

RESOLUTION 7576-R-27

WHEREAS, the question of a bike route system for the City of Urbana has been under study for several years, and

WHEREAS, the Committee on Environment has received testimony from various citizen groups over the past several years, and

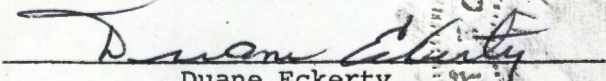
WHEREAS, a document entitled A Comprehensive Bicycle Program for the City of Urbana, Illinois was presented to the Mayor and City Council at the study session of January 26, 1976, and

WHEREAS, except for the question of yellow caution lights, there has emerged a consensus to accept at this time and implement as soon as feasible the remainder of the Program,

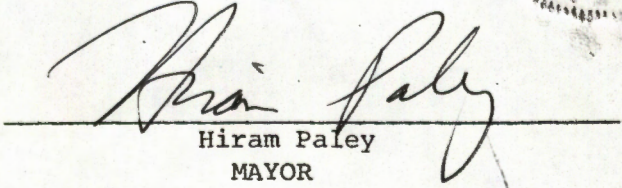
THEREFORE, BE IT RESOLVED by the City Council of the City of Urbana, Illinois, as follows:

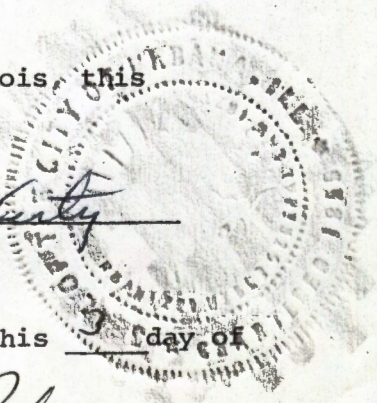
- 1) The network of bike routes described in the Report is hereby adopted by the City Council;
- 2) The Council intends to appropriate \$9,000 for implementation purposes during FY 1977, this amount in addition to the \$9,000 appropriated for the current fiscal year;
- 3) The City will attempt to implement both phases 1 and 2 of the network during the 1976 construction season;
- 4) The question of flashing yellow caution lights shall be referred to the Traffic Commission for additional study to determine whether such lights would be of long range benefit to cyclists;
- 5) The network shall be evaluated from time to time to determine its overall effectiveness, especially with respect to safety at intersections;
- 6) The Mayor shall appoint a Citizens' Advisory Committee with the advice and consent of the City Council.

ADOPTED by the City Council of the City of Urbana, Illinois, this 2nd day of February, A.D. 1976.


Duane Eckerty
CITY CLERK

APPROVED by the Mayor of the City of Urbana, Illinois, this 3rd day of February, A.D. 1976.


Hiram Paley
MAYOR



Mr. Eckerty
Att. 7576-R27
pg 1

A COMPREHENSIVE BICYCLE PROGRAM
FOR THE CITY OF
URBANA, ILLINOIS

January, 1976

att. 7576-R27
pg. 2

2208 South Lynn
Urbana, Illinois 61801
January 20, 1976

An opening statement to Major Hiram Paley and members of the
Urbana City Council:

