



**CITY OF URBANA, ILLINOIS
DEPARTMENT OF PUBLIC WORKS**

ENGINEERING

M E M O R A N D U M

TO: Bruce K. Walden, Chief Administrative Officer

**FROM: William R. Gray, Public Works Director
Jennifer J. Selby, Civil Engineer**

DATE: February 2, 2006

**RE: Additional Response to Resolution No. 2005-11-022R
A Resolution of Support for Improvements to Lincoln Avenue**

Introduction

City Council passed Resolution No. 2005-11-022R – A Resolution of Support for Improvements to Lincoln Avenue- on December 5, 2005 (see attached). This Resolution stated that the City Council supports a 3-lane concept along Lincoln Avenue from Pennsylvania Avenue to Nevada Street. However, the City Council did ask that six (6) items be clarified and brought to the Council before construction begins on the Lincoln Avenue improvements.

The six (6) items of City Council concern were addressed and the solutions were presented to Council by the Engineering Division at the January 23, 2006 Meeting of Committee of the Whole. City Council's concerns were generally resolved, however, a few additional concerns were raised by Council members. This memo is in response to those additional comments.

City Council Concerns

The proposed design presented to City Council on January 23, 2006 showed construction of high-visibility crosswalks approximately 50 feet south of the intersections of Lincoln Avenue with Ohio Street and Iowa Street. The striping at these two intersections originally included an off-set crosswalk to direct pedestrians to face on-coming traffic as they crossed the street, as well as additional striping to provide a pedestrian refuge area within the bi-directional turn lane.

Council was concerned that a visually impaired pedestrian had no tactile clues as to the off-set crosswalk (as would have been provided had a raised median been provided vs. a painted median) and would therefore be unable to find the ramp on the opposite side of the street.

In response to this concern, the crosswalks were moved north to line up directly with the sidewalk coming from the streets to the east. The new ramp on the west side of the street is therefore located directly across from the existing ramp on the east side of the street.

Moving the crosswalks north eliminated the striped pedestrian refuge area (due to encroachment into the left-turn movement of cars traveling from west to south). However, pedestrians will still be protected by stopping within the bi-directional left-turn lane.

A second Council concern was the reduction of connectivity points between the neighborhood east of Lincoln Avenue and the University of Illinois campus. The originally proposed plan showed one ramp at each of the four crossings of Lincoln Avenue (Michigan Avenue, Indiana Avenue, Ohio Street, and Iowa Street). The crossing at Michigan Avenue was located on the north side of the intersection and on the south side of the intersection at Indiana Avenue. As mentioned above, the crossings at Ohio Street and Iowa Street were located approximately 50 feet south of the intersections.

The crossing points at Michigan Avenue and Indiana Avenue were not changed from the original design. However, as mentioned above, the crossings at Ohio Street and Iowa Street were moved north, closer to the intersection. Moving these crossings north reduces the distance a bicycle must travel to the south to cross Lincoln Avenue before proceeding north. The crossing points at Ohio Street and Iowa Street are only approximately 25 feet south of the centerline of each of these streets. In addition, the proposed ramps on the west side of Lincoln Avenue are now 10-feet wide to allow ample room for both pedestrians and bicyclists.

The existing curb cut directly across from Iowa Street will be eliminated with the proposed design, but the proposed curb cut is located only 25 feet south of the existing curb cut. Locating the curb cut further south than the existing location is safer for crossings because it places the pedestrians and bicyclists south of the southbound left-turn movement from Lincoln Avenue onto the side streets.

The existing curb cut located mid-block between Iowa Street and Nevada Street will also be eliminated with the proposed design. This will be removed to discourage crossings at mid-block. Although two existing curb cuts will be eliminated with the proposed design, four new curb cuts will be provided, each with 10-foot wide ramps. These new curb cuts will be wider than existing conditions and will also be placed at safer crossing locations. There is no loss of connectivity to the University of Illinois campus.

