



MEMORANDUM

TO: Mayor Laurel L. Prussing and Members of the City Council
FROM: William R. Gray, Public Works Director *W.R.G.*
Gale L. Jamison, Assistant City Engineer *G.L.J.*
Bradley M. Bennett, Senior Civil Engineer *B.M.B.*
DATE: April 4, 2013
RE: Safe Routes to School Bike Facilities Project
On-Street Parking Removals for Kinch Street Bike Lanes

Action Requested

Approval of on-street parking removals along Kinch Street between Washington Street and Florida Avenue as recommended by the Traffic Commission to facilitate installation on bike lanes.

Background and Facts

The City of Urbana received a \$199,000 Safe Routes to School (SRTS) Grant to expand its bicycle facilities within 1.5 miles of Urbana Middle School to facilitate more students bicycling to school. The proposed bike facilities will also benefit five of Urbana's six elementary schools – Martin Luther King, Jr., Prairie, Thomas Paine, Wiley, and Yankee Ridge. The proposed bicycle facilities include 2.2 miles of bike lanes, 0.5 miles of shared bike/parking lanes, and 5.6 miles of bike routes. The project will also include installation of new bike racks – 112 spaces – at all of the schools along the proposed bike facilities. The proposed bike facilities are anticipated to be constructed in the summer of 2013.

All of the proposed bike facilities were recommended in the Urbana Bicycle Master Plan approved by City Council in April 2008. The Bike Master Plan was adopted into Urbana's Comprehensive Plan also in April 2008. A graphic of the proposed bike facilities included in Urbana's Bike Master Plan including the Kinch Street bike lanes is shown in Attachment A.

A notification letter regarding the proposed on-street parking removals was initially sent to all the affected properties along Kinch Street on November 29, 2010. A copy of that notification letter is presented in Attachment B. The proposed on-street parking removals along Kinch Street were discussed at the December 7, 2010 Traffic Commission Meeting. No public input was received regarding the on-street parking removals for Kinch Street at that Traffic Commission Meeting.

A follow-up notification letter regarding the proposed on-street parking removals was sent to all the affected properties along Kinch Street on January 22, 2013. A copy of that notification letter is presented in Attachment C. The proposed on-street parking removals along Kinch Street were discussed at the February 5, 2013 Traffic Commission Meeting. Public input was received regarding the on-street parking removals from two residents. The Traffic Commission voted to table the vote on the parking removals until the March 5th Traffic Commission Meeting to allow for any additional public input.

A final notification letter regarding the proposed on-street parking removals was sent to all the affected properties along Kinch Street on February 26, 2013. A copy of that notification letter is presented in Attachment D. The proposed on-street parking removals along Kinch Street were discussed at the March 5, 2013 Traffic Commission Meeting. Additional public input was received regarding the on-street parking removals from one resident. The Traffic Commission voted to approve the proposed removal of on-street parking on Kinch Street.

A letter was also sent to all affected property owners on March 13, 2013 regarding the Traffic Commission's recommendation of the parking removal along Kinch at their March 5th meeting. A copy of that letter is presented in Attachment E.

A graphic of the proposed on-street parking removals and bike lanes along Kinch Street from Washington Street to Florida Avenue is shown in Attachment F.

Alternatives

Three alternatives to the on-street parking removals on Kinch Street between Washington Street and Florida Avenue to facilitate the installation of bike lanes that were considered include:

1. Change Kinch Street from bike lanes to a bike route.
 - A. Advantages
 - No reduction in on-street parking.
 - B. Disadvantages
 - Eliminates only north/south bike lanes between Florida and Washington in the area between Philo Road and High Cross Road.
 - Bike routes are not as effective as bike lanes for encouraging bike ridership.
 - Loss of grant funds to install bike lane pavement markings.

2. Utilize a shared bike/parking lane instead of separate bike lanes.

It is not feasible to provide shared bike/parking lanes due to existing street pavement widths from the areas between Florida Avenue to Vermont Street and between Pennsylvania to Michigan. See Attachment F. Funds are not available to widen the streets in these two areas.

3. Eliminate all bike infrastructure from Kinch Street.
 - A. Advantages
 - No reduction in on-street parking.
 - B. Disadvantages
 - Eliminates only north/south bike lanes between Florida and Washington in the area between Philo Road and High Cross Road.
 - No facilities for encouraging bike ridership.
 - Loss of grant funds to install bike lane pavement markings.

Additional Information

In regards to the benefits of bike lanes the evidence is conclusive, so much so that the U.S. Department of Transportation has established a national policy that says: "The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments."

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm. To review the research that supports this policy, information can be found via this site:
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/web_pub.cfm

As to the benefits of road diets on roadway safety, please reference the Federal Highway Administration's list of "Proven Safety Countermeasures" and the discussion of road diets as one of the top nine ways in which roadway safety can be improved through roadway design.
http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.htm

Recommendations

It is recommended that the on-street parking removals on Kinch Street between Washington Street and Florida Avenue as proposed by the Traffic Commission be approved per Ordinance 2013-03-025 presented to the City Council at its April 1, 2013 meeting.

Staff will study and present at a future Traffic Commission meeting a speed study along Kinch Street and a stop sign study at the intersections of Kinch Street and Michigan Avenue and Kinch Street and Florida Avenue. Inclusion of Community Development Block Grant funded streetlights on Kinch Street will be considered as part of the Capital Improvement Program and the Annual Action Plan development process.

