



**CITY OF URBANA
BICYCLE AND PEDESTRIAN ADVISORY
COMMISSION MEETING**

DATE: Tuesday, November 19, 2024
TIME: 7:00 PM
PLACE: 400 South Vine Street, Urbana, IL 61801

AGENDA

- A. Call to Order and Roll Call**
- B. Changes to the Agenda**
- C. Approval of Minutes of Previous Meeting**
 - [1. September 17, 2024 Meeting Minutes](#)
 - [2. October 15, 2024 Meeting Minutes](#)
- D. Public Input and Commissioner Communications**
- E. Unfinished Business**
 - [1. Annual Report for Calendar Year 2024](#)
- F. Reports of City Officials and Staff and Reports of Committees**
- G. New Business**
 - [1. BPAC Meeting Calendar 2025](#)
 - 2. Elect BPAC Vice-Chair
 - 3. Long Range Transportation Plan (LRTP) 2050, Deadline for comments: Nov. 22, 2024
- H. Announcements**
- I. Future Topics**
- J. Adjournment**



**CITY OF URBANA
BICYCLE AND PEDESTRIAN ADVISORY
COMMISSION MEETING**

DATE: Tuesday, September 17, 2024
TIME: 7:00 PM
PLACE: 400 South Vine Street, Urbana, IL 61801

MINUTES - UNAPPROVED

Members Present: Annie Adams, Susan Jones, Tommy Griscom (arrived at 7:07 p.m.), Audrey Ishii, Bruce Michelson, Sarthak Prasad, Nancy Westcott, Carmen Franks (proxy for John Zeman)

Others Present: Andrea Ruedi, Kevin Garcia

Members Absent: Qiushi Huang, Keenan Portis

A. Call to Order and Roll Call

Audrey Ishii called the meeting to order at 7:01 p.m. Roll was taken. A quorum of members was present.

B. Changes to the Agenda

None

C. Approval of Minutes of Previous Meeting

1. August 20, 2024 Meeting Minutes

Bruce Michelson motioned to approve the minutes, Susan Jones seconded. Motion approved with a unanimous voice vote.

**Tommy Griscom arrived to the meeting at 7:07 p.m.*

D. Public Input and Commissioner Communications

1. Audrey Ishii read the Mayoral Proclamation for Bike to Work Day, which is on September 18th. There are several sponsors for Bike to Work Day, including the bigger sponsors which are MTD, Carle, and the U of I.

E. Unfinished Business

1. Safe Streets and Roads for All (SS4A) Grant Discussion – Annie Adams

Annie read through the letter that will be sent to Mayor Marlin and Urbana City Council.

Audrey explained that we would be applying for Demonstration & Planning grants, not the Implementation grant. Carmen mentioned that the City now has a grant writer consultant and she could pass along the SS4A Grant information to them for them to analyze for prioritization.

Bruce motioned to send the letter on to the Mayor and Urbana City Council, Susan Jones seconded. Motion approved with a unanimous voice vote.

2. U of I 2024 Campus Bicycle Master Plan Update – Sarthak Prasad

Sarthak said that the U of I is updating the Campus Bicycle Master Plan. The plan was just sent out for public input feedback will be collected until October 31st. This has been sent to about 3,300 students who have registered their bicycles and 2,500 other students. It will be sent out to more people when time allows. The final draft of the plan can be downloaded at <https://go.fs.illinois.edu/2024BikePlanDraft>. This is a 10-year vision.

F. Reports of City Officials and Staff and Reports of Committees

1. Imagine Urbana Comprehensive Plan – Andrea Ruedi and Kevin Garcia

The Imagine Urbana Comprehensive Plan is the community's vision of what the City should look like in the next 20 years and serves as the City's primary long-range planning document. The last time this was done was in 2005. The initial release was on August 14, 2024 and there are 6 community meetings that are happening as well.

Andrea went through the Imagine Urbana process which started in 2020. It is now in the phase of getting public input, having study sessions, and eventually will be recommended to Urbana City Council for approval. It is tentatively scheduled to go to City Council on November 4, 2024.

The 4 Big Ideas of Imagine Urbana are Urbana is a place for everyone, Urbana is both financially & environmentally resilient, Urbana is a city of connected neighborhoods, and Urbana embraces its culture vibrancy & character. Andrea went on to Big Moves/Little Moves, highlighting Big Move 6. Big Move 6 is Making Walkability the Default Setting. Kevin elaborated on this Big Move. In Plan Commission meetings, you may hear more discussion on this as time goes on. They want to use BPAC for their feedback and guidance for this Big Move. Project leads for Big Move 6 are the Planning Division, the Grants Management Division, and the Public Works Department.

2. Carmen Franks had the following updates in John Zeman's absence:

- a. Carmen will be replacing John as the Public Works representative on BPAC.
- b. EQL Sidewalk locations - Philo Road and Church Street
- c. EQL Street Lights - Bids were opened on September 6th and a contract was awarded to Champaign Signal & Lighting
- d. ITEP projects in design are Florida Avenue and Bakers Lane paths
- e. Lincoln Avenue Corridor Study – RPC and the City will present the study to City Council on November 12th.
- f. Long Range Transportation Plan (LRTP) – RPC will present the complete draft to the Plan Commission on October 17th. Members of BPAC are invited to this meeting. The complete draft will be presented to City Council on November 12th.

G. New Business

1. East Main Street Speed Limit Resolution – Audrey Ishii

Audrey referenced a picture from Examine Urbana under Transportation, showing the walkability problem on East Main Street by the spur, where there are no sidewalks. In January 2021, someone died while crossing the lane in this area. The resolution asks for the immediate implementation of 30 mph or less speed limit on East Main Street. Sarthak mentioned a numbering typo in the second paragraph; the last (4) should be a (5).

With the numbering correction, Bruce Michelson motioned to pass the resolution as written, Susan Jones seconded. Motion approved with a majority voice vote. Carmen Franks opposed.

2. Review of Schedule A of the Urbana Local Traffic Code, Increased Speed Limit in Certain Zones – Audrey Ishii

Audrey Ishii said that Bill Brown had previously done some research on speed limits. Any deviation from the 30 mph statutory speed limit has to go to City Council and pass an ordinance for a special speed zone. Audrey showed the Schedule A of the Urbana Local Traffic Code, bringing up differences between the Schedule A and what is actually on signage on specific streets.

H. Announcements

- a. Sarthak Prasad said that Bike to Work Day is on September 18th and Light the Night Event is on September 19th.

I. Future Topics

- a. Bruce Michelson mentioned keeping in mind about lithium ion batteries and safety as a big scale topic.
- b. Bruce also mentioned safety concerns for the increasing number of people loitering/panhandling on narrow medians at busy intersections. Bruce gave the example of the Five Points intersection. He said this should be addressed & asked if an ordinance needed to be done for this.

J. Adjournment

The meeting adjourned at 8:58 p.m.



**CITY OF URBANA
BICYCLE AND PEDESTRIAN ADVISORY
COMMISSION MEETING**

DATE: Tuesday, October 15, 2024
TIME: 7:00 PM
PLACE: 400 South Vine Street, Urbana, IL 61801

MINUTES - UNAPPROVED

Members Present: Annie Adams, Susan Jones, Qiushi Huang, Audrey Ishii, Keenan Portis, Sarthak Prasad, Nancy Westcott, John Zeman (proxy for Carmen Franks)

Others Present: members of the public

Members Absent: Tommy Griscom, Bruce Michelson, Carmen Franks

A. Call to Order and Roll Call

Audrey Ishii called the meeting to order at 7:00 p.m. Roll was taken. A quorum of members was present.

