



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: Bruce Walden, Chief Administrative Officer

FROM: Elizabeth H. Tyler, AICP, Director, City Planner

DATE: January 17, 2007

SUBJECT: IL 130/High Cross Road Corridor Draft Plan

Introduction & Background

In 2003, the City of Urbana received an Illinois Tomorrow Grant from the Illinois Department of Transportation to prepare a Corridor Plan for the Route 130 Corridor. The primary goal of the study is to promote logical development that considers interconnectivity of land uses and transportation networks for the City of Urbana, its rural surroundings, and the urbanized area.

This Corridor Plan was prepared by staff of the Champaign County Regional Planning Commission (CCRPC) under the direction of the City of Urbana (lead agency) and other participating agencies, including Champaign County, Somer Township, Urbana Township, and the University of Illinois. The Corridor Plan was timed so as to accommodate completion of the City's 2005 Comprehensive Plan. Over the three years of its preparation, the Corridor Plan pursued an extensive public involvement process that was used to inform the Preferred Scenario for transportation improvements in the study area.

A Draft of this Plan has now been completed and is within a public review period. The Urbana Plan Commission and City Council are asked to review the Draft Corridor Plan to offer any comments during this period. The Plan Commission will be considering this Plan at their January 18, 2007 meeting.

The Corridor Plan is a lengthy document, and includes several hundred pages documenting the public involvement process and the transportation modeling effort. Plan Commissioners and Council members are being provided with a digital version of the Plan in CD format, unless a paper copy has been requested. Copies of the Plan may also be downloaded from:

<http://www.ccrpc.org/planning/transportation/130/draftreview.php>

or purchased directly from the Regional Planning Commission at 328-3313 according to their website instructions.

Additional background material on the Plan and on the public involvement process is also available at the website noted above.

Discussion

The IL 130/High Cross Road Corridor study area is comprised of an eight-mile segment of that roadway, extending from Ford Harris Road on the north to Old Church Road on the south. The Plan focuses on both transportation and land use issues throughout this diverse corridor.

Goals for the study area included the following (see page 2-3):

- Improve mobility
- Improve safety
- Improve accessibility
- Preserve the environment
- Serve residential communities
- Serve planned regional commercial centers

The preferred alternative includes 17 specific recommendations, including improving roadways, widening existing roadways, constructing bicycle and pedestrian paths, installing and modernizing traffic signals, and planning for the urban design of anticipated development. Figure 2-1 of the Corridor Plan (attached to this memo) illustrates the Preferred Alternative Transportation Projects resulting from the traffic modeling and public involvement process. This exhibit shows proposed roadway improvements without additional lanes for Route 130 north of Interstate 74 and additional lanes for Route 130 south of Interstate 74. Bicycle and pedestrian improvements are shown as a network of paths feeding into and along Route 130 south of the Interstate. Bridge improvement projects are also shown at two locations north of the Interstate.

Some of the significant aspects of the Preferred Alternative are:

- Use of an extensive public input process in formulating and ranking improvements
- Recognition of the differing land use goals for the Route 130 corridor north and south of the Interstate.
- Enhancement of mobility for all forms of travel – not only for automobiles.
- Strongly reflects the goals and future land uses shown in the 2005 Comprehensive Plan. No changes to the Comprehensive Plan's future land uses are being recommended.

CCRPC has employed an open process seeking extensive public input from stakeholders and the general public alike. Stakeholder participants have included corridor users, conservation advocates, private property owners, development and business interests, and various governments, including the Illinois Department of Transportation, the University of Illinois, Champaign-Urbana Mass Transit

District, and the City of Urbana (Plan Commissioners, City Council members, and City staff). The following summarizes the Plan's extensive public input process.

March 2004: Kick-Off Open House

This meeting was a chance for the public to meet staff and learn about the existing transportation and land use conditions in the study area. Attendance: 60 participants.

September 2004: Question and Answer Session

The public was invited to ask questions of public agencies (i.e. City of Urbana, CU-MTD, CCRPC, etc.) regarding the intent and scope of the corridor study. Attendance: 135 participants.

Year 2005: On Hold

Work on the Rt 130 Plan was placed on hold to take advantage of the impending completion of the 2005 Urbana Comprehensive Plan.

February 2006: Public Workshop

Using a "strings and ribbons" interactive activity, participants indicated which potential projects they desired to see completed in the corridor. Attendance: 64 participants.

April 2006: Business and Developer Focus Group

Using the same format as the February workshop, business owners and developers in the corridor identified preferred projects. Attendance: 15 participants.

June 2006: Public Workshop

Participants voted on a preferred scenario out of four possibilities derived from public workshops. Attendance: 52 participants.

October 2006: Public Workshop

Public workshop to present the preferred alternative, and further input was solicited by having participants identify design preferences for the corridor. Attendance: 68 participants.

December 2006: Public Open House

The draft Plan was available for viewing at the Urbana Free Library, with staff available to answer questions. Attendance: 44 participants.

For more detailed information on the background of the Plan, please refer to the introductory chapters of the draft document and to the information posted on the website. CCRPC staff will conduct a short presentation to the Committee of the Whole at the January 22nd meeting. A handout of the presentation will be available at the meeting.

Action Requested

City staff requests that the Committee of the Whole review and provide input to CCRPC staff on the IL 130/High Cross Road Draft Corridor Plan. A final version of the Plan will be presented to the Plan Commission and City Council in early 2007 for formal City acceptance.

