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**DATE:** Monday, July 28, 2025  
**TIME:** 7:00 PM  
**PLACE:** 400 South Vine Street, Urbana, IL 61801

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## AGENDA

- A. Call to Order and Roll Call
- B. Approval of Minutes of Previous Meeting
  - 1. 06-23-2025 and 06-25-2025 City Council Meeting Minutes
  - 2. 06-25-2025 Special Committee of the Whole Meeting Minutes
- C. Additions to the Agenda
- D. Presentation and Public Input
  - 1. East Central Illinois Building Trades Apprenticeship Training Program
  - 2. Champaign County Redeploy Initiative
- E. Council Input and Communications
- F. Reports of Standing Committees
- G. **Committee of the Whole** (*Council Member Jaya Kolisetty, Ward 4*)
  - 1. Consent Agenda
  - 2. Regular Agenda
    - a. **Resolution No. 2025-07-062R:** A Resolution Approving an Increase in the Number of Class R&T-1 Liquor Licenses for Guadalupe Family Inc, d/b/a Sakura Japanese Cuisine, 132 West Main Street, Urbana, Ill. – Exec
    - b. **Resolution No. 2025-07-063R:** A Resolution Approving an Increase in the Number of Liquor Licenses in the Class R&T-1 Designation for Four Way Foods LLC, d/b/a Lazy Daisy Diner and Cafe, 300 South Broadway Avenue, Suite 140, Urbana, Ill. – Exec
    - c. **Resolution No. 2025-07-064R:** A Resolution Approving an Increase in the Number of Liquor Licenses in the Class R&T-1 Designation for CRS Silvercreek Urbana LLC, d/b/a Silvercreek, 402 North Race Street, Urbana, Ill. – Exec
    - d. **Ordinance No. 2025-04-013:** An Ordinance Approving a Comprehensive Plan (Imagine Urbana / Plan Case No. 2502-CP-25) – CD

All City meetings are broadcast on Urbana Public Television and live-streamed on the web. Details on how to watch are found on the UPTV webpage located at <https://www.urbanail.gov/executive-department/page/urbana-public-television>.

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

**H. Reports of Special Committees**

**I. Reports of Officers**

**J. Mayoral Appointments**

**1. *Mayoral Staff Appointment***

***City Administrator***

– Darius White (term ending June 30, 2027)

**K. Adjournment**

## PUBLIC INPUT

The City of Urbana welcomes Public Input during open meetings of the City Council, the City Council's Committee of the Whole, City Boards and Commissions, and other City-sponsored meetings. Our goal is to foster respect for the meeting process, and respect for all people participating as members of the public body, city staff, and the general public. The City is required to conduct all business during public meetings. The presiding officer is responsible for conducting those meetings in an orderly and efficient manner. Public Input will be taken in the following ways:

### Email Input

Public comments must be received prior to the closing of the meeting record (at the time of adjournment unless otherwise noted) at the following: [citycouncil@urbanail.gov](mailto:citycouncil@urbanail.gov). The subject line of the email must include the words "PUBLIC INPUT" and the meeting date. Your email will be sent to all City Council members, the Mayor, City Administrator, and City Clerk. Emailed public comments labeled as such will be incorporated into the public meeting record, with personal identifying information redacted. Copies of emails will be posted after the meeting minutes have been approved.

### Written Input

Any member of the public may submit their comments addressed to the members of the public body in writing. If a person wishes their written comments to be included in the record of Public Input for the meeting, the writing should so state. Written comments must be received prior to the closing of the meeting record (at the time of adjournment unless otherwise noted).

### Verbal Input

Protocol for Public Input is one of respect for the process of addressing the business of the City. Obscene or profane language, or other conduct that threatens to impede the orderly progress of the business conducted at the meeting is unacceptable.

Public comment shall be limited to no more than five (5) minutes per person. The Public Input portion of the meeting shall total no more than two (2) hours, unless otherwise shortened or extended by majority vote of the public body members present. The presiding officer or the city clerk or their designee, shall monitor each speaker's use of time and shall notify the speaker when the allotted time has expired. A person may participate and provide Public Input once during a meeting and may not cede time to another person, or split their time if Public Input is held at two (2) or more different times during a meeting. The presiding officer may give priority to those persons who indicate they wish to speak on an agenda item upon which a vote will be taken.

The presiding officer or public body members shall not enter into a dialogue with citizens. Questions from the public body members shall be for clarification purposes only. Public Input shall not be used as a time for problem solving or reacting to comments made but, rather, for hearing citizens for informational purposes only.

In order to maintain the efficient and orderly conduct and progress of the public meeting, the presiding officer of the meeting shall have the authority to raise a point of order and provide a verbal warning to a speaker who engages in the conduct or behavior proscribed under "Verbal Input". Any member of the public body participating in the meeting may also raise a point of order with the presiding officer and request that they provide a verbal warning to a speaker. If the speaker refuses to cease such conduct or

behavior after being warned by the presiding officer, the presiding officer shall have the authority to mute the speaker's microphone and/or video presence at the meeting. The presiding officer will inform the speaker that they may send the remainder of their remarks via e-mail to the public body for inclusion in the meeting record.

**Accommodation**

If an accommodation is needed to participate in a City meeting, please contact the City Clerk's Office at least 48 hours in advance so that special arrangements can be made using one of the following methods:

- Phone: 217.384.2366
- Email: [CityClerk@urbanil.gov](mailto:CityClerk@urbanil.gov)



City of Urbana  
400 S. Vine Street, Urbana, IL 61801  
[www.urbanainillinois.us](http://www.urbanainillinois.us)

## MEMORANDUM FROM THE OFFICE OF THE MAYOR TO THE URBANA CITY COUNCIL

**Meeting:** July 21, 2025, Committee of the Whole Meeting  
**Subject:** Increasing the Number of Class R&T-1 Liquor Licenses for Guadalupe Family Inc, d/b/a Sakura Japanese Cuisine, 132 West Main Street

### Summary

#### *Action Requested*

City Council is asked to approve the attached resolution that would increase the number of Class R&T-1 liquor licenses in the City of Urbana.

#### *Brief Background*

Guadalupe Family Inc, d/b/a Sakura Japanese Cuisine has applied for a Class R&T-1 (Restaurant & Tavern – All Alcohol) liquor license for their establishment located at 132 West Main Street.

### Relationship to City Services and Priorities

*Impact on Core Services* N/A

*Strategic Goals & Plans* N/A

#### *Previous Council Actions*

In all instances, City staff first reviews the liquor license application. If it receives the Mayor's endorsement, it is then forwarded to the City Council for their final approval to grant the license.

### Discussion

#### *Additional Background Information*

A Class R&T-1 license allows the sale and service of all types of alcoholic liquor, either by the drink or in original packages, for on-premises consumption only. Additional permissions may be granted through riders. License holders must maintain a fully staffed kitchen that prepares and serves bona fide meals as a primary service, and food must be available whenever alcohol is served.

Licenses may continue selling alcohol for up to three hours after ceasing meal service Sunday through Thursday, and up to four hours on Friday and Saturday, provided such sales comply with the City's operating hours restriction of 2 a.m.

It is prohibited to sell, serve, or allow others to sell or serve alcoholic beverages in Urbana without the appropriate license or if the sale or service does not adhere to the requirements of the specific license class and its conditions.

Anyone responsible for a liquor-licensed premises must quickly report any disturbances, violence, or issues on the property to the police. License holders must also keep their premises, surrounding areas, and nearby spaces clean and free of litter. The Local Liquor Commissioner can issue a notice to address litter, and if it is not fixed within 24 hours, the license could be revoked, or other legal action may be taken.

*Recommendation*

City Council is asked to approve the R&T-1 liquor license for Guadalupe Family Inc, d/b/a Sakura Japanese Cuisine, 132 West Main Street.

*Next Steps*

If the attached resolution is approved, the Deputy Local Liquor Commissioner will prepare and issue a R&T-1 liquor license for Guadalupe Family Inc, d/b/a Sakura Japanese Cuisine, 132 West Main Street, with an expiration date of June 30, 2026.

**Attachments**

A Resolution Approving an Increase in the Number of Liquor License in the Class R&T-1 Designation for Guadalupe Family Inc, d/b/a Sakura Japanese Cuisine, 132 West Main Street, Urbana, Ill.

Originated by: Kathryn B. Levy, Executive Coordinator/Deputy Local Liquor Commissioner

Reviewed: Elizabeth Hannan, Interim City Administrator

Approved: DeShawn Williams, Mayor/Local Liquor Commissioner

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION APPROVING AN INCREASE IN THE NUMBER OF LIQUOR LICENSES IN THE CLASS R&T-1 DESIGNATION FOR GUADALUPEFAMILY INC, D/B/A SAKURA JAPANESE CUISINE, 132 WEST MAIN STREET, URBANA, ILL.**

**WHEREAS**, the City Council has adopted Urbana City Code Section 3-42 to establish limits on the number of liquor licenses issued in the City; and

**WHEREAS**, Section 3-42(c) of the Urbana City Code provides that a majority of the corporate authorities then elected to office have to approve the creation of a new license; and

**WHEREAS**, an application for a liquor license in the Class R&T-1 designation has been submitted to the Local Liquor Commissioner; and

**WHEREAS**, the City Council finds that the best interests of the City are served by increasing the number of liquor licenses in the Class R&T-1 designation by one for Guadalupe Family Inc, d/b/a Sakura Japanese Cuisine, 132 West Main Street, Urbana, Ill.

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

The maximum number of liquor licenses in the Class R&T-1 designation is hereby increased by one for Guadalupe Family Inc, d/b/a Sakura Japanese Cuisine, 132 West Main Street, Urbana, Ill. The schedule of maximum number of authorized licenses for the respective classification maintained by the Local Commissioner shall reflect such increase.

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

AYES:

NAYS:

ABSTENTIONS:

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Darcy E. Sandefur, City Clerk

**APPROVED BY THE MAYOR** this Date day of Month, Year.

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DeShawn B. Williams, Mayor



**MEMORANDUM FROM THE OFFICE OF THE MAYOR  
TO THE URBANA CITY COUNCIL**

**Meeting:** July 21, 2025, Committee of the Whole Meeting  
**Subject:** Increasing the Number of Class R&T-1 Liquor Licenses for Four Way Foods, LLC, d/b/a Lazy Daisy Diner, 300 South Broadway Avenue, Suite 140

**Summary**

*Action Requested*

City Council is asked to approve the attached resolution that would increase the number of Class R&T-1 liquor licenses in the City of Urbana.

*Brief Background*

Four Way Foods, LLC, d/b/a Lazy Daisy Diner has applied for a Class R&T-1 (Restaurant & Tavern – All Alcohol) liquor license for their establishment located at 300 South Broadway Avenue, Suite 140.

**Relationship to City Services and Priorities**

*Impact on Core Services* N/A

*Strategic Goals & Plans* N/A

*Previous Council Actions*

In all instances, City staff first reviews the liquor license application. If it receives the Mayor's endorsement, it is then forwarded to the City Council for their final approval to grant the license.

**Discussion**

*Additional Background Information*

A Class R&T-1 license allows the sale and service of all types of alcoholic liquor, either by the drink or in original packages, for on-premises consumption only. Additional permissions may be granted through riders. License holders must maintain a fully staffed kitchen that prepares and serves bona fide meals as a primary service, and food must be available whenever alcohol is served.

Licensees may continue selling alcohol for up to three hours after ceasing meal service Sunday through Thursday, and up to four hours on Friday and Saturday, provided such sales comply with the City's operating hours restriction of 2 a.m.

It is prohibited to sell, serve, or allow others to sell or serve alcoholic beverages in Urbana without the appropriate license or if the sale or service does not adhere to the requirements of the specific license class and its conditions.

Anyone responsible for a liquor-licensed premises must quickly report any disturbances, violence, or issues on the property to the police. License holders must also keep their premises, surrounding areas, and nearby spaces clean and free of litter. The Local Liquor Commissioner can issue a notice to address litter, and if it is not fixed within 24 hours, the license could be revoked, or other legal action may be taken.

*Recommendation*

City Council is asked to approve the R&T-1 liquor license for Four Way Foods, LLC, d/b/a Lazy Daisy Diner, 300 South Broadway Avenue, Suite 140.

*Next Steps*

If the attached resolution is approved, the Deputy Local Liquor Commissioner will prepare and issue a R&T-1 liquor license for Four Way Foods, LLC, d/b/a Lazy Daisy Diner, 300 South Broadway Avenue, Suite 140, with an expiration date of June 30, 2026.

**Attachments**

A Resolution Approving an Increase in the Number of Liquor License in the Class R&T-1 Designation for Four Way Foods, LLC, d/b/a Lazy Daisy Diner, 300 South Broadway Avenue, Suite 140, Urbana, Ill.

Originated by: Kathryn B. Levy, Executive Coordinator/Deputy Local Liquor Commissioner

Reviewed: Elizabeth Hannan, Interim City Administrator

Approved: DeShawn Williams, Mayor/Local Liquor Commissioner

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION APPROVING AN INCREASE IN THE NUMBER OF LIQUOR LICENSES IN THE CLASS R&T-1 DESIGNATION FOR FOUR WAY FOODS LLC, D/B/A LAZY DAISY DINER AND CAFE, 300 SOUTH BROADWAY AVENUE, SUITE 140, URBANA, ILL.**

**WHEREAS**, the City Council has adopted Urbana City Code Section 3-42 to establish limits on the number of liquor licenses issued in the City; and

**WHEREAS**, Section 3-42(c) of the Urbana City Code provides that a majority of the corporate authorities then elected to office have to approve the creation of a new license; and

**WHEREAS**, an application for a liquor license in the Class R&T-1 designation has been submitted to the Local Liquor Commissioner; and

**WHEREAS**, the City Council finds that the best interests of the City are served by increasing the number of liquor licenses in the Class R&T-1 designation by one for Four Way Foods, LLC, d/b/a Lazy Daisy Diner, 300 South Broadway Avenue, Suite 140, Urbana, Ill.

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

The maximum number of liquor licenses in the Class R&T-1 designation is hereby increased by one for Four Way Foods, LLC, d/b/a Lazy Daisy Diner, 300 South Broadway Avenue, Suite 140, Urbana, Ill. The schedule of maximum number of authorized licenses for the respective classification maintained by the Local Commissioner shall reflect such increase.

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

AYES:

NAYS:

ABSTENTIONS:

\_\_\_\_\_  
Darcy E. Sandefur, City Clerk

**APPROVED BY THE MAYOR** this      Date day of      Month,      Year.

\_\_\_\_\_  
DeShawn B. Williams, Mayor



City of Urbana  
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[www.urbanainillinois.us](http://www.urbanainillinois.us)

## MEMORANDUM FROM THE OFFICE OF THE MAYOR TO THE URBANA CITY COUNCIL

**Meeting:** July 21, 2025, Committee of the Whole Meeting  
**Subject:** Increasing the Number of Class R&T-1 Liquor Licenses for CRS Silvercreek Urbana LLC d/b/a Silvercreek, 402 North Race Street

### Summary

#### *Action Requested*

City Council is asked to approve the attached resolution that would increase the number of Class R&T-1 liquor licenses in the City of Urbana.

#### *Brief Background*

CRS Silvercreek Urbana LLC d/b/a Silvercreek has applied for a Class R&T-1 (Restaurant & Tavern – All Alcohol) liquor license for their establishment located at 402 North Race Street.

### Relationship to City Services and Priorities

*Impact on Core Services* N/A

*Strategic Goals & Plans* N/A

#### *Previous Council Actions*

In all instances, City staff first reviews the liquor license application. If it receives the Mayor's endorsement, it is then forwarded to the City Council for their final approval to grant the license.

