



CITY OF URBANA, ILLINOIS
DEPARTMENT OF PUBLIC WORKS

ENGINEERING

MEMORANDUM

TO: Mayor Laurel L. Prussing and Members of the City Council
FROM: William R. Gray, Public Works Director
Gale L. Jamison, Assistant City Engineer
Craig E. Shonkwiler, Senior Civil Engineer
DATE: August 8, 2013
RE: On-Street Parking Restrictions for Broadway Avenue Bike Lanes

Action Requested

Staff requests consideration of on-street parking restrictions along Broadway Avenue between Washington Street and Illinois Street to facilitate installation of bike lanes.

Background Information

Urbana Bicycle Master Plan

Bicycle lanes on Broadway Avenue were recommended in the Urbana Bicycle Master Plan approved by City Council in April 2008. The Bicycle Master Plan was also adopted into Urbana's Comprehensive Plan in April 2008. A graphic of the proposed bicycle facilities included in the Urbana Bicycle Master Plan, including the Broadway Avenue bicycle lanes, is shown in Attachment A.

Bicycle lanes were proposed in the Bicycle Master Plan on Broadway Avenue to provide dedicated space for bicyclists on a north-south route between Lincoln Square and Urbana High School. Both of those locations were identified by the public as two of the most requested bicycling destinations in Urbana during development of the Bicycle Master Plan. Broadway Avenue was chosen as the preferred north-south bikeway corridor (see Attachment B) since Vine Street to the east and Race Street to the west were determined not to be bicycle friendly due to high amounts of vehicle traffic on those streets. Race Street was also found to be too narrow for both bike lanes and vehicle lanes.

Upon ultimate completion of the facilities outlined in the Bicycle Master Plan, a bicyclist will be able to travel from Urbana High School or the Washington Street bike route to downtown Urbana using their own dedicated space via bicycle lanes on Broadway Avenue, Illinois Street, Race Street and Main Street.

Existing Conditions

The width of Broadway Avenue is approximately 39 feet. The street is classified as a low volume local street and the speed limit is 30 mph. Currently, on-street parking is allowed on both sides of the street, except on the west side of Broadway Avenue from California Avenue to Illinois Street and near the intersection corners.

Proposed Implementation

The current plan is to reallocate the existing Broadway Avenue street space as follows, starting on the west side of the street: a five foot bicycle lane, a ten foot vehicle lane (southbound), a ten foot vehicle lane (northbound), a six foot bicycle lane, and an eight foot parking lane.

Parking Impacts

To allow for the installation of the bicycle lanes, on-street parking along the west side of Broadway Avenue from Washington Street to California Avenue and along the east side of Broadway Avenue from California Avenue to Illinois Street will need to be removed. On-street parking will remain at all current locations not identified for removal. Attachment C highlights the areas proposed for on-street parking removal.

The removal of on-street parking on the east side of Broadway Avenue from California Avenue to Illinois Street is necessary to allow for the shifting of the vehicle lanes back to their original location at the intersection of Broadway Avenue with Illinois Street.

Traffic Commission Meeting

A notification letter regarding the proposed on-street parking removals was sent to all affected properties along Broadway Avenue on June 24, 2013. A copy of that notification letter is presented in Attachment D. The proposed on-street parking removals along Broadway Avenue were discussed at the July 2, 2013 Traffic Commission Meeting. Public input was received regarding the on-street parking removals from three residents against the removal of on-street parking. Those residents indicated a preference for the proposed bicycle facilities on Broadway Avenue to be changed from bike lanes to a bike route. Additionally, three residents contacted city staff prior to the Traffic Commission Meeting with two in favor of the plan to remove on-street parking and one against the on-street parking removals. With two of three commission members present, the Traffic Commission moved this item to City Council without recommendation.

Notice was also sent to all affected properties along Broadway Avenue on July 16, 2013 to notify affected residents and/or property owners of the action taken at the July 2, 2013 Traffic Commission Meeting and of their opportunity to provide input at the Committee of the Whole meeting on August 12, 2013. A copy of that notification letter is presented in Attachment E.

Comments were also received by city staff after the Traffic Commission Meeting by two affected property owners in favor of the plan to remove on-street parking.

