11 RECOMMENDATIONS

11

The following are recommendations to make bicycling safer and more attractive for cyclists in and around Urbana. Included are a list of major recommended concepts regarding bicycle infrastructure, recommended corridors for bicycle facility treatment, recommendations for point improvements, bicycle-activated stoplights, drainage grates, changes to the Urbana Zoning Ordinance regarding bicycle parking, locations for increased or upgraded bicycle parking, education for motorists and cyclists, encouragement of bicycling, enforcement of bicyclists and motorists, and evaluation of bicycling.

While this plan is not an overall transportation plan for the City, routine bicycle accommodation as part of any roadwork is recommended as one component of the broader Complete Streets policy adopted by the City of Urbana in 2011. Transportation projects should be designed, constructed, and maintained to allow pedestrians, bicyclists, transit riders and motorists to safely and comfortably move along and across a street, regardless of age or physical abilities.

Note that in 2000, the Federal Highway Administration (FHWA) provided the following guidance: "Bicycling, walking, and transit facilities will be incorporated into all new transportation projects unless exceptional circumstances exist." Since then, cities and counties throughout the country have started working towards providing "complete streets" in their communities. The City of Urbana, Illinois Department of Transportation (IDOT), Campus Area Transportation Study (CATS), CUUATS, and the City of Champaign have all adopted Complete Streets policies in recent years.

Complete Streets also create a sense of place and improves social interaction, while generally improving adjacent property land values.

11.1 RECOMMENDED BIKEWAY NETWORK CONCEPTS

The following lists the major concepts that support the recommended bikeway corridors and areas in Section 11.2.

11.1.1 BIKEWAY & TRAIL WAYFINDING SIGNAGE

Many street segments were recommended as Bike Routes in the 2008 UBMP, and more street segments are recommended as Bike Rotues in the 2016 UBMP. The first Bike Routes were designated in Urbana in 2013 (see Section 6.1.3). However, only the MUTCD D11-1 (Bike Route) and M6 series (arrow) signs (see Section 5.2.2) were installed.

It is recommended to install wayfinding signage to supplement all existing and proposed Bike Route and trail signs in Urbana. Wayfinding signage should consist of destination, distance/time, and direction information. See Appendix 20 for a list of suggested destination names and priorities to place on wayfinding signage along bike routes, along trails, and where bike lanes intersect other bikeways. The destination type order that should be placed on bikeway and trail wayfinding signs are as follows.

Primary destinations:

1. Urbana Green Loop turns
2. Intersecting bikeways & trails
3. Kickapoo Rail Trail
4. Downtown Urbana
5. University of Illinois campus
6. Urbana Park District signature parks
7. Neighboring cities (e.g. Champaign)
8. Boneyard Creek Park

Secondary destinations:

1. Schools
2. Urbana Free Library
3. Urbana Park District community parks

Tertiary destinations:

1. Civic Facilities (e.g. County, Park District, University)
2. Government offices
3. Hospitals and clinics
4. Major employers
5. Shopping centers
6. Urbana Park District neighborhood parks
7. University of Illinois housing
8. Other areas

City of Urbana staff should coordinate with Urbana Park District staff when assembling wayfinding signage that directs bicyclists to parks.

City of Urbana staff should also coordinate with University of Illinois staff to determine which University destinations need to be placed on wayfinding signs.

Follow the recommendations in Section 5.2.1 for wayfinding sign assembly and placement on street segments with **bike lanes**.

Follow the recommendations in Section 5.2.2 for wayfinding sign assembly and placement on street segments designated as **bike routes**.

Follow the recommendations in Section 5.3.1 for wayfinding sign assembly and placement along **trails**.

11.1.2 URBANA GREEN LOOP

A signature recommendation of this plan and the Urbana Park District Trails Master Plan (UTMP) is the establishment of the **Urbana Green Loop** trail. A model for the Urbana Green Loop is the Davis, California Bike Loop[20], implemented in 2007. Davis is a Platinum Level Bicycle Friendly Community, the highest level awarded by the League of American Bicyclists, and has long been a leader in bicycle friendliness.

The Davis Bike Loop is a 12 mile long route through the Greenbelt that passes through most of the major pieces of bicycle infrastructure in Davis. The route is suitable for walking, jogging or bicycling. It runs mostly on paths and trails, but has some sections on quiet residential streets. The route was chosen to be safe and pleasant, but not too fast. It is suitable for casual bicyclists who don't mind going slow and yielding to pedestrians, young riders, old riders, and new riders. The route is designed to be used as a navigable route for children, so parents can send their children on a safe, easy-to-follow route.[15]

Figure 139 Davis, CA Bike Loop

20. Davis Wiki. Davis Bike Loop. http://daviswiki.org/Davis_Bike_Loop

The **Urbana Green Loop** is intended to connect Urbana neighborhoods, Downtown Urbana, and the University of Illinois to all Urbana Park District parks and facilities. It is intended to be a family-friendly path, available to users of all ages and abilities, and inviting to both residents and visitors to explore Urbana.

The **Urbana Green Loop** (Figure 140) is 21 miles in length, consisting of 11.4 miles of existing facilities, 8.6 miles of proposed facilities, and a 1 mile study area. Both existing and proposed trails are included on the loop to connect all Urbana Park District facilities and parks and thus improving the range of local destinations accessible on foot or by bike for residents using the trails. This length of trail will allow for long distance non-motorized recreational trips of 4 miles or longer, which 21% of Urbana Pedestrian and Bicycle Survey (PABS) respondents preferred (see Appendix 11).

CUUATS staff have developed bicycle and trail network recommendations in conjunction with the Urbana Park District Trails Master Plan (UTMP) to ensure a safe and easy-to-navigate system for all Urbana residents (Figure 141). The main purpose is to provide transportation alternatives to access a wide range of recreational activities, varying length of space for walks and runs, and for exploring different parts of the city; thus, promoting healthy lifestyles and improving residents' quality of life.

The **Urbana Green Loop** includes both existing (shown in solid lines) and recommended (shown in dashed lines) facilities (Figures 140-141). The maps show a number of on-street connections as part of the loop. These connections were identified as key links between parks, trails and recreational facilities.

On-street connections are necessary for the Urbana Green Loop because they are the only feasible, cost-effective and/or direct routes between parks. Many families should be able to safely navigate low-traffic routes on foot or bike, or use adjacent sidewalks.

In addition to these, **Orange Connections** to the University of Illinois and other potential connections to Champaign and Savoy are also shown to present potential regional connections to the Urbana Green Loop. CCRPC staff will coordinate with other local agencies to potentially realize these connections through implementation of the 2014 Champaign County Greenways & Trails Plan and the development of the 2016 Champaign Park District Trails Master Plan.

See Section 12.2.1 for the Urbana Green Loop implementation tables.

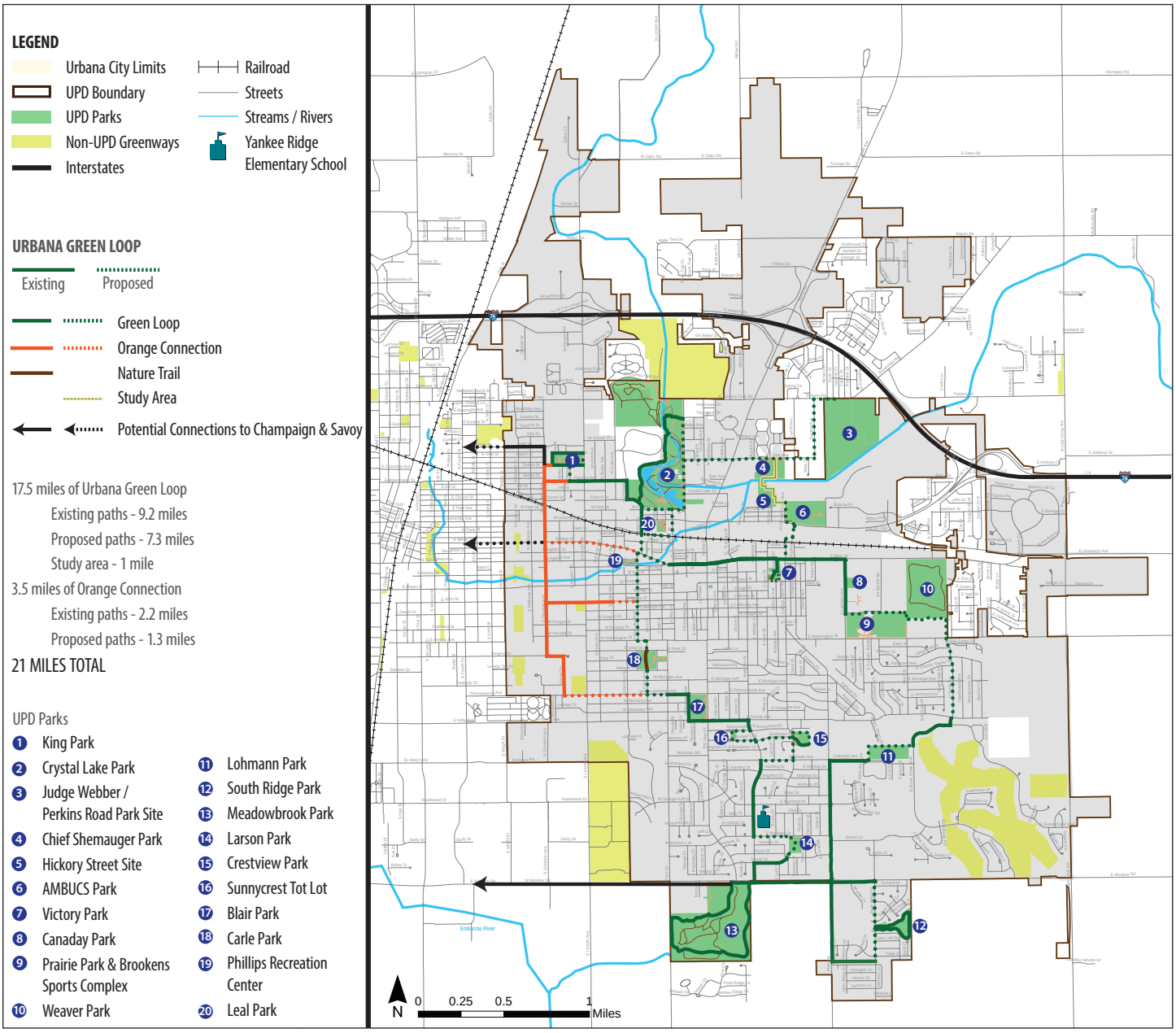


Figure 140 Proposed Urbana Green Loop

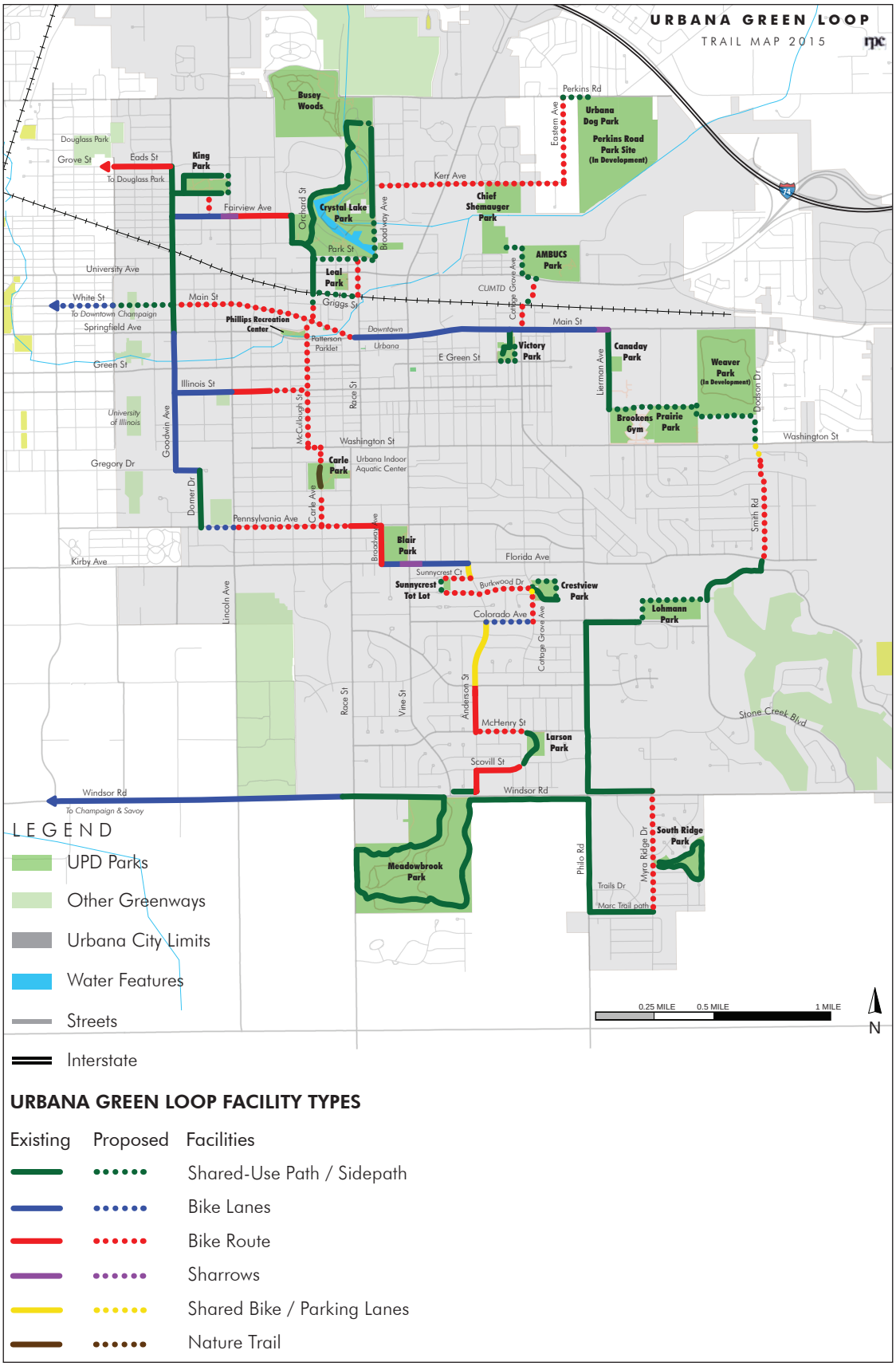


Figure 141 Proposed Urbana Green Loop by Facility Types

11.1.3 MCORE PROJECT

The agencies of the Campus Area Transportation Study (CATS) were awarded a US DOT TIGER (Transportation Investment Generating Economic Recovery) grant in 2014 for the MCORE (Multimodal Corridor Enhancement) Project. The CATS agencies include the City of Urbana, Champaign-Urbana Mass Transit District (CUMTD), University of Illinois, and City of Champaign.

The purpose of this project is to rehabilitate streets on core transit corridors to bring them into a state of good repair while redesigning them to safely accommodate all roadway users.[21] The MCORE Project will improve transit, bicycle, and pedestrian movement throughout the core of the community, from Downtown Urbana through the University of Illinois campus to Downtown Champaign. This also implements recommendations from the 2008 UBMP, University District Traffic Circulation Study (UDTCS), and miPLAN (see Chapter 3).

The MCORE Project consists of five street segments. Therefore, this is a five year project, with construction beginning in 2016. Two of the street segments are in Urbana:

1. Green Street from Wright Street to Busey Avenue (Phase 1 of 4)
2. Green Street from Busey Avenue to Race Street (Phase 4 of 4)

For more information, see Section 11.2.30.

11.1.4 SAFE ROUTES TO SCHOOL (SRTS)

This plan recommends further improving bicycling to several Urbana schools.

1. **Leal School:** Bike Routes immediately adjacent to the school on Cedar Street (see Section 11.2.12) and Oregon Street (see Section 11.2.54).
2. **Dr. Williams (formerly Prairie) School:** The Bakers Lane trail would create an off-street shared-use path for students in the unincorporated Scottswood subdivision to bike to/from school (see Section 11.2.61). The Lierman Neighborhood Trail (see Section 11.2.40) and the Washington Street sidepath (see Section 11.2.66) would widen existing sidewalks to sidepaths, creating more space for students to bike and walk to school. Bike Routes on Lanore Drive (see Section 11.2.38), Michigan Avenue (see Section 11.2.47), and Smith Road (see Section 11.2.61) would create more designated safe routes to school.
3. **Thomas Paine School:** Shared-use paths near the school in the Lohmann Park area (see Section 11.2.42), and a shared-use path leading south of the school along the Lucas Street corridor (see Section 11.2.43) and Myra Ridge Drive (see Section 11.2.49).
4. **Urbana Middle & High Schools (UMS/UHS):** Existing and proposed bikeways from all cardinal directions to the UMS/UHS campus in the center of Urbana: Broadway Avenue from the north and south (see Section 11.2.7), Fairlawn Drive from the east (see Section 11.2.25), Race Street from the north and south (see Section 11.2.59), and Washington Street from the east and west (see Section 11.2.66).
5. **Yankee Ridge School:** Installing a loop path around the school property that would widen the existing sidewalks for shared-use between bicyclists and pedestrians (see Section 11.2.69).

11.1.5 RAIL CORRIDORS

Trails should be installed if and when railroads abandon rail corridors (see Section 5.3.3) or allow trails to parallel existing railtrack (see Section 5.3.4). Such corridors include:

1. Section 11.2.35: Kickapoo Rail Trail
2. Section 11.2.42: Thomas Paine Rail-to-Trail

11.1.6 BIKEWAY ACCESS IN LOW-INCOME NEIGHBORHOODS

Bikeway facilities should be installed in low-income neighborhoods, especially areas with larger numbers of zero-vehicle households where the bicycle may be a primary form of transportation. Bikeways and trails can also provide a low-cost or no-cost form of exercise to residents of these neighborhoods. Such corridors include:

1. Section 11.2.61: Bakers Lane Trail
2. Section 11.2.22: Eads Street
3. Section 11.2.26: Fairview Avenue/Beslin Street
4. Section 11.2.31: Gregory Street near King Park
5. Section 11.2.37: King Park Loop Path
6. Section 11.2.38: Lanore Drive
7. Section 11.2.40: Lierman Neighborhood Trail
8. Section 11.2.42: Lohmann-Florida Path
9. Section 11.2.57: Pfeffer Road
10. Section 11.2.66: East Washington Street

21. Snyder, Amy. *$15.7 Million Grant Awarded to Champaign-Urbana.* Champaign-Urbana Mass Transit District, Urbana, IL, September 12, 2014. http://www.cumtd.com/about-us/news/article/386

11.1.7 BIKEWAY ACCESS TO EMPLOYERS

As discussed in Sections 2.2.3, 7.5, and 9.1.1, bikeways that lead to major employers in Urbana should be installed, especially Bike Friendly Businesses (see Appendix 2). Recommendations that connect to major employers include:

1. Section 11.2.10: Flex-N-Gate
2. Section 11.2.14: Carle Hospital
3. Sections 11.2.12, 11.2.54, 11.2.59: Urbana School District (Leal School, Central Office)
4. Section 11.2.23: Champaign County (East Campus)
5. Section 11.2.33: Health Alliance
6. Section 11.2.33: Urbana City Building
7. Sections 11.2.35 and 11.2.51: CUMTD
8. Section 11.2.41: SuperValu
9. Section 11.2.55: Presence Covenant Medical Center
10. Section 11.2.64: University of Illinois

11.1.8 NORTHERN ACCESS ACROSS INTERSTATE 74

As discussed in Section 8.4, Interstate 74 creates five crossings between residences and businesses north of I-74, and the rest of Urbana south of I-74. Opportunities to develop bikeways across I-74 and north of I-74 should be utilized. Such areas and corridors include:

1. Section 11.2.1: Airport Road Corridor
2. Section 11.2.8: Brownfield Road
3. Section 11.2.19: Cunningham Avenue (US 45)
4. Section 11.2.32: High Cross Road
5. Section 11.2.41: Lincoln Avenue

11.1.9 FUTURE DEVELOPMENT

This plan recommends that trails and/or bikeways be constructed upon development of land for residential, commercial, and/or industrial purposes. These plans are likely to be long-term, and will be implemented by landowners, not the City of Urbana.

1. Undeveloped land owned by Menards in East Urbana for commercial and residential development (see Sections 8.3 and 11.2.46).
2. Undeveloped land in the Eagle Ridge subdivision (see Sections 11.2.40 and 11.2.43).
3. Undeveloped land north of Washington Street and west of Lierman Avenue owned by the DART Container Corporation (see Section 11.2.54).
4. Undeveloped land in the Somerset subdivision (see Section 11.2.1).

11.1.10 ARTERIAL ROADS

Bikeway facilities should be installed if and when arterial roads on the fringe of Urbana are reconstructed. Such corridors include:

1. Section 11.2.20: Curtis Road
2. Section 11.2.32: High Cross Road/IL 130
3. Section 11.2.41: Lincoln Avenue
4. Section 11.2.52: Olympian Drive
5. Section 11.2.58: Philo Road
6. Section 11.2.59: Race Street

11.1.11 STREAM CORRIDORS

Opportunities to construct trails along linear waterways should be taken advantage of if they present themselves. Such corridors include:

1. Sections 11.2.1 and 11.2.51: Saline Branch Path
2. Section 11.2.5: Boneyard Creek Trail
3. Section 11.2.62: Embarras River Trails

11.1.12 LOOP TRAILS BETWEEN PARKS

Trails and bikeways recommended in this plan would also create connections between several parks in different areas of Urbana. Implementation of these facilities would provide medium-sized loop trails that the majority (35%) of Urbana Pedestrian and Bicycle Survey (PABS) respondents would prefer to use (see Table 36), between smaller-sized park loop trails and the larger Urbana Green Loop trail.

These recommendations are outlined in the following sections:

1. Section 11.2.23: East Urbana Loop Trail
2. Section 11.2.51: North Urbana Inter-Park Trails
3. Section 11.2.62: South Urbana Trails

11.1.13 FITNESS TRAILS

Fitness trails are proposed to be installed by the Urbana Park District at **Crystal Lake Park** and **Weaver Park**, preferably utilizing existing trails. Crystal Lake Park is a candidate for a fitness trail considering its scenic beauty, high frequency of visitors, and focus on short-term improvements by the Urbana Park District.

Weaver Park is also close to sports facilities (Prairie Park, Brookens Sports Complex) and also located near low-income neighborhoods. Crystal Lake and Weaver Parks are also Signature Parks, which means they serve a wide range of Urbana residents.

For more information, please see the Urbana Park District Trails Master Plan (UTMP).

11.2 RECOMMENDED BIKEWAY NETWORK CORRIDORS & AREAS

The proposed bicycle network covers all neighborhoods in Urbana, with an attempt to reach rural destinations and surrounding communities as well. Some facilities that the City of Urbana is not responsible for implementing are listed here, and a full description of responsible agencies is listed in Chapter 12.

Figure 142 shows the recommended bicycle network map for the City of Urbana and surrounding area. Figure 143 shows the recommended bicycle network map focused on the core of Urbana. Small area maps are also provided for each corridor. Please use the legend for Figure 142 as the legend for these maps. Appendix 16 lists the existing conditions and recommendations for each street measured in Urbana.

This section breaks down the proposed improvements by street or path corridor. This list not only includes recommendations for bikeway striping, signage, and construction, but also includes recommended existing paths that bicyclists may use to get through a particular corridor to one's desired destination. **Locations proposed for bike lanes and Bike Routes also include a list of destinations and intersecting bikeways that can be included on supplemental wayfinding signage (see Section 11.1.1 for more information).**

The Bicycle Master Plan will be evaluated every year through the Performance Measures Tracking Sheet (see Appendix 14). The Bicycle Master Plan will be updated every 5 years, with amendments made between plan updates if necessary. This plan update began 5 years after the original plan was approved, and the next scheduled update should be completed in 2021. This evaluation process will allow the City to recognize any future streets or corridors where bicycle facilities may be desired and identify them as such in the Plan.

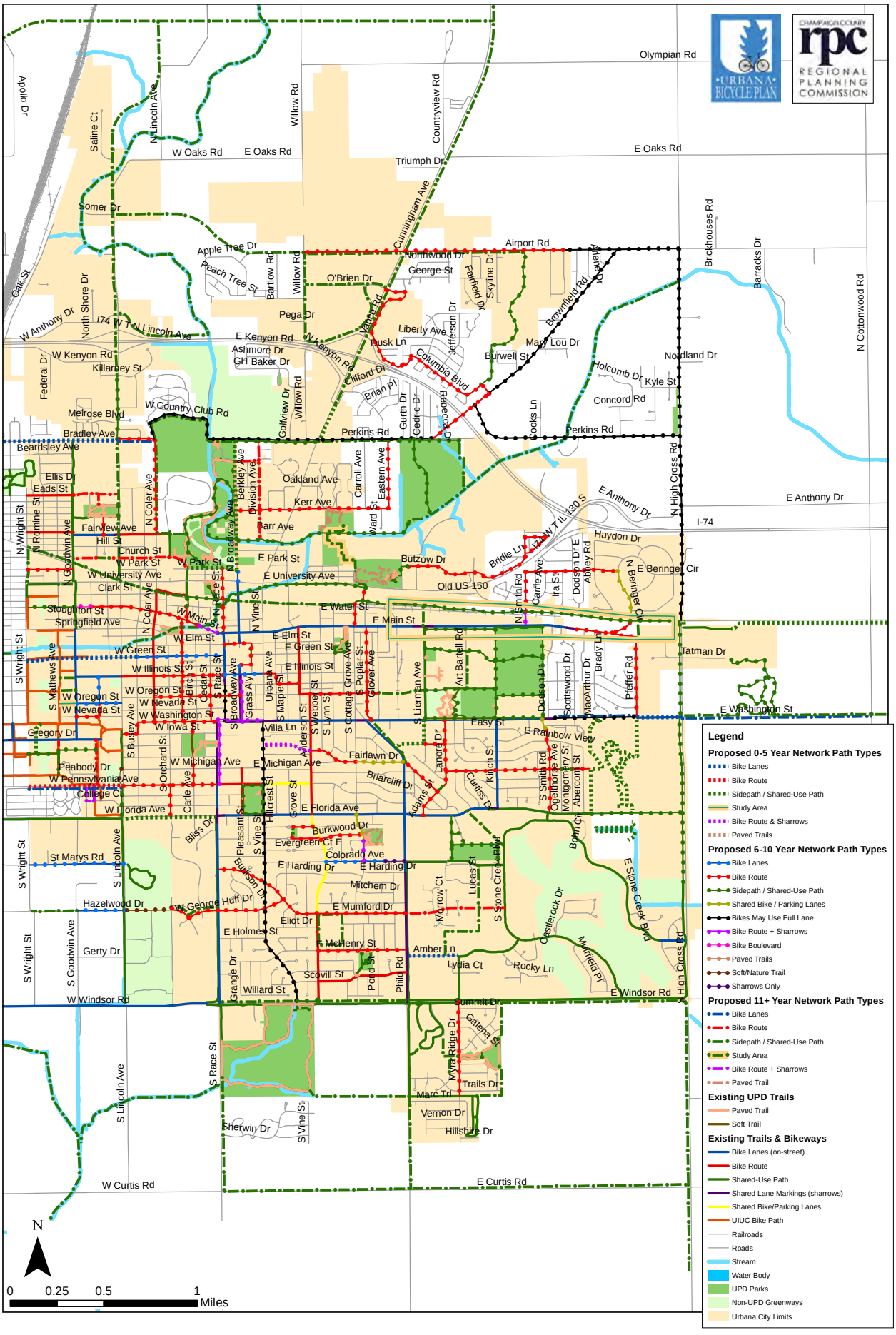


Figure 142 2016 Greater Urbana Recommended Bicycle Network

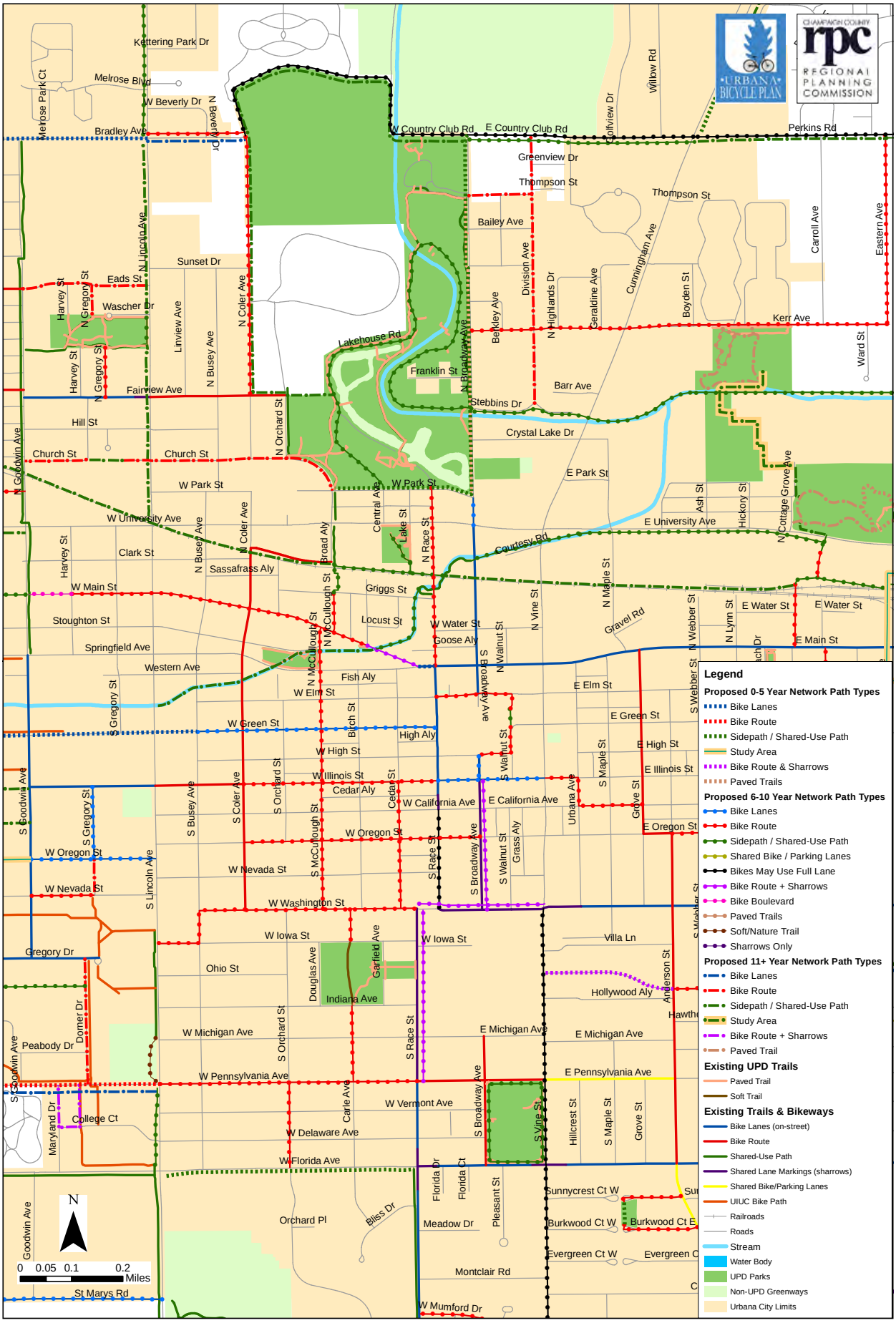
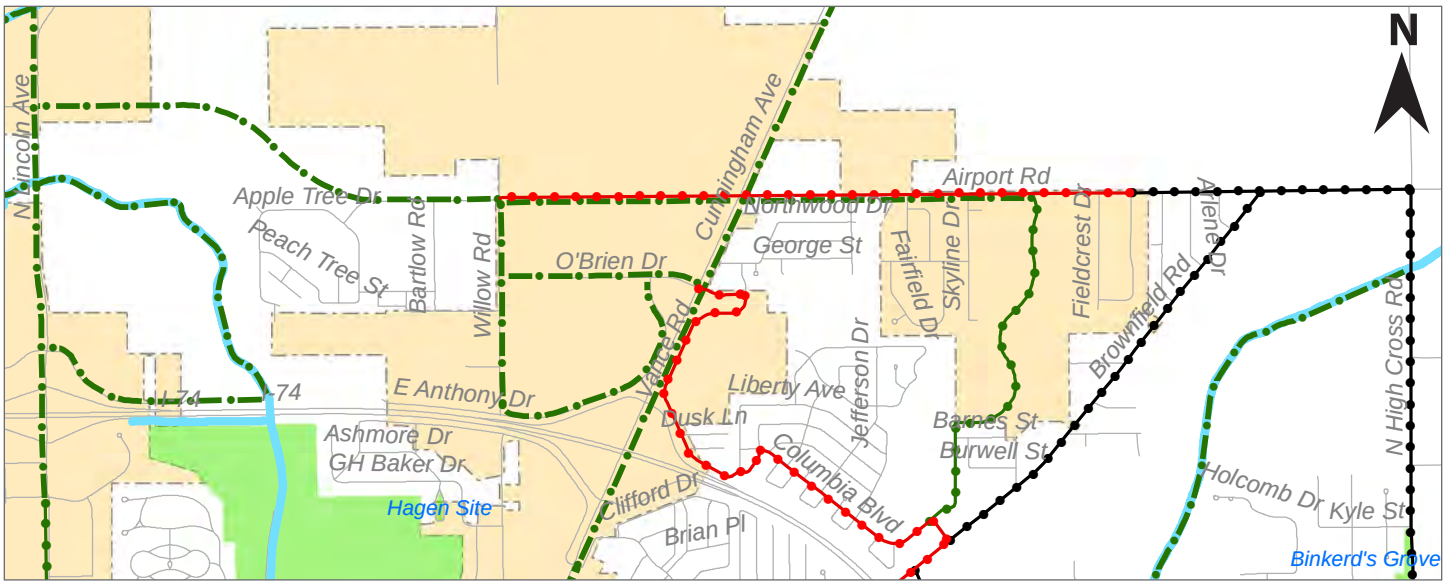


Figure 143 2016 Core Urbana Recommended Bicycle Network

11.2.1 AIRPORT ROAD CORRIDOR



AIRPORT ROAD

- High Cross Road-Somerset Drive: Bike May Use Full Lane. Coordinate with Urbana Township.
- Somerset Drive-Somerset Path: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Somerset Path (WB), Cunningham Avenue (WB)
- Somerset Path-Willow Road:
  - This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Short-term: Bike Route with wayfinding signage.
    - Destinations & Intersecting Bikeways: Willow Road (WB), Cunningham Avenue (EB & WB), Somerset Path (EB)
  - Long-term: Sidepath with trail wayfinding signage.
- Willow Road-Apple Tree Drive: Sidepath with trail wayfinding signage. Urbana Township jurisdiction.

AIRPORT ROAD FUTURE EXTENSION

- Apple Tree Drive-Lincoln Avenue: Sidepath with trail wayfinding signage upon street construction.

SOMERSET PATH

- Shared-use path with trail wayfinding signage through Somerset subdivision, beginning at Airport Road between Fieldcrest & Skyline Drives, and extending southwest through the subdivision as development occurs. Explore future extension of path to Brownfield Road.

COLUMBIA BOULEVARD

- Brownfield Road-Independence Avenue: Bike Route with wayfinding signage. Urbana Township jurisdiction.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)

INDEPENDENCE AVENUE

- Columbia Avenue-Anthony Drive: Bike Route with wayfinding signage. Urbana Township jurisdiction.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)

VANCE ROAD

- Anthony Drive-O'Brien Drive: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)

ANTHONY DRIVE

- Independence Avenue-East City Limits: Bike Route with wayfinding signage. Urbana Township jurisdiction.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)
- East City Limits-Vance Road: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)
- O'Brien Drive-Willow Road: Sidepath with trail wayfinding signage on north side of the road as development occurs. This will allow cyclists to access commercial developments for shopping and employment.
- Saline Branch-Lincoln Avenue: Sidepath with trail wayfinding signage on north side of the road.

O'BRIEN DRIVE

- Vance Road-Cunningham Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Cunningham Avenue (WB), Brownfield Road (EB)
- Cunningham Avenue-Willow Road: Sidepath with trail wayfinding signage, to be built upon extension of O'Brien Drive to Willow Road, and as development occurs. This will allow cyclists to access commercial developments for shopping and employment.

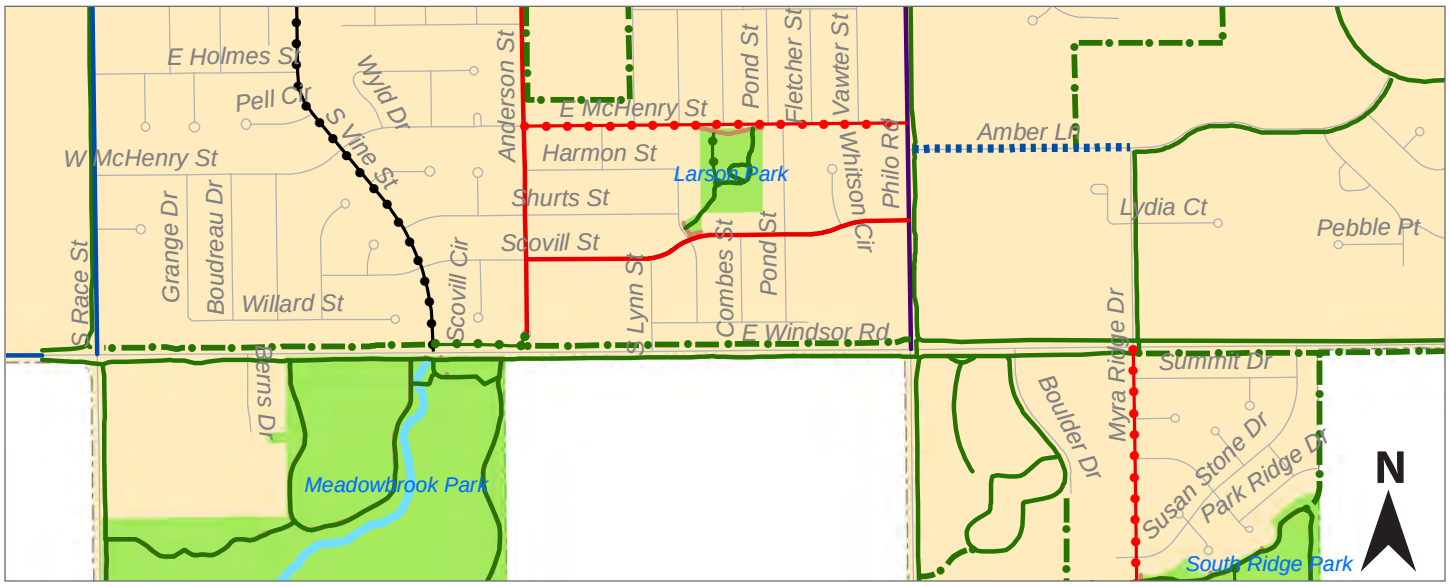
WILLOW ROAD

- Airport Road-Anthony Drive: Sidepath with trail wayfinding signage on east side of the road as development occurs. This will allow cyclists to access commercial developments for shopping and employment.

SALINE BRANCH

- Olympian Drive corridor-Anthony Drive: Shared-use path with trail wayfinding signage parallel to the Saline Branch.
- Perkins Road Park Site-High Cross Road: Shared-use path with trail wayfinding signage parallel to the Saline Branch (see also Section 11.2.51).

11.2.2 AMBER LANE / MCHENRY STREET / SCOVILL STREET CORRIDOR



AMBER LANE

- Stone Creek Boulevard-Myra Ridge Drive: Existing sidepath on south side of the road. Add trail wayfinding signage.
- Myra Ridge Drive-Philo Road: Bike Lanes. On-street parking will no longer be allowed.
  - Destinations & Intersecting Bikeways: Stone Creek Golf Course (EB), Myra Ridge Drive (EB), Meijer (EB & WB), Philo Road (WB)

PHILO ROAD

- Amber Lane-Scovill Street: Use existing sidepath on the east side of the road to more safely cross Philo Road at the stoplight on Scovill Street.

