

Corrected Meeting Minutes – accepted minutes with corrections 1/23/07
Bicycle and Pedestrian Advisory Commission

Date: Tuesday, October 17, 2006

Time: 7:30 p.m.

Place: City Council Chambers, City of Urbana, 400 S. Vine Street, Urbana, IL

Members Present: Brandon Bowersox, Susan Jones, Rick Bernotas, Sheldon Katz, Dana Mancuso, Gary Biehl, Gary Cziko, Bruce Meissner, Barak Rosenshine

Staff Members Present: Jennifer Selby

Others: Ed Barsotti – League of Illinois Bicyclists

Absent: Audrey Ishii, Alexander Herder, Gary Engelgau

MINUTES

I. Call to Order

Brandon Bowersox called the meeting to order at 7:35 p.m.

II. Roll Call

Roll call was taken by verbal record and a quorum was present.

III. Approval of Agenda

Motion was made and seconded to approve the agenda. Upon voice vote the motion carried unanimously.

IV. Approval of Minutes

Motion was made by and seconded to approve the August 15, 2006 minutes. Upon voice vote the motion carried unanimously.

V. Public Input

Charlie Smyth of 805 S. Coler - took the floor asking the commission if they would be willing to sponsor legislation banning the use of cell phones while driving. He would like to propose a task force including people from this commission. This would involve local bicyclists and there would be others invited to join the group to develop legislation for distracted drivers (cell phone, eating, drinking, etc.) He encourages all those that are interested in meeting with him about this to please let him know.

Charles Dold, 708 S. Busey - spoke to the group about his concern with bicyclists on campus. Often bicyclists in this area do not have helmets or lights on their bicycles. Gary Cziko said that Quad Day might be an appropriate time to address this issue with students and to distribute helmets to those who do not own one.

Carrie Mellon, 713 Arlington Court, Champaign - Her concern is with the death of the cyclist on High Cross Road. How can we make bicycling safer? Is there legislation available for educating cyclists?

Fred Davidson, 208 Dodson Drive, East, Urbana - He has been to the spot where Matt Wilhelm was killed and there are no obstructions, no ditches, 2 feet of shoulder, and the visibility of the driver should not have been a problem. His opinion is that this did not need to happen and he encouraged everyone in the room to visit the spot where the cyclist was killed.

Scot McCullom – 713 Arlington Drive. Long time cyclist, he would like to comment on the positive side of cycling. If a community is favorable for cycling it is friendlier. It is a great way to get around, cycling eases the tension of parking problems and it is a life long activity.

Danny Otto – 405 W. Illinois. He is an avid cyclist. He encourages anything that can be done to create more bike paths for cyclists. He understands that it is a long process and it takes time and money to make things better. As a

cyclist he realizes that responsibility for safety goes with both the motorists and cyclists. He is concerned with the unsafe conditions that he observes in areas around town by cyclists after dark who often ride without lights and reflectors. He would like to urge that the police department be instructed to start enforcing the regulations and ticketing people who are on the street with their bicycle after dark without proper reflective gear. The city needs to start enforcing the laws that are in place and then continue to do more to create bicycle paths so cyclists can get off the road where possible.

VI. New Business

A . Presentation by Ed Barsotti – League of Illinois Bicyclists

Mr. Barsotti is the Executive Director of the League of Illinois Bicyclist. www.bikelib.org The League of Illinois Bicyclists (LIB) is the statewide advocacy voice for all Illinois bicyclists, promoting bicycle access, education, and safety.

In his presentation Mr. Barsotti spoke about the proper design of bike paths and lane set up. In general, a roadway with a lot of crossings and a slower speed limit might be a good place for bike lanes. If you do build side paths – there are ways to reduce the conflicts, including bringing the intersection closer to the roadway so that that bicyclist is seen by the motorist better. There are experimental signs available but they have not been proven to make a difference one way or the other.

Mr. Barsotti said there are issues in Illinois for bike path construction. Since 1998 there are disincentives for towns to put in bike lanes or signed bike routes. If they do nothing for cyclists, then they have immunity when that cyclist gets injured due to a roadway condition (i.e. potholes). But if they put in bike lane or bike paths, then they will possibly incur liability. This has been enough to scare some towns and drop efforts regarding on-road bicycling. What he wanted to point out that government has to look at risk assessment vs. policy. It is important to do a proper risk assessment and realize how much risk exposure there is. He states that the case history is so small on this issue that the amount of exposure is very small. It sometimes does get exaggerated.

He mentioned different roadways and some bike way treatments. The vast majority of roads do not require anything extra. Some roads are preferred by cyclists and can be marked with bike route signs. Some roads do not have enough width to put in a dedicated bike lane. Treatments such as sharrows (pavement markings), and activated stop lights can be installed in bicycle signals actuation markings.