Bike Lanes or Bike Route

Bike Lanes

Bicycle lanes are typically installed where roadway width is sufficient for bicyclists to ride at their preferred speed without interference from motor vehicles.

Per the Urbana Bicycle Master Plan, some of the benefits of bike lanes include:

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

Bike Route

Bike routes consist of signs and shared lane markings indicating a route is preferred for bicycle travel. Bike routes are typically installed on minor roads with low volumes and direct bicyclists to a specific destination.

Options to Consider

The following are options for the Mayor and City Council to consider:

Option 1: Install bike lanes

Pros:

- Provides dedicated street space for the exclusive use of bicyclists.
- Creates separation between bicyclists and automobiles.
- Increases predictability of interaction between bicyclists and motorists.
- Encourages bicycle use.
- Ultimately connects Urbana High School and Washington Street bike route with Lincoln Square and downtown Urbana via dedicated bike lanes.
- Follows the recommendations approved in the Urbana Bicycle Master Plan.

Cons:

- Reduces the amount of on-street parking.

Option 2: Install bike route

Pros:

- Maintains current on-street parking.

Cons:

- Decreases predictable interaction between bicyclists and motorists.
- Hinders bike ridership by eliminating dedicated street space for bicyclists.
- Eliminates only north-south bike lanes between Washington Street and Illinois Street in the area between Urbana High School and Lincoln Square.
- Conflicts with recommendations in the Urbana Bicycle Master Plan.

Option 3: Eliminate all bike infrastructure

Pros:

- Maintains current on-street parking.

Cons:

- Decreases the predictability of interaction between bicyclist and motorists.
- Discourages bike ridership by offering no facilities for bicyclists.
- Eliminates only north-south bike lanes between Washington Street and Illinois Street in the area between Urbana High School and Lincoln Square.
- Conflicts with recommendations in the Urbana Bicycle Master Plan.

Recommendations

It is recommended that the on-street parking restrictions on Broadway Avenue between Washington Street and Illinois Street be approved per An Ordinance Amending Schedule J of Section 23-183 of the Urbana Local Traffic Code Prohibiting Parking at All Times on Certain Streets (Broadway Avenue).

Attachments: A - Urbana Bicycle Master Plan Bicycle Network Recommendations
 B - Email from Gabe Lewis, author of Urbana Bicycle Master Plan
 C - Broadway Avenue Parking Removal and Bike Lanes Exhibit
 D - Traffic Commission Broadway Avenue Parking Removal Notice, June 24, 2013
 E - Traffic Commission Broadway Avenue Parking Removal Notice, July 16, 2013
 F - Ordinance

AN ORDINANCE AMENDING SCHEDULE J OF SECTION 23-183 OF THE URBANA LOCAL TRAFFIC CODE PROHIBITING PARKING AT ALL TIMES ON CERTAIN STREETS

(Broadway Avenue)

WHEREAS, the City of Urbana has the authority to establish parking restrictions on city roadways; and

WHEREAS, the City has committed to the installation of bicycle lanes in accordance with the City of Urbana Bicycle Master Plan and where approved by the City Council; and

WHEREAS, unrestricted bicycle lanes provide for greater safety for bicyclists by allowing them to have their own travel lane outside the vehicle travel lane;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF URBANA, ILLINOIS, as follows:

Section 1. That Schedule J of Section 23-183, entitled "Parking Prohibited At All Times on Certain Streets" of Article XIV of the Urbana Local Traffic Code, is hereby amended by ADDING to that schedule the following portions of streets where no person shall park a vehicle at any time:

<u>Street</u>	<u>Between</u>	<u>Side of Street</u>
Broadway Avenue	From the centerline of California Avenue to the centerline of Washington Street	West Side
Broadway Avenue	From 85 feet south of the centerline of Oregon Street to 70 feet south of the centerline of Oregon Street	East Side
Broadway Avenue	From 100 feet south of the centerline of California Avenue to 75 feet south of	East Side

the centerline of
California Avenue

Broadway Avenue

From the centerline of
California Avenue to
the centerline of Illinois
Street.

East Side

Section 2. All ordinances, resolutions, motions, or parts thereof, in conflict with the provisions of this Ordinance, to the extent of such conflict, are hereby repealed.

