
DATE: Monday, July 07, 2025
TIME: 7:00 p.m.
PLACE: 400 S. Vine Street, Urbana, IL 61801

The City Council Committee of the Whole of the City of Urbana, Illinois, met in regular session Monday, July 07, 2025, at 8:13p.m.

ELECTED OFFICIALS PHYSICALLY PRESENT: DeShawn Williams, Mayor; Darcy Sandefur, City Clerk, CM Maryalice Wu, CM Christopher Evans, CM Shirese Hursey, CM Jaya Kolisetty, CM Chaundra Bishop, CM Grace Wilken, CM James Quisenberry

ELECTED OFFICIALS ABSENT: None.

STAFF PRESENT: Bourema Ouedraogo, Elizabeth Hannan, Matt Roeschley, Andrea Ruedi, John Zeman, Carmen Franks, Seok Hyun Cho, Vince Gustafson, Breaden Belcher, Kevin Garcia, Larry Boone, Olivia Jovine, Femi Fletcher

OTHERS PRESENT: J.D. McClanahan, AICP – Planner II at Champaign County Regional Planning Commission; Kate Swinford, Professional Traffic Operations Engineer at Lochmueller Group

Chair: *Shirese Hursey, Ward 3*

1. Call to Order and Roll Call

With a quorum present, Chair Hursey called the meeting of the Urbana City Council to order at 8:13 PM.

2. Approval of Minutes of Previous Meeting

None.

3. Additions to the Agenda

None.

4. Presentations and Public Input

a. Public Input

Geoffrey Bant stated planning decisions on Lincoln Avenue, Florida Avenue, and in Imagine Urbana encourage negative behaviors for neighborhoods and residents. Shared anecdotes regarding the changing demographics of the state streets in Urbana. Stated speeding has become a greater problem on Pennsylvania Avenue across every form of motorist due to a lack of stop signs and a disregard for existing stop signs. Stated the traffic engineers have disregarded his concerns and did not work to address any of the issues raised. Requested for the dangerous conditions to be addressed and for pedestrian crossing signs to be installed on Lincoln Avenue. *Derek Briles* spoke in support of Ordinance No. 2024-12-042. Stated Chief Boone can use this Ordinance as an opportunity to collaborate with the community and act with transparency. Stated it is now commonly reported that data from Automatic License Plate

Readers (ALPRs) are used in tracking people accessing reproductive healthcare across state lines and are unwelcome in the community. Stated City funds can be better spent toward improving pedestrian infrastructure, addressing homelessness, and developing affordable housing instead of approving millions of dollars of funding for the Urbana Police Department (UPD) without seeing much improvement to the City. Stated the bad conditions people in the Philo area must endure while paying high amounts in rent are an embarrassment to the City. Stated the City is failing to engage with its constituents as many are unaware of City proposals and programs. **Adani** encouraged Council to approve the Imagine Urbana Comprehensive Plan to encourage the development of more dense housing. Stated creating more rental units allows for those ready to exit affordable housing units without having to commit to purchasing or mortgaging a single-family home, allow for affordable housing units to become more available. Stated more housing options may not directly address homelessness, but it improves the overall health of the community. Noted building housing along transit lines allows for people to live without cars, eliminating the need for parking spaces. **Alex Martell** voiced support for Ordinance No. 2024-12-042 to enact oversight for police surveillance technologies. Stated through canvassing for the Party for Socialism and Liberation, residents voice a consistent desire for more transparency from the UPD. Expressed need for more material improvements for the Urbana community to address root causes of crime. **Anthony Crispin** voiced support for the Imagine Urbana Comprehensive Plan and urged Council to approve it as housing costs in Urbana are too burdensome. Stated funding housing and homeless services should be supported with expanding housing options within the community. Stated the City should take the steps toward making the community more affordable to live in through passing the Imagine Urbana Comprehensive Plan. **Anna Hough** spoke in support of the Imagine Urbana Comprehensive Plan and its prioritization of affordable housing and tenant protections. Shared her personal experience of working in homeless services have shown a great need for housing stability support for low-income households in the community and an equitable rental market. Voiced approval of prioritizing alternate forms of transit in Imagine Urbana and conducting urban planning with community centered rather than cars. **Joe Hissem** voiced support for the proposals in the Lincoln Avenue Corridor Study as it serves to promote safety and reduce the speed of cars. Shared personal experiences of feeling unsafe as a pedestrian on Lincoln Avenue due to the high speed of cars on the street. Proposed the entrance to Iowa Street be made accessible only to emergency medical service (EMS) vehicles and not include private traffic. Stated this can be achieved through an extended sidewalk, as implemented around the campus area. Noted intersections with raised bike paths should have the raised paths go through the entirety of the crossings at the intersection to prevent cars from speeding through the bike paths. **Marina Minetti** expressed disgust at the allocation of more funding to the UPD rather than community services. Stated greater oversight should be placed on the UPD instead of implementing more surveillance technologies within the community. Voiced people in Urbana are suffering as affording basic needs has become more difficult and more funding should be used toward assisting low-income households.

Written Public Input in support of the Ordinance No. 2024-12-042 was received from the following individual and read by Chair Hursey: Lilah Leopold. Written Public Input requesting changes to Resolution No. 2025-07-058R were received from the following individuals and read by Chair Hursey: Michael Plewa & Elizabeth Wagner Plewa. Written Public Input requesting changes to Resolution No. 2025-07-058R were received from the following individuals, but were not read: Esther Patt, and Carol Leff. Written Public Input opposing Resolution No. 2025-07-058R was received from the following individual but were not read: Kristine Hammerstrand. Written Public Input in support of Ordinance No. 2024-12-042 were received from the following individuals, but were not read: Sharon Irish, Brad Allen, Ben Wallis, and Rebecca Obuchowski.

4. Staff Report

None.