B. Changes to the Agenda

None

C. Approval of Minutes of Previous Meeting

None

D. Public Input and Commissioner Communications

None

E. Unfinished Business

None

F. Reports of City Officials and Staff and Reports of Committees

1. Florida Avenue (Lincoln to Race) Shared-Use Path, Preliminary Plan Presentation – John Zeman

The shared-use path is currently in design, with the final plans expected in March 2025. The project should be out to bid in April 2025 and construction to begin during the U of I Summer Break & completion by the end of 2025. The ITEP grant money that the City was awarded is the funding source for this project. The consultant for the project is Engineering Resource Associates. Although this is a City project, the ownership & maintenance will be the U of I's.

John went through the preliminary plans in detail. There will be two bus bump-outs that will be part of a future road project on West Florida Avenue. When the road project is done, there may need to be some reconstructing of the multi-use path, but the City will try to minimize that.

A member of the public brought up a concern about a sharp metal inlet grate which could cause a flat tire. This is located at the NW corner of Race and Florida. Other concerns were current potholes on the Race Street shared-use path and the types of lighting that will be used for the Florida Avenue shared-use path.

2. Status Update for Transportation Capital Projects – John Zeman

- a. North Lincoln Avenue road diet from Wascher to Killarney – The design is underway and the demonstration will probably be in the Fall of 2025.
- b. Florida Avenue street project – This is in design and in environmental review.
- c. Lincoln Avenue corridor study – RPC will be taking this to City Council on November 12th.
- d. Bakers Lane shared-use path – This will be brought to BPAC in December probably.
- e. EQL FY22 sidewalks are almost complete with the exception of sodding.

G. New Business

1. Annual Budget for BPAC Education and Public Outreach – John Zeman

John said that they are proposing that some money be set aside in the operating budget for BPAC to use and decide how to use it. In the past year, the City has spent about \$2,500.00 on bicycle & pedestrian education & public outreach.

Annie Adams will be sending Carmen Franks information on webpage material that BPAC had Presented in earlier years.

2. Annual Report for Calendar Year 2024 – Audrey Ishii

Audrey went through the last Annual Report from FY23. John Zeman challenged BPAC to think about what they are trying to accomplish with the annual report: are they trying to document what they did the past year or trying to persuade City Council on topics. Audrey will send out a draft in a few weeks for this year's report and get feedback on it.

3. Goals for Calendar Year 2025 – Audrey Ishii

Audrey gave an update on the goals that BPAC had set for the year:

- a. Work has been done toward the reduced speed limit goal.
- b. There is good progress on the Florida Avenue goal.
- c. Washington Street and Vine Street goals are part of the SS4A grant request.
- d. The website update was discussed earlier in tonight's meeting under New Business.
- e. The East Main Street resolution will take the form of a letter.
- f. There is a report for wayfinding; which is a future goal.
- g. Annie is working on the Urbana Meander; which is also a future goal.

H. Announcements

- a. Sarthak Prasad had the following announcements:
 - (1) Public Input is still being accepted for the Campus Bike Plan. The website for input is go.fs.illinois.edu/BikePlanPublicInput
 - (2) At Light the Night they gave out about 800 light sets.
 - (3) 1,200 people registered for Bike to Work Day, which was a new record.
 - (4) In the past month, Sarthak has installed 13 bicycle & pedestrian counters on campus. He still has one more to install.

I. Future Topics

- a. elect acting Vice-Chair for BPAC
- b. Schedule Q of the Urbana Local Traffic Code changes

J. Adjournment

The meeting adjourned at 8:55 p.m.

Urbana Bicycle and Pedestrian Advisory Commission

Item E1.



Annual Report 2024

Urbana Bicycle and Pedestrian Advisory Commission (2006)

The purposes of the Commission shall be to:

- A. Advise the City Council on bicyclist and pedestrian issues;**
- B. Analyze routing, operation and safety of bicycles;
- C. Review and make recommendations regarding the City's Capital Improvement Plan and Bicycle Master Plan;
- D. Evaluate and make recommendations for an **action plan** for biking and walking facilities (on- street and off-street paths and lanes, bicycle racks, signage and signalization);
- E. Coordinate with external agencies on maps and regional path connections;
- F. Develop education and public outreach programs on bicycle and pedestrian issues;
- G. Assist the City in the development of bicycle and pedestrian systems within the community;

BPAC Commissioners

Members currently serving

Annie Adams	At-Large
Carmen Franks	UPW
Tommy Griscom	At-Large
Qiushi Huang	(MTD)
Audrey Ishii, VC	USD116
Susan Jones	At-Large
Bruce Michelson	At-Large
Keenan Portis	UPD
Sarthak Prasad	Univ. Ill.
Nancy Westcott	(PACE)
Vacancy	

Members for part of 2023-24

Bill Brown, Chair	At-Large
Kara Dudek-Mizel	UPD
Dan Saphiere	At-Large
Yousef Shah	At-Large
John Zeman	UPW

BPAC Reviews and Input (2023-24)

Item E1.

- Florida Avenue multi-use path preliminary design (ITEP grant)
- Urbana Park District ADA updates and amenities map
- Equity Quality of Life projects
- Lincoln Avenue Corridor Study (for reducing crashes)
- Street Lighting for health and safety
- Urbana Meander downtown pedestrian trail
- Long-Range Transportation Plan 2050
- Effectiveness of speed reduction for pedestrian safety
- State and local residential speed ordinances
- Imagine Urbana Comprehensive Plan - Walkability
- UI Sustainable Transportation Updates—ADA, Climate Change, Transportation Demand Management
- UI Bicycle Master Plan
- Bicycle Friendly Application Renewal and Report Card Results
- Urbana Pedestrian Master Plan
- Vision Zero Campaign Map and Survey (MTD intern)
- Urbana pedestrian and bicycle crash data and state and local tools
- Utility of stop bars at crosswalks on Lincoln and Vine

Recommendations passed by vote

- Apply for a Safe Streets and Roads for All (SS4A) Federal grant for speed management study (Vision Zero Action Plan) and traffic calming demonstration projects.
- Reduce East Main St. and Pfeffer Rd. to at least State statutory urban speed limit of 30 mph or less.
- Coordinate e-bike/micromobility regulations with all local agencies
- Promote Downtown Pedestrian and Bicycle Activity with Farmers Market Pavilion

Advancing the BPAC mission...