The final concern of Council was in regard to the CATS III study. Council wanted to reiterate the importance of a study to improve bicycle connectivity to existing paths in the campus area. This is an item that is related to the Lincoln Avenue design improvements, but will not be solved with the design improvements. Engineering staff will forward City Council's concerns on to the CATS III committee for their consideration.

Council Action

City staff seeks concurrence on the aforesaid described project improvements via a council motion in support of the proposed design and to proceed with construction.

RESOLUTION NO. 2005-11-022R

**A RESOLUTION
OF SUPPORT FOR IMPROVEMENTS
TO LINCOLN AVENUE
(Lincoln Avenue Traffic Signals and Striping)**

WHEREAS, the City of Urbana has expressed its commitment to the establishment of a safer environment for pedestrians, bicyclists, vehicles and buses in the University District and the city in general; and

WHEREAS, the residential area along and east of Lincoln Avenue has significant student and university employee population resulting in large numbers of pedestrian and bicycle crossings of Lincoln Avenue; and

WHEREAS, the City has determined that improvements to Lincoln Avenue are necessary and identified as part of the city's Capital Improvement Plan, and the University of Illinois and the State of Illinois have awarded the city grant funds in support of these improvements; and

WHEREAS, the Council recognizes that Lincoln Avenue is a major North-South transportation corridor and balance needs to be found between various modes of transportation; and

WHEREAS, a 3-lane configuration with shoulders between Pennsylvania and Nevada Avenues will increase pedestrian safety without a loss of traffic capacity, demonstrated by generally accepted scientific studies based on the experiences of other cities; and

WHEREAS, traffic signalization will improve traffic flow and reduce traffic delays, changing Nevada and Pennsylvania from failing Level of Service ratings to fair and good ratings; and

WHEREAS, the Council Resolved, in a 9/14/2004 Sense of the Council Motion, calling for study of reducing the crossing distance and reducing the number of lanes of Lincoln Avenue;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF URBANA, ILLINOIS, as follows:

Section 1. The City Council finds and determines that the facts contained in the above recitations are true and supports the 3 lane concept put forth by the Campus Area Transportation study and the City Engineer..

Section 2. The City Council requests that these items be clarified and answers brought to the Council before proceeding with construction:

- a) That an agreement be developed with the University of Illinois and the CU MTD creating bus pullouts on the west side of Lincoln in the area affected;
- b) That an agreement be developed with the CUMTD limiting the number of bus stops on the east side and that serious efforts be made to develop some kind of pullout in the right of way and/or in conjunction with some property owner(s);

- c) That crosswalk locations be carefully identified and that medians be constructed in such a way as to make their removal or relocation relatively easy with adequate lighting provided;
- d) That necessary steps are taken to identify the areas to be developed for deliveries and loading/unloading on side streets and a mechanism for preventing stops along Lincoln be determined;
- e) That vehicle merge issues are completely identified and mechanisms to alleviate potential problems be developed;
- f) That locations for curb cuts for bicyclists to pull off of Lincoln from the shoulder areas and at either end of the 3 lane configuration be identified.

Section 3. The provision of a shared use area for bicycles shall not be finalized until the Mayor and the Council have additional information from the Legal Department about the policies and practices of other communities with such mixed use plans. Further, the Public Works Department is directed to evaluate the feasibility of expanding the shared use area of the Lincoln Avenue improvements to meet State and National standards for bicycle traffic. These questions shall be answered prior to the commencement of construction, and should be accorded high priority by both the Legal Department and the Public Works Department.

Section 4. That the Urbana City Council does hereby authorize the Mayor to submit any grant requests on behalf of the City to the State of Illinois to help cover any construction and improvement costs and to enter into negotiations with the University of Illinois (UIUC) and the Champaign-Urbana Mass Transit District (CUMTD) to determine ways of minimizing the impact of bus traffic to the aforementioned section of Lincoln Avenue.

