

## Chapter 3: Goals and Objectives

The following goals and objectives are meant to direct planning efforts, independently of time frame and individual projects. A goal is defined as an end state that will be brought about by implementing the Campus Bicycle Plan. Objectives are sub-goals that help organize the implementation of the plan into measurable and manageable parts. Implementation measures are specific activities that must be completed in order to achieve goals.

Goals and objectives are prioritized based on the following factors:

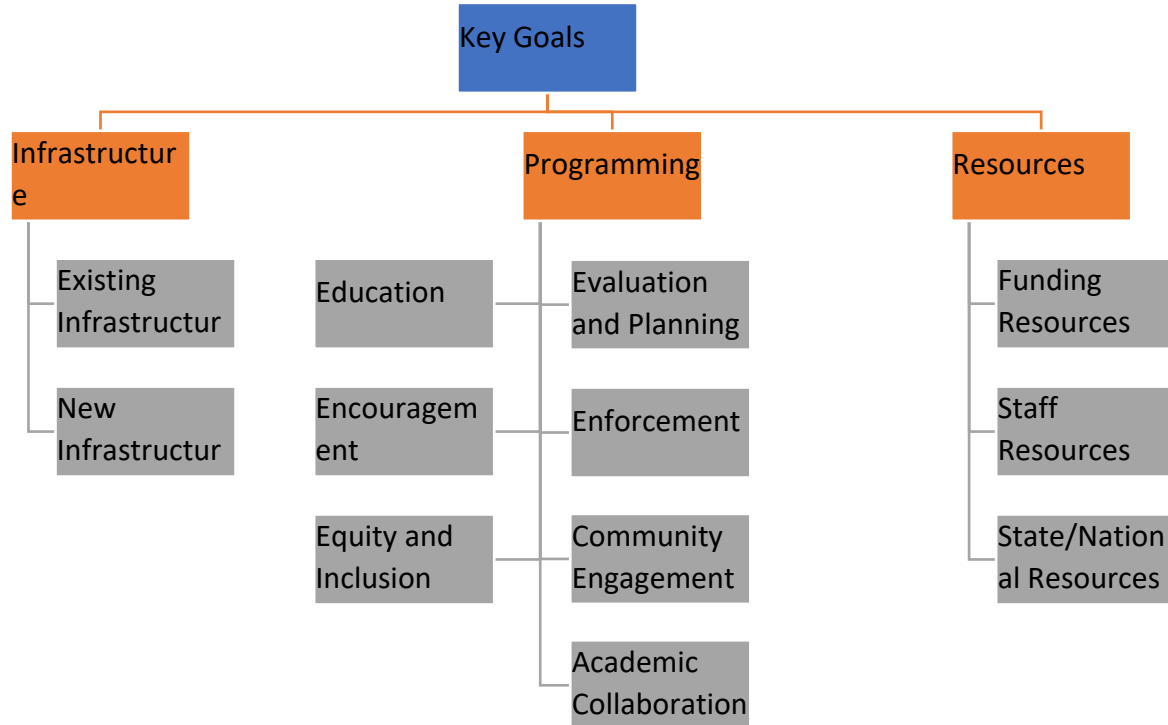
1. Safety for users is the highest priority: this includes all modes of transportation, including multi modal interactions.
2. Location: this refers to the impact on the overall networks and the perception of that impact.
3. Volume of Traffic: this reflects the number of users in the respective areas.
4. Condition: this considers the condition of the pavement and the scale of improvements needed in the respective area.
5. Alignment with campus plans: this considers the connections to strategic priorities and potential coordination with other campus projects.



## Campus Bike Plan Strategy

Key Goals:

Objectives are organized under three key goals as following:





## Infrastructure:

### Existing Infrastructure

1. Plan and implement a safe, contiguous network of bikeways throughout campus that adhere to campus facility standards and bikeway design guidelines included in Appendix A
  - a) 100% of the network installed and up to standard by June 30, 2035.
2. Conduct a thorough audit of the bicycle network and infrastructure by FY27
3. Encourage proper maintenance of bicycles by supporting the Campus Bike Center, mechanics courses, and campus bicycle repair stations.
4. Ensure 100% of short-term bicycle parking meets the APBP Guidelines by June 30, 2035.
5. Make 100% of the preferred bike routes accessible for wheelchair athletes' training by 2030.
6. Increase user friendliness of the campus bikeway network with improved signage and markings on all bikeway segments.
  - a) Bring 100% of bikeway facilities to have proper signage and markings by June 30, 2030.

### New Infrastructure

1. Implement seasonal storage for students living in Housing facilities by 2025.
2. Provide a storage facility for the annual summer bicycle roundup by 2025.
3. Add 3 more bike shelters on campus by 2035 and additional 2 bike shelters by 2040 with location priority to high density/ traffic parking areas.
4. Install Bike Repair Stations around the Campus for convenient access to all students, faculty, and staff on campus.

## Programming:

### Education

1. Develop more educational videos by 2026
  - a) Rules of the Road
  - b) Bicycle Safety
2. Video highlights for Bike to Work Day and Light the Night events annually starting 2024
3. Continue to provide information packets about bicycle safety to new students.
  - a) Include information on Bike Safety Quiz
4. Host or participate in bicycle-related engagement events on campus
5. Send the Bike at Illinois Newsletter at least once per semester. Information could include, not limited to,
  - a) Upcoming events
  - b) Reminder to collect shield stickers
  - c) Bike Safety Quiz
  - d) Properly locking bicycles
6. Promote the use of safe bike practices via digital signs like Rules of Road



7. Continue to tailor the safety and operational education program to incorporate micromobility devices

#### Encouragement

1. Continue to support the ongoing work at the Campus Bike Center.
2. Increase Campus Bike Center memberships by 5% per year.
3. Increase the number of visitors to the Campus Bike Center by 5% every year.
4. Increase incentives and services that encourage bicycle commuting.
5. Increase bicycle registration
  - a. Register at least 800 new bicycles per year starting FY24
  - b. Increase the shield sticker distribution to 75% by FY28
  - c. Increase the shield sticker distribution to 90% by FY32
  - d. Increase the shield sticker distribution to 100% by FY35
6. Implement a bicycle sharing program on campus for short-term or long-term use.
  - a. Support departmental bike share programs on campus
  - b. Offer long-term (monthly or semester-long) bicycle rentals through Campus Bike Center.
  - c. Increase the number of Bike Share Bicycles for public.
7. Develop a Bicycle Ambassadors program by FY27
8. Develop a Bike buddy program on campus by FY27
9. Have at least one League Certified Instructor (LCI) on campus at all time by FY25
10. Implement a Guaranteed Ride Home program on campus for users who do not purchase an annual parking permit by FY27

#### Equity and Inclusion

1. Improve connectivity within and beyond the University District by working with the Cities of Champaign and Urbana and the Village of Savoy to implement bicycle facilities that connect the campus with the greater community.
  - a. Continue collaborative planning efforts through CUUATS and other opportunities as they occur.
2. Establish a bikeway network that is convenient and accessible for a range of ridership skill levels, by providing an integrated mix of facility types.
  - a. Incorporate cargo, tandem, oversized, electric bike and other types of bikes in to the most popular bike parking locations by FY35.
3. Improve bicycles and street infrastructure for routes<sup>52</sup> taken by wheelchair athletes and make them ADA compliant

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<sup>52</sup> [DRES wheelchair athletes training route](#)



## Evaluation and Planning

1. Reduce motor vehicle trips in the community and associated emissions by increasing mode shift toward bicycles.
  - a) Reduce single occupied vehicle usage to 45% by June 30, 2030.
2. Develop a Commuter Program to incentivize those who relinquish their parking permit
3. Increase the share of trips taken by bicycle
  - a) Increase the percentage of faculty and staff using bicycles as their primary mode of transportation on campus to 35% by FY35
  - b) Increase the percentage of students using bicycles as their primary mode of transportation on campus to 30% by FY35
4. Update the university facility standards based on technological advancement, to comply with industrial or universal standards, or as needed.
  - a) Form a task force to come up with a solution to manage E-bike charging and operations on campus by FY25
5. Improve the university's standing as a national leader in bicycle friendliness
  - a) Achieve Platinum-level Bicycle Friendly University status from the League of American Bicyclists.
    - i. Achieve Gold-level status by 2027
    - ii. Apply for and achieve Platinum-level status by 2035
  - b) Update the Campus Bicycle Plan once every ten years at a minimum to reflect best practices and existing opportunities.
    - i. Publish next updated Campus Bicycle Plan no later than 6/30/2034.
6. Support Champaign County's Vision Zero goal
7. Implement bicycle related projects from the Campus Landscape Master Plan 2022

## Enforcement

1. Update and enforce the university's Bicycle Code, in addition to enforcing state and local traffic laws to ensure safe and legal behavior of cyclists.
  - a. Enforce impound fee by FY26
2. Install signage and enforce dismount zones on high pedestrian hotspots on-campus including locations such as Main Quad and Engineering Quad by FY30.
3. Continue to provide bicycle registration for the University, City of Champaign, City of Urbana, and Village of Savoy through a national bicycle registration system.

## Community Engagement

1. Organize, promote, participate, and report on bicycle-related engagement events held on campus
2. Report the events in the community where the university participated or promoted
3. Continue to participate in the Bicycle & Pedestrian Advisory Commission of City of Urbana
4. Continue to work with RSOs and local groups such as Illini Cycling, Illini4000, Champaign County Bikes, Prairie Cycle Club, etc.



### Academic Collaboration

1. Collaborate with students, faculty, and staff to improve bicycling on campus
2. Work with at least one student on bicycle related project every year

### Resources:

#### Funding Resources

1. Develop a plan and identify funding for the ongoing maintenance of the bikeway network.
  - a) Allocate funding to repaint all university owned in-road bicycle lanes and off-road bicycle paths each year.
  - b) Allocate funding to implement at least one bike network improvement project on campus each year
  - c) Appropriately fund the maintenance and improvement bicycle parking on campus every year
  - d) Allocate funding for the maintenance of Bike Repair Stations
2. Define specific budgets for the projects described in this plan
  - a) Select the appropriate funding and project requests each year, starting with FY25.
  - b) Request funding for at least two bikeway project phases per year.
3. Secure funding for ongoing bicycle improvements and programming.
  - a) Continue to include related bicycle infrastructure needs in project scope and budget for all Capital Construction Projects.
  - b) Allocate funding to increase covered and/or secured bicycle parking capacity on-campus every year.
4. Request SSC to fund at least one project directly related to this plan every year.
5. Identify an ongoing source of funding for continued maintenance and upkeep of the bikeway network and other bicycle infrastructure and programs.
  - a) Investigate funding options, including fees and donor support.

#### Staff Resources

1. Appropriately staff Sustainable Transportation efforts for the campus to oversee continual improvements, evaluation, and future planning at F&S
  - a. Continue to fund the full-time campus bicycle coordinator or similar position every year.
  - b. Allocate funding for at least one intern in F&S focusing on sustainable transportation.
2. Maintain appropriately staffed Campus Bike Center
  - a. Continue to fund the full-time staff to oversee operation at Campus Bike Center every year.
  - b. Continue to allocate funding to support part-time and student employees at Campus Bike Center.



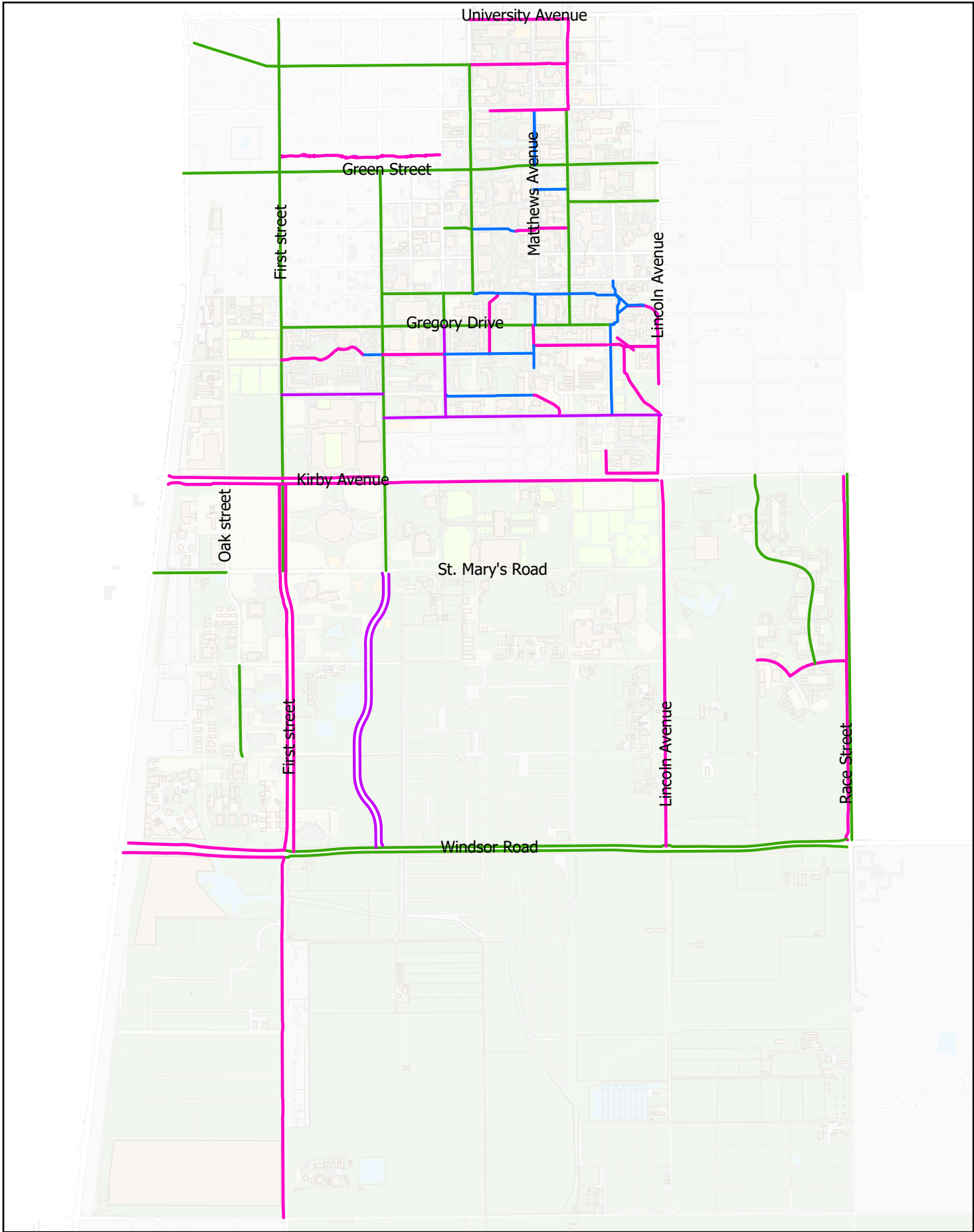
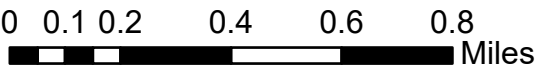
#### State or National Resources

1. Continue to have an active member in Association of Pedestrian and Bicyclist Professionals
2. Continue to have an active member in League of American Bicyclists
3. Continue to work with Ride Illinois



