



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: Mayor Diane Wolfe Marlin and City Council Members

FROM: Lorrie Pearson, AICP, Community Development Services Director
Lily Wilcock, Planner I

DATE: July 16, 2020

SUBJECT: **An Ordinance Approving an Amendment to the 2005 Comprehensive Plan**
(Urbana Pedestrian Master Plan / Plan Case 2401-CP-20)

Introduction

The Urbana Zoning Administrator requests the adoption of the Urbana Pedestrian Master Plan (Pedestrian Plan) as an amendment to the 2005 Comprehensive Plan. The Pedestrian Plan recommends infrastructure and programming based on goals and objectives, existing conditions, public input, and best practices.

At the July 9, 2020, Plan Commission meeting, the Commission voted unanimously (five to zero) to recommend that City Council approve the request.

Background

The Pedestrian Plan process was initiated by City staff in 2017. The plan was produced for the City of Urbana by the Champaign County Regional Planning Commission (CCRPC), and was subsequently reviewed by the Bicycle Pedestrian Advisory Commission (BPAC) at their April 21 and May 19, 2020 meetings. The plan provides guidance to improve walking¹ in Urbana, and was guided by community input and best planning practices.

Public Input

There were two major stages of public input for the Pedestrian Plan. The first stage consisted of CCRPC staff hosting ten community events throughout Urbana. At these events, participants filled out surveys, comment cards, and drew walking routes they use on maps. CCRPC staff compiled the results from these activities and created a public participation report in the Fall of 2018, which was presented to BPAC (Appendix #4: Public Input Round #1). In Fall 2018, there was a public input report presented at BPAC, by Urbana staff.

The second stage of public input was at single, large event at the Urbana Civic Center, on November 18, 2018. This was a joint meeting to discuss the Pedestrian Plan and the Bicycle Wayfinding Plan.

¹ Please note: any time the terms “walking” or “pedestrian” are used in this memo and in the Pedestrian Plan, the terms include people in wheelchairs.

There were eight neighborhood maps of Urbana, and the 31 participants were asked to indicate their top four priorities for pedestrian infrastructure projects on each map. At the event, CCRPC staff presented draft infrastructure and policy recommendations, and participants ranked the recommendations (Appendix #5: Public Input Round #2).

Comprehensive Plan Goals and Objectives

The Pedestrian Plan is recommended as an amendment to the 2005 Comprehensive Plan. The Comprehensive Plan includes the following goals and objectives that are relevant with respect to the Pedestrian Master Plan:

Goal 5.0 Ensure that land use patterns conserve energy.

Objectives

5.1 Encourage development patterns that help reduce dependence on automobiles and promote different modes of transportation.

Goal 41.0 Promote access to employment opportunities for all Urbana residents.

Objectives

41.3 Provide pedestrian and bicycle connections to employment centers.

Goal 44.0 Provide for the safe, efficient, and cost-effective movement of people and goods within, through, and around the City.

Objectives

44.2 Reduce the number and severity of pedestrian, bicycle, and vehicular crashes.

Goal 45.0 Optimize operating conditions of the existing transportation system.

Objectives

45.2 Promote transportation improvements that help connect fragmented segments of the existing system.

Goal 46.0 Improve access to transportation modes for Urbana residents.

Objectives

46.1 Work to improve pedestrian, bicycle, and transit access throughout Urbana.

Goal 47.0 Create a multi-modal transportation system.

Objectives

47.7 Promote bicycle/pedestrian access to major activity centers.

Goal 49.0 Avoid development patterns that can potentially create an over-dependency on the automobile.

Objectives

49.1 Promote alternatives to automobile travel, through provision of sidewalks, pedestrian access, bicycle pathways, and high-quality transit service.

49.3 Improve access to alternative transportation modes within neighborhoods.

Goal 50.0 Ensure adequate transportation facilities for new growth.

Objectives

50.1 Ensure that new developments provide easy access to pedestrians and bicyclists, as well as automobiles and mass transit vehicles.

Discussion

The following provides a brief summary of the chapters of the Pedestrian Plan. For further detail and access to the plan, and enlarged maps go to <https://tinyurl.com/yakbppjz>. The plan's appendixes can be found separately at <https://tinyurl.com/yc7okgxy>.

Pedestrian Plan

Introduction

The introduction outlines numerous benefits of walking in Urbana, Urbana's local framework, and the study area.

Goals and Objectives

The plan has four goals that drive the plan's recommendations. They are:

Goal #1: Accessibility and Connectivity. Improve Urbana's pedestrian infrastructure to enable and encourage all residents and visitors to choose to walk to destinations.

Goal #2: Equity. Invest in Urbana's pedestrian resources (infrastructure, education, encouragement, and enforcement) to improve all substandard areas, especially areas of concentrated racial or ethnic minorities, lower income areas, and areas with transit-dependent populations.

Goal #3: Safety. Eliminate fatal and serious pedestrian/vehicle crashes.

Goal #4: Vibrancy. Create healthy, sustainable, aesthetically pleasing, and economically stimulating community streetscapes and natural landscapes that inspire and facilitate walking.

Existing Conditions

The existing conditions section identifies demand for walking in Urbana and describes the supply and character of Urbana's walking environment. The demand information includes demographics, population density, destination density, and crash data. The supply information includes existing infrastructure, jurisdictional differences, vehicle counts, truck routes, posted speed limits, and analyses like Safe Routes to School and Pedestrian Level of Stress (PLOS).

Infrastructure Types

This section provides technical details on the types of infrastructure the plan recommends.

Public Input

The input collected for the Pedestrian Plan was critical for prioritizing goals and recommendations. This section provides information on the two public input campaigns and the information presented and collected during them.

Recommendations

This section provides recommendations to improve walking using infrastructure and non-infrastructure measures. The infrastructure recommendations are mapped across the planning area's eight neighborhoods (Exhibit F). The non-infrastructure recommendations include policies and programs Urbana can implement to create a more walkable community.

Implementation

This section provides general cost estimates for a prioritized list of infrastructure recommendations, and a list of potential funding sources for the plan's recommendations.

Plan Commission

The Plan Commission held public hearings on the plan at its June 18, 2020, and July 9, 2020, meetings. At both meetings, the discussion focused on two specific items in the Pedestrian Plan. The first concerned a recommendation in the Plan to consider changing the default policy for reconstructing brick sidewalks, and the second was to clarify that the Plan included a desired north-south connection to the Kickapoo Rail Trail, making a connection to the trail across University Avenue at High Cross Road.

Brick Sidewalk Reconstruction Recommendation

During the plan's public input period, people expressed a concern about the safety and accessibility of brick sidewalks. Based on that input, as well as input from BPAC, the draft Pedestrian Plan recommends that the City *consider* changing the default brick sidewalk reconstruction policy for certain sidewalks from "reconstruct with brick unless the owner asks for concrete" to "reconstruct with concrete unless the owner asks for brick."

The Pedestrian Plan cannot change the City's brick sidewalk policy. If staff were to pursue the brick sidewalk recommendation made in the plan, there would be a public process and discussion of any changes to the policy at City Council. The Bicycle and Pedestrian Advisory Commission, Historic Preservation Commission, and affected neighborhood associations would be notified and consulted during the process. Ultimately, City Council would decide whether to change the policy or not. (For reference, the brick sidewalk policy lives in City Code, Section 20-504.)

University Avenue and High Cross Road Recommendations

It is a priority for the City of Urbana to safely connect the Kickapoo Rail Trail to the north side of University Avenue. In addition to providing a connection to the trail, this would close the gap between two popular community destinations (Aldi and Walmart) for people taking transit, biking, and walking. The proposed connection was erroneously identified as a low priority project, and as a "sidewalk gap" on the recommendation maps in the draft plan. After the initial Plan Commission hearing, the project was changed to be a "trail connection" and was listed as the highest priority type of project, and pedestrian signals at High Cross Road and University Avenue were added to the plan's recommendation tables and maps. The maps have been adjusted to be more clear. Exhibit G contains a recommended infrastructure map for the intersection.

Summary of Findings

1. The Urbana Pedestrian Master Plan is a guide to help the City plan for infrastructure and programs to create a more walkable community.
2. The Urbana Pedestrian Master Plan was created with guidance from the Bicycle and Pedestrian Advisory Committee and a series of public events, both online and in-person.
3. The Urbana Pedestrian Master Plan will serve as an amendment of the 2005 Comprehensive Plan. It contributes to a number of goals in the 2005 Comprehensive Plan.
4. The Urbana Pedestrian Master Plan sets goals and objectives to address accessibility and connectivity, equity, safety, and vibrancy.

Options

City Council has the following options for the proposed Ordinance Approving an Amendment to the 2005 Comprehensive Plan:

1. Approve the Ordinance.
2. Approve the Ordinance with changes to the Urbana Pedestrian Master Plan.
3. Deny the Ordinance.

Recommendation

At its July 9, 2020, meeting, the Plan Commission voted unanimously (five ayes and zero nays) to forward to City Council with a recommendation to **APPROVE** the adopting the Urbana Bicycle Wayfinding Plan as an amendment to the 2005 Comprehensive Plan.

Attachments:

- Exhibit A: BPAC Minutes for April
- Exhibit B: BPAC Minutes for May
- Exhibit C: Plan Commission Minutes for June 18
- Exhibit D: Plan Commission Minutes for July 9
- Exhibit E: Correspondence
- Exhibit F: Highest Priority Recommendations Maps by Neighborhood
- Exhibit G: University Avenue and High Cross Road Recommendations

The draft Urbana Pedestrian Master Plan can be found online at <https://tinyurl.com/yakbppjz>. The plan's appendixes can be found separately at <https://tinyurl.com/yc7okgxy>. The Pedestrian Plan is not being printed due to the size of the document.

CC: Shannon Beranek, Civil Engineer I

ORDINANCE NO. 2020-07-038

**AN ORDINANCE APPROVING AN AMENDMENT TO THE 2005
COMPREHENSIVE PLAN**

(Urbana Pedestrian Master Plan / Plan Case 2401-CP-20)

WHEREAS, the City of Urbana (“City”) is a home rule unit of local government pursuant to Article VII, Section 6, of the Illinois Constitution, 1970, and may exercise any power and perform any function pertaining to its government and affairs, and the passage of this Ordinance constitutes an exercise of the City’s home rule powers and functions as granted in the Illinois Constitution, 1970; and

WHEREAS, the Urbana City Council on April 11, 2005, in Ordinance No. 2005-03-050 adopted the City of Urbana Comprehensive Plan 2005; and contains goals, objectives, policies, and other recommendations pertaining to transportation and public infrastructure in the entire City; and

WHEREAS, the Urbana Pedestrian Master Plan sets forth goals and objectives to address accessibility and connectivity, equity, safety, and vibrancy, for people walking in Urbana; and

WHEREAS, the Plan Commission considered this amendment to the 2005 Comprehensive Plan as Plan Case No. 2401-CP-20; and

WHEREAS, the Plan Commission held a public hearing on the proposed amendment at 7:00 p.m. on June 18, 2020, and July 9, 2020, in accordance with Section XI-7 of the Urbana Zoning Ordinance and Section 11-13-14 of the Illinois Municipal Code (65 ILCS 5/11-13-14); and

WHEREAS, in accordance with Urbana Zoning Ordinance Section XI-10, due and proper notice of such public hearing was given by publication in *The News-Gazette*, a newspaper having a general circulation within the City, on a date at least 15 days but no more than 30 days before the time of the public hearing; and

WHEREAS, the Plan Commission voted five ayes and zero nays to forward the case to the City Council with a recommendation to approve the request for an amendment to the 2005 Comprehensive Plan; and

WHEREAS, the amendment described herein conforms to the goals, objectives, and policies of the 2005 Comprehensive Plan, as amended from time to time; and

WHEREAS, after due and proper consideration, the City Council finds that the proposed amendment to the 2005 Comprehensive Plan is consistent with the requirements and general intent of Section XIII-3 of the Urbana Zoning Ordinance, is in best interests of the residents of the City, and is desirable for the welfare of the City's government and affairs.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Urbana, Illinois, as follows:

Section 1.

The attached document, entitled Urbana Pedestrian Master Plan, dated July 2020, as Exhibit "A", and incorporated herein by reference is hereby adopted as an element of the 2005 Comprehensive Plan for the City of Urbana, Illinois.

Section 2.

This Ordinance shall not be construed to affect any suit or proceeding pending in any court, or any rights acquired, or a liability incurred, or any cause or causes of action acquired or existing prior to the effective date of this Ordinance; nor shall any right or remedy of any character be lost, impaired, or affected by this Ordinance.

Section 3.

The City Clerk is directed to publish this Ordinance in pamphlet form by authority of the corporate authorities. This Ordinance shall be in full force and effect from and after its passage and publication in accordance with the terms of Chapter 65, Section 1-2-4 of the Illinois Compiled Statutes (65 ILCS 5/1-2-4).

This Ordinance shall be in full force and effect from and after its passage.

This Ordinance is hereby passed by the affirmative vote, the “ayes” and “nays” being called, of a majority of the members of the Council of the City of Urbana, Illinois, at a meeting of said Council.

PASSED BY THE CITY COUNCIL this date day of Month, Year.

AYES:

NAYS:

ABSTENTIONS:

Phyllis D. Clark, City Clerk

APPROVED BY THE MAYOR this date day of Month, Year.

