



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: December 1, 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 an Executive Summary, research on best practices for bicycle planning, guidelines for bicycle facilities, an existing conditions inventory of current bicycle infrastructure in Urbana, 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 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 again discussed the plan at their February 16, 2016, meeting, and passed a motion to approve the plan with suggested changes to the Executive Summary. The Plan Commission discussed the UBMP at their February 18, 2016, meeting and passed a motion to continue the case to allow specific changes to be made to the plan and Executive Summary prior to making a recommendation to the City Council.

Since the February Plan Commission meeting, the RPC and City staff have extensively revised the plan to address comments that were received in writing and at public meetings. The UBMP Steering Committee reconvened on October 21, 2016, to review and revise the revisions. On November 15, 2016, BPAC reviewed the revised plan and Executive Summary. They discussed revising the plan to suggest reducing speed limits in residential areas to 25mph or less. They also discussed details of the goal to increase the bicycling mode-share in Urbana. Based on these discussions, BPAC suggested two changes to Chapter 9. BPAC then unanimously voted to recommend that the Plan Commission forward a recommendation to the Urbana City Council to approve the revised 2016 Urbana Bicycle Master Plan, with their suggested revisions.

The attached plan excerpts reflect the consensus of the Steering Committee and BPAC on revisions to the UBMP made subsequent to the Plan Commission review of the prior draft in February 2016. To view the entire draft plan and appendices, please see the links at: <http://www.urbanailinois.us/boards/plan-commission/meetings/2016-12-08>.

Minutes for the December 3, 2015, joint meeting; January 12, 2016, Traffic Commission meeting; January 28 and February 16, 2016 BPAC meetings; and February 18, 2016, Plan Commission meeting are attached in Exhibits F-I. Minutes from the November 15 BPAC meeting are not yet available. A recording of the meeting can be found under "Recent Meetings" at <http://www.urbanailinois.us/BPAC>. (*See minutes 4:30-50:30 for discussion of the UBMP.*)

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, which was adopted as an element of the Comprehensive Plan on April 7, 2008 by Ordinance No. 2008-04-024. The 2005 Urbana Comprehensive Plan includes the following goals and objectives of particular relevance 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 and appendices, see the links at <http://www.urbanairillinois.us/boards/plan-commission/meetings/2016-12-08>.

Since the Plan Commission was first presented with the draft plan in February 2016, revisions have been made to the Executive Summary and to Chapters 1, 4, 5, 7, and 10. The revisions are summarized in Exhibit A and are shown in full in Exhibits B (Executive Summary) and C (Chapters 1, 4, 5, 7, 10).

(0) Executive Summary

The Executive Summary provides an overview of the UBMP, including an overall vision for the plan, as well as summaries of the plan's background, public input efforts, goals, recommendations, and implementation.

(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 in 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 those which are less accessible by bike.

(3) Literature, Peer City & Model City Reviews

Chapter 3 contains a review of the following: 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 cyclist (a.k.a. “Interested but Concerned”). “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 Design Guidelines, 2009 Manual on Uniform Traffic Control Devices, 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" 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.

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 Urbana Trails Master Plan 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 (i.e. "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. In addition, two "visionary concepts" were added to this section to provide a vision for the future of Urbana as a safe and increasingly bicycle-friendly community. Urbana is currently a Gold-level Bicycle Friendly Community. The first visionary concept is to improve to a Platinum (or Diamond) level Bicycle Friendly Community. The second is to pursue Vision Zero policies and strategies to achieve zero transportation-related deaths in Urbana. Vision Zero is an international movement that is being pursued in many communities in the United States. The core idea behind the movement is that transportation deaths are preventable and are therefore unacceptable.

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

Theme: Safety

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

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: 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: Equity

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

Theme: Implementation

Goal: Secure funding and implement bicycle improvements.

(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 identify 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 the Greater Urbana Recommended Bicycle Network (Exhibit D).

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 (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.

In addition to these specific infrastructure recommendations, new wayfinding signs 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 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 to 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, which conducted several public outreach opportunities, and public meetings in December 2015, January, February, and November 2016 of the Bicycle and Pedestrian Advisory Commission, Sustainability Advisory Commission, Traffic Commission, and Plan Commission.

5. The 2016 Urbana Bicycle Master Plan sets forth goals and objectives to address safety, connectivity, convenience, education, implementation, and equity related to bicycle transportation in Urbana.
6. The 2016 Urbana Bicycle Master Plan contributes to a number of priorities established by the Urbana City Council and Mayor Goals 2014-2017 (updated 8/2015), including the need to update the 2008 Urbana Bicycle Master Plan and investigate how to achieve zero fatalities for people riding bikes.

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.

Recommendation

Based on the evidence presented in the discussion above and as unanimously recommended by the Bicycle and Pedestrian Advisory Commission, 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: Summary of Revisions Since February, 2016

Exhibit B: Draft Executive Summary

Exhibit C: Draft UBMP Chapters 1, 4, 5, 9, 10 (*edited pages only*)

Exhibit D: Greater Urbana Recommended Bicycle Network map

Exhibit E: Minutes from joint PC, BPAC, Traffic Commission, SAC 12/3/2015

Exhibit F: Minutes from Traffic Commission 1/12/2016

Exhibit G: Minutes from BPAC 1/28/2016, 2/16/2016

Exhibit H: Minutes from Plan Commission 2/18/2016

Urbana Bicycle Master Plan Update – Summary of Edits 11/2016

City staff made changes to the Executive Summary and select chapters of the draft Urbana Bicycle Master Plan to address comments from Councilman Smyth and members of the Urbana bicycling community. The edits were reviewed and revised by the UBMP Steering Committee on 10/21/2016 and are briefly described below. All edits can be seen in their entirety in the attached draft plan excerpts.

Executive Summary

- Vision section edited to improve clarity.
- Plan Update section edited to improve clarity and to incorporate and simplify Bicycle Level of Service section.
- Public Input section edited to include a brief description of public meetings, to improve clarity, and to not include suggested additions that seemed out of place in this section.
- Goals section edited to be more direct and clear.
- Recommendations section edited to consist of “active” recommendations and sentences and to remove extraneous material that seemed out of place.
- Implementation section edited to improve clarity.

Chapter 1

- Added more Council and Mayor Goals and Objectives to Table 1.
- Made minor text edits.

Chapter 4

- Made minor text edits.

Chapter 5

- Reworded bike lane widths section and added desirable and minimum bike lane widths based on NACTO guide.
- Added that the desired width of shared use paths should be *at least* 10’.
- Added sentence on City and University working together to make smooth transitions at borders.
- Added sentence on establishing incentives to replace unacceptable bike racks.
- Other suggested text edits.
- Other minor edits for clarity.

Chapter 9

- Edit to reorder Goals in the final document.
- Edited page describing goals, objectives, etc. for clarity and consistency.
- Changed all dates (e.g. 2015 to 2016, 2020 to 2021, etc.)
- Made suggested edits to certain goals and objectives.
- Added “problem intersections” as identified in C-U Bike Map.
- Added “action” language to certain goals and objectives.
- Edited Visionary Concepts to be more action-oriented and for clarity.

Chapter 10

- Edited Bicycle Level of Service (BLOS) description for clarity.
- Added paragraph on potential use of Level of Traffic Stress (an alternative measure to BLOS) in future plans.

UBMP Executive Summary

Vision

Having established a City Council Goal in 2016 to adopt Vision Zero, public safety is a top priority for the City of Urbana, Illinois. As the first Gold Level Bicycle Friendly Community (BFC) in Illinois as recognized by the League of American Bicyclists (LAB), Urbana strives for Platinum, and ultimately Diamond, recognition. Urbana can meet this vision by developing a connected multimodal infrastructure where casual or less confident bicyclists can use their bikes for everyday trips, and where bicycle commuters can travel safely and smoothly through the community. By encouraging and increasing the number of people walking, bicycling and using transit, the city can lower its carbon footprint while saving residents money and improving their health.

Plan Update

The 2016 City of Urbana Bicycle Master Plan (UBMP) is an update of the 2008 plan by the same name. This plan aims to enhance safety and improve infrastructure for current bicyclists, while seeking to increase the number of bicyclists by targeting casual or less confident riders. Implementing the recommendations of the plan will enhance Urbana's Gold Bicycle Friendly Community status while putting it on a path to Platinum (or even Diamond) designation.

Since the 2008 plan was adopted, Urbana has expanded its bikeways by nearly 80%, with a total of 43 miles. Most major destinations are now within one block of a bikeway, though discontinuities still exist and need to be addressed. Bike counts are highest near the University of Illinois District and in South Urbana. Crashes between people on bikes and in cars are most prevalent across arterial streets including University, Cunningham, and Lincoln Avenues. Overall comfort levels for on-road bicycling have improved, as measured by Bicycle Level of Service (BLOS) (see Chapter 10). Compared to 2008, an additional 69 road segments are now "comfortable" to ride on.

Public Input

Four joint public meetings were held to gather public input for the UBMP and the Urbana Park District Trails Master Plan. At these meetings, attendees identified the places they ride to and from and identified preferred locations for future bikeways. In addition to the public workshops, input was gathered through the 2013-14 Urbana Pedestrian and Bicycle Survey. According to the survey results, nine percent of Urbana residents bike to work or school three to four days a week, and 11 percent bike to other destinations three to four days a week. Successful implementation of this plan could increase these numbers significantly.

Goals

The UBMP has six main themes, each with an associated goal. The themes are: **Safety, Connectivity, Convenience, Education, Equity, and Implementation**. For **Safety**, the goal is to **provide a bicycle network that is safe and attractive for all users**. For **Connectivity**, the goal is to **create and maintain a bicycle network that is continuous, connected, and easily accessible for all users**. For **Convenience**, the goal is to **provide supporting facilities to make bicycle transportation more convenient**. For **Education**, the goal is to **educate residents about active modes of transportation and bicycle facilities**. For **Equity**, the goal is to **provide equal access of bicycle facilities and information to all residents**. And, for **Implementation**, the goal is to **secure funding and implement bicycle improvements**.

Recommendations

Bikeway recommendations (see Attachment A) were developed based on existing conditions and public input. The recommendations can be summarized by the following actions:

- 1) Improve safety and continuity of existing bikeways and routes.
- 2) Install **bikeway and trail wayfinding signs** to supplement existing and proposed bike route and trail signs in Urbana.
- 3) Enhance **Safe Routes to Schools** by installing bike routes and shared-use paths near the following schools: Dr. Williams Elementary, Leal Elementary, Thomas Paine Elementary, Yankee Ridge Elementary, Urbana Middle School, and Urbana High School.
- 4) Establish the **Urbana Green Loop** trail, to connect all of Urbana's parks, in concert with the Urbana Park District Trails Master Plan (see Attachment B).
- 5) Implement the **MCORE (Multimodal Corridor Enhancement) Project** along Green Street, to connect the University of Illinois to Downtown Urbana.
- 6) Install bikeways to improve **bike access in low-income neighborhoods**, especially in areas where bicycles may be a primary form of transportation for people.
- 7) Install bikeways to improve **bike access to employers**, especially major employers.
- 8) Encourage businesses to become **Bicycle Friendly Businesses and improve bicycle parking**.
- 9) Establish safe **bike access across I-74 and within the neighborhoods and employment centers north of I-74**.
- 10) Install trails and bikeways in all **future land developments** and when arterial roads are reconstructed, meeting Urbana's Complete Streets policy.
- 11) Work with partner agencies to establish **loop trails between parks** in concert with the Urbana Park District Trails Master Plan.
- 12) Install **Rail-Trails** when railroads abandon rail corridors or allow trails next to existing railroad tracks.

The 2016 UBMP greatly expands on the 2008 plan with non-infrastructure recommendations for education, encouragement, enforcement, equity, and evaluation. The new recommendations include providing bicycle education for children and adults, holding events that celebrate new and existing cyclists, encouraging enforcement against behaviors that make bicycling unsafe, and continuing to evaluate Urbana's bikeway network and emerging bikeway treatments.

Emerging bikeway treatments include bike boulevards, neighborhood greenways, two-stage left turn queue boxes, colored bikeways, and protected intersections. These treatments are discussed in the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide but need further study beyond this plan regarding installation locations, cost, and design. When considering future bikeway improvements, these treatments should be considered.

It is recommended that Section VIII-7: Bicycle Parking of the Urbana Zoning Ordinance be updated to improve and increase bicycle parking in Urbana. Various options should be included for short-term (two hours or less) and long-term (more than two hours) bicycle parking. Incentive programs to replace existing substandard bicycle parking should be examined.

Implementation

The City of Urbana and other agencies need to secure funding to implement many of the recommendations of this plan. While this plan is visionary, projects proposed in the next 5 years that are the sole responsibility of the City of Urbana fall within the existing budget for UBMP implementation. This plan's author, the Champaign County Regional Planning Commission (CCRPC),

had the unique opportunity to develop a Trail Master Plan for the Urbana Park District in concert with the UBMP. Certain recommendations, including the Urbana Green Loop, will come to fruition only by working with the Urbana Park District and other community partners.

When compared to peer communities and model Bicycle Friendly Communities, a key ingredient that Urbana lacks is a dedicated bicycle coordinator. A major recommendation of this plan is for the City of Urbana to pool its resources with other local agencies to create a full-time bicycle/pedestrian coordinator position at a regional agency to help ensure this plan's implementation.

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1.1 BACKGROUND

1.1.1 LOCAL FRAMEWORK

The City of Urbana contracted with the Champaign County Regional Planning Commission (CCRPC) in Summer 2013 to update the city's award-winning 2008 Urbana Bicycle Master Plan (UBMP). This plan update ~~is will an action towards achieving help meet an several~~ Urbana City Council and Mayor Goals (see Table 1 below).¹

Urbana City Council and Mayor Goals 2014-2017 Goal #5: <i>Transportation and Connectivity</i>	
Objective	Actions
1. Support modern transportation systems and alternate transportation modes.	<p><u>1B. Continue to work on bicycle master plan update.</u></p> <p><u>1C. Continue to implement the city's complete streets ordinance.</u></p> <p><u>1E. Apply for enhanced level of Bicycle Friendly Community certification</u></p> <p><u>1F. Adopt Vision Zero, setting as a community goal reaching zero fatalities for pedestrians, bicyclists, and drivers.</u></p>
<u>2. Connect neighborhoods with businesses and recreational opportunities.</u>	<p><u>2A. Work with neighborhood organizations, like the Urbana Park District, the Urbana School District, and other local agencies, to identify needs for connectivity among parks, schools, neighborhoods, and business districts.</u></p> <p><u>2C. Work to develop routes of connectivity between Aspen Court and shopping destinations along South Philo Road.</u></p>

Table 1 Selected Urbana City Council and Mayor Goals

Recommendations and implementation strategies of this plan ~~will also help meet the following~~ Urbana City Council and Mayor Goals: ~~for~~ Public Safety, Vibrant Business Districts, ~~Transportation and Connectivity~~, and Environmental Sustainability. The 2016 UBMP also builds on goals, objectives, and ideas from the following local plans: 2005 Urbana Comprehensive Plan, 2014 Champaign County Greenways & Trails (GT) Plan, and Sustainable Choices 2040 (the long range transportation plan for Champaign- Urbana). See Appendix 1 for more information.

UBMP planning and implementation represents the City's continuing commitment to promote a safe, multi-modal transportation system within Urbana and to surrounding jurisdictions. Bicycling is intended to be safe, efficient, and a practical travel option for all residents and visitors in the city. The UBMP also recommends connections with surrounding jurisdictions in line with the GT Plan.

The study area is the City of Urbana's municipal limits, and it includes streets but not off-street paths in the University District (see Figure 1).

1. <http://urbanaininois.us/council-goals>

4 BICYCLIST TYPES & FACILITY GUIDELINES

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4.1 GUIDELINES FOR SELECTING BICYCLE FACILITIES

Illinois Vehicle Code 625 ILCS 5/11-1502 states that bicyclists riding on a roadway have all the rights and responsibilities of vehicle drivers with certain exceptions.

While bicyclists can legally ride on any street in Urbana with the exception of I-74, the 2012 AASHTO Bike Guide points out the value of bicycle facility installation:

“While every street will serve as a bicycle facility to some extent, concentrating bicycle trips along specially treated corridors can help attract new bicyclists and reduce crashes for all modes.”

