

# 6 EXISTING CONDITIONS INVENTORY

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## 6.1 EXISTING FACILITIES

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There are 43 miles of bikeways and trails in Urbana, as of 2014: 17.1 miles of on-street facilities and 25.9 miles of off-street facilities. The **City of Urbana** maintains 31.4 miles of these facilities; the **Urbana Park District** maintains 4.7 miles of trails in six parks; and the **University of Illinois** maintains 6.9 miles of bicycle facilities in Urbana. See [Table 4](#) in [Section 2.2.1](#) for a breakdown of facility types by agency.

The following inventories each facility by agency. See [Chapter 5](#) for facility type descriptions. Many on-street facilities have been installed per recommendations from the 2008 Urbana Bicycle Master Plan (UBMP), and those installation years are listed here. Also, all of these facilities connect to one another, with the exception of two segments in Central Urbana, and the Walmart Trail in East Urbana (see [Figure 74](#)).

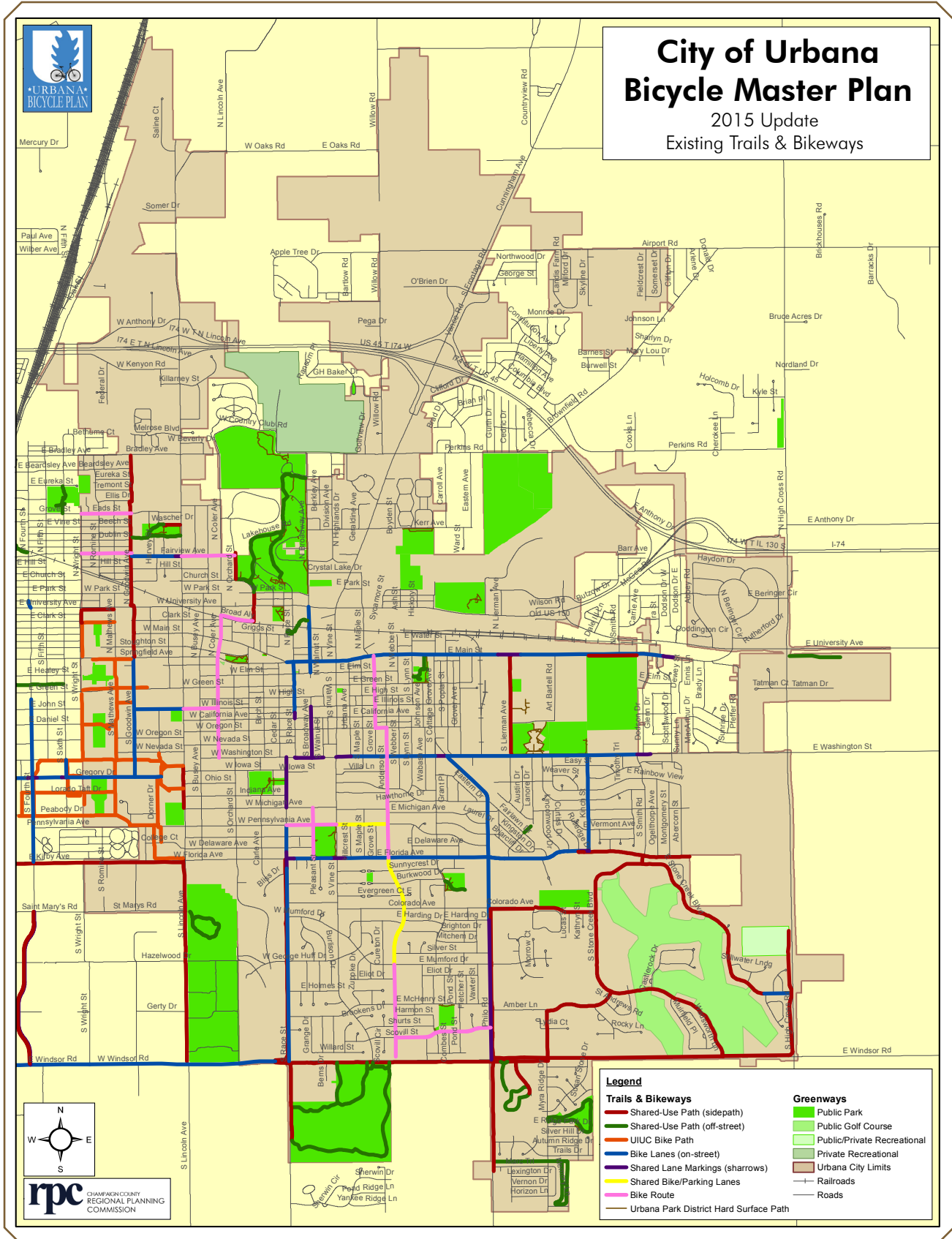


Figure 74 Existing Urbana Bikeways & Trails Network

## 6.1.1 BIKE LANES & SHARROWS

### CITY OF URBANA

The **Broadway Avenue Bike Lanes** stretch 0.3 miles from Elm Street to University Avenue, and were installed in 2013.

The **Broadway Avenue Sharrows** stretch 0.3 miles between Illinois and Washington Streets, and were installed in 2014.

The **Fairview Avenue Bike Lanes & Sharrows** stretch 0.3 miles between Lincoln and Goodwin Avenues. The 0.2 miles of bike lanes are complemented by 0.1 miles of sharrows at the Lincoln Avenue intersection. These facilities were installed in 2013.

The **Florida Avenue Bike Lanes & Sharrows** stretch 1.5 miles between Kinch and Race Streets. The 1.3 miles of bike lanes are complemented by 0.2 miles of sharrows at the intersections with Kinch, Vine, and Race Streets. These facilities were installed in 2013.