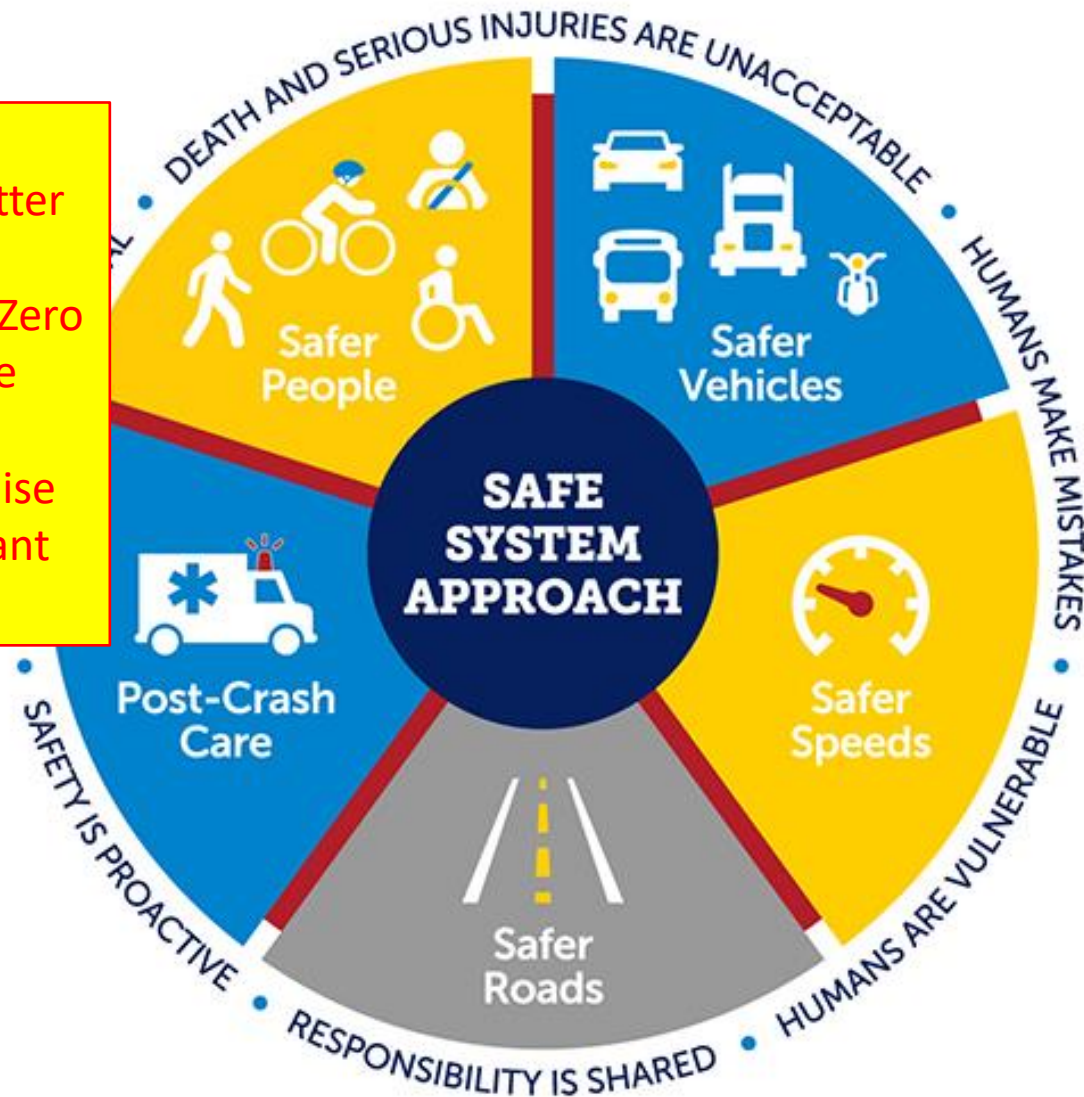
2024 GOALS

- 1. **Speed reduced to ranges compatible with Vision Zero commitment; e.g. extend the University 25-mph zone to residential areas**
- 2. Florida Avenue and University Avenue safe and attractive for ALL users
- 3. Washington Street speed issues addressed
- 4. Vine Street issues with no cross walks addressed (near Fairlawn, Michigan, and Pennsylvania)
- 5. City Getting Around website updated
- 6. **East Main Street resolution added to Bicycle & Pedestrian Plan addendums**
- 7. Lincoln Avenue Corridor Study actively followed and reviewed; provide comments as BPAC

FUTURE GOALS

- 1. State lobbied to return speed-setting to municipalities;
- 2. Add MTD & PACE representation to BPAC, change to Bylaws
- 3. Wayfinding and pedestrian access to parks evaluated and enhanced—example Broadway behind JJ’s
- 4. **Obtain an SS4A grant to create the Urbana Vision Zero action plan and demonstration projects.**
- 5. Vibrant pedestrian tourist trail designed and promoted
- 6. Long-Range Transportation Plan 2050 actively followed and reviewed
- 7. Snow removal zone expanded

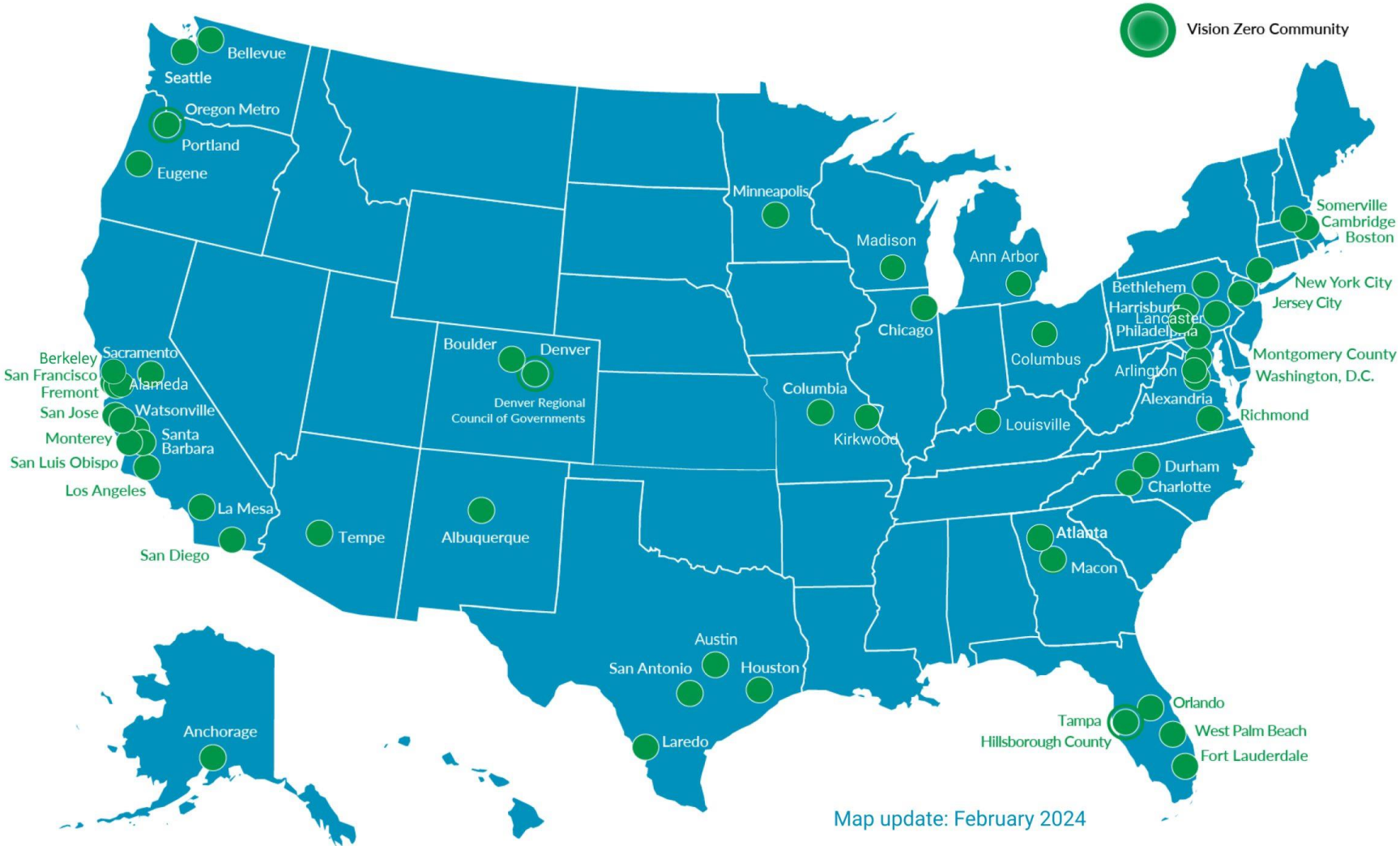
Replace this slide with a better image and the Urbana Vision Zero Resolution date & synopsis. Highlight promise to apply for grant funding.



