

2 HISTORICAL GROWTH

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2.1 U.S. BICYCLING HISTORY

As described in Section 1.1.2, the United States has seen a resurgence in bicycling over the last decade. That section describes the history of federal policy related to bicycling and walking. ChangeLab Solutions also created a guide to creating bicycle friendly communities titled *Getting The Wheels Rolling*. A timeline from that document provides an overview of the history of bicycling in the United States from the 1880s to today, from bicyclists lobbying Congress to pave roads in the late 19th century, to the rise of suburban sprawl discouraging active transportation in the mid 20th century, and to the growth of funding and initiatives like Safe Routes to School and bike sharing in the 21st century.

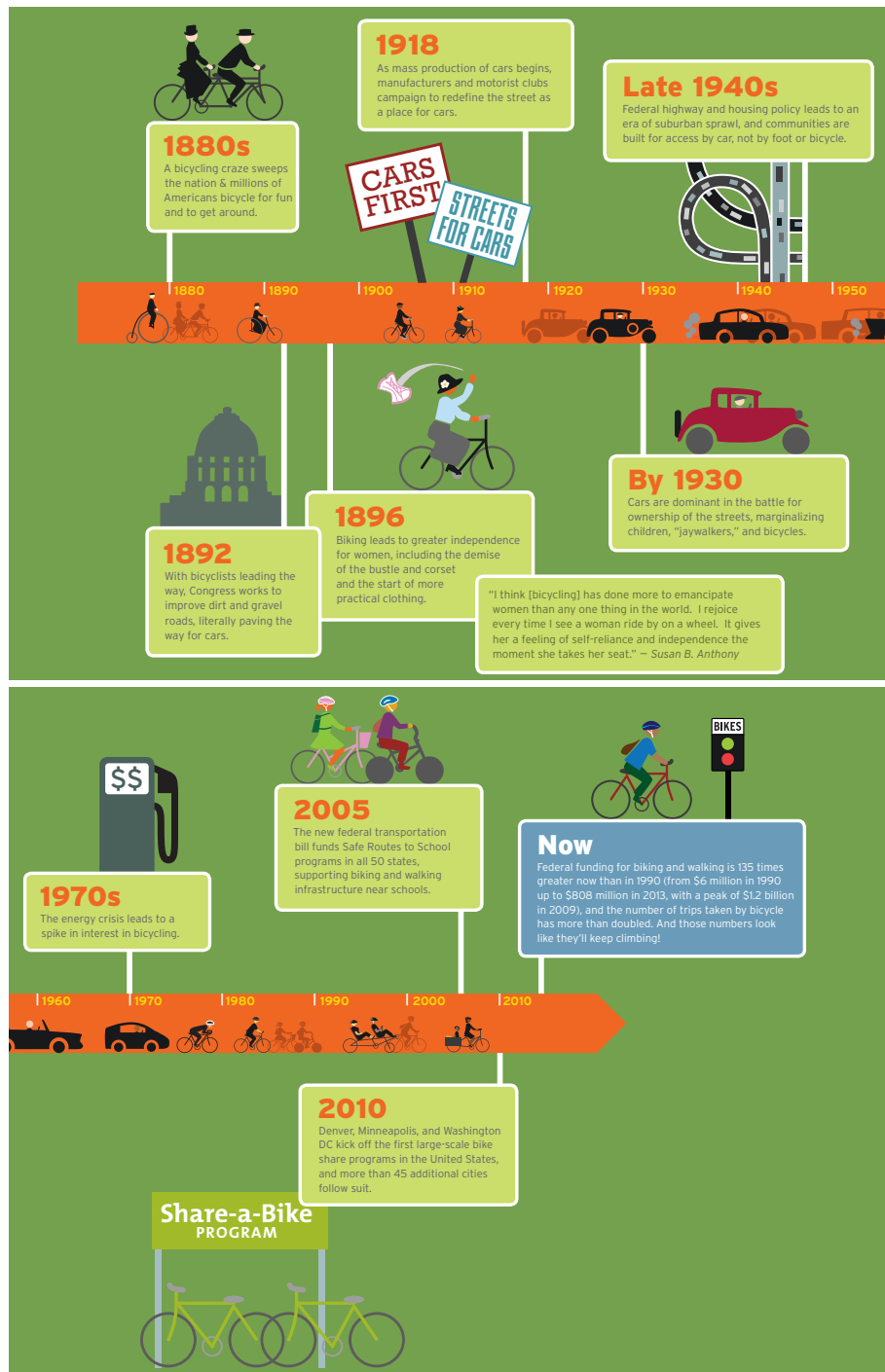


Figure 10 U.S. Bicycling History Timeline (Credit: ChangeLab Solutions)

2.2 URBANA BIKEWAY NETWORK GROWTH

2.2.1 BIKEWAYS

The original Urbana Bicycle Master Plan (UBMP) was developed in 2007 and approved in early 2008. At that time, most of Urbana’s bicycle network consisted of off-street facilities. As evidenced in [Table 4](#), Urbana has diversified its bicycle network, adding many miles of on-street facilities. [Table 5](#) shows that Urbana has grown its bicycle network by 79% between the 2008-2014 construction years. 