

7 PUBLIC INPUT

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7.1 CUUATS ONLINE BIKE ROUTE SURVEY

CCRPC/CUUATS developed an online bicycle route survey in 2003 during the 2004 Champaign County Greenways & Trails Plan process (<http://www.ccrpc.org/transportation/projects/greenways-and-trail/bike-route-survey/>), to gather public comments on commuter routes and bicycling obstacles encountered in the Urbana-Champaign area. This online survey remained open after the plan was finished, and responses continued to be received through 2012. 50 total responses have been received over 10 years. Maps compiling these public comments can be found in Figure 87 and Appendix 8.

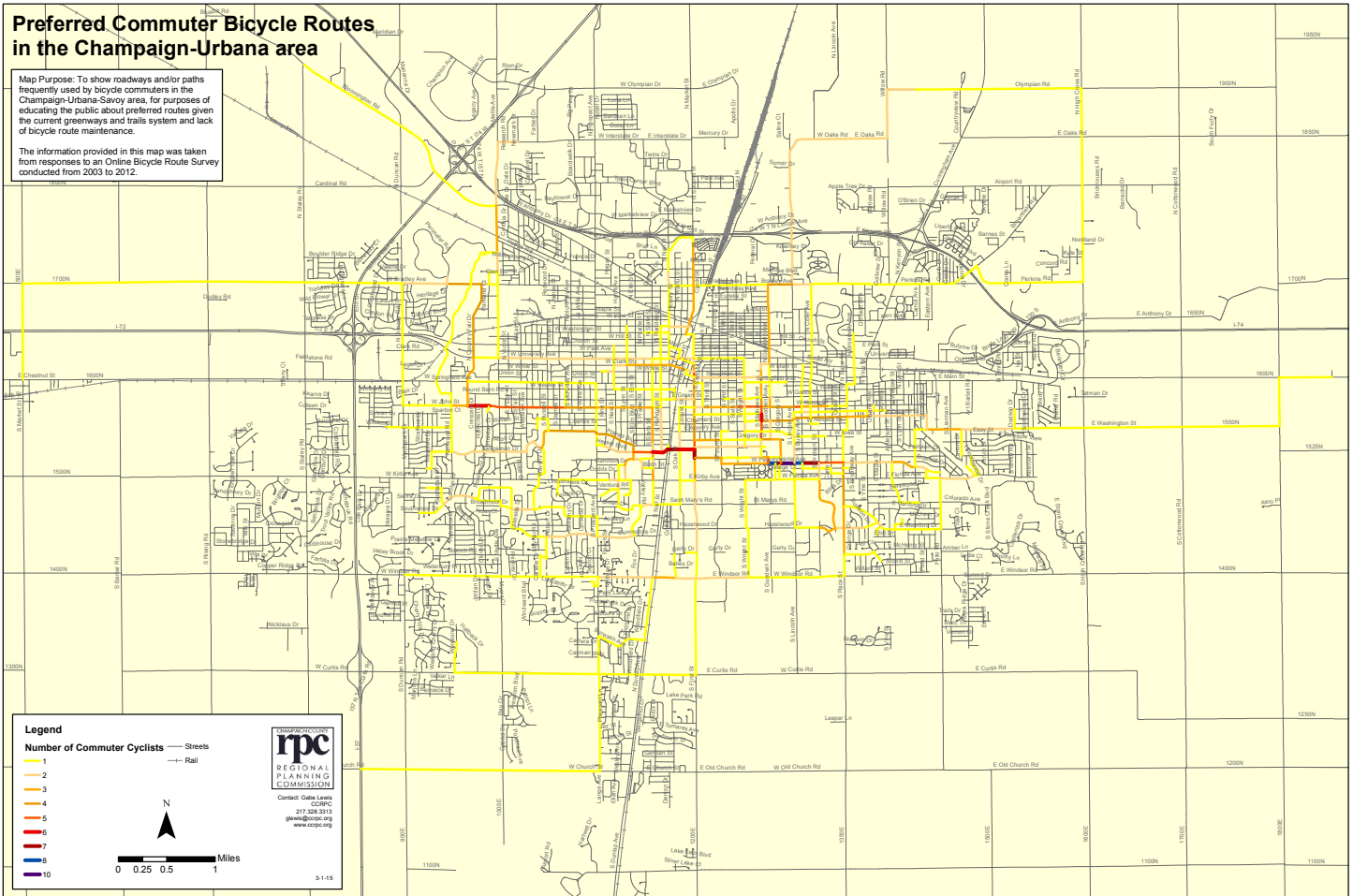


Figure 87 CUUATS Online Bike Route Survey Map 2003-2012 - Number of Commuter Cyclists per block

Pennsylvania Avenue was the most reportedly used street by commuting bicyclists in Urbana, especially as an entryway to the University of Illinois campus. Other streets most frequently cited for commuting in Urbana are Bradley Avenue, Goodwin Avenue, Illinois Street, Oregon Street, Orchard Street, Race Street, and Washington Street.

