

East University Avenue

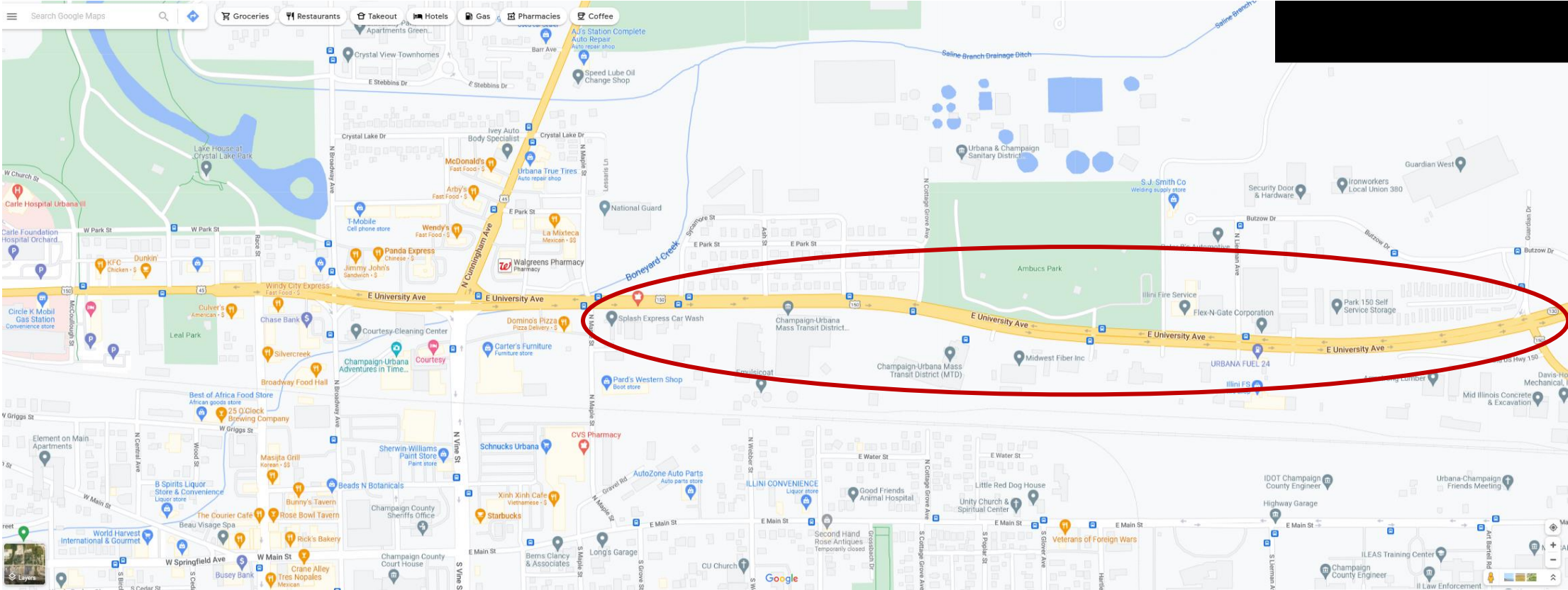


**Bicycle and
Pedestrian
Travel
Assessment**

Bicycle Travel Generators in project vicinity (1.2 mi) are critical to justify any facility—sidewalk or bike.

Shopping, employment (industrial plants), government offices, hospitals were all missed in the initial Bicycle Travel Assessment. These are all in or within 0.7 mile of the project.

CCB sent a correction listing the items above, but might still be missing others: libraries, churches, schools?



Schnucks, CVS, Walgreens, several restaurants, Carle Hospital, OSF, etc. Schnucks is the closest general grocery store to the large north side food desert.

BICYCLIST DESIGN USER PROFILES

Interested but Concerned **BLOS C**
comfortable

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.

What bike is missing in this illustration?