2013 saw significant growth with a 36.6% increase in the bicycle network’s mileage from the previous year. [Figures 11, 12, and 13](#) show the historical growth of Urbana’s bicycle network from 2007 to 2014. [Section 2.2.3](#) analyzes the relationship between Urbana’s bicycle network and major destinations.

Table 4 Urbana Bikeway Network Mileage by Facility Type

Facility / Jurisdiction	City of Urbana (miles)	Urbana Park District (miles)	University of Illinois (miles)	TOTAL (miles)
On-Street	16.6	0	0.5	17.1
Bike Lanes	9.5	0	0.5	10.0
Sharrows	2.0	0	0	2.0
Bike Routes	4.3	0	0	4.3
Shared Bike / Parking Lanes	0.8	0	0	0.8
Off-Street	14.7	4.7	6.4	25.9
Shared-Use Paths	14.7	4.7	2.0	21.4
Bike Paths	0	0	4.4	4.4
Total	31.4	4.7	6.9	43.0

*Some totals may be altered by rounding.

Table 5 Urbana Bikeway Network Growth (2007-2014)

Year	New Mileage	Total Mileage	% Annual Change Mileage
2007 (UBMP Baseline)	--	24.0	--
2008	1.0	25.0	4.3%
2009	0.8	25.8	3.1%
2010	3.0	28.8	11.8%
2011	1.0	29.8	3.3%
2012	1.1	30.9	3.6%
2013	11.3	42.2	36.6%
2014	0.8	43.0	1.9%
Total	19.0	43.0	79.0%