5. New Business

- a. **Resolution No. 2025-07-058R:** A Resolution to Endorse the Champaign Urbana Urban Area Transportation Study (CUUATS) Lincoln Avenue Corridor Study – PW

Presented by Carmen Franks, Assistant City Engineer; J.D. McClanahan, AICP – Planner II at Champaign County Regional Planning Commission (CCRPC); and Kate Swinford, Professional Traffic Operations Engineer at Lochmueller Group. The Resolution endorses the CUUATS Lincoln Avenue Corridor Study, which can be found online here: <https://ccrpc.gitlab.io/lincoln-ave/>. Carmen Franks outlined the presentation as containing a project overview, study recommendations, detailing public feedback received, and the next steps for the project.

Stated the project, on 1.2 miles of Lincoln Avenue between Green Street and Florida Avenue, is to identify how transportation safety, mobility, and multimodal connectivity can be improved there. Shared the project was led by the CCRPC and conducted in partnership with the City of Urbana, University of Illinois at Urbana-Champaign (UIUC), Champaign-Urbana Mass Transit District (MTD), with engineering assistance from the Lochmueller Group, and funded by the Illinois Department of Transit (IDOT) Statewide Planning & Research Grant. Emphasized the purpose of the project is to improve safety as IDOT had identified the corridor as a top 5% priority safety area for the region based on the number and severity of crashes on the corridor as well as identified large portions of the corridor to have a high risk of injury for people traveling without using enclosed automobiles.

Stated mobility was identified as priority for the project due to the high levels of congestion at the north and south ends of the corridor during the standard workday with traffic projected to worsen over the coming decades. Stated the goal is not to make Lincoln Avenue a high-speed corridor, but to address the conditions that lead to traffic congestion. Emphasized a need for infrastructure improvements for pedestrians, cyclists, and bus riders through implementations of crosswalks, greater buffers for sidewalks, and bicycle lanes.

Provided an overview of the project phases throughout the development of the study spanning from the beginning of Spring 2023 to the present Summer 2025. Stated the input received during the third round of outreach conducted from November 20, 2024 to January 3, 2025 was taken into consideration and informed updates to the plan. Noted the fourth, most recent, round of outreach was conducted from April 28 to May 30, 2025.

Kate Swinford shared how recommendations were developed with an intent to improve safety in the corridor through bettering pedestrian crossings, improving access for bicycles, and creating dedicated areas for bus stops. Shared recommendations for pedestrian crosswalks; increased visual indicators for drivers to notice pedestrians; on-street, elevated bike lanes through the full length of the corridor; converting the corridor into a three-lane section without acquiring additional right-of-way; creating right-turn-only lanes at corridor entrances; adjusting timings of traffic signals; and automotive restrictions on West Urbana side streets to improve safety for pedestrian and bicyclists. Stated the recommendations are rooted in reducing potential for crashes across intersections within the corridor.

Shared the recommendations for moving the placement of the MTD stops between Iowa and Ohio as well as the northbound stop on Oregon to avoid potential crashes between

busses, cars, and cyclists. Stated the proposals were developed in partnership with MTD and have received their support for the recommendations.

Stated the changes since the previous presentation to Council from November 2024 are regarding former recommendations for full closures of side streets in West Urbana that were changed to recommend right-out only streets, and adjusting recommendations for bus stop positioning that were originally made with the recommendations for full closures in mind.

J.D. McClanahan spoke on the public feedback received over the two years and shared response statistics across the four outreach phases throughout Fall 2023 to Spring 2025 with 1,058 total outreach responses received. Shared the methods of public engagement taken throughout the four phases of the development of the study. Stated the public comment period for the final proposal which was presented in November 2024 received 84 emails with 255 individual comments that were categorized by the feedback provided. Stated the most common feedback received was opposition to access closures with support frequently given to pedestrian infrastructure recommendations, cycling infrastructure recommendations, and general recommendations. Stated the recommendations for road closures were updated based on opposition received, noting Lochmeuller Group found garbage trucks and trucks of similar size could navigate the previously proposed closures. Stated concerns were received from the Urbana Fire Department (UFD) and Urbana Public Works as well.

Stated the most recent public comment period for the updated study received 25 emails with 71 distinct comments. Shared concern regarding access limitations was the most frequently received input with general suggestions to various recommendations following next. Stated the opposition and concern to access limitations has become fewer in number compared to previous rounds of outreach. Noted respondents continued to mention support for the pedestrian improvements, bicyclist improvements, and general study recommendations. Raised the City of Urbana's Bicycle and Pedestrian Advisory Commission voted to support the study recommendations on May 20, 2025.

Carmen Franks stated the next steps for the study are to received Council's endorsement through this Resolution. Listed the recommendations within the study as: Consolidated crosswalks with pedestrian visibility signals; on-street bike lanes throughout the entire corridor; the conversion of the current four lanes into three lanes; access restrictions at Oregon Street & Iowa Street (right-out only), Indiana Avenue (in-only), and Vermont Avenue & Nevada Street (right in & out only); and shifted bus stops.

Provided further information regarding crashes within the corridor and highlighted the number of crashes on Iowa Street and Ohio Street. Stated the bulk of the changes proposed will target that area of the corridor to reduce the number of crashes occurring. Stated the recommendations were informed from the high number of front to rear crashes potentially caused by drivers failing to notice pedestrians and having to suddenly stop due to pedestrians. Shared comparisons between current traffic levels and proposed traffic levels on Busey Avenue. Stated concerns regarding emergency vehicles being unable to access neighborhoods west of Lincoln Avenue, from the UFD, were addressed through various updates to the study.

Stated after Council's endorsement is received for the recommendations, next steps involve continuing to pursue grant funding, enter the design phases in FY27 & FY29 with opportunities for public input, and begin construction in FY30. Questions and discussion followed.

Motion to keep in Committee of the Whole by CM Wu, seconded by CM Evans.