# Existing Bicycle Network

University of Illinois Urbana-Champaign



## Bicycle Infrastructure Legend

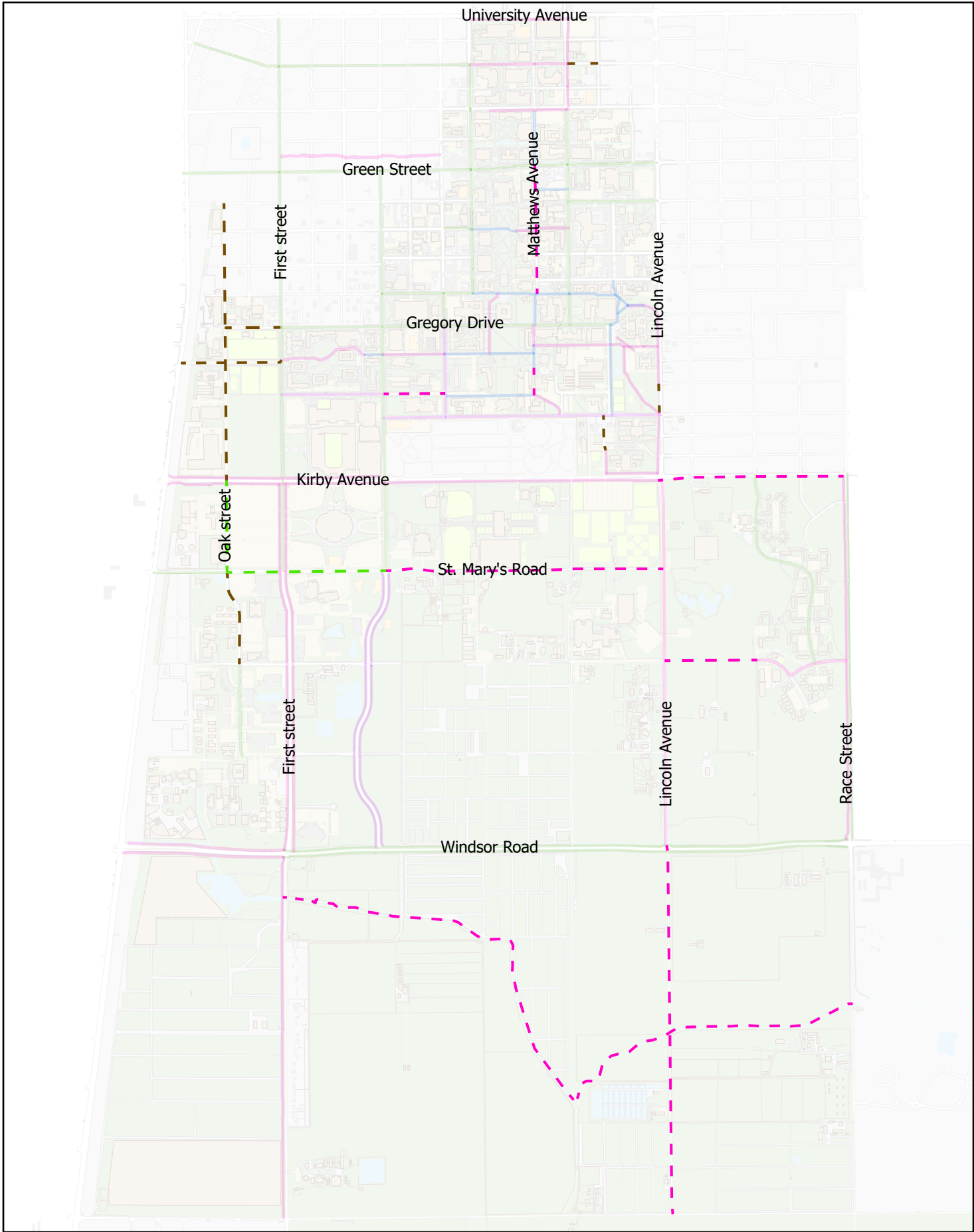
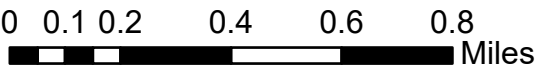
- Bicycle Lane
- Bicycle Path
- Bicycle Sharrow
- Shared-Use Path





# Proposed Bicycle Network

University of Illinois Urbana-Champaign



## Bicycle Infrastructure Legend

- |                 |                       |                          |
|-----------------|-----------------------|--------------------------|
| Bicycle Lane    | Shared-Use Path       | Proposed Bicycle Route   |
| Bicycle Path    | Proposed Bicycle Lane | Proposed Shared-Use Path |
| Bicycle Sharrow |                       |                          |





### ACES Legacy Trail

ACES Legacy Trail loop was recommended in the 2022 Campus Landscape Master Plan.<sup>61</sup> Following is an excerpt from the document about this project:

The ACES Legacy Corridor was designated in the Campus Master Plan as an important corridor to celebrate the agricultural legacy of campus and create an improved entry experience for visitors. Numerous stakeholders indicated the desire to better connect the core of campus to the South Farms as well as generate more exposure to the incredible research and testing happening in this district.

This concept positions Lincoln Avenue as the north-south “eco-corridor” of campus, while it connects the newly envisioned Military Axis, across the South Quad District to the Red Oak Rain Garden, the Dorner Pond restoration area, Illini Grove, the Arboretum and the South Arboretum Woods, to the south and onward to the Student Sustainable Farm, across the Embarras River, through Illini Forest and into Meadowbrook Park. The proposed concept demonstrates the overall campus-wide goal of connecting the existing ecological assets on campus. These incredible assets are somewhat underutilized and are under celebrated. Through a shared-use path on the east side of Lincoln Avenue and a continued trail along the Embarras River, the campus will be connected to the larger regional ecological context, while creating access and exposure to these spaces through new experiences.

Proposed infrastructure:

- 8' wide shared-use path
- Pedestrian lighting
- Landscape enhancement

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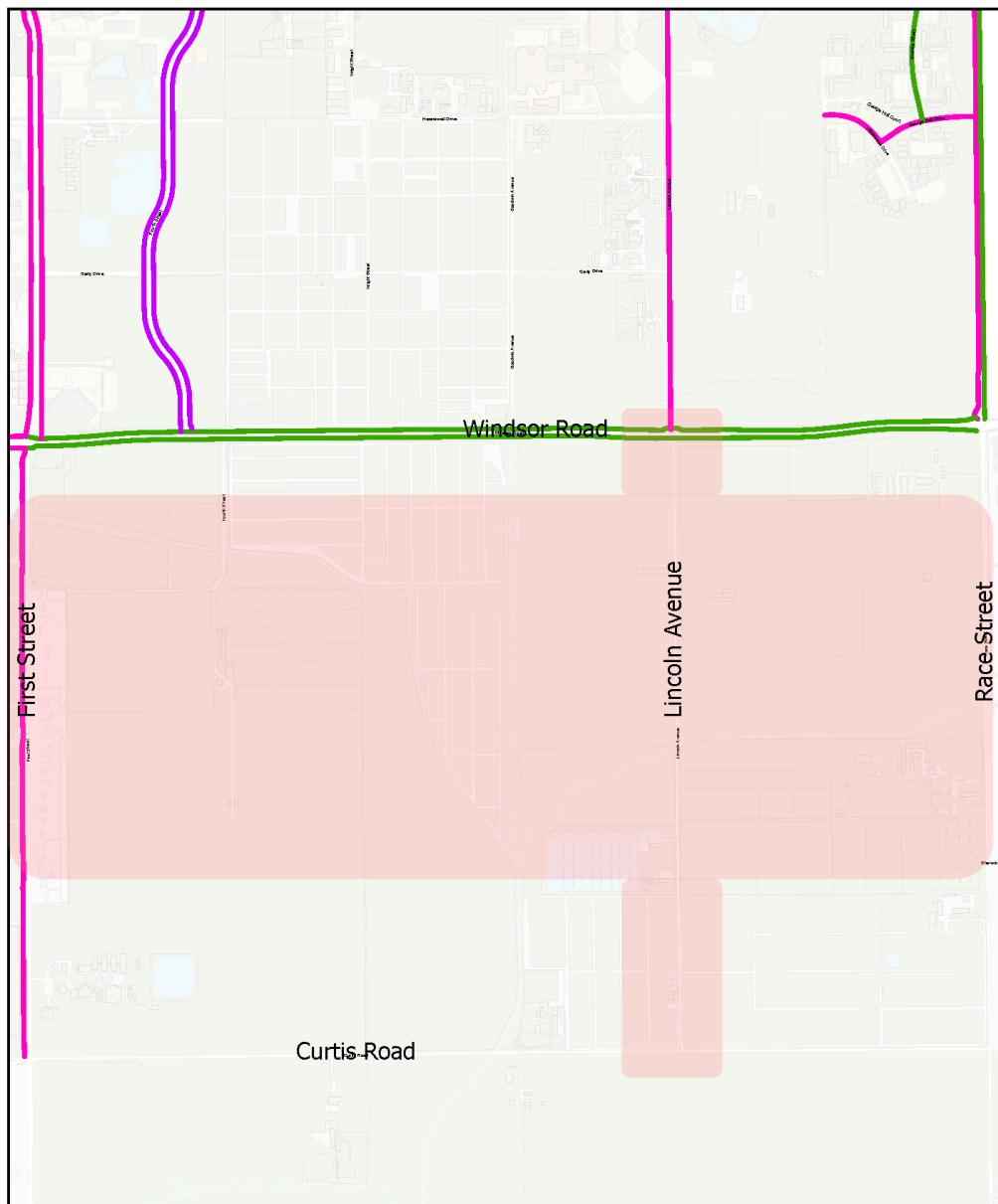
<sup>61</sup> [2022 Campus Landscape Master Plan](#), pg. 107



## ACES Legacy trail

Existing Bicycle Infrastructure

0 0.070.15 0.3 0.45 0.6 Miles



### Bicycle Infrastructure Legend

- Bicycle Lane
- Shared-Use Path
- Bicycle Sharrow
- Proposed project area



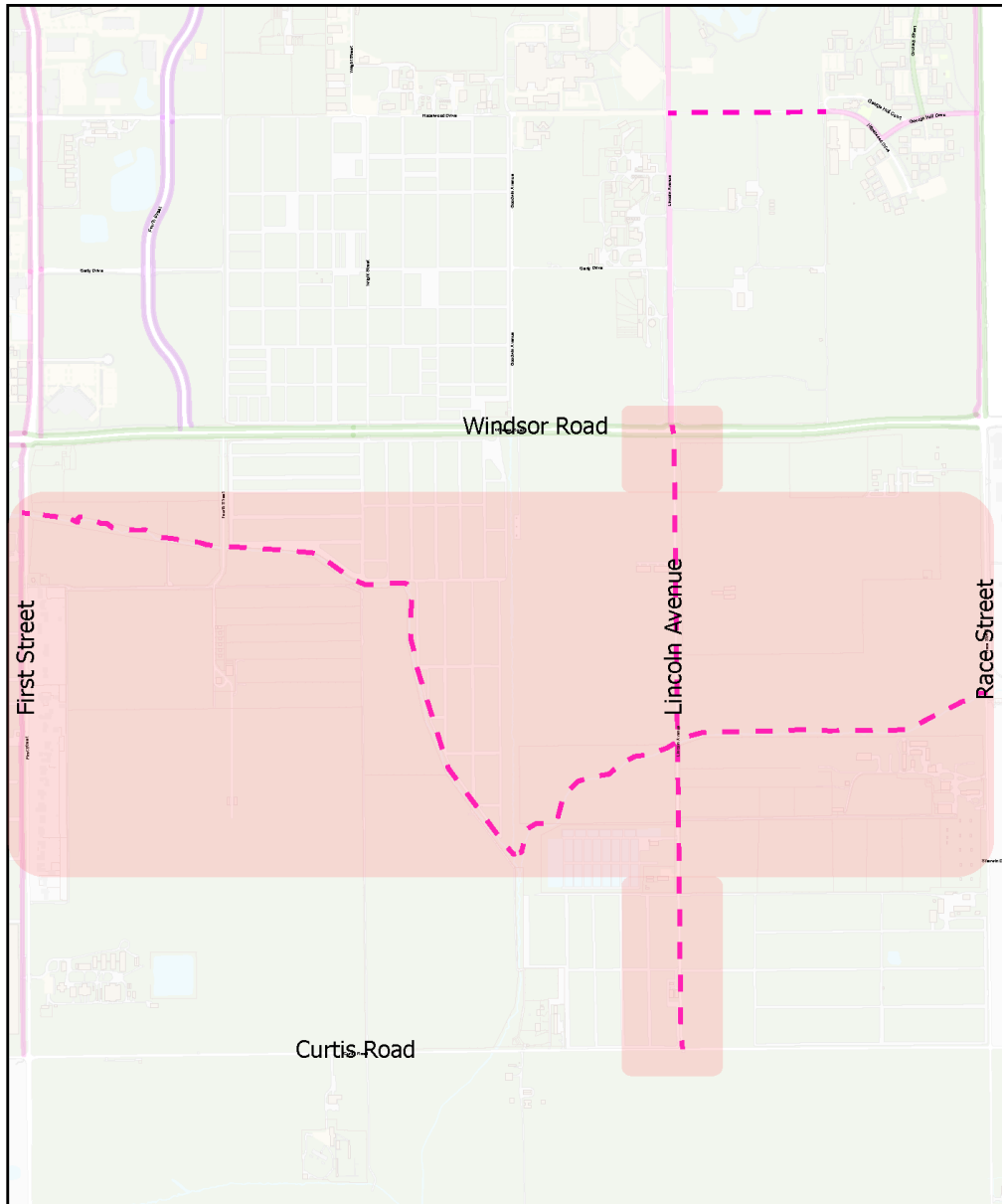
Map 3: Existing Bicycle Infrastructure, ACES Legacy Trail



# ACES Legacy trail

## Proposed Bicycle Infrastructure

0 0.070.15 0.3 0.45 0.6 Miles



### Bicycle Infrastructure Legend

— Bicycle Lane

— Shared-Use Path

Proposed project area

— Bicycle Sharrow

- - - Proposed Shared-Use Path



Map 4: Proposed Bicycle Infrastructure, ACES Legacy Trail



#### FAR/PAR updates

The FAR/PAR Paths is an existing shared use side path located to the south of the Florida Avenue Residence (FAR) Hall. This project proposes:

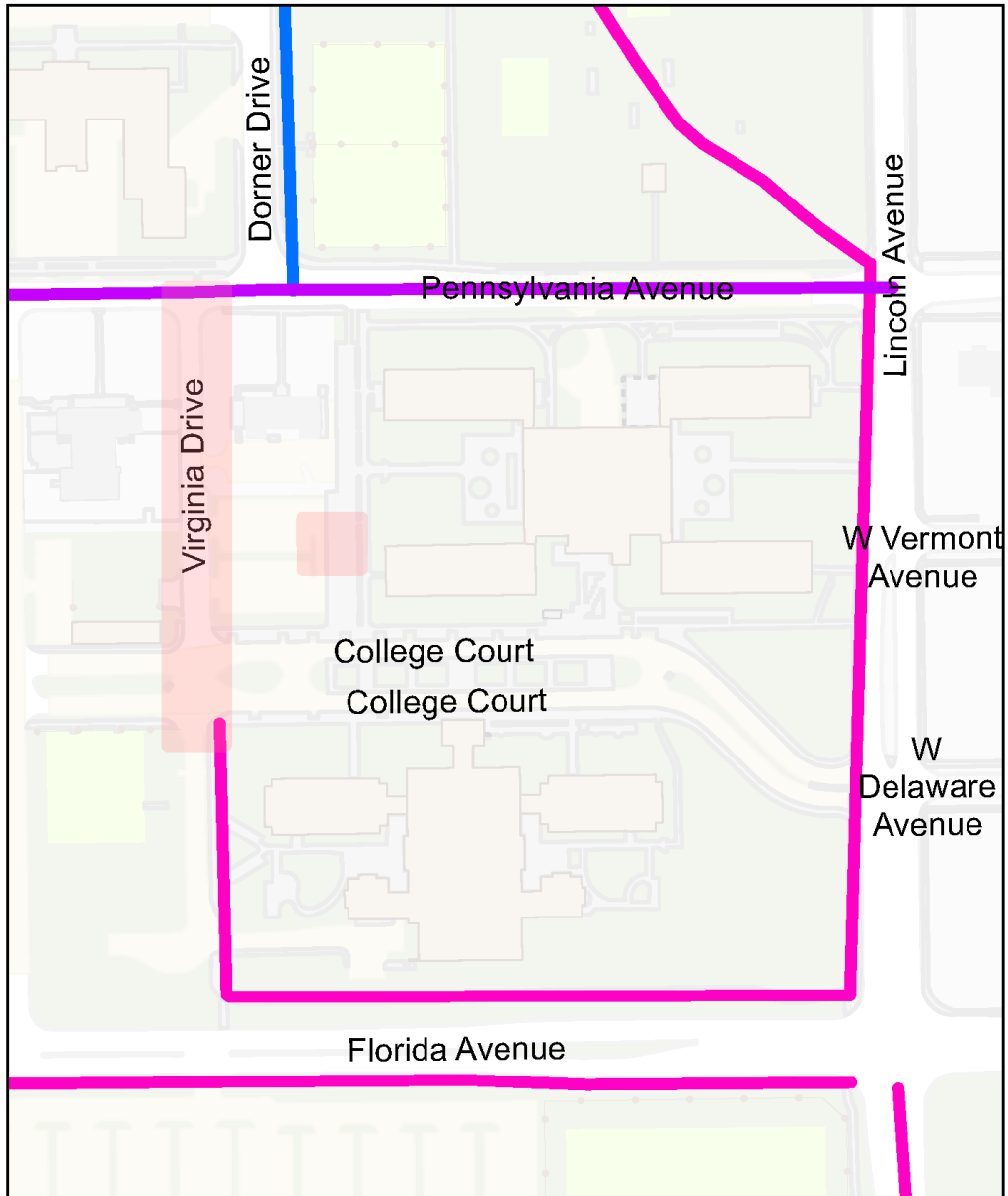
- Create bicycle route by painting sharrows on Maryland Drive, Virginia Drive, and College Court.
- Covered bike parking close to Saunders Hall



## FAR/PAR

### Existing Bicycle Infrastructure

0 0.010.02 0.04 0.06 0.08 Miles



#### Bicycle Infrastructure Legend

- Bicycle Sharrow
- Shared-Use Path
- Bicycle Path
- Proposed project area



Map 5: Existing Bicycle Infrastructure, FAR/PAR



## FAR/PAR

### Proposed Bicycle Infrastructure

0 0.01 0.02 0.04 0.06 0.08 Miles



#### Bicycle Infrastructure Legend

- |                 |                          |                                  |
|-----------------|--------------------------|----------------------------------|
| Bicycle Sharrow | Proposed Shared-Use Path | Proposed Covered Bicycle Parking |
| Bicycle Path    | Proposed Bicycle Route   | Proposed project area            |
| Shared-Use Path |                          |                                  |



Map 6: Proposed Bicycle Infrastructure, FAR/PAR



### Florida Avenue shared-use path

This project outlines a shared-use path on the South side of Florida Avenue from Lincoln Avenue to Race Street. This path will provide a safe route for bicyclists to travel along Florida Avenue and connect to Orchard Downs. This path is in the City of Urbana jurisdiction and will go through in front of the President's house. The City of Urbana has received an Illinois Transportation Enhancement Program (ITEP) grant in the amount of \$1M for this project.