Many obstacles reported in the beginning years of this survey have been addressed through sidepath resurfacing and new bikeway installation. More recent obstacles cited include making Green Street through the University of Illinois campus safer for bicyclists, no shared-use path on Florida Avenue from Race Street to Lincoln Avenue, and no shared-use path on the Hazelwood Drive corridor through the University of Illinois Arboretum. Those sections of Florida Avenue and the Hazelwood Drive corridor are under the jurisdiction of the University of Illinois.

7.2 ACTIVE CHOICES PLAN

CCRPC updated the Champaign County Greenways & Trails Plan (*Active Choices*) in 2014. Public comments received in Fall 2012 and Spring 2013 regarding bicycling in Urbana are listed in [Figure 88](#) and [Appendix 9](#).

The Kickapoo Rail-Trail and its extension through Urbana were the recommendations that received the most public votes.

Other projects receiving a high number of votes are:

- Urbana to Homer Lake Path along the Washington Street corridor
- Main Street: installation of on- and off-street bikeways east to the Kickapoo Rail-Trail, and west through the University of Illinois campus
- Cunningham Avenue (US 45) sidepath across I-74
- Bradley Avenue bike lanes
- Florida Avenue shared-use path from Race Street to Lincoln Avenue
- Green Street bike lanes from Downtown Urbana to Campustown

