



## Urbana, IL



**Award: Gold | Spring 2023**

**Award History:**

Gold since 2014; Previously Bronze since 2010.

### Urbana's BFA Program Stats

# of Local Bicycle Friendly Businesses: **3**

# of Local Bicycle Friendly Universities: **1**

# of Local League Cycling Instructors: **10**

Illinois's Bicycle Friendly State Ranking: **#15**

The 5 Es Category Scores	Urbana	Max Score this round
Engineering	30%	53%
Education	46%	56%
Encouragement	50%	68%
Evaluation & Planning	38%	42%
Equity & Accessibility	24%	37%

Percentages shown above are the points received out of total points available in that category. See pages 2-3 for Urbana's subcategory points earned within each Category.

### Key Outcomes

**Overall Commuter Ridership: 4.8%**

Male Commuter Ridership: 4.9%

Female Commuter Ridership: 4.5%

*(Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)*

**Bicycle Mode Share: Unknown**

*(Reported by applicant)*

**Annual Average Bicyclist Crashes in last 5 years: 12.6**

**Annual Average Bicyclist Fatalities in last 5 years: 0**

*(Crashes and Fatalities both reported by applicant)*

### Community Profile

Population: 38,336

Area: 11.83 square miles

Population Density: 3240.6 people/square mile

Land Classification:

Majority Suburban

Poverty Rate: 27.1%\*

Median Household Income: \$37,701\*

Percent of the Population that Speaks a

Language Other Than English at Home: 24.6%\*

Percent with Disability: 8.8%\*

Percent of Households with No Vehicle Available: 19.7%\*

\*Source: [https://data.census.gov/profile/Urbana\\_city,\\_Illinois?g=1600000US177005](https://data.census.gov/profile/Urbana_city,_Illinois?g=1600000US177005)

### Urbana's Bike Links

**Bike Network Map, if available:**

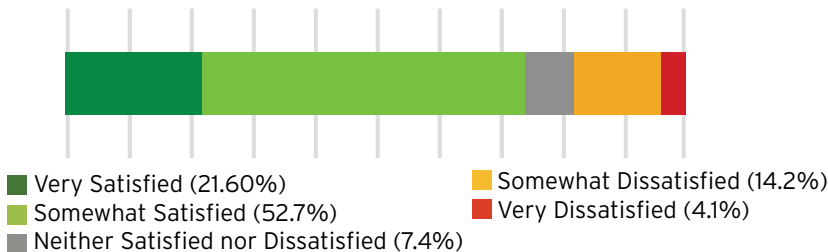
N/A

**Bike Plan, if available:**

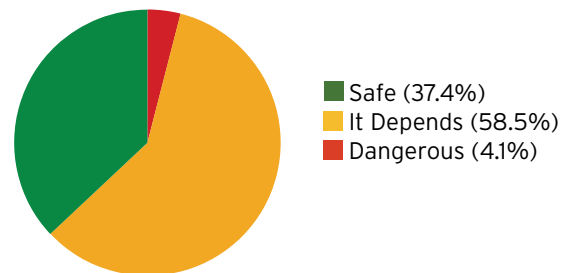
<https://www.urbanaininois.us/bicycle-master-plan>

## Spring 2023 BFC Public Survey Response Summary for Urbana, IL

**How satisfied are you with how this community is designed for making bike riding safe? (n = 148)**



**Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 147)**



**What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 147)**

1. Improve existing bike lanes to protected bike lanes (22.4%)
2. More bike paths (21.1%)
3. Reduce speeds through traffic calming and/or road diets (12.2%)

## About this Report Card

The following scores are based on the online application submitted by Urbana in the Spring 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Spring 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

<b>ENGINEERING</b>	<i>Urbana earned 30% of the points available in the Engineering Category. Below is the breakdown of points that Urbana earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Engineering Subcategories	Urbana's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	13 / 41 pts
	End-of-Trip Facilities	19 / 44 pts
	Bicycle Network	29 / 128 pts
	Network Maintenance	12 / 32 pts
	Bicycle Access to Public Transportation	9 / 23 pts
	Bike Sharing	7 / 21 pts
	Other Bicycle-Related Amenities	0 / 6 pts
	Regional Coordination	5 / 23 pts
Engineering Bonus Points	4 / 10 pts	

<b>EDUCATION</b>	<i>Urbana earned 46% of the points available in the Education Category. Below is the breakdown of points that Urbana earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Education Subcategories	Urbana's Subcategory Points in Education
	Youth Bicycle Education	34 / 69 pts
	Adult Bicycle Education	26 / 47 pts
	Motorist Education	11 / 28 pts
	Bicycle Safety Education Resources	5 / 16 pts
	Inclusive Education	9 / 26 pts
Education Bonus Points	4 / 7 pts	

<b>ENCOURAGEMENT</b>	<i>Urbana earned 50% of the points available in the Encouragement Category. Below is the breakdown of points that Urbana earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Encouragement Subcategories	Urbana's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	2 / 17 pts
	Route-Finding Support	4 / 10 pts
	Bicycle Culture and Promotion	52 / 91 pts
	Access To Bicycle Equipment and Repair Services	20 / 35 pts
	Reducing Work-Related/Fleet VMT	4 / 11 pts
	Encouragement Bonus Points	4 / 7 pts