Attachments:

Attachment A - Bicycle Master Plan Facilities

Attachment B – Initial November 29, 2010 Notification Letter

Attachment C – January 22, 2013 Notification Letter

Attachment D– February 26, 2013 Notification Letter

Attachment E – March 13, 2013 Traffic Commission Meeting Results Letter

Attachment F – On-Street Parking Removals and Bike Lanes on Kinch Street

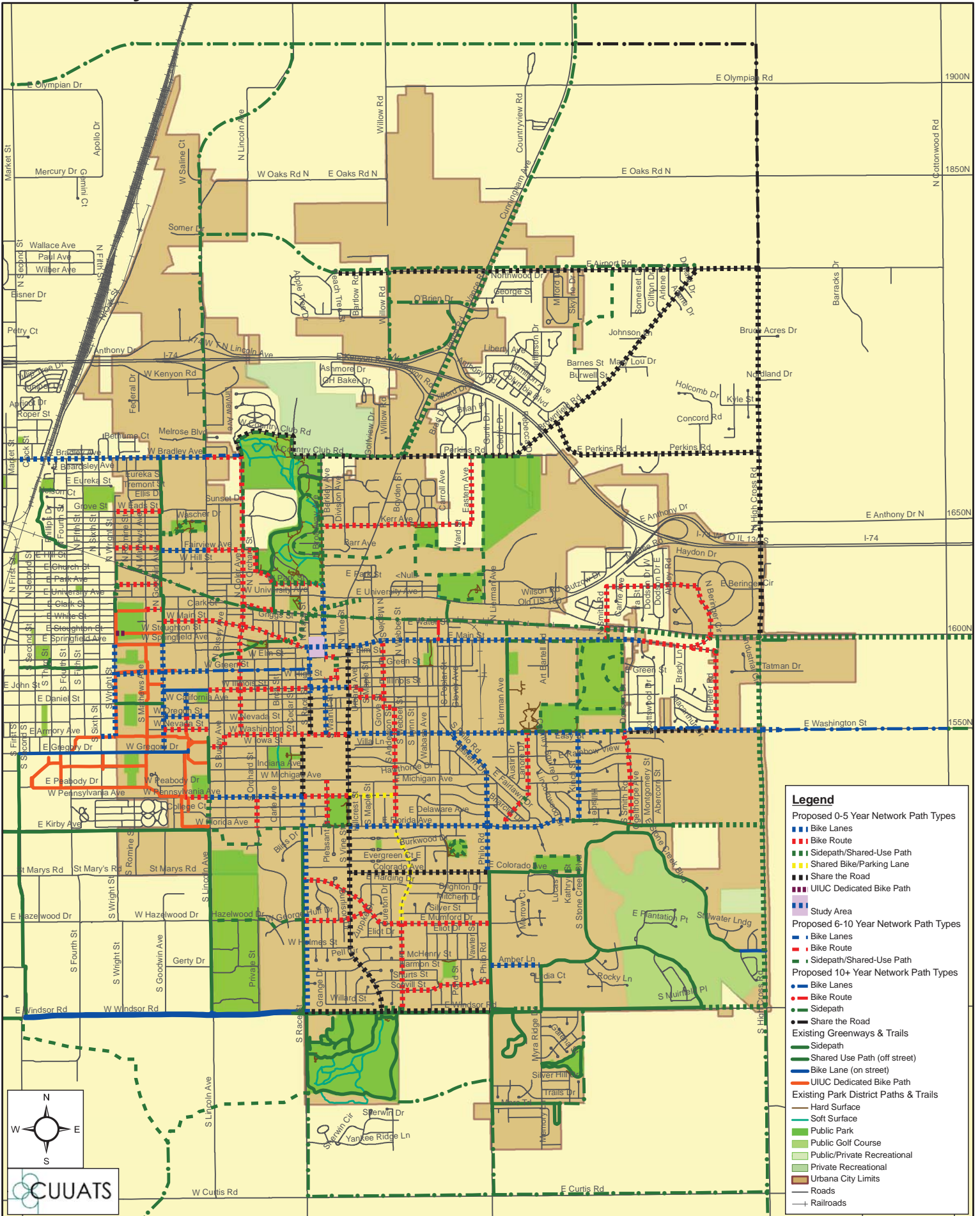
Attachment G – Ordinance 2013-03-025 - An Ordinance Amending Schedule J of Section 23-183 of the Urbana Local Traffic Code Prohibiting Parking at all Times on Certain Streets



City of Urbana Bicycle Master Plan

ATTACHMENT A

Recommended Bicycle Network
Fully Implemented





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

ENGINEERING

November 29, 2010

Dear Concerned Citizen:

The City of Urbana is preparing to submit an application for Safe Routes to School (SRTS) funds in December of this year. SRTS funds support projects and programs that enable and encourage walking and bicycling to and from school. The City recognizes the vital importance of SRTS efforts because of the benefits to students such as increased independence and daily physical activity, improved health, richer connection to community, reduced traffic congestion and pollution, enhanced neighborhood livability, and improved traffic safety.

The City's grant application will propose implementation of part of the bicycle network from the City's Bicycle Master Plan to encourage students at the Urbana Middle School to bike to school. This engineering project will go hand-in-hand with the education and encouragement programs being implemented at the Urbana Middle School. The proposed implementation will also benefit Martin Luther King Jr., Flossie Wiley, Thomas Paine, Yankee Ridge and Prairie Elementary schools.

Some of the proposed implementation will affect on-street parking within the City. To implement bike lanes, the on-street parking on the following streets will need to be removed.

- Florida Avenue, south side – Vine Street to Hillcrest Street
- Florida Avenue, north side – Hillcrest Street to Philo Road (parking remains on south side)
- Florida Avenue, south side – Philo Road to Adams Street (parking remains on north side)
- Florida Avenue, north side – Adams Street to James Cherry Drive (parking remains on south side)
- Florida Avenue, north & south sides – James Cherry Drive to Lincolnwood Drive
- Florida Avenue, south side – Lincolnwood Drive to Rutledge Drive (parking remains on north side)
- Florida Avenue, north & south sides – Rutledge Drive to Kinch Street
- Kinch Street, west side – Florida Avenue to Washington Street (parking remains on east side)
- Fairview Avenue, north side – Goodwin Avenue to Lincoln Avenue

The attached exhibit highlights the areas proposed for on-street parking removal.

