

Neil Street Corridor and Parking Lot Site Analysis
Champaign County Regional Planning Commission
April 18, 2017

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Corridor Analysis: Area of Interest

0 0.125 0.25 0.5 Miles



Site Analysis: Area of Interest

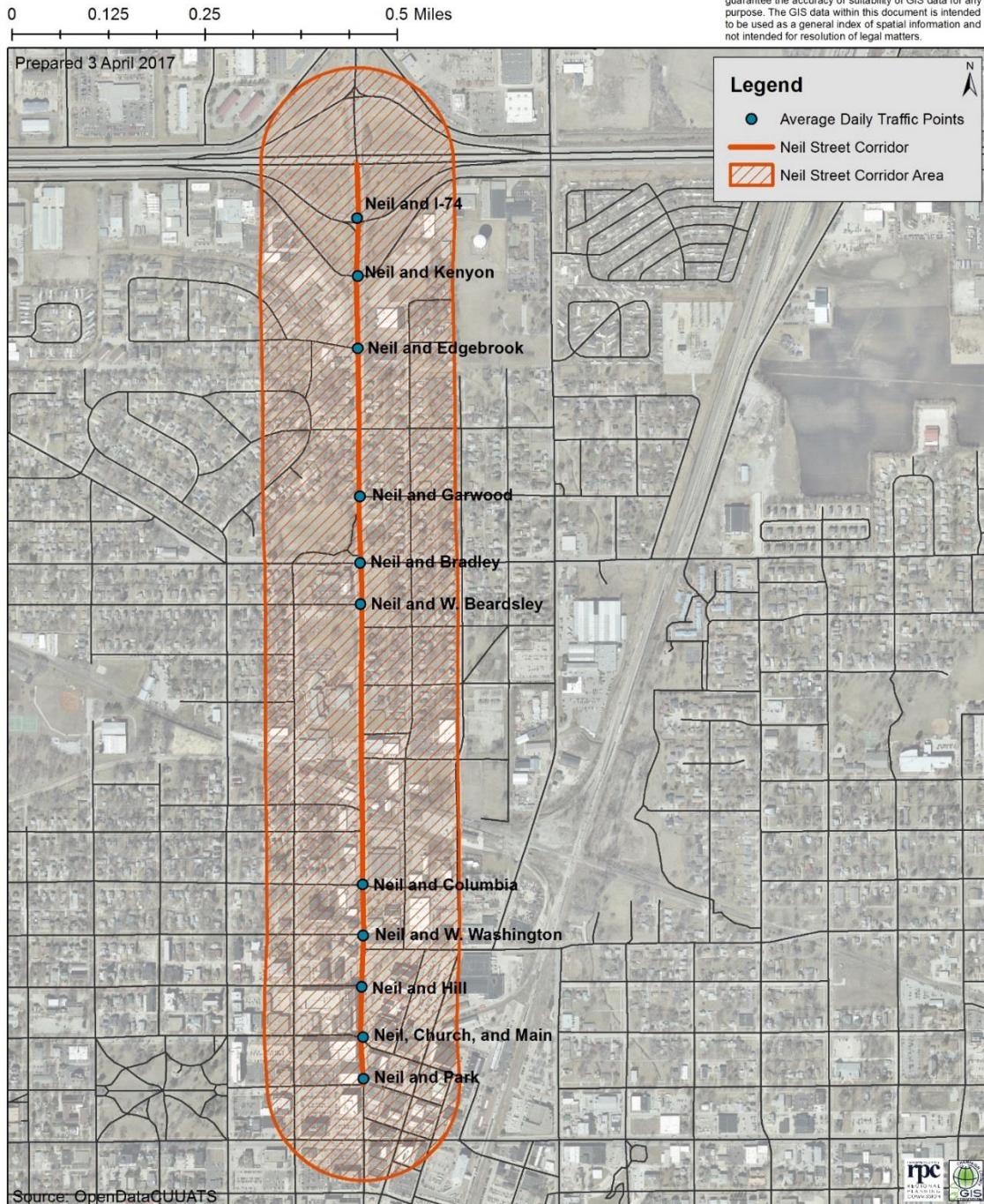
0 0.0125 0.025 0.05 Miles

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Corridor Analysis

Average Daily Traffic: Evaluated Points



AVERAGE DAILY TRAFFIC

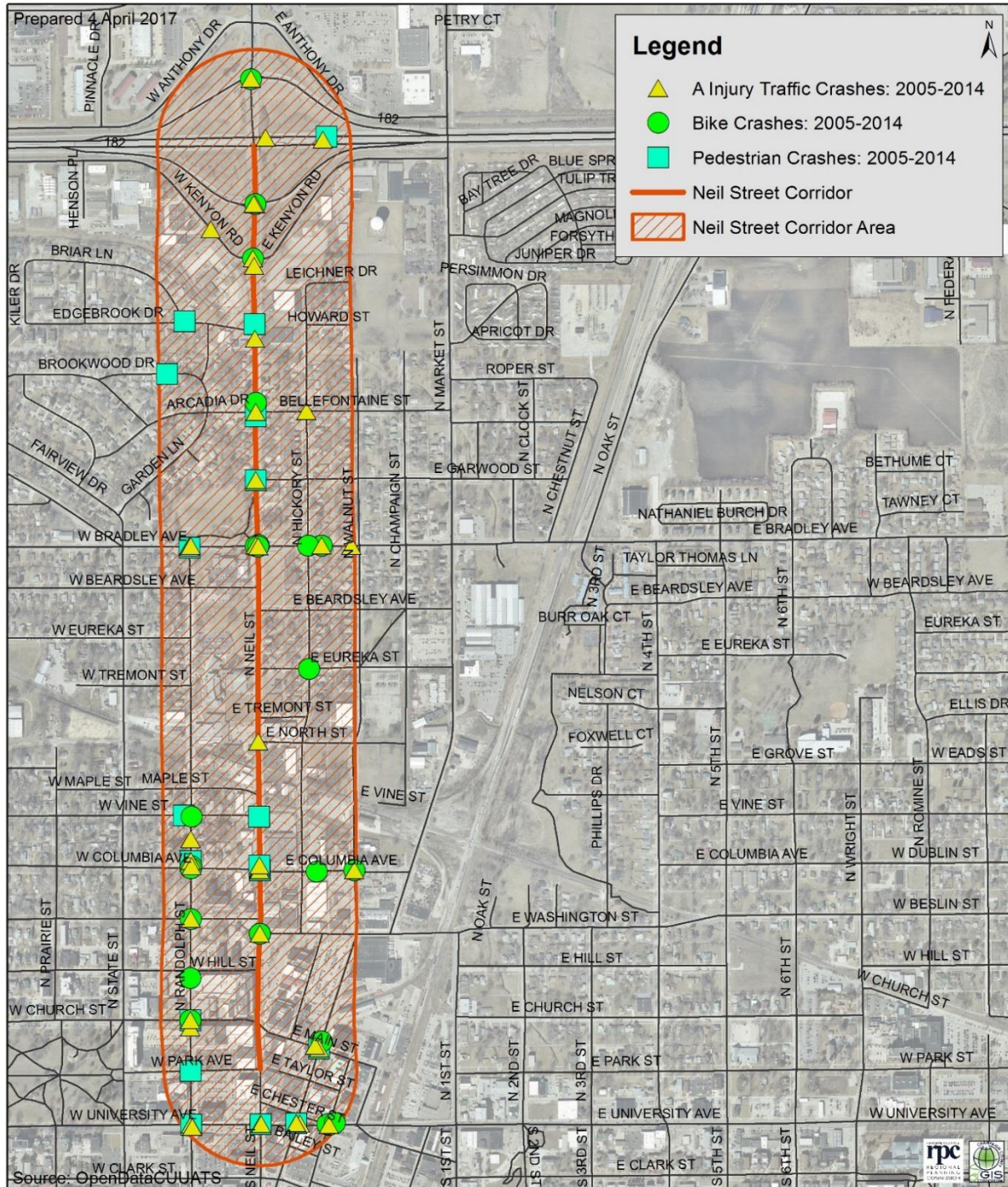
	W. Hill St.	W. Church St./ E. Main St.	I-74 Ramps	Kenyon Rd.	Edgebrook Dr.	E. Garwood St.	Columbia Ave.	W. Washington St.	Bradley Ave.	W. Beardsley Ave.	W. Park Ave.
1991											
Total	14,500	29,400	16,000	35,500	19,500	18,100	15,500	15,500	52,200	15,000	9,900
North	0	14,500	0	16,000	19,500	0	0	15,500	18,100	15,000	9,900
South	14,500	9,900	16,000	19,500	0	18,100	15,500	0	15,000	0	0
East	0	0	0	0	0	0	0	0	0	0	0
West	0	5,000	0	0	0	0	0	0	19,100	0	0
1996											
Total	10,000	31,400	17,700	32,400	14,700	14,600	10,000	10,000	43,900	12,600	15,100
North	0	10,000	0	17,700	14,700	0	0	10,000	14,600	12,600	15,100
South	10,000	15,100	17,700	14,700	0	14,600	10,000	0	12,600	0	0
