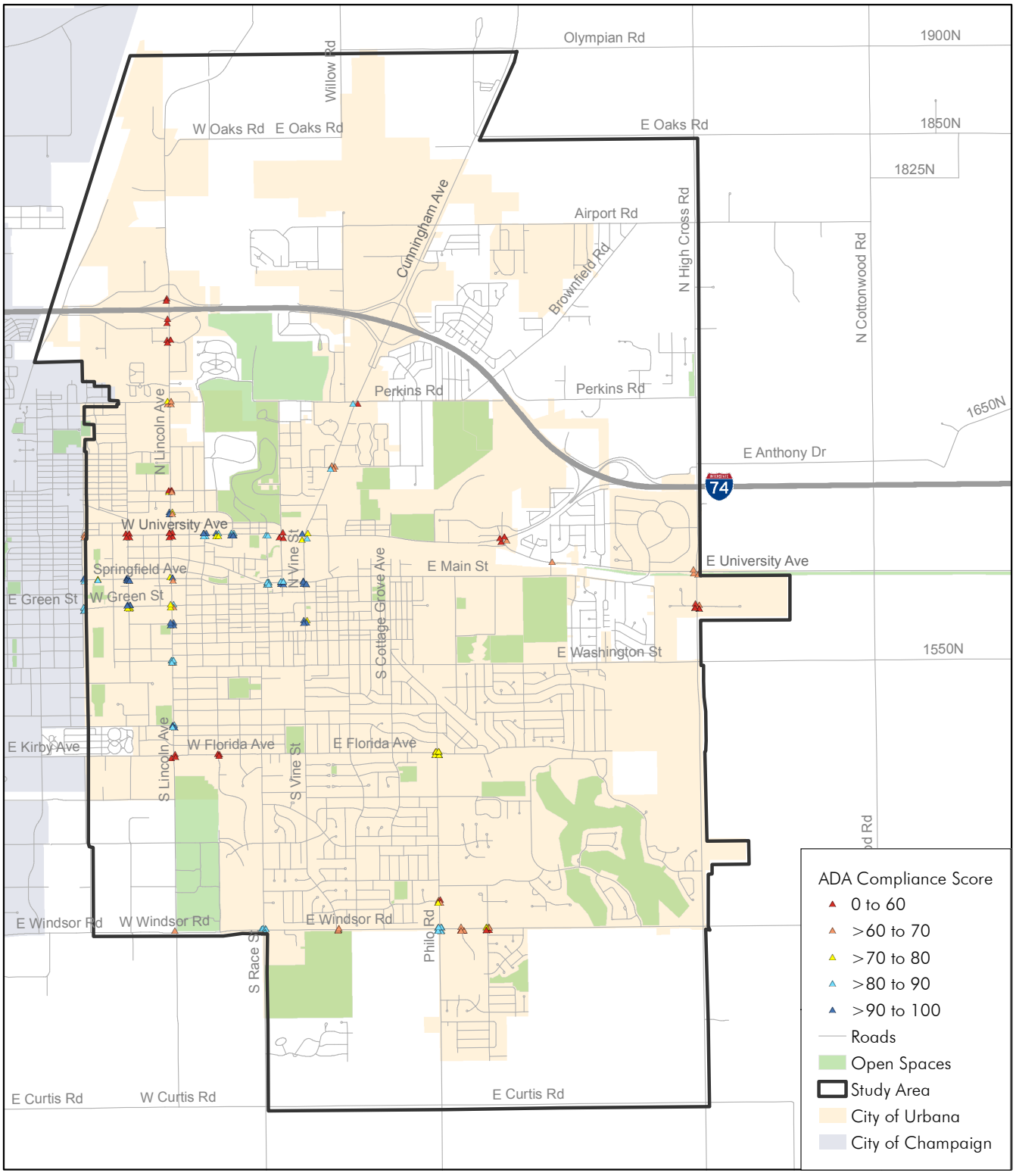
FIGURE 3-29 A high compliance pedestrian signal on the northwest corner of Green Street and Goodwin Avenue

FIGURE 3-30 A low compliance pedestrian push button the southwest corner of Cunningham Avenue and Napleton Way

FIGURE 3-31 Pedestrian push button on the northeast corner of Main Street and Race Street in Downtown Urbana

Pedestrian Signals

Pedestrian signals provide visual and/or audible cues for pedestrian crossing phases, increasing pedestrian safety. Like for crosswalks, their condition was not formally collected in the sidewalk inventory. However, compliance was assessed based on both ADA and Manual on Uniform Traffic Control Devices (MUTCD) standards. The criteria considered include button size; button height; button position and appearance; and tactile features, including tactile arrows indicating the direction of crossing and vibrotactile walk indicators. Based on these criteria, the compliance scores for pedestrian signals in the study area is mixed, with many signals receiving a score of 80 or better, but also with many receiving a score of 60 or less. This is depicted in *Map 3-24*.



Source: CUUATS Sidewalk Network Inventory and Assessment

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MAP 3-24 Pedestrian Signal ADA Compliance Score

FIGURE 3-32 Intersection of Windsor Road & Race Street

FIGURE 3-33 Intersection of University Avenue & Goodwin Avenue

FIGURE 3-34 Intersection of University Avenue & Cunningham Avenue

Conditions That Deter Walking

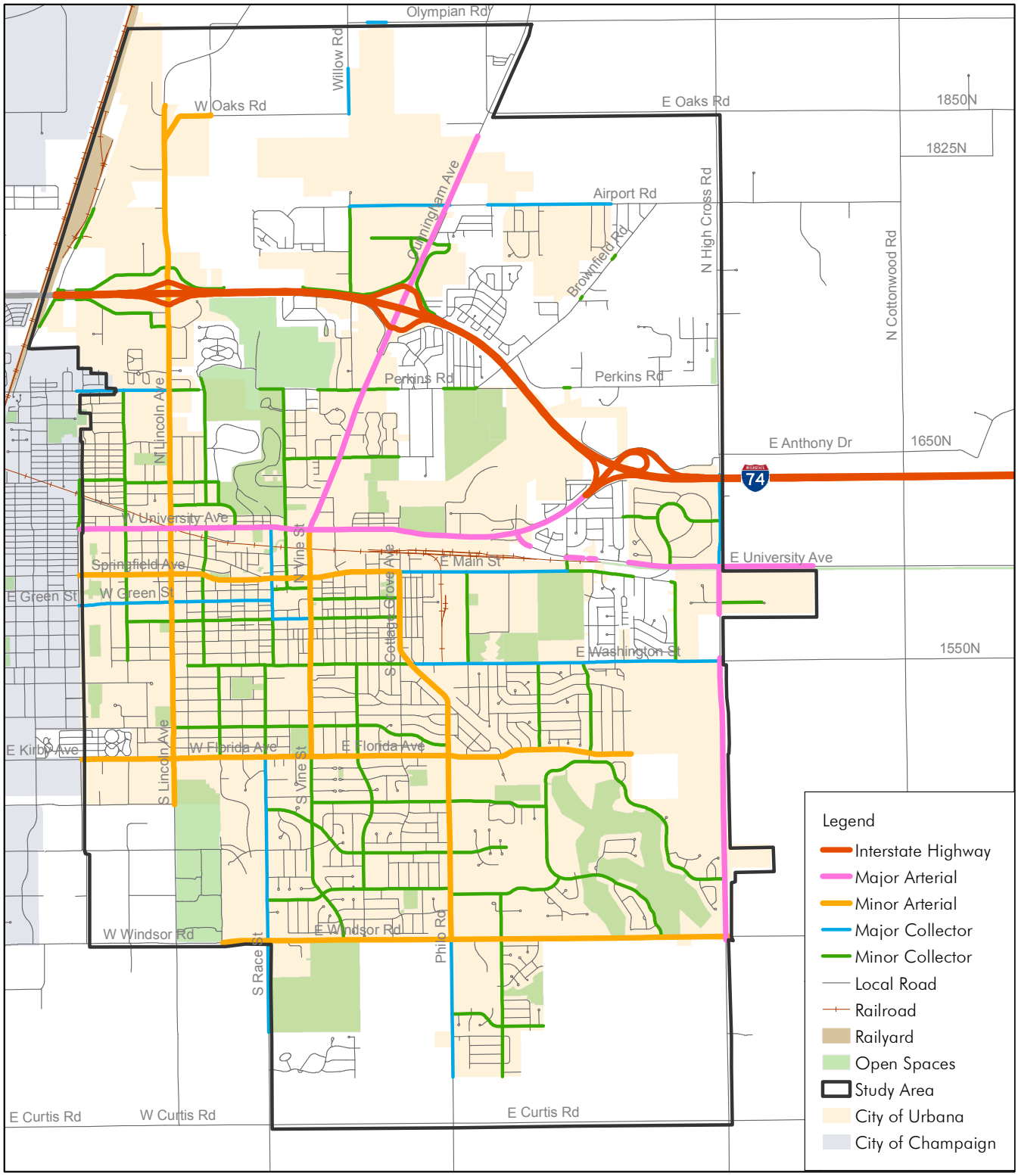
In addition to the physical condition of existing infrastructure, other characteristics may deter walking by making it uncomfortable or less safe.

Major Roadways

Following the roadway functional classification system defined by the Federal Highway Administration (FHWA), streets and highways are grouped based on the service they are intended to provide.[1] Mobility and accessibility generally have an inverse relationship, meaning that as one increases the other will decrease. Arterials are roadways that have high mobility, often provided by multiple, wide lanes and high speeds, while residential streets provide high accessibility by having fewer, narrower lanes and lower speeds. Collectors act as transitional roadways between arterials and residential streets.

The roadways within the study area have been classified in *Map 3-25*. Major arterials in the study area are University Avenue (US 150), Cunningham Avenue (US 45), and High Cross Road (IL 130). These roadways have higher speeds and higher volumes (see *Map 3-26, Map 3-27, Map 3-28,* and *Map 3-29*). Both major and minor arterials are less desirable to walk along and across due to these characteristics.

1 U.S. Department of Transportation. (1989). FHWA Functional Classification Guidelines. Retrieved from http://gpsinformation.info/roundabout/Guides/UrbanRuralDefinition.htm.



MAP 3-25 Major Roadways

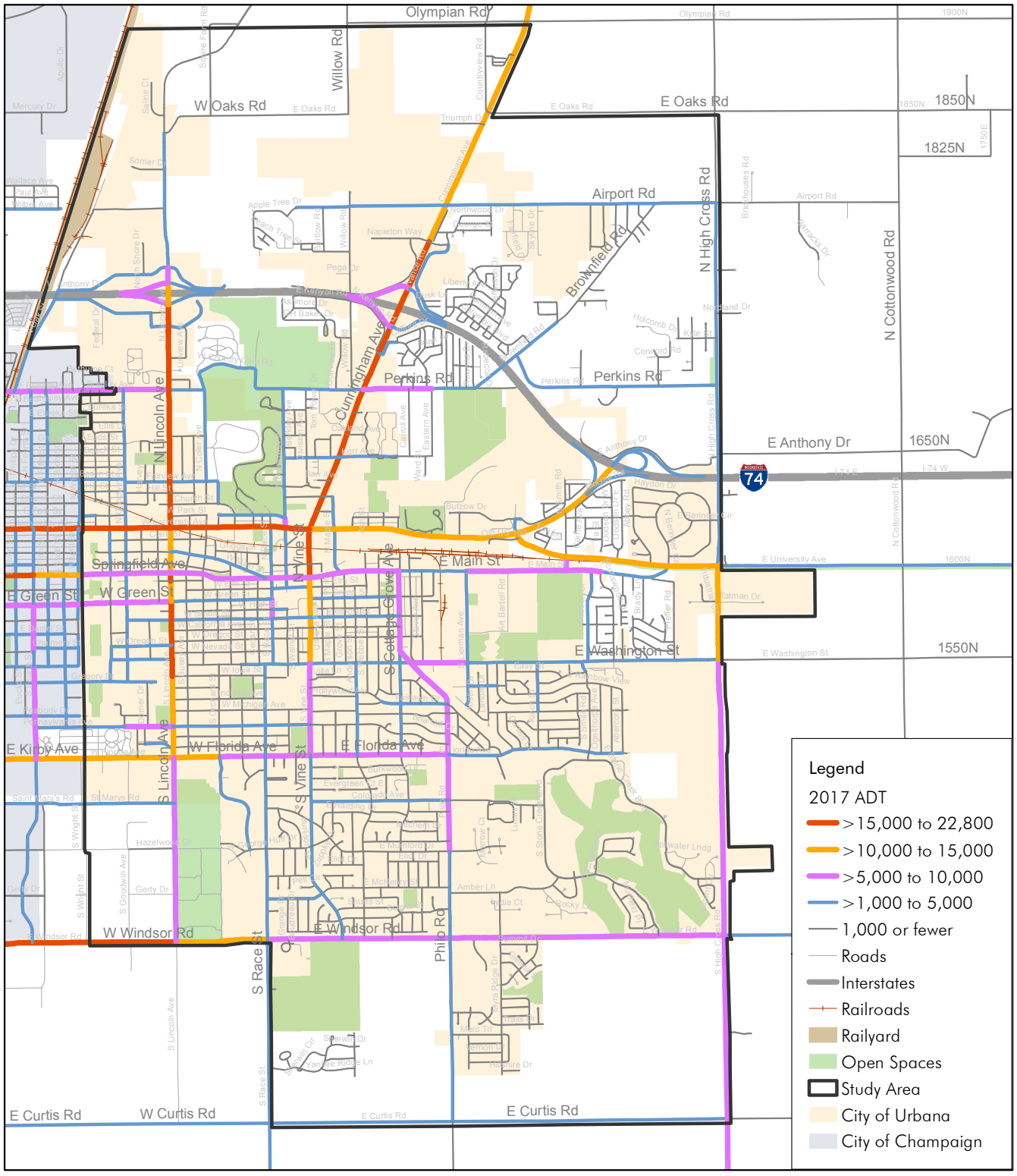
FIGURE 3-35 University Avenue has some of the highest traffic volumes in Urbana

FIGURE 3-36 Cunningham Avenue has some of the highest traffic volumes in Urbana

Vehicle Counts

Average daily traffic (ADT) as of 2017 was collected for major roadways (excluding residential streets) in the study area and is depicted in *Map 3-26*. Traffic volumes are highest along Lincoln Avenue, Cunningham Avenue, and University Avenue. These higher volume roadways create barriers in the pedestrian network, decreasing accessibility.

Peak hour traffic counts, which represent the times with the most automobile traffic, were also gathered for key intersections throughout the study area. These counts can be seen in *Map 3-27*. The intersections of Main Street at Vine Street, as well as University Avenue at Lincoln Avenue have the highest peak hour traffic counts. Many of the other intersections along those four roadways also have high peak hour counts, making them difficult to cross during peak hour traffic periods in the morning (7-9 am) and evening (4-6 pm).



Data Source: 2017 IDOT ADT count and adjustments
(based on averages, interpolation, annually increased values, 2006 IDOT ADT count, and default values)

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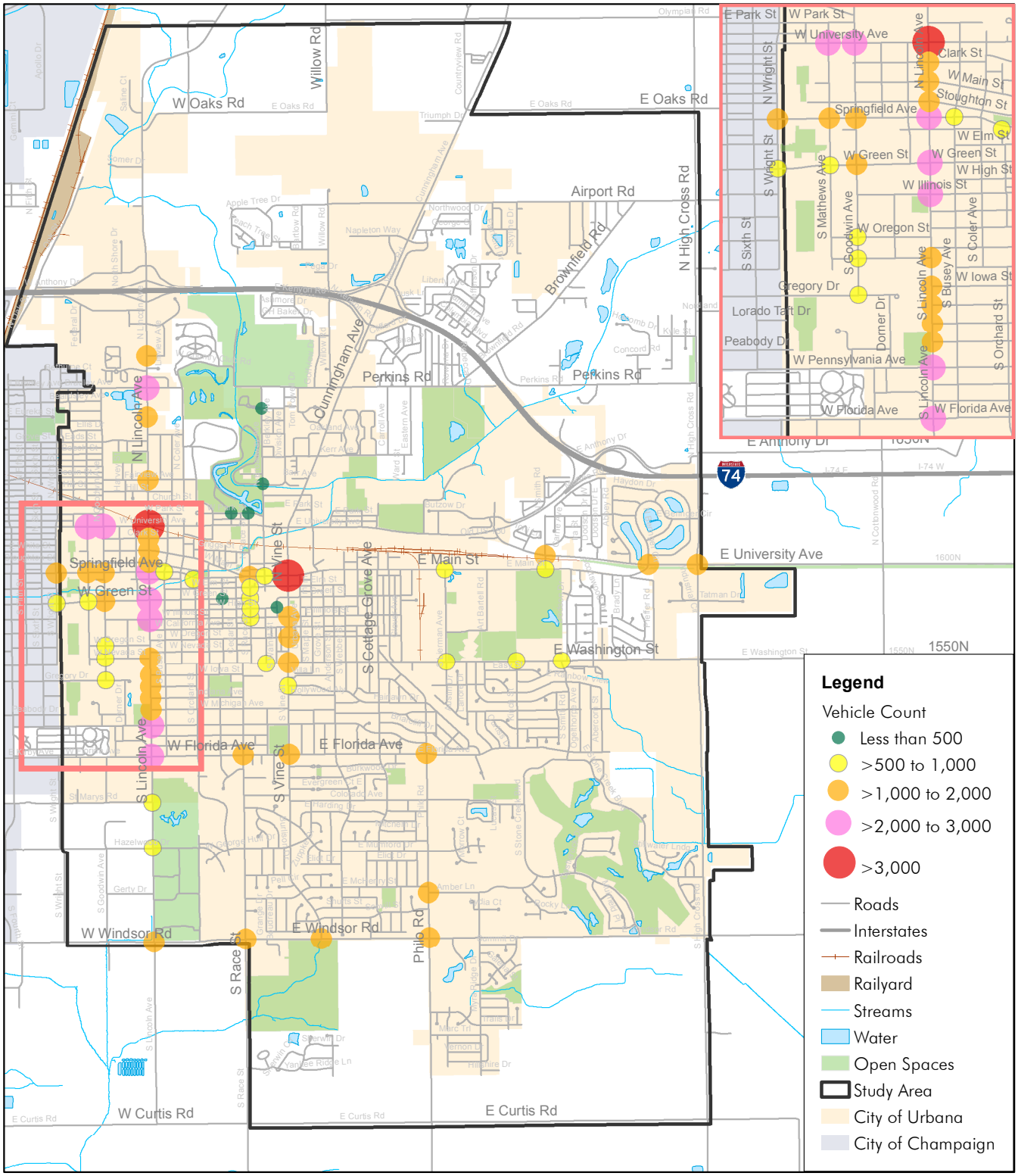
MAP 3-26 Vehicle Average Daily Traffic (ADT), 2011



Source: CUUATS Traffic Counts.
Peak hour: morning, noon, or afternoon hours with the highest traffic volume.

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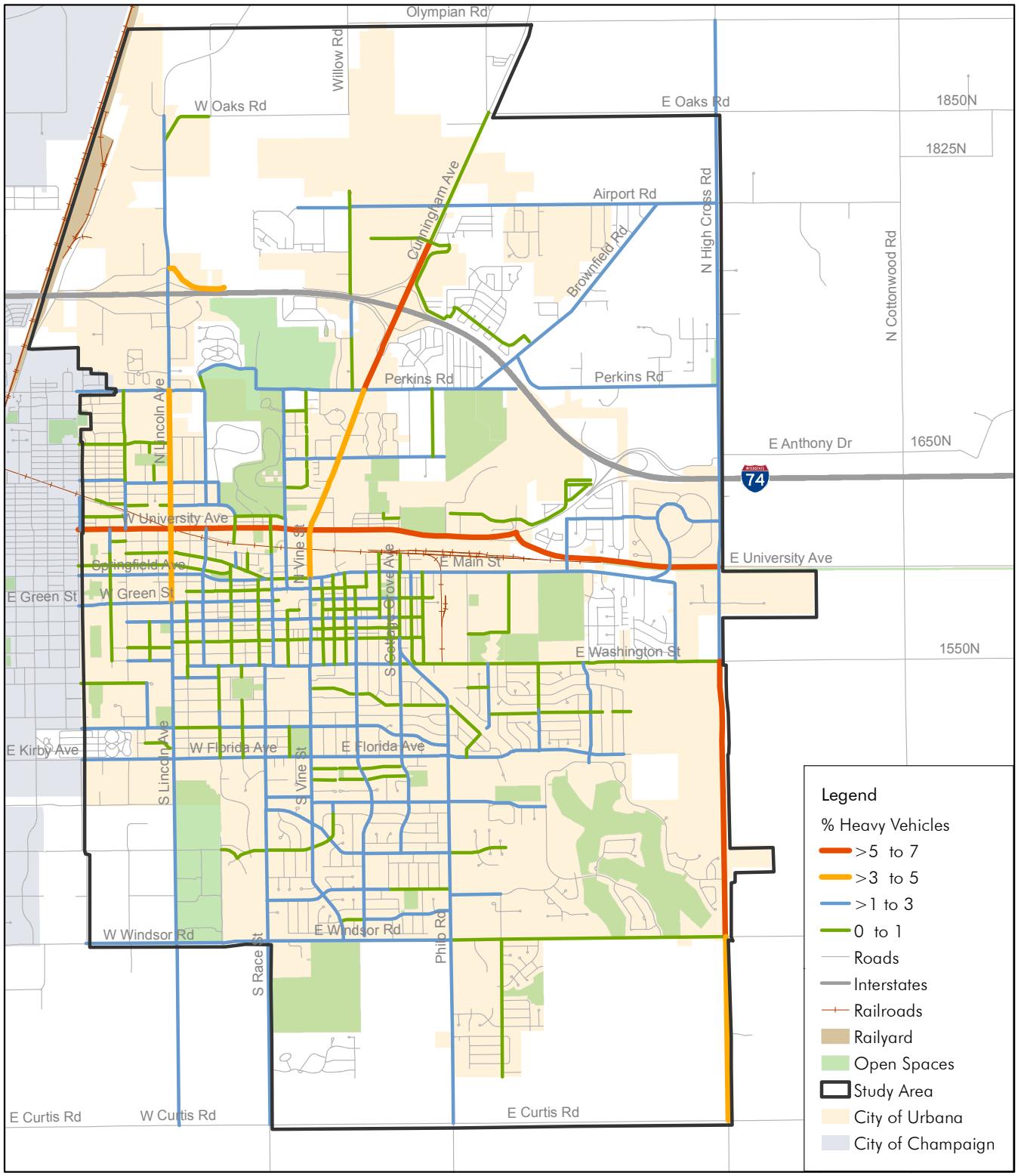
MAP 3-27 Vehicle Average Daily Traffic (ADT), 2011

Heavy Vehicle Traffic

Heavy vehicles include buses and trucks with a Gross Vehicle Weight (GVW) rating of 10,000 pounds or more. The size and weight of these vehicles make them more dangerous to pedestrians, and affect how safe people perceive the roadway to be. *Map 3-28* depicts the percent of average daily traffic made up of heavy vehicles by roadway segment. Heavy vehicle traffic is generally low in the study area, except along Cunningham Avenue near I-74, University Avenue, and High Cross Road south of Washington Street. These sections of roadway are federal and state routes (US 45, US 150, and IL 130), and are under the jurisdiction of the Illinois Department of Transportation (IDOT).

FIGURE 3-37 Truck on Philo Road

FIGURE 3-38 Construction vehicle on Mumford Drive



Data Source: CUUATS Transportation Model, Urbana Bicycle Plan database

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MAP 3-28 Heavy Vehicle Traffic

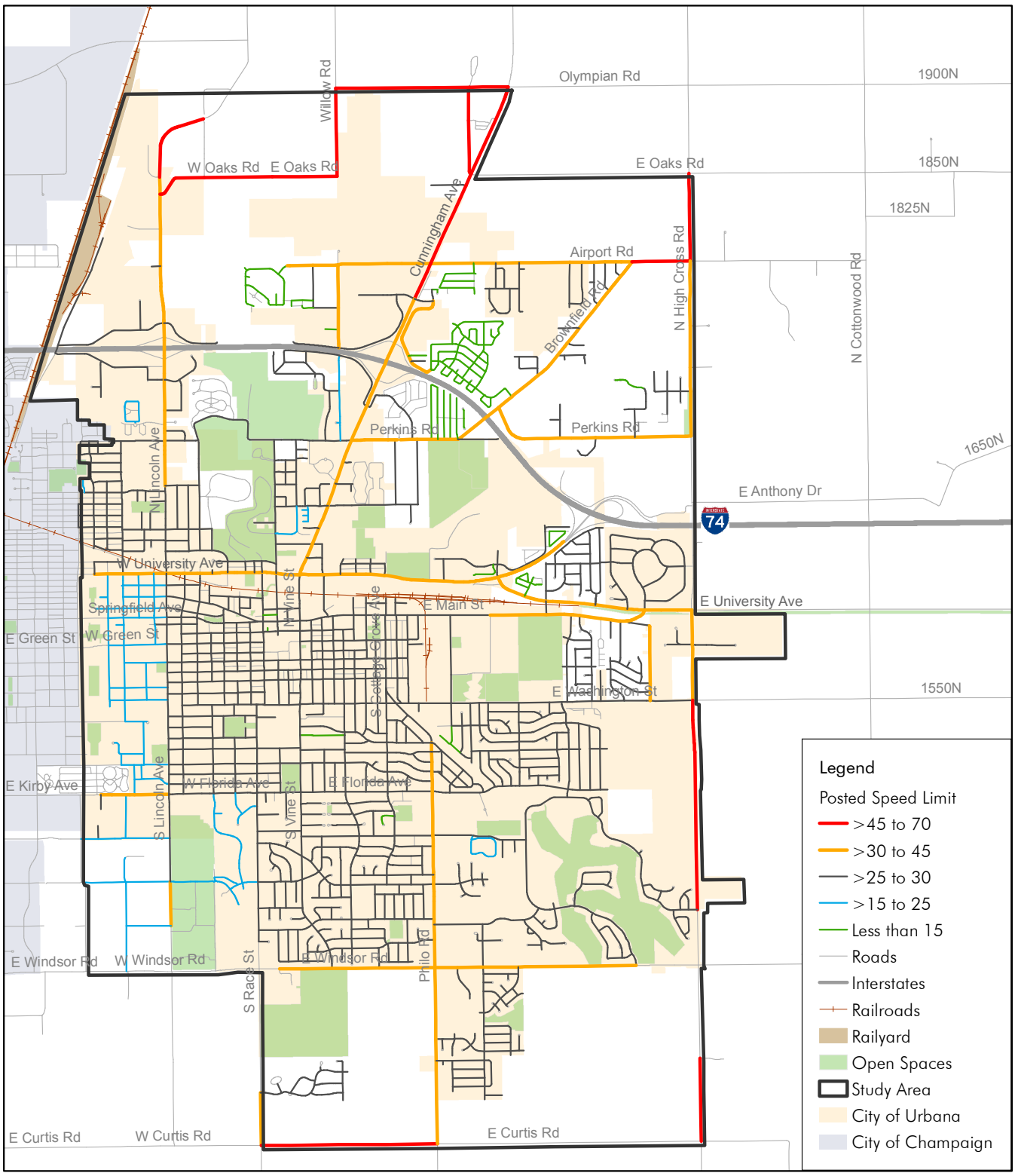
Posted Speed Limit

High-speed roadways create barriers to walking by being difficult to cross, and potentially increase the severity of crashes. The majority of the roadways in the study area have a speed limit between 25 and 30 miles per hour (mph) (*Map 3-29*). The risk of a pedestrian fatality is generally considered to increase when a vehicle is driving 35 mph or faster.[1] Therefore, roadways with higher speed limits pose limitations to accessibility and may require additional treatments to maintain pedestrian safety.

1 World Health Organization (WHO). (2004). Road safety - Speed. Retrieved from http://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf.

FIGURE 3-39 Speed limit sign on Florida Avenue

FIGURE 3-40 School speed limit sign near Wiley Elementary School



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MAP 3-29 Posted Speed Limit

Street Lights

Street lighting can be an important part of pedestrian infrastructure. In some areas, additional or upgraded lighting may improve safety and security in the dark. The presence of street lights may also increase perceived security to users. In other areas, lighting may be unnecessary or even bothersome, creating light pollution.[1] Much of the study area does not have a high density of street lighting, with most lighting being present at the core of the study area near Downtown Urbana (*Map 3-30*).

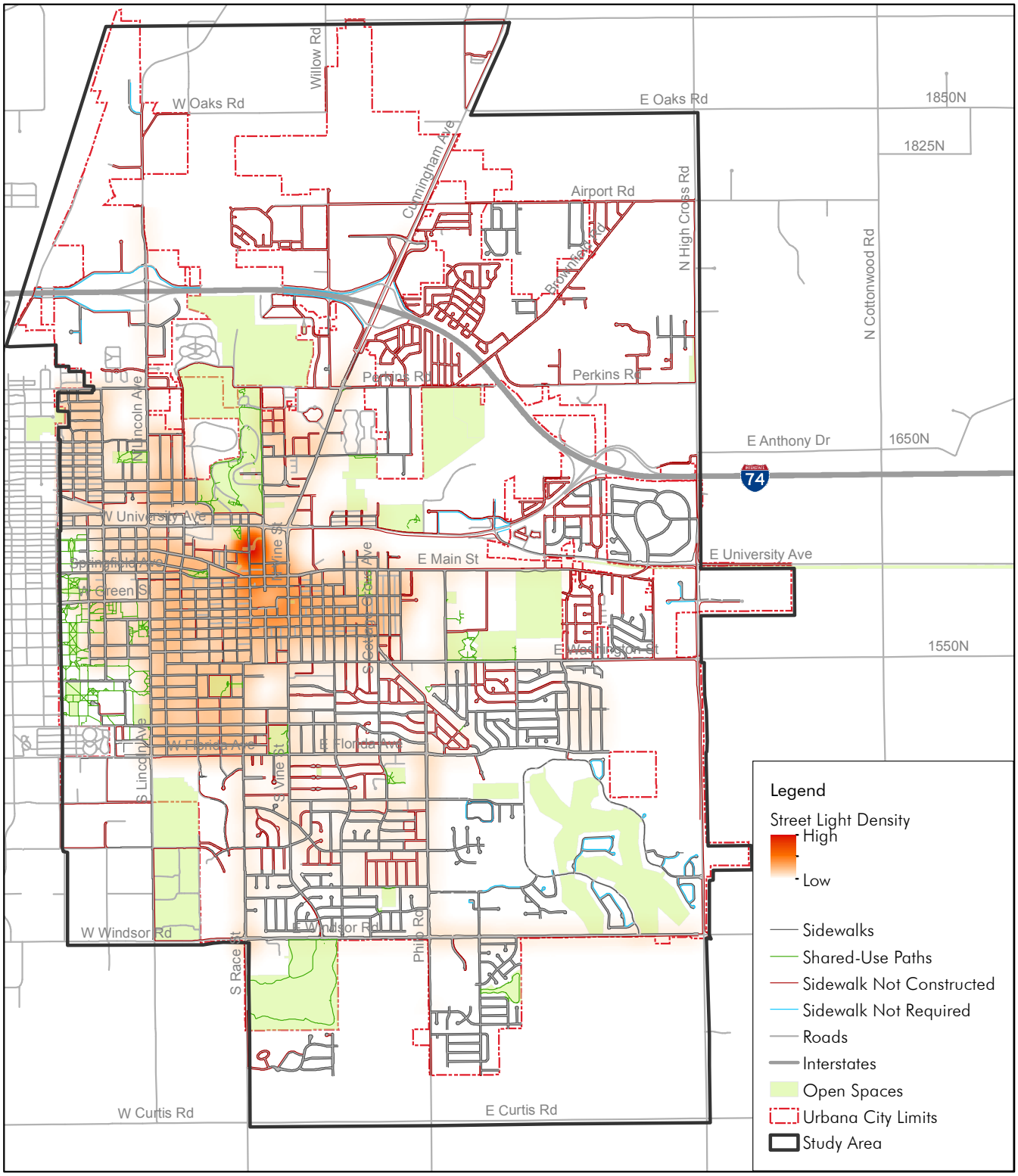
Within Urbana, the Country Squire and Lincolnwood subdivisions north of the Florida Avenue and Kinch Street intersection have few street lights. Some of these streets also do not have sidewalks, and part of this area has the lowest median household income in Urbana (see *Map 3-9*). Residents in this area may be more likely to walk, but lack the infrastructure to do so safely, especially at night. Other subdivisions within City limits that have few street lights include Beringer Commons, Landis Farm, and Somerset in Northeast Urbana; and Eagle Ridge, Myra Ridge, and Stone Creek in South Urbana.