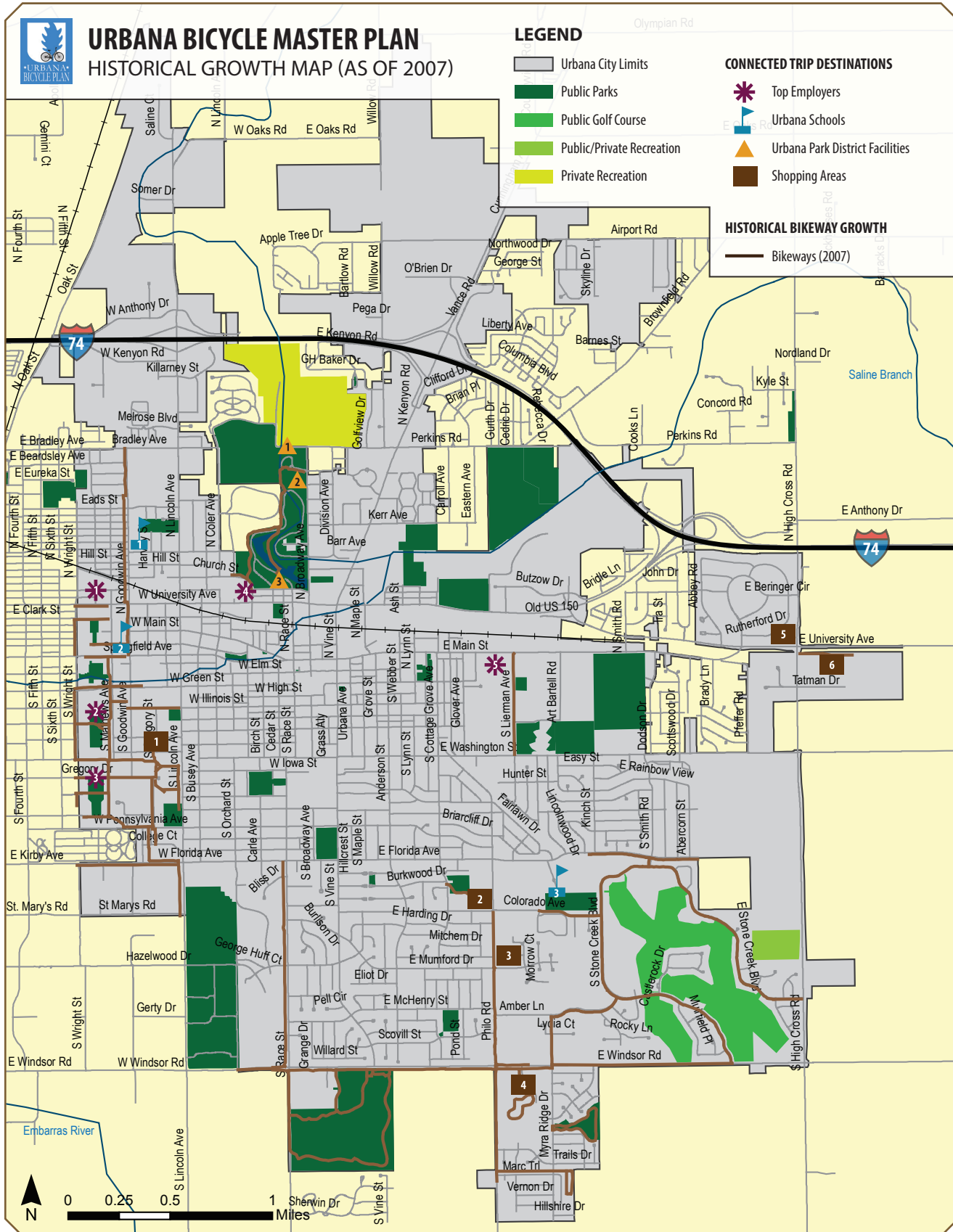


Figure 11 Urbana Bikeway Network Growth Map 2007

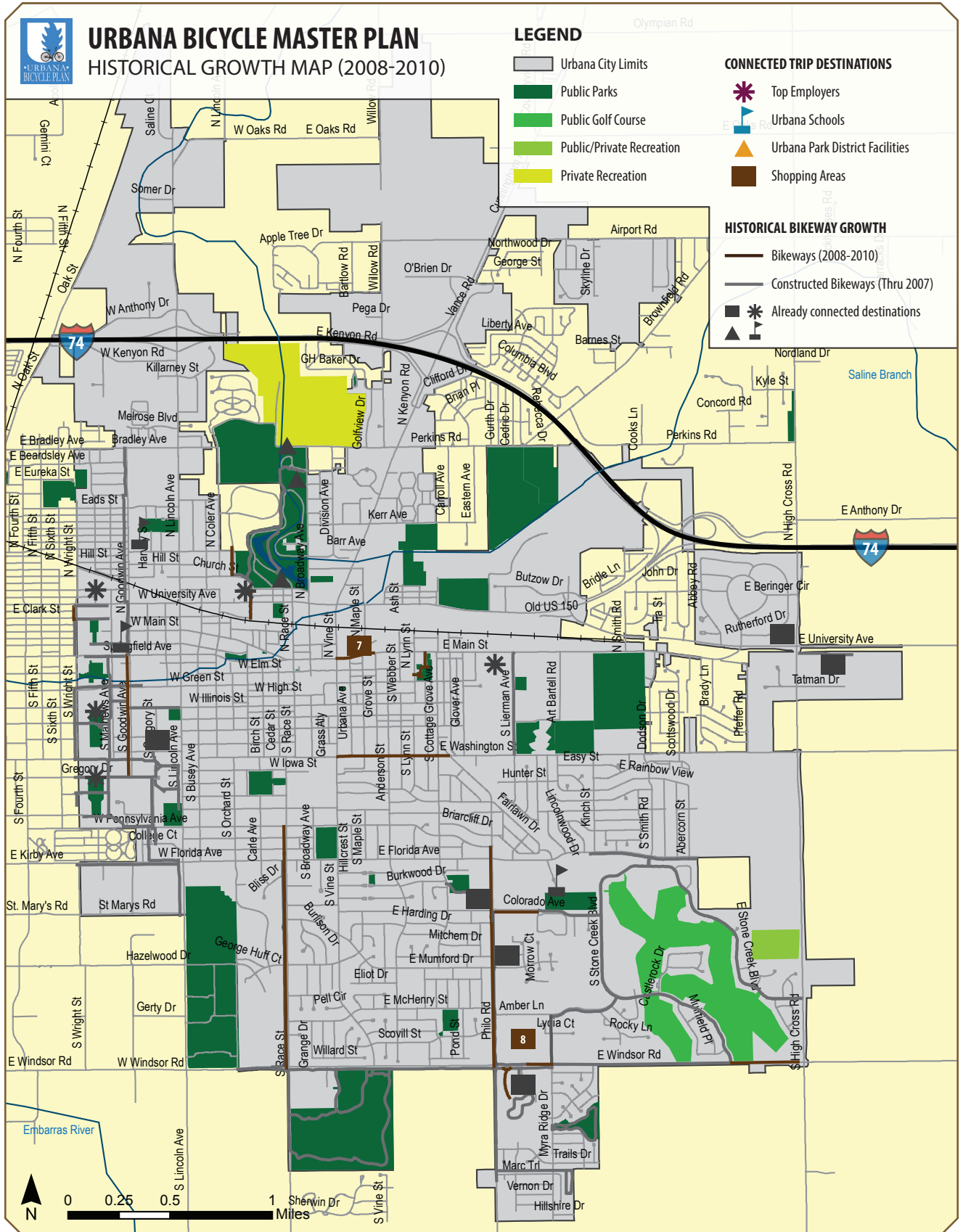


Figure 12 Urbana Bikeway Network Growth Map 2008-2010

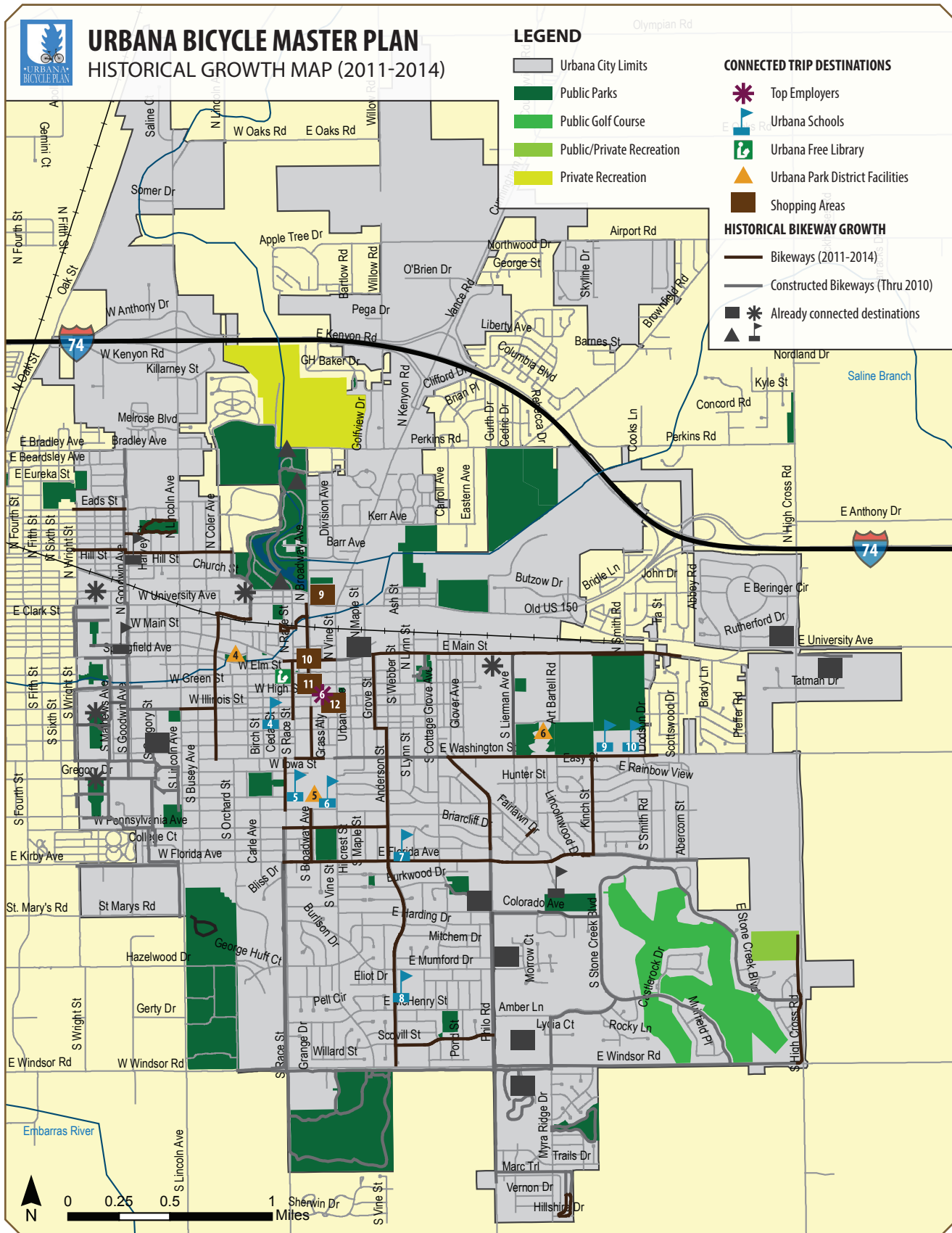


Figure 13 Urbana Bikeway Growth Map 2011-2014

2.2.2 TRIP PURPOSE

Section 1.2.1 and the 2012 AASHTO Bike Guide explain that some people bike for recreation, some people bike to complete daily activities (i.e. for utilitarian trips), and some people bike for both reasons.

“It is difficult to differentiate between utilitarian and recreational bicycling because the same transportation system can be used for both purposes. Just as roads are designed for various motor vehicle trip purposes, roads and pathways should be designed to facilitate various bicycle trip purposes.

People who use a bike for transportation get exercise they may not have otherwise had time for, or that would have taken additional time and expense, such as going to a fitness center. Unlike driving, which is not typically viewed as a recreational activity but rather as a means to an end, many people choose to bicycle because it achieves more than a single purpose, such as exercising while reaching a destination.”

Source: AASHTO Bike Guide 2012

Table 6 lists the different characteristics of recreational and utilitarian trips. Utilitarian trips usually have a destination, whereas recreational trips do not.