Section 3. This Ordinance shall not be construed to affect any suit or proceeding pending in any court, or any rights acquired, or a liability incurred, or any cause or causes of action acquired or existing prior to the effective date of this Ordinance; nor shall any right or remedy of any nature be lost, impaired, or affected by this Ordinance.

Section 4. The City Clerk is directed to publish this Ordinance in pamphlet form by authority of the corporate authorities, and this Ordinance shall be in full force and effect from and after its passage and publication in accordance with Section 1-2-4 of the Illinois Municipal Code.

PASSED by the City Council this _____ day of _____, _____.

AYES:

NAYS:

ABSTAINS:

Phyllis D. Clark, City Clerk

APPROVED by the Mayor this _____ day of _____, _____.

Laurel Lunt Prussing, Mayor

CERTIFICATE OF PUBLICATION IN PAMPHLET FORM

I, Phyllis D. Clark, certify that I am the duly elected and acting Municipal Clerk of the City of Urbana, Champaign County, Illinois.

I certify that on the _____ day of _____, the corporate authorities of the City of Urbana passed and approved Ordinance No. _____, entitled "AN ORDINANCE AMENDING SCHEDULE J OF SECTION 23-183 OF THE URBANA LOCAL TRAFFIC CODE PROHIBITING PARKING AT ALL TIMES ON CERTAIN STREETS (Broadway Avenue)," which provided by its terms that it should be published in pamphlet form.

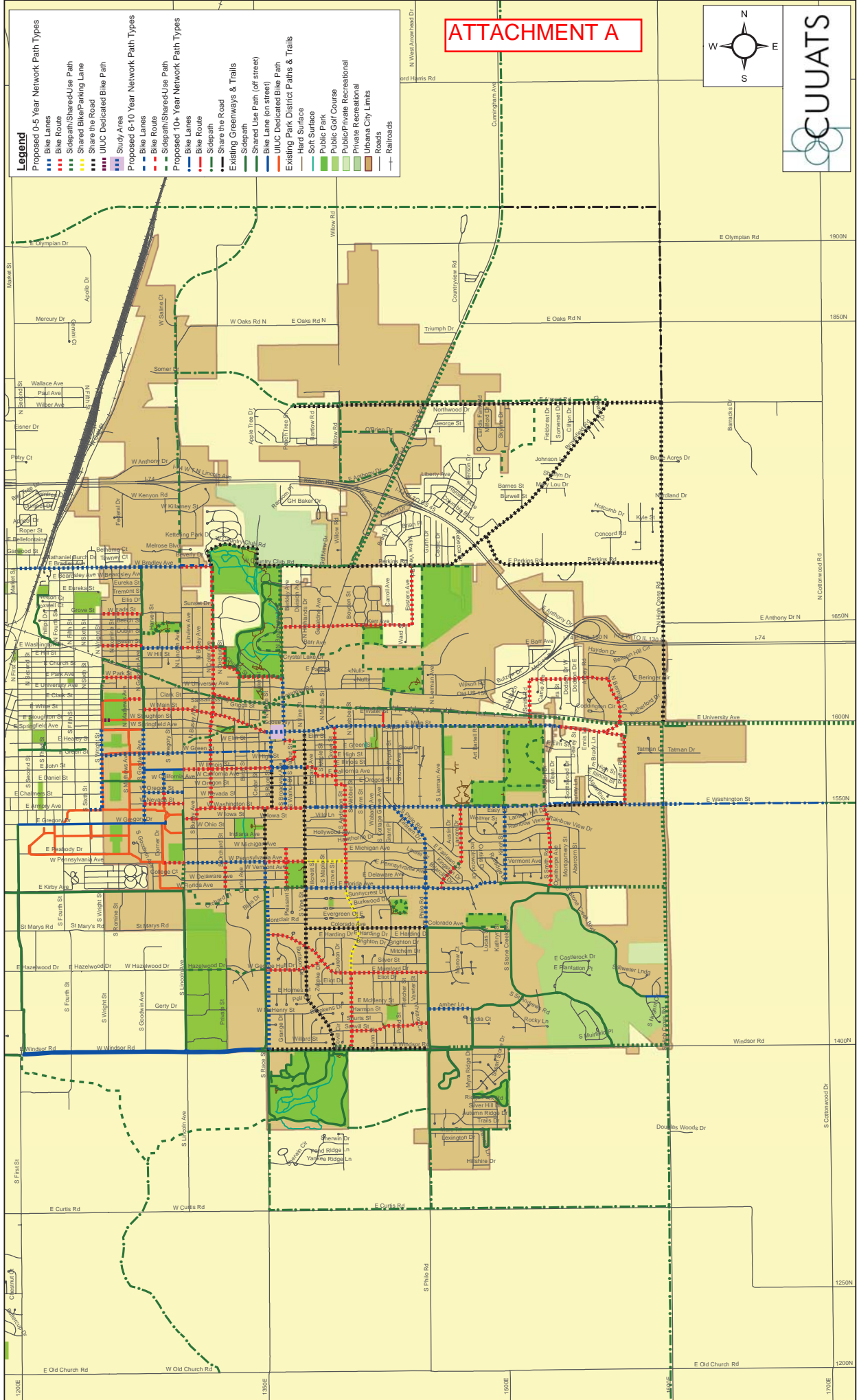
The pamphlet form of Ordinance No. _____ was prepared, and a copy of such Ordinance was posted in the Urbana City Building commencing on the _____ day of _____, _____, and continuing for at least ten (10) days thereafter. Copies of such Ordinance were also available for public inspection upon request at the Office of the City Clerk.

