

COMMITTEE ON ENVIRONMENT AND PUBLIC SAFETY

JUNE 26, 1995

7:30 P.M.

Committee Members Present:

James Hayes, Esther Patt, Michael Pollock, Marya Ryan
(Chairperson), Clifford Singer, John Taylor, and Joseph
Whelan

Committee Members Absent:

None

Staff Members Present:

Bruce Walden, Bill Gray, Chief Adair, Chief Pessemier,
Bruce Stoffel, April Getchius, Phyllis Clark, and Mayor
Satterthwaite

Others Present:

Steve Turnbull, Frieda Wascher, Betty Williams, Dee Miles,
Linda Appleyquist, Earl O'Shea, John Hughes, Leslie McNeil,
John Broderick, R.J. Wilson, Howard Wakeland, Nancy
Delcomyn, Patricia Stebbens, John Mick, and Members of the
Media

Meeting Location:

Urbana City Council Chambers

There being a quorum, Chairwoman Ryan called the meeting to
order at 7:40 p.m.

Additions to the Agenda and Staff Report

Mayor Satterthwaite requested that item 13. Quit Claim Deed
(Rod Kammermann) be removed from the agenda due to a controversy
regarding the lot line.

Mr. Singer moved to put item 16. Tax Incentives for
Existing Businesses and item 17. Parking on Clark Street to follow
item 3. Public Input. The motion was seconded by Mr. Whelan.

Chairwoman Ryan made a friendly amendment to put those items
after item 6. The motion was acceptable to the mover and seconder and
carried by a voice vote.

Committee on Environment & Public Safety
June 26, 1995
Page 2

Mayor Satterthwaite mentioned that the cities of Champaign and Urbana are going to be receiving an award for their efforts in

affordable housing from HUD on June 27, 1995 at 3:30 p.m. at the Crystal Lake Park Lake House in Urbana.

Minutes of Previous Meeting

Mr. Hayes moved to approve the minutes of the May 22, 1995 regular meeting. The motion was seconded by Ms. Patt and carried by a voice vote.

Public Input

Steve Turnbull, representing UCAN; Frieda Wascher, 805 W. Fairview; Betty Williams, 1204 N. Lincoln Avenue, Dee Miles, 813 W. Fairview; Leslie McNeil, 609 W. Stoughton, John Hughes, N. Busey; and Joe Broderick, 1911 Country Squire addressed the Committee with their concerns regarding the safety of children in the park, their problems with the traffic flow, and other changes in the Final Report Review - Traffic Impact Analysis, as well as their opposition to the possibility of a Loop Road through Crystal Lake Park.

Linda Appleyquist, 204 Pell Circle, addressed the Committee regarding possible architectural solutions for the property at 807½ and 811 W. Main, if the rezoning from R2 to R4 is allowed.

Earl O'Shea, 606A S. Glover, addressed the Committee regarding the topic of better government and guidance for the community.

Ms. Patt thanked Mayor Satterthwaite and staff for the work they have done on low income housing which has resulted in both the cities of Champaign and Urbana receiving the award which will be presented by the Department of Housing and Urban Development. It is a source of great pride.

Review of Traffic Commission Minutes

Ms. Patt inquired about the parking at Jack & Jill Day Care?

Public Works Director Bill Gray stated that Jack & Jill is exploring the possibility of having a drop-off on the north side of Illinois Street, just west of Race Street. They have presented the Public Works Department a plan of how this could be accomplished.

Final Report Review - Traffic Impact Analysis

R.J. Wilson, representing Wilson & Associates, addressed the Committee regarding the Traffic Impact Analysis.

Mr. Gray stated that John Mick, representing the Metro Transportation Group, Inc., would give his report and then try to answer questions and concerns.

Mr. Mick stated that Metro changed alternative definition and ratings of alternatives in each of the five study areas. Those areas are: street systems, parking, shuttle system, traffic signals, and safety. This was based on input from the Illinois Department of Transportation (IDOT), Carle Hospital, citizenry, and other members of the public. There was also input from the Mass Transit District and a consultant from Chicago.