Source: AASHTO Bike Guide 2012

The following guidelines were used when selecting routes for inclusion in Urbana’s bicycle network:

- Serve the needs of bicyclists who differ in terms of skills and age levels, ~~but~~ mostly targeting basic or less confident adult bicyclists (“Type B”).
- Maintain and make use of the opportunities provided by the existing roadway system.
- Create an interconnected and continuous system of bicycle facilities that are spaced no more than 0.5 to 1 mile apart.
- Prioritize bikeways that connect to major trip generators such as schools, parks, and others significantly accessed by the public as identified at the public workshops.
- Integrate existing and new trails into the bicycle network.
- Install bike lanes on collector and other streets ~~while still maintaining adequate traffic capacity~~ where possible.
- Cross major streets at traffic lights or 4-way stops where possible.
- Look for specific locations identified by the public as “gaps” in the bikeway network, and include recommendations for improvements where feasible.
- Stripe shared bike/parking lanes and sign as a Bike Route on wide roadways with low parking occupancy.
- Stripe bike lanes with no parking allowed in these lanes when a road has sufficient width and there is a need for a bicycle facility.

4.3 IDEAL ROAD CHARACTERISTICS

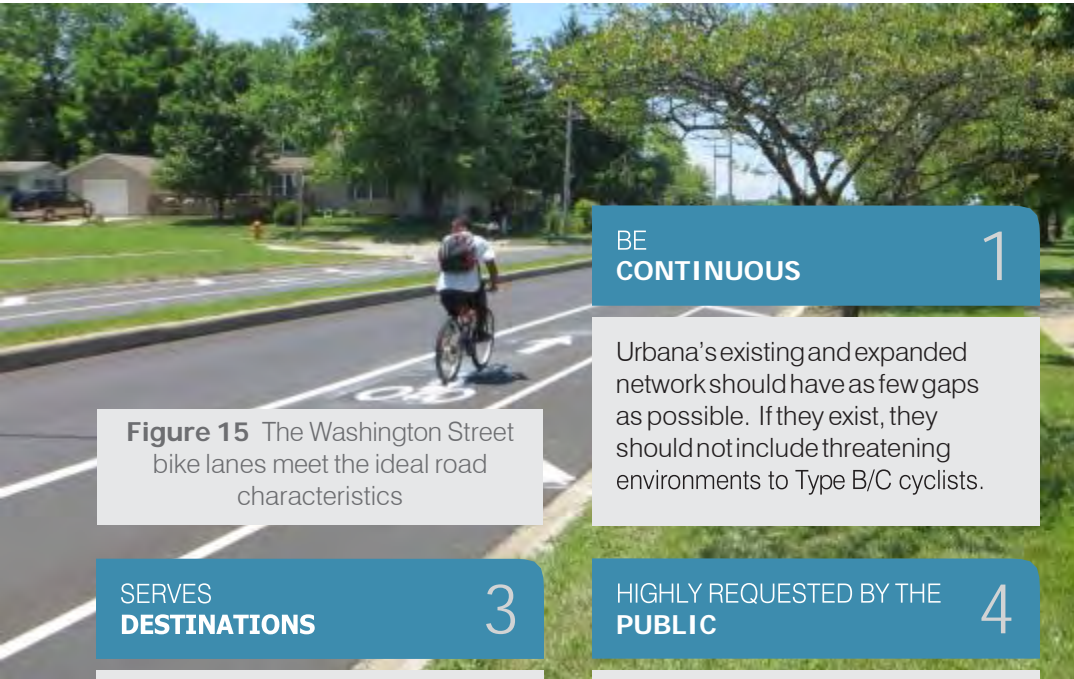


Figure 15 The Washington Street bike lanes meet the ideal road characteristics

IDEAL ROAD CHARACTERISTICS

Ideal roads to be included in the bicycle network should have some, if not all, of the following characteristics.

BE CONTINUOUS

1

Urbana's existing and expanded network should have as few gaps as possible. If they exist, they should not include threatening environments to Type B/C cyclists.

BE DIRECT

2

Generally, the network performs better when bicycle trips are more direct. Studies have demonstrated that bicyclists would not use the best facilities if they significantly increase the bicyclists' travel distance or time over a less desirable but more direct route.

SERVES DESTINATIONS

3

The bicycle network serves bicycle trip destinations, such as work, school, shopping, social gatherings, recreation, and other personal needs.

HIGHLY REQUESTED BY THE PUBLIC

4

Urbana's existing and expanded network should include specific routes that meet the needs of the anticipated users as opposed to an alternative route.

FEASIBLE TO INSTALL BIKEWAY

5

The most critical variable affecting the ability of a roadway to ~~accommodate~~ accommodate a marked bikeway is width. Sufficient right-of-way is also important for all bikeway projects. Reasonable project costs are another ~~feasibility~~ feasibility consideration.

The bicycle network should provide sound crossings at busy and wide roads for users' safety and convenience. This is because many arterial streets are difficult to cross, especially during peak hours.

Concrete and asphalt are the most appropriate materials for bikeways. Surfaces should have a smooth but not slick finish, which can be dangerous to bicyclists during wet conditions.

LOWER TRAFFIC VOLUMES

8

Few or no conflict(s) between bicyclists and motor vehicles should occur on bikeways.

EFFICIENT WITH FEW STOPS &/OR TURNS

9

Minimize intersections that require bicyclists to stop, and/or turning at intersections in the bicycle network to minimize the likelihood of bicycle/vehicle crashes, since most of these crashes occur at intersections.

PROVIDES A SENSE OF SECURITY

10

Security issues are important to consider especially for sections of shared-use paths that are not visible from roads and neighboring buildings. Knowledge that bicyclists can access water fountains, restrooms, and bike parking also provide security.

AESTHETICALLY PLEASING

11

Trees can provide cooler riding conditions in summer and can provide a windbreak. Bicyclists tend to favor roads with adjacent land uses that are attractive, such as campuses, shopping districts, and those with scenic views.



4.4 BICYCLE LEVEL OF SERVICE (BLOS) GUIDELINES

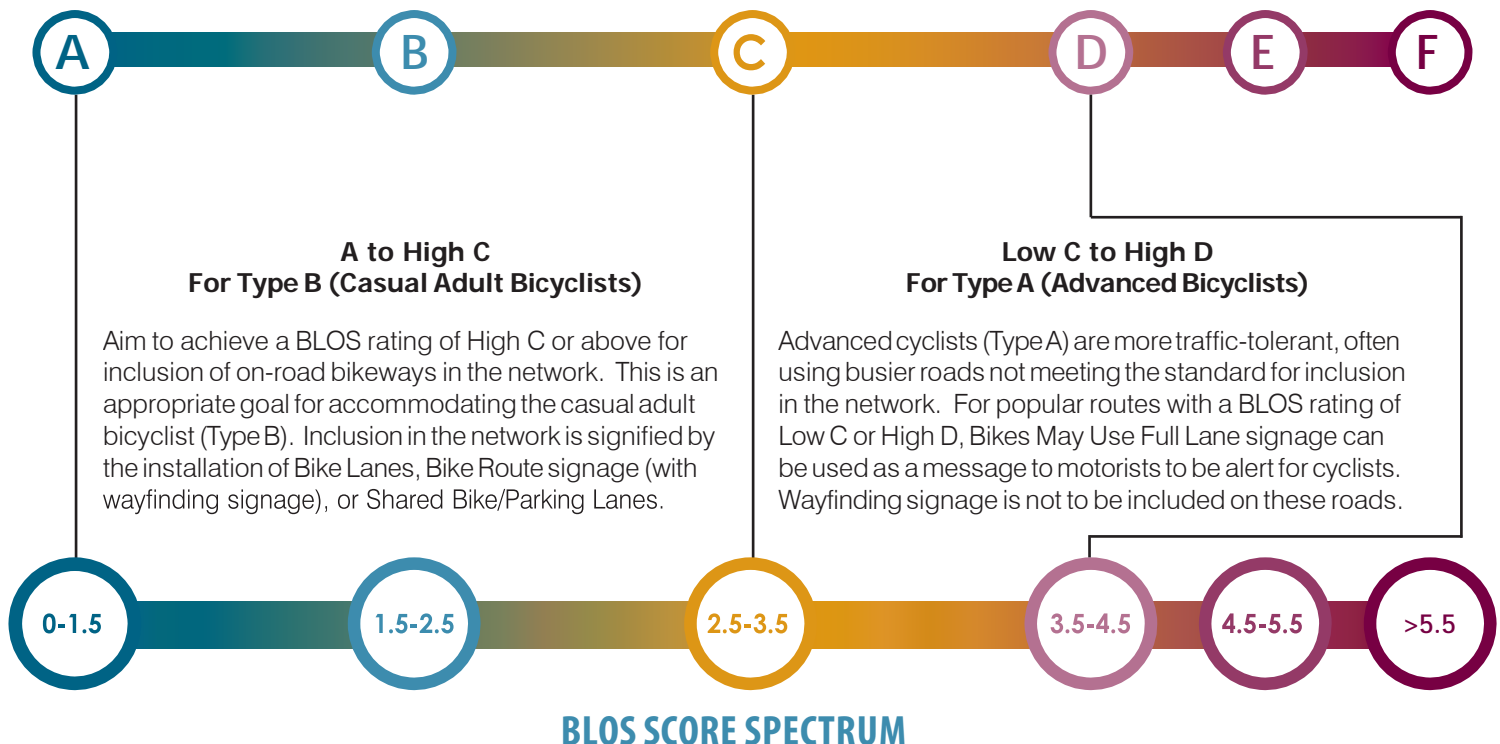


BICYCLE LEVEL OF SERVICE (BLOS) GUIDELINES

The guidelines for selecting the recommended bikeway type for specific street segments depends on the street's Bicycle Level of Service (BLOS) scores and grades. BLOS rates a roadway's "bicycle-friendliness," with "A" as the best and "F" as the worst. More explanation can be found in Chapter 10. The guidelines are described below.

Figure 16 Philo Road, BLOS Grade B

BLOS GRADE SPECTRUM



5 FACILITY TYPES

5.1 Facility Types & Preferences	70
5.2 On-Street Facilities	76
5.3 Off-Street Facilities	97
5.4 Point Facilities	108





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

At a minimum, All bikeways installed in the City of Urbana shall follow the *Manual on Uniform Traffic Control Devices (MUTCD)*, with additional guidance on bikeway design and installation can be found in the provided by the following documents:

- American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities (AASHTO Bike Guide 2012)
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide

The Association of Pedestrian and Bicycle Professionals (APBP) provides comprehensive information on bike parking in the 2nd Edition of its *Bicycle Parking Guidelines*, published in 2010.

Bikeway design and signage should also follow the 2014 *Champaign County Greenways & Trails Design Guidelines* to provide consistency along facilities across jurisdictions and geographies in Champaign County (see [Section 3.2.4](#)).

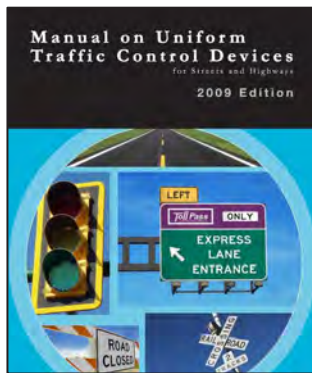


Figure 21 Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition

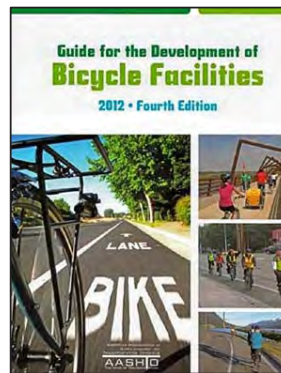


Figure 22 AASHTO Bike Guide 2012

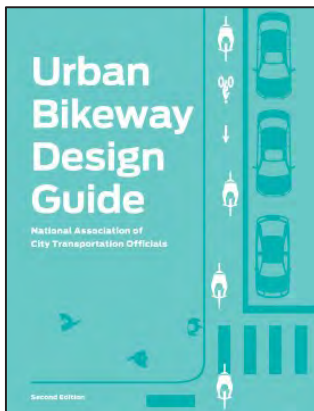


Figure 23 NACTO Urban Bikeway Design Guide



Figure 24 FHWA Separated Bike Lane Planning and Design Guide



Figure 25 APBP Bicycle Parking Guidelines, 2nd Edition

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

FACILITY TYPES

URBANA
BICYCLE
MASTER PLAN



Bike lanes are portions of the roadway designated for ~~bicyclist~~ use by bicyclists. Bike lanes are at least 5' wide on each side of the road (including gutter pans), and include ~~signage~~ stripes, signage, signs, and pavement markings. ~~They give~~ bicyclists dedicated road space that is adjacent to, but separated from, other ~~vehicle traffic~~ travel lanes.

Cyclists in each bike lane travel one-way with the flow of traffic. Parking is not permitted in ~~designated bicycle~~ bike lanes. On streets with bike lanes and adjacent parking, the bike lanes should be striped between the parking spaces and the travel lanes.

Where ~~roadway width permits they can be safely installed~~, bike lanes are recommended on urban collectors, arterials, and ~~some certain~~ other roads in high-use bicycling areas. ~~Posted speed limits of 35 mph or less are typical.~~

Some of the benefits of bike lanes include:

- More predictable movements by both ~~people~~ cars and ~~on~~ bikes
- A decrease in bad cycling, with better cyclist adherence to laws about riding on the right side of the road
- Higher bike usage
- Passive traffic calming effects ~~from lane width narrowing~~ narrower lanes
- Add visual definition and clarity to the roadway, making it easier for motorists and cyclists to share the road



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

Following are the City of Urbana design standards for bike lanes, which incorporate the *Champaign County Greenways & Trails (GT) Plan's* bike lane design standards:

DIMENSIONS

WIDTH

Varies based on roadway cross-section:

- For roadways with no curb and gutter, ~~the desirable width of a bike lane is 5'~~; the minimum width of a bike lane should be 4'. See Figure 32.
- For roadways with curb and gutter and where parking is permitted, the ~~minimum-desirable~~ width of a bike lane ~~should be 56' from the edge of the parking lane; the minimum width is 5'~~. See Figure 33.
- For roadways with curb and gutter and where parking is prohibited, the ~~desirable minimum~~ width of a bike lane ~~should be 56'~~ from the face of the curb; the minimum width is 5'. See Figure 34.

SLOPE/DRAINAGE

- Follow the most recent adopted edition of the Illinois Department of Transportation (IDOT)'s *Bureau of Local Streets & Roads Manual* (Chapter 42 - Bicycle Facilities) for road engineering standards.
- Drainage grates and utility covers should be adjusted flush with the road surface and be bike-proof.
- Curb inlets should be used to eliminate exposure of bicyclists to grates when possible.

SUB-GRADE, SUB-BASE, AND ROADWAY SURFACE

- Follow the most recent adopted edition of the Illinois Department of Transportation (IDOT)'s *Bureau of Local Streets & Roads Manual* (Chapter 42 - Bicycle Facilities) for road engineering standards.
- Paved shoulders marked as bike lanes should be smooth and maintained to provide a desirable riding surface.

MARKINGS

- All bike lane surface markings should be retroreflectORIZED and be made of skid-resistant material for safety.
- A bike lane should be delineated from the motor vehicle lanes with a 6" minimum solid white line. See Figure 35.
- A bike lane should be delineated from the parking lanes with a 4" minimum solid white line. A 6" solid white line may be used to further emphasize adjacent parking. Parking lanes in Urbana are typically 8' wide (including gutter pans). See Figure 35.
- Tick marks to delineate parking spaces should be a 4" solid white line which extends 2' into the bike lane and 2' into the parking lane. See Figure 35.

- At intersections with a bus stop or right-turning motor vehicles, the solid white bicycle lane shall be replaced with a broken line for a distance of 100' – 200'. See Figure 38.
- At other designated bus stops (including far-side intersection stops), the solid white line shall be replaced with a broken line for a distance of at least 80'. See Figure 38.
- A broken line shall consist of 2' dashes with 6' spaces. See Figure 38.
- A bike lane should be painted with standard pavement symbols to inform bicyclists and motorists of the presence of the bike lane. See Figures 36 & 37.
- Bike lane symbols shall be white.
- Bike lane symbols shall be placed immediately after an intersection and at other locations as needed.
- When bike lane symbols are used, the bike lane signs in Table 26 (MUTCD Signs R13-17, R13-17aP, R13-17bP) shall also be used.