Diane Wolfe Marlin, Mayor

CERTIFICATE OF PUBLICATION IN PAMPHLET FORM

I, Phyllis D. Clark, certify that I am the duly appointed and acting Municipal Clerk of the City of Urbana, Champaign County, Illinois.

I certify that on the ____ day of _____, 2020, the City Council of the City of Urbana passed and approved Ordinance No. _____, entitled “An Ordinance Amending the 2005 Urbana Comprehensive Plan (Urbana Pedestrian Master Plan – Plan Case 2401-CP-20)” which provided by its terms that it should be published in pamphlet form. The pamphlet form of Ordinance No. _____ was prepared, and a copy of such Ordinance was posted in the Urbana City Building commencing on the _____ day of _____, 2020, and continuing for at least ten (10) days thereafter. Copies of such Ordinance were also available for public inspection upon request at the Office of the City Clerk.

DATED at Urbana, Illinois, this _____ day of _____, 2020.



APPROVED May 19, 2020

1 **Bicycle and Pedestrian Advisory Commission (BPAC)**
 2 ***Meeting Minutes***

3
 4 **Date: Tuesday, April 21, 2020**

5 **Time: 7:00 p.m.**

6 **Place: City Council Chambers, 400 South Vine Street, Urbana, IL 61801 held virtually via Zoom**

7 **Members Present:** Bill Brown (Chair), Annie Adams, Shannon Beranek, Leonardo Covis, Kara
 8 Dudek, Cynthia Hoyle, Audrey Ishii, Susan Jones, Jeff Marino, Sarthak Prasad,
 9 Nancy Westcott

10

11 **Late Arrival:** None

12

13 **Staff Present:** None

14

15 **Others Present:** Ashlee McLaughlin, Stacy De Lorenzo

16

17 **Members Absent:** None

18

19 **1. CALL TO ORDER, ROLL CALL, AND DECLARATION OF QUORUM**

20 Bill Brown called the meeting to order at 7:00 p.m. Roll call was taken. All members were present.

21

22 **2. APPROVAL OF AGENDA**

23 Cynthia Hoyle moved to approve the agenda.

24 Susan Jones seconded the motion.

25 The motion to approve the agenda carried.

26

27 **3. APPROVAL OF MINUTES FROM PREVIOUS MEETING**

28 The minutes from the March 10, 2020 meeting were presented.

29

30 Sarthak Prasad recommended including that the survey was sent by Dr. Benekohal to all faculty and staff, 3,000
 31 graduate students, 7,000 undergraduate students, and members of the community. Bill Brown requested that
 32 the minutes reflect that over 20,000 people were sent the survey.

33 (Page 2, under Vision Zero, in the March 2020 meeting minutes)

34

35 Jeff Marino moved to approve the minutes as amended.

36 Annie Adams seconded the motion.

37 The Commission approved the minutes from the March 2020 meeting.

38

39 **4. PUBLIC INPUT**

40 There was no public input.

41

42 **5. NEW BUSINESS**

43

44 **a. Bicycle Wayfinding Plan – Gabe Lewis, Regional Planning Commission**

45 Gabe Lewis reviewed the draft of the Bicycle Wayfinding Plan, including the process used to determine the
 46 corridors, the reasons for the wayfinding plan, and the types of wayfinding signs to be used. He mentioned
 47 that the plan came from recommendations outlined in the Urbana Bicycle Master Plan. He added that the
 48 purpose of the plan was to encourage ridership and provide connections to routes within the City. He noted

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1 that there was some signage already installed to connect the school routes within Urbana. He explained that
2 the routes were divided into primary, secondary and tertiary routes (regional level, community level and
3 neighborhood level). He discussed the public input opportunities that were used to gather information from
4 all areas of the community. He noted that the naming convention for the corridors was based upon the
5 roadway that was part of the route. He said that the plan discussed specific considerations about the
6 placement of the signs based upon the location of the routes. He said that the total number of signs needed
7 for implementation was over 1,000. He said that the installation could be done based on priorities. He
8 mentioned that the cost for the signage could come from different funding programs.

9
10 Audrey Ishii questioned the prioritization of the Kickapoo Rail Trail (KRT) as a Category 3. Gabe Lewis said
11 that the Champaign County Forest Preserve had jurisdiction over most the existing KRT. He explained that
12 as new facilities came online, the signage should be installed at that time. Mr. Lewis said that stores and
13 restaurants would not be listed, but areas, such as downtown Urbana, would be listed as destinations. Cynthia
14 Hoyle asked if agency signs would be paid for by each agency. She asked if those agencies offered to pay for
15 the signs, could those signs would be installed first. Gabe Lewis said that it would be best to take advantage
16 of funding sources. He said that those agencies' signs would have to conform to the sign specifications
17 detailed in the Bicycle Wayfinding Plan. Ms. Hoyle asked if pavement markings would be included to guide
18 bicyclists along the routes. She noticed that marking were not part of this plan. Mr. Lewis recommended
19 installing as much signage as possible. Ms. Hoyle asked about the money set aside in the Capital
20 Improvement Plan (CIP) for the signage. Shannon Beranek said that the CIP was under development at the
21 time so the amount allocated for the Bicycle Wayfinding Plan was not known. Ms. Hoyle asked if the signage
22 project might qualify for capital projects funding.

23
24 Annie Adams asked how much the signage would costs. Shannon Beranek said that the cost would be
25 approximately \$500,000. Ms. Adams suggested that funds could be raised to fund the entire project. Ms.
26 Beranek mentioned that it would be better to install the signage in phases to spread out the cost over a ten-
27 year period instead of finding the funding to replace all of the signs every ten years.

28
29 Bill Brown asked how often the signs would need to be replaced. Ms. Beranek said signs should be replaced
30 every ten years so that was the reason for staggering the replacement to avoid a large cost every ten years. He
31 asked what the next step would be. Mr. Lewis said that the plan would go to City Council when it was ready.
32 He asked for comments within the next couple of weeks. Ms. Beranek said that no costs would be included in
33 the plan.

34
35 Jeff Marino moved to allow three weeks for comments on the plan to go to the Regional Planning
36 Commission and that the final draft come back to BPAC in June.

37
38 Ms. Beranek stated that the comments would be taken under advisement.

39
40 Kara Dudek thanked Mr. Lewis for providing a tangible approach to implement the plan.

41
42 Annie Adams seconded the motion.

43
44 The motion was approved.

45
46 **b. Pedestrian Master Plan – Gabe Lewis, Regional Planning Commission**

47 Gabe Lewis reviewed the Pedestrian Master Plan. He noted that plan was developed using the results of a
48 sidewalk survey, the Urbana Bicycle Master Plan, public input and review. He explained that the sidewalk
49 survey indicated areas where sidewalks were missing or in disrepair. He said that various existing factors were



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1 used to evaluate needs of different geographic areas, population density, and community groups. Mr. Lewis
2 described the activities that were employed at public input events to gather information to develop
3 recommendations. Mr. Lewis suggested revising the City Code to allow the City to replace some of the existing
4 brick sidewalks with concrete without having to seek permission from the adjacent residents. He also
5 mentioned recommendations to form an intergovernmental bicycle team and a pedestrian advocacy group.
6

7 Sarthak Prasad mentioned that he would be meeting with a biotech firm that produces bricks that are
8 sustainable.
9

10 Bill Brown asked if the reason for changing the brick sidewalk ordinance was suggested to address a specific
11 area. Gabe Lewis said the current ordinance presented challenges for staff when considering a plan to change
12 sidewalks from brick to concrete. Cynthia Hoyle expressed concern about sidewalk gaps on routes to schools
13 and parks. Audrey Ishii said that the Pedestrian Master Plan did not include the safety plan. Mr. Lewis
14 mentioned that the Pedestrian Master Plan draft was completed before the safety plan. Ms. Ishii suggested
15 asking businesses to donate to sidewalk projects. Bill Brown said that high school students were left out of the
16 public input activities. Mr. Lewis said that there were many comments about Washington Street and Vine
17 Street during the public input sessions.
18

19 Jeff Marino complimented the work. Bill Brown asked what action should be taken.
20

21 Jeff Marino moved to have final tweaks be sent to Mr. Lewis within the next two weeks and then sent out to
22 the BPAC commissioners. Cynthia Hoyle seconded the motion.
23

24 **6. UNFINISHED BUSINESS**
25 **No Unfinished Business**
26

27 **7. ANNOUNCEMENTS**

- 28 • The application for the Community Research Partner Program grant had been submitted.
- 29 • Most Bicycle Month activities had been cancelled as a result of the novel coronavirus.
- 30 • May 1—Bike to Work Day--CANCELLED
- 31 • May 6—Bike to School Day--CANCELLED
- 32 • May 16—Bike Rodeo—Champaign Regional Safety Events--CANCELLED
- 33 • May 20—Ride of Silence—more information would be forthcoming
- 34 • April 22—Earth Day, celebrate by walking outside and tagging your location—enjoy the earth
- 35 • April 24—Arbor Day
- 36 • Bicycle Registration Program is close to being finalized. Positive response received about \$10
- 37 fee.
- 38 • U of I has installed bike counters near the Illini Union and Everitt Lab
- 39

40 **8. FUTURE TOPICS**

- 41 a. **Vision Zero – Subcommittee**
- 42 b. **Bicycle Wayfinding Plan**
- 43 c. **Pedestrian Master Plan**
- 44 d. **Pandemic Impact**
- 45 e. **Bicycle Friendly Community Report Card – Shannon Beranek**
- 46 f. **Urbana Bike Racks – Annie Adams**
- 47 g. **Truck Parking on Street**
- 48 h. **Regional Bicycle Registration and Fees**



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9. ADJOURNMENT

The meeting adjourned at 8:55 p.m.

Respectfully submitted,
Barbara Stiehl
Recording Secretary



APPROVED

1 **Bicycle and Pedestrian Advisory Commission (BPAC)**
2 *Meeting Minutes*

4 **Date:** Tuesday, May 19, 2020
5 **Time:** 7:00 p.m.
6 **Place:** City Council Chambers, 400 South Vine Street, Urbana, IL 61801 held virtually via Zoom

7 **Members Present:** Bill Brown (Chair), Annie Adams, Shannon Beranek, Kara Dudek, Cynthia
8 Hoyle, Audrey Ishii, Susan Jones, Jeff Marino, Sarthak Prasad, Nancy Westcott
9

10 **Late Arrival:** None

11
12 **Staff Present:** Charlie Smyth, Lily Wilcock, Kevin Garcia

13
14 **Others Present:** Gabe Lewis

15
16 **Members Absent:** Leonardo Covis

17
18 **1. CALL TO ORDER, ROLL CALL, AND DECLARATION OF QUORUM**

19 Bill Brown called the meeting to order at 7:00 p.m. Roll call was taken. A quorum was present.
20

21 **2. APPROVAL OF AGENDA**

22 Cynthia Hoyle moved to approve the agenda.
23 Jeff Marino seconded the motion.
24 The motion to approve the agenda carried.
25

26 **3. APPROVAL OF MINUTES FROM PREVIOUS MEETING**

27 The minutes from the April 21, 2020 meeting were presented.
28
29 Sarthak Prasad made a correction on page 3, line 38 of the April 21, 2020 meeting minutes to the spelling of
30 *Everitt Lab* that was misspelled.
31 Nancy Westcott moved to approve the minutes as amended.
32 Annie Adams seconded the motion.
33 The Commission approved the minutes from the April 2020 meeting.
34

35 **4. PUBLIC INPUT**

36 There was no public input. The Recording Secretary noted that no input was received via e-mail.
37

38 **5. NEW BUSINESS**

39
40 **a. Impact of Pandemic on Transportation**

41 Chair Brown asked for any thoughts about observations and changes that might be made. He stated that since
42 the Governor issued the Stay-at-Home Executive Order, there had been fewer crashes and of those crashes
43 fewer injuries. He reported that for the months of March and April of 2020, there were 13 bicycle crashes with
44 injuries compared to an average of 21 and for the first quarter there were 27 crashes compared to an average of
45 42 crashes. He noted seeing more people walking and said that bicycle sales had increased nationally.
46 Susan Jones said that New York City had closed some of its streets to vehicles to provide room for pedestrians
47 to maintain social distances. She said that News-Gazette had suggested closing some streets in Champaign-
48 Urbana.