SCOVILL STREET

- Philo Road-Anderson Street: Existing Bike Route installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Philo Road (EB), Meijer (EB & WB), Larson Park (EB & WB), Anderson Street (WB)
  - Urbana Green Loop segment: Larson Park to Anderson Street

MCHENRY STREET

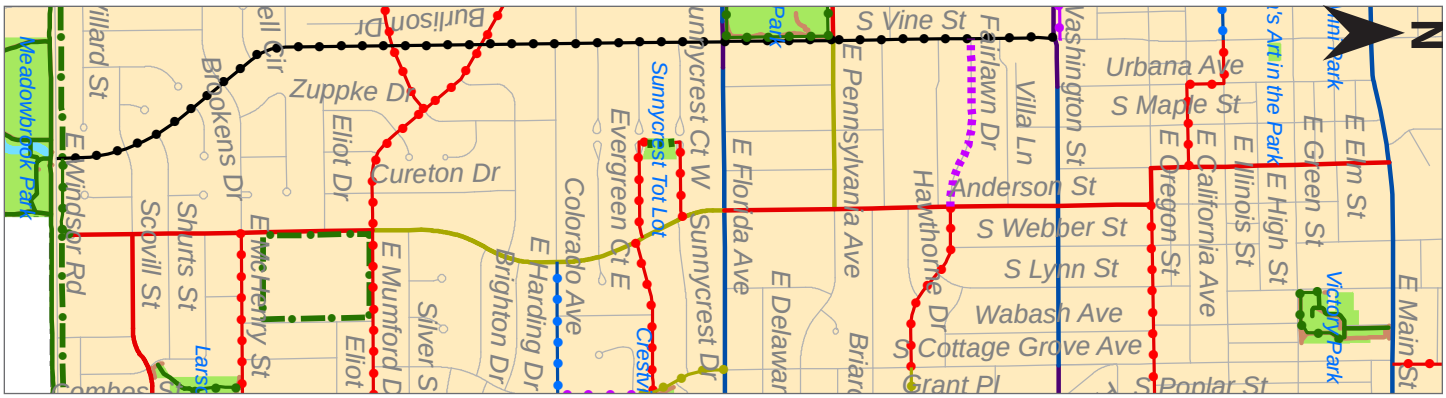
- Philo Road-Anderson Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Philo Road (EB), Larson Park (EB & WB), Anderson Street (WB)
  - Urbana Green Loop segment: Larson Park to Anderson Street

LARSON PARK

- Existing shared-use path between McHenry Street and Scovill Street. Urbana Green Loop segment. Urbana Park District jurisdiction.
- Shared-use path on the west side of Larson Park. Urbana Park District jurisdiction.

Figure 144 Scovill Street west of Philo Road

11.2.3 ANDERSON STREET CORRIDOR



GROVE STREET

- Main Street-Oregon Street: Existing Bike Route installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Main Street (NB), Oregon Street (SB), Anderson Street (SB)

OREGON STREET

- Grove Street-Anderson Street: Existing Bike Route installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Downtown (WB)

ANDERSON STREET

- Oregon Street-Florida Avenue: Existing Bike Route installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Downtown (NB), Washington Street (NB & SB), Fairlawn Drive (NB & SB), Wiley School (SB), Florida Avenue (SB)

Figure 145
Anderson Street south of Pennsylvania Avenue

- Florida Avenue-Mumford Drive: Existing Shared Bike/Parking Lanes installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Wiley School (NB), Florida Avenue (NB), Sunnycrest Court East (NB & SB), Burkwood Drive (NB & SB), Colorado Avenue (NB & SB), Yankee Ridge School (SB), Mumford Drive (SB)
  - Urbana Green Loop segments: Florida Avenue to Sunnycrest Court East, Colorado Avenue to Mumford Drive

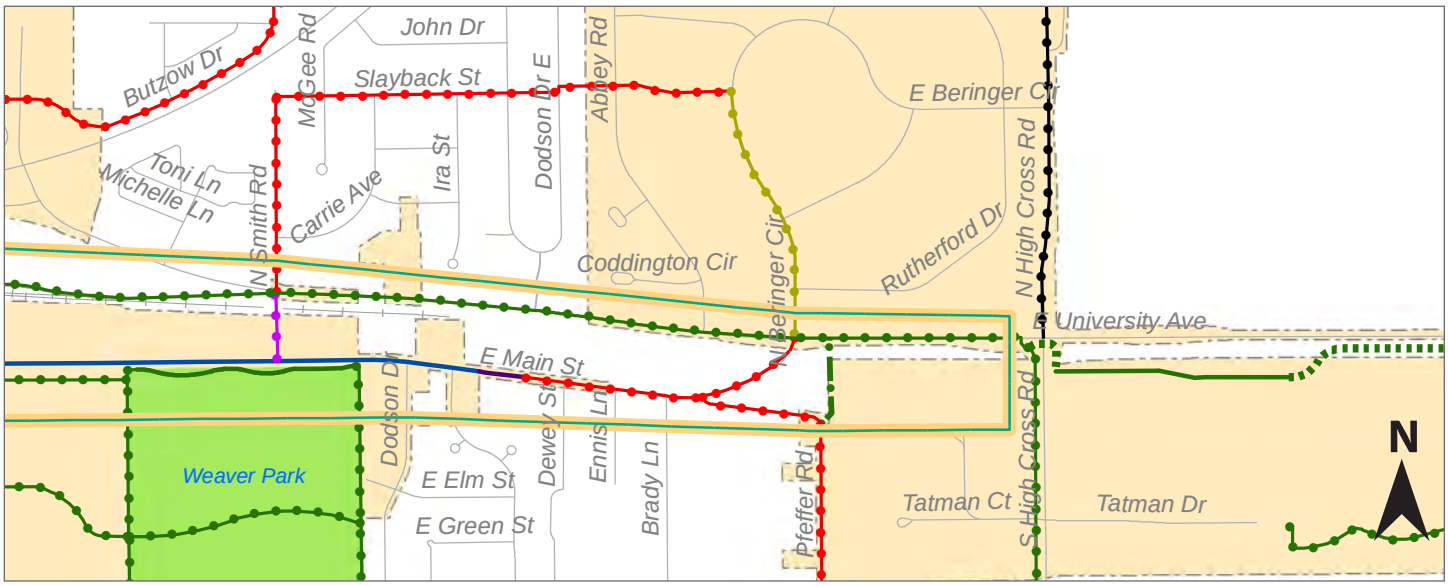
Figure 146
Anderson Street south of Colorado Avenue

- Mumford Drive-south side of Yankee Ridge School property: Widen existing sidewalk to an 8' sidepath on the east side of the road. Coordinate with the Urbana School District. See Section 11.2.69 (Yankee Ridge School Loop Trail).
- Mumford Drive-Scovill Street: Existing Bike Route installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Mumford Drive (NB), Yankee Ridge School (NB), McHenry Street (NB & SB), Scovill Street (SB), Meadowbrook Park (SB)
  - Urbana Green Loop segment: Mumford Drive to McHenry Street
- Scovill Street to the Anderson Street cul-de-sac: Existing Bike Route installed in 2013. Add bike wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Scovill Street (NB), Yankee Ridge School (NB), Meadowbrook Park (SB)
- Anderson Street cul-de-sac to Windsor Road: Widen existing sidewalk on the west side of the cul-de-sac to an 8' shared-use path. This will provide cyclists an appropriate facility to access Windsor Road. Add trail wayfinding signage. Urbana Green Loop segment.

WINDSOR ROAD

- Anderson Street-Vine Street: Widen existing sidewalk to an 8' sidepath on the north side of the road with trail wayfinding signage. This will connect Anderson Street to Meadowbrook Park, via the marked crossing & refuge island across Windsor Road at Vine Street. See Sections 11.2.67 (Windsor Road) and 11.3.10. Urbana Green Loop segment.

11.2.4 BERINGER CIRCLE



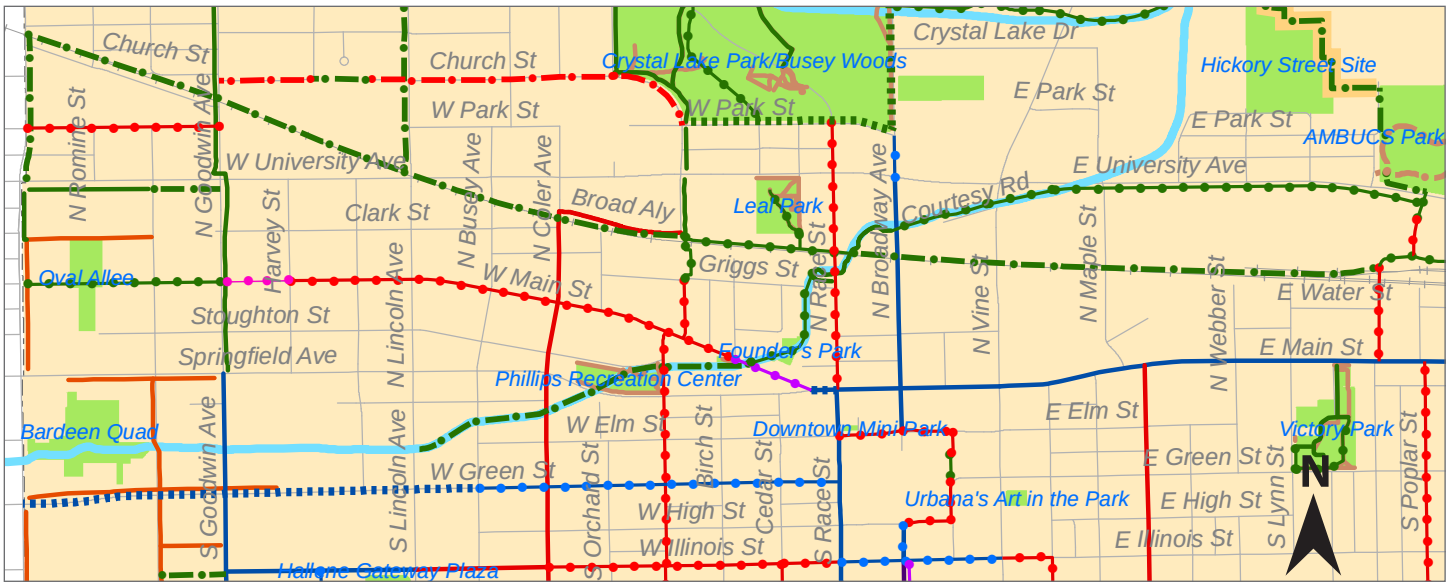
- Slayback Road-University Avenue: Shared Bike / Parking Lanes with wayfinding signage.
  - Destinations & Intersecting Bikeways: Slayback Road (NB), Main Street (SB), Kickapoo Rail Trail (SB)
- See Section 11.3.1 for recommendations on improving crossing safety at University Avenue (US 150).
- See Main Street Corridor (Section 11.2.44) for continuation of bicycle facilities south of University Avenue (US 150).

Existing View (2014)

Future View

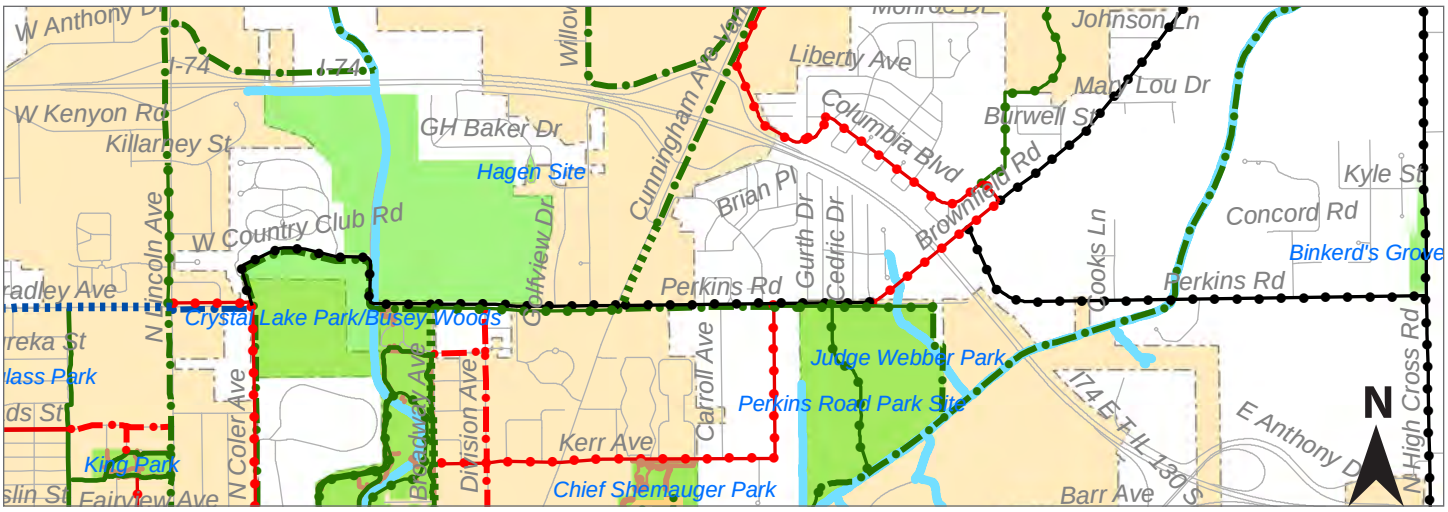
Figure 147
Beringer Circle north of University Avenue

11.2.5 BONEYARD CREEK TRAIL



- Maple Street-University Avenue: Shared-use path with trail wayfinding signage parallel to the Boneyard Creek.
- University Avenue-Broadway Avenue: Shared-use path with trail wayfinding signage parallel to the Boneyard Creek.
- Broadway Avenue-Griggs Street: Existing shared-use path parallel to the Boneyard Creek. Add trail wayfinding signage.
- Griggs Street-Locust Street: Shared-use path with trail wayfinding signage parallel to the Boneyard Creek.
- Locust Street-Main Street: Shared-use path with trail wayfinding signage parallel to the Bonyeard Creek.
- Main Street-Lincoln Avenue: Shared-use path with trail wayfinding signage parallel to the Boneyard Creek. Connects Downtown to Phillips Recreation Center & Campus. Coordinate with the Urbana Park District.

11.2.6 BRADLEY AVENUE / COUNTRY CLUB ROAD / PERKINS ROAD CORRIDOR



PERKINS ROAD

- High Cross Road-Brownfield Road: Bike May Use Full Lane. Urbana Township jurisdiction.

BROWNFIELD ROAD

- Brownfield Road bridge over I-74: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Columbia Boulevard (NB), Perkins Road (NB & SB), Judge Webber Park (SB), Perkins Road Park (SB)

PERKINS ROAD

- North side of Judge Webber/Perkins Road Park: Sidepath along south side of the road with trail wayfinding signage, to be constructed by the Urbana Park District. Urbana Green Loop segment.
- Judge Webber/Perkins Road Park-Eastern Avenue: Sidepath on south side of the road with trail wayfinding signage. Urbana Township jurisdiction. Urbana Green Loop segment.
- Eastern Avenue-Cunningham Avenue: Sidepath on south side of the road with trail wayfinding signage. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
- Brownfield Road-Cunningham Avenue: Bikes May Use Full Lane. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.

COUNTRY CLUB ROAD

- Cunningham Avenue-Broadway Avenue
  - Bikes May Use Full Lane. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Sidepath on south side of the road with trail wayfinding signage. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.

Existing View (2014)

Future View

Figure 148
Country Club Road east of Broadway Avenue

- Broadway Avenue-Coler Avenue
  - Medium-term: Bikes May Use Full Lane. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Long-term: Sidepath on south side of the road with trail wayfinding signage. This is partially in unincorporated Urbana, outside city limits. Coordinate with Urbana Township and Urbana Park District. See also Crystal Lake Park/Busey Woods Loop Path (Section 11.2.18).

COLER AVENUE

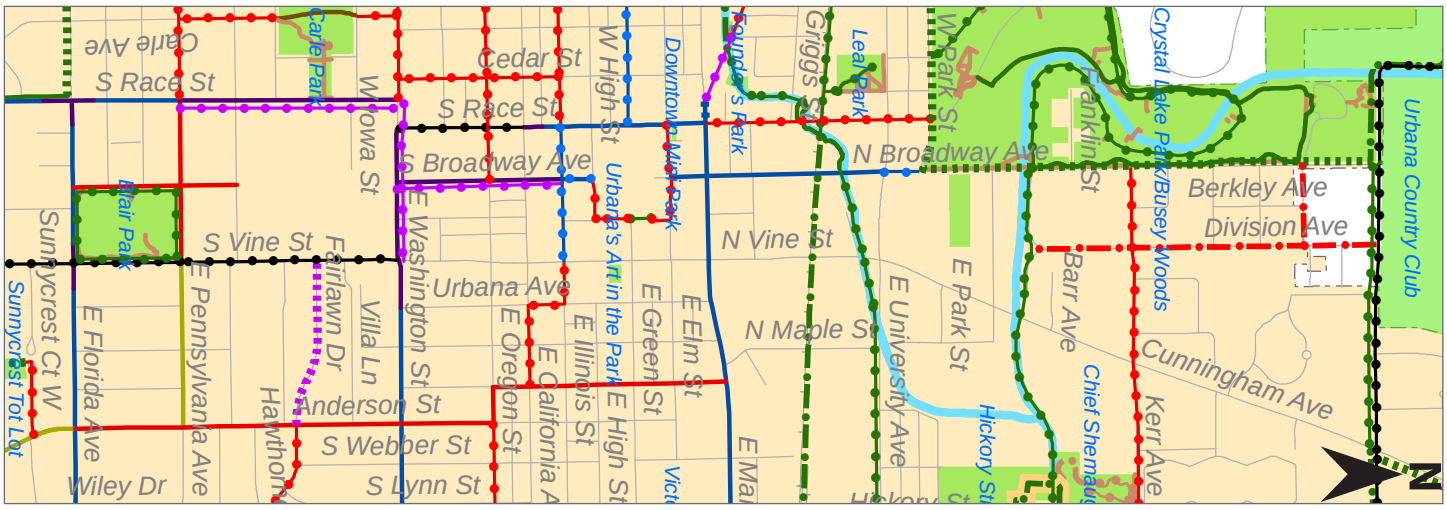
- Country Club Road-Bradley Avenue
  - Medium-term: Bikes May Use Full Lane.
  - Long-term: Sidepath on the east side of the road. Add trail wayfinding signage. See also Section 11.2.18 (Crystal Lake Park/Busey Woods Loop Path).

BRADLEY AVENUE

- Coler Avenue-Lincoln Avenue
  - Medium-term: Bike Route with wayfinding signage.
    - Destinations & Intersecting Bikeways: Coler Avenue (EB), Busey Woods (EB), Goodwin Avenue (WB)
  - Long-term: Bike Lanes, upon street reconstruction.
    - Destinations & Intersecting Bikeways: Coler Avenue (EB), Busey Woods (EB), Lincoln Avenue (WB)
- Lincoln Avenue-Goodwin Avenue: Bike Lanes. Consider the installation of buffered bike lanes.
  - Destinations & Intersecting Bikeways: Coler Avenue (EB), Busey Woods (EB), Lincoln Avenue (EB), Goodwin Avenue (WB)
- Goodwin Avenue-west city limits: Bike Lanes. Consider the installation of buffered bike lanes. Champaign Moving Forward designates the segment to the west as a study area for bike lanes in its Bicycle Vision Plan. Coordinate with the City of Champaign to continue bike lanes westward.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Champaign (WB)

Figure 149
Bradley Avenue east of Goodwin Avenue

11.2.7 BROADWAY AVENUE CORRIDOR



BROADWAY AVENUE

- Country Club Road-Park Street: Sidepath on west side of the road. Widen sidewalk and bridge where it exists to an 8′ shared-use path, or construct a separate bicycle/pedestrian bridge. Add trail wayfinding signage. Coordinate with the Urbana Park District.
  - Urbana Green Loop segment: Thompson Street to Park Street
- Park Street-University Avenue: Bike Lanes.
  - Destinations & Intersecting Bikeways: Crystal Lake Park (NB), Downtown (SB), Boneyard Creek Trail (SB), Lincoln Square Mall (SB)
  - Install two-stage turn-queue box at the northeast corner of Broadway Avenue/Park Street intersection (see Section 11.3.9).
- University Avenue-Elm Street: Existing Bike Lanes installed in 2013.
  - Destinations & Intersecting Bikeways: Crystal Lake Park (NB), Boneyard Creek Trail (NB & SB), Main Street (NB & SB), Downtown Post Office (SB), Lincoln Square Mall (SB)

ELM STREET

- Race Street-Broadway Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Broadway Avenue (EB), Lincoln Square Mall (EB), Urbana Free Library (WB), Race Street (WB)
- Broadway Avenue-Walnut Street corridor: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Lincoln Square Mall (EB), Broadway Avenue (EB & WB), Market at the Square (EB)

WALNUT STREET CORRIDOR

- Elm Street-Green Street: Use existing sidewalk along the east side of Lincoln Square as a shared-use path. Add trail wayfinding signage. The path is 15′ wide, except at the former Great Impasta Restaurant, where the building juts out, making the path 10′ wide. A minimum of 8′ clearance is necessary, requiring coordination from Lincoln Square, especially when outdoor seating is placed on the path.

Figure 150 Future Sidepath on Broadway Avenue at Crystal Lake Park, facing south

WALNUT STREET

- Green Street-High Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Broadway Avenue (NB & SB), Market at the Square (SB)

Figure 151 Walnut Street on the east side of Lincoln Square Mall

HIGH STREET

- Walnut Street-Broadway Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Broadway Avenue (EB & WB), Market at the Square (EB)

Figure 152 High Street on the south side of Lincoln Square Mall

BROADWAY AVENUE

- High Street-Illinois Street: Bike Lanes.
  - Destinations & Intersecting Bikeways: Lincoln Square Mall (NB), Market at the Square (NB), Illinois Street (SB), Washington Street (SB), Urbana High School (SB)

Figure 153 Broadway Avenue south of Lincoln Square, approaching Illinois Street

- Illinois Street-Washington Street:
  - Existing sharrows installed in 2014. Add Bike Route with wayfinding signage.
    - Destinations & Intersecting Bikeways: Lincoln Square Mall (NB), Illinois Street (NB), Oregon Street (NB & SB), Washington Street (SB), Urbana High School (SB)

Existing View (2014)

Future View

Figure 154
Broadway Avenue south of Illinois Street

Existing View (2014)

Future View

Figure 155
Broadway Avenue north of Washington Street

- Michigan Avenue-Pennsylvania Avenue: Existing Bike Route installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Urbana Indoor Aquatic Center (NB), Urbana Middle School (NB), Urbana High School (NB), Pennsylvania Avenue (SB), Blair Park (SB), Florida Avenue (SB)
- Pennsylvania Avenue-Florida Avenue:
  - Existing Bike Route installed in 2013. Add bike wayfinding signage. Urbana Green Loop segment.
    - Destinations & Intersecting Bikeways: Urbana Indoor Aquatic Center (NB), Urbana Middle School (NB), Urbana High School (NB), Pennsylvania Avenue (NB), Florida Avenue (SB)
  - Sidepath on east side of the road along Blair Park. Coordinate with the Urbana Park District.

11.2.8 BROWNFIELD ROAD

- Airport Road-Columbia Boulevard: Bikes May Use Full Lane. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
- Columbia Boulevard-Perkins Road: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Columbia Boulevard (NB), Perkins Road (NB & SB), Judge Webber Park (SB), Perkins Road Park (SB)

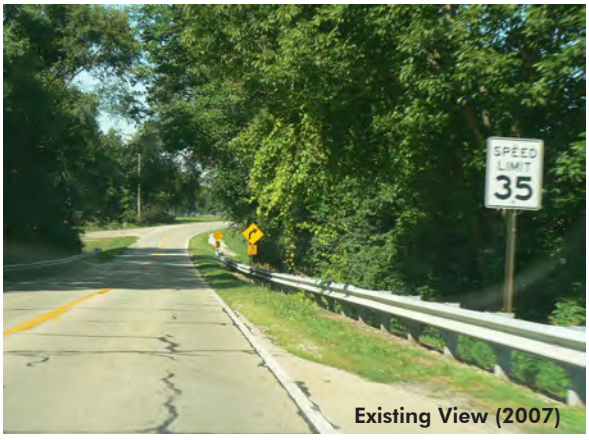
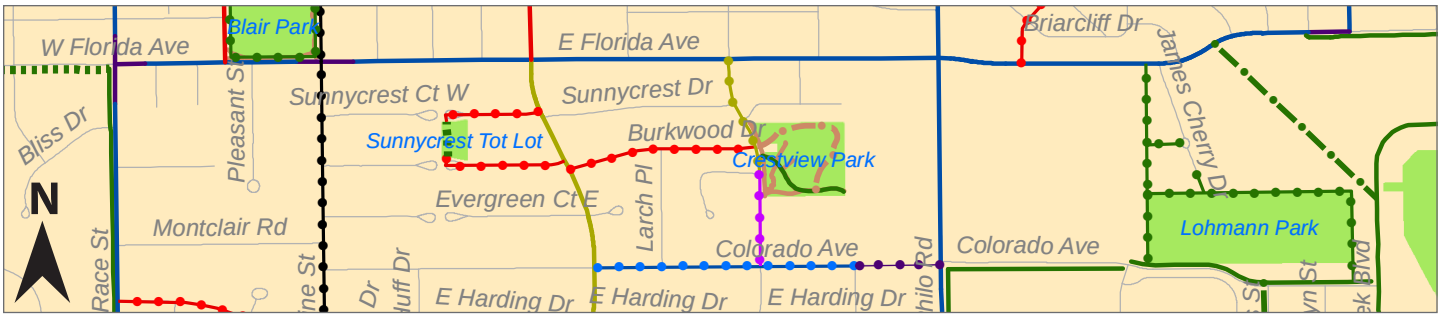


Figure 156
Brownfield Road southbound over I-74 bridge, approaching Perkins Road

11.2.9 BURKWOOD DRIVE CORRIDOR



BURKWOOD DRIVE

- Cottage Grove Avenue-Anderson Street: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Cottage Grove Avenue (EB), Crestview Park (EB), Anderson Street (WB), Sunnycrest Tot Lot (WB)

BURKWOOD COURT EAST

- Anderson Street-West Terminus: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Crestview Park (EB), Sunnycrest Tot Lot (WB)

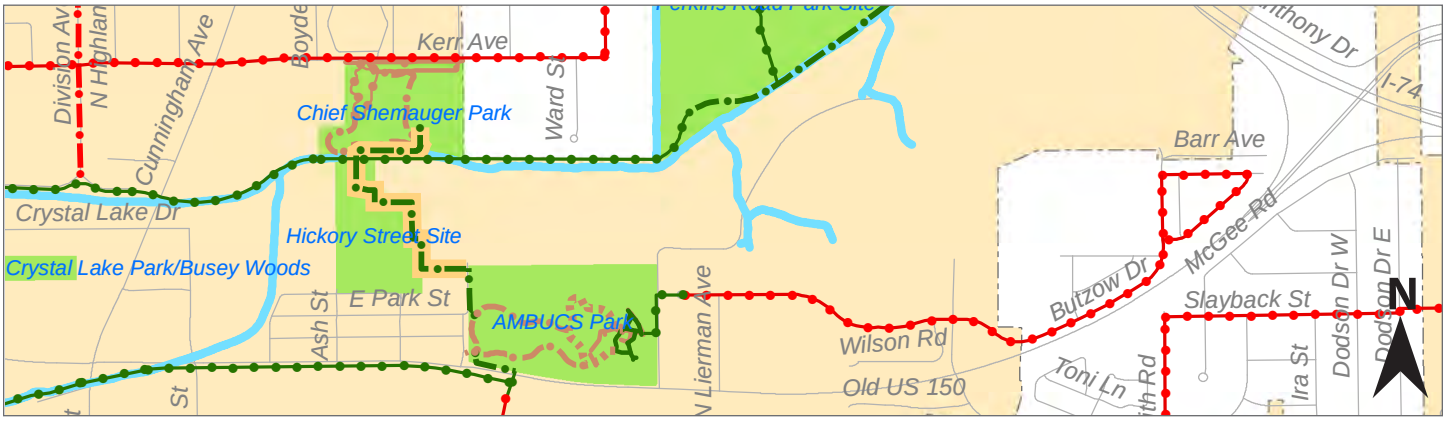
SUNNYCREST TOT LOT

- Shared-use path connecting Burkwood Court East and Sunnycrest Court East with trail wayfinding signage. Urbana Green Loop segment. Urbana Park District jurisdiction.

SUNNYCREST COURT EAST

- Anderson Street-West Terminus: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Sunnycrest Tot Lot (WB)

11.2.10 BUTZOW DRIVE CORRIDOR



BUTZOW DRIVE CORRIDOR

- AMBUCS Park-West terminus of Butzow Drive: Shared-use path with trail wayfinding signage.
  - Destinations & Intersecting Bikeways: AMBUCS Park (WB), Butzow Drive (EB), Flex-N-Gate (EB)

BUTZOW DRIVE

- West terminus-Smith Road: Bike Route with wayfinding signage. The east half of this segment is in unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: AMBUCS Park (WB), Flex-N-Gate (EB & WB), Smith Road (EB)

SMITH ROAD

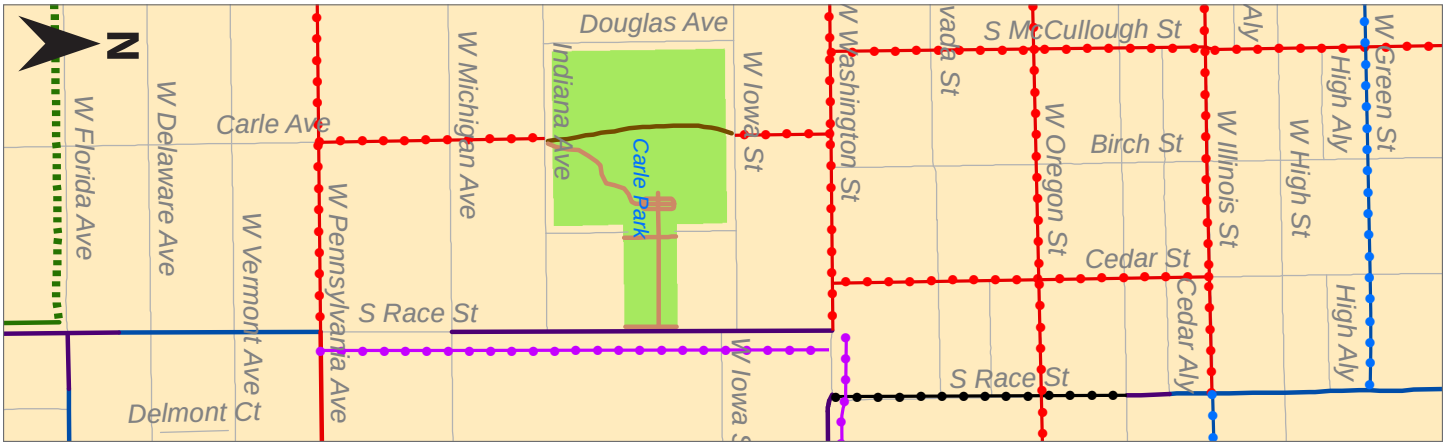
- Potawatomi Trail-Butzow Drive: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Potawatomi Trail (NB), Butzow Drive (SB), Flex-N-Gate (SB)

POTAWATOMI TRAIL

- Smith Road-Shemauger Trail: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Smith Road (WB), Shemauger Trail (EB)

SHEMAUGER TRAIL

- Potawatomi Trail-Smith Road: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Smith Road (WB), Potawatomi Trail (EB)



11.2.11 CARLE AVENUE CORRIDOR

CARLE AVENUE

- Washington Street-Iowa Street: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Carle Park (SB)

CARLE AVENUE CORRIDOR

- Iowa Street-Indiana Avenue: Nature trail through Carle Park. Urbana Green Loop segment. Add trail wayfinding signage. Urbana Park District jurisdiction.

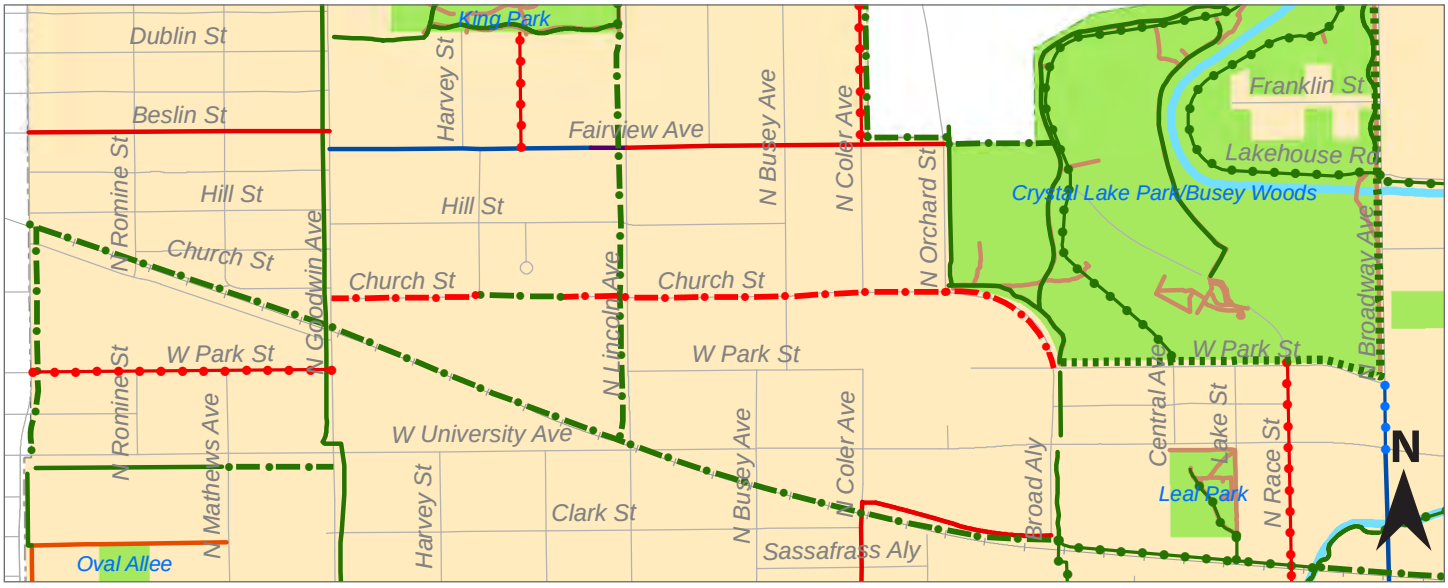
CARLE AVENUE

- Indiana Avenue-Pennsylvania Avenue: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Carle Park (NB), Pennsylvania Avenue (SB)

11.2.12 CEDAR STREET

- Illinois Street-Washington Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Illinois Street (NB), Urbana Free Library (NB), Leal School (NB & SB), Oregon Street (NB & SB), Washington Street (SB), Race Street (NB & SB)

11.2.13 CHURCH STREET CORRIDOR



CHURCH STREET

- McCullough Street-Orchard Street
  - Existing shared-use path on north side of the road. Urbana Green Loop segment. Add trail wayfinding signage. Urbana Park District jurisdiction. See also Sections 11.2.14 (Coler Avenue Corridor) and 11.2.18 (Crystal Lake Park/Busey Woods Loop Path).
  - Bike Route with wayfinding signage.
    - Destinations & Intersecting Bikeways: Coler Avenue (EB & WB), Park Street (EB), McCullough Street (EB), Crystal Lake Park (EB & WB), Orchard Street (WB)
- Orchard Street-terminus west of Lincoln Avenue
  - Bike Route with wayfinding signage upon construction of shared-use path west of street terminus. Potential alternate route for Kickapoo Rail Trail corridor (see Section 11.2.35) to avoid the crossing of the University Avenue/Lincoln Avenue intersection (see Section 11.3.10).
    - Destinations & Intersecting Bikeways: Coler Avenue (EB), Carle Hospital (EB), Crystal Lake Park (EB), Goodwin Avenue (WB), Presence Covenant Medical Center (WB)

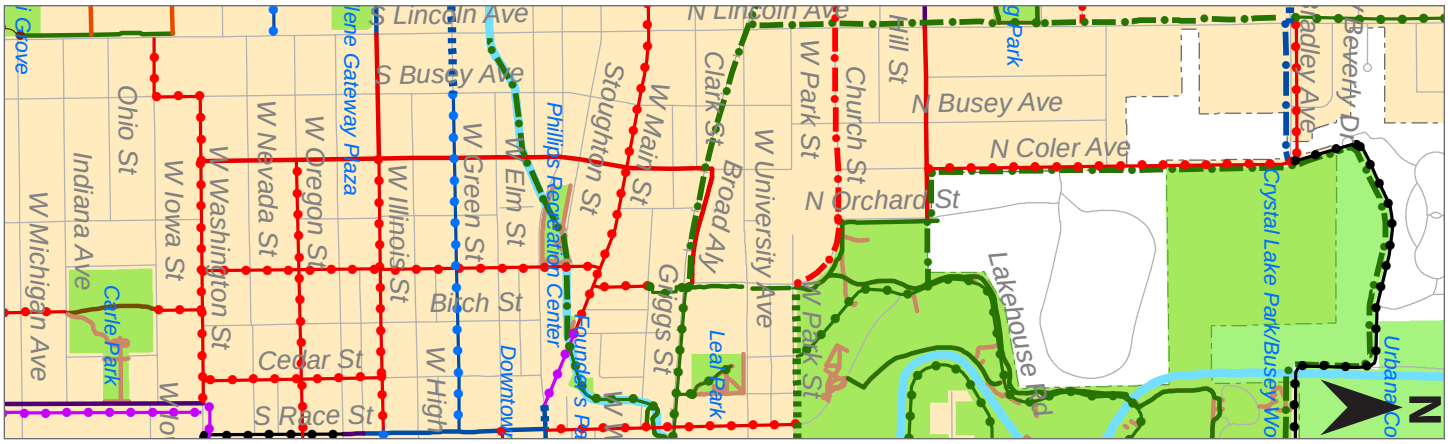
CHURCH STREET CORRIDOR

- Church Street terminus west of Lincoln Avenue-Harvey Street
  - Shared-use path with trail wayfinding signage along public right-of-way. Coordinate with Illinois American Water Company (IAWC). Potential alternate route for Kickapoo Rail Trail corridor (see Section 11.2.35) to avoid the crossing of the University Avenue/Lincoln Avenue intersection (see Section 11.3.10).
    - Destinations & Intersecting Bikeways: Church Street (EB & WB), Carle Hospital (EB), Crystal Lake Park (EB), Goodwin Avenue (WB), Presence Covenant Medical Center (WB)

CHURCH STREET

- Harvey Street-Goodwin Avenue
  - Bike Route with wayfinding signage upon construction of shared-use path east of Harvey Street. Potential alternate route for Kickapoo Rail Trail corridor (see Section 11.2.35) to avoid the crossing of the University Avenue/Lincoln Avenue intersection (see Section 11.3.10).
    - Destinations & Intersecting Bikeways: Coler Avenue (EB), Carle Hospital (EB), Crystal Lake Park (EB), Goodwin Avenue (WB), Presence Covenant Medical Center (WB)

11.2.14 COLER AVENUE CORRIDOR



COLER AVENUE

- Country Club Road-Bradley Avenue
  - Medium-term: Bikes May Use Full Lane.
  - Long-term: Sidepath on the east side of the road. Add trail wayfinding signage. See also Section 11.2.18 (Crystal Lake Park/Busey Woods Loop Path).
- Bradley Avenue-Fairview Avenue
  - Medium-term: Bike Route with wayfinding signage.
    - Destinations & Intersecting Bikeways: Bradley Avenue (NB), Busey Woods (NB), Fairview Avenue (SB), Carle Hospital (SB), Main Street (SB)
  - Long-term: Sidepath on the east side of the road. Add trail wayfinding signage. See also Section 11.2.18 (Crystal Lake Park/Busey Woods Loop Path).

FAIRVIEW AVENUE

- Coler Avenue-Orchard Street
  - Existing Bike Route installed in 2013. Add bike wayfinding signage. Urbana Green Loop segment.
    - Destinations & Intersecting Bikeways: Crystal Lake Park (EB), Orchard Street (EB), Coler Avenue (EB & WB)
  - Sidepath on north side of the road. Widen sidewalk where it exists to an 8' shared-use path. Add trail wayfinding signage. See also Sections 11.2.18 (Crystal Lake Park/Busey Woods Loop Path) and 11.2.26 (Fairview Avenue/Beslin Street Corridor).

ORCHARD STREET

- Fairview Avenue-Church Street: Existing sidepath on east side of the road. Urbana Green Loop segment. Replace Bike Route signage with trail wayfinding signage. Relocate Bike Route signs to streets proposed as Bike Routes only. See also Sections 11.2.18 (Crystal Lake Park/Busey Woods Loop Path) and 11.2.53 (Orchard Street).

CHURCH STREET

- Orchard Street-McCullough Street
  - Existing shared-use path on north side of the road. Urbana Green Loop segment. Add trail wayfinding signage. Urbana Park District jurisdiction.
  - Bike Route with wayfinding signage.
    - Destinations & Intersecting Bikeways: Coler Avenue (EB & WB), Park Street (EB), McCullough Street (EB), Crystal Lake Park (EB & WB), Orchard Street (WB)
- See also Sections 11.2.18 (Crystal Lake Park/Busey Woods Loop Path) and 11.2.13 (Church Street Corridor).

MCCULLOUGH STREET

- Church/Park Street-Norfolk Southern Railroad
  - Existing sidepath on east side of the road. Urbana Green Loop segment. Add trail wayfinding signage.