In the evaluation of the alternatives Metro developed with the City, five planning level criteria were used. They were safety, cost effectiveness, transportation system compatibility, study area goals, and capacity.

During the alternative development in meetings in July of 1994, some alternatives were developed that were not forwarded to recommendation stage. What is in the report are just some of the alternatives.

The public input, as well as input from the City, Carle, and IDOT, was also used to develop and evaluate the alternatives. Over the ten months schedule, ten different meetings were held with either public bodies, UCAN, or Carle Hospital.

The Loop Road in the draft report and the Loop Road in the final report are not the same alternatives.

Ms. Patt stated that, in the narrative just before the charts, it states that the alternative is still defined as "Four-way intersection of McCullough Street/Park Street/Church Street" however, it now included vacating Orchard Street from University Avenue to Park Street and vacating Park Street from McCullough Street to Orchard Street. These same words appear in the January 30, 1995 document. In both reports Park Street is closed from McCullough to Orchard, and Orchard is closed from Park to University.

Mr. Mick stated that in the final alternative Orchard is vacated and closed from Church to University, but may remain open for Carle's use access to the parking garage and the main entrance.

Ms. Patt questioned whether both reports have Park Street closed and the Loop Road is evaluated in both reports based on the assumption that Park Street is closed from McCullough to Orchard?

Mr. Mick stated that in the January 1995 draft, this section

Committee on Environment & Public Safety

June 26, 1995

Page 4

of Park would be Carle's to access the parking garage and the front door even if it were vacated. In the June 1995 scenario, Park is vacated. The only access would be a street undefined from the Loop Road into the campus. The difference is that in December, the plan

considered the street being closed but Carle still having access to it. In June it closed totally and be replaced with grass or something.

The Loop Road alternative had different characteristics during the timeframe of our efforts and between the Draft Report and Final Report. At three meetings in December and January, the City, Carle, IDOT, Barton-Aschman, JJ & R, and Metro met to review comments on the Draft Report and discuss Carle's Master Plan in response to those comments. Carle presented potential variations to the Master Plan, and this changed the Loop Road Alternative and over time will eliminate a key access point on University Avenue.

The Master Plan drawing from the April 1995 report retains access on University. That is critical to this discussion. In that drawing there is front door access from the south and the Loop Road presents access from the north. Metro recommended to the City that the access from the south be closed over time.

Other things that would happen would be to enclose Park and enclose Orchard, as defined. The roads on Carle's campus connecting the Loop Road to their campus will be defined between Carle and the City over time. Once departing from the Loop Road it will be Carle streets, Carle facilities, Carle driveways; not City facilities. Over time the signal at University and Orchard would be removed. That is a point of contention.

The alternative was defined as "Four-way intersection of McCullough Street/Park Street/Church Street" because our understanding of the roadway network retained Park Street on the north side of the parking garage. It also assumed a section of Orchard Street would exist south of Church Street so that the City would still have a street network that was redundant to the new Church Street extension or Loop Road.

In evaluating the five areas, safety received a minus. The additional street link adds 24 new conflicting movements at intersections. Cost effectiveness received a double minus. The Loop Road would be redundant to existing/proposed streets bisecting the northeastern part of the campus and park land would be more expensive than regular right-of-way. Transportation system compatibility received a minus. The redundancy is not compatible with a well defined street network. Adding conflicts is not in line with good transportation system planning. Study area goals received a minus. There was limited interest in the Church Street extension or Loop

Committee on Environment & Public Safety

June 26, 1995

Page 5

Road. The redundancy is a key reasons for not matching goals. Removal of park land would not be beneficial to the environment, residents and some Carle employees. Capacity has no measurable impact as there is limited traffic growth forecast.