DATED at Urbana, Illinois, this _____ day of _____,
_____.

SEAL

CITY CLERK

Figure 8.1: Recommended Bicycle Network



Bicycle Network Recommendations



Broadway Avenue

- High Street-Illinois Street: Bike Lanes.
 - Destinations: Lincoln Square Village (NB), Illinois Street (SB), Washington Street (SB), Urbana High School (SB)



Figure 8.23:
Existing View: Broadway Avenue south of Lincoln Square Village, approaching Illinois Street



Figure 8.24:
Future View: Broadway Avenue south of Lincoln Square Village, approaching Illinois Street

- Illinois Street-Washington Street: Bike Lanes with parking on the east side of the street only.
 - Destinations: Lincoln Square Village (NB), Illinois Street (NB), Washington Street (SB), Urbana High School (SB)

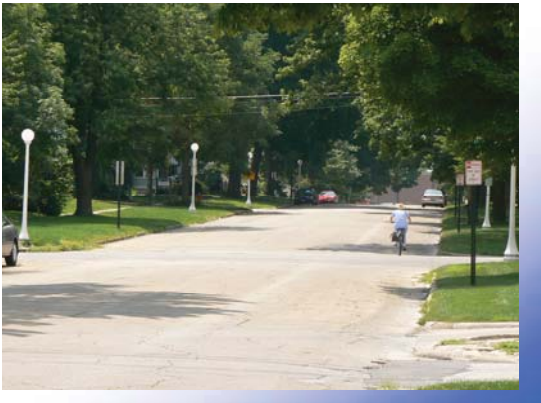


Figure 8.25:
Existing View: Broadway Avenue south of Illinois Street

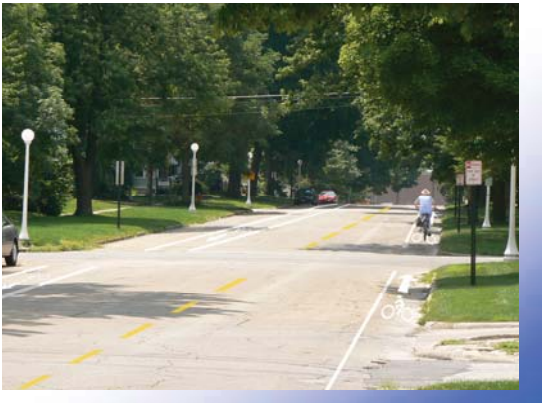


Figure 8.26:
Future View: Broadway Avenue south of Illinois Street



Figure 8.27:
Existing View: Broadway Avenue north of Washington Street



Figure 8.28:
Future View: Broadway Avenue north of Washington Street

ATTACHMENT B

Shonkwiler, Craig

From: Gabriel Lewis <GLewis@ccrpc.org>
Sent: Tuesday, July 02, 2013 1:37 PM
To: Shonkwiler, Craig
Subject: RE: Broadway Avenue Bicycle Lanes
Attachments: A2 PW1 Comments and Issues.pdf

