
Date: Tuesday, June 17, 2008
Time: 7:00 p.m.
Place: City Council Chambers, City of Urbana, 400 S. Vine Street, Urbana, IL

Members Present: Brandon Bowersox, Rick Bernotas, Audrey Ishii, Barak Rosenshine, Gary Engelgau, Gary Cziko (via telephone)
Staff Members Present: Jennifer Selby
Absent: Susan Jones, Gary Biehl, Dana Mancuso

MINUTES

I. Call to Order

Brandon Bowersox called the meeting to order at 7:16 p.m.

II. Roll Call

Roll call was taken by verbal record and a quorum was present.

III. Approval of Agenda

Motion was made and seconded to approve the agenda. Upon voice vote the motion carried unanimously.

IV. Approval of Minutes

Minutes from April 15, 2008 were not available to approve. The minutes will be presented for approval at the next meeting.

V. Public Input

There was no public input.

VI. New Business

A. *2008 Capital Improvement Plan*

Jennifer Selby reviewed the Capital Improvement Plan. This is a plan that is updated annually and is a long range planning tool which includes projects for the next 10 years. The projects are based on maintenance, council directives and council commitments. The year that they will occur depend on funding, staff availability and other project schedules.

http://www.city.urbana.il.us/urbana/public_works/engineering/capital_improvement_plan/2008_CIP-small.pdf

The CIP has projects from the Bicycle Master Plan included in it. The project list includes cost estimate and what fund the monies are coming out of. This document should be adopted by the City Council in two weeks. Jennifer Selby reviewed the document and discussion ensued. The majority of the bike path projects are going to be implemented in the next zero- five years.

B. Greenways & Trails Design Guidelines

The design guidelines were put together for the entire county in regards to installation of bike lanes or sidewalks or shared use paths they will all be the same standard. This was drafted by CCRPC with input from several agencies. This will be used by Champaign and Urbana Park Districts, Champaign County Highway and Forest Preserve, MTD, Village of Mahomet, University of Illinois, Cities of Champaign and Urbana and CCRPC. We need to get a motion from BPAC to send these guidelines on to council for their approval.

Rick Bernotas had a comment about the multi use/shared use pictures as it shows a split median since these are design guidelines, he did not feel that was the ideal set up. Perhaps we can get a different picture? Jennifer Selby is not sure if we can change the picture at this point. The City council is looking for comments on content. This picture does not show up in design guidelines. This exact treatment is a little dangerous for cyclists we can recommend a photo of Meadowbrook Park perhaps.

Gary Cziko commented about radii guide according to AASHTO. Horizontal alignment would be radii. Illinois Street lines extend into bike lanes as an indication to stay to the left side to avoid getting doored. Gary Cziko did not see that mentioned anywhere. Jennifer Selby did not put that in Champaign County design guidelines as that is in our Bicycle Master Plan which is an Urbana guideline. This was discussed at the meeting but this might be getting a bit too specific. This is a white line, four inches, dimensions of the arrow and the bicycle symbol and it is five feet wide that is all standard guidelines.

Brandon Bowersox suggested as we are installing more of the bike lanes, the percentage of cyclists that do not stop at stop signs or follow other traffic laws, he said the bike lanes help because it orients them in the direction of travel. One suggestion was at stop signs where bike lanes come to a stop sign, perhaps putting a smaller stop sign on the post below the larger stop sign or paint a stop sign in the bike lane. Jennifer Selby said the painted stop bar extends into the bike lane. As far as a smaller sign – we could not do that because of MUTCD standards. Gary Engelgau suggested that educating bicyclists that if you are on the road you follow the same rules as the cars. Jennifer Selby announced that there is a bicycle training class on Friday July 18, 2008 at 4:00. Ed Barsotti will be the instructor. They would like to have a “train the trainer” class and then they can have classes locally. Brandon Bowersox asked for a motion to recommend approval of the Greenways & Trail Design Guidelines. Rick Bernotas moved with our comments to be forwarded. It was seconded; all those are in favor and no one is opposed.