In January, Metro developed a final draft report. In February we received a comprehensive letter from IDOT which reviewed that traffic report. On February 8, the last of the public meetings required by the contract, were conducted at Crystal Lake Park. On February 13, 1995, Metro appeared before the Committee on Administration and Finance. In March and April, the report was finalized, based on City input.

The alternatives in the final report were all reviewed. Several alternatives and ratings were revised.

In the Final Report Evaluation, the alternative was still defined as "Four-way intersection of McCullough Street/Park Street/Church Street, but now included vacating Orchard from University to Church and vacating and closing Park from McCullough to Orchard. The Master Plan was discussed and it was agreed that certain changes to the Master Plan would be advisable over time. These included the closure of the main entrance on University at Orchard and the Loop Road in coordination. The street grid is no longer there.

The implementation in the Metro report, summarizing their recommendations, would have to be revised if the Loop Road was not included in the recommendations. The Loop Road, or the vacated streets, are needed to serve both Carle and non-Carle traffic.

In evaluating the five areas, safety received a plus for measurable improvement which removes 10 conflicting movements from several intersections, but adds 6 conflicting movements at the access intersection.

Cost effectiveness received a minus. Park and Orchard "on campus" could accommodate all the traffic. To slow the traffic, Carle or the City would have to modify the existing street's appearance.

Transportation system compatibility showed no measurable impact. Metro used public input to confirm that a city street connection should be maintained between the neighborhood east and north of Carle.

Study area goals received a plus for measurable improvement. Metro recognized that the City and many residents want to maintain a city street connection between the neighborhoods. At the last public meeting there was general consensus for the Loop Road, as redefined by the meetings in January.

Capacity received a neutral rating. There is no measurable change in any intersection's or link's capacity.

Metro reviews Master Plans such as this to offer comment on the transportation component, but not to endorse the Master Plan.

In response to a question from Ms. Patt regarding how detriments were determined, Mr. Mick responded that it was a judgement on Metro's part.

Responding to Ms. Patt's question asking the definition of a conflict, Mr. Mick stated that a conflict is anytime two paths cross, such as street and pedestrian intersections.

Ms. Patt asked if the study goals changed between report one and report two. Mr. Mick stated that they did not change.

Mr. Hayes stated that throughout the presentation Mr. Mick spoke in terms of safety and citizen input, etc. and there is alternative criteria used from the evaluation used in different circumstances. One of the safety issues from the citizens' concerns was the four-way stop sign on the corner of Fairview and Busey. At no time during your investigation has there been a positive safety measurement saying if that four-way stop sign is necessary.

Mr. Mick responded that Metro had reviewed a City of Urbana Traffic Study dated May 3, 1993, in which staff indicated, based on technical analysis, that Fairview is the major street and should not be required to stop for Busey. Internally, the City felt the stop signs on Fairview should be removed but the stop signs on Busey should be retained. Metro concurred with the City's recommendation for that intersection.

Mr. Singer questioned why IDOT felt the Loop Road should be retained?

Mr. Mick stated that he did not believe that IDOT had taken a position on the Loop Road.

Mr. Mick stated that IDOT was very concerned with the recommendations on traffic signals, but they were more concerned with University. Metro's recommendations were to signalize McCullough, to retain the signals at Coler and Lincoln. Metro also recommended to remove the signal at Orchard for signal spacing and better progression along University.

IDOT said that if the signal is added at McCullough, make sure that the people that are coming to this signal to get into the hospital can come in somewhere else safely. The internal street

Committee on Environment & Public Safety

June 26, 1995

Page 7

system should still be connected for internal circulation.

Mr. Mick stated that comments from all sectors were considered in their final review.

Ms. Patt questioned if, when considering the traffic study, consideration is being given to Carle expanded over to Fairview, and Lincoln and up to Church, or just the 410,000 square feet from the June 1 memo?

Mr. Mick stated that Metro attempted to speculate with the City and Carle on any building that would be developed on Carle property up through a 20 year horizon. The only area that was not considered in the traffic forecast was the area from north of Hill in between Lincoln and Busey, or any building development north of Fairview.