Roll Call Vote:

AYE: Wu, Evans, Hursey, Quisenberry

NAY: Kolisetty, Bishop, Wilken

- b. Resolution No. 2025-07-059R:** A Resolution Approving and Authorizing the Execution of a Highway Authority Agreement for 901 West University Avenue between the University of Illinois Foundation and the City of Urbana – PW

Presented by John Zeman, City Engineer. This Resolution approves and authorizes the execution of a highway authority agreement with the University of Illinois Foundation for 901 West University Avenue to satisfy site remediation requirements of the Illinois Environmental Protection Agency (EPA). John Zeman stated the Resolution is regarding the property at 901 West University Avenue which contains an Einstein Brothers Bagels shop and other commercial businesses. Stated the University of Illinois Foundation is seeking to purchase the property back and are currently working with the EPA for a “No Further Remediation” action for the site. Stated the site used to have underground storage tanks for gasoline, which have been removed, but some contaminants remain in the soil. Stated the University is addressing the contamination and is seeking to enter into agreements with the Highway Authorities for IDOT and the City of Urbana to establish the rights and obligations for each party’s respective rights-of-way and the contaminated soil contained in the rights-of-way. Stated the contamination is typical for urban areas, does not pose a significant threat to public health, and is contained unless work is being done that involves digging the soil. Recommended Council authorize the Mayor to authorize the agreement with the University of Illinois Foundation. Questions and discussion followed.

Motion to approve to the consent agenda by CM Wu, seconded by CM Kolisetty.

Voice Vote:

AYE: Wu, Evans, Hursey, Kolisetty, Bishop, Wilken, Quisenberry

NAY: None.

Motion to extend the meeting to 11p.m. by CM Quisenberry, seconded by CM Wu.

Voice Vote:

AYE: Wu, Evans, Hursey, Kolisetty, Bishop, Wilken, Quisenberry

NAY: None.

- c. Ordinance No. 2025-07-022:** An Ordinance Approving and Authorizing an Amendment to the Second Cooperative Agreement Urbana Free Library Expansion (To Facilitate the Transfer of Properties) – PW

Presented by Vince Gustafson, Interim Public Works Director. This Ordinance authorizes an amendment to the Second Cooperative Agreement with The Urbana Free Library (TUFL) to facilitate the transfer of legal interest in certain properties between the City and TUFL. Vince Gustafson stated the amendment will facilitate the transfer of properties between the City to TUFL. Stated the properties in question are 212 West Green Street and 209 West Elm Street. Stated the original intent was to transfer the ownership of both properties to TUFL but no formal actions have been taken yet. Stated TUFL will continue utilizing the properties as they are currently, and ownership will facilitate for future expansion planning. Stated the amendment allows for the facilitation of setting a closing

date for transferring the properties over to TUFL.
Motion to approve to the consent agenda by CM Wu, seconded by CM Evans.

Voice Vote:

AYE: Wu, Evans, Hursey, Kolisetty, Bishop, Wilken, Quisenberry

NAY: None.

- d. Ordinance No. 2025-07-023:** An Ordinance Approving a Special Use Permit (1204 South Lincoln Avenue / Plan Case No. 2508-SU-25 – Hostel) – CD

Presented by Kevin Garcia, Principal Planner. This Ordinance approves a special use permit for a hostel at 1204 South Lincoln Avenue. Kevin Garcia stated the special use permit request is from Halton Bagley to allow for a hostel at 1204 South Lincoln Avenue in a similar style to a hotel, but more affordable with shared sleeping and bathroom facilities. Stated the property is the former Kappa Delta sorority house which was sold in 2017 and vacant since 2021. Stated the property was purchased in 2024 by Jim Webster and the applicant intends to purchase the property, with Jim Webster's consent, if the special use permit is approved. Stated Halton Bagley intends to live in the property as the owner-operator of the hostel. Shared images depicting the location, the residential land use status, zoning of R-7, and the future land use map marking the use as "University Residential". Stated the maximum capacity of the proposed hostel is 60 guests with no significant changes to the interior or exterior outside of necessary changes to comply with code. Stated there will be 10 private rooms, 10 to 11 shared rooms, six private bathrooms, and two communal bathrooms. Shared the applicant intends to establish policies to reduce the potential for nuisances through quiet hours beginning at 10p.m., restricting alcohol use on-site, and requiring a minimum age of 18 to check in. Detailed parking options on-site and potential options for street parking in the area or reserving parking spaces in nearby UIUC parking lots. Noted the new use of the building as a hostel requires the City of Urbana to conduct a complete code analysis and inspection of the building before allowing occupancy. Stated the proposal aligns well with the Comprehensive Plan and now-retired Plan Commissioner, Lou Hopkins, emphasized this proposal embodies the reuse of buildings that was envisioned in 2022 when Council amended the R-7 Zoning District to allow for reuse of old properties without changing the exteriors. Shared the Plan Commission recommends approval of the special use permit with the condition that the hostel have staff on site 24/7. Questions and discussion followed.

Motion to approve to the consent agenda by CM Bishop, seconded by CM Kolisetty.

Roll Call Vote:

AYE: Evans, Hursey, Kolisetty, Bishop, Wilken, Quisenberry

NAY: Wu

- e. Resolution No. 2025-07-060R:** A Resolution Authorizing Acceptance of a IDNR Certified Local Government Grant – Historic Preservation Website (Agreement No. CLG25007) – CD

Presented by Kevin Garcia, Principal Planner. This Resolution authorizes the acceptance of an \$8,400 Certified Local Government Grant from the Illinois Department of Natural Resources to migrate the City's Historic Preservation materials from the City's website to a more easily navigable webpage, to add content from the previous website not included on the new website, and to add newly created content. Kevin Garcia stated the City has received the grant to move Historic Preservation materials to a more accessible website akin to the Examine Urbana website. Questions and discussion followed.

Motion to approve to the consent agenda by CM Wu, seconded by CM Kolisetty.

Voice Vote:

AYE: Wu, Evans, Hursey, Kolisetty, Bishop, Wilken, Quisenberry

NAY: None.