1 Project for Public Spaces. (2009). Lighting Use & Design. Retrieved from https://www.pps.org/reference/streetlights/.

FIGURE 3-41 Street lights on Michigan Avenue in West Urbana

FIGURE 3-42 Street lights at the intersection of Kerr Avenue and Cunningham Avenue in Northeast Urbana

FIGURE 3-43 Street light at the intersection of Lanore Drive and Hunter Street in East Urbana



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MAP 3-30 Street Light Density

Analyses

Safe Walking Routes to Schools

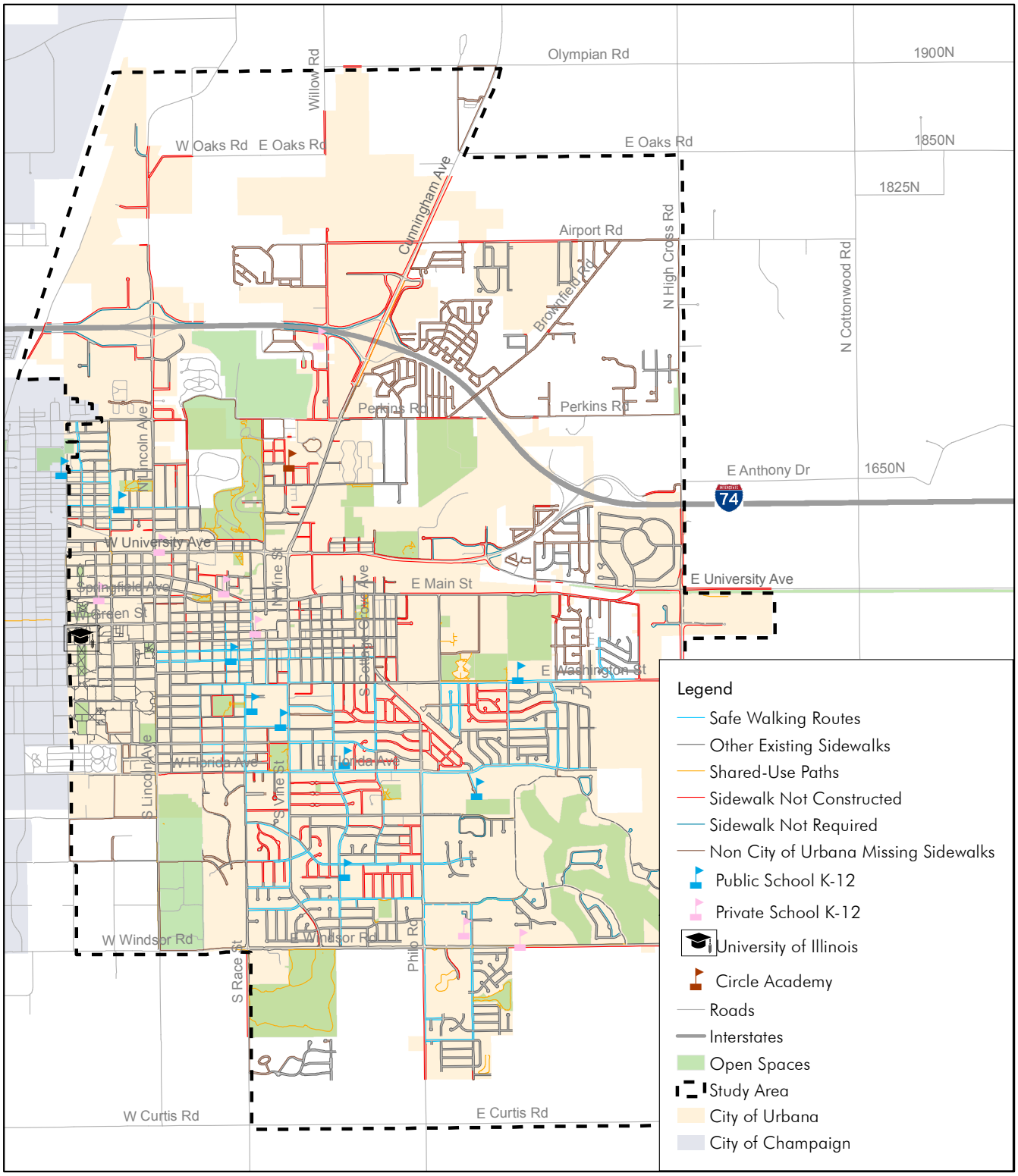
For the last 30 years, CUUATS has analyzed transportation conditions to determine safe walking routes to public elementary and middle schools in the Champaign-Urbana area. Scoring criteria take into account the presence of sidewalks, marked crosswalks, pedestrian-related signs, provision of adult crossing guards, the number of lanes to cross at intersections, traffic volumes, traffic control devices (i.e. stoplights or stop signs), and posted speed limits.

Urbana School District #116 has six neighborhood elementary schools, which means that children living close to the school attend that school. *Map 3-31* shows the suggested safe walking routes within one mile or less to these elementary schools and to Urbana Middle School. Most of these routes do not cross a major road; if they do, the Urbana School District typically provides an adult crossing guard to help children safely cross these roads.

FIGURE 3-44 Families walking to Dr. Williams School on Walk 'n' Roll to School Day

FIGURE 3-45 Students walking with the principal to Thomas Paine School on Walk n' Roll to School Day

FIGURE 3-46 Students walking to Wiley School on Walk 'n' Roll to School Day (credit: C-U SRTS Project)



Sources: CUUATS Safe Walking Route Database, CUUATS Sidewalk Network Inventory and Assessment, CUUATS Shared-Use Path databa
Note: Map does not include natural trails due to their accessibility limitations.

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MAP 3-31 Safe Walking Routes

Pedestrian Level of Traffic Stress

Pedestrian Level of Traffic Stress (PLTS), is an analytical tool that can be used to take inventory of pedestrian infrastructure in a community. A PLTS analysis was performed for the study area to help understand the existing walking resources, in terms of walkability and connectivity. The following information helps to further explain this process.[1]

PLTS is a rating given to a route segment or crossing indicating the traffic stress it imposes on pedestrians. Levels of traffic stress range from 1 to 4 as follow:

1. PLTS 1 (low stress): Represents little to no traffic stress and requires little attention to the traffic situation. This is suitable for all users including children 10 years or younger, groups of people, and people using a wheeled mobility device. The infrastructure is a sidewalk or shared-use path with a buffer between the pedestrian and motor vehicle infrastructure. Pedestrians feel safe and comfortable on the pedestrian infrastructure. Motor vehicles are either far from the pedestrian infrastructure and/or traveling at a low speed and volume. All users are willing to use this infrastructure.

2. PLTS 2 (medium stress): Represents little traffic stress but requires more attention to the traffic situation than of which young children may be capable. This would be suitable for children over 10, teens, and adults. All users should be able to use the infrastructure, but some factors may limit people using wheeled mobility devices. Sidewalk condition should be good with limited areas of fair condition. Roadways may have higher speeds and/or higher volumes. Most users are willing to use this infrastructure.

3. PLTS 3 (medium-high stress): Represents moderate stress and is suitable for adults. An able-bodied adult would feel uncomfortable but safe using this infrastructure. This includes higher speed roadways with smaller buffers. Small areas in the infrastructure may be impassable for a person using a wheeled mobility device and/or requires the user to travel on the shoulder/bike lane/street. Some users are willing to use this infrastructure. These segments represent a barrier to other users.

4. PLTS 4 (high stress): Represents high traffic stress. Only able-bodied adults with limited route choices would use this infrastructure. Traffic speeds are moderate to high with narrow or no pedestrian infrastructure provided. Typical locations include high speed, multi-lane roadways with narrow sidewalks and buffers. This also includes infrastructure with no sidewalk. Only the most confident or trip-purpose driven users will use this infrastructure.

There are criteria for determining PLTS for route segments, intersection approaches, and crossings. PLTS for a route combine over segments using weakest link logic. That means that if most of the links on a route have PLTS 1 or 2, but one or a few links on a route have PLTS 3, the route as a whole has PLTS 3.

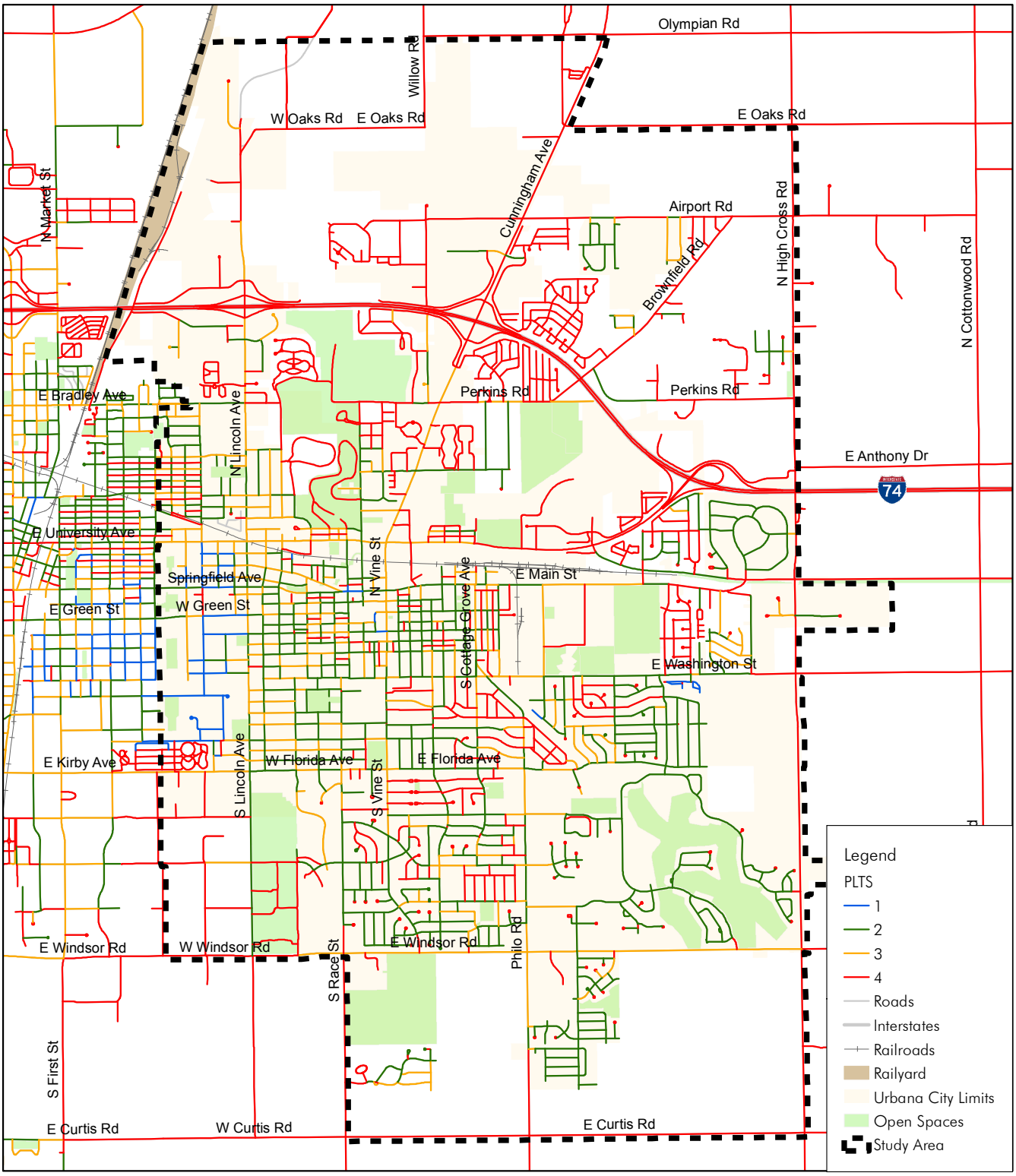
Map 3-32 shows the PLTS scores for the study area. PLTS 1 locations are almost exclusively within the University District and Downtown Urbana.

PLTS 2 locations are ubiqutious in Urbana, especially within City limits between the Bradley Avenue corridor, High Cross Road, Curtis Road, and the Wright Street corridor.

PLTS 3 locations include many major street segments within city limits, as well as some residential streets in various neighborhoods.

PLTS 4 locations are almost entirely on street segments without sidewalks. This includes streets in the neighborhood east of Crystal Lake Park, Fairlawn Park in Middle Urbana, Sunnycrest and Ennis Ridge in South Urbana, and AMVETS and Country Squire in East Urbana. This also includes University Avenue east of AMBUCS Park, High Cross Road, and other rural roads on the edge of the study area.

1 Oregon Department of Transportation. (2018). Multi-modal Analysis. http://www.oregon.gov/ODOT/Planning/Documents/APMv2_Ch14.pdf.



Source: Pedestrian Level of Traffic Stress (PLTS) Assessment, CUUATS

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MAP 3-32 Pedestrian Level of Traffic Stress (PLTS)

4 INFRASTRUCTURE TYPES

SIDEWALKS & CURB RAMPS

Pedestrians primarily use sidewalks, and they should be accessible to all users. It is important to provide sidewalks throughout Urbana to give people a safe place to travel. It should be noted that bicyclists who choose to travel on sidewalks have the same rights as pedestrians, but must yield to pedestrians. Riding a bike on the sidewalk is prohibited in Downtown Urbana.

Curb ramps provide transitions between the sidewalk and the street for all users, but are necessary to give people with limited mobility a safe way to travel. Dual ramps (see *Figure 4-1*) help direct people to crosswalks, and where possible, opposing curb ramps should align. Curb ramps should also have a detectable warning surface.

Accessible sidewalk and curb ramps should be provided on all new right-of-way projects in Urbana. Following are the City of Urbana design standards for sidewalks and curb ramps, which incorporate the *Champaign County Greenways & Trails* design standards for sidewalks and curb ramps.

FIGURE 4-1 Sidewalk and Curb Ramps with truncated domes

Dimensions

Width

- The recommended minimum width of all sidewalks is 5 feet (see *Figure 4-2*). 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.

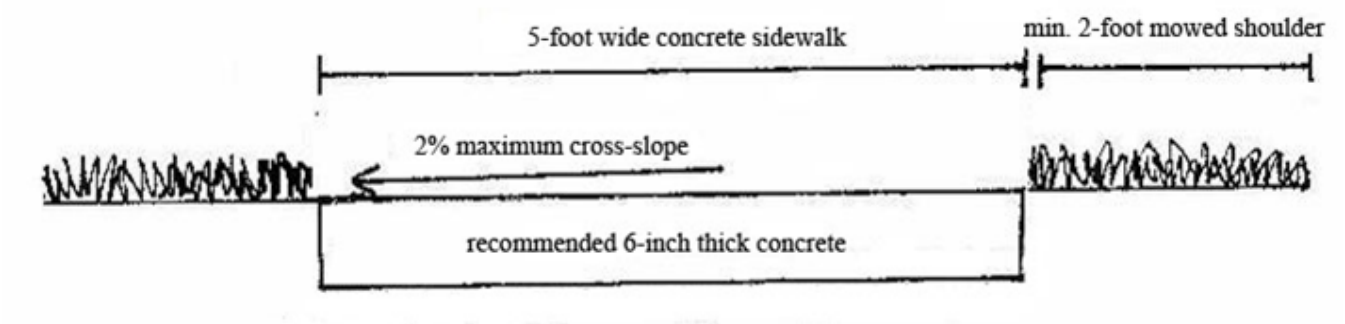


FIGURE 4-2 Sidewalk Dimensions Diagram

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 accepted engineering design standards of the agency who owns the sidewalk (e.g. City of Urbana, Urbana Park District, University of Illinois).
- 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 (see *Figure 4-3*).
- 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.

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.

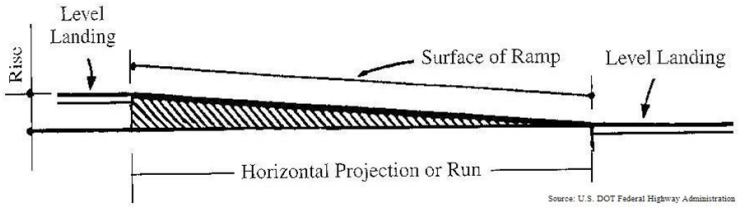


FIGURE 4-3 Ramp Cross-Section

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 (see *Figure 4-4*).
- 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.

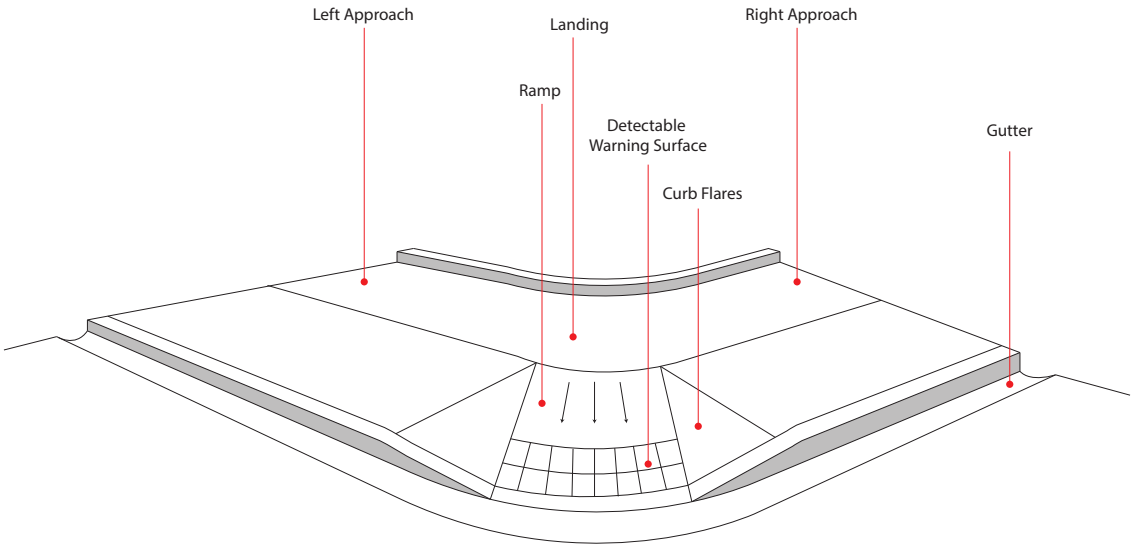


FIGURE 4-4 Components of a Curb Ramp. Source: CUUATS Sidewalk Network Inventory

Detectable Warning Surface

- A detectable warning surface shall be provided where curb ramps, blended transitions (see *Figure 4-10*) 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.

Sub-Grade and Sidewalk Surface

Sub-Grade

- 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.

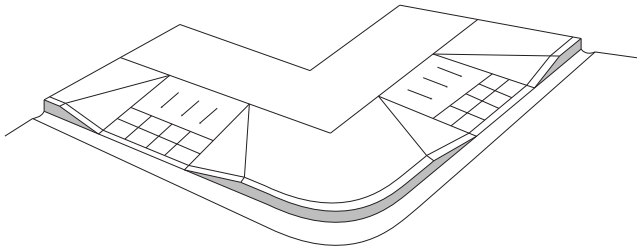


FIGURE 4-5 Perpendicular Ramp

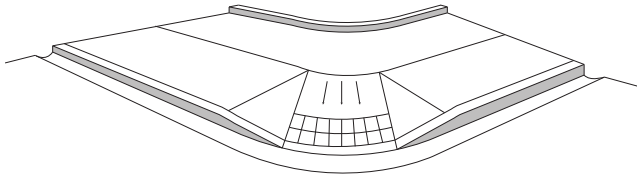


FIGURE 4-6 Diagonal Ramp

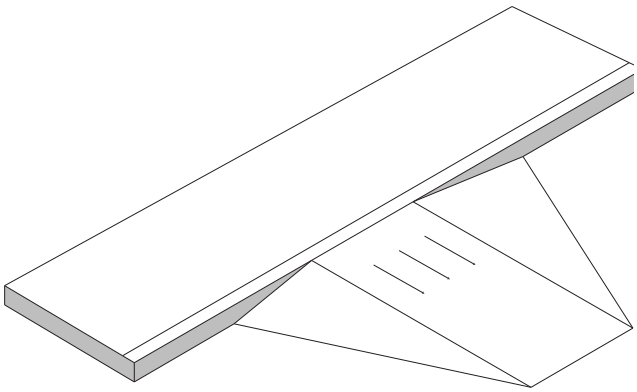


FIGURE 4-7 Built-Up Ramp

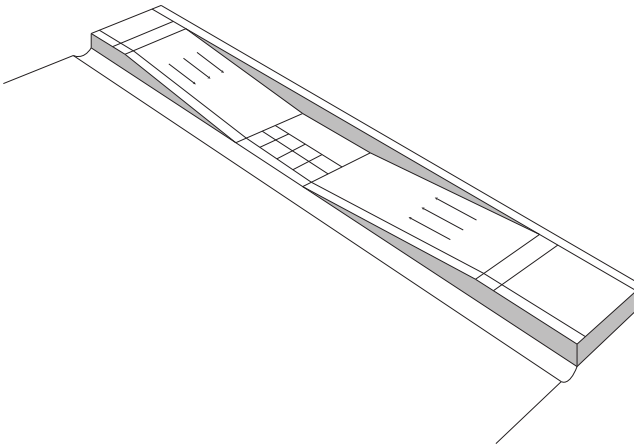


FIGURE 4-8 Parallel Ramp

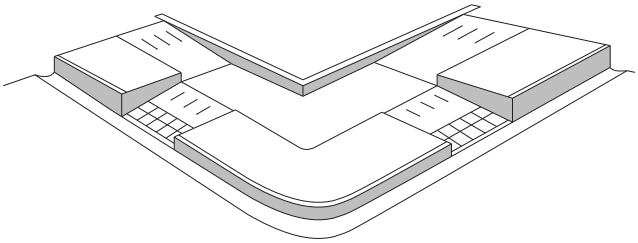


FIGURE 4-9 Combination Ramp

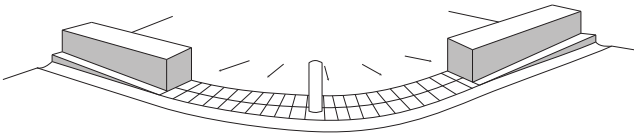


FIGURE 4-10 Blended Transition

Source: CUUATS Sidewalk Network Inventory

SHARED-USE PATHS

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. Trails away from roads, on easements or their own rights-of-way, tend to be more pleasant and popular.

Sidepaths (see "Sidepath") and Rail-Trails (see "Rails-to-Trails" and "Rails-With-Trails") are types of shared-use paths, characterized by their location. The other shared-use paths in this plan are off-street paths through parks, green space, and neighborhoods. **The ideal width for all shared-use paths is 10', with a minimum recommended width of 8',** to facilitate pedestrians and bicyclists traveling in two directions. Striping is not necessary on shared-use paths.

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

Off-Street Trail

Dimensions

Width

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

Clear Zone

- A clear zone should be maintained adjacent to both sides of all shared-use paths for the use of joggers and to keep vegetation from erupting through the trail surface. **The desired clear zone width is 3', and the minimum clear zone width should not be less than 2'. Therefore, a 16' right-of-way (ROW) is recommended for shared-use paths, with a minimum recommended ROW of 12'.**
- Where a roadway runs adjacent to or near a shared-use path, the roadway should be separated from the shared-use path with a 5' wide clear zone. **Therefore, 15' is recommended between the far side of the shared-use path and the road or rail edge, and a minimum of 13' is recommended between the two locations.**
- When separation of 5' cannot be achieved, a physical barrier of at least 4.5' high between the trail and the roadway is recommended.
  - Smooth rub rails should be attached to the barriers at handlebar height of 3.5'.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) is recommended to be a minimum of 10' to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

Vertical Clearance

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

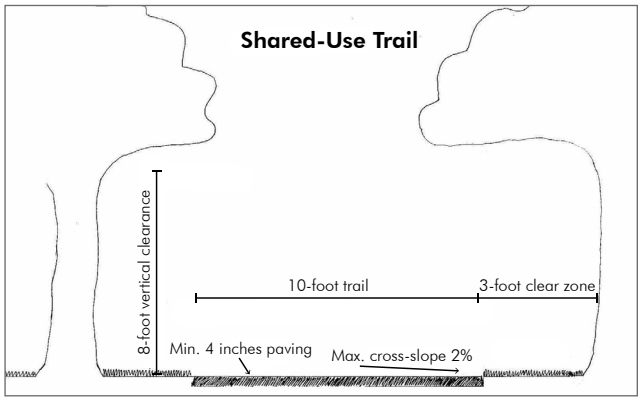


FIGURE 4-11 Shared-Use Path Dimensions Diagram

Sub-Grade and Trail Surface

Sub-Grade

- 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.

Trail Surface

- The following are acceptable surface types for shared-use paths:
  - Asphalt
  - Concrete
  - Compacted crushed rock
- The paved surface should be a minimum of 6" thick.
- All joints in concrete paths should be cut with a saw, and tooled joints should not be used. The spacing of transverse joints is desirably equal to the width of the path.
- Shared-use paths 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 paths 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 Streets & Roads Manual* (Chapter 42 - Bicycle Facilities) for engineering specifications, including design speed, sight distances, horizontal alignment and superelevation.

Markings

All surface markings on shared-use paths should be retroreflectorized and be made of skid-resistant material for safety. Obstructions in the traveled way of a shared-use path should be marked with retroreflectorized material. Striping should not be used on shared-use paths to separate directions; yield signage (MUTCD Sign R9-6 in *Figure 4-15*) should be used instead. Where there are curves with restricted sight distance, a 4" wide yellow centerline stripe may be used to separate opposite directions of travel.

Signage

Shared-use path signage, especially MUTCD Signs R1-1 and R1-2 (see *Figure 4-12* and *Figure 4-13*), should be shielded from road user visibility to decrease confusion. Sign R5-3 (see *Figure 4-16*) 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.

FIGURE 4-12 MUTCD Sign R1-1, Stop, 18" x 18"

FIGURE 4-13 MUTCD Sign R1-2, Yield, 18" x 18" x 18"

FIGURE 4-14 MUTCD Sign R4-3, Movement Restriction, 12" x 18"

FIGURE 4-15 MUTCD Sign R9-6, Bicycle Regulatory, 12" x 18"

FIGURE 4-16 MUTCD Sign R5-3, No Motor Vehicles, 24" x 24"

FIGURE 4-17 MUTCD Sign R15-1, Grade Crossing (Crossbuck), 24" x 4.5"

FIGURE 4-18 MUTCD Sign W3-1, Stop Ahead, 18" x 18"

FIGURE 4-19 MUTCD Sign W3-2, Yield Ahead, 18" x 18"

FIGURE 4-20 MUTCD Sign W3-3, Signal Ahead, 18" x 18"

FIGURE 4-21 MUTCD Sign W10-1, Grade Crossing Advance Warning, 24" diameter

FIGURE 4-22 MUTCD Sign W11-15, Combination Bike and Pedestrian Crossing, 30" x 30"

FIGURE 4-23 MUTCD Sign W11-15P, Trail Crossing (plaque), 24" x 18"

FIGURE 4-24 MUTCD Sign W16-7P, Diagonal Arrow (plaque), 24" x 12"

FIGURE 4-25 MUTCD Sign W16-9P, Ahead (plaque), 24" x 12"

Source: MUTCD Figure 9B-2 and 9B-3

MUTCD Sign W11-15 (see *Figure 4-22*) should be used on roads where they cross shared-use paths. Sign W11-15P (see *Figure 4-23*) should be mounted below the W11-15 sign ahead of the crossing. Sign W16-9P (see *Figure 4-25*) can also be mounted below the two aforementioned signs ahead of the crossing. Sign W16-7P (see *Figure 4-24*) should be mounted below Sign W11-15 at the trail crossing.

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 4-26*.

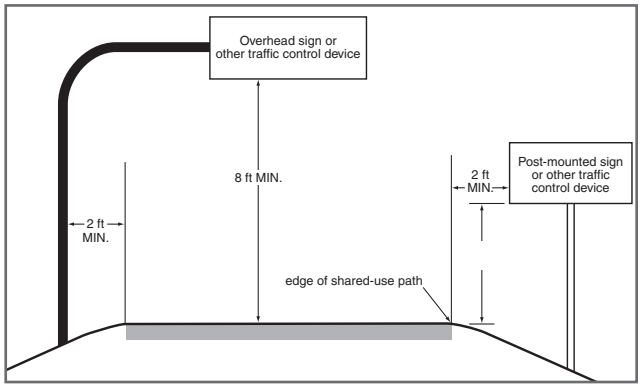


FIGURE 4-26 Sign Placement Diagram on Shared-Use Paths. Source: MUTCD Figure 9B-1, http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_01_longdesc.htm.

Wayfinding

Wayfinding and identification signs installed along shared-use paths in Urbana should follow the 2020 *Urbana Bicycle Wayfinding Plan*. This plan provides recommendations for off-street trail signs that accommodate pedestrians and bicyclists, which includes destination, distance, and directional information.