The **Goodwin Avenue Bike Lanes** stretch 0.5 miles from Springfield Avenue to Nevada Street on the University of Illinois campus. This was part of an award-winning Complete Street project completed in 2009.

The **Illinois Street Bike Lanes** stretch 0.3 miles between Lincoln and Goodwin Avenues on the University of Illinois campus, and were installed in 2007.



Figure 75 Fairview Avenue Bike Lanes

The **Kinch Street Bike Lanes** stretch 0.5 miles from Washington Street to Florida Avenue, and were installed in 2013. This covers the entire length of the street.

The **Main Street Bike Lanes & Sharrows** stretch 1.9 miles from Dewey Street to Springfield Avenue. The 1.7 miles of bike lanes are complemented by 0.1 mile of sharrows at the Lierman Avenue intersection and 0.1 mile of sharrows east of Scottswood Drive. These facilities were installed in 2010 and 2013.

The **Philo Road Bike Lanes** stretch 0.9 miles from Washington Street to Harding Drive, and were installed in 2008 and 2011.

The **Philo Road Sharrows** stretch 0.7 miles from Harding Drive to Windsor Road, and were installed in 2010.

The **Race Street Bike Lanes & Sharrows** consist of four segments: 0.3 miles of bike lanes and sharrows from Main Street to California Avenue (installed in 2013 and 2014); 0.3 miles of sharrows from Washington Street to Michigan Avenue in front of Urbana High School (installed in 2013); and 1.1 miles of bike lanes from Pennsylvania Avenue to Windsor Road, connected by 0.1 miles of sharrows at the Florida Avenue intersection (installed in 2010).

The **Stone Creek Boulevard Bike Lanes** stretch 0.1 miles from Stricker Lane to High Cross Road/IL 130. The bike lanes connect to the Stone Creek Boulevard Path on the west.

The **Washington Street Bike Lanes & Sharrows** stretch 1.5 miles from Vine Street to east of Dodson Drive. The 1.3 miles of bike lanes are complemented by 0.2 miles of sharrows at the Vine Street, Philo Road, and Dodson Drive intersections. These facilities were installed in 2010 and 2013.

The **Windsor Road Bike Lanes** stretch 0.9 miles from west of Race Street to Wright Street. The bike lanes continue west in Champaign. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana.

### UNIVERSITY OF ILLINOIS

The **Gregory Drive Bike Lanes** stretch 0.4 miles from the Gregory Bike Path to the west city limits, and were installed in 2007. The bike lanes continue west in Champaign.

The **Goodwin Avenue Bike Lanes** stretch 0.1 miles from Nevada Street to Gregory Drive. This was part of an award-winning Complete Street project completed in 2009.

## 6.1.2 SHARED-USE PATHS (SIDEPATH, OFF-STREET)

### CITY OF URBANA

The **Amber Lane Sidepath** is a 0.4 mile sidepath on the south side of the road between the Myra Ridge Drive Sidepath and the Stone Creek Boulevard Path.

The **Boneyard Creek Greenway** is a 0.2 mile shared-use path that runs along the Boneyard Creek from Griggs Street to Broadway Avenue, and was installed in 2014.

The **Boulder Drive Sidepath** is a 0.4 mile sidepath on the west side of the road between the Windsor Road Sidepath and The Pines Path.

The **Colorado Avenue Sidepath** is a 0.5 mile sidepath that connects the Philo Road Sidepath to the Stone Creek Boulevard Path, and was extended west from Lohmann Park in 2008.

The **Florida Avenue Sidepath** is a 0.6 mile sidepath on the south side of the road that runs from east of Abercorn Street to Rutledge Drive, and was extended to Rutledge Drive in 2013.

The **Goodwin Avenue Path** is a 1 mile sidepath between Bradley and Springfield Avenues.

The **High Cross Road Sidepath** is a 0.6 mile sidepath on the west side of the road between Windsor Road and Wendl's Sports Complex, and was installed in 2012.

The **Lanore-Adams-Fairlawn Path** is a 0.04 mile off-street shared-use path connecting Lanore Drive and Adams Street at Fairlawn Drive in east Urbana, and was installed in 2013.

The **Lierman Avenue Sidepath** is a 0.5 mile sidepath on the east side of the road between Main and Washington Streets.

The **Lincoln Avenue Sidepath** is a 0.2 mile sidepath on the west side of the road between the Iowa Bike Path and Michigan Avenue.



Figure 76 Lanore-Adams-Fairlawn Path looking south

The **Main Street Sidepath** is a 0.2 mile sidepath on the south side of the road along the north side of Weaver Park, and was installed in 2013.

**Marc Trail** is a 0.9 mile off-street shared-use path in the South Ridge subdivision that connects to the Philo Road Sidepath. The south loop was installed in 2013.

The **McCullough Street Sidepath** is a 0.1 mile sidepath on the east side of the road between the Norfolk Southern Railroad tracks and Park Street, and was extended south of University Avenue in 2008. It continues north as the Church Street Sidepath.

The **Myra Ridge Drive Sidepath** is a 0.2 mile sidepath on the east side of the road that connects the Amber Lane and Windsor Road Sidepaths.

The **Orchard Street Sidepath** is a 0.1 mile sidepath on the east side of the road between Church Street and Fairview Avenue, and was installed in 2008.

The **Philo Road Sidepath** is a 1.3 mile sidepath on the east side of the road from Colorado Avenue to Marc Trail.

The **Race Street Sidepath** consists of two segments totaling 1.2 miles: on the west side of the road from Florida Avenue to Windsor Road (1 mile), and on the east side of the road from Windsor Road to the Meadowbrook Park Prairie Path (0.2 miles).

The **Smith Road Sidepath** is a 0.04 mile sidepath on the west side of the road that connects the Florida Avenue Sidepath to the Stone Creek Boulevard Path.