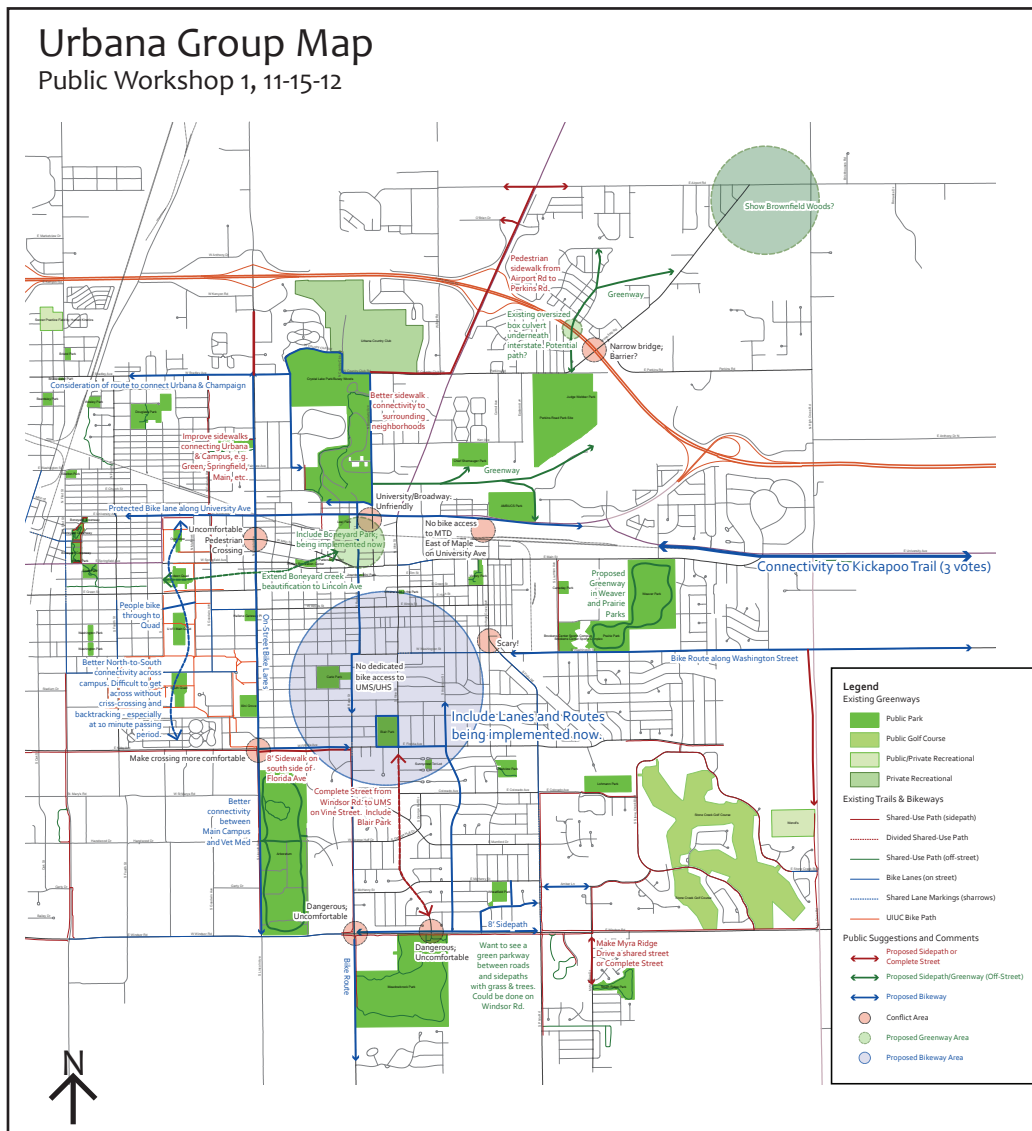


Figure 88 Active Choices Public Workshop Series #1 - Urbana Group Map

7.3 SUSTAINABLE CHOICES 2040

CCRPC/CUUATS completed *Sustainable Choices 2040*, the update of the Champaign-Urbana Long Range Transportation Plan (LRTP), in 2014. The process involved a robust public involvement initiative, including the use of a refurbished CUMTD bus taken to community events to solicit public input on transportation. [Figure 89](#) maps the locations of comments received about bicycling in Urbana in 2013. All public comments received in 2013 and 2014 regarding bicycling in Urbana are listed in [Appendix 10](#).

Comments and requests regarding bicycling in Urbana include:

- Green Street: adding bike lanes from Downtown Urbana to Campustown – 3 comments
- Crossing University Avenue – 2 comments
- Country Club Road: installing a sidepath
- Creating a bikeway on a non-arterial street that connects Downtown Urbana, Campus, and Downtown Champaign
- Crossing Interstate 74
- Florida Avenue: installing a shared-use path from Race Street to Lincoln Avenue

Public input helped form the LRTP 2040 Vision. Concepts related to bicycling in Urbana include:

- Accessibility: MCORE = Multimodal Corridor Enhancement Project
- Accessibility: Complete Streets and Bridges for Bikes and Pedestrians
- Mobility: Rail Trails, e.g. Kickapoo Rail Trail
- Mobility: Enhanced Arterial System that accomodates all modes of transportation

In 2014, the public voted for their most preferred proposed projects. Scores were normalized, and the highest scoring projects regarding bicycling in Urbana are:

- Florida Avenue shared-use path from Race Street to Lincoln Avenue (highest region wide)
- Kickapoo Rail-Trail from Urbana to St. Joseph (2nd highest region wide)
- Green Street reconstruction from Wright Street to Lincoln Avenue
- Broadway Avenue & Park Street sidepaths along Crystal Lake Park

The Local Affordability and Mobility Analysis (LAMA) also analyzes bicycle connectivity and access by neighborhood in Urbana (see [Appendix 10](#)).

