



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: Urbana Plan Commission

FROM: Kevin Garcia, Planner II

DATE: February 12, 2016

SUBJECT: **Plan Case 2272-CP-16**, a request to adopt the 2016 Urbana Bicycle Master Plan as an amendment to the 2005 Urbana Comprehensive Plan.

Introduction

The Urbana Zoning Administrator requests that Plan Commission and City Council adopt the 2016 Urbana Bicycle Master Plan (UBMP) as an amendment to the 2005 Urbana Comprehensive Plan. The UBMP contains research on best practices for bicycle planning, guidelines for bicycle facilities, an existing conditions inventory of current bicycle infrastructure, goals and objectives for improving bicycling in Urbana, recommendations for bicycle infrastructure projects, and recommendations to implement the plan.

Background

The 2016 UBMP replaces the 2008 UBMP, which was incorporated into the 2005 Comprehensive Plan in April 2008. The new UBMP was prepared by the Champaign County Regional Planning Commission (RPC) over the course of two years. The planning process was guided by a Steering Committee, consisting of members from the Urbana Bicycle and Pedestrian Advisory Commission (BPAC), Urbana Park District, Urbana School District #116, University of Illinois, Champaign-Urbana Mass Transit District (CUMTD), Champaign-Urbana Public Health District (CUPHD), and Champaign County Bikes (CCB), as well as City staff. In addition, the RPC held four public workshops in February 2014 at locations throughout Urbana, plus one community-wide workshop at the Urbana Middle School to maximize the opportunities for citizens to contribute to the plan.

The RPC brought the draft plan, then known as the 2015 UBMP, to a joint meeting of the Urbana Plan Commission, BPAC, Traffic Commission, and Sustainability Advisory Commission on December 3, 2015 for review. The plan was then released for public comment, with the comment period ending on February 1, 2016. On January 12, the Traffic Commission discussed the

UBMP. The Traffic Commission determined that it was not within their authority to endorse the plan since they would be asked to approve parking restrictions at certain locations for the installation of bicycle lanes. On January 28, staff presented the Bicycle Master Plan to BPAC for review and discussion. BPAC will again discuss the plan at their February 16, 2016 meeting. Minutes for the December 3, 2015 joint meeting, January 12, 2016, Traffic Commission meeting, and January 28, 2016, BPAC meeting are attached in Exhibits C-E.

2005 City of Urbana Comprehensive Plan

Staff proposes to adopt the 2016 UBMP as an element of 2005 Urbana Comprehensive Plan. The 2016 UBMP will replace and supersede the 2008 UBMP. The 2005 Urbana Comprehensive Plan includes goals and objectives significant to the proposed UBMP Update:

Goals and Objectives

Goal 5.0 Ensure that land use patterns conserve energy

Objectives

- 5.1 Encourage development patterns that help reduce dependence on automobiles and promote different modes of transportation.

Goal 41.0 Promote access to employment opportunities for all Urbana residents.

Objectives

- 41.3 Provide pedestrian and bicycle connections to employment centers.

Goal 44.0 Provide for the safe, efficient, and cost-effective movement of people and goods within, through, and around the City.

Objectives

- 44.2 Reduce the number and severity of pedestrian, bicycle, and vehicular crashes.

Goal 45.0 Optimize operating conditions of the existing transportation system.

Objectives

- 45.2 Promote transportation improvements that help connect fragmented segments of the existing system.

Goal 46.0 Improve access to transportation modes for Urbana residents.

Objectives

46.1 Work to improve pedestrian, bicycle, and transit access throughout Urbana.

Goal 47.0 Create a multi-modal transportation system.

Objectives

47.7 Promote bicycle/pedestrian access to major activity centers.

Goal 49.0 Avoid development patterns that can potentially create an over-dependency on the automobile.

Objectives

49.1 Promote alternatives to automobile travel, through provision of sidewalks, pedestrian access, bicycle pathways, and high quality transit service.

49.3 Improve access to alternative transportation modes within neighborhoods.

Goal 50.0 Ensure adequate transportation facilities for new growth.

Objectives

50.1 Ensure that new developments provide easy access to pedestrians and bicyclists, as well as automobiles and mass transit vehicles.

Discussion

The following provides a brief summary of each of the chapters in the 2016 Urbana Bicycle Master Plan. For further detail and access to the full plan, appendices, and enlarged maps go to <http://cuuats.org/ubmp/documents>.

(1) Introduction

The Introduction provides background information for the update to the UBMP, including a local and national framework for bicycle planning, a summary of the benefits of investing in bicycle infrastructure, and a brief description of each of the chapters in the plan.

(2) Historical Growth

Chapter 2 looks at the history and trends of bicycling in the United States and Urbana to underscore the need to continue improving bicycling in Urbana. It also identifies major destinations in order to identify areas that are currently being served by bikeways and what areas are less accessible by bike.

(3) Literature, Peer City & Model City Reviews

Chapter 3 contains a review of 1) plans for Urbana and the region as they relate to bicycle planning, 2) plans from peer cities, and 3) plans from model cities. This chapter is intended to inform the City of Urbana about bicycle improvements and initiatives that other cities are implementing.

(4) Facility Guidelines

Chapter 4 explains the different types of cyclists and identifies the target audience of the plan as the “Basic” casual adult (a.k.a. “Interested but Concerned”) cyclist. “Basic” cyclists make up around 60% of the population, while an estimated 33% of the population do not have an interest in riding a bike for transportation and 7% are considered “Enthusiastic and Confident.” The chapter explains the guidelines that were used to select routes for the UBMP, based on the target audience of the “Basic” bike rider. Guidelines for “Enthusiastic and Confident” cyclists are also included for additional consideration.

(5) Facility Types

Chapter 5 updates information from the 2008 plan on facility types to reflect the latest national and regional standards, including the Champaign County Greenways & Trails (GT) Design Guidelines, 2009 Manual on Uniform Traffic Control Devices (MUTCD), 2012 American Association of State Highway and Transportation Officials (AASHTO) Bike Guide, and NACTO Urban Bikeway Design Guide.

(6) Existing Conditions Inventory

Chapter 6 updates the 2008 inventory of bicycle facilities. The RPC and City of Urbana staff gathered existing bike parking information and RPC staff performed bicycle counts and analyzed the latest bicycle crash data for this chapter. These were major components for establishing a baseline review of Urbana’s current bicycle network.

(7) Public Input

Chapter 7 discusses the information gathered from the public on preferred bicycle routes, bicycling issues, and recommendations. In summer 2013, the RPC adapted the Mineta Transportation Institute’s “Pedestrian and Bicycle Survey (PABS)” and distributed it to Urbana residents. This was done to identify residents’ transportation choices for work, school, recreation, and other purposes. The Urbana PABS also asked residents about their preferences for park trails, such as trail type and length, to inform the Urbana Trails Master Plan (UTMP).

In addition to a communitywide workshop, RPC staff hosted multiple neighborhood workshops. At all public meetings, attendees were asked to indicate their trip origin and destinations and whether they travel by walking or biking. This information was important for analyzing Urbana

residents' travel behaviors. A second communitywide workshop was held for residents to prioritize UBMP and UTMP recommendations.

(8) Opportunities and Constraints

Chapter 8 explains the opportunities and constraints analysis conducted by RPC. Recent planning and implementation efforts that will affect this plan's recommendations were incorporated into this analysis.