### Discussion

#### *Additional Background Information*

A Class R&T-1 license allows the sale and service of all types of alcoholic liquor, either by the drink or in original packages, for on-premises consumption only. Additional permissions may be granted through riders. License holders must maintain a fully staffed kitchen that prepares and serves bona fide meals as a primary service, and food must be available whenever alcohol is served.

Licenses may continue selling alcohol for up to three hours after ceasing meal service Sunday through Thursday, and up to four hours on Friday and Saturday, provided such sales comply with the City's operating hours restriction of 2 a.m.

It is prohibited to sell, serve, or allow others to sell or serve alcoholic beverages in Urbana without the appropriate license or if the sale or service does not adhere to the requirements of the specific license class and its conditions.

Anyone responsible for a liquor-licensed premises must quickly report any disturbances, violence, or issues on the property to the police. License holders must also keep their premises, surrounding areas, and nearby spaces clean and free of litter. The Local Liquor Commissioner can issue a notice to address litter, and if it is not fixed within 24 hours, the license could be revoked, or other legal action may be taken.

*Recommendation*

City Council is asked to approve the R&T-1 liquor license for CRS Silvercreek Urbana LLC d/b/a Silvercreek, 402 North Race Street.

*Next Steps*

If the attached resolution is approved, the Deputy Local Liquor Commissioner will prepare and issue a R&T-1 liquor license for CRS Silvercreek Urbana LLC d/b/a Silvercreek, 402 North Race Street, with an expiration date of June 30, 2026.

**Attachments**

A Resolution Approving an Increase in the Number of Liquor License in the Class R&T-1 Designation for CRS Silvercreek Urbana LLC d/b/a Silvercreek, 402 North Race Street, Urbana, Ill.

Originated by: Kathryn B. Levy, Executive Coordinator/Deputy Local Liquor Commissioner  
Reviewed: Elizabeth Hannan, Interim City Administrator  
Approved: DeShawn Williams, Mayor/Local Liquor Commissioner

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION APPROVING AN INCREASE IN THE NUMBER OF LIQUOR LICENSES IN THE CLASS R&T-1 DESIGNATION FOR CRS SILVERCREEK URBANA LLC, D/B/A SILVERCREEK, 402 NORTH RACE STREET, URBANA, ILL.**

**WHEREAS**, the City Council has adopted Urbana City Code Section 3-42 to establish limits on the number of liquor licenses issued in the City; and

**WHEREAS**, Section 3-42(c) of the Urbana City Code provides that a majority of the corporate authorities then elected to office have to approve the creation of a new license; and

**WHEREAS**, an application for a liquor license in the Class R&T-1 designation has been submitted to the Local Liquor Commissioner; and

**WHEREAS**, the City Council finds that the best interests of the City are served by increasing the number of liquor licenses in the Class R&T-1 designation by one for CRS Silvercreek Urbana LLC d/b/a Silvercreek, 402 North Race Street, Urbana, Ill.

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

The maximum number of liquor licenses in the Class R&T-1 designation is hereby increased by one for CRS Silvercreek Urbana LLC d/b/a Silvercreek, 402 North Race Street, Urbana, Ill. The schedule of maximum number of authorized licenses for the respective classification maintained by the Local Commissioner shall reflect such increase.

**PASSED BY THE CITY COUNCIL** this       day of      ,   .

AYES:

NAYS:

ABSTENTIONS:

\_\_\_\_\_  
Darcy E. Sandefur, City Clerk

**APPROVED BY THE MAYOR** this      Date day of      Month,      Year.

\_\_\_\_\_  
DeShawn B. Williams, Mayor



City of Urbana  
400 S. Vine Street, Urbana, IL 61801  
[www.urbanail.gov](http://www.urbanail.gov)

## MEMORANDUM TO THE MAYOR AND CITY COUNCIL

**Meeting:** July 21, 2025 Committee of the Whole

**Subject:** An Ordinance Approving a Comprehensive Plan  
(Imagine Urbana / Plan Case No. 2502-CP-25)

### Summary

This supplemental memorandum outlines changes that staff have made to the draft *Imagine Urbana* Comprehensive Plan since May 5, 2025, the last Committee of the Whole meeting where the plan was discussed.

The proposed changes reflect feedback staff received at the April 21 and May 5, 2025 Committee of the Whole meetings, an Open House held in Council Chambers on May 28, 2025, and other comments received since May 5, 2025.

#### *Action Requested*

City Council is being asked to approve the *Imagine Urbana* Comprehensive Plan, including the changes outlined below. The draft plan can be found at: <https://online.encodeplus.com/regs/urbana-il>

#### *Plan Commission Recommendation*

The Plan Commission reviewed the draft Comprehensive Plan on March 13, March 27, April 3, and April 10, 2025. At the latter meeting, Plan Commission unanimously recommended approval of the plan to City Council (five ayes to zero nays).

### Discussion

#### *Additional Background Information*

City Council discussed *Imagine Urbana* at their April 21, and May 5, 2025 Committee of the Whole meetings. Based on those discussions, staff made the following changes to the draft plan (~~struckthrough~~ indicates removed text; underline indicates added text, *italics* describe the changes; see attachments for more detailed plan excerpts):

...

Made changes to the paragraph describing Big Move 1:

### **Big Move 1: Address Urbana’s Diverse Housing Needs**

Throughout the Imagine Urbana process, residents said that Urbana needs more housing, ~~of all types, and at all price points for people of all ages and income levels.~~ They also identified housing security and equity as concerns. There’s data to back this up: Department of Housing and Urbana Development (HUD) data shows that between 2015 and 2019, four out of every ten housing units in Urbana were not affordable, with the household paying more than 30 percent of their monthly income on housing. Renters make up 83 percent of the households that are paying too much.

...

Under Big Move 3: Address the Needs of Individual Areas, added:

3.4 Make the Philo Road area the first small area plan. (New “Little Move”)

3.4.1 Philo Road Small Area Plan developed (Yes/No) (New “Associated Metric”)

Under Big Move 7: Promote Incremental Development, added:

7.6 Study the feasibility of financial/tax incentive programs to encourage infill development. (New “Little Move”)

7.7 Enact zoning regulations that limit or disincentivize the aggregation of parcels for larger-scale development in certain areas. (New “Little Move”)

7.6.1 Have potential financial and tax incentive programs for infill development been studied? (Yes/No) (New “Associated Metric”)

7.7.1 Regulations enacted (Yes/No) (New “Associated Metric”)

...

Made changes to the following paragraphs for the Neighborhood I Place Type:

### **Place Type: Neighborhood I**

#### **General Description**

These neighborhoods consist primarily of single houses, with some duplexes ~~and townhouses~~, and may include low-intensity small businesses and institutional uses.

#### **Land Uses**

Mostly residential, primarily single houses. ~~Some D~~duplexes, smaller apartments, ~~and townhomes~~, and ~~some~~accessory dwelling units (e.g. garage apartments, backyard

cottages) ~~are~~ may be interspersed. Home-based businesses can be anywhere. Small businesses, like cafes and professional offices, ~~are~~ may be appropriate on corners or along the edges of neighborhoods.

...

In addition, staff updated the “Place Types” map so that in the Lincoln-Busey area, the “Corridor Neighborhood” is only assigned to lots that are on Lincoln Avenue.<sup>1</sup>

#### *Recommendation*

The Plan Commission unanimously recommended approval of the plan to City Council. Staff concur with the Plan Commission’s recommendation.

#### *Next Steps*

If Council approves the plan, staff will update the plan’s webpage to indicate that the plan has been adopted, and will begin using and working to implement the plan immediately.

#### **Attachments**

1. An Ordinance Adopting the Imagine Urbana Comprehensive Plan (Plan Case No. 2502-CP-25).
2. Plan excerpts showing recent edits
3. May 28, 2025 Open House Feedback Summary
4. Place Types Map 4 – West Urbana/Downtown
5. Comments received on *Imagine Urbana* since May 5, 2025 Committee meeting
6. Responses to Feedback on the *Imagine Urbana* Comprehensive Plan Draft (May 20, 2025)
7. Original Council Memo (April 21, 2025)

Originated by: Kevin Garcia, Principal Planner / Zoning Administrator

Reviewed: Olivia Jovine, Community Development Services Director

Approved: Elizabeth Hannan, Interim City Administrator

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<sup>1</sup> There is one exception to this: 808 West Iowa Street is effectively surrounded by parking for two Greek houses that front along Lincoln Avenue.

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE APPROVING A COMPREHENSIVE PLAN**

**(Imagine Urbana / Plan Case No. 2502-CP-25)**

**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 City Council on April 11, 2005 in Ordinance No. 2005-03-050 adopted the 2005 City of Urbana Comprehensive Plan; and

**WHEREAS**, the 2005 Comprehensive Plan contained goals, objectives, policies, and other recommendations pertaining to land uses, housing, neighborhoods and public infrastructure in the community; and

**WHEREAS**, since 2005 various amendments to the Comprehensive Plan have been adopted; and

**WHEREAS**, changes in various circumstances since the 2005 Comprehensive Plan was adopted have indicated a need for a new Comprehensive Plan to address opportunities and issues facing Urbana; and

**WHEREAS**, an extensive and inclusive community engagement process to identify goals and aspirations for the future development of the City included interactive workshops; presentations to community groups; tables at City and neighborhood events; door-to-door, SMS, online, and paper surveys; ward meetings; and an online and in-person spending priorities exercise; all with an emphasis on seeking out voices not traditionally heard; and

**WHEREAS**, an initial draft of the new comprehensive plan, Imagine Urbana, was published on August 20, 2024, and after which, six neighborhood meetings, five City commission presentations, eleven Plan Commission public study sessions, and four public hearing meetings were held to gather

community feedback, and

**WHEREAS**, *Imagine Urbana*, contains an Introduction, Background and Trends, Process, Vision & Values, Big Ideas, Big Moves & Little Moves, Metrics, Place Types descriptions and Map, a Connected City Map, and a Development Opportunities Map; and

**WHEREAS**, the Plan Commission recommended that the following plans, which were adopted as amendments to the 2005 Comprehensive Plan, be adopted as individual plans by the ordinance that adopts *Imagine Urbana*: Bicycle Master Plan (2016), Pedestrian Master Plan (2020), Bicycle Wayfinding Plan (2020), Champaign County Greenways & Trails Plan (2014), Champaign County Hazard Mitigation Plan (2021), Crystal Lake Neighborhood Plan (2008) and Downtown Plan (2012); and

**WHEREAS**, after due publication, the Plan Commission held public hearings on March 13, March 27, April 3, and April 10, 2025, and voted with five (5) ayes and zero (0) nays to forward Plan Case 2502-CP-25 to the City Council with a recommendation to approve *Imagine Urbana*; and

**WHEREAS**, the City Council finds that it is in the public interest to adopt *Imagine Urbana*; and

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

**Section 1.**

The attached document, entitled *Imagine Urbana*, as Exhibit "A", and incorporated herein by reference, is hereby adopted as the official Comprehensive Plan of the City of Urbana and shall replace the existing 2005 Comprehensive Plan and all amendments to said plan.

**Section 2.**

The following plans, which were adopted as amendments to the 2005 Comprehensive Plan, are hereby adopted as individual plans, effective as of the date of their adoption as amendments to the 2005 Comprehensive Plan: Bicycle Master Plan (2016), Pedestrian Master Plan (2020), Bicycle Wayfinding Plan (2020), Champaign County Greenways & Trails Plan (2014), Champaign County Hazard Mitigation Plan (2021), Crystal Lake Neighborhood Plan (2008) and Downtown Plan (2012).

**Section 3.**

Upon approval of this Ordinance, the City Clerk is directed to record a certified copy of this Ordinance with the Champaign County Office of Recorder of Deeds. The City Clerk is directed to publish this Ordinance in pamphlet form by authority of the corporate authorities, and this Ordinance shall be in full force and effect from and after its passage and publication in accordance with Section 1-2-4 of the Illinois Municipal Code.

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:

\_\_\_\_\_  
Darcy E. Sandefur, City Clerk

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

\_\_\_\_\_  
Diane Wolfe Marlin, Mayor

## B. Message from the Mayors



On behalf of the City of Urbana, ~~I am~~ **we are** excited to share the 2025 *Imagine Urbana* Comprehensive Plan. The Comprehensive Plan will guide the City's policy, infrastructure, and planning decisions in the coming years. It provides the framework to promote quality of life for residents through innovative, sustainable, and fiscally responsible growth and development.

From the outset, ~~in 2020, the City was~~ **we were** committed to taking a holistic and inclusive approach throughout the planning process. Our first step was to

*Examine Urbana*, which resulted in a detailed look at where we are today. This was followed by an extensive, three-year community engagement effort to obtain input from all neighborhoods as well as business, hospitality, educational, and health care sectors. We listened closely to people of all ages and backgrounds and did our best to reflect their needs, challenges, preferences, and vision for the future.

The 2025 *Imagine Urbana* Comprehensive Plan sets forth Big Ideas that build upon our strengths and address current challenges. It offers Big Moves to help guide us toward a vibrant and sustainable future. This visionary plan is a testament to our shared aspirations, values, and commitment to building a welcoming, thriving community for generations to come.

[Diane Wolfe Marlin](#)

[Urbana Mayor](#)

[May 2, 2017 - May 5, 2025](#)

[DeShawn B. Williams](#)

[Urbana Mayor](#)

[Sworn in May 5, 2025](#)

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DeShawn B. Williams, Mayor

Added Mayor Williams

Diane Wolfe Marlin, Mayor (Former)

### Urbana City Council

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Maryalice Wu, Ward 1

Christopher Evans, Ward 2

Shirese Hursey, Ward 3

Jaya Kolisetty, Ward 4

Chaundra Bishop, Ward 5

Grace Wilken, Ward 6

James Quisenberry, Ward 7

### Urbana Plan Commission

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Dustin Allred, Chair

Will Andresen

Andrew Fell

Lew Hopkins

Debarah McFarland

Bill Rose

Karen Simms

Chenxi Yu

### Imagine Urbana Comprehensive Plan Project Team

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Tarek Azim, Management Analyst

Kevin Garcia, Principal Planner/Zoning Administrator

Carol Mitten, City Administrator

Nick Olsen, Community Development Coordinator

Marcus Ricci, Planner II

Elizabeth Rocks, Intern

Andrea Ruedi, Senior Advisor for Integrated Strategy Development

### Imagine Urbana Theme Discussion Groups

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Breaden Belcher, Grants Division Manager

Paige Bennett, Police Officer

Carla Boyd, Human Rights and Equity Officer

Kate Brickman-Levy, Executive Coordinator

Tim Cowan, Public Works Director

Lashaunda Cunningham, Police Services Supervisor

Kent "Demond" Dade, Fire Chief

Carmen Franks, Assistant City Engineer

Vince Gustafson, Deputy Public Works Director

Melissa Hendrian, Crime Analyst

Elizabeth Hannan, Human Resources and Finance Director/Chief Financial Officer

Nick Hanson, Building Official

Bryan Heaton, Market at the Square Coordinator

Sanford Hess, Information Technology Director (Former)

Will Kolschowsky, Senior Management Analyst and Assistant to City Administrator

Mayor Diane Wolfe Marlin

Stephany McMahon, Economic Development Supervisor (Former)

Rich Surles, Deputy Chief of Police

Scott Tess, Sustainability & Resilience Officer

Kat Trotter, Planner II (Former)

Brian Weldy, Firefighter

Darius White, Economic Development Coordinator (Former)

John Zeman, City Engineer

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## Big Move 1: Address Urbana's Diverse Housing Needs

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Throughout the Imagine Urbana process, residents said that Urbana needs more housing, ~~of all types, and at all price points for people of all ages and income levels~~. They also identified housing security and equity as concerns. There's data to back this up: Department of Housing and Urbana Development (HUD) data shows that between 2015 and 2019, four out of every ten housing units in Urbana were not affordable, with the household paying more than 30 percent of their monthly income on housing. Renters make up 83 percent of the households that are paying too much.