Craig,

Objective 1 of the Urbana Bicycle Master Plan (UBMP) is to “create and maintain a bicycle network that is continuous,” and one of the guidelines for selecting routes for inclusion in the network was continuity. Another guideline is to serve destinations, and Table A2-3 shows that Lincoln Square and Urbana High School were two of the most requested bicycling destinations by the public. When looking at this part of central Urbana, mainly between Illinois St. and Pennsylvania Ave., there were many challenges to finding a street to propose a continuous north-south bikeway.

The Bicycle Level of Service (BLOS), a national standard for quantifying the “bike-friendliness” of a roadway, was used to determine existing and potential bicyclist comfort. Roads with scores of 2.5 or less were targeted as proposed bikeways, as this fit the plan’s aim to serve teenage and casual adult cyclists. As the table below shows, Vine Street has very high BLOS scores, as well as Race Street. Race Street also has the limitation of being too narrow to stripe bike lanes and vehicle travel lanes. Therefore, Broadway Ave. became the preferred north-south bikeway corridor. The Broadway corridor is recommended to have 2 miles of bikeway improvements from Country Club Rd. to Florida Ave., and continues south on Race St. via Florida Ave. using existing and near-term installation of bike lanes respectively.

Existing BLOS: Segment/Street	Vine St.	Broadway Ave.	Race St.
Illinois – California	3.94, D	1.68, B	3.45, C
California – Washington	4.17, D	2.31, B	3.54, D
Washington – Michigan	4.03, D	-	~3.5, D
Michigan – Pennsylvania	3.12, C	2.88, C	3.2, C
Pennsylvania – Florida	3.14, C	2.53, C	3.21, C

Future BLOS: Segment/Street	Vine St.	Broadway Ave.	Race St.
Illinois – California		0.74, A	
California – Washington		1.03, A	
Washington – Michigan			
Michigan – Pennsylvania			
Pennsylvania – Florida			2.25, B

Towards the end of the 2008 UBMP process, the Urbana School District did not want to show a public bikeway on the Broadway corridor through their property between Washington St. and Michigan Ave. However, we continue to recommend bike lanes on Broadway from Washington to Illinois, as Urbana High School and Lincoln Square are both destinations that bicyclists wish to safely access, and the Broadway bike corridor is recommended to continue south at Michigan Ave. As a UHS graduate, I know that some UHS students walk up to Lincoln Square for lunch, especially if they don’t have a car and want to leave the school campus for lunch. With bike lanes on this segment of Broadway, more students could be inclined to bike (considering the future BLOS score), which would save them time during their limited lunch break.

And although the existing BLOS on Broadway between Illinois & Washington is already below the target 2.5 score, many Urbana High School students park on this segment, and as inexperienced drivers, some with the desire to speed on wide roads, bicyclists are less inclined to feel safe on Broadway as a bike route versus Broadway having bike lanes. Bike lanes are visible spaces that tell both motorists and bicyclists to expect bicyclists to be in that space. Bike lanes can also narrow vehicle travel lanes, which can calm traffic.

Thanks,
Gabe

Gabriel Lewis
Transportation Planner

Champaign-Urbana Urbanized Area Transportation Study (CUUATS)
Champaign County Regional Planning Commission (CCRPC)
1776 E. Washington St.
Urbana, IL 61802
Phone: (217) 328-3313
Direct Line: (217) 819-4102
Fax: (217) 328-2426
<http://www.ccrpc.org>

From: Shonkwiler, Craig [<mailto:ceshonkwiler@urbanaininois.us>]
Sent: Monday, July 01, 2013 11:40 AM
To: Gabriel Lewis
Subject: Broadway Avenue Bicycle Lanes