Prepared by:

Robert Myers, AICP, Planning Manager

Attachments: Figure 2-1, Preferred Alternative Transportation Projects
 Public comment sheets on the final draft plan, 12/14/2006
 Public Open House Attendance Sheets, 12/14/2006
 Other written comments received during the comment period

Enclosure: Exhibit A: IL 130/High Cross Road Corridor Plan DRAFT (CD)

Figure 2-1: Preferred Alternative Transportation Projects

ROADWAY IMPROVEMENTS ONLY; NO NEW LANES PROPOSED

BRIDGE PROJECTS

BICYCLE PEDESTRIAN PATHS

ROADWAY IMPROVEMENTS WITH ADDITIONAL LANES PROPOSED

Traffic signals are planned for IL 130 at Washington Street and at Florida Avenue

Olympian Drive
Termini: US45 to Cottonwood
Configuration: 2 lane with shoulders

High Cross Road
Termini: Olympian to University (US150)
Configuration: 2 lane with shoulders

Airport Road
Termini: US45 to IL130
Configuration: 2 or 3 lane as warranted

Saline Ditch at High Cross Road
Configuration: widen to 2 full lanes

Saline Ditch at Cottonwood Road
Configuration: widen to 2 full lanes

Along US150
Termini: Smith Road to Cottonwood

Along Washington (bicycle lanes)
Termini: Lierman Road to IL130

Along Florida
Termini: existing path to IL130

Along IL130
Termini: University to Windsor

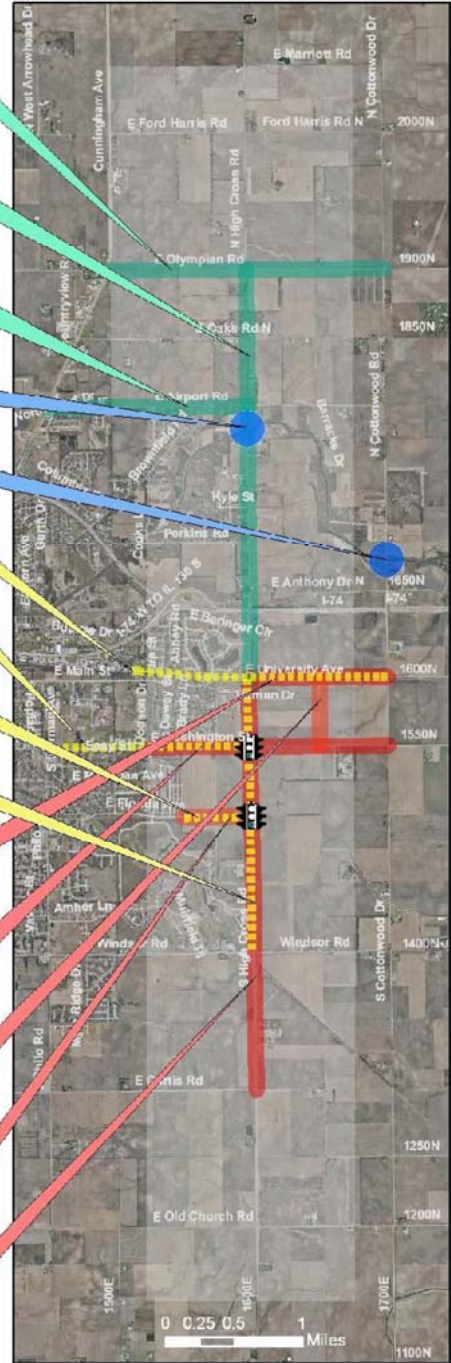
University (US150)
Termini: IL130 to Cottonwood
Configuration: 4 lane

Washington Street
Termini: Dodson to Cottonwood
Configuration: 3 lane

New road
Termini: Washington to University
Configuration: 2 lane

Florida Avenue
Termini: Aberdeen to IL130
Configuration: 3 lane

IL130
Termini: University to Curtis
Configuration: 4 lane with median



Ms. Chavarria,

You had requested clarification on the UIUC Committee on Natural Areas use of the term "virgin" when describing our Brownfield Woods and Trelease Woods research sites.

I usually put quotations around the word "virgin" when describing either Brownfield or Trelease Woods. Most people initially think only of trees when visualizing a forest and each site experienced some selective tree cutting and other disturbances before the University acquired them. As complex forest communities, however, both sites continue to function as they have for centuries. Both Brownfield and Trelease Woods are remnant patches of the "Big Grove" prairie grove forest present NE of Urbana at European settlement time. Of that 10 - 13 square mile forest, Trelease and Brownfield Woods are the only two high quality remnants left. Other parts such as Busey Woods and several smaller privately owned pieces have had much greater levels of disturbance.

The University began trying to buy these two Woods in the early 1900's but we were unable to purchase Trelease Woods until 1917-1918 and Brownfield Woods until 1939. Neither Woods was pristine and both had defined edges and had become isolated from other woods by then. The tree/plant community of Brownfield Woods had the lesser disturbance of the two sites. Early research papers described Brownfield as having had some woodland grazing history and some selective logging, primarily for walnut trees but also some large oaks. Another small, commercial selective cutting of trees occurred shortly before the University could buy the Woods. In addition, an early wagon trail had cut diagonally through the Woods and the public used the Woods for picnicking around the turn of the century. However, even at the time of our purchase of the site, Brownfield Woods was still described as one of the best examples of remaining upland prairie grove forest in the State due to its tree species diversity and number of old mature trees.