PASSED by the City Council this 5th day of December, 2005.

Ayes:

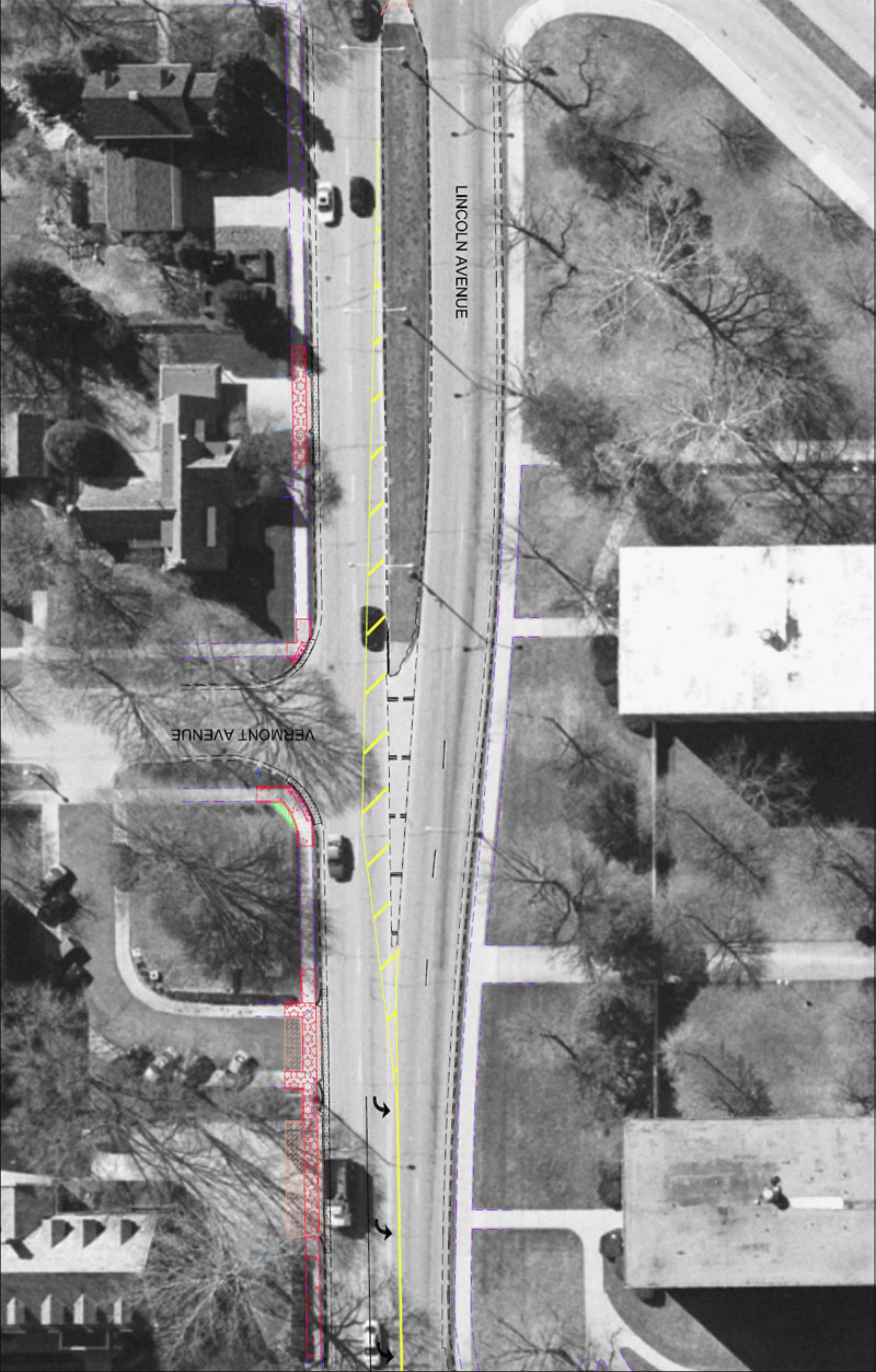
Nays:

Abstains:

Phyllis D. Clark, City Clerk

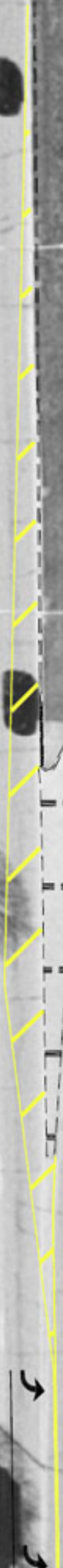
APPROVED by the Mayor this 7th day of December, 2005.

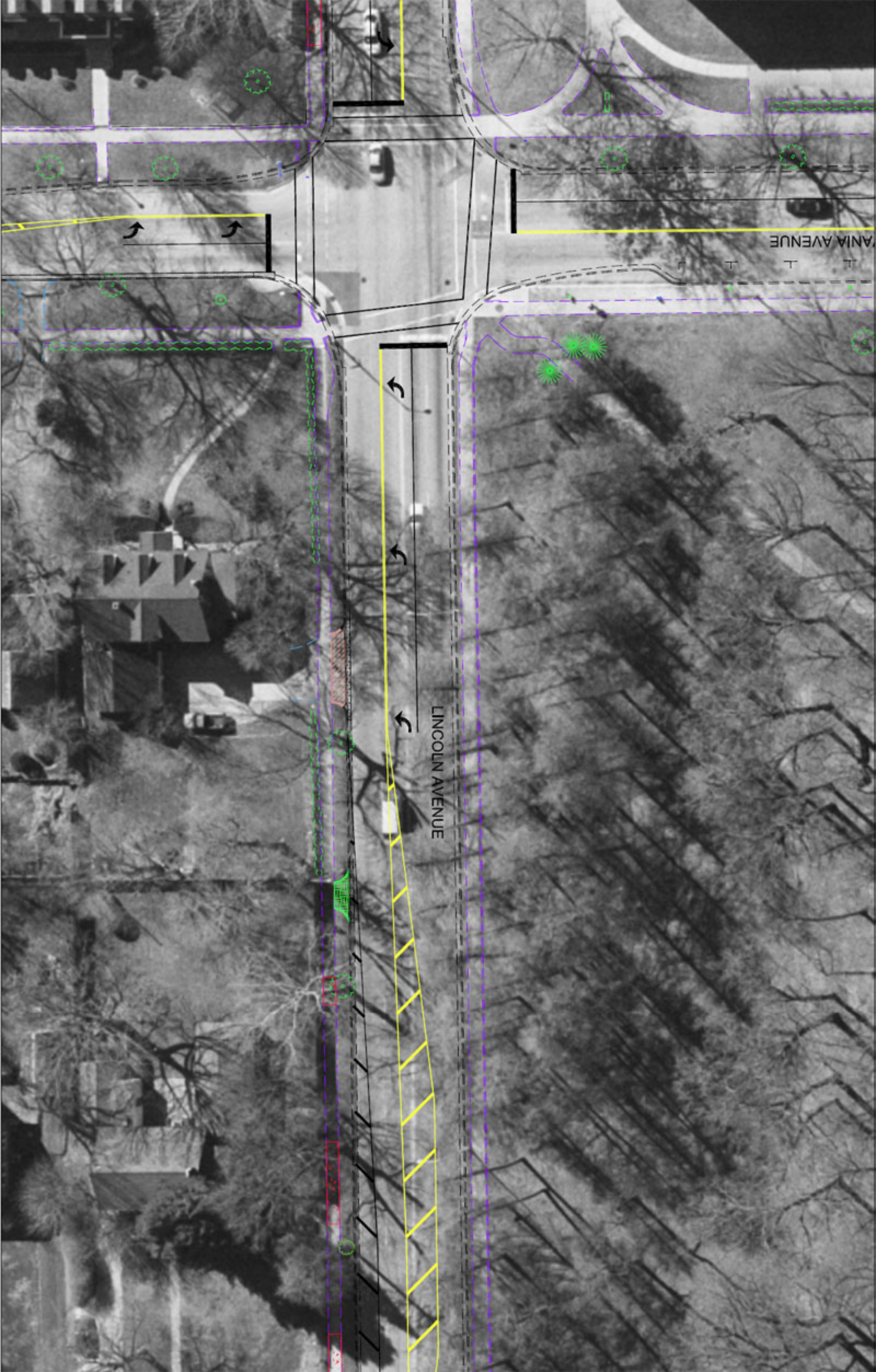
Laurel Lunt Prussing, Mayor
Danielle Chynoweth, Mayor Pro-tem