The **Stone Creek Boulevard Path** is a 2.6 mile shared-use path in the median of the road between Windsor Road and Stricker Lane.

The **Pines Path** is a 0.2 mile off-street shared-use path in The Pines at Stone Creek Commons subdivision that runs from the Windsor Road Sidepath to Milo's Restaurant, and was installed in 2008.

The **Pines Pond Path** is a 0.4 mile off-street shared-use path around The Pines subdivision lake, and connects to the Boulder Drive Sidepath.

The **University Avenue Sidepath** is a 0.2 mile sidepath on the south side of the road between Mathews Avenue and Wright Street.

The **Wal-Mart Path** is a 0.3 mile off-street shared-use path on the north side of the Wal-Mart property, east of High Cross Road/IL 130 and south of the former CSX Railroad right-of-way now owned by the Champaign County Forest Preserve District (CCFPD).

The **Windsor Road Sidepaths** total 2.9 miles from High Cross Road/IL 130 to west of Race Street. The sidepaths are on the north side of the road from High Cross Road/IL 130 to Myra Ridge Drive (extended east of Stone Creek Boulevard in 2010); both sides of the road from Myra Ridge Drive to Philo Road (north sidepaths installed in 2007 and 2010); the south side of the road from Philo Road to Race Street; and both sides of the road from Race Street to west of Race Street. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana.

**URBANA PARK DISTRICT**

The **Church Street Sidepath** is a 0.1 mile shared-use path in Crystal Lake Park that connects the Orchard and McCullough Street Sidepaths.

The **Crestview Park Path** is a 0.1 mile off-street shared-use path that runs through Crestview Park from Cottage Grove Avenue to the Philo Road Business District.

The **Crystal Lake Park Paths** consist of 1.1 miles of off-street shared-use paths through Crystal Lake Park, passing the Lake House and Family Aquatic Center.

The **King Park Paths** consist of 0.4 miles of shared-use paths that wind around King Park, and connect to Lincoln and Goodwin Avenues, and were installed in 2012.

The **Meadowbrook Park Paths** consist of 2.1 miles of off-street and sidepath shared-use paths that wind through Meadowbrook Park and connect to the Race Street and Windsor Road Sidepaths. This includes the Hickman Wildflower Walk, Prairie Path, and Sculpture Garden Path.



**Figure 77** A shared-use path bridge over McCullough Creek in Meadowbrook Park

The **South Ridge Park Trail** is a 0.7 mile off-street loop shared-use path around South Ridge Park.

The **Victory Park Paths** consist of 0.2 miles of off-street shared-use paths that wind through Victory Park, and were installed in 2009.

**UNIVERSITY OF ILLINOIS**

The **Florida Avenue Sidepath** is a 0.5 mile sidepath on the south side of the road from Lincoln Avenue to the west city limits. The sidepath continues west in Champaign as the Kirby Avenue Sidepath.

The **Japan House Path** is a 0.4 mile off-street loop shared-use path near Japan House in the Arboretum, and was installed in 2011.

The **Lincoln Avenue Sidepath** is a 1 mile sidepath on the west side of the road from Florida Avenue to Windsor Road.

The **Wright Street Sidepath** is a 0.1 mile shared-use path on the east side of the road between University Avenue and Clark Street.

### 6.1.3 BIKE ROUTES

#### CITY OF URBANA

All existing bike routes in Urbana were installed in 2013.

The **Anderson Street Bike Route** stretches 0.6 miles from Oregon Street to Florida Avenue, and 0.5 miles from Mumford Drive to its south terminus.

The **Beslin Street Bike Route** stretches 0.3 miles from Goodwin Avenue to Wright Street, and connects to the Fairview Avenue Bike Lanes.

The **Broad Alley Bike Route** stretches 0.2 miles from McCullough Street to Coler Avenue on the south side of the Carle medical campus.

The **Broadway Avenue Bike Route** stretches 0.3 miles between Michigan and Florida Avenues.

The **Coler Avenue Bike Route** stretches 0.7 miles between Clark and Washington Streets.

The **Eads Street Bike Route** stretches 0.3 miles from Goodwin Avenue to Wright Street.

The **Fairview Avenue Bike Route** stretches 0.3 miles from Orchard Street to Lincoln Avenue.

The **Grove Street Bike Route** stretches 0.4 miles between Main and Oregon Streets.

The **Illinois Street Bike Route** stretches 0.2 miles between Lincoln and Coler Avenues.

The **Oregon Street Bike Route** stretches 0.1 mile between Grove and Anderson Streets.

The **Pennsylvania Avenue Bike Route** stretches 0.3 miles between Vine and Race Streets.

The **Scovill Street Bike Route** stretches 0.5 miles between Anderson Street and Philo Road.



Figure 78 Pennsylvania Avenue Bike Route

### 6.1.4 SHARED BIKE / PARKING LANES

#### CITY OF URBANA

All existing shared bike/parking lanes in Urbana were installed in 2013.

The **Anderson Street Shared Bike/Parking Lanes** stretch 0.6 miles from Florida Avenue to Mumford Drive.

The **Pennsylvania Avenue Shared Bike/Parking Lanes** stretch 0.3 miles between Anderson and Vine Streets.



Figure 79 Pennsylvania Avenue Shared Bike/Parking Lanes

### 6.1.5 UNIVERSITY BIKE PATHS

#### UNIVERSITY OF ILLINOIS

*These trails were constructed before standards became available on bikeway width and other design details.*

The **Armory Bike Path** is a 0.4 mile east-west University bike path south of the Nevada Street corridor. It runs from the Gregory Bike Path to Wright Street. It passes Busey-Evans Residence Halls, Foellinger Auditorium, and Gregory Hall. The path continues west in Champaign along Armory Avenue to the Armory.