Other Signs

Any other signs that will be installed along shared-use paths in Urbana should follow the 2014 *Champaign County Greenways & Trails Design Guidelines*. The most appropriate sign to install along shared-use paths is the Trail Mile Marker Sign (see *Figure 4-27*):

- 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. Windsor Road Trail)
  - Streets that the trail connects (e.g. Lanore-Adams Trail)
  - Where a street ends and continues as a trail
  - Neighborhoods (e.g. West Urbana Trail)
  - Areas of Urbana (e.g. Lierman Neighborhood Trail)
  - Parks
  - Railroads
  - Water body (e.g. Saline Branch Trail)
  - Other destinations

FIGURE 4-27 Trail Mile Marker Sign, 18" x 9". Source: Champaign County Greenways & Trails Design Guidelines

FIGURE 4-28 Trail Destination, Distance, and Direction Sign

- Supplemental distance (in miles), destination, and directional signage that match these trail signs should also be installed (see *Figure 4-28*).

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)

Trailhead & Rest Area Facilities

Please refer to the *Champaign County Greenways & Trails Design Guidelines* 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

FIGURE 4-29 Meadowbrook Park shared-use path

Sidepath

Sidepaths are shared-use paths running immediately parallel to a roadway, similar to, but wider than a sidewalk.

Sidepath conflicts can be reduced by:

- Bringing the sidepath closer to the road at intersections, for better visibility during all turning motions and better stop line adherence for right turners, as shown in *Figure 4-30*.
- Using corner and/or median refuge islands (see "Median Refuge Islands") to break up major crossings and right-in-right-out entrances.
- Using high visibility crosswalks or color differences, including at commercial entrances.

Dimensions

Follow the recommendations in "Off-Street Trail".

Sub-Grade and Trail Surface

Follow the recommendations in "Off-Street Trail".

Engineering

Follow the recommendations in "Off-Street Trail".

Markings

Follow the recommendations in "Off-Street Trail".

Signage

Follow the recommendations in "Off-Street Trail".

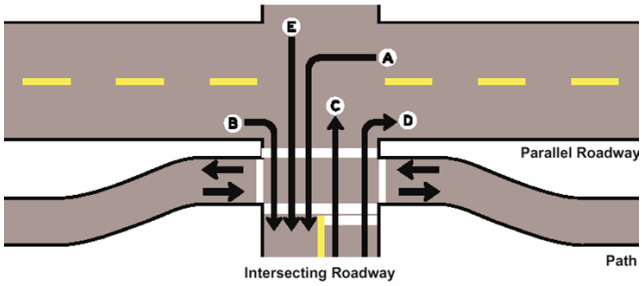


FIGURE 4-30 Example of a Sidepath/Roadway Intersection. Source: AASHTO

FIGURE 4-31 Colorado Avenue sidepath

FIGURE 4-32 Orchard Street sidepath

Rails-to-Trails

A "rail-to-trail" is a shared-use path, either paved or unpaved, built within the right-of-way of a former railroad, perhaps under federal railbanking law (see *Figure 4-33* and *Figure 4-34*).

Dimensions

Follow the recommendations in "Off-Street Trail".

Sub-Grade and Trail Surface

Follow the recommendations in "Off-Street Trail".

Engineering

Follow the recommendations in "Off-Street Trail".

Markings

Follow the recommendations in "Off-Street Trail".

Signage

Follow the recommendations in "Off-Street Trail".

Rails-With-Trails

A "rail-with-trail" is a shared-use path that parallels active railtrack, sometimes as an easement on railroad right-of-way (see *Figure 4-35*). The Federal Highway Administration's *Rails with Trails: Lessons Learned* provides best practices information on rails-with-trails.

Dimensions

Follow the recommendations in "Off-Street Trail".

Sub-Grade and Trail Surface

Follow the recommendations in "Off-Street Trail".

Engineering

Follow the recommendations in "Off-Street Trail".

Markings

Follow the recommendations in "Off-Street Trail".

Signage

Follow the recommendations in "Off-Street Trail".

FIGURE 4-33 Kickapoo Rail Trail unpaved surface east of High Cross Road

FIGURE 4-34 Kickapoo Rail Trail paved and unpaved surfaces west of Cottonwood Road

FIGURE 4-35 Constitution Trail, a rail-with-trail shared-use path, Bloomington, IL.

CROSSINGS

Safe road crossings are necessary for a safe and attractive active transportation network. The four categories of pedestrian crossing infrastructure in Urbana are pavement markings, signage, hardscape (i.e. physical infrastructure), and lights and signals.

Pedestrian crossing treatments must always provide accommodations for people with disabilities and meet Americans with Disabilities Act (ADA) requirements. Guidance on shared-use path crossings can be found in the "Sidepath" section of this document and MUTCD Figure 9B-7. Local engineers and planners should stay abreast of new and emerging pedestrian crossing treatments.

Pavement Markings

Crosswalks

Crosswalks should be designed to offer as much comfort and protection as possible. They exist at the intersection of roadways regardless of whether they are marked or unmarked (see below). Every intersection, and certain mid-block locations, are legal crosswalks in Illinois, unless otherwise signed.

Unmarked Crosswalks

All intersections of streets with sidewalks and paths are considered unmarked crosswalks. Pedestrians are legally allowed to cross at unmarked crosswalks, unless otherwised signed.

Marked Crosswalks

Marked crosswalks use pavement markings on the street to indicate preferred locations for pedestrians to cross and help motorists identify areas to look for pedestrians. Marked crosswalks may occur at intersections or mid-block locations.

Marked crosswalks inform motorists of the location of a pedestrian crossing, allowing them time to lawfully stop for a crossing pedestrian; and also assure the pedestrian of the existence of a legal crosswalk at a particular location. To effectively communicate this, the crosswalk design must be easily understood, clearly visible, and incorporate realistic crossing opportunities for all pedestrians.

Mid-Block Crossings

Mid-block crossings help supplement the crossing needs within an area, where intersections are spaced relatively far apart or substantial pedestrian generators are located between them (see *Figure 4-36*). However, these crossings must be well signed and marked because they are not expected by motorists.

Installation Location Guidance

The City of Urbana should use Chapter 3 of the Champaign-Urbana Pedestrian Crossing Enhancement Guidelines or the latest pedestrian crossing guidance resources to determine if a marked crosswalk should be installed at a location, and if so, what additional crossing features should be installed.

Crosswalks at traffic signals should be marked. Crosswalks at intersections controlled by an all-way stop can also be marked.

As a general rule, the City of Urbana should not mark crosswalks on low-volume, two-lane streets. A 2005 FHWA crosswalk study shows that there is no safety benefit for crosswalk markings on this type of street.

FIGURE 4-36 Mid-block crossing on Goodwin Avenue between Nevada Street and Gregory Drive

The major exception to this general rule is marking crosswalks on low-volume, two-lane street intersections near schools and at school crossing locations, especially when adult crossing guards are stationed there.

Crosswalk markings should not be used at all intersections. At uncontrolled pedestrian crossing locations, installing marked crosswalks should not be regarded as a cure-all for pedestrian safety problems.

The spacing of marked crosswalks should also be considered so that they are not placed too close together. Overuse of marked crosswalks may breed driver disrespect for them, and a more conservative use of crosswalks is generally preferred.

As with any installation of traffic control devices, the most essential tool for marked crosswalk installation is the use of engineering judgment. Engineering judgment should be used, and if possible, an engineering study performed when considering the marking of crosswalks.

Markings

Crosswalk marking types are classified based on the system used by FHWA (see *Figure 4-37*). The two primary crosswalk types striped in Urbana are:

- Standard (or Parallel) – A crosswalk marked by solid lines at its outer edges.
- Continental – A crosswalk marked by wide stripes perpendicular to the direction of travel, or parallel to the curb.

Additionally, MUTCD Figure 3B-20 illustrates this type of crosswalk used for an exclusive pedestrian phase:

- Box for Exclusive Period – A painted marking indicating that, during the appropriate signal phase, pedestrians can cross the intersection in any direction (see *Figure 4-38* and *Figure 4-49*).

FIGURE 4-37 Crosswalk Types. Source: FHWA

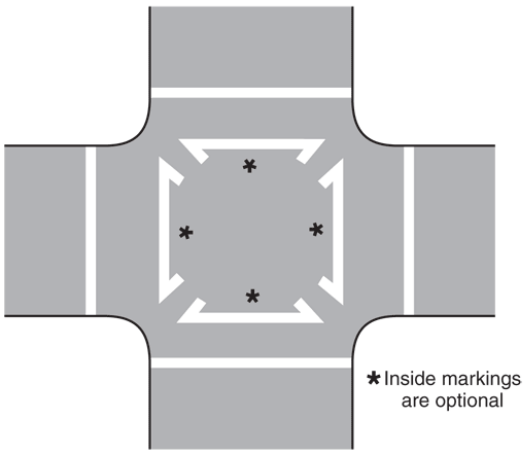


FIGURE 4-38 Example of Crosswalk Markings for an Exclusive Pedestrian Phase that Permits Diagonal Crossing. Source: FHWA

These crosswalk types are preferred because they are more visible to approaching vehicles and have been shown to improve yielding behavior, especially continental crosswalks.

Following are details for striping crosswalks:

- Marked crosswalks should be at least 6' wide, though they can be 10' or wider in high pedestrian areas in Downtown Urbana and the University District.
- Standard lines consist of solid lines no less than 6" wide and no greater than 2' wide, located at least 6 feet apart.
- Continental crosswalk lines should be 1' to 2' wide, spaced 1' to 5' apart, and should avoid

vehicle wheel paths when possible.

- Crosswalk lines should extend the full length of crossing.
- According to the MUTCD, all crosswalk markings should be white.
- Durable crosswalk marking materials may be preferable to paint at some locations because of durability and cost-effectiveness.

Stop Bars

Stop bars are solid line pavement markings extending across a travel lane that dictate where a motorist should initially stop. This is the place motorists should look for and stop for pedestrians.

Stop bars may be used to indicate the point behind which vehicles are required to stop in compliance with a STOP (MUTCD R1-1) sign or a Stop Here for Pedestrians (MUTCD R1-5b) sign.

Stop bars can be placed at intersections with stop control (e.g. traffic signals, stop signs). Stop bars shall be striped a minimum of 6 feet from the edge of the crosswalk at these locations.

Stop bars shall be 1 foot wide at all-way stop intersections, and 2 feet wide at intersections with traffic signals.

Stop bars shall be placed at uncontrolled intersections and mid-block crosswalks where Stop Here for Pedestrians (MUTCD R1-5b) signs are located (see *Figure 4-39*). Stop bars shall be striped a minimum of 25 feet from the edge of the crosswalk at these locations. Parking should be prohibited in the area between the stop bar and the crosswalk.

Trail Crossings

Where trails, or shared-use paths, used by pedestrians and bicyclists cross roads at mid-block locations, use continental crosswalk markings with a minimum 9 feet wide markings. Trail crossing signs should also be installed (see "Trail Crossing Signs"). Trail crossings should be installed at future crossings of the Kickapoo Rail Trail.

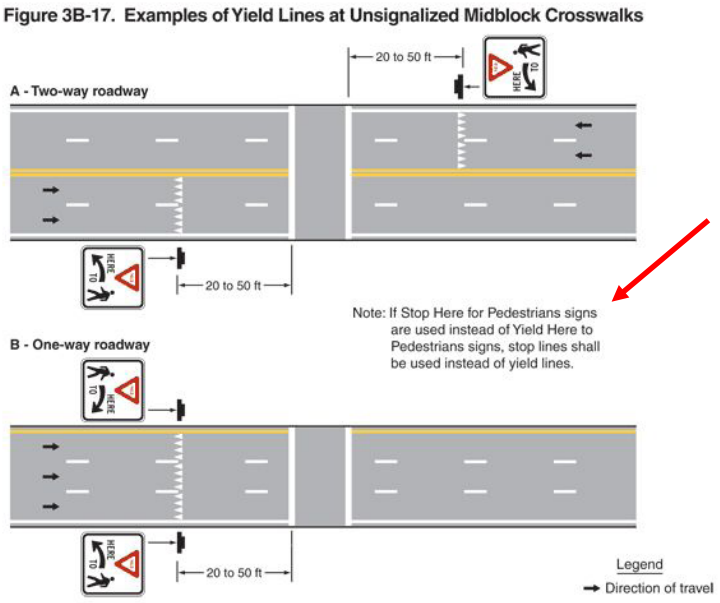


FIGURE 4-39 Examples of Stop Bars at Unsignalized Mid-Block Crosswalks. Source: MUTCD.

Signage

Pedestrian Crossing Signs

A pedestrian warning sign (MUTCD Sign W11-2) is a diamond-shaped sign, which warns drivers to look out for pedestrians.

Pedestrian crossing warning signs (MUTCD Sign W16-9p) should always be installed in advance of mid-block crossings (see *Figure 4-40*).

They alert road users of a pedestrian crossing point across roadways not controlled by signals or Stop signs. At non-intersection locations, markings legally establish the crosswalk. Wherever the crosswalk is striped, the MUTCD W11-2 sign should be installed with a diagonal downward facing arrow plaque under it (MUTCD Sign W16-7p; see *Figure 4-41*).

On major corridors like Lincoln Avenue, stop bar markings are not used; instead advance pedestrian warning signs are installed at the beginning of the road where pedestrians are expected, and pedestrian crossing warning signs are installed at each unsignalized approach to an intersection.

Stop Here for Pedestrians Signs

The Stop Here for Pedestrians sign (MUTCD Sign R1-5b; see *Figure 4-42*) is a square sign used at mid-block marked crosswalks. The sign should be installed in the parkway next to a stop bar a minimum of 25 feet from the edge of the crosswalk. These signs should only be installed in Urbana with a white background.

Trail Crossing Signs

Shared-use trails 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. The MUTCD W11-15 Combination Bike and Pedestrian Crossing sign (see *Figure 4-22*) should be used on all roads where they cross shared-use trails.

A Trail Crossing plaque (see *Figure 4-23*) should be mounted below the Combination Bike and Pedestrian Crossing sign ahead of the crossing.

An "Ahead" plaque (see *Figure 4-25*) can also be mounted below the two aforementioned signs ahead of the crossing (see *Figure 4-43*).

A diagonal arrow plaque (see *Figure 4-24*) should be mounted below the Combination Bike and Pedestrian Crossing sign at the trail crossing.

FIGURE 4-40 Pedestrian Crossing Ahead sign

FIGURE 4-41 Pedestrian Crosswalk sign

FIGURE 4-42 Stop Here for Pedestrians sign on Green Street at Gregory Street

FIGURE 4-43 Trail crossing at Crystal Lake Park

Hardscape

Median Refuge Islands

A median refuge island is a concrete island in the middle of a roadway that allows pedestrians and bicyclists to cross one direction of traffic at a time. Refuge islands are primarily installed on roads where cross-traffic does not stop, which allows pedestrians and bicyclists to cross one direction of traffic at a time.

Typically, refuge islands include crosswalk markings on either side of the island, and are oriented at an angle so that the person(s) crossing must look at the approaching traffic before crossing (see *Figure 4-44* and *Figure 4-45*). Refuge islands should be clear of obstructions and have adequate drainage.

The presence of a raised median or raised crossing island is associated with a significantly lower pedestrian crash rate at multilane sites with both marked and unmarked crosswalks.

Dimensions

- The desired width of a refuge island is 10', in order to accommodate a bicycle with a trailer.
- The minimum width of a refuge island should not be less than 6'.
- The refuge island should be wide enough to accommodate two-way bicycle traffic.
- Detectable warning surfaces should be installed at the edges of the sidewalks and the refuge island.

Engineering

Refuge islands should be designed in accordance with the *Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)* and the proposed *Public Rights-of-Way Accessibility Guidelines* (PROWAG).

Markings

- High visibility continental crosswalk markings should be installed on both sides of the refuge island.
- Advance stop lines may be apprporiate to install on the cross street ahead of the refuge island where the users crossing are given priority.

Signage

Follow the recommendations in "Shared-Use Paths" and *Figure 4-22* to *Figure 4-25*.

FIGURE 4-44 Median refuge island and RRFB on Windsor Road at Vine Street

FIGURE 4-45 Median refuge island on Main Street at Walnut Street in Downtown Urbana

Traffic Calming

Other physical infrastructure changes can be made to streets to shorten pedestrian crossing distances, thus reducing pedestrian exposure to vehicles.

Curb extensions, or bump outs, are used at some crosswalks to shorten crossing distance, increase pedestrian visibility, and improve safety at a crossing. Bump outs are often used in areas with on-street parking, where the curb is extended to a distance approximately equal to the width of a parking lane (see *Figure 4-46*). The street narrowing caused by this device can make motorists uncomfortable, causing them to choose lower speeds.

Roadway narrowing can be used to lower vehicle speeds and increase safety in pedestrian crossing areas. Narrowing can occur at selected locations along a corridor, or over the entire corridor itself. The physical and visual characteristics of the roadway narrowing encourage drivers to reduce their speeds, which can facilitate pedestrian crossings in the area. Roadway narrowing also improves the visibility of both the pedestrian crossing signs and the pedestrians themselves to the drivers. Road narrowing must consider truck volumes and access for school buses, transit buses, and emergency vehicles.

FIGURE 4-46 Curb extension on Broadway Avenue at Walnut Street in Downtown Urbana

Lights & Signals

Rectangular Rapid Flashing Beacon (RRFB)

Rectangular rapid flashing beacons (RRFB) are active warning devices used to alert motorists of crossing pedestrians at uncontrolled crossings. They remain dark until activated by pedestrians via pushbutton, at which point they emit a bright, rapidly flashing yellow light. RRFBs are warning devices and do not themselves create a legal requirement for a vehicle to stop when they are flashing.

RRFBs are currently located in Urbana on Windsor Road at Vine Street (see *Figure 4-44*), as well as Springfield Avenue by the Grainger Engineering Library (see *Figure 4-47*).

FIGURE 4-47 RRFB on Springfield Avenue at the Grainger Engineering Library

Traffic Signal

The traditional tri-colored traffic signal is typically found at intersections, but can be used at mid-block crossings when traffic volumes warrant it.

The investigation of the need for a traffic signal for pedestrians is described in MUTCD Warrant 4. An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location. This warrant shall not be applied at locations where the distance to the nearest traffic signal is less than 300 feet, unless the proposed signal will not restrict the progressive movement of vehicle traffic.

The following are features related to traffic signals that can improve pedestrian crossings:

Pedestrian Countdown Signals

Pedestrian countdown signals (or timers) consist of a standard pedestrian signal head, with an added display showing a countdown of the remaining crossing time (see *Figure 4-48*). Specifically, these signals inform pedestrians of the number of seconds remaining in the pedestrian change interval. They indicate whether a pedestrian has time to cross the street before the signal phase ends.

FIGURE 4-48 Pedestrian countdown signal at Green Street and Goodwin Avenue

Countdown signals are required by the MUTCD to be installed whenever pedestrian signal heads are warranted as part of intersection signalization or reconstruction. Signals may be supplemented with audible or other messages to make crossing information accessible for all pedestrians.

Leading Pedestrian Interval (LPI)

Also known as "advance pedestrian phase," a leading pedestrian interval phase gives pedestrians an advance walk signal before motorists get a green signal, giving the pedestrian several seconds to start walking in the crosswalk before a concurrent signal is provided to vehicles. This makes pedestrians more visible to motorists and motorists more likely to stop for them. Typical settings provide 3 to 6 seconds of advance walk time.

Pedestrian Scramble Phase

A pedestrian scramble, also known as a diagonal crossing or Barnes dance, is a pedestrian crossing system that stops all vehicular traffic and allows pedestrians to cross an intersection in every direction, including diagonally, at the same time (see *Figure 4-49*).

The "Box for Exclusive Period" pavement markings are used at these locations.

Two locations in Urbana currently have pedestrian scramble phases:

1. Green Street at Goodwin Avenue

2. Green Street at Wright Street

FIGURE 4-49 Pedestrian scramble phase at Green and Wright Streets

Flashing Lights

Flashing lights supplement warning signs at unsignalized intersections or mid-block crosswalks to increase pedestrian crossing visibility for motorists (see *Figure 4-50*).

FIGURE 4-50 Flashing light at school crosswalk at Vine and Oregon Streets

Street Lighting

Street lighting can be installed at a pedestrian crossing to help approaching motorists see a crossing pedestrian. Crosswalk lighting should be at a "vehicular scale" like normal street lighting rather than a "pedestrian scale" that is often used along a sidewalk, to increase the ability of motorists to detect pedestrians.

The 2005 FHWA crosswalk study found that adequate nighttime lighting should be provided at marked crosswalks to enhance the safety of pedestrians crossing at night.

5 PUBLIC INPUT

PUBLIC INPUT ROUND #1

Outreach

In the Spring of 2017, staff from the Champaign County Regional Planning Commission (CCRPC) and City of Urbana hosted ten public events to solicit public input on walking in Urbana, in order to develop the Urbana Pedestrian Master Plan (UPMP). Following is a list of these events:

1. Thursday, April 13, 2017: North/Northeast Urbana UPMP neighborhood workshop, Urbana Park District Planning Building

2. Tuesday, April 18, 2017: East Urbana UPMP neighborhood workshop, Brookens Center CCRPC John Dimit Room (see *Figure 5-1*)

3. Thursday, April 20, 2017: Crystal Lake/King Park UPMP neighborhood workshop, Crystal Lake Park Lake House

4. Tuesday, April 25, 2017: West & Downtown Urbana UPMP neighborhood workshop, Pizza M Back Room (see *Figure 5-2*)

5. Thursday, April 27, 2017: University District UPMP info table, Krannert Center – Uncorked (see *Figure 5-3*)

6. Tuesday, May 2, 2017: South/Southeast Urbana UPMP neighborhood workshop, Yankee Ridge School Gym (see *Figure 5-4*)

7. Thursday, May 4, 2017: Central Urbana (Historic East/Middle) UPMP neighborhood workshop, Urbana City Building Council Chambers (see *Figure 5-5* and *Figure 5-6*)

8. Saturday, May 6, 2017: Citywide UPMP info table, Market at the Square (see *Figure 5-7*)

9. Wednesday, May 10, 2017: National Bike Month Celebration UPMP info table, Meadowbrook Park

10. Wednesday, June 14, 2017: UPMP presentation at People Assuming Control of their Environment (PACE) staff meeting

Comments were also received at these events via trip activity maps, and outside of these events via the CCRPC website and email.

Participation

At each event, staff made available to the public a walking preference survey, comment card, and walking trip activity map. Participants were given time to complete the walking preference survey and comment card individually, and were also able to mail or return these forms to CCRPC staff after the event. Also at the events listed above, CCRPC staff made large maps available to the public, and worked with participants to map their typical walking trips around Urbana (e.g. to work, school, shopping, dining, etc.).

Following are the total number of participants, as well as materials returned to CCRPC:

- Participants: 116
- Walking Preferences Surveys received: 114
- Comment Cards received: 90

FIGURE 5-1 East Urbana workshop

Comments received via the CCRPC website, email, and the trip activity maps were included with the Comment Card comments.

Map 5-33 shows the locations of participants' typical walking trips around Urbana.

See "Map 5-34 Locations of infrastructure improvement votes of Fall 2018 public input participants" to read the full list of comments.

Key Findings

Following are the terms most frequently listed by participants:

- Destinations: Crystal Lake Park, Downtown Urbana, Meadowbrook Park, University of Illinois, Urbana Free Library
- Streets: Lincoln Avenue, University Avenue, Vine Street
- Subjects: Crossings, Maintenance, Major Streets, Neighborhoods, No Sidewalks, Parks, Safety, Sidewalks, Streets

FIGURE 5-2 West & Downtown Urbana workshop

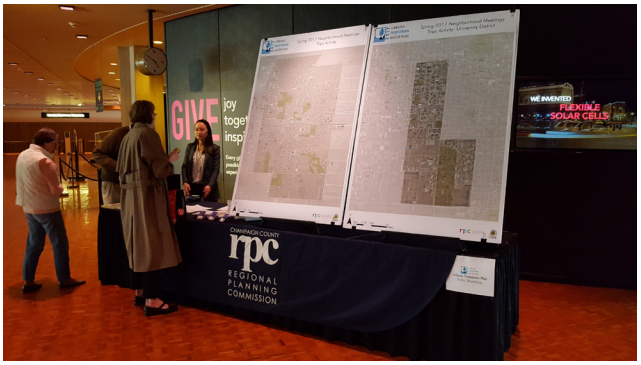


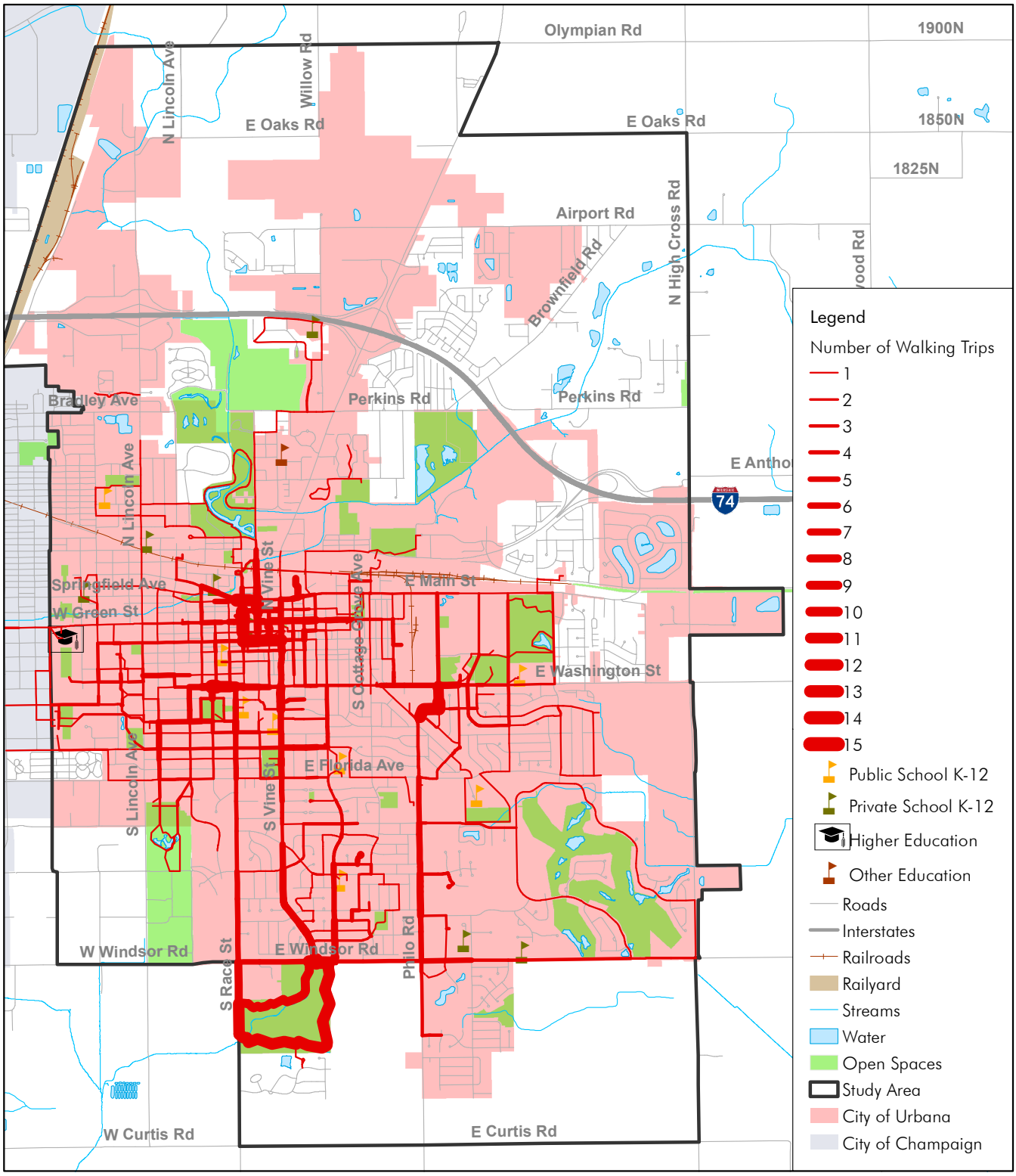
FIGURE 5-3 Info table in the University District

FIGURE 5-4 South Urbana workshop

FIGURE 5-5 Central Urbana workshop exhibit boards

FIGURE 5-6 Central Urbana workshop exercise

FIGURE 5-7 Market at the Square info table



MAP 5-33 Locations of typical walking trips of Spring 2017 public input participants

PUBLIC INPUT ROUND #2

Outreach & Participation

CCRPC hosted Public Meeting #2 for the Urbana Pedestrian Master Plan on Thursday, November 15, 2018 at the Urbana Civic Center. This was a joint public meeting with the Urbana Bicycle Wayfinding Plan. The meeting drew 31 participants, including representatives from Champaign County Bikes (CCB), Heartland Pathways, the Urbana Bicyclist and Pedestrian Advisory Commission (BPAC), Urbana Plan Commission, and Urbana City Council.

Participants were asked to provide input and prioritize draft recommendations in infrastructure and non-infrastructure categories. Exhibit posters, maps, and comment cards were provided to participants to provide input.

These materials were also posted on the CCRPC website after the meeting, and Urbana community members were able to submit comments through Monday, November 26, 2018.

See "Appendix 5: Public Input Round #2 Report" to read the full list of comments.

FIGURE 5-8 Public Meeting #2 presentation

Infrastructure Recommendations

Eight neighborhood maps were presented at the public meeting and online with the draft scores prioritizing pedestrian infrastructure improvements in Urbana. These initial scores were based on the following criteria:

1. CUUATS Sidewalk Network Inventory and Assessment

- Sidewalk Gap Analysis, Missing Sidewalk Connectivity Value
- Existing Sidewalk Compliance Score Range

2. Equity, measured by American Community Survey (ACS) 2012-2016 Census Block Group data

3. CUUATS Sidewalk Network Inventory and Assessment Priority Areas

4. Urbana Pedestrian Master Plan Spring 2017 Public Input

- Number of linear walking trips
- Number of negative point comments

5. Urbana Bicycle Master Plan and Urbana Park District Trails Plan 2016 Recommendations by Timeframe

6. Safe Routes to School surveys, negative spatial comments received since 2004

The number of supportive votes for a location received during this Fall 2018 public input period is the final criterion to be added to these draft scores to prioritize the final recommendations.

Participants were given four stickers per neighborhood to vote for where they wanted to prioritize pedestrian infrastructure improvements (see *Figure 5-9*, *Figure 5-10*, and *Figure 5-11*). If a sticker was placed on an intersection, a vote was counted for the intersection as well as all adjacent blocks. If a sticker was placed in the middle of a block, a vote was counted for both sides of the street. A location also received a vote if it was mentioned in a comment card response.