Mr. Barsotti said that bike lanes have been around for 30 – 40 years. He discussed where cyclists need to be on the roadway. He would like to find out what our ideas and processes are that we will want to consider in making a bike master plan. It is important to know what we want our outcome to be. Our committee will be acting like a steering committee most likely to the bike plan. Once the plan is done, then we will turn into the implementation committee of the plan as well.

Mr. Barsotti is working with Batavia, Illinois on a bike master plan and he suggested the following for Urbana. Have a public brain storming meeting and have maps available to mark roads preferred for bicyclists, including roads the city will need to do striping on, or perhaps putting in a trail along side. Roads to include would be ones that do not have many stop signs. Once you have identified the roads, the consultant who is hired to perform the bike master plan needs to go and check out the width and conditions of the roads and then make recommendations on what needs to be done (with regard to bicycle facilities) on each of those roads. Bike parking is a consideration and if we need an ordinance, retro fitting bike parking is an option.

Mr. Barsotti also discussed Safe Routes to Schools funding. This is a new funding source which is 100% federal / state money – 0% local. There are a couple of different uses: one is infrastructure improvement. An entity can fill in sidewalk gaps and put in bike facilities with the funding.

Mr. Barsotti recommended strategizing an implementation plan to determine how the City will go about implementing bicycle facilities throughout the City in the next 5 years or more and determining which grants to seek. Is there a way to main stream some of these things? Can road standards be adopted to include some bicycle friendly features automatically? He recommended that the first project implemented from the master plan should be a project that can be easily achieved and appeals to more than just bicyclists.

Mr. Barsotti showed a road where residents were concerned about motorist speeding on their very wide collector road. This is the type of road where if you put in bike lane striping, it will serve cyclists, but it will also benefit the residents along that road by slowing down traffic. He said to be very careful when you remove on-road parking to provide bike lanes.

Mr. Barsotti did not recommend widening residential front yard sidewalks from 5 foot sidewalks to 10 foot side paths. Most land owners get upset about that change. A residential location is generally not an appropriate location for side paths. If any residents come up and are concerned with crime increase due to a side path in their neighborhood, there are statistics to help you address those concerns.

Batavia wanted to find roadways that are suitable for a target audience of casual adult cyclists. For those roadways that are popular with experienced cyclists, the City decided to put in "share the road" signage to alert the motorists that this is a popular cycling road. On the roads that are part of the bike network, you want to make sure the sidewalk gaps are filled in. They do not want to recommend side paths where there are too many crossing and, if they do, there are ways to reduce the risk. Bike Plans will state the priorities, how easy is this to implement, and if it is just a matter of putting in signs or striping.

Ed Barsotti congratulated the group for establishing this committee. It is a great commitment and a great way to get things done. He suggested the tasks that we handle as a committee include development of a bicycle master plan. He noted that bicycle advisory commissions generally review roadway projects, look at development plans and give their prospective on how to make projects more bike/pedestrian friendly. They may also advise staff and officials, guide plan implementations, and set priorities.

His best advice is to have individual members of the committee find a topic that interests them. One such item is safe school routes. A good resource is the Chicago 2015 Bike Plan. The League of American Bicyclists has a bicycle friendly community application that we should complete. You can get involved in bicyclist education, there are DVD's that can be put on UPTV, motorist education, Share the Road public announcements. The LIB produced a Share the Road DVD for high school driver's education classes and private driving schools. Perhaps a member can follow up with the high schools to make sure they received it.

There is a need for bike maps in the metro areas of the State. Susan Jones is working to design one for this area so please see her if you would like to help.

Gary Biehl asked Mr. Barsotti the question "What speed limit would make an inexperienced bicyclist more comfortable?" Mr. Barsotti said he can't say for sure but if you are 40 MPH or higher a lot of the more casual cyclists will be more leery, so often you will see not as many bike lanes in that sort of roadway. But when you get to the higher speed roadways, those are the types of roads that do not have as many crossing and this is where you can get away with the side paths if you put in the intersections correctly and if you maintain them correctly. Brandon Bowersox commented that campus area speed limit is all 25 MPH and we lowered the speed limit consistently throughout the area.

Gary Cziko asked the question about the Safe Routes to Schools being a possible source of funding. Mr. Barsotti stated that one of the uses for the funding is for grades K-8. You can go within 2 miles of the schools that discusses on-street facilities. He mentioned that you won't see as many applications K-8 for those types of treatments but for more sidewalk gaps being filled, more improvements to crossings. Sheldon Katz pointed out that our middle school and high school are next to each other. So if we were helping grades K-8 we would be helping K-12 in Urbana.