- f. **Resolution No. 2025-07-061R:** A Resolution Approving and Authorizing the Execution of a Subrecipient Agreement Community Services Grant Agreement – DREAAM – DREAAM Believers Program – CD

Presented by Breaden Belcher, Grants Division Manager with Larry Boone, Police Chief present for questions. The Resolution approves and authorizes the execution of a subrecipient agreement for the Community Services Grant agreement with Driven to Reach Excellence and Academic Achievement for Males (DREAAM) providing \$45,000 to the DREAAM Believers Program. Breaden Belcher stated the DREAAM Believers Program is a collaborative pilot program intended for boys entering sixth grade in Urbana School District #116 that involve program partners such as the UPD, Urbana Parks District, CU Church, Trinity Lutheran Church, and Helping Our Youth Change Everyday (HOYCE). Stated the program will include programming during out-of-school time, academic, STEM, and cultural enrichment, sports, homework help, and mental health services. Stated the funding is sourced from the remainder balance for Community Services Grant pool and was brought to the Grants Division’s attention through Council direction. Questions and discussion followed.

Motion to approve to the consent agenda by CM Bishop, seconded by CM Quisenberry.

Voice Vote:

AYE: Wu, Evans, Hursey, Bishop, Wilken, Quisenberry

NAY: None.

PRESENT: Kolisetty

6. Old Business

- a. **Ordinance No. 2024-12-042:** An Ordinance Establishing Approval, Policy, and Reporting Requirements for Policing Surveillance Technology and Databases – CM’s Wilken and Kolisetty

The Ordinance requires and clarifies the process for procurement and use of policing technology and databases that can be used to monitor, track, and identify specific individuals or groups. The Ordinance codifies the public approval process for specific surveillance technologies or databases; it does not dictate the use of any given technology (that would be voted on by Council).

- b. **Ordinance No. 2025-04-013:** An Ordinance Approving a Comprehensive Plan (Imagine Urbana / Plan Case No. 2502-CP-25) – CD

The Ordinance approves the Imagine Urbana Comprehensive Plan.

Motion to keep Old Business items in Committee of the Whole by CM Quisenberry, seconded by CM Wu.

Voice Vote:

AYE: Wu, Evans, Hursey, Kolisetty, Bishop, Wilken, Quisenberry

NAY: None.

7. Council Input and Communications

None.

8. Adjournment

With no further business before the committee of the whole Chair Hursey adjourned the meeting at 10:56 p.m.

Seok Hyun Cho

Deputy City Clerk

This meeting was video recorded and is viewable [on-demand HERE](#). **Minutes approved: 8/4/2025**

PUBLIC INPUT - July 7, 2025 Committee of the Whole - Lincoln Avenue Study

From Esther Patt [REDACTED]
Date Sat 7/5/2025 4:07 PM
To City Council <CityCouncil@Urbanall.gov>

***** Email From An External Source *****

Use caution when clicking on links or opening attachments.

Dear Urbana City Council Members and Mayor Williams:

Regarding the Lincoln Avenue Corridor Study, I write to ask you to please **remove from the list** of the recommendations you will approve these 3 proposed changes to current street design:

1. Do not approve prohibiting right turns onto Oregon from Lincoln
2. Do not approve prohibiting right turns onto Iowa from Lincoln
3. Do not approve changing Indiana to a one-way street between Lincoln and Busey or prohibit right turns onto Lincoln at Indiana.

The report states that Lincoln and Ohio has been identified as the top problem area for pedestrian safety. If that is true, it makes no sense to **deliberately increase the number of cars going through the intersection of Lincoln and Ohio** which will be the result of changes to Iowa and Indiana. A mid-block crosswalk will not keep people from crossing Ohio at Lincoln or Lincoln at Ohio.

- Iowa Street is **directly north of Ohio** and directly south of **Washington which does not go through to Lincoln** Avenue. Therefore, everyone who now turns right onto Iowa from Lincoln will have to turn right at Ohio. That includes the cars from **77 off-street parking spaces** that enter lots or driveways from Iowa between Lincoln and Busey, plus all of the other drivers who live on Iowa east of Busey. ALL will have to **turn at Ohio to get to Busey** to get to Iowa if you approve blocking right turns onto Iowa from Lincoln – or they can approach from the north and make **left turns off of Lincoln**.
- Indiana is **directly south of Ohio**. If you change Indiana to a one-way street heading east, everyone who lives on the 800 block of Indiana and wants to go west will have to drive to Busey and go one block north to **use Ohio to get to Lincoln to turn right onto Lincoln**. On that block of Indiana there are **35 off-street and 8 on-street** parking spaces.

In addition to putting this increased pressure on Lincoln and Ohio, the most dangerous intersection in the corridor, the 3 changes would create these additional problems:

- Prohibiting right turns onto Oregon or Iowa from Lincoln will cause people who want to get to the on-street parking spaces on the 800 blocks of those streets to either **take a left turn off Lincoln onto Oregon or Iowa** – or enter the street from Busey **and make a 3-point turn in the driveway closest to the intersection with Lincoln**. This would be more unsafe than the status quo that allows north-bound traffic on Lincoln to turn right onto every residential street.
- Delivery trucks would have to either take a **left turn off of Lincoln** to go east on Oregon or Iowa, or enter from Busey and either leave by **turning left onto Lincoln** or by **making a 3 point turn to go east**.

I don't see any benefit to prohibiting cars from turning RIGHT onto or off of Lincoln Avenue at any street, but as explained here, I do see new problems. Do you really want to increase the number of left-turns off of Lincoln – or divert all the traffic from Iowa and Indiana onto Ohio?

Thank you for your consideration of my concerns and for your service.

Esther Patt

Urbana

Public Input

From Carol Leff [REDACTED]
Date Mon 7/7/2025 7:04 AM
To City Council <CityCouncil@Urbanall.gov>

***** Email From An External Source *****

Use caution when clicking on links or opening attachments.