Trelease Woods was purchased in two parcels in 1917 and 1918. The north 20 acres of the Woods had received the greater disturbance by timber cutting and grazing. About 10 acres of this parcel was nearly denuded of trees. The south 40 acres had also had some selective cutting, primarily for walnut, and some grazing history. However, one report indicated that the family that had owned this part of the Woods for nearly 80 years prior to our purchase had tried to keep the woods in a nearly "virgin" condition. Again the diversity of tree/plant species and age structure of the Woods shows it to be a high quality remnant. The addition of the Trelease Prairie reconstruction adjacent to the south edge of the Woods, begun in 1943, has also added to the overall ecological complexity of the Woods. As Trelease Woods was historically on the east edge of the "Big Grove", closer to the transitional zone between forest versus prairie dominance, the addition of the Trelease prairie community should have reintroduced species and ecological effects consistent with the history of the Woods.

The overall ecology of a forest community is perhaps more important than the trees per se, when speaking of a "virgin" forest remnant. These Woods were not clear-cut timbered, the soil was never tilled, and they were never replanted with tree or other plant species. The sunlight and moisture regimes within the Woods were not drastically disturbed except near the edges (and larger local changes caused by agricultural tiling, roadways, and the clearing of ground for farming). The complexity of the forest ecology remained intact and functioning. The physical soil properties and forest nutrient cycles, the soil microbial and invertebrate communities, the forest insect and other arthropod communities, the fungi communities, the plant community from herb layer to tree canopy layer, the bird, reptile, amphibian and mammal communities native to this forest type and these specific locations, survived and persist today. Although some species have gone extinct and new and alien species have arrived in these Woods, these sites have persisted as highly complex forest communities.

The use of the term "virgin" forest remnants for these two sites does in part come down to semantics and to what level of detail one wishes to discuss. At one extreme, a virgin forest has had no human impact. Ecologists now know that almost no forest today, including these two Woods, is strictly virgin. All have some impact by humans. On the other extreme, these are not second growth forest groves, recovering from major disturbance, or restored forest groves. Rather, they are original forest grove remnants that reflect the ecological and modern human pressures that have shaped them into what they are today. They are not equivalent to the woods that they were 600 years ago, but they are the direct legacy of those woods, the best remaining representatives of the "Big Grove", and are unique and irreplaceable islands of ecological diversity.

Respectfully,
Steve Buck
Research Technologist Manager
University of Illinois
Committee on Natural Areas

Via Email to Susan Chavarria, 01-04-07

Susan,

Here is another comment regarding the IL130 Corridor Study. I believe this person is advocating that all off-street paths be built using asphalt, not concrete. Thanks again.

Brandon Bowersox

Begin forwarded message:

> From: barak rosenshine <rosenshine@uiuc.edu>
> Date: January 4, 2007 1:39:21 PM CST
> To: Brandon Bowersox <bowersox@prairienet.org>
>
> Thanks for this post, Brandon.
>
> I'm concerned about whether the new bike/pedestrian paths will be
> made of concrete or asphalt. I was unable to find anything in the
> draft plan on that topic. I do know that current plans are to
> construct all new bike/pedestrian paths on Windsor between Philo
> and Hy 130 out of cement, and I do believe that cement is too hard
> a surface for walkers and runners, and shifting slabs are not any
> fun for bikers either.
>
> Happy trails,
>
> Barak

Via Email to Susan Chavarria, 01-03-07

Hi Susan,

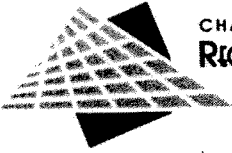
I've reviewed the draft IL 130 Corridor Plan and wanted to submit my comments below. Thanks for your work on this!

Brandon

Brandon Bowersox
Democrat, Urbana City Council
<http://ward4.org/>, bowersox@prairienet.org

Comments:

- Strongly support the on-street bike lanes along Washington Avenue in the preferred alternative. These bike lanes should be built following design guidelines with safe and proven signage and lane markings, sufficient width, safe pavement such as properly placed bike-safe storm sewer drains and gutter pans.
- Strongly support the complete streets policy.
- Strongly support the grant-funded bike path along 130. Please include standard signage all along this path to display what modes are or aren't allowed on the path. Please also include wayfinding signage such as "Philo Road business district left 1.0 miles", "Thomas Paine Elementary School left 1.0 miles", "US Post Office ahead 0.25 miles", etc.
- Street connectivity between developments is a problematic issue. By 2025 we assume there will be a significant population in this corridor, but if each development is built without street connectivity to the neighboring developments this will pose a significant barrier to pedestrian and bike movement. The APA has a model street connectivity ordinance (see <http://planning.org/smartgrowthcodes/phase1.htm>). Please consider whether this should be a recommended improvement to city standards.



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

- ① In item 2.4, there is no mention of the Champaign Blue Ribbon Panel Report. Why? I believe it was an important report on environmental issues. You should have studied it and included it in this document
- ② In 2.5 goals: I believe the environment should be more important than #4
- ③ Table, list of Neighborhood Concerns does not mention the Saline stream corridor specifically, I think it should
- ④ I believe your study involving intersections should include the possibility of using roundabouts rather than traffic lights for more continuous traffic flow resulting in better mileage, less air pollution, and time savings. More thinking needs to be done on intersections. Roundabouts also calm the traffic.
- ⑤ I believe the separation of appendices 6 and 7 from the primary body of your work requires some secondary beyond what you have included in it. There needs to be some further statement of the sum of our efforts, petition, the overwhelming number of those out here preferring I80E as an interchange for I74 etc. We deserve that. Those who will use and study this document will ignore the three times larger section of your draft will flip through it with little interest. You have set it up that way.
- ⑥ Other than the above, you have done a commendable job on this project.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name George Boyd

Address NE County Hwy Urbana

City, State Zip _____

Phone _____

Fax _____

Email _____

Thank you for your time and interest!