The **Buell Bike Path** is a 0.1 mile north-south University bike path that connects the Lorado Taft Bike Path to bike parking at Temple Buell Hall.

The **Dorner Bike Path** consists of two University bike path segments totaling 0.3 miles: the east side of Dorner Drive from Gregory Drive to Pennsylvania Avenue, and the Dorner Drive corridor from Pennsylvania Avenue to College Court. It connects Campus Recreation Center East (CRCE) and the Pennsylvania Avenue Residence Halls (PAR).

The **Florida Avenue Bike Path** is a 0.1 mile University bike path on the north side of the road from Lincoln Avenue to Virginia Drive. It passes the Florida Avenue Residence Halls (FAR).

The **Green Street Bike Path** is a 0.3 mile University bike path on the north side of the road from Loomis Laboratory to Wright Street.

The **Gregory Bike Path** is a 0.1 mile University bike path on the Gregory Place/Street corridor. It runs north-south from Nevada Street to Gregory Drive. It passes the Child Development Laboratory, Campus Recreation Center East (CRCE), and Allen Hall.

The **Illinois Bike Path** is a 0.1 mile University bike path north of the Illinois Street corridor between Goodwin and Mathews Avenues, north of Burrill Hall. The path connects to the Illinois Street Bike Lanes via the Goodwin Avenue Bike Lanes.

The **Iowa Bike Path** consists of 0.2 miles of University bike paths. The mainline is north of the Iowa Street corridor between Lincoln Avenue and the Gregory Bike Path, north of Allen Hall and the Lincoln Avenue Residence Halls (LAR). There are two spurs to the Gregory Bike Path.

The **Lorado Taft Bike Path** is a 0.2 mile University bike path on the Lorado Taft Drive corridor that runs across the South Quadrangle to the Mathews Bike Path. The path continues west in Champaign.

The **Mathews Bike Path** is a 0.8 mile University bike path on the Mathews Avenue corridor from Springfield Avenue to the Peabody Bike Path.

The **Ohio Bike Path** consists of 0.2 miles of University bike paths. The mainline is on the Ohio Street corridor between Lincoln Avenue and Gregory Drive, south of Allen Hall and Lincoln Avenue Residence Halls (LAR). There is a spur to the McKinley Health Center.

The **Oval Allee Bike Path** is a 0.2 mile University bike path on the Clark Street corridor that runs across the north side of the Oval Allee from Mathews Avenue to Wright Street.

The **Peabody Bike Path** is a 0.2 mile University bike path on the Peabody Drive corridor that runs across the south side of the South Quadrangle to the Pennsylvania Avenue Bike Path. The path continues west in Champaign.

The **Pennsylvania Avenue Bike Path** is a 0.1 mile University bike path on the north side of the road between Dorner Drive and Goodwin Avenue. This connects to the Dorner and Peabody Bike Paths.

The **Quad Path** is a 0.2 mile University bike path that runs east-west across the Main Quadrangle from Mathews Avenue to Wright Street, and includes the **Davenport Bike Path** spurs to bike parking at Davenport Hall.

The **Springfield Avenue Bike Path** is a 0.2 mile University bike path on the south side of the road from the Bardeen Quadrangle entrance to Goodwin Avenue.

The **Virginia Drive Bike Path** consists of two University bike path segments totaling 0.2 miles, both on the east side of the road: an in-street contraflow bike path from Pennsylvania Avenue to College Court, and an off-street bike path from College Court to Florida Avenue. It passes the Florida Avenue Residence Halls (FAR).

The **Wright Street Bike Path** consists of two University bike path segments totaling 0.5 miles, both on the east side of the road: an off-street bike path from Clark Street to Springfield Avenue (0.2 miles); and an in-street contraflow bike path, separated from vehicular traffic by a median, from Green Street to Armory Avenue (0.3 miles).



**Figure 80** Virginia Drive Bike Path



## 6.2 EXISTING BICYCLE PARKING

An existing bike parking inventory was created for Urbana’s Bicycle Friendly Community (BFC) renewal application in August 2014. Bike parking spaces counted by land use are listed in [Table 34](#). A comprehensive list of bike parking inventory efforts in 2014 can be found in [Appendix 5](#).

Completed Bike Parking Inventory	
Land Use Type	Spaces
Higher Education Institutions	1,176
Public & Private Schools	286
Retail stores	264
Hotels & restaurants	252
Parks & recreation centers	240
Other government owned buildings and facilities	200
Libraries	46
Event venues (Urbana Civic Center)	4
Transit stations & major bus stops	0
<b>Total</b>	<b>2,468</b>
Incomplete Bike Parking Inventory	
Land Use Type	Spaces
Multi-family housing	1,933
Office buildings	43
Public housing	0
<b>Total</b>	<b>1,976</b>
<b>Grand Total</b>	<b>4,444</b>

**Table 34** Existing Bicycle Parking Inventory

## 6.3 BICYCLE COUNTS

CCRPC, the City of Urbana, and IDOT conducted 24 hour bike counts at on-street bikeways, off-street sidepaths, and park trails. The latter also informed the Urbana Park District Trails Master Plan (UTMP). One of two methods were used to conduct bike counts: tube counters installed across a road specially made to exclusively count bicyclists; and a video camera installed at an intersection, with data later analyzed by a staff member. The Urbana Bike Count Table can be found in [Appendix 6](#).

### 6.3.1 ON-ROAD BICYCLE COUNTS

On-road bicycle counts were conducted at 25 locations. These counts were conducted between 2011 and 2014 on streets before and after bikeway installations. The facility types shown in the on-road count map indicate the type of bicycle facility present at that location when the count was conducted (see [Figure 81](#)). The highest counts ranged from 100 to 825 cyclists, mostly located around the University of Illinois, Carle Hospital, and south central Urbana.