(9) Goals and Objectives

Chapter 9 is structured by themes, with each theme having an associated goal. For each goal, specific objectives, performance measures, strategies, and responsible parties are identified. Themes are the subject of goals, and each goal is a desired end state created by implementing the plan. Objectives are sub-goals, and are specific, measurable, agreed upon, realistic, and time-bound (SMART). Performance measures allow progress for each objective to be tracked. Strategies help to reach each objective. Responsible parties are the agencies that have the ability to implement strategies. Every goal was based on public input and input from the steering committee.

Each of the themes and its associated goals are as follows:

Theme: Connectivity

Goal: Create and maintain a bicycle network that is continuous, connected, and easily accessible for all users, and includes on-road and off-road facilities.

Theme: Safety

Goal: Provide a bicycle network that is safe and attractive for all users.

Theme: Convenience

Goal: Provide supporting facilities to make bicycle transportation more convenient.

Theme: Education

Goal: Educate residents about active modes of transportation and bicycle facilities.

Theme: Implementation

Goal: Secure funding and implement bicycle improvements.

Theme: Equity.

Goal: Provide equal access of bicycle facilities and information to all residents.

(10) Bicycle Level of Service

As in the 2008 plan, Bicycle Level of Service (BLOS) was used as the standard for quantifying the "bike friendliness" of a roadway, or the perceived comfort level of bicyclists on a roadway. Chapter 10 updates the Urbana BLOS database to analyze how well facilities that have been built since the 2008 plan are functioning and to analyze new recommendations.

(11) Recommendations

Chapter 11 identifies infrastructure recommendations by concept, corridor, and specific location. Updated and new photo renderings of existing streets and paths are included to provide a better understanding of particular recommendations. Elements of the recommended network are summarized below and illustrated in Exhibit A, Greater Urbana Recommended Bicycle Network.

Short-term (within five years) recommendations comprise 18.5 miles of improvements. Major components of those recommendations include:

- Bike lanes associated with the MCORE project along Green Street west of Busey Street,
- Bike lanes along Bradley Avenue west of Lincoln Avenue,
- Sidepaths along Park Street and Broadway Avenue fronting Crystal Lake Park, and
- Portion of the Kickapoo Rail Trail connecting Urbana to the Champaign/Vermillion County line.

Longer term (within six to ten years) recommendations include almost 53 miles of enhancements. Major components include:

- Bike lanes associated with the MCORE project along Green Street between Busey Street and Race Street and
- Addition of many new bike routes, including along Airport Road, Kerr Avenue, West Main Street, East Michigan Avenue, Mumford Drive, and Myra Ridge Drive.

Future recommendation (11+ years) recommendations include a number of improvements, including:

- Sidepath along the future Olympian Drive from Market Street to Cunningham Avenue,
- Sidepath along Lincoln Avenue from Olympian Drive to Killarney Street, and
- Extensions of a Saline Branch Trail.

New wayfinding signage for bike routes and trails are recommended. Recommendations for bike-activated stoplights, drainage grates, and updates to the Urbana Zoning Ordinance to improve bike parking are also included in this chapter. Non-infrastructure recommendations for education, encouragement, enforcement, and evaluation are updated and expanded. These recommendations are based on national best practices.

(12) Implementation

Chapter 12 updates the 2008 plan with relevant funding sources from the Greenways and Trails Plan that can be used to implement recommendations. Tables 44-46 of the plan provide cost estimates and outlines agencies responsible for implementing the UBMP recommendations. Exhibit B provides an excerpt from Table 46 Implementation Matrix by Timeframe.

Summary of Staff Findings

1. The 2008 Urbana Bicycle Master Plan was adopted in 2008 as an amendment to the 2005 Urbana Comprehensive Plan.
2. The 2016 Urbana Bicycle Master Plan is an update to the 2008 Urbana Bicycle Master Plan.
3. The 2016 Urbana Bicycle Master Plan will serve as an amendment of the 2005 Comprehensive Plan and contributes to a number of goals in the 2005 Comprehensive Plan.
4. The 2016 Urbana Bicycle Master Plan was created with guidance from the 2016 Urbana Bicycle Master Plan Steering Committee, composed of a representative from BPAC and staff from various agencies, including Urbana city staff, and after several public outreach opportunities, the most recent being a month-long public comment period ending February 1, 2016, and public commission meetings in December, January, and February of Bicycle and Pedestrian Advisory Commission, Sustainability Advisory Commission, Traffic Commission, and Plan Commission.
5. The 2016 Urbana Bicycle Master Plan sets goals and objectives to address connectivity, safety, convenience, education, implementation, and equity.
6. The 2016 Urbana Bicycle Master Plan contributes to a number of priorities for the Community Development Services and Public Works Departments as established by the Urbana City Council, including to update the 2008 Urbana Bicycle Master Plan and investigate how to achieve zero bicycle fatalities.

Options

The Plan Commission has the following options for recommendations to the City Council. In Plan Case 2272-CP-16, the Plan Commission may:

- a) forward this case to City Council with a recommendation to approve the adoption of the 2016 Urbana Bicycle Master Plan as an amendment to the 2005 Urbana Comprehensive Plan.
- b) Forward this case to City Council with a recommendation to approve the adoption of the 2016 Urbana Bicycle Master Plan as an amendment to the 2005 Urbana Comprehensive Plan as modified by specific suggested changes;
- c) forward this case to City Council with a recommendation to deny the adoption of the 2016 Urbana Bicycle Master Plan as an amendment to the 2005 Urbana Comprehensive Plan.

Staff Recommendation

Based on the evidence presented in the discussion above, and without the benefit of considering additional evidence that may be presented at the public hearing or the BPAC meeting scheduled on February 16, 2016, staff recommends that the Plan Commission review the draft 2016 Urbana Bicycle Master Plan presented in Plan Case No. 2272-CP-16 and forward it to the Urbana City Council with a recommendation for **APPROVAL** as an element of the 2005 Comprehensive Plan presented.

Attachments:

- Exhibit A: Greater Urbana Recommended Bicycle Network map
- Exhibit B: Excerpt of Table 46 Implementation Matrix by Timeframe
- Exhibit C: Minutes from joint PC, BPAC, Traffic, SAC meeting
- Exhibit D: Minutes from Traffic Commission 1/12/2016
- Exhibit E: Draft minutes from BPAC 1/28/2016

For a complete draft of the plan, please visit <http://cuuats.org/ubmp/documents>.