APPROVED

1 Mr. Brown said that many of the closed streets were restricted to local traffic in neighborhoods.
 2 Ms. Adams mentioned that in the city of Milwaukee, the park district had created active streets around the local
 3 parks where vehicular traffic was restricted but deliveries were allowed. She recommended that Main Street in
 4 downtown Urbana be shut down to vehicular traffic.
 5 Ms. Hoyle expressed the need to obtain grants to buy tactical urbanism kits. She explained that the tactical
 6 urbanism kits used plants, paint, old tires and other items to calm traffic. She added that criteria should be
 7 developed to aid with the implementation of traffic calming. She expressed concern about closing Main Street
 8 in downtown Urbana with the bus routes going through there. She thought some of the other streets might be
 9 closed to allow seating for restaurants once they were allowed to open.
 10 Ms. Adams suggested some routes to take for bicyclists who normally commuted to work, but who were
 11 working from home during the Stay-at-Home order. She suggested riding High Cross Road and Crystal Lake
 12 Park. She recommended closing Crystal Lake Park to vehicles and presenting a plan to the City for closing
 13 streets and creating active streets that would provide connections to city parks. She believed that more people
 14 would be riding bikes and walking instead of riding the bus. She would like a plan in place in the near future.
 15 Audrey Ishii said that more people were outside. She suggested creating a plan for closing streets before
 16 students returned.
 17 Ms. Jones said that government needed to create infrastructure that reflected the needs of the public.
 18 Ms. Adams pinpointed some areas that she felt needed more help with infrastructure enhancements.
 19 Ms. Hoyle said that she had posted off-road route maps for bicyclists on the Bike Month website under Fun
 20 Rides and Events. She said that sidewalk capacity would need to be addressed when students returned.
 21 Ms. Hoyle mentioned the Bike Project and C-U Cycle as two groups to people could join for biking resources.
 22 Chair Brown said that these groups might try to implement activities that make people feel more comfortable
 23 as bicyclists.
 24 Ms. Westcott asked about sources for free or inexpensive bicycles for people.
 25 Ms. Adams suggested that establishing an active street route from Crystal Lake Park to Meadowbrook Park
 26 similar to the program in Milwaukee.
 27 Shannon Beranek said that Public Works did not have sufficient staffing to monitor barricades on an active
 28 street route.
 29 Discussion followed about establishment of active streets. Ms. Hoyle stated that grant funding would be
 30 necessary and it could not be done immediately given financial limitations.
 31 Mr. Brown said that it would be helpful to demonstrate how traffic calming would work.
 32 Ms. Beranek mentioned that there were speeding vehicles recorded by the Police Department’s speed trailer
 33 located on Stonecreek Boulevard. She asked if anyone knew of funding resources to assist with traffic calming
 34 techniques to slow traffic in that area.
 35 Discussion followed on next steps.
 36 Ms. Hoyle felt that the completion of M-CORE should be celebrated.
 37 Chair Brown thought that the participants would want that to happen. He thought a props demo would be a
 38 good first step.

39
 40 **6. UNFINISHED BUSINESS**
 41 **a. Bicycle Wayfinding Plan**

42 Ms. Ishii expressed her appreciation for the thoroughness of the plan. She complimented the Regional
 43 Planning Commission for incorporating her suggestions into the plan.
 44
 45 Jeff Marino asked when the plan would go to the City Council.
 46 Gabe Lewis said that he usually would present at a Committee of the Whole meeting in June.
 47
 48



APPROVED

1 **b. Pedestrian Master Plan**

2 Kevin Garcia said that the Bicycle Wayfinding Plan and the Pedestrian Master Plan would be incorporated
3 into the City of Urbana’s Comprehensive Plan and sent to Council. He suggested taking it to the Plan
4 Commission meeting first.

5
6 Mr. Marino moved to forward the Bicycle Wayfinding Plan and the Pedestrian Master Plan to the June 4
7 meeting of the Plan Commission with the recommendation that the plans be incorporated as an element of
8 the City of Urbana’s Comprehensive Plan.

9 Ms. Jones seconded the motion.
10 The Commissioners unanimously approved the motion.

11
12 Mr. Garcia said the Comprehensive Plan would go to City Council.

13 **c. Weaver Park and East Urbana Kickapoo Rail Trail Study**

14 Gabe Lewis recapped the presentation given to BPAC at a previous meeting. He said that the document had
15 been presented to the Champaign County Forest Preserve, Urbana Park District and BPAC and was scheduled
16 to go before the Urbana City Council. He mentioned that there was a Kickapoo Trail Study going on presently.
17 Chair Brown stated that it was already reviewed by BPAC a couple of years ago. He asked if Mr. Lewis could
18 comment on the current state of the KRT when he presented it to City Council.

19
20 Mr. Marino moved to support the use of the Weaver Park and East Urbana Kickapoo Rail Trail Study prepared
21 by the Regional Planning Commission as a resource for guiding future connection between Weaver Park and
22 the Kickapoo Rail Trail.

23 Ms. Hoyle seconded the motion.
24 The Commissioners unanimously approved the motion.

25
26 **7. ANNOUNCEMENTS**

- 27 • The City of Urbana did not receive the Community Research Partner Program grant.
 - 28 • May 20—Ride of Silence (Send a picture of independent ride and honor those who have fallen.)
29 7 p.m.
 - 30 • Safe Routes to School extension approved until the end of the year; rescheduling training with
31 Danish representative until October.
 - 32 • July 15--workshop
 - 33 • SRTS Non-Infrastructure Grants will be available on the Illinois Department of Transportation’s
34 website in the fall.
 - 35 • Stacy Delorenzo or Morgan White would be representing the University of Illinois in Sarthak
36 Prasad’s absence.
- 37



APPROVED

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8. FUTURE TOPICS

- a. Vision Zero – Bill Brown, Audrey Ishii, and Cynthia Hoyle
- b. Bicycle Friendly Community Report Card – Shannon Beranek
- c. Truck Parking on Street
- d. Regional Bicycle Registration and Fees – Stacy Delorenzo/Morgan White
- e. Tactical Urbanism
- f. Curbana Alternative – Lily Wilcock and Shannon Beranek

9. ADJOURNMENT

The meeting adjourned at 8:26 p.m.

Respectfully submitted,
Barbara Stiehl
Recording Secretary

MINUTES OF A REGULAR MEETING

URBANA PLAN COMMISSION

APPROVED

DATE: June 18, 2020

TIME: 7:00 P.M.

PLACE: Zoom

MEMBERS ATTENDING REMOTELY: Dustin Allred, Jane Billman, Andrew Fell, Tyler Fitch, Lew Hopkins, Chenxi Yu

MEMBERS ABSENT: Jonah Weisskopf

STAFF PRESENT: City of Urbana (Host); Kevin Garcia, Planner II; Lily Wilcock, Planner I

OTHERS ATTENDING REMOTELY: Gabe Lewis

NEW PUBLIC HEARINGS

Plan Case No. 2401-CP-20 – An application by the Zoning Administrator to adopt the 2020 Urbana Pedestrian Master Plan as an amendment to the 2005 Urbana Comprehensive Plan (as amended).

Plan Case No. 2402-CP-20 – An application by the Zoning Administrator to adopt the 2020 Urbana Bicycle Wayfinding Plan as an amendment to the 2005 Urbana Comprehensive Plan (as amended).

Chair Fitch opened the public hearing for these two cases together. Lily Wilcock, Planner I, gave a brief introduction to each case. She then turned the presentation over to Gabe Lewis, Transportation Planner with Champaign County Regional Planning Commission (RPC). Mr. Lewis gave a presentation on the following:

URBANA PEDESTRIAN MASTER PLAN – PLAN CASE NO. 2401-CP-20

Plan Contents – Seven Chapters

1. Introduction
 - A. Local Framework
 - 1) Walkability and Accessibility
 - 2) Urbana city Council and Mayor Goals
 - B. Study Area

2. Goals & Objectives
 - A. Accessibility and Connectivity
 - B. Equity
 - C. Safety
 - D. Vibrancy
3. Existing Conditions
 - A. Demand
 - B. Supply
4. Infrastructure Types
 1. Sidewalks & Curb Ramps
 2. Shared-Use Paths
 3. Crossings
5. Public Input
 - A. Public Input Round #1 (Outreach – Neighborhood Meetings & Farmer’s Market)
 - B. Public Input Round #2 (Presented recommendations from Round #1 and asked public to prioritize the recommendations)
6. Recommendations
 - A. Engineering
 - 1) All Recommendations
 - 2) Prioritization Criteria
 - 3) Priority Recommendations broken into 5 categories (highest, high, medium, low and lowest)
 - 4) Infrastructure Recommendations
 - 5) Brick Sidewalks
 - 6) Engineering Recommendations: 5 Development, 11 Maintenance and 4 Streetscape
 - 7) Programs Recommendations: 17 Education, 27 Encouragement, 6 Enforcement, 14 Evaluation and 2 Policy
7. Implementation
 - A. Cost Estimates
 - B. Funding Sources
 - C. Next Steps

Chair Fitch asked if any members of the Plan Commission had questions for City staff regarding the proposed Urbana Pedestrian Master Plan.

Mr. Fell wondered how they felt about the number of brick sidewalks and brick streets in the City of Urbana. He felt that they are a giant hindrance to some of the goals and objectives in the proposed plans. Mr. Lewis stated that while brick sidewalks and brick streets present accessibility issues and some people complain about this, there are some people who prefer them. He said RPC staff tried to address both audiences by keeping brick sidewalks where property owners want them and replacing brick sidewalks with concrete in all other areas.

Mr. Hopkins asked if the choice of which links of sidewalks are in which colors on the Brick Sidewalk Map came from the Urbana Capital Improvement Plan (CIP). Mr. Lewis said yes, the color coding on the map are from the CIP. Mr. Hopkins noted that this is important to note, because if someone wanted to contest a color for a specific link, then they would need to contest the CIP. So, the question becomes, is the backing given for the proposed set of links articulated

somewhere? Given the controversy about brick sidewalks in the City of Urbana, it might be appropriate to articulate it in the proposed plan since it is the City of Urbana's Pedestrian Plan. Ms. Wilcock noted that City staff could provide more historical background in the future about how the color coding came about. The proposed Urbana Pedestrian Master Plan is a recommendation for staff to pursue a change just for the black-colored segments in the CIP map.

Chair Fitch commented that he would like to study the map because brick sidewalks are a big issue in his neighborhood. Mr. Hopkins pointed out that the map is available in the 545 page document that was emailed to the Commission members before the packet was sent out.

Mr. Fell asked if each property owner would be notified prior to the sidewalk in front of his/her property being replaced so he/she could state their preference. Ms. Wilcock said yes, City staff would notify the property owners.

Mr. Hopkins stated that he could not find any indication of the gap or the priority for the fix of the East University Avenue/High Cross Road intersection, which the City tried to force a previous applicant to provide because it was high priority. If it is not in the proposed plan, then it seems odd. Ms. Wilcock stated that she would find out if it is part of the proposed plan or if it is part of the CIP. Mr. Hopkins stated that he would think of the proposed plan driving the CIP and not the other way around. If the City adopts the proposed plan, then it should at least be up-to-date.

With no further questions for City staff regarding the proposed Urbana Pedestrian Master Plan, Chair Fitch opened the case for public input. There was no input, so Chair Fitch closed the public hearing for the proposed Urbana Pedestrian Master Plan and opened the hearing for Plan Commission discussion and/or motion(s).

Chair Fitch recalled that the original thought when the brick sidewalk plan was created many years ago was that the City would provide funding to maintain them. If properly maintained, then brick sidewalks are not a problem. The City did this for a few years and then stopped. The proposed plan would be a change from the original policy. He did not believe that his neighbors would like the proposed plan. The brick sidewalks in his neighborhood are not well maintained, and people in wheelchairs have to ride in the street. Now there are MTD buses going down the street because of the Washington and Vine Street detour, so sidewalk maintenance is an issue.

Mr. Hopkins stated that the key issue with the proposed plan is what it is saying about brick sidewalks. It should be stated in a way that says the City is not changing the original plan with the exception of this, and the implication will be that the City will go back to providing money to maintain the brick sidewalks. It is pretty clear that it has not happened and that it will not be able to happen moving forward. Either we don't worry about whether what is in the plan has to do with reality or we say it differently.

Mr. Allred questioned if the future Comprehensive Plan update would involve looking at the map from 2003. Would it be possible to update the map to current reality? Mr. Garcia replied that the map is definitely something City staff could look at. Most things in a Comprehensive Plan can be up for review when an update is being done. He pointed out that the brick sidewalk map was not dated from 2003, but that is when the brick sidewalk program was begun. Mr. Hopkins asked when was the data that is displayed in the map made. Mr. Garcia said that he

does not know how the map was created or when the decisions were made because it is pulled from the CIP, which was formerly controlled by the City's Public Works Department. Since the City Administrator has become involved in updating the CIP, more staff from other departments are being asked to participate in its creation, so going forward City staff will be able to look at this map and come to more inclusive decisions about it. Mr. Lewis stated that the map comes from the 2019 CIP, but that RPC could update it with a new map from the 2020 CIP.

Mr. Hopkins stated that the categories of the links are not being revised in the CIP, which is a budgeting priority process. Whereas, the categorization of the links are based on the discussions with neighbors in previous planning exercises, which is where the categories came from. The question of which ones the City might be planning to do within the next five years and where the City was going to get the funding is what he would expect to see in a CIP. He would not expect a decision that was made from the City interacting with the neighbors and property owners regarding sidewalk type to be modified or changed in a CIP. Mr. Allred asked if there is a way to add reference to the map in the CIP so that it refers to the most current version of the map. Mr. Hopkins replied that part of what this would require would be to clearly state where the map came from and when based on the input. Chair Fitch stated that he would agree to this. Mr. Lewis said that this is possible, and he would work with City staff on the wording.

Mr. Hopkins asked staff to be sure to check on the Aldi gap as well. Ms. Wilcock said that she would confer with Mr. Lewis and look into this and some other things too.