Bike Trip Purposes		
Sources: AASHTO Bike Guide 2012, modified by the Haywood County, NC Bike Plan		
	Recreational Trips	Utilitarian Trips
1	Directness of route not as important as visual interest, shade, and protection from wind.	Directness of route and connected, continuous facilities more important than visual interest, etc.
2	Loop trips may be preferred to backtracking; start and end points are often the same.	Trips generally travel from residential areas to schools, shopping or work areas and back.
3	Trips may range from under a mile to more than 50 miles.	Trips are generally 1 to 5 miles in length.
4	Short-term bicycle parking is needed at recreational sites, parks, trailheads and other recreational activity centers.	Short-term and long-term bicycle parking is needed at stores, transit stations / stops, schools and workplaces.
5	Varied topography may be desired, depending on the fitness and skill level of the bicyclist.	Flat topography is desired.
6	May be riding in a group.	Often ride alone.
7	May drive with their bicycles to the starting point of a ride.	Use bicycle as primary transportation mode for the trip; may transfer to public transit; may or may not have access to a car for the trip.
8	Typically occur on the weekend or on weekdays before morning commute hours or after evening commute hours.	Some trips occur during morning and evening commute hours (to school and/or work), but bicycle commute trips may occur at any hour of the day.

Table 6 Recreational Trips vs. Utilitarian Trips

2.2.3 DESTINATIONS

Tables 7 and 8 list five categories of major destinations in Urbana: top employers, schools, the Urbana Free Library, Urbana Park District facilities, and shopping areas. Parks are discussed more in the Urbana Park District Trails Master Plan (UTMP).

Both Table 7 and Figures 11-13 show when these destinations were connected to the Urbana bicycle network. Destinations were considered connected to the bicycle network when a bikeway was installed within one block of the destination. Most pieces of the bicycle network are now connected, thus increasing accessibility to these destinations. The major exception is the Wal-Mart Path, which is a trail close to Wal-Mart and Aldi, but does not connect to the rest of the network nor Urbana.

Table 8 and Figure 14 show the major destinations that are not within one block of a bikeway. All of these destinations are north of University Avenue, which is where the League of American Bicyclists (LAB) recommends installing bikeways in its 2014 Urbana BFC report card (see Section 7.6).

Table 7 Destinations Connected by Urbana Bikeway Network Growth

Trip Destinations Accessible by the Urbana Bikeway Network (2007-2014)			
Top Employers	Urbana Schools & Library	Urbana Park District Facilities	Shopping Areas
As of 2007			
1 Presence Covenant Medical Center	1 Martin Luther King Jr. Elementary School	1 Anita Purves Nature Center	1 Gregory Place
2 University of Illinois (Quad)	2 University Laboratory (Uni) High School	2 Crystal Lake Park Family Aquatic Center	2 County Market
3 University of Illinois Library	3 Thomas Paine Elementary School	3 Crystal Lake Park Lake House	3 Southgate Plaza
4 Carle Foundation Hospital			4 The Pines
5 DART Solo Cup			5 Aldi
			6 Wal-Mart
2008-2010			
No additions	No additions	No additions	7 Schnucks
			8 Meijer (built in 2008)
2011-2014			
6 Health Alliance	4 Leal Elementary School	4 Phillips Recreation Center	9 Gateway Shoppes at Five Points
	5 Urbana High School	5 Urbana Indoor Aquatic Center (UIAC)	10 Downtown Urbana
	6 Urbana Middle School	6 Brookens Gym and Sports Complex	11 Lincoln Square Mall
	7 Wiley Elementary School		12 Market at the Square
	8 Yankee Ridge Elementary School		
	9 Dr. Williams Elementary School		
	10 Urbana Early Childhood School (UECS)		
	11 Urbana Free Library		

Table 8 Destinations Not Connected to the Urbana Bikeway Network

Trip Destinations NOT Accessible by the Urbana Bikeway Network as of 2014			
Top Employers	Urbana Schools & Library	Urbana Park District Facilities	Shopping Areas
Not yet connected			
1 SuperValu	None	None	1 Farm & Fleet
2 Flex-N-Gate			2 Northgate Plaza