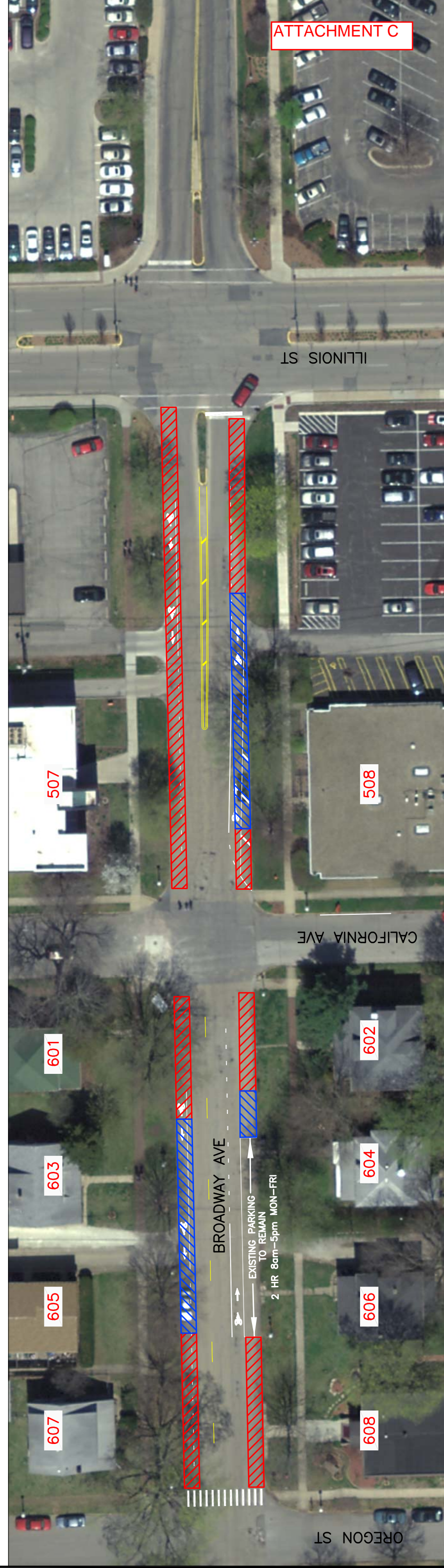
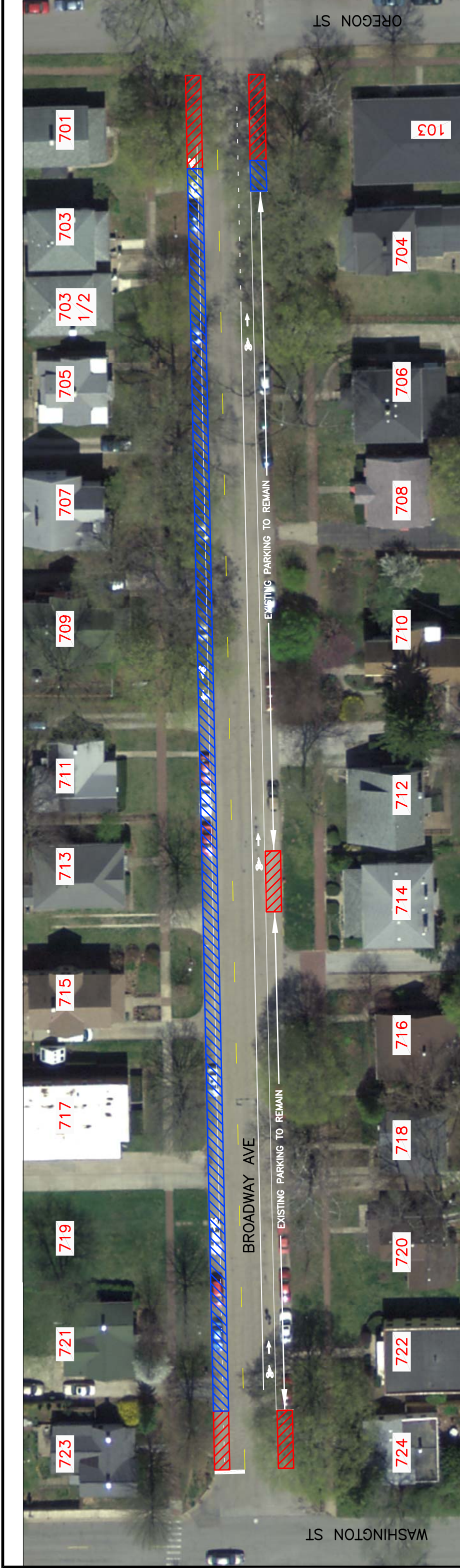
Gabe,

As author of Urbana's Bicycle Master Plan, please provide your thoughts on why bicycle lanes are proposed on Broadway Avenue from Washington Street to Illinois Street.