January 5, 2007

Dear Susan;

I am submitting the following comments as input from BOTH my husband and myself, regarding the Final Draft of the IL. 130/HighCross Road study, prior to the deadline for public comments. First, I would like to mention that the CUUATS/CCRPC site for trying to view the actual documents (as listed by clickable links) on the website is most user-unfriendly... my repeated efforts to do so from numerous links only brought up a BLANK page. Finally, I located a document titled as follows:

DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES
Planning Division
m e m o r a n d u m

TO: Bruce Walden, Chief Administrative Officer

FROM: Elizabeth H. Tyler, AICP, Director, City Planner

DATE: August 17, 2006

SUBJECT: Plan Case 1993-CP-06: Various amendments to the 2005 Urbana Comprehensive Plan

Although I am certain this is NOT the document I wanted to find, I did read some statements and concerns voiced by Bernadine Stake that appeared in the Urbana Plan Commission Minutes of a Regular Meeting on August 10, 2006, (pages 31 - ___ of that entire document) that I want to comment on. There was a difference of opinion regarding the meaning and intent of use of the terms "Agriculture" and "Future Planning Area". We have the same concerns as she does, and I have highlighted in blue and bolded the warnings and "red flags" I am seeing in this quote from page 32:

"Ms. Stake questioned why they could not leave the future land use designation for the area north of Oaks Road and east of U.S. Route 45 as "Agriculture" rather than "Future Planning Area". Mr. Wempe stated that when you look at the mobility map, there is a potential to relocate Olympian Drive east of U.S. Route 45. With modern planning practices, more emphasis is being placed on the link between transportation and land use planning. So, if a route were to go through to High Cross Road via a new Olympian Drive, it would make sense to also simultaneously study future land uses within the corridor. This does not preclude keeping it zoned as Agriculture in certain places. It just simply says that the City is going to study the area to see what land uses best fit the transportation improvements that are chosen for the area. **Ms. Stake objects to changing it to "future planning area" because people could plan the area without changing the designation from Agriculture.** So many people were involved in the original Comprehensive Plan. This would be a really big change, **because it would allow the City to do what they want in the proposed area. She was positive that people would like to know about the proposed change and talk about it more.** Mr. Wempe pointed out that there is already a "future planning area" shown for east of High Cross Road, south of Interstate 74. So, the proposed change is similar in that the City would study land uses in conjunction with transportation.

Ms. Stake commented that staff could do that without changing the zoning. Mr. Wempe noted that this is not changing the zoning. It is future land uses. Ms. Stake said that the Comprehensive Plan is used in deciding rezoning cases. If it is shown as a "future planning area", **then the area could be rezoned to anything.** Mr. Wempe pointed out that the definition of "future planning area" states that the area should be studied, so it does not necessarily connote a **specific zoning district.** **Ms. Stake argued that it would be studied, and then from the study comes action, recommendations and changes. She really objects to this.** Mr. Hopkins stated that even though they do not have an outside petitioner, the Plan Commission should separate questions from discussion. This has become discussion at some point rather than requesting clarification of the proposal.

Mr. White asked if the area in question would still remain zoned AG, Agriculture Zoning District. Mr. Wempe said yes. Mr. White clarified that City staff was only saying that the

proposed area requires some careful study, **because the area could have a major road going through it.**

Regarding the above, we and a great many of the neighbors have repeatedly voiced our concerns and opposition to **any** fringe road or ring road concept that would bisect the land between HighCross Road and Cottonwood Road; or in **any way** create a 2- or 4-lane "highway" type of road out of either HighCross Road OR Cottonwood Road! If, in the future, it can be **shown** that there is a **real need** for such a roadway in this country setting... then the only option would be to have it at 1800E, where we suggested a long time ago. Further, we adamantly oppose a "trumpet" road (by that or any other name) from HighCross Road onto I-74. We will continue to monitor the meetings and actions of all the individuals, departments, agencies, organizations, businesses, etc., etc., who may try to effect the changes we have made clear that are neither wanted or needed and will never be cost-effective! We are united in our determination to protect the farmland, properties, natural areas, wildlife, and everything else this beautiful and historic tract of land holds for its residents and others who enjoy and appreciate it! **Nothing is going to change that, until the world comes to an end or H_ L L freezes over... whichever comes first!**

Quoting from page 33:

"Mr. Grosser felt that because there is a potential for Olympian Drive to change its location, it would make sense to put on the map that it is a "future planning area". There are potential changes that could happen in this area. The "future planning area" definition simply says that the City should study the area **in case they would need to change the Comprehensive Plan in the future. Ms. Stake responded that people would want to know about any potential changes now rather than later.** In her experience, when the City uses the Comprehensive Plan as a guide in determining how to vote on a case, **if it says "future planning area", then the City is much more likely to vote in favor of a case no matter what the development is or what the surrounding neighbors say. So, all the people who have attended meetings to help create the Comprehensive Plan during its lengthy process would not like to find that one of the main areas that they are concerned about has been changed from agriculture to future planning area.** Mr. Grosser commented that he saw this as a **pre-cursor to a change. Ms. Stake said that it does not work that way. It leaves open what could happen in this area.** Mr. Ward stated that he could not oppose studying an area. To oppose this change would be saying that the City does not want to study the area. **Ms. Stake replied that the City has studied many areas without changing the Comprehensive Plan to show "future planning area". She feels that it is unfair to the people who worked on creating the Comprehensive Plan for so long and then to have no notice that it is being changed.** This is the City's Comprehensive Plan, and it is a very important part of the City. Mr. Hopkins commented that part of the reason that the distinction matters is because there are areas within the ETJ that are not designated as "future planning areas". Given this fact, then "future planning areas" are different from other areas in the ETJ that are labeled "Agriculture". When looking at the east side along IL Route 130, you see a part that has been planned. There is another part that has been indicated that it would be planned, and there is a third part that was not designated either way and was labeled "Agriculture". This is a set of distinctions that arguably could be inferred to have some distinction. So, on the north side, they would actually be making a change because of this. Mr. Ward agreed that these distinctions are very important. If and when this area is annexed into the City, he hoped the City would not zone it without studying it. He looked at the map and saw the part of the ETJ that is closest to the City as having already been studied and made some designations about future land use. Then, the next ring out is to be designated for study, because that will probably be the next ring of development. The ring furthest out is labeled as "agriculture", because we do not see that as being eminent for development. He hoped that at some point it would be designated as a "future planning area", so when it becomes part of the City it could do so in a rational way and not simply transfer County zoning. Mr. Hopkins asked if he could infer from this that Mr. Ward interprets the proposed change to mean that the City believes this area will develop sooner than the Comprehensive Steering Committee did a year ago. Mr. Ward stated that he implied that because of the presence of ...

and quoting page 34:

Olympian Drive. **If a decision is made about Olympian Drive, then that area will be developed in one way or another.** It seems to him that the City either studies the area or not. He favors studying the area first. In the northeast area around the proposed Olympian Drive, there is a good reason to designate it as a "future planning area", because there is likely to be a need for planning in the near future. For

the same reason, the ring on the east and the southeast part of Urbana has already been or are being designated as "future planning area", because that is the next area for potential development. His position is very simple. It is if the City is going to develop, then it is better to plan than not to plan. If the City is going to plan, then it is better to study than not to study. Mr. Grosser moved that the Plan Commission forward this case to the City Council with a recommendation for approval, including the additional correction suggested by Mr. Wempe. Mr. Ward seconded the motion. Ms. Stake argued that by changing the designation from "Agriculture" to "future planning area" it gives City staff permission to decide what happens. However, if it is left designated as "agriculture", then the community would be involved, so the community would have an opportunity to decide what would happen. Mr. White pointed out that any change in zoning would have to come before the Plan Commission and before City Council, and there would be public input at that time. He felt that the proposed amendment is the way to go about studying, planning and developing an area. Ms. Stake noted that there are places in the Comprehensive Plan that states that the City will involve people in gathering input. Up until the proposed amendment, the City has involved people. But now, City staff is going to plan without the people. When the City spends all the time, money and effort on planning how Olympian Drive should be developed, then is that what is going to happen? Some people don't want Olympian Drive, and some people do. She believed that this is a way of saying that Olympian Drive would be developed. Mr. Wempe stated that transportation is separate from the future land use issue. The fact that Olympian Drive, east of U.S. Route 45, would be studied is part of the Mobility Map that was adopted in 2005 when the entire Comprehensive Plan was adopted. Olympian Drive has come about publicly as part of the Long Range Transportation Plan that the Champaign County Regional Planning Commission has been working on for quite some time. Therefore, it is not a roadway that is unheard of being planned for. The Future Land Use map supports having a link between transportation and land use, which is a very good link to make when it comes to planning. Mr. Hopkins expressed concern about adding the Council's strategic plan goals to the Comprehensive Plan without the level of awareness from the people who participated in creating the content of the Comprehensive Plan in what these goals are. He stated that he normally would not worry about this, because he did not think that it mattered too much. However, there is a problem that he now sees with this, which is that one of the Council's goals is specifically to support the recommendation of the Route 130 Corridor Study when evaluating transportation projects. The Route 130 Corridor Study is an independently generated plan by a group that does not solely constitute the City of Urbana. To suddenly and accidentally backdoor into the City's Comprehensive Plan that the City would follow the results of a process without knowing what...

and quoting page 35:

those results are would be potentially problematic. After recognizing a problem with this goal, he is disinclined to formally incorporate the Council's strategic plan goals and strategies into the Urbana Comprehensive Plan at all. There is no reason why the City would need to do this. Mr. Wempe explained that the reason City staff proposed to incorporate the Council's goals is because they relate to planning and development and because they have already been incorporated into City staff's work plan. Many of the goals overlap with implementation strategies that are already in the Comprehensive Plan. He mentioned that with Strategy #91, he tried to match it with the existing language that was approved in the Long Range Transportation Plan. Mr. Hopkins commented that they did not need to incorporate the Council's goals into the City's Comprehensive Plan, because they are not assuming that the Comprehensive Plan is the place where all the City's plans are thrown together. They have the system of plans instead. The City Council Plan has been identified and exists. It has its role as a statement by the City Council, but it does not gain the same kind of potential legal backing that the Comprehensive Plan would in terms of infrastructure, funding and backing of land use decisions. Because he sees #91 is a concern, it leads him to the conclusion that there is no reason to include any of the Council Plan strategies. Mr. Myers recommended that the Commission review each implementation strategy and consider them separately and recommend striking the ones that they felt posed a problem. Mr. Hopkins pointed out that the difficulty would be that if the Plan Commission strikes some of them out, then they would be making a statement that some of the Council's ideas were okay to add to the Comprehensive Plan, but other ideas were not acceptable for the Comprehensive Plan. The Council's Plan serves a particular role, but it is not the same role as the goals and strategies in the Comprehensive Plan. He suggested keeping the documents separate and using both of them. Mr. Wempe pointed out that not all of the proposed new strategies are from the City Council's goals. Mr. Hopkins questioned which ones were not parts of the Council's goals. Mr. Wempe said that for instance Goal

#88 was not part of the Council's goals. Mr. Hopkins moved to amend the main motion to delete from the recommendation the inclusion of the Council's goals as expressed in the Implementation Program: Existing Strategies from page 17 through page 19 into the Urbana Comprehensive Plan. Mr. White seconded the motion for the amendment. Ms. Stake felt that separating the plans would be a good idea. Mr. Ward asked for clarification as to if the amendment passes, then the Plan Commission would be voting on strategies 1 through 87. Mr. Hopkins said that the Plan Commission would be voting to recommend changes made to strategies 1 through 87 in the Implementation Program and on changes to the Greenways and Trails Map and Future Land Use Map.

and quoting page 36:

Mr. Myers stated that some of the Council's goals overlap with the Comprehensive Plan's goals and therefore should not be altogether rejected. Mr. Hopkins stated that none of the Council's goals are bad. The issue for him is that the Plan Commission is being asked to recommend including as an equal part of the Comprehensive Plan goals and strategies the content of a different kind of plan, adopted in a different way by a different group. In other words, none of the Council's goals were reviewed and/or approved by the Plan Commission before or went through a public hearing process other than what is happening right now. Mr. White added that the Comprehensive Plan is a work product of the community; whereas, the Council goals are not a work product of the community, but if they incorporate the Council goals into the Comprehensive Plan and someone reads it a few years from now, then Council goals will seem to be a work product of the community, and they are not. Once they start allowing different concepts being incorporated into the Comprehensive Plan from other sources, it would not be proper. Mr. Ward asked if Mr. Hopkins meant to say that what is in the Comprehensive Plan goes through the comprehensive planning process, and what comes through another process goes elsewhere. Mr. Hopkins stated that was very well put. Mr. Myers asked if these proceedings were not part of the comprehensive planning process and at which a public hearing is held. City staff has proposed to amendments, and input is taken from the public and the Plan Commission. Mr. Hopkins responded by saying superficially yes. The Plan Commission and City staff is following all of the rules by holding a public hearing, noticing the hearing, etc. However, the process of discussion and deliberation and discovery and consideration of all these elements and how they fit together and who thinks what about them would not happen in this way. Mr. Myers stated that if this is the case then there could never be minor amendments made to the Comprehensive Plan. City staff would have to update the Plan every five years through a huge process involving resident workshops, etc. Mr. Hopkins felt that minor amendments could be made as the Plan Commission and City Council could consider specific substantive amendments. As it appears tonight if the proposed amended motion passes, then the Plan Commission would indeed be recommending one or two changes as minor amendments.

Roll call on the amendment to the main motion was as follows:

Mr. White - Yes
Mr. Ward - No
Ms. Stake - Yes
Mr. Hopkins - Yes
Mr. Grosser - Yes

The amendment to the motion carries by a vote of 4-1. Acting Chair Hopkins stated that they were back to the amended main motion, which he interpreted to include the Greenways Trail extension item, the modifications to the maps to identify a "future planning area" and the editing changes to Items 1 through 87 in the Implementation Program. Mr. White called for question. Mr. Hopkins explained that calling the question requires a vote on the call of the question.

and quoting page 37:

Mr. Ward explained that he voted no on the amendment because he had thought about what Mr. Myers had said. The Plan Commission is in the process of amending the Comprehensive Plan. He did not see the distinction after consideration between the Implementation goals and the rest of the Comprehensive Plan. It all falls into the same category. He has no problem amending the Comprehensive Plan through this process. Mr. Hopkins commented that this argument could be used to suggest that the Plan Commission should not pass the rest of the amendments either. Mr. Grosser voted in favor of the amendment because he felt that the Plan

Commission could take any one of the additional strategies #88 through the end to consider it as an amendment to the Comprehensive Plan. But to add all of them as a lump from another plan's goals does not give due consideration to each one of them. The Plan Commission could sit and go through each strategy, but they do not have prepared staff input on each one. Mr. Hopkins stated that the Greenways and Trails map amendments are only updates of information. They do not actually change what has been planned. They do, however, include additional information about the University of Illinois. One could argue about the "future planning area" question. His suggestion would be regardless of how the vote turns out on the main motion, City staff should find a better representation for future planning areas. Part of the problem is how they are describing what they are planning. However, he did not believe they should reject this for that reason though. Mr. Grosser inquired as to why the area east of U.S. Route 45 was not designated "future planning area" in the original 2005 Urbana Comprehensive Plan. Mr. Wempe stated that he believed it was an oversight. Ms. Stake commented that it says the study of this area is a priority when you designate it as "future planning area".