East	0	0	0	0	0	0	0	0	0	0	0
West	0	6,300	0	0	0	0	0	0	16,700	0	0
2001											
Total	10,100	23,400	15,800	31,400	15,600	15,400	12,200	12,200	45,900	13,800	9,200
North	0	10,100	0	15,800	15,600	0	0	12,200	15,400	13,800	9,200
South	10,100	9,200	15,800	15,600	0	15,400	12,200	0	13,800	0	0
East	0	0	0	0	0	0	0	0	0	0	0
West	0	4,100	0	0	0	0	0	0	16,700	0	0
2006											
Total	9,700	22,950	19,300	38,300	19,000	18,900	11,900	11,900	49,500	14,200	9,300
North	0	9,700	0	19,300	19,000	0	0	11,900	18,900	14,200	9,300
South	9,700	9,300	19,300	19,000	0	18,900	11,900	0	14,200	0	0
East	0	0	0	0	0	0	0	0	0	0	0
West	0	3,950	0	0	0	0	0	0	16,400	0	0
2011											
Total	0	3,600	10,400	3,900	0	0	0	0	23,300	0	0
North	0	0	0	0	0	0	0	0	0	0	0
South	0	0	5,200	0	0	0	0	0	0	0	0
East	0	0	5,200	2,450	0	0	0	0	10,300	0	0
West	0	3,600	0	1,450	0	0	0	0	13,000	0	0

Source: OpenDataCUATS



Corridor Analysis: Crash History

0 0.125 0.25 0.5 Miles



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CRASH HISTORY

	Total A-Injury Crashes	Total Bicycle Crashes	Total Pedestrian Crashes
2005	9	4	1
2006	8	3	4
2007	7	4	3
2008	7	2	2
2009	10	3	2
2010	5	2	0
2011	6	2	2
2012	2	2	2
2013	5	4	3
2014	2	1	0