Public Input from the Community Conversations Bus
City of Urbana - Bicycles

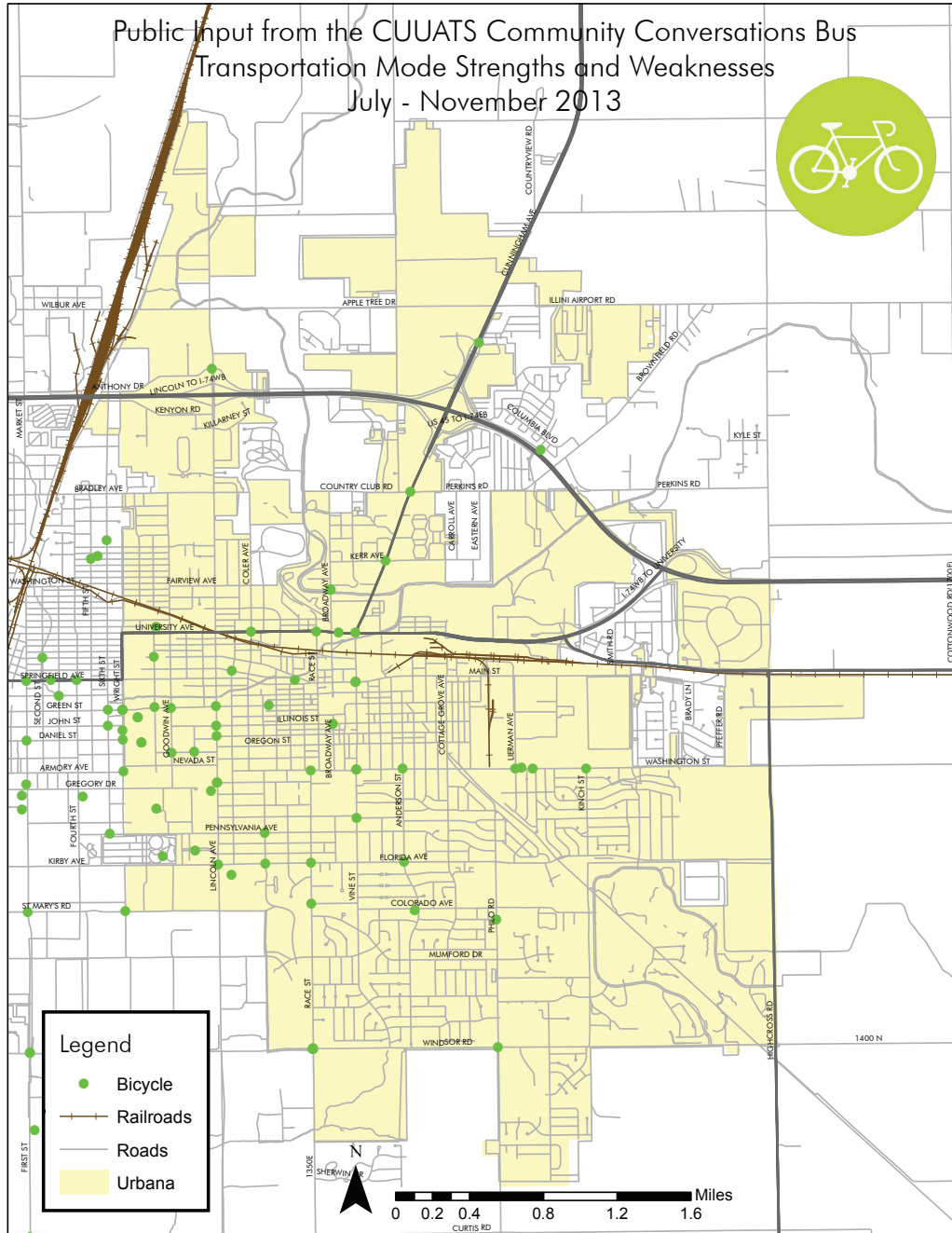


Figure 89 Locations of Urbana Bicycle Public Comments from the CUUATS Community Conversations Bus

7.4 PEDESTRIAN AND BICYCLE SURVEY (PABS)

Soliciting public input on bicycle and trail facilities in Urbana was integral in updating the Urbana Bicycle Master Plan (UBMP). The first step in doing so was to survey Urbana residents' mode choices and preferences as well as socio-economic information. The survey model used was the Mineta Institute's Pedestrian and Bicycle Survey (PABS). The City of Urbana contracted with CCRPC to gauge public use of pedestrian and bicycling facilities, determine attitudes about active transportation modes, and solicit ideas for improvements.

The survey focused on these main purposes:

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

CCRPC staff mailed the paper survey to 1,574 randomly selected households in two mailings identified from the stratified sampling method (for more information, see [Appendix 11](#)). An address list of all households in each traffic analysis zone (TAZ) was created through geographic information systems (GIS), and CCRPC staff used this to randomly select households in each TAZ. Each mailing contained: a cover letter explaining the survey's purpose, the paper survey, instructions on how to access the web survey, and a stamped return envelope to mail back the completed paper survey. This gave respondents the flexibility to complete the survey either on paper or on the internet.

In addition to paper surveys, CCRPC posted the PABS survey on the UBMP website so that any Urbana resident could complete it. The survey link was advertised via the paper survey, City of Urbana website, Urbana Public Television (UPTV), and a News-Gazette article. CCRPC staff also attended several community and planning outreach events, and asked event attendees to complete the PABS survey if they had not done so yet.

The Urbana PABS primarily asked Urbana residents about their commuting mode of transport within the past 7 days. [Table 36](#) documents the summary result of the 2013-14 Urbana PABS. More detailed results are provided in the full report in [Appendix 11](#).

Table 36 2013-14 Urbana Pedestrian and Bicycle Survey (PABS) Summary Table

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

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

7.5 PUBLIC WORKSHOPS

CCRPC held joint public workshops for the Urbana Bicycle Master Plan (UBMP) and Urbana Park District Trails Master Plan (UTMP) to gather input on bicycling, walking, trails, and accessing destinations.

7.5.1 PUBLIC WORKSHOP SERIES #1

CCRPC hosted the first series of public workshops in February 2014 to solicit Urbana residents’ input about bicycle and trail facilities in Urbana. To engage with residents from all neighborhoods, CCRPC hosted four public workshops at different locations throughout Urbana. The meetings’ details, including the number of attendees, are in [Table 37](#) below:

Type	Date - Location	# of Attendees
Communitywide	February 12, 2014 - Urbana Civic Center	33
Neighborhood (North Urbana)	February 18, 2014 - King Elementary School	14
Neighborhood (East Urbana)	February 19, 2014 - Urbana Early Childhood School (UECS)	9
Neighborhood (Latino Community)*	February 20, 2014 - Leal Elementary School	2
<i>*This meeting was conducted in Spanish.</i>		Total: 58

