



DATE: Tuesday, October 4, 2022
TIME: 12:30 P.M.
PLACE: Urbana Public Works Department, 706 South Glover Avenue

UNAPPROVED MINUTES

MEMBERS PRESENT:

Chaundra Bishop, Chair, Council Member, Ward 5
Richard Surles, Chief of Police
John Zeman, City Engineer

MEMBERS ABSENT:

None

OTHERS PRESENT:

Joe Smith, Temporary Civil Engineer
Michelle Turner, Principal, Martin Luther King, Jr. Elementary School
Shirese Hursey, Council Member, Ward 3
Emily Kerlin
Wallace Arnold, GIS Specialist

1. Call to Order

The meeting began at 12:34 p.m. Roll was called. A quorum was present.

2. Approval of Minutes:

Richard Surles recommended a change on page 4, lines 1 and 2 to indicate that the Urbana Police Department would help facilitate the placement of the speed trailer in a specific location instead of set up the speed trailer.

Richard Surles moved to approve the minutes, as amended. John Zeman seconded the motion.

The minutes for the August 2, 2022 meeting, as amended, were unanimously approved by a 3-0 vote.

Additions to the agenda:

There were no additions to the agenda.

3. Public Input

Wallace Arnold discussed his personal observations of the various locations on the October 4, 2022 Traffic Commission agenda. Regarding Birch Street and Illinois Street, Wallace Arnold noted that he felt there was no foot traffic near Illinois Street and Birch Street, not even around Leal Elementary School. He did not feel that a Rapid Reflective Flashing Beacon (RRFB) would be necessary and that a painted crosswalk would be sufficient at the intersection. As for the intersection of Vine Street and Green Street, he questioned the placement of a crosswalk on Vine Street at Elm Street or on Vine Street at Green Street since both intersections were close to intersections controlled by traffic signals (Vine Street and Illinois Street and Vine Street and Main Street). He assumed that the improvement of

the intersection of Green Street at Vine Street would be a better choice than Elm Street and Vine Street since the former was located across from the entrance to the Lincoln Square Village.

4. Unfinished Business

A. Discussion of experimental traffic regulation for one-way westbound traffic on Fairview Avenue from Harvey Street to Goodwin Avenue during student drop-off and pickup periods on school days.

John Zeman reported on the experimental traffic flow pattern at the Martin Luther King Jr. Elementary School. He stated that staff would ask City Council for an extension on the 90-day experimental traffic plan. He said that he wanted to discuss procedural differences between what was discussed at Traffic Commission compared to what he actually observed. He reviewed the proposed plan, which was for bus drop-off to be moved to the drive off Goodwin Avenue; parent drop-off and pick-up to occur on Fairview Avenue; and the eastbound traffic lane would be closed during drop-off and pick-up times. He noted no school staff members were present at Goodwin Avenue and Harvey Street to direct traffic and no Do Not Enter signage was located on Fairview Avenue at Goodwin Avenue. Principal Michelle Turner stated that since the parents were familiar with the traffic plan, it was no longer necessary to have staff present nor to post the additional signage. Chief Surles stated that the signage was necessary for any motorists travelling in that area who might not be familiar with the area or the traffic plan. He added that the signage served as a warning for those unfamiliar with the area. Principal Turner said that there were time constraints and that the custodians had to rush out to set up and remove the signs. John Zeman asked if the period for the traffic plan could be adjusted. Principal Turner asked if the morning period could be extended to 8:15 a.m. and the afternoon period extended to 3:15 p.m. After a discussion about what school signs were needed, it was confirmed that all of the school signs (school zone, school zone speed limit, and cell phone restriction signage) were appropriately placed around Martin Luther King, Jr. Elementary School.

Regarding the intersection of Goodwin Avenue and Beslin Street, John Zeman recommended a locked, drop-down No Left Turn sign for traffic wishing to turn left off Beslin Street onto Goodwin Avenue. At Harvey Street and Gregory Street, he felt that traffic was aware of the change, but he recommended a locked, drop-down One Way Begins sign. Principal Turner stated that there had been no complaints from parents about the traffic plan. John Zeman stated that signage on the stop sign post for southbound Goodwin Avenue was difficult to see.