The Urbana Traffic Commission will meet on **Tuesday December 7, 2010 at 4:00 p.m.** in the Executive Conference Room on the 2nd floor of the City Building, 400 South Vine Street, to discuss the parking impacts. The topic of this meeting may be of special interest to you since on-street parking is proposed for removal on your street. You are invited to attend the meeting to express your concerns about this proposed action.

If you are unable to attend the meeting, you may write or call any of the Commissioners to discuss your feelings on the item.

Urbana Traffic Commission Members

Dennis P. Roberts, Chair
507 East Green Street
Urbana, IL 61801
217/344-0069; e-mail: dproberts@urbanaillinois.us

Joseph L. Smith, P.E.
Senior Civil Engineer, Urbana Public Works
706 South Glover Avenue
Urbana, IL 61802
217/384-2385; e-mail: jlsmith@urbanaillinois.us

Pat Connolly
Chief of Police, Urbana Police Department
400 South Vine Street
Urbana, IL 61801
217/384-2321; e-mail: connolpj@urbanaillinois.us



Legend

Proposed 0-5 Year Network Path Types

- Bike Lanes
- Bike Route
- Sidepath/Shared-Use Path
- Shared Bike/Parking Lane
- Share the Road
- UIUC Dedicated Bike Path

Proposed 6-10 Year Network Path Types

- Bike Lanes
- Bike Route
- Sidepath/Shared-Use Path

Proposed 10+ Year Network Path Types

- Bike Lanes
- Bike Route
- Sidepath
- Share the Road

Existing Greenways & Trails

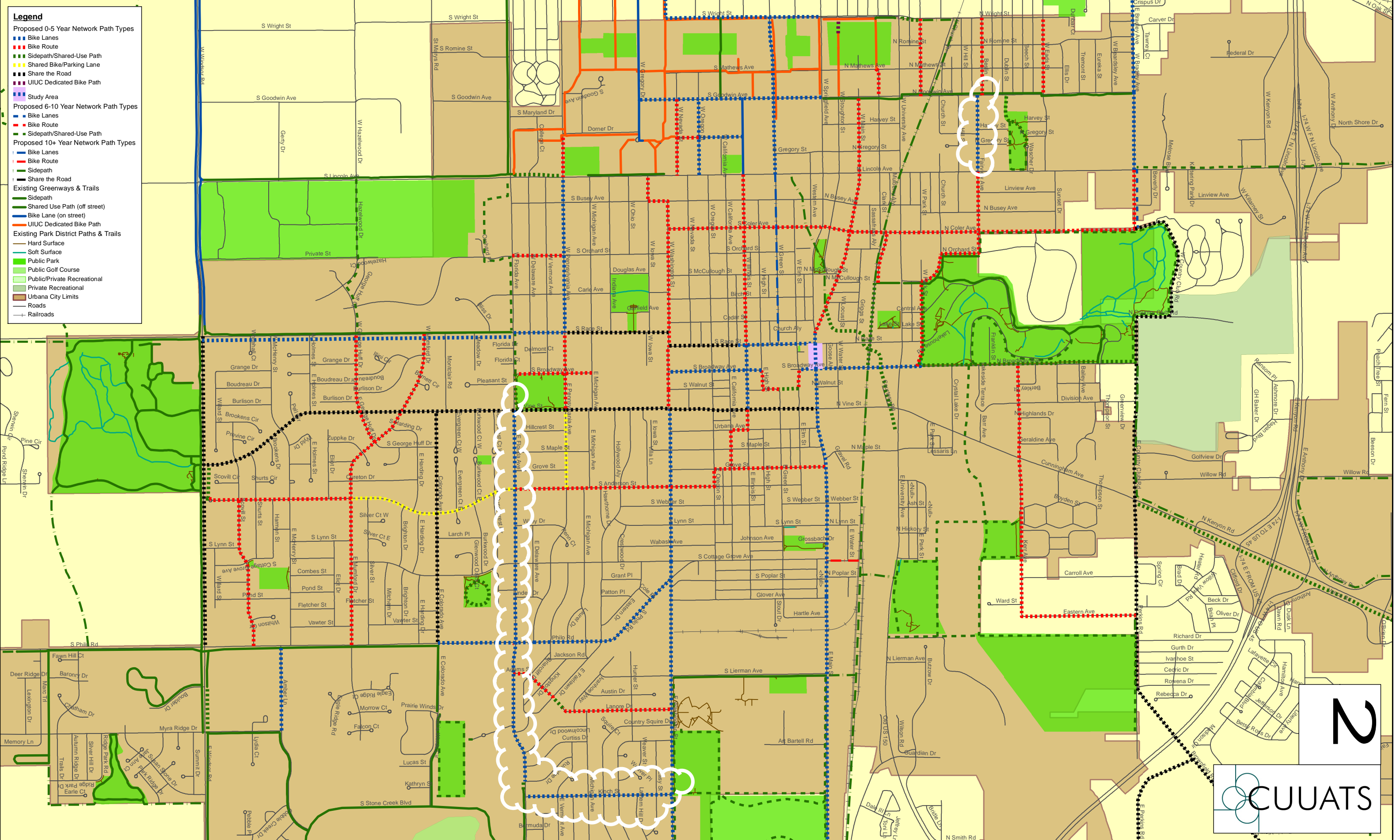
- Sidepath
- Shared Use Path (off street)
- Bike Lane (on street)
- UIUC Dedicated Bike Path

Existing Park District Paths & Trails

- Hard Surface
- Soft Surface
- Public Park
- Public Golf Course
- Public/Private Recreational
- Private Recreational

Other Features

- Urbana City Limits
- Roads
- Railroads





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

January 22, 2013

The City of Urbana was awarded a Safe Routes to School (SRTS) grant of \$199,000 in February 2012. SRTS funds support projects and programs that enable and encourage walking and bicycling to school. The City recognizes the vital importance of SRTS efforts because of the many benefits to students, such as increased independence and daily physical activity, improved health, richer connections to the community, reduced traffic congestion and pollution, enhanced neighborhood livability, and improved traffic safety.

