

Bicycle and Pedestrian Advisory Commission (BPAC)
Meeting Minutes

Date: Wednesday, February 20, 2018**Time:** 7:00 p.m.**Place:** Executive Conference Room, 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, Craig Shonkwiler and Nancy Westcott**Staff Present:** Brad Bennett, Marcus Ricci**Members Absent:** Lily Wilcock**Members Late Arrival:** None**Others Present:** Gabe Lewis and Laurie Morgan - Champaign County Regional Planning Commission**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. A quorum of members was present.

2. APPROVAL OF AGENDA

Audrey Ishii moved to approve the agenda with additional unfinished business by Cynthia Hoyle; Susan Jones seconded the motion. The motion was unanimously approved.

3. APPROVAL OF MINTUES FROM PREVIOUS MEETING

The minutes from the December 19, 2017 and January 17, 2018 meetings were presented for approval. Cynthia Hoyle moved to approve the minutes; Susan Jones seconded the motion; and the motion was unanimously approved.

4. PUBLIC INPUT

There was no public input.

5. UNFINISHED BUSINESS

Cynthia Hoyle commented on the discussion of previous meeting minutes of January 16, 2018 and refers to page 7 where the minutes reflect the following:

“Bill Brown developers Bill Brown wondered if developers could be asked to dedicate land for pedestrian/bicycle infrastructure in return for requests for variances, etc. and

“Kevin Garcia said that the City could not require the installation of pedestrian/bicycle infrastructure, but they could ask.”

Cynthia Hoyle noted that the complete streets policy should already be included and required in new developments. She stated that if that was not already being done then, the City was not following its own policy and that should be looked at. She also added that this had been part of the discussion of high priority projects discussed by Craig Shonkwiler. She also asked for clarification the Illinois Street bike lanes between Race Street and Vine Street., which had not been mentioned.

Bill Brown clarified that he was discussing re-development. Cynthia Hoyle stated that either one would apply. While, Jeff Marino agreed that developers should have dedicate land for the requested variances.

Craig Shonkwiler stated that the Illinois Street bike lanes were not listed as a high priority project but may be included in a future resurfacing project.

In addition to the above, Cynthia Hoyle commented that trip chaining had not been considered in the census data as discussed at the previous January 2018 meeting. Ms. Hoyle stated that respondents have to choose one mode even if they walked, biked and then used transit.

6. NEW BUSINESS

a. Bicycle and Pedestrian Advisory Commission 2017 Annual Report

Bill Brown stated that he had received two of the four summaries that would be included in the annual report. He expects that the annual report will be presented at the May 7 Council Meeting.

b. Urbana Pedestrian Master Plan: Draft Goals and Objectives – Champaign County Regional Planning Commission

Gabe Lewis and Laurie Morgan with the Champaign County Regional Planning Commission outlined the suggestions that were implemented from the October 2017 Special Meeting. They also used model cities as a standard. The following outlines the draft objectives and goals (refer to UPMP Goals & Objectives 2018-02-13f):

Planning Pillars #1: Accessibility and Connectivity

Goal #1: Improve Urbana's Pedestrian Infrastructure to enable and encourage all residents and visitors to choose to walk to destinations.

Objectives:

1. Increase the sidewalk ADA compliance score for at least 10% of Urbana's existing sidewalks by 2023.
2. Increase the sidewalk conditions score for at least 5% of Urbana's sidewalks by 2023.
3. Increase the amount of pedestrian infrastructure in Urbana by a minimum of 0.5 miles by 2023.
4. Increase the percentage of arterial roadways in Urbana with pedestrian facilities on at least one side the road from 85% to a minimum of 90% by 2028.
5. Provide direct and visible access for pedestrians of all ages and abilities from 3 destinations* currently not connected to Urbana's sidewalk network by 2028.
6. Fix 4 major connectivity barriers that add extra distance and difficulty walking between destinations by

2023. (Relates to the Aspen Court redevelopment to Philo Road, Ambucs Park, Highland Green Apartments/Crystal View, Carle railroad complex to Downtown Urbana, Areas north and south of Interstate 74 via Cunningham Avenue and Crystal Lake Park to south of University Avenue)

7. Develop or expand at least one ordinance, program, or policy to mitigate the effects of natural elements on Urbana sidewalks to provide year-round access by 2023.
8. Develop or expand at least one ordinance, program, or policy to improve pedestrian access through developments and redevelopments on private properties by 2023.