FIGURE 5-9 Infrastructure recommendations voting exercise

FIGURE 5-10 Infrastructure recommendations voting exercise

FIGURE 5-11 Infrastructure recommendations voting exercise

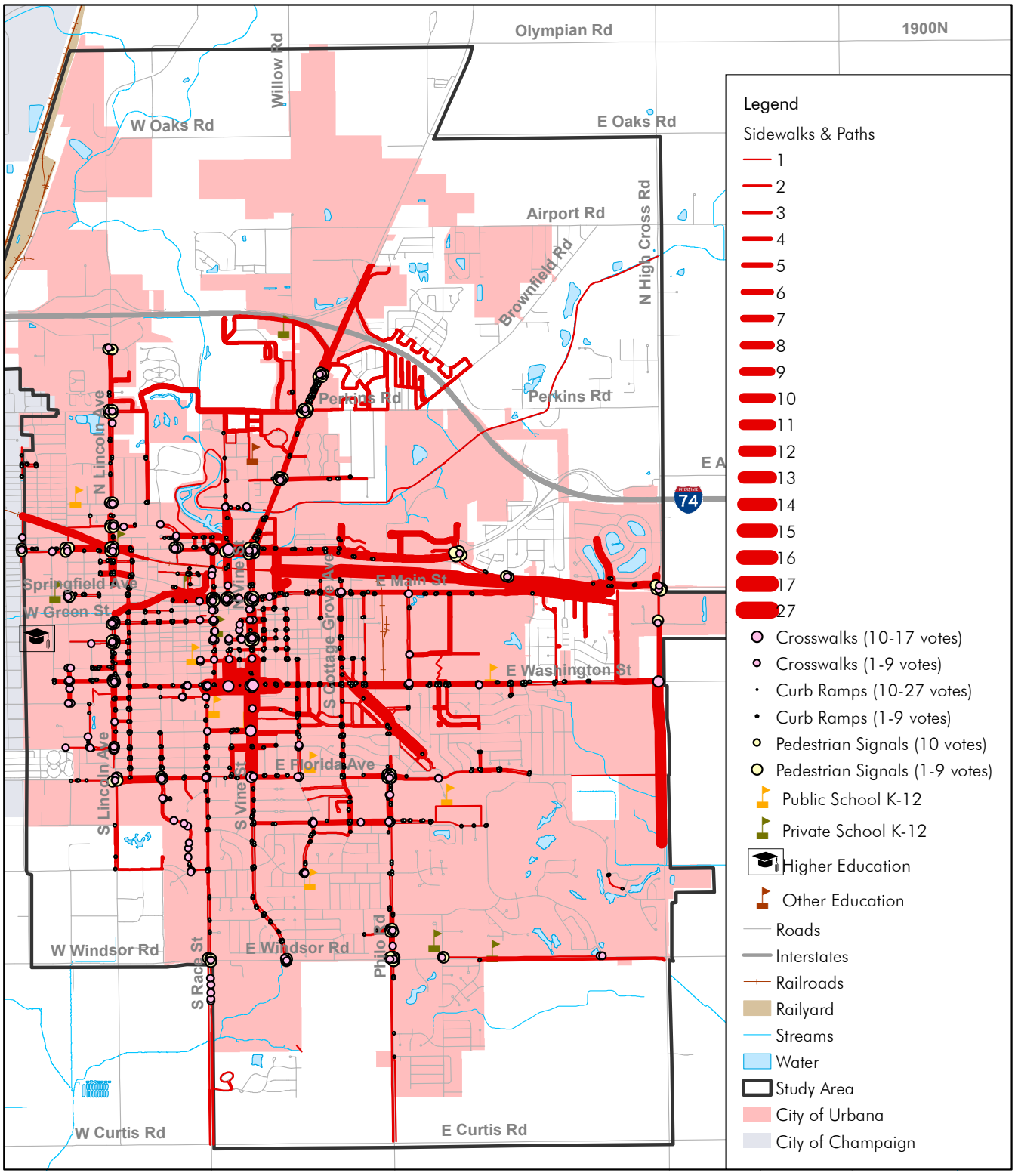
Map 5-34 shows the street segments and intersections in Urbana where people most want to see pedestrian infrastructure improvements. Participants voted for 406 street/trail segments and 83 intersections where they want to see improvements. Listed below are the segments and intersections with the most votes.

Top Segment Votes:

- South side of Washington Street between Broadway Avenue and Vine Street, 27 votes
- South side of Washington Street between Vine Street and Maple Street, 17 votes
- East side of Vine Street between Oregon Street and Fairlawn Drive, 16 votes
- North side of Washington Street between Walnut Street and Urbana Avenue, 16 votes
- Kickapoo Rail Trail corridor between Smith Road and Main Street, 15 votes
- West side of Vine Street between Washington Street and Michigan Avenue, 15 votes
- Kickapoo Rail Trail corridor between Maple Street and Smith Road, 14 votes
- West side of Vine Street between Nevada Street and Washington Street, 14 votes
- North side of Washington Street between Broadway Avenue and Walnut Street, 14 votes

Top Intersection Votes:

- Vine Street & Washington Street, 15 votes
- Washington Street & Broadway Avenue, 12 votes
- University Avenue & Main Street/Beringer Circle/Kickapoo Rail Trail, 8 votes
- University Avenue & Broadway Avenue, 7 votes
- Vine Street & Green Street, 7 votes
- Lincoln Avenue & University Avenue, 6 votes
- Cunningham Avenue & University Avenue, 5 votes
- Lincoln Avenue & Main Street, 5 votes
- Vine Street & Michigan Avenue, 5 votes



MAP 5-34 Locations of infrastructure improvement votes of Fall 2018 public input participants

Other Recommendations

Recommendations in eight other categories were presented at the public meeting and online. These categories are development, education, encouragement, enforcement, evaluation, maintenance, policy, and streetscape.

Participants were given 16 votes to prioritize what recommendations are most important to them and what they want to see implemented first (see *Figure 5-12*, *Figure 5-13*, and *Figure 5-14*). Listed below are the top voting results by category and overall. See Chapter 6 "Recommendations" for more information on each recommendation.

Top Votes by Category:

- Development: Walkable Land Uses
- Education: Property Owner Education
- Encouragement: Open Streets Initiative (car-free streets)
- Enforcement: No Cell Phones in School Zones
- Evaluation: Traffic Calming Policies and Programs
- Maintenance: Sidewalk Repair
- Policy: Lighting Ordinance Review
- Streetscape: Street Tree Installation

Top Votes Overall:

- Traffic Calming Policies and Programs, Evaluation category, 19 votes
- Walkable Land Uses, Development category, 16 votes
- Open Streets Initiative (car-free streets), Encouragement category, 11 votes
- Property Owner Education, Education category, 10 votes
- Lighting Ordinance Review, Policy category, 10 votes
- Pedestrian Crash Studies, Evaluation category, 8 votes
- Snow Removal Ordinance Review, Policy category, 8 votes
- Street Tree Installation, Streetscape category, 8 votes

FIGURE 5-12 Voting posters for other recommendations

FIGURE 5-13 Voting posters for other recommendations

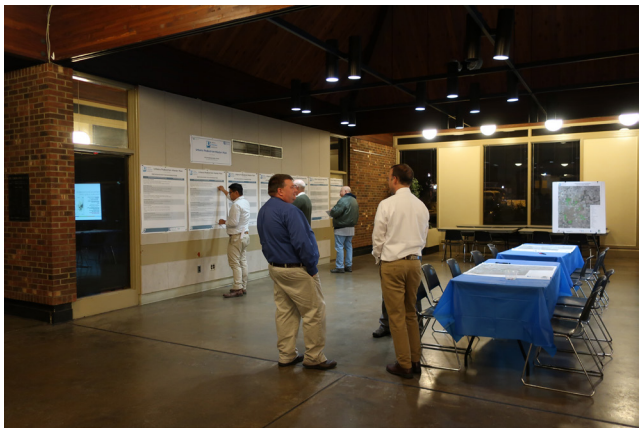


FIGURE 5-14 Voting posters for other recommendations

6 RECOMMENDATIONS

ENGINEERING

Infrastructure recommendations and prioritization have been developed for the following types of pedestrian improvements:

1. Sidewalk Beveling

2. Sidewalk Gaps

3. Trail (shared-use path) Projects

4. Curb Ramp Improvements

5. Crosswalk Improvements

6. Pedestrian Signal Improvements

Many of these recommendations focus on improving existing infrastructure since the need is great in Urbana. However, sidewalk gap projects, trail projects, and some crosswalk improvements recommend installing new infrastructure.

Engineering recommendations have also been developed in the following categories:

1. Brick Sidewalks

2. Development

3. Maintenance

4. Streetscape

FIGURE 6-1 Uneven sidewalk panels on Oregon Street in West Urbana

Prioritization Criteria

Each linear (e.g. block of sidewalk) and point (e.g. curb ramp, crosswalk, and pedestrian signal) pedestrian feature was scored to help determine what improvements should be made first. The prioritization scoring criteria was developed by CCRPC and the City of Urbana, and incorporates accessibility data, condition data, and public input. Scores were based on the following criteria:

1. CUUATS Sidewalk Network Inventory and Assessment

- Sidewalk Gap Analysis, Missing Sidewalk Connectivity Value
- Existing Sidewalk Compliance Score Range

2. Equity, measured by American Community Survey (ACS) 2012-2016 Census Block Group data

3. CUUATS Sidewalk Network Inventory and Assessment Priority Areas

4. Urbana Pedestrian Master Plan Spring 2017 Public Input

- Number of linear walking trips
- Number of negative point comments

5. Urbana Pedestrian Master Plan Fall 2018 Public Input

- Number of supportive votes

5. Urbana Bicycle Master Plan and Urbana Park District Trails Plan 2016 Recommendations by Timeframe

6. Safe Routes to School surveys, negative spatial comments received since 2004

More information about the prioritization criteria is available in *Appendix 6*.

Top Priority Recommendations

The facilties with the three highest priority scores in each of the study area's eight neighborhoods (see *Map 1-1*) were chosen as the top priority recommendations. *Map 6-35* through *Map 6-41* and *Table 1* through *Table 7* list the top priority recommendations. See "All Recommendations" below for information on all remaining recommendations.

Sidewalks

Sidewalk improvements are listed in three categories: sidewalk beveling, sidewalk gaps, and trail projects.

Sidewalk Beveling

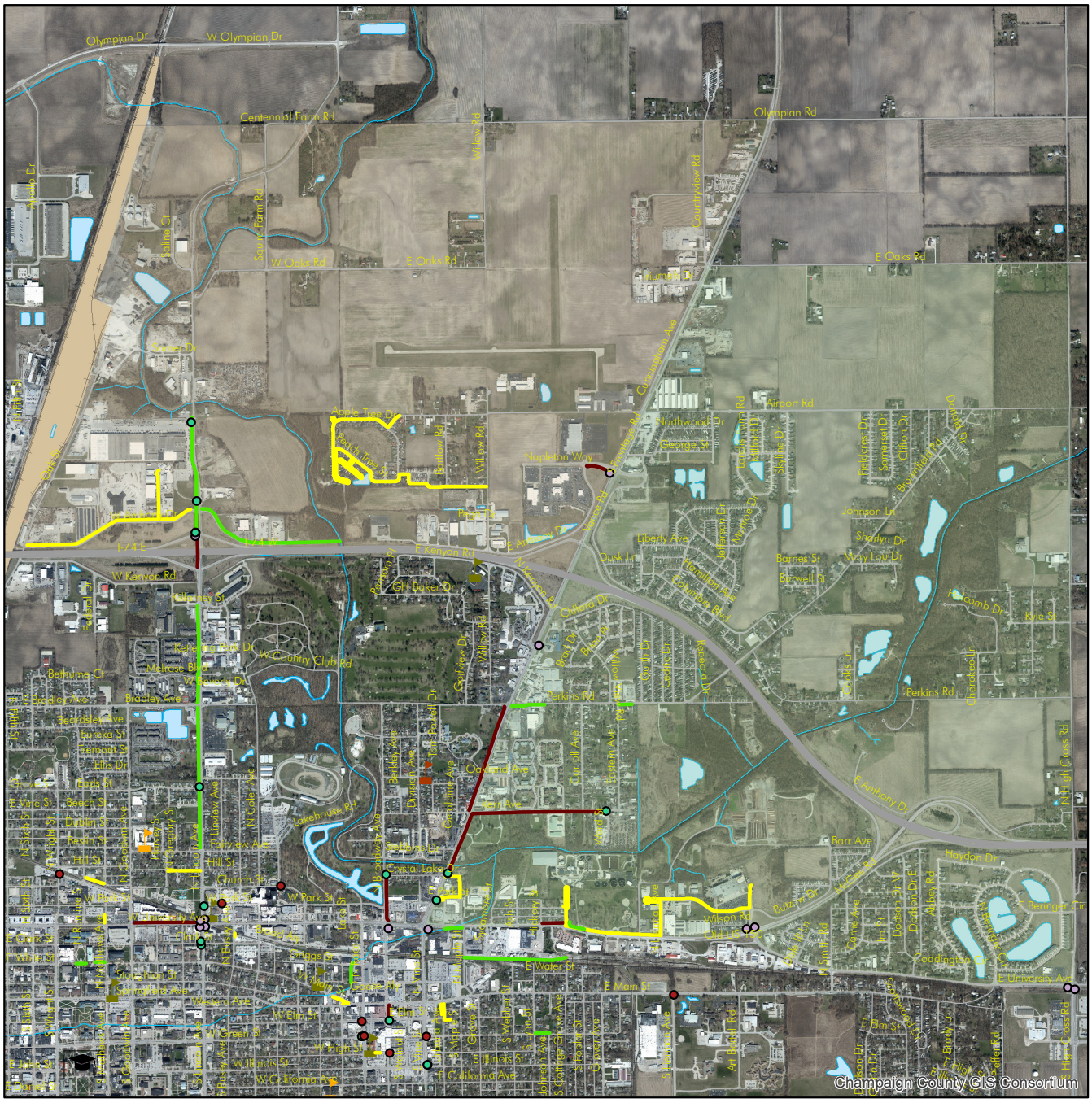
Sidewalk beveling projects consist of evening the surface of the sidewalk. Vertical faults are points where the surface of the sidewalk is uneven, usually due to heaving or settling of panels. In order to be ADA compliant, all vertical faults must be less than 1/2 inch. In addition, all faults between 1/4 inch and 1/2 inch must be beveled, or ground down to remove the fault, according to PROWAG. Larger vertical faults can create a tripping hazard and can impede mobility devices such as wheelchairs. In addition to the project location information in *Table 1* below, also listed are plan objectives that a project achieves.

FIGURE 6-2 Beveled sidewalk on Oregon Street in West Urbana

TABLE 1 Top Priority Recommendations: Sidewalk Beveling

ID	Street	From	To	Side of Road	Neighborhood	Related Objective(s)
1	E Washington St	S Vine St	S Maple St	South	Central Urbana	1.1
2	S Vine St	E Oregon St	E Washington St	East	Central Urbana	
3	S Vine St	E Michigan Ave	E Pennsylvania Ave	East	Central Urbana	1.1
4	N Broadway Ave	W University Ave	Crystal Lake Dr	East	Crystal Lake/ King Park	
5	W University Ave	N Lincoln Ave	N Goodwin Ave	North	Crystal Lake/ King Park	1.2
6	Cunningham Ave	Perkins Rd	Kerr Ave	West	Crystal Lake/ King Park	
7	E Washington St	S Lierman Ave	Lanore Dr	South	East Urbana	1.1
8	S Lierman Ave	E Washington St	Hunter St	West	East Urbana	1.1
9	E Washington St	S Lierman Ave	Philo Rd	South	East Urbana	

ID	Street	From	To	Side of Road	Neighborhood	Related Objective(s)
10	N Lincoln Ave	I74 W T N Lincoln Ave Ramp W	W Anthony Dr	West	North Urbana	
11	N Lincoln Ave	I74 W T N Lincoln Ave Ramp	I74 W T N Lincoln Ave Ramp W	West	North Urbana	
12	Napleton Way	E Anthony Dr	Cunningham Ave	South	North Urbana	
13	Kerr Ave	Ward St	Cunningham Ave	South	Northeast Urbana	1.1
14	E University Ave	Hickory St	N Cottage Grove Ave	North	Northeast Urbana	
15	Cunningham Ave	Crystal Lake Dr	Kerr Ave	East	Northeast Urbana	
16	Philo Rd	Silver St	E Mumford Dr	West	South Urbana	1.1 ; 2.1
17	Philo Rd	E Florida Ave	Colorado Ave	West	South Urbana	1.2 ; 2.1
18	Colorado Ave	Philo Rd	Alley W of Philo Rd	South	South Urbana	2.1
19	W Nevada St	S Gregory St	S Goodwin Ave	North	University District	
20	W Oregon St	S Gregory St	S Goodwin Ave	South	University District	
21	S Lincoln Ave	W Nevada St	W Iowa St	West	University District	1.2
22	Washington Street	Vine St	Broadway Ave	South	West & Downtown Urbana	
23	S Broadway Ave	E Elm St	W Main St	East	West & Downtown Urbana	
24	S Lincoln Ave	W Nevada St	W Iowa St	East	West & Downtown Urbana	1.2



N

0 0.25 0.5 Miles

Legend

Sidewalk Beveling Recommendations
- Top Priority

Sidewalk Gap Recommendations
- Top Priority

Trail Project Recommendations
- Top Priority

Crosswalk Recommendations
- Top Priority

Curb Ramp Recommendations
- Top Priority

Pedestrian Signal Recommendations
- Top Priority

- North Urbana
- Northeast Urbana
- Public School K-12
- Private School K-12
- Higher Education
- Other Education
- Roads
- Interstates
- Railroads
- Railyard
- Streams
- Water
- Study Area

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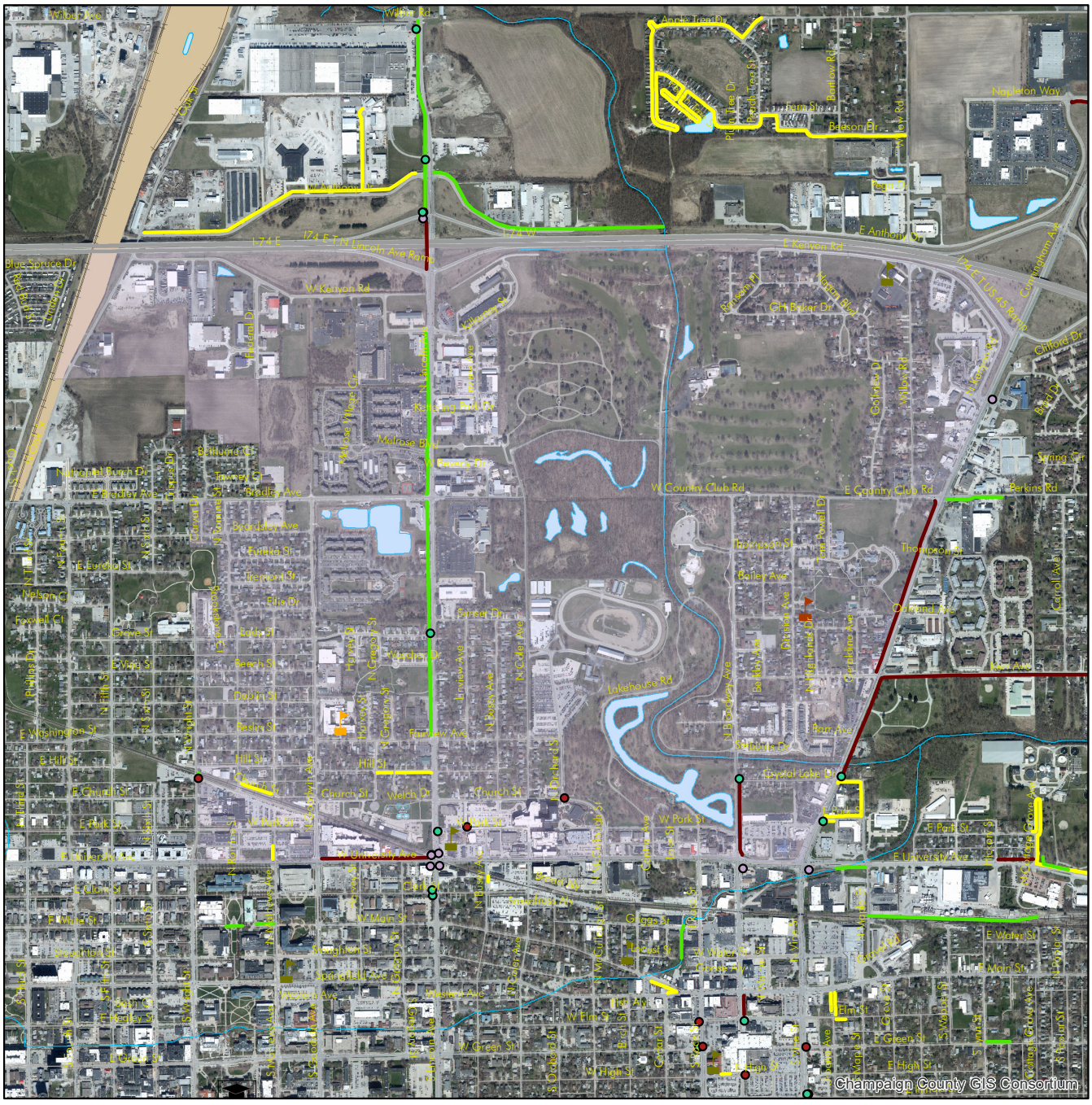
MAP 6-35 North & Northeast Urbana Top Priority Recommendations



N

0 0.15 0.3 Miles

Legend

Sidewalk Beveling Recommendations
- Top Priority

Sidewalk Gap Recommendations
- Top Priority

Trail Project Recommendations
- Top Priority

Crosswalk Recommendations
- Top Priority

Curb Ramp Recommendations
- Top Priority

Pedestrian Signal Recommendations
- Top Priority

Crystal Lake/King Park
Public School K-12
Private School K-12
Higher Education
Other Education

Roads
Interstates
Railroads
Railyard
Streams
Water

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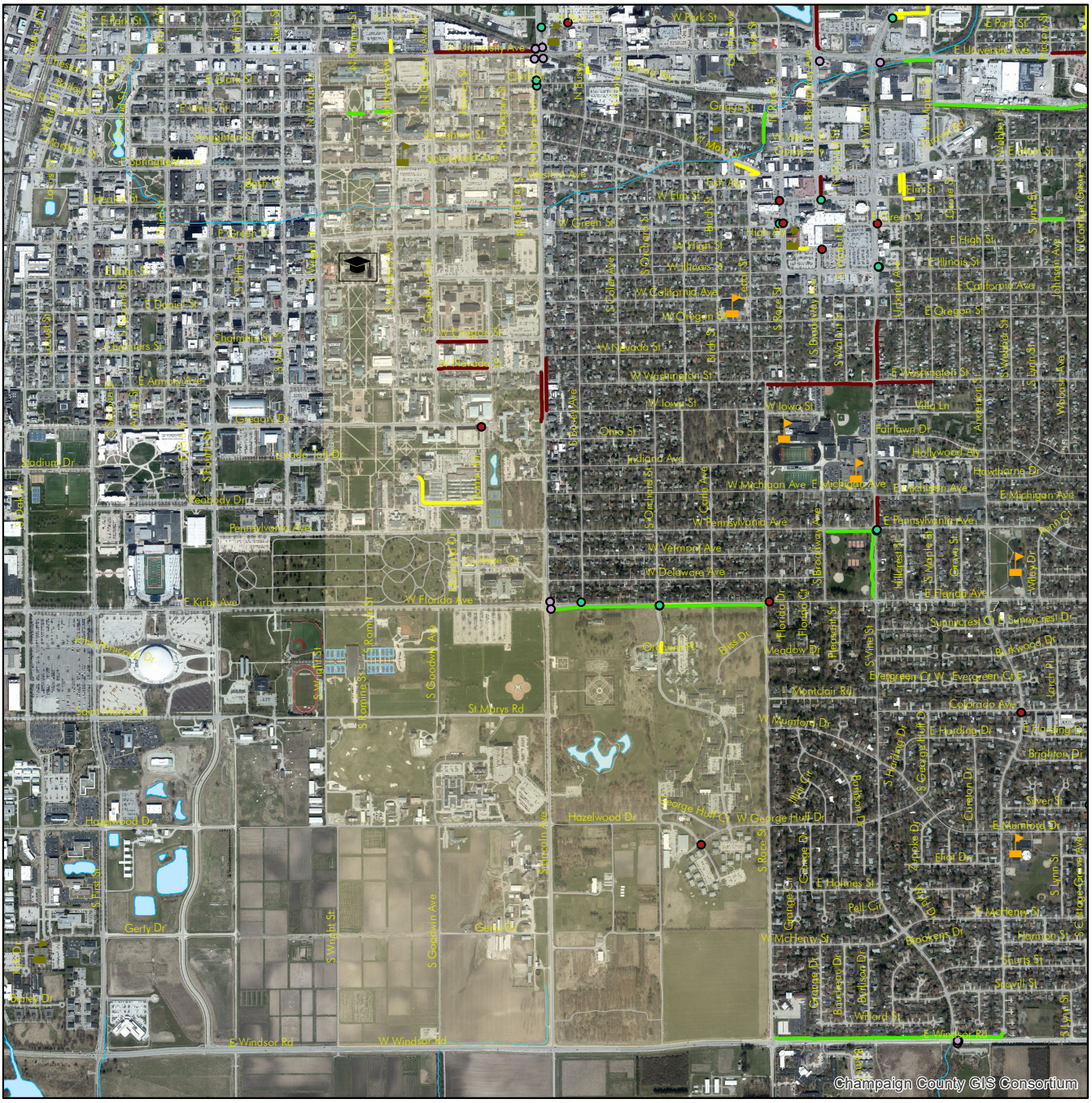
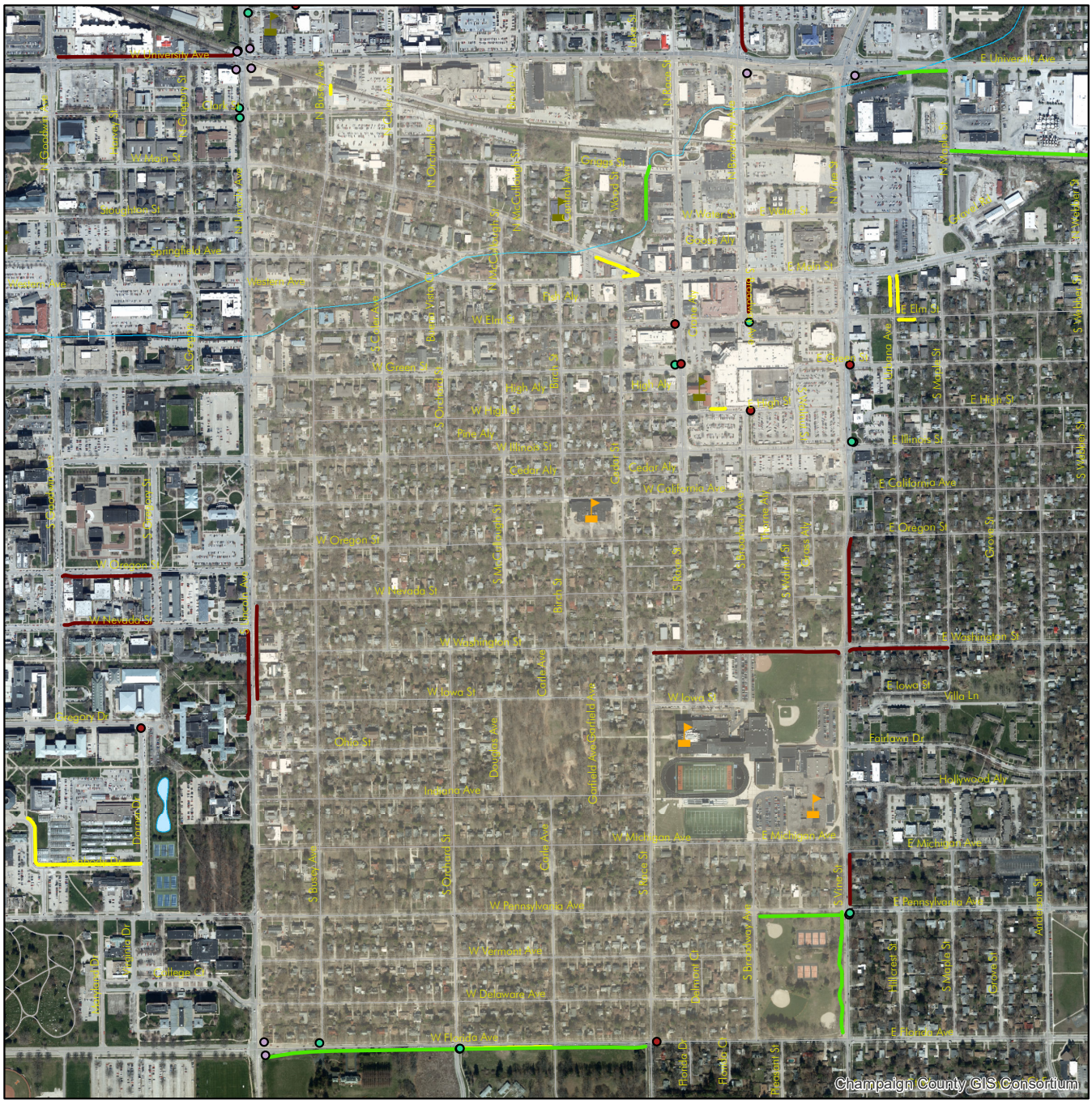
MAP 6-36 Crystal Lake & King Park Area Top Priority Recommendations



MAP 6-37 University District Top Priority Recommendations



N

0 0.075 0.15 Miles

Legend

Sidewalk Beveling Recommendations
- Top Priority

Sidewalk Gap Recommendations
- Top Priority

Trail Project Recommendations
- Top Priority

Crosswalk Recommendations
- Top Priority

Curb Ramp Recommendations
- Top Priority

Pedestrian Signal Recommendations
- Top Priority

- West & Downtown Urbana
- Public School K-12
- Private School K-12
- Roads
- Railroads
- Streams
- Water