To the City Council and Mayor Johnson

Right turns not left turns on Lincoln Ave

If you read the research summary by a civil engineer that is accessible with the link below, you will see that allowing right turns is probably the best option. It is safer, saves fuel, maximizes traffic flow instead of sidestreet back ups and box-in. Left turns are problematic and it seems both a reasonable compromise and research-backed approach to allow right turns and not left turns

This neighborhood is so close to campus that it is constantly being whipsawed between campus desires and the location's resultant attraction to developers. This seems to be a case in which the neighborhood interests should get at least some leverage in the decision without changing some of the logic. I hesitate to call the corridor study a big beautiful plan....(forgive me for that)

Some excerpts from the piece <https://theconversation.com/heres-a-way-to-save-lives-curb-traffic-jams-and-make-commutes-faster-and-easier-ban-left-turns-at-intersections-257877>

What are the statistics on the unique dangers of left turns?

Gayah: Approximately 40% of all crashes occur at intersections – 50% of those crashes involve a serious injury, and 20% involve a fatality.

About 61% of the crashes at intersections involve a left turn. Left-hand turns are generally the least frequent movement at an intersection, so that 61% is a lot.

Also, the driver of the left-turning vehicle is typically looking at oncoming traffic. But pedestrians may be crossing the street they're turning on to. Often the driver doesn't see the pedestrians, and that too can cause a serious accident.

Why are left turns inefficient for traffic flow?

Gayah: When left-turning vehicles are waiting for the gap, they can block other lanes from moving, particularly when several vehicles are waiting to turn left.

Instead of the solid green light, many intersections use the green arrow to let left-turning vehicles move. But to do that, all other movements at the intersection have to stop. Stopping all other traffic just to serve a few left turns makes the intersection less efficient.

Also, every time you move to another “phase” of traffic – like the green arrow – the intersection has a brief period of time when all the lights are red. Traffic engineers call that an all-red time, and that’s when the intersection is not serving any vehicles. All-red time is two to three seconds per phase change, and that wasted time adds up quickly to further make the intersection less efficient.

“PUBLIC INPUT” July 7, 2025 Resolution No. 2025-07-058R: A Resolution to Endorse the Champaign Urbana Urban Area Transportation Study (CUUATS) Lincoln Avenue Corridor Study

From Plewa, Michael Jacob [REDACTED]
Date Mon 7/7/2025 2:31 PM
To City Council <CityCouncil@Urbanall.gov>
Cc Diane Plewa [REDACTED]

***** Email From An External Source *****

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July 7, 2025
PUBLIC INPUT

Resolution No. 2025-07-058R: A Resolution to Endorse the Champaign Urbana Urban Area Transportation Study (CUUATS) Lincoln Avenue Corridor Study

To be read to the City Council

Urbana City Council Members and Mayor Williams:

We are opposed to the plan to restrict to or from West Iowa Street to Lincoln Avenue. This plan is an example of textbook planning without understanding local conditions and the adverse impacts on the residents of this area. The restrictions visited upon Lincoln Avenue will increase traffic upon North - South streets in a residential neighborhood and will impose safety hazards.

We ask that you remove from the list of the recommendations you will approve these 3 proposed changes to current street design:

1. Do not approve prohibiting right turns onto Oregon from Lincoln
2. Do not approve prohibiting right turns onto Iowa from Lincoln
3. Do not approve changing Indiana to a one-way street between Lincoln and Busey or prohibit right turns onto Lincoln at Indiana.

Please do not allow this poor planning to become a reality.

Michael Plewa
Elizabeth Wagner Plewa
[REDACTED]
Urbana, IL 61801
[REDACTED]

PUBLIC INPUT July 7, 2025 Lincoln Corridor

From Kristine Hammerstrand [REDACTED]
Date Mon 7/7/2025 3:49 PM
To City Council <CityCouncil@Urbanall.gov>

***** Email From An External Source *****

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Hello,

My name is Kristine Hammerstrand and I have lived at [REDACTED] since 1993. I am writing to express my opposition to making my block, the 800 block of West Indiana Avenue, and only this block of Indiana, a one way east bound. I have previously shared my opinion in the earlier comment phase of this proposal so I will only briefly review my points here. Thank you for your consideration.

1. Making this block one-way east bound increases, not decreases, the number of times my neighbors and I have to drive on Lincoln Avenue to return to our homes. This seems contrary to the goals of the proposal.
2. I have previously asked why the crosswalk at Indiana and Lincoln would be moved from the intersection to the middle of the block. I think most drivers and pedestrians expect a crosswalk to be at the corner, not in the middle of a block. I think drivers are more likely to stop at a corner stop sign than at a cross walk sign in the middle of the block. The response I received from the city spokesperson about why the crosswalk is to be moved was essentially, that it is to have the pedestrians avoid the traffic turning north from Indiana. It seems like you are moving the crosswalk to avoid problems you think you may be creating by making this block of Indiana one way. Honestly this makes no sense and seems like a waste of money to do this reconfiguring.
3. I have sat many hours at my home office desk where I can easily view the traffic at the Indiana-Lincoln intersection. I do believe that safety and traffic flow would be improved by prohibiting left turns from west-bound Indiana onto southbound Lincoln. Personally, I never try to turn left there, but rather take Busey to Penn or Florida where there are traffic signals.
4. There has been much discussion in many Urbana forums over the years about garbage and recycling trucks and I won't revisit that issue in depth here but rather, will simply say that having our block be a one-off one-way (or worse yet, a cul de sac as in the earlier proposal) would only add to this congestion, especially in light of the new recycling trucks that pickup with the automated arm from only one side of the street at a time.

Thank you for allowing me to share my opinions.

--

Kristine Hammerstrand
[REDACTED]

public input for July 9, 2025 to be included in the public record

From Sharon Irish [REDACTED]
Date Mon 7/7/2025 4:30 PM
To City Council <CityCouncil@Urbanall.gov>

***** Email From An External Source *****

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Thank you to leaders on the council who have thoughtfully persisted for the last five or so years as the **Ordinance Establishing Approval, Policy, and Reporting Requirements for Police Surveillance Technologies and databases** has been in process. I support codifying the approval of and reporting about the use of surveillance technologies. An ordinance that ensures dialogue among the users of police technology is good for the public as well as law enforcement. It strengthens communication among public officials by clarifying terms of use and duration of data retention so that all stakeholders know what practices are in place and how they are protected.