INTERSECTION APPROACHES WITH BIKE LANES

- A through bike lane shall not be positioned to the right of a right turn only lane. See Figures 39-41.
- When the right through lane is dropped to become a right turn only lane, the bike lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bike lanes should resume to the left of the right turn only lane.
- No markings should be painted across pedestrian crosswalks.
- The bike lane symbol marking should be placed immediately after intersections and as appropriate.
- Follow the *NACTO Urban Bikeway Design Guide* Intersection Treatments section for information on bike boxes, intersection crossing markings, two-stage turn queue boxes, through bike lanes, combined bike lane/turn lane, and cycle track intersection approaches.

Comment [KG1]: We should be describing what we want (i.e. is desirable) first, then describe what is acceptable (i.e. the minimum).

Comment [KG2]: I added this because there were comments suggesting that 4' is too narrow. However, the NACTO guide says 4' is desirable, with 3' minimum. I used the NACTO guide for the following "desirable" and minimum widths.

Comment [c3]: Part of the problem is the actual gutter itself. If the gutter is wider than 12 inches, it really starts cutting into the space for the bike lane. It is typically hard to ride within 2-2.5 feet of any gutter because that's where the debris collects. The seams also are among the first to show signs of weathering



SIGNS

Signs along bike lanes are intended to inform both bicyclists and motorists of the rules associated with roads with bike lanes. All signage should follow the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) *Manual of Uniform Traffic Control Devices (MUTCD)*.

- **MUTCD Sign R3-17** shall be used in conjunction with marked bike lanes and be placed at periodic intervals along the marked bike lane. Spacing of the sign should be determined by engineering judgment based on the prevailing speed of bicycle and other traffic, block length, distances from adjacent intersections, and other considerations.
- **MUTCD Sign R3-17aP** should be mounted directly below **MUTCD Sign R3-17** in advance of the beginning of a marked bike lane.
- **MUTCD Sign R3-17bP** should be mounted directly below **MUTCD Sign R3-17** at the end of a marked bike lane, but should not be installed at temporary interruptions in a bike lane.
- **MUTCD Sign R4-4** may be used when motor vehicles must cross a bike lane to enter an exclusive right-turn lane.
- **MUTCD Sign R7-9a** should be installed if it is necessary to restrict parking, standing or stopping in a bike lane.
- **MUTCD Sign R9-3cP** should be used only in conjunction with **MUTCD Sign R5-1b**, and shall be mounted directly below **MUTCD Sign R5-1b**.








Signage Dimensions: Bike Lanes			
Signs	Sign Name & Dimensions	Signs	Sign Name & Dimensions
	MUTCD Sign R3-17 Bike Lane 30" x 24"		MUTCD Sign R7-9a No Parking Bike Lane 12" x 18"
	MUTCD Sign R3-17aP Bike Lane (plaque) 30" x 12"		MUTCD Sign R5-1b Bicycle Wrong Way 12" x 18"
	MUTCD Sign R3-17bP Bike Lane (plaque) 30" x 12"		MUTCD Sign R9-3cP Ride With Traffic (plaque) 12" x 12"
	MUTCD Sign R4-4 Begin Right Turn Lane Yield to Bikes 36" x 30"		

Table 26 Bike lane sign dimensions (Source: MUTCD Figure 9B-2, http://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_02_longdesc.htm)

SIGNAGESIGNS

When the City of Urbana installs Bike Route signs, supplemental destination, distance (in miles) and/or time (in minutes), and direction sign plates should ~~also~~ be placed beneath them.

The signs in Table 28 should **only** be used on streets designated as Bike Routes.

D11-1 signs should **only** be placed on streets that are designated Bike Routes.

D1-1 signs should only be used for turns in the Urbana Green Loop (see Chapter 11).

D1-1a, D1-2a, and D1-3a signs should be used to list all destinations on Bike Routes, and their corresponding distance (and/or time) and direction from the sign location.

Directional arrows will typically be horizontal or vertical; however, a sloping arrow may be used if it conveys a clearer indication of the direction bicyclists should travel.⁷

SIGN BENEFITS

Following are several benefits of installing Bike Route wayfinding signage based on the *NACTO Urban Bikeway Design Guide*, especially to Interested but Concerned bicyclists:

- Identifies lower traffic routes to destinations
- Overcomes a "barrier to entry" for infrequent bicyclists
- Signage that includes mileage and travel time to destinations may help minimize the tendency to overestimate the amount of time it takes to travel by bicycle
- Visually indicates to motorists that they are driving along a Bike Route and should use caution
- Passively markets the bicycle network by providing unique and consistent imagery throughout the City of Urbana





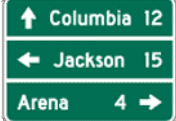
Sign Dimensions: Bike Route Wayfinding	
Signs	Name & Dimensions
	MUTCD Sign D11-1 Bike Route 24" x 18"
	MUTCD Sign D1-1 Destination (1 line) Varies x 18"
	MUTCD Sign D1-1a Destination (1 line) Varies x 18"
	MUTCD Sign D1-2a Destination (2 lines) Varies x 30"
	MUTCD Sign D1-3a Destination (3 lines) Varies x 42"

Table 28 Bike Route wayfinding sign dimensions
(Source: MUTCD Figure 9B-4)

7. AASHTO. *Guide for the Development of Bicycle Facilities*. American Association of State Highway and Transportation Officials, Washington, DC,

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

FACILITY TYPES



Bicycle positioning on the roadway is key to avoiding crashes with cars turning at intersections. Shared lane markings, also known as “sharrows” (see Figure 48), are included in the 2009 version of the Federal Highway Administration’s *Manual on Uniform Traffic Control Devices (MUTCD)*.

Shared lane markings are used to indicate correct straight-ahead bicycle position at intersections with turn lanes, and at intersections where bike lanes are temporarily discontinued due to turn lanes or other factors. Shared lane markings will be installed where needed to provide connections to bicycle facilities and/or to complete a network. The following is information regarding shared lane markings from the 2009 MUTCD.

The Shared Lane Marking may be used to:

- Help bicyclists ~~with lateral positioning themselves~~ in a shared lane with on-street parallel parking. This ~~will~~ reduces the chance of a bicyclist's ~~impacting-hitting~~ the open door of a parked vehicle.
- Help bicyclists ~~with lateral positioning position themselves~~ in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.
- Alert road users ~~of to the lateral location space~~ bicyclists are likely to occupy within the traveled way.
- Encourage motorists' ~~to safely passing of~~ bicyclists.
- Reduce the incidence of wrong-way bicycling.

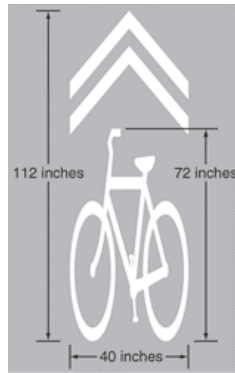


Figure 48 Shared Lane Marking road pavement symbol (Source: MUTCD)

DIMENSIONS

The shared lane marking consists of two chevron markings above a bicycle symbol. The entire marking is 40 inches wide and 112 inches tall. The bicycle symbol is 72 inches high, from the top of the handlebars to the bottom of the tires.

MARKINGS

- Shared lane markings should not be placed on roadways that have a speed limit above 35 mph. If sharrows are desired on such roads, the speed limit should be reduced to 35 mph or less.
- Shared lane markings shall not be used on shoulders or in designated bicycle lanes.
- On shared lanes with on-street parallel parking, shared lane markings should be placed in the center of the lane. The centers of the markings should be at least 11 feet from the edge of the pavement.
- On a street without on-street parking with an outside travel lane less than 14 feet wide, the centers of the shared lane markings should be at least 4 feet from the edge of the pavement.
- On a street without on-street parking, shared lane markings should be placed far enough from the curb to direct bicyclists away from gutters, seams, and other obstacles.
- On streets with posted 25 MPH speeds or slower, the **preferred** placement of shared lane markings is in the center of the travel lane to minimize wear and encourage bicyclists to occupy the full travel lane.
- On a street with a center turn lane, shared lane markings should be placed closer to the curb.
- On a two-lane street, shared lane markings should be placed in the center of the lane.
- Shared lane markings should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.
- The number of shared lane markings along a street should correspond to the difficulty bicyclists experience taking the proper travel path or position. Shared lane markings used to bridge discontinuous bicycle facilities or along busier streets should be placed more frequently (50 to 100 feet) than along low traffic bicycle routes (up to 250 feet).

SIGNAGE

A *Bicycles May Use Full Lane* sign (see Table 29) may be used in addition to or instead of the shared lane marking to inform road users that bicyclists may occupy the full travel lane. See Section 5.2.5 for more information.

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

FACILITY TYPES



A *Bicycles May Use Full Lane* sign (see [Table 29](#)) may be used to inform road users that bicyclists may occupy the full travel lane. This sign may be used on roadways where no bike lanes or adjacent shoulders usable by bicyclists are present, and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

Bikes May Use Full Lane signage is recommended under any of the following conditions:

- Where traffic volumes and speeds are low.
- At intersections where bike lanes do not continue on the other side of the intersection (see [Figure 49](#)).
- On roads popular with more advanced cyclists, but have insufficient width to install bike lanes or shoulders. These roads have Bicycle Level of Service (BLOS) grades of Low C or High D.

Installation of the sign in [Table 29](#) should be no less than every 1/2 mile on urban streets. On rural roads, signs should be installed every 1/4 to 1/2 mile.


Signage Dimensions: Bicycles May Use Full Lane	
Signs	Name & Dimensions
	MUTCD Sign R4-11 Bicycles May Use Full Lane 30" x 30"

Table 29 Bicycles May Use Full Lane sign dimensions
(Source: MUTCD Figure 9B-2)



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

SAFER ROAD ~~SIGNAGE~~ SIGNS – EMERGING RESEARCH

In November 2015, Ride Illinois prepared a technical brief addressing what signage is best to install in place of Share the Road signs. Recent behavioral studies show that Share the Road signs may be interpreted in opposite ways by some cyclists and motorists, reducing their effectiveness in alerting and educating motorists about sharing the road with bicycles properly. Note that as of 2015, no Share the Road signs have been installed in Urbana.

Bikes May Use Full Lane signs send the message to bicyclists that they should use the center of the lane; however, this is not always the intent when installing more effective signage than Share the Road signs. The brief recommends installing signage that alerts motorists that they should give a minimum of 3 feet when passing bicyclists.⁸

Figure 50 State Law - 3 Feet Minimum to Pass Bicycles sign

Based on this brief, the most appropriate sign to install on roads recommended for "Bikes May Use Full Lane" sign installation in this plan is actually the "State Law 3 Feet Minimum to Pass Bicycles" sign (see [Figure 50](#)). Unfortunately, as of 2015, the MUTCD does not have an approved 3-foot law sign with graphics, but the issue is currently being studied for a future version.⁸ A new sign type could be approved before this plan is updated in 2020. **Therefore, the City of Urbana and Urbana Township should work with Ride Illinois and any other appropriate entities to install the most appropriate signage upon implementation of this facility type.** Ride Illinois is planning to work with local areas on identifying and fundraising for new sign installation as early as 2016.

8. Ride Illinois. *Working for Safer Road Signage*. 2015. <http://rideillinois.org/working-for-safer-road-signage/>

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

FACILITY TYPES



A bike boulevard is a local street or series of ~~contiguous~~
~~connected~~ street segments that have been modified to
function as a through street for bicyclists, while discouraging
through automobile travel. Local access is maintained.⁷

Signs and pavement markings create the basic elements of a
bike boulevard. They indicate that a roadway is intended as
a shared, slow ~~speed~~ street, and reinforce the intention of
priority for bicyclists along a given route.⁹

Bike boulevards incorporate elements from many other on-
street facilities (e.g. wayfinding signage, sharrows), but the
main difference is that bike boulevards prioritize bicycle travel
and minimize non-local ~~motorized vehicle~~~~automobile~~ traffic.
They also realize similar, if not more, benefits to those of Bike
Routes.

Bike boulevards also have several other names, such as
Neighborhood Greenways (Portland, OR; Seattle, WA),
Local Street Bikeways (Vancouver, BC), Bike/Walk Streets
(Minneapolis), and bicycle priority streets.

Bike boulevards are essentially ~~enhanced shared signed~~
~~roadways~~, or enhanced Bike Routes.

The primary characteristics of a bike boulevard are¹⁰:

- Low motor vehicle volumes
- Low motor vehicle speeds
- Logical, direct, and continuous routes that are well
marked and signed
- Provide convenient access to desired destinations
- Minimal bicyclist delay
- Comfortable and safe crossings for cyclists at
intersections

9. NACTO. *Urban Bikeway Design Guide*. National Association of City

Transportation Officials. <http://nacto.org/cities-for-cycling/design-guide/>.

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

FACILITY TYPES

URBANA
BICYCLE
MASTER PLAN



DESIGN

A bike boulevard does not have one standard cross-section, but is made up of a collection of elements that may be employed in various situations.¹¹

According to NACTO, the three required elements of a bike boulevard (see [Figure 52](#)) are:

- Wayfinding signage
- Pavement markings, particularly sharrows
- Limited or no use of centerlines

NACTO recommends limiting centerlines to short sections at intersection approaches or traffic circles, as drivers have an easier time passing bicyclists on roads without centerlines. The MUTCD only recommends centerlines on streets with 4,000 vehicles per day or greater (MUTCD Section 3B.01), making low-traffic streets the main candidates for bike boulevards.

Figure 52 Bike Boulevard signs and pavement markings
(Credit: NACTO Urban Bikeway Design Guide)

The *AASHTO Bike Guide* lists several design elements of bike boulevards to accommodate bicyclists. However, not all bike boulevards will need all of these elements.

- Traffic diverters at key intersections to reduce through motor vehicle traffic while permitting passage for through bicyclists.
- At two-way, stop-controlled intersections, priority assignment that favors the bike boulevard, so bicyclists can ride with few interruptions.
- Neighborhood traffic circles and mini-roundabouts at minor intersections that slow motor vehicle traffic but allow bicyclists to maintain momentum.
- Other traffic-calming features to lower motor vehicle speeds where deemed appropriate.
- Wayfinding signs to guide bicyclists along the way and to key destinations.
- Sharrows where appropriate to alert drivers to the path bicyclists need to take on a shared roadway.

- Crossing improvements where the bike boulevard crosses major streets. Techniques for this purpose include, but are not limited to:
 - o A traffic signal, where warranted, or a crossing beacon. To enable bicyclists to activate the signal, bicycle-sensitive loop detectors (with detector pavement markings), or push-buttons that do not require bicyclists to dismount are appropriate.
 - o Median refuges wide enough to provide a refuge for bicyclists (i.e. 6' minimum median length) and with an opening wide enough to allow them to pass through (i.e. 6' minimum median width). See [Section 5.4.1](#) for more information on median refuge islands.
 - o Curb extensions on a crossed thoroughfare with on-street parking, to allow approaching bicyclists an opportunity to pull past parked cars to get a better view of approaching traffic.

City of Urbana staff may pick and choose the appropriate mix of design elements needed for bike boulevard development along a particular corridor¹⁰:

- Intersection treatment
- Prioritize travel on bike boulevard
- Signage
- Traffic calming
- Traffic reduction

Most design treatments used on bike boulevards do not impact on-street parking.¹⁰

The *Fundamentals of Bicycle Boulevard Planning & Design* provides a bicycle boulevard audit to assess a roadway for bike boulevard development (see [Appendix 3](#)).

SIGNAGE SIGNS

Follow the recommendations in [Section 5.2.2](#) (Bike Route).

11. IBPI. *Creating Walkable+Bikeable Communities*. Initiative for Bicycle and Pedestrian Innovation, Portland, OR, 2012.



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

5.3 OFF-STREET FACILITIES

Trails and dedicated bike paths are also available to bicyclists, which offer significant separation from motorized vehicle traffic.

The off-street bicycle facility types existing and proposed in Urbana are listed below:

The path types in Sections 5.3.1 through 5.3.4 are for shared-use between bicyclists and other non-vehicle modes.

