



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

AGENDA

A. Call to Order and Roll Call

B. Changes to the Agenda

C. Approval of Minutes of Previous Meeting

- [1. August 20, 2024 Meeting Minutes](#)

D. Public Input and Commissioner Communications

E. Unfinished Business

- [1. Safe Streets and Roads for All \(SS4A\) Grant Discussion - Annie Adams](#)
- [2. U of I 2024 Campus Bicycle Master Plan Update - Sarthak Prasad](#)

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

- [1. Imagine Urbana Comprehensive Plan – Andrea Ruedi and Kevin Garcia](#)

G. New Business

- [1. East Main Street Speed Limit Resolution - Audrey Ishii](#)
- [2. Review of Schedule A of the Urbana Local Traffic Code, Increased Speed Limit in Certain Zones - Audrey Ishii](#)

H. Announcements

I. Future Topics

J. Adjournment

PUBLIC INPUT

The City of Urbana welcomes Public Input during open meetings of the City Council, the City Council's Committee of the Whole, City Boards and Commissions, and other City-sponsored meetings. Our goal is to foster respect for the meeting process, and respect for all people participating as members of the public. All City meetings are broadcast on Urbana Public Television and live-streamed on the web. Details on how to watch are found on the UPTV webpage located at <https://urbanaininois.us/uptv>

body, city staff, and the general public. The City is required to conduct all business during public meetings. The presiding officer is responsible for conducting those meetings in an orderly and efficient manner. Public Input will be taken in the following ways:

Email Input

Public comments must be received prior to the closing of the meeting record (at the time of adjournment unless otherwise noted) at the following: citycouncil@urbanairillinois.us. The subject line of the email must include the words “PUBLIC INPUT” and the meeting date. Your email will be sent to all City Council members, the Mayor, City Administrator, and City Clerk. Emailed public comments labeled as such will be incorporated into the public meeting record, with personal identifying information redacted. Copies of emails will be posted after the meeting minutes have been approved.

Written Input

Any member of the public may submit their comments addressed to the members of the public body in writing. If a person wishes their written comments to be included in the record of Public Input for the meeting, the writing should so state. Written comments must be received prior to the closing of the meeting record (at the time of adjournment unless otherwise noted).

Verbal Input

Protocol for Public Input is one of respect for the process of addressing the business of the City. Obscene or profane language, or other conduct that threatens to impede the orderly progress of the business conducted at the meeting is unacceptable.

Public comment shall be limited to no more than five (5) minutes per person. The Public Input portion of the meeting shall total no more than two (2) hours, unless otherwise shortened or extended by majority vote of the public body members present. The presiding officer or the city clerk or their designee, shall monitor each speaker's use of time and shall notify the speaker when the allotted time has expired. A person may participate and provide Public Input once during a meeting and may not cede time to another person, or split their time if Public Input is held at two (2) or more different times during a meeting. The presiding officer may give priority to those persons who indicate they wish to speak on an agenda item upon which a vote will be taken.

The presiding officer or public body members shall not enter into a dialogue with citizens. Questions from the public body members shall be for clarification purposes only. Public Input shall not be used as a time for problem solving or reacting to comments made but, rather, for hearing citizens for informational purposes only.

In order to maintain the efficient and orderly conduct and progress of the public meeting, the presiding officer of the meeting shall have the authority to raise a point of order and provide a verbal warning to a speaker who engages in the conduct or behavior proscribed under “Verbal Input”. Any member of the public body participating in the meeting may also raise a point of order with the presiding officer and request that they provide a verbal warning to a speaker. If the speaker refuses to cease such conduct or behavior after being warned by the presiding officer, the presiding officer shall have the authority to mute the speaker’s microphone and/or video presence at the meeting. The presiding officer will inform the

speaker that they may send the remainder of their remarks via e-mail to the public body for inclusion in the meeting record.

Accommodation

If an accommodation is needed to participate in a City meeting, please contact the City Clerk's Office at least 48 hours in advance so that special arrangements can be made using one of the following methods:

- Phone: 217.384.2366
- Email: CityClerk@urbanillinois.us



CITY OF URBANA BICYCLE AND PEDESTRIAN ADVISORY COMMISSION MEETING

DATE: Tuesday, August 20, 2024
TIME: 7:00 PM
PLACE: 400 South Vine Street, Urbana, IL 61801

MINUTES - UNAPPROVED

Members Present: Annie Adams (arrived at 7:08 p.m.), Susan Jones, Audrey Ishii, Sarthak Prasad, Nancy Westcott, John Zeman (departed at 7:12 p.m.)