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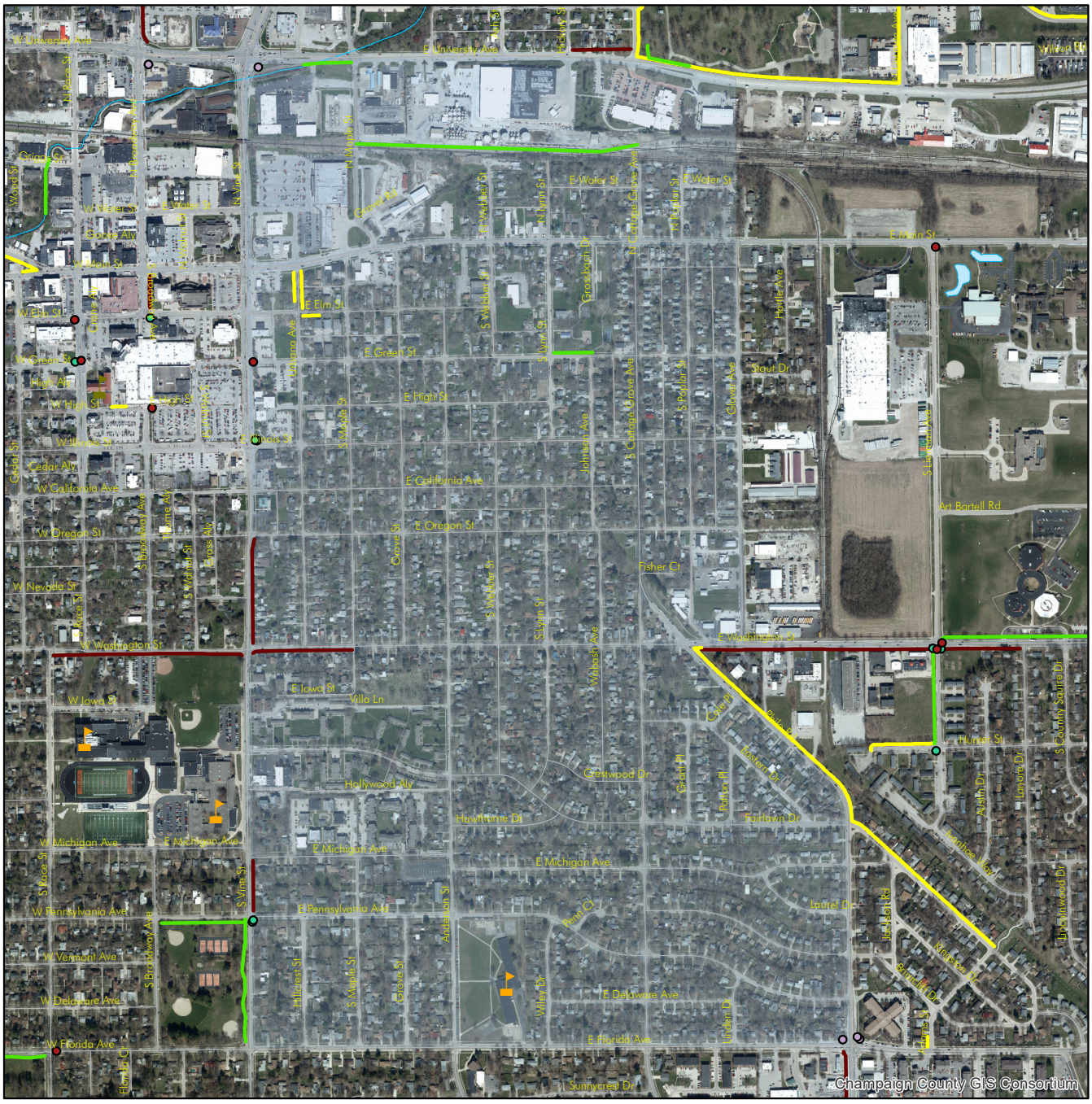
MAP 6-38 West & Downtown Urbana Top Priority Recommendations



N

0 0.075 0.15 Miles

Legend

Sidewalk Beveling Recommendations
- Top Priority

Sidewalk Gap Recommendations
- Top Priority

Trail Project Recommendations
- Top Priority

Crosswalk Recommendations
- Top Priority

Curb Ramp Recommendations
- Top Priority

Pedestrian Signal Recommendations
- Top Priority

- Central Urbana
- Public School K-12
- Private School K-12
- Roads
- Railroads
- Streams
- Water

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MAP 6-39 Central Urbana Top Priority Recommendations

N

0 0.125 0.25 Miles

Legend

Sidewalk Beveling Recommendations
- Top Priority

Sidewalk Gap Recommendations
- Top Priority

Trail Project Recommendations
- Top Priority

Crosswalk Recommendations
- Top Priority

Curb Ramp Recommendations
- Top Priority

Pedestrian Signal Recommendations
- Top Priority

- East Urbana
- Public School K-12
- Roads
- Interstates
- Railroads
- Streams
- Water

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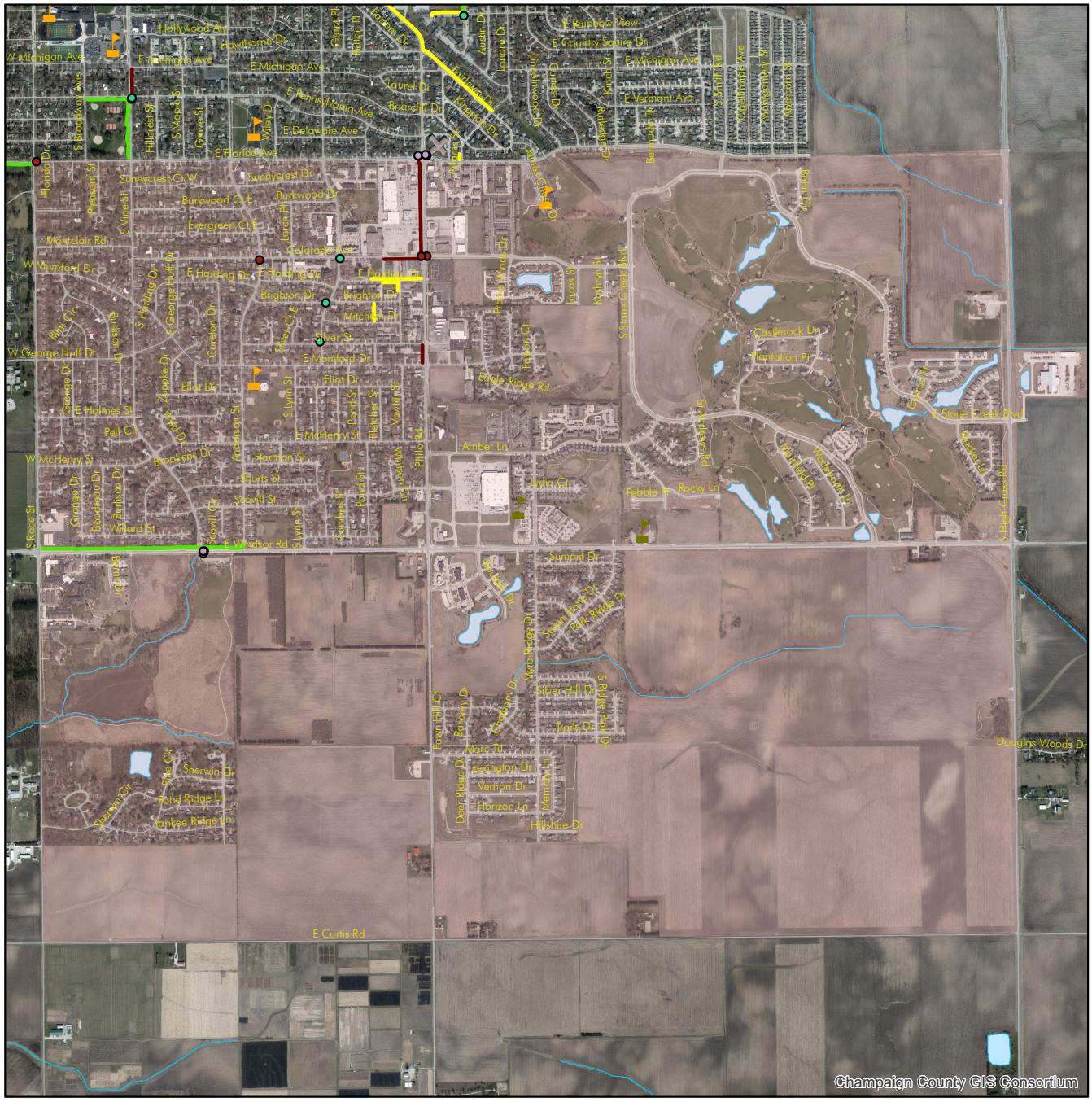
MAP 6-40 East Urbana Top Priority Recommendations



MAP 6-41 South Urbana Top Priority Recommendations

Sidewalk Gaps

Sidewalk gaps are segments between existing sidewalks where a sidewalk does not exist. These segments can range from less than a block to several blocks long. Missing sidewalks act as barriers to mobility, particularly for people with disabilities. In general, closing smaller sidewalk gaps have the greatest potential for increasing the connectivity of the sidewalk network, while longer sidewalk gaps require a greater investment. In addition to the project location information in *Table 2* below, also listed are plan objectives that a project achieves.

FIGURE 6-3 A man walks on Urbana Avenue south of Main Street where there are no sidewalks

TABLE 2 Top Priority Recommendations: Sidewalk Gaps

ID	Street	From	To	Side of Road	Neighborhood	Related Objective(s)
1	E Elm St	Urbana Ave	S Maple St	South	Central Urbana	1.3 ; 1.5
2	Urbana Ave	E Main St	E Elm St	West	Central Urbana	1.3 ; 1.5
3	Urbana Ave	E Main St	E Elm St	East	Central Urbana	1.3 ; 1.5
4	Hill St	Lincoln Ave	Harvey St	South	Crystal Lake/ King Park	1.3 ; 1.5
5	N Mathews Ave	W University Ave	W Park St	West	Crystal Lake/ King Park	1.3 ; 1.5
6	Church St	N Mathews Ave	N Romine St	North	Crystal Lake/ King Park	1.3 ; 1.5
7	Hunter St	W terminus	S Lierman Ave	North	East Urbana	1.3 ; 1.5
8	Adams St	Briarcliff Dr	E Florida Ave	West	East Urbana	1.3 ; 1.5
9	Philo Rd & Fairlawn Dr	W Washington St	Adams St	East, North	East Urbana	1.3 ; 1.5
10	Anthony Drive	W of Lincoln Ave	Oak St	North	North Urbana	1.3 ; 1.5
11	North Shore Drive	N terminus	Anthony Dr	West	North Urbana	1.3 ; 1.5
12	Apple Tree Dr	Airport & Apple Tree	Willow & Beason	Outer	North Urbana	1.3 ; 1.5
13	Cottage Grove, University, Lierman, Butzow	Park St	Guardian Dr	Outer/North	Northeast Urbana	1.3 ; 1.5
14	E Park St	Cunningham Ave	E of Cunningham Ave	South	Northeast Urbana	1.3 ; 1.5
15	E Park St, N Maple St, E Crystal Lake Dr	Cunningham Ave	Cunningham Ave	North, West, South	Northeast Urbana	1.3 ; 1.5

ID	Street	From	To	Side of Road	Neighborhood	Related Objective(s)
16	Bruce Dr	Brighton Dr	Mitchem Dr	West	South Urbana	1.3 ; 1.5
17	E Harding Dr, S Vawter St	W of Vawter St	S of Harding Dr	South, West	South Urbana	1.3 ; 1.5
18	E Harding Dr	Philo Rd	W of Vawter St	North	South Urbana	1.3 ; 1.5
19	S Orchard St	Orchard Pl	N of Orchard Pl	East	University District	1.3 ; 1.5
20	W Florida Ave	Carle Ave	S Orchard St	South	University District	1.3 ; 1.5
21	Peabody Dr, Goodwin Ave	Dorner Dr	ACES Library	North, East	University District	1.3 ; 1.5
22	N Busey Ave	Clark St	W University Ave	East	West & Downtown Urbana	1.3 ; 1.5
23	W Main St	Springfield Ave	Central Ave	South	West & Downtown Urbana	1.3 ; 1.5
24	W High St	S Broadway Ave	S Race St	North	West & Downtown Urbana	1.3 ; 1.5

Trail Projects

Trail projects consist of creating a shared-use path parallel to a roadway or at an off-street location. These projects require an existing sidewalk to be widened, or a new shared-use path to be constructed. The three recommendation types listed in *Table 3* below are: install a shared-use path, sidepath, or sidewalk; widen a sidewalk to a sidepath; and complete a study for shared-use path installation along the Kickapoo Rail Trail corridor. In addition to the project location and specific recommendation information in *Table 3* below, also listed are plan objectives that a project achieves.

FIGURE 6-4 A runner uses the south side of Florida Avenue west of Orchard Street where no pedestrian infrastructure exists

TABLE 3 Top Priority Recommendations: Trail Projects

ID	Street	From	To	Neighborhood	Related Objective(s)	Recommendation
1	Kickapoo Rail Trail Study Area	Cottage Grove Ave	Maple St	Central Urbana	2.3 ; 4.1	Study area for shared-use path installation
2	University Avenue south side	Maple St	Boneyard Creek	Central Urbana	4.1	Install sidepath
3	Green Street north side	Victory Park E Sidewalk	Lynn St	Central Urbana	4.1	Widen sidewalk to sidepath
4	Lincoln Avenue west side	Killarney St	Bradley Ave	Crystal Lake/ King Park	4.1	Widen sidewalk to sidepath
5	Lincoln Avenue west side	Bradley Ave	Fairview Ave	Crystal Lake/ King Park	4.1	Widen sidewalk to sidepath
6	Wright Street east side	Penn Central RR	Church St	Crystal Lake/ King Park	4.1	Widen sidewalk to sidepath
7	Lierman Avenue west side	Washington St	Quick Stop 66 property line	East Urbana	4.1	Widen sidewalk to sidepath
8	Lierman Avenue west side	Quick Stop 66 property line	Lierman Ave	East Urbana	4.1	Widen sidewalk to sidepath
9	Washington Street north side	Dodson Dr	Lierman Ave	East Urbana	4.1	Widen sidewalk to sidepath
10	Lincoln Avenue west side	Anthony Dr	Lincoln Ave to I-74 WB ramp	North Urbana	4.1	Widen sidewalk to sidepath
11	Lincoln Avenue west side	Wilbur Rd	Anthony Dr	North Urbana	4.1	Widen sidewalk to sidepath
12	Anthony Drive north side	Saline Branch	Lincoln Ave	North Urbana	4.1	Install sidepath

ID	Street	From	To	Neighborhood	Related Objective(s)	Recommendation
13	Perkins Road south side	E of Eastern Ave	Eastern Ave	Northeast Urbana	4.1	Widen sidewalk to sidepath
14	AMBUCS Park South Trail	AMBUCS Park Southwest Trail	University Ave	Northeast Urbana	4.1	Install sidepath
15	Perkins Road south side	E of Cunningham Ave	Cunningham Ave	Northeast Urbana	4.1	Widen sidewalk to sidepath
16	University Avenue north side	High Cross Rd sidewalk	High Cross Rd intersection	Northeast Urbana	1.5, 1.6, 4.1	Install sidepath
17	Windsor Road north side	Anderson St extended	Vine St	South Urbana	4.1	Widen sidewalk to sidepath
18	Anderson Street extended west side	Anderson St S terminus	Windsor Rd	South Urbana	4.1	Widen sidewalk to sidepath
19	Windsor Road north side	Vine St	Race St	South Urbana	4.1	Widen sidewalk to sidepath
20	Florida Avenue south side	Race St	Lincoln Ave	University District	4.1	Install sidepath
21	Main Street north side	Mathews Ave	W terminus	University District	4.1	Widen sidewalk to sidepath
22	Main Street extended	Oval Allee E sidewalk	Oval Allee W sidewalk	University District	4.1	Widen sidewalk to shared-use path
23	Vine Street west side	Pennsylvania Ave	Florida Ave	West & Downtown Urbana	4.1	Widen sidewalk to sidepath
24	Pennsylvania Avenue south side	Vine St	Broadway Ave	West & Downtown Urbana	4.1	Install sidepath
25	Boneyard Creek	Griggs St	Locust St	West & Downtown Urbana	4.1	Install shared-use path

Curb Ramps

Table 4 lists the top priority locations to improve the compliance and condition of existing curb ramps, as well as the plan objectives that a project achieves. In addition to these projects, "Curb Ramps" in Chapter 4 states that 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. This includes sidewalk gap and trail projects that intersect with a street corner. Curb ramps are also required to be brought up to the most updated standards during roadway reconstruction projects.

FIGURE 6-5 Curb ramp at the northeast corner of Crystal Lake Drive and Broadway Avenue

TABLE 4 Top Priority Recommendations: Curb Ramp Improvements

ID	Street 1	Street 2	Corner	Neighborhood	Related Objective(s)
1	E Illinois St	S Vine St	NE	Central Urbana	
2	S Vine St	E Pennsylvania Ave	SE	Central Urbana	
3	E Pennsylvania Ave	S Vine St	SE	Central Urbana	
4	Crystal Lake Dr	N Broadway Ave	NE	Crystal Lake/King Park	
5	W Park St	N Lincoln Ave	SE	Crystal Lake/King Park	
6	Eads St	N Lincoln Ave	NW	Crystal Lake/King Park	
7	S Lierman Ave	E Washington St	SW	East Urbana	
8	S Lierman Ave	E Washington St	SE	East Urbana	
9	S Lierman Ave	Hunter St	SW	East Urbana	
10	I74 W T N Lincoln Ave Ramp W	N Lincoln Ave	NW	North Urbana	
11	N Lincoln Ave	Supervalu entrance	NW	North Urbana	
12	N Lincoln Ave	Driveway N of Lincoln Ave	SW	North Urbana	
13	Cunningham Ave	Crystal Lake Dr	NE	Northeast Urbana	
14	E Park St	Cunningham Ave	SE	Northeast Urbana	
15	Kerr Ave	Ward St	SW	Northeast Urbana	1.1
16	Colorado Ave	S Cottage Grove Ave	SE	South Urbana	2.1
17	S Cottage Grove Ave	Brighton Dr	NW	South Urbana	2.1
18	S Cottage Grove Ave	Silver St	NW	South Urbana	

ID	Street 1	Street 2	Corner	Neighborhood	Related Objective(s)
19	S Orchard St	W Florida Ave	SE	University District	
20	Clark St	N Lincoln Ave	NW	University District	
21	Clark St	N Lincoln Ave	SW	University District	
22	W Green St	S Race St	NW	West & Downtown Urbana	1.1
23	S Busey Ave	W Florida Ave	NW	West & Downtown Urbana	
24	E Elm St	S Broadway Ave	SE	West & Downtown Urbana	1.1

Crosswalks

Compliance & Condition Improvements

Table 5 lists the top priority locations to improve the compliance and condition of existing marked crosswalks, as well as the plan objectives that a project achieves. There is only one non-compliant crosswalk in Central Urbana, and there are zero non-compliant crosswalks in North and Northeast Urbana.

FIGURE 6-6 Crosswalk at the north leg of Green and Race Streets

TABLE 5 Top Priority Recommendations: Crosswalk Compliance & Condition Improvements

ID	Street 1	Street 2	Leg	Neighborhood	Related Objective(s)
1	E Green St	S Vine St	East	Central Urbana	2.1 ; 3.3 ; 3.4
2	Church St	N Wright St	East	Crystal Lake/King Park	3.3
3	W Park St	Carle driveway W of Busey Ave	North	Crystal Lake/King Park	3.3
4	Church St	Orchard St	East	Crystal Lake/King Park	3.3 ; 3.4
5	S Lierman Ave	E Washington St	South	East Urbana	3.3 ; 3.4
6	E Washington St	S Lierman Ave	East	East Urbana	3.3 ; 3.4
7	S Lierman Ave	E Main St	South	East Urbana	3.4
8	Colorado Ave	Philo Rd	East	South Urbana	2.1 ; 3.2 ; 3.3 ; 3.4
9	Colorado Ave	Philo Rd	West	South Urbana	2.1 ; 3.2 ; 3.3 ; 3.4
10	Anderson St	Colorado Ave	South	South Urbana	3.3 ; 3.4
11	W Florida Ave	S Race St	East	University District	3.4
12	Dorner Dr	Gregory Dr	South	University District	3.3 ; 3.4
13	Hazelwood Dr	W George Huff Dr	South	University District	
14	S Race St	W Green St	North	West & Downtown Urbana	2.1 ; 3.3 ; 3.4
15	W Elm St	S Race St	West	West & Downtown Urbana	3.2 ; 3.3 ; 3.4
16	E High St	W High St	East	West & Downtown Urbana	2.1 ; 3.3

Crossing Enhancements

Public input received in *Appendix 4* and *Appendix 5* list several locations where people have difficulty crossing streets. Page 70 of *Appendix 4* lists four intersections where people stated that it usually takes 3 minutes or longer before they can cross. These intersections are listed in *Table 6*, as well as the plan objectives that a project achieves. All of these intersections currently have a marked crosswalk on at least one leg of each intersection. Two additional locations are included in this list based on public comments received in July 2020. However, the City of Urbana should use Chapter 3 of the Champaign-Urbana Pedestrian Crossing Enhancement Guidelines to determine any additional pedestrian crossing enhancement features that should be installed at these locations.

TABLE 6 Top Priority Recommendations: Crossing Enhancement Analysis

ID	Street 1	Street 2	Related Objective(s)
1	Broadway Ave	University Ave	1.6, 3.2
2	Lincoln Ave	Indiana Ave	1.6
3	Lincoln Ave	Pennsylvania Ave	1.6, 3.2
4	Vine St	Florida Ave	1.6
5	Lincoln Ave	One North apartments	3.4
6	Lincoln Ave	One South apartments	3.4

FIGURE 6-7 A pedestrian in a wheelchair crosses University Avenue at Broadway Avenue

FIGURE 6-8 Pedestrians wait to cross Lincoln Avenue at Pennsylvania Avenue

FIGURE 6-9 Pedestrians cross Vine Street at Florida Avenue

Pedestrian Signals

Table 7 lists the top priority locations to improve the compliance and condition of existing pedestrian signals, as well as the plan objectives that a project achieves.

FIGURE 6-10 Pedestrian signal at the southeast corner of Broadway Avenue & University Avenue

TABLE 7 Top Priority Recommendations: Pedestrian Signal Improvements

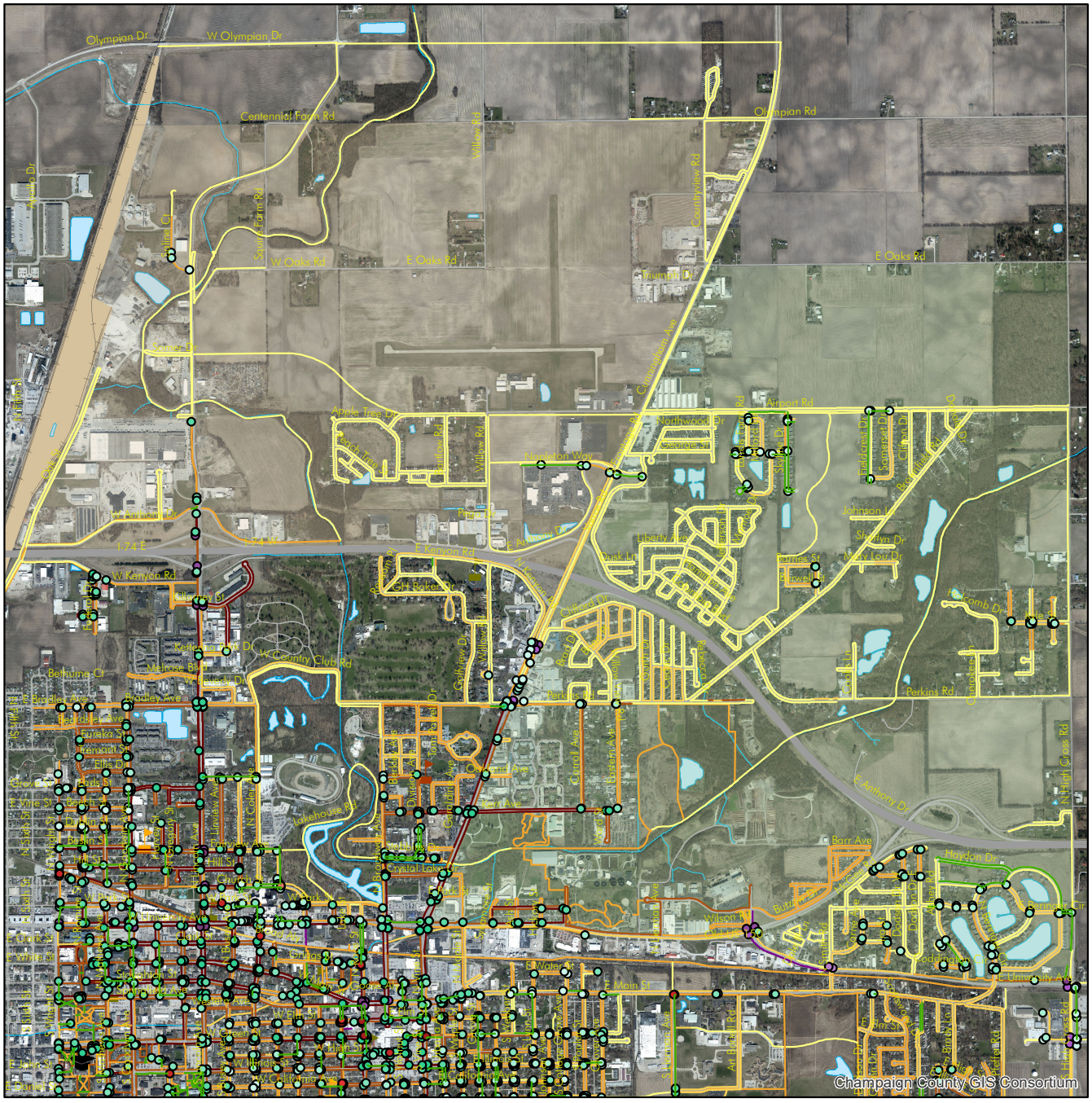
6ID	Street 1	Street 2	Corner	Neighborhood	Related Objective(s)
1	E Illinois St	S Vine St	NE	Central Urbana	3.2 ; 3.3 ; 3.4
2	E Florida Ave	Philo Rd	NW	Central Urbana	2.1 ; 3.2 ; 3.3 ; 3.4
3	E University Ave	N Vine St	SE	Central Urbana	
4	N Lincoln Ave	W University Ave	NE	Crystal Lake/King Park	
5	N Lincoln Ave	W University Ave	NW	Crystal Lake/King Park	
6	N Lincoln Ave	W University Ave	NW	Crystal Lake/King Park	
7	E Florida Ave	Philo Rd	NE	East Urbana	2.1 ; 3.2 ; 3.3 ; 3.4
8	Philo Rd	E Florida Ave	NE	East Urbana	2.1 ; 3.2 ; 3.3 ; 3.4
9	E University Ave	S High Cross Rd	SW	East Urbana	
10	S High Cross Rd	E University Ave	SE	East Urbana	
11	I74 W T N Lincoln Ave Ramp W	N Lincoln Ave	NW	North Urbana	
12	I74 W T N Lincoln Ave Ramp W	N Lincoln Ave	SW	North Urbana	
13	Cunningham Ave	Napleton Way	SW	North Urbana	
14	E University Ave	Guardian Dr	NE	Northeast Urbana	
15	E University Ave	Guardian Dr	NW	Northeast Urbana	
16	S Frontage Rd	Cunningham Ave	NE	Northeast Urbana	
17	E University Ave	N High Cross Rd	NW	Northeast Urbana	1.5, 1.6, 4.1
18	E Windsor Rd	S Vine St	SE	South Urbana	3.2 ; 3.3 ; 3.4
19	E Windsor Rd	S Vine St	Median	South Urbana	3.2 ; 3.3 ; 3.4
20	E Windsor Rd	S Vine St	Median	South Urbana	3.2 ; 3.3 ; 3.4
21	S Orchard St	W Florida Ave	SE	University District	

6ID	Street 1	Street 2	Corner	Neighborhood	Related Objective(s)
22	W Florida Ave	S Lincoln Ave	SE	University District	
23	N Lincoln Ave	W University Ave	SW	University District	
24	N Lincoln Ave	W University Ave	SE	West & Downtown Urbana	
25	W Florida Ave	S Lincoln Ave	NE	West & Downtown Urbana	
26	N Broadway Ave	E University Ave	SE	West & Downtown Urbana	

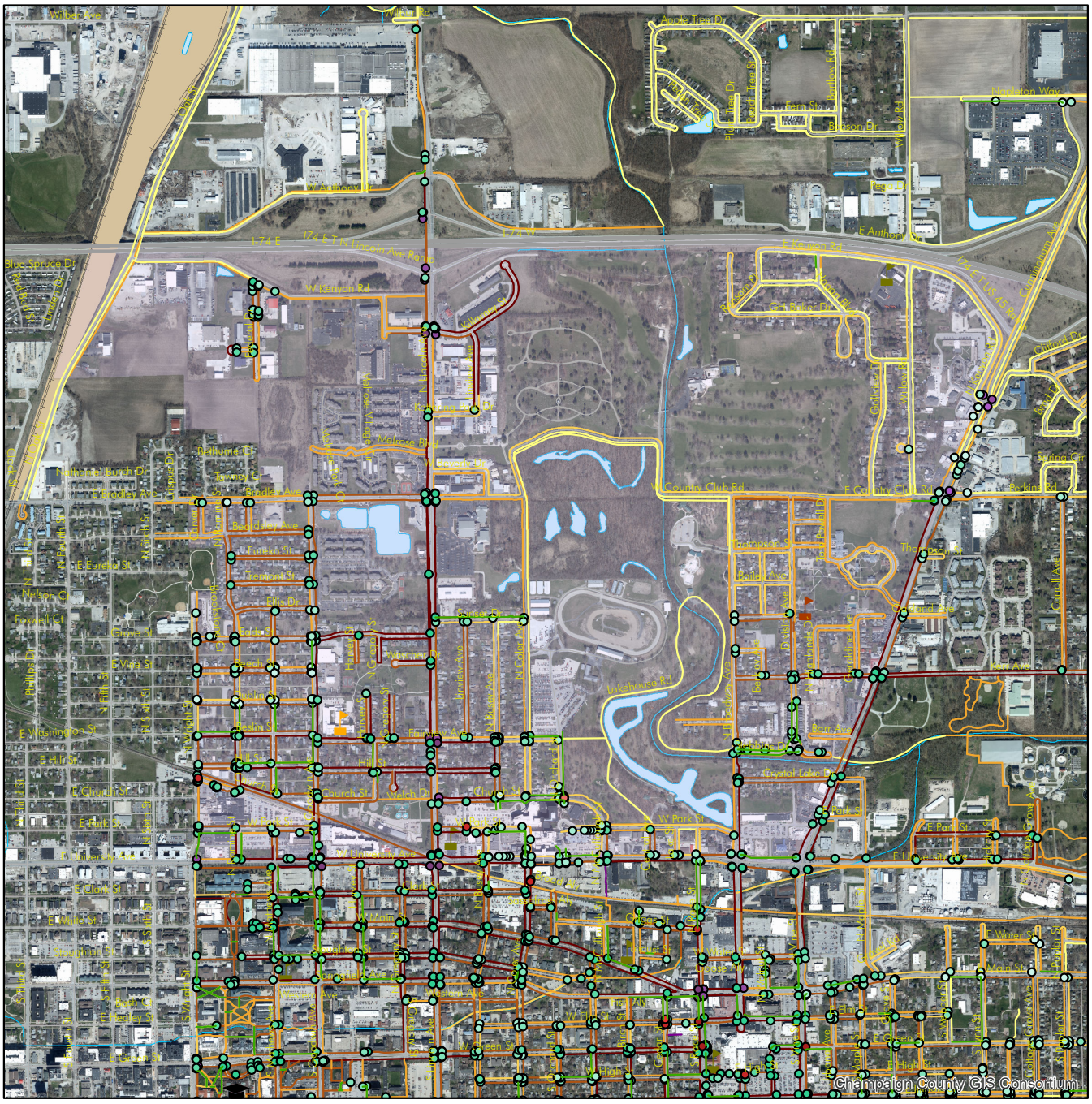
All Recommendations

All pedestrian infrastructure features that have a Condition and/or Compliance score of 90 and under are recommended for improvement in this plan. These condition and compliance scores come from the CUUATS Sidewalk Inventory and Assessment.