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

FACILITY TYPES

URBANA
BICYCLE
MASTER PLAN



Shared-use paths, or trails, are physically separated from motor vehicle traffic, except at road crossings. Trails accommodate a variety of users, including pedestrians, bicyclists, rollerbladers, people with baby strollers, skateboarders, and others, for both recreation and transportation purposes. Trails away from roads, on easements or their own rights-of-way, tend to be more pleasant and popular.

The sidepath (see [Section 5.3.2](#)) and Rail-Trail (see [Sections 5.3.3 and 5.3.4](#)) are both a type of shared-use path, with more specification regarding the location of the path. The other shared-use paths in this plan are off-street paths through parks, green space, and neighborhoods. **The ~~ideal-desired~~ width for all shared-use paths is at least 10', with a minimum recommended width of 8'**, in order to facilitate bi-directional and multi-modal traffic. Striping is not necessary on shared-use paths.

Following are the City of Urbana design standards for shared-use paths, which incorporate the Champaign County Greenways & Trails shared-use path design standards:

Comment [KG4]: Figure 53 should say "Trail".



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

DIMENSIONS

WIDTH

- The desired surface width of a shared-use path is **at least 10'**.
- The minimum surface width of a shared-use path should not be less than 8'.
- Transitions between existing narrower trails and the 10' wide shared-use path should be created using tapers.

CLEAR ZONE

- A clear zone should be maintained adjacent to both sides of all shared-use paths for the use of joggers and to keep vegetation from erupting through the trail surface. **The desired clear zone width is 3', and the minimum clear zone width should not be less than 2'. Therefore, a 16' right-of-way (ROW) is recommended for shared-use paths, with a minimum recommended ROW of 12'.**
- Where a roadway runs adjacent to or near a shared-use path, the roadway should be separated from the shared-use path with a 5' wide clear zone. **Therefore, 15' is recommended between the far side of the shared-use path and the**

road or rail edge, and a minimum of 13' is recommended between the two locations.

- When separation of 5' cannot be achieved, a physical barrier of at least 4.5' high between the trail and the roadway is recommended.
 - o Smooth rub rails should be attached to the barriers at handlebar height of 3.5'.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) is recommended to be a minimum of 10' to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

VERTICAL CLEARANCE

- The vertical clearance should be a minimum of 8' high (or higher to accommodate maintenance vehicles).
- Tunnels and other undercrossings should have a vertical clearance of at least 10'.

Figure 54 Shared-Use Path Dimensions Diagram

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

FACILITY TYPES

URBANA
BICYCLE
MASTER PLAN



SUB-GRADE AND TRAIL SURFACE

SUB-GRADE

- The trail and shoulders should be cleared of organic materials. Soil sterilants should be used where necessary to prevent vegetation from erupting through the pavement.

TRAIL SURFACE

- The following are acceptable surface types for shared-use paths:
 - Asphalt
 - Concrete
 - Compacted crushed rock
- The paved surface should be a minimum of 6" thick.
- All joints in concrete paths should be cut with a saw, and tooled joints should not be used. The spacing of transverse joints is desirably equal to the width of the path.
- Shared-use paths should be designed to sustain without damage wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path.
- Edge support to accommodate vehicles can be in the form of stabilized shoulders or in additional pavement width.
- Shared-use paths should be machine laid, using the appropriate machines and tools to smooth and compact the trail surface.

SIGNAGE SIGNS

Shared-use path **signage signs**, especially MUTCD Signs R1-1 and R1-2 in Table 30, should be shielded **so they are not visible by/from** road users **visibility to decrease confusion**. Sign R5-3 should be installed at the entrance to a shared-use path. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.

ENGINEERING

- Refer to the most recent adopted edition of the *AASHTO Guide for the Development of Bicycle Facilities* and the Illinois Department of Transportation (IDOT)'s *Bureau of Local Streets & Roads Manual* (Chapter 42 - Bicycle Facilities) for engineering specifications, including design speed, sight distances, horizontal alignment and superelevation.

MARKINGS

All surface markings on shared-use paths should be retroreflectorized and be made of skid-resistant material for safety. Obstructions in the traveled way of a shared-use path should be marked with retroreflectorized material. Striping should not be used on shared-use paths to separate directions; yield signage (MUTCD Sign R9-6 in Table 30) should be used instead. Where there are curves with restricted sight distance, a 4" wide yellow centerline stripe may be used to separate opposite directions of travel.

MUTCD Sign W11-15 in Table 31 should be used on roads where they cross shared-use paths. Sign W11-15P should be mounted below the W11-15 sign ahead of the crossing. Sign W16-9P can also be mounted below the two aforementioned signs ahead of the crossing. Sign W16-7P should be mounted below Sign W11-15 at the trail crossing.

Figure 58 Orchard Street north of Church Street

Sidepaths are shared-use paths running immediately parallel to a roadway, similar to, but wider than a sidewalk. In general, sidepaths may be better choices than on-road bikeways for faster, busier roads with few access points and with well-designed intersections.

Sidepath conflicts can be reduced by:

- Bringing the sidepath closer to the road at intersections, for better visibility during all turning motions and better stop line adherence for right turners, as shown in [Figure 59](#).
- Using corner and/or median refuge islands (see [Section 5.4.1](#)) to break up major crossings and right-in-right-out entrances.
- Using high visibility crosswalks or color differences, including at commercial entrances.

Figure 59 Example of a Sidepath/Roadway Intersection
(Source: AASHTO)

DIMENSIONS

Follow the recommendations in [Section 5.3.1](#).

SUB-GRADE AND TRAIL SURFACE

Follow the recommendations in [Section 5.3.1](#).

ENGINEERING

Follow the recommendations in [Section 5.3.1](#).

MARKINGS

Follow the recommendations in [Section 5.3.1](#).

SIGNAGE SIGNS

Follow the recommendations in [Section 5.3.1](#).

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

FACILITY TYPES



A “rail-to-trail” is a shared-use path, either paved or unpaved, built within the right-of-way of a former railroad,⁶ perhaps under federal railbanking law.

DIMENSIONS

Follow the recommendations in [Section 5.3.1](#).

SUB-GRADE AND TRAIL SURFACE

Follow the recommendations in [Section 5.3.1](#).

ENGINEERING

Follow the recommendations in [Section 5.3.1](#).

MARKINGS

Follow the recommendations in [Section 5.3.1](#).

SIGNAGE SIGNS

Follow the recommendations in [Section 5.3.1](#). The sign recommendations based on the Champaign County Greenways & Trails Design Guidelines should be applied to the Kickapoo Rail-Trail in Urbana, St. Joseph, Ogden, and points in between.

A “rail-with-trail” is a shared-use path that parallels an active rail track, sometimes as an easement on railroad right-of-way. The Federal Highway Administration’s *Rails with Trails: Lessons Learned* provides best practices information on rails-with-trails.

DIMENSIONS

Follow the recommendations in [Section 5.3.1](#).

SUB-GRADE AND TRAIL SURFACE

Follow the recommendations in [Section 5.3.1](#).

ENGINEERING

Follow the recommendations in [Section 5.3.1](#).

MARKINGS

Follow the recommendations in [Section 5.3.1](#).

~~SIGNAGE~~SIGNS

Follow the recommendations in [Section 5.3.1](#).

12. Sanders, Harry. Rails-with-Trails. <http://home.comcast.net/~phylla1/sstrails/railswithtrails.html>.

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

FACILITY TYPES



This path type is for the exclusive use of bicyclists.

A University bike path is an off-street path for exclusive bicycle use on the University of Illinois campus. It has a striped dashed centerline to facilitate bi-directional travel. University bike paths vary in width from 6'-8'. All extensions or reconstructions should follow the latest AASHTO guidelines.

The University of Illinois ~~is currently finalizing its~~ 2014 Campus Bike Plan was adopted in 2015. That document ~~lives on~~ can be accessed via the University's Illinois Climate Action Plan (iCAP) Portal at <http://icap.sustainability.illinois.edu/>.

The University of Illinois is responsible for implementing bicycle improvements on the streets and paths that it owns. Appendix 4 outlines the street ownership in the University District and the responsibilities of the University of Illinois and the City of Urbana.

The City of Urbana should coordinate with the University of Illinois to facilitate smooth transitions between City and University paths.

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

FACILITY TYPES



A refuge island is a concrete island in the middle of a roadway that allows bicyclists and pedestrians to cross one direction of traffic at a time. The benefit of a refuge island is that it allows bicyclists and pedestrians to cross one direction of traffic at a time on roads where cross-traffic does not stop.

Typically, refuge islands include marked crossings on either side of the island, and are oriented at an angle so that the person(s) crossing must look at the approaching traffic before crossing. **The minimum width of a refuge island should not be less than 6',** according to the Federal Highway Administration *Report No. FHWA-SA-05-12*.¹³

DIMENSIONS

- **The desired width of a refuge island is 10', in order to accommodate a bicycle with a trailer.**⁷
- **The minimum width of a refuge island should not be less than 6'.**
- The refuge island should be wide enough to accommodate two-way bicycle traffic.⁹
- Detectable warning surfaces should be installed at the edges of the sidewalks and the refuge island.

MARKINGS

- High visibility crosswalk markings should be installed on both sides of the refuge island.
- Advance stop lines may be appropriate to install on the cross street ahead of the refuge island where the users crossing are given priority.⁷

SIGNAGESIGNS

Follow the recommendations in [Section 5.3.1](#) and [Table 30](#).

ENGINEERING

- Refuge islands should be designed in accordance with the *Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)* and the proposed *Public Rights-of-Way Accessibility Guidelines (PROWAG)*.

The Association of Pedestrian and Bicycle Professionals (APBP) provides comprehensive information on bike parking in the 2nd Edition of its *Bicycle Parking Guidelines*, published in 2010. This document further categorizes acceptable and non-acceptable bike parking types:

Recommended bike parking types (see [Figure 66](#)):

- Inverted U ("A" rack when it includes a crossbar)
- Post and Ring (i.e. Post and Loop)
- Inverted U Series

Acceptable bike parking types:

- Wall-Mounted Racks
- Wheelwell - Secured (see [Figure 68](#))
- Tree Guard Bicycle Racks
- Modified Coathanger
- Two-Tier or Double Decker

Unacceptable bike parking types (see [Figure 67](#)):

- Undulating (i.e. Wave)
- Schoolyard (i.e. Grid, Comb)
- Spiral
- Wheelwell
- Coathanger
- Swing Arm Secured

The unacceptable bike parking types do not meet some of the critical design criteria in the APBP *Bicycle Parking Guidelines* 2nd Edition. Incentives should be developed to replace unacceptable bike parking where it currently exists.

Other considerations for bicycle parking include:

- Sheltered bike parking (i.e. Covered bike parking)
- In-street bike parking facilities (i.e. Bike Corrals)
- Bike parking in public right-of-way (e.g. sidewalks)
- Event bike parking
- Bike transit centers

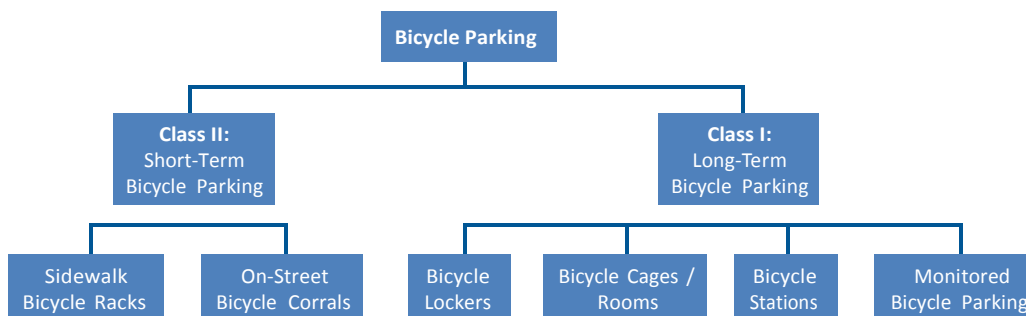
Dero and Park-A-Bike (especially the Varsity Bike Dock) are two companies whose bike parking types have been installed in Urbana and on the University of Illinois campus. The Varsity Bike Dock is a secured wheelwell, an acceptable bike parking type (see [Figure 68](#)).

Figure 68 Varsity Bike Docks (Credit: Park-A-Bike)

LENGTH OF STAY

All bike parking facilities fall into two categories: short-term (two hours or less) and long-term (more than two hours). Short-term bike parking accommodates convenience and ease of use, while long-term bike parking provides security and weather protection.¹² The San Francisco Municipal Transportation Agency (SFMTA) lists various short-term and long-term bike parking types in its *Bicycle Parking Standards, Guidelines, and Recommendations* document (see [Figure 69](#)).

12. APBP. *Bicycle Parking Guidelines*, 2nd Edition. Association of Pedestrian and Bicycle Professionals, Cedarburg, WI, 2012.





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

SIGNAGES

MUTCD Sign D4-3 (see Table 33) ~~may~~ can be installed ~~where it is desirable to show the direction~~ to show the direction ~~people~~ to a designated bicycle parking area~~s~~, from either an on-street or off-street bikeway.

9 GOALS AND OBJECTIVES

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9.1 Safety
9.2 Connectivity
9.3 Convenience
9.4 Education
9.5 Equity
9.6 Implementation
9.7 Visionary Concepts





Goals and objectives ~~are formed to~~ were developed to provide clear and specific direction for ~~how planning efforts should be considered in~~ improving and expanding bicycling in Urbana.

~~The Urbana Bicycle Master Plan is built on six major themes, beginning with safety first. The themes are: Safety, Connectivity, Convenience, Education, Equity, and Implementation. The tables below expand each theme by outlining associated goals, objectives, performance measures, strategies, and responsible parties, each described as follows:~~

A **theme** is the subject of a goal.

A **goal** is ~~defined as an~~ end state that will be brought about by implementing the Urbana Bicycle Master Plan.

Objectives are sub-goals that help organize the implementation of the plan into measurable and manageable parts. ~~The Each objective is "SMART" (specific, measurable, agreed, realistic, and time-bound) acronym was used to guide the objective development process.~~

Performance measures ~~Measures~~ help agencies track the progress of each objective over time.

Strategies ~~will~~ help agencies reach the stated goals and objectives.

Responsible Parties are the entities who ~~do or may have~~ – or may have – the ability to implement strategies, and ~~therefore in turn~~ goals and objectives.

~~Following the six themes, there is a brief discussion of two "visionary concepts." The first is to bring Urbana's Bicycle-Friendly Community status up to "Platinum" level, and ultimately bring it to "Diamond." The second is to pursue Vision Zero, with the ultimate goal being zero transportation-related deaths or serious injuries in Urbana.~~

~~CCRPG staff has updated and developed six principal goals for the Urbana Bicycle Master Plan. Each table below shows the objectives, performance measures, strategies, and responsible parties for implementation in achieving each of the six goals. Specific themes are listed for each goal.~~

Appendix 14 includes sheets for City of Urbana staff to track the performance measures listed in this chapter.

9.1 THEME: CONNECTIVITY

Goal 12: Create and maintain a bicycle network that is continuous, connected, and easily accessible for all users, and includes on-road and off-road facilities.

Objectives	Performance Measures	Strategies	Responsible Parties
		I. Create routes that connect to and through all neighborhoods. Seek input from neighborhood associations and impacted residents.	bicycle facilities.
1. Implement all of the short term projects proposed in this plan by 2020 <u>2021</u> .	A. Number of miles of bicycle facilities constructed between 2015 <u>2016</u> and 2020 <u>2021</u>	II. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on, along, or across rights-of-way, and acquiring property that provides off-street connections between	



Goal 1.2 (continued): Create and maintain a bicycle network that is continuous, connected, and easily accessible for all users, and includes on-road and off-road facilities.