Exhibit A: Greater Urbana Recommended Bicycle Network

2015 Urbana Bicycle Master Plan

Greater Urbana Recommended Bicycle Network

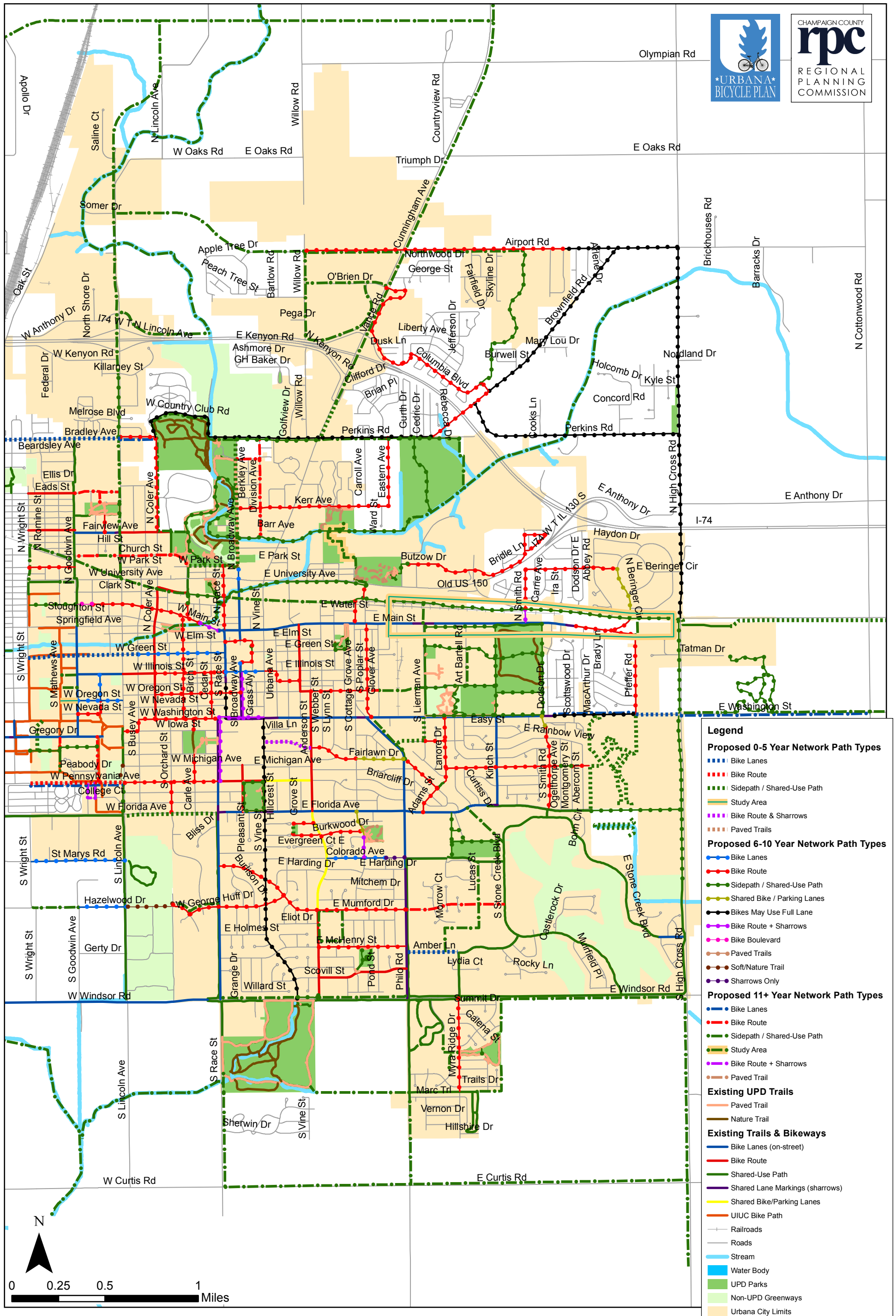


Exhibit B: Excerpt of Table 46 Implementation Matrix by Timeframe

1 2 3 4 5 6
7 8 9 10 11 12



Table 46 Implementation Matrix By Timeframe

Urbana Bicycle Master Plan (UBMP) Implementation Matrix by Timeframe										
Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
0-5 Years										
Amber Lane	Myra Ridge Dr	Philo Rd	Bike Lanes	City of Urbana	0-5	5-10-10-5	Yes		0.27	\$3,937,563
AMBUCS Park Small Loop Trail			Paved Trail	Urbana Park District	0-5	Follow UPD Master Plan Layout	No		0.23	\$107,370
Bradley Avenue	Lincoln Ave	West City Limits	Bike Lanes	City of Urbana	0-5	6-15.5-15.5-6	No		1.02	\$91,399
Broadway Avenue	Country Club Rd	Park St	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	0-5	West side	No	Part of Crystal Lake Park/Busey Woods loop path	0.70	\$182,436
Cunningham Avenue/US 45 Sidepath	Kenyon Rd	Perkins Rd	Sidepath (parallel to the road)	City of Urbana, IDOT	0-5	East side	No		0.20	\$52,616
Fairlawn Drive	Anderson St	Vine St	Bike Route + Sharrows	City of Urbana	0-5		No		0.26	\$21,688
Florida Avenue	Race St	Lincoln Ave	Sidepath (parallel to the road)	University of Illinois	0-5	South side	No		0.48	\$126,149
Green Street	Busey Ave	Wright St	Bike Lanes	City of Urbana	0-5	TBD	No	MCORE Project	0.59	\$52,895
Hunter Street	Lierman Ave	Philo Rd	Sidepath (parallel to the road)	City of Urbana, Developers	0-5	North side	No	Upon Urbana Townhomes redevelopment	0.16	\$40,726
Kickapoo Rail Trail	Champaign County line	Walmart Trail	Shared-Use Path (off-street)	CCFPD	0-5		No	Rail-to-Trail to Kickapoo State Park	11.57	\$3,020,133
Kickapoo Rail Trail	Walmart Trail	High Cross Rd Sidepath	Shared-Use Path (off-street)	CCFPD, IDOT	0-5		No	Rail-to-Trail to Kickapoo State Park	0.06	\$14,768
Kickapoo Rail Trail (KRT) Study Area	High Cross Rd	Hartle Ave	Study Area	City of Urbana, Urbana Park District, CCFPD	0-5		No	Determine best alignment into Urbana	1.54	-
Library Path	Armory Bike Path	Lorado Taft Bike Path	Shared-Use Path (off-street)	University of Illinois	0-5		No	Along west side of Undergrad Library & Sou Quad	0.17	\$45,163
Lierman Avenue	Washington St	Hunter St	Sidepath (parallel to the road)	City of Urbana, Developers	0-5	West side	No	Upon Urbana Townhomes redevelopment	0.13	\$32,693
Oregon Street	Goodwin Ave	Mathews Ave	Study Area	City of Urbana	0-5		Yes	One-way westbound. Parking on both sides. Investigate feasibility of contraflow bike lanes.	0.09	-
Park Street	Broadway Ave	McCullough St	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	0-5	North side	No	Part of Crystal Lake Park/Busey Woods loop path	0.27	\$71,430
Pennsylvania Avenue	Lincoln Ave	W city limits	Bike Route	University of Illinois	0-5		No	Short-term improvement	0.50	\$13,756
Sunnycrest Tot Lot Trail	Sunnycrest Ct E	Burkwood Ct E	Shared-Use Path (off-street)	Urbana Park District	0-5		No		0.04	\$18,734
Washington Street	High Cross Rd	Pfeffer Rd	Bike Lanes	City of Urbana	0-5	Varies	No	Part of 2014-2015 High Cross Rd reconstruction	0.24	\$21,710
6-10 Years										
Adams Street	Fairlawn Dr	Florida Ave	Bike Route	City of Urbana	6-10		No		0.16	\$7,113,660
Airport Road	High Cross Rd	Somerset Dr	Bikes May Use Full Lane signage	Urbana Township	6-10		No		0.61	\$836
Airport Road	Somerset Dr	Willow Rd	Bike Route	City of Urbana, Urbana Township	6-10		No		1.39	\$37,908
AMBUCS-Butzow Trail	AMBUCS Park	Butzow Dr	Shared-Use Path (off-street)	City of Urbana, Urbana Park District	6-10		No	Connection to AMBUCS Park, along Landscape Recycling Center access road	0.10	\$27,088
AMBUCS-CUMTD Path	CUMTD	AMBUCS Park	Shared-Use Path (off-street)	Urbana Park District, CUMTD, IDOT	6-10		No	University Avenue crossing, median as refuge	0.02	\$4,108
Anderson Street corridor	S terminus	Windsor Rd	Shared-Use Path (off-street)	City of Urbana	6-10		No	To Meadowbrook Park	0.01	\$3,668
Anthony Drive	Independence Ave	Vance Rd	Bike Route	City of Urbana, Urbana Township	6-10		No		0.28	\$7,507
Art Bartell Road Trail	Lierman Ave	Weaver Park	Shared-Use Path (off-street)	Champaign County, Urbana Park District	6-10	South side	No	Connect Prairie and Weaver Parks	0.38	\$99,180
Bakers Lane Trail	Main St	Washington St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Through east side of Weaver Park. Preserve cover.	0.49	\$127,890

Meeting Minutes

Special Joint Commission Meeting—Presentation of the Urbana Bicycle Master Plan

Date: Tuesday, December 3, 2015

Time: 7:00 p.m.