All pedestrian improvement recommendations are shown on *Map 6-42* through *Map 6-48*. Priorities were broken into five categories for each feature type. The full list of locations and improvements is listed in *Appendix 7*.



MAP 6-42 North and Northeast Urbana Recommendations



N

0 0.15 0.3 Miles

CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

Legend

Compliant Walking Paths

Crosswalk Recommendations
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

Curb Ramp Recommendations
- Lowest Priority
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

Pedestrian Signal Recommendations
- Lowest Priority
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

Sidewalk & Shared-Use Path Recommendations
- Lowest Priority
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

Crystal Lake/King Park

Public School K-12

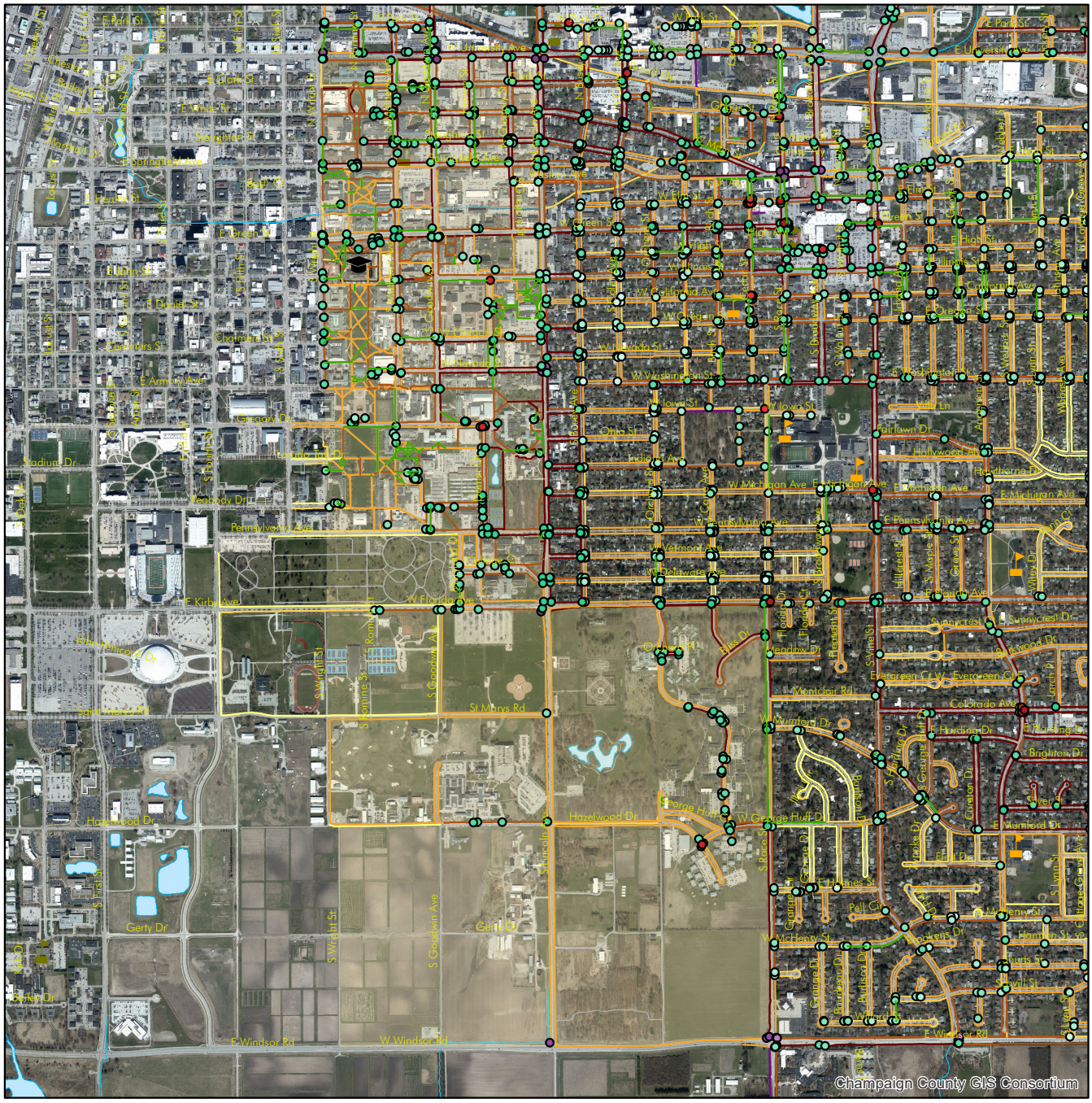
Private School K-12

Higher Education

Other Education

Roads
Interstates
Railroads
Railyard
Streams
Water

MAP 6-43 Crystal Lake & King Park Area Recommendations



N

0 0.15 0.3 Miles

CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

Legend

Compliant Walking Paths

Crosswalk Recommendations
- Medium Priority
- High Priority
- Highest Priority

Curb Ramp Recommendations
- Lowest Priority
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

Pedestrian Signal Recommendations
- Lowest Priority
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

Sidewalk & Shared-Use Path Recommendations
- Lowest Priority
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

University District

Public School K-12

Private School K-12

Higher Education

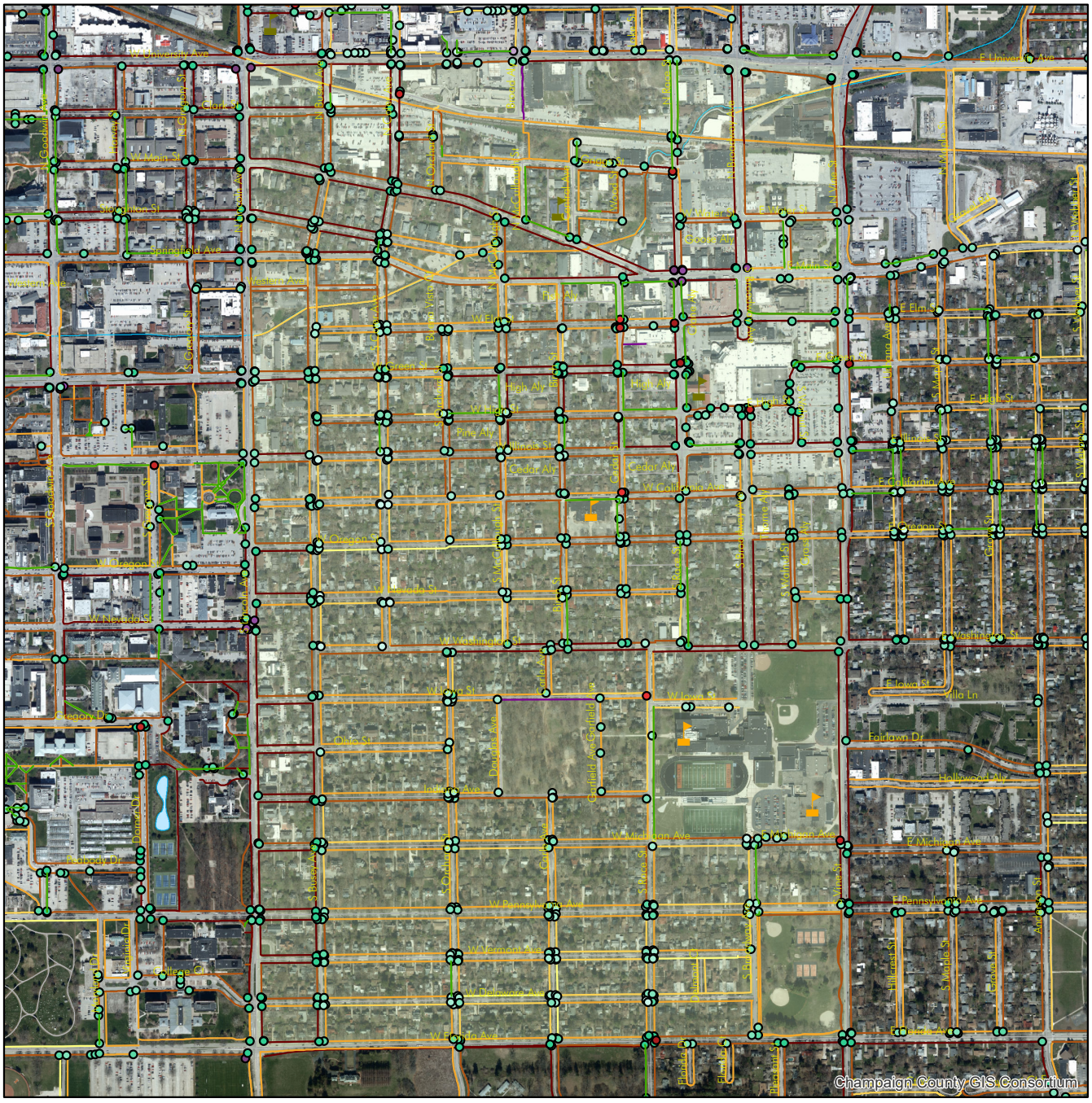
Roads

Railroads

Streams

Water

MAP 6-44 University District Recommendations



N

0 0.075 0.15 Miles

CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

Legend

Compliant Walking Paths

Crosswalk Recommendations
- Medium Priority
- High Priority
- Highest Priority

Curb Ramp Recommendations
- Lowest Priority
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

Pedestrian Signal Recommendations
- Lowest Priority
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

Sidewalk & Shared-Use Path Recommendations
- Lowest Priority
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

West & Downtown Urbana

Public School K-12

Private School K-12

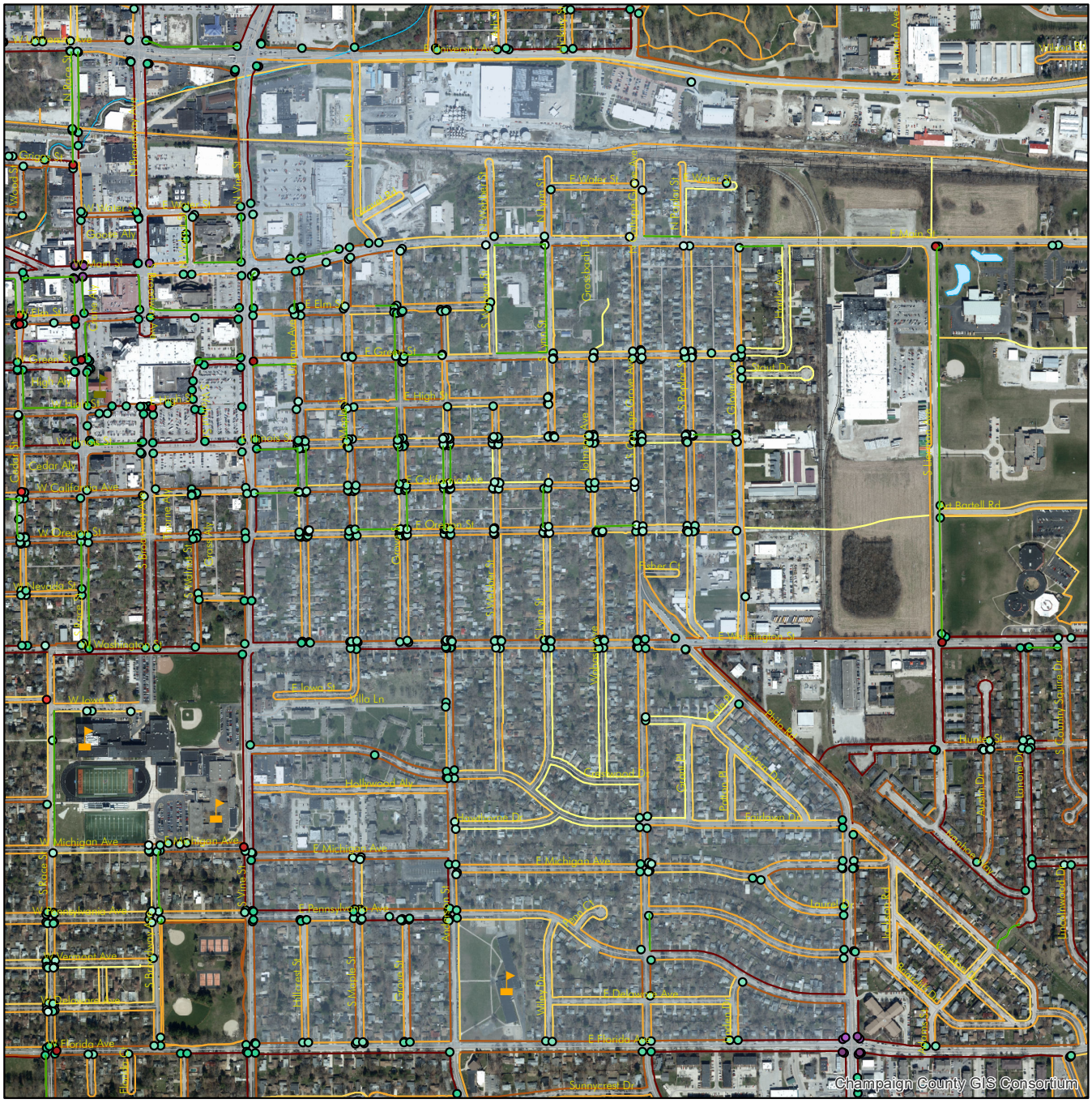
Roads

Railroads

Streams

Water

MAP 6-45 West & Downtown Urbana Recommendations



N

0 0.075 0.15 Miles

Legend

Compliant Walking Paths

Crosswalk Recommendations
- Medium Priority
- High Priority
- Highest Priority

Curb Ramp Recommendations
- Lowest Priority
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

Pedestrian Signal Recommendations
- Medium Priority
- High Priority
- Highest Priority

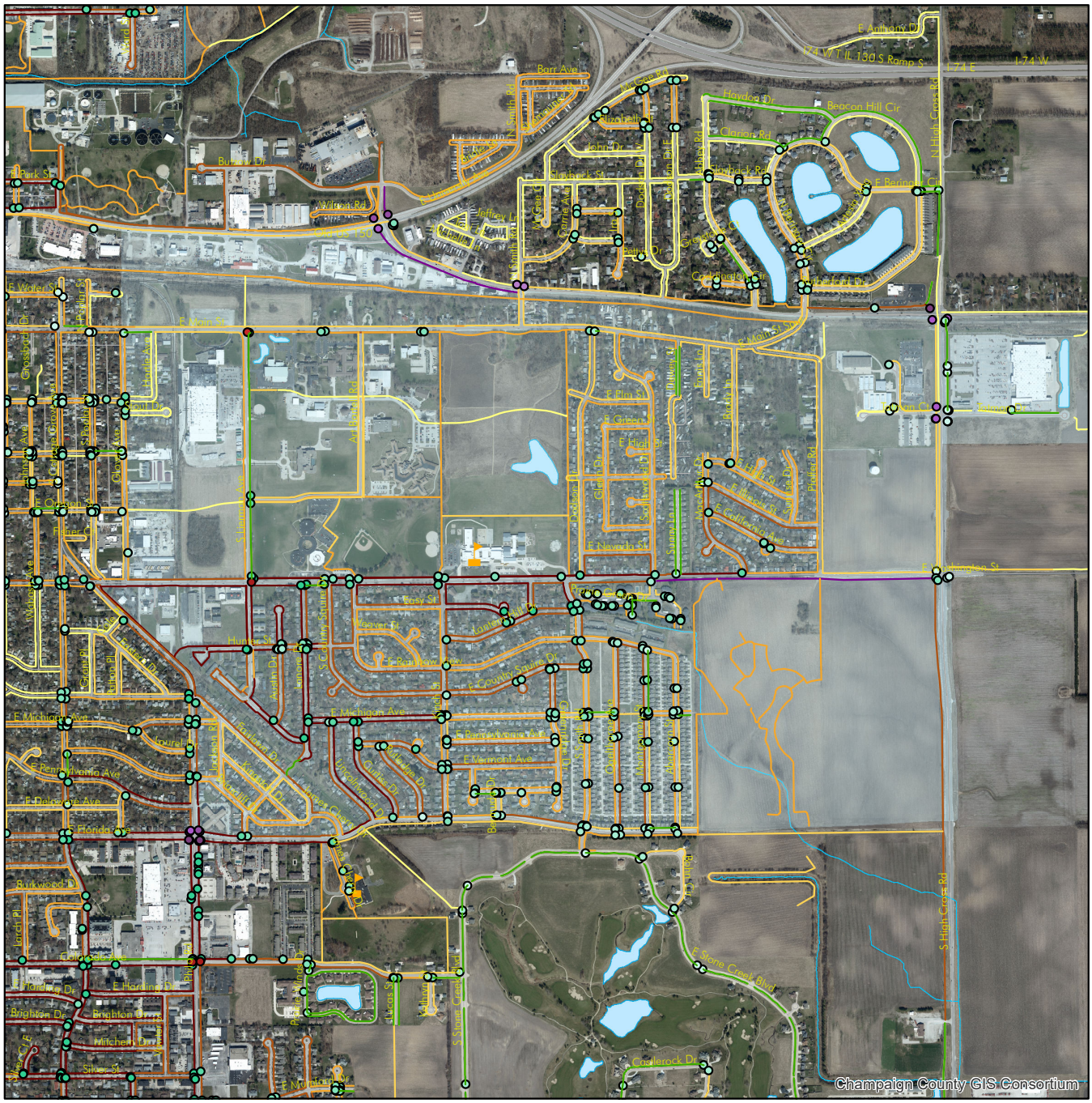
Sidewalk & Shared-Use Path Recommendations
- Lowest Priority
- Low Priority
- Medium Priority
- High Priority
- Highest Priority

- Central Urbana
- Public School K-12
- Private School K-12
- Roads
- Railroads
- Streams
- Water

CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

MAP 6-46 Central Urbana Recommendations



N

0 0.125 0.25 Miles

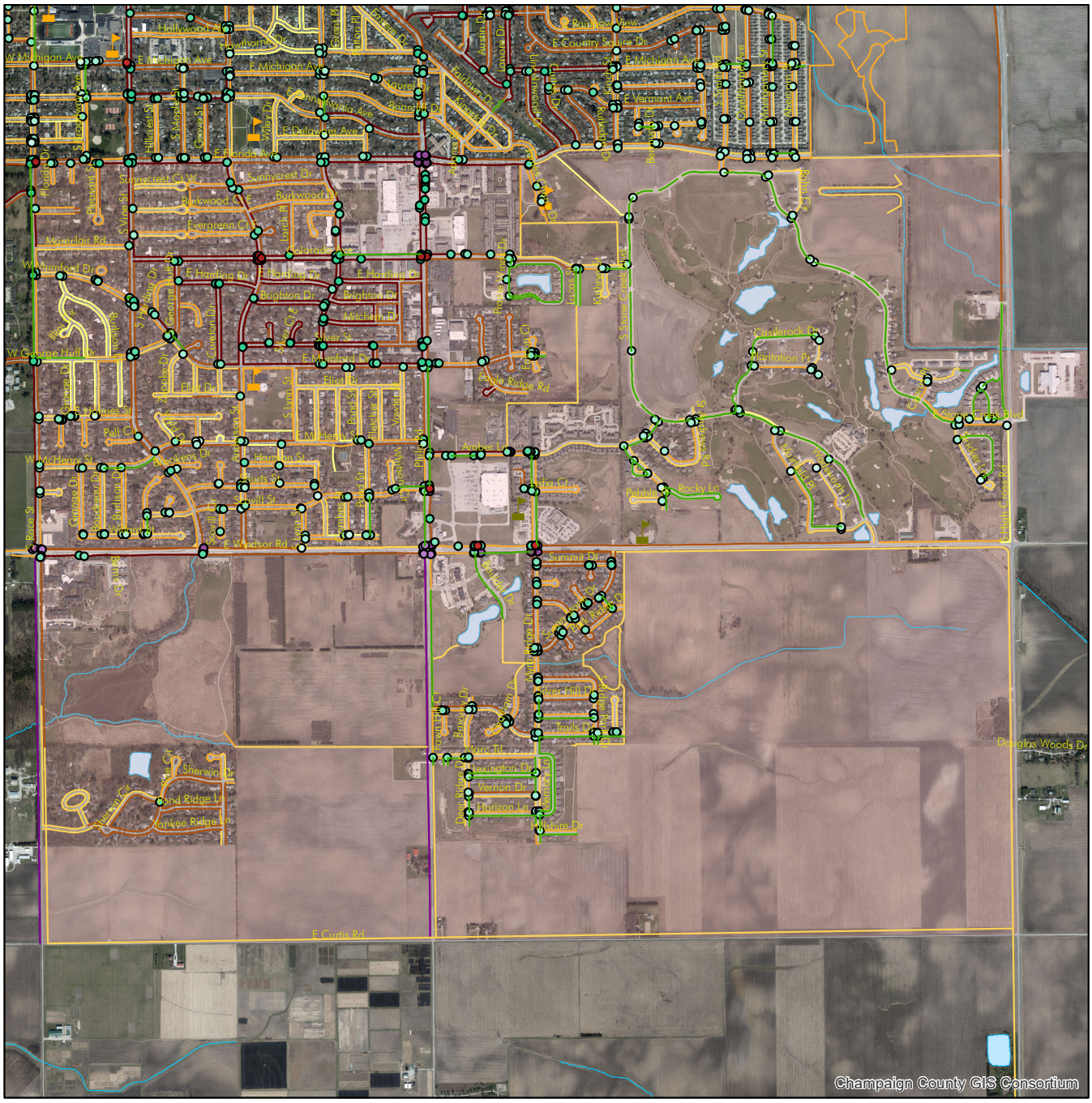
CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

Legend

- Compliant Walking Paths
- Crosswalk Recommendations
  - High Priority
  - Highest Priority
- Curb Ramp Recommendations
  - Lowest Priority
  - Low Priority
  - Medium Priority
  - High Priority
  - Highest Priority
- Pedestrian Signal Recommendations
  - Low Priority
  - Medium Priority
  - High Priority
  - Highest Priority
- Sidewalk & Shared-Use Path Recommendations
  - Lowest Priority
  - Low Priority
  - Medium Priority
  - High Priority
  - Highest Priority
- East Urbana
- Public School K-12
- Roads
- Interstates
- Railroads
- Streams
- Water

MAP 6-47 East Urbana Recommendations



CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

MAP 6-48 South Urbana Recommendations

Brick Sidewalks

There is significant interest in Urbana concerning brick sidewalks. Some people have expressed concerns that inadequate maintenance, encroaching grass and weeds, and up-heaved bricks are hazardous to people walking and people in wheelchairs. Others have indicated that brick sidewalks contribute to the historic character of Urbana's older neighborhoods and should be retained and preserved. The City of Urbana should consider making changes to the brick sidewalk reconstruction policy[1] to help address concerns about brick sidewalk maintenance and preservation.

Any changes to the brick sidewalk policy would need to be considered by City Council, staff, and residents, and a new ordinance would need to be adopted for changes to take effect. The process to consider changing the policy[2] must include extensive public input, including discussion at the Historic Preservation Commission (HPC) and the Bicycle and Pedestrian Advisory Commission (BPAC).

Map 6-49 includes a map and information from the City of Urbana Capital Improvement Plan about the City's Brick Sidewalk Program.[3]

1 City Code (Sec. 20-504).

2 Ordinance 2002-02-014, as amended.

3 The Brick Sidewalk Program was adopted by City Council in 2002 (Ordinance 2002-07-049) and is part of City Code (Sec. 20-504).

FIGURE 6-11 Brick sidewalk upheaved by tree roots on Elm Street in Historic East Urbana

FIGURE 6-12 Brick sidewalk closed for repair on Maple Street in Historic East Urbana

FIGURE 6-13 Brick sidewalk overgrown with grass on Birch Street in West Urbana

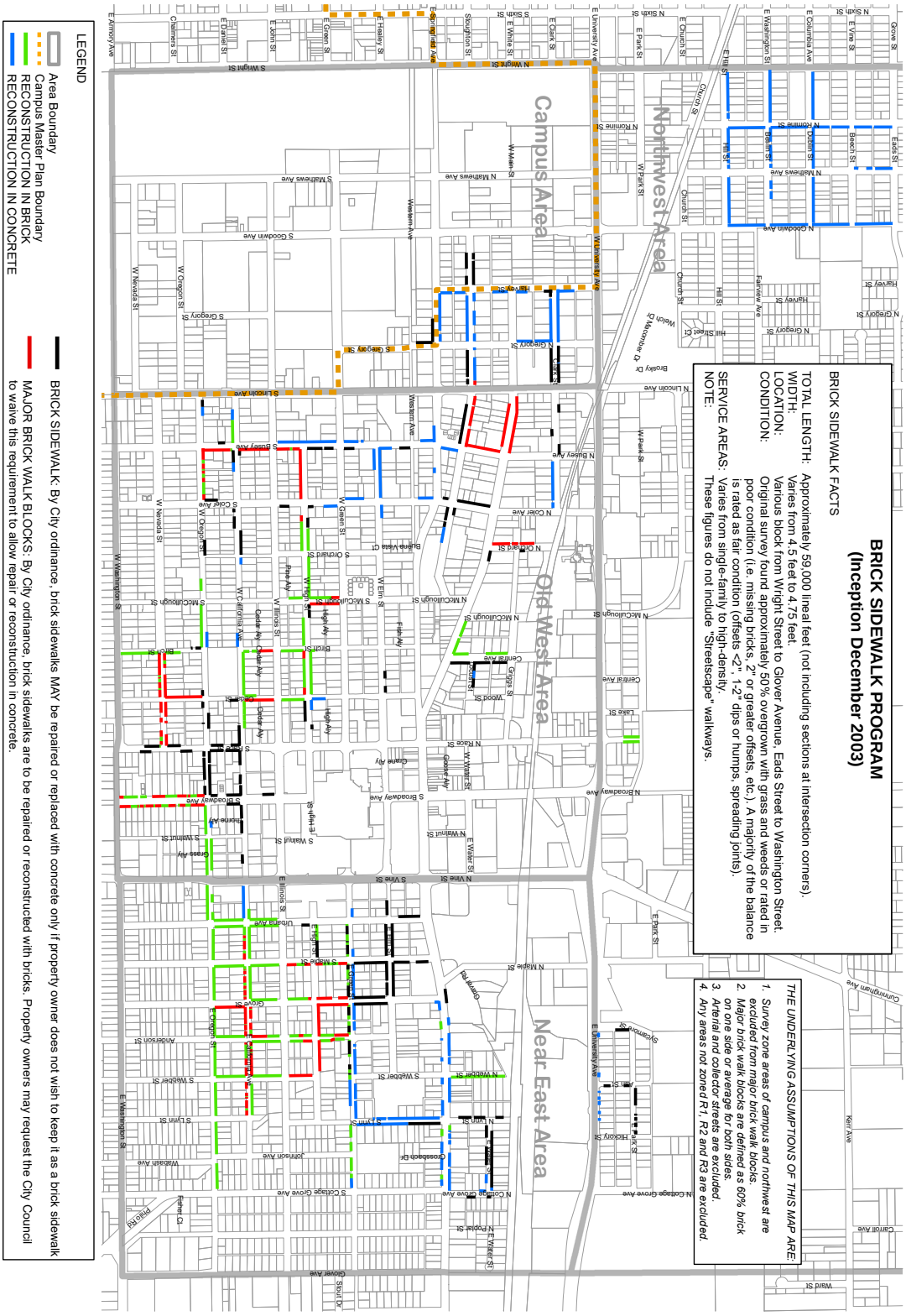


FIGURE I
EXISTING BRICK SIDEWALKS

5/28/2019

MAP 6-49 Existing Brick Sidewalks Map

Development

1. ***Access Management:*** Minimize the number of driveways on arterial streets to reduce the potential for pedestrian/vehicle crashes. Enforce the CUUATS Access Management Guidelines, which outline driveway design guidelines that should be satisfied before allowing a driveway to be built.
2. ***Construction Access:*** Provide warnings, temporary walkways, and/or detours for pedestrian access and safety through or around a site during construction or maintenance work within the public right-of-way. Accommodate pedestrians of all ages and abilities, including those with visual, cognitive, and mobility impairments.
3. ***Planning Process Pedestrian Accommodation:*** Ensure that all planning processes, such as neighborhood and specific plans, identify areas where pedestrian improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, improved lighting, and new street furniture.
4. ***Private Development Access:*** Revise standards for non-single family residential development to require a direct pedestrian path separated from vehicles (i.e. sidewalks, marked crosswalks) to access destinations safely that connect the main building entrance, parking stalls, sidewalks and bus stops in the public right-of-way, adjacent developments, and/or adjacent neighborhoods. **Add this requirement to the Urbana Engineering Site Plan Review Checklist.**
5. ***Walkable Land Uses:*** Promote the development of walkable neighborhood destinations through land use plans, regulations, incentives, and/or other policy changes. Encourage new development to be walkable destinations, such as mixed-use development and transit-oriented development. Support efforts to make destinations more walkable in existing neighborhoods, such as neighborhood parks and playgrounds.

FIGURE 6-14 Sidewalk and separated pedestrian path through a Target parking lot in DeKalb, IL

Maintenance

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

1. ***Amenity Evaluation:*** Periodically evaluate existing amenities along sidewalks and trails such as drinking fountains, maps, public art, restrooms/changing rooms, seating, signage, and waste receptacles.
2. ***Destination Accessibility:*** Prioritize improvements that enhance accessibility to destinations.
3. ***Infrastructure Inspection:*** Schedule sidewalk and trail inspection on a regular basis. Frequency will depend on the amount of infrastructure usage, location, age, and staff availability.
4. ***Green Space Protection:*** Protect green corridors providing and connecting green space.
5. ***Issue Reporting:*** Increase public awareness of how to report pedestrian infrastructure condition issues to the City of Urbana, through Citizen's Voice, SeeClickFix, etc.
6. ***Mitigate Weather and Tree Related Obstacles:*** Through good design practices, minimize weather related obstacles such as flooding, ice, and mud. This can include reconstructing existing sidewalk segments around shallow tree roots, and planting trees further away from new sidewalks so that sidewalk panels are less likely to heave over time and be exposed to flooding, ice, and mud.