C. Main Street Bike Lanes vs. Angled Parking

Jennifer Selby presented. She submitted a grant that will put bike lanes on Main Street that begin at Cedar Street and continues to Scottswood Drive. The section that is in the Bicycle Master Plan and in the grant that is up in the air is the section between Race Street and Broadway Avenue. They would like to keep the parallel parking as it is now. There are 12 spaces on the north side and 8 spaces on the south side, 8 foot parking and worked with the remaining space which is 62 feet from face to curb. They want to put in 2 – six foot bike lanes, 2 -11 foot driving lanes and 12 foot center turn lane. Currently there is a downtown parking study going on. We need to present this idea to the business owners; they want more parking downtown available to their customers. The business owners would like to see angled parking installed downtown. Jennifer Selby stated we can construct bike lanes or angled parking not both. She presented an option with angled parking between Race Street and Broadway Avenue. The angled parking would allow 20 parking spots and have the parallel on the south side and two lanes of through traffic and the center turn lane. There are a lot of deliveries in this area. There will be a public information meeting regarding the findings of the parking study.

Gary Engelgau asked if we did the angled parking and no bike lanes what would the bicyclist do when they got to this area. Jennifer Selby said that bikes along this bike path would have to turn on Broadway Avenue and go down Elm Street back up Race Street to Main Street. You can also walk your bike along this area also or ride your bike on the street. Jennifer Selby feels there are a lot of advantages to the back end parking such as the trunk of the car is at the curb, when you open the doors you can better get your passengers into the vehicle. You would have to stop and back in but you have to do that with parallel parking. Jennifer Selby asked the group what they preferred as far as

parking preference. Rick Bernotas said he prefers the parallel parking with the bike lanes. He understands the downtown businesses prefer more parking but he thinks we should take a risk and use this flexible zone idea. He presented photos of downtown Mountain View, California. They have outdoor seating in the guarded – parallel spots and have more pedestrian traffic. The businesses have really expanded in this area. They do not have bike lanes in this area. They went from four lanes down to two lanes with a center turn lane. Gary Engelgau asked about the volume of parking in the parking garage. Jennifer Selby said that information should be in the parking study. The question is how much parking do we have now and how much do we need? Gary Engelgau said he prefers to enhance the one block of downtown as Rick Bernotas had suggested, people would be more than willing to walk the bike in that block. Gary Cziko was in favor of keeping the parallel parking and the bike lanes in this area, he understands how the merchants want more parking. It might be useful to show the merchants the photos of Mountain View and get their interest in something other than more parking. Jennifer Selby said that will be part of the public meeting of the parking study. Jennifer Selby prefers the bike lanes because it narrows traffic, provides a space for bicycles, and the bikes are not on the sidewalks. Rick Bernotas said that from a safety standpoint with the parallel vs. the angled he thinks that since Urbana is doing a road diet in this area that it is a positive safety standpoint for bicyclists and pedestrians. For the parallel parking he is concerned with the mid-block pedestrian crossing, with regards to the bump outs that we maintain visibility in the direction of traffic that the bicycles are coming from so people don't step out. He asked if there can be something marked in the road to warn about pedestrians in the roadway. Jennifer Selby said there will be high visibility markings and also the pedestrian sign. Jennifer Selby did draw up a plan that shows angled parking on Broadway Avenue and Walnut Street. You would have to convert those streets to one way. There will be a public meeting and we will try and notify the group as to the date. The final decision should be made by the end of the summer.

VII. Old Business

No old business.

VIII. Announcements

No meeting next month.

IX. Adjournment

Brandon Bowersox adjourned the meeting at 8:35.

Respectfully submitted,

Theresa Hoffman
Recording Secretary

Recording Secretary note: There was some discussion that were left out of these minutes because the person speaking did not turn on their microphone and I was not able to hear what they are saying on the transcript.