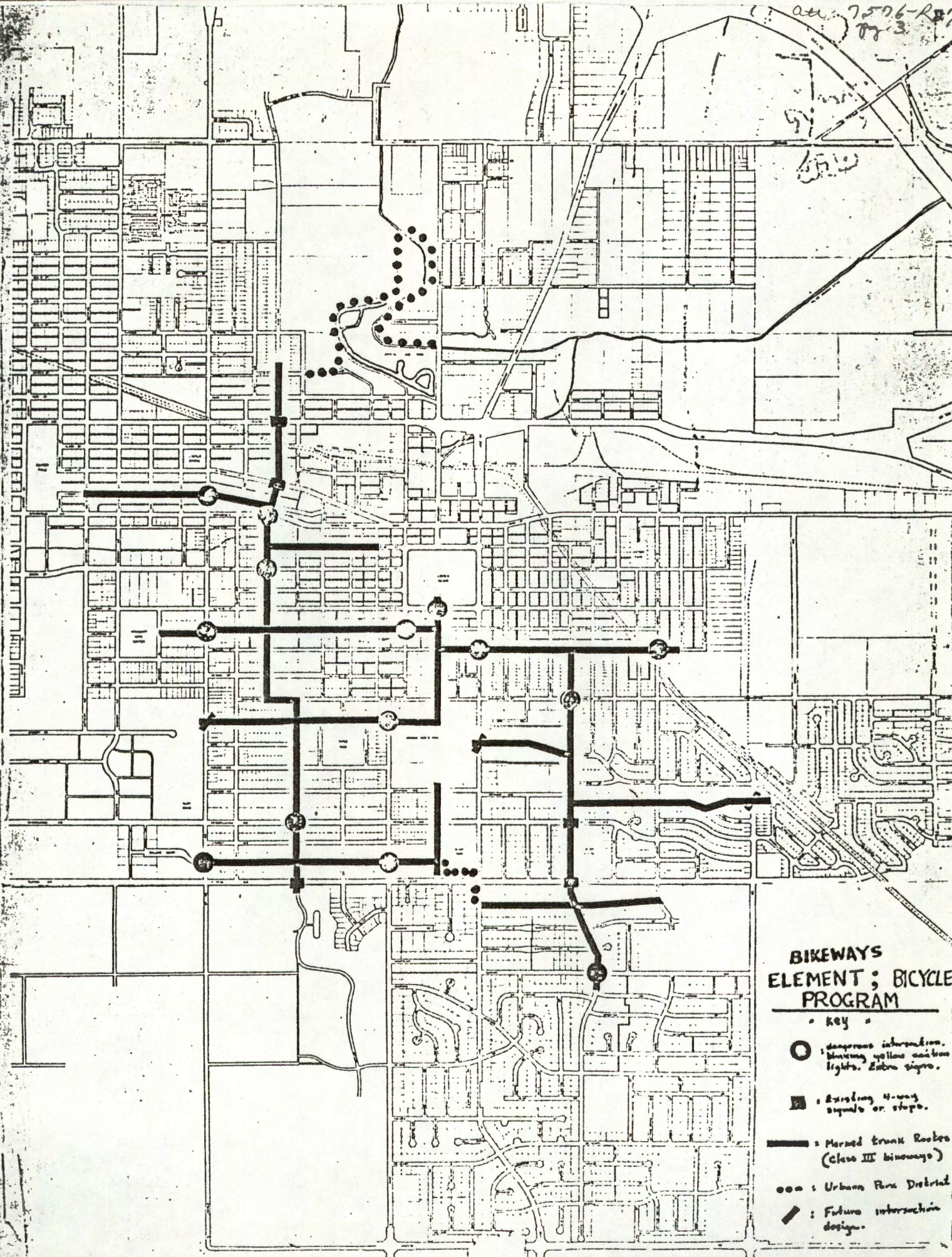
Bicycling is fun. Bicycling makes sense for pleasure and for commuting. Increasing numbers of Urbana residents are cycling: to commute to work, to do errands, and for recreation. Cycling is a natural activity for our prairie landscape.

Safety for cyclists and motorists is important. A comprehensive bicycle program that is integrated with other modes of transportation will make Urbana's streets safer for everyone.

Cyclists have been working on such a program since 1971. This report should be read in conjunction with the Bikeways Master Plan presented to the City in February, 1974. The program presented at this time reflects the concerted efforts of many Urbana residents over five years. Bicycling has a promising future, and so does Urbana as an innovative city.