Table 37 UBMP/UTMP Public Workshop Series #1 Attendance



Figure 90 UBMP presentation at Communitywide Public Workshop #1



Figure 91 UBMP/UTMP Communitywide Public Workshop #1 exhibit boards

TRIP ORIGINS AND DESTINATIONS

At all Public Workshop Series #1 meetings, attendees were asked to indicate their bicycling and/or walking trip origin and destination(s) (see [Figure 92](#)). For trip origin, attendees placed stickers on the intersection closest to their place of residence or latest trip origin on a trip origin map of Urbana-Champaign-Savoy. For trip destinations, attendees placed stickers on destination tables. All destinations in the following categories were listed on the tables:

- Urbana public parks
- Urbana shopping areas
- Urbana’s top employers
- Champaign County forest preserves
- Urbana Park District facilities
- Urbana schools

185 bicyclist destination votes were recorded. The most frequently cited bicyclist destinations were public parks (see [Table 38](#)), with Meadowbrook and Crystal Lake Parks receiving the most votes. The next most frequented bicyclist destination were shopping areas, with Market at the Square and Downtown Urbana receiving the most votes. The full list of destination votes can be found in [Appendix 12](#).



Figure 92 UBMP/UTMP Communitywide Public Workshop #1 attendees placing stickers on the trip origin map and destination tables

Bicyclist Destinations	Urbana Civic Center workshop	King School workshop	UECS workshop	Leal School workshop	Total Votes
Public Parks	57	3	0	6	66
Shopping Areas	17	7	3	11	38
Top Employers	22	3	3	4	32
Forest Preserves	12	3	0	7	22
Recreational Facilities	12	0	1	4	17
Schools	6	0	0	4	10
Total	126	16	7	36	185

Table 38 Bicyclist Destination Vote Tallies

GROUP EXERCISES

Attendees participated in a series of group exercises where they drew desired bicycle and trail facilities on maps of Urbana’s five geographical zones (see [Figure 93](#)). Each group had 15 minutes to review and comment on each zone. The five neighborhoods and their boundaries are shown in [Figure 94](#), and are described below:

Neighborhood	Description
Zone 1 North Urbana	North of University Ave.
Zone 2 West Urbana	West of Race St. between University & Florida Aves.
Zone 3 Central Urbana	Race St. to Cottage Grove Ave./Philo Rd. between University & Florida Aves.
Zone 4 East Urbana	East of Cottage Grove Ave./Philo Rd. between University and Florida Aves.
Zone 5 South Urbana	South of Florida Ave.



Figure 93 UBMP/UTMP East Urbana Neighborhood Workshop #1 - attendees drawing desired bike and trail facilities

In drawing desired bicycle and trail facilities, attendees drew a selection of colored lines on the maps (see [Figure 94](#)).

Colors corresponded to these facilities:

- Blue: Bike Lanes
- Red: Bike Routes
- Green: Paved Trails
- Brown: Unpaved Trails
- Black: All other facility types and comments

Various facilities were requested on Florida Avenue between Race Street and Lincoln Avenue, Green Street between Downtown Urbana and Campustown, and West Main Street.

[Appendix 12](#) includes all mapped comments. A bike route on Broadway Avenue from the Saline Branch to Kerr Avenue was requested at three of the four workshops.

Selected requests from two of the four workshops include:

- Broadway Avenue & Park Street sidepath along Crystal Lake Park
- Kerr Avenue bike route
- Country Club/Perkins Road bike route
- Bradley Avenue bike lanes west of Lincoln Avenue
- Saline Branch trail connecting Crystal Lake and Chief Shemauger Parks
- High Cross Road bike route over I-74

Individuals were also invited to fill out a comment card. The full list of comments received are listed in [Appendix 12](#).