Objectives	Performance Measures	Strategies	Responsible Parties
2. Complete a continuous bikeway/trail loop around Urbana by implementing the Urbana Green Loop by 2030.	A. Miles of loop bike infrastructure constructed	I. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on, along, or across rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	<ul style="list-style-type: none"> City of Urbana Developers Urbana Park District Railroad companies University of Illinois
		II. Contribute to creating a continuous loop in the Champaign-Urbana urbanized area.	<ul style="list-style-type: none"> City of Urbana Railroad companies University of Illinois Neighboring jurisdictions
3. Provide bicycle access to 5 important activity centers in Urbana by 2020 2021.*	A. Number of traffic generators being fully connected by bicycle facilities	I. Give priority and provide bicycle access to important activity centers (e.g. schools, parks, retail areas, employment centers, transportation hubs, etc.)	<ul style="list-style-type: none"> City of Urbana Developers Existing employers Urbana Park District University of Illinois
		II. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on, along, or across rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	<ul style="list-style-type: none"> City of Urbana Developers Urbana Park District Railroad companies University of Illinois

Goal 12 (continued): Create and maintain a bicycle network that is continuous, connected, and easily accessible for all users, and includes on-road and off-road facilities.

Objectives	Performance Measures	Strategies	Responsible Parties
4. Provide two <u>three</u> new <u>or improved</u> bicycle connections to the City of Champaign, the University communities by 2020 <u>2021</u> . **	A. Number of bicycle connections established to surrounding jurisdictions	I. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on or along rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	<ul style="list-style-type: none"> City of Urbana Developers Urbana Park District Railroad companies University of Illinois City of Champaign Champaign County Forest Preserve District
		II. Take advantage of opportunities to install on-street bikeways, including bike lanes and signed bike routes with destination, distance, and direction information.	<ul style="list-style-type: none"> City of Urbana Developers University of Illinois City of Champaign
5. Increase bicycle mode share in Urbana for all trip purposes by from 9 to 124 percent (more than a 50 percent increase) three percentage points by 2020 by 2026 <u>1</u> . ***	A. Bicycle mode share in 2020 <u>2021</u> <u>16</u>	<p>I. <u>Implement this plan's recommendations to get more people on bikes.</u></p> <p>II. Determine mode share via Census data or a <u>Conduct periodic</u> pedestrian and bicycle surveys <u>to track mode share.</u></p>	<ul style="list-style-type: none"> City of Urbana CCRPC

9.1.1 CONNECTIVITY GOAL NOTES

*Based on Chapter 2, following are potential trip destinations that could be initially or better connected to the Urbana bikeway network:

Destinations Not Connected to a Bikeway:

1. SuperValu
2. Flex-N-Gate
3. Farm & Fleet
4. Northgate Plaza

Destinations Not Connected to the full Urbana Bikeway Network:

1. Walmart
2. Aldi

Destinations One Block from a Bikeway:

1. Presence Covenant Medical Center
2. Health Alliance
3. Leal Elementary School
4. Gateway Shoppes at Five Points
5. Market at the Square

**Existing bikeway connections from Urbana through the University of Illinois campus to Champaign are:

1. Armory Avenue Bike Path
2. Gregory Drive
3. Lorado Taft Bike Path
4. Peabody Bike Path
5. Florida/Kirby Avenue
6. Windsor Road

Difficult intersections, as referenced in the Champaign-Urbana-Savoy Bicycle Guide & Map (2016 ed.), to access the University District include:

1. Main Street and Lincoln Avenue



2. Stoughton Street and Lincoln Avenue

3. Oregon Street and Lincoln Avenue

4. Iowa Street and Lincoln Avenue

Other difficult intersections include:

1. Main Street/Beringer Circle and University Avenue

2. Vine Street and Elm Street

3. Vine Street and Oregon Street

4. Vine Street and Pennsylvania Avenue

5. Race Street and Oregon Street

6. Vine Street and Windsor Road (at Meadowbrook Park)

***See [Appendix 11](#) (Urbana PABS Report), Table 1, Question Numbers 4-7 for baseline percentages.

9.2 THEME: SAFETY

Goal **21**: Provide a bicycle network that is safe and attractive for all users.

Responsible Parties

1. Install bicycle signs and markings on all new bicycle facilities according to the Champaign County Greenways & Trails Design Guidelines by 2020 2021.	A. Miles of bike infrastructure projects built with signs according to the Champaign County Greenways & Trails Design Guidelines	I. Provide consistent bicycle signage across Urbana and surrounding jurisdictions.	<ul style="list-style-type: none"> City of Urbana Urbana Park District University of Illinois
		II. Install Bike Route and wayfinding signs only along on-street facilities.	<ul style="list-style-type: none"> City of Urbana University of Illinois
	B. Miles of bike infrastructure projects built with markings according to the Champaign County Greenways & Trails Design Guidelines	III. Install Champaign County Greenways & Trails trail and wayfinding signs only along off-street facilities.	<ul style="list-style-type: none"> City of Urbana Urbana Park District University of Illinois
		IV. Provide consistent bicycle pavement markings across Urbana and surrounding jurisdictions.	<ul style="list-style-type: none"> City of Urbana University of Illinois
2. Strive to <u>Act to reduce</u> keep the number of annual bicycle crash fatalities in Urbana to at 0 <u>at zero</u> fatalities between 2015 2016 and 2020 2021.	A. Number of bike crash fatalities	I. Provide consistent bicycle signage and pavement markings.	<ul style="list-style-type: none"> City of Urbana University of Illinois
		II. Educate bicyclists on the Rules of the Road.	<ul style="list-style-type: none"> City of Urbana University of Illinois Champaign County Bikes Urbana School District
		III. Educate motorists on Rules of the Road regarding bicyclists, utilizing law enforcement of traffic laws.	<ul style="list-style-type: none"> City of Urbana University of Illinois Champaign County Bikes Urbana School District
		IV. Continue bicycle enforcement campaign.	<ul style="list-style-type: none"> Urbana Police Department
		V. Have City staff explore the development of a Traffic Calming Policy and Neighborhood Speed Reduction Policy to reduce vehicle speed. <u>And consider 25mph speed limits in residential areas.</u>	<ul style="list-style-type: none"> City of Urbana



GOALS AND OBJECTIVES

3. ~~Strive-Act~~ to reduce the number of severe bicycle crash injuries in Urbana ~~over a five-year period by at least 20% from a baseline of 20 to a maximum of 16 by 50 percent~~ by ~~2020~~2021.

A. Number of severe bike crash injuries

I. Provide consistent bicycle signage and pavement markings.

- City of Urbana
- University of Illinois

II. Educate bicyclists on the Rules of the Road.

- City of Urbana
- University of Illinois
- Champaign County Bikes
- Urbana School District

III. Educate motorists on Rules of the Road regarding bicyclists, utilizing law enforcement of traffic laws.

- City of Urbana
- University of Illinois
- Champaign County Bikes
- Urbana School District

IV. Continue bicycle enforcement campaign.

- Urbana Police Department

V. Have City staff explore the development of a Traffic Calming Policy and Neighborhood Speed Reduction Policy to reduce vehicle speed.

- City of Urbana

5. Retrofit all drainage grates along on-street bikeways to be bicycle friendly through installing transverse covers and making surface grates flush with the road surface by ~~2020~~2021.*

A. Number of bicycle friendly drainage grates installed

B. Number of on-street bikeways with bicycle friendly grates

I. Install bicycle friendly drainage grates in road reconstruction projects.

- City of Urbana

II. Retrofit bicycle friendly drainage grates along on-street bikeways as part of maintenance projects.

- City of Urbana

9.2.1 SAFETY GOAL NOTES

*See Section 11.5 for more recommendations on creating bicycle friendly drainage grates.

9.3 THEME: CONVENIENCE

Goal 3: Provide supporting facilities to make bicycle transportation more convenient.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Install or upgrade bike parking to meet recommended or acceptable standards as defined by the Association of Pedestrian and Bicycle Professionals (APBP)* in all new development and redevelopment projects between 2015 2016 and 2020 2021.	<p>A. Number of new developments with bike parking installation that meet recommended or acceptable standards as defined by APBP*</p> <p>B. Number of redevelopment projects with new bike parking installation that meet recommended or acceptable standards as defined by APBP*</p> <p>C. Number of redevelopment projects with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*</p>	<p>I. Ensure that the Zoning Ordinance includes information on recommended and acceptable bike parking standards as defined by APBP.</p> <p><u>II. Develop an incentive program to replace existing noncompliant bike parking with recommended bike parking, as defined by APBP.</u></p>	<ul style="list-style-type: none"> City of Urbana Developers Businesses Urbana School District University of Illinois
2. Install or encourage the installation of bicycle parking facilities as appropriate at 5 major bicycle traffic generators by 2020 2021 (e.g. schools, University buildings, major employers, businesses).**	<p>A. Number of major bike traffic generators with new bike parking installation that meet recommended or acceptable standards as defined by APBP*</p> <p>B. Number of major bike traffic generators with replacement of bike parking to meet recommended or acceptable standards as defined by APBP*</p>	<p>I. Install bicycle parking facilities as appropriate at City-owned facilities and along public right-of-way.</p> <p>II. Encourage the installation of bicycle parking facilities as appropriate at major bicycle traffic generators (e.g. schools, University buildings, major employers, businesses).</p>	<ul style="list-style-type: none"> City of Urbana City of Urbana Urbana Park District University of Illinois Urbana School District Businesses Developers
3. Install or encourage the installation of covered or indoor bike parking at 5 major bicycle traffic generators by 2020 2021.**	A. Number of major bike traffic generators with covered bike parking installed	<p>I. Install covered bike parking at major bicycle traffic generators at City-owned facilities and along public right-of-way.</p> <p>II. Encourage the installation of covered bike parking at major bicycle traffic generators on non-City owned property.</p>	<ul style="list-style-type: none"> City of Urbana City of Urbana Urbana Park District University of Illinois Urbana School District Businesses Developers
4. Provide <u>Install</u> short-term bike parking at the Top 10 major bus stops by ridership in Urbana as defined by the CUUATSTransit Facility	A. Number of bus stops with short-term bike parking installed	I. Provide <u>Install</u> bike racks at major bus stops	<ul style="list-style-type: none"> CUMTD City of Urbana University of Illinois



9.3.1 CONVENIENCE GOAL NOTES

*See [Section 5.4.3](#).

**See [Chapter 2](#) for a list of major bicycle traffic generators, and [Appendix 5](#) for information on the number of existing bike parking spaces at selected Urbana destinations.

[Appendices 12-13](#) list the following locations as those desired by the public to receive more bike parking:

1. Alice Campbell Alumni Center
2. Carle Hospital
3. Downtown Urbana
4. Mathews Avenue & Oregon Street
5. Shopping areas (see [Section 2.2.3](#))
6. Urbana City Building
7. Weaver Park

***As defined by the CUUATS Transit Facility Guidelines, the Top 10 bus stops by ridership in Urbana are:

1. PAR (Pennsylvania Avenue Residence Hall) North Side Shelter
2. Illini Union South Side Shelter
3. Illini Union Engineering (North Side) Shelter
4. Gregory Drive at Main Library North Side
5. Gregory Drive at Main Library South Side Shelter **(bike parking adjacent)**
6. Lincoln Square [Downtown] Garage South (Elm Street west of Broadway Avenue, south side of the garage) **(bike parking adjacent)**
7. Lincoln Square [Downtown] Garage West Shelter (Broadway Avenue north of Elm Street, shelter on the west side of the road)
8. Chemical & Life Sciences (Goodwin Avenue between Illinois & Oregon Streets West Side)
9. Krannert Center West Side Shelter (Goodwin Avenue between Illinois & Oregon Streets East Side)
10. Green Street & Mathews Avenue NE corner

Only two of these bus stops have adjacent bike parking: Gregory Drive at Main Library South Side Shelter, and Lincoln Square Garage South.

9.4 THEME: EDUCATION

Goal 4: Educate residents about active modes of transportation and bicycle facilities.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Identify 3 new partners to provide bicycle education, enforcement, and encouragement programs by <u>2020/2021</u> .	A. Number of new partners identified	I. Take advantage of opportunities to partner with private entities (e.g. Health Alliance).	• City of Urbana
		II. Take advantage of opportunities to partner with public entities interested in the benefits of bicycling.	• City of Urbana
	B. Number of educational opportunities provided	III. Take advantage of opportunities to partner with non-profit entities interested in the benefits of bicycling.	• City of Urbana
2. Produce and distribute a regularly updated map available in a paper and/or web format that includes existing bicycle facilities in Urbana at least every 3 years.	A. Frequency of map publication and distribution	I. Champaign-Urbana-Savoy Bicycle Guide & Map	• Champaign County Bikes • Ride Illinois
		II. Champaign County Greenways & Trails Map	• Champaign County Regional Planning Commission
		III. City of Urbana bicycle map	• City of Urbana
		IV. IDOT Regional Bicycle Map	• IDOT
3. Continue to provide at least one opportunity per new bikeway project for citizens to provide input, <u>express concerns and support, and to learn about the benefits of</u> new treatments.	A. Number of public comment opportunities	I. Urbana BPAC (Bicyclist and Pedestrian Advisory Commission)	• City of Urbana
	B. Number of attendees at public comment opportunities		
	C. Number of new public outreach methods	II. Project Open Houses	• City of Urbana



GOALS AND OBJECTIVES

Goal 4 (continued): Educate residents about active modes of transportation and bicycle facilities.

Objectives	Performance Measures	Strategies	Responsible Parties
4. Distribute bicycle education, encouragement, and/or enforcement materials at a minimum of 5 high traffic bicyclist events per year.	A. Number of events with materials available	I. Market at the Square	<ul style="list-style-type: none"> City of Urbana Champaign County Bikes
		II. Sweetcorn Festival	<ul style="list-style-type: none"> Urbana Business Association Champaign County Bikes
		III. Urbana Park District Neighborhood Nights	<ul style="list-style-type: none"> Urbana Park District City of Urbana
	B. Number of materials distributed	IV. Light the Night	<ul style="list-style-type: none"> City of Urbana CUMTD University of Illinois Champaign County Regional Planning Commission Champaign County Bikes
		V. Playing It Safe safety fair	<ul style="list-style-type: none"> C-U SRTS Project Urbana Police Department
5. Make bicycle education, encouragement, and enforcement materials available on the City website.	A. Number of materials available on and/or linked from www.urbanailinois.us	I. Champaign-Urbana-Savoy Bicycle Guide & Map	<ul style="list-style-type: none"> Champaign County Bikes Ride Illinois
		II. Champaign County Greenways & Trails Map	<ul style="list-style-type: none"> Champaign County Regional Planning Commission
		III. City of Urbana bicycle map	<ul style="list-style-type: none"> City of Urbana
		IV. IDOT Regional Bicycle Map	<ul style="list-style-type: none"> IDOT
6. Make available bicycle education, encouragement, and enforcement materials <u>available</u> in <u>at least 1 language besides English Spanish, French, Mandarin Chinese, and Korean</u> by <u>20202021</u> .	A. Number of multilingual materials	I. Maps	<ul style="list-style-type: none"> City of Urbana <u>Champaign County Bikes</u> <u>University of Illinois</u>
		II. Brochures	<ul style="list-style-type: none"> City of Urbana <u>University of Illinois</u>
7. Distribute at least 1 type of bicycle education, encouragement, and enforcement materials <u>s</u> to schools annually.	A. Number of bicycle education, encouragement, and enforcement materials distributed to schools and/or	I. Driver's education video to Urbana high school students (e.g. Urbana High School, Uni High School)	<ul style="list-style-type: none"> Urbana School District University of Illinois Champaign County Bikes Private schools
		II. Safe Routes to School (SRTS) materials for K-8 students	<ul style="list-style-type: none"> C-U SRTS Project Urbana School District
	Parent-Teacher Associations (PTAs)	III. CUUATS Bicycle Safety Activity Coloring Book	<ul style="list-style-type: none"> Private schools Champaign County Regional Planning Commission