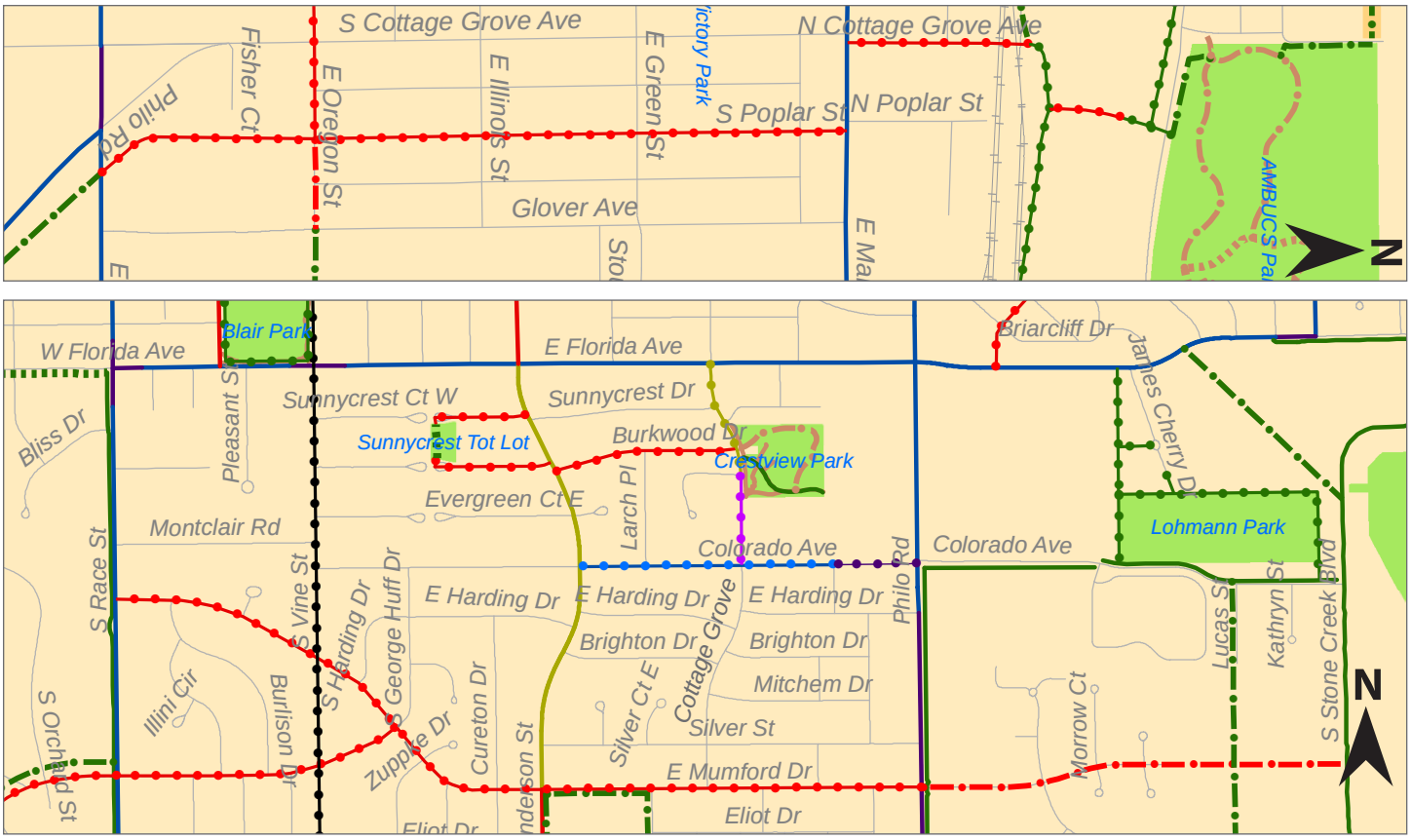
BROAD ALLEY

- McCullough Street-Coler Avenue: Existing Bike Route installed in 2013. Add bike wayfinding signage. This street borders the north side of the railroad. There is insufficient space for an 8' sidepath to the railroad, but this street has a low traffic volume, making it safe for cyclists to use. While not a bicycle facility, less experienced cyclists may choose to use the existing 5' sidewalk on the south side of the road.
  - Destinations & Intersecting Bikeways: McCullough Street (EB), Coler Avenue (EB & WB)

COLER AVENUE

- Broad Alley-Washington Street: Existing Bike Route installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Carle Hospital (NB), Crystal Lake Park (NB), Champaign County Fairgrounds (NB), Main Street (NB), Illinois Street (NB & SB), Oregon Street (NB & SB), Washington Street (SB)

Figure 157 Coler Avenue north of Stoughton Street



11.2.15 COLORADO AVENUE

- Stone Creek Boulevard-Philo Road: Existing sidepath. Add trail wayfinding signage.
  - Urbana Green Loop segment: Prairie Winds Drive to Philo Road
  - Install two-stage turn-queue boxes at northeast and southwest corners of Philo Road/Colorado Avenue intersection (see Section 11.3.9).
- Philo Road-Alley west of Philo Road: Sharrows.
- Alley west of Philo Road-Anderson Street: Bike Lanes. Bike Lanes will not extend further west as the Bikes May Use Full Lane signage installation recommendation for Vine Street is not targeted to the casual adult cyclist (see Section 4.1.4).
  - Destinations & Intersecting Bikeways: Philo Road (EB), County Market (EB & WB), Cottage Grove Avenue (EB & WB), Anderson Street (WB)
  - Urbana Green Loop segment: Cottage Grove Avenue to Anderson Street

11.2.16 COTTAGE GROVE AVENUE

- Terminus north of Water Street-Main Street: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: CUMTD (NB), AMBUCS Park (NB), Kickapoo Rail Trail (NB & SB), Main Street (SB), Victory Park (SB)
- Main Street-Washington Street: Use Poplar Street via Main Street (see Section 11.2.58).
- Florida Avenue-Glenwood Oaks Court: Shared Bike/Parking Lanes with wayfinding signage.
  - Destinations & Intersecting Bikeways: Florida Avenue (NB), Burkwood Drive (NB & SB), Crestview Park (NB & SB), Colorado Avenue (SB)
  - Urbana Green Loop segment: Burkwood Drive to Glenwood Oaks Court
- Glenwood Oaks Court-Colorado Avenue: Bike Route with wayfinding signage, plus sharrows. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Florida Avenue (NB), Burkwood Drive (NB & SB), Crestview Park (NB & SB), Colorado Avenue (SB)

11.2.17 CRESTVIEW PARK LOOP PATH

- Construct shared-use path around the east and north sides of the park to create a loop path. Urbana Park District jurisdiction. Urbana Green Loop segment.

11.2.18 CRYSTAL LAKE PARK / BUSEY WOODS LOOP PATH

The goal of this path is for the Urbana Park District to complete a continuous shared-use path around the perimeter of Crystal Lake Park, Busey Woods, and the Champaign County Fairgrounds.

Some segments of this shared-use path will parallel on-street bicycle facilities. However, this shared-use path will suit the purpose of recreational travel, as well as catering to less experienced cyclists; on-road facilities will be used for through travel around Urbana.

ORCHARD STREET

- Fairview Avenue-Church Street: existing 8' sidepath on east side of the road. Urbana Green Loop segment. Replace Bike Route signage with trail wayfinding signage. Relocate Bike Route signs to streets proposed as Bike Routes only.

CHURCH STREET

- Orchard Street-Park Street: existing 10' shared-use path on north side of the road. Urbana Green Loop segment. Add trail wayfinding signage. Urbana Park District jurisdiction.

PARK STREET

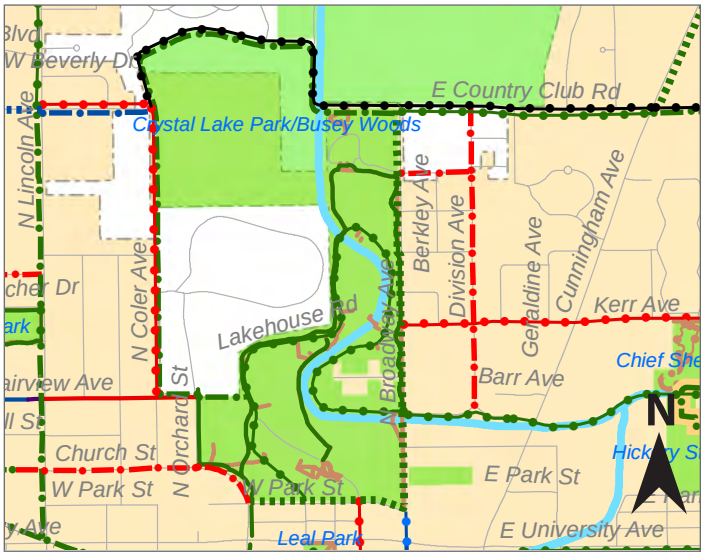
- Church Street-Broadway Avenue: Sidepath on north side of the road. Add trail wayfinding signage. Urbana Green Loop segment. Potential fitness trail. Coordinate with the Urbana Park District.

BROADWAY AVENUE

- Park Street-Country Club Road: Sidepath on west side of the road. Widen sidewalk and bridge where it exists to an 8' shared-use path, or construct a separate bicycle/pedestrian bridge. Add trail wayfinding signage. Coordinate with the Urbana Park District.
  - Urbana Green Loop segment: Park Street to Thompson Street

COUNTRY CLUB ROAD

- Broadway Avenue-Coler Avenue: Sidepath on south side of the road. Add trail wayfinding signage. Urbana Park District jurisdiction.



COLER AVENUE

- Country Club Road-Fairview Avenue: Sidepath on east side of the road. Add trail wayfinding signage. Coordinate with the Urbana Park District.

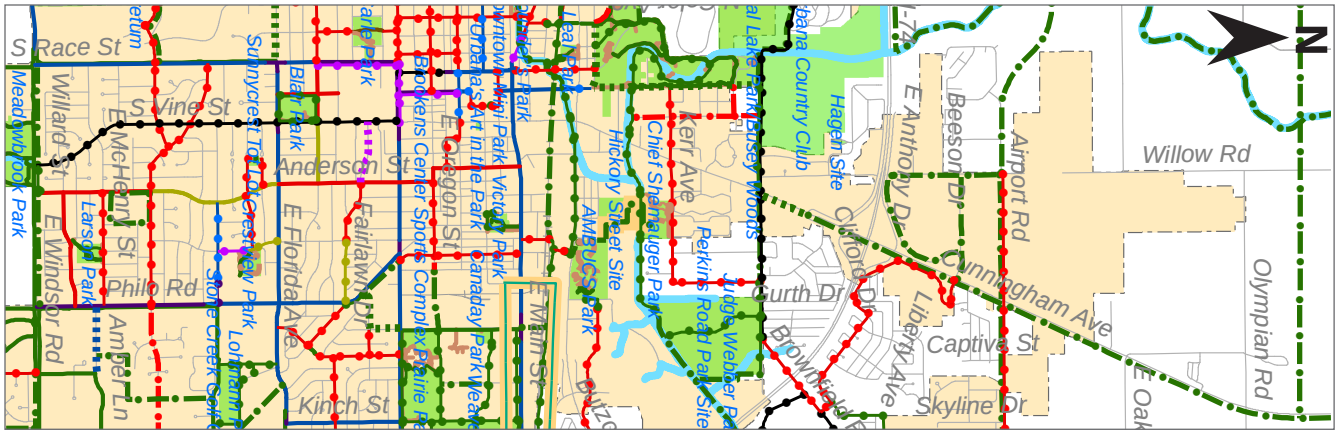
FAIRVIEW AVENUE

- Coler Avenue-Orchard Street: Sidepath on north side of the road. Widen sidewalk where it exists to an 8' shared-use path. Add trail wayfinding signage. Coordinate with the Urbana Park District.

FAIRVIEW AVENUE CORRIDOR

- Orchard Street-Lakehouse Road: Shared-use path in Crystal Lake Park connecting existing trails. Add trail wayfinding signage. Urbana Park District jurisdiction.

11.2.19 CUNNINGHAM AVENUE (US 45) / VINE STREET CORRIDOR



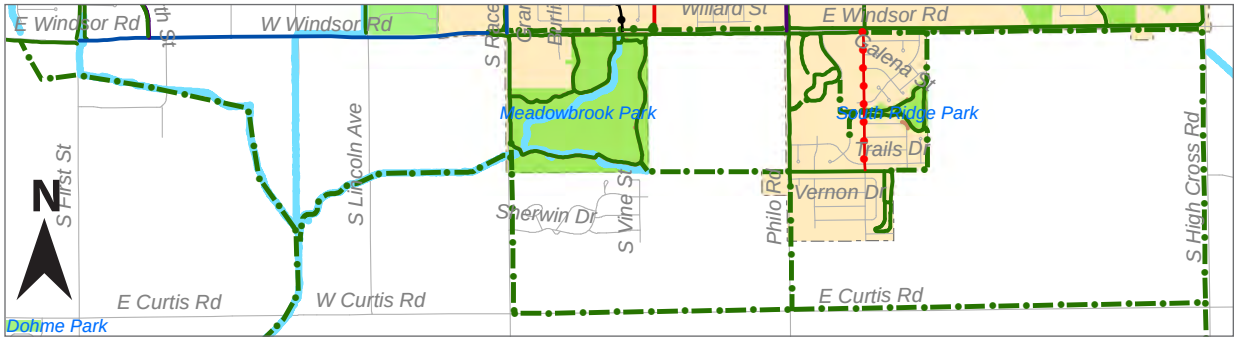
CUNNINGHAM AVENUE (US 45)

- Perkins Road to north city limits: Sidepath on east side of the road with trail wayfinding signage. Coordinate with IDOT.
- North city limits to the Village of Rantoul: Sidepath on east side of the road, as stated in the Greenways & Trails Plan. Coordinate with IDOT.

VINE STREET

- Washington Street-Windsor Road: Bikes May Use Full Lane.
- Pennsylvania Avenue-Florida Avenue: Widen existing sidewalk on the west side of the road to an 8' sidepath along Blair Park. Coordinate with Urbana Park District.

11.2.20 CURTIS ROAD



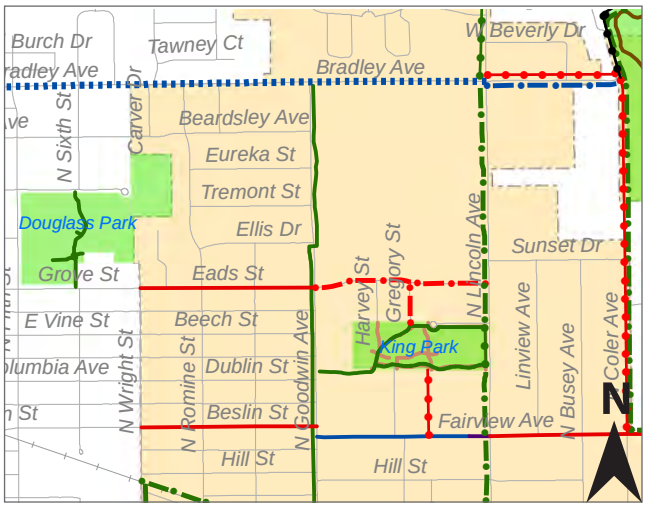
- High Cross Road-Race Street: Sidepath, as development & road reconstruction occurs. Explore the possibility of continuing sidepath west of Race Street via corridor study.

11.2.21 DIVISION AVENUE

- Country Club Road-Stebbins Drive: Bike Route with wayfinding signage. The section from Country Club Road to Thompson Street is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Country Club Road (NB), Cunningham Avenue (NB), Thompson Street (NB & SB), Crystal Lake Park Family Aquatic Center (NB & SB), Anita Purves Nature Center (NB & SB), Kerr Avenue (NB & SB), Stebbins Drive (SB), Saline Branch Path (SB), Crystal Lake Park (SB)

11.2.22 EADS STREET

- Lincoln Avenue-Goodwin Avenue: Bike Route with wayfinding signage, when the Lincoln Avenue west sidewalk is widened to a sidepath.
  - Destinations & Intersecting Bikeways: Lincoln Avenue (EB), King Park (EB & WB), Goodwin Avenue (WB)
- Goodwin Avenue-Wright Street: Existing Bike Route installed in 2013. Add bike wayfinding signage. Eads Street continues as Grove Street in Champaign, and Champaign Moving Forward designates that street as a Bike Route in its Bicycle Vision Plan. Potential extension of Urbana Green Loop to Champaign.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Douglass Center (WB), Champaign (WB)

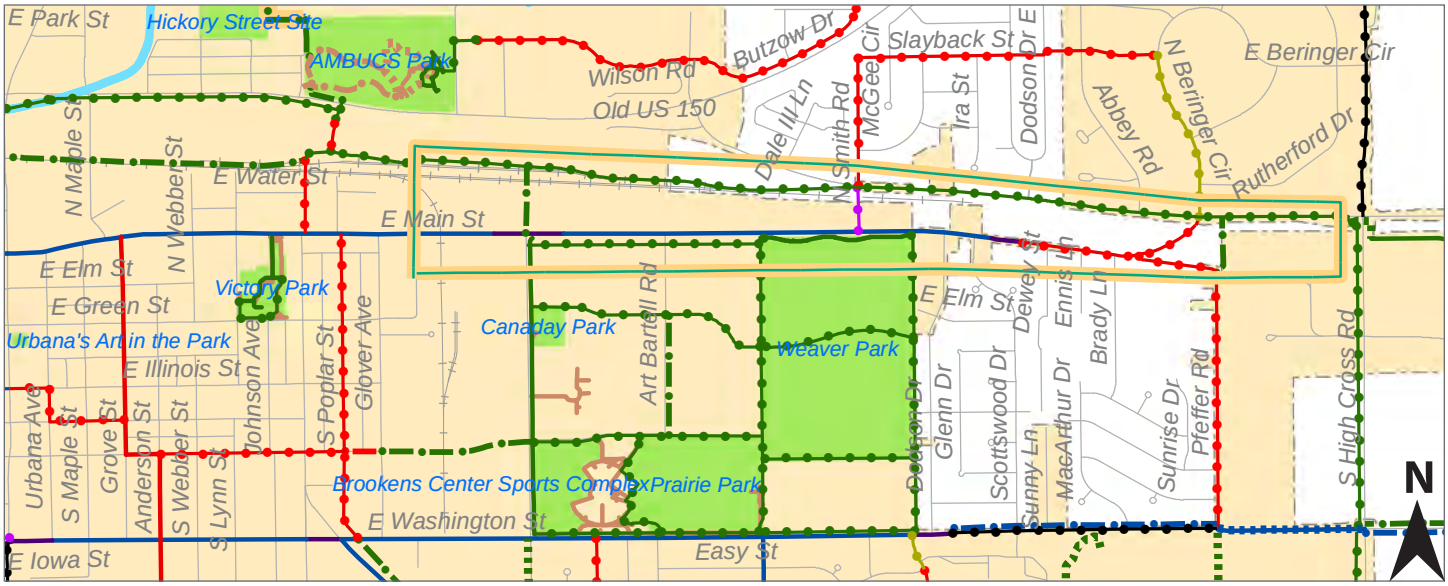


Existing View (2014)

Future View

Figure 158 Eads Street west of Goodwin Avenue

11.2.23 EAST URBANA PARK TRAILS



EAST URBANA LOOP TRAIL

The goal of this path is to complete a continuous shared-use path around Lierman Avenue, Main Street, Bakers Lane, and Washington Street. This encompasses a signature park (Weaver Park), three community parks (Brookens Sports Complex, Canaday Park, and Prairie Park); the Champaign County East Campus, which includes the Brookens Center, Nursing Home, and Humane Society; and the two Prairie Campus schools (Dr. Williams Elementary School, and the Urbana Early Childhood School (UECS)).

Some segments of this shared-use path will parallel on-street bicycle facilities. However, this shared-use path will suit the purpose of recreational travel, as well as catering to less experienced cyclists; on-road facilities will be used for through travel around Urbana.

Lierman Avenue

- Main Street-Washington Street: Existing sidepath on east side of the road.

Washington Street

- Lierman Avenue-Bakers Lane: Sidepath on north side of the road. Widen sidewalk where it exists to an 8' shared-use path. Coordinate with Champiagn County, Urbana Park District, and Urbana School District.

Bakers Lane (Smith Road Corridor)

- Washington Street-Main Street: Shared-use path along the east side of Weaver Park. Coordinate with Urbana Park District.

Main Street

- Bakers Lane-west side of Weaver Park: Existing sidepath on south side of the road installed in 2013.
- West side of Weaver Park-Lierman Avenue: Sidepath on south side of the road. Widen sidewalk where it exists to an 8' shared-use path. Coordinate with Champaign County.

ART BARTELL ROAD

- Lierman Avenue-East terminus: East-west sidepath along the south side of the road, and along the north side of the Brookens Sports Complex and Prairie Park. Part of the Prairie Park Loop Path, and continues east to Weaver Park. Urbana Green Loop segment. Add trail wayfinding signage. Champaign County and Urbana Park District jurisdiction.
- Canaday-Weaver Trail-Prairie Park: North-south sidepath along the east side of the road. Champaign County jurisdiction.

PRAIRIE PARK LOOP PATH

- Shared-use path around the perimeter of the park. Includes Washington Street sidepath & Art Bartell Road east-west sidepath. North leg borders the Champaign County Nursing Home, and the west leg borders the Brookens Center. Urbana Park District and Champaign County jurisdiction.

WEAVER PARK LOOP PATH

- Shared-use path around the perimeter of the park. Includes the existing Main Street sidepath, and the proposed Bakers Lane shared-use path. South leg borders Dr. Williams School. Potential fitness trail. Urbana Park District jurisdiction.
  - Urbana Green Loop segment: South leg of Weaver Park Loop Path

WEAVER PARK INTERNAL PATH

- Shared-use path connecting the west leg of the Weaver Park Loop Path to the Canaday-Weaver Trail. Urbana Park District jurisdiction.

CANADAY-WEAVER TRAIL

- Lierman Avenue-Bakers Lane: Shared-use path connecting Canaday Park with Weaver Park, along the east-west road through the north side of the Champaign County East Campus. Urbana Park District and Champaign County jurisdiction.

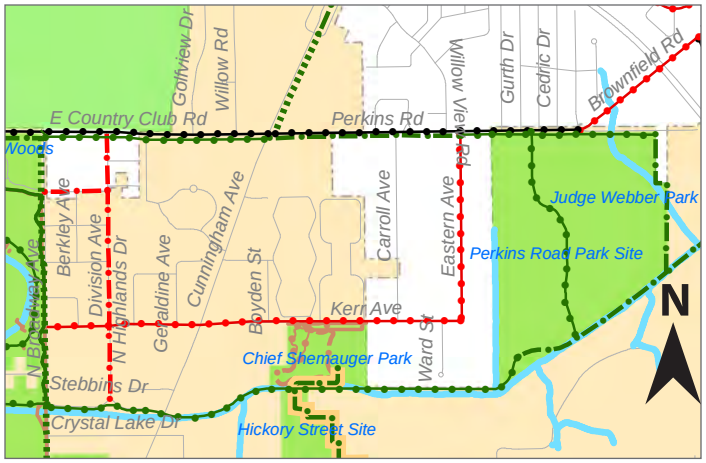
Existing View (2014)

Future View

Figure 159 Art Bartell Road west of Prairie Park

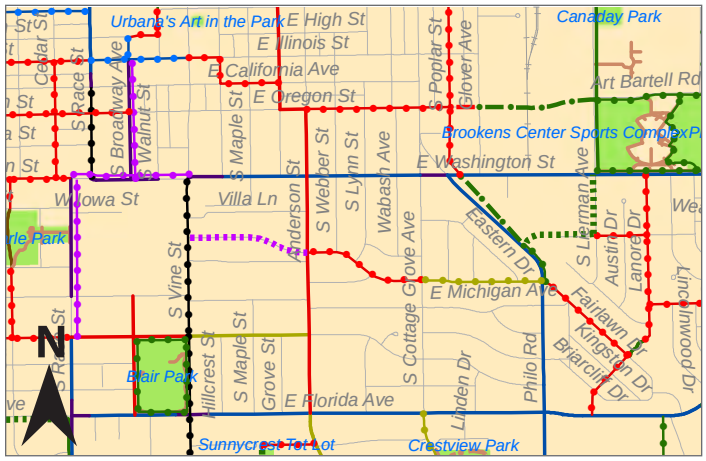
11.2.24 EASTERN AVENUE

- Perkins Road-Kerr Avenue: Bike Route with wayfinding signage. Urbana Green Loop segment. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Perkins Road (NB), Judge Webber Park (NB), Kerr Avenue (SB), Chief Shemauger Park (SB)



11.2.25 FAIRLAWN DRIVE

- Adams Street-Philo Road: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Lanore-Adams-Fairlawn Path (EB), Philo Road (WB), Urbana Middle & High Schools (WB)
- Philo Road-Cottage Grove Avenue: Shared Bike/Parking Lanes with wayfinding signage.
  - Destinations & Intersecting Bikeways: Philo Road (EB), Cottage Grove Avenue (WB), Urbana Middle & High Schools (WB)
- Cottage Grove Avenue-Anderson Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Cottage Grove Avenue (EB), Anderson Street (WB), Urbana Middle & High Schools (WB)
- Anderson Street-Vine Street: Bike Route with wayfinding signage, plus sharrows.
  - Potential Destinations & Intersecting Bikeways: Anderson Street (EB), Urbana Middle & High Schools (WB)



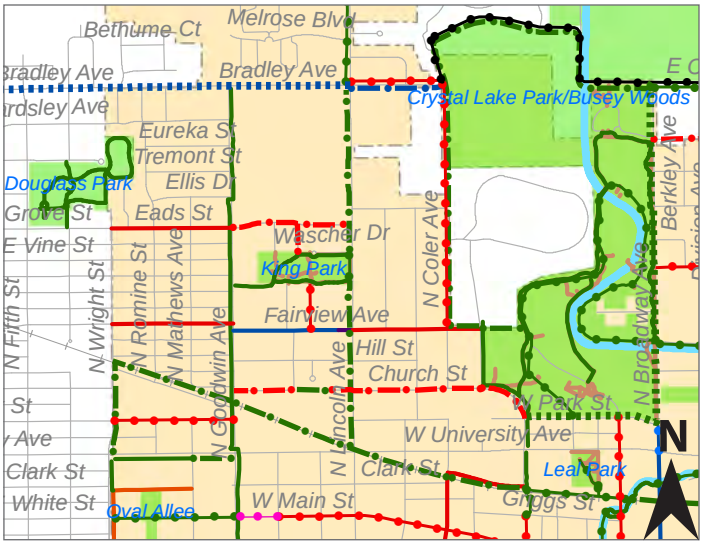
11.2.26 FAIRVIEW AVENUE / BESLIN STREET CORRIDOR

FAIRVIEW AVENUE CORRIDOR

- Lakehouse Road-Orchard Street: Shared-use path in Crystal Lake Park connecting existing trails. Urbana Park District jurisdiction.

FAIRVIEW AVENUE

- Orchard Street-Coler Avenue:
  - Existing Bike Route installed in 2013. Add bike wayfinding signage. Urbana Green Loop segment.
    - Destinations & Intersecting Bikeways: Crystal Lake Park (EB), Orchard Street (EB), Coler Avenue (WB)
  - Sidepath on north side of the road. Widen sidewalk where it exists to an 8' shared-use path. Add trail wayfinding signage. See Sections 11.2.14 (Coler Avenue Corridor) and 11.2.18 (Crystal Lake Park/ Busey Woods Loop Path).
- Coler Avenue-Lincoln Avenue: Existing Bike Route installed in 2013. Add bike wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Coler Avenue (EB), Crystal Lake Park (EB), King School (WB), King Park (WB)
- Lincoln Avenue-Goodwin Avenue: Existing Bike Lanes installed in 2013. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Coler Avenue (EB), Crystal Lake Park (EB), King School (WB), King Park (WB), Goodwin Avenue (WB), Beslin Street (WB)



BESLIN STREET

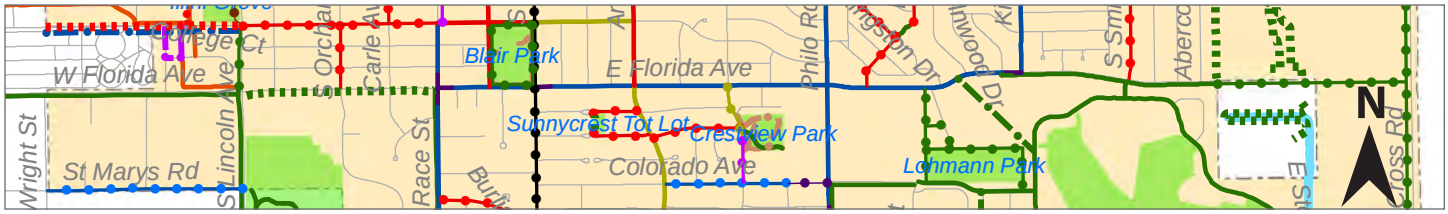
- Goodwin Avenue-Wright Street: Existing Bike Route installed in 2013. Add bike wayfinding signage. Improve road surface when possible. Beslin Street continues as Washington Street in Champaign, and Champaign Moving Forward designates that street as a Bike Route in its Bicycle Vision Plan, leading to Downtown Champaign.
  - Destinations & Intersecting Bikeways: King School (EB), Goodwin Avenue (EB), Fairview Avenue (EB), Champaign (WB)

Existing View (2014)

Future View

Figure 160
Fairview Avenue east of Lincoln Avenue

11.2.27 FLORIDA AVENUE CORRIDOR



FUTURE EXTENSION OF FLORIDA AVENUE

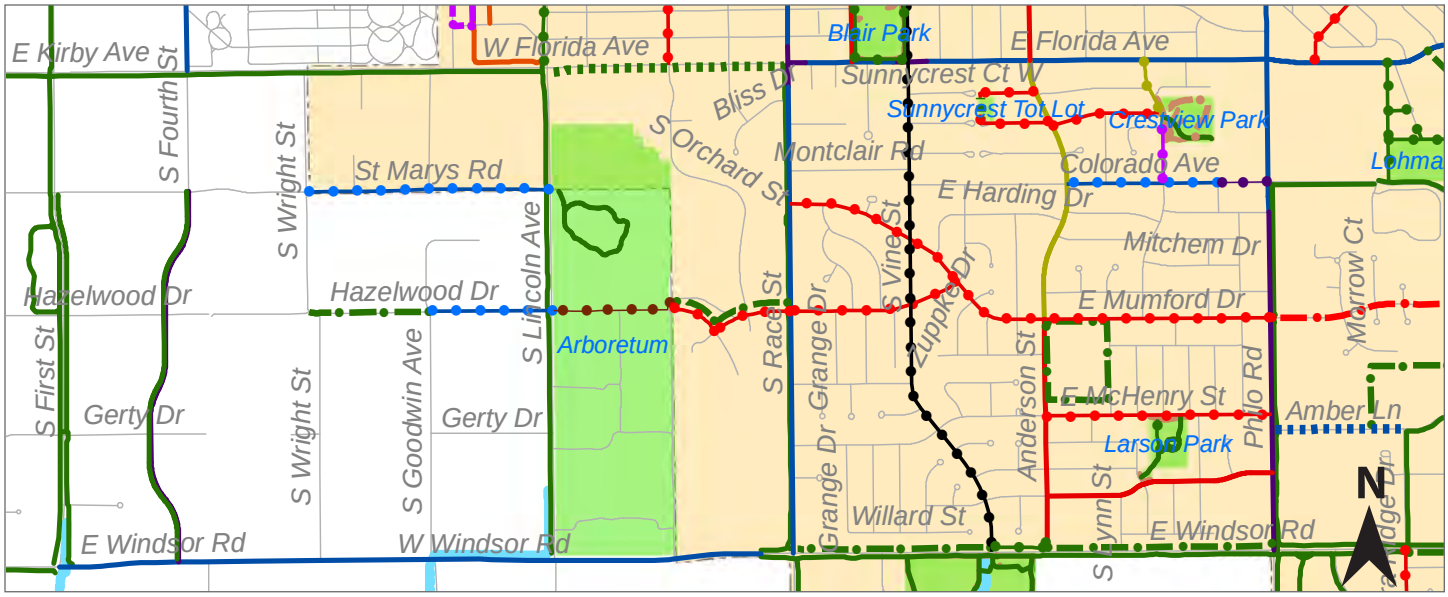
- High Cross Road-Abercorn Street: Sidepath on south side of the road, upon street construction. Extend sidepath east of High Cross Road upon future street construction.

FLORIDA AVENUE

- Abercorn Street-Kinch Street: Existing sidepath on south side of the road.
- Kinch Street-Rutledge Drive:
  - Existing sidepath on south side of the road. Sidepath extended 1/2 block west to Rutledge Drive in 2013.
  - Existing sharrows installed in 2013.
- Rutledge Drive-Vine Street: Existing Bike Lanes installed in 2013. Relocate Bike Route signs to streets proposed as Bike Routes only.
  - Destinations & Intersecting Bikeways: Kinch Street (EB), Thomas Paine School (EB & WB), Lohmann Park (EB & WB), Philo Road Business District (WB), Philo Road (WB), Cottage Grove Avenue (EB & WB), Anderson Street (EB & WB), Wiley School (EB & WB), Blair Park (WB)
  - Urbana Green Loop segment: Anderson Street-Vine Street
- At Vine Street: Existing sharrows installed in 2013. Urbana Green Loop segment.
- Vine Street-Broadway Avenue:
  - Existing Bike Lanes installed in 2013.
    - Destinations & Intersecting Bikeways: Wiley School (EB), Anderson Street (EB), Broadway Avenue (WB), Race Street (WB)
  - Widen existing sidewalk on the north side of the road to an 8' sidepath along Blair Park. Urbana Green Loop segment. Coordinate with the Urbana Park District.
- Broadway Avenue-East of Race Street: Existing Bike Lanes installed in 2013.
  - Destinations & Intersecting Bikeways: Wiley School (EB), Anderson Street (EB), Blair Park (EB), Broadway Avenue (EB), Race Street (WB), Orchard Street (WB), Lincoln Avenue (WB), Champaign (WB), State Farm Center (WB)
- East of Race Street-Race Street: Existing sharrows installed in 2013.
  - Install two-stage turn-queue boxes at northwest and southeast corners of Race Street/Florida Avenue intersection (see Section 11.3.9).
- Race Street-Orchard Street: Sidepath on south side of the road, upon reconstruction of Orchard Downs. Add trail wayfinding signage. Coordinate with the University of Illinois.
- Orchard Street-Lincoln Avenue: Shared-use path around the south side of the University of Illinois President's House. Add trail wayfinding signage. Encourage the placement of a sidepath on the south side of the road. Coordinate with the University of Illinois.
- Lincoln Avenue-Virginia Drive: Existing University bike path on the north side of the road, and existing sidepath on the south side of the road (University jurisdiction). Add trail wayfinding signage.
- Virginia Drive-west city limits: Existing sidepath on the south side of the road (University jurisdiction). Add trail wayfinding signage.

Figure 161 Florida Avenue north parkway east of Broadway Avenue, through Blair Park

11.2.28 GEORGE HUFF DRIVE / HAZELWOOD DRIVE CORRIDOR



GEORGE HUFF DRIVE

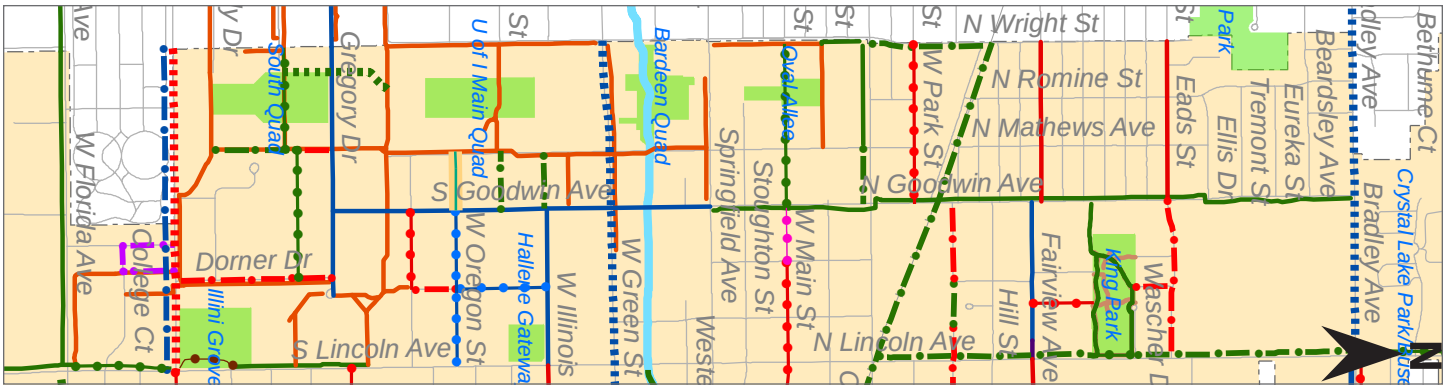
- Mumford Drive-Race Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Mumford Drive (EB), Race Street (WB), Orchard Downs (WB), U of I Arboretum (WB), Lincoln Avenue (WB), U of I Veterinary Medicine (WB), U of I South Research Park (WB), Champaign (WB)
- Race Street-Hazelwood Drive:
  - Bike Route with wayfinding signage. University jurisdiction.
    - Destinations & Intersecting Bikeways: Race Street (EB), Mumford Drive (EB), Orchard Downs (WB), U of I Arboretum (WB), Lincoln Avenue (WB), U of I Veterinary Medicine (WB), U of I South Research Park (WB), Champaign (WB)
  - Sidepath on north side of the road, upon reconstruction of Orchard Downs. University jurisdiction.

HAZELWOOD DRIVE

- George Huff Drive-Arboretum: Bike Route with wayfinding signage. Sidepath on north side of the road, upon reconstruction of Orchard Downs. University jurisdiction.
  - Destinations & Intersecting Bikeways: Mumford Drive (EB), Race Street (WB), Orchard Downs (WB), U of I Arboretum (WB), Lincoln Avenue (WB), U of I Veterinary Medicine (WB), U of I South Research Park (WB), Champaign (WB)
- At the Arboretum: Construct a minimum 8' wide paved shared-use path through the fence with a gate. Add trail wayfinding signage. University jurisdiction.
- Arboretum-Lincoln Avenue: Nature trail. Add trail wayfinding signage. University jurisdiction.
- Lincoln Avenue-Goodwin Avenue: Bike Lanes. University of Illinois street.
- Goodwin Avenue-Wright Street: Shared-use path. Add trail wayfinding signage. University of Illinois street.

Extend the shared-use path or any bicycle facility to the University of Illinois South Research Park in Champaign. This is a vital corridor for commuters, providing safe and efficient travel to the South Research Park. Coordinate with the University of Illinois.

11.2.29 GOODWIN AVENUE CORRIDOR

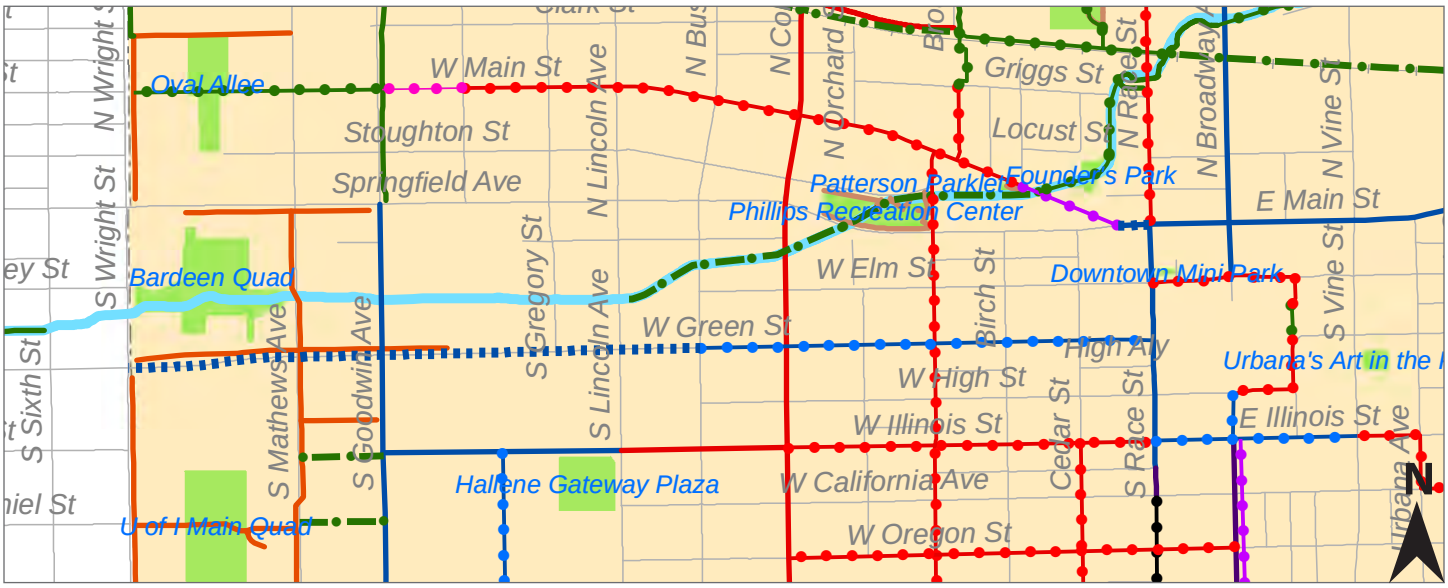


The Goodwin Avenue corridor should be used to access points west of Lincoln Avenue between Bradley and Florida Avenues. At the north terminus of Goodwin Avenue, cyclists can use Bradley Avenue (see Section 11.2.6) to access Lincoln Avenue. At the south terminus of Goodwin Avenue, cyclists can use existing bike lanes on Gregory Drive (see Section 6.1.1), and existing University bike paths on Dorner Drive, Pennsylvania Avenue, Virginia Drive, and Florida Avenue (see Section 6.1.5) to access Lincoln Avenue south of Florida Avenue. See Pennsylvania Avenue (Section 11.2.56) and Lincoln Avenue Corridor (Section 11.2.41) for future bicycle facilities on the University of Illinois south campus.