He recommended that the City:

1. Request authorization from City Council to continue the Martin Luther King, Jr. Elementary School experimental traffic plan for the remainder of the school year.
2. Provide adequate signage during this time to improve direction for motorists traveling in the area.
3. Ask the Urbana School District #116 for written traffic plans after the experimental plan was finalized at the end of the 2022-2023 school year so it is in place before the beginning of the 2023-2024 school year.

Rich Surles moved to send the request to the City Council to extend the experimental traffic plan for Martin Luther King, Jr. Elementary School until June 2023. Chaundra Bishop seconded the motion. The motion was approved 3-0. This item will go to Council for consideration.

B. Discussion of parking restrictions on Harvey Street between Church Street and Fairview Avenue.

John Zeman mentioned that the parking restrictions were approved at the August 2, 2022 Traffic Commission meeting as part of the temporary traffic plan implemented at Martin Luther King, Jr. Elementary School. He recommended permanent restrictions. Shirese Hursey stated that the original request was for restrictions during certain times of the day. Rich Surles said that enforcement was difficult when it was for short periods. John Zeman stated that if the street was narrow and the City received a complaint, parking could be restricted to one side of the street if conditions warranted.

John Zeman moved to amend Schedule J of the Local Traffic Code to prohibit parking on the east side of Harvey Street between Church Street and Fairview Avenue. Rich Surles seconded the motion. The motion was approved 3-0. This item will go to Council for consideration.

Joe Smith asked if the residents were notified. John Zeman said that he would send letters to the residents.

5. New Business

A. Discussion of pedestrian crossings at various locations with safety concerns from the public:

John Zeman discussed the guidance provided in the Pedestrian Crossing Enhancement Guidelines prepared by the Champaign County Regional Planning Commission. He noted that the guidelines use the number and speeds of vehicles and the number of pedestrians crossing the intersection to determine the appropriate treatment for each crossing location.

1. Intersection of Mumford Drive and Philo Road.

This candidate for a pedestrian crosswalk on Philo Road at Mumford Drive was part of an Equity and Quality of Life recommendation. John Zeman mentioned that elementary school students do not cross Philo Road at this location. (Those living east of Philo Road attend Thomas Paine Elementary School; those living west of Philo Road attend Yankee Ridge Elementary School.) He recommended collecting data to determine the number of pedestrian crossing at that location.

2. Intersection of Birch Street and Illinois Street.

John Zeman stated that this location was mentioned in a Traffic Issues/Concerns Request Form (TICR), along with a request for a stop sign to slow traffic. He noted there were no pedestrian crashes and the location was not mentioned in the Pedestrian Master Plan. He recommended scheduling this location for data collection to determine the volume of pedestrians crossing at the intersection.

3. Vine Street between Green Street and Elm Street.

This discussion was a continuation of a discussion about pedestrian crossings on Vine Street. He mentioned that more crossings occurred on the north side of Elm Street, but that the intersection was too close to the signalized intersection of Main Street and Vine Street to provide adequate time for motorists to react to pedestrians crossing. He said that data has been collected before 200 South Vine Street apartments were constructed. He recommended completing three days of observations to determine the current pedestrian crossing information. He noted that Vine Street was scheduled for work within the next five years so improvements could be made as part of the project at that time.

1 **4. Florida Avenue, 800 feet west of Lincoln Avenue.**

2 John Zeman said that this location was mentioned in a TICR as a location for a crosswalk. He said that
3 there probably would not be enough pedestrian traffic to warrant a RRFB, but he said there was a
4 raised median that might be used as part of the crossing. Joe Smith asked if there was an Americans
5 with Disabilities Act (ADA) compliant cut out. John Zeman said there was four feet there, but it was
6 wide enough to serve as a pedestrian refuge. Discussion followed about motorists and pedestrians not
7 understanding Illinois law, which required motorists to stop when pedestrians were in the crosswalk (on
8 the street), but that motorists did not have to automatically stop when approaching the sign. Rich
9 Surles was concerned that placing a crosswalk at that location might create an unsafe situation where
10 pedestrians felt safe crossing and motorists not being able to see pedestrians walking out in front of
11 stopped vehicles.
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14 **6. Adjournment**

15 With no other business at hand, the meeting adjourned at 1:39 p.m.
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17 The next scheduled Traffic Commission meeting is scheduled to be held on Tuesday, November 1,
18 2022, at 12:30 p.m. at the Urbana Public Works Department, 706 South Glover Avenue, second floor
19 conference room.
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21 Respectfully submitted,
22 Barbara Stiehl, Recording Secretary