9.5 THEME: IMPLEMENTATION

Goal 5: Secure funding and implement bicycle improvements.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Apply for at least 2 Federal, State, and/or private grants for bicycle projects by 2020 2021.	A. Number of grant applications submitted	I. Utilize this plan's short-term recommendations (Chapter 11) and funding sources lists (Chapter 12) to apply for grants.	<ul style="list-style-type: none"> City of Urbana
		II. Combine projects that can be geographically linked for implementation.	<ul style="list-style-type: none"> City of Urbana Urbana Park District University of Illinois Other neighboring jurisdictions
2. Continue to annually dedicate at least \$50,000 of capital improvement projects (CIP) funding to bicycle improvements and maintenance annually.	A. Amount of CIP funding dedicated annually to bicycle improvements	I. Continue to list a specific CIP line item for UBMP projects.	<ul style="list-style-type: none"> City of Urbana
		II. Continue to incorporate bicycle infrastructure into roadway projects.	<ul style="list-style-type: none"> City of Urbana IDOT
3. Submit a list of completed and current bicycle facility construction projects at the end of each construction year to the Urbana Bicyclist and Pedestrian Advisory Commission (BPAC) and City Council, issue a press release, and post it to the City website.	A. List of completed bicycle facility construction projects	I. Create a list of bicycle facility construction projects completed in the current construction year.	<ul style="list-style-type: none"> City of Urbana
	B. List of current bicycle facility construction projects	II. Create a list of bicycle facility projects being constructed in the current construction year.	<ul style="list-style-type: none"> City of Urbana
4. For new roadway construction and existing roadway reconstruction projects between 2015 2016 and 2020 2021, implement the bike facilities proposed in this plan for those projects.	A. Number of new roadway projects with bikeway installation	I. New roadway construction	<ul style="list-style-type: none"> City of Urbana Developers
		II. Existing roadway reconstruction	<ul style="list-style-type: none"> City of Urbana
	B. Number of existing roadway reconstruction projects with bikeway installation	III. Zoning Ordinance requirements for bike facilities	<ul style="list-style-type: none"> City of Urbana
		IV. Bikeway accommodation in development proposals	<ul style="list-style-type: none"> City of Urbana Developers
5. Dedicate or contribute resources to help fund at least 1 FTE staff from a regional agency to work on bicycle planning, design, and engineering issues, as well as education, enforcement, and encouragement activities by 2020 2021.	A. Staff time allocated to bicycle planning	I. Work with other local agencies to dedicate resources to hiring a bicycle coordinator to be housed at a regional agency.	<ul style="list-style-type: none"> City of Urbana Other local agencies Champaign County Regional Planning Commission Other regional agencies
	B. Staff time allocated to bicycle design and engineering		
	C. Staff time allocated to bicycle education, encouragement, and enforcement		

**Goal 5: Secure funding and implement bicycle improvements.**

Objectives	Performance Measures	Strategies	Responsible Parties
6. Implement at least 10% of all bikeway/trail mileage recommended in this plan by 2020 2021.*	A. Percentage of recommended bikeways/trails installed between 2015 2016 and 2020 2021	I. Implement at least 15% of bike lane mileage proposed in this plan*	<ul style="list-style-type: none"> City of Urbana
		II. Implement at least 20% of bike route mileage proposed in this plan*	<ul style="list-style-type: none"> City of Urbana Urbana Township
		III. Implement at least 67% of shared bike/parking lane mileage proposed in this plan*	<ul style="list-style-type: none"> City of Urbana
		IV. Implement at least 5% of shared-use path mileage proposed in this plan*	<ul style="list-style-type: none"> City of Urbana Urbana Park District University of Illinois

9.5.1 IMPLEMENTATION GOAL NOTES

*The following provides information on the percentage of recommended UBMP facilities implemented between 2008 and 2014, and the target percentages for ~~2015~~2016-16 to ~~2020~~2021.

Facility Type	2008 UBMP Implemented %	2016 UBMP Target % for
Bike Lanes	41%	15%
Bike Route	29%	20%
Shared Bike/Parking Lanes	100%	67%
Shared-Use Path (trail)	8%	5%
All facilities	15%	10%
# of Construction Seasons	7	5

9.6 THEME: EQUITY

Goal 6: Provide equal access of bicycle facilities and information to all residents.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Implement at least one short term project proposed in this plan in each of the five zones of Urbana defined at the 2014 UBMP public workshops by 2020 2021.*	A. Number of zones with a new bikeway	I. Create routes that connect to and through all neighborhoods. Seek input from neighborhood associations when possible.	<ul style="list-style-type: none"> City of Urbana Urbana Township Developers Urbana Park District CUMTD
		II. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on, along, or across rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	<ul style="list-style-type: none"> City of Urbana Developers Urbana Park District CUMTD Railroad companies University of Illinois Champaign County Forest Preserve District
2. Distribute bicycle education, encouragement, and/or enforcement materials to a minimum of 25 residents of each of the five zones of Urbana defined at the 2014 UBMP public workshops by 2020 2021.*	A. Number of residents in each zone who have received bicycle materials	I. Market at the Square	<ul style="list-style-type: none"> City of Urbana Champaign County Bikes
		II. Sweetcorn Festival	<ul style="list-style-type: none"> Urbana Business Association Champaign County Bikes
		III. Urbana Park District Neighborhood Nights	<ul style="list-style-type: none"> Urbana Park District City of Urbana
		IV. Light the Night	<ul style="list-style-type: none"> City of Urbana CUMTD University of Illinois Champaign County Regional Planning Commission Champaign County Bikes
		V. Playing It Safe safety fair	<ul style="list-style-type: none"> C-U SRTS Project Urbana Police Department
		VI. Neighborhood group meetings & events	<ul style="list-style-type: none"> City of Urbana
		VII. Faith-based organizations	<ul style="list-style-type: none"> City of Urbana
		VIII. School bike rodeos	<ul style="list-style-type: none"> C-U SRTS Project
3. Continue to distribute abandoned bicycles for free on a first-come, first-served basis to Champaign County residents at the annual Urbana Police Department bike giveaway.	A. Number of bike giveaway events held per year	I. Continue to host the Urbana Bike Giveaway.	
	B. Number of free bikes distributed to Champaign County residents	II. Continue to advertise the Urbana Bike Giveaway via paper and web methods to maximize the number of residents reached.	<ul style="list-style-type: none"> Urbana Police Department


Goal 6: Provide equal access of bicycle facilities and information to all residents.

Objectives	Performance Measures	Strategies	Responsible Parties
4. Create a Build-A-Bike program for Urbana youth by 2020 2021, especially low-youth and at-risk youth.	A. Number of youth Build-A-Bike programs B. Number of bikes built by youth in the Build-A-Bike program	I. Work with public and private partners to subsidize youth participation in The Bike Project's existing Build-A-Bike program.	<ul style="list-style-type: none"> • C-U SRTS Project • The Bike Project • CCB

9.6.1 EQUITY GOAL NOTES

*Urbana neighborhood zone boundaries (see also Figure 92):

1. North Urbana: North of University Ave.
2. West Urbana: West of Race St. between University & Florida Aves.
3. Central Urbana: Race St. to Cottage Grove Ave./Philo Rd. between University & Florida Aves.
4. East Urbana: East of Cottage Grove Ave./Philo Rd. between University & Florida Aves.
5. South Urbana: South of Florida Ave.

9.7 VISIONARY CONCEPTS
9.7.1 BICYCLE FRIENDLY COMMUNITY (BFC) STATUS

Urbana ~~aims to keep improving~~ is working to improve its Bicycle Friendly Community (BFC) ~~designation status~~. It was the first downstate Illinois community to ~~achieve reach the~~ Bronze level in 2010, and was designated the first Gold level BFC in Illinois in 2014. Urbana's ~~next step strives~~ is to become a Platinum Level Bicycle Friendly Community, joining the five Platinum ~~BFCs~~ communities as of ~~2015~~2016 (Boulder, Davis, Fort Collins, Madison, and Portland). Urbana ultimately strives to become the first ~~ever~~ Diamond Level Bicycle Friendly Community in Illinois. ~~With By implementation taking actions to meet of~~ the goals and objectives in Chapter 9 and ~~implement the~~ recommendations in Chapter 11 of this plan, Urbana ~~hopes will to~~ not only maintain its Gold level status, but ~~also can improve to improve its BFC status the~~ Platinum – and ultimately Diamond – level of bicycle friendliness.

9.7.2 VISION ZERO

~~To further support~~ In support of Goals ~~12.2 and 21.3~~, Urbana ultimately desires to ~~achieve have~~ zero bicyclist fatalities and serious injuries for all road users, including bicyclists. To that end, the Urbana City Council has included an action step to adopt Vision Zero as part of its Council and Mayor Goals for 2014-2017. Vision Zero is a multi-national road safety project which ~~aims seeks~~ to achieve create a road system ~~with where~~ no fatalities or serious injuries in road traffic occur.¹⁶ Vision Zero is a ~~Swedish~~ Swedish approach to road safety thinking first developed in Sweden that can be, surmised summarized in one sentence: No loss of life is acceptable.¹⁷ ~~This approach exists in s~~ Several European countries have adopted Vision Zero policies, and it is rapidly gaining support in large cities in the United States.¹⁸ More information can be found at <http://www.visionzeroinitiative.com/> and <http://visionzeronetwork.org/>.

10 BICYCLE LEVEL OF SERVICE

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10.4 Future BLOS	179



1 2 3 4 5 6

7 8 9 10 11 12

BICYCLE LEVEL OF SERVICE

The Bicycle Level of Service (BLOS) is the main tool for determining the inclusion of streets ~~to include into~~ the bicycle network.

~~The Bicycle Level of Service BLOS¹⁸ (BLOS) measure is a nationally-used to measure of the on-road bicyclist comfort level of bicyclists~~ as a function of a roadway's geometry and traffic conditions. It essentially quantifies the "bike-friendliness" of a roadway. Roadways with a better (lower) score are more attractive – and usually safer – for cyclists (see Figure 119). ~~Developed by Sprinkle Consulting, BLOS is in the Highway Capacity Manual.~~ An online BLOS calculator can be found at <http://rideillinois.org/blos/blosform.htm>.

BLOS is used in the Urbana Bicycle Master Plan to measure existing and future conditions, to set standards for the bicycle network, and to justify recommendations.

10.1 BLOS CORRESPONDENCE TO BICYCLE USER TYPES

BLOS grades relate to the type of bicycle user (as described in Chapter 4) in the following manner:

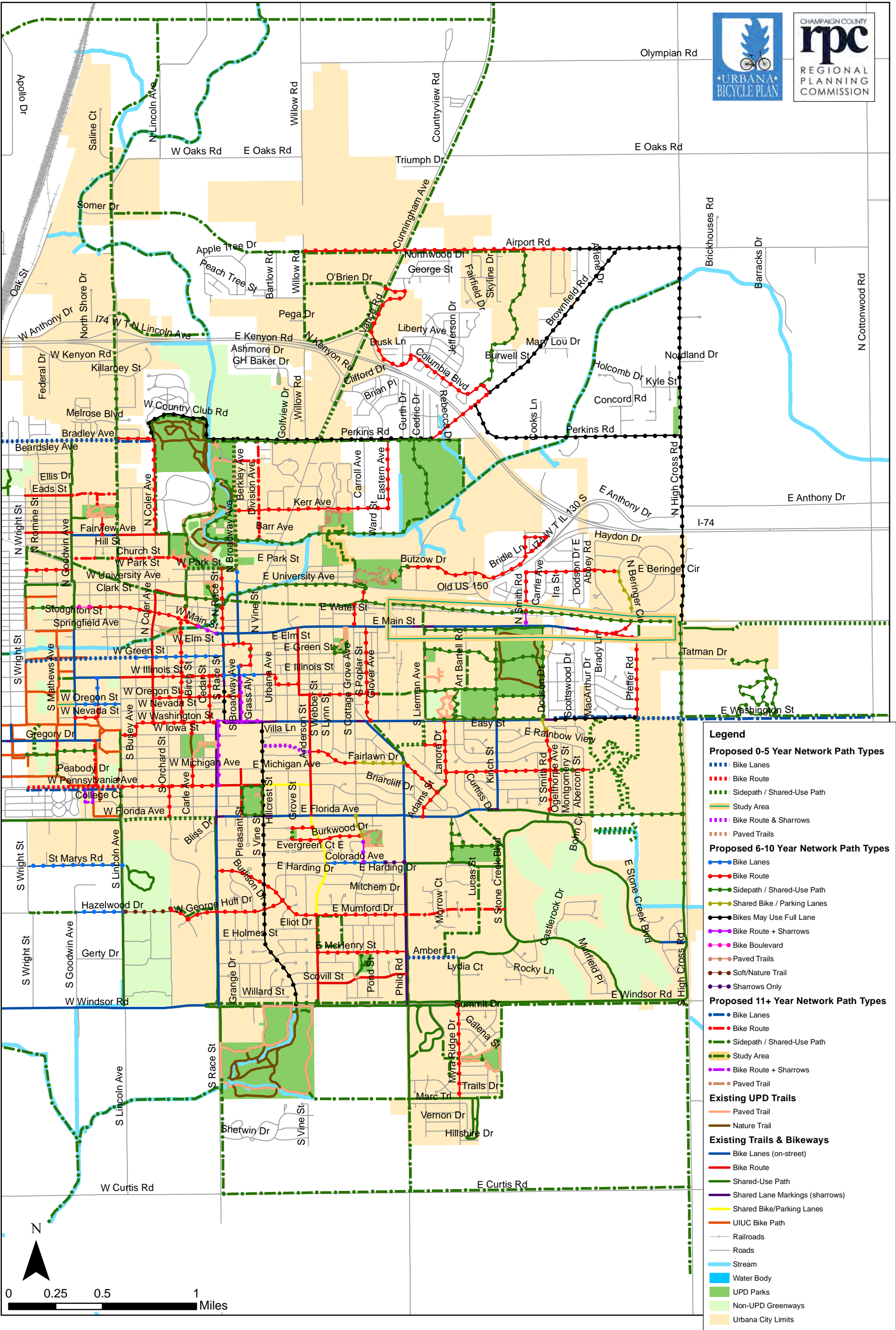
- Children and novice riders (Type C) typically feel comfortable riding on facilities with a BLOS grade of A.
- Casual adult cyclists (Type B), including many teenage and college-age cyclists, typically feel comfortable riding on facilities with a BLOS grade of a high C, B, or better. **This is the target audience of this plan.**
- Advanced cyclists (Type A) are able to use roads that achieve BLOS grades of Low C or High D. Bikes May Use Full Lane signage on highly requested routes with these grades will improve conditions for these riders by increasing motorist awareness of bicycle presence.

An alternative to the BLOS measure, Level of Traffic Stress (LTS), classifies roads more explicitly based on bicycle user types. Future updates to this plan may use the LTS measure to help measure the current and future bicycle network

Exhibit D: Greater Urbana Recommended Bicycle Network

2015 Urbana Bicycle Master Plan

Greater Urbana Recommended Bicycle Network



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 Hedgpeth, 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

Bicycle and Pedestrian Advisory Commission (BPAC)
Meeting Minutes

Approved March 15, 2016

Date: Tuesday, February 16, 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 Hedgpeth, Cynthia Hoyle, Audrey Ishii, Susan Jones, Jeff Marino and Craig Shonkwiler

Staff Present: Kevin Garcia

Members Absent: Michele Guerra

Others Present: Gabe Lewis, Rita Black, Charlie Smyth, Jeff Yockey

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

Brandon Bowersox-Johnson called the meeting to order at 7:01 p.m. Roll call was taken and it was noted that a quorum of members was present.

2. APPROVAL OF AGENDA

Chair Bowersox-Johnson announced that Cynthia Hoyle had made a request to amend the agenda by adding "Report on Sidewalk Snow Removal Committee Update" to Unfinished Business.

Susan Jones moved to approve the agenda as amended for the February 16th meeting.

James Roedl seconded the motion.

The motion was approved.

3. APPROVAL OF MINUTES FROM PREVIOUS MEETING

Jeff Marino moved to approve the meeting minutes from the January 28, 2016 meeting.

Craig Shonkwiler seconded the motion.

The motion was approved.

4. PUBLIC INPUT

Charlie Smyth presented observations from a recent trip to Davis and Berkeley in California. In his discussion about Berkeley, California, Mr. Smyth mentioned that the community had bike boulevards in some areas to discourage motor vehicles from travelling in residential areas. He added that traffic circles were used as traffic calming devices. He also mentioned that some streets were blocked off to reduce motor vehicle access. Mr. Smyth pointed out that the community lacked bike signage, which made it difficult to know how to reach destinations. He stated that Berkeley was working toward a diamond status Bike Friendly Community designation.