Mr. Hopkins commented about the process by saying that the Plan Commission is being asked to adopt the Pedestrian Master Plan as an amendment to the Comprehensive Plan. He preferred not to do this even though it is a long time practice. The reason we practice this is so that it has the small, but not zero, backing that a Comprehensive Plan under Illinois State law has for city decision making. It is the Comprehensive Plan by wording and statute that has that status. Unless we call this part of the Comprehensive Plan, it does not have that status. The problem with this is that if we do a new Comprehensive Plan, the City would have to adopt yet a new Comprehensive Plan as an amendment to the current Comprehensive Plan so that the new Comprehensive Plan included all of the many plans like the proposed amendment so they do not disappear. Part of this is legal statute, but part of it is also the City trying to keep track of what plans we think we are actually operating under. Knowing this, he is willing to forward this case with a few minor corrections. We have to be careful of where the City goes with the current procedures for the new Comprehensive Plan.

Chair Fitch stated the corrections included the following: 1) clarifying the language for the brick sidewalks and the inclusion of the map; and 2) clarification of the status of the proposed sidewalk near High Cross Road and University Avenue.

Mr. Garcia stated that City staff is not in a rush to get this adopted. So, the Plan Commission could continue Plan Case No. 2401-CP-20 to the next regular meeting to allow time for the members to review the proposed plan more and for City staff to look into the suggested corrections. Mr. Hopkins felt that the Plan Commission should continue the case. With there being no objections, Chair Fitch continued Plan Case No. 2401-CP-20 to the July 9, 2020 regular meeting of the Urbana Plan Commission.

URBANA BICYCLE WAYFINDING PLAN – PLAN CASE NO. 2402-CP-20

Mr. Lewis gave a presentation on the following:

Plan Contents – Six Chapters

1. Introduction
 - A. Plan Foundation
 - B. Plan Purpose
 - C. Policy Framework
 - D. Study Area
 - E. Steering Committee
 - F. Wayfinding Benefits
 - G. Bicycle Wayfinding Principles
 - H. Urbana Green Loop
2. Peer Area Comparisons
 - A. Study Area
 - B. Primary Cities & Counties Reviewed
 - C. Secondary Cities Considered
3. Existing Signs & Destinations
 - A. Existing Signs
 - B. Bicycle Destinations
 - C. Destination Information
 - 1) Primary – Regional Level
 - 2) Secondary – Community Level
 - 3) Tertiary – Neighborhood Level
4. Public Input
 - A. Input Opportunities
 - B. Sign Design Votes
 - C. Corridor Naming
 - D. Corridor Prioritization
5. Sign Designs & Placement
 - A. Bikeway Designations
 - B. Bikeway Naming
 - C. Sign Design
 - 1) On-Street Bikeways
 - 2) Off-Street Trails
 - 3) Jurisdictions
 - 4) Urbana Green Loop
 - 5) Font
 - 6) Directional Arrows
 - D. Sign Placement
 - E. Sign Assembly
 - F. Prioritization Criteria
 - 1) Route Readiness
 - 2) Proximity to Destinations
 - 3) Bicycle Level of Stress (BLTS)
 - 4) Equity
 - 5) Public Input/Need

- 6) Gap Closure
- 6. Implementation
 - A. Sign Quantity Estimates
 - B. Funding Sources

Chair Fitch asked if any members of the Plan Commission had questions for City staff regarding the proposed Urbana Bicycle Wayfinding Plan.

Ms. Billman asked if there is a timeline for implementing the wayfinding signs. Mr. Lewis stated that this is something that the City could focus on implementing one corridor at a time, so it would be long term. Ms. Wilcock added that the only plan would be the Urbana Bicycle Master Plan that would put a vague timeline on implementing. It was a matter of prioritization and connecting the network in a certain timeframe. These plans are where the City wants to prioritize funding when it becomes available.

Mr. Hopkins asked if the proposed amendment elaborates on something that was already in the Urbana Bicycle Master Plan. Mr. Lewis said that is correct. The Urbana Bicycle Master Plan has 13 areas for recommendations, and the proposed amendment supplements the Urbana Bicycle Master Plan by getting into more detail and addressing wayfinding signage.

Mr. Hopkins asked if the proposed amendment added any new routes. Mr. Lewis said no.

Mr. Hopkins suggested that the proposed Urbana Bicycle Wayfinding Plan be an amendment to the Urbana Bicycle Master Plan rather than an amendment to the Comprehensive Plan. The reason for this is because it is only about and subservient to the Urbana Bicycle Master Plan. If they revise brick sidewalks and bikeways in the future Comprehensive Plan, then they will have a mess. The more plans they can keep track of, the better.

Chair Fitch asked if the Plan Commission could recommend the Urbana Bicycle Wayfinding Plan as an amendment to the Urbana Bicycle Master Plan rather than to the Comprehensive Plan. Mr. Garcia replied that he liked the logic behind what Mr. Hopkins said because it is a supplement to the Urbana Bicycle Master Plan, which has already been adopted as an amendment to the Comprehensive Plan. He is not sure of the mechanism of doing this, but he would look into it. City staff is not in a hurry to get the proposed plan adopted. Ms. Wilcock added that she too sees the proposed plan as part of the Urbana Bicycle Master Plan. The legal ad for the proposed case is to amend the Comprehensive Plan. Since the Urbana Bicycle Master Plan has been adopted as part of the Comprehensive Plan, City staff could keep the Urbana Bicycle Wayfinding Plan under the umbrella of the Urbana Bicycle Master Plan. This way it still has the weight behind it, especially when going after funding and getting grants for implementing the plan. Mr. Hopkins pointed out that if they amend the Urbana Bicycle Master Plan to include the Urbana Bicycle Wayfinding Plan, then they are by definition amending the Comprehensive Plan, which is what the legal ad says the City is proposing to do. Therefore, there is no need to re-notice the legal ad.

Chair Fitch moved that the Plan Commission forward Plan Case No. 2402-CP-20 to the City Council with a recommendation to adopt the Urbana Bicycle Wayfinding Plan as an amendment to the Urbana Bicycle Master Plan. Mr. Hopkins seconded the motion.

Roll call on the motion was as follows:

Mr. Allred	-	Yes	Ms. Billman	-	Yes
Mr. Fell	-	Yes	Mr. Fitch	-	Yes
Mr. Hopkins	-	Yes	Ms. Yu	-	Yes

The motion passed by unanimous vote.

MINUTES OF A REGULAR MEETING

URBANA PLAN COMMISSION

DRAFT

DATE: July 9, 2020

TIME: 7:00 P.M.

PLACE: Zoom

MEMBERS ATTENDING REMOTELY: Dustin Allred, Tyler Fitch, Lew Hopkins, Jonah Weisskopf,

MEMBER ATTENDING AT CITY BUILDING: Andrew Fell

MEMBERS ABSENT: Jane Billman, Chenxi Yu

STAFF PRESENT: City of Urbana (Host); Kevin Garcia, Planner II; Lily Wilcock, Planner I

OTHERS ATTENDING REMOTELY: Dennis Roberts

1. CALL TO ORDER, ROLL CALL AND DECLARATION OF QUORUM

Chair Fitch called the meeting to order at 7:00 p.m. Roll call was taken, and there was a quorum.

2. CHANGES TO THE AGENDA

There were none.

3. APPROVAL OF MINUTES

The minutes of the June 11, 2020 regular Plan Commission meeting were presented for approval. Mr. Fell moved that the Plan Commission approve the minutes as written. Mr. Allred seconded the motion. Roll call on the motion was as follows:

Mr. Allred	-	Yes	Mr. Fell	-	Yes
Mr. Fitch	-	Yes	Mr. Hopkins	-	Yes
Mr. Weisskopf	-	Yes			

The minutes were approved by unanimous vote as written.

The minutes of the June 18, 2020 regular Plan Commission meeting were presented for approval. Mr. Fell moved that the Plan Commission approve the minutes as written. Mr. Allred seconded the motion. Roll call on the motion was as follows:

Mr. Allred	-	Yes	Mr. Fell	-	Yes
Mr. Fitch	-	Yes	Mr. Hopkins	-	Yes
Mr. Weisskopf	-	Yes			

The minutes were approved by unanimous vote as written.

4. COMMUNICATIONS

There were none.

5. CONTINUED PUBLIC HEARINGS

Plan Case No. 2401-CP-20 – An application by the Zoning Administrator to adopt the 2020 Urbana Pedestrian Master Plan as an amendment to the 2005 Urbana Comprehensive Plan (as amended).

Chair Fitch re-opened the public hearing for this case. Lily Wilcock, Planner I, presented a brief follow up on the brick sidewalk recommendation and on the University Avenue and High Cross Road recommendation and noted changes to the proposed case.

City staff worked with the Champaign County Regional Planning Commission (CCRPC) staff to figure out where the proposed language for the brick sidewalk recommendation originated. She explained that it comes from the Brick Sidewalk Ordinance in 2002 and has been part of the Capital Improvement Plan (CIP) since 2003. It ensures that when a brick sidewalk is repaired that it will be reconstructed in the correct manner or fashion that is designated on the map. At some time in the future, City staff and the Bicycle and Pedestrian Advisory Commission (BPAC) would consider a change to the “black-colored” designated sidewalks on the map. This would require public hearings and input. City staff added more information to the proposed Urbana Pedestrian Master Plan and cleared up some of the language regarding brick sidewalks.

Regarding the changes to the University Avenue and High Cross Road, she referred to the Recommendation Map that CCRPC staff created to show a sidewalk/path along High Cross Road connecting the Kickapoo Rail Trail, Walmart, OSF and Aldi. It includes pedestrian signalization at the intersection. The implementation tables were amended to reflect the changes.

She reviewed the options of the Plan Commission and presented City staff’s recommendation for approval.

Chair Fitch asked if any members of the Plan Commission had questions for City staff regarding the proposed Urbana Pedestrian Master Plan.

Mr. Hopkins stated that CCRPC staff added the gap to the gap map, but they have not added the recommendation to the recommendation map. He also could not find the sidewalk link in the table, which is the major issue. He only found the pedestrian signal in the table. As far as he can

tell the issues have not been fixed. He stated that he was referring to the Map 6-40 on Page 105 and Table 2 on pages 107-108. Ms. Wilcock stated that it would be a trail because it would be wider than a sidewalk. Mr. Hopkins looked in the proposed plan and found that it had not been added to the map, but was in the table. Ms. Wilcock stated that there are many maps that need to be changed and CCRPC staff might have missed one. She would ensure that the CCRPC staff receives this message.

Chair Fitch asked if the proposed language change would make it easier for the City to replace brick sidewalks with concrete. Ms. Wilcock responded that if BPAC discusses the proposed policy recommendation and it is approved by City Council, it would make it easier if a brick sidewalk is repaired to be made concrete. It would still be something that each property owner would need to agree to and would want the sidewalk to be constructed in concrete.

Chair Fitch wondered if this would save the City money. Ms. Wilcock replied that would be a great question for Public Works staff.

Mr. Hopkins asked if the proposed amendment is a plan recommendation only and would not change anything [in City Code]. Ms. Wilcock said yes.

With no further questions for City staff regarding the proposed Urbana Pedestrian Master Plan, Chair Fitch opened the case for public input.

Dennis Roberts raised his hand to speak. He mentioned that he emailed a letter to the Plan Commission members prior to the start of the meeting. The Historic East Urbana Neighborhood Association (HEUNA) spent years working on the preservation of the brick sidewalks in east and west Urbana. There are protected sidewalks in the Ordinance that was drafted in 2004/2005. HEUNA values the brick sidewalks as part of the community and even conducted their own neighborhood sidewalk restoration bricklaying project in 2004/2005. It was sponsored by Alice Englebretsen. They spent two weeks relaying brick sidewalks along Maple Street. They also had an agreement with the City (up until the City stopped funding the maintenance of the brick sidewalks) to spray the brick sidewalks with a bio-chemical to keep weeds from growing. Later when the City repaved Green Street, City staff requested that the brick sidewalks be removed. HEUNA representatives met with City staff and reached a compromise. The compromise was that all of the brick sidewalks on the north side of Green Street between Vine Street and Cottage Grove could be removed so that there could be wheelchair accessibility from Downtown Urbana to Victory Park. The HEUNA neighborhood received a Governor's Challenge Award in 2005 for the development and reconstruction of the playgrounds and facilities at Victory Park. The brick sidewalks on the south side of Green Street were to be retained. This is significant to HEUNA because the Green Street sidewalks were not in the guaranteed preservation designation for the rest of the interior part of the neighborhood. It is a concern of HEUNA to make it easier for individuals and the City to promote cementing over existing brick sidewalks. Brick sidewalks contribute to the historic quality of the City. They were laid at the turn of the century and retain their resilience today. They are a permeable choice over cement. Although they need repair or relaying in some instances, if the City would care to do such work, then the brick sidewalks would be in good shape. The City has paid quite a bit of money to have the brick sidewalks relayed on some of the interior streets of HEUNA and West Urbana neighborhoods.

He stated that the last discussion between HEUNA and the City was regarding the relaying of the brick sidewalk along the south side of the 300 block of Anderson Street. The existing sidewalk was dug up for a water project and relayed by the Illinois American Water Company. Mr. Roberts encouraged the Plan Commission to continue this case to allow HEUNA residents an opportunity to review the proposed amendment and provide comments. We should not be trying to make it easier for boards and commissions and City staff to make recommendations which would alter or affect the ability to retain the historic brick sidewalks.