Rick Bernotas asked Mr. Barsotti about safety of off-street paths vs. on-street paths and how statistics were generated to get information. Mr. Bernotas's experience around campus has shown that accidents that happen on the off-street paths between pedestrians and cyclists and between cyclists and cyclists tend to go under reported because if you don't have a significant injury or damage to property it doesn't get reported. Mr. Barsotti said he was right about the reporting, it usually has to involve a motor vehicle or a significant injury. The statistics that he quoted came from studies in Palo Alto and the University of Washington who conducted the study done nationally. This study asked people about their own experience and what they encountered during their lifetimes. Some of the trails

that have heavy uses and a lot of crossings of the trail by pedestrian traffic you will get into a lot more crashes that are not reported.

An audience member asked Mr. Barsotti how he can help the City of Urbana, who has no planning at this time and no long range plan for bicycle facilities. Ed informed the person that he can advise us on grant funding and sources. We need to have a county wide agency be the lead and develop the plan.

Another audience member asked Mr. Barsotti about the similarities and differences between "Share the Road" signs that are in the ground vs. the sharrows (bikes painted in the road). What are the difference in costs and effectiveness and inexperienced bicyclists comfort level? Mr. Barsotti said the "Share the Road" signs are currently adopted and accepted in MUTCD standards. He is not a huge fan because it is often confusing. Sharrows are fairly new, being used in Chicago, Northbrook, San Francisco and were just adopted in California sign standards. He believes it will be in the national standards soon. He thinks that once the sharrows are adopted as standards then you will see more of them. He believes they are more effective than the share the road signs. It helps because it keeps cyclists away from door zone and helps direct where to go at intersections. It delivers the same message to motorist letting them know where bicyclists are going to be. It was also asked how well the sharrows bring casual cyclists onto the roadway compared to if there were no sharrows. Mr. Barsotti did not know the answer to that question..

B. Discussion of On-Street Bicycle Facilities:

Brandon Bowersox said after the last meeting regarding current routes in town and the routes to schools, several people asked about on-street facilities and why don't we see them in the plans. He said that Mr. Barsotti's presentation addressed a lot of those questions and that they are not currently in the plans, but Urbana would like to see them in the plans. That is part of the bike master planning process that we are doing now.

Susan Jones said that the bike club members are working on a map. She would definitely like more input because she doesn't get all around town. Please see Susan to let her know where you feel are the problem spots.

Brandon Bowersox said the City is moving ahead with the Bike Master Plan process and the next step is to do the RFP (Request for Proposals). This will tell the potential consultants what exactly we want from them and they can submit their bids. The draft of the RFP will be shown at the January meeting. Jennifer Selby is working on getting the information gathered to draft the RFP she will bring that to the January meeting. The Commission members can review the RFP and make additions and deletions at the meeting and put it out in February to get consultants interested in doing that work for us.

Rick Bernotas was curious about how the University of Illinois would be involved in the master plan. Jennifer said we were only planning on the bike master plan going up to the University. We will end our paths at Lincoln Avenue, Florida Avenue and University Avenue because the U of I is involved in a multi-modal plan right now. Gary Biehl said there is a lot interest in promoting and improving safety of bikes and pedestrians on campus. In the past, they have put a lot of funds into several areas on campus and he expects the same when Urbana starts putting in funds and making bike improvements. Rick said his main concern is that this commission decides to do one thing in terms of commuting in between those areas and what kind of dialogue is needed to insure this? Jennifer said that Bill Gray is on the University's Multi-Modal committee and he is aware of what is happening with that plan. She said we would have the same problem with Champaign. If we decided to put a bike lane on Florida Avenue, who is to say that Champaign would want to put a lane on Kirby Avenue? Brandon Bowersox added that we need to have signage that is common. The Greenways and Trails program is currently working on this issue.

Barak Rosenshine asked "what are the necessary minimums for car lanes?" Ed Barsotti said that 12 feet is what most towns try to achieve - 11 feet is accepted - and 10 feet is worrisome if there is truck traffic. Jennifer Selby mentioned that, for example, per IDOT, the lanes on Windsor Road must be 12 feet. If the City wants to change the width to 11 feet, the City has to do a design variance and ask IDOT if we can go to 11 feet. IDOT would then have to approve the request. Whether or not the State has input on the width of the street depends on the street. Gary Biehl added that we need to look at each road individually. Each road has different characteristics. When you pose the question "what are the minimums?" you have to look at each section of roadway and have a professional look at

it. Mr. Biehl noted to make sure we ask the consultant to give their recommendations on road width as part of the RFP.