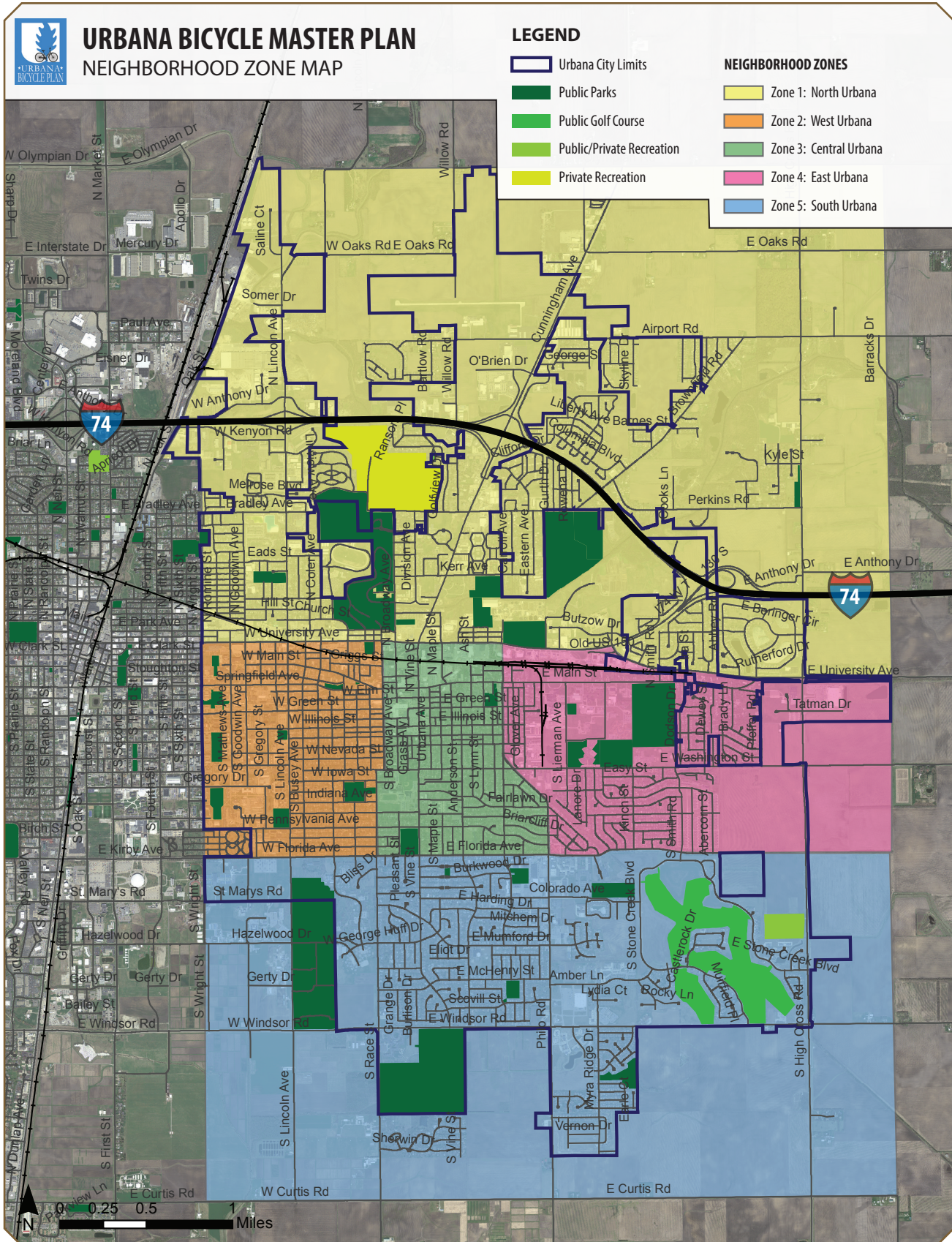


Figure 94 UBMP/UTMP Public Workshop Series #1 Group Exercise Zone Map

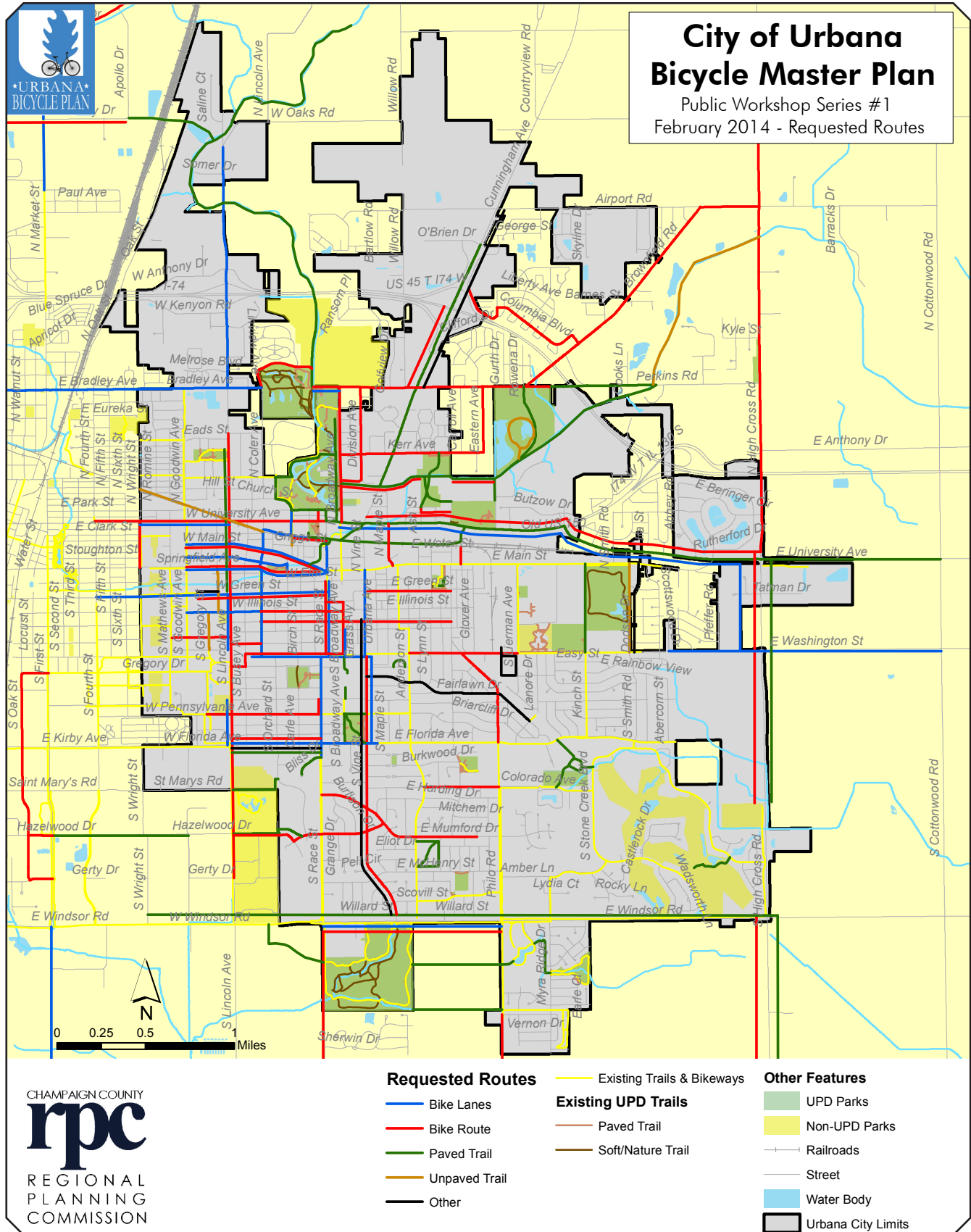


Figure 95 UBMP/UTMP Public Workshop #1 individual publicly requested routes

Below is a summary of the responses received during Public Workshop Series #1:

- When asked why participants were interested in the UBMP & UTMP, around **half** use active transportation for **recreation**, while another **35%** use active transportation for **commuting** to work or school. Around 18% of the participants also mentioned other reasons of interest for these projects.
- When asked which active mode of transportation participants used to reach their destination, 185 were bicycle votes.

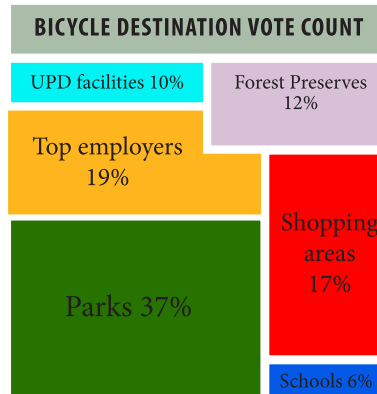


Figure 96 Bicycle destinations vote count

- Parks received the most votes as a destination by bicycle. Parks received 37% of the votes as a destination by bike.
- The top 5 bicyclist voted destinations were: Meadowbrook Park (21 votes), Market at the Square (14), University of Illinois (12), Downtown Urbana (11), and Homer Lake Forest Preserve (10).
- All comments collected on the UBMP and UTMP interactive map websites and comment cards were organized by subject. Those subjects are listed on the Wordle in [Figure 100](#).

7.5.2 PUBLIC WORKSHOP #2

CCRPC hosted its second public workshop on April 23, 2014 in the Urbana Middle School Cafetorium.



Figure 97 UBMP/UTMP Public Workshop #2 Map Voting



Figure 98 UBMP/UTMP Public Workshop #2 Exhibit Boards