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

Members Present:

Plan Commission

Barry Ackerson
Maria Byndom
Tyler Fitch
Lew Hopkins
Christopher Stohr
David Trail
Daniel Turner

Bicycle and Pedestrian Advisory Commission

Brandon Bowersox-Johnson
Karie Brown-Tess
Elsie Hedgspeth
Cynthia Hoyle
Audrey Ishii
Susan Jones
Craig Shonkwiler

Sustainability Advisory Commission

Marya Ryan
Bart Bartels
Morgan Johnston
Andrew Stumpf
Stephen Wald

Traffic Commission

Craig Shonkwiler
Bob Fitzgerald (Pat Connolly)

Staff Present: Elizabeth Tyler, William Gray, Kevin Garcia, Christopher Marx

Others Present: Gabe Lewis, Rita Black, Charlie Smyth, Leo Covis, Carolyn Casaday Trimble, and Jeff Yockey

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

Tyler Fitch called the meeting to order at 7:04 p.m. Roll call was taken.

2. APPROVAL OF THE AGENDA

3. PRESENTATION

a) Urbana Bicycle Master Plan Draft

Craig Shonkwiler, Assistant City Engineer, discussed the process for updating the Urbana Bicycle Master Plan. He said the process began when the City contracted with the Champaign County Regional Planning Commission in July 2013 for \$38,000 to develop the updated plan. During the course of 2013, the Urbana Bicycle Steering Committee met numerous times to discuss the plan. The Steering Committee consisted of representatives from City staff, the Urbana Park District, the Urbana School District #116, University of Illinois, the Champaign-Urbana Mass Transit District, Champaign-Urbana Public Health District, and Champaign County Bicycle Club. In February 2014, the Champaign County Regional Planning Commission held public meetings throughout Urbana to receive input from all members of the community. He mentioned that meetings were held at the Urbana

Civic Center, King Elementary School, Early Childhood Center and at Leal Elementary School, which was conducted in Spanish. In April 2014, a meeting was held at the Urbana Middle School to discuss the findings and recommendations resulting from the discussions held in February. Attendees at those meetings voted on preferred locations for bicycle infrastructure. A draft plan was presented to City staff for review in April 2015. Comments were incorporated into a document that was presented to the Bicycle Steering Committee. The plan is now being presented to the commissions that are connected to the aspects of the Urbana Bicycle Master Plan. He stressed that this joint meeting was an informational meeting. Soon a draft would be submitted to the commissions with a comment period. Then approval would be sought from each of the individual commissions represented: Sustainability Advisory Commission, Traffic Commission, Bicycle and Pedestrian Advisory Commission and then the Urbana Plan Commission. After those commissions have reviewed and approved the plan, it would go to the Urbana Committee of the Whole and the City Council for approval.

Gabe Lewis, Transportation Planner at the Champaign County Regional Plan Commission, discussed the Urbana Bicycle Master Plan. He discussed the structure of the twelve chapters within the plan development and process. Chapter 1 discussed the definitions and concepts contained in the plan. He added that consideration was given to the 5 E's (Education, Encouragement, Enforcement, Evaluation and Engineering) as part of the development of the plan. He mentioned that complete streets and road diets were already being implemented as part of the current plan. He defined the area of the study and stated that the updated plan included a review of local policies and existing facilities. In discussing the plan, Mr. Lewis said that Chapters 1 through 10 dealt with inputs while Chapters 11 and 12 dealt with outcomes.

Chapter 2 focused on the historical growth of the bicycle infrastructure from pre-2007 to the current time period. He stated that most of the early bicycle facilities were located off the street. He said that within the last few years, bicycle infrastructure within Urbana had increased by 79%.

Chapter 3 was a literature review of peer and model cities—many of which had obtained gold or platinum levels of bicycle friendly community status. There is information about their programs, revenue sources and the involvement of bicycle/pedestrian coordinators in those communities.

Chapter 4 discussed the different types of bicyclists and facility guidelines. He added that facilities were evaluated based upon the four requirements that people needed to encourage the use of bicycle facilities (safety, convenience, access, and social acceptability). He briefly discussed the four classifications of bicyclists as defined by the American Association of State Highway and Transportation Officials (AASHTO). He stated that the Urbana Bicycle Master Plan was geared toward the group of cyclists defined as “interested, but concerned,” which made up about 60% of the bicycle community. He added that the interested, but concerned bicyclists usually preferred facilities that were separate from motorists. As part of developing the update to the plan, staff looked at bicycle level of service (BLOS), trying to focus on roadways that had a grade of “C” or lower.

Chapter 5 contained a discussion about user preferences and bicycle facilities. He said that wayfinding signage showing time and distance to destinations within the community were recommended for both on-and off-street facilities. He said that CCRPC was working with the Urbana Park District at the time to create off-street trails and connectivity between its parks. Some new features being considered were bike activated stop lights, bike parking and two-stage turn queue boxes.

Chapter 6 included a review of existing condition inventory. Mr. Lewis said that CCRPC worked on the Bicycle Friendly Community application for the City of Urbana in the summer of 2014. As part of the application process, bicycle counts were conducted. The counts showed a high concentration of bicycle travel around the University of Illinois campus. In addition to the review of bicycle traffic, crash data was reviewed. It was found that between 2009 and 2013, there was one fatality in Urbana, 84 crashes, and 79 injuries.

In Chapter 7 there was a discussion of how public input was sought as was discussed earlier in the meeting.

Chapter 8 contained a discussion of the opportunities and constraints within the study area. Interstate 74, railroads, major arterials all presented challenges and constraints when developing a bicycle network.

Chapter 9 discussed the goals and objectives of the plan using the SMART model (specific, measurable, attainable, realistic and time-bound) to determine the progress of the plan. Themes discussed as part of the plan were 1) multimodal connectivity, 2) safety, 3) convenience, 4) education, 5) funding and implementation and 6) equity.

The discussion of Chapter 10 included the focus on bicycle level of service (BLOS). Mr. Lewis stated that the BLOS was a perceived comfort level indicated by a grade. The grade was based upon criteria, which included the presence of certain elements on the roadway. Consideration was given to the width of the roadway, the striping, and the amount of on-street parking among other factors. Maps were included in this chapter to show improvement (perceived comfort) on streets from 2007 to 2015 where bike lanes had been installed.