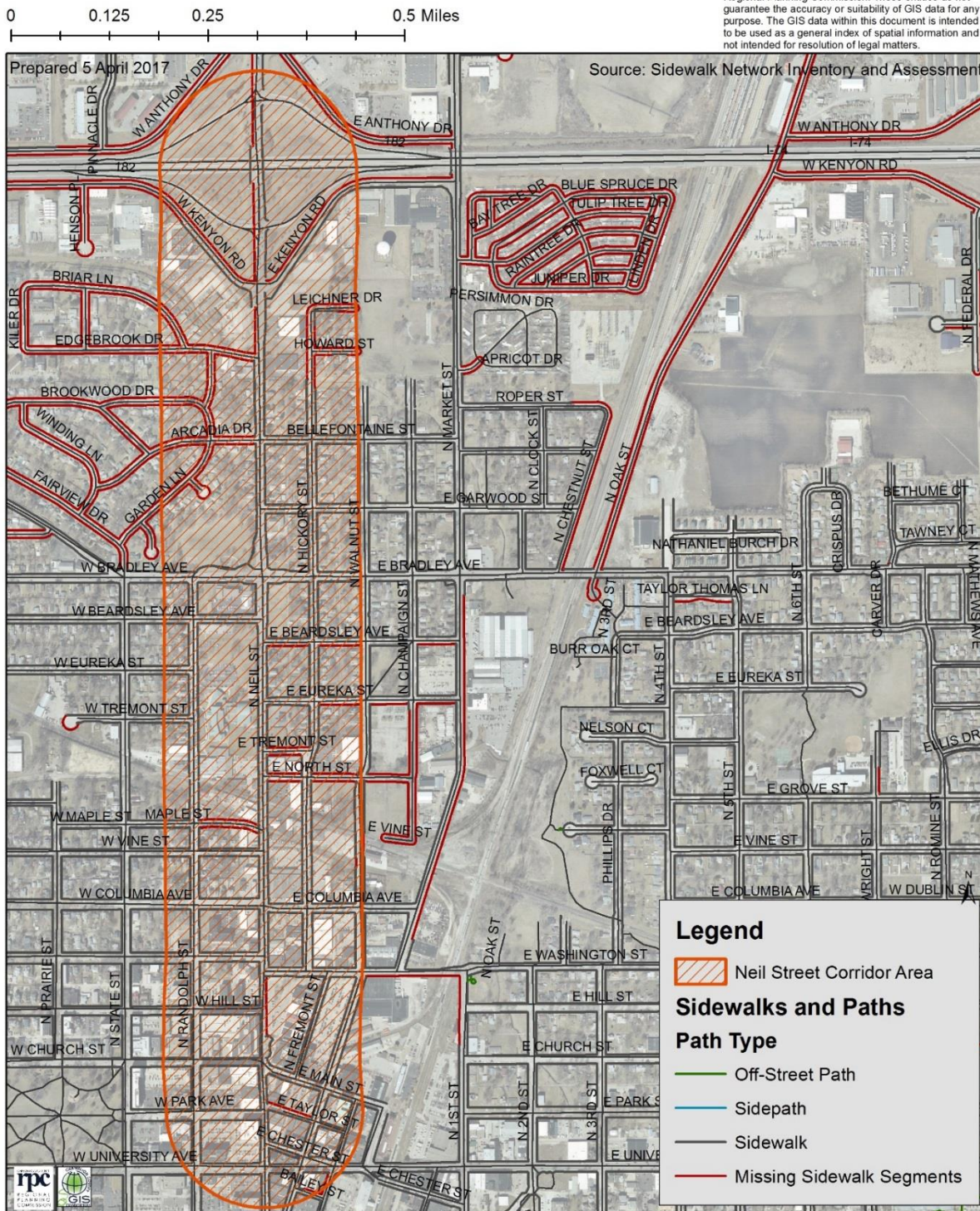
Source: OpenDataCUUATS

The map displays the 2005-2014 crash history of the Neil Street corridor area. During the survey period, there were 61 A-injury crashes, 27 bike crashes, and 19 pedestrian crashes.

There is some overlap of this crash data; for example, if a crash involving a bicyclist or pedestrian resulted in an A-level injury, this crash appears both in the A-injury and bicycle or pedestrian crash datasets. The effects of this overlap on the corridor area's data vary. The overlap is relatively minor between the A-injury and bicycle crash datasets: only four of the 27 bicycle crashes resulted in an A-level injury (14.8%). In contrast, seven of the 19 pedestrian crashes resulted in an A-level injury (36.8%).

Corridor Analysis: Pedestrian Usability

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PEDESTRIAN COUNTS AND CORRIDOR USAGE

The map above shows the sidewalk network in the corridor area.

South of Bradley Avenue, the sidewalk network is largely complete, with some exceptions. Portions of E. Beardsley Avenue, E. Eureka Street, and Neil Street between W. Church Street and E. Washington Street lack sidewalks on one side of the street. Portions of E. Tremont Street, E. North Street, and W. Maple Street lack sidewalks on both sides of the street.

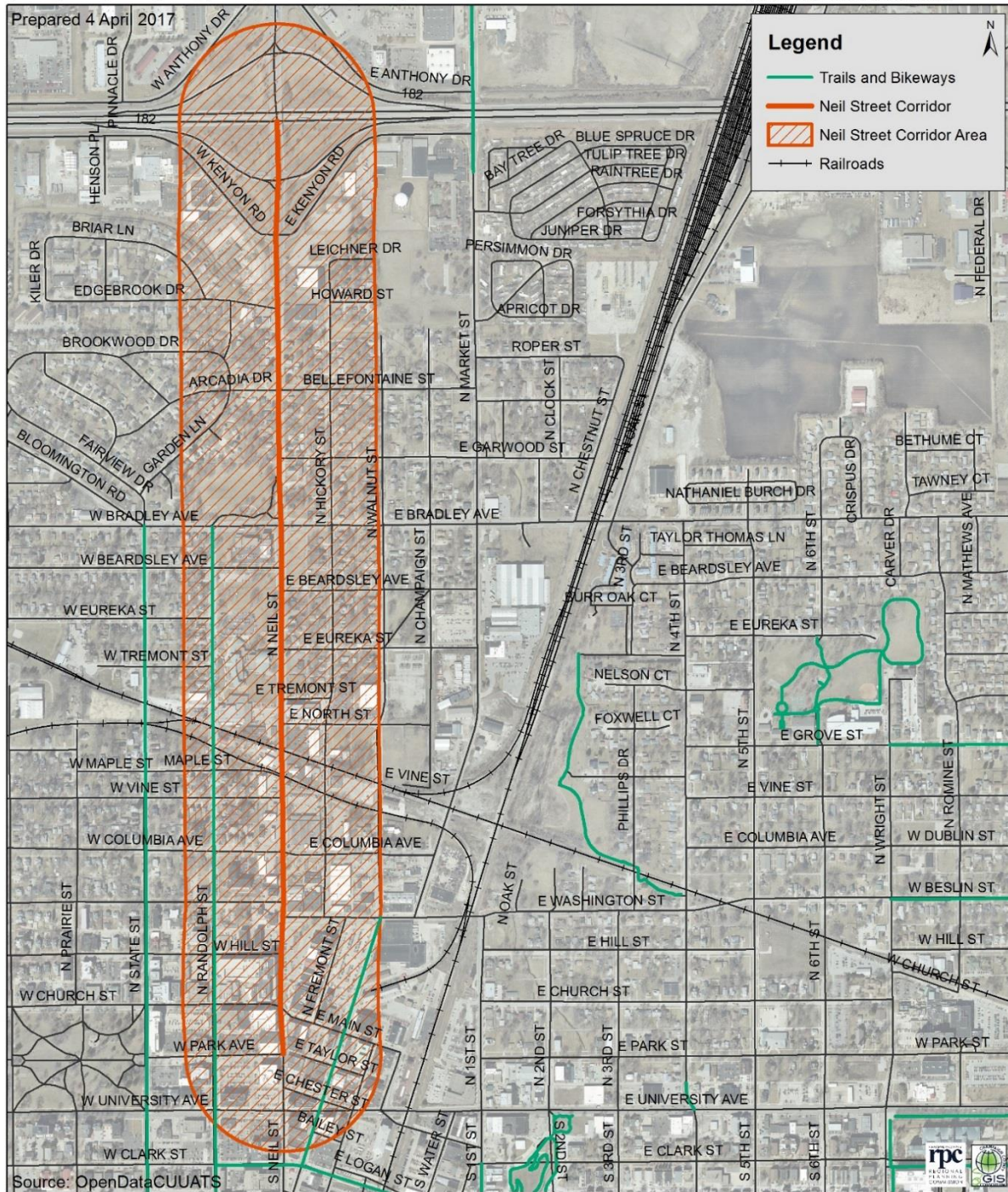
The sidewalk network has significant gaps north of Bradley Avenue. Neil Street lacks sidewalks on the west side of the street, approaching and north of I-74. Sidewalks are missing on one or both sides of both W. and E. Kenyon Road, and are largely absent on Lechner Drive, Howard Street, and the northernmost portion of Hickory Street. The subdivision north of Bradley Avenue and west of Neil Street, including Edgebrook Drive, Arcadia Drive, and intersecting streets, also lacks sidewalks.

No pedestrian count data is available for the corridor area.