Data are not neutral; they reflect the human biases in the ways that they are generated and interpreted. Use of surveillance technologies by law enforcement units should be approved by an elected body and defined in scope. The Policing Project recommends authorizing "particular technologies while eliminating or minimizing harms," rather than a wholesale embrace or ban of police technologies.

Third party contractors must not keep data indefinitely; we the users should be able to verify that our data has been erased after an agreed upon period. Continued use must be reauthorized on a regular basis after assessment of how the technologies are being used.

Given the speed of technological change, we should have adoption and use policies that recognize the continuing shifts in technology so that the public can respond appropriately as the tech landscape alters. While no doubt there will always be a fine line between preserving privacy and identifying harmful behavior, I believe we need broad input about where that line is, and what trade-offs are acceptable to those groups most impacted by surveillance and its consequences.

I appreciate your consideration.

Sharon Irish
[REDACTED]

Urbana, IL

PUBLIC COMMENT 7-7-2025

From Lilah Leopold [REDACTED]
Date Mon 7/7/2025 5:20 PM
To City Council <CityCouncil@Urbanall.gov>

***** Email From An External Source *****

Use caution when clicking on links or opening attachments.

Dear Mayor Williams and Council Members Wu, Evans, Hursey, Kolisetty, Bishop, Wilken, Quisenberry,

Lilah Leopold, Ward, 4, writing to request reading of the following aloud at council tonight during public comment if time permits. Thank you!

My name is Lilah Leopold, and I live in Urbana in Ward 4. I'm writing at a difficult moment for our country and its experiment of democracy. We seem to have a consensus about wanting to keep our community safe and have it prosper, but seem to be on different pages when it comes to taking responsibility for the tools we use to do so and the intended and unintended consequences they have. We are beginning to see--in Illinois, not elsewhere--reporting of out-of-state women seeking healthcare hunted by their home states for prosecution through the use of license plate readers, and of our immigrant neighbors (and citizens alike) being snatched from their homes and places of work. The technological apparatuses used to facilitate these injustices by entities beyond local law enforcement and cities and townships is deeply concerning. It stands to reason that instances of government misuse of data from our public systems will continue in unlawful pursuit of us and our neighbors. The question is what we will do about this. As an art historian and artist I know that cameras and imaging techniques are not neutral. No piece of technology is neutral and every piece of tech operates in larger systems which govern their use. We need to take great care in how we use technologies at our disposal for how they may have life-long consequences for Urbana residents and for those passing through.

This is why I whole-heartedly support continued discussions of the Police Surveillance Technology Oversight Ordinance. I deeply believe such an ordinance, in some form, is an absolutely necessary component of twenty-first century safety in our communities. I hope council members and our local police leaders can see this Ordinance as an urgently needed safety component for working with tools that we neither design nor fully control. Support of this Ordinance is in itself not a criticism of police work; this Ordinance is merely a necessary component of working with the technology infrastructures of today. This Ordinance can also play a crucial role in maintaining open and honest communication in our community. We cannot say with certainty where data from new and existing tools used

locally will go, or how this may inadvertently and irreparably harm the safety of any member of our community despite their intended use. Therefore, it seems especially necessary that police and the community as a whole remain in conversation about the latest tools and their uses. This way, we can all remain best informed about how to keep each other safe and how to continue operating as a Sanctuary City, which protects the full constitutional rights of its constituents.

Please, help keep Urbana residents safe and keep thinking about this Ordinance. This is a tipping point in our history and what we do now is of the utmost importance. Thank you for all you do.

Sincerely,
Lilah

PUBLIC INPUT

From Brad Allen [REDACTED]
Date Tue 7/8/2025 8:35 AM
To City Council <CityCouncil@Urbanall.gov>

***** Email From An External Source *****

Use caution when clicking on links or opening attachments.

Hello Council Members,

My name is Brad Allen. I live in Champaign, but I spend lots of time and money in Urbana. I am messaging the City Council to voice my support for the ordinance of "Establishing Approval, Policy, and Reporting Requirements for Surveillance Technology and databases." I, along with my comrades in the Party for Socialism and Liberation, have knocked on doors and had conversations with Urbana residents about the UPD budget and their lack of transparency. Urbana residents want to see more effort and money being put into improving living conditions in Urbana, not increasing the UPD's surveillance capabilities. I strongly support this ordinance, because I believe the citizens of Urbana should have a strong voice in how their community is policed.

Thank you,

-Brad.

PUBLIC INPUT city council committee of the whole meeting 7.7.25

From ben wallis [REDACTED]
Date Mon 7/7/2025 1:59 PM
To City Council <CityCouncil@Urbanall.gov>

***** Email From An External Source *****

Use caution when clicking on links or opening attachments.

PLEASE READ AND INCLUDE IN PUBLIC RECORD

hello,

my name is ben wallis. i am a resident of urbana ward 4 and a member of the Party for Socialism and Liberation (PSL). i am writing in support of the ordinance 2024-12-042 "Establishing Approval, Policy, and Reporting Requirements for Surveillance Technology and databases." i believe, to the greatest extent possible, the community should have the final say over decisions about its safety and self-protection. to that end, i am strongly in favor of this ordinance. i believe that recent revelations--widely reported in the local and state news media--regarding improper access and use of Automated License Plate Recognition data gathered in the state of IL only further underscores the need for communities and their local representatives to take a highly active role in limiting the use of this technology. the principle behind this ordinance is very sound: the people of urbana should be in the driver's seat when any and all decisions are being made about policing. this ordinance does not accomplish transparency or accountability, but it does move us closer to those ends.

thank you,
ben

Sent with [Proton Mail](#) secure email.

Public Comment for Council Meeting on 7/7/25

From Rebecca Obuchowski [REDACTED]
Date Mon 7/7/2025 4:52 PM
To City Council <CityCouncil@Urbanall.gov>
Cc City Clerk <CityClerk@Urbanall.gov>

***** Email From An External Source *****

Use caution when clicking on links or opening attachments.