GOODWIN AVENUE

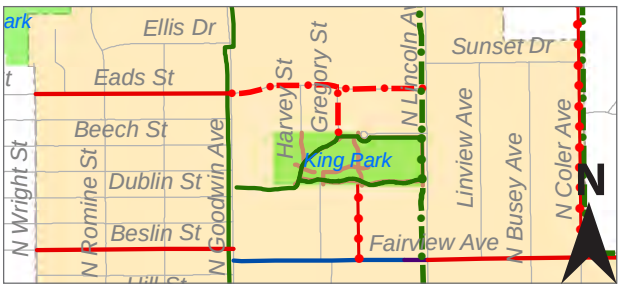
- Bradley Avenue-Springfield Avenue: Existing sidepath. Add trail wayfinding signage. Urbana Green Loop segment.
- Springfield Avenue-Gregory Drive: Existing Bike Lanes installed in 2009. Urbana Green Loop segment - add wayfinding signage.

11.2.30 GREEN STREET

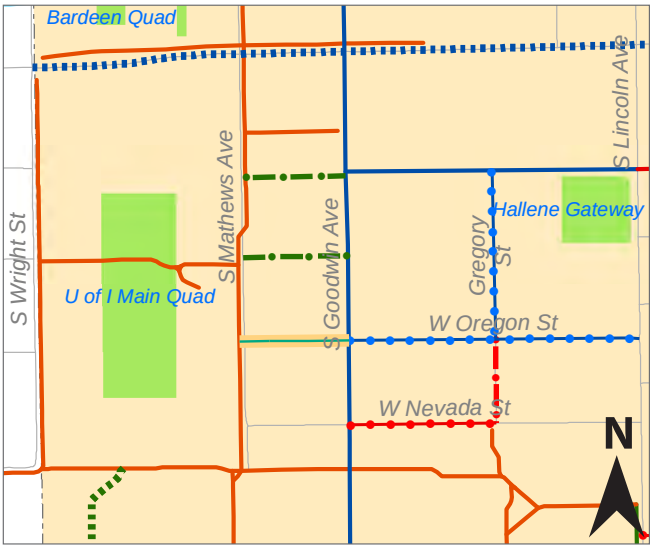


- Race Street-Busey Avenue: Bike Lanes. On-street parking will no longer be allowed.
  - Destinations & Intersecting Bikeways: Downtown (EB), Lincoln Square Mall (EB), Urbana Free Library (EB), Race Street (EB), Cedar Street (EB & WB), McCullough Street (EB & WB), Coler Avenue (EB & WB), U of I Campus (WB)
- Busey Avenue-Wright Street: Bike Lanes, sections raised and/or separated.
  - Destinations & Intersecting Bikeways: Downtown (EB), Lincoln Square Mall (EB), Urbana Free Library (EB), U of I Campus (WB), Goodwin Avenue (EB & WB), Illini Union (WB), Champaign (WB)

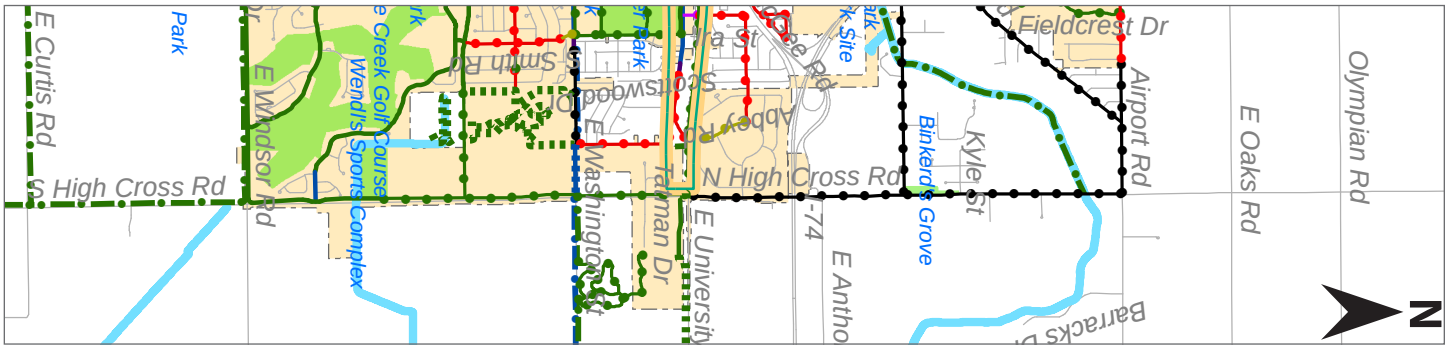
11.2.31 GREGORY STREET



- Eads Street-King Park: Bike Route with wayfinding signage, upon construction of sidepath on Lincoln Avenue.
  - Destinations & Intersecting Bikeways: Eads Street (NB), King Park (SB)
- King Park-Fairview Avenue: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Urbana Green Loop (NB & SB), King Park (NB), Fairview Avenue (SB)
- Illinois Street-Oregon Street: Bike Lanes, with parking on both sides. Complete Street Improvement.
  - Destinations & Intersecting Bikeways: Illinois Street Residence Halls (ISR) (NB), Krannert Center (NB & SB), Gregory Place (SB)
- Oregon Street-Nevada Street: Bike Route with wayfinding signage. University jurisdiction.
  - Destinations & Intersecting Bikeways: Krannert Center (NB), Spurlock Museum (NB), Illinois Street Residence Halls (ISR) (NB), Campus Recreation Center-East (CRCE) (SB), Allen Residence Hall (SB)



11.2.32 HIGH CROSS ROAD / IL 130 CORRIDOR



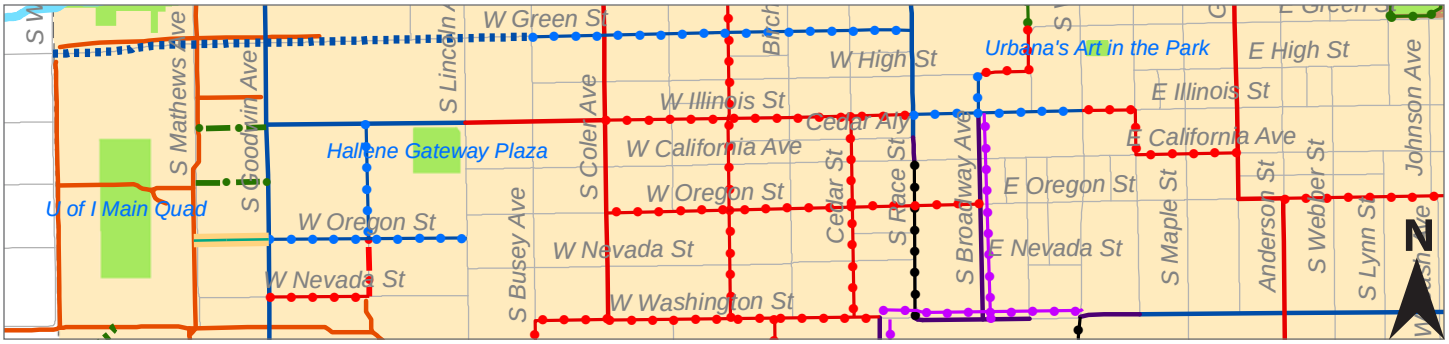
HIGH CROSS ROAD

- Airport Road-University Avenue: Bikes May Use Full Lane. Coordinate with Urbana Township.
- Over Interstate 74: Provide a safe crossing of I-74 upon any future bridge reconstruction project. Coordinate with IDOT.

HIGH CROSS ROAD (IL 130)

- University Avenue-Wendl's Sports Complex: Sidepath on west side of the road with trail wayfinding signage. Coordinate with IDOT and Menards.
- Wendl's Sports Complex-Windsor Road: Existing sidepath on west side of the road installed in 2012. Add trail wayfinding signage.
- Windsor Road-Curtis Road: Sidepath on west side of the road with trail wayfinding signage, as development occurs. Coordinate with IDOT.
- Curtis Road to the Village of Philo: Sidepath on west side of the road with trail wayfinding signage, as stated in the Greenways & Trails Plan. Coordinate with IDOT.

11.2.33 ILLINOIS STREET CORRIDOR



Use California Avenue via Urbana Avenue to access points east of Vine Street along the Illinois Street corridor, since Illinois Street is brick east of Urbana Avenue.

CALIFORNIA AVENUE

- Grove Street-Urbana Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Downtown (WB)

URBANA AVENUE

- California Avenue-Illinois Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Downtown (NB), Urbana City Building (NB), Anderson Street (SB)

Figure 162
California Avenue westbound at Maple Street

Figure 163
California Avenue at Urbana Avneue

ILLINOIS STREET

- Urbana Avenue-Vine Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Urbana City Building (EB), Downtown (WB), Market at the Square (WB), Lincoln Square Mall (WB)
- Vine Street-Race Street: Bike Lanes. Consider the installation of buffered bike lanes. Road Diet will create 2 travel lanes. Keep turn lanes at Vine & Race Streets.
  - Destinations & Intersecting Bikeways: City Building (EB), Anderson Street (EB), Downtown (WB), Market at the Square (EB & WB), Lincoln Square Mall (EB & WB), Broadway Avenue (EB & WB), Race Street (WB), U of I Campus (WB)
- Race Street-Coler Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Downtown (EB), Race Street (EB), Market at the Square (EB), Lincoln Square Mall (EB), Cedar Street (EB & WB), McCullough Street (EB & WB), Coler Avenue (WB), U of I Campus (WB)
  - Urbana Green Loop segment: McCullough Street to Coler Avenue
- Coler Avenue-Lincoln Avenue: Existing Bike Route installed in 2013. Add bike wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Downtown (EB), Coler Avenue (EB), U of I Campus (WB)
- Lincoln Avenue-Goodwin Avenue: Existing Bike Lanes, with parking on both sides. Complete Street Improvement implemented in 2007. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Downtown (EB), Illinois Street Residence Halls (ISR) (EB & WB), Krannert Center (EB & WB), Gregory Street (EB & WB), Goodwin Avenue (WB)

ILLINOIS STREET CORRIDOR

- Goodwin Avenue-Mathews Avenue: Designate walkway a shared-use path with trail wayfinding signage, ensure 8' of clearance for bicycles. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Illinois Street Residence Halls (ISR) (EB), Mathews Avenue (WB), Quad (WB), Illini Union (WB)

Figure 164 Illinois Street west of Urbana Avenue, approaching Vine Street

Figure 165 Illinois Street west of Broadway Avenue

11.2.34 KERR AVENUE

- Eastern Avenue-city limits: Bike Route with wayfinding signage. Urbana Green Loop segment. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Eastern Avenue (EB), Chief Shemauger Park (WB)
- City limits-Broadway Avenue: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Chief Shemauger Park (EB), Division Avenue (WB), Broadway Avenue (WB), Crystal Lake Park (WB)

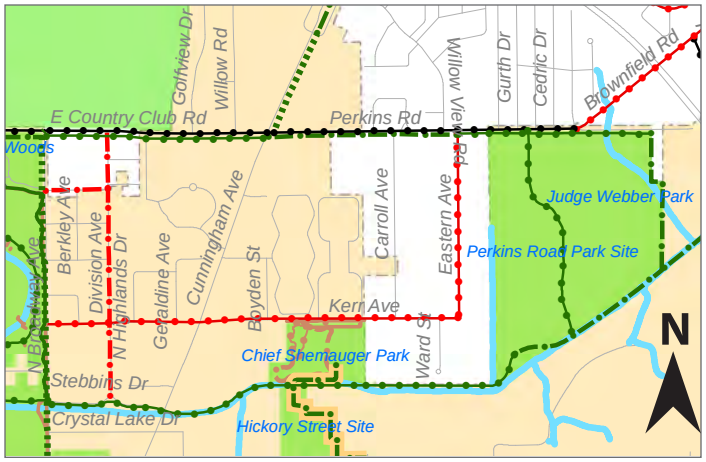
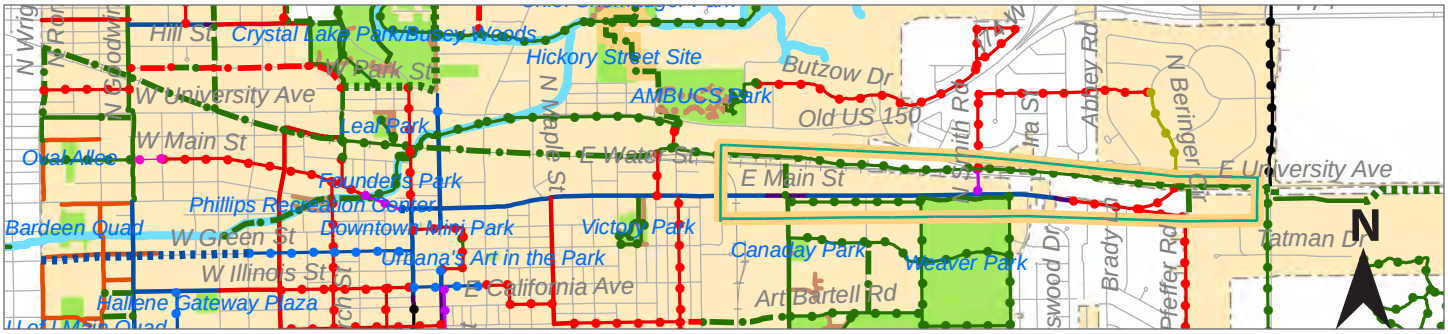


Figure 166 Kerr Avenue eastbound at Town & Country Apartments

11.2.35 KICKAPOO RAIL TRAIL (KRT)



EMPTY CSX RAILBED

- Kickapoo State Park to High Cross Road: Rails-to-Trails (shared-use path) parallel to the south side of US 150 with trail wayfinding signage. The goal of this shared-use path is to extend eastward to Vermillion County along the empty railbed, connecting Urbana to Kickapoo State Park and Danville. The Champaign County Forest Preserve District (CCFPD), Vermilion County Conservation District (VCCD), Urbana Park District and the Illinois Department of Natural Resources (IDNR) are the lead agencies in funding and constructing this path.
- **High Cross Road-Smith Road: Study Area.** Coordinate with the Urbana Park District, CCFPD, and Urbana Township to establish a safe, efficient trail connection into Urbana. The rail-to-trail corridor property that CCFPD has acquired begins 900 feet east of Smith Road. Evaluate the best connection from the KRT terminus at High Cross Road along the University Avenue/ Main Street corridor between High Cross Road/IL 130 and Hartle Avenue, preferably establishing a trailhead at Weaver Park.

EXISTING NORFOLK SOUTHERN RAILTRACK

- **Smith Road-Hartle Avenue: Study Area.** Coordinate with the Urbana Park District, CCFPD, and Urbana Township to establish a safe, efficient trail connection into Urbana. The rail-to-trail corridor property that CCFPD has acquired begins 900 feet east of Smith Road. Evaluate the best connection from the KRT terminus at High Cross Road along the University Avenue/ Main Street corridor between High Cross Road/IL 130 and Hartle Avenue, preferably establishing a trailhead at Weaver Park.
- Hartle Avenue-Cottage Grove Avenue: Rails-with-Trails (shared-use path) with trail wayfinding signage. Seek right-of-way acquisition if opportunity becomes available.
- Cottage Grove Avenue-Boneyard Creek Trail
  - Rails-with-Trails (shared-use path) with trail wayfinding signage. Seek right-of-way acquisition if opportunity becomes available. See Section 11.3.8 for recommendations on providing a shared-use path on the Vine Street railroad bridge.
  - Investigate the alternative to a rail-with-trail of diverting the KRT north along the east side of the CUMTD property via the CUMTD Path, continuing west as a sidepath along the south side of University Avenue, and connecting to Downtown Urbana via the Boneyard Creek Trail (see Section 11.2.5). Coordination with CUMTD and IDOT would be required.

Figure 167
Shared-use path along former CSX railbed east of Smith Road

- Boneyard Creek Trail-McCullough Street: Rails-with-Trails (shared-use path) with trail wayfinding signage to connect the Carle medical campus to Downtown Urbana.
  - Urbana Green Loop segment: Race Street to McCullough Street

BROAD ALLEY

- McCullough Street-Coler Avenue: Existing Bike Route installed in 2013. Add bike wayfinding signage. This street borders the north side of the railroad. There is insufficient space for an 8' sidepath to the railroad, but this street has a low traffic volume, making it safe for cyclists to use. While not a bicycle facility, less experienced cyclists may choose to use the existing 5' sidewalk on the south side of the road.
  - Destinations & Intersecting Bikeways: McCullough Street (EB), Coler Avenue (EB & WB)

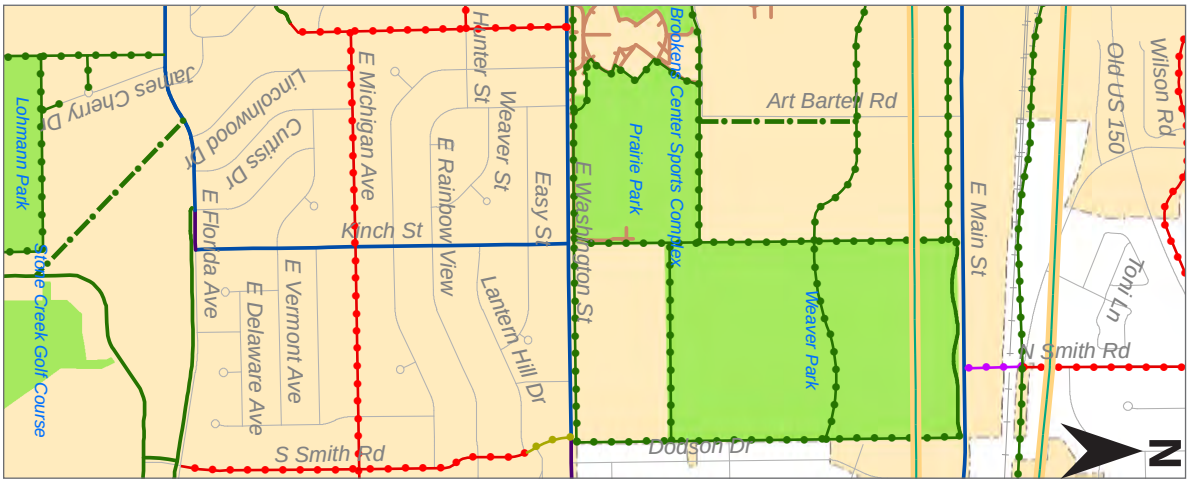
EXISTING NORFOLK SOUTHERN RAILTRACK

- McCullough Street-Wright Street: Rails-to-Trails (shared-use path) with trail wayfinding signage. Seek right-of-way acquisition if opportunity becomes available. Provide a safe crossing at Lincoln and University Avenues by allocating signal time to bicyclists to cross this intersection, or by realigning the trail to a safer crossing of these two arterial streets, such as the Church Street corridor (see Section 11.2.13) or Main Street corridor (see Section 11.2.44). Take advantage of opportunities to extend the trail west into the City of Champaign, and to link it to the Martin Luther King Trail in Champaign.

POTENTIAL TRAILHEADS

- Pfeffer Road corridor (Main Street to Kickapoo Rail Trail): Shared-use path directly north of Main at Pfeffer to the Kickapoo Rail Trail. See Section 11.2.57 (Pfeffer Road Corridor).
- **High Cross Road-Hartle Avenue: Study Area.** Coordinate with the Urbana Park District, CCFPD, and Urbana Township to establish a safe, efficient trail connection into Urbana. The rail-to-trail corridor property that CCFPD has acquired begins 900 feet east of Smith Road. Evaluate the best connection from the KRT terminus at High Cross Road along the University Avenue/Main Street corridor between High Cross Road/IL 130 and Hartle Avenue, preferably establishing a trailhead at Weaver Park.
  - Lierman Avenue corridor (Main Street to Kickapoo Rail Trail): Potential extension of existing shared-use path along the Lierman Avenue corridor, from Main Street to the Kickapoo Rail Trail.
- Cottage Grove Avenue (Main Street to Kickapoo Rail Trail): Bike Route with wayfinding signage, to connect Main Street to the Kickapoo Rail Trail and points north of the KRT via the CUMTD Path, including AMBUCS & Chief Shemauger Parks. Bike Route to be installed upon construction of CUMTD Path. See Section 11.2.51 (North Urbana Intra- and Inter-Park Trails).
  - Destinations & Intersecting Bikeways: Kickapoo Rail Trail (NB & SB), AMBUCS Park (NB), Chief Shemauger Park (NB), Main Street (SB), Victory Park (SB)
- CUMTD Path (AMBUCS Park to Kickapoo Rail Trail): Shared-use path with trail wayfinding signage south of University Avenue (US 150), across from AMBUCS Park, through CUMTD property, to the Kickapoo Rail Trail. Requires coordination between the Urbana Park District, IDOT, and CUMTD. See Section 11.2.51 (North Urbana Intra- and Inter-Park Trails). See Section 11.3.2 for recommendations on improving crossing safety from AMBUCS Park to the south side of University Avenue.
- Boneyard Creek Trail in Downtown Urbana between Broadway Avenue and Race Street.
- Leal Park shared-use path.
- McCullough Street corridor trail between Broad Alley and Griggs Street.

11.2.36 KINCH STREET CORRIDOR



KINCH STREET CORRIDOR

- Main Street-Washington Street: Shared-use paths with trail wayfinding signage along the west side of Weaver Park and Dr. Williams School and the east side of Prairie Park. Widen sidewalk where it exists to an 8' shared-use path. Urbana Park District jurisdiction.

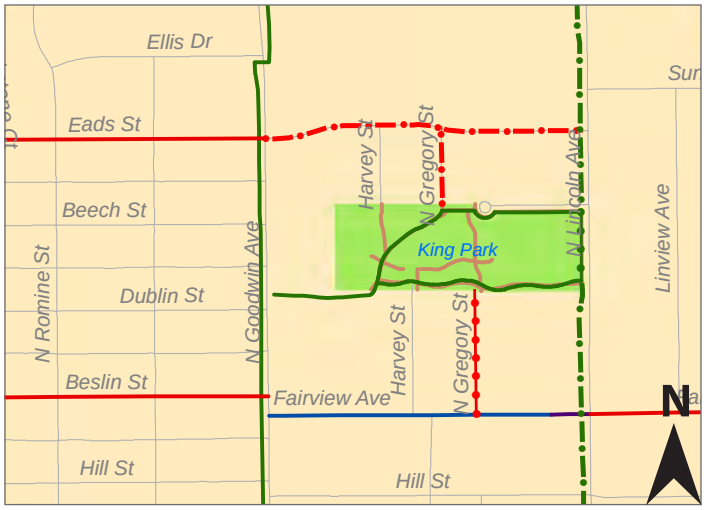
KINCH STREET

- Washington Street-Florida Avenue: Existing Bike Lanes installed in 2013. Relocate Bike Route signs to streets proposed as Bike Routes only.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Dr. Williams School (NB), Prairie Park (NB), Weaver Park (NB), Michigan Avenue (NB & SB), Florida Avenue (SB)

11.2.37 KING PARK LOOP TRAIL

KING PARK CONNECTOR TO GOODWIN AVENUE

- Goodwin Avenue to King Park southwest entrance: Existing sidewalk that runs along the north side of King School to the southwest park entrance widened to a shared-use path in 2012. Add trail wayfinding signage. Urbana Green Loop segment. Urbana School District jurisdiction.



EXISTING KING PARK NORTHEAST/SOUTHWEST PATH

- King Park southwest entrance to Wascher Drive: Existing sidewalk that runs northeast/southwest through the park widened to a shared-use path in 2012. Add trail wayfinding signage. Urbana Green Loop segment. Urbana Park District jurisdiction.

WASCHER DRIVE

- Cul-de-sac to Lincoln Avenue: Existing sidewalk widened to sidepath on south side of the road in 2012. Add trail wayfinding signage. Urbana Green Loop segment.

LINCOLN AVENUE

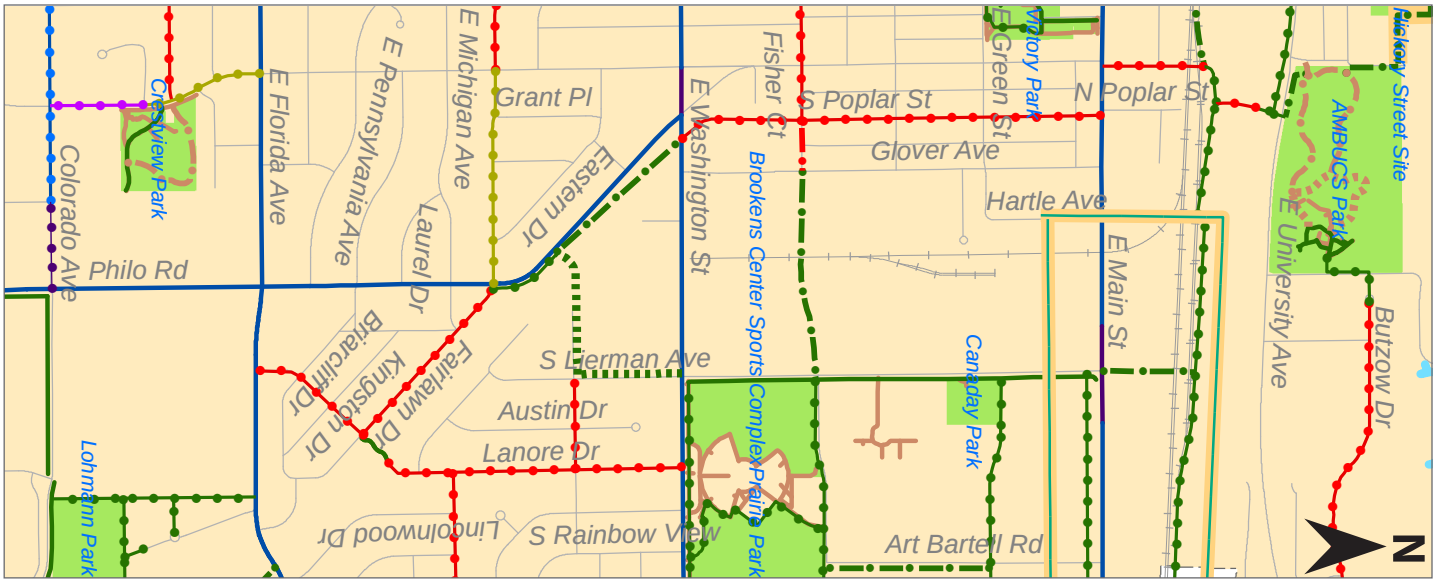
- Wascher Drive to south side of King Park: Widen existing sidewalk to an 8′ sidepath on west side of the road. Coordinate with the Urbana Park District. Urbana Green Loop segment.

SOUTH SIDE OF KING PARK

- Existing shared-use path installed in 2012. Add trail wayfinding signage. Urbana Green Loop segment. Urbana Park District jurisdiction.

Figure 168 King Park trail on south side of the park facing east

11.2.38 LANORE DRIVE / ADAMS STREET CORRIDOR



This corridor is a low-traffic alternative to Philo Road (see Section 11.2.58), connecting the Brookens Center on Washington Street with The Pointe at U of I Apartments on Florida Avenue, as well as the Philo Road Business District.

LANORE DRIVE

- Washington Street to south terminus: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Brookens Center (NB), Hunter Street (NB & SB), Michigan Avenue (NB & SB), Fairlawn Drive (SB), Florida Avenue (SB), Philo Road Business District (SB)

LANORE-ADAMS-FAIRLAWN PATH

- South terminus of Lanore Drive to Fairlawn Drive: Existing shared-use path installed in 2013. Add trail wayfinding signage.

ADAMS STREET

- Fairlawn Drive-Florida Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Fairlawn Drive (NB), Brookens Center (NB), Florida Avenue (SB), Philo Road Business District (SB)

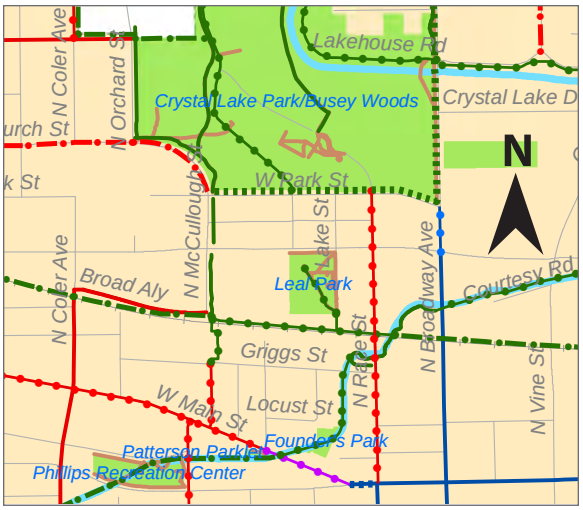
Existing View (2014)

Future View

Figure 169
Lanore-Adams-Fairlawn Path facing south

11.2.39 LEAL PARK

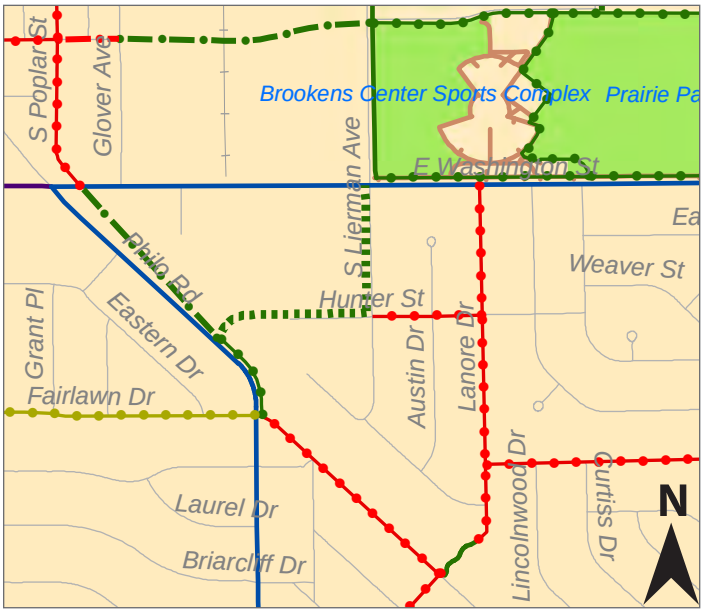
- Park entry: Shared-use path connects the Kickapoo Rail Trail to Leal Park, from the southeast.
- Adjacent to the Urbana Green Loop along the Kickapoo Rail Trail.
- Urbana Park District jurisdiction.



11.2.40 LIERMAN NEIGHBORHOOD

LIERMAN AVENUE

- Main Street-Washington Street: Existing sidepath on the east side of the road. Add trail wayfinding signage.
  - Urbana Green Loop segment: Main Street-Art Bartell Road
- Washington Street-Hunter Street: Widen existing sidewalk on the west side of the road to an 8' sidepath upon redevelopment of the Urbana Townhomes site to create the **Lierman Neighborhood Trail**. This will create sufficient space for cyclists, pedestrians and wheelchair users to access destinations and transit stops along Washington Street, including Dr. Williams School.



HUNTER STREET

- Lanore Drive-Lierman Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Lanore Drive (EB), Lierman Avenue (WB), Philo Road (WB), Family Dollar (WB), Fairlawn Drive (WB)
- Lierman Avenue-west terminus: Sidepath on the north side of the road upon redevelopment of the Urbana Townhomes site to create the **Lierman Neighborhood Trail**. This will provide access to the Family Dollar store on Philo Road.

PHILO ROAD

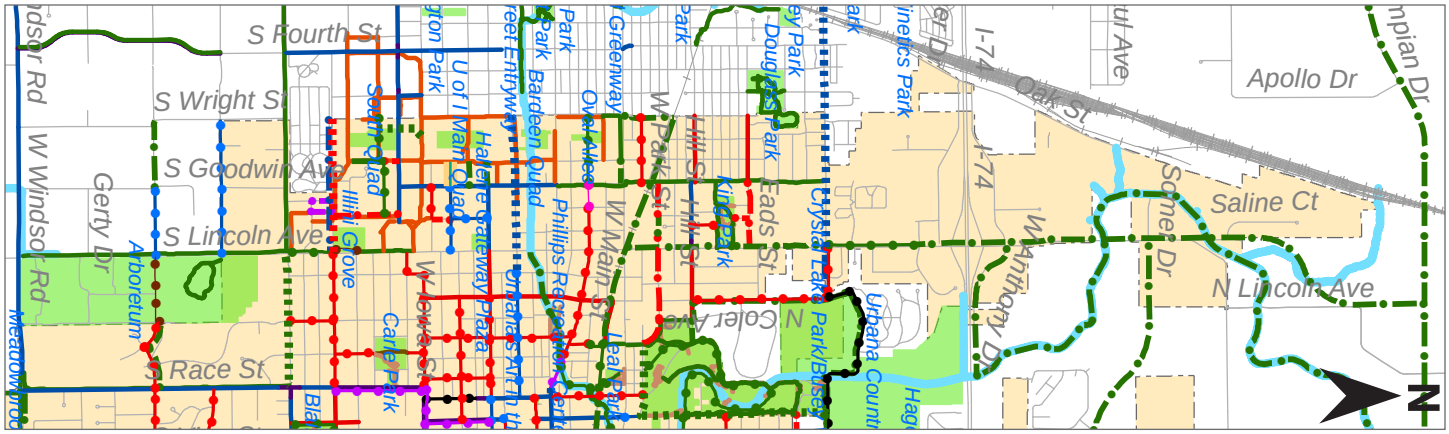
- Washington Street-Family Dollar south entrance: Sidepath along the east side of the road.
- Family Dollar south entrance-Fairlawn Drive: Sidepath along the east side of the road, connecting the Lierman Neighborhood directly to shopping (e.g. Family Dollar, County Market, Meijer) and a transit stop at Philo Road and Fairlawn Drive.

Existing View (2014)

Future View

Figure 170 Lierman Neighborhood Trail: Aspen Court on the right, Family Dollar in the background, Philo Road on the left

11.2.41 LINCOLN AVENUE CORRIDOR



FUTURE EXTENSION OF LINCOLN AVENUE

- Future Olympian Drive to Saline Court: Sidepath upon street construction.

LINCOLN AVENUE

- Saline Court-Killarney Street: Sidepath on west side of the road. Widen sidewalk where it exists to an 8′ sidepath. Bring sidepath closer to the road at driveways and intersections. Coordinate with IDOT to provide a safe crossing over I-74.
- Killarney Street-Bradley Avenue: Widen existing sidewalk to an 8′ sidepath on the west side of the road. Bring sidepath closer to the road at driveways and intersection with Killarney Street.
- Bradley Avenue-University Avenue: Widen existing sidewalk to an 8′ sidepath on the west side of the road, especially along King Park. Coordinate with Urbana Park District on sidewalk widening near King Park.
  - Urbana Green Loop segment: Wascher Drive to south side of King Park
- Bradley Avenue-Florida Avenue:
  - Use the Goodwin Avenue Corridor (see Section 11.2.29) via Bradley Avenue, Eads Street, Fairview Avenue, Church Street, Kickapoo Rail Trail, Pennsylvania Avenue, or Florida Avenue to access points west of Lincoln Avenue. Promote corridors with wayfinding signage.
  - Use the Coler Avenue Corridor (see Section 11.2.14) via Bradley Avenue, Fairview Avenue, Church Street, or Iowa Street to access points east of Lincoln Avenue. Promote corridors with wayfinding signage.
- Iowa Bike Path-Michigan Avenue: Existing sidepath on west side of the road.
- Michigan Avenue-Pennsylvania Avenue: Nature trail with trail wayfinding signage through Illini Grove. University jurisdiction.
- Pennsylvania Avenue-Florida Avenue: Widen existing sidewalk to an 8′ sidepath on west side of the road.
- Florida Avenue-Windsor Road: Existing sidepath on west side of the road. University jurisdiction.
- Windsor Road-Curtis Road: Cyclists are recommended not to use this segment. This is a gravel road on University property, used to access the South Farms. Cyclists should continue south on Race Street via the Windsor Road bike lanes.

11.2.42 LOHMANN PARK AREA

LOHMANN PARK LOOP TRAIL

- Shared-use path around the perimeter of the park. Urbana Green Loop segment. Urbana Park District jurisdiction.

LOHMANN PARK-THOMAS PAINE PATH

- Shared-use path connecting the Lohmann Park Loop Trail to Thomas Paine School. Urbana School District jurisdiction.

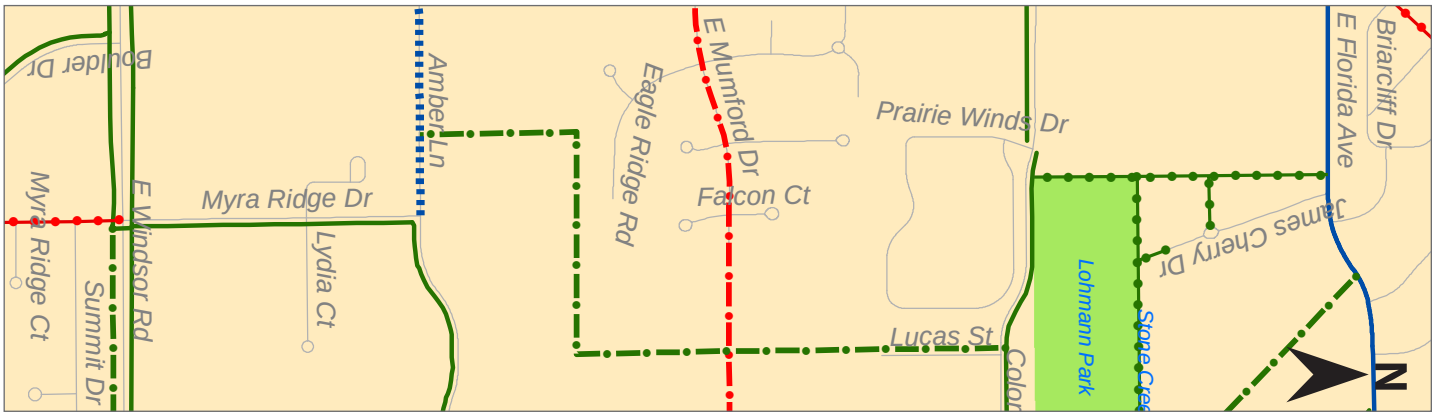
LOHMANN-FLORIDA PATH

- Florida Avenue-Colorado Avenue: Shared-use path along west side of Thomas Paine School and Lohmann Park parcels. Add trail wayfinding signage. Urbana Park District and Urbana School District jurisdiction.

THOMAS PAINE RAIL-TO-TRAIL

- Florida Avenue-Stone Creek Boulevard: Shared-use path along former Norfolk & Western Railroad corridor. Coordinate with Urbana Park District and developers. Add trail wayfinding signage. Urbana Park District jurisdiction.