7. ***Preventative & Regular Maintenance Plans:*** Define ongoing preventative and regular maintenance needs of sidewalks, sidepaths, and trails based on current infrastructure conditions. Maintenance needs can include bump grinding and herbicide application. Create a maintenance schedule and sustainable budget that prioritizes consistent upkeep and maintenance of these walkways, promotes safety, increases efficiency, and minimizes lifetime costs.
8. ***Quality Material and Design:*** Follow City of Urbana right-of-way (ROW) standards for sidewalk construction to minimize maintenance needs.
9. ***Sidewalk Repair:*** Continue programs to construct, maintain, and repair sidewalks. Periodically review right-of-way (ROW) standards, and revise as appropriate.
10. ***Utility Cut Requirements:*** Require utility companies and contractors to patch utility cuts and restore sidewalks and crosswalk markings in accordance with right-of-way (ROW) standards.
11. ***Vegetation Maintenance:*** Continue to enforce City of Urbana encroachment ordinance to abate overgrowth to provide ample space for people walking and maintain or improve visibility. Additionally, maintain street trees and parkways for the same purpose.

Streetscape

Currently, streetscape guidelines in Urbana are only applicable to defined areas of Downtown Urbana. The City of Urbana should investigate implementing the following streetscape recommendations throughout other parts of Urbana when possible.

1. ***Amenity Installation:*** Encourage walking by designing quality public spaces with supportive amenities such as benches, public art, and child-friendly areas in new projects.
2. ***Best Management Practices Pilot Program:*** Develop a pilot program that implements and tests interim pedestrian projects using best management practices.
3. ***Lighting for Safety:*** Install new or upgrade existing street lighting along high use and high crash risk pedestrian corridors, specifically arterial and collector streets, CUMTD evening routes, bridges, and walking routes to major destinations. Install pedestrian scale lighting when possible.
4. ***Street Tree Installation:*** Incorporate open space, street trees, and permeable or planted areas in street improvement projects as appropriate.

FIGURE 6-15 Sidewalk repair in Historic East Urbana

FIGURE 6-16 Downtown Urbana streetscape

PROGRAMS

The seasonal and transient nature of Urbana poses challenges to reaching and engaging the public in a consistent way. The recommendations in this section seek to offer ways for the City of Urbana to enhance ongoing activities and reach a broader array of people with meaningful results.

Programs provide the encouragement, outreach, education, and human touch to encourage walking in Urbana. Programs are important to reduce social and perceptual barriers to walking, and encourage more people to walk occasionally or regularly. This Plan's programs are designed to reach residents, visitors, and employees across the city to encourage more people to walk more often and to encourage drivers to be more vigilant about pedestrian safety.

For the program components, community partnerships are needed to increase participation and create a culture where walking is a preferred means to access schools, transit, and places of business. Potential partners are identified for each recommendation. As programs progress, these organizations may be interested in supporting efforts, either by publicizing opportunities to their constituents or by more active involvement to create and deliver programs.

The City of Urbana adoption of a Vision Zero policy and action plan as well as the establishment of a Task Force comprised of local stakeholders will provide a means to implement the recommendations listed in this section. More information is available in "Policy" on page 136.

Education

Education and awareness of pedestrians, bicyclists, and motorists is vital to increase walking while improving safety and encouraging walking. It is important to educate not only pedestrians, but motorists and bicyclists as well, so that each group will be aware of their legal rights and responsibilities, safety precautions they can take, and be cognizant of other modes.

The high priority education recommendations are based on Fall 2018 public input. The City of Urbana and its partners should focus on implementing these high priority education recommendations over the first five years of plan implementation:

1. ***Property Owner Education:*** Inform abutting property owners of their maintenance responsibilities for sidewalks, including pruning overhead and encroaching vegetation, sweeping debris, removing snow, and eliminating temporary barriers such as parked vehicles, trash containers, and recycling bins. Notify property owners that the City is responsible for repairs in the public right-of-way.
    a. *Potential Partners:* City of Urbana, neighborhood groups
2. ***Safety Town:*** Support regional efforts to identify an approximately 5 acre location in Urbana-Champaign to install a permanent transportation safety town, with a closed course designed to allow children to learn and practice how to safely and legally walk across streets and bicycle on streets.
    a. *Potential Partners:* City of Urbana, Urbana Park District, Urbana School District, Champaign Park District, Champaign Unit #4 School District, City of Champaign, Village of Savoy

FIGURE 6-17 Danville's "Friendly Town" safety town

FIGURE 6-18 Peoria's Bicycle Safety Town

3. ***Map Updates and Distribution:*** Continue updating and distributing maps with existing pedestrian and trail infrastructure as the network continues to grow, including but not limited to: Champaign County Greenways and Trails Map, Champaign-Urbana Safe Walking Route Maps, Champaign-Urbana Bike Guide & Map, and a future Urbana Green Loop Trail Map. Produce an online map or mobile application with existing sidewalks and trails. Coordinate with existing online map sources (e.g. Google) to ensure accuracy of existing sidewalks and trails.
    a. *Potential Partners:* Champaign County Bikes (CCB), Ride Illinois, CCRPC, Urbana Park District, City of Urbana, mobile app developers, Google, Open Street Map
4. ***School Traffic Circulation Maps:*** Create a traffic circulation map for each Urbana school and distribute them to parents at the beginning of each school year.
    a. *Potential Partners:* Urbana School District, C-U SRTS Project, CCRPC
5. ***Availability of Materials in Other Languages:*** Make pedestrian education, encouragement, and enforcement materials available in print and/or on the City of Urbana website in at least 1 language (e.g. Spanish, Mandarin, French) besides English.
    a. *Potential Partners:* City of Urbana, Urbana Park District, Urbana School District, CUMTD, CCRPC

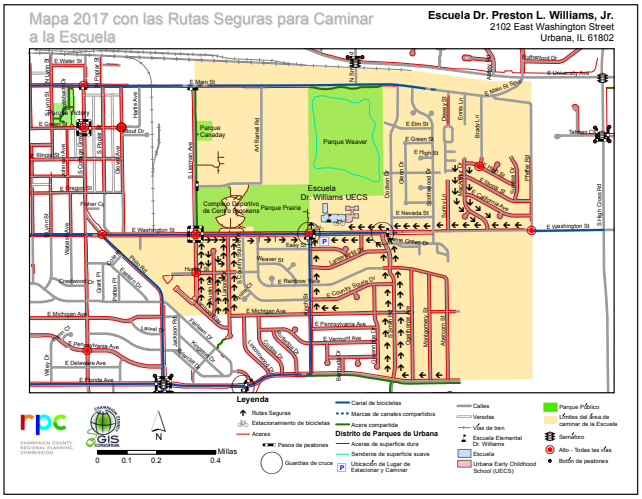


FIGURE 6-19 Dr. Williams School Safe Walking Route Map in Spanish

6. ***Drivers Education Curriculum:*** Work with local schools and driving schools to incorporate pedestrian education into driver's education curriculum.
    a. *Potential Partners:* Urbana School District, private schools, driving schools

The following education recommendations should be implemented as the City of Urbana and its partners have the time and resources to do so:

7. ***Jane's Walks:*** Encourage neighborhoods to initiate Jane's Walks annually on the first weekend of May. Jane's Walk is an annual festival of free, citizen-led walking conversations inspired by Jane Jacobs (https://janeswalk.org/).
    a. *Potential Partners:* City of Urbana, neighborhood groups
8. ***Parent Letters:*** Urbana schools will continue to distribute a letter to parents highlighting traffic rules, the importance of child safety, and school zone laws at least annually.
    a. *Potential Partners:* Urbana School District
9. ***Pedestrian Awareness Week:*** Establish an annual Walk to Work Day, and eventually expand it to an entire week to increase awareness of all pedestrian issues and encourage more pedestrian activity.
    a. *Potential Partners:* City of Urbana, University of Illinois, Urbana Park District, Urbana School District, CCRPC, Urbana Business Association (UBA), local media
10. ***Professional Development:*** Support City of Urbana staff attendance at professional development opportunities to provide learning, networking, and planning opportunities regarding pedestrians.
    a. *Potential Partners:* City of Urbana, Urbana Park District, Urbana School District, CUMTD, CCRPC, University of Illinois
11. ***Public Participation:*** Continue to provide at least one opportunity per new pedestrian or trail project for citizens to express concerns over walking issues.
    a. *Potential Partners:* City of Urbana, particularly the Bicyclist and Pedestrian

Advisory Commission (BPAC), bike@illinois.edu, Urbana Park District Advisory Board (UPDAC)

12. ***Risk Watch:*** Continue to host an annual Risk Watch assembly on pedestrian and bicycle safety at all Urbana elementary schools.
    a. *Potential Partners:* Urbana School District
13. ***Road User Safety Campaigns:*** Continue to convey the message to encourage pedestrians and motorists to obey traffic laws and show respect to other road users.
    a. *Potential Partners:* C-U SRTS Project, City of Urbana, CUMTD, University of Illinois, IDOT
14. ***Walk As One:*** Continue annual "Walk As One" event every summer to promote neighborhood safety and prepare students for the upcoming school year.
    a. *Potential Partners:* City of Urbana, Urbana School District, neighborhood groups
15. ***Walking Challenges:*** Reactivate an event like the University of Illinois Extension "Moonwalk," encouraging people to track the number of steps taken in healthy competition against friends for prizes. Use smartphone app technology in addition to pedometers to increase participation and ease of program administration.
    a. *Potential Partners:* City of Urbana, Champaign-Urbana Public Health District (CUPHD), University of Illinois Extension, Urbana Park District, Urbana School District, UBA
16. ***Walk Urbana Website:*** Expand the City of Urbana's Pedestrian webpage into a "Walk Urbana" website as a one-stop location for information on the 5 E's of walking in Urbana.
    a. *Potential Partners:* City of Urbana
17. ***Walk with the Mayors:*** Hold a mayor-led walk on an annual basis with the Urbana and Champaign Mayors as a low barrier effort to focus on health and fitness and strengthen ties between neighborhoods and the cities.
    a. *Potential Partners:* City of Urbana, CUPHD, Urbana Park District, City of Champaign, Champaign Park District

FIGURE 6-20 Walk with the Mayors 2016 flyer

Encouragement

Promotion programs are also important to promote and encourage the use of sidewalks and trails. Encouraging people to walk more improves air quality by reducing the number of cars driving, and improves health among residents.

The high priority encouragement recommendations are based on Fall 2018 public input. The City of Urbana and its partners should focus on implementing these high priority encouragement recommendations over the first five years of plan implementation:

1. ***Open Streets Initiative (car-free streets):*** Temporarily close streets to motorized traffic at least half a weekend day annually so that people may use them for healthy and fun physical activities like walking, bicycling, dancing, jogging, playing, and socializing, using http://openstreetsproject.org/ as a resource.
    a. *Potential Partners:* City of Urbana, CUPHD, University of Illinois, CCB, UBA, businesses, sponsors
2. ***Wayfinding Signage:*** Install standardized pedestrian wayfinding signage across Urbana, using local and nationally accepted design standards. Incorporate it into existing and/or planned vehicle and/or trail wayfinding signage. Include destination, distance, time, and direction information to better inform pedestrians.
    a. *Potential Partners:* City of Urbana, Urbana Park District, University of Illinois, Champaign County Forest Preserve District (CCFPD)

3. ***Snow Removal:*** Encourage Urbana residents to shovel their sidewalks for walkers and bicyclists in the winter through methods including "Thank You for Shoveling Your Walk" yard signs and distributing letters to school parents.
    a. *Potential Partners:* Urbana School District, C-U SRTS Project, neighborhood groups, City of Urbana
4. ***Placemaking:*** Work with public, private, and neighborhood partners to implement placemaking projects that enhance the walking environment and encourage people to walk more (e.g. art, plazas, parklets), through actions like providing materials or developing guidelines.
    a. Potential Partners: City of Urbana, neighborhood groups, UBA, businesses
5. ***Safe Routes to Parks:*** Work with partners to improve traffic safety and personal safety conditions to enable all Urbana residents to walk no more than 10 minutes to a park with desirable services.
    a. *Potential Partners:* City of Urbana, IDOT, Urbana Park District
6. ***Walking School Buses:*** Recruit volunteers (college students, parents, seniors) to start or continue the Walking School Bus program at all Urbana elementary schools, creating at least one route from each cardinal direction to each school.
    a. *Potential Partners:* Urbana School District, C-U SRTS Project, University of Illinois

The following encouragement recommendations should be implemented as the City of Urbana and its partners have the time and resources to do so:

7. ***Activity Tracker Giveaways:*** Distribute free activity trackers (e.g. pedometers, Fitbits) to at-risk residents at community events, workplaces, and/or schools to encourage walking.
    a. *Potential Partners:* CUPHD, health providers, businesses, employers, Urbana School District, C-U SRTS Project

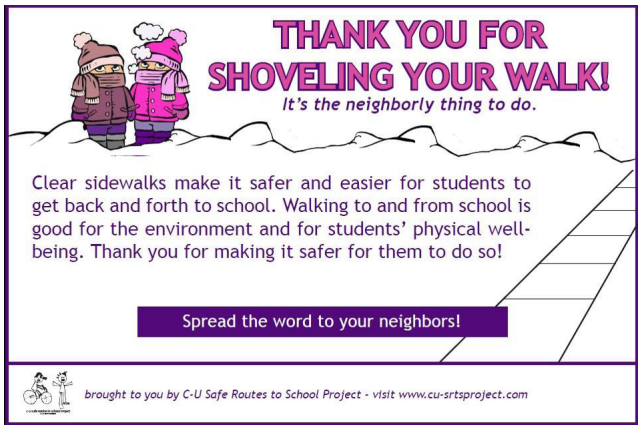


FIGURE 6-21 C-U SRTS Project "Thank You for Shoveling Your Walk" graphic

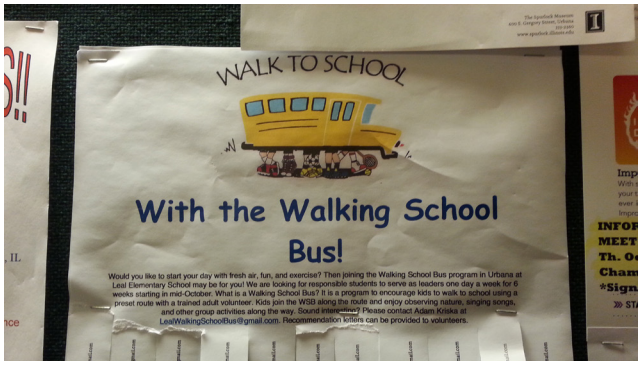


FIGURE 6-22 Leal School Walking School Bus volunteer flyer

8. ***Adult Walking Clubs:*** Establish Walking Clubs, Mileage Clubs, and other outreach programs that encourage adults to walk a minimum of 10,000 steps daily. Provide traffic safety curricula to these clubs that emphasize the health and environmental benefits of walking.
    a. *Potential Partners:* City of Urbana, CUPHD, Urbana Park District, Urbana School District, University of Illinois Extension
9. ***CATCH Program:*** Initiate the Coordinated Approach To Child Health (CATCH) Program at all Urbana elementary schools, as organized by the Champaign-Urbana Public Health District (CUPHD).
    a. *Potential Partners:* CUPHD, Urbana School District

10. ***Community Track Use:*** Increase public awareness of Urbana High School Track public use hours.
    a. *Potential Partners:* Urbana School District
11. ***Frequent Walker Clubs:*** Initiate frequent walker clubs at Urbana schools to encourage and incentivize kids to walk before, during, and/or after school.
    a. *Potential Partners:* Urbana School District, C-U SRTS Project
12. ***National Trails Day:*** Work with neighborhood groups to celebrate National Trails Day in Urbana on the first Saturday in June, including a group walk and/or fun run along trails within and between parks.
    a. *Potential Partners:* Urbana Park District, City of Urbana, neighborhood groups, CUPHD, sponsors
13. ***Neighborhood Walking Maps:*** Encourage walking by creating maps that highlight infrastructure information, enjoyable and beautiful routes, and walking destinations. Actively distribute maps to residents and neighborhood groups.
    a. *Potential Partners:* City of Urbana, Urbana Park District, University of Illinois, CCRPC, UBA, 40 North

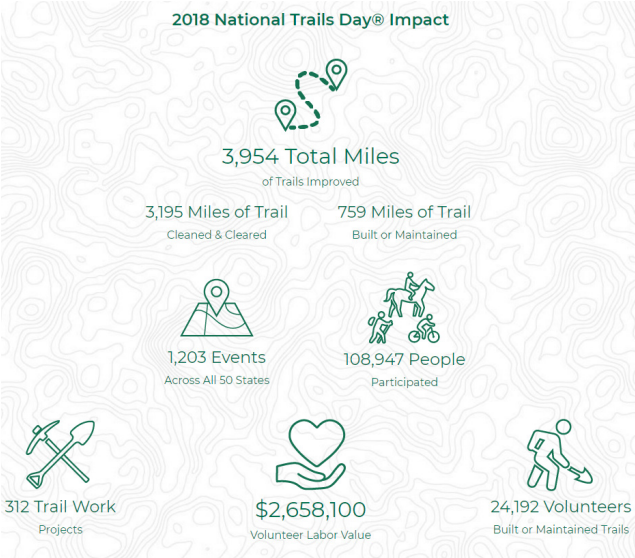


FIGURE 6-23 American Hiking Association Report for the 2018 National Trails Day. https://americanhiking.org/national-trails-day/2018-report/

14. ***Park & Walk Sites:*** Work with school and employer neighbors that have vehicle parking (e.g. churches, businesses) to create park and walk sites to all Urbana elementary schools and employers interested in participating. School park & walk sites will enable schoolchildren who live far from schools to walk to/from school.
    a. *Potential Partners:* Urbana School District, C-U SRTS Project, churches, businesses, employers
15. ***Public-Private Partnerships:*** Engage local businesses in trail maintenance (e.g. adopt-a-trail, adopt-a-mile, trail cleanup days) and/or trail encouragement events (e.g. fun runs, bike rides, trail dedications).
    a. *Potential Partners:* City of Urbana, UBA, businesses
16. ***Safe Routes to Transit:*** Improve safety and circulation for pedestrians around bus stops, making access to mass transit safer, easier, and more convenient.
    a. *Potential Partners:* City of Urbana, CUMTD, University of Illinois, IDOT
17. ***Safe Routes for Seniors:*** Increase pedestrian safety, mobility, and access for seniors on and across Urbana's streets, through engineering, education, and encouragement.
    a. *Potential Partners:* City of Urbana, Urbana Park District, PACE, senior housing facilities

FIGURE 6-24 Park & Walk yard sign at Dr. Williams School

18. ***Support for Advocacy Organizations:*** Support existing advocacy organizations to increase their capacity to carry out walking and trail encouragement activities. This includes volunteer and financial support from local organizations for the C-U SRTS Project, as this program struggles to survive without SRTS grant funding.
    a. *Potential Partners:* City of Urbana, Urbana Park District, CCB, CUPHD, Urbana School District
19. ***Themed Walks:*** Provide opportunities for residents and visitors to experience Urbana on foot (in a self-guided manner or in groups), working with partners to create one or more guided tour routes based on themes such as art, history, or nature.
    a. *Potential Partners:* City of Urbana, Urbana Park District, UBA, 40 North, Urbana Historic Preservation Commission, Champaign County History Museum, Visit Champaign County
20. ***Volunteer Programs***: Support volunteer programs to assist with educational and encouragement efforts to implement this plan.
    a. *Potential Partners:* CUPHD, C-U SRTS Project, neighborhood groups, Urbana Park District, Urbana School District
21. ***Walk 'n' Roll to School Day***: Encourage Urbana schools to continue to participate in International Walk to School Day in October.
    a. *Potential Partners:* Urbana School District, C-U SRTS Project
22. ***Walk Friendly Community:*** Achieve a Walk Friendly Community designation, and promote the pedestrian friendliness of the City of Urbana, University of Illinois, and Urbana businesses to demonstrate community support for and usage of active transportation.
    a. *Potential Partners:* City of Urbana, University of Illinois, UBA

FIGURE 6-25 Walking to Leal School on Walk 'n' Roll to School Day 2017 (credit: C-U SRTS Project)

23. ***"Walk to" Events:*** Support events to walk to meals at Urbana restaurants or shopping at Urbana businesses, perhaps offering special discounts to customers arriving on foot.
    a. *Potential Partners:* UBA, businesses, City of Urbana, neighborhood groups, community groups, Imbibe Urbana
24. ***Walk with a Doc:*** Encourage health providers to begin a Walk with a Doc program, where physicians volunteer to organize walking events that community residents can attend for free; providing opportunities for social interaction, discussion on a health topic, and exercise.
    a. *Potential Partners:* CUPHD, health providers
25. ***Walkway and Trail Dedication Events & Walks:*** Hold events to celebrate new and/or rehabilitated walkways and trails, such as ribbon-cutting ceremonies, fun runs, and/or walks. Use these events to highlight destinations along the route.
    a. *Potential Partners:* City of Urbana, Urbana Park District, UBA, CCB, businesses, neighborhood groups

FIGURE 6-26 Lanore-Adams-Fairlawn Path ribbon-cutting ceremony

26. ***Workplace Wellness Programs:*** Help employers develop walking programs for employees, considering ideas such as wellness incentives, mileage reimbursements, and walking challenges.
    a. *Potential Partners:* City of Urbana, CUPHD, UBA, employers, businesses
27. ***Year-Round Active Transportation Program:*** Support regional efforts to create a year-round program of events, master calendar, and promotional strategy to encourage and support walking and bicycling in Urbana.
    a. *Potential Partners:* City of Urbana, CCB, C-U SRTS Project, University of Illinois, Urbana School District, CUPHD

FIGURE 6-27 "Cell Phone Use Prohibited" supplemental sign in Dr. Williams School zone

Enforcement

Enforcement tactics are necessary to create a safe environment for walking in Urbana. Since no police department can aggressively enforce all laws in all locations at all times, other measures can change behavior as well as educate community members. These recommendations aim to compel public obedience to follow rules of the road, walking and trail etiquette, and to reduce common car-pedestrian collisions.

1. ***Enforce Motorist Violations:*** Continue issuing warning citations and/or ticket motorists for traffic offenses against pedestrians, such as failing to stop for pedestrians when they are in intersections and mid-block crosswalks. Develop methods to educate motorists on using the road safely with people using other travel modes.
    a. *Potential Partners:* Urbana Police Department, University of Illinois Police Department
2. ***No Cell Phones in School Zones:*** The Urbana Police Department should continue to ticket drivers for using cell phones in school zones.
    a. *Potential Partners:* Urbana Police Department, City of Urbana, Urbana School District
3. ***Police Presence in School Zones:*** The Urbana Police Department should continue to have a presence around Urbana schools at drop-off and pick-up times, at least at the beginning of the school year, to remind motorists to obey traffic rules and to deter parking and queuing in bike lanes.
    a. *Potential Partners:* Urbana Police Department, Urbana School District
4. ***Trail Safety & Security:*** Create partnership between the Urbana Police Department and Urbana Park District to promote safety and security of existing and proposed trail infrastructure.
    a. *Potential Partners:* Urbana Police Department, Urbana Park District

5. ***Speed Feedback Trailer:*** Rotate speed feedback trailer around high pedestrian areas of Urbana to encourage speed reduction thereby improving pedestrian safety.
    a. *Potential Partners:* Urbana Police Department
6. ***Stop for Pedestrians Awareness:*** Continue to promote awareness that motorists and bicyclists should stop for pedestrians in intersections and mid-block crosswalks through messaging, pedestrian stings, and signage.
    a. *Potential Partners:* City of Urbana, Urbana Police Department

FIGURE 6-28 Stop for Pedestrian signs on Green Street at the Illini Union

Evaluation

Various qualities of the pedestrian network should be assessed regularly for success and improvement. This section proposes some evaluation procedures.

1. ***Annual Performance Measure Assessment:*** Identify a lead City of Urbana staff member(s) to assess the progress of this plan's goals and objectives using this plan's performance measures, as projects occur and/or each year after January 1st. Submit a report to the Urbana Bicyclist and Pedestrian Advisory Commission (BPAC), post it to the City of Urbana website and social media, and incorporate information into the press release about completed and current pedestrian construction projects.
    a. *Potential Partners:* City of Urbana, CCRPC
2. ***Economic Impact of Walking & Trails:*** Take advantage of opportunities to measure the economic impact of walking and trail infrastructure and events on Urbana's economy.
    a. *Potential Partners:* University of Illinois, Ride Illinois, Trails for Illinois, CCFPD, CCRPC, City of Urbana, Urbana Park District
3. ***Pedestrian and Bicycle Survey (PABS):*** Conduct the Urbana PABS survey every five years (the next update due in 2024) to measure existing pedestrian and bicycle behavior and attitudes.
    a. *Potential Partners:* City of Urbana, CCRPC, Urbana Park District
4. ***Pedestrian and Trail Counts:*** Conduct counts before and after select sidewalks, trails, and marked crosswalks are installed, considering factors such as day of the week, school being in session, temperature, and precipitation.
    a. *Potential Partners:* City of Urbana, CCRPC, IDOT, University of Illinois, Urbana Park District
5. ***Pedestrian Crash Studies:*** Continue to analyze pedestrian crash data as needed to identify problematic locations.
    a. *Potential Partners:* CCRPC, City of Urbana
6. ***Pedestrian Network Analysis:*** Use Pedestrian Level of Traffic Stress (PLTS) to measure existing and future conditions, to set standards for the pedestrian network, and to support recommendations. Evaluate different measures of pedestrian friendliness if different tools become available or are shown to be more effective.
    a. *Potential Partners:* City of Urbana, CCRPC
7. ***Pedestrian Plan Updates:*** Update the Urbana Pedestrian Master Plan (UPMP) every 5 years, completing the next plan update by 2024, and making plan amendments between plan updates if necessary.
    a. *Potential Partners:* City of Urbana, CCRPC
8. ***School Zone Crime Data Analysis:*** Work with the Urbana Police Department to assess traffic violations and personal crime data at

least annually to see how it affects students walking or biking to school.

   a. *Potential Partners:* Urbana Police Department, C-U SRTS Project, Urbana School District

9. ***Sidewalk Inspection:*** Inspect developer-required sidewalk construction during and after construction to ensure both design and construction standards are met. Continue working with CCRPC to keep the CUUATS Sidewalk Network Inventory and Assessment up to date.

   a. *Potential Partners:* City of Urbana, CCRPC

10. ***Speed Studies:*** Conduct speed studies before and after the construction of select new pedestrian and bicycle infrastructure on Urbana streets, especially near schools, to see if pedestrian and/or bicycle infrastructure is slowing vehicle traffic.

   a. *Potential Partners:* City of Urbana, CCRPC

11. ***Stop for Pedestrians Compliance:*** Collect data and analyze motorist compliance and behavior regarding Stop for Pedestrians signs at marked crosswalks.

   a. *Potential Partners:* City of Urbana, Urbana Police Department, University of Illinois

12. ***Traffic Calming Policies and Programs:*** Evaluate new policies (e.g. traffic calming policy) and programs (e.g. neighborhood speed reduction programs) that can be instituted by the City of Urbana to create a safer and more welcoming environment for pedestrians.

   a. *Potential Partners:* City of Urbana, Urbana Police Department, neighborhood groups

13. ***Travel Tallies:*** Continue to collect data on travel mode choices annually through in-class travel tallies conducted by Urbana school teachers.

   a. *Potential Partners:* C-U SRTS Project, Urbana School District, CCRPC

14. ***Walkability Surveys:*** Continue to distribute walkability checklists on walking to school to families annually as part of Walk to School Day.

   a. *Potential Partners:* C-U SRTS Project, Urbana School District, CCRPC

Policy

Establish policies to keep all pedestrian infrastructure in appropriate operating condition, during all times and seasons, for the health and safety of users.

1. ***Lighting Ordinance Review:*** Review the City of Urbana's ordinances related to outdoor lighting with consideration for the potential adoption of a comprehensive outdoor lighting ordinance. Lighting should be set to appropriate levels to improve real and perceived pedestrian safety, while maintaining dark sky compliance according to International Dark Sky Association (IDA) guidelines. A comprehensive outdoor lighting ordinance can help to establish appropriate lighting levels based on surrounding uses, helping to ensure adequate lighting is available, while reducing glare, trespass, and skyglow. The City of Urbana may consider the model ordinance developed by the IDA and the Illuminating Engineering Society of North America (IESNA) to help with this process.

2. ***Snow Removal Ordinance:*** Review the City of Urbana's existing snow removal ordinance to see if more areas of the City can be incorporated. This should still be paired with education and encouragement programs aimed at property owners to shovel their sidewalks.

3. ***Vision Zero:*** Develop and adopt a Vision Zero Action Policy and Action Plan. Establish a Vision Zero Task Force, including the Urbana Police Department, Urbana Public Works, Urbana Community Development Services Division, Urbana BPAC, Urbana Traffic Commission, University of Illinois, Urbana School District, and other representatives (e.g. citizen groups, CCRPC). This Task Force will prioritize the safety and encouragement project goals and identify funding and responsible parties to carry out the recommendations of this chapter.

7 IMPLEMENTATION

COST ESTIMATES

The following cost estimates are based on figures from the Pedestrian and Bicycle Information Center (PBIC) and recent City of Urbana pedestrian infrastructure projects. The term "estimate" is used since the actual cost of any pedestrian improvement project will not be known until design and construction occurs.

1. Concrete sidewalk: $25/square foot

- Assumptions: 5 foot width for sidewalks, 8 foot width for shared-use paths.

2. Brick sidewalk: $30/square foot

- Assumption: 4 foot width.

3. Curb ramp: $42/square foot

4. Standard crosswalk: $770

5. Continental crosswalk: $2,540

6. Pedestrian signal: $1,480

Top Priority Project Tables

Table 1 through *Table 6* apply cost estimates to the "Top Priority Recommendations" listed in Chapter 7.