Planning Pillar #2: Equity

Goal #2: Invest in Urbana's pedestrian resources (infrastructure, education, encouragement, and enforcement) to improve all substandard areas, especially areas of concentrated racial or ethnic minorities and lower income areas.

Objectives:

1. Implement at least three pedestrian infrastructure improvement projects proposed in the CUUATS Sidewalk Network Inventory and Assessment Project Priority Areas** by 2023. (Referred to Green Street and Race Street which would be improved after MCore project was completed.)
2. Implement at least one short-term project proposed in this plan in each of the eight Urbana neighborhoods as defined by this plan's public workshops by 2023.
3. Invest in the extension of the Kickapoo Rail Trail to at least one Urbana neighborhood with predominately low- and moderate-income households by 2028.
4. Distribute educational, encouragement, and/or enforcement materials regarding walking to a minimum of 15 residents of each of the eight Urbana neighborhoods as defined by this plan's public workshops by 2023. Cynthia Hoyle suggested increasing the minimum number to 30 residents. Kara Dudek suggested adding Neighborhood Park Nights for potential distribution.
5. Expand the Walking School Bus program to all Urbana elementary schools by 2023. Cynthia Hoyle added that Leal Elementary School was the only school participating in the program.

Planning Pillar #3: Safety

Goal #3: Eliminate fatal and serious pedestrian/vehicle crashes.

Objectives:

1. Act to reduce the average number of annual pedestrian-vehicle crash fatalities in Urbana from 1 to 0 between 2018 and 2023.
2. Act to reduce the number of severe pedestrian crash injuries in Urbana by a minimum of 50 percent by 2023.
3. Add new or upgrade existing pedestrian safety features at a minimum of 2 signalized intersections in Urbana by 2023.
4. Use the Champaign-Urbana Pedestrian Crossing Enhancement Guidelines to improve pedestrian crossing safety at a minimum of 3 uncontrolled locations by 2023. Cynthia Hoyle suggested using the term "midblock" instead of "uncontrolled" locations.
5. Dedicate at least \$150,000 of the City of Urbana Capital Improvement Plan (CIP) funding to pedestrian

and trail construction and maintenance projects annually. Craig Shonkwiler stated as a point of reference that Operations had \$95,000 dedicated to concrete patching, showing that more funds are dedicated to pedestrian projects.

6. Apply for at least 2 Federal, State, and/or private grants for pedestrian infrastructure projects by 2023.

Planning Pillar #4: Vibrancy

Goal #4: Create healthy, sustainable, aesthetically pleasing, and economically stimulating community streetscapes and natural landscapes that both inspire and facilitate walking.

Objectives:

1. Create at least 2 connections from the Urbana pedestrian network to natural features such as open spaces, waterways, or wooded areas by 2030.
2. Provide support for a minimum of 2 existing and/or new events that connect walking and business by 2023.
3. Support at least 2 active living initiatives by 2023 that expand and encourage walking to improve health.
4. Shift at least 1 percent of automobile trips to walking trips measured in the Urbana Pedestrian and Bicycle Survey (PABS) by 2021.
5. Budget funds to improve the streetscape on a minimum of 2 street blocks to be more pedestrian friendly by 2023.
6. Increase the number of public art installations in walkable areas by a minimum of 2 by 2023.

Jeff Marino asked about improvement of street lighting. Laurie Morgan stated that they did look at this matter, but there was not sufficient data to study further. Laurie Morgan further stated that a recommendation would be to improve the way lighting data would be collected in the future. Another goal would be to look at the connection of lighting and crashes, which was not yet been done. Leonardo Covis suggested correlating the lighting with safety and whether that should be included.