#### Project proposal:

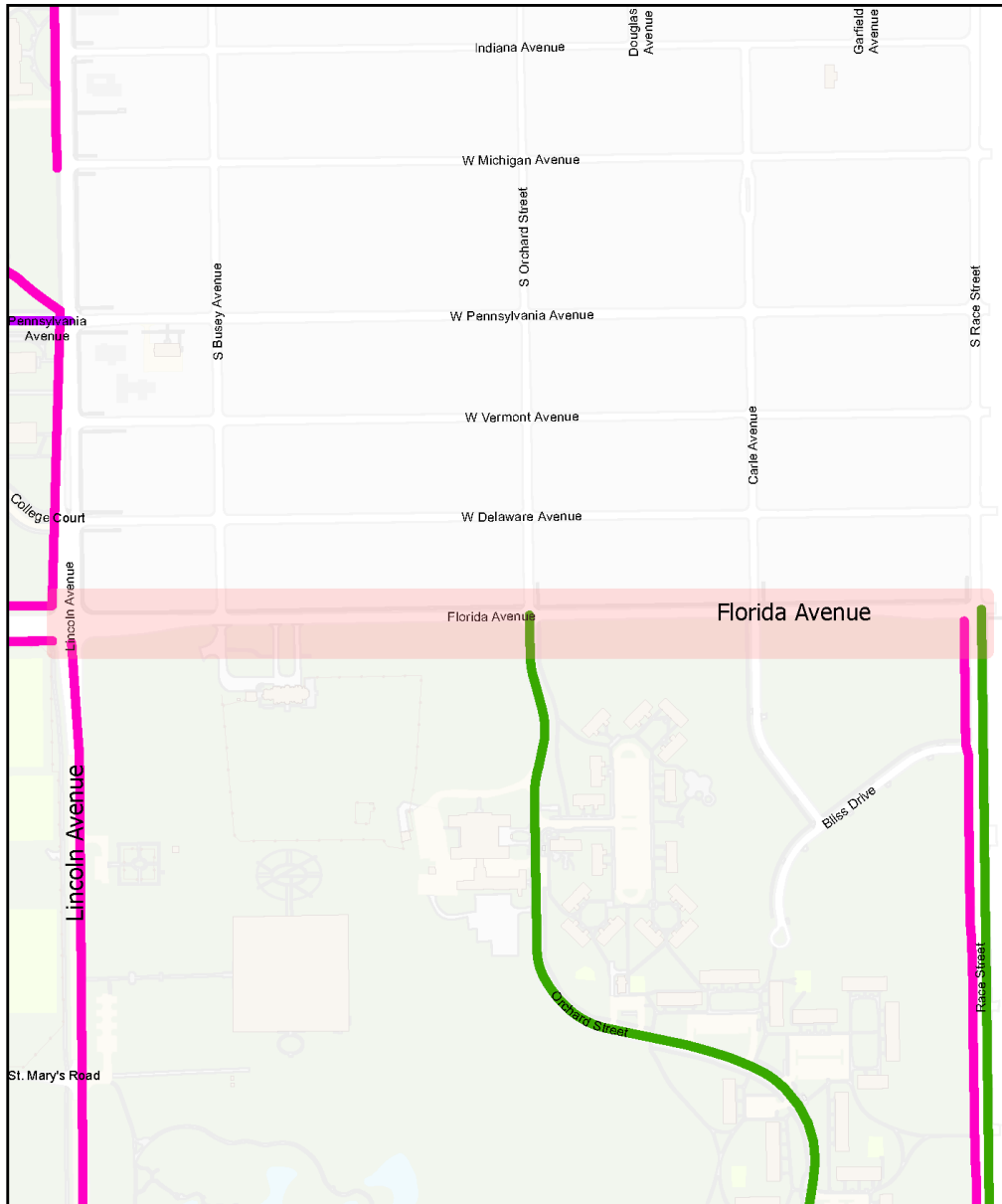
- 8' wide shared-use path on the South side of Florida Avenue connecting Lincoln Avenue and Race Street.



# Florida Avenue

## Existing Bicycle Infrastructure

0 0.03 0.06 0.11 0.17 0.22 Miles



### Bicycle Infrastructure Legend

- Bicycle Lane
- Shared-Use Path
- Bicycle Sharrow
- Proposed project area



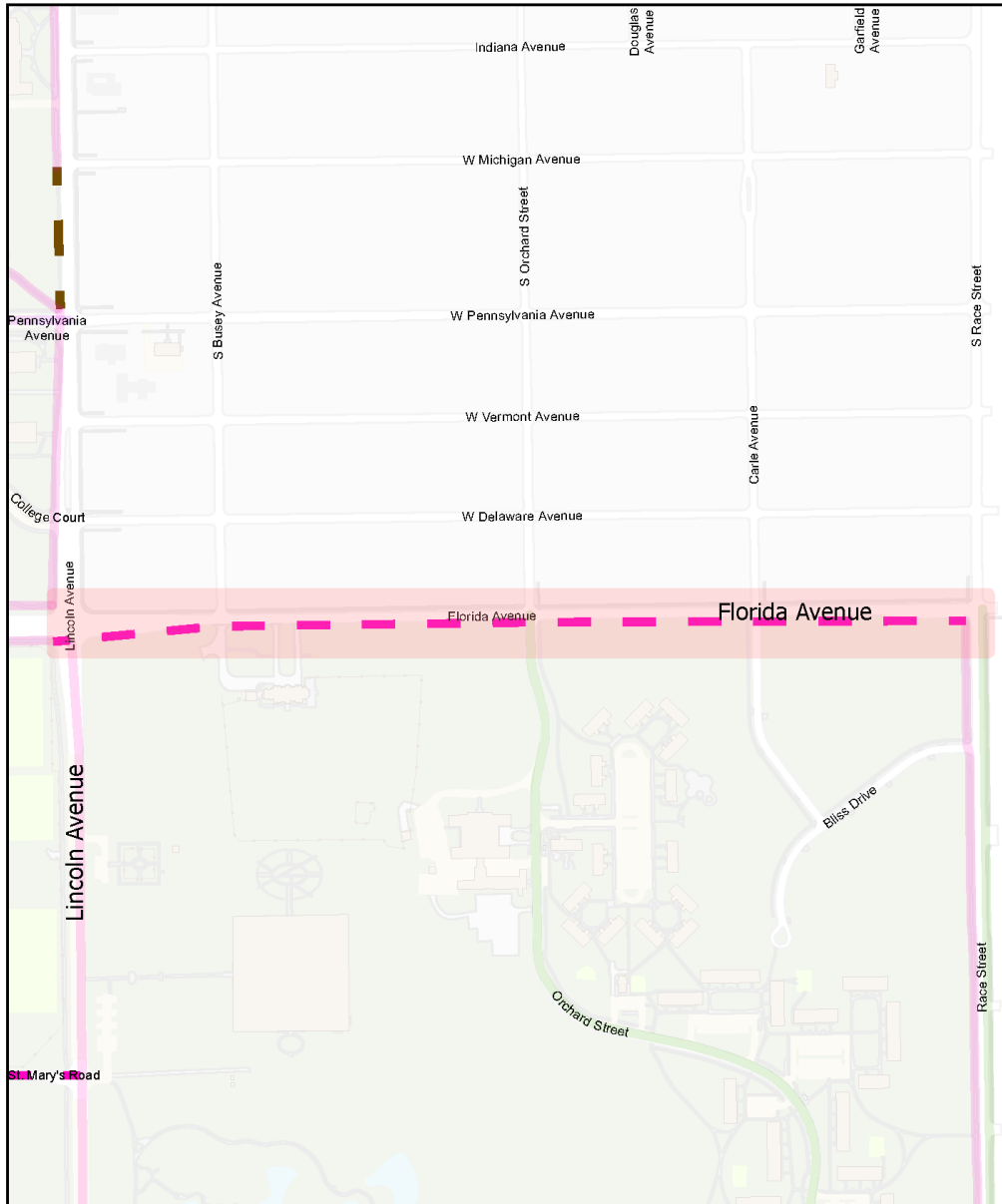
Map 7: Existing Bicycle Infrastructure, Florida Avenue shared-use path



# Florida Avenue

## Proposed Bicycle Infrastructure

0 0.03 0.06 0.11 0.17 0.22 Miles



### Bicycle Infrastructure Legend

- Bicycle Lane
- Shared-Use Path
- - - Proposed Shared-Use Path
- Bicycle Sharrow
- - - Proposed Bicycle Route
- Proposed project area



Map 8: Proposed Bicycle Infrastructure, Florida Avenue shared-use path



### Gregory Drive bike route

The Campus Bike Center is located on Gregory Drive between First Street and Oak Street. This project proposes a bike route sign or a share the road sign for Gregory Drive. This will connect to the bike lane along First Street and Gregory Drive east of First Street as well as the proposed bike route along Oak Street.

#### Proposal:

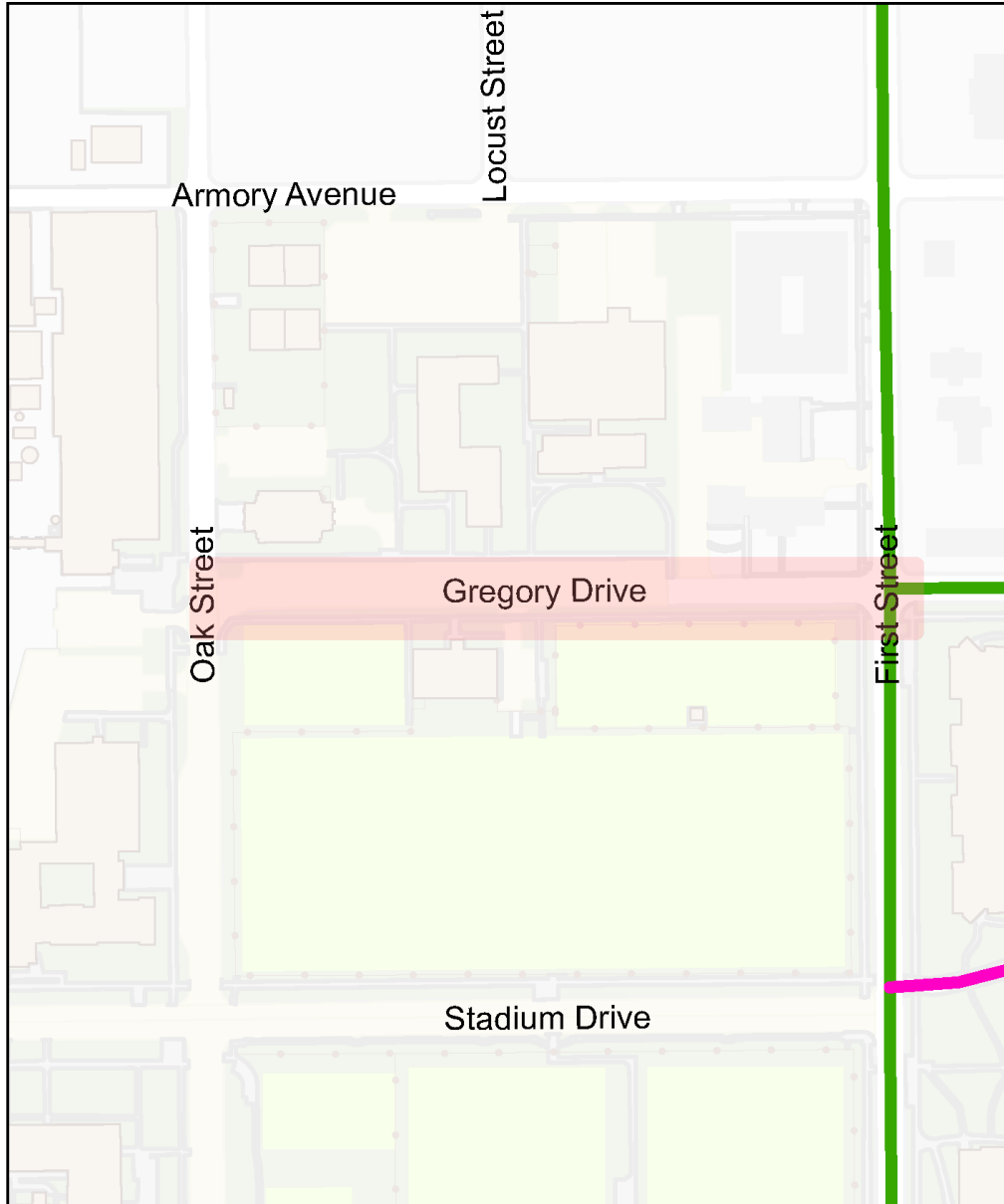
- Bike Route or Share the Road sign along Gregory Drive between First Street and Oak Street