To meet the housing needs of the community, the City must first understand the housing market and then develop strategies to address housing needs. A variety of housing types will be allowed in every neighborhood at scales appropriate to each neighborhood.

### Little Moves

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- 1.1 Conduct a comprehensive study of the housing market, including an affordable housing assessment, analyzing the existing housing supply, workforce trends, future demand, affordability levels, and land use.
- 1.2 Develop targeted solutions to housing study initiatives, maximizing limited resources.
- 1.3 Continue to work with local affordable housing providers and developers to expand the City's stock of permanently affordable units.
- 1.4 Use *Imagine Urbana* to inform the completion of the 2025-2029 HOME Consortium Consolidated Plan.
- 1.5 Complete an assessment of fair housing needs and issues in Urbana and develop targeted solutions to address them.
- 1.6 Use public-private partnerships to create housing options to meet community needs.
- 1.7 Promote tools to rehabilitate housing in Community Development Target Areas.
- 1.8 Invest Federal dollars in community-based organizations that provide needed public services to low-income residents.

### Associated Metrics

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- 1.1.1 Completion of housing study, including affordable housing analysis, with strategies for addressing housing needs
- 1.2.1 Completion of targeted solutions to housing study initiatives
- 1.3.1 Number of new affordable housing units added

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## Big Move 3: Address the Needs of Individual Areas

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*Imagine Urbana* is a community-wide plan, and it cannot provide the level of detail necessary to address all of the needs of individual areas and neighborhoods. Small area plans can do that. They can also be incorporated into *Imagine Urbana* as they are adopted so that each small area plan becomes part of the larger community-wide plan.

### Little Moves

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3.1 Develop a standard framework and implementation plan for creating small neighborhood plans.

3.2 Determine which City regulations support or compromise the execution of small area plans.

3.3 Update or develop small area plans.

3.4 Make the Philo Road area the first small area plan.

### Associated Metrics

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3.1.1 Framework developed (Yes/No)

3.2.1 Report on City's modified regulations prepared? (Yes/No)

3.3.1 Number of individual small area plans updated/developed, # in process, and # not yet started

3.4.1 Philo Road Small Area Plan developed (Yes/No)

### Associated Big Ideas and Objectives

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- **Big Idea 1: Urbana is a Place for Everyone**
  - Objective 1.1 Design the City for people of all ages and abilities
  - Objective 1.2 Strengthen the community outreach and engagement to prioritize inclusivity and responsiveness
  - Objective 1.3 Broaden the economic base and housing options in ways that reflect the City's diversity.
- **Big Idea 3: Urbana is a City of Connected Neighborhoods**
  - Objective 3.1 Capitalize on the strengths and assets of individual neighborhoods.
  - Objective 3.2 Expand trails and sidewalks to connect neighborhoods to each other, to Downtown, and to regional anchors like the University.

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## Big Move 7: Promote Incremental Development

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Incremental development contributes to community growth and sustainability by allowing for gradual, adaptive improvements that meet the needs and preferences of residents. Currently, City regulations often make it easier, or even a requirement, to develop land in ways that run counter to building a strong community. For example, infill and redevelopment are more complicated than building on undeveloped land on the City's perimeter. The City should work to make incremental development easier.

### Little Moves

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7.1 Identify and resolve barriers to incremental and infill development.

7.2 Provide incentives for entrepreneurs to start and grow their business in Urbana and make it easier to have a home-based business.

7.3 Amend development regulations to allow small-scale businesses and housing in the same neighborhood.

7.4 Simplify the permitting process for residents to invest in their properties.

7.5 Develop a fiscally responsible annexation policy.

7.6 Study the feasibility of financial/tax incentive programs to encourage infill development.

7.7 Enact zoning regulations that limit or disincentivize the aggregation of parcels for larger-scale development in certain areas.

### Associated Metrics

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7.1.1 Number of barriers identified and # of barriers addressed

7.2.1 Number of incentive programs

7.2.2 Number of incentives granted and total \$'s of incentives granted

7.2.3 Have home-based business regulations been streamlined? (Yes/No)

7.3.1 Number and percentage of residential zoning districts that allow small-scale businesses

7.4.1 Has residential permitting processing time been reduced? (Yes/No)

7.5.1 Has annexation policy been developed? (Yes/No)

7.6.1 Have potential financial and tax incentive programs for infill development been studied? (Yes/No)

7.7.1 Regulations enacted (Yes/No)

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## Place Types

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Place Types generally describe how each area of Urbana should look and feel in the future, and are both visionary and strategic. They differ from zoning districts, as zoning prescribes exactly what uses are allowed in an area and regulates things like the size and placement of buildings. Place Types describe the City's vision for a given area, whereas zoning is the tool to make that vision a reality. Each Place Type may contain more than one zoning district.

It is important to note that while the Place Types on the map show areas with distinct boundaries, the edges are not always absolute.

The Place Types are defined below, with more detailed information on the following pages:

### Neighborhood I

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These neighborhoods consist primarily of single houses, with some duplexes and townhouses, and may include low-intensity, small businesses and institutional uses.

### Neighborhood II

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These neighborhoods contain a mix of housing types, with single houses alongside duplexes, townhouses, and apartments. They may also include some small businesses and institutional uses.

### Neighborhood Center

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Neighborhood Centers are small, walkable mixed-use areas, typically embedded within neighborhoods, that provide convenient access to goods, services, dining, and housing for nearby residents.

### Corridor Neighborhood

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Corridor Neighborhoods contain a mix of housing types, with mostly low- to mid-rise apartments, and may include some businesses and institutional uses. They are located along corridors that connect to activity centers.

### Downtown

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Downtown is the main hub of daily activity in Urbana, with a mix of shops, restaurants, businesses, offices, housing, open spaces, and institutional uses.

### University Neighborhood

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## Place Type: Neighborhood I

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### General Description

These neighborhoods consist primarily of single houses, with some duplexes ~~and townhouses~~, and may include low-intensity small businesses and institutional uses.

### Land Uses

Mostly residential, primarily single houses. ~~Some~~ Duplexes, smaller apartments, ~~and~~ townhomes, and ~~some~~ accessory dwelling units (e.g. garage apartments, backyard cottages) ~~are~~ ~~may be~~ interspersed. Home-based businesses can be anywhere. Small businesses, like cafes and professional offices, ~~are~~ ~~may be~~ appropriate on corners or along the edges of neighborhoods.

### Building Form

Two- and three-story buildings on single lots are common. Main buildings typically have front yards and are set back a bit from the street. Smaller accessory buildings (sheds, garages, etc.) in rear and side yards are typical.

### Streets & Connectivity

Typically narrow, low-speed streets, though slightly wider streets with street parking are appropriate. Block lengths are short; when blocks are longer, there should be mid-block paths providing non-motorized connections. Parkways, sidewalks, and street trees are prominent. Access to individual lots off of alleys should be maintained where existing and encouraged in new developments. Street trees and other landscaping abound.

### Open Space

Most open space is in private yards. Some small pocket parks and larger parks are interspersed throughout the neighborhood. Streets also may function as a quasi-open space.



**May 25, 2025 Open House Feedback**  
21 residents, 4 council members, 3 media

**Comment Cards**

- Ward 1: The Plan **MUST** state what land uses will not be allowed in each N1 and N2 neighborhood.
- Ward 1: I very much appreciate the open house + the opportunity to have questions answered by city staff. I spoke with both Kevin Garcia + Marcus Ricci and both were informative + a pleasure to talk with. I attended 2 Plan Commission mtgs in March + appreciate the efforts being made to refine the comprehensive plan. I am hopeful – though not yet fully convinced – that the plan will prove to be beneficial to the future of Urbana.
- Ward 1: RE: West Urbana! Define specifically what the yellow column means in the Place Type category. Remove all N2 along Lincoln – restrict to Green St only. Keep all high-density housing along Lincoln to the west side. Limit aggregation of parcels – esp. in Busey Corridor. Specify goals + limitations for each neighborhood – amend maps as in comp plan 2005.
- Ward 1: This proposal makes me imagine the decline of Urbana. I do not understand the need for this whole process.
- Ward 2: Stoughton St. should be removed from the “corridor” designation. It is a small street with small houses and the sort of development appropriate for Springfield is not appropriate for Stoughton.

- Ward 3:
  - Urbana should add more vocational programs to the city programs and develop a work program for inmates and homeless and look for a place to house those programs.
  - Move business districts to residential area and develop downtown for entertainment – and government offices. Business will consist of banks, grocery, retail, pharmacy, clothing, etc. and not a lot of fast food. Community center.
  - I would like to see a business district in Ward 3 and develop an area that can serve the community to reduce travel time.
  - I would like to read Urbana’s “Climate Action Plan”. There is a lot in the Climate Action Plan and, as leaders we need to prepare for the changes coming to our society. [Sent resident the 2020 Climate Action Plan and most recent annual report on 5.29.25.]
  - I think walking trails are a wonderful idea. I would ask and like to see a walking trail from Beardsley and Goodwin to Lincoln and Bradley.
  - Businesses to consider – lumber mills, shoe factory, clothing factory.
  
- Ward 5: No notice for public input—from our neighborhood (Beringer Commons). The vague responses to specific questions. The lack of specific data / minutes of meetings held for public input. All you’ve done is convince me that public input is not really wanted.
  
- Ward 6: Align incentives with city goals, such as Enterprise Zones & TIF. Conduct a housing – needs study! Consider housing needs of low-income households.
  
- Ward 7: Is there any plan to deal with the traffic build-up going north on Vine St at the intersection w/ Washington St when the middle school lets out --- and, going south on Vine c. 5:00 pm. (the going home ‘rush hour’) into that same 4-way stop at Washington?

## One-on-One Discussions

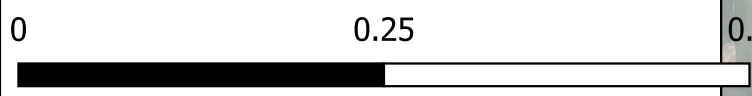
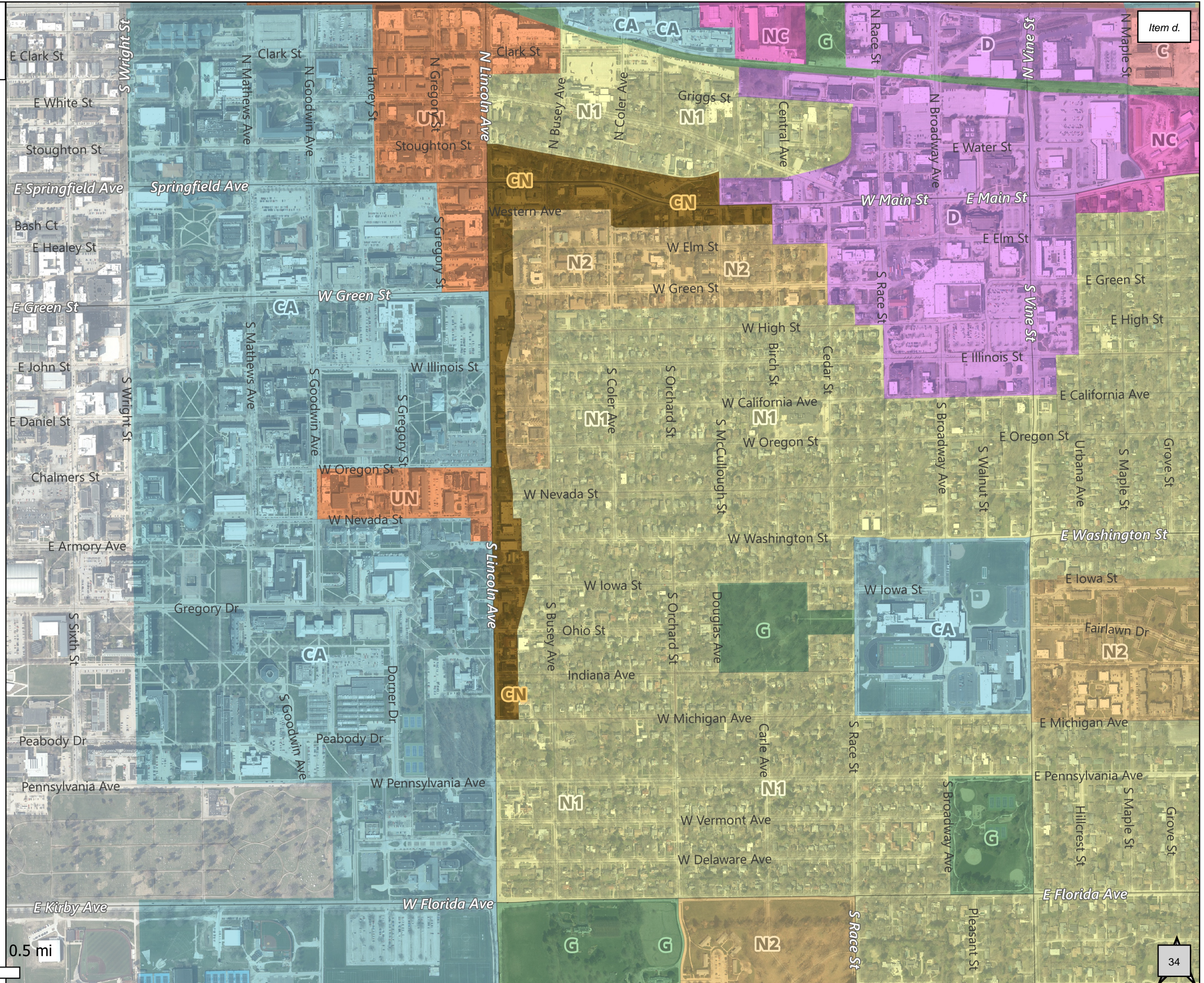
- Ward 1:
  - There should be a Place Types category for single family only residential. Single family zoning should be protected. If I buy a house, I want to know that in thirty years I won't have apartments across from me. This uncertainty in the plan needs to be clarified.
  - Is there a requirement to have a comprehensive plan, and if so, what is it?
  - Discussion on housing study: We need to know what we have now. In the November 17, 2024 News-Gazette, a story reported that Nick Hanson said Urbana's rental registration program includes 8,771 apartments in multi-family housing, 1,643 single family homes and 395 duplex rental units. On 5/29, resident followed up with these questions:
    1. How many properties in Urbana are currently zoned to allow multi-family housing?
    2. How many properties that are currently zoned to allow multi-family housing do not have a multi-family structure on them?
    3. How many properties are currently zoned to allow duplex by right (R-3)?
    4. How many properties in Urbana are currently duplexes?
    5. How many duplexes are located on land zoned R-3 and how many on land zoned R-2?
    6. At how many of the duplexes is one of the units owner-occupied?
    7. How many properties in Urbana currently have an accessory dwelling unit (ADU)?
    8. At how many of the properties with an ADU is one of the units owner-occupied?
    9. How many requests for conditional use permits for duplexes on land zoned R-2 have been submitted to the city in the last 10 years? How many were denied?
    10. How many requests for an accessory dwelling unit have been submitted to the city in the last 10 years? How many were denied?
    11. How many condominiums are in Urbana and how many of those are owner-occupied?

12. How many townhouse units are in Urbana? Are any owner-occupied?
- Please clarify if the U.S. Census data 13% vacancy rate is the rate for rental housing — or if that's the overall rate for all housing. If it's the latter, does the Census data break down homeowner vacancy rates and rental housing vacancy rates?
- Ward 2: Agreed with designation of Corridor Neighborhood for Stoughton St. & Springfield Ave., and saw potential for connecting downtown Urbana with the University Neighborhood west of Lincoln.
  - Ward 5:
    - Would like to see how many people said what.
    - Can an ADU be larger than the original house? What trumps – HOA or Zoning Ordinance?

