

Bicycle and Pedestrian Advisory Commission (BPAC)
Meeting Minutes

Date: Tuesday, July 18, 2017

Time: 7:00 p.m.

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

Members Present: Bill Brown (Chair), Annie Adams, Leonardo Covis, Kara Dudek, Cynthia Hoyle, Audrey Ishii , Susan Jones, Jeff Marino and Craig Shonkwiler

Staff Present: Bill Gray, Kevin Garcia

Members Absent: Nancy Westcott, Lily Wilcock

Others Present:

1. CALL TO ORDER, ROLL CALL, AND DECLARATION OF QUORUM

Bill Brown called the meeting to order at 7:00 p.m. Roll call was taken. It was noted that a quorum of members was present.

Bill Brown introduced himself as a new commission member and Chair of the Commission.

2. APPROVAL OF AGENDA

Jeff Marino moved to approve the meeting agenda. Susan Jones seconded the motion. The motion carried unanimously by a voice vote.

3. APPROVAL OF MINUTES FROM PREVIOUS MEETING

Susan Jones moved to approve the meeting minutes as amended. Jeff Marino seconded the motion. The motion carried unanimously by a voice vote.

4. PUBLIC INPUT

There was no public input.

5. UNFINISHED BUSINESS

a) BPAC Survey Update – Kevin Garcia

Kevin Garcia gave an update to the Commission on the results of the Bicycle and Pedestrian Advisory Commission (BPAC) Survey 2017 that had been sent out several weeks ago and stated that the survey would at least last for the month or another one to two weeks. He noted that they received 311 responses.

Annie Adams pointed out that a Facebook event had not been created and would hope that there could be one for easy of sharing. Adams stated that she only received a link from the recording secretary.

Kevin Garcia asked for confirmation on whether the survey links were received through other groups such as Champaign County Bikes (CCB) and Prairie Cycle Club sent by City staff. Susan Jones confirmed receiving another message through one of the cycling groups.

Kevin Garcia summarized the questions presented in the survey which included the following questions:

- 1) BPAC Meeting Attendance and Reasons
 - a. Future BPAC Meeting agenda items
 - b. What would encourage attendance
- 2) Bike Riding Questions
 - a. How long have they been riding
 - b. Why do they ride their bike
 - c. Likes and Dislikes of Riding
 - d. Bike route conditions
- 3) Pedestrian Questions
 - a. Length of walk
 - b. Why you walk in Urbana
 - c. Likes and Dislikes of Riding
 - d. Pedestrian route conditions
- 4) Demographics

The Commission discussed posting flyers regarding the survey at other locations such as the Library and the Independent Media Center where computers are available. In addition, she could provide paper surveys for those with no computer access.

b) Bradley Avenue Bicycle Lanes – Craig Shonkwiler

Craig Shonkwiler updated the Commission on the Bradley Avenue Bicycle Lanes Project. He stated that a bid was awarded last month to Varsity Striping for the 2017 Pavement Marking Project which included the Bradley Avenue Bicycle Lanes. He also informed the Commission that the bicycle lanes would be installed within the next couple weeks. He added that City staff sign crew would be doing the bike lanessigns after the bicycle lanes had been striped.

Craig Shonkwiler briefly summarized the project limits from the west city limits to Lincoln Avenue then from the west city limits down to Goodwin Avenue and of the installation of the shared parking bicycle lanes that had been previously discussed at a prior Commission meeting. He refreshed the Commissions recollection about the buffered bicycle lanes East of Goodwin Avenue that would narrow the street width going from 20 foot wide lane down

to 10 foot wide lane that included a 4 foot buffer (between the vehicle lane and the bicycle lane) and then a 6 foot bicycle lane. Correction: the buffer will be 6 foot and the bicycle lanes will be 4 foot. Craig Shonkwiler informed the Commission that the approximate cost of to install the bicycle lanes would be \$13,000. In addition, to the installation of the bicycle lanes, the Pavement marking project will be taking all "Fair" markings to a "Good" rating.

Craig Shonkwiler confirmed that the only planned pedestrian crosswalk marking would be added at Goodwin Avenue and Bradley Avenue. He also noted that the greenback markings would not installed because of the cost. But they do have a pilot project that would be started with the stripping company to test certain locations. In addition, he commented on the types of signage they would be installing to direct bicycle lane usage, if parking was full.

Craig Shonkwiler stated that this would be an appropriate time to ask for suggestions of additional marking repairs from the community.

The Commission discussed other areas that may need updated striping which included the sharrows on Philo Road and Race Street between Florida Avenue and Michigan Avenue .

c) University Avenue Safety Improvements – Bill Gray and Craig Shonkwiler

Craig Shonkwiler and Bill Gray came before the Commission on the questions regarding the University Avenue Safety Improvements Public Information Meeting that was held on June 8, 2017 by the Illinois Department of Transportation (IDOT). Craig Shonkwiler noted that the project was still in the comment taking stage. He also stated that Bill Gray had been instrumental in requesting the road safety audit, which resulted in IDOT funding the improvement project. Craig Shonkwiler informed the Commission that they would take comments to IDOT, if they had any.

Annie Adams discussed the letter that she would be sending to IDOT regarding her concerns over the removal of trees 13 and the lowering the speed limit.