Chapter 11 included recommendations for the updates. One recommendation focused on the Urbana Green Loop which would connect the parks in Urbana. The plan looked at drainage grates and encouraged the use of transverse grates and grates flush with the pavement to provide safer and smoother travel for bicyclists. Recommendations were developed by corridors and concepts. Included were Bike and Trails Wayfinding Signage, Urbana Green Loop, MCORE project, Safe Routes to School, Rail Corridors and Bikeway Access for Low Income Areas and Areas of Employment. Some areas mentioned for consideration of bicycle facilities were around Interstate 74, future developments, arterial roads, stream corridors, loop between parks and fitness trails at Crystal Lake Park and Weaver Park. Mr. Lewis mentioned that there may be some plans recommended that would require changes to the Urbana Zoning Ordinance.

Chapter 12 focused on the implementation of the Urbana Bicycle Master Plan. The plan looked at future recommendations, if funding was possible; maintenance of existing facilities, which had already been or is being done; implementation matrices; funding sources; and a full-time (regional) bicycle/pedestrian coordinator.

Barry Ackerman, Urbana Plan Commission, asked if the MCORE (Multimodal Corridor Enhancement Project) was part of the Urbana Bicycle Master Plan.

Craig Shonkwiler said that the MCORE project was well underway. He mentioned that the letting for Green Street between Wright Street and Busey Avenue (Project 1) was scheduled for June 2016 and that Green Street between Busey Avenue and Race Street (Project 5) was scheduled for 2018. He stated that staff would be requesting the removal

of on-street parking on Green Street between Busey Avenue and Race Street before City Council sometime this winter.

Brandon Bowersox-Johnson, Urbana Pedestrian and Bicycle Advisory Commission Chair, said that there had been some conflict in the past when removing on-street parking from streets where bicycle facilities were installed. He asked if there were any concerns about locations recommended for installing bicycle facilities. He also asked if there were streets that would require the removal of on-street parking as part of the updated plan.

Gabe Lewis stated that there were not as many areas where on-street parking would need to be removed as were recommended in the previous plan. He said that Green Street between Busey Avenue and Race Street was the only major street where the removal of on-street parking was scheduled.

Craig Shonkwiler said that the removal of on-street parking for the installation of bicycle facilities has been a challenge. He mentioned that in the past residents indicated that they were unaware of the recommendations. Mr. Shonkwiler had planned to announce the proposed areas for on-street parking removal through press releases and notification of those impacted by the removal of parking.

Cynthia Hoyle, Urbana Bicycle and Pedestrian Advisory Commission, mentioned that City staff had been proactive in discussing the removal of on-street parking with those along the Green Street corridor.

David Trail, Urbana Plan Commission, stated that there had been mention of several national programs. He asked why the plan did not include examples from international programs.

Gabe Lewis mentioned that staff kept track of international trends in case those practices were approved and could be incorporated into City plans. He said that they have looked at open streets and no car Sundays as possible features.

Rita Black, Champaign County Regional Plan Commission Planning and Community Development Director, said that there were standards and guidelines that communities had to follow to receive grants.

Mr. Trail urged the City of Urbana to be innovative and to refuse federal funding if the Federal Highway Administration would not allow the City to implement the plans the City wanted.

Gabe Lewis did not believe that the City would want to turn down funding. He added that the City of Urbana had increased its bicycle infrastructure by 73% with the help of funding.

David Trail suggested that the City discourage auto ownership and implement plans to reduce the number of vehicles in the City.

Cynthia Hoyle felt that the plan needed to be more aggressive to achieve the goal of Platinum Level of the Bicycle Friendly Community within a certain time frame. She said that she had made some suggestions as part of the Urbana Bicycle Steering Committee meeting and wanted to know the status of her suggestions. In particular, she had recommended that the City look at a pilot program similar to Boulder, Colorado. She had asked for a living lab where ideas could be implemented on a trial basis to test their viability in the community. She also requested that the City look at incentives to encourage

the development of bicycle parking close to new and existing businesses. Ms. Hoyle recommended the implementation of a bike share program and the addition of bike corrals in the community. She would like to see the development of an app that would allow easier reporting for bike crashes. She said that there was not good information available since not all crashes were reported to the Police Department.

Gabe Lewis mentioned that staff was currently working on an app that would indicate the location of bicycle parking within the downtown Urbana area. He said that they were also working on an app that would help with the development of a bike sharing program. Presently, Mr. Lewis said that CCRPC was working with University of Illinois students to determine what routes were being used around campus and to study crashes. He saw the goal of Platinum Level as a reasonable goal for the next update of the Urbana Bicycle Plan—perhaps in 2030.

Craig Shonkwiler said that Urbana was a progressive community and he thought that a pilot program, similar to Boulder's, could be included as a suggested program for consideration in the updated plan.

Cynthia Hoyle asked that the plan include language indicating that the City would explore the development of a pilot program similar to the Boulder program.

Chris Stohr, Urbana Plan Commission, praised the effort put into the updated plan. He expressed concern about the loss of green space with the addition of bike paths using impervious surfaces.

Gabe Lewis mentioned that the Urbana Park District was planning to convert part of an existing path (Southridge Park) into a nature path.

Mr. Stohr was concerned about new paths and would like to minimize the amount of impervious trails.

Cynthia Hoyle mentioned that there should be more emphasis placed on the enforcement of drivers who are not yielding to bicyclists and who are harassing bicyclists. She said that the diversion plan for bicyclists seemed to be successful and she thought it would work for motorists. She acknowledged that the program would involve funding issues, but she said that roadway fatalities were not the result of cyclists, but the result of motorists. She wanted to see more year-round programs that would encourage bicycling at all times of the year. She stated that the hiring of a coordinator could make that possible.

Charlie Smyth, Urbana City Council, entreated assistance from the commissioners to continue to strive for Platinum Level for the Bicycle Friendly Community designation. He mentioned that other cities had been aggressively working for Diamond Status. He added that the plan needed a vision and challenge by setting real goals to increase bicycling and bicycle infrastructure. Mr. Smyth said that the plan needed to include the Vision Zero goal approved by City Council. He encouraged the commissioners to take as much time as possible to provide input because the plan needed to be right. He asked them to think about the long-term goals and to help create a vision to obtain Platinum status and beyond. He thanked all of the commissioners and staff for their work in formulating the plan.

Carolyn Casady Trimble mentioned that she would like to see plans to encourage safe bicycle routes between downtown Urbana and downtown Champaign. She asked that the use of permeable concrete for bicycle facilities be considered.

Leo Covis asked if there was more information about bicycle crashes and what could be done to prevent future conflicts.

Gabe Lewis said that there had been only one fatality in recent history. He recounted that the accident had occurred at the corner of Green Street and Gregory Street and the bicyclist died in the accident. He added that there was information included in the plan about the demographics of those involved in bicycle crashes. He said that more males were involved in accidents and that those within the 20-24 years of age group were involved in most of the crashes. He indicated that accident information from the Police Department's accident reports was reviewed to determine the causes of conflicts.

8. ADJOURNMENT

With no other business at hand, the meeting adjourned at 8:10 p.m.

Respectfully submitted,
Barbara Stiehl
Recording Secretary

URBANA TRAFFIC COMMISSION
Tuesday, January 12, 2016

MEMBERS PRESENT:

Michael Madigan, City Council Member, Ward 6, Chair
Craig Shonkwiler, Assistant City Engineer
Pat Connolly, Police Chief

MEMBERS ABSENT:

None

OTHERS PRESENT:

John Collins, Operations Manager

The meeting began at 4:00 p.m.