The City's SRTS grant includes implementation of part of the city's bicycle network from the Urbana Bicycle Master Plan to encourage students to bike to school. This SRTS project will go hand-in-hand with education and encouragement programs at the School District.

Some of the proposed projects will affect on-street parking. To implement bike lanes, additional on-street parking along the west side of Kinch Street from Florida Avenue to Washington Street will need to be removed.

The attached exhibit highlights the areas proposed for on-street parking removal. The installation of bike lane markings is anticipated to occur in the summer of 2013. Until then, the on-street parking will remain as is.

The Urbana Traffic Commission will meet on **Tuesday February 5, 2013 at 4:00 p.m.** in the Executive Conference Room on the second floor of the City Building, 400 South Vine Street to discuss the parking impacts. The topic of this meeting may be of special interest to you since the removal of on-street parking on your street is proposed. You are invited to attend the meeting to express your concerns about this proposed action.

If you are unable to attend the meeting, you may write or call any of the Commissioners to discuss your feelings on the item.

Urbana Traffic Commission Members

Dennis P. Roberts, Chair
507 East Green Street
Urbana, IL 61801
217/344-0069; e-mail: dproberts@urbanaininois.us

Joseph L. Smith, P.E.
Senior Civil Engineer, Urbana Public Works
706 South Glover Avenue
Urbana, IL 61802
217/384-2385; e-mail: jlsmith@urbanaininois.us

Pat Connolly
Chief of Police, Urbana Police Department
400 South Vine Street
Urbana, IL 61801
217/384-2321; e-mail: connolpj@urbanaininois.us



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

February 26, 2013

The Urbana Traffic Commission thanks those who have provided input regarding the implementation of parking restrictions on Kinch Street. After reviewing all of the input, the Traffic Commissioners will meet on **Tuesday, March 5, 2013 at 4:00 p.m.** in the Executive Conference Room on the second floor of the City Building, 400 South Vine Street to decide whether or not the proposed parking restrictions on Kinch Street will go to the Urbana City Council for their consideration. You are invited to attend the meeting or, if you are unable to attend the meeting, you may write or call any of the Commissioners with additional comments and questions.

Attached is a map which shows the recommended bicycle network as part of the City of Urbana Bicycle Master Plan. Specifically, it shows the significance of Kinch Street as a bicycle lane connecting residential streets to the bicycle routes on Washington Street and Florida Avenue. As a partial funding source for construction of the bike infrastructure recommended in the Urbana Bicycle Master Plan, the City applied for and was awarded a Safe Routes to School (SRTS) grant of \$199,000 in February 2012. SRTS funds support projects and programs that enable and encourage walking and bicycling to school.

The City's SRTS grant includes installation of bike infrastructure in concert with the Urbana Bicycle Master Plan to encourage students and school staff to bike to school and all bicyclists to use for work and recreation. This SRTS project will be coordinated with bicycle education and encouragement programs at the schools.

As mentioned in earlier correspondence, the SRTS project will include the installation of bike lanes on Kinch Street. Some additional on-street parking along the west side of Kinch Street from Florida Avenue to Washington Street will need to be removed to accommodate the bike lanes. The installation of bike lane markings is anticipated to occur in the summer of 2013. Until then, the on-street parking will remain as is.

Urbana Traffic Commission Members

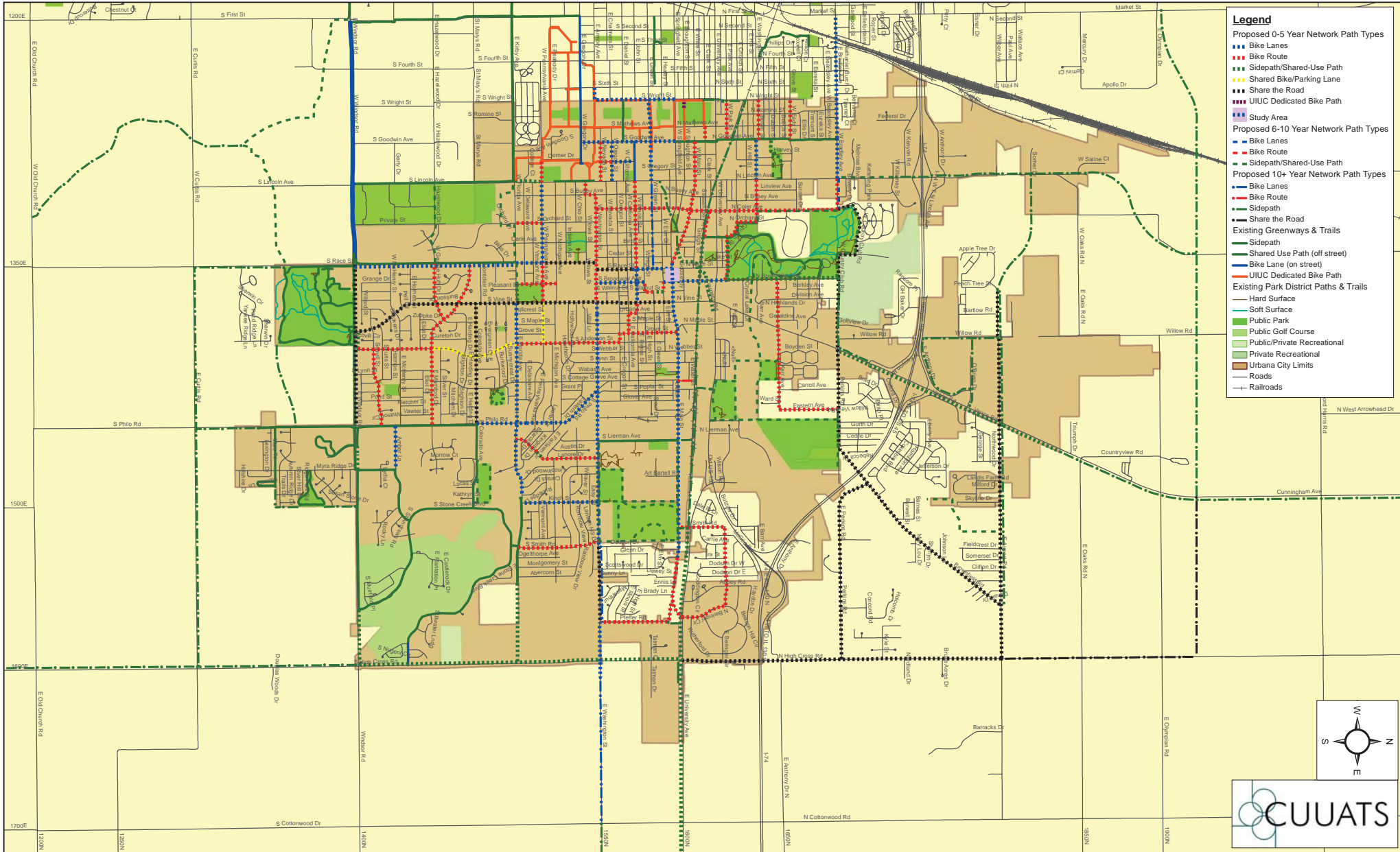
Dennis P. Roberts, Chair
507 East Green Street
Urbana, IL 61801
217/344-0069; e-mail: dproberts@urbanaillinois.us