Others Present: none

Members Absent: Tommy Griscom, Qiushi Huang, Bruce Michelson, Keenan Portis

A. Call to Order and Roll Call

Audrey Ishii called the meeting to order at 7:04 p.m. Roll was taken.

B. Changes to the Agenda

1. Sarthak Prasad will not be presenting on UIUC Campus Bicycle Update

This topic will be moved to next month and change the item to read as U of I 2024 Campus Bicycle Masterplan Update. Sarthak did mention that this week they are working on the final draft to be ready for public input. Public input will be taken for 5 weeks. The plan is to be updated every 10 years.

**Annie Adams arrived to the meeting at 7:08 p.m.*

C. Approval of Minutes of Previous Meeting

1. April 16, 2024 Meeting Minutes

Corrections and revisions were made to points in sections D, E2, E3, Fc, & Hf which included additions for more detail, correction of content to make it accurate, and a street name correction.

2. July 16, 2024 Meeting Minutes

Corrections were made to points in sections E1 & I; both being name corrections between Annie Adams & Audrey Ishii.

John Zeman motioned to approve both sets of minutes together with revisions, Susan Jones seconded. Motion approved with a unanimous voice vote.

**John Zeman departed the meeting at 7:12 p.m.*

D. Public Input and Commissioner Communications

1. Annie Adams rode her bike to the Kickapoo Rail Trail this past weekend & cars were behaving badly (speeding, etc). She brought up that maybe there is something that BPAC could do to figure out how to make the route to the trail safer for pedestrians. The area of most concern is where there is no bike lane. Suggestions were for a road diet or changing signage. Nancy said this is another good reason for license plate readers.

2. Nancy Westcott mentioned a news story that she saw the previous night regarding John Street in Champaign where a wide middle strip was being put in (painted) for bicyclists.
3. Audrey Ishii received a suggestion to fix the timing at Windsor & Race for a longer period to cross. It was discussed that this could be a possible future agenda item.

E. Unfinished Business

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

Annie thanked Nancy Westcott, Bruce Michelson, & Audrey Ishii for their help in writing the letter to the Mayor & City Council. Annie read through the letter. After some discussion, #5 (Test: Washington Bikeway) under examples will be taken out of the letter.

Sarthak suggested including the intersections of Vine & Pennsylvania and Vine & Michigan under examples.

2. UIUC Campus Bicycle Update – Sarthak Prasad

During Changes to the Agenda, this item was moved to next month's meeting and the item will be changed to read as U of I 2024 Campus Bicycle Masterplan Update.

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

none

G. New Business

none

H. Announcements

a. Sarthak Prasad had several announcements:

- (1) This week is U of I move-in week, with students starting back next week.
- (2) Bike to Work Day is September 18th from 7-10 am, with a rain date of September 20th.
- (3) Light the Night bike light giveaway is September 19th, with a rain date of September 24th.
- (4) Parking Day is September 20th.
- (5) The installation of Eco Counters continues on campus. All bike & pedestrian data is published monthly & is available.
- (6) Bird Bikeshare is here with 500 bikes. This is in addition to the 750 Veo bikes.
- (7) As part of the Abandoned Bicycles Project, 260 bikes were removed this year & they are now in the process of returning some.

b. Susan Jones said that Parkland students started back this week.

I. Future Topics

1. U of I 2024 Campus Bicycle Masterplan Update – Sarthak Prasad
2. Timing at Windsor & Race intersection - possible item mentioned by Audrey Ishii

J. Adjournment

The meeting adjourned at 8:01 p.m.

Dear Mayor Marlin and Members of the Urbana City Council,

The Bicycle and Pedestrian Advisory Commission (BPAC) unanimously urges the City to file applications for [USDOT Safe Streets for All Road Users \(SS4A\) grants for FY 2025-2026](#).

