

URBANA TRAFFIC COMMISSION **Approved March 13, 2018**
Tuesday, February 13, 2018

MEMBERS PRESENT:

Harold “Dean” Hazen, City Council Member, Ward 6, Chair
Craig Shonkwiler, Assistant City Engineer
Sylvia Morgan, Chief of Police

MEMBERS ABSENT:

None

OTHERS PRESENT:

John Collins, Operations Manager, City of Urbana
David Jayme, Civil Engineer I, City of Urbana
Christopher Bletzinger, 714 West Nevada Avenue

The meeting began at 4:00 p.m.

Approval of Minutes:

Craig Shonkwiler moved to approve the minutes of the December 12, 2017 meeting. Sylvia Morgan seconded the motion. The Commission voted 3-0 to approve the minutes of the December meeting.

Additions to the agenda:

Craig Shonkwiler moved to change the order of the agenda to allow Items #2 and #3 to be heard first since there was a member of the public was present.

Sylvia Morgan seconded the motion.

The Commission approved moving items on the agenda to accommodate those present wishing to discuss those items.

Public Input

Those wishing to provide input did so as items were discussed.

Unfinished Business

No unfinished business was discussed.

New Business

Item #1- Discussion of traffic control on Oregon Street at Gregory Place.

Christopher Bletzinger described an incident that occurred on Nevada Street, which prompted his request for traffic control on Oregon Street at Gregory Place and on Nevada Street at Gregory Place. Mr. Bletzinger explained that he was riding his bicycle westbound on Nevada Street, lost track of his location and then suddenly made a left turn to connect with the southbound bicycle lane close to Gregory Place. He said that he did not notice the westbound MTD bus to his left and ran into the side of the bus.

Mr. Hazen asked if a stop sign would have avoided the accident.

Mr. Bletzinger stated that he thought the accident would have been avoided had a stop sign been on Nevada Street.

Regarding Oregon Street, Mr. Bletzinger said that when walking on Oregon Street, it was difficult to cross at Gregory Street because there was no crosswalk across Oregon Street at Gregory Place.

Dean Hazen verified that there were stop signs for northbound and southbound traffic, but there were no stop signs for eastbound and westbound traffic.

Craig Shonkwiler introduced David Jayme to review the results of traffic studies performed on Oregon Street at Gregory Place and on Nevada Street at Gregory Place.

David Jayme explained that he observed traffic at both intersections and used guidelines accepted by the City of Urbana to evaluate the traffic control needs for each intersection. For Oregon Street, Mr. Jayme assessed the conditions of the intersection using traffic control criteria established in the Manual on Uniform Traffic Control Devices (MUTCD). He analyzed the need for traffic signals at the intersection and found that the intersection did not meet the criteria for the installation of traffic signals. After performing a speed study, he determined that the traffic speeds and traffic delays did not meet the criteria for the installation of traffic signals. Another criteria reviewed was the crash occurrences at the intersection. To install traffic control devices on Nevada Street, a minimum of five crashes that could have been prevented by traffic control devices would have to occur at the intersection. Between January 2013 and January 2017, Mr. Jayme noted that three crashes had occurred. (Two of the crashes occurred within a twelve-month period—December 2015 through November 2016.)

Another criterion used to evaluate the installation of traffic control devices would be the traffic volumes. Mr. Jayme explained that the vehicular volume on a major street would need to be at least 300 vehicles per hour for an eight-hour period. On Oregon Street, the average volume was approximately 144 vehicles per hour. In addition, the minimum volume for all modes (pedestrians, bicyclists and vehicles) on the minor street would have to be 200 units. For Gregory Place, the average was 128 units per hour. Neither the warrant for traffic volumes on major streets nor the warrant for volumes on minor streets was met. Mr. Jayme also reviewed the findings of a speed study and pointed out that the speeds for the 85% did not exceed 40 miles per hour. He concluded by stating that none of the criteria for installing traffic control on Oregon Street at Gregory Place were met. He continued by adding that pedestrian crosswalks on Oregon Street were possible treatments that could enhance safety at the intersection. Mr. Jayme stated that criteria in the Champaign-Urbana Pedestrian Crossing Enhancement Guidelines provided help in determining

which treatments would best serve those using the roadway. He noted that there was an uncontrolled intersection on Oregon Street at Gregory Place that was not considered a school crossing nor a multi-use path. The guidelines recommended crosswalks at intersections where the major roadway traffic exceeded an average daily traffic (ADT) count of 1500 vehicles. He said that Oregon had an ADT of 2,350 vehicles. He observed 92 units crossing Oregon Street at that intersection, which met the pedestrian volumes for installing a crosswalk. He pointed out that the intersection did serve the transit system in that area and that the nearest crossing was farther away than 300 feet. He looked at the stopping distance to make sure that there was sufficient visibility for a vehicle to see a pedestrian or bicyclist crossing Oregon Street and be able to stop. He said that speed limit was 25 miles per hour. Based upon the observations of the study, Oregon Street at Gregory Place met the criteria for installing the crosswalk markings, pedestrian warning signs and pedestrian ahead signs. Mr. Jayme made the recommendation to the Traffic Commission that the installation of the markings and signs be completed to cross pedestrian traffic across the eastern leg of the intersection. Mr. Jayme did not recommend the installation of a crosswalk on the western leg since there were no curb ramps at the southwest curb for northbound pedestrian traffic. He recommended channeling crossings to the eastern leg.