Mr. Smyth discussed the bicycle culture in Davis, California. He said that the community had embraced bicycling as a mode of transportation since the 60s. He said that there were many overpasses and underpasses that reduced the conflicts between motorists and bicyclists. In addition, he mentioned that the wayfinding signage was very welcoming and reflected the community's support of public art and bicycling along bicycle routes. He stated that no box stores were allowed in the community and yet the downtown area was thriving. He said that the bicycle facilities were located both on and off street and that routes to grade schools had no more than one grade crossing. Mr. Smyth offered suggestions that he gave to the community to help them with their endeavor to reach diamond status.

Mr. Smyth discussed the bicycle infrastructure at University of California-Davis. He said that the University of California installed protected lanes and those lanes were used by skateboarders, those who used rollerblades, and bicyclists. He mentioned that some signaled intersections with designated signals for bicyclists did not allow motorists to make right turns on red lights. He added that Davis had a bike loop that all riders of all ages were comfortable using.

Charlie Smyth asked to include comments on the Urbana Bicycle Master Plan. Mr. Smyth asked that the goals listed in the end of the document be moved to the Executive Summary. He expressed concern that the bike mode share target was too low and asked that the goal be over 10% with a one percent per year increase. He said that he wanted to make bicycling in Urbana as safe as possible, which could be done by making a few tweaks to the plan. He asked that the Commission not make any rash decisions about the plan. He said that he would like the plan to be more visionary and move Urbana forward toward platinum level.

Jeff Yockey addressed the Commission. He focused on the goals and objectives and stated that the goals and objectives listed in Section 9 needed to be clarified and actionable. He mentioned that the goals and objectives were only twelve pages in length. He said that he would like to see the bike mode share increased to 20%, increase bicycle safety, make roadways inconvenient for cars, lower the stress of riding a bicycle, increase the number of kids riding bicycles to school, set a goal to reach platinum status in five years and be the best bicycle community in Illinois. He recommended making the bicycle infrastructure an asset for growth. He stated that there were many intersections with conflicts and encouraged engagement with the Illinois Department of Transportation to review the intersection at University Avenue and Wright Street, University Avenue and Lincoln

Avenue, University Avenue and Cunningham Avenue, and Cunningham Avenue and Interstate 74. He would like priorities mentioned on page 293 ranked instead of listed.

Mr. Smyth added that Vision Zero needed to be included to reduce fatalities to zero. One way to do that, he suggested, was to reduce traffic speeds throughout town. He urged the inclusion of equity in the plan to make sure that all areas would be well-served by the bicycle network. He also asked that the ten items listed as goals be listed by priority.

5. UNFINISHED BUSINESS

a) 2016 Bicycle Master Plan Update

Craig Shonkwiler stated that since the last BPAC meeting, the suggestions of the Commissioners had been incorporated into the 2016 Bicycle Master Plan. He said that the thirteen major concepts had been expanded upon in the Executive Summary to provide more information about the plan. He said that there was more description about emerging and future bike treatments and those would be considered in the future as projects were being designed and implemented. Mr. Shonkwiler stated that the number of comments received during the most recent comment period were minimal and those were incorporated into the plan. He asked that the Bicycle and Pedestrian Advisory Commission approve the plan. He reviewed the stages that the bicycle master plan update had been through adding that the budget of \$38,000 for the plan had been expended and the plan had two years of input and updates. He informed the Commission that if any more updates were needed, staff would need to go to Council for an additional funding request. He also mentioned that there were various periods where input was sought through public meetings, from the Bicycle Plan Steering Committee, from City staff, and then during the public comment period. He said that comments received during each of those opportunities had been incorporated into the current plan. He continued that the plan was at a point where it needed to be finalized and staff was seeking approval of the plan. He mentioned that during the most recent comment period, only six comments were received. He added that the plan was flexible enough to allow staff to evaluate new bike treatments as projects are designed. He said that the plan needed to be finalized at some point and moved on to the Urbana Plan Commission.

Gabe Lewis reviewed the changes made to the plan since the presentation last month. He pointed out that the Executive Summary had been drafted and that the plan had been changed from the 2015 Urbana Bicycle Master Plan to the 2016 Urbana Bicycle Master Plan. He continued by stating that most of the changes occurred in chapters 11 and 12. One change that he mentioned was the addition of adding a bike boulevard on Main Street east of Goodwin Avenue. Mr. Lewis said that more information was included about enforcement and education, which included a recommendation to enforce parking restrictions in bicycle lanes. He said that the plan encouraged City staff to develop a City ordinance which would prohibit parking in bicycle lanes. Regarding the addition of new and emerging treatments, Mr. Lewis added language about creating a living lab similar to one in Boulder, Colorado. He defined the difference between bikeways and greenways and explained that while it was possible to consider bicycle lanes with environmental considerations, the bikeways recommended in the plan were not considered greenways. He said that recommendations to explore traffic calming policies and programs were added, along with hyperlinks to resources cited in the document, a listing of bicycle friendly communities, and the public comments submitted about the plan. He further explained that education would primarily fall under the responsibility of the school district, public

health department and Safe Routes to School; he said that enforcement would primarily fall under the authority of the Police Department.

Brandon Bowersox-Johnson requested that a paragraph be added to the Executive Summary recommending that the reader see the section titled Goals and making it clear that there were big goals within the document. He asked that information about the bike mode share be included along with information about where to find more information.

Jeff Marino mentioned that he liked how the Executive Summary highlighted parts of the document but would like a specific list of the goals.

Cynthia Hoyle said that the City's vision should be outlined at the beginning of the Executive Summary. She recommended, "The vision of this document is to create a community where the casual, less competent bicyclist can bicycle for everyday trips." She asked for language that stated that the City of Urbana was a Gold Level Bicycle Friendly Community. And she recommended that the Executive Summary include language stating that the City wanted to improve its status to Platinum Level and that this was the vision of the plan and what the community wanted to be accomplished.

James Roedl asked to include language about the bicycle mode share and Vision Zero in the plan. He asked that with the understanding those items would be included, the Commission approve the master plan that night and stop going over budget.

Cynthia Hoyle said that the plan should be approved with the understanding that it would be reviewed and updated annually to determine what needed to be added, then amend it and not have to hire anyone. Ms. Hoyle recommended that adopting the Vision Zero goal not be included in the plan since the Police Department needed to be involved in that program. She said that the plan needed to be approved, but she would like to have a process to update it.

Craig Shonkwiler asked if she was requesting frequent, smaller updates. He cautioned that funding and staff time was limited. He said that the City was trying to complete an update every five years and this update took two years to complete partly because of State budget issues. He stated that the current plan was a guide and did not mean that staff could not implement new ideas such as Vision Zero. He continued that if the Council were to ask staff to look into Vision Zero, they would do so since it was a Council goal. He added that staff had looked into traffic calming techniques and neighborhood speed limits. Mr. Shonkwiler said that plan was at a point where decisions needed to be made as to where to go. He said the options would be:

- * Keep revising the plan and ask Council for additional funds to continue making revisions,
- * Stop and accept the plan as is. If there are items that need to be added, consider those during the next update.

He reminded the Commission that there were only six comments offered during the thirty-day review period. He said that the comments were good and were incorporated as best they could be. He added that there were many outreach opportunities provided to solicit comments from the community.

Gabe Lewis stated that the six comments were good comments, and there were numerous opportunities to provide input.

Mr. Shonkwiler stated that infrastructure work would be fiscally constrained over the next few years. He said that City policy was to add bicycle lanes only when a street had been resurfaced. He continued that most of the City's work would be focused on the MCORE project. He said that the City could have ambitious goals, but the money would not be available to implement very many of them. He suggested that the comments from Brandon Bowersox-Johnson and Cynthia Hoyle be added to the Executive Summary. He cautioned against any significant changes since the consequences could jeopardize the completion of the update.

Brandon Bowersox-Johnson thought that the addition of a couple of sentences within the Executive Summary could be made to incorporate comments from Charlie Smyth and Jeff Yockey.

Cynthia Hoyle said that best practices would require that the plans be reviewed annually and updated. She felt that doing that would not require a consultant nor require a lot of staff time.

Rita Black stated that performance measures had been included as part of the goals and those measures were objective so the plan could be evaluated. She said that CUUATS would provide the majority of the data to City staff so they could track and report on the progress of the goals.

Brandon Bowersox-Johnson said that the Commission could have an annual conversation about how the City was performing and discuss any new ideas that could be put into the plan during the next update.

Jeff Marino said that a twenty-year plan with five-year updates was a good plan since it allowed for adjustments in the five-year update.

Rita Black stated that the plan was open enough that new treatments could be incorporated as part of the existing plan.

Cynthia Hoyle moved to approve the plan with the changes to the Executive Summary discussed. She added that the Commission would like an annual report and assessment of the progress toward the reaching the goals.

Jeff Marino seconded the motion.

Brandon Bowersox Johnson asked if during the public input or final comment period, one of the suggestions was to reduce vehicle traffic while increasing bike share mode. He asked if a way was mentioned to measure a reduction in vehicle traffic and would that question be appropriate.

Mr. Lewis stated that one of the goals was for a three percent increase in bike mode share by the year 2020. He mentioned that the baseline was for nine percent for bike to work and eleven percent for all other destinations based upon information obtained from a recent survey. He said that there was no mention of vehicle trip reduction in the plan.

Cynthia Hoyle stated that the vehicle trip reduction goal was listed in the Long Range Transportation Study.

Rita Black said that it would be difficult to measure vehicle trip reduction in the city since the community brings in employees, visitors and customers from surrounding

communities. She added that since gas prices were low, driving a vehicle was a desirable transportation option.

Brandon Bowersox-Johnson said that to increase the bike share mode by three percent was a more realistic goal than decreasing vehicle use in Urbana. He pointed out the goal was for a three percent increase over the next five years. He mentioned that Vision Zero was discussed at the last BPAC meeting. He asked if it was necessary to mention it since it was already a Council goal.

Cynthia Hoyle said that Vision Zero involved more than the Bicycle Master Plan since it would include pedestrians, bicyclists, and vehicles. She felt that the Vision Zero goal should be more a part of the City's goals than have it as a goal for just the bicycle plan. She added that it would be for everyone using the roadways.

Gabe Lewis referred to the recently added Section 9.7 Visionary Concepts that addressed Vision Zero. He mentioned that the section defined the concept of Vision Zero. He said that the City of Urbana ultimately wanted to achieve zero bicycle fatalities and injuries. He stated that there had been only one bicycle fatality in the City within the last five years. He added the project would require many resources, but that it could be achieved.

Cynthia Hoyle said that the City had more pedestrian fatalities than bicycle fatalities.

Craig Shonkwiler pointed out that Vision Zero was officially mentioned in the document as were topics such as traffic calming and neighborhood speed reduction. He continued that specific direction to attain those goals would be vetted through a process where City Council would give City staff direction on where the Council and Mayor would want staff to go. He added that with traffic calming, Vision Zero, and speed reduction, the plan did not go into details but created the framework where specific details could be established by City leaders and staff.

Mr. Shonkwiler reiterated that the Commission did not have to approve the plan that evening if they believed that there was a topic that required more information. He said that at some point they needed to wrap up the project. He said that the Commission should weigh whether or not to do so considering the additional comments made at the meeting.

Brandon Bowersox-Johnson stated that he wanted people to feel that their input was being heard and that they had an opportunity to comment. He preferred that comments be incorporated into the plan if possible. He asked the Commission what their preference would be regarding voting on the plan.

Susan Jones said that she would like the Executive Summary to be refined, but she recommended not going into all of the other details as they would entangle things.

Craig Shonkwiler said that the revisions to the Executive Summary could be addressed, but any substantive changes would require that the plan go back to the Steering Committee to be vetted. If just the Executive Summary was revised, Mr. Shonkwiler said that those items could be incorporated.

Rita Black stated that they could have the changes completed in time for the Urbana Plan Commission meeting on Thursday, February 17th.

Jeff Marino asked about the process for obtaining public comment.

Gabe Lewis listed the resources used to draw public comment. He said that the comment period was in fact 41 days to allow for holidays within the period.

James Roedl said that he sent out a Bike Project newsletter and used their social media outlets to encourage comments.

Audrey Ishii stated her concern about being eligible for future grants without including equity as part of the plan.

Rita Black mentioned that equity was listed as one of the thirteen principles in the plan.

Brandon Bowersox-Johnson asked if staff, Rita Black and Gabe Lewis could review the comments received and the discussion items from the meeting and incorporate any of them into the plan. He said that some ideas might have to go into a future bicycle plan.

Craig Shonkwiler stated that some of the items could be incorporated. He added that some of the comments were already part of the revised plan. He mentioned that whenever a serious crash occurred, staff reviewed the events of the crash to determine what could be done to avoid the recurrence of the situation.

Jeff Yockey said that he was confused about his role as a member on the Steering Committee and when he was to provide input about the plan.

Mr. Bowersox-Johnson said that the loop needed closure and that the work of the Steering Committee was done.

Cynthia Hoyle asked for a vote on the motion.

Brandon Bowersox-Johnson asked about the process for the approval of the plan after it leaves BPAC.

Mr. Shonkwiler stated that if the Commission approved the plan with the minor tweaks recommended tonight, it would go to the Plan Commission to approval. He said that if the Plan Commission approved the plan, the document would become an amendment of the 2005 Comprehensive Plan and the plan would go to the Committee of the Whole and then on to the City Council for approval.

Brandon Bowersox-Johnson asked the Commission to vote on the motion on the floor.

The Commission unanimously approved the motion.

Mr. Bowersox-Johnson thanked all for their work on the Urbana Bicycle Master Plan.

6. NEW BUSINESS

a) Report on the Sidewalk Snow Removal Update

Cynthia Hoyle presented the Sidewalk Snow Removal Campaign Working Group Meeting report. She listed the members of the group as Brandon Bowersox-Johnson, Don Owen, Tony Herhold, Francesca Sallinger and Cynthia Hoyle. Ms. Hoyle discussed some problems encountered by pedestrians in Urbana as a result of snow not being removed from

sidewalks. She did mention that there was a sidewalk snow removal policy for downtown Urbana and South Philo Road business district.

Ms. Hoyle discussed some programs from other communities. She mentioned that she had looked at Columbia, Missouri where the city used federal funding to finance the program initially and that the staff at the city said no special funding was needed to operate the program. Volunteers are used to do the snow removal. Lincoln, Nebraska had a program for seniors who need sidewalks cleared. She informed the Commission that 57 volunteers were made available to seniors. City staff connected seniors with the volunteers. The community churches assisted with the program. When contacted the staff said the program is funded as part of the regular budget with no special funds allocated to it. In Gary, Indiana, Ms. Hoyle reported, youth and adults volunteered to remove snow from sidewalks for seniors and disabled residents as an activity designed to allow adults to mentor youth. The Be a Good Neighbor (BAGN) program in Fair Haven, New Jersey was a community volunteer operation with over 70 middle school students providing snow removal for the elderly. She added that the city provided a newsletter to promote the program, but it was coordinated by community volunteers. In Ann Arbor, Michigan, the Snow Buddy Program had 12 volunteer drivers who bought a tractor on a four-year plan and they provide snow removal for their neighbors. Chicago, Illinois had a volunteer program to assist those in need with sidewalk snow removal. She said that other communities had programs where they acknowledged businesses and individuals that provided services to keep sidewalks clear of snow.

Ms. Hoyle made recommendations for a program in Urbana. She suggested that the City of Urbana hire interns to coordinate the program with priority given to specific areas for removal, particularly on South Philo Road south of the business district. She recommended working with service groups and high school clubs (Rotary Club and Interact Club) to encourage volunteers to help with sidewalk snow removal. She wanted discussions with landlords to encourage them to remove snow from their sidewalks. She felt that a program similar to Adopt Urbana, where non-profit groups volunteer to clean City right-of-way, would work for sidewalk snow removal.

Brandon Bowersox-Johnson felt that the Rotary Club working with the Interact Club would be a positive way to serve the community.

Cynthia Hoyle wanted City staff to work with other governmental agencies to encourage them to clear snow from their properties.