## Gregory Drive

### Existing Bicycle Infrastructure

0 0.01 0.02 0.04 0.06 0.08 Miles



#### Bicycle Infrastructure Legend

-  Bicycle Lane
-  Shared-Use Path
-  Proposed project area



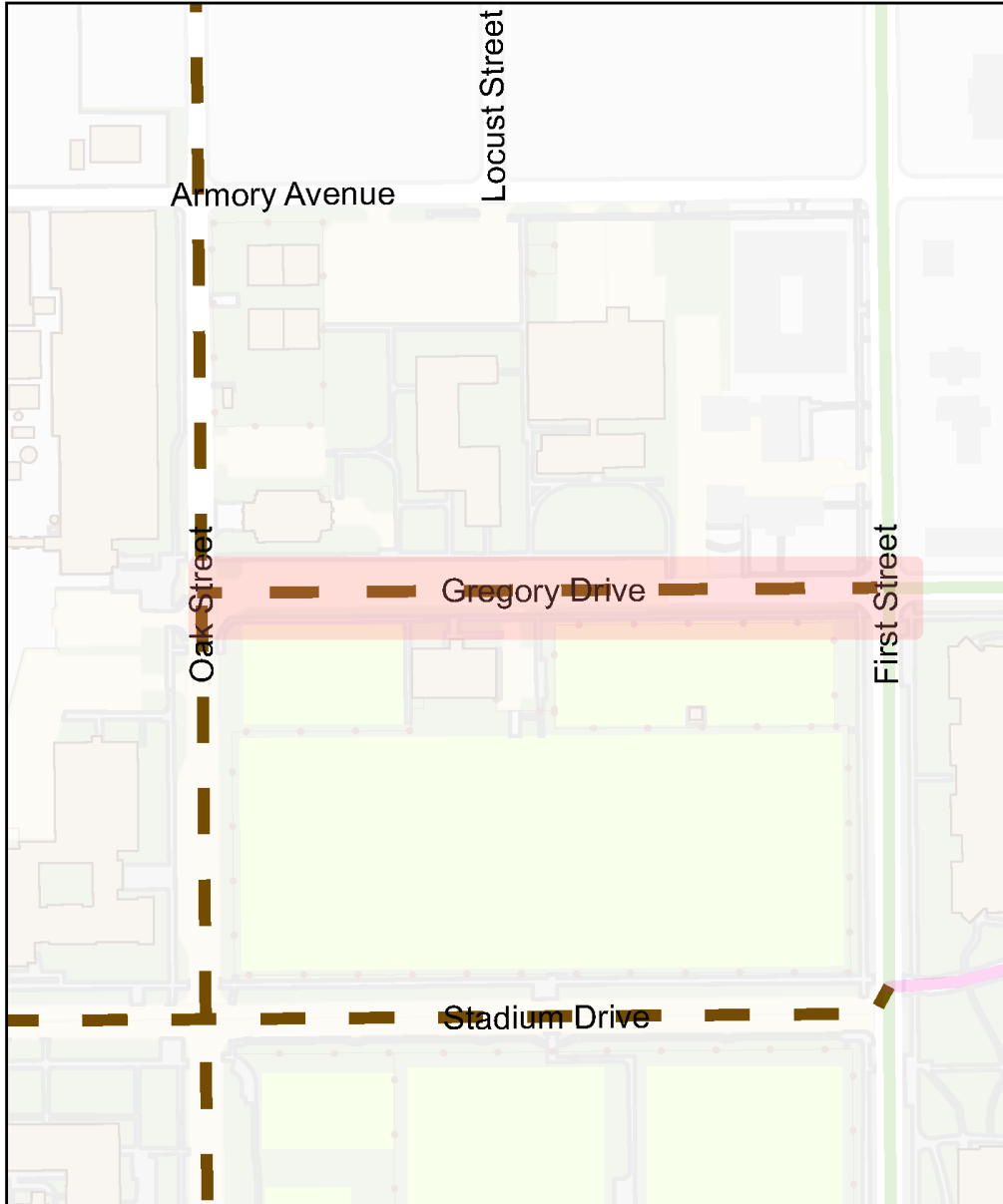
Map 9: Existing Bicycle Infrastructure, Gregory Drive bike route



# Gregory Drive

## Proposed Bicycle Infrastructure

0 0.010.02 0.04 0.06 0.08 Miles



### Bicycle Infrastructure Legend

- Bicycle Lane
- Shared-Use Path
- Proposed Bicycle Route
- Proposed project area



Map 10: Proposed Bicycle Infrastructure, Gregory Drive bike route



### Hazelwood Drive shared-use path

This project will connect Orchard Downs to Lincoln Avenue and Vet Med along Hazelwood Drive. Currently, there is an off-street unpaved bike path with no lighting. This project proposes a new shared-use path along Hazelwood Drive. This project will be completed in conjunction with the Dorris Kelley Christopher Illinois Extension Center (U21054) project and is expected to begin construction in summer 2025.

#### Proposal:

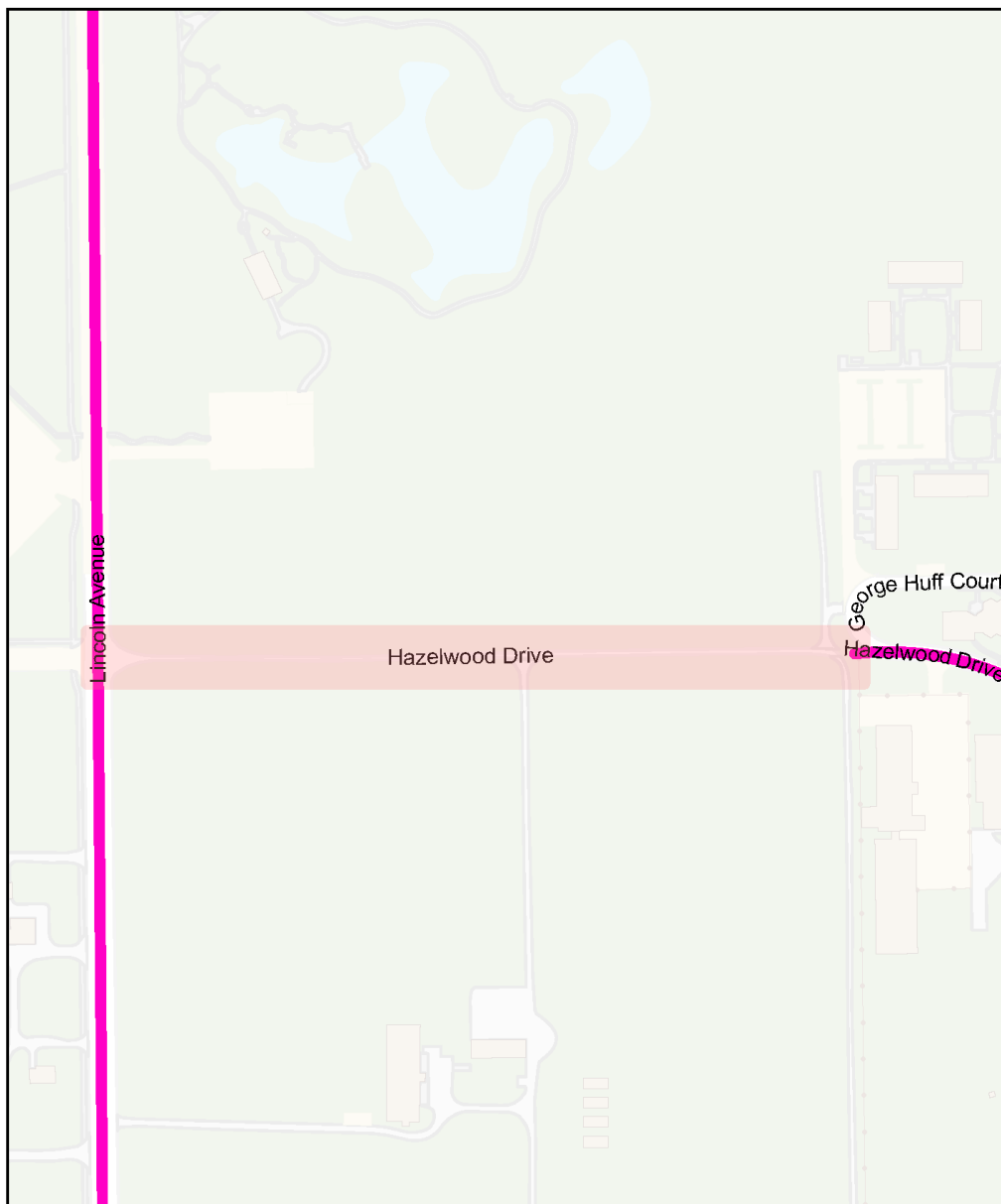
- 8' wide shared-use path
- Pedestrian lighting
- In-pavement solar cat's eyes



# Hazelwood Drive

Existing Bicycle Infrastructure

0 0.010.03 0.06 0.09 0.12 Miles



## Bicycle Infrastructure Legend

— Shared-Use Path

Proposed project area



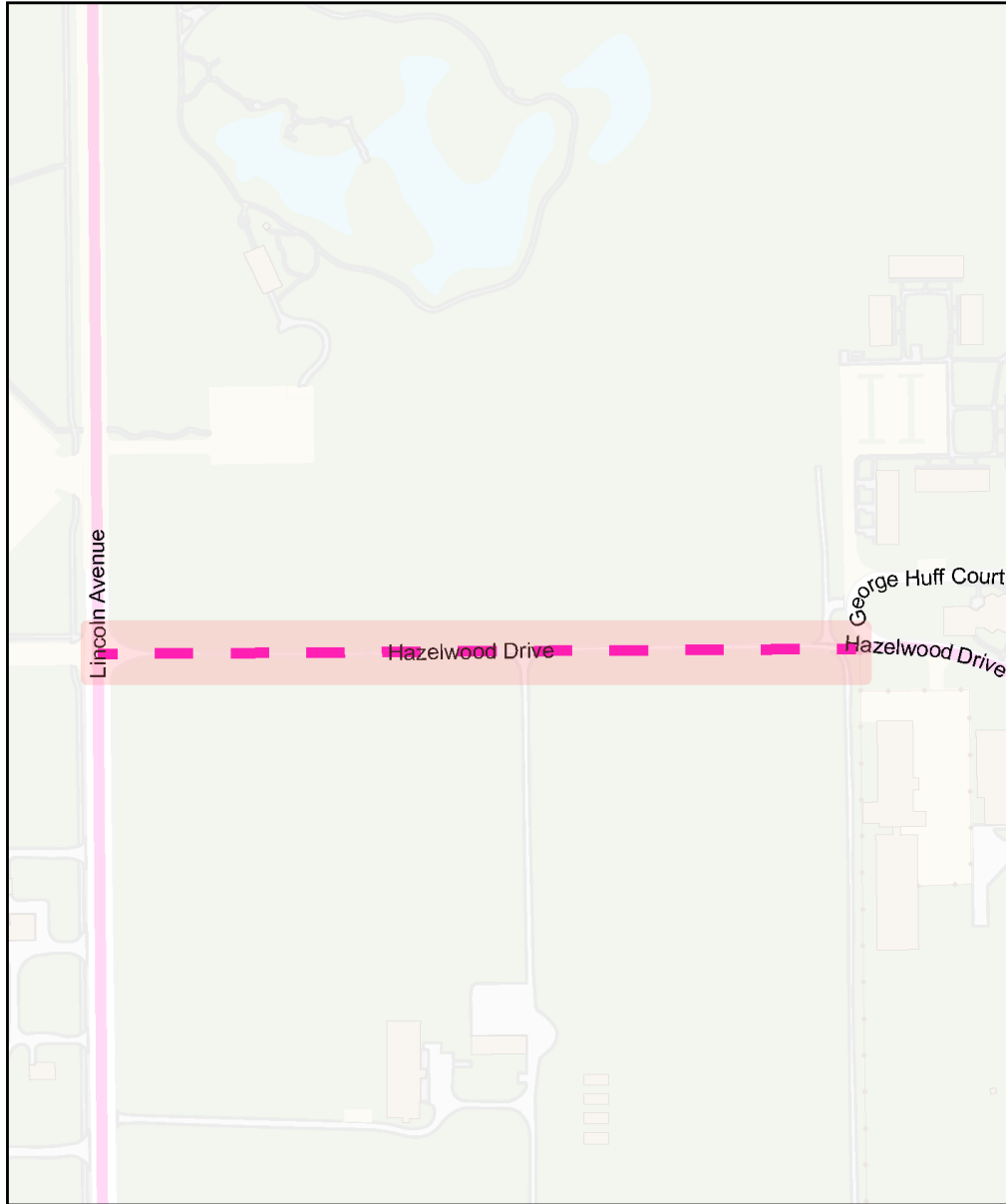
Map 11: Existing Bicycle Infrastructure, Hazelwood Drive shared-use path



# Hazelwood Drive

## Proposed Bicycle Infrastructure

0 0.010.03 0.06 0.09 0.12 Miles



### Bicycle Infrastructure Legend

-  Shared-Use Path
-  Proposed Shared-Use Path
-  Proposed project area



Map 12: Proposed Bicycle Infrastructure, Hazelwood Drive shared-use path



### Lincoln Avenue path

From Florida Avenue to Windsor Road, Lincoln Avenue is under university jurisdiction. Lincoln Avenue is under the City of Urbana's jurisdiction from the north end of the University District to Florida Avenue. This project will provide connections from the Armory Avenue Path to Florida Avenue.

#### Proposal:

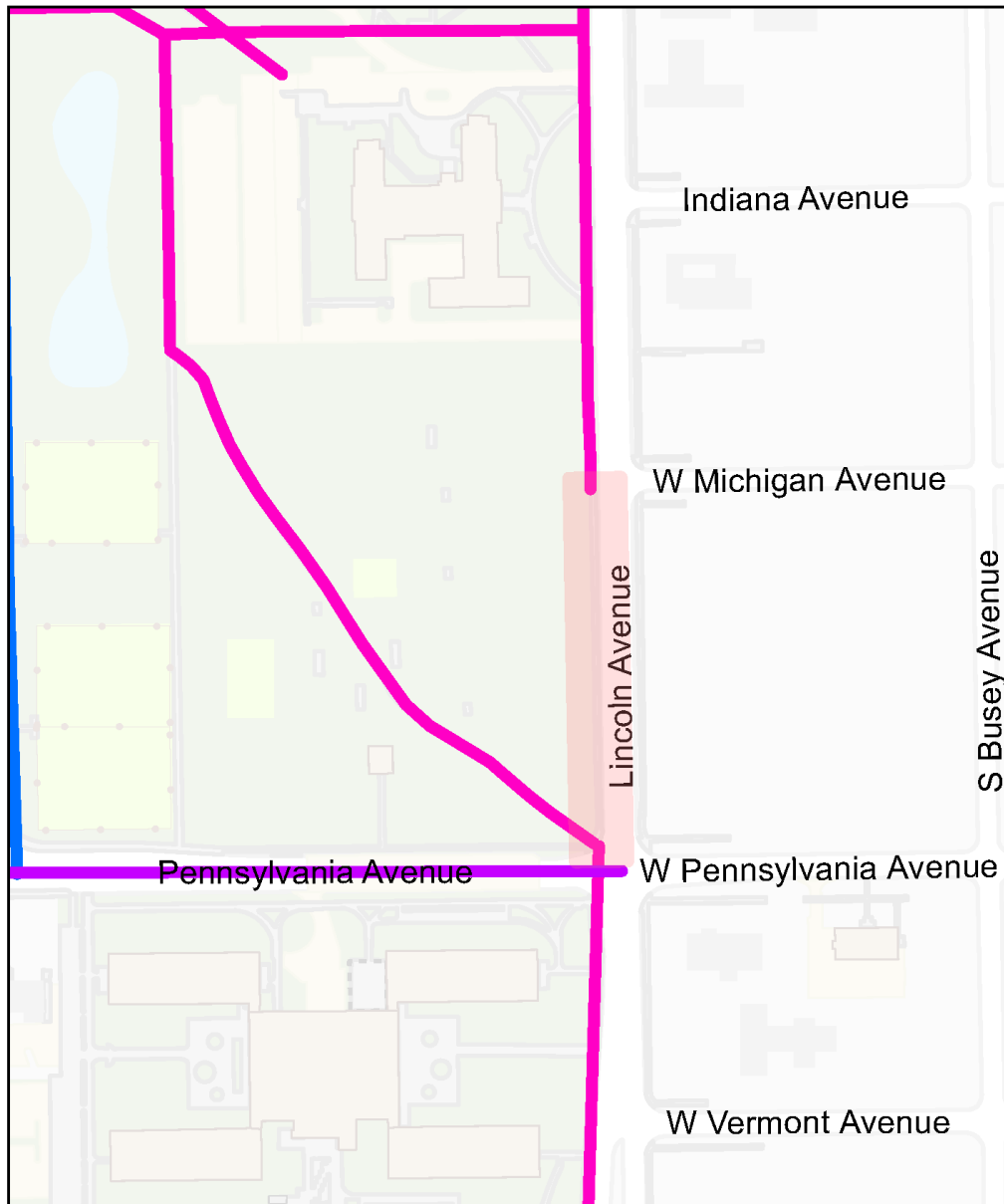
- Add signs to the existing shared use path from Ohio Street to Michigan Avenue. While the street here is Urbana's responsibility, the side path is the responsibility of the university.
- An off-road trail through the Illini Grove to allow cyclists to safely move from Michigan Avenue to Pennsylvania Avenue along Lincoln Avenue; the current sidewalk along Lincoln becomes too thin to accommodate bicycles as it approaches Pennsylvania Avenue or bike route/ share the road sign on Lincoln avenue from W Michigan Avenue to W Pennsylvania Avenue.