11.2.43 LUCAS STREET CORRIDOR



LUCAS STREET

- Colorado Avenue-south terminus: Widen existing sidewalk on the west side of the road to an 8′ sidepath.
  - Destinations & Intersecting Bikeways: Colorado Avenue (NB), Lohmann Park (NB), Thomas Paine School (NB), Mumford Drive (SB), Myra Ridge Drive (SB)

LUCAS STREET CORRIDOR

- South terminus of Lucas Street-Eagle Ridge Road corridor: Sidepath upon street construction.
  - Destinations & Intersecting Bikeways: Colorado Avenue (NB), Lohmann Park (NB), Thomas Paine School (NB), Mumford Drive (NB & SB), Myra Ridge Drive (SB)

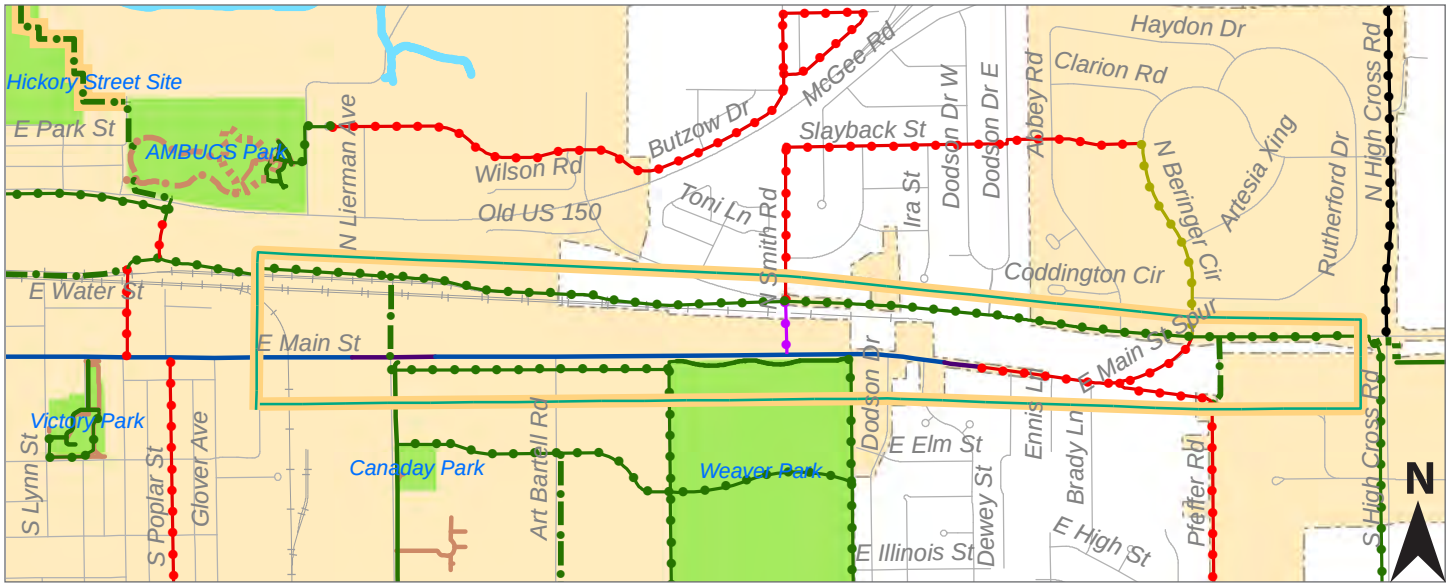
EAGLE RIDGE ROAD CORRIDOR

- Lucas Street corridor-Myra Ridge Drive corridor: Sidepath upon street construction.
  - Destinations & Intersecting Bikeways: Lucas Street (EB), Lohmann Park (EB), Thomas Paine School (EB), Myra Ridge Drive (WB)

MYRA RIDGE DRIVE CORRIDOR

- Eagle Ridge Road corridor-Amber Lane: Widen sidewalk along easement to an 8′ sidepath with trail wayfinding signage. See Myra Ridge Drive Corridor (Section 11.2.49).
  - Destinations & Intersecting Bikeways: Eagle Ridge Road (NB), Lohmann Park (NB), Thomas Paine School (NB), Amber Lane (SB), Myra Ridge Drive (SB), Meijer (SB)

11.2.44 MAIN STREET CORRIDOR



MAIN STREET SPUR

- See Beringer Circle (Section 11.2.4) for continuation of bicycle facilities north of University Avenue (US 150).
- See Section 11.3.1 for recommendations on improving crossing safety at University Avenue (US 150).
- University Avenue-Main Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Kickapoo Rail Trail (EB), Beringer Circle (EB), Main Street (WB), Weaver Park (WB)

MAIN STREET

- **High Cross Road-Hartle Avenue: Study Area.** Determine the best facility to safely bring Kickapoo Rail Trail users into Urbana. Coordinate with the Urbana Park District, Champaign County Forest Preserve District, and Urbana Township.

Existing View (2014)

Future View

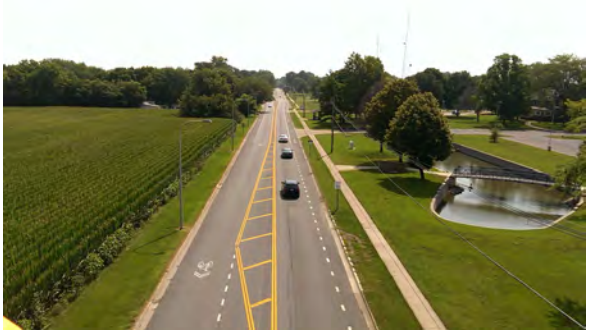
Figure 171 Main Street eastbound at Dewey Street

Existing View (2014)

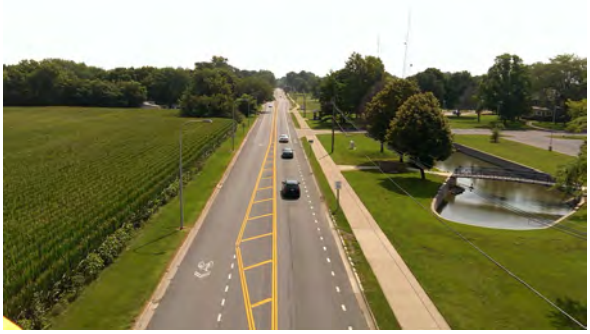
Future View

Figure 172 Main Street west of Dewey Street

- Pfeffer Road-Dewey Street: Bike Route with wayfinding signage. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Pfeffer Road (EB), Kickapoo Rail Trail (EB), Weaver Park (WB)
- Dewey Street-Scottswood Drive: Existing sharrows installed in 2013.
- Scottswood Drive-East of Lierman Avenue: Existing Bike Lanes installed in 2013.
  - Destinations & Intersecting Bikeways: Weaver Park (EB & WB), Smith Road (EB & WB), Lierman Avenue (EB & WB), DART Solo Cup (EB & WB)
- Bakers Lane-West side of Weaver Park: Existing sidepath installed in 2013.
- West side of Weaver Park-Lierman Avenue: Sidepath on south side of the road. Widen sidewalk where it exists to an 8' shared-use path. See Section 11.2.23 (East Urbana Loop Trail).



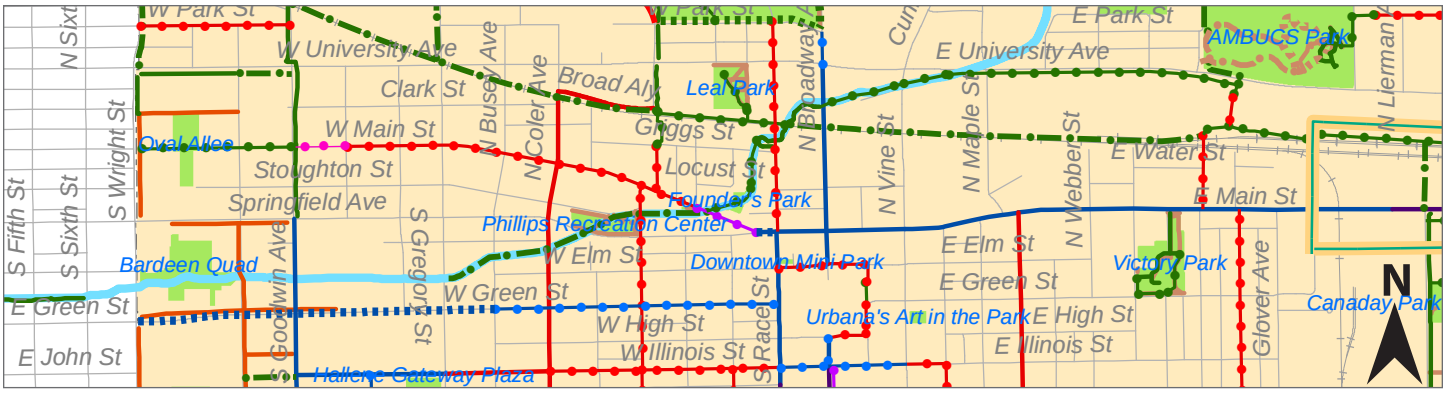
Existing View (2014)



Future View

Figure 173 Main Street east of Lierman Avenue

- East of Lierman Avenue-west of Lierman Avenue: Existing sharrows installed in 2013.
  - Urbana Green Loop segment: Lierman Avenue-west of Lierman Avenue
- West of Lierman Avenue-Grove Street: Existing Bike Lanes installed in 2013. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Lierman Avenue (EB), Weaver Park (EB), DART Solo Cup (EB), Poplar Street (WB), Cottage Grove Avenue (WB), Victory Park (WB), Grove Street (WB), Downtown (WB)
- Grove Street-Vine Street: Existing Bike Lanes installed in 2010. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Victory Park (EB), Grove Street (EB), Schnucks (EB & WB), Downtown (WB)
- Vine Street-Springfield Avenue: Existing Bike Lanes installed in 2013. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Victory Park (EB), Schnucks (EB), Broadway Avenue (EB & WB), Race Street (EB & WB)



- Springfield Avenue-Central Avenue: Bike Route with wayfinding signage, plus sharrows. Urbana Green Loop segment. Explore the feasibility of establishing a bike boulevard.
  - Destinations & Intersecting Bikeways: Downtown (EB), McCullough Street (EB & WB), U of I Campus (WB)

Existing View (2014)

Future View

Figure 174 Main Street west of Springfield Avenue

- Central Avenue-Harvey Street: Bike Route with wayfinding signage. Urbana Green Loop segment. See Section 11.3.1 for recommendations on improving crossing safety at Lincoln Avenue. Explore the feasibility of establishing a bike boulevard.
  - Destinations & Intersecting Bikeways: Downtown (EB), McCullough Street (EB & WB), Coler Avenue (EB & WB), U of I Campus (WB), Goodwin Avenue (WB)
- Harvey Street-Goodwin Avenue: Bike Boulevard. Urbana Green Loop segment. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Downtown (EB), Coler Avenue (EB & WB), U of I Campus (WB), Goodwin Avenue (WB)

MAIN STREET CORRIDOR

- Goodwin Avenue-Mathews Avenue: Existing shared-use path. Add trail wayfinding signage. Install bicycle-friendly ramps at Mathews Avenue simliar to those installed at Goodwin Avenue. Potential extension of Urbana Green Loop to Champaign. University of Illinois jurisdiction.

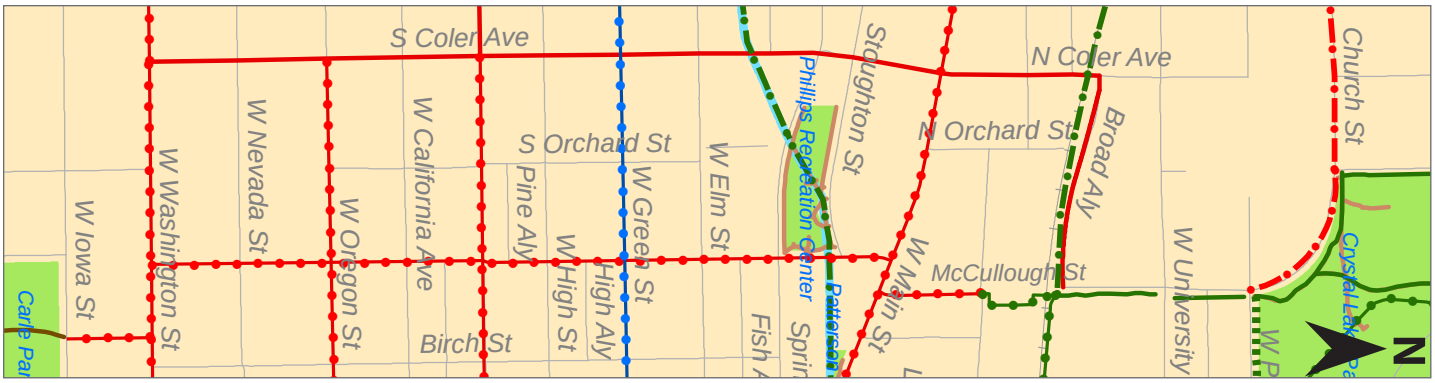
MAIN STREET

- Mathews Avenue-West terminus: Bike Route with wayfinding signage, or widen the existing sidewalk on the north side of the road to an 8' sidepath. University of Illinois jurisdiction. Potential extension of Urbana Green Loop to Champaign.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Oval Allee (WB), Wright Street (WB), Champaign (WB)

MAIN STREET CORRIDOR

- West of Mathews Avenue-Wright Street: Shared-use path. Add trail wayfinding signage. Provide sufficient width through the Oval Allee. University of Illinois jurisdiction. Potential extension of Urbana Green Loop to Champaign. The Main Street corridor continues as White Street in Champaign, and Champaign Moving Forward designates that street as a Bike Route in its Bicycle Vision Plan, leading to Downtown Champaign.

11.2.45 MCCULLOUGH STREET CORRIDOR



MCCULLOUGH STREET

- Church/Park Street-Norfolk Southern Railroad
  - Existing sidepath on east side of the road. Urbana Green Loop segment. Add trail wayfinding signage.

MCCULLOUGH STREET CORRIDOR

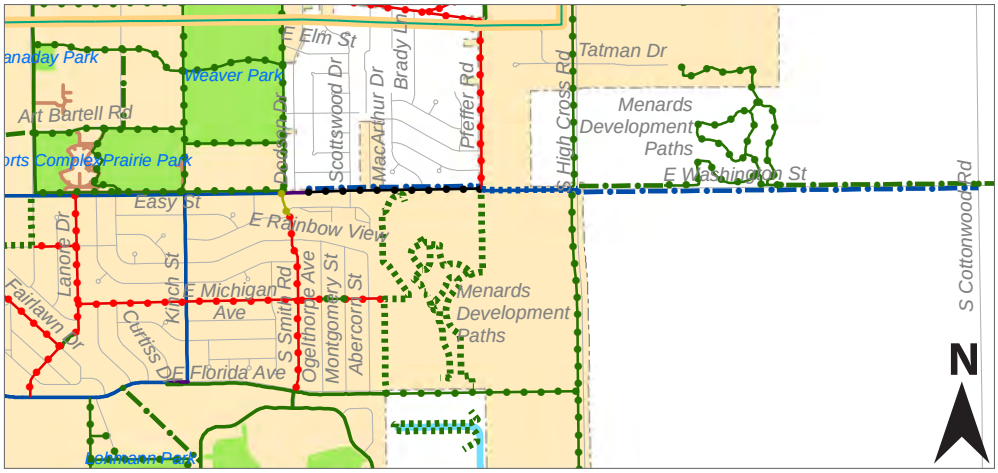
- Norfolk Southern Railroad-Griggs Street
  - Shared-use path. South half of this segment is public right-of-way. Urbana Green Loop segment. Add trail wayfinding signage.

MCCULLOUGH STREET

- Griggs Street-Washington Street: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Kickapoo Rail Trail (NB), Carle Hospital (NB), Leal Park (NB), Crystal Lake Park (NB), Main Street (NB & SB), Phillips Recreation Center (NB & SB), Green Street (NB & SB), Illinois Street (NB & SB), Oregon Street (NB & SB), Washington Street (SB), Carle Park (SB)

11.2.46 MENARDS DEVELOPMENT

- Shared-use paths between Washington Street, Abercorn Street, Stone Creek Boulevard, and High Cross Road upon development of land by Menards.
- Shared-use paths east of High Cross Road/IL 130 between Tatman Drive and Washington Street upon development of land by Menards.



11.2.47 MICHIGAN AVENUE CORRIDOR

MICHIGAN AVENUE

- East terminus-Montgomery Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Smith Road (WB)

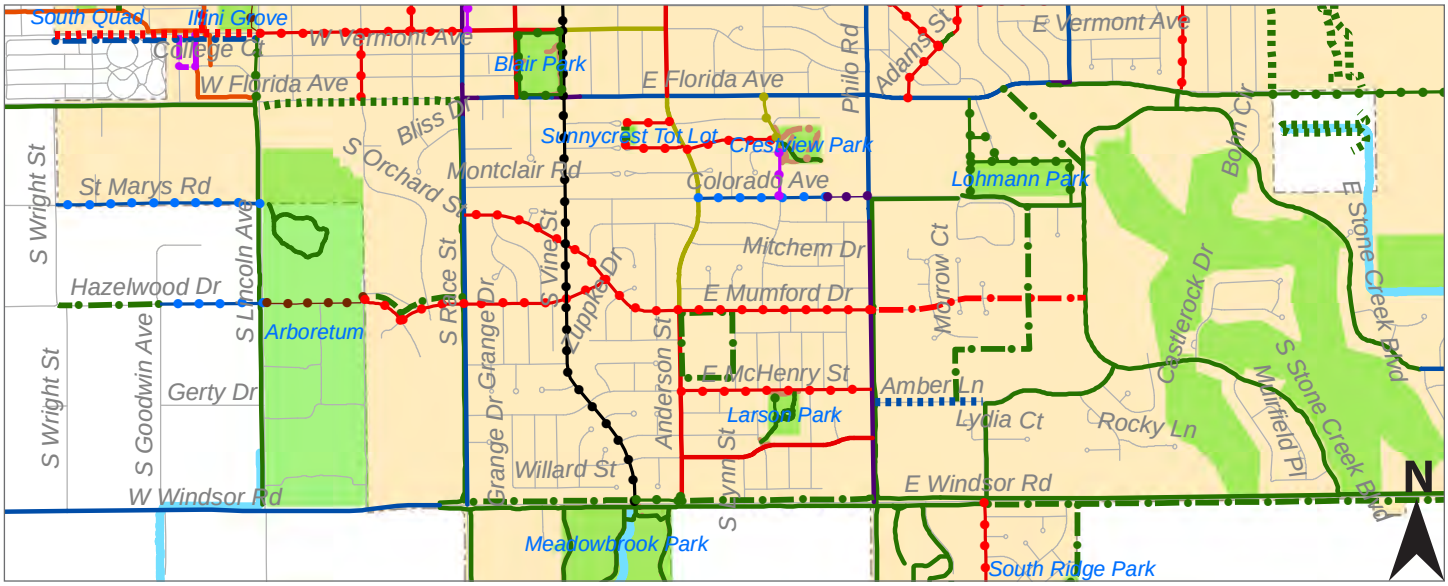
MICHIGAN AVENUE CORRIDOR

- Montgomery Street-Oglethorpe Avenue: Widen sidewalk through Savannah Green neighborhood park to a shared-use path with trail wayfinding signage. Private ownership.
  - Destinations & Intersecting Bikeways: Michigan Avenue (EB & WB)

MICHIGAN AVENUE

- Oglethorpe Avenue-Lanore Drive: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Smith Road (EB & WB), Kinch Street (EB & WB), Lanore Drive (EB & WB)

11.2.48 MUMFORD DRIVE



MUMFORD DRIVE CORRIDOR

- Stone Creek Boulevard-east terminus: Extend Bike Route with wayfinding signage east of Philo Road upon construction of Mumford Drive to Stone Creek Boulevard.

MUMFORD DRIVE

- East terminus-Philo Road: Extend Bike Route with wayfinding signage east of Philo Road upon construction of Mumford Drive to Stone Creek Boulevard.
- Philo Road-Race Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Philo Road (EB), Yankee Ridge School (EB & WB), Anderson Street (EB & WB), George Huff Drive (EB & WB), Race Street (WB)
- Lynn Street-Anderson Street: Widen existing sidewalk to an 8' sidepath on the south side of the road. Coordinate with the Urbana School District. See Section 11.2.69 (Yankee Ridge School Loop Trail).

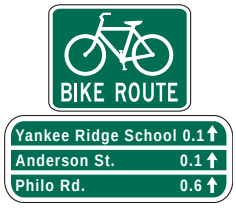
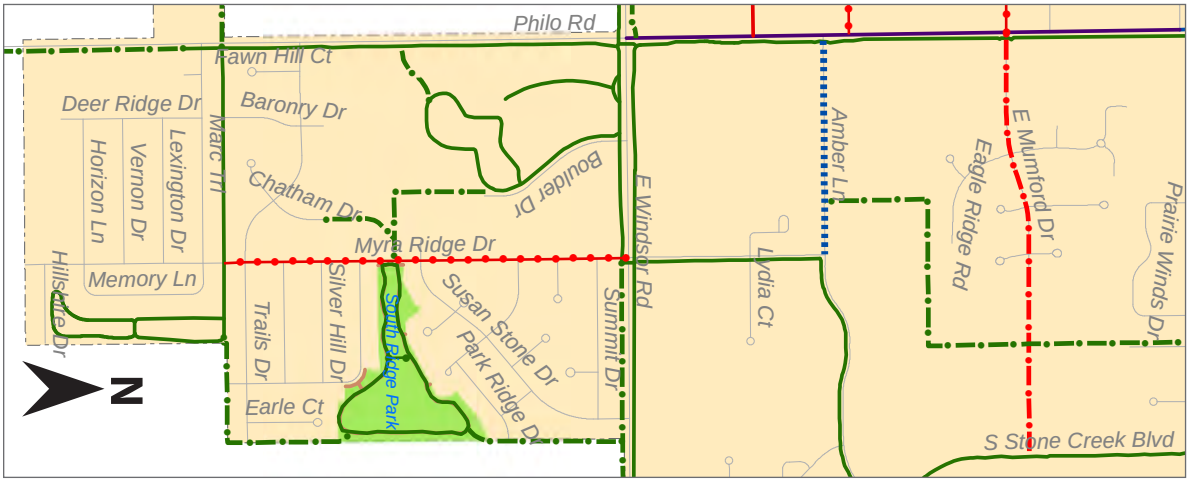


Figure 175
Mumford Drive east of Vine Street

11.2.49 MYRA RIDGE DRIVE



MYRA RIDGE DRIVE CORRIDOR

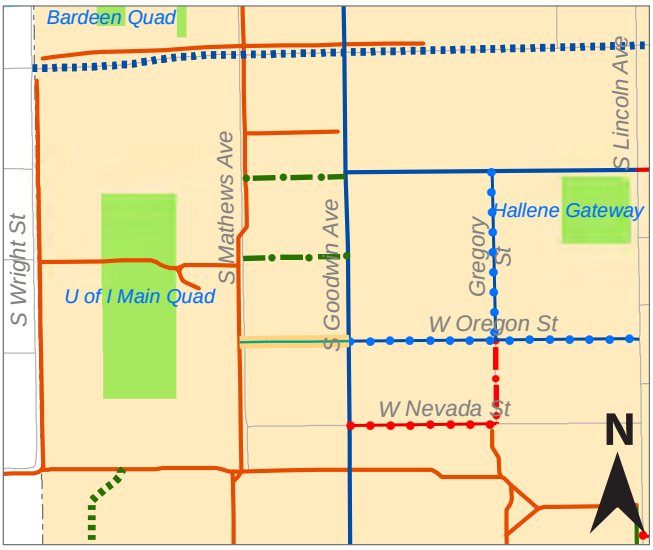
- Eagle Ridge Road corridor-Amber Lane: Widen sidewalk along easement to an 8' sidepath with trail wayfinding signage. See Lucas Street Corridor (Section 11.2.43).
  - Destinations & Intersecting Bikeways: Eagle Ridge Road (NB), Lohmann Park (NB), Thomas Paine School (NB), Amber Lane (SB), Myra Ridge Drive (SB), Meijer (SB)

MYRA RIDGE DRIVE

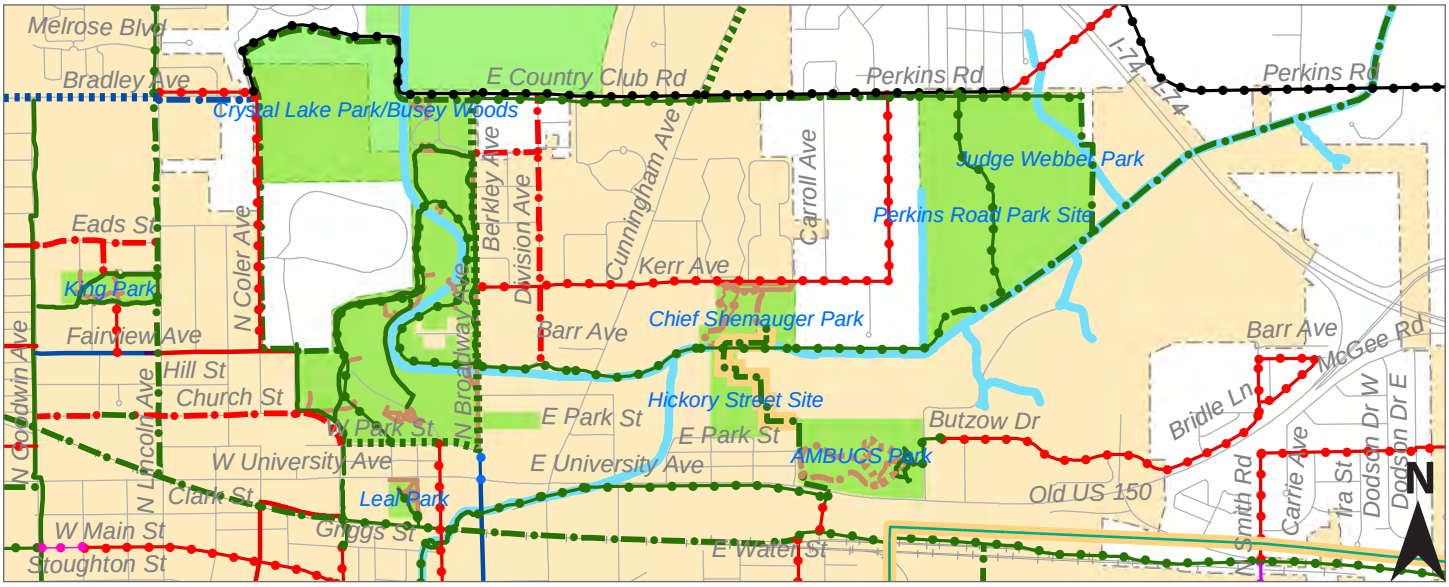
- Amber Lane-Windsor Road: Existing sidepath on the east side of the road. Add trail wayfinding signage.
- Windsor Road-Marc Trail path: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Windsor Road (NB), Carle Clinic (NB), Christie Clinic (NB), Thomas Paine School (NB), South Ridge Park (NB & SB), Marc Trail (SB)

11.2.50 NEVADA STREET

- Gregory Place-Goodwin Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Gregory Street (EB & WB), Gregory Place (EB & WB), Busey-Evans Residence Halls (WB), Goodwin Avenue (WB)



11.2.51 NORTH URBANA INTRA- AND INTER-PARK TRAILS



AMBUCS PARK

- Loop trail: Shared-use path around the park. Urbana Park District jurisdiction.
- Shared-use path along south and west sides of the park from the CUMTD Path to the northwest corner of the park. Urbana Green Loop segment. Urbana Park District jurisdiction.

CONNECTION OVER THE SALINE BRANCH

- **Study Area:** It is recommended for the Urbana Park District to investigate a trail connection between parks north of the Saline Branch (Chief Shemauger Park, Perkins Road Park Site) and parks south of the Saline Branch (Hickory Street Park Site, AMBUCS Park). This is an important connection, as not only is there no trail connection between these parks, but there are no roads that cross the Saline Branch between Cunningham Avenue and I-74. Security considerations regarding the Urbana Park District Planning & Operations facilities next to Chief Shemauger Park and UPD storage facilities at the Hickory Street Site must be considered. Urbana Park District jurisdiction. Potential Urbana Green Loop segment.

CHIEF SHEMAUGER PARK

- Medium-term: Small shared-use loop path in northwest corner of park. Urbana Park District jurisdiction.
- Long-term: Large shared-use loop path. Urbana Park District jurisdiction.
  - Urbana Green Loop segment: Kerr Avenue to Saline Branch.

CUMTD PATH

Cottage Grove Avenue corridor

- AMBUCS Park to CUMTD: Shared-use path south of University Avenue (US 150) across from AMBUCS Park, to the CUMTD property (see Section 11.3.2). Urbana Green Loop segment.
- CUMTD East Parking Lot: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: AMBUCS Park (NB), Kickapoo Rail Trail (SB), Main Street (SB), Victory Park (SB)
- CUMTD to Cottage Grove Avenue north terminus: Shared-use path with trail wayfinding signage. Urbana Green Loop segment.

CRYSTAL LAKE PARK PATH

- Church Street-Lakehouse Road: Existing shared-use path. Urbana Green Loop segment - add wayfinding signage. Urbana Park District jurisdiction.
- Crystal Lake Park Family Aquatic Center-Broadway Avenue: Existing shared-use path. Widen trail. Urbana Green Loop segment - add wayfinding signage. Urbana Park District jurisdiction.

LAKEHOUSE ROAD (CRYSTAL LAKE PARK INTERNAL ROAD)

- Park Street-Crystal Lake Park Path: Convert the inner lane to a two-way divided shared-use path, and retain the outer lane as a one-way vehicle travel lane from Park Street to Broadway Avenue.
- Crystal Lake Park Path-Crystal Lake Park Family Aquatic Center: Existing shared-use path along Lakehouse Road. Convert the inner road lane to a two-way divided shared-use path to complement and/or replace the existing shared-use path, and retain the outer road lane as a one-way vehicle travel lane from Park Street to Broadway Avenue. Urbana Green Loop segment - add wayfinding signage. Urbana Park District jurisdiction.
- Crystal Lake Park Family Aquatic Center-Broadway Avenue: Convert the inner road lane to a two-way divided shared-use path to complement and/or replace the existing shared-use path, and retain the outer road lane as a one-way vehicle travel lane from Park Street to Broadway Avenue. Urbana Green Loop segment - add wayfinding signage. Urbana Park District jurisdiction.

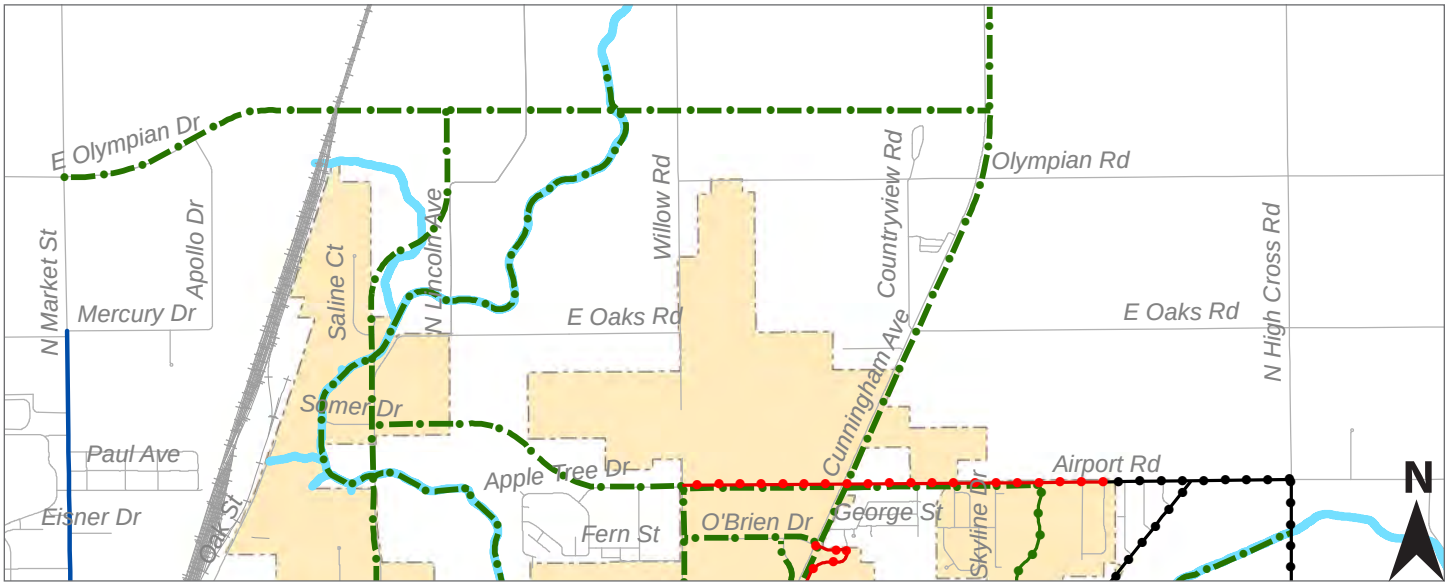
SALINE BRANCH TRAIL

- Broadway Avenue to Perkins Road Park Site: Shared-use path with trail wayfinding signage parallel to the Stebbins Drive and the Saline Branch.
- Perkins Road Park Site-High Cross Road: Shared-use path with trail wayfinding signage parallel to the Saline Branch (see also Section 11.2.1).

PERKINS ROAD PARK SITE

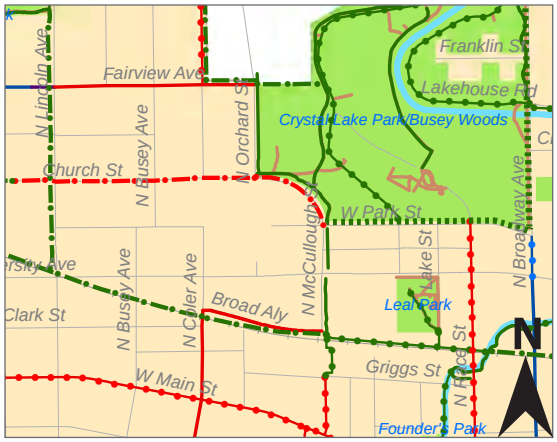
- West side of the park: Shared-use path. Urbana Park District jurisdiction.
- East side of the park: Shared-use path. Urbana Park District jurisdiction.

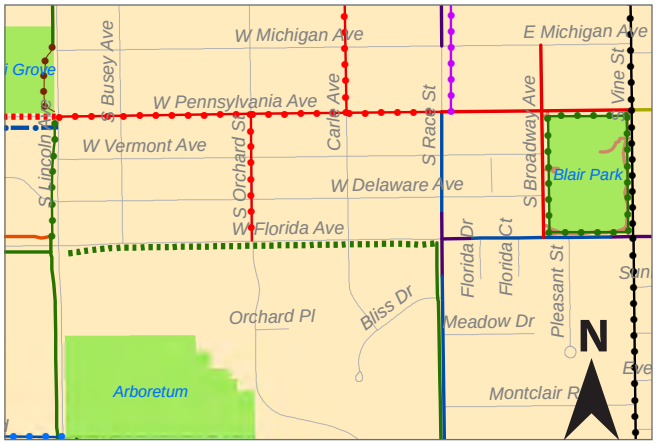
11.2.52 FUTURE OLYMPIAN DRIVE CORRIDOR



- Cunningham Avenue-west city limits: Sidepath. Champaign Moving Forward designates this street to have a sidepath in its Bicycle Vision Plan. Coordinate with the City of Champaign to continue sidepath westward.

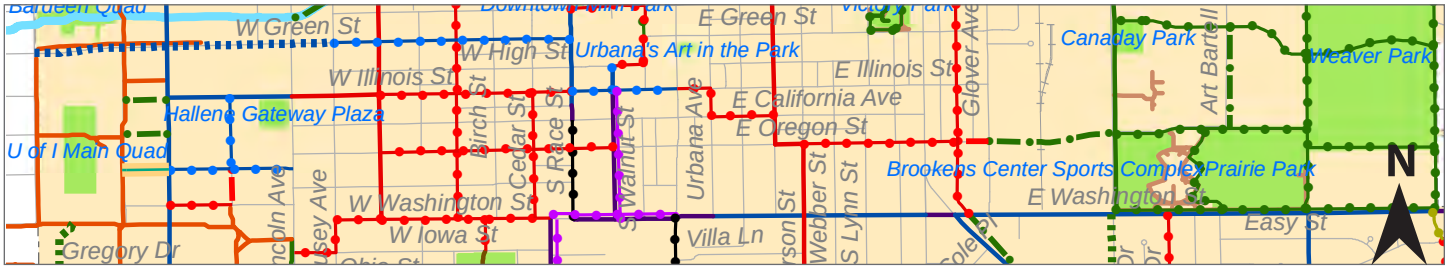
11.2.53 ORCHARD STREET





- Fairview Avenue-Church Street
  - Existing sidepath on east side of the road. Urbana Green Loop segment. Replace Bike Route signage with trail wayfinding signage. Relocate Bike Route signs to streets proposed as Bike Routes only. See also Sections 11.2.14 (Coler Avenue Corridor) and 11.2.18 (Crystal Lake Park/Busey Woods Loop Path).
- Pennsylvania Avenue-Florida Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Pennsylvania Avenue (NB), Florida Avenue (SB), Orchard Downs (SB)

11.2.54 OREGON STREET CORRIDOR



OREGON STREET CORRIDOR

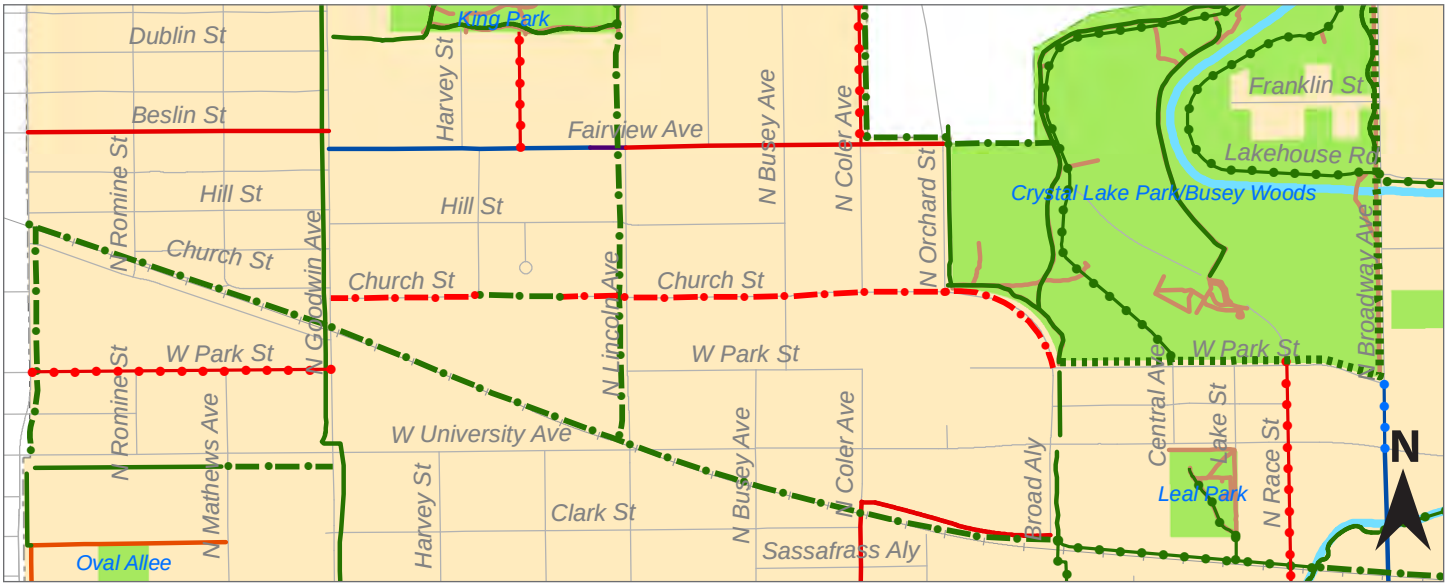
- Lierman Avenue-Glover Avenue: Shared-use path with trail wayfinding signage. Private property.
  - Destinations & Intersecting Bikeways: Lierman Avenue (EB), Art Bartell Road (EB), Brookens Sports Complex (EB), Prairie Park (EB), DART Solo Cup (EB), Poplar Street (WB), Downtown (WB)

OREGON STREET

- Glover Avenue-Poplar Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Lierman Avenue (EB), Art Bartell Road (EB), Brookens Sports Complex (EB), Prairie Park (EB), DART Solo Cup (EB), Urbana Public Works (EB & WB), Poplar Street (WB), Downtown (WB)
- Poplar Street-Anderson Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Poplar Street (EB), Anderson Street (WB), Downtown (WB)
- Anderson Street-Grove Street: Existing Bike Route installed in 2013. Add bike wayfinding signage. See Anderson Street Corridor (Section 11.2.3).
  - Destinations & Intersecting Bikeways: Anderson Street (EB), Downtown (WB)
- Broadway Avenue-Coler Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Broadway Avenue (EB), Race Street (EB & WB), Leal School (EB & WB), McCullough Street (EB & WB), Coler Avenue (WB)
- Lincoln Avenue-Goodwin Avenue: Bike Lanes, with parking on both sides. Complete Street Improvement.
  - Destinations & Intersecting Bikeways: Gregory Street (EB & WB), Gregory Place (EB & WB), Krannert Center (EB & WB), Goodwin Avenue (WB)

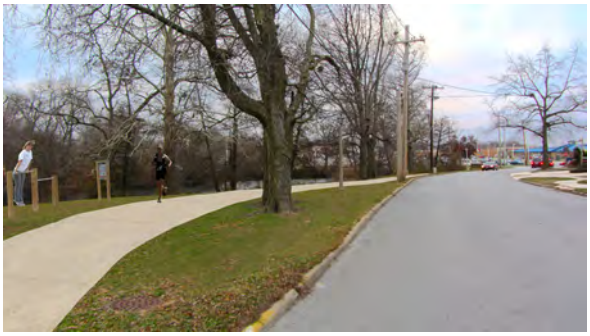
- Goodwin Avenue-Matthews Avenue: One-way westbound, with parking on both sides. **Study Area:** Investigate the feasibility of installing contraflow bike lanes.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Gregory Place (EB), Krannert Center (EB), Mathews Avenue (WB), Quad (WB)

11.2.55 PARK STREET



- Broadway Avenue-McCullough Street
  - Sidepath on north side of the road. Urbana Green Loop segment. Potential fitness trail. Coordinate with the Urbana Park District. See Section 11.2.18 (Crystal Lake Park/Busey Woods Loop Path).
  - Install two-stage turn-queue box at the northeast corner of Broadway Avenue/Park Street intersection (see Section 11.3.9).
- Goodwin Avenue-Wright Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Presence Covenant Medical Center (EB & WB), Wright Street (WB)

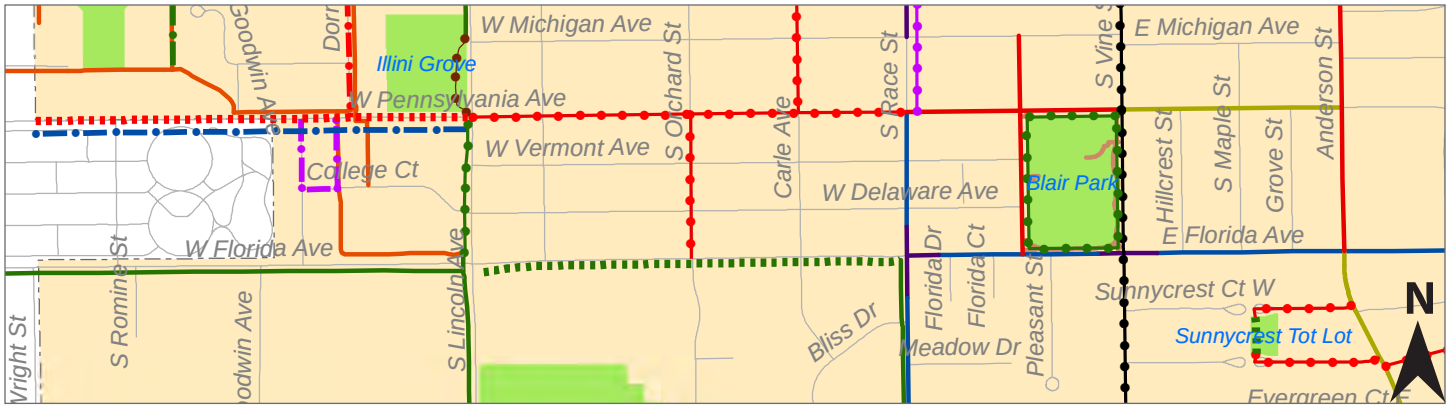
Existing View (2014)



Future View

Figure 176 Park Street east of Race Street

11.2.56 PENNSYLVANIA AVENUE



- Anderson Street-Vine Street: Existing Shared Bike/Parking Lanes installed in 2013. Add bike wayfinding signage.
  - Destinations & Intersecting Bikeways: Wiley School (EB), Blair Park (WB)

Existing View (2014)

Future View

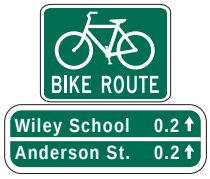


Figure 177
Pennsylvania Avenue east of Vine Street

- Vine Street-Broadway Avenue:
  - Existing Bike Route installed in 2013. Add bike wayfinding signage.
    - Destinations & Intersecting Bikeways: Wiley School (EB), Broadway Avenue (WB), U of I Campus (WB)
  - Sidepath on south side of the road along Blair Park. Coordinate with the Urbana Park District.
- Broadway Avenue-Race Street: Existing Bike Route installed in 2013. Add bike wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Wiley School (EB), Blair Park (EB), Broadway Avenue (EB), Race Street (WB), U of I Campus (WB)
- Race Street-Lincoln Avenue: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Race Street (EB), Blair Park (EB), Carle Avenue (EB & WB), Orchard Street (EB & WB), Lincoln Avenue (WB), U of I Campus (WB)

Existing View (2007)

Future View

Figure 178
Pennsylvania Avenue east of Lincoln Avenue

- Lincoln Avenue-west city limits:
  - Short-Term: Bike Route with wayfinding signage. University of Illinois jurisdiction.
  - Long-Term: Bike Lanes with parking on one side of the road. University of Illinois jurisdiction.
    - Destinations & Intersecting Bikeways: Blair Park (EB), Lincoln Avenue (EB), Pennsylvania Avenue Residence Halls (PAR) (EB & WB), Illini Grove (EB & WB), Dorner Drive (EB & WB), Virginia Drive (EB & WB), Maryland Drive (EB & WB), Peabody Bike Path (EB & WB), Champaign (WB), Memorial Stadium (WB)
  - Urbana Green Loop segment: Lincoln Avenue-Dorner Drive

Existing View (2007)

Future View

Figure 179
Pennsylvania Avenue westbound at Lincoln Avenue

11.2.57 PFEFFER ROAD CORRIDOR

PFEFFER ROAD CORRIDOR

- Kickapoo Rail Trail to Main Street: Shared-use path trailhead to Kickapoo Rail Trail. Add trail wayfinding signage. Private property.