Chair Fitch asked City staff to ensure that the correspondence from Mr. Roberts and other HEUNA residents be added to the record.

With no further public input, Chair Fitch closed the public hearing for the proposed Urbana Pedestrian Master Plan and opened the hearing for Plan Commission discussion and/or motion(s).

Mr. Hopkins stated that the proposed amendment is a document generated by a particular process yielding recommendations. They are not actually binding, but they have some grounding from state law for being backing for potential decisions. So, the question is, do they want to amend the Comprehensive Plan at the stage of it being revised in the near future or let the amendment happen as a result of its process and address possible changes to it later? He said that he is slightly inclined to make the amendment to the Comprehensive Plan; however, the people who created the Comprehensive Plan might find it objectionable. He felt that the Plan Commission should align the Comprehensive Plan with what they expect the City Council to actually do rather than putting through an amendment that they think likely will be inconsistent with the actions of the City Council.

Mr. Allred stated that he is inclined to give some weight to the process that was undertaken to create the plan, which included public participation as well. One would have to assume that the proposed amendment reflects to some degree what the broader community wants. He was unclear what Mr. Hopkins meant by saying that the proposed amendment may be objectionable to the City Council. Chair Fitch suggested that the Plan Commission give their best recommendation and let the City Council do what they choose to do.

Mr. Hopkins stated that the proposed amendment is simply a recommendation to change the Ordinance that is in place, and City Council would have to change the ordinance. That change would not come before the Plan Commission. The Plan Commission is caught in the middle, and it is one of the reasons why he finds disconcerting the notion of making this a compound of the Comprehensive Plan, because it implies a certain level and scope of citizen input that the proposed amendment has not actually had. If they were adopting it as a Pedestrian Plan, then he would be more inclined to say that the process generating this plan had more status. But since they would be amending the Comprehensive Plan, he was more concerned about the implications.

Chair Fitch felt the amendment was a really good plan as a whole. With laws, there is severability, where one provision can be stricken and the rest of the plan could survive. The Plan Commission could amend it; however, he is not sure of how they would amend it. he would not want to change it to reflect the current policy; instead, he would want to change the entire thing to have the City repair and preserve the brick sidewalks. This is beyond the scope of what he

would feel comfortable for the Plan Commission to do. So, he would be inclined to support the proposed amendment as is presented with a recommendation that City Council look at the brick sidewalk recommendation closely and make the technical recommendations that Mr. Hopkins noted with regards to High Cross Road and University Avenue.

Chair Fitch reviewed the options of the Plan Commission.

Mr. Hopkins asked if the City already has a pedestrian plan. Ms. Wilcock replied no.

Mr. Allred stated that there would be a conflict that is unlikely to be resolved by adopting the proposed Urbana Pedestrian Master Plan. Would the proposed plan be relooked at during the revision process of the Comprehensive Plan? Or would the proposed plan become part of the future revised Comprehensive Plan? Ms. Wilcock stated that there are no changes that would be made by adopting the proposed amendment unless City staff and/or BPAC made a recommendation to the City Council. There would be a public process and public discussion about the change; and before the change would take effect, City Council would need to approve the change. As far as the proposed amendment being incorporated into the future Comprehensive Plan, it would be up to the input process. The proposed amendment is to amend the 2005 Comprehensive Plan.

Mr. Allred stated that Mr. Hopkin's concern in part was that there is a different constituency involved in pedestrian access than that concerned with aesthetics and historic preservation. These two groups would have more of a combined voice through a comprehensive process. The comprehensive process is less likely to happen if a recommendation is made to BPAC and City Council. Then it would be limited to the constituency interested in accessibility. Chair Fitch commented that a poorly maintained brick sidewalk creates a serious accessibility issue.

Mr. Hopkins stated that despite the legal practice of treating this as an amendment to the Comprehensive Plan, they all know that it is not. It is a separate, physical document that derives from a different process. It will not be revised and incorporated into a new comprehensive plan unless some specific process is undertaken to do so. Any amendments to the 2005 Comprehensive Plan would become defacto, if not legally, gone. He proposed that the Plan Commission forward Plan Case No. 2401-CP-20 to the Urbana City Council with a recommendation for approval with the acknowledgement of the record of discussion of this meeting that this is a Pedestrian Plan for the City of Urbana, and it is a result of a process that is focused on pedestrian access. As a result of this process, it has legitimacy, but it is not actually a change in the ordinance and not actually revisiting the comprehensiveness of the Comprehensive Plan. As long as they keep this in mind, he doesn't believe that either side of the brick sidewalk issue has to get too worried about it. He moved that the Plan Commission forward Case No. 2401-CP-20 to the Urbana City Council with a recommendation for approval with the technical corrections only. Mr. Allred seconded the motion. Roll call on the motion was as follows:

Mr. Allred	-	Yes	Mr. Fell	-	Yes
Mr. Fitch	-	Yes	Mr. Hopkins	-	Yes
Mr. Weisskopf	-	Yes			

The motion passed by unanimous vote. Mr. Garcia noted that this case would be forwarded to the Committee of the Whole on Monday, July 20, 2020.

6. OLD BUSINESS

There was none.

7. NEW PUBLIC HEARINGS

There were none.

8. NEW BUSINES

There was none.

9. AUDIENCE PARTICIPATION

There was none.

10. STAFF REPORT

Ms. Wilcock reported on the following:

- Prior to COVID-19, the City of Urbana hired Andrea Ruedi as the Senior Advisor for Integrated Strategy Development to start managing and handling the process to create a new Comprehensive Plan. Ms. Wilcock has been assigned to assist Ms. Ruedi with some of the work as of July 1st. In addition, they hired two new planning interns to help with some background research on data and to starting the stakeholder engagement process.

Mr. Garcia reported on the following:

- Champaign County Regional Planning Commission received about a \$400,000.00 grant from the Illinois Department of Transportation to do a comprehensive land use inventory for the City of Urbana, the City of Champaign and the Village of Savoy. It should help with the City's Comprehensive planning process. We do not currently have an up-to-date land use inventory in the City of Urbana. We will be using a form of the land based classification system that was created around 2000 by the American Planning Association. Mr. Hopkins asked Mr. Garcia to email the Plan Commission members with a link to the land use classifications.
- The Bicycle Wayfinding Plan that the Plan Commission reviewed and forwarded to the Urbana City Council will be reviewed by the Committee of the Whole on Monday, July 20, 2020.
- Mr. Garcia was promoted to Principal Planner for the City of Urbana. He had been servicing as Interim Planning Manager since October of 2019 when Lorrie Pearson became the Community Development Services Director. Now he is official and begins a three-month probationary period for his new position.

11. STUDY SESSION

There was none.

12. ADJOURNMENT OF MEETING

The meeting was adjourned at 7:55 p.m.

Respectfully submitted,

Kevin Garcia, Secretary
Urbana Plan Commission



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES
Planning Division
400 South Vine Street
Urbana, IL 61801
(217) 384-2440

July 16, 2020

Exhibit E: Correspondence on Brick Sidewalk Recommendation

The following correspondence is presented in the order it was received. All public input received discusses a recommendation in the Pedestrian Plan to consider changing the reconstruction policy for brick sidewalks at some point in the future. This recommendation is on page number 124 of the Urbana Pedestrian Master Plan. The reconstruction policy is in [City Code, Section 20-504](#).

Lily Wilcock
Planner I

----- Forwarded Message -----

From: Dennis Roberts <drobertscitycouncil@yahoo.com>

To: dustinallred@hotmail.com <dustinallred@hotmail.com>; tfitch71v@gmail.com <tfitch71v@gmail.com>; jane@janebillman.com <jane@janebillman.com>; andrewfell@comcast.net <andrewfell@comcast.net>; ldhopkins@sbcglobal.net <ldhopkins@sbcglobal.net>; Chenxi.yu28@gmail.com <chenxi.yu28@gmail.com>; Pearson Lorrie <lpearson@urbanailinois.us>; Marcus Ricci <mericci@urbanailinois.us>

Cc: Scott Dossett <dossett.scott@gmail.com>; Alice Englebretsen <a.engelebretsen@comcast.net>; Scott E Wyatt <sewyatt@illinois.edu>; Chris Stohr <cstohr28@gmail.com>; Maryalice Wu <mwu@urbanailinois.us>; Gina Pagliuso <eastcoastsgrl@aol.com>; Meg Miller <meglovenora@yahoo.com>

Sent: Thursday, July 9, 2020, 6:49:20 PM CDT

Subject: Retain historic brick sidewalk replacement preference

Dear Members of the [plan Commission,

It has been brought to my attention that this evening the Plan commission, as part of its new draft for accepting the Bicycle and Pedestrian plan for 2020 update, is considering the following recommendation by staff:

Brick Sidewalk Reconstruction Recommendation

During the plan's public input period, several people expressed concern about the safety and accessibility of brick sidewalks. Based on that input, the draft Pedestrian Plan recommends that the City consider changing the default brick sidewalk reconstruction policy from "reconstruct with brick unless the owner asks for concrete" to "reconstruct with concrete unless the owner asks for brick" for certain sidewalks.

As a long standing resident of the Historic East Urbana Neighborhood Association (HEUNA), I strongly recommend that the Commission either vote **NOT TO SUPPORT staff's recommendation to change the default** for maintaining the city's brick sidewalks, . . .

or **defer** this conversation to your next meeting.

The HEUNA members strongly support the preservation and repair of our historic brick sidewalks. Preservation of community history includes respecting and preserving the historic built environment of Urbana, which includes our brick sidewalks. The Brick Sidewalk retention ordinance, passed in 2004 or 5 stipulated that the brick sidewalks on certain streets of East and West Urbana shall be preserved and maintained.

In 2005 HEUNA neighbors sponsored a brick sidewalk restoration project, relaying 20-30 feet of damaged brick sidewalk on South Maple Street, as a community project. HEUNA has lobbied the public Works Department successfully to restore brick pavement between 2005 and 2010, and the department conducted a biochemical herbicide spraying of these sidewalks to clear grass and weeds for several years.

When it was suggested that all the brick sidewalks along East Green Street be removed, the residents of HEUNA compromised to allow a full cement sidewalk be laid from Vine Street to Victory Park on the north side, to allow wheel chair access to the park.

In return, the Public Works Director, Bill Gray, promised to retain all the brick sidewalk on the south side of Green.

In May, 2018, when a section of brick sidewalk was to be replaced on the 300 block of S. Anderson, the city honored the request of the home owner to retain the brick sidewalk. Many residents of HEUNA sent letters to retain these brick walks. I attach the missives.

PLEASE vote NO and do not change or amend the city ordinance and make cement replacemen a default when repaitring the historic brick walks is considered.!

Yours
Dennis Roberts

2018 Anderson Brick Sidewalk Input

1. Alice Englebretsen - 501 E. California

Hi Dennis,

As much as I've advocated for brick sidewalks over the years because of the history, aesthetics and beauty, I also recognize the poor condition they are in. So my take is if the city can't afford to keep the brick sidewalks safe for walking, then it's more important to provide safety over unmaintained brick sidewalks. I also understand that property owners can choose whatever they want if the brick sidewalk needs to be replaced.

Last year the city did manage to get a grant to do quite a few brick sidewalk repairs, but that was only patchwork and not a permanent solution. I do love the looks of a lovely brick sidewalk though.

Alice

2. Mike Lehman - 608 E. Green St.

I like brick, too, but it's not a universal good. As has been noted, if funds are not available for upkeep, then unevenness is virtually inevitable. Tree root intrusion, moisture or lack of suitable underlay all affect the extent of this. I suspect only if these costs are neglected would the lifetime cost of maintenance be less than concrete, although it's possible once the increased initial capital costs of concrete are factored in it may reflect favorably on brick as a whole.

A couple of more items to consider. I don't think Ameren intended to take up the bricks until they hit that 1.5" gas line. Obviously, they could collect them and bring them back, but the hectic events of that day might have complicated that.

If concrete was placed on the west side of Anderson and brick left on the east, it would then match the situation along Green, where this came about as the result of assessing all the factors when they rebuilt Green back in 08. Making expenditures in order to keep bricks on both sides would seem to be an expansion of brick sidewalk preservation funding, which seems a difficult sell in the current fiscal environment.

Mike Lehman

608 E. Green

3. Catherine Connor -

Hi Dennis...

As much as I love the brick...and I do...the poor quality of the last replacement in front of my house, as well as the necessity to keep those in front of my rentals up (and the total unwillingness of course of tenants to do so) makes me say ... well, cement is a better sidewalk for today's culture of go to the gym but get no exercise doing lawns and outside upkeep around the house.

Sigh. Hate to see them go, understand the need.

Catherine Connor

4. Tracy Satterthwaite - 602 E. High St.

2018 Anderson Brick Sidewalk Input

To:Dennis Roberts

As I have said, I am in favor of keeping the brick. I cannot believe that in the long run cement is cheaper, and it is worse for the landfill. Having concrete does not guarantee smooth sidewalks-- look at the walk on the south side of my little house.

I would like to see the brick kept. It is a lot of work. The city used to spray twice a year, but has stopped. I wonder if it is really a lot more time than upkeep of concrete sidewalks. Certainly brick contributes less to the landfill.