Jurisdiction

The City of Urbana is not responsible for the installation and maintenance of every existing and proposed pedestrian infrastructure in the study area. Therefore, a "Jurisdiction" column has been added to *Table 1* through *Table 6* to denote which agency(ies) may be responsible for a project. Following are translations for acronyms and abbreviations listed in the "Jurisdiction" column of *Table 1* through *Table 6:*

1. City = City of Urbana
2. Carle = Carle Health System
3. County = Champaign County
4. IDOT = Illinois Department of Transportation
5. NSRR = Norfolk Southern Railroad
6. OSF = OSF HealthCare
7. Private = Privately owned land
8. UIUC = University of Illinois at Urbana-Champaign
9. USD = Urbana School District #116
10. UPD = Urbana Park District
11. Urbana Township = Urbana Township

TABLE 1 Top Priority Recommendations: Sidewalk Beveling

ID	Street	From	To	Side of Road	Neighborhood	Cost Estimate	Jurisdiction
1	E Washington St	S Vine St	S Maple St	South	Central Urbana	$82,701	City
2	S Vine St	E Oregon St	E Washington St	East	Central Urbana	$86,162	City
3	S Vine St	E Michigan Ave	E Pennsylvania Ave	East	Central Urbana	$41,449	City
4	N Broadway Ave	W University Ave	Crystal Lake Dr	East	Crystal Lake/ King Park	$99,123	City
5	W University Ave	N Lincoln Ave	N Goodwin Ave	North	Crystal Lake/ King Park	$151,918	IDOT
6	Cunningham Ave	Perkins Rd	Kerr Ave	West	Crystal Lake/ King Park	$249,538	IDOT
7	E Washington St	S Lierman Ave	Lanore Dr	South	East Urbana	$65,002	City
8	S Lierman Ave	E Washington St	Hunter St	West	East Urbana	$22,667	City
9	E Washington St	S Lierman Ave	Philo Rd	South	East Urbana	$191,198	City
10	N Lincoln Ave	I74 W T N Lincoln Ave Ramp W	W Anthony Dr	West	North Urbana	$43,585	IDOT
11	N Lincoln Ave	I74 W T N Lincoln Ave Ramp	I74 W T N Lincoln Ave Ramp W	West	North Urbana	$70,235	IDOT
12	Napleton Way	E Anthony Dr	Cunningham Ave	South	North Urbana	$59,013	City
13	Kerr Ave	Ward St	Cunningham Ave	South	Northeast Urbana	$305,172	City
14	E University Ave	Hickory St	N Cottage Grove Ave	North	Northeast Urbana	$58,274	IDOT
15	Cunningham Ave	Crystal Lake Dr	Kerr Ave	East	Northeast Urbana	$146,925	IDOT
16	Philo Rd	Silver St	E Mumford Dr	West	South Urbana	$30,099	City
17	Philo Rd	E Florida Ave	Colorado Ave	West	South Urbana	$156,990	City
18	Colorado Ave	Philo Rd	Alley W of Philo Rd	South	South Urbana	$63,374	City
19	W Nevada St	S Gregory St	S Goodwin Ave	North	University District	$87,741	City
20	W Oregon St	S Gregory St	S Goodwin Ave	South	University District	$89,060	City
21	S Lincoln Ave	W Nevada St	W Iowa St	West	University District	$74,900	City

ID	Street	From	To	Side of Road	Neighborhood	Cost Estimate	Jurisdiction
22	Washington Street	Vine St	Broadway Ave	South	West & Downtown Urbana	$155,983	City
23	S Broadway Ave	E Elm St	W Main St	East	West & Downtown Urbana	$26,329	City
24	S Lincoln Ave	W Nevada St	W Iowa St	East	West & Downtown Urbana	$78,196	City

The total estimated cost of these improvements is $2,435,633. See “Funding Sources” to consider ways that the City of Urbana can implement these projects beyond its annual pedestrian facility improvement budget.

TABLE 2 Top Priority Recommendations: Sidewalk Gaps

ID	Street	From	To	Side of Road	Neighborhood	Cost Estimate	Jurisdiction
1	E Elm St	Urbana Ave	S Maple St	South	Central Urbana	$15,339	City
2	Urbana Ave	E Main St	E Elm St	West	Central Urbana	$25,815	City
3	Urbana Ave	E Main St	E Elm St	East	Central Urbana	$32,430	City
4	Hill St	Lincoln Ave	Harvey St	South	Crystal Lake/ King Park	$72,044	City
5	N Mathews Ave	W University Ave	Alley north of University Ave	West	Crystal Lake/ King Park	$20,278	OSF
6	Church St	N Mathews Ave	N Romine St	North	Crystal Lake/ King Park	$45,521	City
7	Hunter St	W terminus	S Lierman Ave	North	East Urbana	$57,441	City, Private
8	Adams St	Briarcliff Dr	E Florida Ave	West	East Urbana	$10,213	City
9	Philo Rd & Fairlawn Dr	W Washington St	Adams St	East, North	East Urbana	$362,500	City
10	Anthony Drive	W of Lincoln Ave	Oak St	North	North Urbana	$393,961	Urbana Township
11	North Shore Drive	N terminus	Anthony Dr	West	North Urbana	$113,875	City
12	Apple Tree Dr	Airport & Apple Tree	Willow & Beason	Outer	North Urbana	$1,024,617	Urbana Township
13	Cottage Grove, University, Lierman, Butzow	Park St	Guardian Dr	Outer/North	Northeast Urbana	$785,391	City, IDOT, UPD
14	E Park St	Cunningham Ave	E of Cunningham Ave	South	Northeast Urbana	$19,015	City
15	E Park St, N Maple St, E Crystal Lake Dr	Cunningham Ave	Cunningham Ave	North, West, South	Northeast Urbana	$130,508	City
16	Bruce Dr	Brighton Dr	Mitchem Dr	West	South Urbana	$31,208	City
17	E Harding Dr, S Vawter St	W of Vawter St	S of Harding Dr	South, West	South Urbana	$41,934	City
18	E Harding Dr	Philo Rd	W of Vawter St	North	South Urbana	$87,334	City
19	S Orchard St	Orchard Pl	N of Orchard Pl	East	University District	$16,071	UIUC
20	W Florida Ave	Carle Ave	S Orchard St	South	University District	$77,779	City
21	Peabody Dr, Goodwin Ave	Dorner Dr	ACES Library	North, East	University District	$131,479	City

ID	Street	From	To	Side of Road	Neighborhood	Cost Estimate	Jurisdiction
22	N Busey Ave	Clark St	W University Ave	East	West & Downtown Urbana	$9,058	City
23	W Main St	Springfield Ave	Central Ave	South	West & Downtown Urbana	$51,416	City
24	W High St	S Broadway Ave	S Race St	North	West & Downtown Urbana	$13,796	City

The total estimated cost of these improvements is $3,569,024. See “Funding Sources” to consider ways that the City of Urbana can implement these projects beyond its annual pedestrian facility improvement budget.

TABLE 3 Top Priority Recommendations: Trail Projects

ID	Street	From	To	Neighborhood	Recommendation	Cost Estimate	Jurisdiction
1	Kickapoo Rail Trail Study Area	Cottage Grove Ave	Maple St	Central Urbana	Study area for shared-use path installation	$372,248	Private
2	University Avenue south side	Maple St	Boneyard Creek	Central Urbana	Install sidepath	$63,071	IDOT
3	Green Street north side	Victory Park E Sidewalk	Lynn St	Central Urbana	Widen sidewalk to sidepath	$51,456	City, UPD
4	Lincoln Avenue west side	Killarney St	Bradley Ave	Crystal Lake/ King Park	Widen sidewalk to sidepath	$355,780	City
5	Lincoln Avenue west side	Bradley Ave	Fairview Ave	Crystal Lake/ King Park	Widen sidewalk to sidepath	$512,832	City
6	Wright Street east side	Penn Central RR	Church St	Crystal Lake/ King Park	Widen sidewalk to sidepath	$6,752	City, NSRR
7	Lierman Avenue west side	Washington St	Quick Stop 66 property line	East Urbana	Widen sidewalk to sidepath	$37,055	City
8	Lierman Avenue west side	Quick Stop 66 property line	Lierman Ave	East Urbana	Widen sidewalk to sidepath	$89,297	City
9	Washington Street north side	Dodson Dr	Lierman Ave	East Urbana	Widen sidewalk to sidepath	$682,992	City, USD, UPD, County
10	Lincoln Avenue west side	Anthony Dr	Lincoln Ave to I-74 WB ramp	North Urbana	Widen sidewalk to sidepath	$95,072	City
11	Lincoln Avenue west side	Wilbur Rd	Anthony Dr	North Urbana	Widen sidewalk to sidepath	$336,177	City
12	Anthony Drive north side	Saline Branch	Lincoln Ave	North Urbana	Install sidepath	$554,335	City
13	Perkins Road south side	E of Eastern Ave	Eastern Ave	Northeast Urbana	Widen sidewalk to sidepath	$48,670	Urbana Township, UPD
14	AMBUCS Park South Trail	AMBUCS Park Southwest Trail	University Ave	Northeast Urbana	Install sidepath	$70,760	UPD
15	Perkins Road south side	E of Cunningham Ave	Cunningham Ave	Northeast Urbana	Widen sidewalk to sidepath	$120,298	City

ID	Street	From	To	Neighborhood	Recommendation	Cost Estimate	Jurisdiction
16	University Avenue north side	High Cross Rd sidewalk	High Cross Rd intersection	Northeast Urbana	Install sidepath	$18,200	City
17	Windsor Road north side	Anderson St extended	Vine St	South Urbana	Widen sidewalk to sidepath	$107,703	City
18	Anderson Street extended west side	Anderson St S terminus	Windsor Rd	South Urbana	Widen sidewalk to sidepath	$10,291	City
19	Windsor Road north side	Vine St	Race St	South Urbana	Widen sidewalk to sidepath	$434,155	City
20	Florida Avenue south side	Race St	Orchard St	University District	Install sidepath	$512,791	City, UIUC
21	Main Street north side	Mathews Ave	W terminus	University District	Widen sidewalk to sidepath	$37,492	UIUC
22	Main Street extended	Oval Allee E sidewalk	Oval Allee W sidewalk	University District	Widen sidewalk to shared-use path	$36,427	UIUC
23	Vine Street west side	Pennsylvania Ave	Florida Ave	West & Downtown Urbana	Widen sidewalk to sidepath	$169,677	City, UPD
24	Pennsylvania Avenue south side	Vine St	Broadway Ave	West & Downtown Urbana	Install sidepath	$109,713	City, UPD
25	Boneyard Creek	Griggs St	Locust St	West & Downtown Urbana	Install shared-use path	$71,871	City

The total estimated cost of these improvements is $4,886,914. See “Funding Sources” to consider ways that the City of Urbana can implement these projects beyond its annual pedestrian facility improvement budget.

TABLE 4 Top Priority Recommendations: Curb Ramp Improvements

ID	Street 1	Street 2	Corner	Neighborhood	Cost Estimate	Jurisdiction
1	E Illinois St	S Vine St	NE	Central Urbana	$1,890	City
2	S Vine St	E Pennsylvania Ave	SE	Central Urbana	$1,890	City
3	E Pennsylvania Ave	S Vine St	SE	Central Urbana	$1,890	City
4	Crystal Lake Dr	N Broadway Ave	NE	Crystal Lake/King Park	$1,890	City
5	W Park St	N Lincoln Ave	SE	Crystal Lake/King Park	$1,890	City
6	Eads St	N Lincoln Ave	NW	Crystal Lake/King Park	$1,890	City
7	S Lierman Ave	E Washington St	SW	East Urbana	$1,890	City
8	S Lierman Ave	E Washington St	SE	East Urbana	$1,890	City
9	S Lierman Ave	Hunter St	SW	East Urbana	$1,890	City
10	I74 W T N Lincoln Ave Ramp W	N Lincoln Ave	NW	North Urbana	$1,890	IDOT
11	N Lincoln Ave	Supervalu entrance	NW	North Urbana	$1,890	City
12	N Lincoln Ave	Driveway N of Lincoln Ave	SW	North Urbana	$1,890	City
13	Cunningham Ave	Crystal Lake Dr	NE	Northeast Urbana	$1,890	IDOT
14	E Park St	Cunningham Ave	SE	Northeast Urbana	$1,890	IDOT
15	Kerr Ave	Ward St	SW	Northeast Urbana	$1,890	City
16	Colorado Ave	S Cottage Grove Ave	SE	South Urbana	$1,890	City
17	S Cottage Grove Ave	Brighton Dr	NW	South Urbana	$1,890	City
18	S Cottage Grove Ave	Silver St	NW	South Urbana	$1,890	City
19	S Orchard St	W Florida Ave	SE	University District	$1,890	UIUC
20	Clark St	N Lincoln Ave	NW	University District	$1,890	City
21	Clark St	N Lincoln Ave	SW	University District	$1,890	City
22	W Green St	S Race St	NW	West & Downtown Urbana	$1,890	City
23	S Busey Ave	W Florida Ave	NW	West & Downtown Urbana	$1,890	City
24	E Elm St	S Broadway Ave	SE	West & Downtown Urbana	$1,890	City

The total estimated cost of these improvements is $45,360. See “Funding Sources” to consider ways that the City of Urbana can implement these projects beyond its annual pedestrian facility improvement budget.

TABLE 5 Top Priority Recommendations: Crosswalk Compliance & Condition Improvements

ID	Street 1	Street 2	Leg	Neighborhood	Cost Estimate	Jurisdiction
1	E Green St	S Vine St	East	Central Urbana	$2,540	City
2	Church St	N Wright St	East	Crystal Lake/King Park	$2,540	City
3	W Park St	Carle driveway W of Busey Ave	North	Crystal Lake/King Park	$2,540	Carle
4	Church St	Orchard St	East	Crystal Lake/King Park	$2,540	City
5	S Lierman Ave	E Washington St	South	East Urbana	$2,540	City
6	E Washington St	S Lierman Ave	East	East Urbana	$2,540	City
7	S Lierman Ave	E Main St	South	East Urbana	$2,540	City
8	Colorado Ave	Philo Rd	East	South Urbana	$2,540	City
9	Colorado Ave	Philo Rd	West	South Urbana	$2,540	City
10	Anderson St	Colorado Ave	South	South Urbana	$2,540	City
11	W Florida Ave	S Race St	East	University District	$2,540	City
12	Dorner Dr	Gregory Dr	South	University District	$2,540	UIUC
13	Hazelwood Dr	W George Huff Dr	South	University District	$2,540	UIUC
14	S Race St	W Green St	North	West & Downtown Urbana	$2,540	City
15	W Elm St	S Race St	West	West & Downtown Urbana	$2,540	City
16	E High St	W High St	East	West & Downtown Urbana	$2,540	City

The total estimated cost of these improvements is $40,640. See “Funding Sources” to consider ways that the City of Urbana can implement these projects beyond its annual pedestrian facility improvement budget.

TABLE 6 Top Priority Recommendations: Pedestrian Signal Improvements

ID	Street 1	Street 2	Corner	Neighborhood	Cost Estimate	Jurisdiction
1	E Illinois St	S Vine St	NE	Central Urbana	$1,480	City
2	E Florida Ave	Philo Rd	NW	Central Urbana	$1,480	City
3	E University Ave	N Vine St	SE	Central Urbana	$1,480	IDOT
4	N Lincoln Ave	W University Ave	NE	Crystal Lake/King Park	$1,480	IDOT
5	N Lincoln Ave	W University Ave	NW	Crystal Lake/King Park	$1,480	IDOT
6	N Lincoln Ave	W University Ave	NW	Crystal Lake/King Park	$1,480	IDOT
7	E Florida Ave	Philo Rd	NE	East Urbana	$1,480	City
8	Philo Rd	E Florida Ave	NE	East Urbana	$1,480	City
9	E University Ave	S High Cross Rd	SW	East Urbana	$1,480	IDOT
10	S High Cross Rd	E University Ave	SE	East Urbana	$1,480	IDOT
11	I74 W T N Lincoln Ave Ramp W	N Lincoln Ave	NW	North Urbana	$1,480	IDOT
12	I74 W T N Lincoln Ave Ramp W	N Lincoln Ave	SW	North Urbana	$1,480	IDOT
13	Cunningham Ave	Napleton Way	SW	North Urbana	$1,480	IDOT
14	E University Ave	Guardian Dr	NE	Northeast Urbana	$1,480	IDOT
15	E University Ave	Guardian Dr	NW	Northeast Urbana	$1,480	IDOT
16	S Frontage Rd	Cunningham Ave	NE	Northeast Urbana	$1,480	IDOT
17	E University Ave	N High Cross Rd	NW	Northeast Urbana	$1,480	IDOT
18	E Windsor Rd	S Vine St	SE	South Urbana	$1,480	City
19	E Windsor Rd	S Vine St	Median	South Urbana	$1,480	City
20	E Windsor Rd	S Vine St	Median	South Urbana	$1,480	City
21	S Orchard St	W Florida Ave	SE	University District	$1,480	City, UIUC
22	W Florida Ave	S Lincoln Ave	SE	University District	$1,480	City
23	N Lincoln Ave	W University Ave	SW	University District	$1,480	IDOT
24	N Lincoln Ave	W University Ave	SE	West & Downtown Urbana	$1,480	IDOT
25	W Florida Ave	S Lincoln Ave	NE	West & Downtown Urbana	$1,480	City
26	N Broadway Ave	E University Ave	SE	West & Downtown Urbana	$1,480	IDOT

The total estimated cost of these improvements is $38,480. See “Funding Sources” to consider ways that the City of Urbana can implement these projects beyond its annual pedestrian facility improvement budget.

FUNDING SOURCES

Maintaining the sidewalk network in good condition and ensuring that features comply with PROWAG standards involves considerable expense for the City of Urbana and other local agencies. Communities across the United States have employed a variety of tools to fund sidewalk maintenance and improvements, including:

- Bonds
- Special assessments
- Sidewalk millage
- Sales tax
- Property tax levies
- Federal programs

The sections that follow describe each of these funding sources and provide examples of communities that have used them to pay for sidewalk improvements. The referenced sources provide further information about how these programs have been used to fund sidewalk construction and maintenance. Programs to construct shared-use paths are also discussed.

The Bicycle and Pedestrian Advisory Commission (BPAC), CCRPC, and the Historic Preservation Commission (HPC) should assist the City in identifying grant funding opportunities to help maintain and repair Urbana's historic brick sidewalks, in accordance with overall City needs and priorities.

The City of Urbana should consider creating a program to allow volunteers to assist in repairing and relaying damaged brick sidewalks. If such a program is implemented, the City should provide oversight and materials to assist these volunteer efforts.

Bonds

Local governments can sell municipal bonds to raise revenue for large capital expenses, such as installation or replacement of sidewalks. The bonds are paid off over a predetermined period of time, usually corresponding to the projected life of the infrastructure. General obligation bonds, the most common type, are paid from the municipality's general tax revenue.

Boulder, CO

In 2011, Boulder, Colorado's Capital Improvements Bond for the West Pearl Streetscape Improvements was approved by voters with an estimated project cost of $1 million.[1] Improvements included widening sidewalks to accommodate patio seating, bus stops, American with Disabilities Act compliance measures and sidewalk amenities. Also in 2011, Boulder voters approved a capital improvement bond of up to $49 million to finance transportation projects, including sidewalk replacement.[2]

Durham, NC

Voters in Durham, North Carolina approved two bond measures, in 2005 and 2007. Together, they raised $8.45 million, or about 86 percent of the city's funding for sidewalks, for sidewalk replacement and ADA improvements.[3]

Lee's Summit, MO

The City of Lee's Summit, Missouri raised almost $12 million in general obligation bonds to fund sidewalk and curb ramp construction and replacement.[4] Recommendations for allocating the funding were part of the City's Public Sidewalk Inventory Analysis Report, as were recommendations for new bond funding.[5]

1 "West Pearl Streetscape Improvements: Public Open House Meeting," City of Boulder, July 30, 2013, https://www-static.bouldercolorado.gov/docs/west-pearl-streetscape-improvements-meeting-presentation-1-201307300847.pdf.

2 "A Guide for Maintaining Pedestrian Facilities for Enhanced Safety Research Report," Federal Highway Administration, 2013, http://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/research_report/chap2f.cfm.

3 "A Guide for Maintaining Pedestrian Facilities."

4 "A Guide for Maintaining Pedestrian Facilities."

5 "Public Sidewalk Inventory Analysis Report," Burnes & McDonnell Engineering, August, 2009, http://assessment.walkfriendly.org/fileupload/Sidewalk%20Action%20Plan1.pdf.

Special Assessments

Most municipalities place the burden of sidewalk maintenance on property owners. Special assessments, which increase property taxes for certain properties or districts, can help to distribute the costs of sidewalk network improvements among property owners that benefit from them.

Ithaca, NY

The City of Ithaca, New York is divided into five sidewalk improvement districts, which are used to allocate sidewalk funding. Each property within a district is given a special assessment based on the lot characteristics. The assessment includes an annual maintenance fee based on the amount of pedestrian traffic; a square footage fee based on the building size; and a frontage fee based on the lot's street frontage.[6]

Madison, WI

With a total sidewalk program of over $1 million, about one quarter of the funding for sidewalks in the City of Madison comes from special assessments.[7] The city requires property owners to pay the full cost of sidewalk replacements and half of the cost of sidewalk repairs.

Sales Tax

Sales taxes generate revenue by increasing the cost of goods. Most sales tax revenues are collected by states, but in some states, including Illinois, certain types of municipalities are authorized to impose sales taxes. Local sales tax revenues can be used to fund sidewalk network construction and improvements.

Pinal County, AZ

Pinal County imposed a half-cent sales tax in 1986 to address transportation issues, including sidewalk maintenance. In 2005, residents voted to re-approve the tax and to allocate resources toward street and roadway improvements, including sidewalk construction. From 1986 to 2005, the tax generated $107.7 million in revenue.[8] State funding from taxes on gasoline, as well as vehicle registration fees, also were allocated toward local sidewalk improvements.[9]

Sidewalk Millage

A millage is a special property tax designated for a particular purpose. Property owners are charged based on the assessed value of their property, increasing their overall tax liability.

Ann Arbor, MI

Ann Arbor's Street Reconstruction Millage (0.125-mil) raised approximately $46 million between 2007 and 2011.[10] Households paid approximately $13 annually, on average, toward the millage.[11]

Property Tax Levies

Property tax levies are one of the primary funding mechanisms for local governments. Taxes levied on real property can be designated for particular purposes, such as constructing or repairing the sidewalk network.

Seattle, WA

In 2006, Seattle implemented a $356 million dollar levy, Bridging the Gap, to support transportation projects. Among other projects, the funding was used to restore, repair, or construct more than 300 blocks of sidewalk.[12]

6 "§ C-73: Sidewalk Improvement Districts," City of Ithaca Municipal Code, http://ecode360.com/28006366.

7 "A Guide for Maintaining Pedestrian Facilities."

8 Pinal County Transportation Excise Tax, Office of Auditor General, State of Arizona, 2006, http://www.azauditor.gov/sites/default/files/06-03_highlights.pdf.

9 "A Guide for Maintaining Pedestrian Facilities."

10 Street and Sidewalk Millage, http://www.a2gov.org/departments/engineering/Pages/Street-and-Sidewalk-Millage.aspx.

11 "A Guide for Maintaining Pedestrian Facilities."

12 "Bridging the Gap: Building a Foundation that Lasts," Seattle Department of Transportation, http://www.seattle.gov/transportation/about-sdot/funding/bridging-the-gap.

In 2015, Seattle voters approved Move Seattle, a replacement of the former levy, allocating $930 million dollars toward transportation efforts over the next nine years. The Move Seattle tax will cost a median household in Seattle approximately $275 per year.[13]

Federal Programs

Passed by Congress in 2015, the Fixing America's Surface Transportation Act, or FAST Act, is the nation's current transportation funding legislation. The FAST Act establishes or extends several programs from the previous transportation bill that can be used to fund sidewalk construction and improvements.

Safe Routes to School

The Safe Routes to School (SRTS) program is designed to create safer opportunities for children to walk or bike to school. The FAST Act extends funding for the SRTS program until 2020.

Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program combines the former Surface Transportation Program and Transportation Alternatives Program.[14] It provides funding for transportation infrastructure, including pedestrian infrastructure.

Capital Investment Grants

Capital Investment Grants provide funding for metropolitan transportation planning projects, including sidewalk accessibility. From 2016 to 2020, the General Fund is authorized to allocate more than $2.3 billion toward Capital Investment Grants.[15] This program, administered by the Federal Transit Administration, is designed to improve mobility for people with disabilities and seniors. Eligible activities include "traditional" transit services as capital. In addition, up to 45 percent of the funding can be used for "nontraditional" projects, including constructing sidewalks, curb ramps, and accessible pedestrian signals that serve a bus stop.[16]

Shared-Use Path Funding

At the state level, the Illinois Department of Transportation (IDOT) and Illinois Department of Natural Resources (IDNR) provide the most access to funding for shared-use paths (trails) that can be used by pedestrians and bicyclists. Some of these programs can be used solely for sidewalks as well. Those state funding sources, along with federal, private, and non-profit sources are listed below.

Doppelt Family Trail Development Fund

- Organization: Rails-to-Trails Conservancy (RTC)
- Deadline: Varies
- Maximum Amount: $10,000 for Community Support Grants, $50,000 for Project Transformation Grants
- Description: The Rails-to-Trails Conservancy (RTC) launched a new grant program in 2015 to support organizations and local governments that are implementing projects to build and improve rail-trails. Under the Doppelt Family Trail Development Fund, RTC will award a total of $85,000 per year for the next five years to qualifying projects through a competitive process.
- Website: http://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/

13 "Transportation Levy to Move Seattle," Seattle Department of Transportation, http://www.seattle.gov/transportation/levytomoveseattle.htm.

14 "FAST Act: A Summary of Highway Provisions," U.S. Department of Transportation, https://www.fhwa.dot.gov/fastact/summary.cfm.

15 "Fixing America's Surface Transportation (FAST) Act," Association of Metropolitan Planning Organizations, December 2015, http://www.ampo.org/wp-content/uploads/2015/12/FAST-Summary-.pdf.

16 "Fact Sheet: Enhanced Mobility of Seniors and Individuals with Disabilities," Federal Transit Administration, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/funding/grants/37971/5310-enhanced-mobility-seniors-and-individuals-disabilities-fact-sheet_1.pdf.

Illinois Bicycle Path Program

- Department: IDNR
- Deadline: March 1st
- Maximum Amount: $200,000 for Development Projects, None for Acquisition Projects
- Description: The Illinois Bicycle Path Grant Program was created to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support infrastructure. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program.
- Website: https://www.dnr.illinois.gov/AEG/Pages/BikePathProgram.aspx

Illinois Transportation Enhancement Program (ITEP)

- Department: IDOT
- Deadline: Set by IDOT
- Maximum Amount: $2,000,000
- Description: ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 50 percent reimbursement for right-of-way and easement acquisition costs, and up to 80 percent reimbursement for Phase II engineering, utility relocations, construction engineering, and construction costs. The remaining 20 or 50 percent is the responsibility of the project sponsor. A project must qualify as one of the 9 eligible categories listed in the ITEP Guidelines Manual and it must relate to surface transportation to be eligible for funding.
- Website: http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP

Open Space Lands Acquisition and Development Program (OSLAD) & Land and Water Conservation Fund (LWCF)

- Department: IDNR
- Deadline: Between May 1st & July 1st
- Maximum Amount: $750,000 for Acquisition Projects, $400,000 for Development/ Renovation Projects
- Description: The OSLAD Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The federal LWCF program (also known as LAWCON) is a similar program with similar objectives. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. Both programs provide funding assistance up to 50% of approved project.
- Website: https://www.dnr.illinois.gov/aeg/pages/openspacelandsaquisitiondevelopment-grant.aspx

People for Bikes (PFB) Community Grants Program

- Organization: People for Bikes
- Deadline: Varies; Letter of Interest Required
- Maximum Amount: $10,000
- Description: The People for Bikes (PFB) Community Grants Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths, bike lanes, rail trails, bridges, mountain bike trails, bike parks, BMX infrastructure, end-of-trip infrastructure, and large-scale bicycle advocacy initiatives.
- Website: http://www.peopleforbikes.org/pages/community-grants

Recreational Trails Program (RTP)

- Organization: IDNR
- Deadline: March 1st
- Maximum Amount: N/A

- Description: This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. Examples of eligible project activities include: trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support infrastructure and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. By law, 30% of each state's RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.
- Website: https://www.dnr.illinois.gov/AEG/Pages/FederalRecreationalTrailsProgram.aspx

Safe Routes to School (SRTS)

- Department: IDOT
- Deadline: Set by IDOT
- Maximum Amount: $200,000 for Infrastructure Applications, $30,000 for Non-Infrastructure Applications
- Description: The Illinois Safe Routes to School Program (SRTS) is a federally funded program administered by the Illinois Department of Transportation. The Illinois SRTS Program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to schools serving grades Kindergarten through 8th grade. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor.
- Website: http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index

Sustained Traffic Enforcement Program (STEP)

- Department: IDOT
- Deadline: Varies
- Maximum Amount: Varies
- Description: The Sustained Traffic Enforcement Program (STEP) grant helps Illinois maximize the effect of sustained, stepped- up, year- long traffic enforcement. The STEP program focuses on specific times of the year and day when data shows alcohol-involved and unbuckled fatalities are highest. The increased enforcement details conducted during these times raises the perception of offenders getting caught and deters potential impaired drivers and potential unbuckled drivers and passengers. The STEP grants also use strong media efforts in conjunction with increased enforcement to make a positive impact on reducing serious injuries and fatalities on Illinois roadways. The goals of these enforcement grants are to save lives and reduce injuries resulting from motor vehicle crashes caused by impaired driving, improper seat belt usage, distracted driving, and speeding.
- Website: http://www.idot.illinois.gov/transportation-system/safety/grants/index

NEXT STEPS

City Staff Implementation

The City of Urbana should establish an interdepartmental Pedestrian and Bicycle Coordination Team that will work together to implement this Pedestrian Master Plan.

Vision Zero

Per Urbana City Council direction in January 2020, the Urbana BPAC should complete a resolution for Council to adopt Vision Zero as a city policy with the goal of zero fatalities and serious injuries by 2030. A task force should be established to implement Vision Zero (see "Policy" on page 136). Examples of how the City of Urbana can implement Vision Zero are to list it as a standing agenda item at Urbana Traffic Commission meetings to monitor ongoing progress, and incorporating it into the Comprehensive Plan update beginning in 2020.

Pedestrian/Bicycle Coordinator

Perhaps the key recommendation of this plan is to develop a way to ensure its implementation. The City of Urbana should pool resources with other local agencies to create a full-time pedestrian/bicycle coordinator position at a regional agency. Regional agencies include the Champaign County Regional Planning Commission (CCRPC), Champaign-Urbana Mass Transit District (CUMTD), and the Champaign-Urbana Public Health District (CUPHD).

Ensuring that Urbana continues to improve the 5 E's of walking and achieve Walk Friendly Community status is a full-time job, and can be a large responsibility for existing City staff. It is also a large responsibility for the Champaign-Urbana Safe Routes to School (C-U SRTS) Project, which relies heavily on volunteers, and is struggling to provide the same level of programming without consistent SRTS grant funding.

Activities of this position can include working on pedestrian planning, as well as coordination of education, encouragement, enforcement, and evaluation activities. With the number of local agencies in Champaign-Urbana that are involved in and benefit from active transportation, the logical approach is to house the coordinator a regional agency. Other agencies that could be approached to pool resources to create this position are the Urbana Park District, University of Illinois, Champaign County Forest Preserve District, City of Champaign, Champaign Park District, and/or Village of Savoy.

Advocacy

Another recommendation to assist with implementation of this plan is for the City of Urbana to support efforts to create a pedestrian advocacy group. Such a group could be better equipped to help with encouragement and education activities.

Conclusion

This plan should be used as a flexible guide for decision-making over time. As action items are completed, and as conditions change, the plan's recommendations will warrant reevaluation and refinement.

FIGURE 7-3 Anderson Street in South Urbana