Thank you,

Craig E. Shonkwiler, P.E.
Senior Civil Engineer
City of Urbana
Public Works Department
Engineering Division
706 South Glover Avenue
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ATTACHMENT C

Design by:	CES	Approved by:	WRG
CAD by:	PLS	Date:	06-25-13
Checked by:	JLS		Page 1 of 1

BROADWAY AVENUE PARKING REMOVAL AND BIKE LANES

City of Urbana - Engineering Division



-  CURRENT PARKING RESTRICTIONS
-  ADDITIONAL PARKING RESTRICTIONS

ATTACHMENT D



CITY OF URBANA, ILLINOIS
DEPARTMENT OF PUBLIC WORKS

June 24, 2013

The City of Urbana is preparing to resurface Broadway Avenue from Washington Street to just south of Illinois Street. As part of the resurfacing, the City intends to install bicycle lanes on both sides of Broadway Avenue as noted in the Urbana Bicycle Master Plan.

The installation of bicycle lanes on Broadway Avenue will require the removal of on-street parking from the west side of Broadway Avenue from Washington Street to California Avenue and from the east side of Broadway Avenue from California Avenue to Illinois Street.

The attached exhibit highlights the areas proposed for on-street parking removal. The installation of bike lane markings is anticipated to occur in the fall of 2013. Until then, the on-street parking will remain as is.

The Urbana Traffic Commission will meet on **Tuesday July 2, 2013 at 4:00 p.m.** in the Executive Conference Room on the second floor of the City Building, 400 South Vine Street to discuss the parking impacts. The topic of this meeting may be of special interest to you since the removal of on-street parking on your street is proposed. You are invited to attend the meeting to express your concerns about this proposed action.

If you are unable to attend the meeting, you may write or call any of the Commissioners to discuss your feelings on the item.

Urbana Traffic Commission Members

Michael P. Madigan, Chair
Council Member, Ward 6
303 Artesia Crossing
Urbana, IL 61801
217/609-5664; e-mail: mpmadigan@urbanaillinois.us

Joseph L. Smith, P.E.
Senior Civil Engineer, Urbana Public Works
706 South Glover Avenue
Urbana, IL 61802
217/384-2385; e-mail: jlsmith@urbanaillinois.us

Pat Connolly
Chief of Police, Urbana Police Department
400 South Vine Street
Urbana, IL 61801
217/384-2321; e-mail: connolpj@urbanaillinois.us



ATTACHMENT E

Public Works Department
706 South Glover Avenue
Urbana, IL 61802
(217) 384-2342
FAX (217) 384-2400

July 16, 2013

Dear Resident and/or Property Owner:

At the July 2nd meeting of the Urbana Traffic Commission, the commissioners moved to refer to the Committee of the Whole, without recommendation, an ordinance restricting on-street parking on the west side of Broadway Avenue between California Avenue and Washington Street and at various locations on the east side of Broadway Avenue between Washington Street and Illinois Street as part of the plan to implement the Urbana Bicycle Master Plan, which includes the installation of northbound and southbound bicycle lanes on Broadway Avenue.

Before parking restrictions can be enacted, the City Council will discuss and vote on the parking restriction ordinance. Discussion will occur at the Committee of the Whole meeting on Monday, August 12, 2013 in the Urbana City Council Chambers, 400 South Vine Street, Urbana. If the Committee recommends that the item go to Council, the City Council will vote on the ordinance at its meeting on Monday, August 19, 2013 to be held at the same location. Both meetings will begin at 7:00 p.m. Agendas for those meetings will be available the Fridays before the meetings on the City's website, www.urbanaininois.us.

We appreciate all of the input provided during this process. If you would like to provide input, please feel free to contact the Recording Secretary, Barbara Stiehl at 217.384.2342 or at blstiehl@urbanaininois.us.

Sincerely,
Urbana Traffic Commission