LINCOLN AVENUE

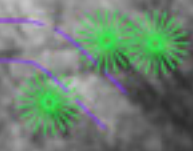
VERMONT AVENUE

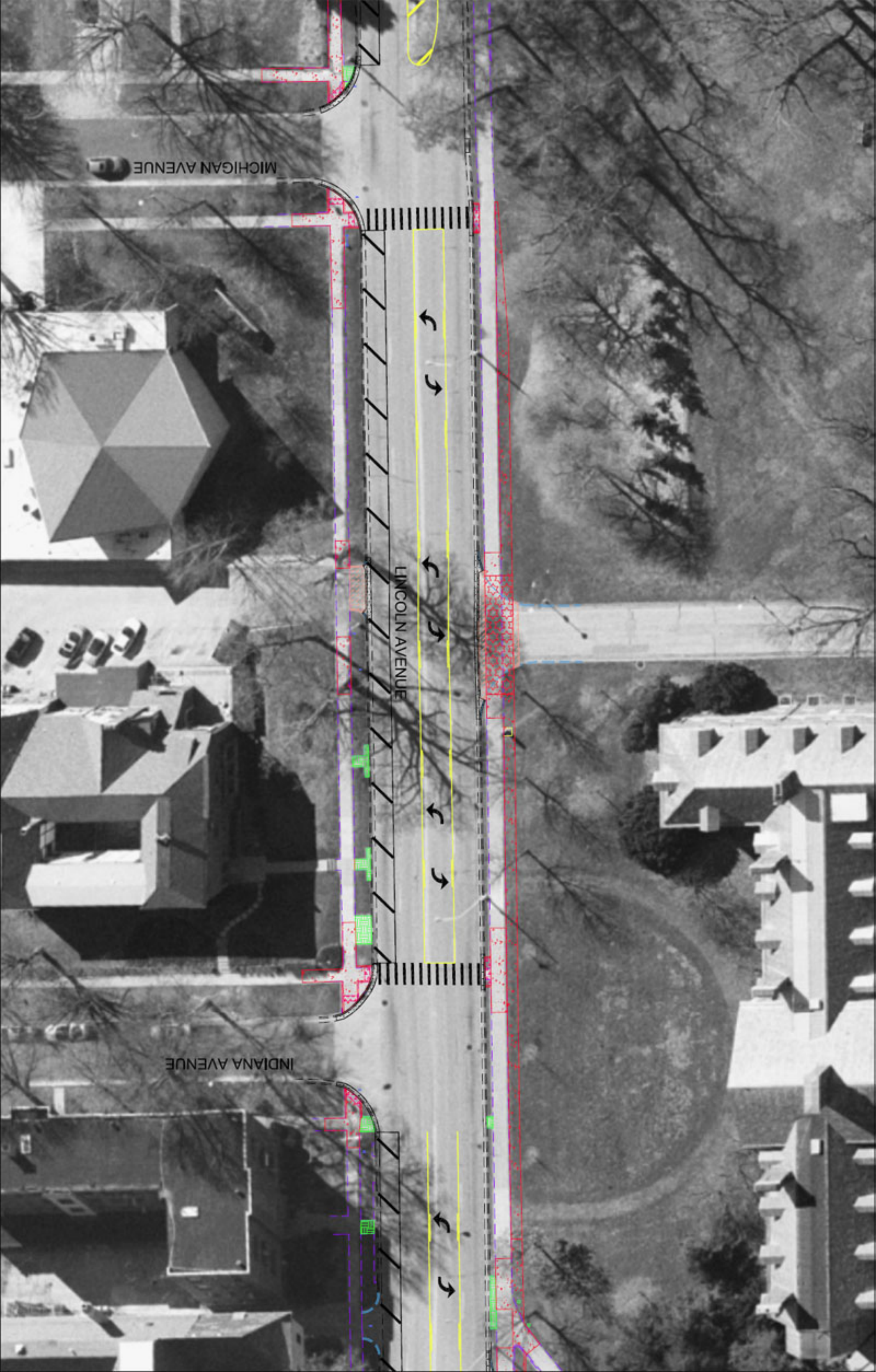




PENNSYLVANIA AVENUE

LINCOLN AVENUE



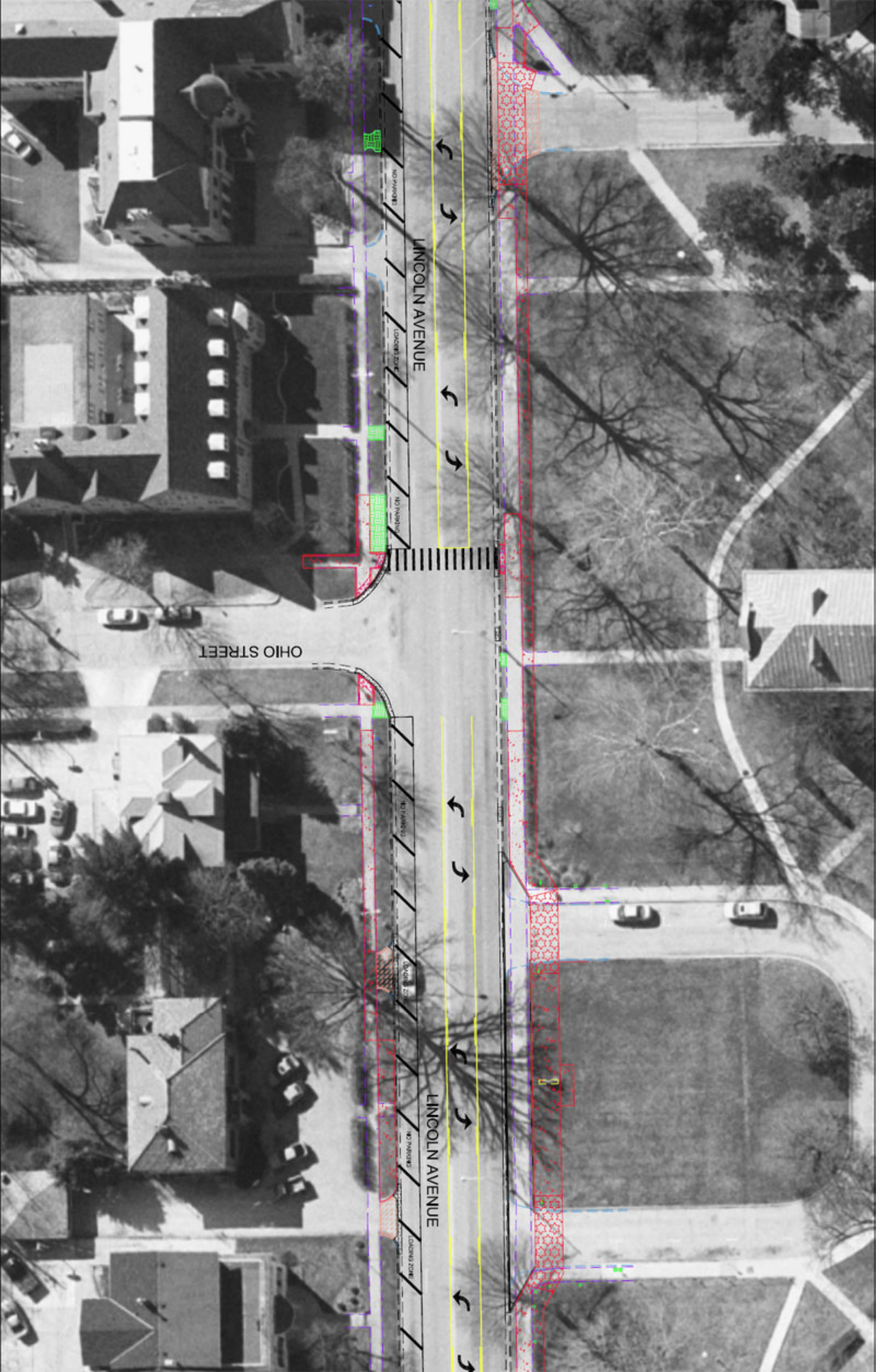


MICHIGAN AVENUE

LINCOLN AVENUE

INDIANA AVENUE





LINCOLN AVENUE

OHIO STREET