Roads with the highest counts are listed below:

- Illinois Street
- Goodwin Avenue
- Pennsylvania Avenue
- Main Street
- Wright Street
- Church Street

### 6.3.2 OFF-ROAD BICYCLE COUNTS

Off-road bicycle counts were conducted at 26 locations (see [Figure 82](#)). The highest counts were between 50 and 80 cyclists, located on:

- Race Street
- University Avenue
- Goodwin Avenue
- Florida Avenue
- Philo Road

Bicycle counts were also conducted on park trails at 18 locations in six parks (see [Figure 83](#)), for the Urbana Park District Trails Master Plan (UTMP). The highest counts were between 50 and 96 cyclists in Meadowbrook Park. The park with the second highest number of cyclists was King Park.

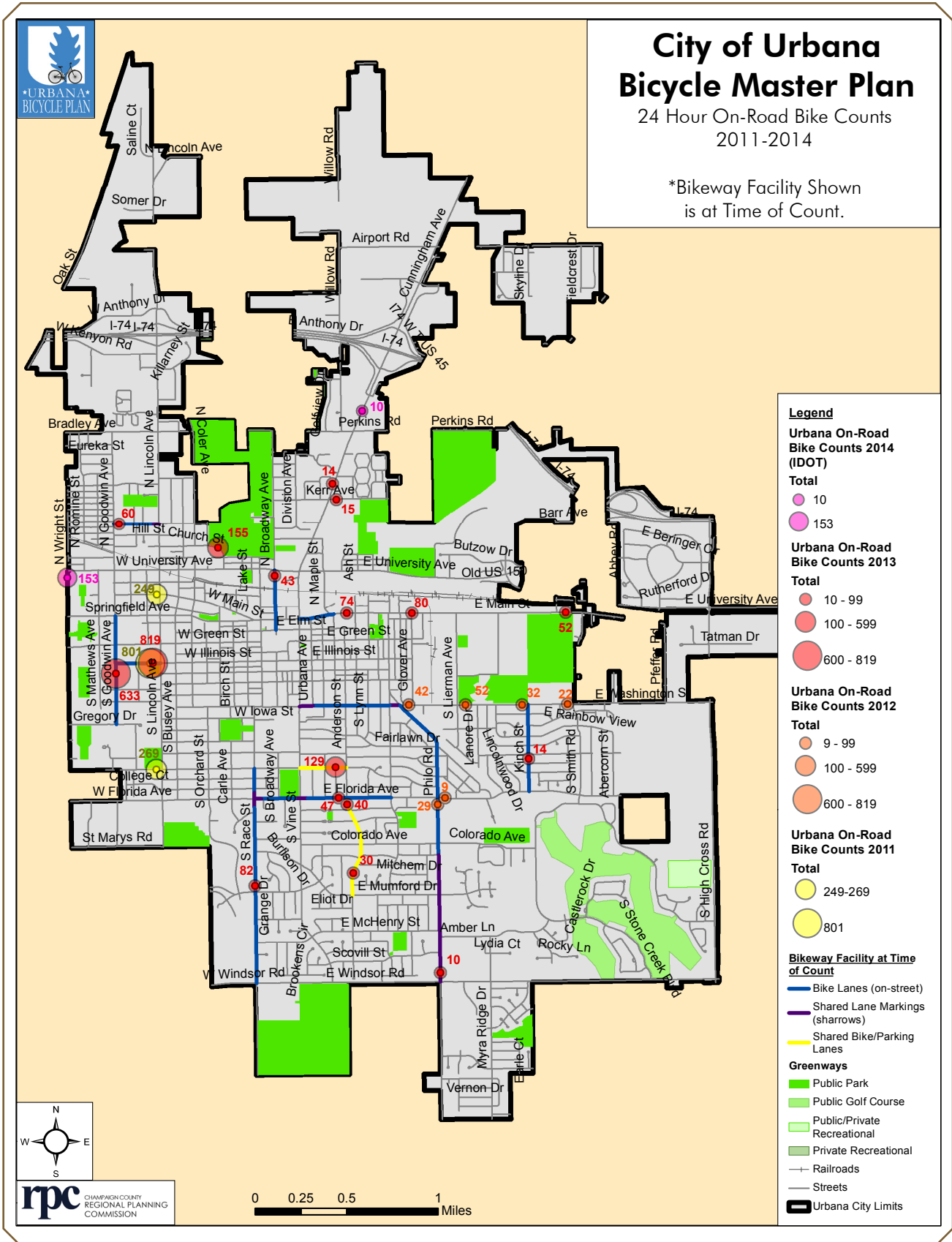


Figure 81 24 Hour On-Road Bicycle Count Map

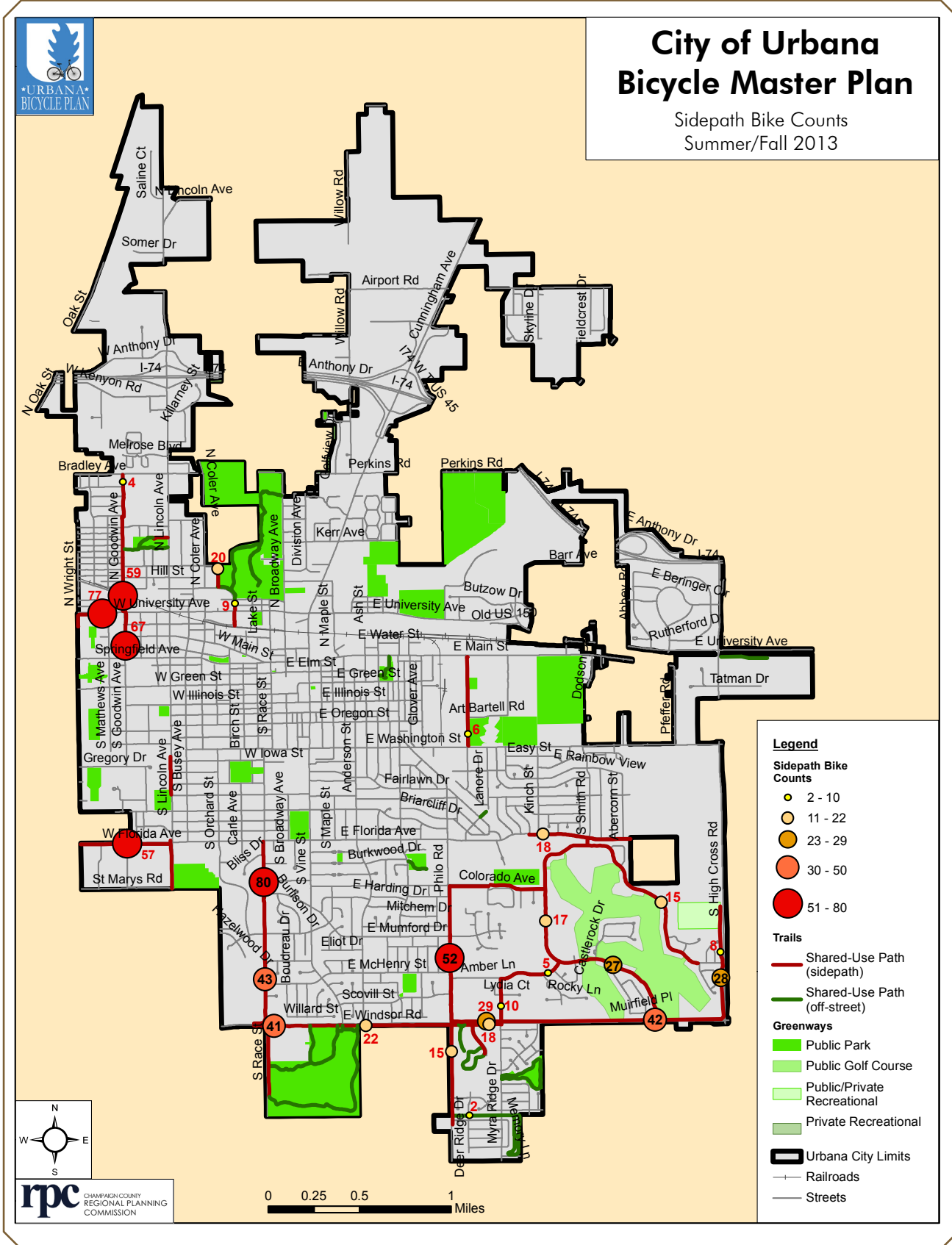


Figure 82 Sidepath Bicycle Counts

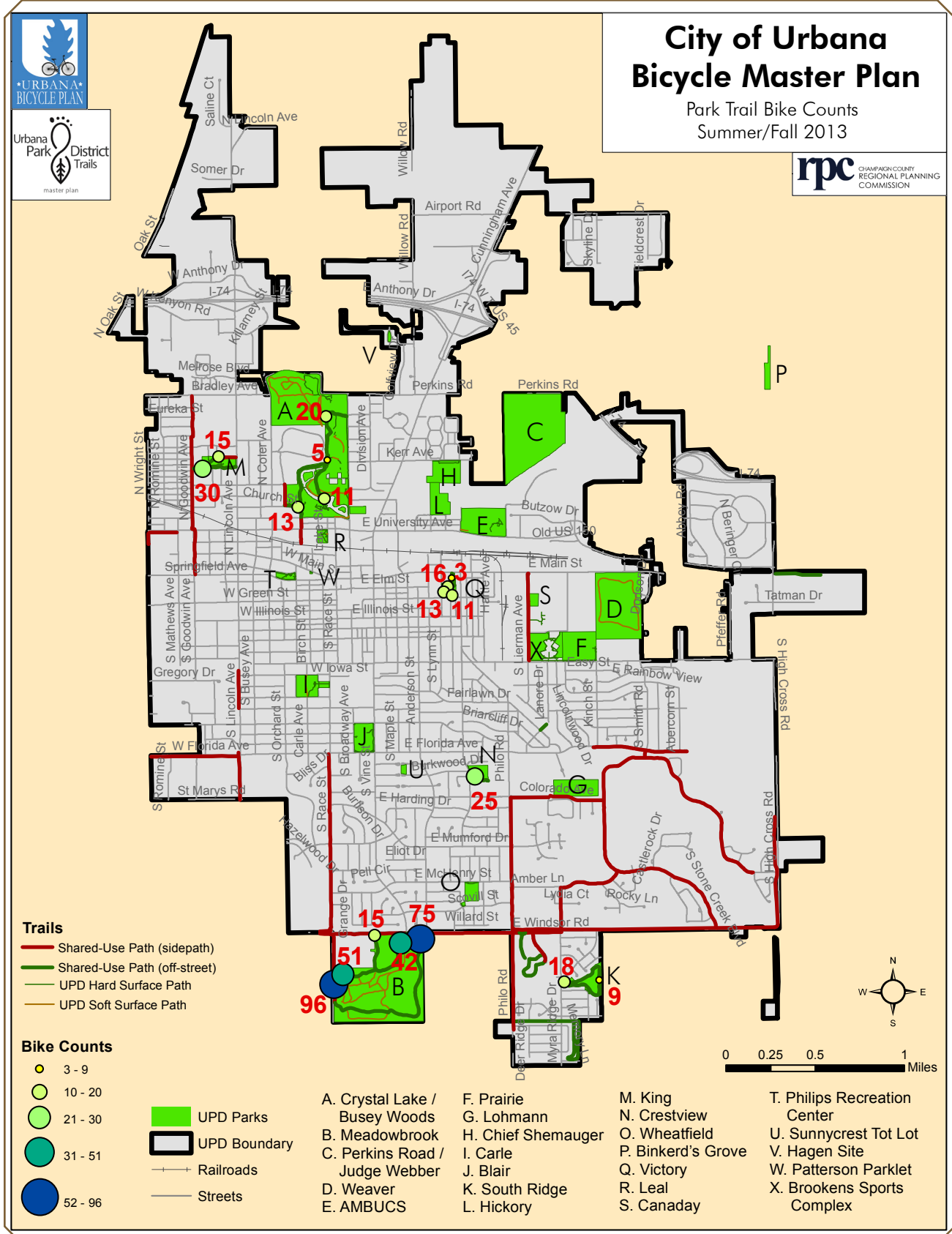


Figure 83 Park Trail Bicycle Counts