Robert N. Schoeplein
Robert N. Schoeplein

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BIKEWAYS ELEMENT ; BICYCLE PROGRAM

• key •

- : dangerous intersection.
 blinking yellow caution
 lights. Extra signs.
- : Existing 4-way
 signals or stops.
- : Marked trunk Routes
 (Class III bikeways)
- ... : Urban Park District
- ▤ : Future intersection
 design.

A COMPREHENSIVE BICYCLE PROGRAM
FOR THE CITY OF
URBANA, ILLINOIS

January, 1976

20 IMPORTANT QUESTIONS REGARDING A BICYCLE PROGRAM

1. WHY A BICYCLE PROGRAM FOR URBANA?

A city council strives to improve the quality of life for residents. Many innovative programs adopted to meet specific needs of residents also make the city a more attractive place to live. Transportation is a key element to urban living, and the bicycle is increasingly becoming a popular mode of transportation to and from work, shopping, and appointments. Urbana residents presently are enjoying bicycling as healthy exercise and recreation. The increased costs of gasoline and auto maintenance have prompted many people to consider alternative means to commute local distances. Bus riding has increased sharply over the past two years, and so has bicycle riding. The annual sales of bicycles in the United States has exceeded automobiles each year since 1969, and consumer surveys indicate that over one-half of the purchased bicycles are to be used by adults.

2. WHAT ARE THE OBJECTIVES OF A BICYCLE PROGRAM?

The goals of a comprehensive bicycle program are: (1) to encourage expanded use of bicycles as an acknowledged means of transportation; and (2) to minimize accidents, injuries, and property damage or loss in bike use.

3. WHY A "COMPREHENSIVE" BICYCLE PROGRAM?

Many cities throughout the United States immediately adopted bikeway programs around 1970-71. These early programs now are being evaluated, and we are learning from the experiences of others. One lesson stands out: the adoption of bike route systems must be

accompanied by initial groundwork for education programs on bike use. Both motorists and bicycle riders (cyclists) must be informed of the rights and responsibilities in bicycle riding. A bicycle is a "vehicle" in the Illinois statutes, subject to the same rules of the road and use of the road as automobiles unless expressly altered by ordinance. Education therefore is essential to success in achieving the above objectives.

4. WHAT ARE THE FEATURES OF THE PROPOSED URBANA BICYCLE PROGRAM?

A complete bicycle program encompasses all the integrated elements:

SAFETY

PROTECTION

SAFETY IN TRAVEL:

intersections
routes
surfaces
grates
curbs

BIKE REGISTRATION:

security
control
safety

SAFETY THROUGH EDUCATION:

rules of the road
bike use
routes and facilities

BIKE PARKING:

rack location
rack design

plus
PROGRAM EVALUATION
CITIZENS' ADVISORY COMMITTEE

5. WHAT ARE THE KEY QUESTIONS TO ASK OF ANY SUCH CIVIC PROGRAM:

- (1) Does it make sense?
- (2) Will it solve the identified problems?
- (3) What are the long-run implications?
- (4) Can we afford the program?

6. WHAT LESSONS HAVE WE LEARNED FROM THE BIKEWAYS EXPERIENCES OF OTHER CITIES?

The stress was erroneously on selecting streets for routes, with little concentration on intersections where accidents are most likely to occur. Few programs included education. Surveys now indicate that the accident rate continued to be 70% at intersections and unchanged at less than 5% overtaking enroute at mid-street, unless extraordinary precautions were exercised at dangerous intersections. A 1974 California bikeways evaluation stated, "Aside from the possibility of grade separation (e.g., bike overpasses)

at intersections, several bikeway treatments may actually aggravate the problem." This report (and other recent reports) is critical of the yellow-stripe painted bike line approach [identified as Class II bikeways] on city streets. Intersection problems are further complicated, and yellow painted stripes afford the cyclists no additional protection. The transportation-bikeway resources of a comprehensive bicycle program should be concentrated where auto-bicycle traffic density unavoidably is the greatest and where accidents are likely to occur.