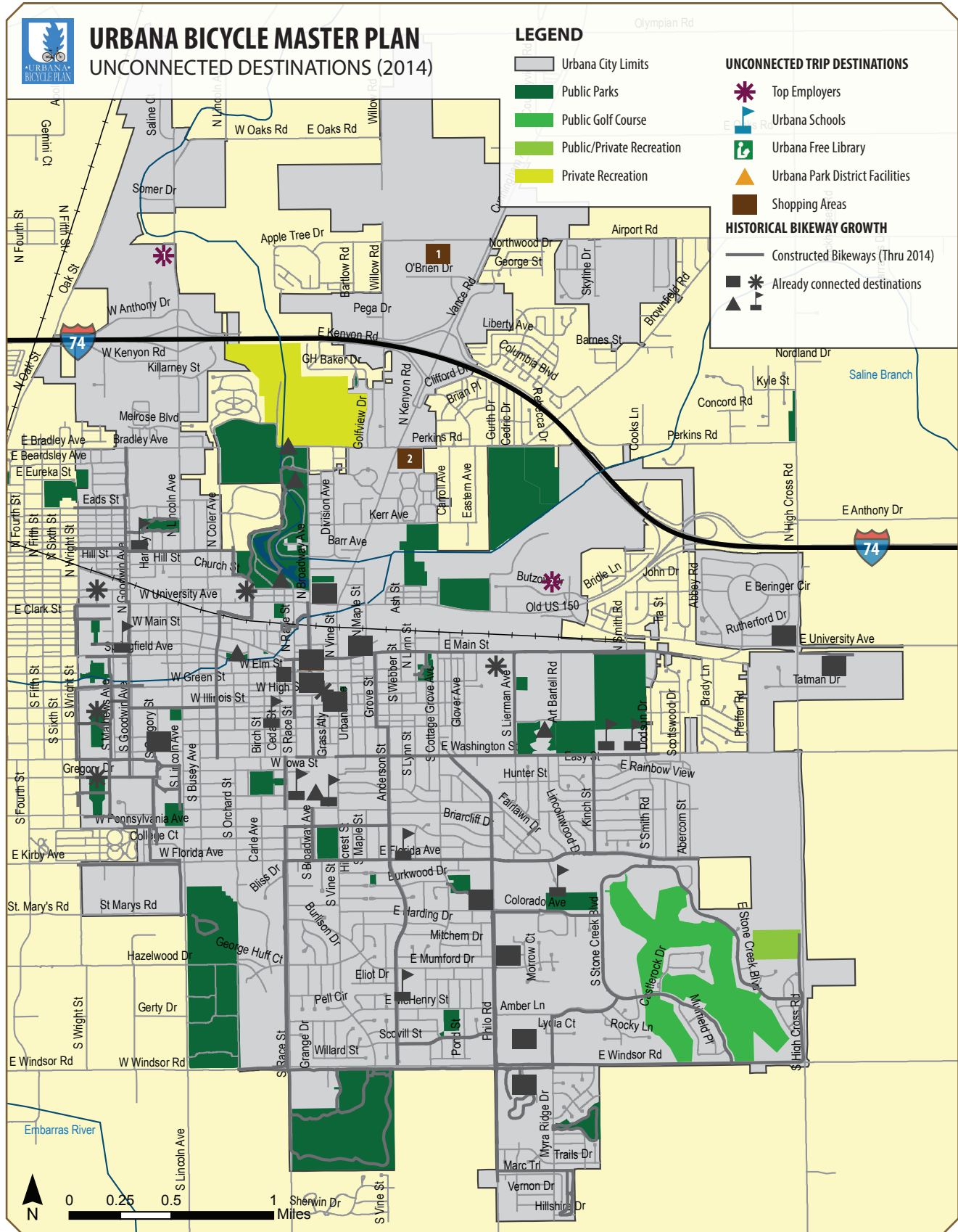


Figure 14 Urbana Destinations Not Accessible by Bike