# Map 4 - West Urbana/Downtown

## Place Types

- Neighborhood I (N1)
- Neighborhood II (N2)
- Neighborhood Center (NC)
- Corridor Neighborhood (CN)
- Downtown (D)
- University Neighborhood (UN)
- Commercial (C)
- Manufacturing & Logistics (ML)
- Campus (CA)
- Green Space and Recreation (G)
- Rural Residential (RR)
- Agricultural (AG)



Item d.

## Section Comments

ID	Section
#286	Corridor Neighborhood
<p>By: Kristine J Hammerstrand            Tags: public  <a href="mailto:khammerstrand@gmail.com">khammerstrand@gmail.com</a>            Date:5/30/2025</p>	<p>We have lived at 804 W. Indiana Ave since 1993. In that time, our block went from largely owner occupied, to more rentals, and in the last 5 years it has returned to mostly owner occupied. This is not a block of trashy rentals. We take pride in and care of our homes. I deeply resent that Urbana is once again trying to isolate the 800 block from our neighbors. Have you ever visited our block? I Please reconsider this entire so called "plan". thank you</p>
#285	B. Big Move 2: Align the Zoning Ordinance with Imagine Urbana
<p>By: Tylor Miller            Tags: public  <a href="mailto:millertylor96@gmail.com">millertylor96@gmail.com</a>            Date:5/19/2025</p>	<p>Rezone surface parking and encourage vertical parking structures surrounded by housing (ameroblock) style. Repairs and grant money is predominantly seemingly going to maintain surface parking which brings in no tax dollars, encourages vehicle traffic, and causes heat island effects greater than those seen of buildings. If there was more housing in the downtown of Urbana, especially in what is now excessive parking (the mall parking lots) and the Carle/Bunny parking lots, more people would be living there. The greater density of people also supports local business, supports the transit agency, reduces impacts of additional peripheral green sprawl, and ultimately reshapes that historic dense core of our city. Infill should also be a priority (like Broadway and Race, there is an empty field behind the strip mall that is a wonderful development opportunity). The parking lots could also allow for housing to be build on the periphery if the zoning codes were updated and zone by right was a more central focus of the city. If you build it, they will come. If you build housing, more people will come to Urbana and support its existence through community engagement and taxes. Bottom line: build more taxable entities which allows for less burden per household while ultimately supporting the city as a whole.</p>
#284	F. Big Move 6: Make Walkability a Priority
<p>By: Cynthia Hoyle            Tags: public  <a href="mailto:choyle57@gmail.com">choyle57@gmail.com</a>            Date:5/18/2025</p>	<p>The city needs to improve safety for people walking, especially at signalized intersections. The pedestrian infrastructure needs to be brought to current federal standards for safety. The fatality at the intersection of Main and Vine didn't even result in improving the signal timing to provide for installation of Leading Pedestrian Interval which is currently installed on almost every signalized intersection in our community operated by IDOT. Champaign also include Leading Pedestrian Interval on signals in high pedestrian areas. Urbana hasn't done anything and yet we pride ourselves on being a walkable community.</p>
#283	F. Big Move 6: Make Walkability a Priority

<p>By: Cynthia Hoyle          Tags: public  <a href="mailto:choyle57@gmail.com">choyle57@gmail.com</a>          Date:5/18/2025</p>	<p>More progress is needed on the implementation of the Bicycle Master Plan. We need better and safer bicycle infrastructure. More people would bike if they felt safe. As a person who uses a bicycle for everyday transportation I can tell you that drivers routinely run stop signs, behave badly toward cyclists, and generally discourage people from biking by bad and dangerous behavior.</p>
#282	K. Big Move 11: Advance a Clean and Green Community
<p>By: Cynthia Hoyle          Tags: public  <a href="mailto:choyle57@gmail.com">choyle57@gmail.com</a>          Date:5/18/2025</p>	<p>This section should include metrics for shifting trips from single occupancy vehicles trips to biking and walking trips. Emissions from vehicles are the biggest contributor to GHG emissions in our country and that should included here!</p>
#281	F. Big Move 6: Make Walkability a Priority
<p>By: Cynthia Hoyle          Tags: public  <a href="mailto:choyle57@gmail.com">choyle57@gmail.com</a>          Date:5/18/2025</p>	<p>We desperately need to improve walking infrastructure. The brick sidewalks are mostly impassable and are terrible in wet or snowy weather. We need to allocate money to fix the bad sidewalks and replace the brick ones.</p>
#280	B. Big Move 2: Align the Zoning Ordinance with Imagine Urbana
<p>By: Cynthia Hoyle          Tags: public  <a href="mailto:choyle57@gmail.com">choyle57@gmail.com</a>          Date:5/18/2025</p>	<p>Our zoning ordinance is old, complicated, and it needs to be totally rewritten.</p>
#279	A. Big Move 1: Address Urbana’s Diverse Housing Needs
<p>By: Cynthia Hoyle          Tags: public  <a href="mailto:choyle57@gmail.com">choyle57@gmail.com</a>          Date:5/18/2025</p>	<p>We need to allow for more housing types in the core of the community. SF zoning was designed and implemented to exclude people of color and that legacy continues today. We need to allow for granny flats, garage apartments, and other types of accessory dwelling units in SF zones. We need more duplexes mixed in with SF houses. We need more density and affordability.</p>
#278	D. Big Idea 4: Urbana Embraces its Cultural Vibrancy and Character
<p>By: Brittanie McMullen          Tags: public  <a href="mailto:bmm1120@gmail.com">bmm1120@gmail.com</a>          Date:5/15/2025</p>	<p>I would love to see the Sweet Corn Festival return. It was a great opportunity to celebrate the City's cultural vibrancy and character.</p>
#277	A. Big Move 1: Address Urbana’s Diverse Housing Needs

<p>By: Anna Hough          Tags: public  <a href="mailto:anna.hough39@gmail.com">anna.hough39@gmail.com</a>          Date:5/15/2025</p>	<p>I'm excited to see studies analyzing housing stock included in the plan! Urbana needs more diverse housing options for people of all incomes, in places where people want to live. Having access to safe forms of alternate transportation is also really important to the community and goes hand in hand with this in goal.</p> <p>I work in homeless services and the primary driver of homelessness is lack of affordable housing. Public-private partnerships/LIHTC is important but it's much easier to make housing affordable by simply increasing supply. We need to upzone our community and densify more than anything.</p>
#276	A. Big Idea 1: Urbana is a Place for Everyone
<p>By: Reed Anderson          Tags: public  <a href="mailto:FUSION999us@yahoo.com">FUSION999us@yahoo.com</a>          Date:5/14/2025</p>	<p>Very basic....the outrageous property tax is a tremendous burden on homeowners. It's important the city immediately concil with the school district to get these real estate taxes in control.. I dont think you realize how significant these continual raises in propert taxes affect the residents.</p>
#275	F. Big Move 6: Make Walkability a Priority
<p>By: Adam Nichols          Tags: public  <a href="mailto:civic@hax0rbana.org">civic@hax0rbana.org</a>          Date:5/14/2025</p>	<p>I like 6.3 (Address safety concerns that deter people from walking) however, I'm concerned that this will result in making the situation worse and not better.</p> <p>When I've heard people talk about this in presentations to city council, they want to increase the number of street lights. This makes for a more dangerous environment. Let me explain.</p> <p>When there are street lights, it destroys people's night vision. This creates darker shadows anywhere there is not a light. This makes it harder for drivers to see pedestrians. We've likely all seen this when driving or riding in a car where pedestrians or cyclists will be will well illuminated while under a street light and then almost disappear in the shadow of a tree before they get to the next street light.</p> <p>What we need to achieve this goal is better public education. If we can manage to find some place in Urbana which doesn't have street lights, invite people to check out that area and compare it to an area where there are both bright street lights and trees. Let them see for themselves what a positive impact we could have if we had more even lighting.</p> <p>As for the idea that a criminal may be lurking in the darkness waiting to violently attack people walking down the street... again having light and dark spots does not improve the situation.</p> <p>Perhaps a study could be done where street lights are turned off in some sections of town and see if there are more accidents, more speeding tickets, more assaults and batteries, and so on. Use concrete data to determine the effects of having more street lights. And we do not have to use data that was from some far away location, but data collected right here on our streets.</p>
#274	I. Big Move 9: Enhance Urbana's Economic Vibrancy

<p>By: Adam Nichols          Tags: public  <a href="mailto:civic@hax0rbana.org">civic@hax0rbana.org</a>          Date:5/14/2025</p>	<p>Metric 9.4.3 is about dollars in tax base from new businesses attracted</p> <p>One of the goals is to increase tax revenue, but this goal does not measure that. If the city gains businesses at the expense of losing existing businesses, this metric will look good while we may be bringing in less money than we are now.</p> <p>A better goal would be to measure the total tax revenue collected from businesses. This would measure whether the city is raising more money, which is the thing we want to measure.</p> <p>This would also be better aligned with Objective 2.9 (Support local businesses to ensure they thrive and create quality jobs for Urbana residents.)</p> <p>Objective 2.4 Make it easy to open new businesses, invest in development, and be innovative.</p> <p>The metrics to quantify success of this objective seem limited. The 9.4 metrics appear to be about contacting or attracting existing business. Mixing new and existing businesses muddies the metrics about whether it's easier to start a business or not. Put another way, having existing businesses move here does not indicate it's easier to open a new business or be innovative.</p> <p>A metric that would better quantify how effective the city is at achieving the intended goal would be to count how many new businesses were opened and compare that to previous years. For example, if 21 new businesses were started this year, and the historical average were 25/year, that would be evidence that the actions being taken are not very effective, especially if similar numbers were posted year after year.</p>
<p>#273</p>	<p>D. Big Move 4: Make Downtown the Economic Driver of the City</p>

By: Adam Nichols  
Tags: public  
[civic@hax0rbana.org](mailto:civic@hax0rbana.org)  
Date:5/14/2025

I'm a big fan of little move 4.3! The market is great and has much more potential.

For 4.4, why construct another event venue when the IMC, the mall and Hotel Royer are already there? The former has already been around for a quarter century, so it seems like it already qualifies as a "long-term structure" and they already host "large community events." Using city resources to consider using tax money to build another venue to compete with existing businesses seems to be at odds with Objective 2.9 (Support local businesses to ensure they thrive and create quality jobs for Urbana residents.)

With regards to the metrics for 4.6, a large problem is that the roads that serve as bike paths are in disrepair. Having bumps and potholes doesn't merely discourage people from biking, it can be flat out dangerous. Having a dedicated bike lane is not helpful if the road is not safe. For an example, bike down Anderson between Florida and Colorado, which is a main route that connects South Urbana to downtown.

"4.6.4 Number of bicycle racks." doesn't make sense. The existing bicycle racks downtown are underutilized. Measuring progress based on the number of bike racks misses the mark. It allows the metrics to look good without actually improving the bicycle infrastructure in a meaningful way.

It's difficult to measure how many automobile trips were avoided by having a walkable and bikable city. However, Common Ground has some data that is close to this. They have what is effectively a monthly raffle and each entry is earned by getting to the store without a car. Walking, biking and taking the bus are all acceptable by their metrics. It doesn't measure car trips avoided, but it does indicate how often people walk/bike/bus to the store.

Perhaps there may be some way for the city to encourage this type of data collection. For example, the city could sponsor these types of raffles in exchange for getting the metrics. For \$20/month per store, this would be an inexpensive way to collect concrete data about how often people walk/bike (or bus) to get where they are going. This would give a much more reliable indication about how effective we are at making the city better connected.

At the same time, the money which is spent doesn't go to some marketing company which tracks data, it goes to the people who are walking/biking. This provides at least a small incentive for people to more seriously consider biking around town. So it also helps solve the problem of raising awareness that we have a decent bike system and are improving it. Many people probably don't realize that it only takes about 10 minutes longer to bike downtown than it does to drive. And if that saves you from going to the gym, it saves, time, money, and the environment.

I'm in favor of big move 4, but I'm concerned that the approach is addressing problems that existed 20+ years ago and doing so using the tactics that aren't very relevant anymore. It's largely tax breaks, real estate development, and walkability/bikability.

I'd argue the core question at hand is: why aren't people shopping downtown?

Is it because there's too much low-income housing and not enough fair market housing?

Because they have to drive instead of walk?

People aren't eating out as much anymore because they can't afford to. Inflation has been brutal, and that isn't a short term political problem, nor is it getting better. What cost \$100 in 2005 now costs \$163.75. I don't think anyone believes this is going to improve in the next 20 years either.

People shop online because the selection is better, as are the prices, and it's more convenient. Making it easier to get downtown, as much as I like the idea, doesn't address any of that.

#272	A. Big Move 1: Address Urbana’s Diverse Housing Needs
<p>By: Benjamin joselyn          Tags: public  <a href="mailto:benjoselyn@gmail.com">benjoselyn@gmail.com</a>          Date:5/13/2025</p>	<p>It would be super cool if increasing home ownership was a metric.</p> <p>And a "little move" associated with that could be researching and implementing policies that increase the percentage of owner occupied homes</p>
#271	B. Big Idea 2: Urbana is Both Financially and Environmentally Resilient
<p>By: Benjamin joselyn          Tags: public  <a href="mailto:benjoselyn@gmail.com">benjoselyn@gmail.com</a>          Date:5/13/2025</p>	<p>This topic heading is super exciting and suggests a strong environmental focus. The objectives do not have any explicit environmental focuses. I would love to see the inclusion of explicit environmental objectives (ie, increase the land base percentage of green space, take steps to address climate change and increase community health through policy which builds healthy environments, improve access to quality food and take measures to maintain good air quality, water quality and climate resilience: also a focus on public transportation, walkability and bike lanes seems like it might belong here: municipal compost/yard waste)</p> <p>As a side note I don't think an objective should be "focus on incremental development" at best this is a method not an objective and there may come times when the city should take big bold action in the next decade. Trialing things is good but sometimes we will see dramatic shifts that are proven elsewhere and it would be good to not be confined to incrementalism when larger shifts are necessary.</p>



## Responses to Feedback on the *Imagine Urbana* Comprehensive Plan Draft

### What is a Comprehensive Plan?

A comprehensive plan, such as the *Imagine Urbana* Comprehensive Plan, serves as the City's primary long-range planning document, providing the visioning framework for growth and development decisions over the next two decades. It is advisory in nature, meaning *Imagine Urbana's* purpose is to guide, but not directly regulate or control, the use of private property. It is instead the policy basis for regulatory and legislative decisions related to community-wide land use, zoning, economic development, transportation systems, the environment, arts and culture, and the overall quality of life in the community.

### Will *Imagine Urbana* change zoning districts?

No. Only an update to the City's zoning ordinance can change zoning districts. *Imagine Urbana* does not, and cannot, change zoning districts. *Imagine Urbana* does provide guidance for general policy decisions and will be one of the plans that inform future zoning ordinance updates.

### Is *Imagine Urbana* eliminating or changing R-1 and R-2 (single-family) zoning?

No. Since *Imagine Urbana* does not change zoning districts, the Plan will not eliminate or change the R-1 and R-2 zoning districts.

The *Imagine Urbana* "Place Types" descriptions and Map classifies residential neighborhoods as "Neighborhood 1" and "Neighborhood 2". Place Types are not zoning classifications, but rather describe the City's general vision for a given area. For example, "Neighborhood 1" is described as places that "consist primarily of single houses, with some duplexes and townhouses, and may include low-intensity small businesses and institutional uses." Zoning districts, on the other hand, prescribe what uses are allowed in an area and regulate things like the size and placement of buildings.

## Will *Imagine Urbana* give *carte blanche* permission for development anywhere in the city?

No. Developers must continue to work within the existing framework of the Zoning Ordinance, Land Development Code, etc.