Upkeep can be difficult or expensive. The city did spray [weed suppressant] a couple of times a year for a while. The walks looked great then. Is that really more expensive than replacing concrete when it gets broken? Anyway, you know how I would vote... I want to keep the brick!

Tracy Satterthwaite

5. Margret Miller. – 510 E. High St.

Brick sidewalks are excellent. Water flows between the cracks and drains rather than creating puddles and ice the way the concrete does.

Yes, they call for care which has NOT been provided by the city but could be an opportunity for youth programs in the summer. I enjoy caring for my brick sidewalk and find it actually flatter and less heaved up than the other side of my corner which is concrete.

Brick sidewalks are an important part of our neighborhood's historic character.

6. Stephen Sears – 505 S. Grove St. (Prof., Landscape Architecture, U of I)

I appreciate the thoughtful discussion about our sidewalks provoked by Mr. Roberts' message this morning, and I am grateful for the opportunity to give my two cents. I like the unique character that brick sidewalks bring to this neighborhood. It was a feature that attracted me to settle here in the first place. However, I do think pedestrian safety and long-term maintenance are the most important considerations.

Every summer for 10 years I have endeavored to remove the weeds from my 210 feet of city sidewalk. I've tried spraying vinegar, a red dragon torch, a powered weed-eater, and I have pulled them out manually (which takes about three days). In some years I have given in to the municipal spraying of roundup. NO method has had a lasting effect, and in every case it requires an effort that not all residents could possibly sustain.

The city has been stalwart in listening to neighborhood concerns and in making improvements with a limited budget. I was fortunate that they identified one of my two walks for replacement last summer. The bricks were removed, the gravel base was replaced, then the original bricks were re-set with a final sweeping of sand mixed with mortar. It looked great when the contractors finished. But after a winter, I can already see that some mortar is starting to spall, or chip off.

Exhibit E

As the city debates the best course of action, I hope their deliberations would include these points:
2018 Anderson Brick Sidewalk Input

1. Bricks were not initially installed because they were a special material. Bricks were simply used as a best practice, and an improvement over gravel or wood. When Portland cement, an additive in concrete, became widely available in the 1880's, concrete became the best material. The best practice paving material now is concrete unit pavers. These blocks look very much like bricks but are cast with a ridge along the sides, which means they flex through the seasons. They are aesthetically similar to bricks, and they can be easily reset after construction work. As you might expect, they are more expensive than concrete.
2. In ideal circumstances, sidewalk pavement is higher than the elevation of the surrounding landscape so that water can drain away from the walking surface. Our sidewalks are generally old enough that decades of leaves, grass clippings, etc have caused the surrounding landscapes to sit higher than the sidewalk, causing water to pool on the pavement, resulting in even more hazards due to freezing and thawing (in other words, the heaving problem of the bricks gets more pronounced over time).
3. Our brick sidewalks are not the only mark of a beautiful and cohesive neighborhood. There are other key signifiers - like smaller streets and lots, mature trees, well maintained properties, and neighbors who go outside, walk around, and talk to each other! In that sense, the bricks act as a detriment to residents who are reluctant to walk down the street.
4. There should be no case when neighbors who are less ambulatory find it safer to walk in the street instead of the sidewalk. When I see wheelchairs, baby strollers, biking children being passed by cars and trucks I invariably think of the bricks.
5. IF there is a change to sidewalks policy in our neighborhood, the best course would be to replace walks as they are disturbed for other projects (like presently on Anderson).

My best to you all,
Stephen Sears
505 S. Grove

- - - -

7. Peggy Kovacic - 601 S. Anderson

Hi, all -
First, thank you to all of you who keep your brick walks clear!

When this first came up years ago, I was more mobile. At the time I was concerned about friends and relatives who would visit, but were having trouble with our brick sidewalks. I also saw neighbors who were able to walk but had mobility issues, other neighbors pushing strollers, and more neighbors using wheelchairs and walkers who were all choosing to use the street rather than try to navigate our uneven brick sidewalks. Safety was definitely my main concern. As to cost, at the time there was only a certain amount of money allotted to repair the neglected brick walks, and that didn't go very far as to making the needed repairs. There was also a ruling that prohibited replacing the uneven brick sidewalks on some of the blocks with concrete if that is what residents wanted. In addition, at that time, the cost of repairing/replacing/maintaining the brick walks with more brick was much higher than the cost if using concrete.

Tree roots and freezing and thawing have their effect. Weeding is continually necessary. Areas where an adequate gravel base was not used are particularly troublesome. Old brick sidewalks crown, making it almost impossible for wheelchairs to move down the center of the walks easily. They want to roll down on the left or right, rather than stay centered as they would if on a flat walkway. In addition, when weedy and wet, the bricks are much more slippery than a concrete surface is. All these are safety issues, and a fall could cost someone months of recuperation or even lead to death.

Exhibit E

In the meantime, some of our brick walks have been repaired and are now much better than they were. Even so, in that short amount of time, we are already seeing some loosened and uneven bricks displaced by tree roots.

In the past I have had surgeries that required the use of a wheelchair and knee walker. I am older now and often need to use a walker. Even with the repaired "even" brick walks, using any of these pieces of equipment on brick sidewalks is more difficult than using one on concrete. Shouldn't safety and accessibility be priorities?

When we moved here, I liked how brick sidewalks looked, too, but living with and maintaining them and watching people try to deal with them have shown me that there must be a better, safer, and cheaper way. And as long as there are residents who are NOT making an effort to make their walks navigable, and as long as the city no longer helps with the weed control and has a limited budget for sidewalk repairs, nothing is going to change. I agree with Alice that safety should be the primary concern over appearances.

Peggy Kovacic
601 S. Anderson St.

8. Chris Stohr – 405 E. High St.

Dennis:

If the sidewalk was brick, why is it not being replaced with same materials and construction?

Concrete breaks up and gets tilted because of improper foundation consequently this poses a problem for those who walk and use wheelchairs.

Sure brick has its problems also but is somewhat permeable so allows rainfall to infiltrate rather than contribute to surface runoff.

Chris

9. John Dunkelberger - 401 E. Illinois St.

I keep my brick sidewalk level and keep it clean just with a weed whacker. I love the look of a brick sidewalk, but do find uneven ones difficult to walk on. The one by the Hayes apartments on Urbana Avenue needs lots of work.

My concrete sidewalk is very uneven. When the water company used a backhoe, one support leg was set at the edge of the concrete. It had rained a lot, and that section tilted an inch, so there's a big difference. Public works informed me when I called that it wasn't bad and they won't do anything with it.

John Dunkelberger
401 E Illinois St.

Annie Feldmeier Adams - July 10

From: [Annie Feldmeier Adams](#)
To: [Annie Feldmeier Adams](#)
Cc: dustinallred@hotmail.com; tfitch71v@gmail.com; Chenxi.yu28@gmail.com; jane@janebillman.com; andrewfell@comcast.net; ldhopkins@sbcglobal.net; [Garcia, Kevin](#); [I Brown, Bill](#); [Marlin, Diane](#)
Subject: Urbana Pedestrian Master Plan: brick sidewalks
Date: Friday, July 10, 2020 10:01:28 AM

Dear Members of the Urbana Planning Commission,

I am writing to encourage you to support the passage of the Urbana Pedestrian Master Plan as it is currently written.

I serve on the Urbana Bicycle and Pedestrian Advisory Commission (BPAC) and mostly get around our twin cities by walking, biking and occasionally driving.

I love our brick sidewalks. I find them to be charming and delightful.

But they are not maintained by the City of Urbana at a level acceptable to the Americans with Disabilities Act (ADA). Residents try their best, but there is no shared guidance, assistance, materials or tools from the city, neighborhood groups or a cooperative.

The brick sidewalks are mostly overgrown, need to be mowed, cannot be shoveled in the winter, are frequently impassable or just become part of a lawn.

This past weekend I during the Urbana Amble a resident at 708 E California (a corner property) said he had no idea what to do about his brick sidewalk. He mows it, but it is still uneven and covered in weeds. I suggested he contact the City of Urbana to have them burn off the weeds. But I acknowledged that some residents do not want the weeds removed because chemicals are used in the process and there is no fine levied if residents do not want their brick sidewalk brought up to basic compliance.

This resident was very grateful to receive this information as he is in the process of building gardens and is trying to figure out where he can put them. I am pretty sure he will not contact the city unless I send him specific information and then even if the city says they can help, his neighbors might not want the city to clean the bricks.

This is the crux of the problem.

Thus, as delightful and charming as I find the bricks:

I cannot walk on them in winter as they are hard if not impossible to shovel.

I cannot see them in the Summer because they are overgrown with weeds.

I slip on them in the Fall as they are covered in wet leaves as they are uneven and hard to rake or sweep.

This is all to say, if I had mobility issues and/or used a wheelchair, I would use the street.

During the plan's public input period, several people expressed concern about the safety and accessibility of brick sidewalks. Based on that input, the draft Pedestrian Plan recommends that the City consider changing the default brick sidewalk reconstruction policy from "reconstruct with brick unless the owner asks for concrete" to "reconstruct with concrete unless the owner asks for brick for certain sidewalks."

Thank you for your consideration of my input.
We look forward to the passage and implementation of our pedestrian plan and an improved walking future for our community!

-Annie

Annie F. Adams
1004 S Wabash Ave
Urbana IL 61801
773.513.9252
anniefadams@gmail.com
www.linkedin.com/in/anniefadams

----- Forwarded Message -----

From: Wyatt, Scott E <sewyatt@illinois.edu>

To: Dennis Roberts <drobotscitycouncil@yahoo.com>

Sent: Friday, July 10, 2020, 1:22:35 PM CDT

Subject: Re: Opposition to Brick Sidewalk Change Proposed in the 2020 Urbana Pedestrian Master Plan

Dennis,

Please put me on record as opposing any change to the current language regarding the preference for retaining brick sidewalks. Further, since much of HEUNA East of Grove St. has been downzoned to R3, I move that the block long brick sidewalks within this area be designated major brick block walks.

Warm regards,

-Scott

Wilcock, Lily

From: meg miller <meglovenora@yahoo.com>
Sent: Friday, July 10, 2020 5:41 PM
To: ! Roberts, Dennis (Exchange Forwarder); Wilcock, Lily; Garcia, Kevin
Subject: Re: Opposition to Brick Sidewalk Change Proposed in the 2020 Urbana Pedestrian Master Plan

I highly value our brick sidewalks. They are beautiful, permeable and divert tons of concrete from future landfills. A single person with a shovel and sand can repair them. I have done it myself. Bricks are reusable. Our brick sidewalks should be retained.

Please remove the proposed paragraph from the 2020 Pedestrian Master Plan which threatens our historic walks. Our default should be brick!

Thanks.

Sent from my iPad

On Jul 10, 2020, at 11:20 AM, Dennis Roberts <drobotscitycouncil@yahoo.com> wrote:

HEUNA Friends,

Last night the Plan Commission decided NOT to drop the paragraph contained in the proposed 2020 Urbana Pedestrian Master Plan (coming from the Bicycle and Pedestrian Advisory Commission (BPAC)) which would change the default preference for retaining brick sidewalks in our neighborhood to a default replacing them with cement sidewalks unless the property owner objects.

If approved as written, *this paragraph will be referred to in the future* as “supported by BPAC and approved by the Plan Commission.” It could be used to change the city ordinance practice currently in place that protects the brick sidewalks we value as a significant part of the historic built environment of our neighborhood as a default preference when repair work must be done.

Brick replacement by cement is an important question of historic preservation to many who live in the East and West Urbana neighborhoods. This policy change was not vetted to the general public outside of BPAC or brought before our Historic Preservation Commission to receive their input.

HEUNA has had a long history of appreciating and protecting the historic brick sidewalks in our neighborhood. Those who support the current City ordinance which retains our brick sidewalks “by default” should voice their concern and request that this paragraph be removed from the proposed 2020 Pedestrian Master Plan when it comes before a vote at the Committee of the Whole meeting on Monday, July 20, 2020. Please email myself, and also city planners Lily Wilcock: lawilcock@urbanaininois.us and Kevin Garcia: kjgarcia@urbanaininois.us so your input can be added to public comment regarding this issue.

The Amendment:

"Brick Sidewalk Reconstruction Recommendation

During the plan's public input period, several people expressed concern about the safety and accessibility of brick sidewalks. Based on that input, the draft Pedestrian Plan recommends that the City consider changing the default brick sidewalk reconstruction policy from "reconstruct with brick unless the owner asks for concrete" to "reconstruct with concrete unless the owner asks for brick" for certain sidewalks."

Meg Miller - July 10

CITY ORDINANCE

Sec. 20-31. Existing Brick Sidewalks.

(a) When any portion of the public sidewalk that is constructed of brick is reconstructed or replaced, that portion shall be replaced with brick, unless all of the following conditions are found by the City Engineer to exist:

(1) The particular section of sidewalk constructed of brick to be replaced is not located within a "major brick walk block as defined below, nor in a " downtown streetscape area u, and

(2) the particular section of sidewalk or adjacent property has not been designated "historic" by the city council under the City' s Historic Preservation Ordinance, and

(3) The adjacent property owner has agreed to replacing the brick walk with a concrete walk.