Gary Cziko asked Susan Jones if the maps the bike group is starting to mark up has sidewalks? Susan said she had no idea. She was not looking at the sidewalks. Jennifer Selby stated that the City has already investigated existing sidewalk gaps and the results are shown on a map in the 2005 Capital Improvement Plan. Copies of the 2005 CIP are available at Public Works. If the City receives Safe Routes to School funding, the money could be used fill in the gaps within 2 miles of schools.

Sheldon Katz asked about the existing bike plan and if we looking at modifying the bike plan. Jennifer Selby said that the City does not have an existing bike plan. The City only has a bike path map. The City will be hiring a consultant to look at the City streets and tell us which streets are appropriate for on-road bike facilities, for a shared used path, or for Share the Road signs. The City has budgeted a set amount of money to hire a consultant to perform this work. The Commission's role in the process will include organizing people to help lead groups, mark up maps, and find venues for the public input. Any tasks that the Commission does will save money. Brandon Bowersox agreed that the consultant could hold a community workshop and Commission members can collect the data and save the consultant's time. Ed Barsotti noted that generally, the consultant comes in and runs the public process, but that it is up to the City to determine the consultant's role. In Geneva the bike committee developed the route plan and hired the consultant to do implementation of the bikeway corridor. They took out a step to save some money.

C . Discussion of Pro Walk/Pro Bike 2006 Conference – Jennifer Selby

Jennifer Selby attended the Pro Walk / Pro Bike conference in Madison, Wisconsin the week of Labor Day and shared information with the committee on what she learned at the conference. Her presentation covered items that she felt would most interest the Commission.

Chicago's Bikeways Signage System – The City of Chicago received CMAQ funds to establish bicycle guide and way finding signs throughout the City. The main purpose of the signs is to indicate direction, destination, and distance. The signs are geared for local cyclists who know where their destination is, but many not know the best street to bicycle to this destination. As an example, they put up a sign to say how to get to Wrigley Field, the best street to use, and how far away it is. The bike guide signs are placed every quarter mile, after every turn, and after every signalized intersection. The way finding signs are placed at intersecting routes and decision points. Most cyclists believe the signs are easy to follow and are placed in the right location.

MUTCD – What's Next for Bicyclists - The Manual on Uniform Traffic Devices (MUTCD) is the standard for traffic control in the United States. The manual sets the guidelines for signs, markings, traffic signals, railroad crossings. The manual states what each sign must look like.

The National Committee on Uniform Traffic Control Devices (NCUTCD) is a committee that recommends what should be in the MUTCD. The League of Illinois Bicyclists is a voting member on the NCUTCD. The NCUTCD has a bicycle committee that focuses on issues effecting bicycles.

Several bicycle related signs have been recommended for incorporation into the next MUTCD. These signs include:

Travel Mode Signs for Shared Use Paths – signs that show which types of travel (i.e. bicycles, horses, roller-bladers) are allowed or prohibited on a shared use path

Bicycle Guide and Way Finding Signs - same as what Chicago recently implemented

Numbered Route Signs with Agency Symbols and Improved Route Auxiliaries – signs for numbered bike routes that may include direction (i.e. south), route type (i.e. business), and arrows (i.e. →).

Revised Design for US Bike Route Sign – Bike symbol now on top and route number on bottom

Mileposts for Paths – similar to interstate mile markers, but scaled for bicycles

All of these recommendations have gone to the Federal Highway Administration (FHWA) for approval. The proposed changes will be published in the Federal Register, after which there is a 3-6 month period for public input. The FHWA will collect the comments and review them for 12-18 months. The final rule will then be published. The next MUTCD is expected in 2009 and it is expected all of these issues for bicycles will be in the booklet.

Jennifer noted that the sharrows discussed earlier in the evening have not yet been endorsed by the NCUTCD and will not be in the next MUTCD.

Bike Lanes and Car Doors – The City of San Francisco became aware that approximately 8% of bike injury collisions between 2001 and 2005 in San Francisco were “dooring” collisions. “Dooring” occurs when a person exiting a parked vehicle opens the door into the bike lane and into a bicyclist. The City looked at the AASHTO Guide for the Development of Bicycle Facilities which states that bike lanes adjacent to parking must be a minimum of 5 feet wide, but does specify widths for the parking.

The City first performed a study in which they kept the bike lane 5 feet wide, but varied the parking width from 7 feet to 9 feet. With a 7 feet wide parking lane and a bicyclist riding down the center of a 5 feet wide bike lane, 50% of the bike is in the door zone, if you increase to an 8 feet parking lane only 30% is in the door zone and if you increase to a 9 foot parking lane only 10 % of the bike is in the door zone. Although the parking lane was wider, the cars did not park further from the curb. The City recommends wider parking lanes, if the space permits.

