

OLYMPIAN DRIVE

EXTENSION

Stakeholder Combined Roundtable Meeting Wednesday, August 25, 2010 Bicycle/Pedestrian Small Group Discussion Recorder Notes

Group 1 - Bicycle/Pedestrian

- Only one sidewalk on one side.
- Getting a lot more requests from employers in Champaign County for sidewalks and bike paths for their employee group.
- N. Lincoln is zoned industrial – not unusual that companies may want access for their work groups.
- Bike and pedestrian accommodations can be funded by developers.
- Need to discuss it upfront, in negotiation stage. Should not be a surprise.
- One path could serve both functions even if not originally designed for that purpose.
- Widened shoulders not designed to serve both functions.
- The typical section identified in the Location Study is two lanes of roadway and two lanes for future growth.
- The land can be used now for sidewalks without additional roadway but when the additional lanes are built would have to factor/cost in removing them.
- Do not have to build bicycle or pedestrian accommodations right out of the gate. Potential savings if we do. Only disadvantage is not taking advantage of current costs and available funds.
- Don't have the right-of-way on North Lincoln – curb and gutter.
- The breakdown includes costs for construction, right-of-way and for the bridge over the railroad tracks.
- Developers could build bicycle and pedestrian accommodations with their projects and it would be spotty until fully developed. This is the norm in the area and there are gaps.
- If going to make the developer shoulder the responsibility would have to negotiate it up-front. Same as comments 3 and 4

Group 2 - Bicycle/Pedestrian

- The price for Lincoln is high because the Location Study did not have right-of-way for sidewalks.
- Right-of-way for sidewalks would require more land.

- Requires more land because only R.O.W. needed for roadway typical was taken into account.
- Would we build embankment on the bridge? This is dependent on the typical section that is chosen. Undecided at this time.
- Concerned that we are trying to accommodate bicycles, what are we doing for farm equipment? Farm equipment will have a 12 ft lane, 10 ft shoulder and a ditch available.
- Serious bicycle riders prefer to ride on the road rather than a path.
- Biggest concern for the serious rider is the path surface conditions.
- Pedestrian traffic can be directed through a roundabout by either separating the path from the shoulder before the roundabout allowing for a more desirable crossing point or by directing the bicycle traffic into the driving lane with vehicular traffic.
- Anticipated speed limit is 45 mph.
- We can build the bicycle and pedestrian accommodations when we build the two additional lanes but if we don't reserve the right-of-way now we will still need to acquire it.
- What is the status of Windsor and Curtis Road? Status is unknown on Windsor and Curtis Road. Windsor currently has a bicycle lane on the shoulder in places and a separate combined use path in others.
- The shoulder is 10 feet wide.
- These questions are tough to answer when there is nothing there, walk to what? Bike to what?
- We are spending 1.4 million dollars to accommodate bikes, what about farm equipment?

Group 3 – Bicycles/Pedestrian

- The Curtis Road Bridge has a separate sidewalk bridge.
- Lincoln Avenue has an additional \$525,000 because it doesn't have 10-foot shoulders. It has curb and gutter. More right-of-way is needed to accommodate bikes.
- There is nothing to keep pedestrians from walking on the widened shoulder bike lane however the proximity of the traffic makes it more dangerous. Where sidewalk is located behind the curb, the proximity to traffic is the same but the barrier curb adds some protection to pedestrians.
- If we build curb and gutter could put a bike path on the embankment but will have to remove it when we build the additional lanes.
- It is realistic to have the developer pay for sidewalks as long as it is not a surprise.
- Want to explore other options.
- Other monies are available for sidewalk or bike development.

1. Which do you feel is more important in a transportation facility, bicycle facilities/pedestrian facilities/both/none? Why?

Bike and Pedestrian Accommodations				
	Project A – Apollo to N. Lincoln			
	Group 1	Group 2	Group 3	Total
Bike	2	4	5	11
Pedestrian	0	0	0	0
Both	5	1	2	8
None	4	6	4	14

Bike and Pedestrian Accommodations				
	Project X – N. Lincoln to Olympian Dr.			
	Group 1	Group 2	Group 3	Total
Bike	3	4	4	11
Pedestrian	0	0	0	0
Both	5	2	1	8
None	2	6	1	9

2. Would you use the bicycle or pedestrian facilities in this area if they were built as part of the project? Why or why not?

Bike and Pedestrian Accommodations					
	Project A – Apollo to Olympian Dr.				Why or Why Not?
	Group 1	Group 2	Group 3	Total	
Yes	6	5	1	11	
No	5	5	9	19	
	Project X – N. Lincoln to Olympian Dr.				Why or Why not?
	Group 1	Group 2	Group 3	Total	
Yes	6	5	1	11	
No	5	5	9	19	

3. We've heard requests to have developers provide the sidewalks, is this something you would like the Committee to explore? Should we do the same with the combined use path?

Bike and Pedestrian Accommodations				
	Group 1	Group 2	Group 3	Total
Build With Project	7	4	5	16
Developers Build	0	1	0	1
Other	2	5	3	10

Bicycle and Pedestrian Breakout Session Boards

Total	Bicycle Combined Roundtable Additional Information		
7	Separate Combined Use Path	Additional Cost	Additional ROW
	Project A	\$1,400,000	2 Acres
	Project X	\$300,000	2 Acres
16	Widened Shoulders	Additional Cost	Additional ROW
	Project A	-	-
	Project X	\$525,000	2.5 Acres
9	None at this time	Cost Estimate	ROW
	Project A	\$15,000,000	40 Acres
	Project X	\$3,600,000	10 Acres

Total	Sidewalk Combined Roundtable Additional Information		
9	Located on back side of ditch	Additional Cost	Additional ROW
	Project A	\$850,000	1 Acre
	Project X	\$165,000	1 Acre
7	Located behind curb & gutter	Additional Cost	Additional ROW
	Project A	N/A	N/A
	Project X	\$190,000	1 Acre
15	None at this time	Cost Estimate	ROW
	Project A	\$15,000,000	40 Acres
	Project X	\$3,600,000	10 Acres