Corridor Analysis: Bike Access

0 0.125 0.25 0.5 Miles



BICYCLE COUNTS AND CORRIDOR USAGE

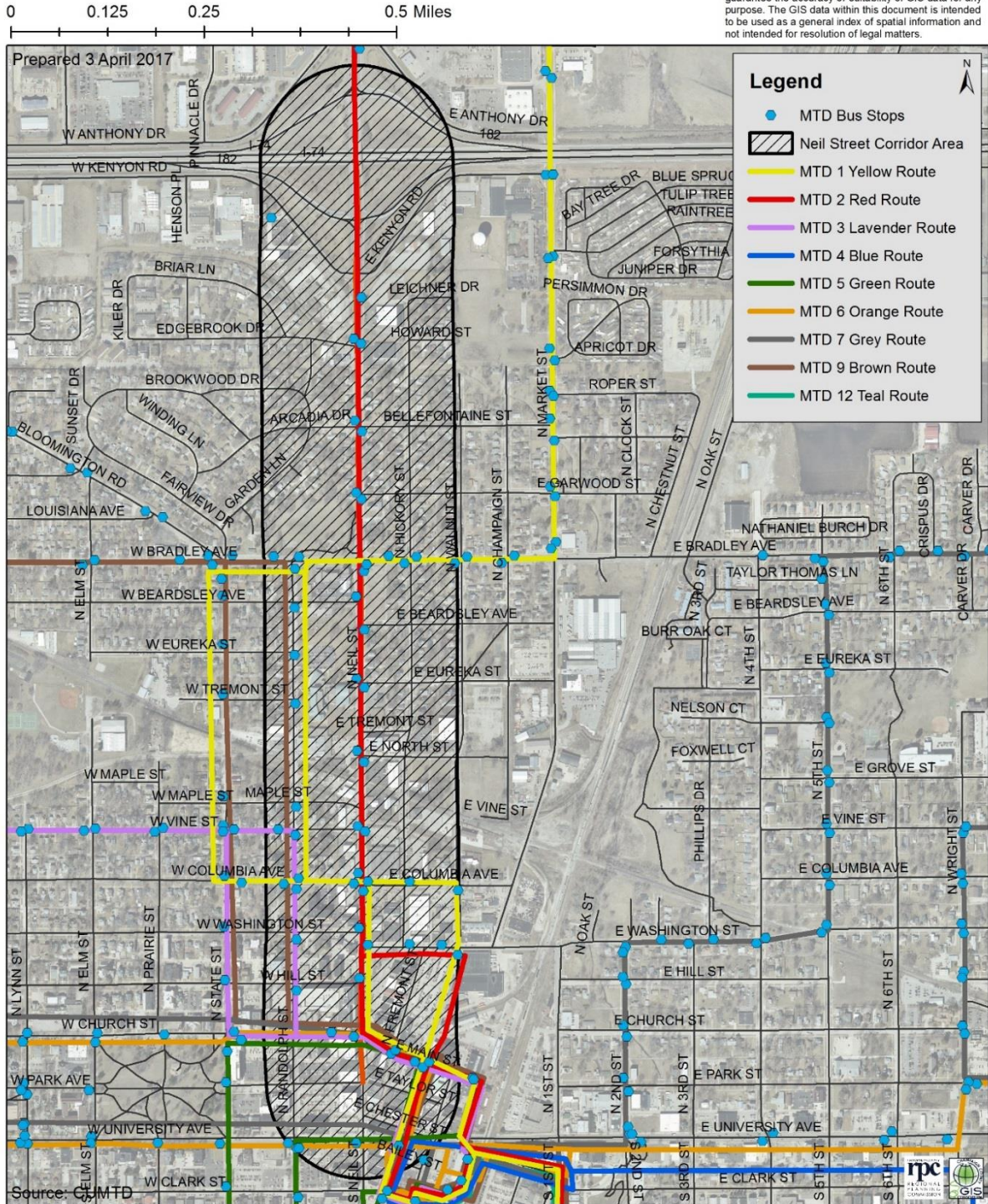
Two bikeways are located within the corridor area: Randolph Street and Walnut Street both have on-street bike lanes. South of the corridor area, both of these bikeways meet east-west on-street bikeways (bike lanes and sharrows) on Logan and Clark Streets, providing connectivity between the corridor area and other parts of Champaign-Urbana.

Neither the Randolph Street bikeway nor the Walnut Street bikeway extends to provide access to the northern portion of the corridor area; the Randolph Street bikeway ends at Bradley Avenue, and the Walnut Street bikeway ends at East Washington Street. There are no bikeways serving the portion of the corridor area north of Bradley Avenue.

No bike count data is available for the corridor area.



Corridor Analysis: Transit Access



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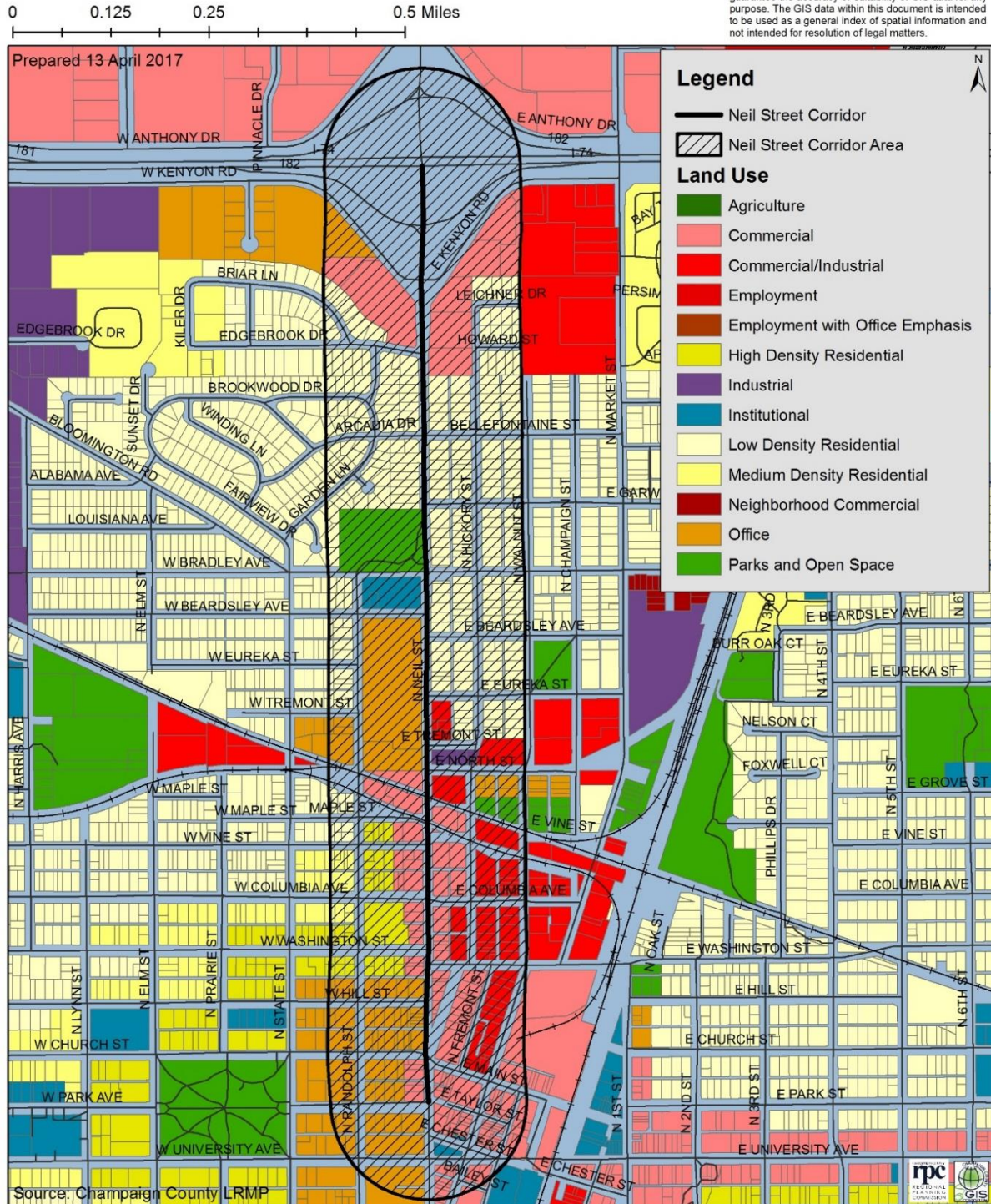
TRANSIT USAGE AND AMENITIES