Craig Shonkwiler said that he agreed with the recommendation. He added that even though the intersection did not meet the criteria for multi-way stop signs, staff wanted to look at the intersection to see if there was any action that would improve the location.

Craig Shonkwiler moved to install a crosswalk and recommended signage for the eastern leg of the intersection on Oregon Street at Gregory Place.

Dean Hazen seconded the motion.

The motion was approved 3-0.

A work order will be prepared to complete the installation.

Item #2- Discussion of traffic control on Nevada Street at Gregory Place.

Mr. Jayme reviewed the results of the traffic study performed on Nevada Street at Gregory Place. He explained that the intersection did not meet the traffic signal warrants based upon the traffic control criteria defined in the MUTCD. He further explained that there were no significant delays in traffic based upon the current signage at the intersection. He added that there had been one crash within a two-year period. (Traffic control signage would be considered if there were five or more crashes within a one-year period.) He noted that the volumes did not meet the MUTCD's warrants. (The volumes were an average of 120 vehicles per hour on the major roadway over an eight-hour period and 152 total units—vehicles, pedestrian and bicyclists—on the minor roadway over an eight-hour period.) He said that there was no indications of excessive speeding found. Mr. Jayme stated that multi-stop traffic control was not warranted at the intersection.

Regarding the installation of a crosswalk at the intersection, Mr. Jayme explained the results of the study for crosswalks. He indicated that the curb ramps on some of the corners of the intersection were not well-aligned for the north/south bike lanes. He stated that the ADT was over 1500 units,

measured at 2750, so the intersection would qualify for crosswalk installation. He explained that the pedestrian volume at the intersection, which was estimated at 148 units, was met to warrant the installation of a crosswalk. He added that the intersection was near transit stops that served both the businesses on Gregory Place and the University of Illinois and that the nearest controlled intersection (Nevada Street and Lincoln Avenue) was outside the recommended distance to serve pedestrians crossing at this location. He added that the stopping distance was adequate for motorists to stop after seeing pedestrians and bicyclists crossing at the intersection. He recommended the installation of bicycle and pedestrian ahead signage, bicycle warning signs at the location of the bicycle path and pedestrian warning signs at the crosswalk on Nevada Street. Mr. Jayme said that it was also recommended that the bicyclists cross at the west leg of the intersection and then cross on the north leg of the intersection. He commented that the recommended action would make bicycle crossings more noticeable and bring attention to the bicycle path on the south side of Nevada Street.

Craig Shonkwiler moved to install the added warning enhancements for bicycle and pedestrian traffic and crosswalks on Nevada Street and Gregory Place.

Dean Hazen seconded the motion.

The motion was approved 3-0.

A work order will be prepared to complete the installation.

Item #3- Discussion of access onto Nevada Street from the parking lot across from 1007 West Nevada Street.

An e-mail submitted by James Kuklinski was read into the record and is attached to the minutes.

Chief Morgan mentioned that the letter mentioned traffic at Nevada Street and Lincoln Avenue.

Mr. Shonkwiler said that location was not included as part of the concern brought before the Commission and was not part of the observations and study performed by City staff. Mr. Shonkwiler stated that Mr. Kuklinski's concerns about Nevada Street and Lincoln Avenue were noted. He said that the concern was about visibility when exiting the parking lot located on the north side of Nevada Street across from 1007 West Nevada Street.

Dean Hazen mentioned that exit had a yellow curb and the parking spaces were marked to further restrict parking away from the exit.

Craig Shonkwiler stated that City Code limits vehicles to within five feet of the driveway.

David Jayme said that the location of parking spaces adjacent to the driveway entrance to the parking lot were within the restrictions established by code.

Dean Hazen asked if there were any obstructions, such as plantings, that might hinder visibility.

David Jayme stated that there were no obstructions.

Sylvia Morgan asked if there were another access to the parking lot.

Craig Shonkwiler stated that there was access to the parking lot from Oregon Street.

Chief Morgan said that motorists could make a right turn onto Oregon Street if there was a concern about making a left turn from the lot onto Nevada Street.

John Collins mentioned that there were fewer vehicles parked near the access on Oregon Street.

Mr. Shonkwiler urged motorists to use caution when exiting a parking lot onto a street regardless of the location.

Chief Morgan summarized that there was an optional exit and the parking spaces adjacent to the driveway into the parking lot were within the guidelines established in the City Code so eliminating parking would not provide a solution.

Craig Shonkwiler recommended taking no action on the request and staff would continue to monitor and observe.

Dean Hazen moved to implement Mr. Shonkwiler's recommendation.

Sylvia Morgan seconded the motion.

The motion was approved 3-0.

Mr. Shonkwiler stated that staff would continue to monitor the situation. He added that he would contact Mr. Kuklinski to discuss the recommendation of the Commission.

With no other business at hand, the meeting was adjourned at 4:38 p.m.

The next regularly scheduled Traffic Commission meeting is scheduled for Tuesday, March 13, 2018, at 4:00 p.m. at the Urbana Public Works Department, 706 Glover Avenue, second floor conference room.

Respectfully submitted,
Barbara Stiehl
Recording Secretary