Vision Zero City Recognition

- ① A clear goal of eliminating traffic fatalities and severe injuries has been set.
- ② The Mayor has publicly, officially committed to Vision Zero.
- ③ A Vision Zero plan or strategy is in place, or the Mayor has committed to doing so in clear time frame.
- ④ Key departments (including transportation, public health and mayors' offices) are leading.

VISION ZERO NETWORK



Vision Zero Strategies Include:

1. Building and sustaining leadership, collaboration, and accountability – especially among a diverse group of stakeholders (transportation professionals, policymakers, public health officials, police, and community members)
2. Collecting, analyzing, and using data to understand trends and potential disproportionate impacts of traffic deaths
- 3. Prioritizing equity and community engagement**
- 4. Managing speed to safe levels**
5. Setting a timeline to achieve zero traffic deaths and serious injuries, which brings urgency and accountability, and ensuring transparency on progress and challenges.

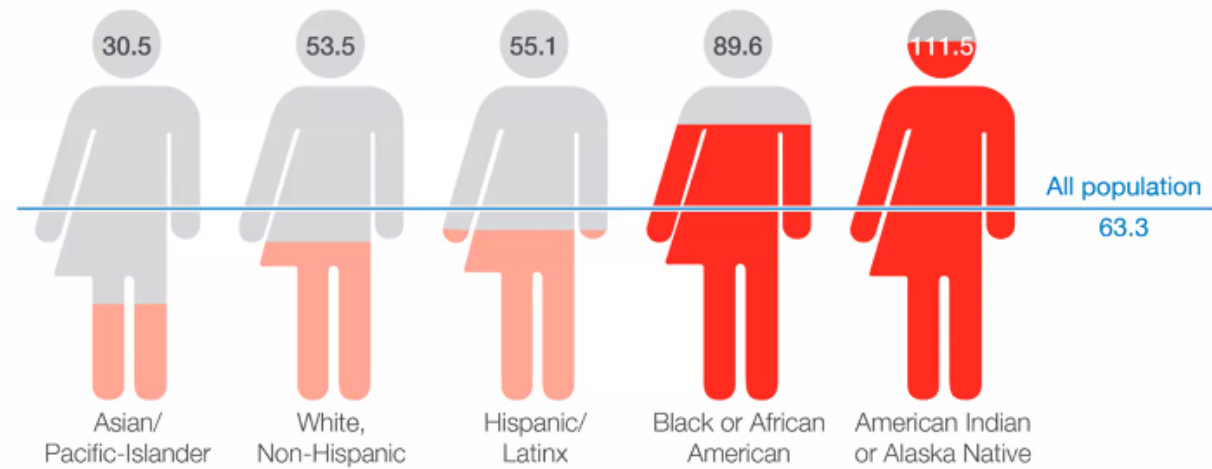
Why Does it Matter?

44,450 people died
on U.S. roads in 2023

~ 45% increase of pedestrian deaths
over the 2010-2019 decade

~80% more likely for Black people to be killed by drivers
while walking than White, non-Hispanic Americans

Relative pedestrian danger by race and ethnicity (2010-2019)



USDOT National Roadway Safety Strategy

Item E1.

The Safe System approach is expected to win a Safe Streets for All grant also known as SS4A

<https://www.t>

FIND A BETTER SLIDE

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional

Prevent crashes

Improve human behavior

Control speeding

Individuals are responsible

React based on crash history

Safe System

Prevent deaths and serious injuries

Design for human mistakes/limitations

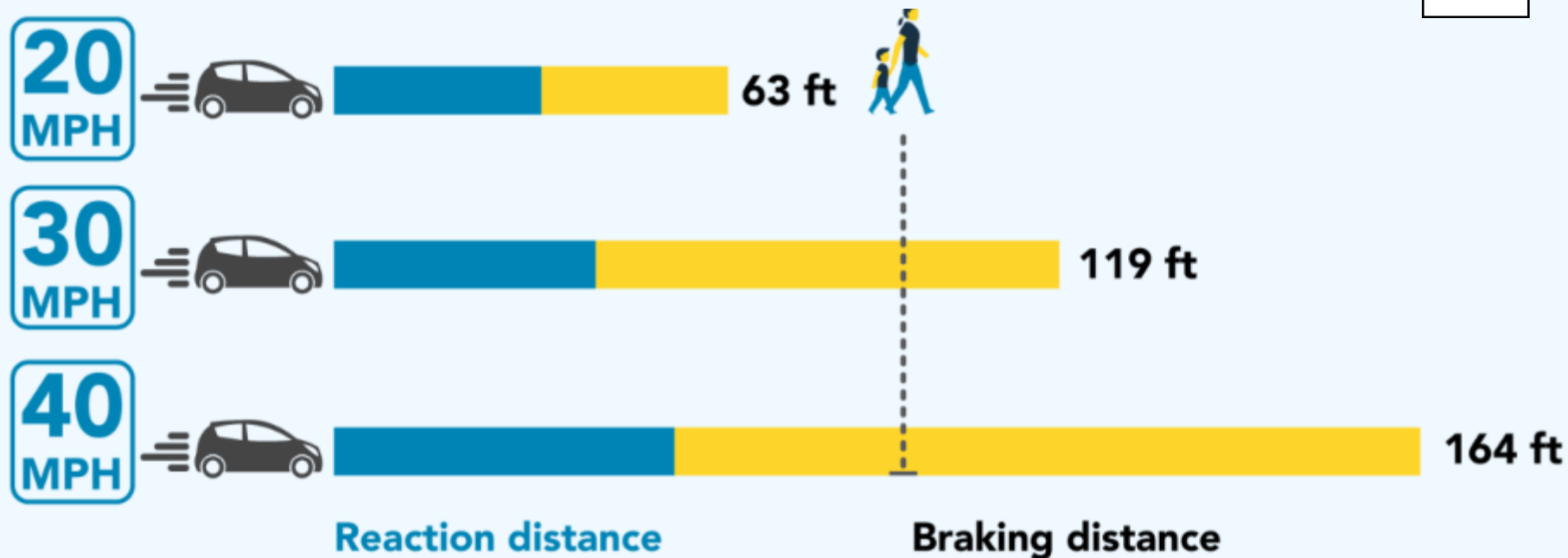
Reduce system kinetic energy

Share responsibility

Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

Successful planning grant winners for 2023 included McLean County, individual cities such as Starksville MS who applied together with the Mississippi State University, Ann Arbor MI, and several cities within regions that included an Metropolitan Planning Organization.



Higher speeds increase a driver's reaction time & braking distance

We will always face unpredictable, urgent reasons to stop. The speed we're traveling can make the difference between life and death.

5. Speed is recognized and prioritized as the fundamental factor in crash severity.

First, designing self-enforcing roadways that physically encourage safe speeds through traffic calming and geometric design (examples include narrower travel lanes, roundabouts, and speed humps). The physical design of a roadway is the first and most impactful way to encourage speeds at safe levels.