## 6.4 BICYCLE CRASHES

Using the most recent data available, there were 84 bicycle/vehicle crashes reported to police in Urbana between 2009 and 2013. These crashes were concentrated around the University of Illinois, University Avenue, and Cunningham Avenue.

Figure 84 displays the location and frequency of these crashes, and Appendix 7 lists crash details in a table. Crashes were mapped and analyzed by the same five zones that were presented to public workshop participants (see Chapter 7): North Urbana, West Urbana (includes the University of Illinois campus), Central Urbana, East Urbana, and South Urbana.

- North Urbana crashes include those on University Avenue
- Central Urbana crashes include those on Race Street, Cottage Grove Avenue, and Florida Avenue
- East Urbana crashes include those on Florida Avenue, and Philo Road

According to the latest crash data used to develop the CUUATS Selected Crash Intersection Locations (SCIL) Report, the bicycle crash information in Urbana between 2009 and 2013 is in Table 35 below. In 2009, there was a bicycle fatality on Green Street at Gregory Street in Urbana.

The National Safety Council (NSC) and the American National Standards Institute (ANSI) provide the following standard definitions of severity of crashes and injuries<sup>14</sup>:

- Fatal: One or more deaths
- A-level Injury: Incapacitating injury preventing victim from functioning normally (e.g. paralysis, broken/distorted limbs, etc.)
- B-level Injury: Non-incapacitating but visible injury (e.g. abrasions, bruising, swelling, limping, etc.)
- C-level Injury: Probable but not visible injury (e.g. stiff neck, muscle pain)
- PDO: Property damage only

**Table 35** Urbana bicycle/vehicle crash counts (2009-2013)

Year	Total Crashes	Total Injuries	Fatalities	Injury Severity		
				A	B	C
<b>City of Urbana</b>						
2009	21	20	1	5	9	6
2010	20	17	0	4	8	5
2011	10	10	0	4	6	0
2012	16	16	0	4	9	3
2013	17	16	0	3	8	5
<b>Total</b>	<b>84</b>	<b>79</b>	<b>1</b>	<b>20</b>	<b>40</b>	<b>19</b>