## Why doesn't *Imagine Urbana* give more detailed descriptions of specific areas and neighborhoods?

*Imagine Urbana* is a community-wide plan that addresses issues that affect all of Urbana. It must be applicable to the City as a whole. This is why it must be general and may seem vague about what should happen in specific neighborhoods or areas, as each neighborhood has different needs. *Imagine Urbana* recognizes this and calls for Small Area Plans (Little Move #3.3) that can be developed to address the needs of individual areas of the community.

## Does *Imagine Urbana* call for more rental housing?

*Imagine Urbana* supports housing for people of all ages and income levels, whether they own or rent. Big Move #1 - Address Urbana's Diverse Housing Needs makes this clear, but it also identifies the need for better information to understand what types of housing are most needed. The first action item under Big Move #1 is Little Move #1.1, "Conduct a comprehensive study of the housing market, including an affordable housing assessment, analyzing the existing housing supply, workforce trends, future demand, affordability levels, and land use." Groundwork for the housing study initiative is already underway so that targeted solutions can be developed to address Urbana's diverse housing needs.

## Where did Public Input come from?

Public input came from many sources throughout the entire *Imagine Urbana* community engagement process, with the first round of outreach starting in 2021. *Imagine Urbana* represents the distillation of feedback received through the [ImagineUrbana.com](http://ImagineUrbana.com) website (Idea Wall, Places Map, Survey), SMS survey, neighborhood and community events and surveys, ward activities, various commission meetings, and more than a dozen Plan Commission study sessions and public hearings.

For reports from Phase I and Phase II of community engagement, please visit [ImagineUrbana.com](http://ImagineUrbana.com) and on the home page, click on [Community Outreach Summary](#)

and Spending Priorities Findings. We have also received valuable feedback, both online and in-person, on the draft of *Imagine Urbana* since it was first published in August 2024.

### **Shouldn't the incoming administration approve *Imagine Urbana*?**

Yes. Staff worked with Mayor-elect DeShawn Williams prior to taking office to ensure that *Imagine Urbana* was both supported and implementable. Mayor Williams has remained actively involved in the *Imagine Urbana* Comprehensive Plan draft review and approval process. Following the Urbana Plan Commission's recommendation for approval, the Council's Committee of the Whole has been carefully reviewing the Plan draft, gathering additional public input, and making further revisions. The Committee will continue this review process until the Plan is ready to be finalized and formally recommended to the City Council for approval.

### **Will people still have input on the types of development that happens in the City and in their neighborhood once *Imagine Urbana* is adopted?**

Yes. The Zoning Ordinance requires public input for certain types of development, and that will not change with the adoption of *Imagine Urbana*. While the plan calls for rewriting the Zoning Ordinance to align with the plan (see Big Move #2), the process to change the Zoning Ordinance will include extensive public engagement, and a great deal of that engagement will focus on what types of development should (or should not) require public input going forward. Ultimately, City Council must approve a new Zoning Ordinance.

### **Are we stuck with *Imagine Urbana* once it's adopted?**

No. *Imagine Urbana* will be a "living document". If something is not working, or something needs to be changed, we can change it – after a public process and only with City Council's approval.



## MEMORANDUM TO THE MAYOR AND CITY COUNCIL

**Meeting:** April 21, 2025 Committee of the Whole  
**Subject:** An Ordinance Approving a Comprehensive Plan  
(*Imagine Urbana* / Plan Case No. 2502-CP-25)

### Summary

#### *Action Requested*

City Council is being asked to approve the *Imagine Urbana* Comprehensive Plan. The draft plan is hosted online and can be found at: <https://online.encodeplus.com/regs/urbana-il>

#### *Plan Commission Recommendation*

Since the initial draft of *Imagine Urbana* was published on August 20, 2024, the Plan Commission has iteratively reviewed its themes, sections, and content over the course of eleven public study sessions and a series of public hearings. The Commission held public hearings on the draft plan on March 13, March 27, April 3, and April 10, 2025. The Plan Commission unanimously voted to recommend approval of *Imagine Urbana* to City Council (five ayes to zero nays) at its meeting on April 10, 2025.

### Relationship to City Services and Priorities

#### *Impact on Core Services*

Approval of the plan would have no direct impact on City services. However, the policy guidance provided by *Imagine Urbana* is intended to inform priorities and investments going forward.

#### *Strategic Goals & Plans*

The policy guidance contained in *Imagine Urbana* generally aligns with the four strategic areas in the Mayor/Council Strategic Goals (Public Health & Safety, Housing, Infrastructure, and Economic Health). Once adopted, the plan would replace the 2005 Comprehensive Plan. In addition, the adopting ordinance contains language to adopt several existing plans, which had previously been adopted as amendments to the 2005 plan, as stand-alone plans. This approach would ensure that these plans can still be used once the 2005 plan is replaced with *Imagine Urbana*.

#### *Previous Council Actions*

On April 11, 2005, Council adopted Ordinance No. 2005-03-050, which adopted the 2005 Comprehensive Plan. *Imagine Urbana* would replace the 2005 plan. Council has also adopted 16 [amendments](#) to the 2005 plan, including several targeted plans, such as the Bicycle Master Plan and Hazard Mitigation Plan.

## Discussion

### *Additional Background Information*

*Imagine Urbana* is the culmination of a five-year planning process, which began in early 2020. The process included multiple phases of public outreach, staff working groups, research, analysis, and ultimately, drafting of the plan. (More detailed information on the public engagement process can be found in [Section II - Background](#).)

Beginning August 20, 2024 with the release of the first draft of the Plan, the Plan Commission held 11 study sessions between August 22, 2024 and February 20, 2025 to discuss and refine elements of the plan. During September and October, 2024, staff also presented the draft plan to and received quality feedback from the Arts & Culture Commission, Bicycle & Pedestrian Advisory Commission, Community Development Commission, Historic Preservation Commission, and Sustainability Advisory Commission. As with all commission meetings, each of the 11 study sessions at Plan Commission, and each session at the aforementioned commissions was open to the public to both observe and provide comment. On March 13, 2025, the Plan Commission opened the public hearing on *Imagine Urbana* and kept the hearing open for four meetings before making their recommendation to City Council on April 10.

*Imagine Urbana* begins with an **Introduction** and **Background**, followed by the **Vision & Values** section. The core of the plan lies in the following sections, which include **Big Ideas**, **Big Moves**, **Little Moves**, **Maps**, and **Tracking Progress**. These are briefly described as follows:

**Big Ideas** are the four overarching goals for Urbana’s future.

**Big Moves** are the strategies to achieve the Big Ideas.

**Little Moves** are the actions that provide specific steps to implement each Big Move.

The **Maps** section contains three maps to guide future development and redevelopment of the City: Place Types, Connected City, and Development Opportunities.

**Tracking Progress** contains two types of Metrics that will be used to track progress: Community Metrics and metrics assigned to each Little Move used to track progress toward each Big Move.

The plan concludes with a brief section on **Evaluation and Reporting**, followed by an **Appendix**.

### *Policy or Statutory Impacts*

The *Imagine Urbana* Comprehensive Plan is the main policy document guiding land development and redevelopment for the City for the next two decades. It is important that *Imagine Urbana* be treated as an organic document, responding to changing conditions and updated regularly. One of the identified deficiencies of the 2005 plan was the lack of updating and follow-through.

### *Fiscal and Budget Impact*

The plan itself will have no direct impact on the City’s finances. In the short and medium term, fully implementing the action items -- “little moves” -- of the plan will require staff time and additional financial resources. An important long-term goal of the plan (Big Idea #2: Urbana is Both Financially and Environmentally Resilient) is that implementing the plan will lead to a more fiscally stable future for the City.

### *Community Impact*

*Imagine Urbana* involved an extensive and inclusive community engagement process to identify goals and aspirations for the future development of the City and included interactive workshops; presentations to community groups; tables at City and neighborhood events; door-to-door, SMS, online, and paper surveys; ward meetings; and an online and in-person spending priorities exercise; all with an emphasis on seeking out voices not traditionally heard. Once the draft Plan was published in August, 2024, the public had in-person opportunities to meet with staff to discuss the Plan and its maps at neighborhood meetings, and provide input at Plan Commission study sessions and public hearings from August 2024 – March 2025.

### *Recommendation*

The Plan Commission unanimously recommended approval of the plan to City Council. Staff concurs with the Plan Commission’s recommendation.

### *Next Steps*

If Council approves the plan, staff will update the plan’s webpage to indicate that the plan has been adopted. City staff and City leaders would then begin using the plan immediately as policy guidance and working to implement the action items from the plan as resources allow.

### **Attachments**

1. An Ordinance Adopting the Imagine Urbana Comprehensive Plan (Plan Case No. 2502-CP-25).

Originated by: Kevin Garcia, Principal Planner / Zoning Administrator

Reviewed: Andrea Ruedi, Strategic Advisor for Integrated Strategy Development  
William Kolschowsky, Senior Management Analyst/Assistant to the City  
Administrator

Approved: Carol Mitten, City Administrator



## MEMORANDUM TO THE MAYOR AND CITY COUNCIL

**Meeting:** July 7, 2025 Committee of the Whole  
**Subject:** A Resolution to Endorse the Champaign Urbana Urban Area Transportation Study (CUUATS) Lincoln Avenue Corridor Study

### Summary

#### *Action Requested*

City Council is being asked to pass the attached resolution to endorse the CUUATS Lincoln Avenue Corridor Study.

#### *Brief Background*

A brief overview of the Lincoln Avenue Corridor Study and the final recommendations from the study are summarized on the study's home page: <https://ccrpc.gitlab.io/lincoln-ave/>. The study in its entirety is documented on this same website. A set of presentation slides are attached and will be discussed during the subject meeting.

#### *Commission Recommendation*

The City's Bicycle and Pedestrian Advisory Commission (BPAC) endorsed the CUUATS Lincoln Avenue Corridor Study at its May 20, 2025 meeting. The unapproved minutes for that meeting are attached.

### Relationship to City Services and Priorities

*Impact on Core Services* N/A

#### *Strategic Goals & Plans*

The CUUATS Lincoln Avenue Corridor Study was informed by an extensive review of [existing community plans](#) – including but not limited to the Urbana Comprehensive Plan (2005), the Urbana Bicycle Master Plan (2016), the CUUATS Long Range Transportation Plan 2045, the University of Illinois (U of I) Campus Master Plan (2018), the Champaign-Urbana Urban Area Safety Plan (2019), and the Urbana Pedestrian Master Plan (2020).

#### *Previous Council Actions*

CUUATS staff presented an initial set of final recommendations to the Committee of the Whole at its [November 12, 2024 meeting](#).

## Discussion

### *Fiscal and Budget Impact*

The study includes a discussion of [potential funding options](#) for the future phases of design and construction of the Lincoln Avenue (Florida to Green) project. On May 30, 2025, City staff applied for a Local Projects Funding Program grant through the Illinois Department of Transportation (IDOT) for the full estimated cost of design and construction (\$9.82 million).

### *Community Impact*

The [Public Involvement](#) section of the Lincoln Avenue Corridor Study details the extensive public involvement and outreach that was completed in four phases over a two-year period. In particular, [phase four of public involvement](#) was added to the study in Spring 2025 to present updated recommendations that responded to public feedback following the initial recommendations in November 2024.

### *Recommendation*

City Council is asked to pass the attached resolution to endorse the CUUATS Lincoln Avenue Corridor Study.

### *Next Steps*

If endorsed by City Council, the final recommendations and conceptual plans from the CUUATS Lincoln Avenue Corridor Study will guide and get refined in the subsequent phases of design of the Lincoln Avenue (Florida to Green) project, as outlined in the [Capital Improvement Plan FY26-FY30](#). If design were to lead to substantial changes to concepts from the corridor study, then the City would provide opportunity for public input. In a [timeline](#) section, the corridor study suggests how the recommendations could be constructed in stages, if funding were not available to construct all the recommendations with one construction contract.

## Attachments

1. Resolution No. 2025-07-\_\_\_R: A Resolution to Endorse the Champaign Urbana Urban Area Transportation Study (CUUATS) Lincoln Avenue Corridor Study.
2. Lincoln Avenue Corridor Study Presentation Slides.
3. Unapproved Minutes of the May 20, 2025 Meeting of BPAC.

Originated by: John Zeman, City Engineer

Reviewed: Carmen Franks, Assistant City Engineer  
Vince Gustafson, Interim Public Works Director

Approved: Elizabeth Hannan, Interim City Administrator

**RESOLUTION NO. 2025-07-\_\_\_ R**

**A RESOLUTION TO ENDORSE THE  
CHAMPAIGN URBANA URBAN AREA TRANSPORTATION STUDY (CUUATS)  
LINCOLN AVENUE CORRIDOR STUDY**

**WHEREAS**, the City of Urbana is a member agency of CUUATS, a program of the Champaign County Regional Planning Commission; and

**WHEREAS**, CUUATS has prepared a Lincoln Avenue Corridor Study to identify and coordinate multimodal infrastructure improvements to increase safety and mobility along this high-priority, high-traffic corridor, between Green Street and Florida Avenue; and

**WHEREAS**, the City of Urbana participated in the drafting of the Lincoln Avenue Corridor Study in partnership with the University of Illinois at Urbana-Champaign and the Champaign-Urbana Mass Transit District; and

**WHEREAS**, the preparation of the Lincoln Avenue Corridor Study has involved extensive public participation and outreach efforts.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council, of the City of Urbana, Illinois, that the CUUATS Lincoln Avenue Corridor Study is hereby endorsed by the City of Urbana.

**PASSED BY THE CITY COUNCIL** this \_\_\_ day of July, 2025.

AYES:

NAYS:

ABSTENTIONS:

\_\_\_\_\_  
Darcy E. Sandefur, City Clerk

**APPROVED BY THE MAYOR** this \_\_\_ day of July, 2025.

\_\_\_\_\_  
DeShawn B. Williams, Mayor

# Lincoln Avenue Corridor Study

Urbana City Council  
July 2025



# Outline

- Project Overview
- Recommendations
- Public Feedback
- Next Steps



# Project Overview

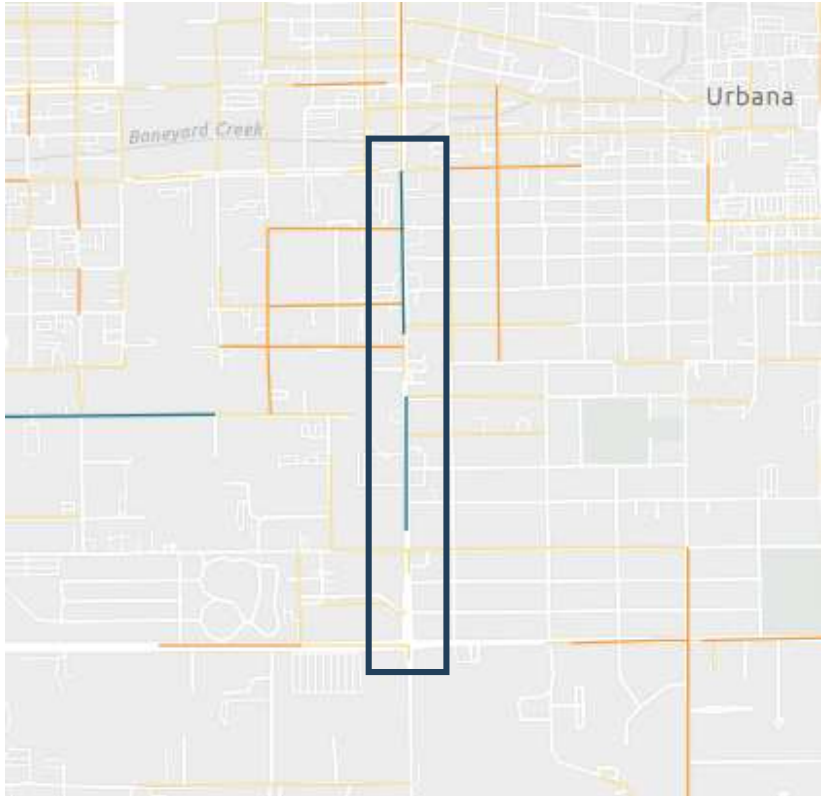
# Project Overview

- Goal: Identify ways to **increase transportation safety, mobility, & multimodal connectivity**
- Funding: IDOT Statewide Planning & Research grant
  - January 2023 - December 2024
- Location: 1.2 miles of Lincoln Avenue
  - Green Street to Florida Avenue
- Partnership:
  - CCRPC
  - City of Urbana
  - University of Illinois
  - Champaign-Urbana Mass Transit District
  - Engineering assistance from the Lochmueller Group