Participants voted for labeled segments of the proposed bicycle and trail network using the same five geographical zones used for the first series of public workshops in Urbana: North Urbana, West Urbana, Central Urbana, East Urbana and South Urbana (see [Figures 94 and 99](#)).

Participants were also given two votes for proposed non-infrastructure recommendations in each of the following categories: Education, Encouragement, Enforcement and Evaluation.

Below is a summary of the responses received during Public Workshop #2:

- 296 votes were received from the workshop’s five neighborhood zone maps, and 135 segments of the proposed network received votes.
- The top 3 voted facility types were:
 - Shared-Use Path / Sidepath / Paved Trail – 72 votes
 - Bike Route – 37 votes
 - Bike Lanes – 12 votes
- The most desired paths were:
 - Florida Avenue South Sidepath (Lincoln-Race) – 11 votes
 - Washington Street Bike Route (Race-Vine) – 9 votes
 - Kickapoo Rail-Trail (Smith-E city limits) – 8 votes
 - Broadway Avenue West Sidepath (Country Club-Park) along Crystal Lake Park – 7 votes
 - Green Street Bike Lanes (Wright-Race) – 6 votes
 - Boneyard Creek Path (Maple-Race) – 5 votes
- Votes for non-infrastructure recommendations were almost evenly distributed across all categories:
 - Enforcement – 29 votes
 - Encouragement – 28 votes
 - Evaluation – 28 votes
 - Education – 26 votes
- Many written comments involved bike parking, education, and maintenance (see [Appendix 13](#)).

