

Approved September 1, 2021

DATE: Wednesday, June 2, 2021
TIME: 4:00 P.M.
PLACE: Urbana Public Works Department, 706 South Glover Avenue

UNAPPROVED MINUTES

MEMBERS PRESENT:

Shannon Beranek, Civil Engineer II*
Richard Surles, Deputy Chief of Police

MEMBERS ABSENT:

None

OTHERS PRESENT:

Jason Liggett, UPTV

1. Call to Order

The meeting began at 4:00 p.m.

2. Approval of Minutes:

Richard Surles moved to approve the minutes of the March 3, 2021 meeting. Shannon Beranek seconded the motion.

A roll call vote was taken:

Beranek – aye Surles – aye

The minutes for the March 3, 2021 meeting were unanimously approved.

Additions to the agenda:

There were no additions to the agenda.

3. Public Input

Public input e-mailed to the Urbana Traffic Commission from Charlie Smyth, Chair, Champaign County Bikes was placed into the record. Smyth discussed the installation of signage to remind motorists of State law requiring motorists to allow three feet of space when passing bicyclists on the roadway.

4. Unfinished Business

There was no unfinished business.

*In the absence of a chair, Shannon Beranek assumed the chair.

1 **5. New Business**

2 Shannon Beranek asked to discuss items A through D concurrently. Richard Surles moved to approve
3 hearing items A through D concurrently. Shannon Beranek seconded the motion.

4 A roll call vote was taken:

5
6 Beranek – aye Surles – aye

7
8 The motion was approved.

9
10 **A. Discussion of the installation of traffic control devices on Lexington Drive at Myra
11 Ridge Drive.**

12
13 **B. Discussion of the installation of traffic control devices on Vernon Drive at Myra Ridge
14 Drive.**

15
16 **C. Discussion of the installation of traffic control devices on Horizon Lane at Myra Ridge
17 Drive.**

18
19 **D. Discussion of the installation of traffic control devices at the intersection of Hillshire
20 Drive and Myra Ridge Drive.**

21
22 Shannon Beranek stated that Lexington Drive, Vernon Drive, Horizon Lane and Hillshire Drive were
23 streets that intersected with Myra Ridge Drive in a newer subdivision. She said typically traffic control
24 devices were not installed in new subdivisions where traffic volumes were low until traffic control
25 warrants were met. She noted that Myra Ridge Drive was the major street that ran the entire length of
26 the subdivision and was an MTD bus route for most of its length. She further explained that in two of
27 the intersections (Lexington Drive and Vernon Drive) the streets ended at the intersection. At those
28 intersections Beranek recommended the installation of one stop sign for eastbound traffic on
29 Lexington Drive and Vernon Drive at Myra Ridge Drive. Since Horizon Lane extended beyond the
30 intersection, she recommended that stop signs be installed for both eastbound and westbound traffic at
31 Myra Ridge Drive. For Hillshire Drive, she requested a stop sign for westbound traffic at Myra Ridge
32 Drive until such time that the construction of the intersection was complete. At that time Hillshire
33 Drive had been completed, she would recommend the installation of a stop sign for eastbound traffic
34 on Hillshire Drive at Myra Ridge Drive.

35
36 Shannon Beranek moved to install stop signs for eastbound traffic on Lexington Drive and Vernon
37 Drive at Myra Ridge Drive; for eastbound and westbound traffic on Horizon Lane at Myra Ridge
38 Drive; and for westbound traffic on Hillshire Drive at Myra Ridge Drive until such time that Hillshire
39 Drive had been completed and at that time install a stop sign for eastbound traffic on Hillshire Drive at
40 Myra Ridge Drive.

41
42 Rich Surles seconded the motion.

43
44 A roll call vote was taken:

45
46 Beranek – aye Surles – aye

47
48 The motion was approved.

1 Rich Surles asked about the status of a request to install stop signs on Trails Drive at Myra Ridge Drive.

2

3 Shannon Beranek stated that the traffic volumes had not changed since the Traffic Commission last
4 looked at the intersection within the last five years. She noted that there were stop signs for
5 northbound and southbound traffic on Myra Ridge Drive.

6

7 Deputy Chief Surles stated that in a review of the crash reports, there were no reported crashes at that
8 intersection within the last three years.

9

10 Ms. Beranek concurred that there had been no crashes reported at that intersection. She said that staff
11 would continue to monitor the intersection and review traffic control at that location if any significant
12 changes occurred.