Joseph L. Smith, P.E.
Senior Civil Engineer, Urbana Public Works
706 South Glover Avenue
Urbana, IL 61802
217/384-2385; e-mail: jlsmith@urbanaillinois.us

Pat Connolly
Chief of Police, Urbana Police Department
400 South Vine Street
Urbana, IL 61801
217/384-2321; e-mail: connolpj@urbanaillinois.us



Figure 8.1: Recommended Bicycle Network



ATTACHMENT E

March 13, 2013

Dear Resident:

At the March 5th meeting of the Urbana Traffic Commission, the commissioners recommended that on-street parking be restricted on the west side of Kinch Street from Florida Avenue to Washington Street as part of the plan to implement the Urbana Bicycle Master Plan, which includes the installation of bicycle lanes on both sides of Kinch Street.

Before the parking restrictions are enacted, the City Council will discuss and vote on the recommendation. Discussion will occur at the Committee of the Whole meeting on Monday, March 25, 2013 in the Urbana City Council Chambers, 400 South Vine Street, Urbana. If the Committee recommends that the item go to Council, the City Council will vote on the ordinance at its meeting on Monday, April 1, 2013 in the same location. Both meetings will begin at 7:00 p.m. Agendas for those meetings are available on the Friday before the meeting on the City's website, www.urbanaininois.us.

During discussions with residents on Kinch Street, there were concerns expressed about speeding on Kinch Street. In response to those concerns, City staff will set up monitors to record vehicles' speeds once temperatures maintain above freezing. The results of the study will be discussed at a future Traffic Commission meeting.

Other concerns mentioned by residents were not part of the focus of the Traffic Commission. Some other items mentioned, such as a request for street lighting and concerns about crime and property values would be better addressed by the Neighborhood Safety Task Force. To find out more about the Neighborhood Safety Task Force, contact Jolinda Ross, Mayor's Administrative Assistant, at 217.384.2456 or jaross@urbanaininois.us.

We appreciate all of the input provided during this process.

Sincerely,
Urbana Traffic Commission



 ADDITIONAL PROPOSED PARKING RESTRICTIONS

 CURRENT PARKING RESTRICTIONS

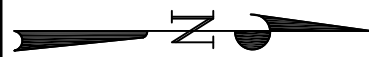


 City of Urbana - Engineering Division		2013 SRTS PROPOSED PARKING REMOVAL		Design by: JJS	Approved by: WRG
		KINCH STREET BIKE LANES		CAD by: JJS	Date: 5-7-12
				Checked by: GLJ	Page 1 of 4



 ADDITIONAL PROPOSED PARKING RESTRICTIONS

 CURRENT PARKING RESTRICTIONS



2013 SRTS PROPOSED PARKING REMOVAL



City of Urbana - Engineering Division

KINCH STREET BIKE LANES

Design by:	JJS	Approved by:	WRG
CAD by:	JJS	Date:	5-7-12
Checked by:	GLJ	Page 2 of 4	



 ADDITIONAL PROPOSED PARKING RESTRICTIONS

 CURRENT PARKING RESTRICTIONS

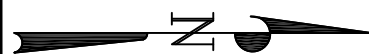


 City of Urbana - Engineering Division		2013 SRTS PROPOSED PARKING REMOVAL		Design by: JJS	Approved by: WRG
		KINCH STREET BIKE LANES		CAD by: JJS	Date: 5-7-12
				Checked by: GLJ	Page 3 of 4



 ADDITIONAL PROPOSED PARKING RESTRICTIONS

 CURRENT PARKING RESTRICTIONS



 City of Urbana - Engineering Division		2013 SRTS PROPOSED PARKING REMOVAL		Design by: JJS	Approved by: WRG
		KINCH STREET BIKE LANES		CAD by: JJS	Date: 5-7-12
				Checked by: GLJ	Page 4 of 4



CITY OF URBANA, ILLINOIS
DEPARTMENT OF PUBLIC WORKS

ENGINEERING

MEMORANDUM

TO: Mayor Laurel Lunt Prussing and Members of City Council
FROM: William R. Gray, Public Works Director
Joseph L. Smith, Senior Civil Engineer
DATE: March 21, 2013
RE: Ordinance from Traffic Commission
(Kinch Street Parking Restrictions between Florida Avenue and Washington Street)

Attached is an ordinance for your approval from action taken by the Urbana Traffic Commission at its March 5, 2013 meeting.