LINCOLN AVENUE

NO PARKING

LOADING ZONE

NO PARKING

NO PARKING

LOADING ZONE

NO PARKING

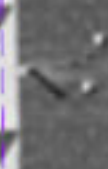
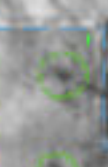
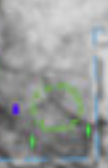
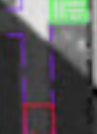
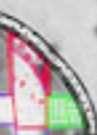
LOADING ZONE



IOWA STREET

LINCOLN AVENUE

LINCOLN AVE



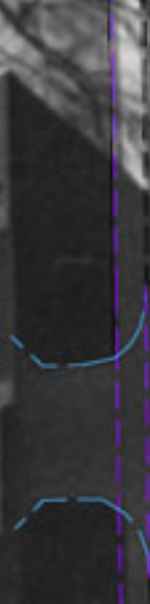
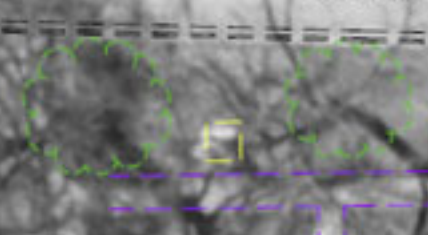
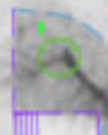
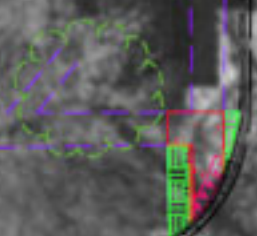
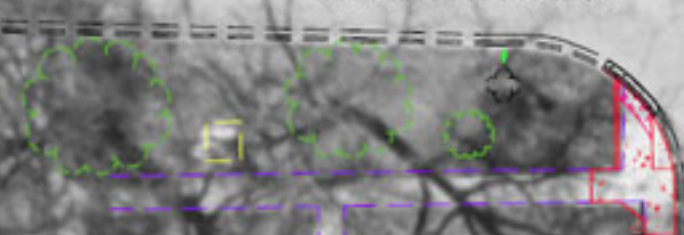


