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**Date:** Tuesday, April 20, 2010

**Time:** 7:00 p.m.

**Place:** City Council Chambers, City of Urbana, 400 S. Vine Street, Urbana, IL

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**Members Present:** Gary Engelgau, Gary Cziko, Susan Jones, Rick Bernotas, Morgan Johnston, Bryan Lake, Audrey Ishii, Barak Rosenshine

**Staff Members Present:** Jennifer Selby

**Absent:** Brandon Bowersox, Morgan Johnston, Dana Mancuso,

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**MINUTES**

**I. Call to Order**

Jennifer Selby called the meeting to order at 7:03 p.m.

**II. Roll Call**

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

**III. Approval of Agenda**

Gary Cziko moved to add "Complete Streets" discussion under new business. Motion was made and seconded to approve the agenda with the additional topic. Upon voice vote the motion carried unanimously.

**IV. Approval of Minutes**

Motion was made by Gary Cziko and seconded by Gary Engelgau to approve the minutes from February 16, 2010. Upon a voice vote, the motion carried unanimously.

**V. Public Input**

No public input

**VI. New Business**

*A.* Bike to Work Day – May 4, 2010

Rebecca Bird presented. Participants can register at [www.champaigncountybikes.org](http://www.champaigncountybikes.org). This event is hosted by Champaign County Bikes, City of Champaign, City of Urbana, University of Illinois, Village of Savoy and the Champaign Urbana Mass Transit District. There will be four bike stations set up and volunteers are needed to help out. Anyone interested may sign up at the website. The idea behind Bike to Work day is to encourage residents to bike to work, inform them of potential routes to work via bicycle, and support each other.

*B.* Main Street Traffic Plan

Jennifer Selby presented. The Main Street issue will go to council on May 10, 2010. The memo will be 15 pages so she summarized. There are safety concerns at Main Street and Race Street. There were 38 crashes in the last five years. The 2002 Downtown Strategic Plan includes traffic calming and enhancing bike access to downtown. The 2005 Comprehensive Plan includes transportation issues, increasing vitality of the downtown, moving people safely and efficiently, and regulating bike and pedestrian crashes. The 2008 Bike Master Plan was approved and Main Street was the second most requested corridor for bicycle facilities. After several meetings with the downtown merchants about angled parking and road diets, the merchants showed support of road diet but not of bike lanes.

Jennifer Selby presented five options for Main Street

- 1) **No change; 4-lane cross-section.** A pro to this is no changes to adapt to. Some cons would be no improvement to safety or slowing down traffic downtown.
- 2) **3-lane cross-section throughout; back-in angled parking north side and parallel parking south side of Main Street between Race Street & Broadway Avenue;** Second through the fifth options all offer road diets which will result in traffic calming. This is an option but won't be recommended because back-in angled parking is not considered safe because the traffic volumes, speed and presence of transit on Main Street.
- 3) **3-lane cross-section throughout; parallel parking on north and south sides and 17' vehicle lanes between Race Street & Broadway Avenue.** 17 feet wide lanes would not have traffic calming effect and there is concern about two vehicles pulling next to each in one lane at intersections. This option does not have dedicated bike lanes. Not recommended.
- 4) **3-lane cross-section throughout; parallel parking on north and south sides, 11' vehicle lanes, and 6' shoulder between Race Street & Broadway Avenue** 17 feet wide lanes reduced to 11 feet wide by striping an edge line between the vehicle lane and parking lane – creates a 6 feet wide shoulder. 11 feet wide vehicle lanes result in traffic calming. Shoulder is not a bike lane, but some bicyclists may use this area. Without striping, motorists may not expect bicyclists here. The parking ticks are not extended into the shoulder. Not recommended.
- 5) **3-lane cross-section throughout; parallel parking on north and south sides, 11' vehicle lanes, and 6' bike lanes between Race Street & Broadway Avenue.** This option was proposed in the Bike Master Plan. Option is the same as 4 except the shoulder becomes a bike lane with bike lane symbols. The parking ticks are also extended into the bike lane. This option will be recommended to the City Council.

Options 2 through 5 all recommend converting Walnut Street to a one-way northbound and converting the existing parallel parking on the east side to head-in angled parking. This conversion allows for construction of a raised median in the center of Main Street at Main Street and Walnut Street.

Gary Cziko was concerned about the “door zone” on an 11 foot street. AASHTO states that bike lanes have to be five feet wide. Jennifer Selby will draw up options regarding safe door zones.

Motion was made for recommending option 5 by Rick Bernotas and seconded by Sue Jones. Jennifer Selby added we would possibly add the striping change that was discussed about the “door zone”

### C. Complete Streets

Rebecca Bird presented and informed the group that Community Development is working on a complete streets policy and it is a high priority.

## VII. Old Business

No old business.

## VIII. Announcements

No announcements.

## Adjournment

Jennifer Selby adjourned the meeting at 8:06 p.m.  
This meeting was recorded