7. ARE THERE DIFFERENT KINDS OF BIKEWAYS?

The term "bikeways" now is used as an all-inclusive concept to identify any kind of bicycle network. The federal government has adopted the following classifications: (a) CLASS I BIKEWAYS: bike-paths, totally separated from vehicle traffic and exclusively for bicycles. The University of Illinois has a network of bikepaths. (b) CLASS II BIKEWAYS: bike lanes, both protected and unprotected, on streets shared with motor vehicles. The Wright Street bike lanes are protected from motor vehicles by a concrete separator, parking meters, and parked autos. John Street in Champaign is an illustration of unprotected bicycle lanes. (c) CLASS III BIKEWAYS: bike routes with no motor vehicle-bicycle separation. Convenient streets are selected with low motor vehicle volume.

8. WHAT KIND OF BIKEWAY IS BEING PROPOSED FOR URBANA?

The recommendation is for a "TRUCK ROUTE" system of (Class III) bicycle routes. No bicycle lanes are adopted, and no automobile traffic is rerouted. Resources are concentrated on a select minimum number of routes that provide more visible (safe) trips to major destination points (downtown, university, work, shopping). Such a trunk route system is similar to the present rationale behind the C-U MTD bus concept. Trunk routes will provide all cyclists with safer commuting, though some cyclists will continue to use alternate streets.

9. WHAT ARE THE CONSIDERATIONS IN SELECTION OF A TRUNK ROUTE STREET?

(1) intersections. No trunk route should end at a dangerous intersection. Rather, trunk routes should assist cyclists in crossing such hazardous streets; (2) popularity. Cyclists presently have self-selected the more convenient and relatively safer streets; (3) street surface. Cyclists need smooth surface streets, free from dangerous obstructions; (4) relatively low motor vehicle traffic count; (5) good lighting; (6) optimum street width for maneuverability.

10. WHAT IS RECOMMENDED FOR DANGEROUS INTERSECTIONS?

Two objectives govern: visibility and education. The motorist and the cyclist must be aware of each other. We propose that: (1) paint stencils be used in each lane approaching the bike route, 4-foot "BIKE XING" plus the international bicycle silhouette as recommended; (2) minimum of one set of bike-xing and silhouette metal signs; (3) installation of 24-hour blinking yellow hazard lights above bicycle signs as recommended in the Manual on Uniform Traffic Control Devices to warn motorists of potential hazards ahead. Both motorists and cyclists must be educated to use extreme caution at such intersections.

11. HOW MANY DANGEROUS INTERSECTIONS ARE PRESENT ON THE PROPOSED TRUNK ROUTE SYSTEM?

Twenty-two such intersections have been identified. Five intersections have either 4-way stop signs or traffic signals which alleviate problems. Three additional intersections have physical constraints that preclude installation of blinking yellow caution lights. Fourteen intersections throughout the City of Urbana are recommended for yellow caution lights in addition to stenciling and other warning devices.

12. CAN ONE IDENTIFY EXTREMELY DANGEROUS INTERSECTIONS WHERE THE PROBABILITY OF SERIOUS ACCIDENT IS HIGH?

The University of Illinois is a popular destination for cyclists, and particular attention is required at this time where the Stoughton, California, and Delaware routes cross Lincoln Avenue and continue west. Coler Avenue is the north-south trunk route, and extraordinary caution is necessitated at the Green Street intersection and Springfield Avenue intersection. Extraordinary caution also is necessitated where the east-west Oregon Street trunk route crosses Vine Street, and where Orchard Street crosses Pennsylvania Avenue. In each instance, the daily motor vehicle traffic volume on the cross-street is in excess of 10,000 vehicles, and the present bicycle volume crossing already is significant.

13. AREN'T BLINKING YELLOW CAUTION LIGHTS AN OBSTRUCTION TO MOTORISTS?

Caution lights are to warn the driver of designated potential hazards directly ahead. The motorist is advised to use prudence, but caution lights do not halt traffic flow in the manner of stop signs or stop signals. Caution lights have been demonstrated effective for driver recognition, awareness, and education of the location of trunk bicycle route crossings.