BPAC has confirmed with the Champaign County Regional Planning Commission (CCRPC) that Urbana can apply for Implementation and/or Planning and Demonstration grants under this heading. In 2024, nearly \$1 million was awarded to CCRPC for Supplemental Planning and Demonstration activities. About \$200,000 of this will go towards testing (also called demonstrations) of safety improvements on North Lincoln Avenue between Killarney and Wascher. Most of the \$800,000 balance will be used to advance countywide Vision Zero data collection and safety planning goals. The CCRPC's success in securing this funding is an encouraging indication that a similar application by the City of Urbana will have an excellent chance of bringing in much-needed revenue for the City's safety imperatives.

The US Department of Transportation National Transportation Safety Strategy is pursuing the Safe Systems approach to traffic management. This approach focuses on holistic, safe traffic system design for all road users rather than individual drivers making mistakes, which has created our current traffic crisis of 40k+ annual roadway deaths. One part of the Safe Systems approach is a focus on speed management. It should be noted that federal funding for the Supplemental Planning and Demonstration grants for FY 2024 is \$461.5 million. Every eligible application has been awarded financial support in the previous two years.

The SS4A grant process specifically approves speed management studies and plans. The grantee match is 20%, which can be in-kind services. We note that in several communities of comparable size in Illinois (including St. Joseph, Savoy, and Crystal Lake), speed reduction experiments (from 30mph to 25mph on non-arterial streets) are already underway, and a Planning and Demonstration Grant would support an effort by Urbana to review similar options professionally and carefully. As an example of a similar demonstration project, we attach documents describing the study underway in Crystal Lake.

Additional activities an SS4A grant can fund include:

- planning and facilitating public meetings on street safety options;
- testing traffic calming measures at high-speed noncompliance or crash and conflict locations;
- temporary installations and other initiatives for improving situational awareness for Urbana pedestrians, including K-12 students;
- experimental bicycle and pedestrian safety infrastructure;
- Safe Routes to School support

The application process is manageable by design, with a one-page narrative plan and a two-page description of demonstration projects. Because these funding opportunities align so well with the City's aspirations for safer streets, BPAC strongly encourages active participation in the grant application process in the coming year and stands ready to assist in that process.

References:

- Boston lowered the speed limit from 30 to 25mph in 2017. A study that included a control site was completed. The chance of vehicles exceeding 40mph fell by 29%. See: <https://www.iihs.org/topics/bibliography/ref/2168>
- Seattle found similar results (see below). Both cities did not increase enforcement. <https://highways.dot.gov/safety/learn-safety/noteworthy-practices/seattle-systemic-speed-limit-reduction-seattle-washington>

Examples of fundable safe street demonstration projects:



Enhanced Crosswalks & Stop Signs Anderson & Washington



Enhanced Crosswalks & Traffic Circle Anderson & Fairlawn



**Increase visibility of stop signs
by painting backs of signs red**



Washington Avenue Bikeway (2-way bike and car traffic)



The Urbana Bicycle and Pedestrian Advisory Commission urges the immediate implementation of the Illinois statutory residential speed limit of 30 mph or less on East Main Street east from Smith Road and including the East Main Street Spur to University Avenue; and East Main Street from the East Main Street Spur to and inclusive of Pfeffer Road. These locations can be removed from the posted Schedule A of the Urbana Local Traffic Code Section 23-62 because there is no City of Urbana ordinance allowing these exceptions to the State of Illinois statutory residential speed limits, therefore no justification is required to correct these improper additions to Schedule A.

BPAC further urges that East Main Street and the East Main Street Spur from Smith Road to University Avenue should be added to Schedule Q as a 25-mph or less speed zone as soon as possible because of the (1) Lack of sidewalks from South Dodson Drive to University Avenue and Pfeffer Road; (2) Inadequate lighting on most or all of the street; and (3) the January 2021 death of a pedestrian crossing the road from north to south after the departure of her bus from the MTD bus stop at the Dewey Street intersection; (4) heavy pedestrian traffic implied by the presence of four bus stops within the road segment, and a Walmart and Aldi's adjacent to the road segment; and (4) the identification of East Main Street as a bicycle route from the Weaver Park Trailhead to the Kickapoo Rail Trail terminus on University Avenue.