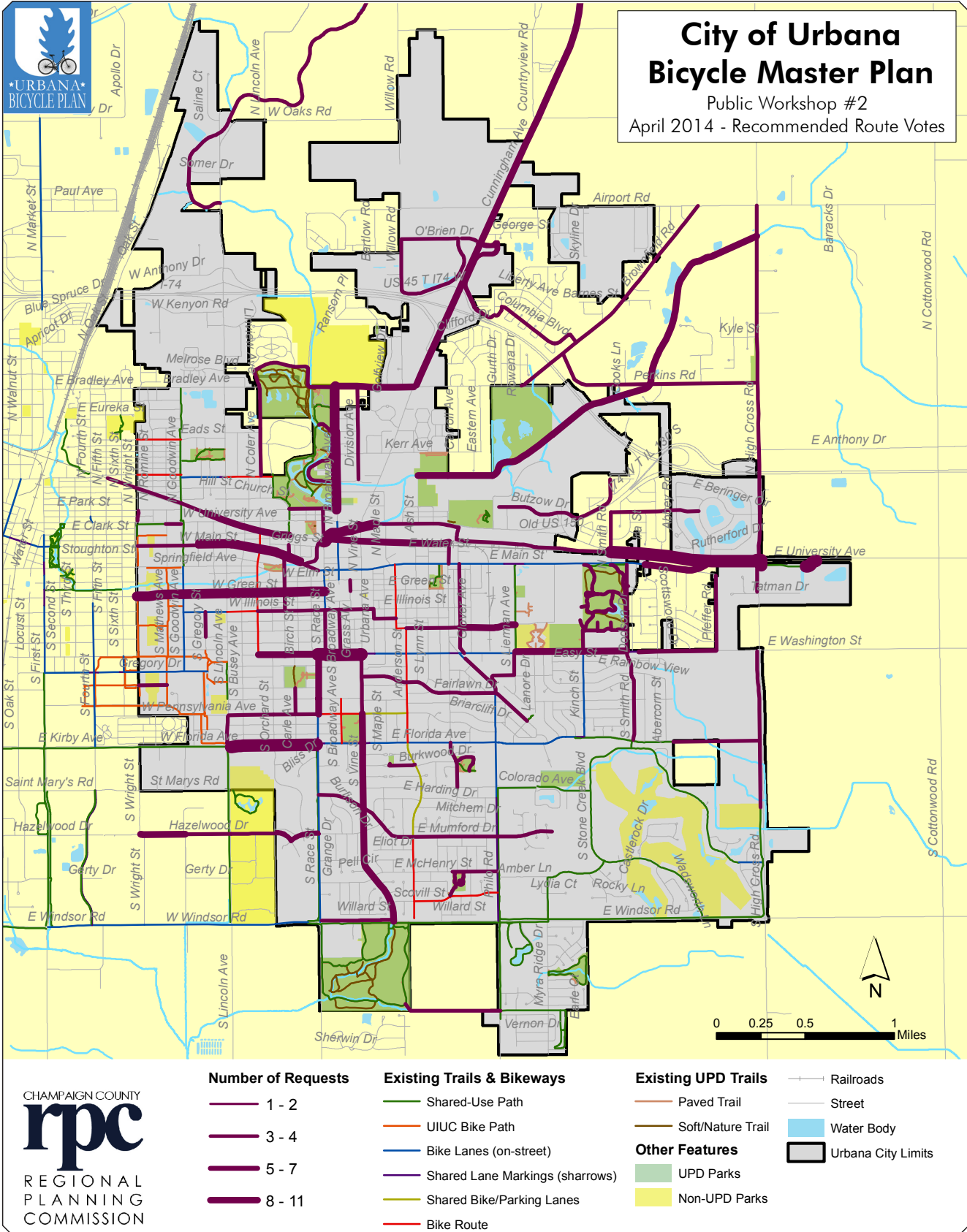


Figure 99 UBMP/UTMP Public Workshop #2 Recommended Route Votes

7.6 URBANA BICYCLE FRIENDLY COMMUNITY REPORT CARD

The City of Urbana contracted with CCRPC in Summer 2014 to coordinate and write its Bicycle Friendly Community (BFC) renewal application. In Fall 2014, the League of American Bicyclists (LAB) awarded Urbana with a Gold BFC designation, and also created report cards that include key steps to becoming a Platinum BFC (see Figure 101 and Appendix 2).



Figure 101 Urbana Bicycle Friendly Community (BFC) Fall 2014 Report Card from the League of American Bicyclists (LAB)