Cities such as Washington D.C., Chicago, NYC and many others across the world have effectively discouraged speeding via the use of safety cameras. A particularly timely benefit is that this technology can lessen the degree of police officer discretion required in making traffic stops, important at a time when concerns about equitable law enforcement is at a particularly high and troubling level. *(continued on next page)*

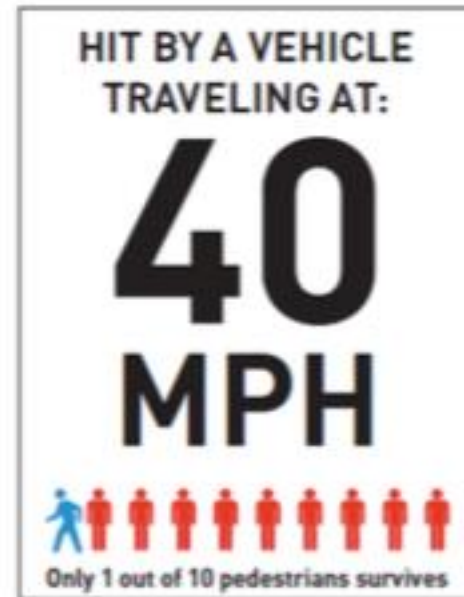
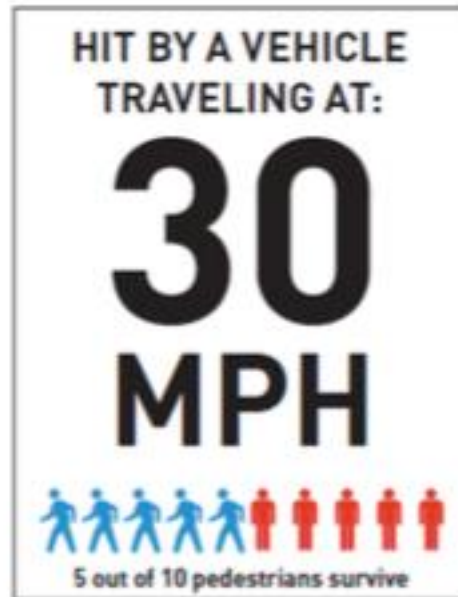
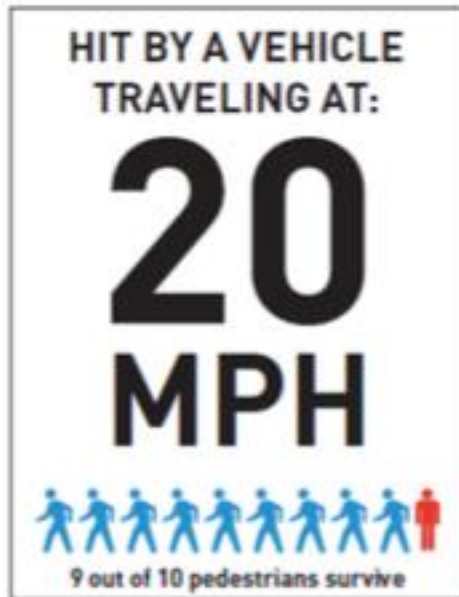
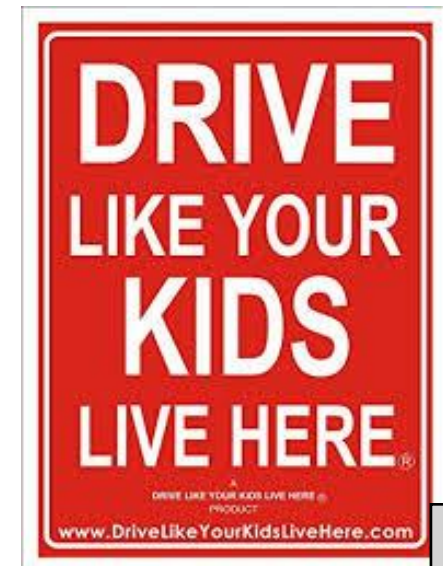


Image: Seattle Department of Transportation

Map showing the 22 US states that have residential speed limit of 25 mph or less





City of Urbana, IL

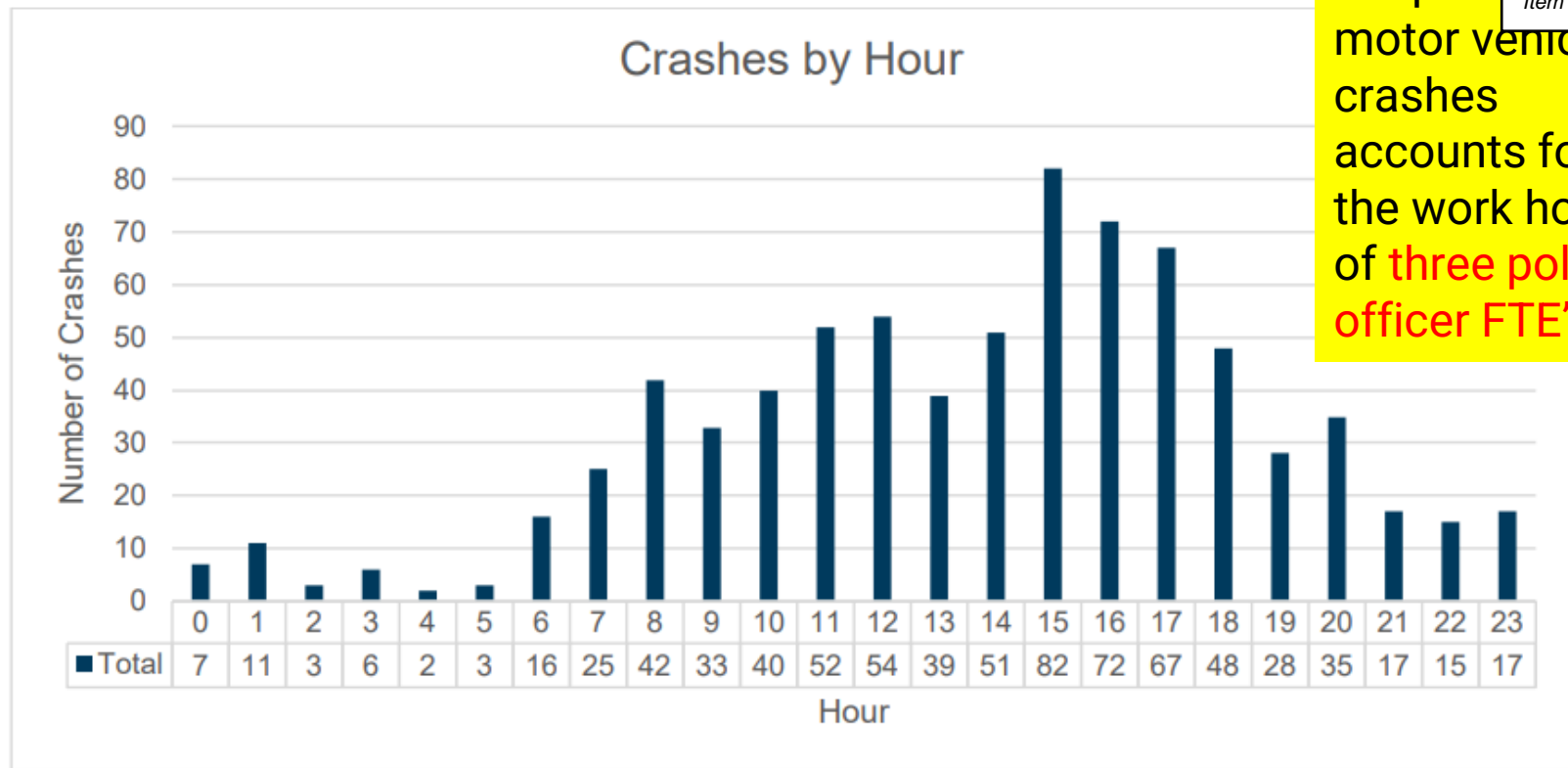
Public Safety Services Operational Review & Assessment

Version 1.0



CITY OF
URBANA

Figure 2.9: Motor Vehicle Crashes by Hour



Response to motor vehicle crashes accounts for the work hours of three police officer FTE's.