Hello City Council Members and Mayor Williams,

My name is Rebecca Obuchowski. I am a lifelong Urbana resident and current resident of Ward 2. I am writing this evening to express my support of the Ordinance Establishing Approval, Policy, and Reporting Requirements for Police Surveillance Technologies and Databases.

In my lifetime there has been a massive shift in our expectation of privacy. As a young person, I recall feeling an assumption of anonymity through my day to day life. Even as a teenager, I remember having a strong respect and appreciation for that privacy and felt a strong aversion to the first camera being installed at Urbana High School when I was a sophomore. Over the 20 years since then my expectation of privacy has continued to shift, as I imagine it has for others. I assume some system is watching or tracking, or at least that it is present and has the capacity to do so.

I believe that Government bodies should be a watchdog for the rights and privacy for the citizens that they represent, particularly those who are most likely to experience the negative effects and infringements on their human rights and civil liberties. It is your job to read the "terms and condition" instead of blindly clicking "Accept". I hope that our elected officials, such as yourselves, are thinking critically and considering not just what would be easiest, but what is right and what upholds the values of our constitution. Most importantly, I hope that you are considering what harm could be done when we give unfettered access to our data and identities.

We know that surveillance data from around the country is being used to track and prosecute women seeking abortions out of state. We know that it is being used to track our undocumented neighbors so that they can be rounded up and placed in literal concentration camps. How long will it be before we hear news of it similarly being used to identify and track trans people accessing healthcare or fleeing from hostile places? You have the opportunity to help stop this raw misuse of surveillance information and to provide some transparency into what could quickly become a technology-driven police state.

I know that you will hear cries from our police department that this ordinance will make it impossible to do their jobs - harder, more time consuming. I reject this. As the Executive Director of a human service provider in town, I have had government bodies make our work harder and red tape thicker, year after year. In most cases, these extra steps have helped shift the provision of service toward what is good, right, humane, and respectful, not what is easiest. I imagine that there were similar cries from the leadership of the [Willowbrook](#) Institution when light was finally cast on the deplorable conditions

that people with developmental disabilities were living in at their facility. Laws were changed and the way we provide and oversee services shifted. It probably was harder for the people in the field implementing those changes. But it was the right thing to do and as a result people with disabilities have slowly moved toward full citizenship.

And when those extra hoops are not directly benefiting the people? We do it anyway and rarely complain and almost never receive additional funding.

I'm proud that our community is willing to wrestle with these issues and engage with public debate about how to protect our neighbors and residents from the infiltrating growth of surveillance and facism in our society and government. I hope that you will vote in favor of this ordinance.

Thank you for your time and your public service,
Rebecca Obuchowski

I would appreciate if these comments could be read into the record

To: Members of the Urbana City Council

Re: Lincoln Avenue study

My comments tonight may not seem directly related to Lincoln Avenue but they are an example of how planning decisions in the Lincoln, Florida and Imagine Urbana plans encourage actual behaviors that are bad for neighborhoods and residents.

I have lived on the state streets in Urbana since 1976 and on the corner of Pennsylvania and Busey Avenue since 1988 and I've watched the changing community patterns and the effects of the Covid years on the area near me.

There were, for a while, less children and now there are more. There are more older residents but now there are also younger ones. There are more fraternities, still lots of students, many more dog walkers, more Airbnb's, more apartments, more bikes and scooters, more walkers and joggers, but now there are also many more speeding cars and pickup trucks and concerning changes to traffic patterns and driving habits.

Pennsylvania Avenue is now the quickest way to get from Lincoln Avenue and campus to south east Urbana, and in turn, to go from south east Urbana to campus and Champaign. Florida is too tight, with one lane traffic, stopped by a light on Orchard and slowdowns because of east-west traffic at the four-way stops at Race and Vine.

It is so much quicker to speed east down Pennsylvania at 40, 50 or 60 miles an hour to Race or Vine, then turn right and approach the slow 4-way stops at Race or Vine on Florida from the north, with much less waiting. Coming in the other direction, going west, it is also quicker to turn off Florida at Vine and use Pennsylvania to avoid using Florida Ave.

I know that speeding is a problem all over CU but it has been particularly elevated and encouraged on Pennsylvania between Lincoln and Race. I'm not imagining the speeds. I have tracked the speeds of the vehicles. There are many apps that you can download for your cell phone to do this.

There is a regular, almost standard, speeding up to 40 or 50mph with some going much faster in this 30-mph residential zone. This includes buses, delivery trucks and motorcycles. The other day I clocked a motorcycle doing over 70 mph down Pennsylvania.

Other streets like Green, Illinois, Iowa, Indiana, Michigan and Washington are not dealing with this speedway mentality because they have stop signs or are brick streets or are truncated at Race which deters speeding commuters.

While driving the speed limit on Pennsylvania east or west, I have been passed by other cars at high speed many times. There is also a very dangerous increase in cars that totally ignore the four-way stop at Pennsylvania and Race. I have personally witnessed four events where cars

just drove through the stop signs with no slowing or hesitation at high speeds. The police told me they are aware of this growing trend.

Once every year or two, the Urbana police park near Farmhouse fraternity on Lincoln and Pennsylvania and pull a few people over but it has no lasting effect.

The stretch of Pennsylvania between Lincoln and Race is currently unimpeded by a stop sign on Orchard or Carle or speed bumps or radar speed monitors or crosswalks or signs urging you to slow down. The stretch only has two small 30mph signs on each side of the street and the yellow lines on the road are almost completely gone.

As cars going south on Lincoln turn left onto Pennsylvania to go east, they often act as though they are at a racetrack starting gate accelerating rapidly as they turn, reaching speeds of 40 or 50 mph as they cross Busey.