Ms. Patt inquired if Mr. Mick feels that the Loop Road is necessary for increasing safety?

Mr. Mick responded that Metro gave the Loop Road a reasonable rating except for the cost effectiveness as long as Carle and the City would remove from the street network that portion of Park and Orchard previously discussed. Mr. Mick stated the issue of the Loop is not volume related. The volumes are so small, capacity is not an issue. As long as Park and Orchard can remain open to access the hospital and to allow the neighborhoods to connect, the Loop Road is not necessary. If Park and Orchard were not there, the Loop Road would be required.

Mr. Gray stated that we are trying to make the front door of the hospital quieter and safer. If there was a Loop Road, there would be far less traffic for those trying to get to the front door. It better facilitates moving the entrance to Carle.

Ms. Patt inquired if this Loop Road is necessary now, or only if Carle expands?

Mr. Mick stated that what Metro was asked to do was review a specific Master Plan. The concern is the development agreement. That agreement will help with some of those concerns. If Carle developed the plan and did not build northeast, the Loop Road is not necessary.

Mayor Satterthwaite inquired what Mr. Mick would estimate to be the number of pedestrian and vehicular conflicts between the existing parking garage and Carle's front door? Mr. Mick stated that it was in the thousands and possibly in the tens of thousands, if you consider a 24 hour period.

Mr. Singer questioned the \$90,000 in repairs that the City might not do anyway. Almost all of it is sewer, gutter, repair, and maintenance. There is an exception of some street patching on the streets that might end up in Carle's hands which the City wouldn't have to do, with the exception for the Fairview/Lincoln intersection and the five lanes from Fairview to University. The Fairview /Lincoln intersection is \$120,000 from the City and \$70,000 from IDOT. The five lanes is \$175,000 from the City and \$50,000 from IDOT. How much of this \$305,000 is already agreed upon if Park Street is closed?

Mr. Gray stated that the Park Street closing dealt with the lane widening and traffic signals at Fairview and Lincoln only. The monies identified here would be the additional widening from where the taper ends and widen Lincoln Avenue all the way to University. No dollars from Carle came from the Park Street closure, only the Fairview and Lincoln intersection improvement.

In response to Mayor Satterthwaite's question regarding the size of the drop off site at Carle, Mr. Mick stated that it is Metro's consensus that the drop off site is too small.

Mayor Satterthwaite questioned if the Loop Road did not exist and Orchard and Park were still open, would there be anyplace to expand the drop off area for Carle's front door either at its current location or at a different location along Orchard Street?

Mr. Mick stated that it would be more feasible south of Park's current alignment, however, as you retained a loop or queuing area, it would still be in the area where pedestrians are coming out of the parking deck to go into the hospital. That conflict would still exist. The main entry plaza and the loop need to be pushed somewhat north. In doing that Park and Orchard Streets would need to be closed.

Chairperson Ryan questioned whether the final report analysis is based on existing traffic patterns or future traffic patterns and how are we to judge what we are seeing?

Mr. Mick stated that Metro looked at both existing and future traffic patterns because when a project is started they look at existing situations to develop a benchmark to find what basically is happening on the street and what's going on. Volumes are normal for a hospital campus. There are some compliance problems. We also met with citizens for comments. Because it was a review of a master plan, Metro looked at the build out and forecast traffic.

Chairperson Ryan inquired if there was a separate document that contained these forecasts? Mr. Mick stated that initially their work and their files were used. These files were worked into their

Committee on Environment & Public Safety
June 26, 1995
Page 9
report.

Chairperson Ryan questioned what ideas were considered to alleviate the substantial activity directly outside the emergency entry and the confusion caused to motorists?

Mr. Mick stated that the entire emergency system is dangerous. In a planning level study, they considered offsetting Coler a few feet to the west to provide a better way for the vehicles to pull up and wait before they turn into the bay.