Approval of Minutes:

Craig Shonkwiler moved to approve the minutes of the October 13, 2015 meeting. Pat Connolly seconded the motion. The Commission voted 3-0 to approve the minutes of the October meeting.

Additions to the agenda:

There were no additions to the meeting.

Public Input

Those wishing to provide input preferred to do so at the time the topic was discussed.

Unfinished Business

There was no unfinished business to discuss.

New Business

Item #1- Approval of the 2016 meeting calendar.

Pat Connolly moved to approve the 2016 meeting calendar.

Craig Shonkwiler seconded the motion.

The motion was approved 3-0.

The calendar will be placed on the City of Urbana website.

Item #2- Discussion of the Urbana Bicycle Master Plan.

Craig Shonkwiler explained that the Urbana Bicycle Master Plan was available for public input until Monday, February 1, 2016. He reviewed sections of the Urbana Bicycle Master Plan highlighting sections of significant importance to the Urbana Traffic Commission. He said that the purpose of the discussion was to bring awareness to the Commissioners of possible items that would come before the Commission and to discuss any concerns or objections the Commissioners might have with the proposed plan. He said that the plan would come back to the Plan Commission at the end of February. He questioned whether or not the Traffic Commission should endorse the plan since the Commission would be asked to make recommendations about specific aspects of the plan as implementation of those specific items became necessary.

Michael Madigan agreed that it was not within the authority of the Traffic Commission to endorse the plan since the Commission would be acting upon specific portions of the plan that relate to future traffic control and parking requests.

Mr. Shonkwiler explained the process for developing the plan and who was involved in that process. He then reviewed the contents of the plan and focused on specific parts of the plan related to future Traffic Commission discussion. He pointed to the Green Loop, which was the Urbana Park District's proposed bicycle network to connect parks within Urbana. Next, he discussed the proposed Urbana Bicycle Master Plan specifically as it pertained to the Traffic Commission. Since 2008, he said that most of the parking removal had been completed. He said that Green Street from Busey Avenue to Race Street would be the most significant area brought before the Traffic Commission. Mr. Shonkwiler explained that as part of the Multimodal Corridor Enhancement Project (MCORE), a request to eliminate parking along the north side of Green Street would come before the Traffic Commission this spring. He mentioned that another area where bicycle infrastructure would be added was on Amber Lane between Philo Road and Myra Ridge Road, north of the Meijers store. He said that parking was already restricted on the south side of Amber Lane and that there was not enough street width to allow parking on the north side. He said that bicycle lanes were planned for that section and would come to the Traffic Commission for action possibly within the next five years. He added that a third possible item for discussion would be bicycle infrastructure on Oregon Street from Goodwin Avenue to Mathews Avenue where a contraflow bike lane would be studied. He said that many factors would need to be considered before bringing this item to Traffic Commission, but that area was a possible location for the removal of on-street parking. He said that those were the only three items in the plan that involved parking restrictions.

Michael Madigan asked if the City Council would have to approve the contraflow plan afterwards.

Craig Shonkwiler said that the removal of parking as part of the contraflow plan would have to go through Council, but that project was not in the five-year plan. He said that Green Street project

was coming and Amber Lane would probably happen within the next five years, but the bicycle facilities on Oregon Street would probably not happen soon.

John Collins asked if the number of no parking signs on Main Street could be reduced once people were familiar with bicycle traffic and parking restrictions on the street. He said that the reduction in signage would reduce costs for the City. He added that it was illegal to park in bicycle lanes, so he asked if the signage could be reduced. He recommended removing the no parking signage after the restrictions had been in effect for a year, using those signs at other locations and eliminating sign clutter on the streets.

Craig Shonkwiler said that part of the plan's recommendations was to develop a wayfinding system. He mentioned that Engineering staff was working on the wayfinding system plan for the bicycle network and there was money in the Capital Improvement Plan (CIP) to implement the program. They were developing a design plan and preparing costs and implementation plans. He said that staff would determine if the plan would be fiscally sustainable—if there would be enough money to maintain and replace the signage.

John Collins stated that the removal of the additional no parking signs would eliminate sign clutter and allow more room for the wayfinding signage.

Craig Shonkwiler felt that the initial installation of the no parking signs on Main Street helped motorists understand and the Police Department enforce the parking restrictions. He agreed that the removal of some of the signs should not create problems after the public adjusted to the addition of bike lanes and elimination of parking.

Chief Connolly said that the initial signage did assist officers when the parking restrictions were first implemented and he agreed that the signage could be reduced.

John Collins encouraged plans to educate the public about parking prohibitions in bicycle lanes to reduce the number of no parking signs needed throughout the city.

Craig Shonkwiler recommended removing signs in a selected area to see if the reduced signage was effective.

Chief Connolly asked about the determination of the number of signs for bicycle lanes on the street. He indicated that there are some areas where there were several signs within a short span on the street.

Mr. Collins said that there were areas where there were several signs along Washington as the type of bicycle facility changed.

Mr. Shonkwiler said that there were areas on some streets that changed from a shared lane to a separate lane and that signage indicated those changes. He added that some in the bicycle community favored the Bicyclist May Use Full Lane signage over the Share the Road signage so that signage may change. He asked if the signage was problematic for the Police Department.

Chief Connolly said it was more confusing for drivers. He said that drivers did not understand the meaning of the signage since the law states that bicyclists should move over to allow traffic to pass.

Michael Madigan asked about the safety criteria for allowing bicyclists to use the full lane.

Craig Shonkwiler said that engineering judgment had to be used to determine when the lanes would be narrow enough to allow the bicyclist to use the full lane. He said signage was usually installed if the street was not wide enough to allow motorists three feet of room to pass the bicyclist.

Mr. Madigan asked if there were any cost-sharing plans for those using the bicycle facilities, such as registration.

Mr. Shonkwiler indicated that the plan did not have any cost-sharing proposals.

Pat Connolly asked if there were any plans to discuss the parking restrictions with those on Green Street where parking would be removed as part of the Urbana Bicycle Master Plan.

Craig Shonkwiler said that the Public Works Director Bill Gray and he had met with the churches on Green Street to discuss the parking restrictions. He mentioned that the First Presbyterian Church was considering a plan to provide an off-street loading area in front of the church. As for opposition, he said that they had notified those along the impacted area about the plan, but those along the Green Street area had not voiced concern about the parking restrictions in any of the MCORE open houses. He said that staff had surveyed the use of on-street parking in that area and found that it appeared to be used by commuters since very few vehicles were parked on the street during the off-peak times.

Mr. Madigan stated that the MCORE project was a comprehensive plan with multiple components extending beyond just Green Street.

Mr. Shonkwiler stated that there could be an off-street loading and unloading area near the First Presbyterian Church where the church could install accessible parking.

Mr. Madigan mentioned that the church had discussed a possible request to vacate a street for increased access to the facility.

Craig Shonkwiler discussed the goals and objectives of the Urbana Bicycle Master Plan. He highlighted the themes and timelines within the plan.

Pat Connolly asked about the responsible parties for each of the goals listed.