7. ANNOUNCEMENTS

- Craig Shonkwiler mentioned that the Champaign County Forest Preserve was meeting on Thursday, February 18, 2016, at 5:00 p.m. at the Phillips Recreation Center to discuss the future of the Kickapoo Rail to Trail project.
- Cynthia Hoyle mentioned that there would be a League Cycling Seminar to train certified instructor from June 10 through June 12, 2016. She added that those who wished to attend would need to complete Traffic Skills 101 before attending the League Cyclist Training Seminar. She said that the Traffic Skills 101 would be

available in March. She mentioned that there was a \$300 registration fee and that scholarships would be available through Safe Routes to School.

8. FUTURE TOPICS

- a) Cunningham Avenue (Perkins Road to Kenyon Road) Multi-Use Path Project
- b) Sidewalk Assessment in Urbana
- c) Urbana Bicycle and Pedestrian Advisory Commission Bylaws
- d) Enforcement of Traffic Laws

9. ADJOURNMENT

The meeting adjourned at 8:55 p.m.

Respectfully submitted,
Barbara Stiehl
Recording Secretary

MINUTES OF A REGULAR MEETING

URBANA PLAN COMMISSION

APPROVED

DATE: February 18, 2016

TIME: 7:30 P.M.

PLACE: Urbana City Building
Council Chambers
400 South Vine Street
Urbana, IL 61801

MEMBERS PRESENT: Barry Ackerson, Maria Byndom, Andrew Fell, Lew Hopkins, Dannie Otto, Christopher Stohr, David Trail, Daniel Turner

MEMBERS EXCUSED: Tyler Fitch

STAFF PRESENT: Lorrie Pearson, Planning Manager; Jeff Engstrom, Planner II; Kevin Garcia, Planner II; Christopher Marx, Planner I; Teri Andel, Administrative Assistant II; Brandon Boys, Economic Development Manager; Craig Shonkwiler, Assistant City Engineer

OTHERS PRESENT: Rita Black, J.B. Curry, Laura Huth, Gabe Lewis, Margaret Miller, Dennis Roberts, Nancy Uchtmann, Jeff Yockey

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

In the absence of a chair, Lew Hopkins called the meeting to order at 7:34 p.m. Mr. Fell moved to nominate Lew Hopkins as Acting Chair for the meeting. Mr. Otto seconded. The motion passed by unanimous voice vote. Roll call was taken and there was a quorum of the members present.

2. CHANGES TO THE AGENDA

There were none.

3. APPROVAL OF MINUTES

The minutes from the February 4, 2016 Regular Meeting were presented for approval.

Mr. Ackerson moved to approve the minutes as presented. Ms. Byndom seconded the motion. The minutes were approved by unanimous voice vote.

4. COMMUNICATIONS

Regarding Plan Case No. 2268-M-16

- Email from Laura Huth

Regarding Plan Case No. 2272-CP-16

- Plan Document Changes dated February 16, 2016
- Email from Charlie Smyth dated Wednesday, February 17, 2016
- Email from Charlie Smyth dated Thursday, February 18, 2016

5. CONTINUED PUBLIC HEARINGS

There was none.

6. OLD BUSINESS

There was none.

7. NEW PUBLIC HEARINGS

Plan Case No. 2268-M-16: A request by the Urbana Zoning Administrator to rezone 305 and 307 East Elm Street, 205 South Urbana Avenue, and 306 and 308 East Green Street from R-5, Medium High Density Multiple-Family Residential Zoning District, to B-4, Central Business Zoning District.

Acting Chair Hopkins opened the case. He reviewed the procedure for a public hearing. Jeff Engstrom, Planner II, presented this case to the Plan Commission. He began by explaining the purpose of the proposed rezoning request and by describing the subject properties noting the current zoning, current land uses and the future land use designations of each subject property as well as for the surrounding properties. He reviewed how the proposed zoning relates to the goals and objectives of the 2005 Comprehensive Plan and to the goals and strategies of the 2012 Downtown Urbana Plan. He discussed a preliminary idea for the construction of a mixed-use development on the subject block. He reviewed the development regulations in the B-4 Zoning District.

Mr. Engstrom introduced Brandon Boys, Economic Development Manager, to the Plan Commission. Mr. Boys outlined the process for redeveloping the proposed site and stated that the City of Urbana would need to create a new Tax Increment Financing (TIF) District.

Mr. Engstrom resumed his presentation by reviewing how the proposed rezoning pertained to the La Salle National Bank criteria. He read the options of the Plan Commission and presented City staff's recommendation for approval. He noted the email that City staff received from Laura Huth regarding the case.

Acting Chair Hopkins asked the Plan Commission members if they had any questions for City staff.

Mr. Hopkins questioned if the proposed rezoning request was the only item for the potential future development that would be brought to the Plan Commission for review. The creation of a potential new TIF District and a redevelopment agreement with a perspective developer would not be the purview of the Plan Commission, correct? Mr. Engstrom said that is correct.

Mr. Hopkins asked for clarification about the individual properties and the required front yard setbacks. Mr. Engstrom explained that once the individual properties are all rezoned to B-4, the entire block would be considered one zoning lot because the Zoning Ordinance allows adjacent properties with the same zoning to be combined if under the same ownership without being replatted. Once the individual properties are combined into one zoning lot, there would be four front yards. According to the Section VI-5.C of the Urbana Zoning Ordinance, any yard in the B-1, B-2, B-3, B-4, B-4E, IN-1 and IN-2 District that adjoins, abuts, or is situated across a dedicated right-of-way of 100 feet or less in width the R-1, R-2, R-3, R-4, R-5, R-6, R-6B or R-7 District shall be the same as that required in the latter District.

Mr. Hopkins wondered if the alley on the block would be vacated. Mr. Engstrom replied yes.

Mr. Hopkins pointed out that Urbana Avenue is currently unimproved. He wondered if it was listed in the Capital Improvement Plan. Craig Shonkwiler, Assistant City Engineer, stated that it is not currently in the five-year CIP. However, they have talked about potentially making improvements to Urbana Avenue as a TIF project in conjunction with the redevelopment of the block.

Mr. Fell inquired if the intent of rezoning to B-4 was to allow a developer to build by right rather than requiring a Planned Unit Development (PUD). Mr. Engstrom said yes. Mr. Fell asked if it was to streamline the development process and avoid a few public hearings. Ms. Pearson replied that the 2005 Comprehensive Plan envisioned developing this block with something that was consistent with the B-4 Zoning District.

Mr. Stohr expressed concern with the underground parking. He asked what depth the storm sewer is for this area. Mr. Engstrom stated that he was not sure but that the developer would have a professional engineer who would make the parking work.

Mr. Trail inquired about the parking requirements for the potential 198-unit building. Mr. Engstrom stated that there are no required parking spaces in the B-4 Zoning District.

Mr. Trail questioned how wide the sidewalks would be for a development like this. Mr. Engstrom answered by saying that the development had not been designed as of yet. The minimum required width of a sidewalk pavement is five feet.

Mr. Stohr asked if there was a traffic plan to accommodate increased traffic from the potential development. Mr. Engstrom noted that they were not that far in the process of redeveloping the block, so he was unsure if there were any plans to improve the infrastructure at this time.

Mr. Trail questioned if the entrance/access to the proposed block would be negotiable with regards to what street it is located on. Mr. Engstrom replied that everything was negotiable at

this stage in the redevelopment process; however, the developer mentioned a possible entrance to the underground parking being along South Urbana Avenue due to the topography of the site.

Mr. Trail wondered if the City would make improvements to Vine Street to make it more pedestrian friendly. Mr. Engstrom said yes; however, no details have been worked out at this time.

With no further questions for City staff, Acting Chair Hopkins opened the hearing up for public input.

J. B. Curry, representative of TWG Development, approached the Plan Commission. He talked about the company. He explained the process they had followed in submitting a proposal for development. He talked about the company's ideas for a potential new development and stated that everything is negotiable at this point. Further questions pertaining to the potential new development were raised and some concerns were shared by the Plan Commission members.

Laura Huth approached the Plan Commission. She stated that she is enthused about the proposed rezoning and future development of the block. This was envisioned back when she sat on the City Council. The developer is open to talk to and share ideas and seems committed to our community. If the City does this project right, then we could see potentially see more projects happening in the future. So, she urged the Plan Commission members to vote in favor of the proposed rezoning.

Dennis Roberts approached the Plan Commission. He stated that he did not have an issue with rezoning the properties and the lots being combined into one zoning lot. He expressed his concerns for future development of the block including the following: erosion of residential neighborhood, setback requirements for all sides of the block, grass and tree plantings in setback areas, crosswalk on Vine Street at Green Street, quality of construction materials and review of site plans.

Margaret Miller approached the Plan Commission. She pointed out that the vacant lots on the block were once all full of single-family homes. She stated that the developer met with the neighborhood and although they have a lot of positive ideas about green space and setbacks, she still had concerns about there being no minimum open space requirements and setbacks. If the proposed lots are rezoned and something happens and for some reason TWG Development cannot build, then another developer might come in and not follow what TWG Development has said they would do.

With no further comments or questions from the audience, Acting Chair Hopkins closed the public input portion of the hearing. He, then, opened the hearing for Plan Commission discussion and/or motion(s).

Ms. Byndom questioned if the City would have any recourse if for some reason TWG Development could not develop the block. Ms. Pearson replied that the City of Urbana would still own the block. In order for anyone to develop on the block, it would require a public process.

Mr. Hopkins wondered at what point in the process ownership would transfer to the developer. Mr. Boys explained that ownership would occur after the execution of a redevelopment agreement. It is unlikely that the developer would not develop the property after taking ownership; development will be required in the agreement for the developer to maintain ownership. The deed would automatically revert back to the City in the event that the development could not proceed.

Mr. Otto moved that the Plan Commission forward Plan Case No. 2268-M-16 to the City Council with a recommendation for approval of the rezoning request as presented. Mr. Turner seconded the motion.

Mr. Trail expressed concern about the lack of commercial being proposed in the potential development, especially with it being a downtown development. Mr. Otto commented that if there were a stronger market for commercial, then the developer would surely devote more space for it. We cannot create the demand for commercial space in a rezoning request. He believed that the developer would be happier if there were more of a demand for commercial space, because it generally brings more money per square foot.

Mr. Hopkins wanted to emphasize on record the discussion because this would be the only opportunity for the Plan Commission to give input on the potential development project. He will vote in favor of the proposed rezoning, but very unhappy about doing so. The B-4 Zoning District is problematic because it has no height restriction and a 9.0 Floor Area Ratio (FAR). There could potentially be an 18-story building on half the site; however, he does not feel that this would happen because the City of Urbana owns the property and can negotiate with the developer. It is essential that the negotiated development agreement has the transfer of ownership contingent on the development actually being built.

The second issue is that a new TIF District should be designed in particular to improve Urbana Avenue from Main Street to Washington Street. A new TIF District should also include the improving pedestrian crossing of Vine Street to Lincoln Square.

A potential development of the block should be 4 stories, not 18. The setbacks should be appropriate to the surrounding neighborhood.

Mr. Stohr inquired what the actual setbacks would be. Mr. Engstrom stated that along most of East Elm Street, all of Urbana Avenue and all of East Green Street, the required setbacks would be 15 feet. There would be no setback required for along Vine Street.

Roll call was taken on the motion and was as follows:

Ms. Byndom	-	Yes	Mr. Fell	-	Yes
Mr. Hopkins	-	Yes	Mr. Otto	-	Yes
Mr. Stohr	-	Yes	Mr. Trail	-	Yes
Mr. Turner	-	Yes	Mr. Ackerson	-	Yes

The motion passed by unanimous vote. Mr. Engstrom noted that Plan Case No. 2268-M-16 would be forwarded to the City Council as recommended by the Urbana Plan Commission on March 7, 2016.

Plan Case No. 2272-CP-16 – A request by the Urbana Zoning Administrator to adopt the 2016 Urbana Bicycle Master Plan as an amendment to the 2005 Urbana Comprehensive Plan.

Acting Chair Hopkins opened the public hearing for this case. Kevin Garcia, Planner II, presented this case to the Plan Commission. He began by explaining the planning process that the Champaign County Regional Planning Commission (CCRPC) followed in creating the proposed updated plan. He reviewed how the proposed plan update relates to the goals and objectives of the 2005 Comprehensive Plan. He introduced Gabe Lewis from CCRPC.

Mr. Lewis approached to update the Plan Commission on the communications that they had received since the Joint Meeting with the Urbana Plan Commission, the Urbana Sustainability Advisory Commission, and the Bicycle and Pedestrian Advisory Commission on December 3, 2015. He then reviewed the changes that were incorporated into the updated plan from those communications. These changes were handed out prior to the start of the meeting. Additional comments and changes not listed on the handout included labelling the trails on the platted areas owned by Menards, maintenance of streets and bikeways, separated bike lanes, sharrows, and a pilot bike lane project. He mentioned that the Urbana Bicycle and Pedestrian Advisory Commission approved the changes with the condition that CCRPC develop an executive summary.

Mr. Garcia read the options of the Plan Commission and presented City staff's recommendation for approval. However, they felt that some additional time to review and incorporate the changes suggested by the Urbana Bicycle and Pedestrian Advisory Commission and to complete the executive summary. Ms. Pearson mentioned two written communications received from Charlie Smyth.

Mr. Otto asked City staff to address some of the concerns that Mr. Smyth expressed in his communications. Mr. Garcia replied that from his understanding of the two communications, Mr. Smyth would like to allow more time for review of the visioning statement and executive summary. Mr. Hopkins added that there are some very specific changes Mr. Smyth wants to make. It would not make sense for the Plan Commission to make a recommendation to City Council at this meeting until they know what the City Council wants. Therefore, he suggested continuing the case to a future meeting.

With no further questions for City staff, Acting Chair Hopkins opened the public input portion of the hearing and asked if anyone in the audience would like to speak on this case.

Jeff Yockey approached the Plan Commission. He stated that a well done executive summary would help navigate the plan. He agreed the extra time would be beneficial.

With no further public input, Acting Chair Hopkins closed the public input. He, then, opened the case for Plan Commission discussion and/or motion(s).

Mr. Otto moved that the Plan Commission continue this case to April 7, 2016. Ms. Byndom seconded the motion.

Mr. Trail commented that the plan was not as ambitious as he would like for it to be, and he did not feel that this would be corrected with the additional time. He believes that this plan is one of the key documents for making a transition for alternatives to people owning vehicles.

Voice vote was taken and no members opposed, so the motion passed by unanimous vote.

8. NEW BUSINESS

Plan Case No. 2273-M-16 – Annual Update of the Official Zoning Map

Acting Chair Hopkins opened this item on the agenda. Christopher Marx, Planner I, presented this case to the Plan Commission. He reviewed the changes that were made to the Zoning Map throughout the year since it was last updated and officially approved.

Acting Chair Hopkins asked if the Plan Commission members had any questions for City staff. There were none, so he asked if anyone in the audience wanted to speak about this case. With there being no one in the audience to provide public input, Acting Chair Hopkins opened the case for Plan Commission discussion and/or motion(s).

Mr. Stohr moved that the Plan Commission forward Plan Case No. 2273-M-16 to the City Council with a recommendation for approval. Mr. Fell seconded the motion. Roll call on the motion was as follows:

Mr. Fell	-	Yes	Mr. Hopkins	-	Yes
Mr. Otto	-	Yes	Mr. Stohr	-	Yes
Mr. Trail	-	Yes	Mr. Turner	-	Yes
Mr. Ackerson	-	Yes	Ms. Byndom	-	Yes

The motion passed by unanimous vote. Ms. Pearson noted that this case would be forwarded to City Council on March 7, 2016.

9. AUDIENCE PARTICIPATION

There was none.

10. STAFF REPORT

Ms. Pearson reported on the following:

- Plan Case No. 2271-M-16 – An omnibus rezoning was approved by City Council as recommend by the Plan Commission.
- Champaign County Case No. CCZBA-819-AT-15 – A request to allow parking in the County CR district was reviewed by City Council and they voted in favor of defeating a

resolution of protest with the same condition as recommended by the Plan Commission with regards to a parking garage not being allowed.

- Champaign County will be proposing to separate the two uses of parking garage and parking lot.
- Upcoming Cases – Master Bicycle Plan Update
- Citizen Planner Workshop will take place on April 27th.

11. STUDY SESSION

There was none.

12. ADJOURNMENT OF MEETING

The meeting was adjourned at 9:30 p.m.

Respectfully submitted,

Lorrie Pearson, Secretary
Urbana Plan Commission