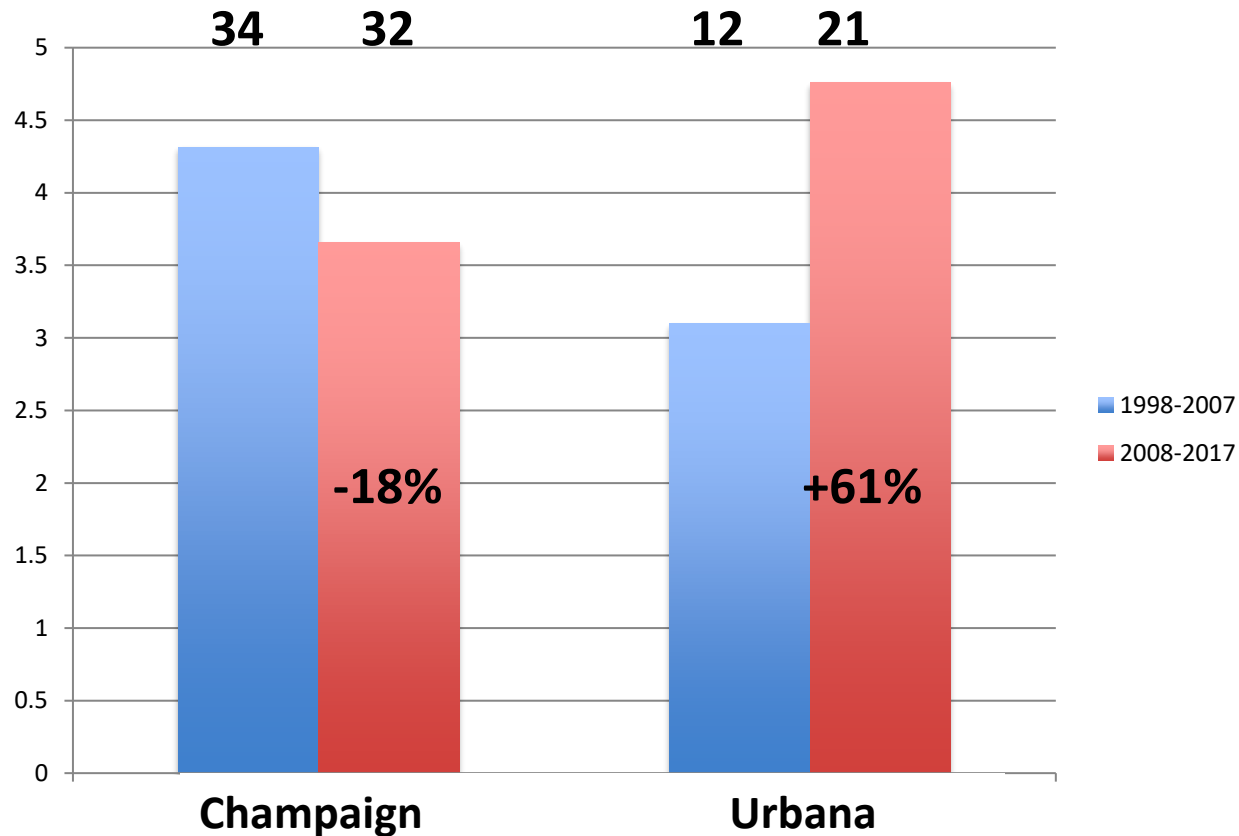
Source: Agency Provided data

- "Most vehicle crashes consume a significant amount of time, and these events occur most frequently during the highest period of volume demand for the UPD. It is also significant that motor vehicle crashes almost always require a multiple unit response, which exacerbates patrol availability issues outlined elsewhere in this report

AVERAGE TOTAL TRAFFIC DEATH RATES for 10-YEAR PERIODS

Average annual fatalities per 100,000 people graphed.

Ten-year total deaths are listed above each bar.



Percent change is based on the average annual per 100,000

TRAFFIC DEATHS in URBANA

YEAR	DIED	INJURED
2008	3	166
2009	4	202
2010	1	284
2011	2	180
2012	1	170
2013	2	166
2014	2	220
2015	2	229
2016	2	
2017	2	

Average total traffic fatalities in Urbana

1998-2007 1.2 References:
2008-2017 2.1 SCIL 2011-2015, 2017 LRTP

Of the 21 traffic deaths in the more recent 10 year period, **ten** were pedestrians, and 1 a bicyclist; of the 12 traffic deaths in the previous 10 years, only **three** were pedestrians.

AVERAGE PEDESTRIAN DEATH RATES for 10-YEAR PERIODS

Average annual deaths per 100,000 people plotted
Total 10 year crashes are listed above each bar.

UPDATE:

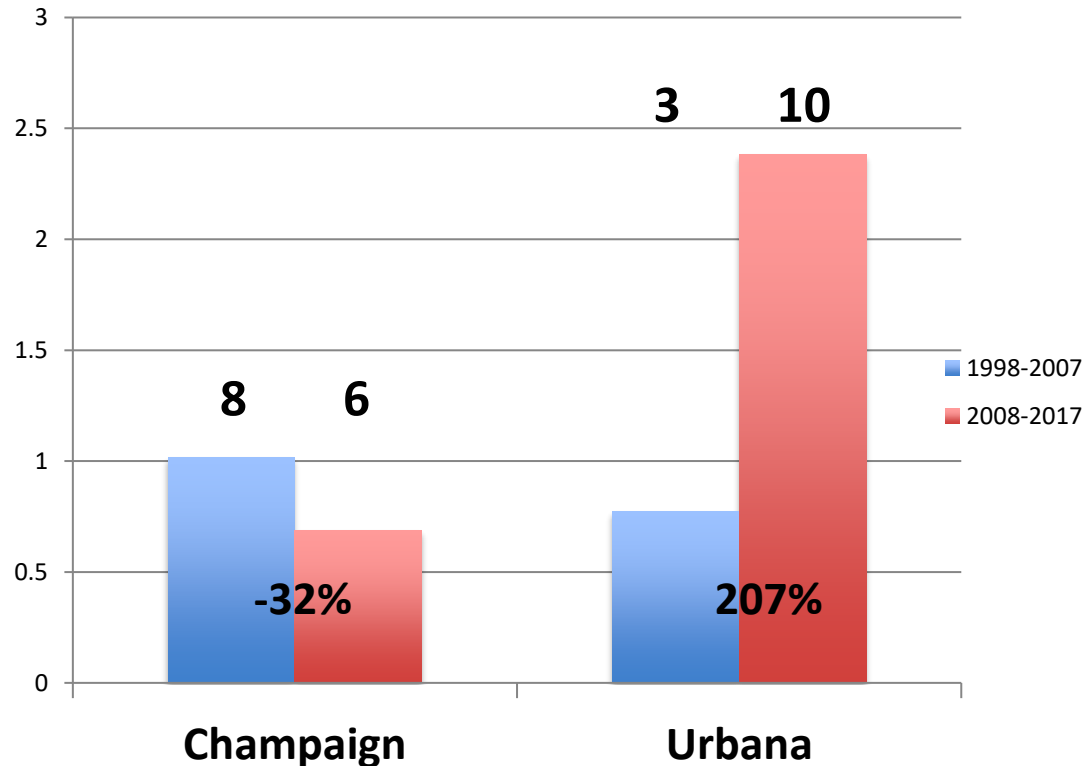
For the five-year period 2018-2022

Pedestrian deaths

Urbana 4
Champaign 5

Urbana's rate is approximately 2X Champaign's from:

L RTP 2050 (RPC draft report)



Percent change is based on the average annual per 100,000

For the 2008-2017 (10 years, red bar) period, pedestrians were 19 % of Champaign traffic deaths (6 of 32) and 48 % of Urbana traffic deaths (10 of 21). In the same period, there were 2 cyclists killed in Champaign (2011,2012), 1 in Urbana (2009).