PFEFFER ROAD

- Main Street-Washington Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Main Street (NB), Kickapoo Rail Trail (NB), Washington Street (SB)

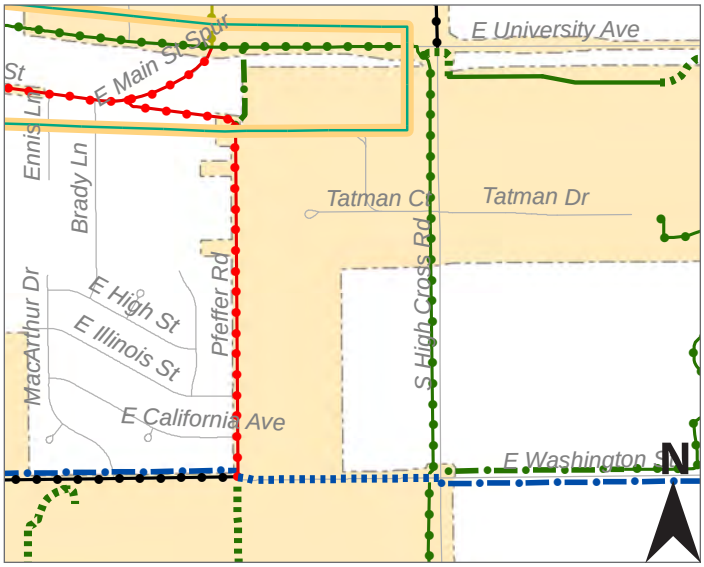
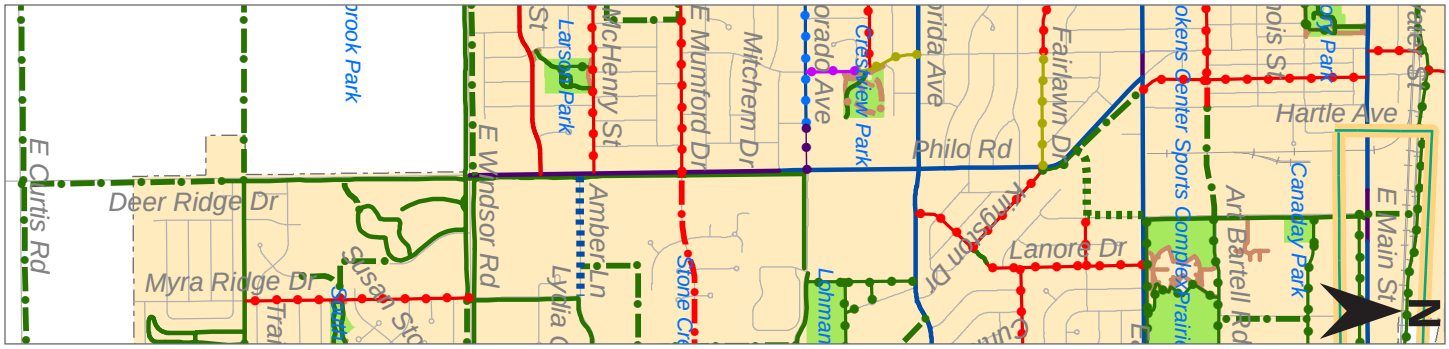


Figure 180 Pfeffer Road north of Washington Street

11.2.58 PHILO ROAD / POPLAR STREET CORRIDOR



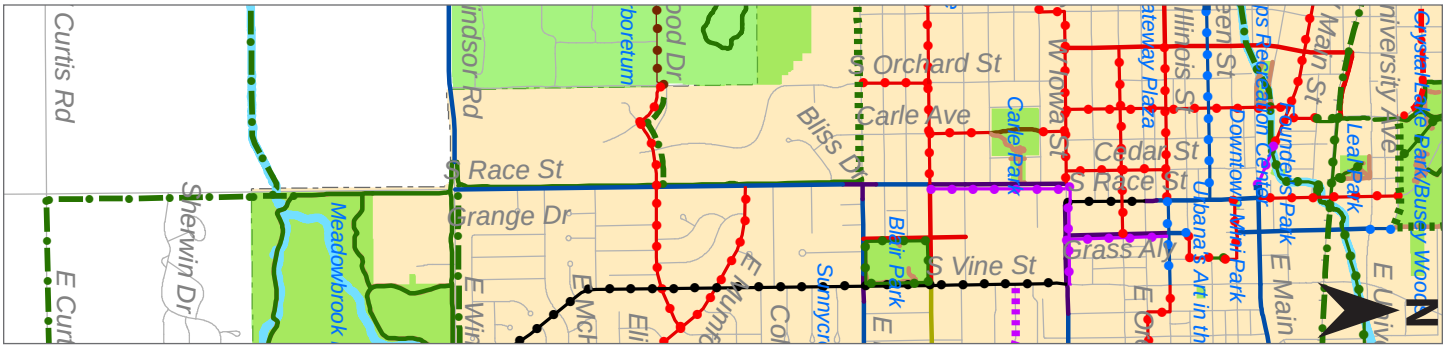
POPLAR STREET

- Main Street-Washington Street: Bike Route with wayfinding signage. Investigate the feasibility of connecting Poplar Street to Philo Road via a roundabout at Washington Street (see Section 11.3.6) or via the Washington Street bike lanes.
  - Destinations & Intersecting Bikeways: Main Street (NB), Oregon Street (NB & SB), Washington Street (SB)

PHILO ROAD

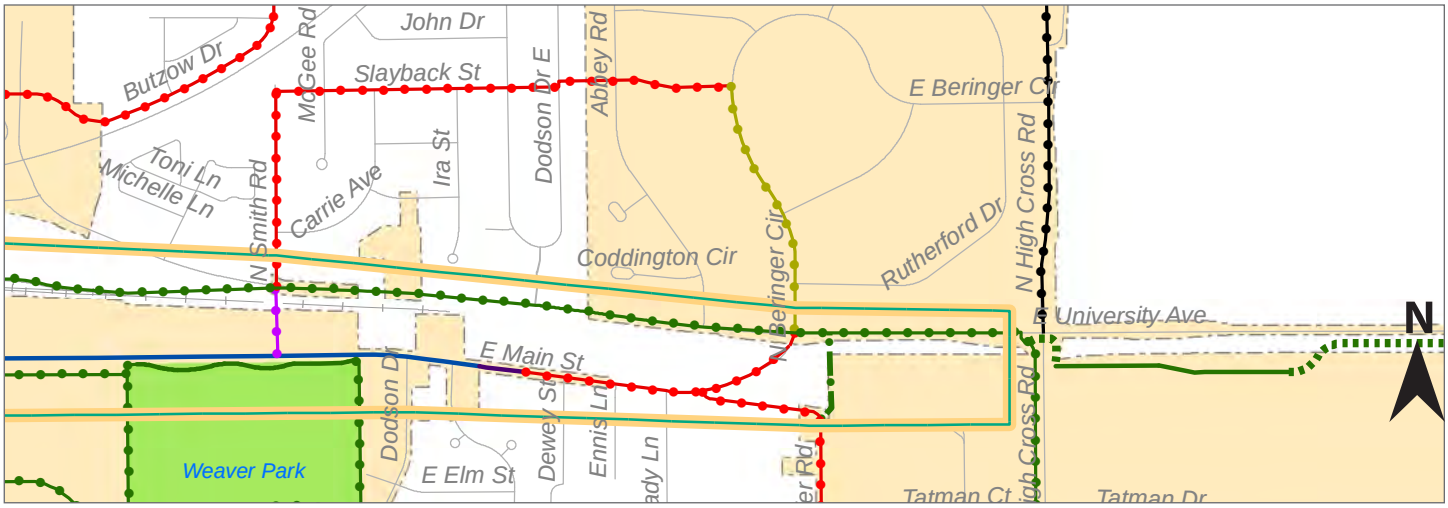
- Washington Street-Family Dollar south entrance:
  - Existing Bike Lanes installed in 2011. Cyclists may also use the Lanore Drive/Adams Street corridor between Washington Street and Florida Avenue as a low-traffic alternative (see Section 11.2.38).
    - Destinations & Intersecting Bikeways: Washington Street (NB), Family Dollar (NB & SB), Fairlawn Drive (NB & SB), Florida Avenue (SB), Philo Road Business District (SB)
  - Sidepath along the east side of the road.
- Family Dollar south entrance-Fairlawn Drive:
  - Existing Bike Lanes installed in 2011. Cyclists may also use the Lanore Drive/Adams Street corridor between Washington Street and Florida Avenue as a low-traffic alternative (see Section 11.2.38).
    - Destinations & Intersecting Bikeways: Washington Street (NB), Family Dollar (NB & SB), Fairlawn Drive (NB & SB), Florida Avenue (SB), Philo Road Business District (SB)
  - Sidepath along the east side of the road, connecting the Lierman Neighborhood (see Section 11.2.40) directly to shopping (e.g. Family Dollar, County Market, Meijer) and a transit stop at Philo Road and Fairlawn Drive.
- Fairlawn Drive-Pennsylvania Avenue: Existing Bike Lanes installed in 2011. Cyclists may also use the Lanore Drive/Adams Street corridor between Washington Street and Florida Avenue as a low-traffic alternative (see Section 11.2.38).
  - Destinations & Intersecting Bikeways: Washington Street (NB), Family Dollar (NB & SB), Fairlawn Drive (NB & SB), Florida Avenue (SB), Philo Road Business District (SB)
- Pennsylvania Avenue-Colorado Avenue: Existing Bike Lanes installed in 2008.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Family Dollar (NB), Fairlawn Drive (NB), Florida Avenue (NB & SB), Mumford Drive (SB), Amber Lane (SB), Scovill Street (SB), Meijer (SB), Windsor Road (SB), The Pines (SB)
- Colorado Avenue-Harding Drive:
  - Existing Bike Lanes installed in 2008.
    - Destinations & Intersecting Bikeways: Washington Street (NB), Family Dollar (NB), Fairlawn Drive (NB), Florida Avenue (NB & SB), Mumford Drive (SB), Amber Lane (SB), Scovill Street (SB), Meijer (SB), Windsor Road (SB), The Pines (SB)
    - Install two-stage turn-queue boxes at northeast and southwest corners of Philo Road/Colorado Avenue intersection (see Section 11.3.9).
  - Existing sidepath on east side of the road. Urbana Green Loop segment. Add trail wayfinding signage.
- Harding Drive-Windsor Road:
  - Existing sharrows installed in 2010.
  - Existing sidepath on east side of the road. Urbana Green Loop segment. Add trail wayfinding signage.
- Windsor Road-Marc Trail: Existing sidepath on east side of the road. Urbana Green Loop segment. Add trail wayfinding signage.
- Marc Trail-Curtis Road: Extend sidepath on east side of the road as development occurs.

11.2.59 RACE STREET



- Park Street-Main Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Crystal Lake Park (NB), Park Street (NB), Leal Park (NB & SB), Boneyard Creek Trail (NB & SB), Urbana School District Central Office (NB & SB), Downtown (SB), Main Street (SB)
  - Urbana Green Loop segment: Park Street-Norfolk Southern Railroad corridor
- Main Street-Elm Street: Existing Bike Lanes installed in 2013.
  - Destinations & Intersecting Bikeways: Main Street (NB), Urbana Free Library (NB & SB), Green Street (NB & SB), Lincoln Square Mall (NB & SB), Illinois Street (SB)
- Elm Street-South of Illinois Street: Existing Bike Lanes installed in 2014.
- South of Illinois Street-California Avenue: Existing sharrows installed in 2014.
- California Avenue-Washington Street: Bikes May Use Full Lane. Use Cedar Street (see Section 11.2.12) or Broadway Avenue (see Section 11.2.7).
- Washington Street-Michigan Avenue: Existing sharrows installed in 2013. Add Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Urbana High School (NB & SB), Carle Park (NB & SB), Pennsylvania Avenue (SB)
- Michigan Avenue-Pennsylvania Avenue: Bike Route with wayfinding signage, plus sharrows.
  - Destinations & Intersecting Bikeways: Washington Street (NB), Urbana High School (NB & SB), Carle Park (NB & SB), Pennsylvania Avenue (SB)
- Pennsylvania Avenue-North of Florida Avenue: Existing Bike Lanes installed in 2010.
  - Destinations & Intersecting Bikeways: Pennsylvania Avenue (NB), Florida Avenue (SB)
- North of Florida Avenue-South of Florida Avenue: Existing sharrows installed in 2010.
  - Install two-stage turn-queue boxes at northwest and southeast corners of Race Street/Florida Avenue intersection (see Section 11.3.9).
- South of Florida Avenue-Windsor Road: Existing sidepath. Existing Bike Lanes installed in 2010.
  - Destinations & Intersecting Bikeways: Florida Avenue (NB), Mumford Drive (NB & SB), George Huff Drive (NB & SB), Windsor Road (SB), Meadowbrook Park (SB)
- Windsor Road-Meadowbrook Park: Existing sidepath on east side of the road. Urbana Park District jurisdiction.
- Meadowbrook Park-Curtis Road: Extend sidepath on east side of the road as development occurs.

11.2.60 SLAYBACK ROAD CORRIDOR



SLAYBACK ROAD

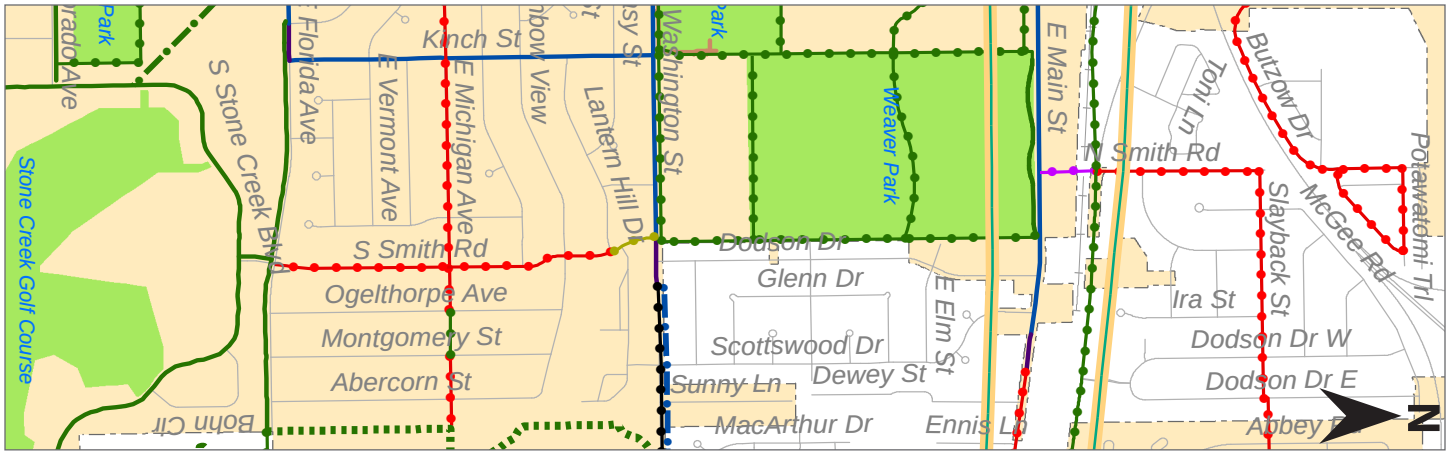
- Beringer Circle-city limits: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Beringer Circle (EB), Smith Road (WB)

SLAYBACK STREET

- City limits-Smith Road: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Beringer Circle (EB), Smith Road (WB)

Figure 181
Slayback Road east of Smith Road

11.2.61 SMITH ROAD / BAKERS LANE CORRIDOR



SMITH ROAD

- Potawatomi Trail-Butzow Drive: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Potawatomi Trail (NB), Butzow Drive (SB), Flex-N-Gate (SB)
- Slayback Street-University Avenue: Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
  - Destinations & Intersecting Bikeways: Slayback Road (NB), Kickapoo Rail Trail (SB), Main Street (SB), Weaver Park (SB)
- University Avenue-Main Street: Bike Route with wayfinding signage. Sharrows in the northbound thru lane.
  - Destinations & Intersecting Bikeways: Slayback Road (NB), Kickapoo Rail Trail (NB & SB), Main Street (SB), Weaver Park (SB)

Figure 182 Smith Road northbound at University Avenue

BAKERS LANE

- Main Street-Washington Street: Shared-use path on the east side of Weaver Park. See Section 11.2.23 (East Urbana Loop Trail).
  - Urbana Green Loop segment: South edge of Weaver Park-Washington Street. Add trail wayfinding signage.

Existing View (2014)

Future View

Figure 183 Bakers Lane shared-use path north of Washington Street

SMITH ROAD

- Washington Street-Lantern Hill Drive: Shared Bike/Parking Lanes with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Dr. Williams School (NB), Urbana Early Childhood School (NB), Weaver Park (NB), Florida Avenue (SB)

Existing View (2014)

Future View

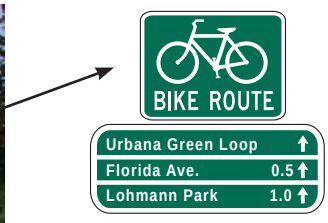


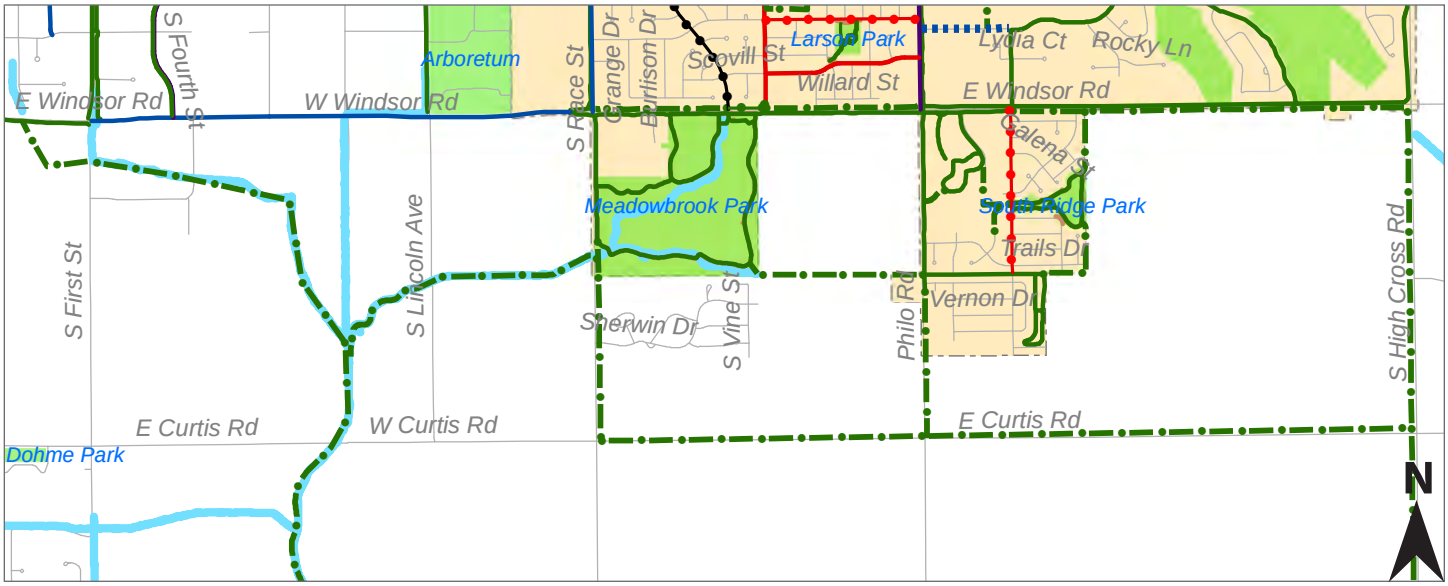
Figure 184 Smith Road southbound at Washington Street

- Lantern Hill Drive-Florida Avenue: Bike Route with wayfinding signage. Urbana Green Loop segment.
  - Destinations & Intersecting Bikeways: Dr. Williams School (NB), Urbana Early Childhood School (NB), Weaver Park (NB), Florida Avenue (SB)
- Florida Avenue-Stone Creek Boulevard: Existing sidepath on west side of the road. Urbana Green Loop segment. Add trail wayfinding signage. This is a very short sidepath, with the purpose of connecting the Florida Avenue and Stone Creek Boulevard sidepaths, as well as the Savannah Green and Stone Creek subdivisions.

STONE CREEK BOULEVARD

- Smith Road-North side of Lohmann Park: Existing shared-use path in median. Urbana Green Loop segment. Add trail wayfinding signage.

11.2.62 SOUTH URBANA TRAILS



UPPER EMBARRAS RIVER TRAIL

- Shared-use path along the Embarras River between Race and First Streets, south of Windsor Road. University jurisdiction.

LOWER EMBARRASS RIVER TRAIL

- Extension of shared-use path along the south leg of the Embarras River. University jurisdiction.

POMOLOGY PATH

- Shared-use path along the south side of the former University of Illinois Pomology Tract, from Philo Road at Marc Trail to the southeast corner of Meadowbrook Park. Add trail wayfinding signage. Private property.

MARC TRAIL PATH

- Philo Road-East of Myra Ridge Drive: Existing shared-use path.
  - Urbana Green Loop segment: Philo Road to Myra Ridge Drive. Add trail wayfinding signage.
- East of Myra Ridge Drive-East edge of South Ridge subdivision: Shared-use path. Add trail wayfinding signage.

MYRA RIDGE PATH

- Windsor Road to South Ridge Park: Shared-use path along the east side of Myra Ridge subdivision. Add trail wayfinding signage.

SOUTH RIDGE PARK LOOP TRAIL

- South Ridge Park: Existing loop shared-use path. Widen trail in the west half of the park. Construct a new north-south shared-use path in the middle of the park to connect the north and south legs of the trail. Urbana Green Loop segment - add wayfinding signage. Convert the east half of the existing shared-use path to a nature trail. Urbana Park District jurisdiction.

SOUTH RIDGE PATH

- South Ridge Park to Marc Trail Path: Shared-use path along the east side of Deerfield Trails subdivision. Add trail wayfinding signage.

THE PINES AT STONE CREEK COMMONS AREA

Boulder Drive corridor

- South terminus of Boulder Drive-Myra Ridge Drive: Shared-use path with trail wayfinding signage. Private property.

Chatham Drive corridor

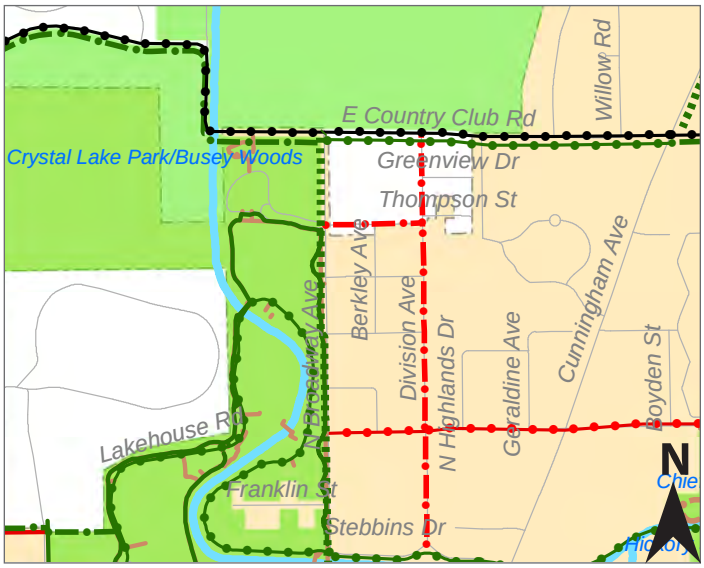
- Myra Ridge Drive-North terminus of Chatham Drive: Shared-use path with trail wayfinding signage. Private property.

Pines-Philo Path

- The Pines Pond Path-Philo Road: Shared-use path with trail wayfinding signage. Private property.

11.2.63 THOMPSON STREET

- Division Avenue-Broadway Avenue
  - Bike Route with wayfinding signage. This is unincorporated Urbana, outside city limits. Coordinate with Urbana Township.
    - Destinations & Intersecting Bikeways: Division Avenue (EB), Crystal Lake Park Family Aquatic Center (WB), Anita Purves Nature Center (WB), Broadway Avenue (WB)



11.2.64 UNIVERSITY OF ILLINOIS BIKEWAYS

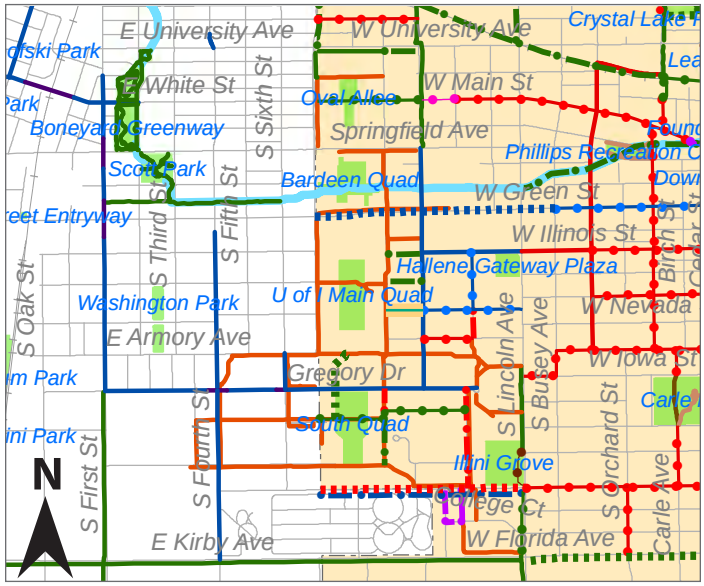
Following is information on bikeways on the University of Illinois campus in Urbana under University jurisdiction. For more information on campus bikeway recommendations, please see the 2014 Campus Bike Plan: https://icap.sustainability.illinois.edu/project/2014-campus-bike-plan.

ILLINOIS STREET CORRIDOR

- Goodwin Avenue-Mathews Avenue: Designate walkway a shared-use path with trail wayfinding signage, ensure 8' of clearance for bicycles. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Illinois Street Residence Hall (ISR) (EB), Mathews Avenue (WB), Quad (WB), Illini Union (WB)

QUAD PATH (CALIFORNIA AVENUE CORRIDOR)

- Goodwin Avenue-Mathews Avenue: Designate walkway a shared-use path with trail wayfinding signage, ensure 8' of clearance for bicycles. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Goodwin Avenue (EB), Krannert Center (EB), Mathews Avenue (WB), Quad (WB)
- Mathews Avenue-Wright Street: Existing University bike path. Add trail wayfinding signage. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Mathews Avenue (EB), Krannert Center (EB), Wright Street (WB)



LIBRARY PATH

- Armory Bike Path-Lorado Taft Bike Path: Designate walkway between the Main Library and Undergrad Library and along the west side of the South Quad a shared-use path with trail wayfinding signage. University of Illinois jurisdiction.

- Destinations & Intersecting Bikeways: Armory Bike Path (NB), Quad (NB), Main Library (NB), Undergrad Library (NB), South Quad (SB), Lorado Taft Bike Path (SB)

UNIVERSITY AVENUE

- Goodwin Avenue-Mathews Avenue: Widen existing sidewalk on the south side of the road to an 8' sidepath with trail wayfinding signage. University of Illinois jurisdiction.

MATHEWS BIKE PATH

Mathews Avenue

- Springfield Avenue-Boneyard Creek: Existing University bike path on west side of the road. University of Illinois jurisdiction.
- Boneyard Creek-California Avenue corridor: Existing University bike path on east side of the road. University of Illinois jurisdiction.
- California Avenue corridor-Armory Bike Path: Existing University bike path on west side of the road. University of Illinois jurisdiction.

Mathews Avenue corridor

- Armory Bike Path-Gregory Drive: Existing University bike path. University of Illinois jurisdiction.

Mathews Avenue

- Gregory Drive-Lorado Taft Bike Path: Bike Route with wayfinding signage. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Mathews Bike Path (NB & SB), Gregory Drive (NB), Lorado Taft Bike Path (SB)

Mathews Avenue corridor

- Lorado Taft Bike Path-Peabody Bike Path: Convert existing University bike path into a shared-use path with adjacent sidewalk, with trail wayfinding signage. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Gregory Drive (NB), Lorado Taft Bike Path (NB), ACES Library (SB), Peabody Bike Path (SB)

LORADO TAFT DRIVE CORRIDOR

- Dorner Drive-Mathews Bike Path: Designate walkway a shared-use path with trail wayfinding signage. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Dorner Drive (EB), Mathews Bike Path (WB)
- Mathews Bike Path-west city limit: Convert existing University bike path into a shared-use path with adjacent sidewalk, with trail wayfinding signage. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Sixth Street (WB), South Quad (EB & WB), Mathews Bike Path (EB)

MARYLAND DRIVE

- Pennsylvania Avenue-College Court: Bike Route with wayfinding signage, plus sharrows. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Pennsylvania Avenue (NB), College Court (SB), Pennsylvania Avenue Residence Hall (PAR) (SB), Florida Avenue Residence Hall (FAR) (SB)

VIRGINIA DRIVE

- Pennsylvania Avenue-College Court: Bike Route with wayfinding signage, plus sharrows. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Pennsylvania Avenue (NB), College Court (SB), Pennsylvania Avenue Residence Hall (PAR) (SB), Florida Avenue Residence Hall (FAR) (SB)

COLLEGE COURT

- Virginia Drive-Maryland Drive: Bike Route with wayfinding signage, plus sharrows. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Virginia Drive (EB), Pennsylvania Avenue Residence Hall (PAR) (EB), Florida Avenue Residence Hall (FAR) (EB), Maryland Drive (WB)

GREGORY DRIVE

- Dorner Drive-Goodwin Avenue: Existing Bike Lanes installed in 2007. Urbana Green Loop segment - add wayfinding signage. University of Illinois jurisdiction.
- Goodwin Avenue-West city limits: Existing Bike Lanes installed in 2007. University of Illinois jurisdiction.

DORNER DRIVE

- Gregory Drive-Pennsylvania Avenue
  - Existing University bike path on east side of the road. Add trail wayfinding signage. Urbana Green Loop segment.
  - Bike Route with wayfinding signage. University of Illinois jurisdiction.
    - Destinations & Intersecting Bikeways: Gregory Drive (NB), Allen Hall (NB), Campus Recreation Center-East (CRCE) (NB), Pennsylvania Avenue (SB), Pennsylvania Avenue Residence Hall (PAR) (SB), Florida Avenue Residence Hall (FAR) (SB)

ST. MARY'S ROAD

- Lincoln Avenue-Wright Street: Bike Lanes, per the St. Mary's Road Corridor Study. University of Illinois jurisdiction.
  - Destinations & Intersecting Bikeways: Lincoln Avenue (EB), Champaign (WB), Fourth Street (WB), State Farm Center (WB)

11.2.65 VICTORY PARK LOOP TRAIL

VICTORY PARK PATH

- Main Street-Lynn Street: Existing shared-use path. Urbana Green Loop segment - add wayfinding signage. Urbana Park District jurisdiction.

LYNN STREET

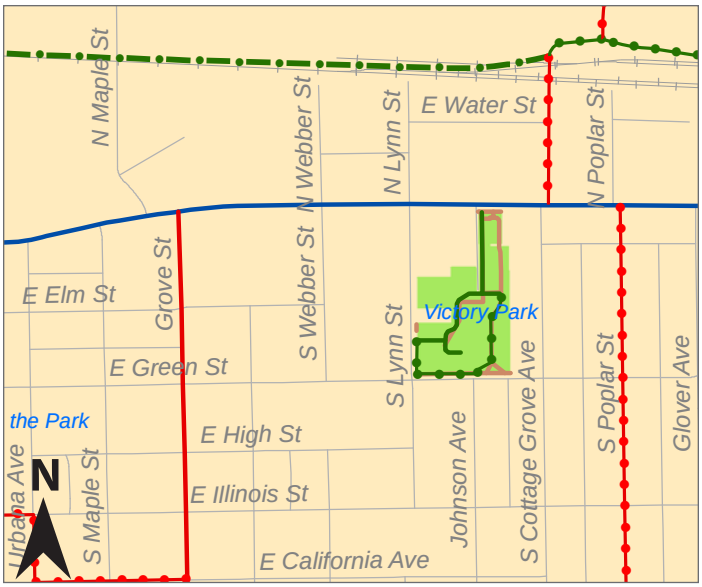
- Victory Park Path-Green Street: Widen sidewalk on the east side of the road to an 8′ sidepath. Urbana Green Loop segment - add wayfinding signage. Coordinate with the Urbana Park District.

GREEN STREET

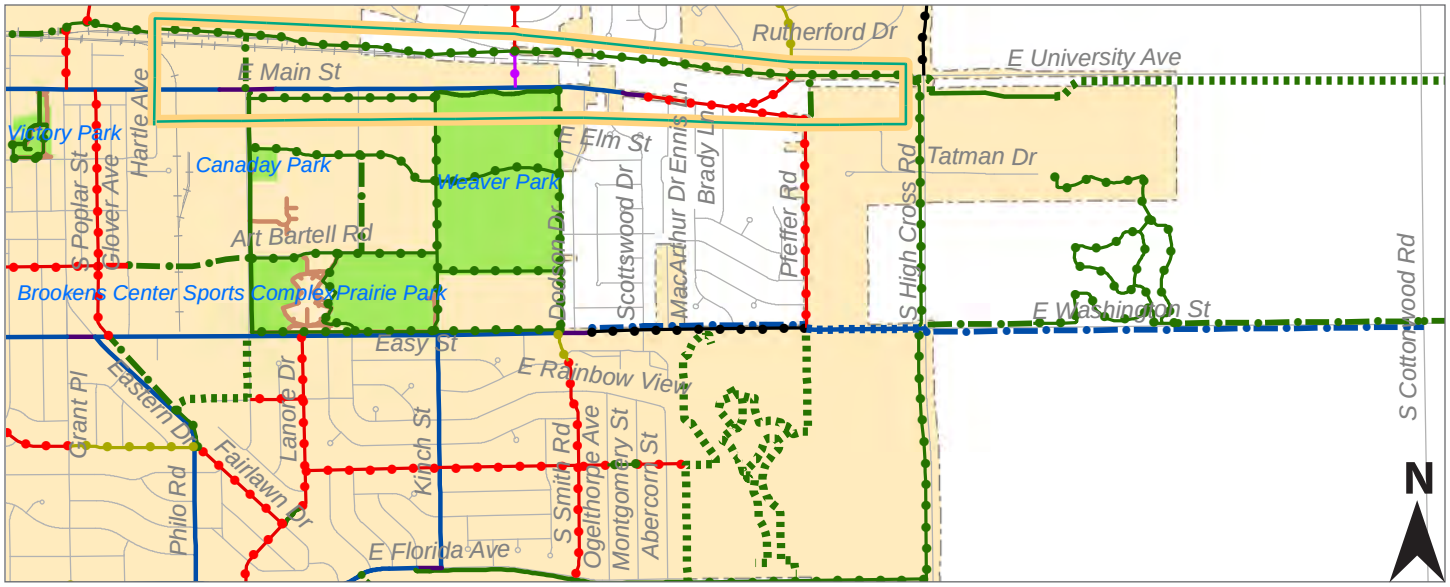
- Victory Park east sidewalk-Lynn Street: Widen sidewalk on the north side of the road to an 8′ sidepath. Urbana Green Loop segment - add wayfinding signage. Coordinate with the Urbana Park District.

VICTORY PARK EAST SIDEWALK

- Victory Park Path-Green Street: Widen sidewalk to an 8′ sidepath. Urbana Green Loop segment - add wayfinding signage. Urbana Park District jurisdiction.