Craig Shonkwiler mentioned that there was a list in the plan indicating which agency would be responsible for implementing or maintaining the recommendations within the Urbana Bicycle Master Plan. He added that the Steering Committee would like to see staff look at a pilot program for different bicycle/vehicle treatments. Mr. Shonkwiler directed attention to the Vision Zero Initiative mentioned in the plan and as a Council goal. He explained that currently when a fatality would occur, the Police Department would review the scene and Engineering staff would look at possible problems and solutions to reduce the occurrence. He stated that the initiative included

suggestions to lower vehicle speeds, redesign streets, increase enforcement of vehicle codes and implement education to change road users' behaviors, which would specifically fall under the review of the Urbana Traffic Commission.

The Commission watched a video about Vision Zero, which defined the major idea, "In every situation an individual may fail, the system should not."

Chief Connolly said that the unintended consequence of the bike lanes during snow storms, the use of bicycle lanes as sidewalks had created problems for motorists and bicyclists. But he added that embracing the scrambled crossings on campus had actually improved safety at those locations.

Michael Madigan said that car technology was beginning to incorporate systems to counter human error.

Pat Connolly asked that those impacted by parking removal as part of the implementation of the plan receive advanced notice before the issue would go to the Traffic Commission.

The Traffic Commissioners agreed to extend the notification period from one week to two weeks when any parking restrictions resulting from the implementation of the Urbana Bicycle Master Plan were brought before the Commission.

With no other business at hand, the meeting was adjourned at 4:49 p.m.

The next regularly scheduled Traffic Commission meeting is scheduled for Tuesday, February 9, 2016, at 4:00 p.m. at the Urbana Public Works Department, 706 South Glover Avenue, second floor conference room.

Respectfully submitted,
Barbara Stiehl
Recording Secretary

Bicycle and Pedestrian Advisory Commission (BPAC)

Meeting Minutes

Date: Thursday, January 28, 2016

Time: 7:00 p.m.

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

Members Present: Brandon Bowersox-Johnson, James Roedl (Stacey DeLorenzo), Elsie Hedgspeth, Susan Jones, Jeff Marino and Craig Shonkwiler

Staff Present: Kevin Garcia

Members Absent: Michele Guerra, Cynthia Hoyle, Audrey Ishii

Others Present: None

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

Brandon Bowersox-Johnson called the meeting to order at 7:04 p.m. Roll call was taken and it was noted that a quorum of members was present.

Chairman Bowersox-Johnson mentioned that Karie Brown-Tess had tendered her resignation from the Urbana Bicycle and Pedestrian Advisory Board. He pointed out that with Ms. Brown-Tess's resignation; there were two vacancies on the board: one was an at-large seat; the other was an Urbana School District representative vacancy. He asked that anyone interested in either position contact the Mayor's Office. Mr. Bowersox-Johnson recognized Jeff Marino, who was recently appointed to the Urbana Bicycle and Pedestrian Advisory Commission.

2. APPROVAL OF AGENDA

Susan Jones moved to approve the agenda for the January 28th meeting.

Jeff Marino seconded the motion.

The motion was approved.

3. APPROVAL OF MINUTES FROM PREVIOUS MEETING

Craig Shonkwiler moved to approve the meeting minutes from the September 15, 2015, October 20, 2015 and December 3, 2015 meetings.

James Roedl seconded the motion.

The motion was approved.

The recording secretary mentioned that the 2016 meeting calendar was included in packets.

4. PUBLIC INPUT

There was no public input.

5. UNFINISHED BUSINESS

a) 2015 Bicycle Master Plan Update

Brandon Bowersox-Johnson mentioned that the 2015 Urbana Bicycle Master Plan could be found by going to the link listed on the City of Urbana's website. He said that the comment period was open until February 1, 2016.

Craig Shonkwiler said that since the time of the Joint Commissions meeting in December, there had been very few comments made about the plan. Mr. Shonkwiler highlighted information about the Green Loop and the recommended bicycle network. He noted that the Green Loop included trails discussed with the Urbana Park District that would provide a bicycle network that could connect the parks within the City of Urbana. He mentioned that wayfinding signage would guide people to the parks within the Urbana Park District's system and existing bicycle facilities and eventually incorporate the proposed bicycle facilities.

Brandon Bowersox-Johnson appreciated the concept of connecting the park system with bicycle facilities being a priority.

Susan Jones stated that she was not as interested in connecting the parks to each other as she was interested in travelling by bicycle from where she lived to one of the parks within the park district. She mentioned that there were many routes not yet completed.

Jeff Marino pointed out that from a recreational standpoint it was a good idea to have destinations as part of the bicycle network.

Elsie Hedgspeth informed that group that connectivity between parks within the City of Urbana was listed as a top priority by Urbana residents. She felt the master plan addressed that request.

James Roedl said that many people who became interested in bicycling and hiking did so because a route was created that took them to a destination. He added that there were many people who would like to see more facilities that connected with the Boneyard Creek, Urbana and Champaign, and the Rail to Trail project.

Mr. Marino asked how any potential new growth would be incorporated into the plan.

Mr. Shonkwiler said that he could see the plan would expand facilities as new development occurred. He said that since the area in Urbana was flat, the addition of the Green Loop would be an added feature in the community and the bicycle infrastructure would appeal to the 60% of cyclists. He said that the wayfinding system might increase use of the infrastructure by letting people know about places of which they were previously unaware.

Brandon Bowersox-Johnson asked if there would be any special wayfinding signage to indicate the Green Loop network.

Craig Shonkwiler said that the decision was yet to be made. He informed that commission that wayfinding signage was a component of the plan and staff was researching the routes to determine what type of signage to use and where to direct bicyclists. He added that staff wanted to make sure that the signage plan included a process for maintaining the system once installed.

Mr. Shonkwiler discussed the topic of removal of on-street parking as related to the installation of bicycle infrastructure. He said that most of the on-street parking removal had already occurred when installing the bicycle infrastructure recommended in the 2008 Urbana Bicycle Master Plan.

Based upon a question asked by Mr. Bowersox-Johnson at the December meeting, Craig Shonkwiler reviewed three possible locations where on-street parking may be removed to install bicycle infrastructure.

Mr. Shonkwiler discussed part of the MCORE project which would involve the replacement of pavement, the removal of on-street parking on Green Street between Busey Avenue and Race Street and the addition of bicycle lanes. He said that Engineering staff had conducted a parking study and noted that most of the parking in that section of Green Street was commuter parking since there were no cars observed late at night or early in the morning. He mentioned that staff had been in contact with the two churches located in that section to discuss options for the removal of parking. He added that the Urbana Traffic Commission had asked that those on Green Street receive at least two weeks' notice before any discussion about the removal of on-street parking was discussed before the Traffic Commission.

Mr. Shonkwiler stated that another location where on-street parking was scheduled for removal to install bicycle lanes was on Amber Lane between Philo Road and Myra Ridge Road. He explained that there were currently restrictions on the south side of the street and that there was not enough room on the north side for vehicles to park. He mentioned that the pavement needed repair before the lanes could be installed.

The last area referred to in the Urbana Bicycle Master Plan for the installation of on-street bicycle facilities was Oregon Street between Mathews Avenue and Goodwin Avenue. He indicated that the bicycle lane could possibly flow in the direction opposite the flow of vehicular traffic. He indicated that the installation of the bicycle lane would require resurfacing.