The Urbana Traffic Commission first considered this item at its February 5th meeting. At that meeting, the Urbana Traffic Commission recommended to move the item to the next meeting of the Urbana Traffic Commission to allow more opportunity for input since the meeting time was incorrectly displayed on some materials.

At the March 5th meeting of the Urbana Traffic Commission, staff discussed where the proposed parking restrictions would be. Concerns were expressed about removal of adjacent parking, use of bicycle lanes on Kinch Street and speeding traffic. Staff members discussed and responded to the concerns. Additional study will occur in regards to speeding vehicles on Kinch Street.

The ordinance (Schedule J) prohibits parking at all times on the west side of Kinch Street from Florida Avenue to Washington Street. This street is designated as a bicycle route in the Bicycle Master Plan. As outlined in the plan, the removal of parking in these areas of this street will allow two 5-foot bicycle lanes to be installed. Safe Routes to School grant money will pay for some of the construction costs of these bicycle lanes.

The Traffic Commission recommends approval of these parking restrictions.

Attachments: Ordinance
Location Maps

ATTACHMENT G

ORDINANCE NO. 2013-03-025

AN ORDINANCE AMENDING SCHEDULE J OF SECTION 23-183 OF THE URBANA LOCAL TRAFFIC CODE PROHIBITING PARKING AT ALL TIMES ON CERTAIN STREETS

(Kinch Street)

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF URBANA, ILLINOIS, as follows:

Section 1. That Schedule J of Section 23-183, entitled "Parking Prohibited At All Times on Certain Streets" of Article XIV of the Urbana Local Traffic Code, is hereby amended by ADDING to that schedule the following portions of streets where no person shall park a vehicle at any time:

<u>Street</u>	<u>Between</u>	<u>Side of Street</u>
Kinch Street	From the centerline of Florida Avenue to the centerline of Washington Street	West Side

Section 2. All ordinances, resolutions, motions, or parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, hereby repealed.

Section 3. This Ordinance shall not be construed to affect any suit or proceeding pending in any court, or any rights acquired, or a liability incurred, or any cause or causes of action acquired or existing prior to the effective date of this Ordinance; nor shall any right or remedy of any character be lost, impaired, or affected by this Ordinance.

Section 4. The City Clerk is directed to publish this Ordinance in pamphlet form by authority of the corporate authorities, and this Ordinance

ATTACHMENT G

shall be in full force and effect from and after its passage and publication in accordance with Section 1-2-4 of the Illinois Municipal Code.

This Ordinance is hereby passed by the affirmative vote, the "ayes" and "nays" being called, of a majority of the members of the Council of the City of Urbana, Illinois, at a meeting of said Council.

PASSED by the City Council this _____ day of _____, _____.

AYES:

NAYS:

ABSTAINS:

Phyllis D. Clark, City Clerk

APPROVED by the Mayor this _____ day of _____, _____.

Laurel Lunt Prussing, Mayor

ATTACHMENT G

CERTIFICATE OF PUBLICATION IN PAMPHLET FORM

I, Phyllis D. Clark, certify that I am the duly elected and acting Municipal Clerk of the City of Urbana, Champaign County, Illinois.