14. HOW IS BICYCLE EDUCATION TO BE INTEGRATED INTO THE PROGRAM?

Cyclists are a diverse group. Critical elements of bicycle education must be instituted by local government units other than the City of Urbana, specifically the school district, park district, and university. Nonetheless, the city has a shared responsibility to educate the adult population on the bikeway network, rules of the road, and general bicycle safety. An information flyer is proposed with the bikeways system illustrated on one side and safety information and motor vehicle code or ordinances on the other side. This flyer will be distributed through the cooperation of bicycle shops, supermarkets, the library, and possible inclusion in blanket park district mailings. The media will cooperate for informative public service announcements.

15. WHO WILL SEE THAT VARIOUS GOVERNMENT UNITS ARE COORDINATED IN EDUCATION AND BIKEWAY PROGRAMS?

An Urbana citizens' advisory committee on bicycle programs is proposed to assist the Environment Committee of the Urbana City Council on bicycle matters. Such a voluntary, appointive committee would serve solely in an advisory capacity, but would provide broader citizen participation in one facet of civic affairs. The committee also would provide continuity in improving bicycle programs in Urbana over time.

16. WHO WILL BENEFIT FROM A COMPREHENSIVE BICYCLE PROGRAM?

The University security department indicates that 17,000 bicycles are registered or on the campus. A bicycle survey for Champaign estimates 30,000 bicycles in that city and a net 24,000 bicycles exclusive of campus registration. There is no census of bicycle ownership by Urbana residents, and we estimate 10,000 bicycles exclusive of campus residential units. A total of 34,000 bicycles in both municipalities exclusive of the University campus and 50,000 bicycles total in the Champaign-Urbana area is consistent with large university communities blessed with topography that encourages bike riding. The number of bicycle-auto accidents reported to the police would seem extremely low in light of the count of bicycles: around 40 in Champaign, 20 in Urbana, and 15 on campus last year. Many bicycle accidents and near-misses go unreported, however. Frequently a motorist is unaware that a brush or near-collision caused a cyclist to fall, and the auto will be two blocks away by the time the bicycle rider gets back on his bike. Therefore only the most serious accidents involving injury, property damage, or potential liability tend to be reported.

17. WHAT ARE THE COSTS OF THE PROPOSED URBANA BICYCLE PROGRAM?

The expenditure this present fiscal year has been targeted to \$11,000. A budget for the bicycle program of \$5,000 has been outlined for fiscal 1976-77. Seventy-five percent of this two-year program

is for capital investment in street signs and lighting fixtures that will have a long-term life.

18. WHAT ARE THE LONG-RUN COST IMPLICATIONS?

The present bikeways network once adopted must be maintained. An annual sum not less than \$1,500 (1975 prices) must be allocated for this purpose. We note that the City of Urbana presently receives about \$400,000 annually in motor fuel tax disbursements. We urge that the City Council allocate an amount equal to 1 percent of motor fuel monies -- \$4,000 annually at the present rates -- to further provide for safer bicycle commuting in this community. Each innovative improvement to the bicycle program must be argued on its own merits and weighed against other pressing needs, but such a budget projection provides a basis for a citizens' advisory committee to plan with cyclists in Urbana.

19. HOW DO BICYCLES FIT INTO THE FINANCIAL PICTURE WITH OTHER MODES OF TRANSPORTATION?

Commuting about the city has been likened to plasma in the bloodstream: essential to the life process. This movement to work, shopping, or recreation is necessary for the economic activity that in turn generates income, sales, and property taxes. No mode of transportation in Urbana pragmatically "pays for itself." The automobile certainly does not. Moves to make the MTD buses self-supporting would be self-defeating. Rather, one must recognize the value of transportation and allocate among alternative transportation modes in a sensible fashion so the needs of Urbana residents are met. The bicycle as a legitimate vehicle is increasing in popularity here in Urbana, and this desirable situation must be recognized.