As a second study, the City looked at parking “T’s.” The City previously extended the parking “t” 2 feet into the bike lane. Generally, a bicyclist will not ride over the t and, therefore, approximately 24% of the bicycle is in the door zone. The City increased the t to extend 3 feet into the bike lane. Since the bicyclists tend not to ride over the t, only 10% of the bicycle is in the door zone. The city recommends extending the parking t further into the bike lane to encourage bicyclists to ride outside of the door zone.

Sidepath Design Guidelines – The AASHTO Guide for the Development of Bicycle Facilities identifies some operational problems with two-way shared use paths immediately adjacent to roadways. However, not all bicyclists are not comfortable riding in the street. The Florida Department of Transportation developed a Sidepath Safety Model to determine when a shared use path is an acceptable bicycle facility.

Four factors were identified that determined acceptability: 1) width of the shared use path; 2) separation from the roadway; 3) posted speed of the roadway and; 4) number of adjacent vehicle lanes. The City of St. Petersburg, Florida is currently proposing a shared use path with multiple safety enhancements. The path is separated from the street with a median which has landscaping in it. The path bends at the intersection which slows down the cyclists. The dashed center line becomes a solid line at the intersection. A colored stamped concrete stop bar will be constructed across the shared use path prior to the intersection. The cross walks are stamped colored concrete for added visibility. Signage warns motorists of bikes in the area and detector loops in the side path trigger strobes on the signs when a bicycle runs over the loop.

Campus Circulation Planning - The state of affairs at many colleges and universities is that automobile traffic dominates the campus. This leads to congestion during rush hour. There is an increasing demand for and cost of constructing parking. Growing enrollment leads to a need to increase capacity and there are limited facilities and programs for alternative travel modes.

Three key aspects have identified to initiate pedestrian and bike programs on campus: 1) roll of parking policies in mode choice; 2) ways to get students to get on the bikes and share the road and 3) promoting a change in student travel behavior.

Policies such as providing one parking space per student, constructing parking close to the campus core, liberal parking permit sales, and giving students the most convenient parking should be changed to discourage driving on campus. Instead, provide one space per two students, construct parking on the outskirts of campus, limit permit sales, prohibit freshmen from bringing cars to campus, and require students to park furthest from campus.

To get student bicyclist to share the roads and paths, provide a separate path for bikes and pedestrians, have campus bike police enforce bike behavior, provide a consistent signage system, enforce dismount zones (i.e. on the quad), dedicate certain sidewalks and paths for bicyclist use, and provide a campus bike map.

To promote a change in student travel behavior, market a survey to students with questions developed to show that they can get to and around campus faster on bike or foot than in the car. Post the survey online, send it out via

global email, post it on the university's home page, and coordinate with student groups. Provide the results in a survey brochure and give it to the students before they come to campus. The brochure should appeal to students (i.e. sleep in, save money, avoid weight gain).

The University of Wisconsin has initiated pedestrian and bike programs on campus. The campus has a population of 65,000 with students, faculty, and staff. They have only 13,000 parking spaces on campus.

The University does not sell parking permits to students, except under very special circumstances. The parking fees for faculty and staff range from \$450-\$1000 a year. In lieu of parking, the University offers many alternatives to parking. These alternatives include: transit that is free to students, faculty, and staff; bicycling programs such as bike ambassadors who offer bike safety training and help to repair bikes; park and rides; flex parking; emergency rides home and; car sharing.

VII. Old Business

a. **follow up of items discussed at previous meeting**

Brandon Bowersox said that at some point we will review the RFP so we can start to move ahead with the bike master plan.

VIII. Announcements

Sheldon Katz wanted to clear up some misinformation that came up at the last meeting. It was said that the diagonal crossing at Green Street and Wright Street was legal. That is not accurate because it is not striped there and he knows that the U of I police are ticketing violators. Cynthia Hoyle wanted to clarify that the intersection of Green Street and Wright Street was designed for diagonal crossing and the timing for the pedestrians to cross the road was for diagonal crossing but that it has not been properly signed and the issue should be discussed at the next CATS meeting.

Gary Cziko announced that Ed Barsotti will be on Focus 580 on the radio at 10:00 tomorrow. Everyone thanked Cynthia Hoyle for arranging to have Ed Barsotti at the meeting tonight.

IX. Adjournment

Brandon Bowersox adjourned the meeting at 9:35 p.m.

Respectfully submitted,

Theresa Hoffman
Recording Secretary