The corridor area is served by several Champaign-Urbana Mass Transit District bus routes. The 1 Red route runs the north-south length of the corridor area, following Neil Street for the majority of the distance. The 2 Yellow and 9 Brown routes also serve a large part of the corridor area. In addition to these routes, the lower third of the corridor area is crossed by the 3 Lavender, 4 Blue, 5 Green, 6 Orange, and 7 Grey routes, providing east-west service and connectivity with other parts of the urbanized area.

Among these routes, there are 60 MTD bus stops located in the corridor area. The Illinois Terminal is located immediately south of the corridor area, providing additional transit options.



Corridor Analysis: Current Land Use



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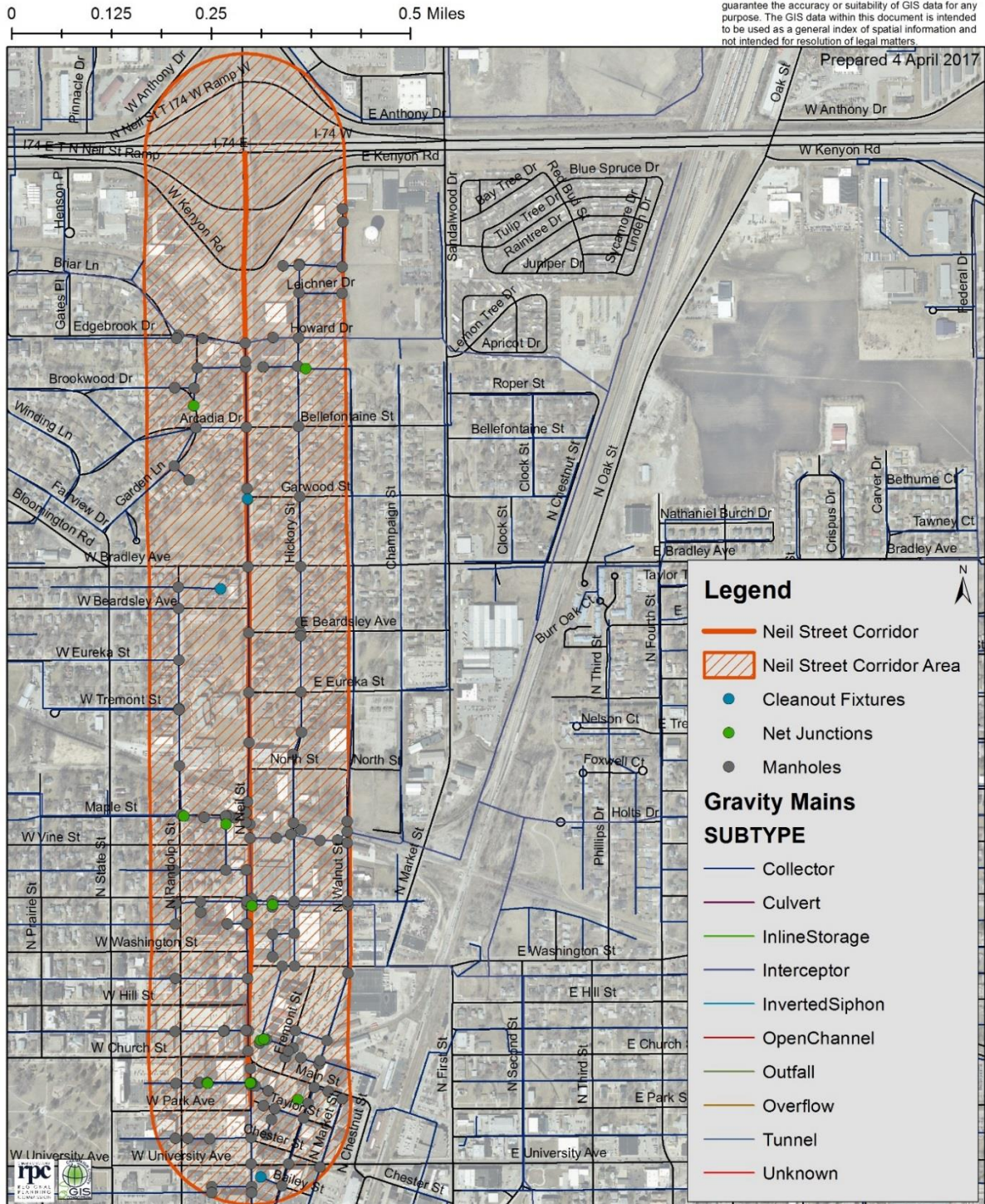
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EXISTING LAND USES

Existing land use in the corridor area varies. South of the railroad, land use is primarily office, commercial, and commercial/industrial, with some residential areas west of Neil Street. North of the railroad, land use becomes more varied. Residential uses become more prevalent; commercial, industrial, office, and commercial/industrial are still present, but to a lesser extent. Parcels categorized as parks and open space and institutional uses also appear.

Data shown in the map above is sourced from the Champaign County Land Resource Management Plan adopted in April 2010; the source map was originally compiled in October 2007.

Corridor Analysis: Sanitary Sewer Network



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SANITARY SEWER

The corridor area's sanitary sewer is primarily made up of gravity mains. The corridor area includes 141 manholes, 12 net junctions, and three cleanout fixtures.