Gabe Lewis in response to Jeff Marino's question about pedestrian friendly subdivisions moving forward could be included in objective #8 of Goal #1.

Next step would be continue to work on the draft report and would then meet with City staff to present that to the Commission. In addition, a second public meeting would be conducted.

c. **KRT – Weaver Park Connectivity Study Update – Champaign County Regional Planning Commission**

Gabe Lewis gave an update on the KRT – Weaver Park Connectivity Study since the joint open house in the fall of 2017. There were 35 attendees, mostly residents of Urbana with the highest age range from the 55-74 group. Most of the attendees were interested in riding the KRT and using it for recreational purposes. In addition, 60% of those had already ridden the KRT within two weeks of the opening. A compilation of comment cards suggested they were most concerned about connectivity, crossing roads, safety and wayfinding. Some highly requested amenities for both the KRT and KRT Trailheads included restrooms, wayfinding and maps and drinking fountains. The most

highly requested connections where from Weaver Park to KRT, Main Street/University to KRT and Smith Road to the rail line.

In studying the connectivity, the KRT study looked at 10 alternative analysis as outlined and included the following criteria:

1. Opportunities
2. Constraints
3. Sidepath Suitability
4. Crosswalk Analysis
5. Estimated Cost

The 10 alternative locations included extending bike lanes on Main Street, side path on Main Street, using rail line up to Smith Road which was owned by the Forest Preserve, rail to Bakers Lane (which would be an off street connection), Pfeffer Road corridor, post office connection, extension of Pfeffer Road and/or Washington Street, High Cross Road/Tatman Road, Art Bartell Road connection and Forest Preserve/Mobile Home Park extension.

The next step would be a draft report would be completed and a steering committee would meet in February 2018. A second public meeting would be conducted in the spring of 2018.

d. Urbana Bicycle Wayfinding Plan Update – Champaign County Regional Planning Commission

Gabe Lewis gave an update to the Commission regarding the Urbana Bicycle Wayfinding Plan. The RPC looked at primary model cities such as Madison, WI; Fort Collins, CO; Peoria, IL; Ithaca, NY; Wichita, KS and 15 secondary cities. Next the RPC developed a bikeway destination bank and were broken down by primary and secondary destination types. Primary destination types included cities, downtown areas, regional destinations and state trails for example. Some secondary destination types included major commercial districts, primary bikeways and major community facilities or destinations. In addition, some tertiary destination types included secondary bikeways, major employers and shopping centers to name a few. The Commission pointed out that schools were not included on the list, but would be included as a secondary destination.

The next steps included a steering committee meeting for February 28, 2018 and a public meeting for the spring of 2018.

7. ANNOUNCEMENTS

- February 28 – Public Meeting
- April 1 – Dockless Bike Sharing
- C-U Bike Month Events
 - a. May 1 – Bike to Work Day
 - b. May 9 – National Bike to School Day
 - c. May 19 – Playing It Safe Bike Rodeo
- May 7 - 2018 Illinois Bike Summit at the University of Illinois at Chicago
- June 9 – Beginners' Bicycling Class registration at <https://goo.gl/f4QHSX>

8. FUTURE TOPICS

- Crystal Lake Park – Fehr Graham
- Dismount Zone Markings – Craig Shonkwiler
- Lincoln Avenue and Springfield Avenue resurfacing project
- Equity and Education – Audrey Ishii
- Effects for shutting down Main Street for 1st Fridays – Annie Adams/Imbibe Urbana
- Pedestrian Crossings – Annie Adams
- Methods for increasing BPAC attendance – Audrey Ishii
- MCORE Infrastructure Public Education – Cynthia Hoyle
- Transportation and Affordability Fact Sheet – Cynthia Hoyle

9. ADJOURNMENT

The meeting adjourned at 9:00 p.m.

Respectfully submitted,
Leslie Cross
Recording Secretary