## Lincoln Avenue

Existing Bicycle Infrastructure

0 0.010.02 0.04 0.06 0.08 Miles



### Bicycle Infrastructure Legend

- Bicycle Sharrow
- Bicycle Path
- Shared-Use Path
- Proposed project area



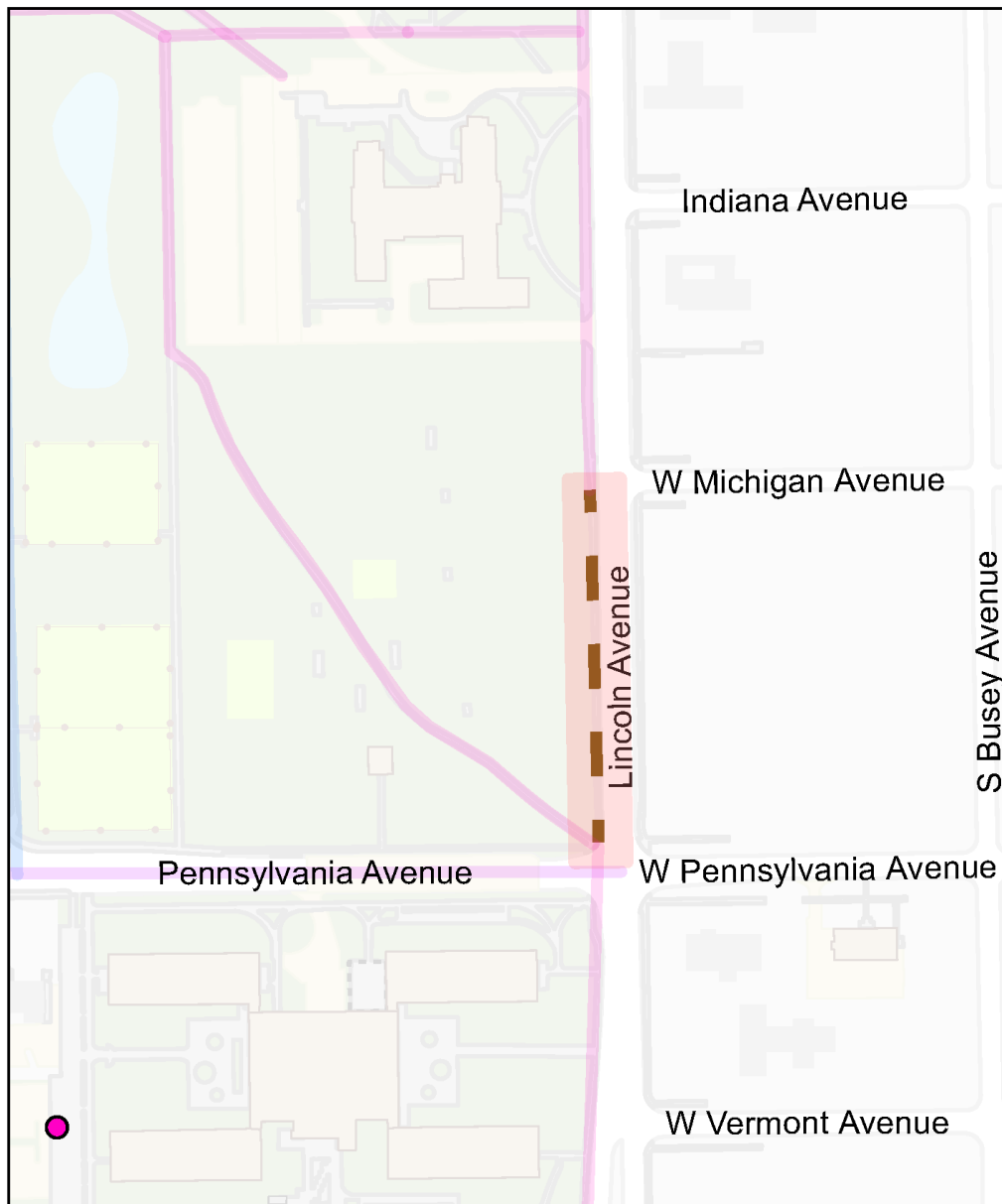
Map 13: Existing Bicycle Infrastructure, Lincoln Avenue path



## Lincoln Avenue

### Proposed Bicycle Infrastructure

0 0.01 0.02 0.04 0.06 0.08 Miles



#### Bicycle Infrastructure Legend

— Bicycle Sharrow

— Bicycle Path

— Shared-Use Path

--- Proposed Bicycle Route

● Proposed Covered Bicycle Parking

■ Proposed project area



Map 14: Proposed Bicycle Infrastructure, Lincoln Avenue path



### NS Wood Engineering Lab

The bike path to the east of Wood Engineering Lab is owned and maintained by the University. The Bike plan proposes the removal of existing deteriorated bike path and replace it with an 8' wide shared-use path. The proposed project area extends from the south of Funk ACES library till the Agriculture Bioprocess lab.

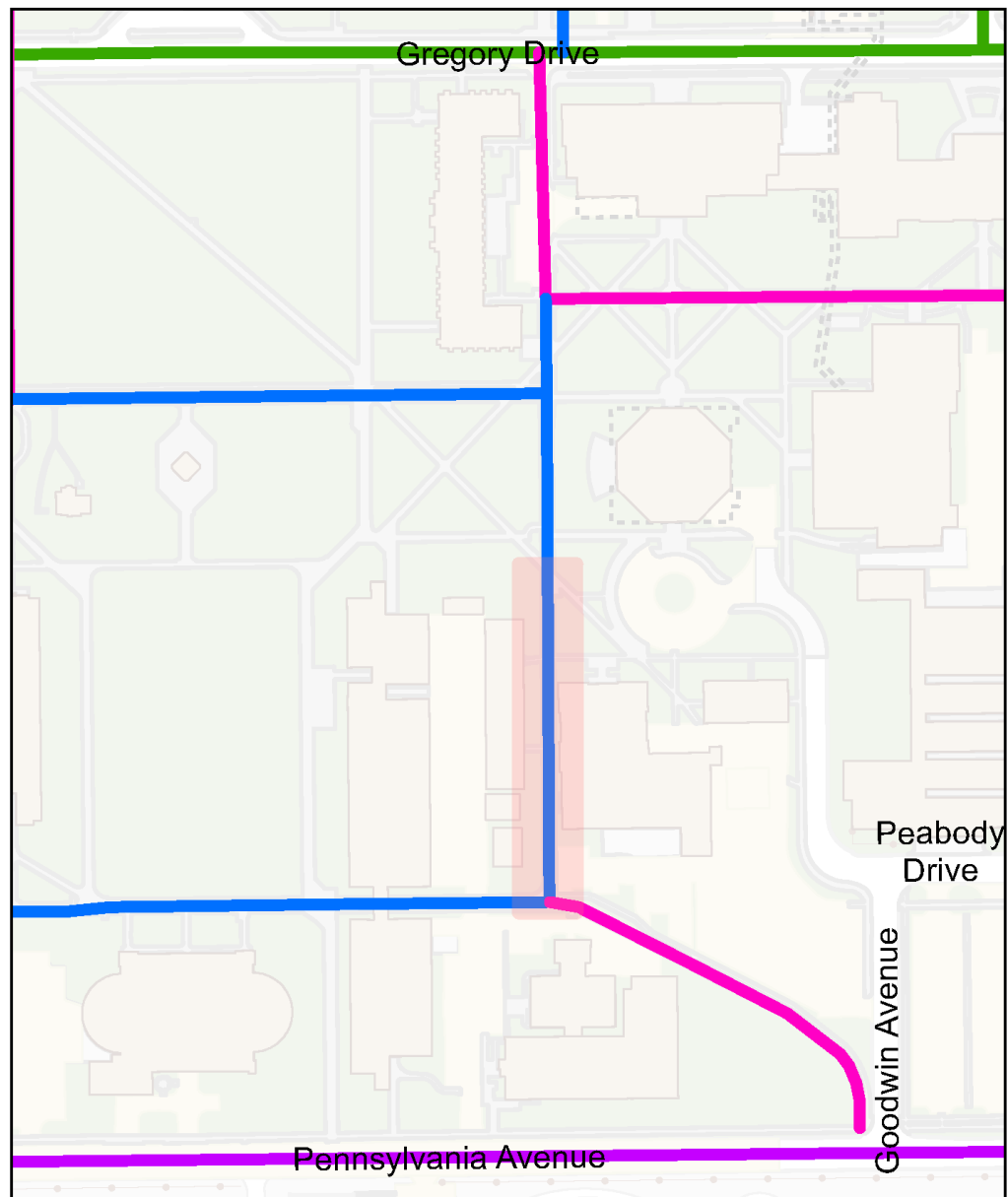
- 10' wide shared-use path
- Solar cat's eyes lighting
- (Potential) Pedestrian lighting along the new path



## N-S Wood Engineering Lab

### Existing Bicycle Infrastructure

0 0.01 0.02 0.04 0.06 0.08 Miles



#### Bicycle Infrastructure Legend

— Bicycle Lane

— Bicycle Sharrow

Proposed project area

— Bicycle Path

— Shared-Use Path



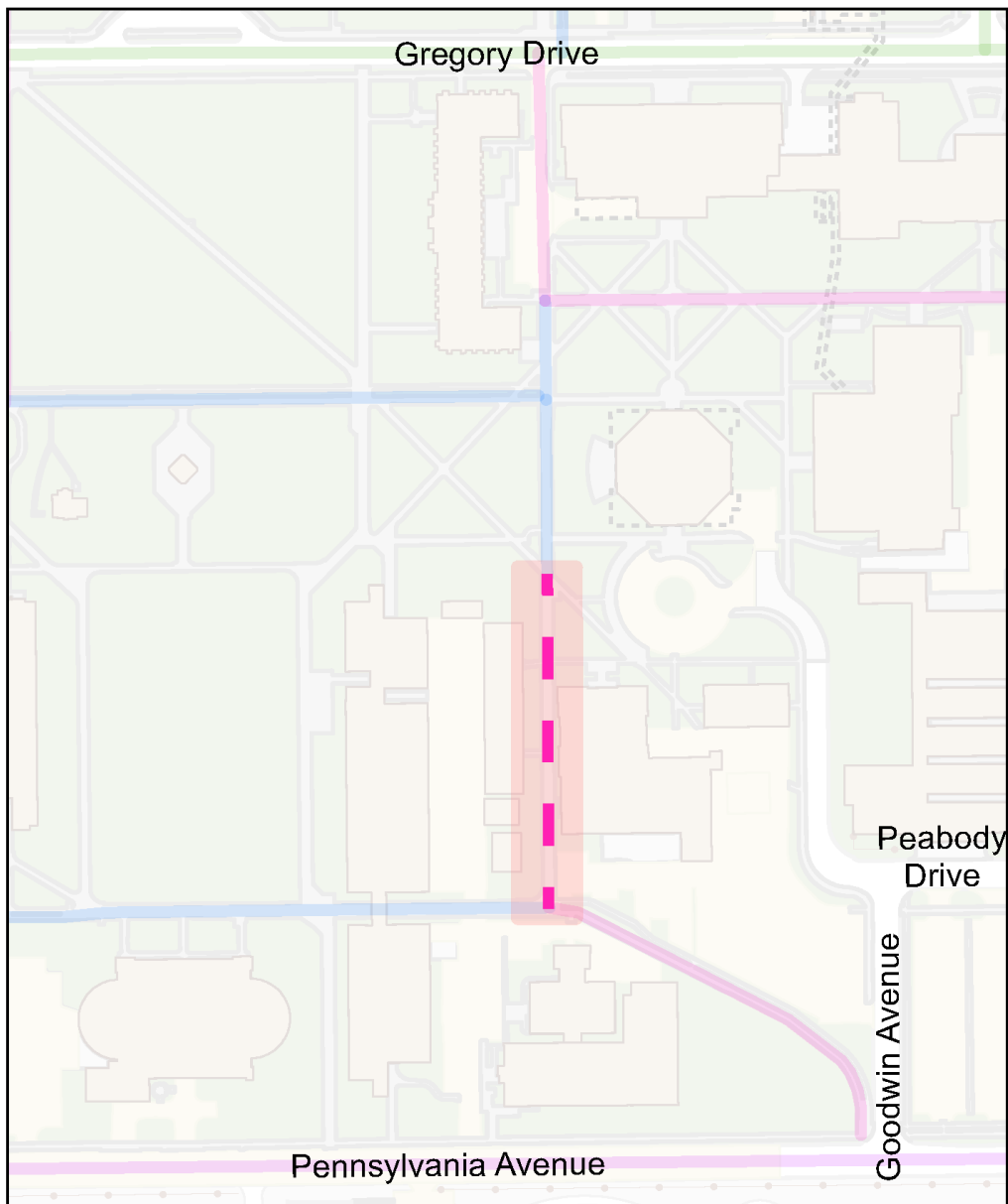
Map 15: Existing Bicycle Infrastructure, N-S Wood Engineering Lab bike path









## N-S Wood Engineering Lab

### Proposed Bicycle Infrastructure

0 0.01 0.02 0.04 0.06 0.08 Miles



#### Bicycle Infrastructure Legend

- |  |   |  |
|--|---|--|
|  Bicycle Lane |  Bicycle Sharrow |  Proposed Shared-Use Path |
|  Bicycle Path |  Shared-Use Path |  Proposed project area    |



Map 16: Proposed Bicycle Infrastructure, N-S Wood Engineering Lab bike path



### Main Street Bike Route

The Main Street Path is the primary connection for cross-town bicycle commuters through the north side of the University District. Main Street from Goodwin Avenue to Harvey Street has been purchased by the university, but it remains under the maintenance of Urbana until all properties belong to either the university or the Foundation. The proposed bike route connects the engineering quad to Harvey Street.

#### Proposal:

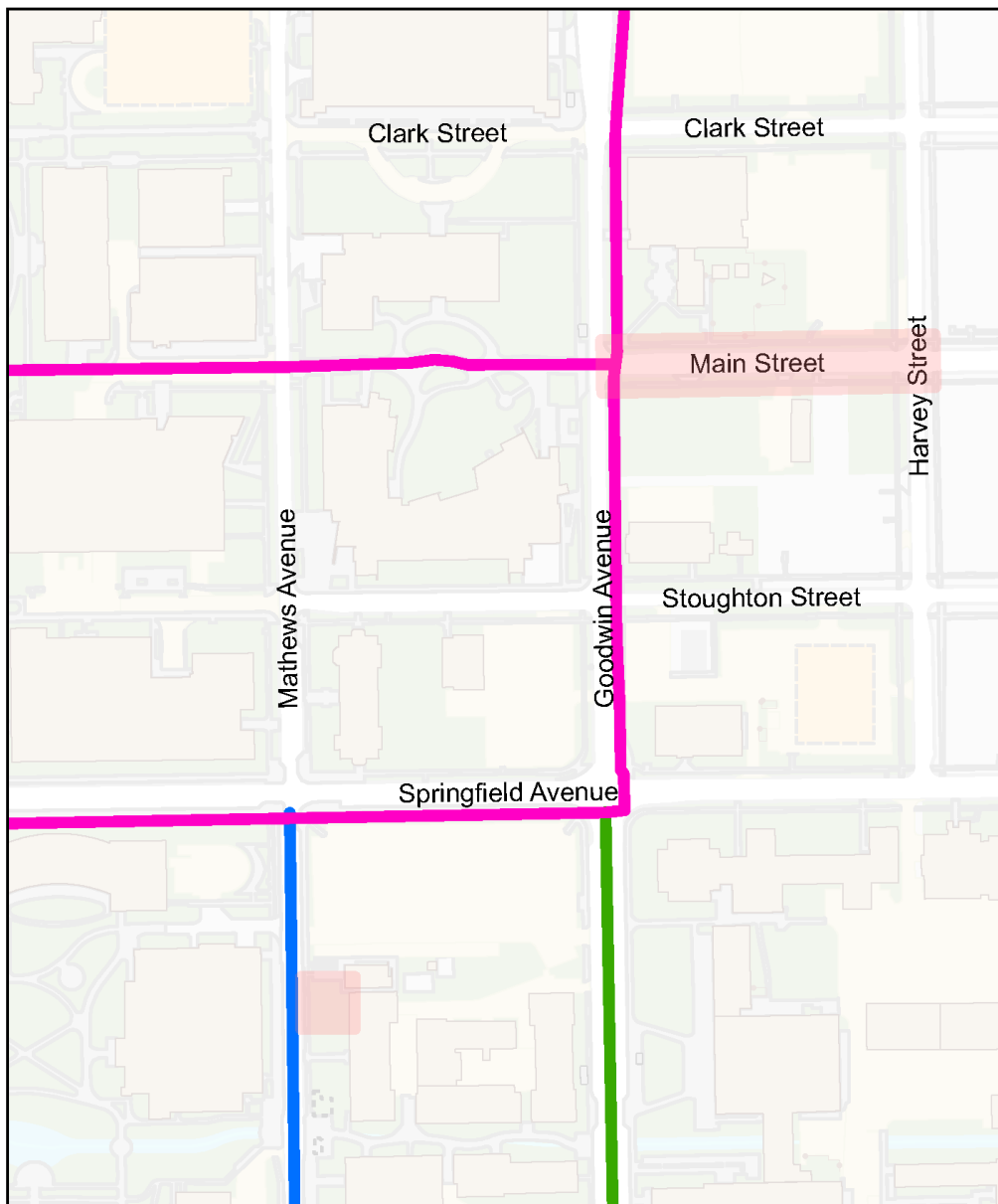
- Remove the existing bike path and sidewalk from this area
- Add a bike route or share the road sign along Main Street from Goodwin Avenue to Harvey Street.
- Covered bike parking to the west of Matthews Avenue near Transportation Building.