11.2.66 WASHINGTON STREET CORRIDOR



WASHINGTON STREET

- County Road 1800E to Cottonwood Road: Sidepath with trail wayfinding signage, to be built long-term, as stated in the Greenways & Trails Plan. The goal of this shared-use path is to extend eastward to Homer Lake.
- Cottonwood Road-High Cross Road: Bike Lanes, to be striped upon development.
- High Cross Road-Pfeffer Road: Existing Bike Lanes, striped in 2015.
  - Destinations & Intersecting Bikeways: High Cross Road (EB), Pfeffer Road (WB)
- Pfeffer Road-east of Dodson Drive
  - Medium-term: Bikes May Use Full Lane.
  - Long-term: Bike Lanes, upon street reconstruction. Reconstruct bridge over drainage ditch east of Sunny Lane for students bicycling to Dr. Williams School.
    - Destinations & Intersecting Bikeways: High Cross Road (EB), Pfeffer Road (EB), Smith Road (WB), Urbana Early Childhood School (WB), Dr. Williams School (WB), Weaver Park (WB)

Existing View (2015)

Future View

Figure 185
Washington Street west of MacArthur Drive

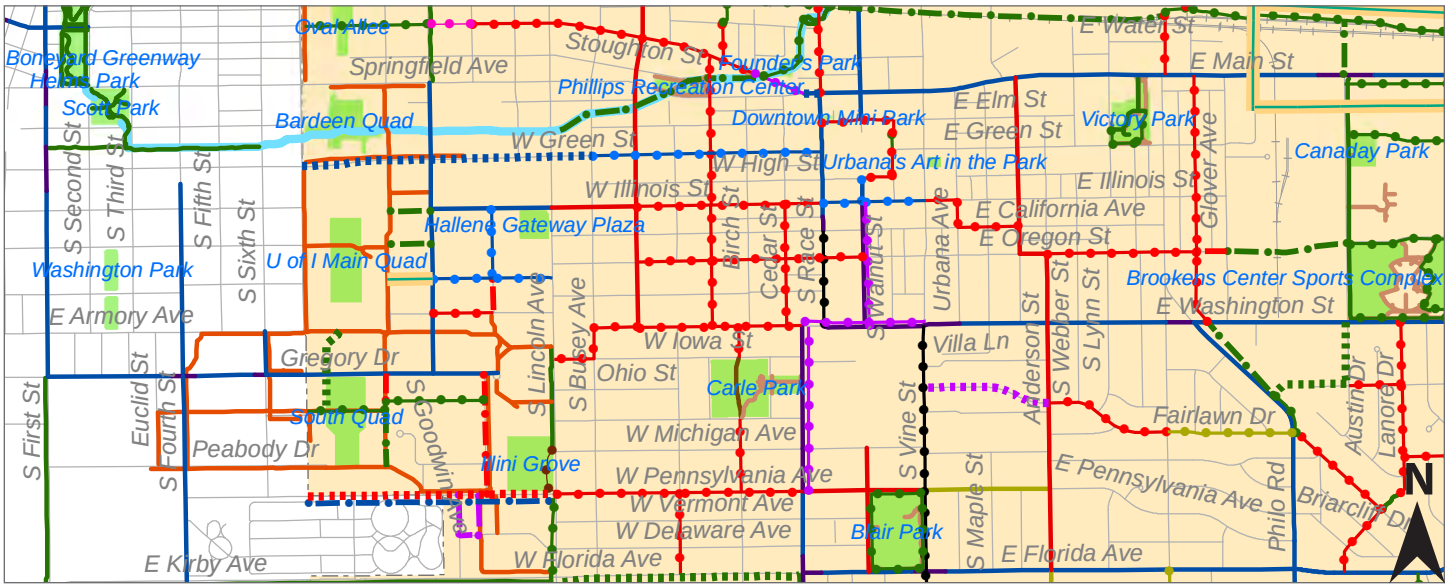
- East of Dodson Drive-Smith Road: Existing sharrows installed in 2013.
- Dodson Drive-Philo Road: Existing Bike Lanes and sharrows installed in 2013.
  - Destinations & Intersecting Bikeways: High Cross Road (EB), Pfeffer Road (WB), Smith Road (EB), Weaver Park (EB & WB), Urbana Early Childhood School (EB & WB), Dr. Williams School (EB & WB), Kinch Street (EB & WB), Prairie Park (EB & WB), Brookens Center (EB & WB), Lanore Drive (EB & WB), Lierman Avenue (EB & WB), Philo Road (WB)

- Bakers Lane-Lierman Avenue: Sidepath on north side of the road. Widen sidewalk where it exists to an 8' shared-use path. See Section 11.2.23 (East Urbana Loop Trail). Coordinate with Urbana School District, Urbana Park District, and Champaign County.

Existing View (2014)

Future View

Figure 186
Washington Street north parkway westbound at Dr. Williams School



- Philo Road-Cottage Grove Avenue: Existing sharrows installed in 2010.
- Cottage Grove Avenue-Urbana Avenue: Existing Bike Lanes installed in 2010.
  - Destinations & Intersecting Bikeways: Philo Road (EB), Anderson Street (EB & WB), Broadway Avenue (WB), Urbana High School (WB)
- Urbana Avenue-Vine Street: Existing sharrows installed in 2010. Move sharrows to the westbound thru/left turn lane.

- Vine Street-Walnut Street: Bike Route with wayfinding signage, plus sharrows.
  - Destinations & Intersecting Bikeways: Philo Road (EB), Anderson Street (EB), Broadway Avenue (WB), Urbana High School (WB)
- Walnut Street-Race Street (east): Existing sharrows installed in 2014. Add Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Broadway Avenue (EB & WB), Urbana High School (EB & WB), Race Street (WB), U of I Campus (WB)

Figure 187
Washington Street east of Broadway Avenue, approaching Vine Street

Figure 188
Washington Street west of Broadway Avenue, approaching Race Street

- Race Street (east)-Race Street (west): Bike Route with wayfinding signage, plus sharrows.
  - Destinations & Intersecting Bikeways: Broadway Avenue (EB), Urbana High School (EB & WB), Race Street (WB), Cedar Street (WB)
- Race Street (west)-Busey Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Race Street (EB), Urbana High School (EB), Cedar Street (EB & WB), Carle Avenue (EB & WB), McCullough Street (EB & WB), Coler Avenue (EB & WB), Busey Avenue (WB), U of I Campus (WB)
  - Urbana Green Loop segment: Carle Avenue-McCullough Street

BUSEY AVENUE

- Washington Street-Iowa Street: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Washington Street (NB), U of I Campus (SB)

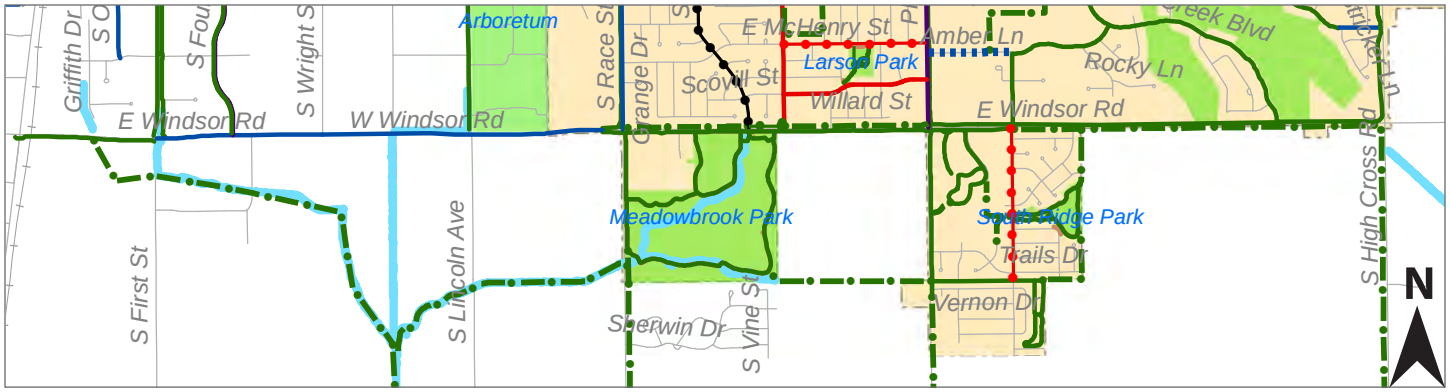
IOWA STREET

- Busey Avenue-Lincoln Avenue: Bike Route with wayfinding signage.
  - Destinations & Intersecting Bikeways: Washington Street (EB), U of I Campus (WB)

Figure 189 Busey Avenue south of Washington Street

Figure 190 Iowa Street east of Lincoln Avenue

11.2.67 WINDSOR ROAD



- High Cross Road-Stone Creek Boulevard: Existing sidepath on north side of the road installed in 2010. Install sidepath on south side of the road upon development. Add trail wayfinding signage.
- Stone Creek Boulevard-Myra Ridge Drive: Existing sidepath on north side of the road. Widen sidewalk and install sidepath on south side of the road upon development. Add trail wayfinding signage.
- Myra Ridge Drive-Philo Road: Existing sidepaths on both sides of the road. Existing sidepath on north side of the road installed in 2007 and 2010. Add trail wayfinding signage. Urbana Green Loop segment on the north side of the road.
- Philo Road-Race Street: Existing sidepath on south side of the road. Widen existing sidewalk to an 8′ sidepath on the north side of the road, especially between Anderson and Vine Streets. This will connect Anderson Street to Meadowbrook Park, via the marked crossing & refuge island across Windsor Road at Vine Street. See Section 11.2.3 (Anderson Street Corridor). Add trail wayfinding signage.
  - Urbana Green Loop segments: Philo Road to Anderson Street on the south side of the road; Anderson Street to Vine Street on the north side of the road; and Vine Street to Race Street on the south side of the road (potential extension of Urbana Green Loop to Champaign and Savoy).
- Race Street-west of Race Street: Existing sidepaths on both sides of the road. Widen to at least 8′ wide upon future reconstruction. Potential extension of Urbana Green Loop to Champaign and Savoy.
- West of Race Street-west city limits: Existing Bike Lanes. Potential extension of Urbana Green Loop to Champaign and Savoy.

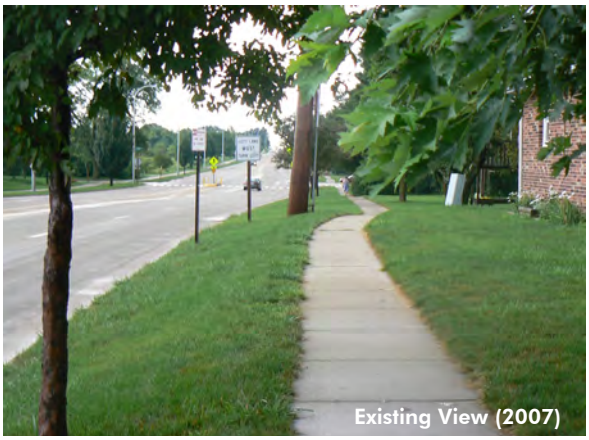
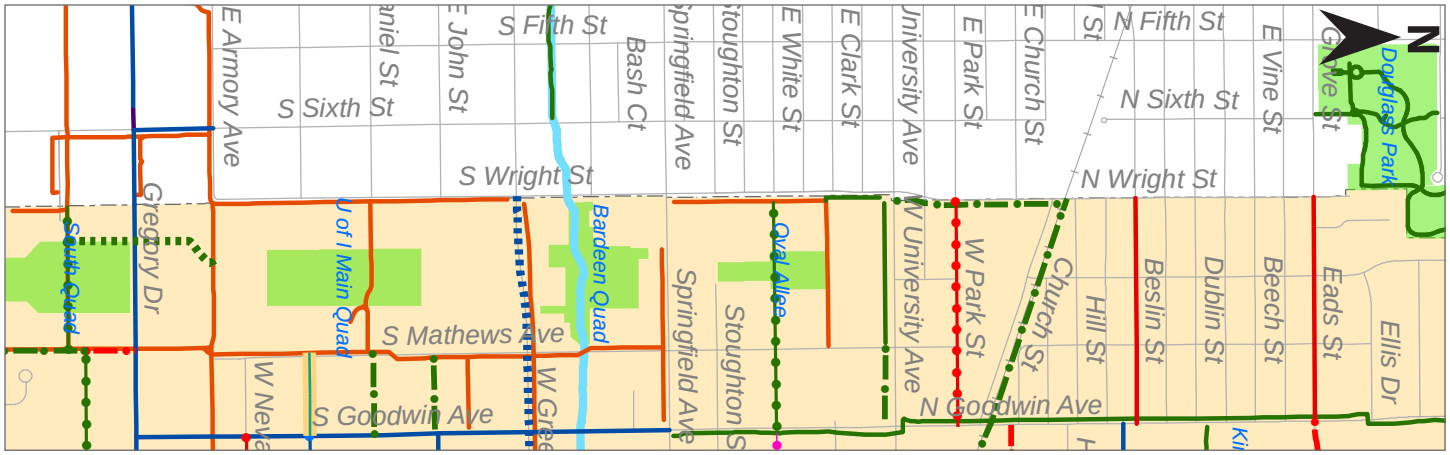


Figure 191
Windsor Road north parkway west of Anderson Street, to crossing at Vine Street to Meadowbrook Park

11.2.68 WRIGHT STREET



- Church Street-University Avenue: Widen existing sidewalk to an 8' sidepath on the east side of the road.

Figure 192 Wright Street east parkway north of Park Street, approaching Church Street

Figure 193 Wright Street east parkway south of Park Street, approaching University Avenue

11.2.69 YANKEE RIDGE SCHOOL LOOP PATH

MUMFORD DRIVE

- Lynn Street-Anderson Street: Widen existing sidewalk to an 8′ sidepath on south side of the road. Coordinate with the Urbana School District.

ANDERSON STREET

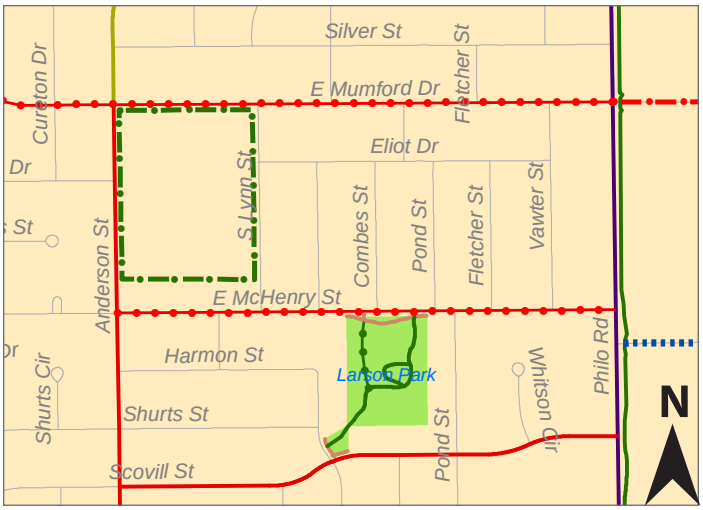
- Mumford Drive-south side of Yankee Ridge School property: Widen existing sidewalk to an 8′ sidepath on east side of the road. Coordinate with the Urbana School District.

SOUTH SIDE OF YANKEE RIDGE SCHOOL PROPERTY

- Lynn Street-Anderson Street: Shared-use path. Urbana School District jurisdiction.

LYNN STREET

- Mumford Drive-South side of Yankee Ridge School property: Sidepath on west side of the road. Coordinate with the Urbana School District.



11.3 POINT RECOMMENDATIONS

All attempts were made to place bicycle facilities on corridors with signalized intersections or all-way stops at high-traffic volume streets, to provide safe crossings at those busy streets. However, several recommended corridors cross busy streets where cross-traffic does not stop. One corridor crosses railroad tracks, and another crosses a busy street via a railroad bridge. The following recommendations outline how to improve crossing safety at these locations. Recommendations citing the MUTCD refer to the 2009 edition.

Recommendations are also given for the challenge of how bicyclists transition between off-street trails and on-street bikeways. Finally, point recommendations include upgraded bike parking in two locations. All recommendations in this section are shown in Figures 197-198.

11.3.1 BIKE CROSSING SIGNS

Bike crossing signs should be installed on major street approaches where at least one leg of the intersection is an on-street bikeway. MUTCD Signs W11-1 and W16-7P in Figure 194 should be installed at the following locations:

1. Lincoln Avenue at Main Street
2. Lincoln Avenue at Iowa Street, upon installation of the proposed bike route on Iowa Street
3. University Avenue (US 150) at Main Street/Beringer Circle
4. Broadway Avenue at Park Street

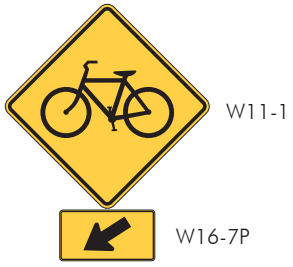


Figure 194
MUTCD Bicycle Warning Signage at an intersection (Signs W11-1 and W16-7P)

MAIN STREET ACROSS LINCOLN AVENUE

The ultimate goal should be implementing a widened median & marked crosswalk treatment. Widen the median on Lincoln Avenue from 4′ to 6′, by reducing the width of the inner travel lanes on Lincoln Avenue from 12′ to 11′. The outer travel lanes on Lincoln would remain 12′ wide. A wider median allows cyclists to cross one direction of traffic at a time.

Bicycle warning signs can also be added on Lincoln Avenue, to alert drivers that bicyclists may cross the roadway. An arrow sign shall be used with the bicycle warning sign at the specific crossing point. Follow Figure 194, which displays the MUTCD sign images and names. A supplemental sign with "AHEAD" may also be used with the bicycle warning sign in advance of the crossing location. Follow Figure 195, which displays the MUTCD sign images and names. Use MUTCD Table 2C-4 for guidance on the placement of warning signage ahead of the intersection.

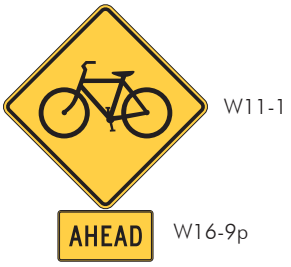


Figure 195
MUTCD Bicycle Warning Signage in advance of an intersection, without distance information (Signs W11-1 & W16-9P)

Lighting is very good at this intersection, with low poles on Main Street, high poles on Lincoln Avenue, and no significant sight obstructions at corners. It is important to maintain good lighting at the intersection so drivers can clearly see bicyclists at night. This is especially important as bicycle traffic is more likely to be present in the evening in the University District.

If conflicts are still observed after the installation of bicycle warning signs and median refuges, beacons on top of signs may be considered in addition to the signs, in order to increase driver awareness of the potential conflicts. If beacons are added, they should be pushbutton actuated.

MAIN STREET/BERINGER CIRCLE ACROSS UNIVERSITY AVENUE (US 150)

Follow Figures 194 & 196. Add warning signs on University Avenue (US 150) at and in advance of the intersection when bike routes on Main Street and Beringer Circle are installed. A marked crossing across University Avenue should also be installed. Coordination with IDOT is required.

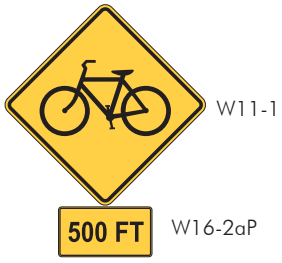
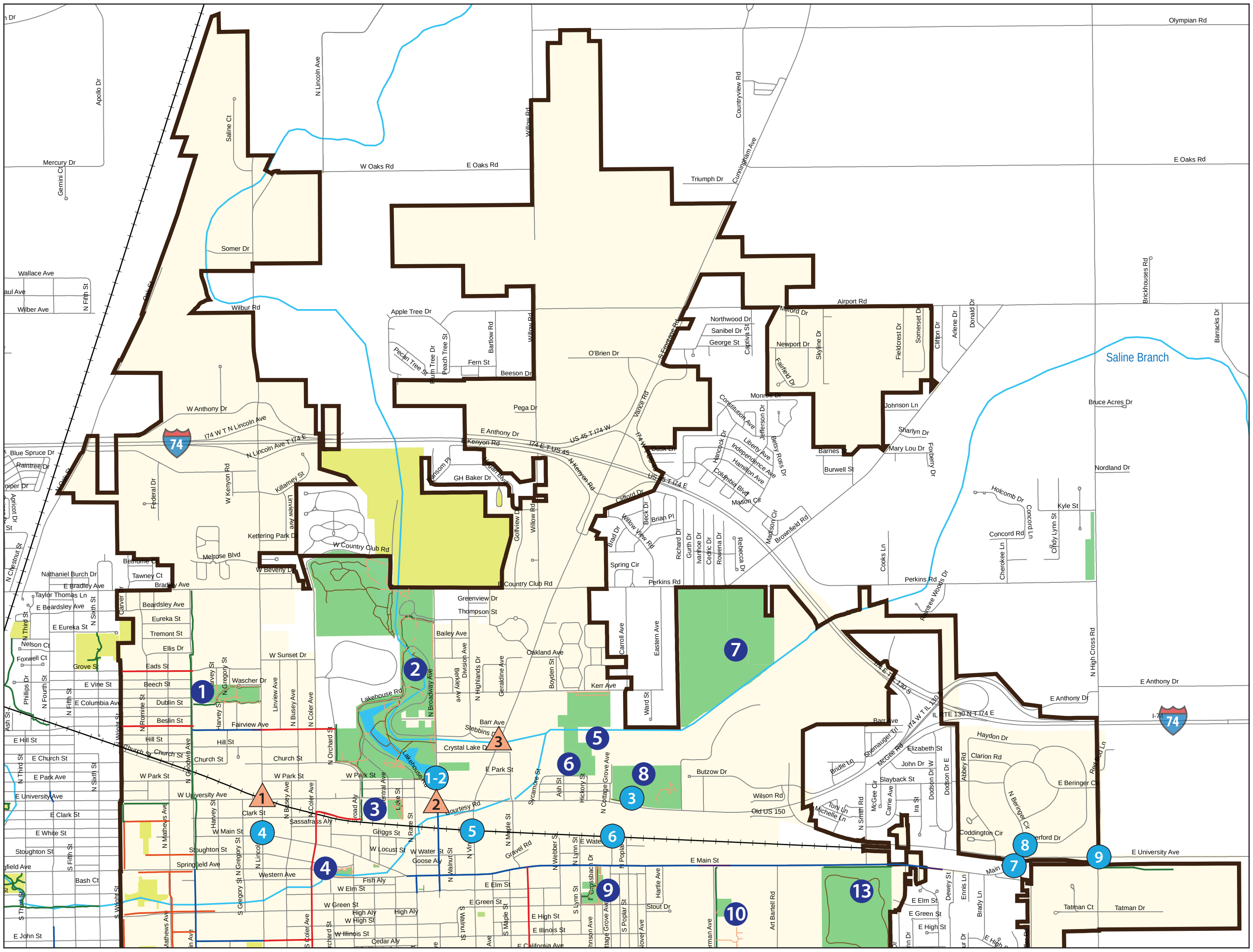


Figure 196
MUTCD Bicycle Warning Signage in advance of an intersection, with distance information (Signs W11-1 & W16-2aP)

Figure 197 Point specific recommendations in North Urbana



POINT RECOMMENDATIONS

1. Two-Stage Turn Queue Box
2. Bike Crossing Signs
3. Trail Crossing Signs
4. Bike Crossing Signs, Widen Median
5. Improve Railroad bridge
6. Trail Railroad Crossing
7. Trail Crossing Signs
8. Bike Crossing Signs
9. Install Crosswalk
10. Investigate Roundabout feasibility
11. 12. Covered bike parking at UMS & UHS
13. Bike Crossing Signs
14. Two-Stage Turn Queue Boxes
15. Trail STOP Sign
16. Two-Stage Turn Queue Box
17. Trail Crossing Signs

Other Major Road Crossings - Safety Countermeasures Needed

1. Crossing two large arterials
2. Add more N-S bikeway striping where possible
3. Improve undercrossing for trail
4. Reconstruction of median refuge island

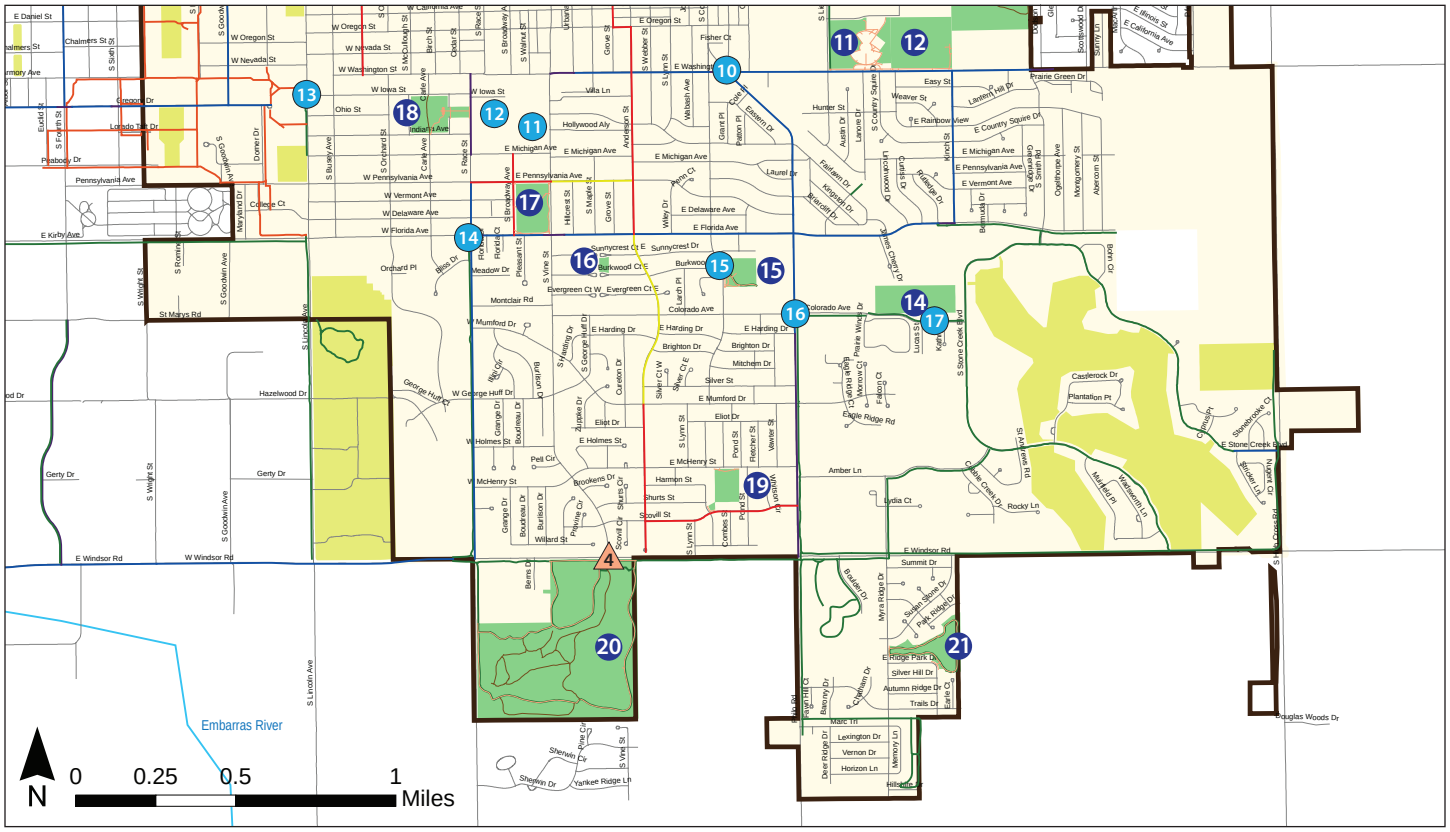
Other Features

- Urbana City Limits
- UPD Boundary
- UPD Parks
- Non-UPD Greenways
- Interstates
- Railroad
- Streets
- Streams / Rivers

UPD Parks

1. King Park
2. Crystal Lake Park
3. Leal Park
4. Phillips Recreation Center
5. Chief Shemauger Park
6. Hickory Street Site
7. Judge Webber / Perkins Road Park Site
8. AMBUCS Park
9. Victory Park
10. Canaday Park
11. Brookens Sports Complex
12. Prairie Park
13. Weaver Park
14. Lohmann Park
15. Crestview Park
16. Sunnycrest Tot Lot
17. Blair Park
18. Carle Park
19. Larson Park
20. Meadowbrook Park
21. South Ridge Park

Figure 198 Point specific recommendations in South Urbana



POINT RECOMMENDATIONS

1. Two-Stage Turn Queue Box
2. Bike Crossing Signs
3. Trail Crossing Signs
4. Bike Crossing Signs, Widen Median
5. Improve Railroad bridge
6. Trail Railroad Crossing
7. Trail Crossing Signs
8. Bike Crossing Signs
9. Install Crosswalk
10. Investigate Roundabout feasibility
11. 12 Covered bike parking at UMS & UHS
13. Bike Crossing Signs
14. Two-Stage Turn Queue Boxes
15. Trail STOP Sign
16. Two-Stage Turn Queue Box
17. Trail Crossing Signs

Other Major Road Crossings - Safety Countermeasures Needed

1. Crossing two large arterials
2. Add more N-S bikeway striping where possible
3. Improve undercrossing for trail
4. Reconstruction of median refuge island

Other Features

- Urbana City Limits
- UPD Boundary
- UPD Parks
- Non-UPD Greenways
- Interstates
- Railroad
- Streets
- Streams / Rivers

UPD Parks

1. King Park
2. Crystal Lake Park
3. Leal Park
4. Phillips Recreation Center
5. Chief Shemauger Park
6. Hickory Street Site
7. Judge Webber / Perkins Road Park Site
8. AMBUCS Park
9. Victory Park
10. Canaday Park
11. Brookens Sports Complex
12. Prairie Park
13. Weaver Park
14. Lohmann Park
15. Crestview Park
16. Sunnycrest Tot Lot
17. Blair Park
18. Carle Park
19. Larson Park
20. Meadowbrook Park
21. South Ridge Park

11.3.2 TRAIL CROSSING SIGNS

MUTCD Signs W11-15 and W16-7P in Table 31 (Section 5.3.1), or trail crossing signs, should be installed at the following uncontrolled intersections where proposed trails will cross roadways:

1. University Avenue (US 150) at AMBUCS Park/ CUMTD, as part of the Urbana Green Loop. IDOT jurisdiction.
2. Main Street at Kickapoo Rail Trail
3. Colorado Avenue at Lucas Street, upon development of the Lucas Street corridor shared-use path.

AMBUCS PARK TO CUMTD, ACROSS UNIVERSITY AVENUE (US 150)

Follow Figure 200, using MUTCD Signs W11-15 and W11-15P on University Avenue (US 150). Coordination with IDOT is required. Coordination with CUMTD and the Urbana Park District is recommended.

The median at this location is approximately at least 15' wide. A marked crosswalk and refuge island is a reasonable approach at this location per Section 17-2.02(k) of the IDOT Bureau of Design and Environment (BDE) Manual.

11.3.3 TRAIL CROSSING OF RAILROAD

Follow Figure 199 where any trail comes to an at-grade crossing of an active railroad, especially where the proposed CUMTD Path is proposed to cross up to four railtracks of the Norfolk Southern Railroad on the Cottage Grove Avenue corridor. Coordination with the Norfolk Southern Railroad is necessary.

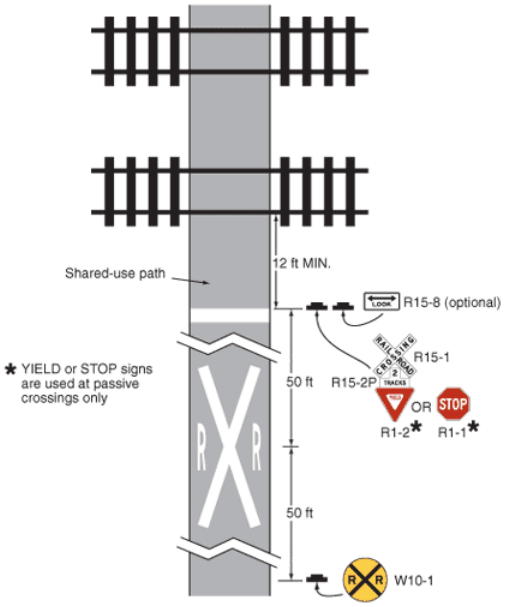


Figure 199 Example of Signing and Markings for a Pathway Grade Crossing (Source: MUTCD Figure 8D-1)

11.3.4 TRAIL CROSSING MARKINGS

Clear crosswalk markings for pedestrians and bicyclists should be installed across High Cross Road (IL 130) at the Kickapoo Rail Trail/University Avenue (US 150). Coordination with IDOT and CCFPD is required.

11.3.5 TRAIL STOP SIGNS

Trail stop signs (MUTCD Sign R1-1 in Table 30, Section 5.3.1) should be installed by the Urbana Park District on the Crestview Park Path at Burkwood Drive, as this is part of the proposed Urbana Green Loop.

11.3.6 ROUNDABOUT

Investigate the feasibility of converting the Washington Street/ Philo Road intersection from an all-way stop controlled intersection to a roundabout. This could improve the ability of bicyclists to transition between the existing Philo Road bike lanes and proposed Poplar Street bike route. Poplar Street is very close to this intersection, and the proposed bike route would extend the north-south Philo Road bikeway corridor from Washington Street to Main Street. Poplar Street (BLOS Grade B) allows bicyclists to avoid this segment of Cottage Grove Avenue (BLOS Grades C and D).

11.3.7 COVERED BIKE PARKING AT UMS/UHS

Covered bike parking should be installed or increased at the following locations, both under the jurisdiction of the Urbana School District:

1. Urbana Middle School (UMS)
2. Urbana High School (UHS)

11.3.8 RAILROAD BRIDGE OVER VINE STREET

Existing are 5' of railtrack and 9' of space north of the railtrack. A minimum right-of-way of 45' is recommended to add a rail-with-trail to a railroad bridge in the future. A shared-use path over the bridge should include a canopy roof and a retaining wall on the north side. Coordination with the Norfolk Southern Railroad is necessary.

Another alternative to explore is diverting the Kickapoo Rail Trail at Cottage Grove Avenue north along the proposed CUMTD Path, then west as a sidepath on the south side of University Avenue (US 150), continuing into Downtown Urbana as the Boneyard Creek Trail from Maple Street back to the Norfolk Southern Railroad corridor. Coordination with CUMTD and IDOT would be required. The trail crossing of Vine Street would then be at-grade or an undercrossing.

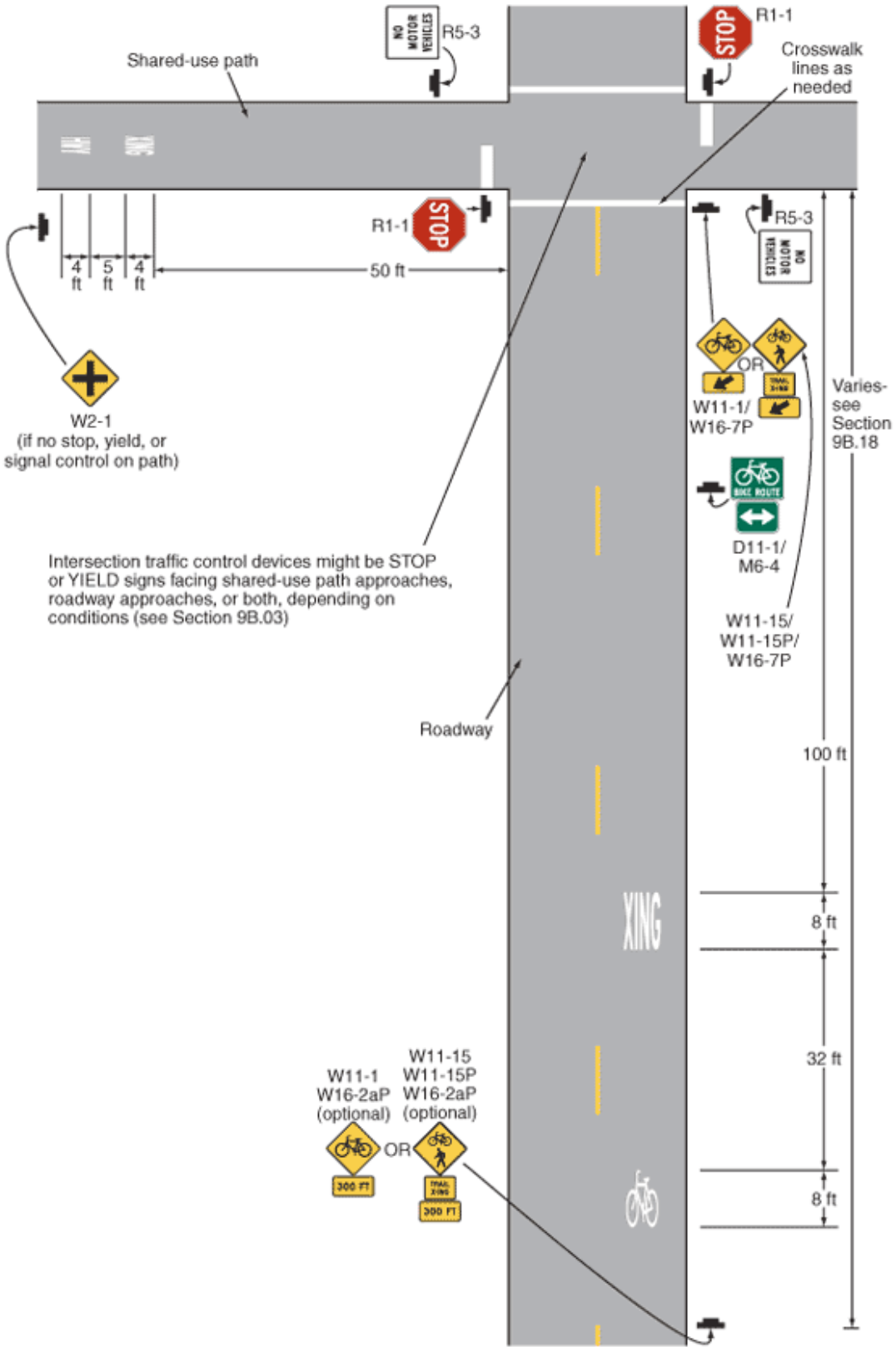


Figure 200 Examples of Signing and Markings for a Shared-Use Path Crossing (Source: MUTCD Figure 9B-7)

11.3.9 TWO-STAGE TURN QUEUE BOXES

The *NACTO Urban Bikeway Design Guide* presents a new treatment called "two-stage turn queue boxes" that can improve the ability of bicyclists to safely and comfortably make left turns by providing a formal queuing space to make a two-stage turn. This treatment is used in a number of cities, including Chicago and Portland (see Figure 201).

Two-stage turn queue boxes should be installed at the following locations, to help bicyclists transition between sidepaths and bike lanes:

1. **Broadway Avenue at Park Street, at the northeast corner,** to assist northbound bicyclists to transition from the proposed bike lane to the proposed sidepath on the west side of the road.
2. **Philo Road at Colorado Avenue, at two locations: the northeast corner,** to assist northbound and westbound bicyclists to transition from the existing sidepaths to the Philo Road bike lane and proposed Colorado Avenue sharrows; **and the southwest corner,** to assist southbound bicyclists to transition from the Philo Road bike lane to the Philo Road and Colorado Avenue sidepaths.
3. **Race Street at Florida Avenue, at two locations: the northwest corner,** to assist westbound bicyclists to transition from the Florida Avenue bike lane to the existing Race Street sidepath and proposed Florida Avenue sidepath; **and the southeast corner,** to assist bicyclists to transition from the aforementioned sidepaths to the existing bike lanes on Florida Avenue and Race Street.

Figure 201 Two-stage turn queue box in Portland, OR (Source: NACTO)

11.3.10 OTHER MAJOR ROAD CROSSINGS

Additional safety countermeasures should be investigated for the following locations when bikeway installation is programmed:

1. **University Avenue (US 45/150) at Lincoln Avenue:** the proposed Kickapoo Rail Trail extension (see Section 11.2.35) traverses this intersection, one of the busiest in Urbana, and under IDOT jurisdiction. Investigate methods of providing safety countermeasures to allow bicyclists to cross, such as markings and/or signage; or realign the Kickapoo Rail Trail to a safer crossing of these two arterial streets, such as the Church Street or Main Street corridor.
2. **University Avenue (US 45/150) at Broadway Avenue:** Investigate the feasibility of providing as much bikeway striping approaching or through the intersection, to create space for bicyclists away from vehicles. IDOT jurisdiction.
3. **Saline Branch at Cunningham Avenue (US 45):** A sidepath along the Saline Branch is proposed to connect Crystal Lake Park west of Cunningham Avenue, and several parks east of Cunningham Avenue (Chief Shemauger Park, Hickory Street Park Site, Perkins Road Park Site). A grade separated crossing under Cunningham Avenue should consider width for a trail, and security measures such as lighting. IDOT jurisdiction.
4. **Vine Street at Windsor Road:** Follow specifications in Section 5.4.1 to ensure that the median refuge island reconstructed in 2015 provides a safe crossing for bicyclists traveling to and from Meadowbrook Park.

11.4 BIKE-ACTIVATED STOPLIGHTS

It is recommended that when reconstructing or adding signalized intersections, detection more sensitive to bicycles and motorcycles be considered. It is also recommended that the bicycle detector pavement marking in MUTCD Figure 9C-7 (see Figure 202) together with the bicycle signal activation sign in Figure 203 (MUTCD Sign R10-22) be installed at all detector loops, especially on a leg of a signalized intersection with a bike lane. See Section 5.4.2 for additional information on bike-activated stoplights.

Bicycle detectors should be installed at any intersection improvement that is signalized and has a bike lane. Therefore, the City should install a minimum of one bicycle signal activation at the following locations when recommended short-term bike lanes are installed:

1. **Race Street north leg at Windsor Road** (to improve access to/from Meadowbrook Park, the most popular bicyclist destination – see Section 7.5.1.)
2. **Green Street at Lincoln Avenue** (to improve access between Downtown Urbana and the University of Illinois campus, two of the most popular bicyclist destinations – see Sections 7.1, 7.3, and 7.5.2.)