In response to Chairperson Ryan's question regarding the concerns about children playing on the berm that would be built for the park, Mr. Gray said that is a design detail. Some thoughts would be heavy, dense live plantings, fencing, or no berm.

Chairperson Ryan questioned whether or not the Loop Road was proposed by the City and why the final report was not mentioned at the May meeting at the Lake House?

Mayor Satterthwaite stated that the Loop Road was originated by the Carle Master Site Plan and was not a City idea. As far as the final report not being mentioned, Mayor Satterthwaite was not aware that it was eminent.

Chairperson Ryan raised questions she received from the gallery, the first of which was how soon after the opening of the Loop Road would the following streets be closed: Church to Park, McCullough to Orchard, and Park to University? Mr. Gray responded that those times have not been determined.

What is the estimated timeframe after the Loop Road is built that access to Carle is put into the Loop Road and where will the access to Carle be?

Mr. Mick responded that he would hope that within a year or two after the Loop is built that the City can work with Carle to relocate their access from University to the north.

I have heard that we are permanently closing Church to Orchard and McCullough to Park for specific reasons. How does putting the entrance to Carle at an intersection work?

Mr. Mick responded that he shares the citizen's concern, perhaps extra left turn lanes would need to be added. This may not work with Carle's vision of their master plan.

Responding to a question from UCAN which inquired where the funding for the Loop Road for South Clinic would come from, Mr. Gray

Committee on Environment & Public Safety

June 26, 1995

Page 10

stated that the South Clinic Loop Road is a Carle facility at 100% their cost.

In response to Mr. Whelan's question regarding the need for the Loop Road, Mr. Mick responded that if Park and Orchard are closed, the Loop Road is essential.

Mr. Whelan questioned the wisdom of eating up the park with the Loop Road.

Amendment To A Part Of The Zoning Ordinance Of The City Of Urbana, Illinois And The Zoning Map Of Urbana, Illinois (Plan Case 1571-M-95) (807½-811 West Main Street)

Howard Wakeland was present to answer questions on the rezoning of 807½-811 West Main.

Mr. Wakeland stated that it is important to remember that businessmen were invited into this area, they did not ask to come in.

Following debate, Mr. Hayes questioned when Mr. Wakeland purchased the property? Mr. Wakeland stated that he purchased the property in 1986 after the literature on the Enterprise Zone came out in 1985.

In response to a question from Mr. Hayes regarding when the rezoning on the property was done, Mr. Wakeland responded that he believed that it was February, 1991.

Mr. Whelan urged further consideration of this issue.

Ms. Patt stated that the concern of the people in the neighborhood was what can be built within R4 zoning.

Mr. Hayes moved to extend the meeting until 11:30 p.m. The motion was seconded by Mr. Whelan and carried by a show of hands vote.

Mr. Singer moved to put the remainder of the items on the agenda of the City Council meeting on July 3, 1995. The motion was seconded by Mr. Taylor.

Chairperson Ryan made a friendly amendment to put Parking Permits, Tax Incentives for Existing Businesses, and Parking on Clark Street on the agenda for the next meeting of the Committee on Administration and Finance. There were no objections.

Mr. Pollock moved to amend the motion to send numbers 6 through 12 and number 14 to Council on July 3, 1995 with the balance of the items to appear on the agenda of the Committee on

Committee on Environment & Public Safety

June 26, 1995

Page 11

Administration and Finance the second week of July. The motion was seconded by Mr. Whelan and carried by a voice vote.

Community Development Director April Getchius acknowledged that representatives from the Housing Authority had been present to speak at the meeting and thanked them for their patience.

Chairperson Ryan apologized to the representatives from the Housing Authority for not getting to their item.

Mayor Satterthwaite stated that there will be a Council Meeting on Monday, July 3, 1995.

There being no further business to come before the Committee, Chairperson Ryan declared the meeting adjourned at 10:55 p.m.

Respectfully submitted,

Elaine Taylor
Recording Secretary

**This meeting was broadcast on cable television.