## Main Street

### Existing Bicycle Infrastructure

0 0.010.03 0.05 0.08 0.1 Miles



#### Bicycle Infrastructure Legend

- Bicycle Lane
- Shared-Use Path
- Bicycle Path
- Proposed project area



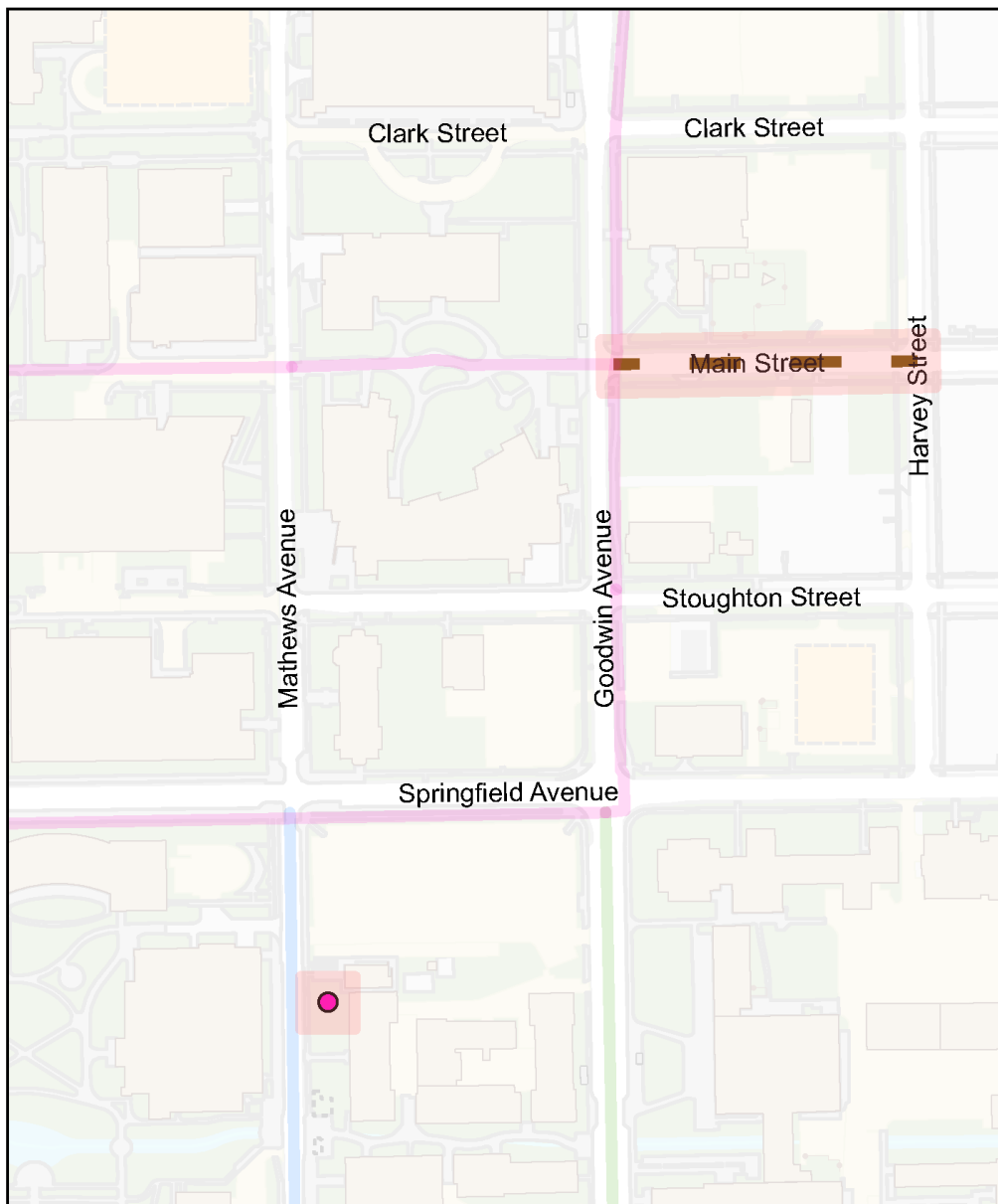
Map 17: Existing Bicycle Infrastructure, Main Street bike route



## Main Street

### Proposed Bicycle Infrastructure

0 0.01 0.03 0.05 0.08 0.1 Miles



#### Bicycle Infrastructure Legend

Bicycle Lane

Bicycle Path

Shared-Use Path

Proposed Bicycle Route

Proposed Covered Bicycle Parking

Proposed project area



Map 18: Proposed Bicycle Infrastructure, Main Street bike route



### Matthews Avenue shared-use path

Mathews Avenue is a high volume street for pedestrians and bicyclists. This street, with its on-street parking, belongs to the City of Urbana, and the existing dedicated bicycle side path from south of Green Street to south of Smith Memorial Hall belongs to the university.

#### Proposal:

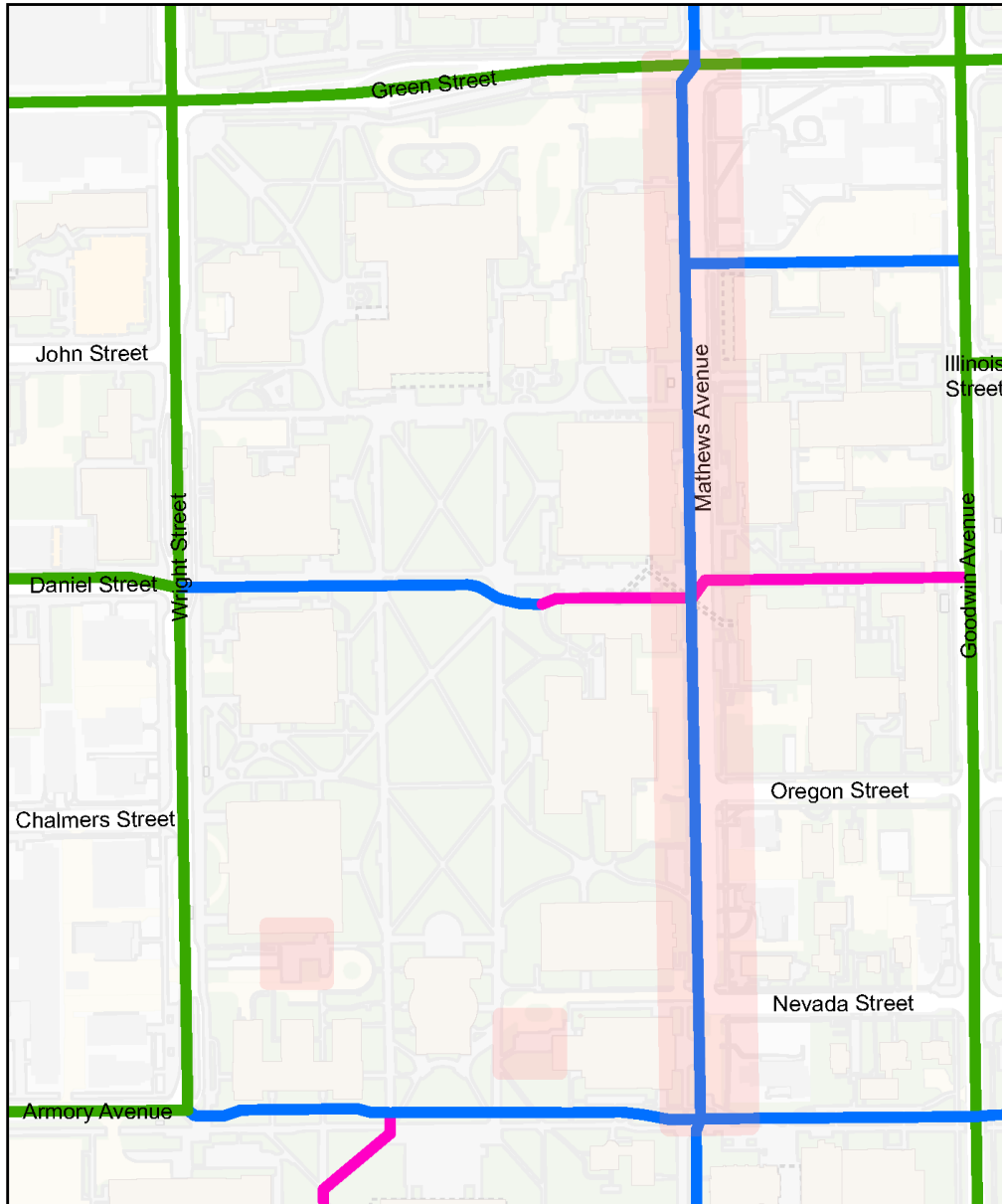
- Remove the existing bike path and sidewalk from this area
- Add an 8' wide Shared-use Path along Matthews Avenue from Green Street to south of Smith Memorial Hall.
- Covered bike parking at south of Lincoln Hall, west of Smith Memorial Hall, and north of Literatures, Cultures and Linguistics Building.



# Matthews Avenue

## Existing Bicycle Infrastructure

0 0.010.03 0.06 0.09 0.12 Miles



### Bicycle Infrastructure Legend

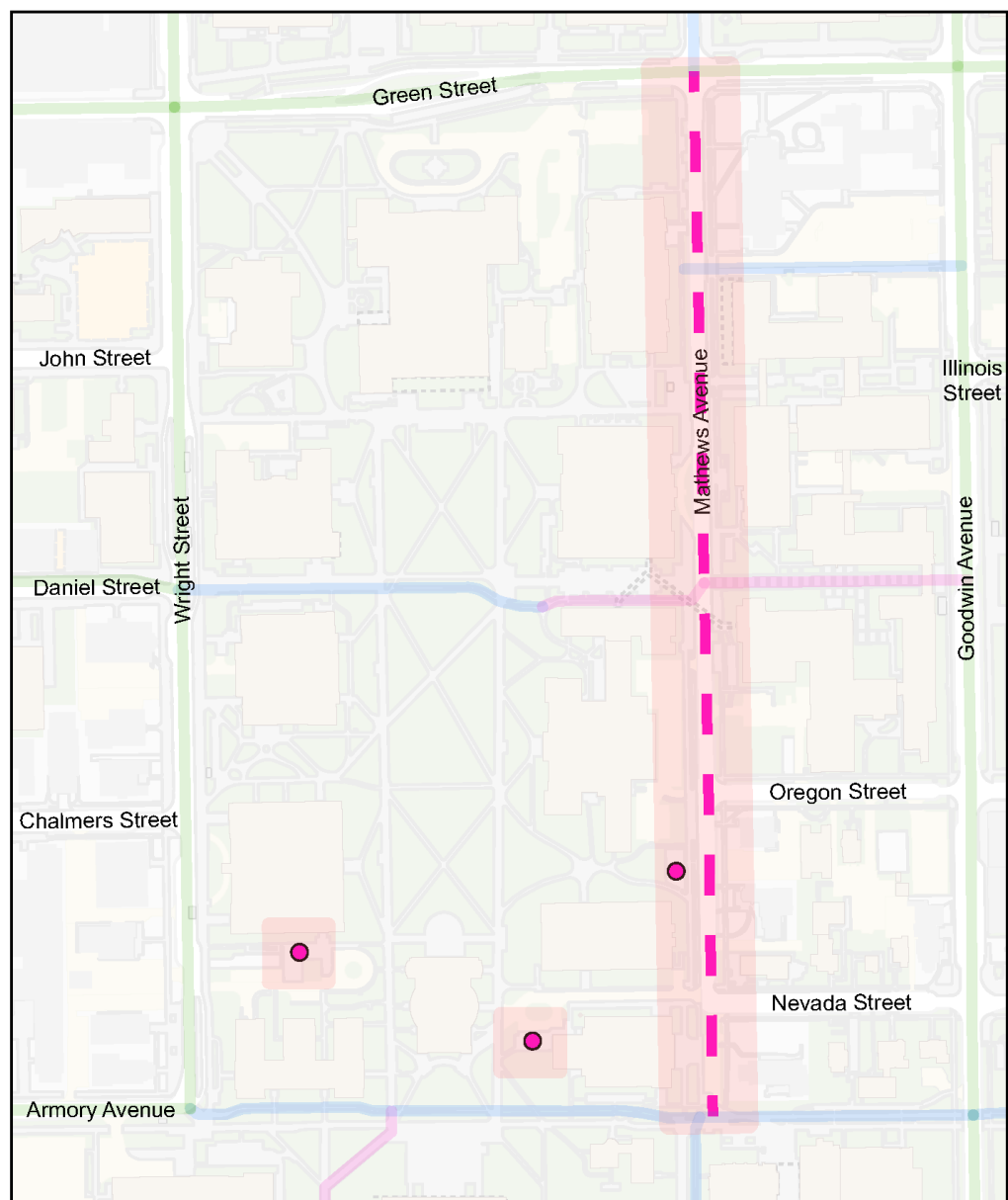
- Bicycle Lane
- Bicycle Path
- Shared-Use Path
- Proposed project area



Map 19: Existing Bicycle Infrastructure, Main Quad and Matthews Avenue



## Proposed Bicycle Infrastructure



 Bicycle Lane
  Shared-Use Path

 Bicycle Path
  Proposed Shared-Use Path



Map 20: Proposed Bicycle Infrastructure, Main Quad and Mathews Avenue



### Oak Street Bicycle Lane and Route

The Oak Street project runs from John Street on the north to Gerty Drive on the south. The street from Armory Avenue to Gerty Drive is under University jurisdiction. To the north of Armory Avenue, Oak Street is under the jurisdiction of the City of Champaign.

#### Proposal:

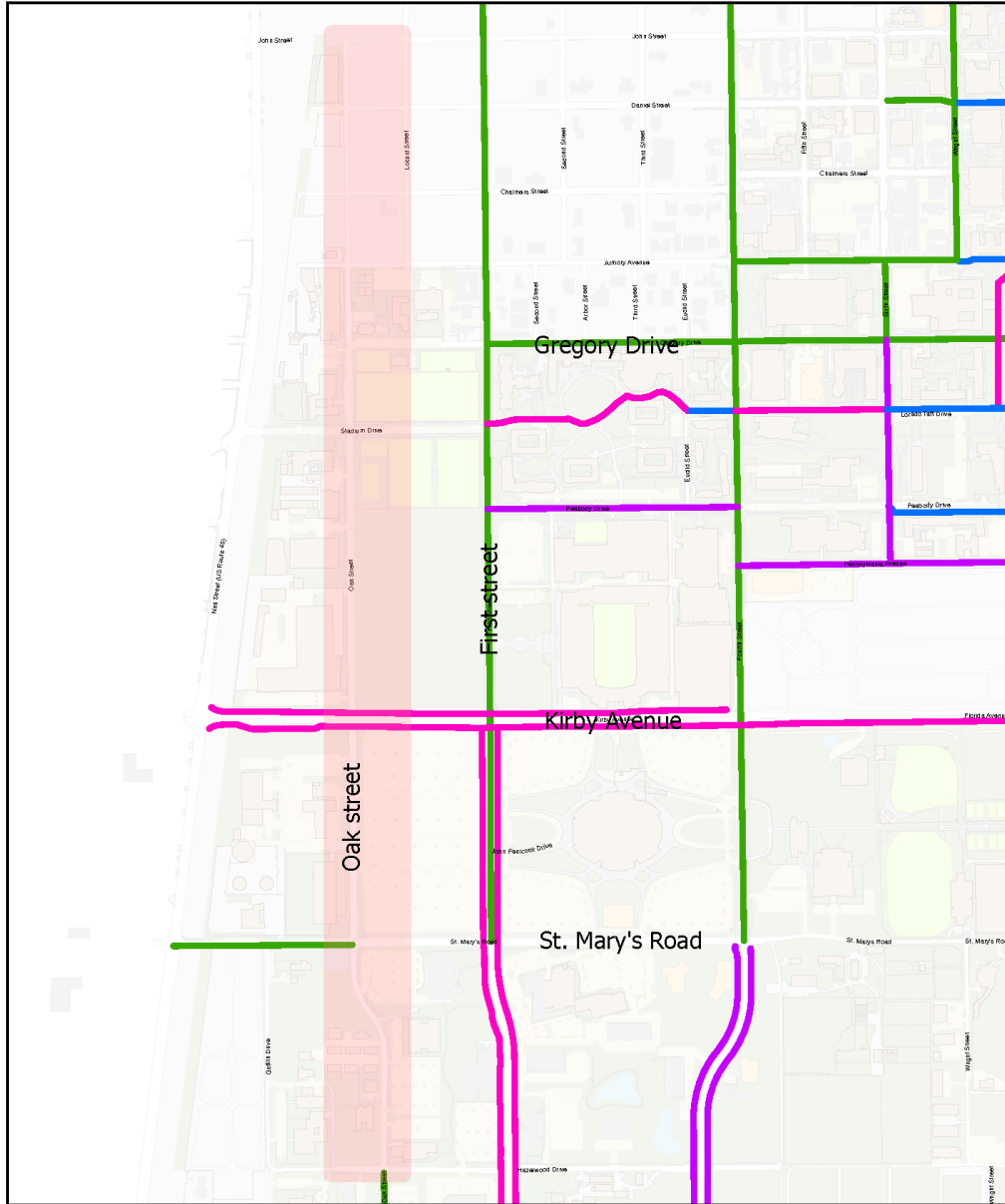
- Add a bike route or share the road sign along Oak Street from John Street to Kirby Avenue.
- Add a bicycle lane along Oak Street from Kirby Avenue to St. Mary's Road.
- Add a bike route or share the road sign along Oak Street from St. Mary's Road to Gerty Drive.