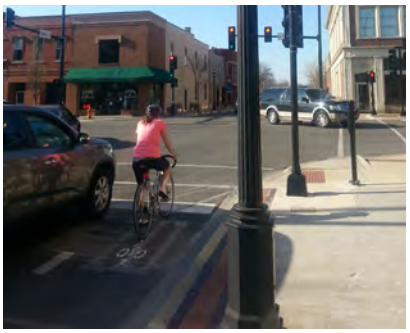


Figure 202 Bike-Activated Stoplight pavement marking on Race Street at Main Street

Figure 203 Bike-Activated Stoplight sign (Source: MUTCD Figure 9B-2)

Other recommended locations for bicycle signal activation (especially if bike lanes are installed) are:

1. **Illinois Street at Lincoln Avenue** (due to high bike counts, and to enhance the Urbana Green Loop – see Sections 6.3 and 11.1.2.)
2. **Illinois Street at Vine Street** (to improve access to/from Market at the Square and Downtown Urbana, two of the most popular bicyclist destinations – see Sections 7.5.1 and 9.1.1.)
3. **Pennsylvania Avenue at Lincoln Avenue** (due to high bike counts and usage, and to enhance the Urbana Green Loop – see Sections 6.3, 7.1, and 11.1.2.)
4. **Fairview Avenue at Lincoln Avenue** (to enhance the Urbana Green Loop – see Section 11.1.2.)
5. **Scovill Street at Philo Road** (to enhance the Urbana Green Loop – see Section 11.1.2.)
6. **Goodwin Avenue at University Avenue** (due to high bike counts, and to enhance the Urbana Green Loop – see Sections 6.3 and 11.1.2. Coordination with IDOT required.)
7. **McCullough Street at University Avenue** (due to high bike crashes, and to improve one of the limited crossings of University Avenue – see Sections 6.4 and 7.3. Coordination with IDOT required.)
8. **Race Street at University Avenue** (to improve one of the limited crossings of University Avenue and to enhance the Urbana Green Loop – see Sections 7.3 and 11.1.2. Coordination with IDOT required.)
9. **Broadway Avenue at University Avenue** (to improve one of the limited crossings of University Avenue – see Section 7.3. Coordination with IDOT required.)
10. **Smith Road at University Avenue** (to improve one of the limited crossings of University Avenue and the Norfolk Southern Railroad – see Sections 7.3 and 8.4. Coordination with IDOT required.)
11. **Kerr Avenue at Cunningham Avenue** (to enhance the Urbana Green Loop – see Sections 7.5.1 and 11.1.2. Coordination with IDOT required.)

11.5 DRAINAGE GRATES

Care must be taken to ensure that drainage grates are safe for bicycles. Many traditional parallel-bar drain grates have slots wide enough to cause a bicycle wheel to drop between the slots as far as the wheel's hub, which stops all forward momentum of the bicycle but may send the bicyclist over the handlebars. Any road upon which bicyclists ride should have bike-safe grates installed.

When bike lanes were striped on Washington Street in 2010 between Vine Street and Philo Road, the City of Urbana also raised the pavement near sunken drainage grates to be flush with the pavement, and installed transverse drainage grates to reduce the risk of a bicycle wheel getting trapped in the grate (see Figure 204). This is an example of how relatively small improvements can create a truly bicycle friendly street.

Figure 204 Transverse drainage grate, flush with the pavement, in the Washington Street bike lane east of Vine Street

It is recommended that the City of Urbana replace any hazardous drainage grates around Urbana with bike-safe grates. Also, thin metal straps can be welded across the grate perpendicular to the direction of travel. These should be checked periodically to ensure that the straps remain in place. A bike-safe grate lets water pass without allowing debris to clog the inlet and without creating a solution in which a bicycle's wheels could be affected.

In line with the *2012 AASHTO Bike Guide*, the City of Urbana should modify or replace deficient drainage grates with bicycle-compatible grates, and also reset catch basin grates flush with the pavement. These improvements can be made over time; the following lists various strategies for how the City can prioritize these improvements:

- Make improvements on streets with existing on-street bikeway striping (e.g. bike lanes, shared bike/parking lanes, sharrows)
- Make improvements on streets when they receive on-street bikeway striping installation or maintenance (e.g. bike lanes, shared bike/parking lanes, sharrows)
- Make improvements on streets that are designated Bike Routes
- Make improvements on streets when they become designated Bike Routes
- Make improvements on streets within a BLOS grade category (e.g. "A" streets, "B" streets, etc.). Streets with good BLOS grades may not be recommended for any bikeway treatment, but will likely have bicyclists riding on them to/from bikeways.
- Make improvements upon street resurfacing
- Make improvements upon street reconstruction

11.6 BIKE PARKING & ZONING ORDINANCE RECOMMENDATIONS

Following are recommendations for changes to the Urbana Zoning Ordinance, Section VIII-7: Bicycle Parking, in order to improve and increase bicycle parking at all non-single family residential land uses in Urbana. **City of Urbana Planning Division staff should coordinate with the Plan Commission, and City Council to make any official amendments to the Urbana Zoning Ordinance after the 2016 UBMP planning process is complete.**

11.6.1 SUMMARY OF RECOMMENDED CHANGES TO THE URBANA ZONING ORDINANCE

Following are the major concepts of the recommended changes to the Urbana Zoning Ordinance regarding bicycle parking:

1. **Definitions:** Definitions of bike parking and bike lockers have been added.
2. **Developments:** The updated bike parking ordinance should be followed for new developments and major redevelopments.
3. **Land Use:** The number of bike parking spaces required for a lot is based on land use, not the number of automobile parking spaces required.
4. **Length of Visit:** Bike parking requirements are provided for both short-term visits to a site (2 hours or less) and long-term visits to a site (more than 2 hours).
5. **Minimum Quantities:** A required minimum of bike parking spaces is now provided for some land uses.
6. **Maximum Quantities:** Maximums of bike parking spaces are no longer provided.
7. **Location:** More information is provided on the location of the placement of bike parking, so that it is closer to the main building entrance and/or provided inside a building.

11.6.2 RECOMMENDED CHANGES TO THE URBANA ZONING ORDINANCE

SECTION VIII-7 BICYCLE PARKING

Purpose.
The purpose of Section VIII-7 is to provide sufficient safe and convenient bicycle parking in new development and in major redevelopment to encourage bicycling as a form of transportation. Increasing bicycling can mitigate the impacts of auto travel in the City of Urbana by reducing traffic congestion, pollution, and wear and tear on roads, and fosters healthy physical activity.

Providing bicycle parking at major activity centers helps achieve the accessibility and transportation goals and objectives of the 2005 Urbana Comprehensive Plan, while increasing bicycle parking achieves Urbana City Council goals, objectives, and implementation strategies that directly relate to the Urbana Bicycle Master Plan.

Definitions:
Bicycle Locker: A locker or box designed to securely store a single bicycle.

Bicycle Parking: The accessory storage of non-motorized bicycles (which may include trailers or other customary accessories) in a secure manner that allows for quick and convenient access, storage, and removal of the bicycle by users who are making trips to or from the associated principal use.

Bicycle Parking Space: An area within which one bicycle may be conveniently and securely stored and removed in an upright position with both wheels resting upon a stable surface and without requiring the movement of other parked bicycles, vehicles or other objects to access the space. Bicycle racks that stagger bicycles vertically to allow them to be parked more closely together, such as double-decker or vertical wall-mounted racks, are also acceptable bicycle parking spaces.

Bicycle Rack: A fixed-in place stand, solidly anchored to the ground or other fixed object, which allows a bicycle to lean against it in an upright position with both wheels on a level surface, or in the case of a wall-mounted stand, allows a bicycle to be supported in a hanging position.

Long-term Bicycle Parking: A bicycle parking space that serves bicycle parking needs longer than two hours.

Short-term Bicycle Parking: A bicycle parking space that serves bicycle parking needs for two hours or less.

Required Bicycle Parking

A. Number of spaces required.

1. The required minimum number of bicycle parking spaces for each use category is shown in Table VIII-6.

2. The required minimum number of bicycle parking spaces is based on the principal uses on a site. If the principal use is not listed in Table VIII-6, the required number of bicycle parking spaces shall be determined based on the requirements of the most similar use in Table VIII-6, as determined by the Zoning Administrator. There are no bicycle parking requirements for accessory uses. However, if the required number of spaces for the principal use is based on net building area, the net building area of accessory uses is included with the principal uses in the calculation. For example, a Manufacturing and Production use of 45,000 square feet with 15,000 square feet of accessory Office use would have a bicycle parking requirement of 4 spaces, based on 60,000 square feet of net building area.

3. When there are two or more separate principal uses on a site, the required bicycle parking for the site is the sum of the required parking for the individual principal uses.

B. Exemptions

1. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.

2. No bicycle parking is required for detached one-family or two-family dwellings.

3. No bicycle parking is required for the enlargement, expansion or conversion of an existing building, where the difference between the bicycle parking required for the proposed building and the bicycle parking that would be required for the existing building (under this Section of the Ordinance) equals fewer than two (2) bicycle parking spaces.

4. No bicycle parking is required for the enlargement, expansion or conversion of an existing building resulting in a dwelling containing three (3) or fewer dwelling units.

Where bicycle parking requirements are applicable pursuant to this Section, they shall be applied to the entirety of any use that is established, expanded or enlarged within a building or on a lot, and not only to the incremental increase in the intensity of such use.

Table 41 Table VIII-6: Bicycle Parking Requirements by Use[1]

Use	Long Term Bicycle Parking Spaces (Proposed)	Short Term Bicycle Parking Spaces (Proposed)	Existing
Residential			
Single-family dwellings, existing single-family dwellings converted for two families, two-family dwellings, townhome dwellings	No minimum	No minimum	No minimum
Multifamily dwellings or mobile home park	1 space per dwelling unit for the first twenty (20) units in a building; 1.05 spaces per dwelling unit for all units over twenty (20) in a building	1 space for every 20 dwelling units. Minimum of 2 spaces.	1 space for every 2 dwelling units
Elderly oriented housing	0.5 space per dwelling unit	None	None
Group housing, including dormitories, fraternities and sororities	0.5 space per bed	None	None
Commercial[2]			
Retail Sales and Services	1 per 12,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 5,000 sq. ft. of net building area. Minimum of 2 spaces.	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Office	1 per 10,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	
Pay Parking Lots & Garages	1 per 20 auto spaces. Minimum of 10 spaces.	None	
Industrial			
Manufacturing and Production	1 per 15,000 sq. ft. of net building area. Minimum of 2 spaces.	None	4% of required automobile parking up to a maximum of 25 bicycle parking spaces
Warehouse and Freight Movement	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	None	
Community Services			
Schools, grades 2 through 5	2 for every classroom	None	4 for every classroom
Schools, grades 6 through 12	4 for every classroom	None	4 for every classroom
Medical Centers	1 per 70,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Religious Institutions	1 per 40,000 sq. ft. of net building area. Minimum of 2 spaces.	1 per 2,000 sq. ft. of net building area. Minimum of 2 spaces.	

[1] The Zoning Administrator shall determine whether proposed developments are subject to these bicycle parking requirements based upon demand generated by the use, the location of the development, the proximity to other uses with bicycle parking demand, and other relevant factors.
[2] Commercial uses include the following categories from Table VIII-7: Office and Related Uses, Service Business Uses, Retail Business Uses, and Commercial Recreational Uses.

Requirements:
Bicycle parking requirements shall apply to the following projects:

a) The construction of a new building or establishment.

b) An increase of at least 15% in the number of residential dwelling units on a lot or in the amount of non-residential Gross Floor Area on a lot from the time of adoption of this section in the Ordinance.

c) The conversion of existing Gross Floor Area to a new category of non-residential use, where such conversion results in at least fifteen percent (15%) increase in the total number of bicycle parking spaces that would be required for the entire building by this section in the Ordinance.

d) If the new building or facility is for a use not listed in the above table, the number of Bicycle Parking Spaces required shall be calculated on the basis of a similar use, as determined by the Zoning Administrator.

Bicycle Parking Standards

A. Standards for all bicycle parking

1. Purpose. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

2. Bicycle lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored to concrete footings, and made to withstand severe weather and permanent exposure to the elements.

3. Bicycle racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:

i. A bicycle shall make contact with the rack at two (2) points along the length of the bicycle and shall allow one or both wheels to be locked to the stand by way of a cable, chain, U-lock or shackle. Types of permissible bicycle racks include, but are not necessarily limited to those commonly known as "Inverted U-shape," "A," and "Post-and-Loop" racks (See Figure VIII-7).

ii. Each bicycle rack, if designed to the spacing requirements set forth herein may provide up to two bicycle parking spaces, with one bicycle parking space provided on each side of the bicycle rack. If a bicycle rack meets the spacing requirements on one side of the stand but not the other (as may be the case where a bicycle rack is attached to a wall), then it may provide one bicycle parking space.

iii. A single interconnected structure may provide parking for more than two bicycles, in which case the term bicycle rack as applied in this Ordinance shall refer to any vertical element of the structure upon which one or two bicycles may be secured and which otherwise meets the layout standards set forth herein.

iv. A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.

v. Bicycle racks shall generally be arranged either in rows (where bicycles are parked side-to-side) or in alignment (where bicycles are parked end-to-end). Where bicycle racks are arranged in rows, they shall be spaced at least four feet (4') apart on-center. Where bicycle racks are arranged in alignment, they shall be spaced at least eight feet (8') on-center.

vi. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.

vii. The area devoted to bicycle parking must be hard surfaced.

4. Covered bicycle parking. Covered bicycle parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where covered bicycle parking is not within a building or locker, the cover must be:

i. Permanent.

ii. Designed to protect the bicycle from rainfall.

B. Short-term bicycle parking.

1. Purpose. Short-term bicycle parking shall be intended primarily to serve visitors, such as retail patrons, making trips of up to a couple of hours to a particular use; however, it may serve other bicycle users as needed.

It shall be located on-site or in a publicly accessible space near pedestrian entrances to the uses they are intended to serve and should be visible to pedestrians and bicyclists. Short-term bicycle parking may be provided adjacent to public streets and sidewalks, or in some cases within the public right of way as bicycle corrals. If bike racks are located on public sidewalks, they must provide at least 6 feet of pedestrian clearance and be at least 2 feet from the curb.

2. Standards. Required short-term bicycle parking must meet the following standards:

i. Short-term parking must be provided in lockers or racks that meet the design and layout standards set forth in Section A3. Installers of bicycle racks may consult the illustrations shown of acceptable bicycle rack design (Figure VIII-7). Types of permissible bicycle racks include, but are not necessarily limited to those commonly known as "Inverted U-shape," "A," and "Post-and-Loop" racks.

ii. Location. Short-term bicycle parking must be:

1. Outside a building

2. At the same grade as the sidewalk or at a location that can be reached by an accessible route

3. Within the following distances of the main entrance:

a. Within 50 feet of the main public entrance of the building or facility.

b. No farther than the nearest motor vehicle parking space to the main public entrance (excluding handicapped parking).

c. If the development contains multiple buildings or facilities or has multiple entrances that can be considered "main entrances," the required Short-Term Bicycle Parking shall be distributed so as to maximize convenience and use.

C. Long-term bicycle parking.

1. Purpose. Long-term bicycle parking shall be intended primarily to provide residents, employees, commuters or other persons who would require storage of a bicycle for a substantial portion of the day, for an overnight period or for multiple days a secure and weather-protected place to park bicycles; however, it may serve other bicycle users as needed.

2. Standards. Required long-term bicycle parking must meet the following standards:

i. Long term bicycle parking must be provided in racks or lockers that meet the standards of Section A3.

ii. Location. Long-term bicycle parking shall be provided within the building containing the use or uses that it is intended to serve, or no more than 300 feet from the main public entrance.

iii. Long-term bicycle parking may be provided within the following types of facilities:

1. Enclosed spaces within a building, such as bicycle rooms or garages.

2. Bicycle sheds, covered bicycle cages, or other enclosed structures designed to provide secure and fully covered parking for bicycles.

3. Bicycle lockers or fixed-in-place containers into which single bicycles may be securely stored and protected.

4. Weather-protected bicycle parking spaces that are monitored at most or all times by an attendant or other security system to prevent unauthorized use or theft.

3. Optional. Long-term bicycle parking can meet the following standards:

i. Covered Spaces. At least 50 percent of long-term bicycle parking is recommended to be covered. All covered bike parking must meet the standards in Section A4 above.

D. Motor vehicle parking space credits

1. For every 6 Bicycle Parking Spaces provided, the number of required off-street motor vehicle parking spaces (excluding handicapped parking spaces) on a site may be reduced by 1 space.

Sources:

Bicycle Parking Guidelines 2nd Edition, 2010, Association of Pedestrian and Bicycle Professionals (APBP).

Model Bicycle Parking Ordinance, October 2011, Public Health Law & Policy.

Ordinance Number 1357, Amendment to the Zoning Ordinances of the City of Cambridge, MA, April 25, 2013.

Portland, Oregon Zoning, Chapter 33.266 Parking and Loading, July 11, 2014.

Figure 205 Figure VIII-7: Bicycle Parking Rack Types

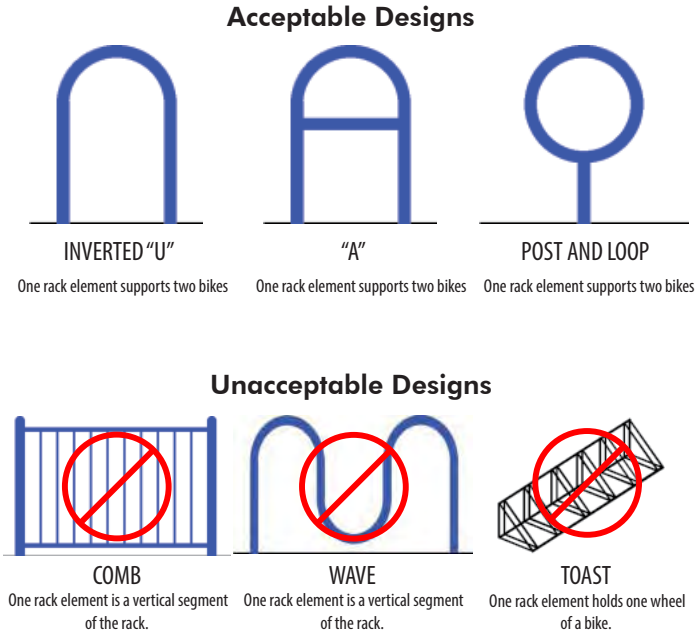


Figure 206 Thematic bike rack at Market at the Square

11.6.3 RECOMMENDED LOCATIONS FOR BIKE PARKING INSTALLATION AND UPGRADES

Bike racks currently exist at several locations throughout Urbana (see Section 6.2 and Appendix 5). However, many bike racks installed before implementation of the 2008 UBMP have an inadequate "front-wheel-in-slot" design in which the bicycle cannot be properly locked unless the bicycle is parked broadside.

Some recommended locations to provide, increase, or upgrade bicycle parking facilities (including covered parking) include:

1. Apartment complexes and multi-family housing, including public housing
2. Banks, such as Busey Bank, First Federal Savings Bank, and First Mid-Illinois Bank & Trust in Downtown Urbana
3. Churches and places of worship
4. Commercial establishments in Downtown Urbana, including but not limited to Schnucks, Strawberry Fields, and Walgreens
5. Commercial establishments in the Philo Road Business District, such as County Market, CVS, Family Video, McDonald's, Sunnycrest Mall, and Walgreens
6. Commercial establishments throughout the rest of Urbana, including but not limited to Aldi, and Wal-Mart
7. Commercial areas in the University District, particularly:
   - Southwest corner of Lincoln Avenue and Nevada Street
   - Along Oregon Street and Goodwin Avenue
8. Downtown Post Office/Independent Media Center (IMC)
9. Government offices, such as the Urbana-Champaign Sanitary District (UCSD) office off of East University Avenue
10. Hotels
11. Hospitals and clinics
12. Lincoln Square, especially for Market at the Square
13. Office buildings
14. Polling places
15. Restaurants
16. Schools, as needed (especially covered bike parking)
17. University of Illinois buildings, as needed
18. Urbana Civic Center
19. Urbana Free Library (add covered spaces)
20. Urbana Parks, particularly increased parking at Meadowbrook Park and Crystal Lake Park

Some locations may be ideal for creative bicycle rack shapes, such as benches or artwork (See Figure 206). For more information on bike parking design guidelines, see Section 5.4.3.

11.6.4 BIKE CORRALS

An alternative method to providing greater quantities of short-term bicycle parking is to consolidate the racks which would typically be placed in the sidewalk and locate them in the traditional auto on-street parking lane, along the curb. This approach is commonplace in European cities with high bicycle mode share and is rapidly gaining support in the United States.[12]

A bike corral is an area of in-street bicycle parking (see Figure 207). A bike corral is composed of the following elements:

1. The bicycle racks
2. A method of demarcating the parking area
3. Signage

The City of Urbana Public Works Department, Planning Division, Bicycle and Pedestrian Advisory Committee (BPAC), and the Urbana Business Association should work together to identify locations to install bike corrals, especially in Downtown Urbana.

The following steps adapted from the *APBP Bicycle Parking Guidelines 2nd Edition* are key to developing a successful in-street bike parking program:

1. Adopt/amend design guidelines: This includes adopting the *APBP Bicycle Parking Guidelines*, and/or amending the existing *Champaign County Greenways & Trails Design Guidelines*, in order to ensure consistent design across the area. Design guidelines should be officially adopted by Urbana City Council and/or the Champaign County Greenways & Trails Policy Committee.

2. Create city policies regarding maintenance and liability: Consistent policies for maintenance and liability are an excellent tool when working with the community and local businesses, and help to address concerns about adding to the City of Urbana's maintenance burden or liability exposure.

3. Choose locations based on merchant requests. The most frequent objection to in-street parking is from merchants who perceive the loss of an automobile parking space as a threat to their livelihood. Seek out bicycle-friendly businesses.

4. Identify funding: Funding can be from local sources, project-by-project, or multiple sites can be bundled together for the purpose of larger grant applications.

5. Pilot locations which will succeed: Pick locations that are a guaranteed success, ones which have the strongest local support and will be the most heavily used. Picking sites with few if any design or installation challenges is also important to speed implementation.

Figure 207 Bicycle corral in Portland, OR (Credit: Cynthia Hoyle)

6. Document outcomes: Before and after documentation should include bicycle parking utilization (bicycle counts) at the site as well as intercept or online surveys of cyclists, business patrons, and business owners.

11.7 NON-INFRASTRUCTURE RECOMMENDATIONS

In addition to the development of bikeways and trails (Engineering), the other 4 E's (Education, Encouragement, Enforcement, and Evaluation) are the best way to increase the number of bicyclists safely using the bikeway system in Urbana. Many people are afraid to bike anywhere besides off-road trails, because of their concern and perception about safety and security. The 4 non-infrastructure E's can lessen these concerns and enhance the bicycling experience in and around Urbana.

11.7.1 EDUCATION RECOMMENDATIONS

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

1. ***K-12 Bicycle Education Curriculum:*** Coordinate with local schools to incorporate bicycle education into existing curriculum, such as physical education and health.
   Potential Partners: Urbana School District, private schools (e.g. University High School), Champaign-Urbana Safe Routes to School (C-U SRTS) Project, Champaign County Bikes (CCB)

Figure 208 Neutral Cycle owner working with Urbana Middle School (UMS) students in an after-school C-U SRTS Project bike education class (Credit: Neutral Cycle)

2. ***Map Updates and Distribution:*** Continue updating and distributing maps with existing bicycle and trail facilities as the network continues to grow, including but not limited to: Champaign County Greenways and Trails Map, Champaign-Urbana Bike Guide & Map, and a future Urbana Green Loop Trail Map. Produce an online map or mobile application with existing bikeways and preferred routes. Coordinate with existing online map sources (e.g. Google) to ensure accuracy of existing bikeways and preferred routes.
   Potential Partners: CCB, Ride Illinois, Champaign County Regional Planning Commission (CCRPC), City of Urbana, mobile app developers, Google, Open Street Map
3. ***Road User Safety Campaigns:*** Continue to convey the message to encourage bicyclists and motorists to obey traffic laws and show respect to other road users (see Figure 209).
   Potential Partners: C-U SRTS Project, City of Urbana, Champaign-Urbana Mass Transit District (CUMTD)
4. ***Driver's Education Curriculum:*** Coordinate with local schools and driving schools to incorporate bicycle education into driver's education curriculum, using tools such as the Illinois Bike Safety Quiz.
   Potential Partners: Urbana School District, private schools (e.g. University High School), driving schools, CCB, Ride Illinois

Figure 209 Tacoma, WA targeted motorist outreach about bicycling in the form of poster and print public service advertisements (Source: Drive Nice, Tacoma via Haywood County, NC Bike Plan)

5. ***Bicycle Ambassador Program:*** Partner with the University of Illinois to organize a bicycle ambassador program to educate residents at public events.
   Potential Partners: University of Illinois, City of Urbana
6. ***Bicycle Rodeos:*** Increase volunteer base in order to institutionalize bicycle rodeos at public events and schools for children to learn and improve bicycling skills (see Figure 210). Install a permanent bicycle rodeo station in a parking lot.
   Potential Partners: City of Urbana, Urbana School District, C-U SRTS Project, CUMTD, Champaign-Urbana Public Health District (CUPHD), CCRPC, Urbana Park District (UPD), Parent-Teacher Associations (PTAs), service organizations, CCB

Figure 210 C-U SRTS Project Spring 2014 bike rodeo at Market at the Square

7. ***Availability of Materials in Other Languages:*** Make bicycle education, encouragement, and enforcement materials available on municipal agency websites in at least 1 language besides English.
   Potential Partners: City of Urbana, Urbana Park District, Urbana School District, CUMTD, CCRPC
8. ***Professional Development:*** Support municipal agency staff attendance at professional development opportunities, such as the Illinois Bike Summit and other conferences, to provide learning, networking, and planning opportunities regarding bicycles and pedestrians.
   Potential Partners: City of Urbana, Urbana Park District, Urbana School District, CUMTD, CCRPC, University of Illinois
9. ***Public Participation:*** Continue to provide at least one opportunity per new bikeway or trail project for citizens to provide input regarding new treatments.
   Potential Partners: City of Urbana, particularly the Bicycle and Pedestrian Advisory Commission (BPAC); Urbana Park District Advisory Board (UPDAC); bike@illinois.edu
10. ***Adult Bicycle Education:*** Offer bicycle education opportunities for adults to educate them about rules of the road, how to properly handle a bicycle in traffic, and how to respectfully share the road with other users.
    Potential Partners: Urbana Park District, Urbana School District (Urbana Adult Education), CCB, League [of American Bicyclists] Certified Instructors (LCIs)
11. ***Law Enforcement Officer Training:*** Support law enforcement officer attendance at professional development opportunities regarding the enforcement of bicycle and pedestrian laws, especially as they change.
    Potential Partners: Urbana Police Department, University of Illinois Police Department

11.7.2 ENCOURAGEMENT RECOMMENDATIONS

Promotion programs are also important to promote and encourage the use of on-street bikeways and trails. Encouraging people to bike more improves air quality by reducing the number of cars, and improves health among residents. Encouragement recommendations include:

1. ***Bike Route & Trail Signage:*** Install standardized bike route signage along on-road bikeways only, and standardized trail signage along off-road bikeways and trails, with destination, distance and/or time, and direction information to better inform users.
   Potential Partners: City of Urbana, Urbana Park District, University of Illinois, Champaign County Forest Preserve District (CCFPD)
2. ***Bicycle Friendliness Promotion:*** Promote Urbana as a Gold Level Bicycle Friendly Community (BFC), the University of Illinois as a Bronze Level Bicycle Friendly University (BFU), and Urbana's Bicycle Friendly Businesses (BFBs; see Appendix 2) to demonstrate community support for and usage of active transportation.
   Potential Partners: City of Urbana, University of Illinois, CCB, CUMTD, Urbana Business Association (UBA), businesses
3. ***National Bike Month:*** Continue to celebrate National Bike Month in May by hosting Bike Month, Bike to Work Day (see Figure 211), Bike to School Day, Bikes on Campus Day and Bike to Market Saturdays.
   Potential Partners: CCB, C-U SRTS Project, City of Urbana, University of Illinois, businesses, sponsors

Figure 211 C-U Bike to Work Day 2013 - Downtown Urbana welcome station (Credit: C-U Bike Month)

4. ***Open Streets initiative (car-free streets):*** Temporarily close streets to motorized traffic so that people may use them for healthy and fun physical activities like walking, bicycling, dancing, jogging, playing and socializing.
   Potential Partners: City of Urbana, CUPHD, University of Illinois, CCB, businesses, sponsors
5. ***Support for Advocacy Organizations:*** Support existing advocacy organizations to increase their capacity to carry out bike encouragement activities. This includes volunteer and financial support from local organizations for the C-U Safe Routes to School (SRTS) Project, as this program will struggle to survive without SRTS grant funding.
   Potential Partners: City of Urbana, CCB, Prairie Cycle Club, Ride Illinois, CUPHD, Urbana School District, Urbana Park District
6. ***Bike Share Program Support:*** Support communitywide efforts to create a bike-share system in Urbana-Champaign accessible to residents and visitors for short trips. Also support employers in creating workplace bike share programs.
   Potential Partners: City of Urbana, University of Illinois, City of Champaign, CUPHD, CUMTD, CCB, corporate sponsors, CCRPC, businesses, employers

Figure 212 Divvy bike share station on the University of Illinois at Chicago (UIC) campus

7. ***"Bike to" events:*** Support events to bike to dinner or shopping at Bicycle Friendly Businesses (BFBs) and/or particular districts (e.g. Downtown, University District, Philo Road), perhaps offering special discounts to customers arriving by bike.
   Potential Partners: UBA, City of Urbana, CCB, businesses

8. ***Bikeway Dedication Events & Rides:*** Hold events to celebrate new and/or rehabilitated bicycle facilities, such as ribbon-cutting ceremonies (see Figure 213) and bike rides, especially to showcase businesses and destinations along the route.
   Potential Partners: City of Urbana, UBA, CCB, businesses, neighborhood groups, Urbana Park District

Figure 213 Lanore-Adams-Fairlawn Path ribbon-cutting ceremony in 2013 with representatives from the AMVETS2 neighborhood, Lierman neighborhood, and City of Urbana

9. ***Engage Employers in Bicycling:*** Meet with employers, especially large employers (e.g. Busey, Carle, Flex-N-Gate, Health Alliance, Meijer, SuperValu) to determine barriers and incentives to bicycling for employees, such as bike events, facilities, lockers, parking, and showers. Use the League of American Bicyclists' (LAB) *National Bike Month Guide* to highlight the economic and productivity benefits of bicycling for employers. Coordinate with employers to overcome barriers.
   Potential Partners: City of Urbana, CCB, UBA, businesses, employers
10. ***Business Bike Parking Improvement Incentives:*** Develop an incentive program for existing businesses to install and/or upgrade their bike parking to meet current standards (see Section 5.4.3).
    Potential Partners: City of Urbana, UBA, businesses, CCB
11. ***Year-Round Bicycling Program:*** Create a year-round program of events and master calendar to encourage and support bicycling in Urbana.
    Potential Partners: City of Urbana, CCB, C-U SRTS Project, University of Illinois, Urbana School District, Urbana Park District, CUPHD
12. ***Build-A-Bike Program:*** Support the creation of a build-a-bike program for youth, especially low-income youth and at-risk youth.
    Potential Partners: The Bike Project, C-U SRTS Project, CCB, Urbana School District
13. ***Bike App:*** Create a bicycling app that provides benefits to users (e.g. distance ridden, health analysis, reporting of issues and non-injury crashes), as well as to planners and engineers (e.g. preferred routes, hazards).
    Potential Partners: CCRPC, CCB, City of Urbana, University of Illinois

11.7.3 ENFORCEMENT RECOMMENDATIONS

Enforcement tactics are necessary to create a safe environment for bicycling when using road facilities and the trails system. These recommendations aim to compel public obedience to follow rules of the road, trail etiquette, and to reduce common car-bike collision types.

1. ***Light the Night:*** Continue annual installation of free bike lights in the fall on the University of Illinois campus coupled with an education component, to keep bicyclists compliant with bike light and riding laws (see Figure 214).
   Potential Partners: City of Urbana, CUMTD, University of Illinois, City of Champaign, The Bike Project (TBP), CCRPC

Figure 214 Light the Night 2011 - Hallene Gateway Plaza station led by the City of Urbana

2. ***Bicycle Diversion Program:*** Continue education and enforcement campaign to allow bicyclists to waive a first-time fine using Ride Illinois' Bike Safety Quiz.
   Potential Partners: Urbana Police Department, University of Illinois Police Department, Ride Illinois

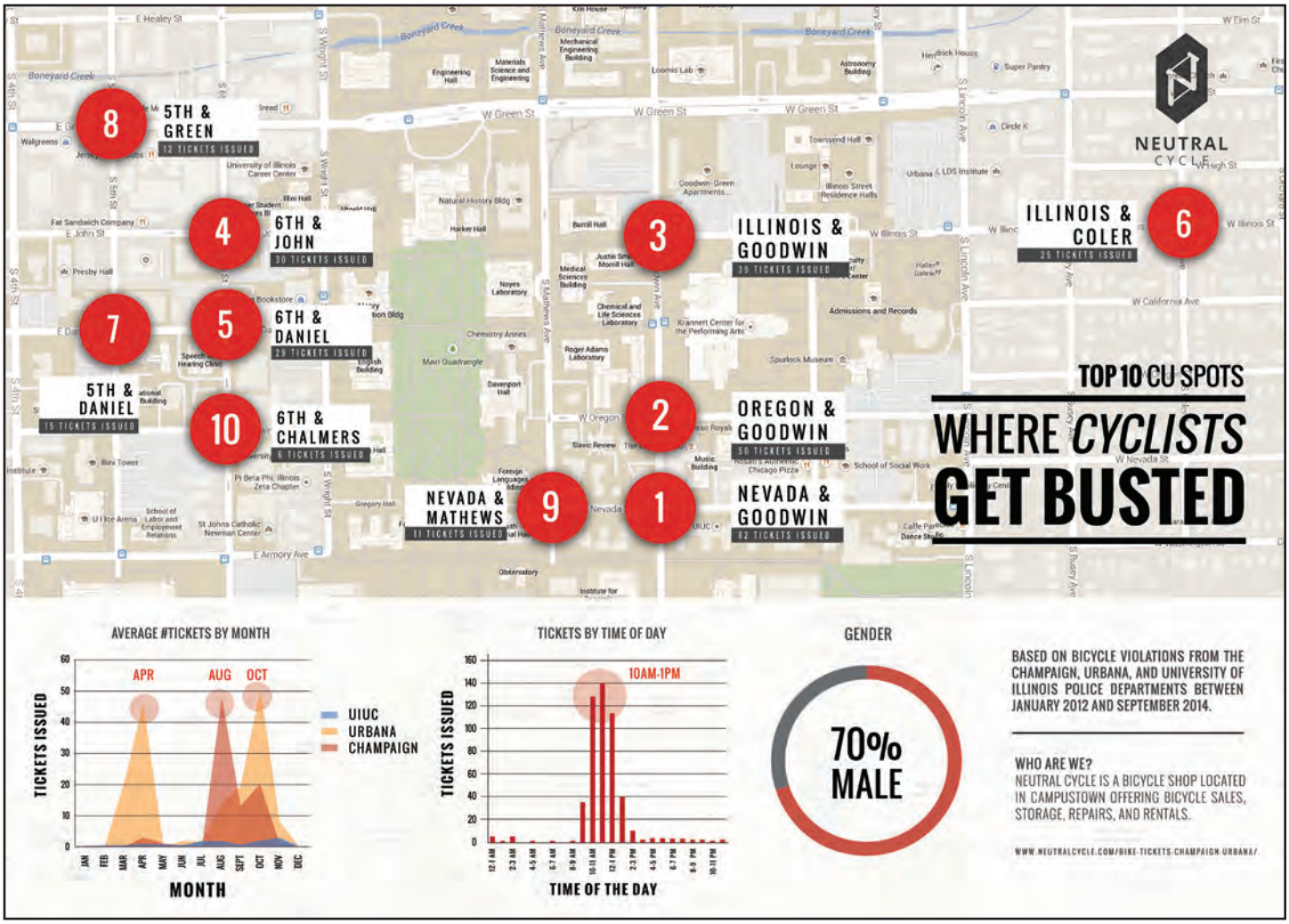


Figure 215 Selected 2012-2014 Champaign-Urbana bicycle enforcement results infographic (Credit: Neutral Cycle)

3. ***Enforce Bicyclist Violations:*** Continue issuing warning citations and/or ticket bicyclists for traffic offenses, such as riding against traffic, disregarding traffic signals (unless the cyclist has legally waited 2 minutes for a light to change) and stop signs, and riding without lights at night (see Figure 215). Continue to develop methods to educate bicyclists on safe and legal bicycling before ticketing bicyclists (e.g. Bicycle Diversion Program).
   Potential Partners: Urbana Police Department, University of Illinois Police Department
4. ***Enforce Motorist Violations:*** Continue issuing warning citations and/or ticket motorists for traffic offenses against bicyclists, such as failing to stop for bicyclists at intersections. Develop methods to educate motorists on using the road safely with people using other travel modes.
   Potential Partners: Urbana Police Department, University of Illinois Police Department
5. ***Trail Safety & Security:*** Create partnership between the Urbana Park District and the Urbana Police Department to promote safety and security of existing and proposed trail facilities.
   Potential Partners: Urbana Park District, Urbana Police Department
6. ***Off-Campus Light the Night Event(s):*** Pursue opportunities to install free bike lights in the fall in other areas of Urbana, especially low-income neighborhoods, coupled with an education component, to keep bicyclists compliant with bike light and riding laws.
   Potential Partners: City of Urbana, CCB, TBP, neighborhood groups, Urbana Park District
7. ***Enforce Vehicle Parking in Bike Lanes:*** Explore the creation of a City ordinance to enforce the restriction of cars parking in bike lanes.
   Potential Partners: City of Urbana, Urbana Police Department

11.7.4 EVALUATION RECOMMENDATIONS

Various qualities of the on-street bikeway and trail system should be assessed regularly for success and improvement. This section proposes some assessment procedures. **The Urbana BPAC should be involved in all of these procedures in some manner.**

1. ***Bicycle Counts:*** Conduct counts before and after bikeways and trails are installed, considering factors such as day of the week, school being in session, temperature, and precipitation (see Figure 216).
   Potential Partners: City of Urbana, CCRPC, Illinois Department of Transportation (IDOT)
2. ***Bicycle Level of Service (BLOS):*** Continue to update the Urbana BLOS Database to measure existing and future conditions, and evaluate different measurements of bike friendliness if different tools become available.
   Potential Partners: City of Urbana, CCRPC
3. ***Bicyclist Crash Studies:*** Continue to analyze bicyclist crash data as part of the CUUATS Selected Crash Intersection Locations (SCIL) Report.
   Potential Partners: CCRPC, City of Urbana
4. ***Pedestrian and Bicycle Survey (PABS):*** Conduct the Urbana PABS survey every five years to measure existing bicycle and pedestrian behavior and attitudes.
   Potential Partners: City of Urbana, CCRPC, Urbana Park District
5. ***Bicycle Level of Traffic Stress (LTS) analysis:*** Investigate the value and feasibility of evaluating Urbana's bikeway network using the emerging tool of Bicycle Level of Traffic Stress (LTS), which evaluates street segments and intersections to see where bicyclists encounter low traffic stress and high traffic stress locations.
   Potential Partners: City of Urbana, CCRPC, University of Illinois
6. ***Economic Impact of Bicycling:*** Take advantage of opportunities to measure the economic impact of bicycle and trail facilities and events on Urbana's economy.
   Potential Partners: City of Urbana, CCRPC, University of Illinois, Ride Illinois, CCFPD
7. ***Living Lab Pilot Program:*** Create a pilot program project to test new street designs intended to enhance travel safety, similar to the Living Lab in Boulder, CO.
   Potential Partners: City of Urbana, University of Illinois

Figure 216 Bike counters on the Illinois Street bike lanes

8. ***New and Emerging Treatments:*** Evaluate the feasibility and consider the installation of new and emerging bikeway treatments, including bike boulevards (see Section 5.2.6), and neighborhood greenways when aspects that improve stormwater flow and the parkway environment can be incorporated.
9. ***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 bicyclists.
   Potential Partners: City of Urbana, Urbana Police Department, neighborhood groups
10. ***Annual Performance Measure Assessment:*** Identify a lead City of Urbana staff member to assess the progress of this plan's goals and objectives using the performance measures in Chapter 9 and Appendix 14, as projects occur and/or each year after January 1st. Submit a report to the Urbana Bicycle and Pedestrian Advisory Commission (BPAC) and City Council, post it to the City website, and incorporate information into the press release about completed and current bicycle facility construction projects (see Section 9.5, Objective 3). Develop, test, and use new performance measures as needed to better assess projects and to incorporate into future Bicycle Master Plans.
11. ***UBMP Updates:*** Update the Urbana Bicycle Master Plan (UBMP) every 5 years, making plan amendments between plan updates if necessary.