13

14 **E. Discussion of the installation of parking restrictions on Hillshire Drive between Myra**
15 **Ridge Drive and Melissa Lane.**

16

17 Shannon Beranek stated that the parking restrictions had already been approved by Council as the
18 proposed plans for the remainder of the South Ridge Subdivision. She noted that Council approved a
19 28-foot wide street and that the Fire Department cautioned that emergency vehicles would not be able
20 to access Hillshire Drive if parking were to be allowed on both sides of the street. Commissioner
21 Beranek recommended parking restrictions on the north side of Hillshire Drive to accommodate
22 emergency vehicles.

23

24 Shannon Beranek moved to restrict parking on the north side of Hillshire Drive, once constructed,
25 between Myra Ridge Drive and Melissa Lane.

26

27 Rich Surles seconded the motion.

28

29 A roll call vote was taken:

30

31 Beranek – aye Surles – aye

32

33 The motion was approved.

34

35

36 **6. Adjournment**

37 With no other business at hand, the meeting adjourned at 4:10 p.m.

38

39 The next scheduled Traffic Commission meeting will be held on Wednesday, July 7, 2021, at 4:00 p.m.
40 at the Urbana Public Works Department, 706 Glover Avenue, second floor conference room.

41

42 Respectfully submitted,

43 Barbara Stiehl, Recording Secretary



Champaign County Bikes

May 7, 2021

Public Input to City of Urbana Traffic Commission; Bicycle and Pedestrian Advisory Commission

CC: Urbana City Council and Mayor Diane W. Marlin

Champaign County Bikes (CCB) has developed several strategies and responses to the recent deaths and serious injuries of bicyclists and pedestrians in Champaign County, a very unfortunate, sad, and extraordinary number of which have occurred in the past 3 years. To that end we are developing programs to make cycling safer and to inform and educate motorists about safe car/bicycle interactions.

With the Covid pandemic, more people are walking and bicycling be it for exercise or transportation – numbers are increasing. There are a number of routes in Champaign, Urbana, and Savoy that are used by many people to access the countryside or just get around to city parks. There are popular bicycling routes across the county. Given the City of Urbana's Gold Bicycle Friendly status, which is up for renewal next year, the city should address several locations with respect to speed and connectivity.

Most motorists and cyclists are unaware there is a state law that requires motor vehicles give 3 feet of clearance when passing bicyclists and pedestrians. CCB has already begun a cooperative effort with the local municipalities to install 3' Passing Signs. These signs will inform motorists who don't know about the law and who have simply not thought about clearance when passing.

IDOT has designated these as R4-I102 and it is a 24" x 42" sign. The state bicycle advocacy organization Ride Illinois has worked with IDOT and have had these installed in locations around the state. Recently, CCB, Ride Illinois, and the Village of Mahomet approached IDOT about locating several signs on state highways in Mahomet. IDOT agreed and installed the signs.

Champaign County Bikes has undertaken fundraising to place more of these signs around our communities. Our fundraising has provided for signs on South First Street between Savoy and Champaign, on Church Street over I-57 outside Savoy, and at Champaign County Forest Preserve facilities at Homer Lake, Lake of the Woods, and Middlefork. Signs were just added to a location that had a serious bike injury in Rantoul last year and several more signs are under consideration in Savoy.

In an effort to help defray the cost of additional signs for our community, CCB will supply the signs at no cost if a city, village, or township will provide the post and installation.



These signs will be educational and will add to proper flow of traffic making the roads safer. We have at least two signs ready to give to Urbana.

Specifically, Urbana needs these signs at the city limits on S. Philo Rd, S. Race St, and E. Washington. In addition, there is a Bike May Use Full Lane sign that is laying on the ground on E. Main Street on the westbound curve from the I 130/150 intersection. We suggest that this be replaced with a 3 Foot passing sign as there is another of these signs just a bit further west.

Additionally, Champaign County Bikes strongly urges the City of Urbana to return the speed limit in this narrow, residential section of Main Street to 30 MPH which would match the speed limit west of Lierman Ave. The section east of Weaver Park, where a recent pedestrian death occurred, has no sidewalks and provides bicycle and pedestrian access to the Kickapoo Rail Trail, and direct access into the Beringer subdivision. Due to these constraints, a 25 MPH speed limit through this section would be very justifiable. Research of city ordinances does not seem to show an official record changing the default residential speed limit of 30 MPH either.

Our sign project is being led by board members Peter Davis (Peter@ChampaignCycle.com) and Jeff Yockey (jeff@champaigncountybikes.org). For more information or interest in a sign for any location please feel free to contact them or myself. Thank you for your support and consideration.

Sincerely yours,

Charlie Smyth
Chair, Champaign County Bikes
info@ChampaignCountyBikes.org

About Champaign County Bikes: The mission of Champaign County Bikes is to encourage and facilitate bicycling and walking as transportation and recreation, and to promote public awareness of the benefits that active transportation brings to our community. More people cycling and walking for more reasons to more places with benefits for all.