LINCOLN AVENUE

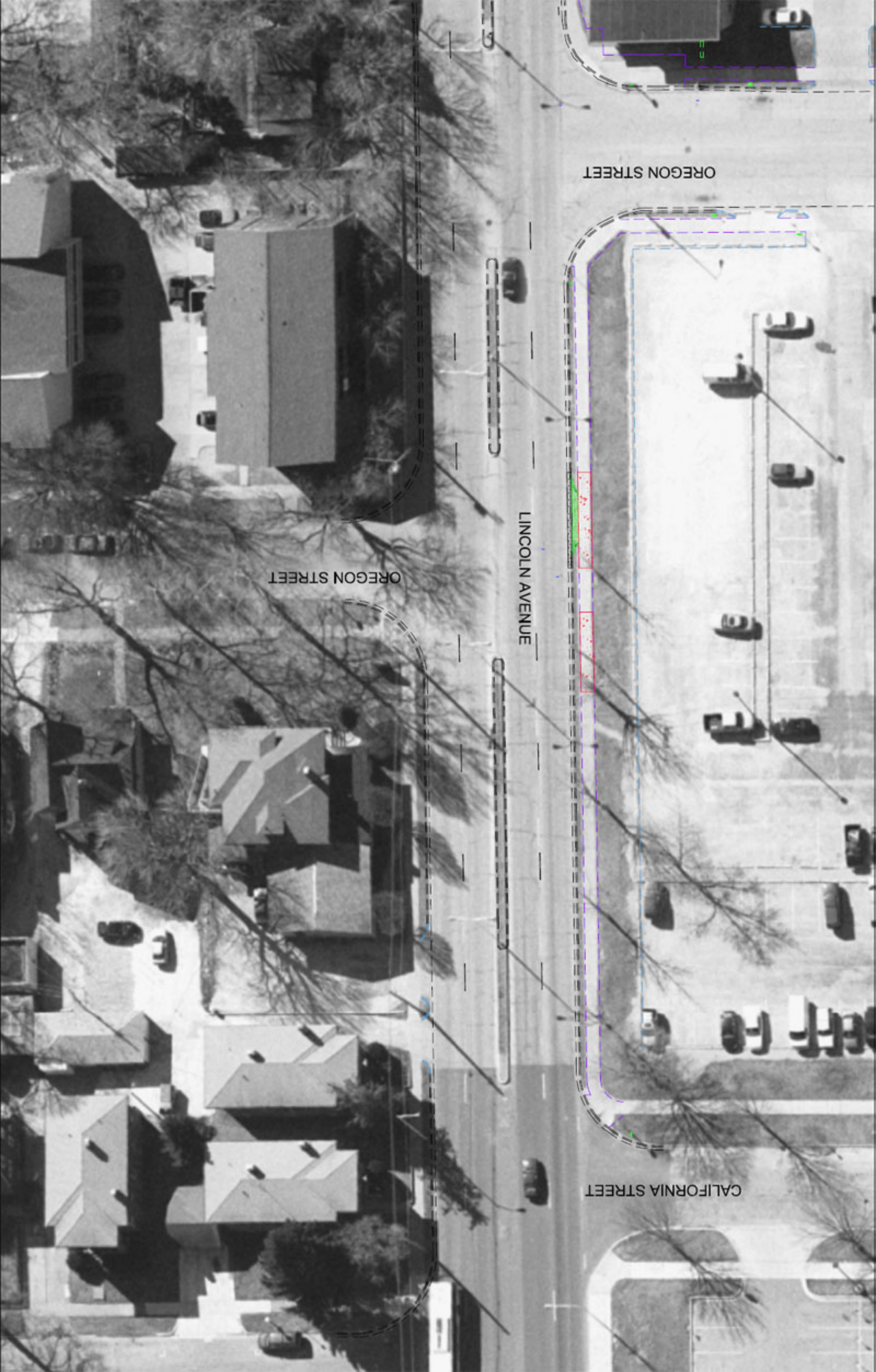
NEVADA STREET

NEVADA STREET

LINCOLN AVENUE



12



OREGON STREET

LINCOLN AVENUE

OREGON STREET

CALIFORNIA STREET



PENNSYLVANIA AVENUE

LINCOLN AVENUE

PENNSYLVANIA AVENUE