20. WHAT ABOUT OTHER FACETS OF THE URBANA BICYCLE PROGRAM?

The Environment Committee of the City Council has considered details of bicycle registration, enforcement, bicycle racks and parking, and other items over the past 18 months. A progress report can be made on each item. Generally, meaningful bicycle registration at this time will necessitate coordination with Champaign and the University. The Prairie Cycle Club, a local touring bicycle club affiliated with the Urbana Park District, has offered \$300.00 and labor if matched by local service clubs for the construction of additional approved bicycle racks in the downtown-Lincoln Square area.

for January 26, 1976

CITY OF URBANA
COMPREHENSIVE BICYCLE PROGRAM

REVISED BUDGET, FOR FY 1975-76.

(1) Total for metal signs and sign posts, as described. /a	\$ 7,100.
(2) Total for paint stenciling, as proposed.	1,000.
(3) 25 amber caution lights installed (14 ⁴ intersections) /b	3,000.
(4) Education element: brochures per quotation.	500.

TOTAL ESTIMATE, PERINFORMATION 1/26/76:	<u>\$11,600.</u>
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- a. Complete itemization of all signs and posts is on a separate worksheet.
- b. The purchase and installation of amber caution lights has been estimated at \$120. per light. We have been informed that costs actually will vary with specific circuits, which differ throughout the City. The Light Department is to provide estimates for specific intersections.

COMPREHENSIVE BICYCLE PROGRAM
CITY OF URBANA

BUDGET PROPOSAL, FISCAL 1976-77

1. ADDITIONS TO TRUNK ROUTE NETWORK

A. Blocks

1) Northwest (Coler, Hill)	11 blocks
2) Northeast (Anderson, Elm)	9 blocks
3) East (Fairlawn)	5 blocks
4) South (Anderson)	<u>4 blocks</u>
	29 blocks
@ \$53/block x 29 blocks =	\$ 1,537
Posts, in absence of poles =	100

B. Extraordinary intersection protection

1) Hill/Lincoln; Hill/Goodwin =	\$ 480
2) Caution lights and poles at Michigan Avenue and Philo Road =	1,000
3) Crossing signs only, Race and G. Huff =	60

C. Stencil paint, Phase II only	<u>200</u>
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SUBTOTAL FOR ADDITIONS \$ 3,377

2. EDUCATION

A. Mounted route maps installed at 8 locations	\$ 400
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3. MAINTENANCE OF PHASE I

A. Paint and other for stencil repainting	\$ 900
B. Missing signs and repair of equipment	<u>\$ 300</u>

TOTAL PROPOSED BICYCLE PROGRAM FOR FISCAL
YEAR 1976-77

\$ 4,977

7,500

Pat O'Neil
Cun + Coler

44-112-10-117
79.12

Bikeways

Phase I (1975-1976)

<u>Name</u>		<u>Cost (Signs)</u>
Coler-Orchard	23 blocks	\$1600
California-Oregon	21 blocks	\$1510
Delaware-Sunnycrest	11 blocks	\$ 900
Anderson	11 blocks	\$ 750
Broadway	9 blocks	\$ 600
Stoughton	6 blocks	\$ 500
Iowa	7 blocks	\$ 400
Elm	4 blocks	\$ 330
Michigan	4 blocks	\$ 300
Fairlawn	1 blocks	\$ 180
	<hr/>	<hr/>
	97 blocks	\$7070
	Paint Approx.	<hr/> \$1000
	TOTAL	<hr/> \$8070

Deferred to Phase II (1976-1977)

Michigan	\$ 300
Sunnycrest	\$ 400
	<hr/>
Paint	\$ 70
	<hr/>
	\$ 770

Revised cost for Phase I = \$ 7,300.