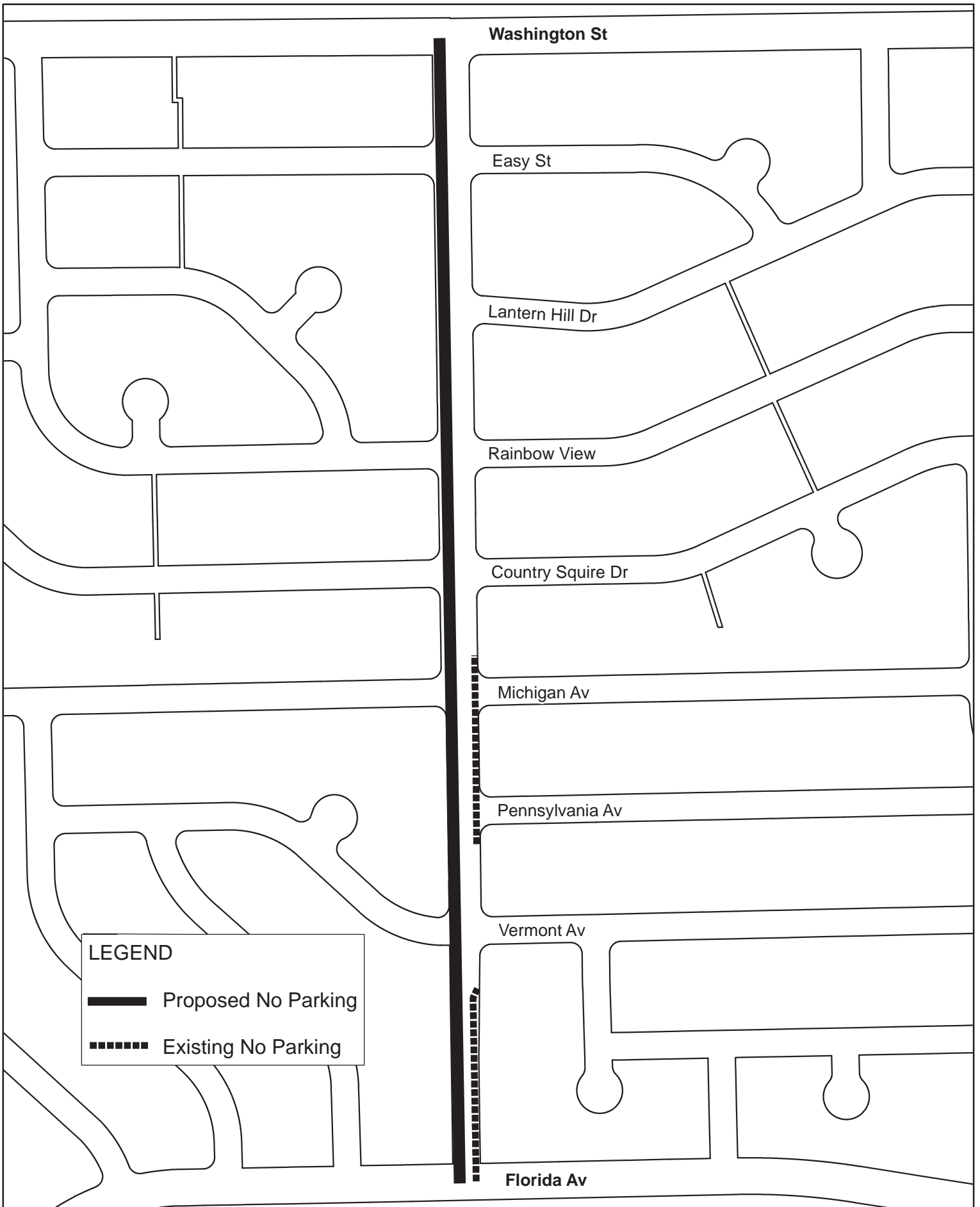
I certify that on the _____ day of _____, the corporate authorities of the City of Urbana passed and approved Ordinance No. _____, entitled "AN ORDINANCE AMENDING SCHEDULE J OF SECTION 23-183 OF THE URBANA LOCAL TRAFFIC CODE PROHIBITING PARKING AT ALL TIMES ON CERTAIN STREETS (Kinch Street)," which provided by its terms that it should be published in pamphlet form.

The pamphlet form of Ordinance No. _____ was prepared, and a copy of such Ordinance was posted in the Urbana City Building commencing on the _____ day of _____, _____, and continuing for at least ten (10) days thereafter. Copies of such Ordinance were also available for public inspection upon request at the Office of the City Clerk.



DATED at Urbana, Illinois, this _____ day of _____,
_____.

SEAL

CITY CLERK



LEGEND

-  Proposed No Parking
-  Existing No Parking

**No Parking Any Time - Kinch Street
between Florida Av centerline and
Washington St centerline-west side of street**



City of Urbana
Public Works Dept
Engineering Division
Date: 3/13/2013



From: Gabe Lewis, CCRPC/CUUATS Transportation Planner

To: Bill Gray, Urbana Public Works Director

Date: 4 April 2013

Re: Kinch Street proposed bikeway

Question 1: Have any other north-south streets in the neighborhood been looked at that could get bike lanes installed?

Urbana Bicycle Master Plan (UBMP) Objective 1.2 is to “provide and maintain bicycle facilities throughout the city spaced no more than 1 mile apart in the next 5 years, especially between major transit stops.” One of the guidelines followed when selecting routes for inclusion in the bicycle network is to “create a continuous, connected system of facilities spaced no more than ½ to 1 mile apart.”

Kinch Street is one of only three north-south through corridors between Washington Street and Florida Avenue, and between Philo Road and High Cross Road. The distance between Philo Road and High Cross Road is 1.7 miles at Washington Street and 1.5 miles at Florida Avenue, with Kinch Street being 1 mile from High Cross Road.

The other two corridors are:

- 1) Lanore Drive and Adams Street, approximately 0.25 and 0.4 miles west of Kinch Street, respectively. These streets are proposed bike routes, with a shared-use path connecting the two streets that is currently being constructed. However, there are only two-way stops at the Washington Street and Florida Avenue intersections, which do not provide as much protection for turning cyclists as the all-way stop at Kinch and Washington Streets. Also, these streets have less traffic than Kinch Street, and do not necessitate bike lanes.
- 2) Smith Road, approximately 0.25 miles east of Kinch Street. This street is a proposed bike route. Smith Road is 28-29' wide (except at Washington Street), and that is too narrow to accommodate bike lanes (minimum 5' width in each direction required) and vehicle travel lanes (minimum 10' width in each direction required). Also, the Washington Street and Florida Avenue intersections only have two-way stops, which do not provide as much protection for turning cyclists as the all-way stop at Kinch and Washington Streets. Additionally, the proposed bike lanes on Florida Avenue will not extend eastward to Smith Road, and it is safer to install the same type of bike facility as much as possible.

The Philo Road bike lanes are 0.5-0.7 miles from Kinch Street, and cyclists cannot be expected to bike all the way to Philo Road if they are heading north or south from destinations including Prairie School, Prairie Park, Weaver Park, and Thomas Paine School. Faculty, staff, and visitors could use bike lanes on Kinch Street to access Prairie and Thomas Paine Schools, and older students of those schools could potentially use bike lanes on Kinch Street with proper on-street bicycling education. Middle and high school students could also use bike lanes on Kinch Street to travel north, then west on the bike lanes being installed and existing on Washington Street to reach Urbana Middle and High Schools.

Question 2: What are the pros and cons of Kinch Street being a bike route instead of getting bike lanes?

Chapter 5 of the Urbana Bicycle Master Plan (UBMP) states that the plan is aimed to serve Type B (Basic) bicycle users. The tool used to determine what streets would accommodate Type B bicyclists was Bicycle Level of Service (BLOS). BLOS is a national standard for quantifying the “bike-friendliness” of a roadway, by indicating bicyclist comfort level for specific roadway geometries and traffic conditions. Roadways with a better (lower) score are more attractive – and usually safer – for cyclists.