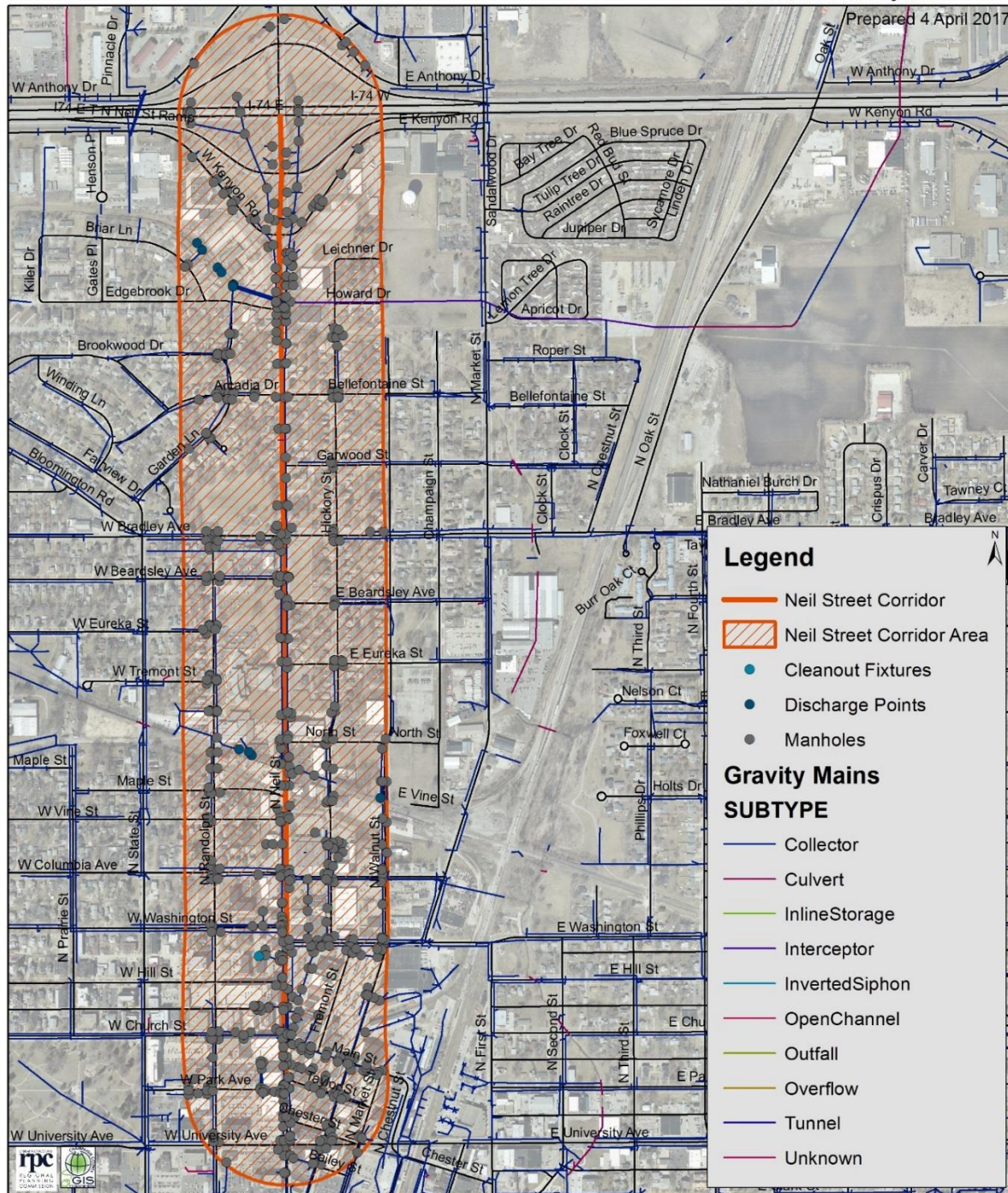
Data shown in the map above is sourced from the Champaign County GIS Consortium.



Corridor Analysis: Storm Sewer Network

0 0.125 0.25 0.5 Miles

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STORM SEWER

The corridor area's storm sewer is also primarily comprised of gravity mains. Within the corridor area, there are 11 discharge points, 613 manholes, and one cleanout fixture.

Data shown in the map above is sourced from the Champaign County GIS Consortium.