Roll call on the main motion with the amendment was as follows:

Mr. Ward - Yes
Ms. Stake - No
Mr. Hopkins - Yes
Mr. Grosser - Yes
Mr. White - Yes

The motion was passed by a 4-1 vote. Mr. Myers noted that this case would go before City Council on Monday, August 21, 2006.

The many other concerns, problems and revelations highlighted and/or bolded above are further reasons why we stand by the statements made in the paragraph preceding the quotes from page 33 on. I hope this entire message becomes a part of the public input that is supposed to be included in the reports, and stands as our final word on the matter: NO NEW ROADS... NO TRUMPET ROAD... NO "RING" ROAD... in the land between and/or bordering HighCross Road and Cottonwood Road, and between Olympian Drive and Route 150!! Thank you for the opportunity to speak!

Sincerely,

Joyce and Frank Phares
2508 N. Cottonwood Road
Urbana, Illinois 61802

Phone: (217) 367-5752
E-Mail: j-phares@uiuc.edu

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IL 130/High Cross Road Corridor Study -- Public Open House 12/14/06

Revised 12/14/2006

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
1	Sharon D. Michalove		307 S. McKinley	Champaign	IL	61821			
2	Bill Ackermann		1814 MAYNARD DR	"	"	61822			
3	George R. Carlisle	HEUNA	406 E Green 102	Urbana	IL	61802	367-2506		carlisk@soltec.net
4	Steve Martin		504 W Meyer	Thomashow	IL	61878	337-4860		
5	Ron HARTKE	IL AMERICAN WATER	201 DEVONSHIRE	CHP	IL	61820	373-5534		RONALD.HARTKE@AMWATER.COM
6	Pat Phillips		3205 Bruce Acres	U	IL	61802	367-7562		
7	Libby Tyler	City of Urbana	400 S. Vine St.	U	IL	61801	328-4926	384-0200	libtyler@city.urbana.il.us
8	STAN HANSEN	CRAWFORD, MURPHY & TILLY	2750 W WASHINGTON	SPRDL	IL	62702	217-787-8050	787-4183	SHANSEN@CMTFENC.COM
9	Jim Prather	URBANIX TWP	2317 E Parkers Rd	URBANA	IL	61802			
10	Cathy Kugler		2407 N. Cottonwood	URBANA	IL	61802	217-328-5237		K91c2407@AOL.COM
11	Christie Nugent	CCB	507 W. Pennsylvania ^{Ave}	Urbana	IL	61801	405-343-4833		
12	Susan Taylor	LWVCC	606 W Michigan	Urbana	IL	61801	344-4726		taylorst@uiuc.edu
13	Holly Mixell		1831 E Train Wldgs	"	"	61802	328-0210		mixell@soltec.net
14	Phil Mull		"	"	"	"	"		"
15	Sharon White		1415 Baintree Woods	Urbana	IL	61802	367-6765		
16	GARY CZIKO	UIUC	506 W. Vermont St.	U	IL	61801	344-7777		g-cziko@uiuc.edu
17	DWIGHT REDDING	ME	2315 E MAIN ST	U		61802	367-9520		
18	Gale Janison	City of Urbana-PW							
19	Jessam Chavarrin	CWATS/CCRPC							
20	Ahmad	CWATS/CCRPC							

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IL 130/High Cross Road Corridor Study -- Public Open House 12/14/06

Revised 12/14/2006

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
21	Lucretia Phelps		3205 Bunker	Urbana		61802	3677582		
22	Tom Carrino	City of Urbana	400 S Vine St	urbau		61801			
23	Math Wompa	"	"	"		"			
24	ERIKH FUGLER		2407 N. COTKINWOOD RD	URBANA		61802	328-5235		
25	PAUL+PAT DOEBEL		3311 E. ANTHONY DR	URBANA		61802	367-0629		
26	BILL DOEBEL		3311 E. ANTHONY DR	URBANA		61802	337-0130		
27	STEVE CONNOR	Co. Bd. Dist. (A)	1151 Co. Rd. 1800E	URBANA		61802	688-2210		
28	Debbie Insaur		1104 Oak Creek Rd	Mahomet		61853	588-7473		
29	Michael Webb		208 S. Poplar	Urbana		61802	344-3440		
30	Carrie Melin	Champaign County Bikes	713 Arlington Ct	Champaign		61820	359-9053		
31	Rick Langlois	Champaign County Bikes.org	1412 Mayfair Rd.	C		61821	356-6526		
32	Theresa Ahubelton		2013 Silver-CW	U		61801	344-4078		
33	Charles Smyth	City of Urbana	805 S. Coler	U		61801			
34	Robert R. Bruner	none	4001 E. Washington	U		61802	384-8894		
35	MARK WECKEL		2007 E OAKS RD	URB		61802	3376998		
36	Steve Buck	U of I Natural							
37	Bill Gray	City of Urbana							
38	Rita Black	CUATS							
39	Sharif Ullah	CUATS							
40	Eunah Kang	CUATS							

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IL 130/High Cross Road Corridor Study -- Public Open House 12/14/06