# Purpose: Safety

- **Lincoln and Ohio** was identified by the state as a top 5% priority safety area for our region
- **2 fatalities and 6 serious injuries** since 2013
- IDOT has identified large portions of the corridor as part of its **high-injury network** for vulnerable road users (those not protected by enclosed automobiles)

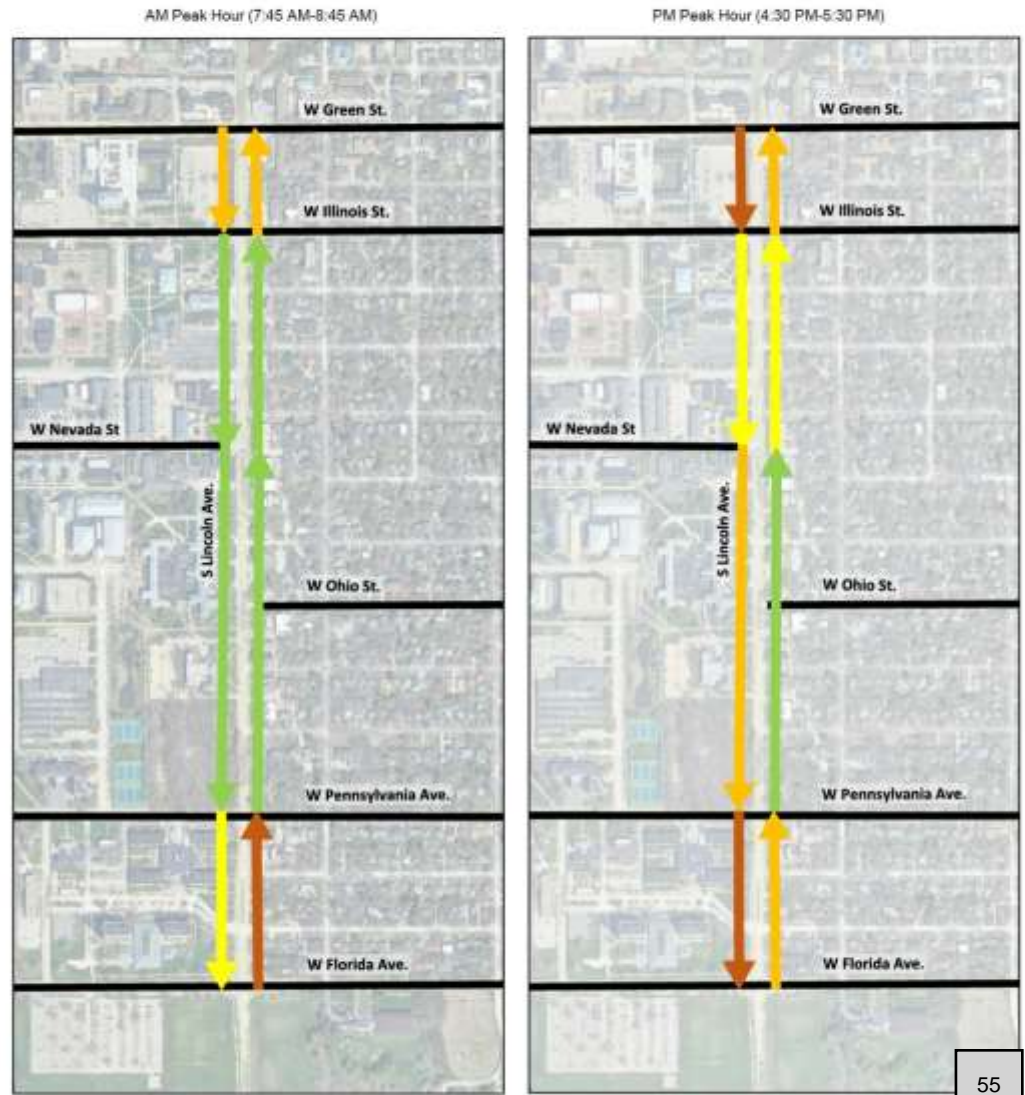


High-Injury Network (HIN) - Corridors

- High
- Medium
- Low

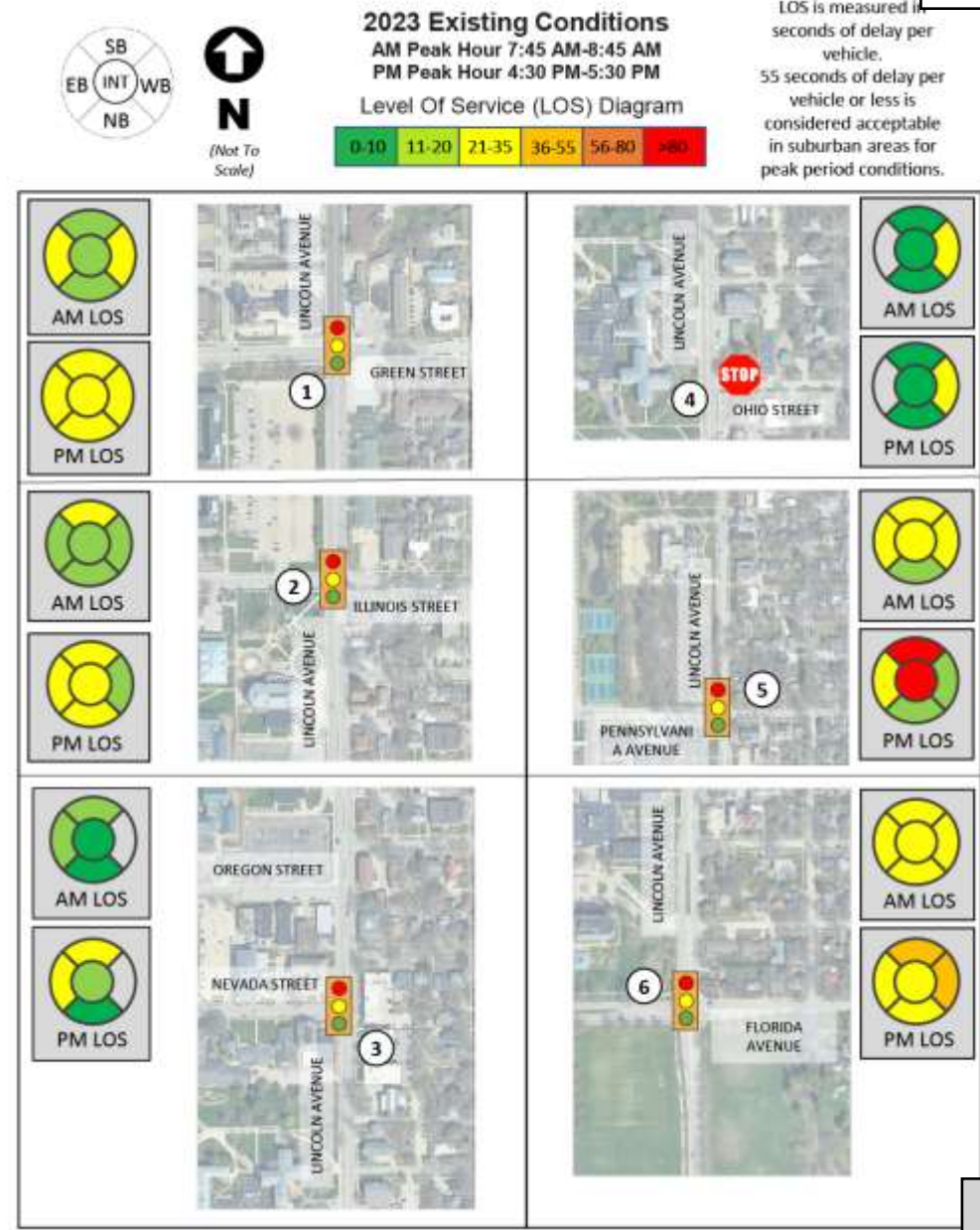
# Purpose: Mobility

- Poor automobile level of service (LOS): At the north and south ends, **LOS is E or F** during the standard workday
  - Scale is from A (free-flowing traffic with little to no delay) to F (highly congested, excessive delays & stop-and-go conditions)
  - Traffic is projected to get worse in coming decades



# Purpose: Mobility

- Poor automobile level of service (LOS): At the north and south ends, **LOS is E or F** during the standard workday
  - Scale is from A (free-flowing traffic with little to no delay) to F (highly congested, excessive delays & stop-and-go conditions)
  - Traffic is projected to get worse in coming decades



# Purpose: Mobility

- Infrastructure improvements needed for **non-automotive** travel modes:

- Pedestrians
- Cyclists
- Bus Riders



*Existing Cyclist and Pedestrian Conditions*

# Project Phases

- Spring - Fall 2023
  - Approve Scope and Timeline
  - Existing Conditions
    - Round 1 Public Outreach
  - Future Conditions
- Fall 2023 - Spring 2024
  - Identify Potential Countermeasures
  - Scenario Development and Evaluation
    - Round 2 Public Outreach
- Spring 2024 - Summer 2025
  - Preferred Alternative Selection
  - Project Prioritization and Implementation Recommendations
  - Finalize Corridor Study Report
    - Round 3 Public Outreach (November 20, 2024 - January 3, 2025)
    - Round 4 Public Outreach (April 28 - May 30, 2025)

# Recommendations

# Pedestrian Recommendations

- Crosswalk location changes
  - New crosswalk at Oregon
  - Ohio and Indiana crosswalks consolidated into mid-block crossing



# Pedestrian Recommendations

- Installation of rapid rectangular flashing beacons at non-signalized crossings
  - Oregon, Iowa, Ohio/Indiana mid-block, north of Michigan



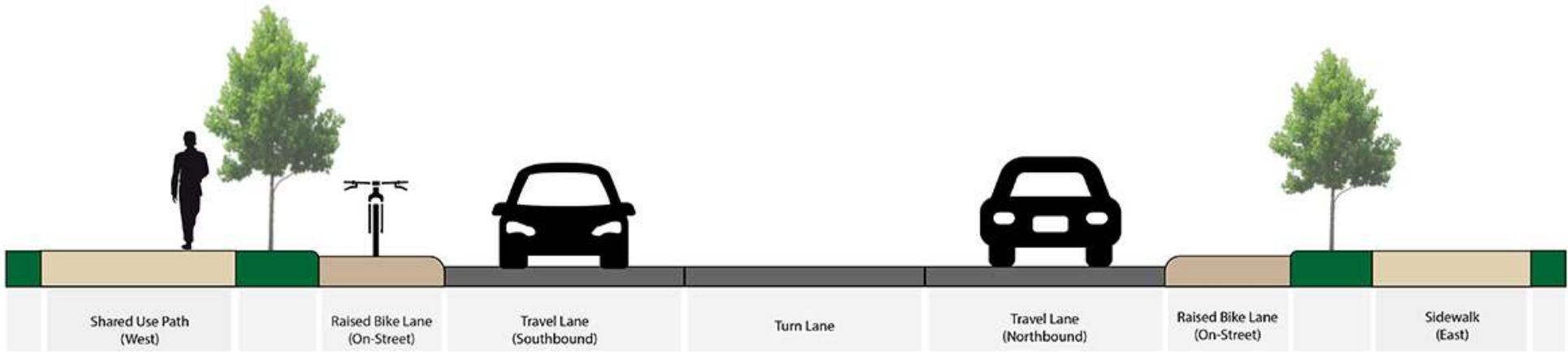
# Cyclist Recommendations

- On-street bike lanes for the full length of the corridor
  - These bike lanes will be vertically separated from the roadway (similar to Green Street on campus)



# Automotive Recommendations

- Conversion of entire corridor into three-lane section
  - Through lane in each direction, and center left turn lane



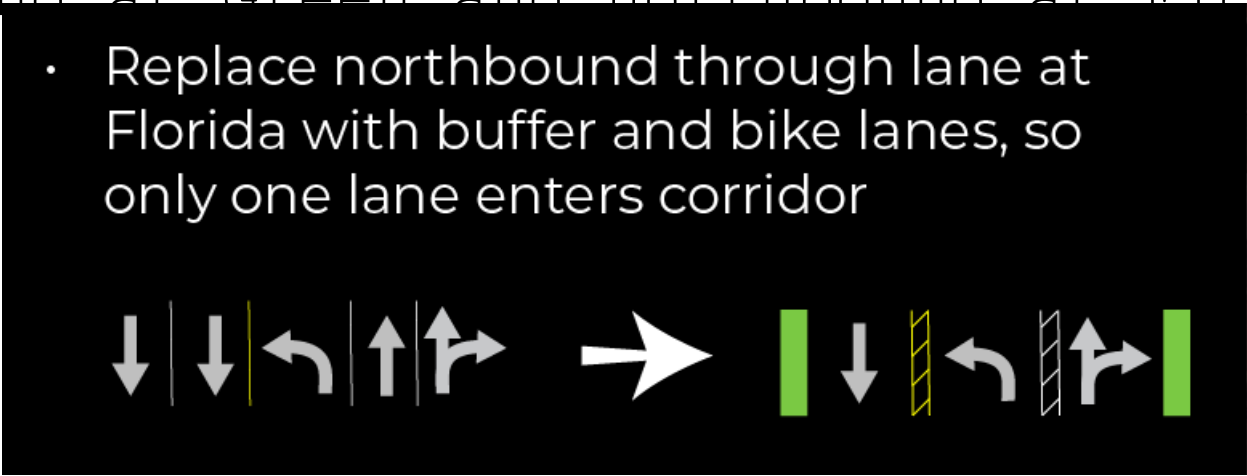
# Automotive Recommendations

- Conversion of entire corridor into three-lane section
  - Repurposing existing painted buffer and four-lane road space, without need for significant right-of-way acquisition



# Automotive Recommendations

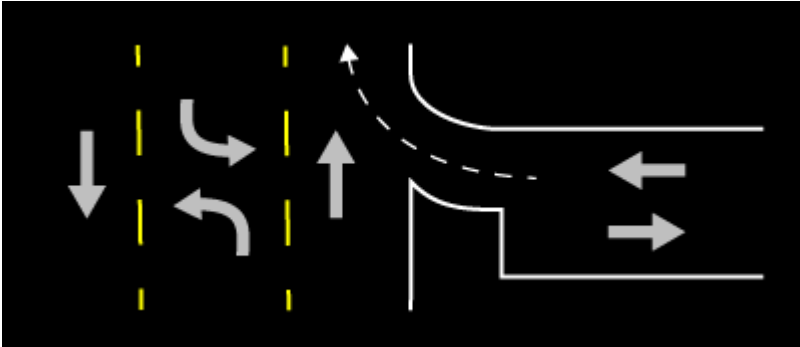
- Creation of right-turn-only lanes at corridor entrances
  - Southbound at Green and northbound at Florida



- Signal timing adjustments
  - Green, Illinois, Nevada, Pennsylvania, and Florida