# Oak Street

## Existing Bicycle Infrastructure

0 0.05 0.1 0.2 0.3 0.4 Miles



### Bicycle Infrastructure Legend

- Bicycle Lane
- Shared-Use Path
- Bicycle Path
- Bicycle Sharrow
- Proposed project area

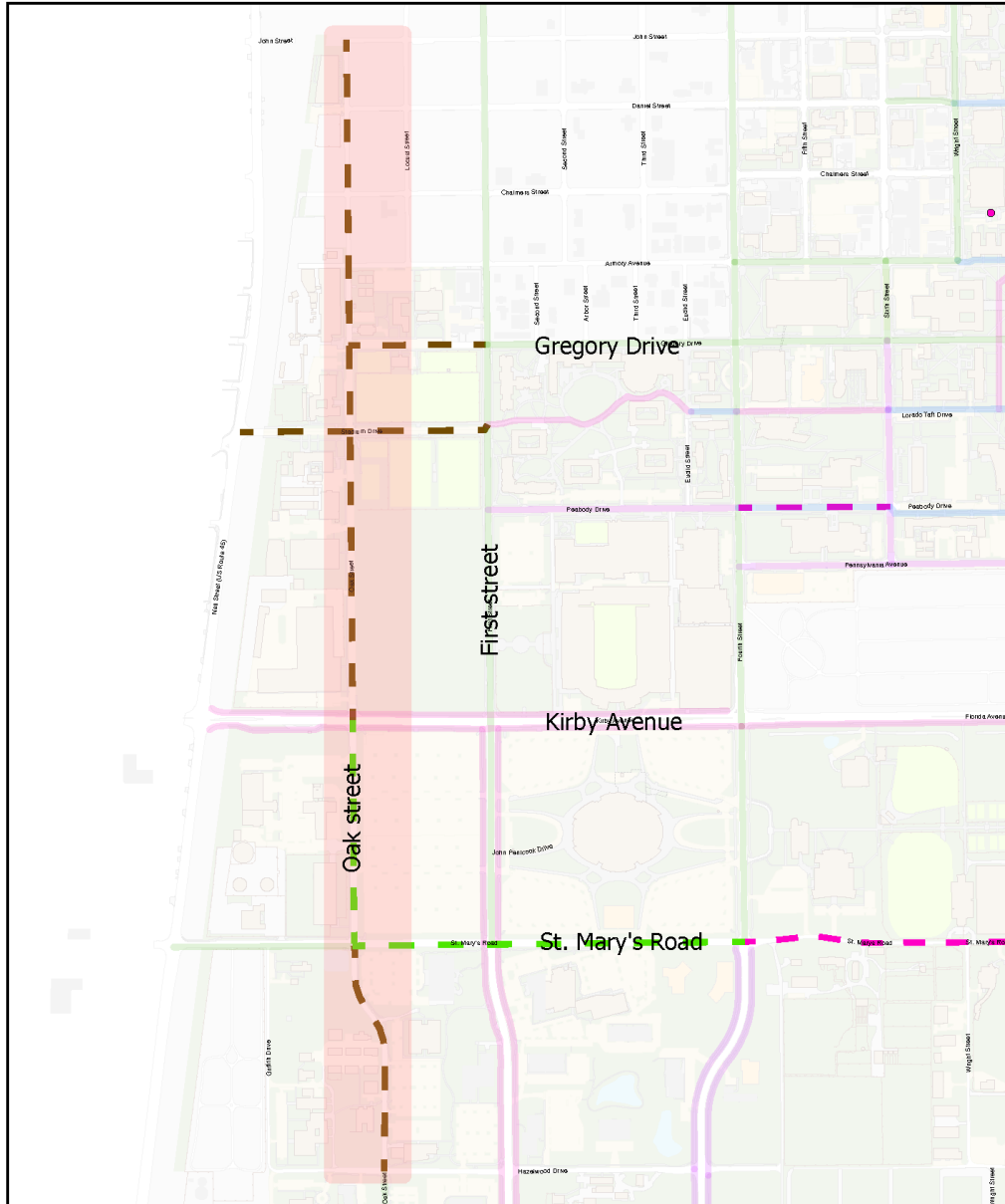
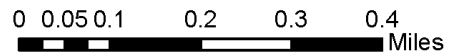


Map 21: Existing Bicycle Infrastructure, Oak Street



# Oak Street

## Proposed Bicycle Infrastructure



### Bicycle Infrastructure Legend

- |                 |                          |                        |
|-----------------|--------------------------|------------------------|
| Bicycle Lane    | Shared-Use Path          | Proposed Bicycle Route |
| Bicycle Path    | Proposed Bicycle Lane    | Proposed project area  |
| Bicycle Sharrow | Proposed Shared-Use Path |                        |



Map 22: Proposed Bicycle Infrastructure, Oak Street



### Peabody Drive Shared-use Path

Peabody Drive is under university jurisdiction from First Street to Dorner Drive. The bike plan proposes the removal of the existing bike path and replacing it with a share-use path. The project area extends from Fourth Street to Sixth Street.

#### Proposal:

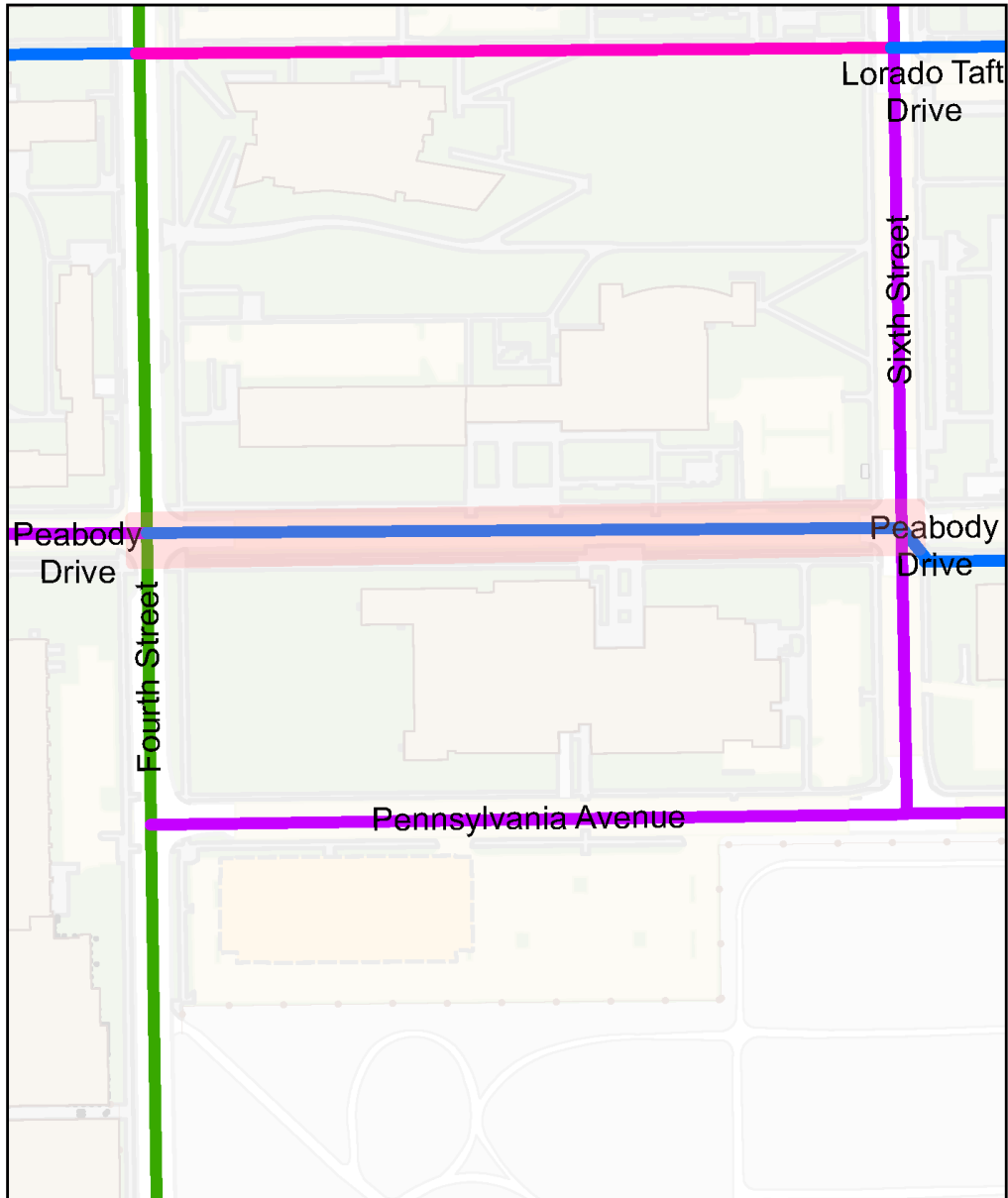
- Removal of existing bicycle path along Peabody Drive from Fourth Street to Sixth Street.
- Add a shared-use path along Peabody Drive from Fourth Street to Sixth Street.



## Peabody Drive

Existing Bicycle Infrastructure

0 0.01 0.02 0.04 0.06 0.08 Miles



### Bicycle Infrastructure Legend

- Bicycle Lane
- Bicycle Sharrow
- Bicycle Path
- Shared-Use Path

Proposed project area



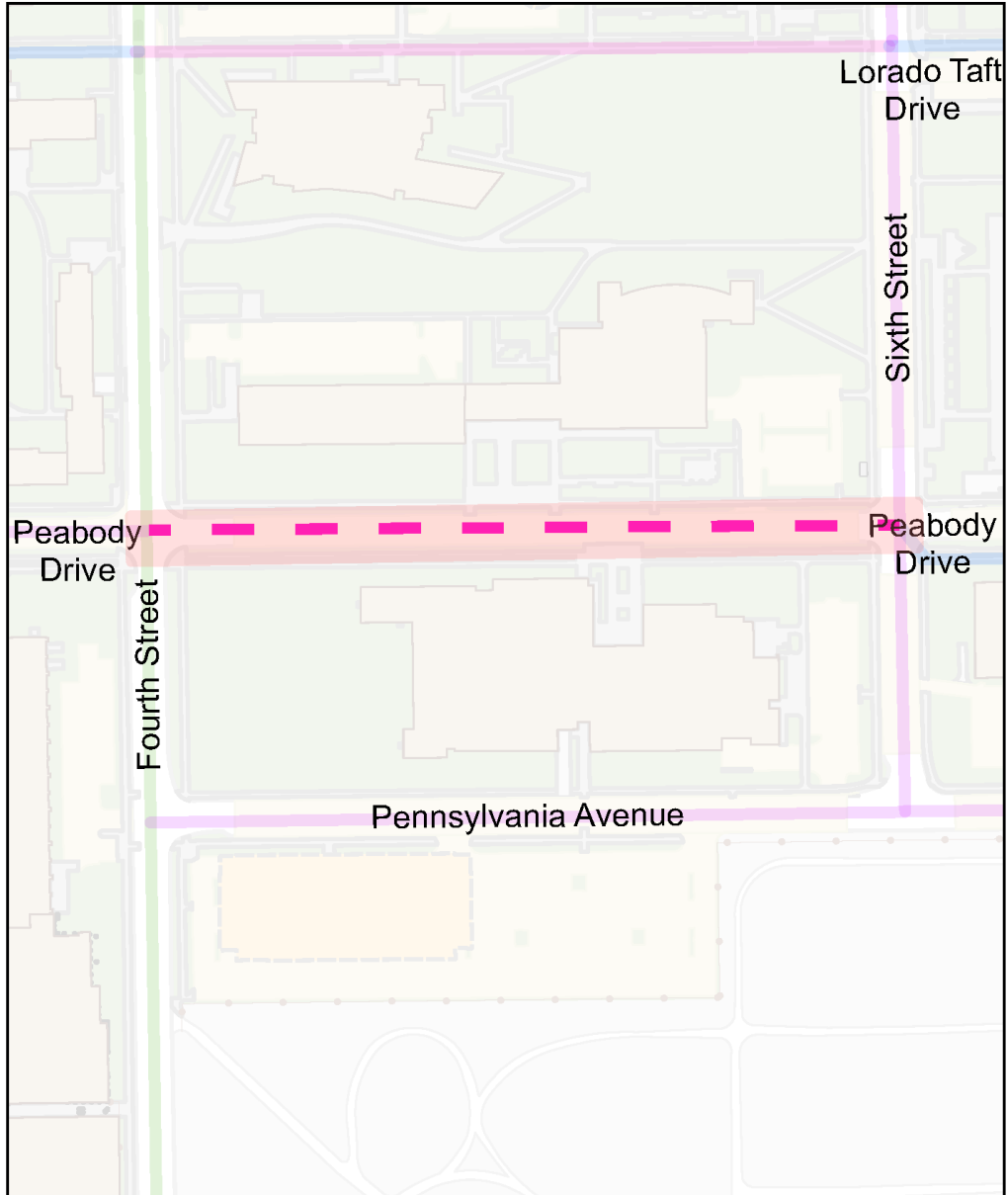
Map 23: Existing Bicycle Infrastructure, Peabody Drive



## Peabody Drive

### Proposed Bicycle Infrastructure

0 0.01 0.02 0.04 0.06 0.08 Miles



#### Bicycle Infrastructure Legend

— Bicycle Lane

— Bicycle Sharrows

- - - Proposed Shared-Use Path

— Bicycle Path

— Shared-Use Path

Proposed project area



Map 24: Proposed Bicycle Infrastructure, Peabody Drive



### St. Mary's Road Bicycle Lane and Shared-use Path

The project area extends along St. Mary's Road from Oak Street to Lincoln Avenue. It will connect the existing bicycle lanes along St. Mary's Road at from Oak Street to the existing shared use path on Lincoln Avenue.