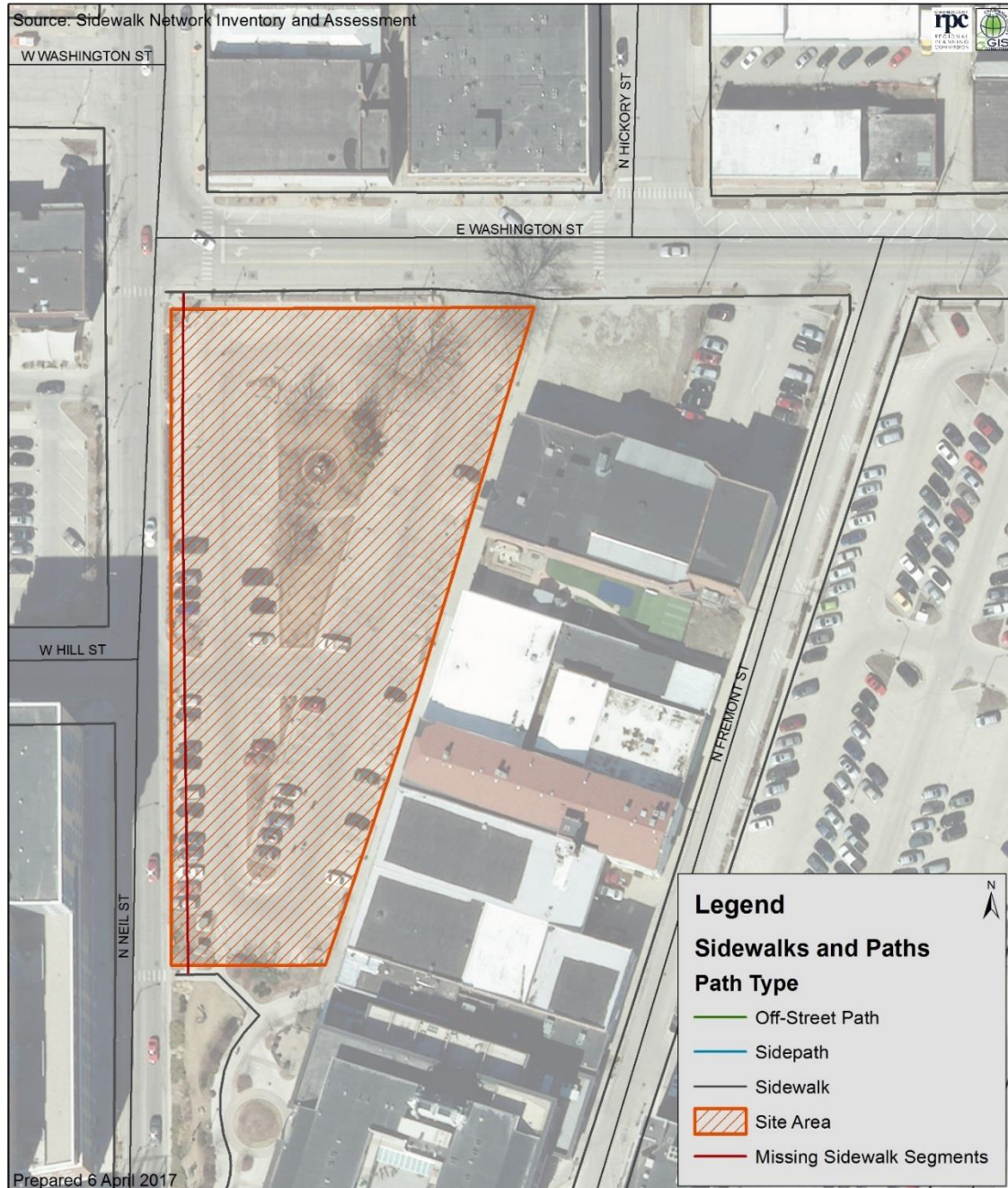
Parking Lot Site Analysis



Site Analysis: Pedestrian Usability

0 0.0125 0.025 0.05 Miles

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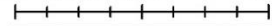
PEDESTRIAN COUNTS AND USABILITY

In the immediate area surrounding the site, the sidewalk network is largely complete. However, there is no sidewalk along the western edge of the site itself, along the east side of Neil Street.

No pedestrian count data is available for the site area.

Site Analysis: Bike Access

0 0.0125 0.025 0.05 Miles



Prepared 4 April 2017



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BICYCLE COUNTS AND ROUTES

No bikeways are located within or adjacent to the site area. The Randolph Street and Walnut Street on-street bike lanes, described above, are nearby. Bicyclists at the site can reach the Randolph Street bike lane by traveling 0.09 miles west on West Hill Street, and can reach the Walnut Street bike lane by traveling 0.08 miles east on East Washington Street. However, there are no bike facilities on the relevant segments of either West Hill or East Washington Streets.

No bike count data is available for the site area.



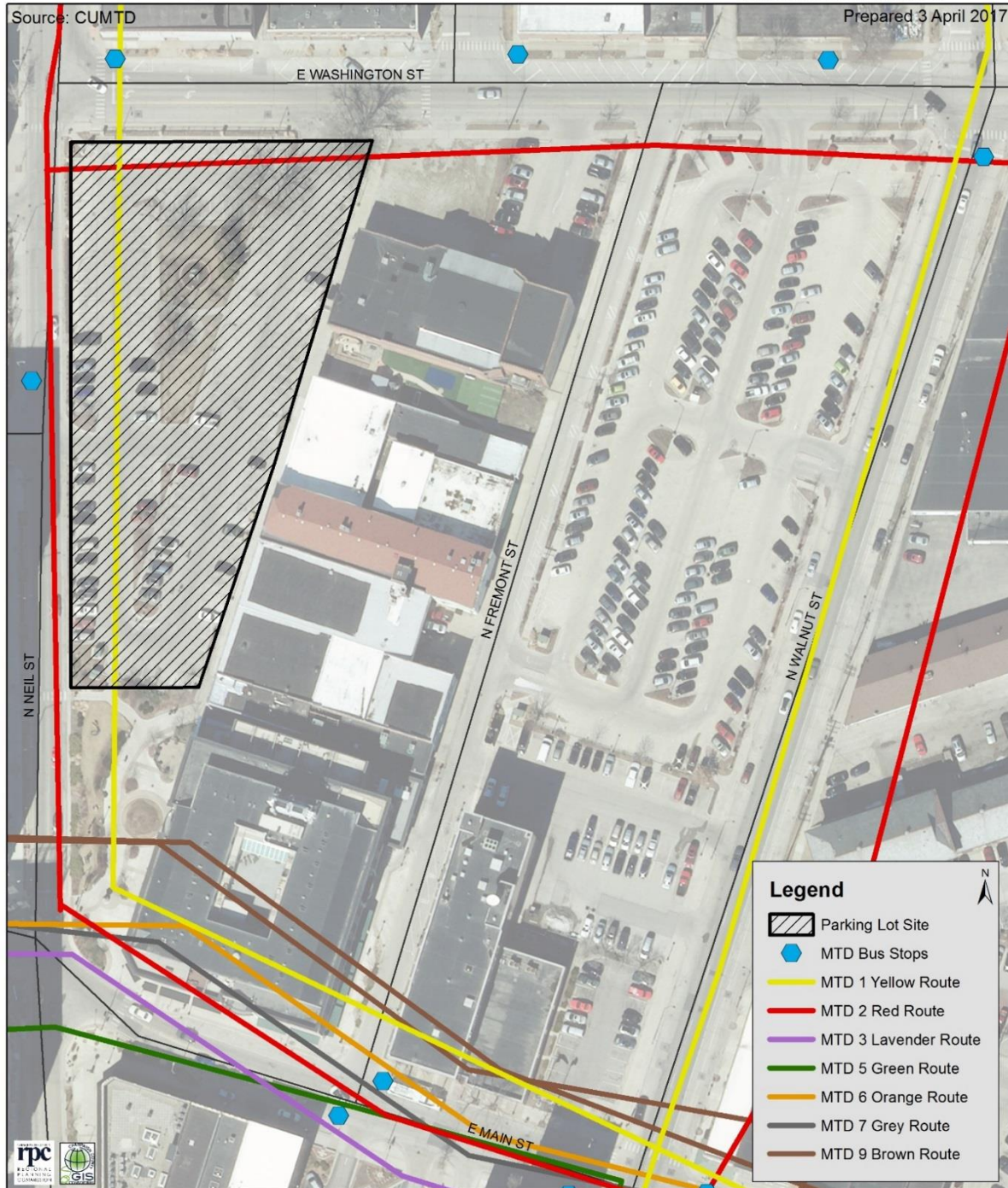
Parking Lot Site: Transit Access

0 0.0125 0.025 0.05 Miles

Source: CUMTD

Prepared 3 April 2017

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TRANSIT ACCESS AND AMENITIES

The site of interest is accessible via Champaign-Urbana Mass Transit District bus routes. Two routes, the 1 Yellow and 2 Red, run on streets immediately adjacent to the site of interest. Five additional routes (the 3 Lavender, 5 Green, 6 Orange, 7 Grey, and 9 Brown) run on the West Church Street/East Main Street corridor that intersects Neil Street, less than 0.1 mile south of the site.

In addition to the adjacent routes, 53 MTD bus stops are located within a 0.25-mile radius area of the site. Finally, the Illinois Terminal is located roughly 0.4 miles from the site on foot, providing additional transit options.