Review of Schedule A of the Urbana Traffic Code Section 23-64

The State statutory default speed limit for residential streets is 30 mph. Long-term increases or decreases to default speed limits require city ordinances passed in accordance with state law. In Urbana, the Urbana Traffic Code, Article V, Sections 23-62 and 23-64 set forth the speed limits throughout the city, with the locations and values for non-30 mph residential speed limits listed in Schedule A for those greater than 30 mph, and Schedule Q for those less than 30 mph. Ordinances that are passed related to speed limits amend Schedule A or Q as appropriate. These tables are posted on the city website listing the section of roadway affected along with the new speed limit and the ordinance reference. However, some ordinances and road sections are missing and a number of the current table entries, particularly in Schedule A, either do not list a corresponding ordinance or list an outdated one. In some cases, it may also be that speed limits from acquired roadways were not subsequently and properly incorporated into ordinance; but rather simply added to the table in Schedule A with no annotation. My concern is that this is not legally valid – that any roadways brought into the city that are not at default speed limits need to be incorporated in some fashion into city code.

...[OMIT discussion of Schedule Q]...

Schedule A (Speed limits over the default)

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Section 1 of Ordinance 9495-001 specifically repeals all previous related ordinances and reconstructs all Schedules as part of the ordinance. This also applies to any previously acquired roadway sections.

“Section 1. That the existing Urbana Local Traffic Ordinance, adopted by Ordinance No. 7475-2A and subsequently amended, is hereby repealed upon the effective date of this Ordinance. All ordinances, resolutions or motions or parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, hereby repealed.”

Hence, only the roads listed in Ordinance 9495-001, Schedule A, together with the subsequent ordinances passed by Council are legally at higher speed limits than the state residential statutory limit of 30mph. The ordinances that apply since then have been researched, and are listed in attached annotated Schedule A. There are a number of entries in the currently posted Schedule A table that have no ordinance referenced (nor found in my research) establishing the posted speed limit. The baseline values for the 6 sections (Table 1) that were passed as Schedule A by Ord. 9495-001 should be noted as Ordinance 9495-001 unless subsequently changed. Those sections of roadway with no listed ordinance passed since Ordinance 9495-001 should be properly signed at 30mph unless legally changed by Council. Any roadway sections acquired since passage of 9495-001 should have an ordinance (and reference) establishing the speed limit if different from state default. Returning sections of roadway to their statutory maximum, with the exceptions as noted below, would be the most expedient course of action and would help address safety and equity issues throughout the city.

Annotated Schedule A (see superscripts on attached Annotated Schedule A)

Items 3-7 require no action by council, just appropriate signage by Public Works. Correction of distances for consistency in Item 8 and speed adjustments and boundaries for Item 9 can be established in this same single ordinance.

3. No council action needed as there is no current ordinance establishing this as a 35mph section. (as Ord. 7273-27 superseded by Ord. 9495-001). Main Street and Main Street Spur should be left at the default 30mph speed limit for safety and equity reasons and the currently posted 35 mph signs should be replaced. Main Street has bicycle infrastructure and is a gateway for the Kickapoo Rail Trail and the north entrance to Weaver Park. This bicycle infrastructure disappears as the road narrows to a rural roadway in a residential neighborhood with no shoulders, no sidewalks, and no street lights; a former township road. A recent pedestrian death has occurred in this section. The spur is on a blind curve and the section through unincorporated Urbana includes major bus traffic with bus stops not having marked crosswalks (suggested action), sidewalks or lights. Bus users (and school children) have to cross from Beringer Commons to catch a bus. Note that Main Street at its eastern terminus has a 15mph curve onto Pfeffer Rd. which is an abrupt drop from 35mph. There is justification for reducing both sections (spur and terminus) of narrow roadway to 25mph due to the lack of infrastructure to accommodate pedestrian and bicycle traffic, the presence of bus stops and unmarked crosswalks, the upcoming Bakers Lane bike connection to the Kickapoo Rail Trail, as well as the pedestrian death. However, this would require a separate ordinance to update Schedule Q, and is not included in this document.

4. No council action needed; no ordinance found establishing 35mph for this section. Philo Road was at one time State Hwy 130 and posted speeds may be a remnant of that time. There has been residential and business development, additional bicycle infrastructure, and bus and pedestrian presence added suggesting that for safety reasons, the speed be a consistent 30mph between Main St on the north and Windsor on the south.