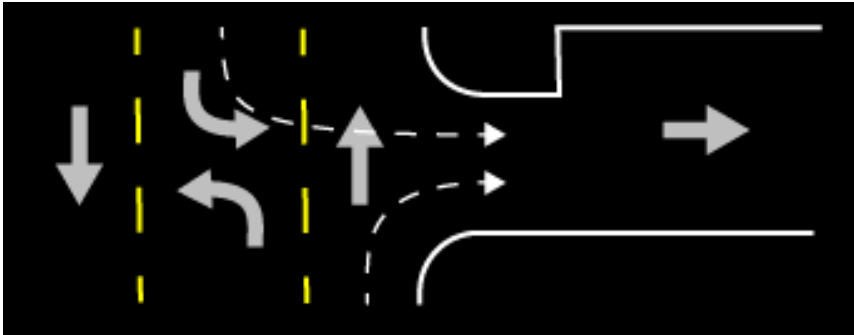
# Automotive Recommendations

- Automotive restrictions on West Urbana side streets
  - Oregon changed to right-out only
  - Iowa changed to right-out only



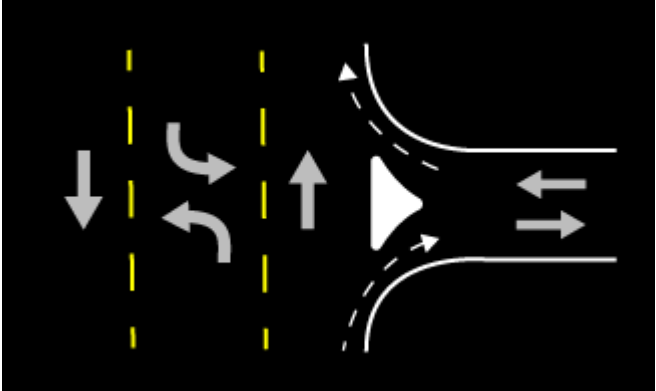
# Automotive Recommendations

- Automotive restrictions on West Urbana side streets
  - Indiana changed to eastbound-in only, and Lincoln/Busey block converted to one-way



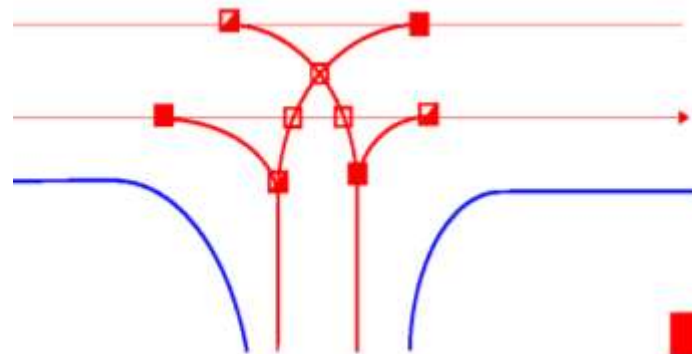
# Automotive Recommendations

- Automotive restrictions on West Urbana side streets
  - Conversion of Nevada and Vermont to right-turn-in/right-turn-out



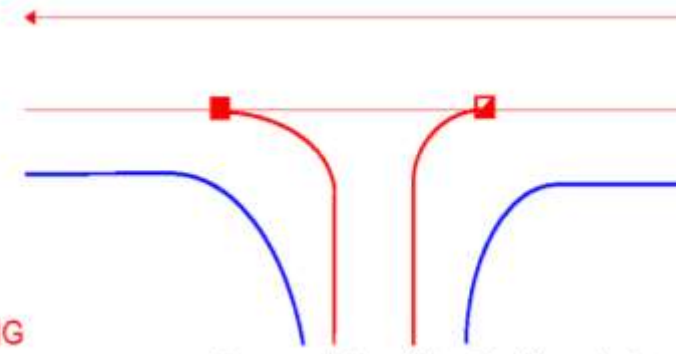
# Automotive Recommendations

- Designing for safety - conflict point reduction

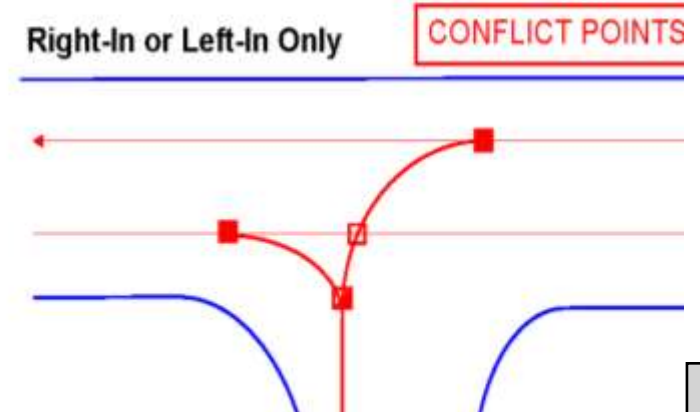
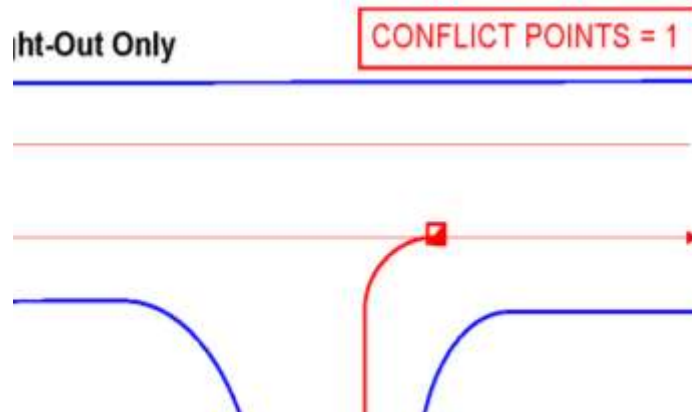


Existing Condition for: California, Oregon (east), Nevada (east), Iowa, Ohio, Indiana, Michigan, Montana, and Delaware  
Proposed Condition for: California, Ohio, Michigan, Delaware

- DIVERGING
- ◻ MERGING
- ◻ CROSSING



Proposed Condition for: Nevada (east), Vermont





# Bus Recommendations

- Northbound Oregon stop shifted north of partially-opened Oregon intersection



# Changes from November 2024

- Previous
  - Closure of Oregon, Iowa, and Indiana to vehicles
    - Bike and pedestrian access maintained
- Current
  - All full vehicle closures removed
    - Oregon changed to right-out only
    - Iowa changed to right-out only
    - Indiana changed to eastbound-in only, and Lincoln/Busey block converted to one way



Before



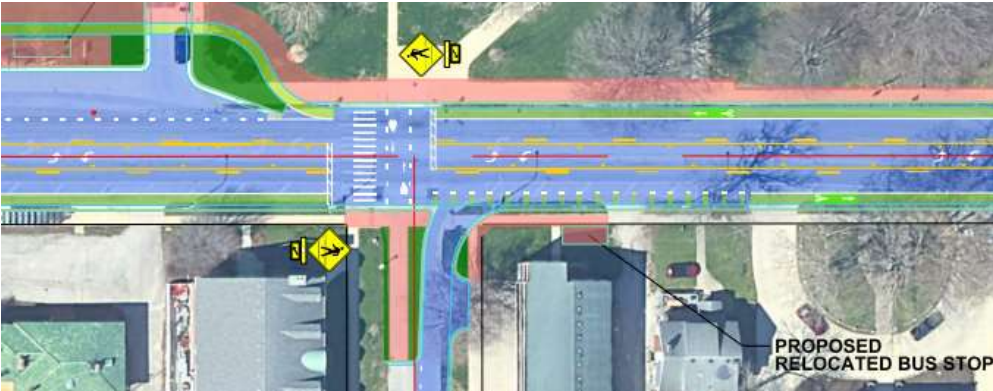
After

# Changes from November 2024

- Previous
  - Bus stops at Iowa and Oregon located at closed intersections
- Current
  - Stops shifted north of partially-opened intersections



*Before*



*After*

# Public Feedback

# Overall Feedback Summary

- Phase 1 – Fall 2023
  - 345 survey responses + 317 map comments
- Phase 2 – Spring 2024
  - 192 survey responses + 95 map comments
- Phase 3 – Winter 2024
  - 84 emails, 255 distinct comments
- Phase 4 – Spring 2025
  - 25 emails, 71 distinct comments
- Total
  - 1,058 outreach responses across the four phases

# Public Outreach Methods

- Open House (Phases 1 and 2)
- City Council Meeting (Phases 3 and 4)
- Public Notice in News-Gazette (Phases 3 and 4)
- Sending the social media posts, digital flyers, and info blurbs to community partners
  - CCRPC Communications office
  - Champaign-Urbana Mass Transit District
  - City of Urbana
  - PACE Center for Independent Living
  - The West Urbana Neighborhood Association
  - Champaign County Bikes
  - UIUC Facilities Department
  - UIUC Housing Department
  - UIUC Panhellenic and Interfraternity Councils
- Previous LACS Respondents
- Installing yard signs in the public right-of-way along the Lincoln Avenue corridor
- Distributing flyers to businesses or gathering places near the corridor
- Posting on the CUUATS Facebook, Instagram, and Twitter
- Distributing press releases about the outreach to local media
  - Phase 1 Coverage - News-Gazette, WAND, and WCIA
  - Phase 2 Coverage - WCIA
  - Phase 3 Coverage - Illinois Public Media and WCIA
  - Phase 4 Coverage - Daily Illini and News-Gazette

# Late 2024 - Public Comment Period

- Public comment on final proposal was open for a month and a half at the end of 2024, via email to RPC staff
- Received 84 emails with 255 individual comments
- Individual comments were coded according to subject matter (i.e. Access Restriction), and then broken down according to the feedback they provided on that issue
  - Opposed
  - Ambivalent
  - Support
  - Concern
  - Suggestion

# Late 2024 – Grouped Subject Count

<b>Access Closure</b>	<b>43</b>
Access Closure - Opposed	27
Access Closure - Concern	6
Access Closure - Support	5
Access Closure - Suggestion	3
Access Closure - Ambivalent	2
<b>Pedestrian Infrastructure Recommendations</b>	<b>37</b>
Pedestrian Infrastructure Recommendations - Support	22
Pedestrian Infrastructure Recommendations - Suggestion	7
Pedestrian Infrastructure Recommendations - Ambivalent	5
Pedestrian Infrastructure Recommendations - Concern	3
<b>Cycling Infrastructure Recommendations</b>	<b>32</b>
Cycling Infrastructure Recommendations - Support	16
Cycling Infrastructure Recommendations - Suggestion	5
Cycling Infrastructure Recommendations - Opposed	5
Cycling Infrastructure Recommendations - Ambivalent	4
Cycling Infrastructure Recommendations - Concern	2
<b>General Recommendations</b>	<b>17</b>
General Recommendations - Support	11
General Recommendations - Opposed	3
General Recommendations - Ambivalent	2
General Recommendations - Concern	1

<b>Roadway Realignment</b>	<b>15</b>
Roadway Realignment - Support	8
Roadway Realignment - Ambivalent	3
Roadway Realignment - Concern	2
Roadway Realignment - Opposition	1
Roadway Realignment - Suggestion	1
<b>Right-In-Right-Out</b>	<b>10</b>
Right-In-Right-Out - Suggestion	8
Right-In-Right-Out - Support	1
Right-In-Right-Out - Concern	1
<b>Signal Timing Adjustment</b>	<b>7</b>
Signal Timing Adjustment - Support	3
Signal Timing Adjustment - Ambivalent	2
Signal Timing Adjustment - Suggestion	2
<b>Study Process</b>	<b>8</b>
Study Process - Support	3
Study Process - Opposed	3
Study Process - Ambivalent	1
Study Process - Concern	1
<b>Vehicle Speed - Suggestion</b>	<b>7</b>

<b>Loading Zone Removal</b>	<b>6</b>
Loading Zone Removal - Ambivalent	3
Loading Zone Removal - Opposed	2
Loading Zone Removal - Concern	1
<b>Non-Study Proposal</b>	<b>6</b>
<b>Bus Stop Relocations</b>	<b>4</b>
Bus Stop Relocations - Support	2
Bus Stop Relocations - Opposed	1
Bus Stop Relocations - Suggestion	1
<b>Increased Enforcement - Suggestion</b>	<b>4</b>
<b>Additional Lighting Improvements - Suggestion</b>	<b>3</b>
<b>Infrastructure Costs - Opposed</b>	<b>2</b>
<b>Roadway Resurfacing - Support</b>	<b>2</b>
<b>Commercial Parking Relocation</b>	<b>2</b>
Commercial Parking Relocation - Ambivalent	1
Commercial Parking Relocation - Suggestion	1

# Late 2024 - Post-Outreach

- Based on the feedback provided, opposition to road closures was the primary point that needed to be addressed (in some way) before moving forward
- Lochmueller confirmed that garbage trucks and trucks of similar size could navigate the proposed closures
- Urbana Fire Department came forward with fire truck access concerns, which weren't addressed by Lochmueller's garbage truck analysis
- Urbana Public Works determined that, in light of public response and UFD concerns, they were no longer in support of complete closures
- ***This led to the updated recommendations***

# 2025 - Public Comment Period

- Open from Monday, April 28th, 2025, to Friday, May 30th, 2025, via email to RPC staff
- Received 25 total emails during comment period, containing 71 distinct comments
- Individual sentiments were coded according to subject matter (i.e. Access Restriction), and then broken down according to the feedback they provided on that issue
  - Opposed
  - Ambivalent
  - Support
  - Concern
  - Suggestion

# 2025 – Grouped Subject Counts

<b>Access Limitation</b>	<b>22</b>
Concern	9
Support	5
Opposed	4
Suggestion	4
<b>Pedestrian Infrastructure Recommendations</b>	<b>13</b>
Suggestion	6
Concern	3
Support	4
<b>Cycling Infrastructure Recommendations</b>	<b>9</b>
Suggestion	4
Support	4
Concern	1
<b>General Recommendations</b>	<b>9</b>
Support	5
Suggestion	2
Concern	1
Opposed	1

<b>Study Process</b>	<b>8</b>
Support	4
Suggestion	2
Concern	1
Opposed	1
<b>Non-Study Proposal</b>	<b>4</b>
<b>Roadway Realignment</b>	<b>2</b>
Opposed	1
Support	1
<b>Commercial Parking Relocation</b>	<b>1</b>
Concern	1
<b>Loading Zone Removal</b>	<b>1</b>
Concern	1
<b>Roadway Resurfacing</b>	<b>1</b>
Support	1
<b>Access Closure</b>	<b>1</b>
Opposed	1

# 2025 - Feedback Summary

- There is still opposition/concern to access limitations, but less and less strongly articulated opposition than to the previous full-closure recommendation
- Concerns Include
  - Redirected traffic on West Urbana streets
  - Safety for bikes and pedestrians in West Urbana
  - Inconvenience for residents navigating restricted blocks
  - Confusion from variety of restriction types

# 2025 - Feedback Summary

- Along with access concerns, respondents continued to articulate support for pedestrian and bike improvements, as well as for the study recommendations in general

# Next Steps

# Next Steps

- Although there are still concerns about access limitations, these were less numerous and less strongly held than for the previous round's full access closures

# Next Steps

- In light of the safety and functional benefits from the combined suite of recommendations, we believe that the benefits of the recommended design are worth any tradeoffs

# Next Steps

- In light of the safety and functional benefits from the combined suite of recommendations, we believe that the benefits of the recommended design are worth any tradeoffs
  - Safety
    - The project was awarded because Lincoln and Ohio was identified by the state as a priority safety area
    - The corridor has seen two fatalities and six serious injuries since 2013
    - The recommendations have documented safety benefits through the Crash Modification Factor (CMF)

# Next Steps

- In light of the safety and functional benefits from the combined suite of recommendations, we believe that the benefits of the recommended design are worth any tradeoffs
  - Function
    - Several stretches of the corridor (at the north and south ends) experience LOS E or F (on a scale from A-F) during the standard work day
    - Traffic is projected to get worse in coming decades
    - Through more consistent and moderated traffic flow, the recommendations are projected to provide and maintain adequate levels of service and traffic flow into the future, even with growth
    - The changes will also encourage non-automotive travel on for

# Next Steps

- Many of the concerns can be further addressed or tracked during the design and implementation process, as more detailed work is completed

# Next Steps

- The corridor study team seeks the endorsement of the plan from City Council, so that it can be used in future grant applications and other efforts to advance the project towards implementation

# Questions? Comments?

More info:

[ccrpc.org/lincoln](http://ccrpc.org/lincoln)

# Lincoln Avenue Corridor Study - Final Proposal

## Bike Lanes Along Entirety of Corridor

\*\*\*Road width, striping, and images seen below are not final or technical designs, but are trying to help visualize the described changes\*\*\*

- Southbound right turn/straight lane at Green changed to just right turn lane, so only one lane enters corridor



Green

- Three-lane section for whole corridor
- No right turn lanes on corridor



Illinois

- On-street bike lanes from Green to Florida



Source - ACTA Planning + Design (w/ed)

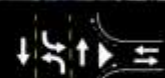
- Oregon converted to right-out only



Oregon

- Crosswalk added with flashing pedestrian signals

- Nevada restricted to right turn only



Nevada

- Iowa converted to right-out only



Iowa

- Mid-block crosswalk with flashing pedestrian signals

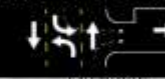
- Bike lane and sidewalk redirected behind bus stop

- Ohio and Indiana crosswalks removed
- Replaced by mid-block crosswalk with flashing pedestrian signals

- Existing crosswalk at Michigan shifted north, flashing pedestrian signals added

- Existing southbound bus stop shifted west, to allow for bus pull-off
- Existing northbound bus stop moved north of Iowa intersection

- Indiana intersection converted to eastbound turn-in only, and whole block converted to one-way eastbound



- Signal timings on corridor adjusted to best accommodate all of the other changes

- Vermont restricted to right turn only



Vermont

- Replace northbound through lane at Florida with buffer and bike lanes, so only one lane enters corridor



Florida

- Southbound right turn lane at Florida will remain (exception to rest of corridor)

Item e.