LOW STRESS TOLERANCE

https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

HIGH STRESS TOLERANCE

“Current BLOS is “F”. If the travel lanes were narrowed and 7’ bike lanes were added and using future ADT the pavement BLOS would **only go down to a “D”**. “

TABLE 1 Bicycle Level-of-Service Categories

	LEVEL-OF-SERVICE	BLOS SCORE
	A	≤ 1.5
	B	> 1.5 and ≤ 2.5
	C Comfortable for interested/concerned	> 2.5 and ≤ 3.5
	D Higher speed rural/suburban road	> 3.5 and ≤ 4.5
	E	> 4.5 and ≤ 5.5
Should Urbana BPAC advocate for on-street bicycle lanes (level C/D) in addition to the hoped-for side path?	F Where University Ave is now 	> 5.5

“IDOT considers it appropriate to target BLOS C in the urban core, urban, and rural town contexts where a higher number of bicyclists may desire to commute or otherwise travel on-road....In the rural context {higher speed roadways) most users would be in the highly confident group and lower level of service approximated by BLOS D, is considered acceptable. In the suburban context an intermediate C/D is the appropriate target.” From IDOT Bureau of Design and Engineering Manual October 2021.

Urbana Public Works 1/31/22 memo to IDOT

“...our Bicycle Master Plan proposes a shared-use side path on the southside of University Avenue from Maple Street to AMBUCS Park, with a proposed crossing on University Avenue at AMBUCS Park...

“... the City of Urbana requests that IDOT consider adding this shared side-use path and crossing to the scope of the subject project. We note that paragraph (c) of 605 ILCS 5/4/-220 states: “Bicycle and pedestrian ways may be included in pavement resurfacing requests when local support is evident or the bicycling and walking accommodations can be added within the overall scope of the original roadwork.”

“With the higher traffic volume and speed on this segment of University Avenue, we would not advocate for on-street bicycle lanes out of concern for the safety of cyclists.”

“Providing the highest-and-best bikeway facility that conditions and context dictate is better than providing no bike accommodation.”

From IDOT Manual Chapter 17 Bicycle and Pedestrian Accommodations Oct. 2021, p. 17-2.1

- Bike lanes would improve traffic conditions for pedestrians and drivers at all times, and provide some refuge for pedestrians in times of snow.
- The Bicycle Level of Service (BLOS) computation is extremely sensitive to large vehicles and not recommended for use above 4% trucks. A more detailed study is recommended in that case.
- A road diet brings the BLOS up two levels to a C, though a D is also acceptable for rural/suburban contexts.

Prospect Avenue Road Diet and Bike Lanes:

- From IDOT: "Champaign - US150 -- Prospect Ave -- I 74 to Springfield -- Contract 70E20

A road diet is proposed that will provide bike lanes and the City of Champaign has concurred with the design."

- University Avenue Average Daily Travel (ADT) is 11,200 to 9,650;
- Prospect Avenue ADT is 16,600 between University and Springfield and 18,100 between Bradley and University Avenue
- University Avenue likely has more truck traffic—but a road diet could still achieve a BLOS of C.
- Prospect project will reduce costs and inequity in police services.

Equity and Bike and Pedestrian Master Plans

- We need to take another closer look through the lens of equity.
- I rode this route as a student employee, at night, terrified.
- What about migrant and other workers?
- An experienced urban planner rides this route regularly!
- A sizable population lives and works in this corridor. The census indicates that many are low income. Number of cycling commuters and pedestrians has not been counted, but they are observed.
- The improvement in traffic behavior caused by bike lanes benefits EVERYONE, cars, trucks, pedestrians, workers and shoppers and the City of Urbana bottom line!

Additional materials upon request

- IDOT letter to Ride Illinois detailing upcoming area projects that are providing bicycle and pedestrian accommodations, including a roundabout in Danville, Kirby Avenue bridge in Champaign, Prospect Avenue road diet and bikes lanes, etc.
- Bicycle Level of Service (BLOS) calculator and some initial IDOT values for University Avenue.
- Average Daily Traffic website:
<https://www.gettingaroundillinois.com/Traffic%20Counts/index.html>
- Correspondence with BPAC and others regarding University Avenue
- IDOT Bureau of Design and Engineering Manual link