Revised 12/14/2006

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
41	Margaret Stanton		4109 E. Oaks Rd	Urbana	IL	61802	(301) 801-4589		margaret.stanton@gmail.com gstanton@sbcglobal.net
42	Gregory Stanton								
43	Gail McWilliams		2707 Holcomb Dr.	Urbana	IL	61802	384-5121		
44	Byron Holte		1001 N. Highcross	Urbana	IL	61802	344-9245		
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IL 130/High Cross Road Corridor Study -- Public Open House 12/14/06

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	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
61	Jim Foster		5411 E. Airport Rd	U	IL	61802	890-2607		
62	John McWilliam		2701 HOLLAND DR	U	IL	61802	384-5121		
63	Barry Ziskewitz		305 W. Park St #1	Urb	IL	61801	337-1764		
64	Nancy & George Boyd			Urbana		61802	367-2999		
65	Steve Hurst		2004 Cindy Lynn	Urb		61802	344-0302		shurst@uiuc.edu
66	Jim PAYNE		103 S LINCOLN	U		61801	344-7840		
67	Steve Cooper		1502 S. Montgomery	U		61802	384-4954		cmbcdc@mac.com
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COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Once Florida is extended East to High Cross,
 I'm concerned that both the traffic volume and
 speed will be incompatible with the higher
 density residential Savannah Green and
 new housing

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

- Name
- Address
- City, State Zip
- Phone
- Fax
- Email

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

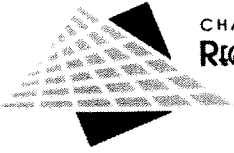
Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

High Cross Rd from University to
 Airport Rd is my concern. First, the
 hard surface road certainly changes
 the rural nature of the area - we
 moved to this area because of its rural
 nature. The hard surface road way
 will also attract more use. This
 will be detrimental to the peaceful
 business and it will also increase
 the noise (trucks) in the adjacent
 area.

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 please provide the following information:

Name _____
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 City, State Zip _____
 Phone _____
 Fax _____
 Email _____

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Please place bike lanes (not shared use paths) along all new construction. Bike Commuters need these for safety.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

Name	<hr/>
Address	<hr/>
City, State Zip	<hr/>
Phone	<hr/>
Fax	<hr/>
Email	<hr/>

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Corridor Study Goals have contradictory items. By improving efficiency, connectivity, and reliability of the roads you will necessarily attract increased traffic, mainly of the non-residential type. This contradicts goal 5 (see area committee) because it will favor increased speed, and traffic trying to avoid congestion in other areas + major highway.

Likely results increased non-residential traffic, higher speeds, longer trips leading to more pollution emissions and less safety especially north of I-74 which is not a major traffic area now, but is likely to become so if these plans are carried out.

2) possibly consider extending bike paths to an area first to improve safety - in this plan they are afterthoughts exclusively.

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Thank you for your time and interest!



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IL 130/High Cross Road Corridor Study

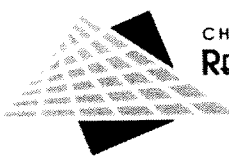
Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Well organized

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

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Thank you for your time and interest!



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IL 130/High Cross Road Corridor Study

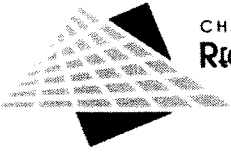
Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Make an effort to keep speeds down to 35 mph.
If traffic goes faster the quality of life in that area will go down.
Listen to the cyclists for planning accommodations for their needs.
Thanks for seeking public input.

If you would like to be on the IL130 mailing list for future public meetings,
please provide the following information:

- Name
- Address
- City, State z
- Phone
- Fax
- Email

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

*Old Church Road From Savoy To
Route 130 Or Even Out To
Cottonwood Should Be A High Priority*

*If you would like to be on the IL130 mailing list for future public meetings,
please provide the following information:*

Name _____
Address _____
City, State Zip _____
Phone _____
Fax _____
Email _____

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

I would prefer NO off street bike paths. I do like on street bike lanes. Please reduce speed limit to 35 mph max. If bike lanes are not possible, please increase shoulder + reduce speed limit. Reduce amount of subdivisions that are being built over existing farm land. Limit the "big box" stores. Put money into making the streets useful for alternative transportation other than single occupancy vehicles as they are not sustainable.

Multiple horizontal lines for additional handwritten comments.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

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- Email

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Plan for High Cross north of University loop good, but I continue to have concern about safety of traffic entering High Cross Road from Anthony Drive. South bound traffic on High Cross Road has poor view as it approaches this intersection.

If you would like to be on the IL130 mailing list for future public meetings, please provide the following information:

- Name
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- Fax
- Email

Thank you for your time and interest!



COMMENT SHEET

IL 130/High Cross Road Corridor Study

Please write down your comments, questions, and/or suggestions about the IL 130/High Cross Road Corridor Study. All comments will be considered.

Why build I-24 interchange at Cottonwood Road?
Why not modify existing Exit 185 to make a direct connection with High Cross Road?
(See reverse side) - needed for bypassing C-U on east.

Extension of Florida Ave to High Cross needed.
Way get heavier football and basketball traffic

Should use bike/pedestrian way needed along Washington from Lierman to High Cross.

Needed bus service along extended Florida Ave to Wal-Mart / Post office / Aldi complex.
This would make it easier for seniors who live in the area and don't have cars.

Paths thru Weaver Park needed to connect Washington and Main. Needed shared use path on Windsor - Lincoln to High Cross Road.

Also - parking lot for bike access if former P&E Rail R.O.W. is converted to a trail!

- Name
- Address
- City, State Zip
- Phone
- Fax
- Email

Thank you for your time and interest!