Craig Shonkwiler responded that the trees that were to be removed had overgrown the curb or conflicted with the planned wider sidewalk. He also explained that in order to understand why the trees were being removed you also need to understand the scope of the project. The scope of the University Avenue was that it was a safety improvement project. Therefore, there are certain items that are allowed and certain items that are not allowed. He gave the example of the drainage improvement question presented by the Commission and stated that this would not be part of the scope unless there was a safety hazard that needed to be addressed. Craig Shonkwiler explained that they meet with IDOT and they are aware of the importance of trees to the City. As a result, IDOT tried to avoid the removal of trees. Overall, 65 trees would be protected during this project and would replace any tree removed at a 2 to 1 ratio and the cost to IDOT (location for the tree

replacements has not been determined). The reason for the removal of any tree would be due to safety or condition of the tree, such as sight issues to traffic signals and sidewalk expansion conflicts. Tree pruning would also take place during the safety project. Craig Shonkwiler also stated that Carle Hospital had also been contacted and are aware of the tree removals.

The City had also asked about geometric improvement and IDOT responded that it was not part of the scope of the project because it was not a safety issue. Craig Shonkwiler added that video detection at all signalized intersections would be added and would pick up bicyclists on side streets. He also added that a Lead Pedestrian Interval giving the pedestrian a head start when entering the intersection ahead of any turning vehicles.

Craig Shonkwiler informed the Commission on lowering the speed limit. He stated that a speed analysis had been done and determined some zones should be left at 35 mph and some that could be dropped to 30 mph. These results had been discussed at the Urbana Traffic Commission. The Police Chief commented that a uniform zone would be the most ideal. They also discussed dropping the speed limits to 25 mph or 30 mph, but IDOT had been very specific that there would have to be enforcement by the Urbana Police Department at all times. The Police Chief stated that he did not have the resources to enforce those limits.

Audrey Ishii and Bill Brown commented on the consideration of traffic calming signage and/or signage changes. Bill Gray responded that Carle Hospital had been in the process of installing wayfinding signage, but it had never been done permanently and were there for a short period of time due to confusion and visibility issues.

Bill Gray gave additional comments about the speed reduction which would add to the lack of efficiency at the intersections i.e. longer queueing. He stated that this was important because by plan, University Avenue/ US 45/150 is an arterial roadway, where thru traffic should travel to their destinations. Intentionally by design and since the mid 1990's, thru traffic had been discouraged through Green Street and Springfield Avenue on campus and encouraged thru arterial roadways such as Kirby Avenue, Florida Avenue and University Avenue . Bill Gray stated that IDOT had a good combination of recommending addition of curbs, improved sidewalks, improved street lighting, new signals and equipment, yellow back plates, flashing left turn caution arrow and pavement striping for pedestrian crossing. He also added that all these additions are being done to combat the fatalities (automobile hitting pedestrians) that have occurred within the last ten years. In addition, Bill Gray impressed upon the Commission that the project was 100% funded by IDOT, wherein years past the City would have paid 100% of the cost for the street lighting and sidewalks and at least 50% the cost for the signalized intersections adding to millions of dollars that the City does not have. He agrees that it would also be helpful for storm water improvements and

to keep trees which the City Arborists are also concerned with, but adds trees will now be planted in the right locations not two to three feet from the back of a curb.

Bill Gray answered the Commissions question about the volume counts which have been steady at 20,000 vehicles per day. He also added that pedestrian tunnels or overpasses are not financial feasible.

Audrey Ishii asked if there were other improvements such as traffic calming or design elements that the City would consider since IDOT has paid for the University Improvements.

Craig Shonkwiler responded to Kevin Garcia's about whether the timing speeds of traffic lights had been considered to be adjusted to lower speed. He stated that it had been discussed and that there still was no solution.

6. NEW BUSINESS

a) Bike-to-Work/School Day Information – Leonardo Covis

Leonardo Covis presented to the Commission the results of the Bike to Work Day on May 2, 2018 and Bike to School Day on May 10, 2018.

Leonard Covis stated that the Bike to Work event consisted of ten stations around the City with a total of 454 riders registered for the event and 397 of those that actually checked into the stations. Some of the data gathered showed the largest concentration of participants checked in at the downtown Urbana, Alma Mater and University High School stations. Mr. Covis furthered stated that once they arrived at the stations, the riders were given the opportunity to take a a brief survey regarding riding habits.

Some questions that were asked at the stations included the following:

- How many miles is your commute to work?
- How do you usually commute to work?
- How often do you ride a bike to work?
- Bike only in good weather?
- What needs to happen for Champaign County to be more bicycle friendly?

Next, Leonardo Covis presented the results from the Bike to School Day event which consisted of 78 registered students from 22 different schools. Additionally, Mr. Covis presented data on the survey given. The data showed the frequency they rode to school and their usual commute to school mode (i.e. family vehicle, walk, bicycle, etc.). He then showed some questions that he would like to add to survey next year and ideas on how to promote the event. Mr. Covis welcomed input for planning that will begin in January and volunteers.

7. ANNOUNCEMENTS

- Earn-A-Bike program update – Six students participated and earned bicycles
- August 5 – Ride for Ray ALS Benefit Ride
- August 12 9:00 a.m. – 11:30 a.m. - Neutral Cycle hosting Beginner’s Bicycle Class
- August 31 – September 1 – Designing for Bicycle Safety hosted by Champaign County Regional Planning Commission along with IDOT and FHWA
- May 18, 2018 – National Bike-To-Month

8. FUTURE TOPICS

- Bicycle Riding on Central Business District Sidewalks
- Bicycle and Pedestrian disconnect between Ambucs Park, Crystal Lake Park and other locations
- Transportation Plan

9. ADJOURNMENT

The meeting adjourned at 8:59 p.m.

Respectfully submitted,
Leslie Cross
Recording Secretary