(b) Major brick walk block is defined as any block zoned R1, R2 or R3 on a local street in "Old West" or "Near East" as such areas are defined below, where the sidewalk on one side or the average of both sides is 60 % or more brick sidewalk .

(1) Old West is defined as that area encompassed as follows: from the south curb of University Avenue to the north curb of Washington Street and from the east curb of Lincoln Avenue to the west curb of Vine Street; and

(2) Near East area is defined as that area encompassed by the south curb of University Avenue and the north curb of Washington Street and the east curb of Vine Street and the west curb of Cottage Grove Avenue

(c) Notwithstanding the restrictions set forth in this section concerning the retention of brick sidewalks, those section s of brick sidewalk need not be retained where the city council finds that due to changes in the vicinity of a specific request for waiver, brick sidewalk no longer serves as an enhancement. In such cases, waiver may be granted by a motion passed by a majority vote of the alderpersons then holding office.

(Passed by unanimous vote of the City Council on February 18, 2002)

Yours,
Dennis Roberts

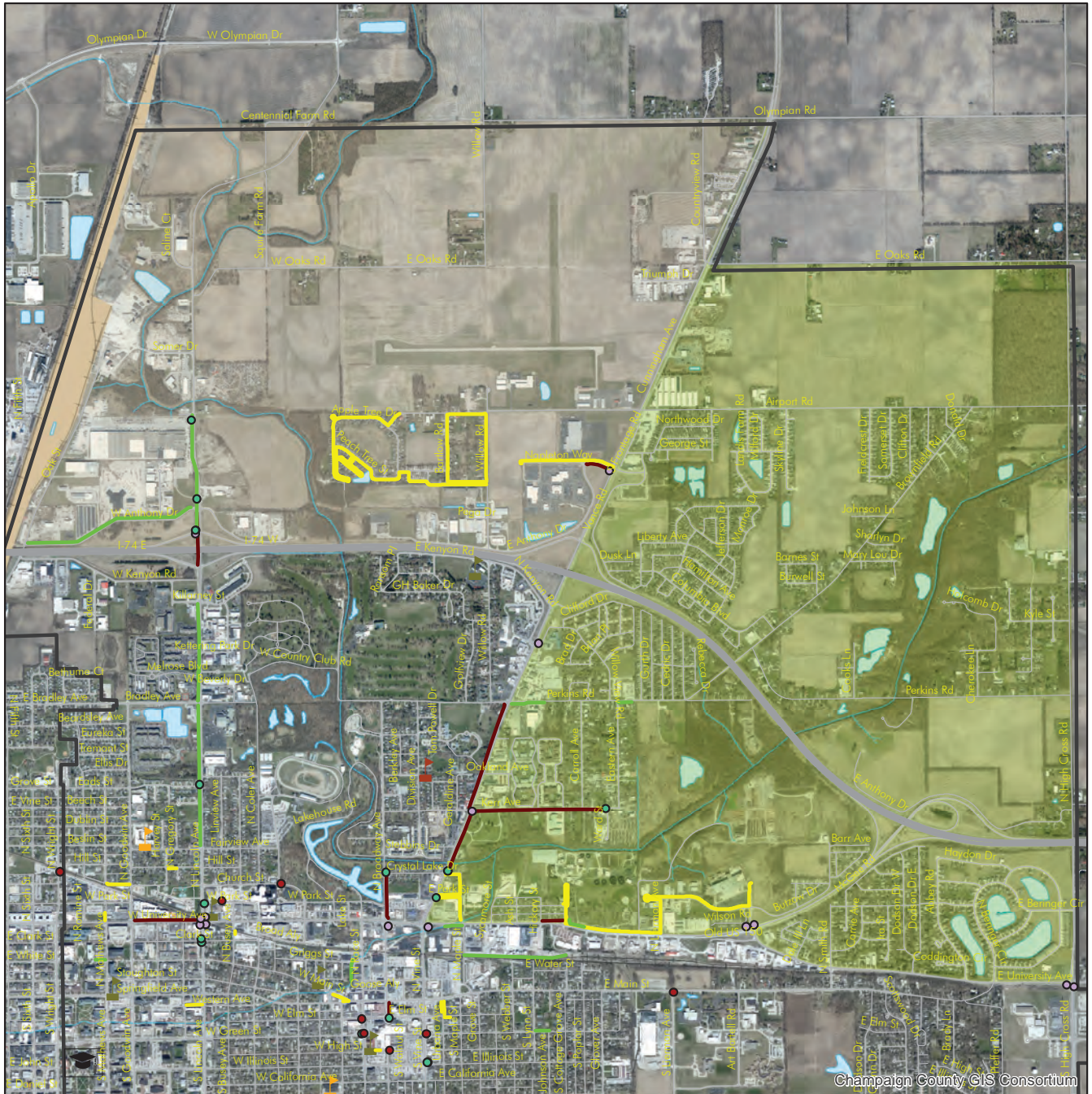
<HEUNA brick sidewalk map.jpg>

Wilcock, Lily

From: Alejandro Lleras <alejandrolleras@gmail.com>
Sent: Saturday, July 11, 2020 5:46 PM
To: ! Roberts, Dennis (Exchange Forwarder); Wilcock, Lily
Cc: Garcia, Kevin
Subject: Brick sidewalks

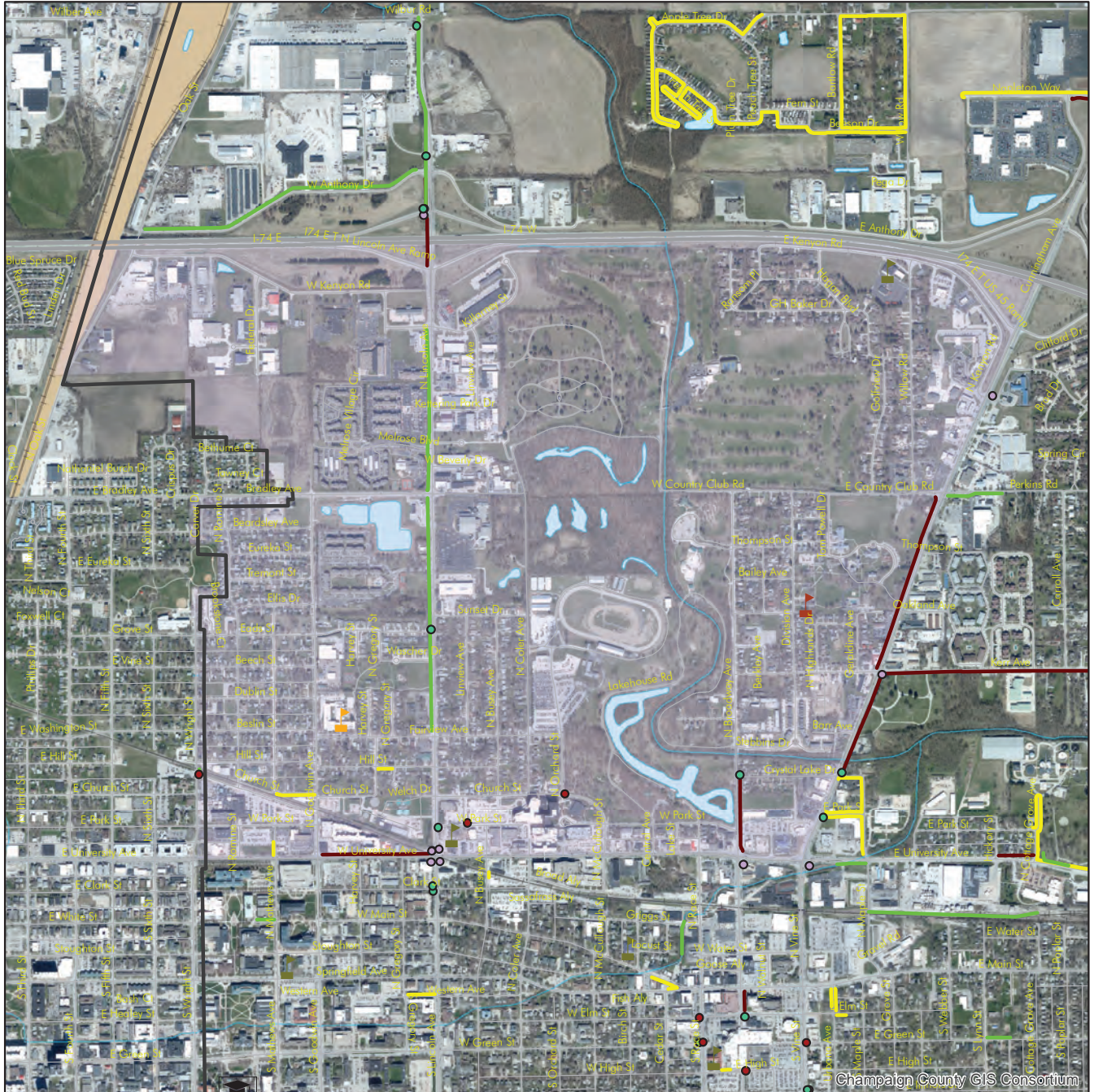
Hi,
We live at 902 East Main St, in HEUNA. We have a brick sidewalk and we would like that the default for work and repair continues to be brick. We oppose the new paragraph in the Urbana Pedestrian Master plan that would change the default to concrete repair/reconstruction.
Let me know if you need any more information from me.
Alejandro Lleras.

URBANA PEDESTRIAN PLAN | Recommendations



Legend			
Sidewalk Beveling Recommendations	Crosswalk Recommendations	North Urbana	Roads
— Highest Priority	● Highest Priority	Northeast Urbana	Interstates
Sidewalk Gap Recommendations	● Highest Priority	Public School K-12	Railroads
— Highest Priority	● Highest Priority	Private School K-12	Railyard
Trail Project Recommendations	● Highest Priority	Higher Education	Streams
— Highest Priority	● Highest Priority	Other Education	Water
			Study Area

MAP 6-35 North & Northeast Urbana Highest Priority Recommendations



Champaign County GIS Consortium

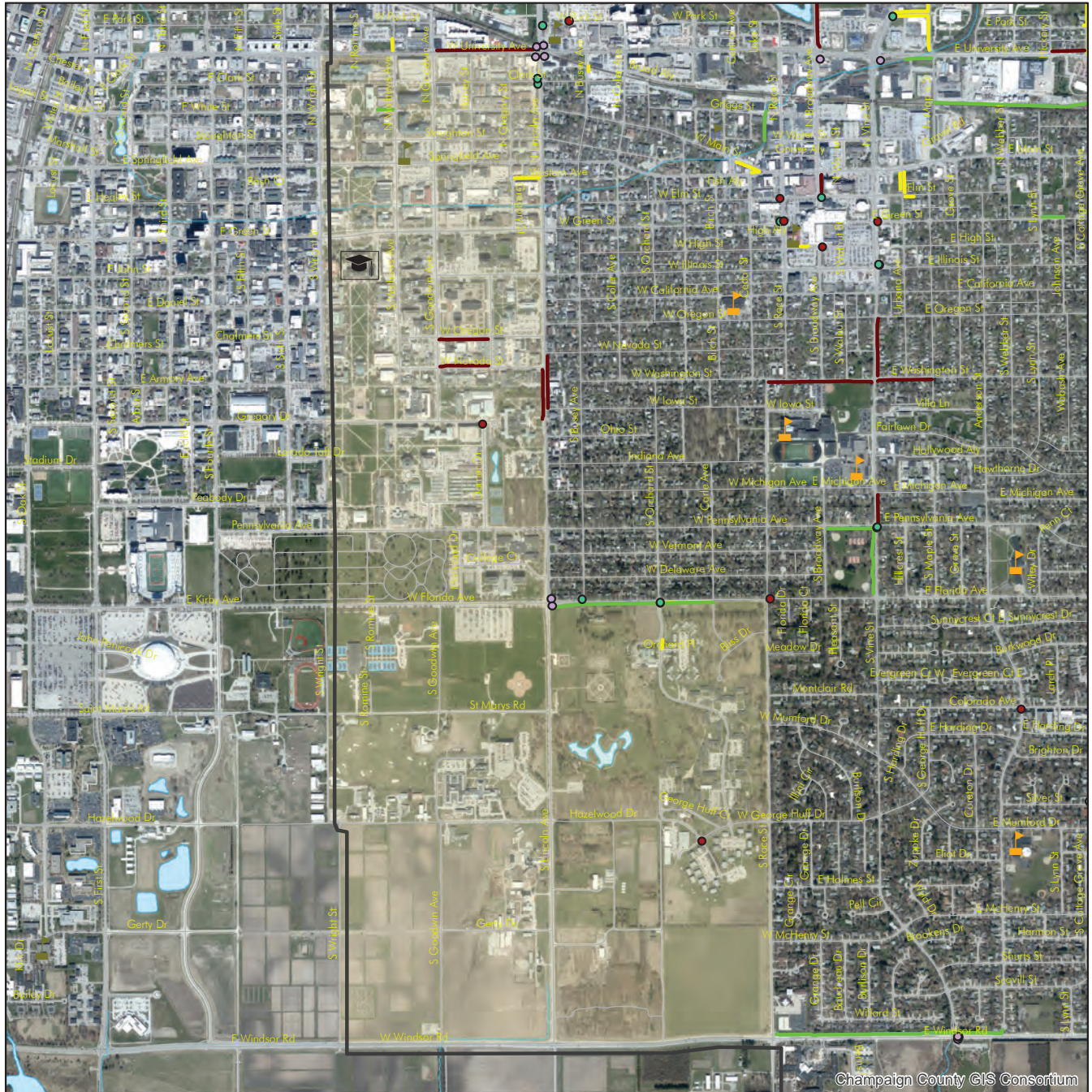


Legend

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| <ul style="list-style-type: none"> — Sidewalk Beveling Recommendations Highest Priority — Sidewalk Gap Recommendations Highest Priority — Trail Project Recommendations Highest Priority | <ul style="list-style-type: none"> ● Crosswalk Recommendations Highest Priority ● Curb Ramp Recommendations Highest Priority ○ Pedestrian Signal Recommendations Highest Priority | <ul style="list-style-type: none"> Crystal Lake/King Park ▶ Public School K-12 ▶ Private School K-12 ⬆ Higher Education ▶ Other Education | <ul style="list-style-type: none"> Roads Interstates Railroads Railway Streams Water Study Area |
|--|--|--|--|