#### Proposal:

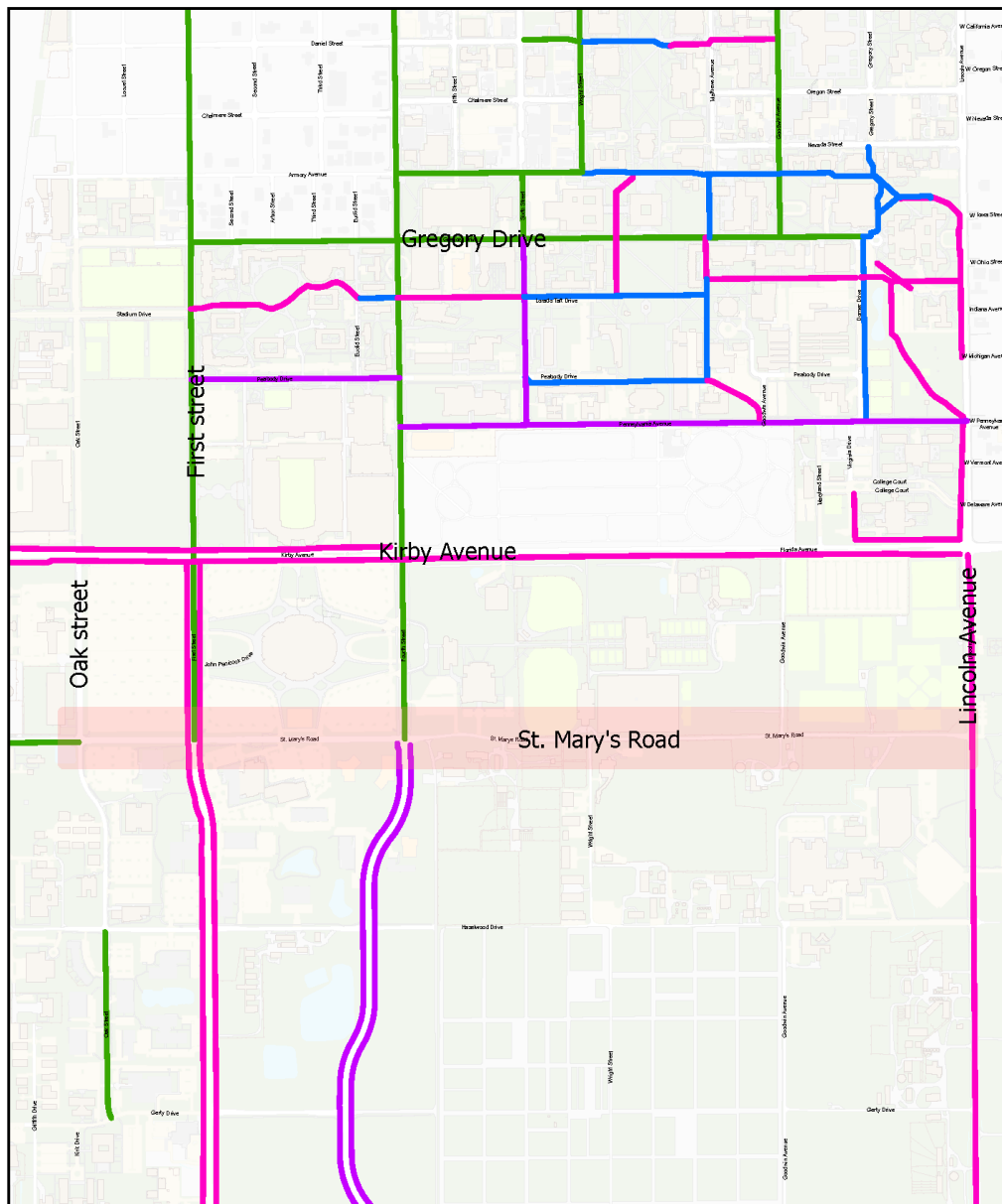
- Add a bicycle lane along St. Mary's Road from Oak Street to First Street.
- Add a 8' wide shared-use path along St. Mary's Road from Fourth Street to Lincoln Avenue.



# St. Mary's Rd

## Existing Bicycle Infrastructure

0 0.07 0.15 0.3 0.45 0.6 Miles



### Bicycle Infrastructure Legend

- Bicycle Lane
- Bicycle Path
- Bicycle Sharrows
- Shared-Use Path
- Proposed project area



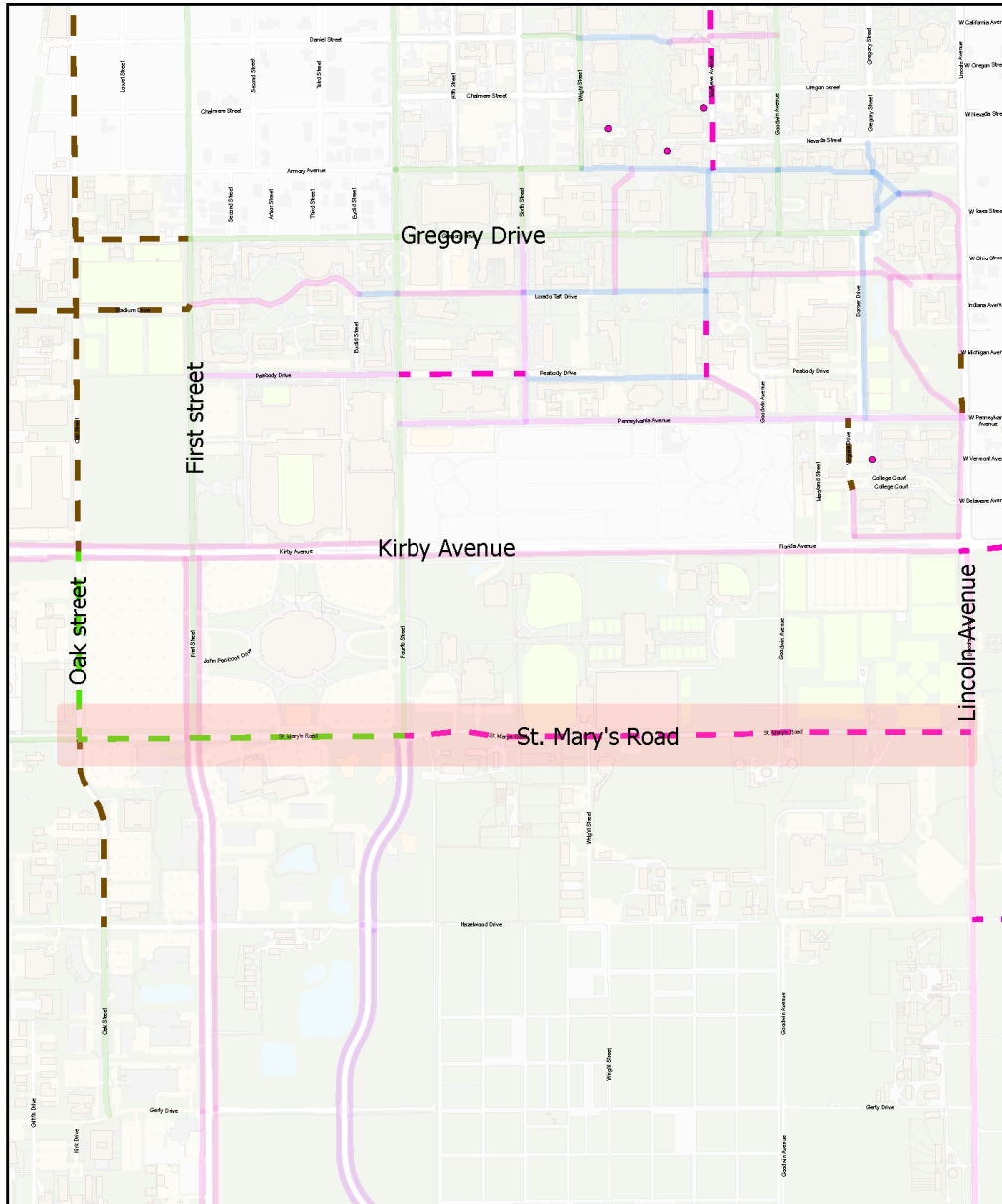
Map 25: Existing Bicycle Infrastructure, St. Mary's Road



# St. Mary's Rd

## Proposed Bicycle Infrastructure

0 0.07 0.15 0.3 0.45 0.6 Miles



### Bicycle Infrastructure Legend

- Bicycle Lane
- Bicycle Path
- Bicycle Sharrow
- Shared-Use Path
- - - Proposed Bicycle Lane
- - - Proposed Shared-Use Path

- - - Proposed Bicycle Route
- Proposed Covered Bicycle Parking
- Proposed project area



Map 26: Proposed Bicycle Infrastructure, St. Mary's Road



### Stadium Drive shared-use path

Stadium Drive starts at Neil Street in Champaign and ends at First Street, where it will connect to the proposed bicycle lanes on First Street. Stadium Drive provides a key connection to campus bicycle commuters between the City of Champaign and the University District, with a railroad viaduct and a traffic signal for crossing US Route 45 / Neil Street.

#### Proposal:

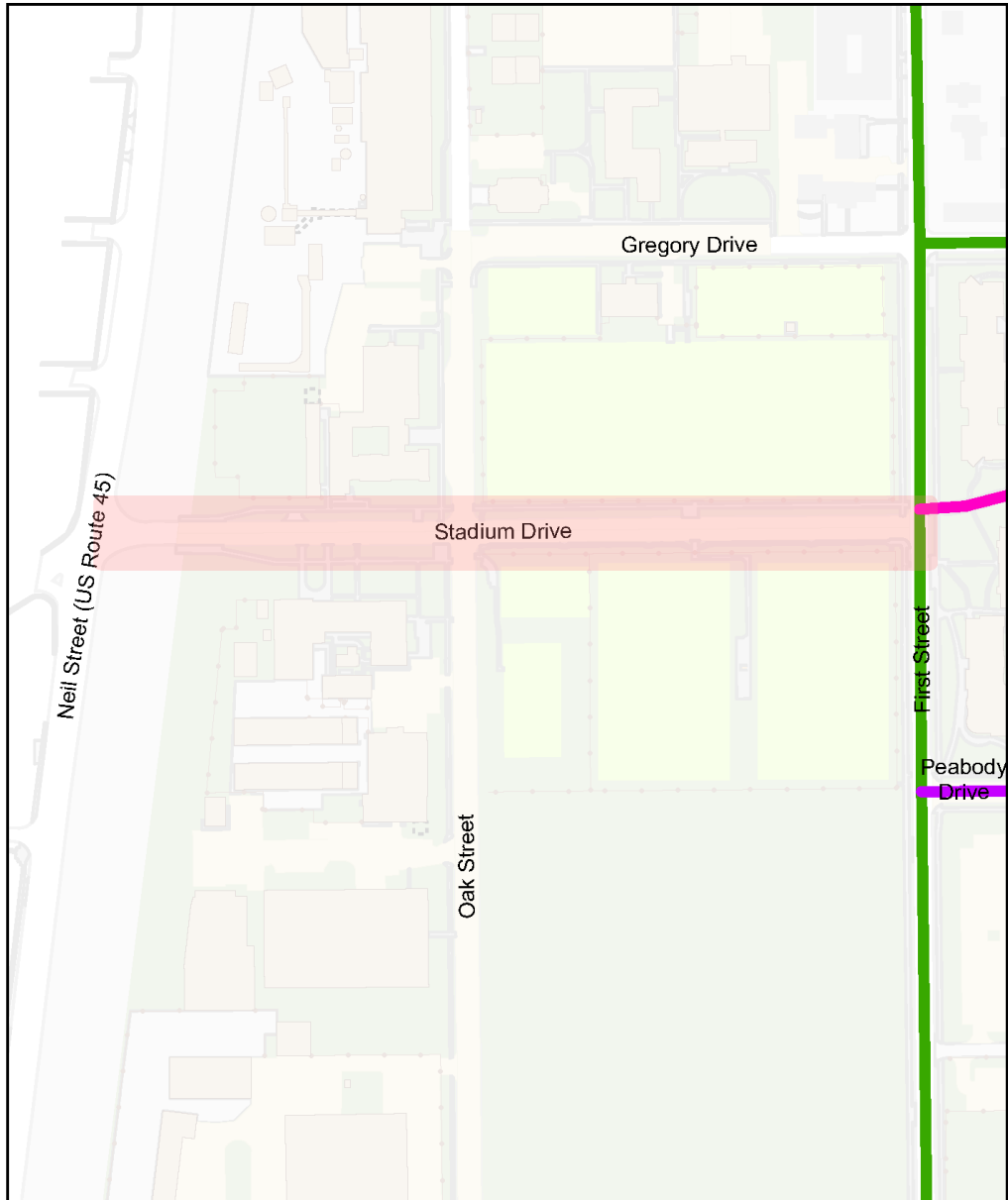
- Add a bike route or share the road sign along Stadium Drive from Neil Street to First Street.



# Stadium Drive

## Existing Bicycle Infrastructure

0 0.010.03 0.06 0.09 0.12 Miles



### Bicycle Infrastructure Legend

- Bicycle Lane
- Shared-Use Path
- Bicycle Sharrow
- Proposed project area



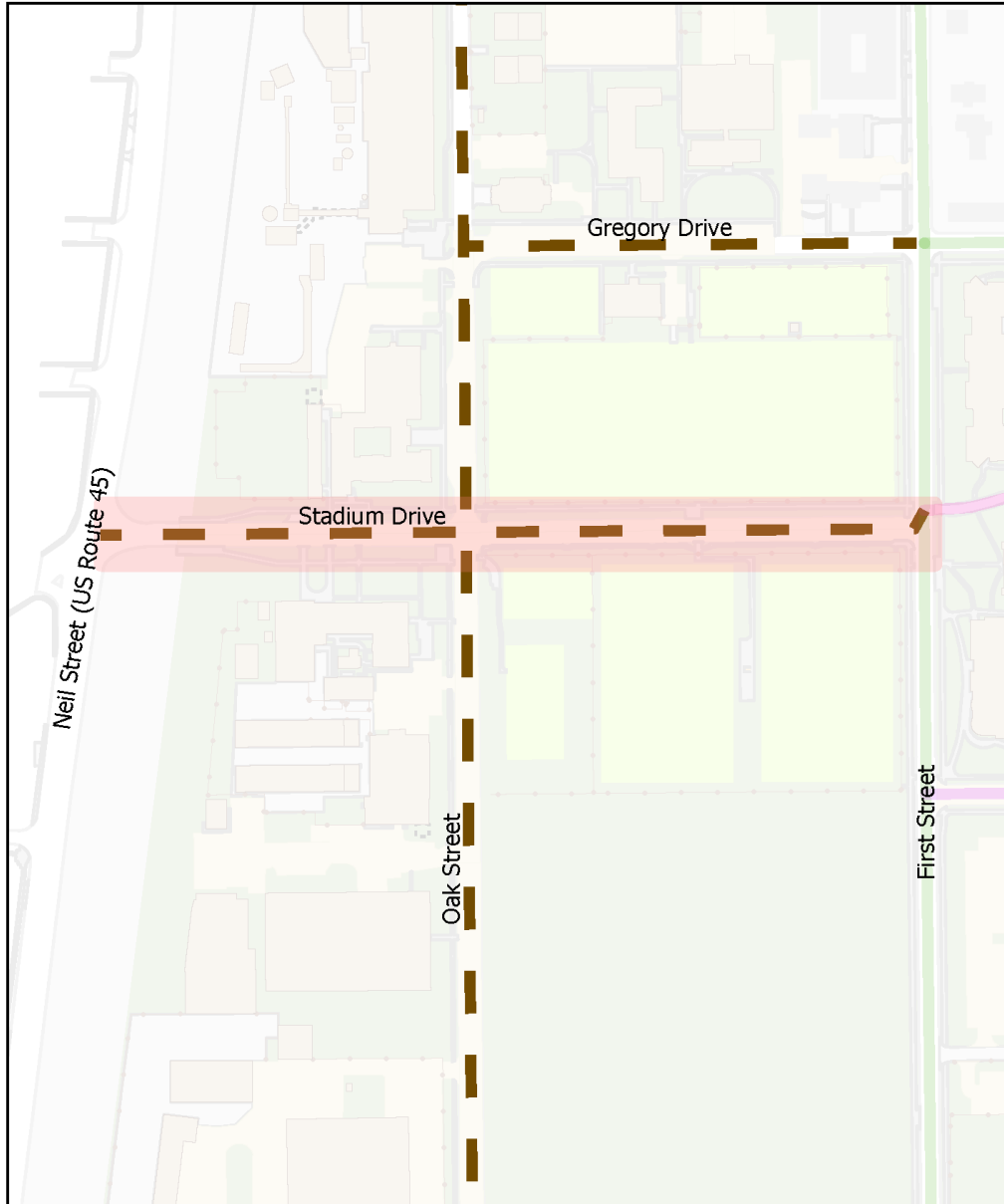
Map 27: Existing Bicycle Infrastructure, Stadium Drive



# Stadium Drive

## Proposed Bicycle Infrastructure

0 0.010.03 0.06 0.09 0.12 Miles



### Bicycle Infrastructure Legend

— Bicycle Lane

— Shared-Use Path

Proposed project area

— Bicycle Sharrow

--- Proposed Bicycle Route



Map 28: Proposed Bicycle Infrastructure, Stadium Drive