14. IDOT. *Illinois Travel Statistics*. Illinois Department of Transportation, Springfield, IL, 2011.

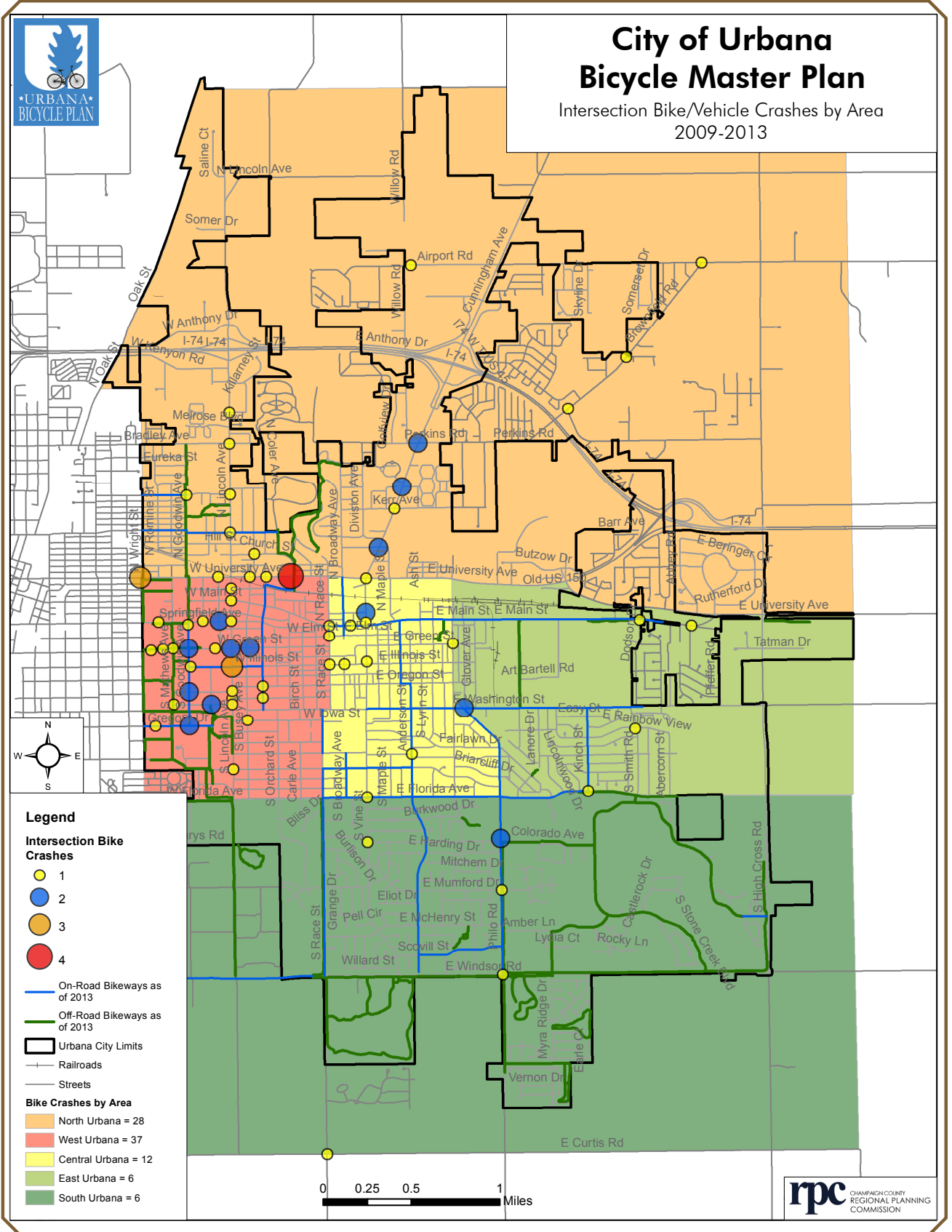


Figure 84 Bike/Vehicle Intersection Crashes in Urbana by Area

Age data was collected for bicycle crashes in Urbana between 2009 and 2013. Based on these data, the majority (54.8%) of bicyclists involved in crashes were under 25 years old (see Figure 85). The spike in crashes among bicyclists age 20-24 can be attributed to the large number of University of Illinois students in Urbana.

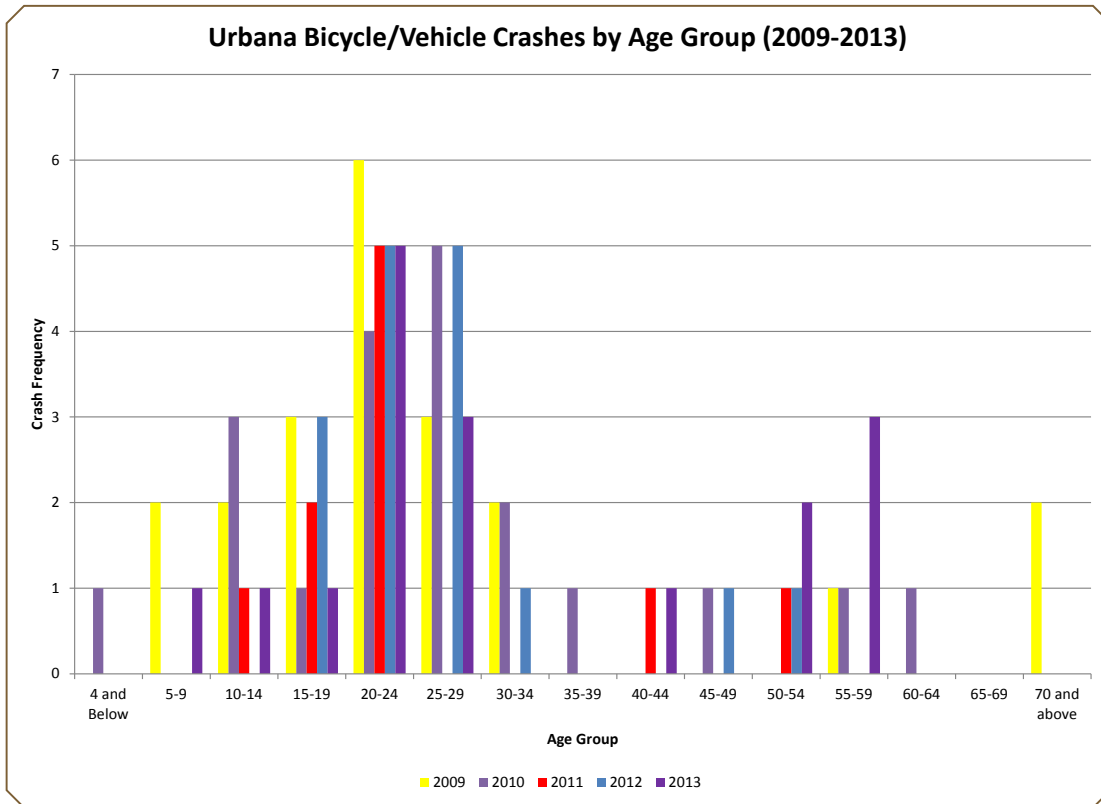


Figure 85 Urbana Bicycle/Vehicle Crashes by Age of Bicyclist

Data was also collected on the gender of the bicyclist in bicycle crashes in Urbana between 2009 and 2013. More males were involved in bicycle/vehicle crashes than females (see Figure 86).

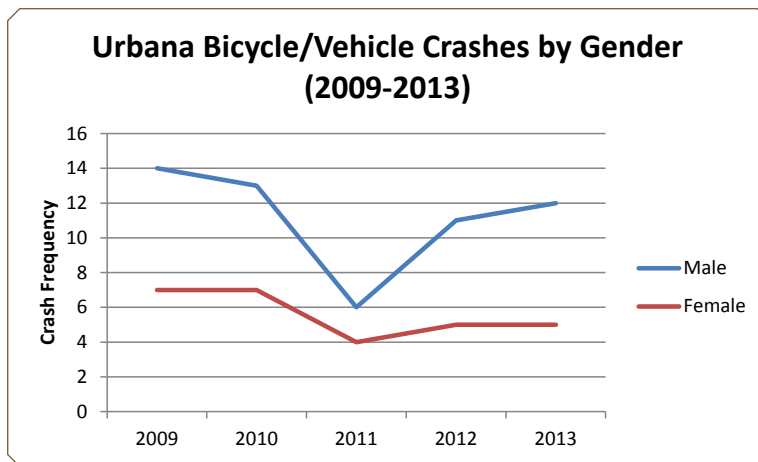


Figure 86 Urbana Bicycle/Vehicle Crashes by Gender of Bicyclist