Mr. Shonkwiler reviewed comments sent to Mr. Gabe Lewis regarding the Urbana Bicycle Master Plan. As a result of many previous opportunities to provide input about the plan, he felt that many thoughts had already been included in the plan. He said that most of the comments were positive. One comment requested that the plan not include specific plans within the parks. There was a comment from someone who would like the City to maintain its existing facilities before adding any more lanes. He said that the person mentioned that there were potholes and debris on some of the lanes. Mr. Shonkwiler mentioned that the street sweepers clean the streets on a monthly cycle. He asked that citizens contact the Public Works Department when they see debris or potholes. He added that the City tries to keep the bicycle facilities in the best possible condition.

Another comment Mr. Shonkwiler addressed was the request to add a buffer between the motorists and the bicyclists. He said that the person did not feel that a painted buffer was safe and would like the lane physically separated from vehicular traffic. Mr. Shonkwiler mentioned a previous presentation about the Bradley Avenue bicycle lanes. He said that a

buffer could be added to the project if the space was available. He polled the commissioners to ask if they favored a separation between the bicycle lanes and the vehicle lanes.

Susan Jones said that probably half of the 60% of bicyclists want separate bicycle lanes and the other half would be willing to ride on the street.

James Roedl agreed. He said that protected bicycle lane could be problematic at intersections where the buffers end. He added that plowing snow and repairing streets were more difficult with the separate bicycle lanes. He felt that improving the width of the bicycle lane and the quality of the pavement would be a better solution than separating the bicyclists from the motorists. He mentioned the bicycle infrastructure on Sixth Street between Armory Drive and Peabody Drive as an example of where bicyclists could ride to the far left of the lane without fear of dooring and busses had sufficient room to safely pass bicyclists.

Craig Shonkwiler asked if there was on-street parking in that area.

Mr. Roedl said there was some on the west side of the street.

Mr. Shonkwiler explained that before road diets are installed, traffic simulators were used to see which design would work. He mentioned that the current road system was overbuilt in some areas. He said that staff had analyzed traffic needs and designed systems to best accommodate all modes of transportation. He said that the road should feel right if designed correctly. He mentioned that designing bicycle lanes was challenging since design recommendations were constantly changing. He encouraged citizens to provide feedback if they had concerns or comments about streets.

Susan Jones stated that bicyclists and pedestrians should be a priority. She expressed concern about intersections where separate facilities were in conflict.

Jeff Marino asked for information about the raised bike lanes on Green Street.

Craig Shonkwiler explained that the raised curbs were mountable, but that the design was recommended based upon studies that indicated that bicyclists felt less stress when the path was slightly above the roadway. He added that studies had shown that the bicyclist felt safer and more visible. He mentioned that there was concern about the ability to remove snow on a raised bicycle path, but that the path would be pitched so the plows could move the snow.

James Roedl asked about enforcement. He felt there was animosity between motorists and bicyclists. He stated that he would like to see more education and more enforcement of parking restrictions in bicycle lanes and anti-harassment laws for motorists and bus drivers.

Mr. Shonkwiler stated that enforcement would be a good topic for discussion at a future meeting.

Jeff Marino suggested that training be incorporated into driver's education for motorists and grade school curriculum for bicyclists.

James Roedl said that the State had no law prohibiting parking in a bicycle lane. He said that State law instructs bicyclist to move to the side and not ride in the middle of traffic lanes.

Brandon Bowersox-Johnson echoed the concern about enforcement, adding that enforcement should include enforcing rules for bicyclists and motorists. He said the parking in bicycle lanes and harassment issues should be addressed.

Craig Shonkwiler said that he would check to see if there was a City ordinance that prohibited parking in a bicycle lane. He mentioned that there have been some who do not like the signage, Bicycle May Use Full Lane. He further explained that Urbana Police Department had mentioned to him that some bicyclists had refused to move over to allow faster traffic to pass travelling very slowly at two to three miles per hour. In doing so, those bicyclists had created a negative impression by refusing to share the road. He said that all road users needed to be respectful to each other. He explained that the signage was used when the lane was less than fourteen feet in width.

Kevin Garcia said that Parking Enforcement would ticket vehicles in the City of Urbana if motorists parked in the bicycle lanes.

Jeff Marino asked if the Urbana Bicycle Master Plan had an executive summary that could quickly overview the contents of the plan.

Craig Shonkwiler said that there was not an executive summary. He said that he would discuss the drafting of an executive summary with the consultant.

Mr. Bowersox-Johnson stated that he liked the bicycle boulevard concept and asked if it was being considering in any other location. He noted that the location, Main Street between Goodwin Avenue and Harvey Street, was not in a neighborhood and he wondered if there was a neighborhood where the concept could be installed.

Susan Jones mentioned that she preferred the term, greenway, instead of, "boulevard."

James Roedl discussed the bicycle boulevard system in Guadalajara, Mexico, as it related to the concept of some streets being dedicated primarily to bicycles and pedestrians and other streets being dedicated to vehicular traffic. He mentioned that the roads alternated between bike boulevards and car routes. He said that residents seemed to know which road was for slower traffic and which one was for faster traffic.

Mr. Shonkwiler mentioned that the consultant had looked at many areas to determine where to locate the bicycle boulevard and that as the concept becomes familiar, it may be used in other locations. He said that the details for the bicycle boulevard were not complete, but that the location should work.

Mr. Bowersox-Johnson asked if it could be extended to the east of Lincoln Avenue where Main Street ended in downtown since it was a low traffic street. He mentioned that it would slow traffic. He asked how the feature would be signed.

Craig Shonkwiler said that as part of future resurfacing, on Springfield Avenue near Lincoln Avenue it might be included. Mr. Shonkwiler said that the signage had not yet been determined. He mentioned that crossing Main Street might be a challenge.

Elsie Hedgspeth agreed that the east of Lincoln Avenue on Main Street near the Phillips Recreation Center would be a good location as there were not many cars travelling in that area.

James Roedl said that he thought the bike boulevard would be a good feature for new developments since the residents would be aware of the feature when they move in.

Craig Shonkwiler said that it was not in the plan, but staff could look at it as a possible feature.

Kevin Garcia mentioned that he had looked at the intersection of Main Street and Lincoln Avenue with Steve Clark and that he felt that intersection would be a prime location for bicycle boulevards. He said that he would meet with Craig Shonkwiler about his thoughts on the plan at a later date. He felt that the language should be changed to neighborhood greenway instead of bike boulevard to make it sound as though people were being prioritized. He stated that parents would want to live on streets where their children could play in the streets

Brandon Bowersox-Johnson thanked all of those present for their input and recommended that this item be brought back to the Commission next month with the final comments.

Craig Shonkwiler said that he would talk to the consultant about changing the name of bike boulevard to greenway.

Brandon Bowersox-Johnson said that the Bicycle and Pedestrian Advisory Commission would take an official vote on the 2015 Urbana Bicycle Master Plan next month. He thanked Gabe Lewis for his work on the plan.

6. NEW BUSINESS

There was no new business.

7. ANNOUNCEMENTS

- Craig Shonkwiler mentioned that the Village of Savoy would hold a public workshop on February 4, 2016, from 6:00 p.m. to 8:00 p.m. at the Recreation Center to discuss the Village of Savoy Bicycle and Pedestrian Plan.
- Kevin Garcia announced that the planning for Bicycle Month, which will be in May, had begun.

8. FUTURE TOPICS

- a) 2015 Bicycle Master Plan
- b) Urbana Bicycle and Pedestrian Advisory Commission Bylaws
- c) Enforcement of Traffic Laws

9. ADJOURNMENT

The meeting adjourned at 8:09 p.m.

Respectfully submitted,
Barbara Stiehl
Recording Secretary

Unapproved