<b>EVALUATION &amp; PLANNING</b>	<i>Urbana earned 38% of the points available in the Evaluation &amp; Planning Category. Below is the breakdown of points that Urbana earned in each subcategory of the Evaluation &amp; Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Urbana's Subcategory Points in Evaluation & Planning
	Staffing And Committees	17 / 40 pts
	Public Engagement for Bicycle Planning	13 / 35 pts
	Planning, Funding, And Implementation	12 / 46 pts
	Evaluating The Bicycle Network	12 / 24 pts
	Evaluating Ridership	12 / 20 pts
	Evaluating & Improving Safety Outcomes	14 / 42 pts
Evaluation & Planning Bonus Points	3 / 7 pts	

<b>EQUITY &amp; ACCESSIBILITY</b>	<i>Urbana earned 24% of the points available in the Equity &amp; Accessibility Category. Below is the breakdown of points that Urbana earned in each subcategory of the Equity &amp; Accessibility section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Urbana's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	6 / 24 pts
	Equity Data Collection & Goals	4 / 12 pts
	Equity & Accessibility Policies & Plans	8 / 31 pts
	Equity & Accessibility in Engineering	2 / 44 pts
	Equity & Accessibility in Education	12 / 52 pts
	Equity & Accessibility in Encouragement	20 / 42 pts
	Equity & Accessibility in Evaluation & Planning	13 / 58 pts
Equity & Accessibility Bonus Points	1 / 9 pts	



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### FEEDBACK TO IMPROVE:

#### To maintain and improve on Urbana's Gold-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current City staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure. If a City-level position is not feasible, the City of Urbana should work with other agencies in the region to create a full-time bicycle and pedestrian coordinator position for all of Champaign County.
- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. If necessary, revisit your 2011 Complete Streets Ordinance and related processes to ensure better compliance.
- » The [2016 Urbana Bicycle Master Plan](#) states *"Shared lane markings and bike lanes are recommended in this plan. Buffered bike lanes can be considered on Urbana streets that are recommended for bike lanes where there is sufficient street width."* Release an update of your plan that incorporates higher standards for context-appropriate, low-stress bike facilities. Require increased separation and physical protection of bicyclists based on levels of motor vehicle speed and volume, reflecting national best practices and safety standards established by [NACTO](#) and [FHWA](#).
- » For example, Urbana's 2023 BFC Bike Network Worksheet reported over 4 miles of roadways above 25 MPH that include shared lane markings (sharrows) and/or signed bike routes. This combination is not recommended by current national standards. Urbana should lower the speed limit and design speed of these roadways and/or upgrade existing markings and signage to low-stress bikeway facility types that provide more protection and separation of cyclists.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Collaborate with other communities around Illinois to advocate for a state-level statutory 25 mph limit.
- » Improve your bikeway maintenance practices to ensure that all on- and off-road bicycle facilities remain safe and usable year-round. Frequent sweeping, vegetation maintenance, snow and ice clearance, surface repairs, and repainting/restriping, are all important to keeping these facilities in useable condition for the safety and convenience of your riders.
- » Continue to increase the amount of high quality bicycle parking throughout the community, particularly at bus stops and other locations where bike share and personal bike trips commonly start and end. Continue making investments to improve bicycle access to transit hubs and to support more multi-modal travel. Update the 2009 City of Urbana Bicycle Parking Guidelines to specifically address the need for parking spaces to accommodate cargo bicycles, adaptive cycles, recumbents, tricycles, tandems, or other non-standard cycle types and sizes.
- » Consider ways to make your bike share program more equitable and accessible to the whole community, such as subsidies for low-income residents and translating system instructions and promotional materials into multiple languages.
- » According to Urbana's 2023 BFC Application, only 1-10% of elementary and middle school-aged children currently receive on-bike education in Urbana schools. Expand and improve on-bike safety education in schools so that the curriculum is built into the school day, such as during physical education classes, and



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### FEEDBACK TO IMPROVE, CONTINUED:

that it reaches every school-aged child in Urbana. Expand the fleet of bikes in schools to ensure that all students can learn to safely ride a bike regardless of the availability of one in their household, including adaptive cycles for children and youth with disabilities.

- » Consider developing a traffic garden program to visit schools, housing complexes, and youth-based organizations, or installing a permanent traffic garden in the community to provide a space for children to learn to ride and practice safe cycling behavior. Learn more at [www.trafficgardens.com](http://www.trafficgardens.com).
- » Develop a community-wide trip reduction ordinance/program, commuter incentive program, and/or a Guaranteed Ride Home program to encourage and support bike commuters in Urbana.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Update Urbana's Mode Share goals as stated in the 2016 Bike Plan, since the target date has now passed: *"Increase bicycle mode share in Urbana from 9 to 12 percent for commuting trips and from 11 to 14 percent for other trips by 2021."* Establish a present-day baseline to inform these updated goals, which were previously based on the 2014 Urbana Pedestrian And Bicycle Survey (PABS).

### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Sp23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:**  
<https://bikeleague.org/take-action/policy-advocacy/federal-policy/federal-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:**  
[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>