Item E1.



In Urbana, one pedestrian death per year is a fatality rate per 100,000 of Urbana (**2.5**) NY (**1.09**), Chicago (**2.02**), Boston (**0.58**), Seattle (**1.56**), Denver (**2.4**), Champaign (**1.13**).

State rates:
Illinois (**1.40**)
#20 lowest
Texas (2.34)
Tenn. (2.50)
#39&40 lowest

Total and Pedestrian Fatalities in Cities With Populations of 500,000 or Greater, and Fatality Rates, 2020

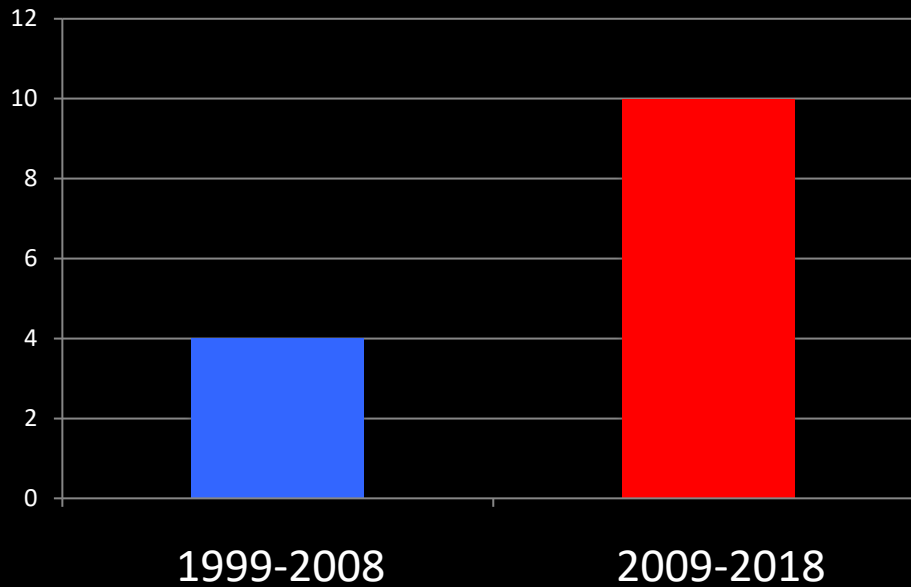
City	Total Fatalities	Pedestrian Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentage of Total Fatalities		Total	Pedestrian
Indianapolis, IN	134	39	29.1%	877,903	15.26	4.44
San Francisco, CA	31	12	38.7%	866,606	3.58	1.38
Seattle, WA	26	12	46.2%	769,714	3.38	1.56
Denver, CO	51	15	29.4%	735,538	6.93	2.04
Washington, DC	36	10	27.8%	712,816	5.05	1.40
Boston, MA	18	4	22.2%	691,531	2.60	0.58
El Paso, TX	64	12	18.8%	681,534	9.39	1.76
Nashville, TN	104	37	35.6%	671,295	15.49	5.51
Detroit, MI	191	41	21.5%	665,369	28.71	6.16
Las Vegas, NV	32	12	37.5%	662,368	4.83	1.81
Oklahoma City, OK	81	25	30.9%	662,314	12.23	3.77
Portland, OR	56	18	32.1%	656,751	8.53	2.74
Memphis, TN	223	63	28.3%	649,705	34.32	9.70
Louisville, KY	113	31	27.4%	618,338	18.27	5.01
Milwaukee, WI	87	15	17.2%	589,067	14.77	2.55
Baltimore, MD	62	16	25.8%	586,131	10.58	2.73
Albuquerque, NM	105	30	28.6%	562,540	18.67	5.33
Tucson, AZ	125	37	29.6%	553,571	22.58	6.68
Fresno, CA	71	29	40.8%	530,267	13.39	5.47
Mesa, AZ	47	17	36.2%	528,159	8.90	3.22
Sacramento, CA	43	21	48.8%	512,838	8.38	4.09
Atlanta, GA	81	25	30.9%	512,550	15.80	4.88

Sources: FARS 2020 ARF; Population – Census Bureau
Note: Sorted by highest to lowest population.

2020 was not a normal year, but ped rate for Champaign and Urbana are steady for at least 4 years

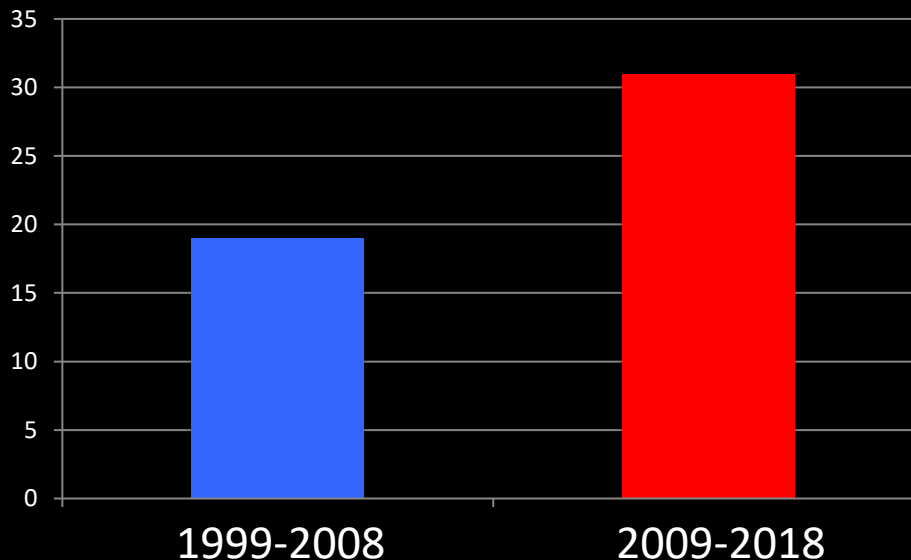
In Champaign County over 10 years

Item E1.



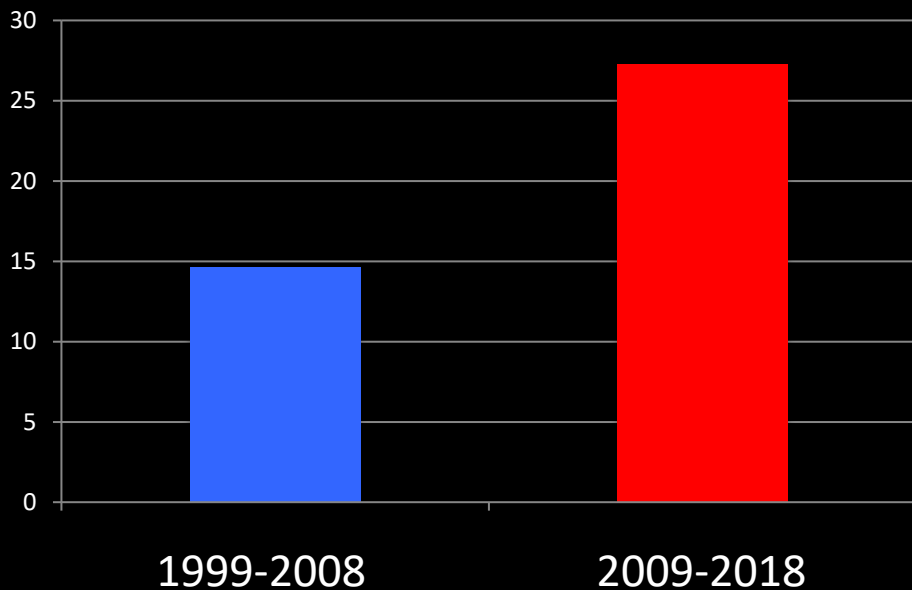
Bicycle deaths have increased 150%

Pedestrian deaths have increased 63%



(Population up about 10%) <https://data.ccrpc.org/dataset/traffic-crashes>

Not acceptable in our County!