MAP 6-36 Crystal Lake & King Park Area Highest Priority Recommendations

URBANA PEDESTRIAN PLAN | Recommendations

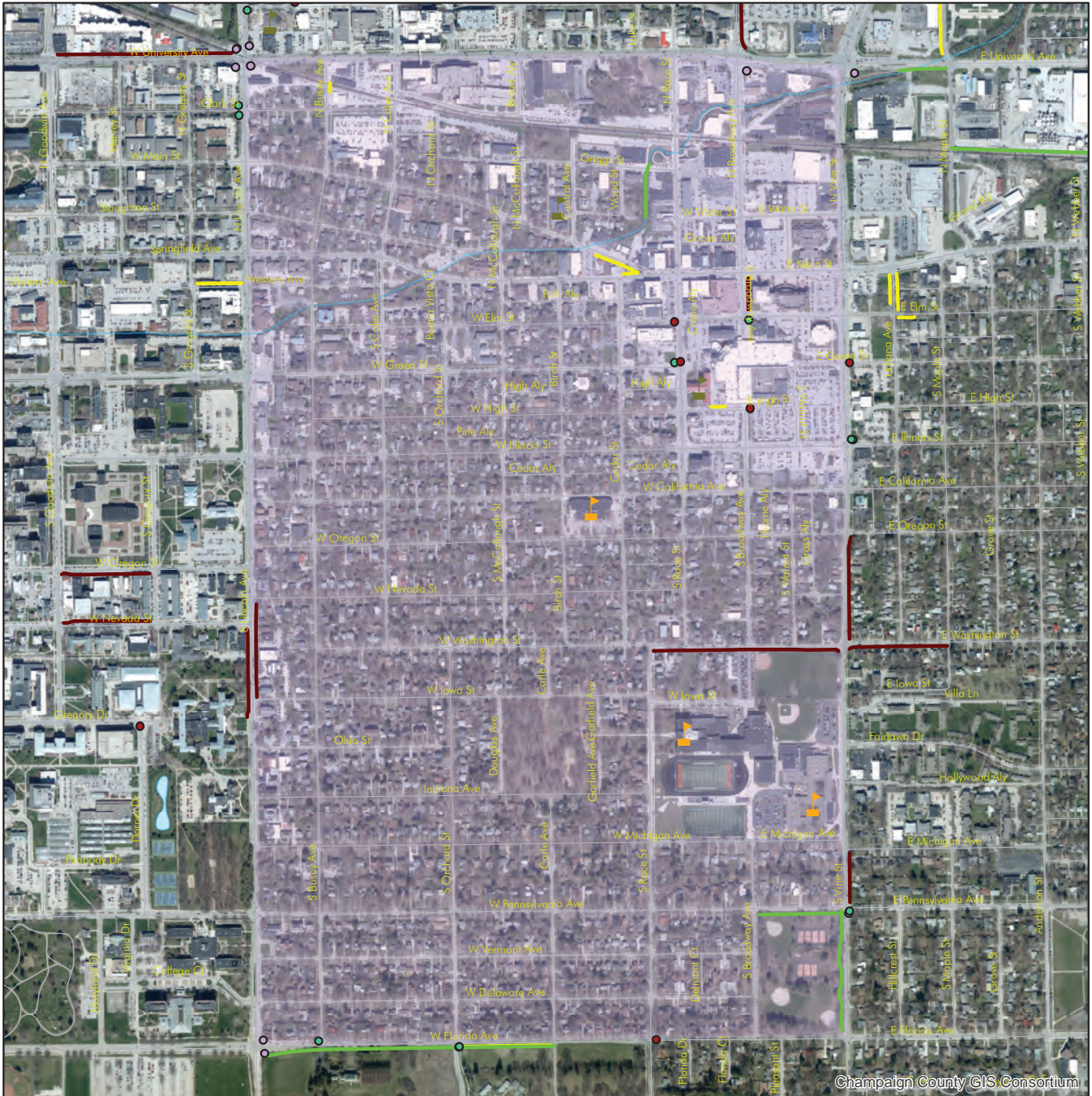


Champaign County GIS Consortium



- Legend**
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| Sidewalk Beveling Recommendations | Crosswalk Recommendations | University District | Roads |
| — Highest Priority | ● Highest Priority | Public School K-12 | + Railroads |
| Sidewalk Gap Recommendations | ○ Curb Ramp Recommendations | Private School K-12 | — Streams |
| — Highest Priority | ● Highest Priority | Higher Education | Water |
| Trail Project Recommendations | ○ Pedestrian Signal Recommendations | | |
| — Highest Priority | ● Highest Priority | | |

MAP 6-37 University District Highest Priority Recommendations



Champaign County GIS Consortium



- Legend**
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|-----------------------------------|---------------------------|------------------------|
| Sidewalk Beveling Recommendations | Crosswalk Recommendations | West & Downtown Urbana |
| — Highest Priority | ● Highest Priority | Public School K-12 |
| Sidewalk Gap Recommendations | ● Highest Priority | Private School K-12 |
| — Highest Priority | ● Highest Priority | Roads |
| Trail Project Recommendations | ● Highest Priority | Railroads |
| — Highest Priority | ● Highest Priority | Streams |
| | ● Highest Priority | Water |
| | ● Highest Priority | Study Area |

MAP 6-38 West & Downtown Urbana Highest Priority Recommendations

URBANA PEDESTRIAN PLAN | Recommendations



- Legend**
- | | | |
|--|---|---|
| <ul style="list-style-type: none"> — Sidewalk Beveling Recommendations <ul style="list-style-type: none"> — Highest Priority — Sidewalk Gap Recommendations <ul style="list-style-type: none"> — Highest Priority — Trail Project Recommendations <ul style="list-style-type: none"> — Highest Priority | <ul style="list-style-type: none"> ● Crosswalk Recommendations <ul style="list-style-type: none"> ● Highest Priority ● Curb Ramp Recommendations <ul style="list-style-type: none"> ● Highest Priority ● Pedestrian Signal Recommendations <ul style="list-style-type: none"> ● Highest Priority | <ul style="list-style-type: none"> ■ Central Urbana ▲ Public School K-12 ▲ Private School K-12 — Roads — Railroads — Streams — Water □ Study Area |
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MAP 6-39 Central Urbana Highest Priority Recommendations



Champaign County GIS Consortium

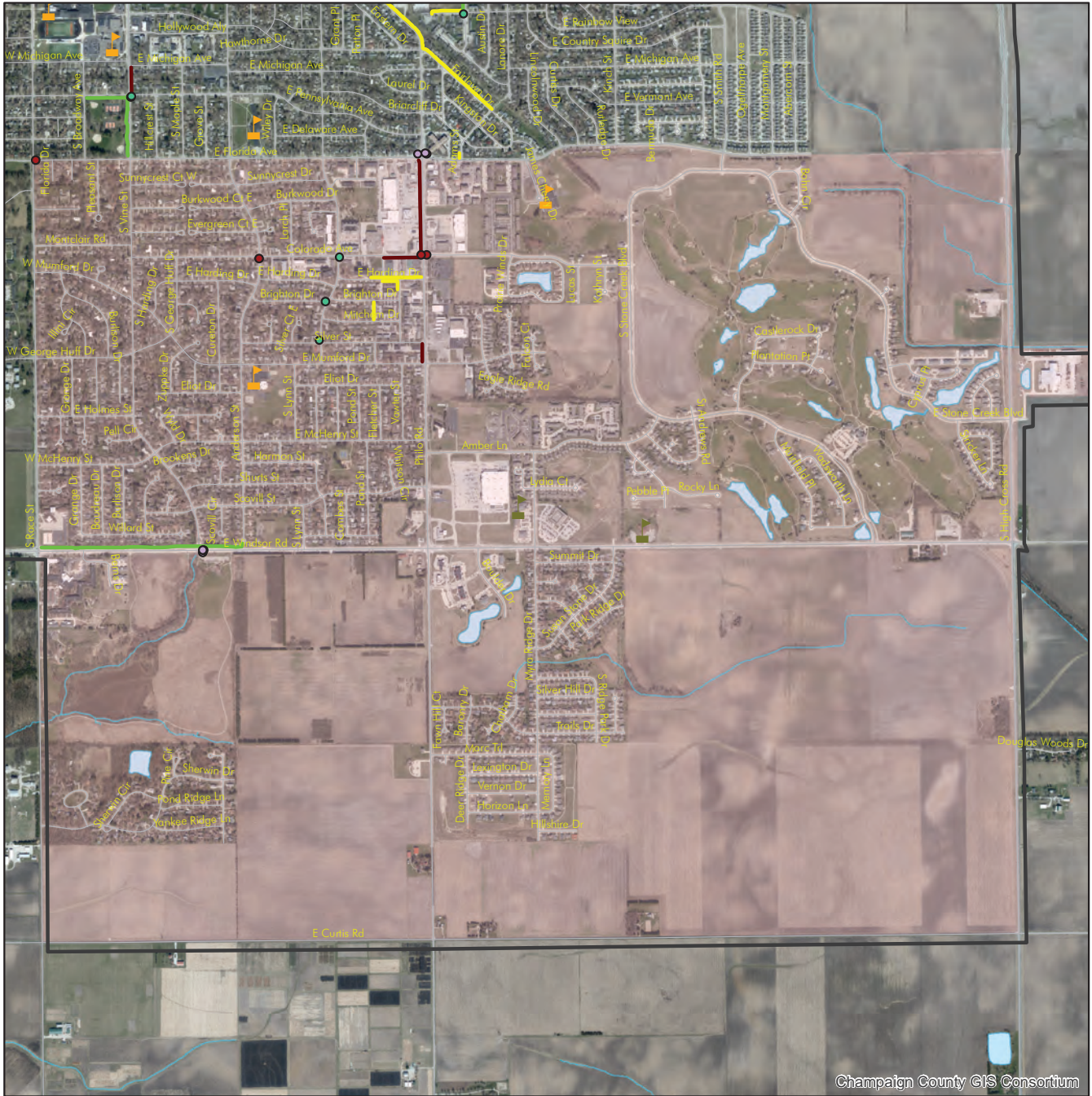


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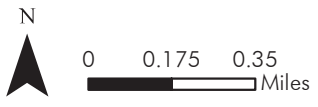
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| Sidewalk Beveling Recommendations | Crosswalk Recommendations | East Urbana |
| — Highest Priority | ● Highest Priority | Public School K-12 |
| Sidewalk Gap Recommendations | ○ Highest Priority | Roads |
| — Highest Priority | ● Highest Priority | Interstates |
| Trail Project Recommendations | ○ Highest Priority | Railroads |
| — Highest Priority | ○ Highest Priority | Streams |
| | | Water |
| | | Study Area |

MAP 6-40 East Urbana Highest Priority Recommendations

URBANA PEDESTRIAN PLAN | Recommendations



Champaign County GIS Consortium



Legend

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| <ul style="list-style-type: none"> — Sidewalk Beveling Recommendations — Sidewalk Gap Recommendations — Trail Project Recommendations | <ul style="list-style-type: none"> ● Crosswalk Recommendations ● Curb Ramp Recommendations ● Pedestrian Signal Recommendations | <ul style="list-style-type: none"> ■ South Urbana ▲ Public School K-12 ▲ Private School K-12 — Roads — Streams — Water ■ Study Area |
| <ul style="list-style-type: none"> — Highest Priority — Highest Priority — Highest Priority | <ul style="list-style-type: none"> ● Highest Priority ● Highest Priority ● Highest Priority | |

MAP 6-41 South Urbana Highest Priority Recommendations



Champaign County GIS Consortium



Legend

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> — Kickapoo Rail Trail — Compliant Walking Paths Curb Ramp Recommendations <ul style="list-style-type: none"> ○ Lowest Priority ○ Low Priority ○ Medium Priority | <ul style="list-style-type: none"> Pedestrian Signal Recommendations <ul style="list-style-type: none"> ● Medium Priority ● Highest Priority Sidewalk & Shared-Use Path Recommendations <ul style="list-style-type: none"> — Lowest Priority — Low Priority — Medium Priority — High Priority — Highest Priority | <ul style="list-style-type: none"> Northeast Urbana Roads Water Study Area |
|---|---|--|