5. No council action needed; no ordinance found. Washington Ave as it approaches the eastern city limits is similar to Main Street (#3 above), where city infrastructure including bike lanes reduces to a former township chip and seal road between Smith and Pfeffer. This moves pedestrians and bicyclists directly onto the roadway. In this residential area, there are no shoulders, sidewalk only on one side, and no street lights. It should be left at the default residential speed limit matching the rest of Washington east of Busey Ave. Of note, it is currently posted at 30mph, so no reposting is needed. As with item 3, there is justification for reducing this section of narrow roadway to 25mph because of the lack of infrastructure including cars parking on the unimproved southern shoulder.

6. Vine Street between Main and University currently has no ordinance establishing a 35mph zone and can be left at 30mph. No signage is currently present south of the University Ave. and north of the Main St. intersection in either direction. Placing a 30mph southbound sign north of the railroad bridge is encouraged. Additional warning signage and crosswalks are needed in the vicinity of this intersection (University-Illinois) given two pedestrian fatalities and one injury in the past two years, the most recent being the fatality of 1/20/2022.

Excerpted from:

January 23, 2022; revised 12/19/2022; revised September 12, 2024

Charlie Smyth

Chair, ChampaignCountyBikes.org

Former Urbana City Clerk and Council Member

(Annotated) Schedule A of the Urbana Local Traffic Code
Section 23-62

Increasing state speed limits in certain zones. It is hereby determined upon the basis of an engineering and traffic investigation that the speed permitted by state law upon the following streets, described hereto and made a part hereof, is less than is necessary for safe operation of vehicles thereon by reason of the designation and sign-posting of said streets as through highways and (or) by reason of widely spaced intersections, and it is hereby declared that the maximum speed limit shall be as hereinafter set forth on those streets or parts of streets herein designated at the times specified when signs are erected giving notice thereof, all as set forth in Schedule A.

Name of Street	Between	And	Speed	Ordinance Number	Correction/Suggested
¹ Airport Rd	US Rt 45	Willow Rd	40	No Ordinance Found	Council Action Needed
Airport Rd	US Rt 45/Cunningham Ave	E. City Limits	40	2004-06-071	
Colorado Av	Vine St	Philo Rd	30	7475-2A	Redundant, delete from schedule
Colorado Av	Vine St	Philo Rd	35	7778-71	Delete from Schedule
Florida Av	Lincoln Av	W. City Limits	35	7475-2A	9495-001 ; 2000-10-128
Lincoln Av	Bradley Av	Sunset Dr	35	7778-71	9495-001
² Lincoln Av	Bradley Av	Wilbur Rd	40	No Ordinance Found	Council Action Needed
³ Main St	850' east of Lierman Av	Pfeffer Rd	30 35	7273-27 Not included in 7475-2A	Not included in 9495-001 so should be default 30mph, delete from table
³ Main St Spur	Main St	University Av	30 35	No Current Ordinance Found, Not included in 7475-2A or 9495-01	Default 30mph, as above - delete
⁴ Pfeffer Rd	Main St	Washington St	30 35	No Ordinance Found per above	Default 30mph, as above - delete
⁹ Philo Rd	Deerfield Trails Subdivision	Windsor Rd	45	2006-11-139	
⁹ Philo Rd	S. Edge of South Ridge V Subdivision	Windsor Rd	45	2004-05-057	
⁵ Philo Rd	Fairlawn Dr	Mumford Dr	30 35	No Ordinance Found	Default 30mph- delete
^{5b} Philo Rd	Mumford Dr	Windsor Rd	30 35	No Ordinance Found	Default 30mph- delete

Philo Rd	Washington St	Fairlawn Dr	30	9293-18	9495-001, default - delete as redundant
⁶ Vine St	Main St	University Av	3035	No Ordinance Found	Default 30mph - delete
⁷ Washington St	Pfeffer Rd	Dodson Dr	3035	No Ordinance Found	Default 30mph - delete
Windsor Rd	E. edge of Philo Rd	W. edge of Race St	40	9192-69	9495-001
Windsor Rd	W. edge of Race St	1280' W. of W. edge of Race St	45	9192-69	9495-001
⁸ Windsor Rd	Philo Rd	71 150' east of Susan Stone Dr	40	8788-56	9595-001 – Council action needed to fix distance per ordinance
⁸ Windsor Rd	705' 570' east of Susan Stone Dr	High Cross Rd	45	(note typo)	9798-82 – fix per ordinance
Willow Road	N. Edge Anthony Dr. ROW	S. Edge Airport Rd	35	2000-06-056	(missing from list)

Date: 4/15/2019

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