The percent of all local traffic deaths that are pedestrian or bicyclist has almost **doubled**, from 14.6% to 27.3%.

Nationally, almost 1 in 5 traffic deaths are now pedestrian or bicyclist.

Vision Zero Resolution of the Champaign Urbana Urbanized Area Transportation Study September 2022

- WHEREAS, urban roadways that improve safety also enrich the lives of all community members, and safety countermeasures will contribute to overall population health; and...
- CUUATS Technical and Policy Committees acknowledge and accept that the Safety Plans may result in changes to each participating agency or municipality's approach to the planning and design of streets...and legal and legislative frameworks including **the potential to advocate for reduced speed limits**; and,

https://www.ccrpc.org/transportation/champaign-urbana_urban_area_safety_plan/index.php

(Note that the resolution mistakenly lists 11 people killed while walking and in wheelchairs. These were in Urbana alone--there were an additional 6 in Champaign during the same period.)

Does it work to reduce the speed limit on a city-wide basis?

Item E1.

After Boston lowered the default speed limit to 25 mph,
the estimated odds of a vehicle

exceeding 35 mph



fell 29.3%

exceeding 30 mph



fell 8.5%

exceeding 25 mph



fell 2.9%

Boston lowered its citywide speed limit to 25 mph beginning in January 2017 as part of its Vision Zero action plan.

<https://www.iihs.org/iihs/news/desktopnews/city-drivers-slow-down-for-lower-speed-limit-in-boston> **Study reported by the Insurance Institute for Highway Safety**

Lowering speed limits makes Seattle streets safer

March 28, 2023

Item E1.



Seattle Department of Transportation

“When we talk about the Safe System approach, we always stress that nobody should have to die because of a mistake,” said IIHS President David Harkey. “These results illustrate the value of rethinking speed limits. Crashes still happened after Seattle’s changes, but they weren’t as dangerous.” In downtown Seattle, **lowering default speed limits reduced the likelihood that a crash would involve an injury by a fifth on arterial roads...**

“Everybody thinks of highways when we talk about speed limits, but reducing speeds on city thoroughfares and residential streets is just as important,” Harkey said. **“Nationwide, nearly a third of crash deaths occurred on urban arterials in 2020.”**

Higher speeds make crashes more likely by reducing the time a driver has to react and increasing the distance required to stop the vehicle.

Higher speeds also increase the energy involved in a crash, raising the odds of an injury.

Is it possible to have zero fatalities?

- Before 2007, it was possible and expected in most years in Urbana—at least for pedestrians.
- Hoboken, NJ, Jersey City and worldwide—Oslo Norway have proven VZ is realistic.
- Cars and trucks are bigger and more dangerous...distractions have increased.

Our **Imagine Urbana** goal for attracting more residents depends on our community's ability to stand out for public space vibrancy and comfort—not for the ease with which fast cars move through it. Let's invite people to stay awhile!

BPAC Resolution for SS4A 2023

Item E1.

Whereas, the **Urbana City Council passed a Vision Zero resolution in October 2020** that calls for a goal of zero deaths and serious injuries on Urbana roadways by 2030; and

Whereas, there have been **four pedestrian deaths in the four years 2019-2022**, with three of the four occurring on or near Vine or Cunningham, and the 4th on the East Main Street, and this rate of pedestrian deaths is unacceptable in reaching the goal of zero deaths by 2030 and in comparison with other cities;

Whereas, funding is needed to study and consider a system-wide approach to reducing speed in order to reduce the likelihood of serious injury and death within Urbana and increase the comfort and vibrancy of Urbana streets; and

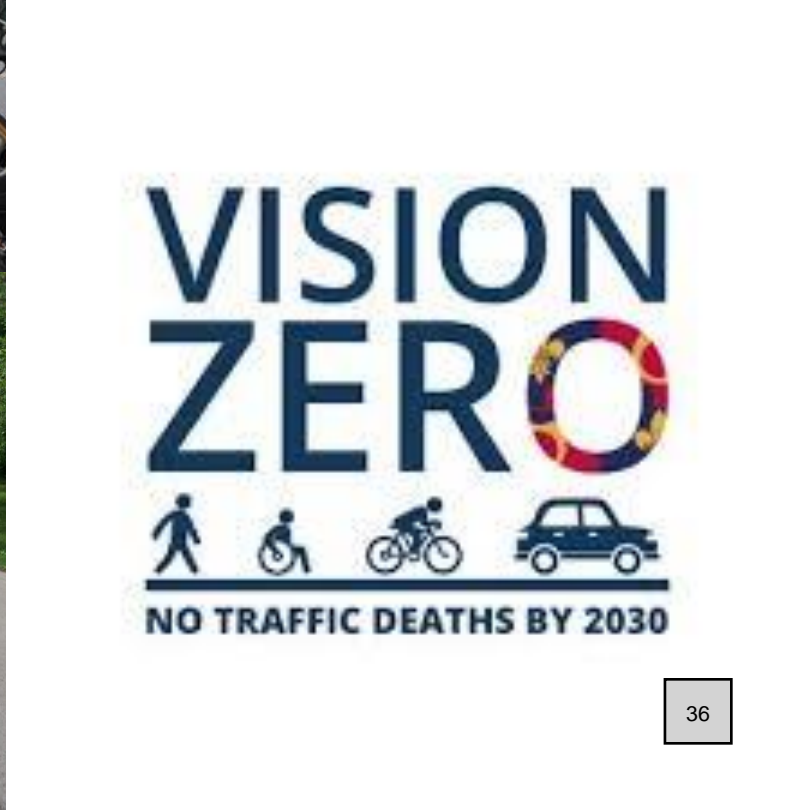
Whereas, additional demonstration projects to improve the safety of streets for all users and especially pedestrians and bicycles can be implemented on Lincoln Avenue and other locations; and...

Note: To keep it simple, haven't even mentioned the many life-changing injuries...

Call to mandate speed management study for expanding 25mph district, and

applying for grants to complete VZ recognition process

with a upbeat & positive image of City such as MSCORE





URBANA BICYCLE AND PEDESTRIAN ADVISORY COMMISSION MEETING CALENDAR

Location: Urbana City Council Chambers
400 South Vine Street
Urbana, Illinois 61801

01/21/2025 – Regular Meeting Cancelled (conflict with Committee of the Whole Meeting)

02/18/2025 - 7:00 p.m. Notice of Regular Meeting

03/18/2025 - 7:00 p.m. Notice of Regular Meeting

04/15/2025 - 7:00 p.m. Notice of Regular Meeting

05/20/2025 - 7:00 p.m. Notice of Regular Meeting

06/17/2025 - 7:00 p.m. Notice of Regular Meeting

07/15/2025 - 7:00 p.m. Notice of Regular Meeting

08/19/2025 – 7:00 p.m. Notice of Regular Meeting

09/16/2025 – 7:00 p.m. Notice of Regular Meeting

10/21/2025– 7:00 p.m. Notice of Regular Meeting

11/18/2025 – 7:00 p.m. Notice of Regular Meeting

12/16/2025 – 7:00 p.m. Notice of Regular Meeting