Site Analysis: Sanitary Sewer Network

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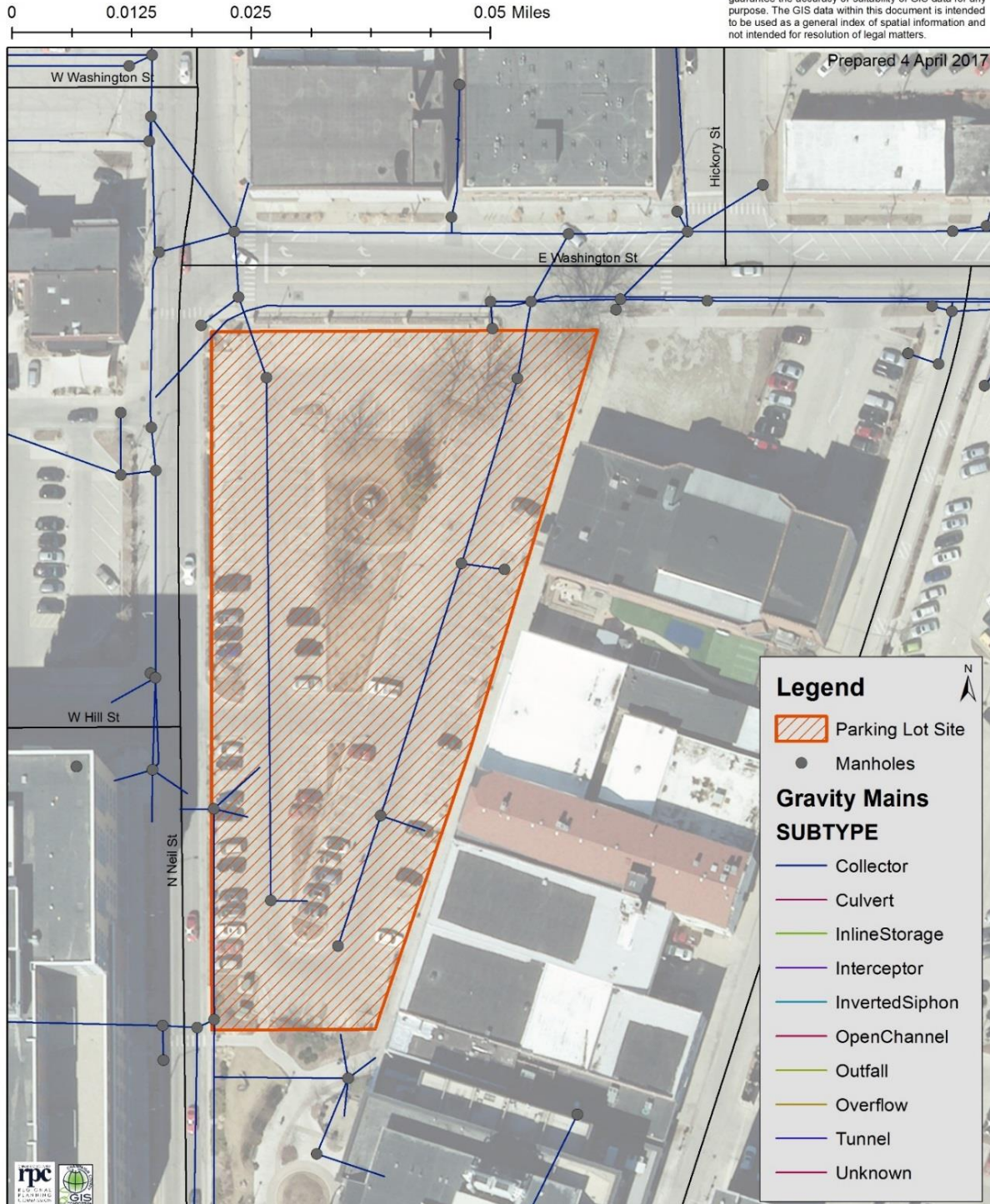
SANITARY SEWER

Like the corridor area, the site area's sanitary sewer is primarily made up of gravity mains. No cleanout fixtures, manholes, or net junctions are located within the area, though several manholes and net junctions are in the general area.



Site Analysis: Storm Sewer Network

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STORM SEWER

The site area's storm sewer is also primarily comprised of gravity mains. There are nine manholes within the site area, and more in the general area.



HISTORICAL LAND USES

An historical survey of the 400 block of North Neil Street and its surrounding area was performed using the Champaign-Urbana city classified business directories for 1885, 1890, 1900, 1910, 1920, 1930, and 1940. Due to the use of intersections as reference points in some cases, some businesses or business types named below are likely to have been located not on the site, but near the site.

1885: blacksmith, bookkeeper, carpenter, Champaign Marble and Granite Company, clerk (2), coachman, druggist, laborer (3), machinist, milliner, Olive House (presumed restaurant or hotel), Peabody Brothers livery stable, planing mill, Robeson & Burr manufacturers stone mason, travel agent,

1890: furniture store or factory, horse dealer, shoemaker

1900: Beardsley Hotel, blacksmith, confectionary, grocery, livery barn, sale barn

1910: coal sales, confectionary, Gazette, grocer (3), optician, Star Steam Dye & Cleaning Works

1920: battery service station, Beardsley Hotel, contractor (interior decorating), furnace sales and services, Holmes automobile sales, painters supplies, plumbing and heating services, restaurant, sewer piping, vacuum cleaner, varnish, wallpaper

1930: automobile sales, café, cleaners/dyers, confectionary, gas station, grocer (2+), hotel, National Cash Register Company, plumbing and heating, restaurant, tire sales, transfer and storage

1940: bath sales and installation, barber shop, battery sales, beauty salon, building and loan association, café, car repair, gas station, glass company, grocer



EPA DATA

Data about the site area was retrieved from the U.S. EPA's [MyEnvironment dashboard](#), using the address 498 N. Neil Street, Champaign, IL.

No Superfund or EPA-designated brownfield sites are located within the site area. The most recent air quality data available from this resource dates from 2013-2014; as measured by the Air Quality Index, air quality at the site ranks as "Good," with ozone comprising 66.67% of air pollutants. The body of water evaluated by the EPA that is closest to the site is the Boneyard Creek, located roughly three miles away and classified as "impaired."

The MyEnvironment dashboard includes data on energy production and consumption and public health in relation to air pollution, dating from 2014 and 2011, respectively. Due to the age of this data, these topics are not included in this report.

CRIME DATA

Crime data was retrieved from CrimeReports.com, for the period of October 3, 2016 to April 3, 2017. The area bounded by East Washington Street to the north, North Neil Street to the west, Main Street to the south, and North Fremont Street to the east was assessed as relevant to this site analysis. Three incidents took place in the assessed area during the given timeframe.

Date	Intersection/Location	Time of Day	Day of Week	Type of Event
11/3/16	300 Block, N. Neil St.	approx. 12 a.m.	Thursday	Property Crime
11/17/16	300 Block, N. Neil St.	approx. 10 p.m.	Thursday	Traffic
11/18/16	1 Block, E. Main St.	approx. 12 a.m.	Friday	Assault with a Deadly Weapon

Source: Crime Reports online mapping service. <<https://www.crimereports.com>>. Data retrieved 3 April 2017.