Casual adult cyclists (Type B), including many teenage cyclists, typically feel comfortable riding on facilities with a BLOS grade of a high C, B, or better. A BLOS grade consists of a range of scores. Therefore, the UBMP targeted streets for inclusion in the bicycle network that would have BLOS scores of 2.5 or lower (grades A or B), either as is or after bike marking installation.

The existing BLOS scores of Kinch Street range between 2.10 to 3.04, with grades of B and C. Given these existing BLOS scores, Kinch Street could be signed as a bike route. However, not all segments of Kinch Street fall under the target score of 2.5.

Existing BLOS by segment:

1. Washington St. – south of Country Squire Dr. = 2.21, B
2. South of Country Squire Dr. – Michigan Ave. = 2.29, B
3. Michigan Ave. – Pennsylvania Ave. = 3.04, C (**does not meet target**)
4. Pennsylvania Ave. – south of Vermont Ave. = 2.10, B
5. South of Vermont Ave. – Florida Ave. = 2.81, C (**does not meet target**)

As can be seen, two of the five segments exceed the target 2.5 BLOS score, and no score falls under 2.0.

Future BLOS by segment (if bike lanes are installed):

1. Washington St. – south of Country Squire Dr. = 0.95, A
2. South of Country Squire Dr. – Michigan Ave. = 0.95, A
3. Michigan Ave. – Pennsylvania Ave. = 2.29, B
4. Pennsylvania Ave. – south of Vermont Ave. = 0.95, A
5. South of Vermont Ave. – Florida Ave. = 1.94, B

Change in BLOS Score by segment (if bike lanes are installed):

1. Washington St. – south of Country Squire Dr. = -1.26
2. South of Country Squire Dr. – Michigan Ave. = -1.34
3. Michigan Ave. – Pennsylvania Ave. = -0.75
4. Pennsylvania Ave. – south of Vermont Ave. = -1.15
5. South of Vermont Ave. – Florida Ave. = -0.88

Striping bike lanes is recommended versus not striping anything, as this will narrow the travel lanes, thus reducing the chance of speeding on Kinch Street and increasing safety. The marked speed limit on Kinch Street is 30 mph, but the actual average speed driven is 31.55 mph, and the actual 85th percentile speed driven is 37.77 mph. Considering the ½ mile roadway length with no stops, relatively low traffic volumes, and street widths up to 40 feet (see Question 3), Kinch Street is not currently designed for motorists to naturally drive slowly. Striping bike lanes and narrowing travel lanes from as wide as 20' to 10' will visibly show drivers that they should obey the speed limit and watch for other users of the road.

Question 3: Can it be considered to leave parking on the west side of Kinch Street and install a shared bike/parking lane?

Kinch Street has a very unique street geometry. It has four segments of differing widths for its approximately ½ mile length:

1. Washington St. – Michigan Ave. = 39'
2. Michigan Ave. – Pennsylvania Ave. = 30'
3. Pennsylvania Ave. – south of Vermont Ave. = 40'
4. South of Vermont Ave. – Florida Ave. = 30'

Two segments are only 30' wide. Parking is only allowed on these two segments on the west side of the road, for a total of 2.5 blocks. Section 6.1.3 of the Urbana Bicycle Master Plan (UBMP) states that shared bike/parking lanes should be striped for each direction of travel, with each lane typically 7'-8' wide, including gutter pans. It is not advised to stripe shared bike/parking lanes on these segments, as there is not enough width to stripe shared bike/parking lanes on both sides of the road. 7' shared bike/parking lanes on both sides only leaves room for 8' vehicle travel lanes, which are not wide enough for vehicles to drive through.

Since Kinch Street has varying widths, it is recommended to use the same lane configuration as much as possible to avoid the need for vehicles and bicycles to swerve while maneuvering Kinch Street. Shared bike/parking lanes on the 39' and 40' wide segments would switch the southbound travel lane from at least 7' away from the west curb where the shared bike/parking lane would exist, to being right next to the west curb where it doesn't exist, then at least 7' away, then next to the curb again. If shared bike/parking lanes are to be implemented, they should only be installed on Kinch Street between Washington Street and Michigan Avenue, which would still have one shift in lane configuration at Michigan Avenue.

Regarding parking usage on Kinch Street, 2005 aerial photography used to develop the Urbana Bicycle Master Plan found that 1 car was parked on all of Kinch Street, from Washington Street to Florida Avenue. 2008 aerial photography shows 3 cars parked on all of Kinch Street, and 2011 aerial photography again shows 1 car parked on all of Kinch Street. There is ample on-street parking not currently being used.

CCRPC recognizes that Kinch Street residents may host guests that produce "event parking," where on-street parking usage is higher than usual. As described above, there should still be enough parking on one side of Kinch Street to accommodate event parking; if not, there are side streets that intersect Kinch Street at one or two block intervals that allow on-street parking. The desire to retain the maximum amount of on-street parking on Kinch Street does match the need, and should not prevent on-street bike lanes from being installed on Kinch Street.

Logic for Kinch Street Bikeway Recommendation

2 of 4 segments of different width are not wide enough to allow the recommended minimum 7' Shared Bike/Parking Lanes (SBPL) on both sides of the street



Therefore, don't stripe SBPLs



Existing BLOS is 2.10-3.04 (B-C), which is allowable for a bike route, but is not the target of the UBMP (2.5)



However, no striping leads to increased vehicle speed, and danger for bicyclists already using Kinch Street



Therefore, consistent striping is recommended



Low on-street parking usage



On-street parking available 1-2 blocks away for entire length of Kinch Street



Retaining parking on one side of the road on most of Kinch Street



Recommend striping bike lanes