Added to this very high-speed traffic is another problem. There are four parking spaces on the south side of Pennsylvania Avenue near Farmhouse fraternity, which during the school year have permit-holding, large, student 4 x 4 trucks blocking the view of Lincoln all day and night long. The view of traffic coming from the west as you try to cross Pennsylvania going north on Busey or make a right or left turn onto Pennsylvania is completely blocked by these large vehicles. You can't see the traffic as it accelerates from the starting gate on Lincoln to fly, unimpeded, toward Race.

Also, cars and bikes on Busey, going south, attempting to cross or turn onto Pennsylvania have a similar visual obstacle to contend with, in their attempts to see around two very two large trees just east of the intersection. They must ease out to see traffic coming from the east. And traffic from the east, at this point, is also very accelerated as drivers desperately try to speed up to "make the green light" on Lincoln, which is of very short duration.

Also, over the past few years, Busey has become more of an increasingly major concern as traffic normally heading south or north on Lincoln finds it less frustrating to cut down Busey, jumping from stop sign to stop sign, or gliding through them, in a rush to go south to Pennsylvania or north to Illinois or Green, avoiding both Lincoln and Florida in their daily migration to and from southeastern Urbana.

The traffic is much worse during morning, lunch time and afternoon rush-hours, but is becoming an increasingly dangerous pattern throughout the day and well into the night. The intersection of Busey and Pennsylvania is now very busy and getting busier as a function of problems on Florida and Lincoln.

It is now very difficult to cross or turn onto Pennsylvania from Busey since there are obstacles on both sides of the street that block the drivers view in this danger zone.

I was hoping that the Florida, Lincoln and Imagine Urbana study projects would address this situation. I have attended every possible input session regarding the Florida and Lincoln studies and written various offices and sent my comments when solicited by the various consultants. And I've been told by the young traffic engineers that they know about the problems I mention, and they understand these increased "secondary" effects of their recommendations. However, they tell me that these secondary effects are not part of their "charge" to study. I see nothing in the Florida, Lincoln, or Imagine Urbana proposals that addresses these challenges of changing traffic patterns and increased levels of danger on residential, "secondary" streets. If anything, the traffic engineers are in denial about the seriousness of these already existing problems.

In the Florida Avenue, Lincoln Corridor and Imagine Urbana studies, I only see proposed changes that will exacerbate the problems, by increasing density along the Lincoln "corridor," encouraging or requiring more cars to use Busey rather than Lincoln, and by focusing almost exclusively on buses, pedestrians and bike riders, narrowing vehicle access on major arteries, closing streets and increasing technological pedestrian crossings and bus stops.

Why not instead make Busey and Pennsylvania more people-friendly and make Lincoln and Florida more vehicle friendly. Move traffic more efficiently, facilitate a walkable and bikeable community and at the same time save millions on concrete that can be used to increase affordable housing and public services. The "solutions" proposed by traffic engineers are too costly, complicated and environmentally unfriendly and the Imagine Urbana proposals are too vague and potentially problematic.

Or at least, place pedestrian crossings with stop signs for pedestrians. They work! There are five in Urbana, on Green Steet between Wright and Lincoln but none on Lincoln! None of the engineers could tell me why there were none on Lincoln. Put some on Lincoln instead of pouring more concrete and put some on Pennsylvania, too, to help pedestrians cross the Indianapolis Speedway that Pennsylvania has become.

This unexamined "secondary effect" of the Florida, Lincoln and Imagine Urbana proposals has the potential to overwhelm and destroy the neighborhood that is bordered by Florida, Lincoln, Vine and Green.

For a number of years, the most notable problematic traffic effect on the West Urbana neighborhood was the high-speed, Jimmy John's delivery vehicles that fly from their exclusive Lincoln Ave parking spaces, to deliver according to their company slogan "so fast you'll freak." They will, and still do, speed down Iowa and Pennsylvania to get to Southeast Urbana. But now, since COVID, there are many more food delivery vehicles and many more general delivery vehicles (Including giant FedEx, UPS, US Mail, and Amazon trucks) as well as a host of recycling and trash vehicles. But now there are also increasing numbers of commuters trying to avoid Lincoln and Florida and they all act like they are working for Jimmy John's, driving so fast you freak.

I do not know how to register my concerns any more than I already have. Public input to these major studies seems just that: one-way inputs that are never discussed or answered. Just boxes checked!

There is now a danger of loss of life. There is increasing inconvenience and fear for people who live in the neighborhood. There is a degradation of the quality of the neighborhood. The frenetic nature of the increasingly high-speed traffic is qualitatively altering the neighborhood. Busey and especially Pennsylvania are unsafe for people, for children, for bike riders, for pedestrians, for dog walkers, for gardeners and for other cars because the people cutting through this residential neighborhood are driving at ridiculously high speeds. These commuters would not permit this kind of unsafe behavior in their own residential neighborhoods, but pay no attention to ours. And the Florida, Lincoln and Imagine Urbana plans will, if approved, make these problems much worse, not better.

Must we wait for a fatality or major crash to direct our attention to this very serious traffic problem.

I know that no one seems to have the power to change much about these massive and expensive engineering projects or the city's unreadable byzantine strategic plans, but perhaps the city administration can deal with this speeding issue which is only one of the "secondary effects" of these bureaucratic and consultant-based juggernaut "studies."

We need 4-way stop signs on Orchard, double yellow lines on Pennsylvania, a radar speed monitor, an end to obstructive parking spaces near Lincoln and clearly marked crosswalks at intersections with signs that remind drivers that pedestrians, by law, have the right of way. There was recently a similar dangerous speeding situation in Champaign on Green Street and John Street between Prospect and Mattis. Cars used these roads at high speeds as a quick way to cross town, avoiding Kirby or Springfield. Residents put up their own signs to try to slow the traffic to no avail. With the installation of three stop signs, the high-speed traffic has disappeared on both streets.

Right now, the pot holes on Busey and Pennsylvania are the only things that may in any way slow cars down or encourage them back onto Lincoln and Florida where they belong.

Geoffrey Bant

[REDACTED]

[REDACTED]

[REDACTED]