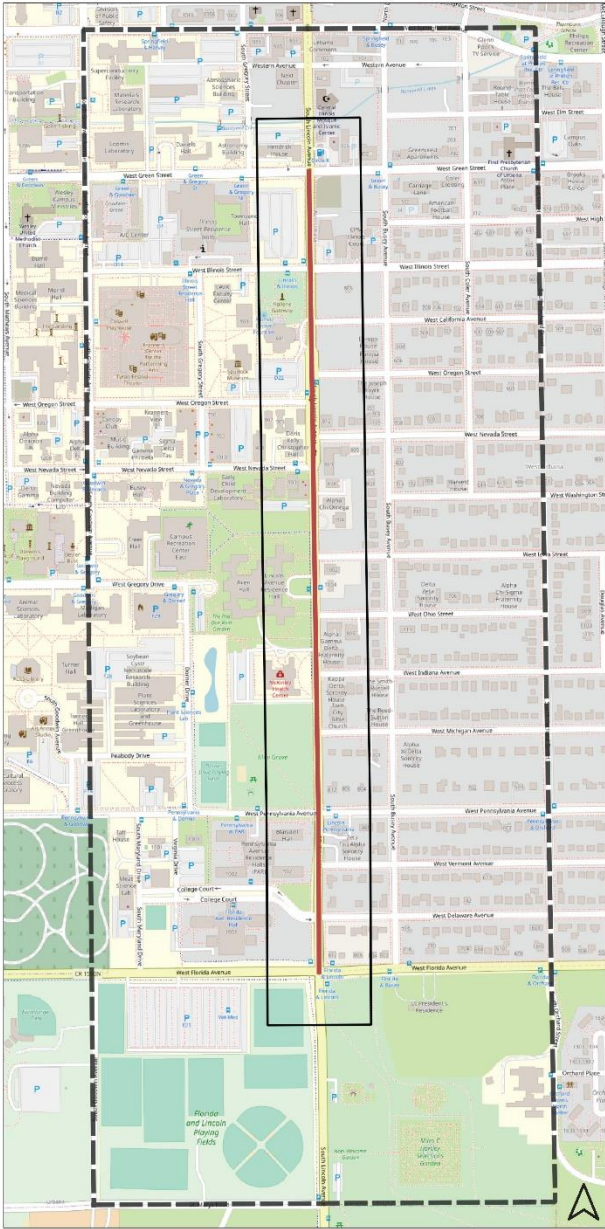
# Lincoln Avenue Corridor Study

Urbana City Council  
July 2025



# Project Goals

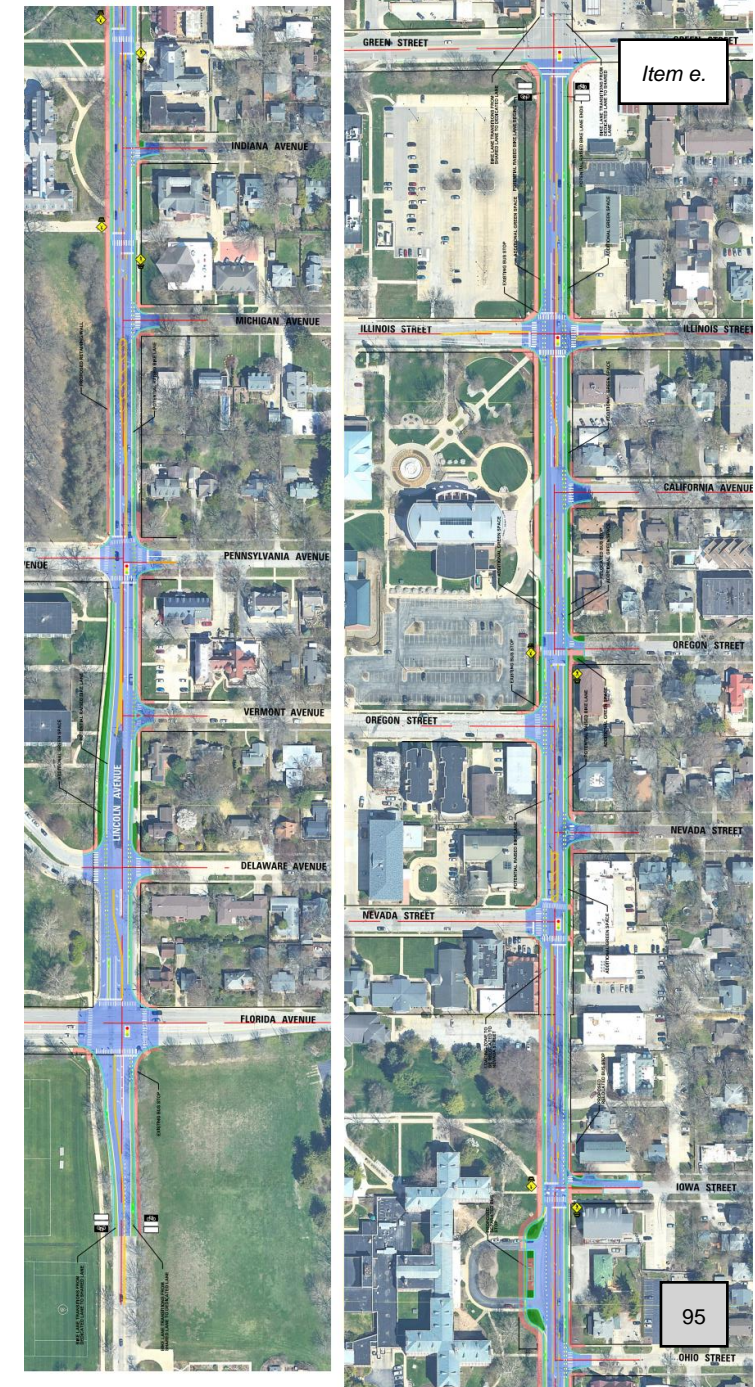
- Increase transportation safety
- Improve mobility
- Enhance multimodal connectivity

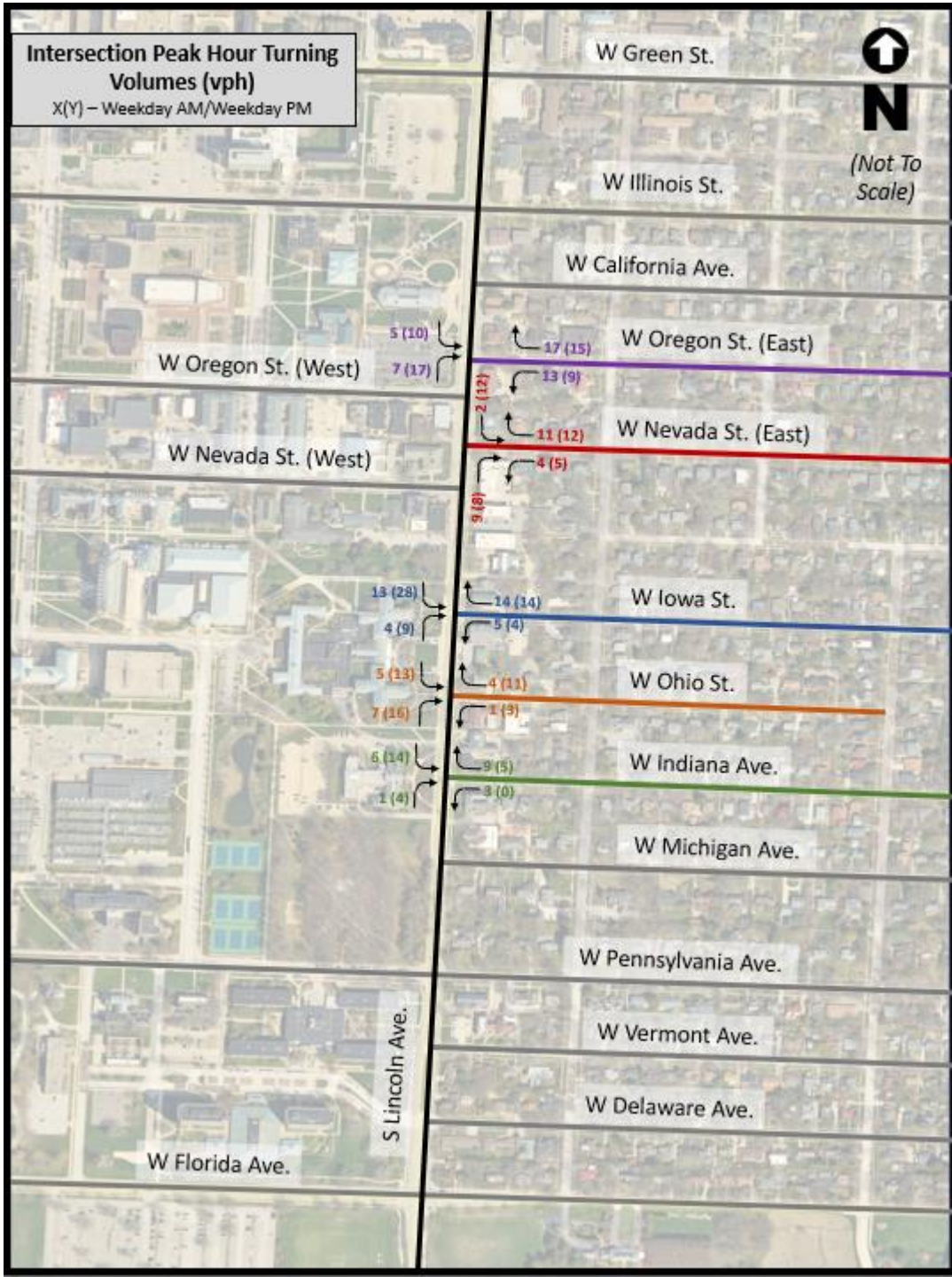


— Lincoln Avenue Study Segment    - - - Study Area    — Area of Influence

# Recommendations

- Consolidated crosswalks with RRFBs
- On-street bike lanes
- Conversion of 4 lane road to 3
- Access restrictions at Oregon & Iowa (right-out only), Indiana (in-only), Vermont & Nevada (right in & out only)
- Shifted bus stops





# Traffic Routing

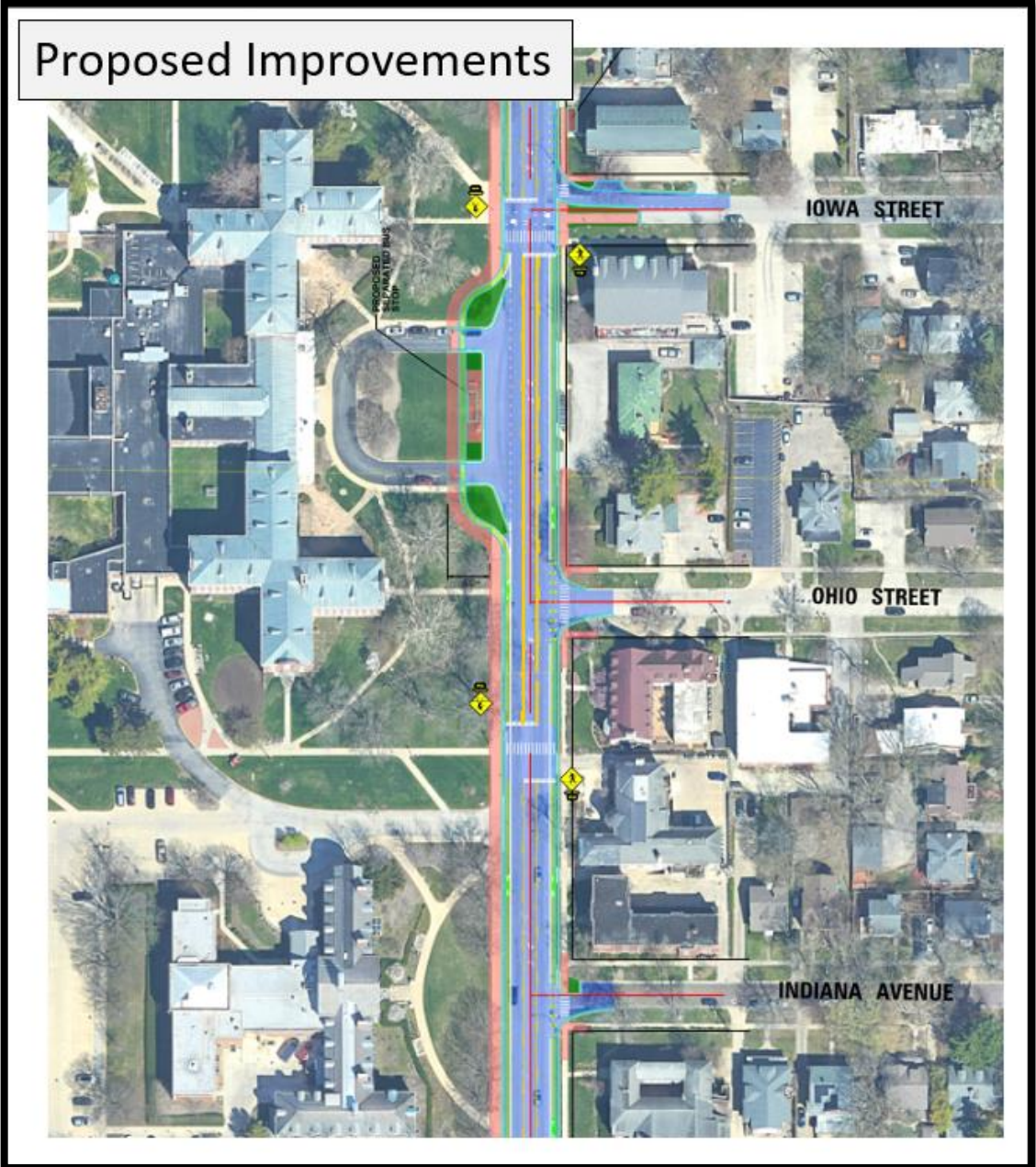
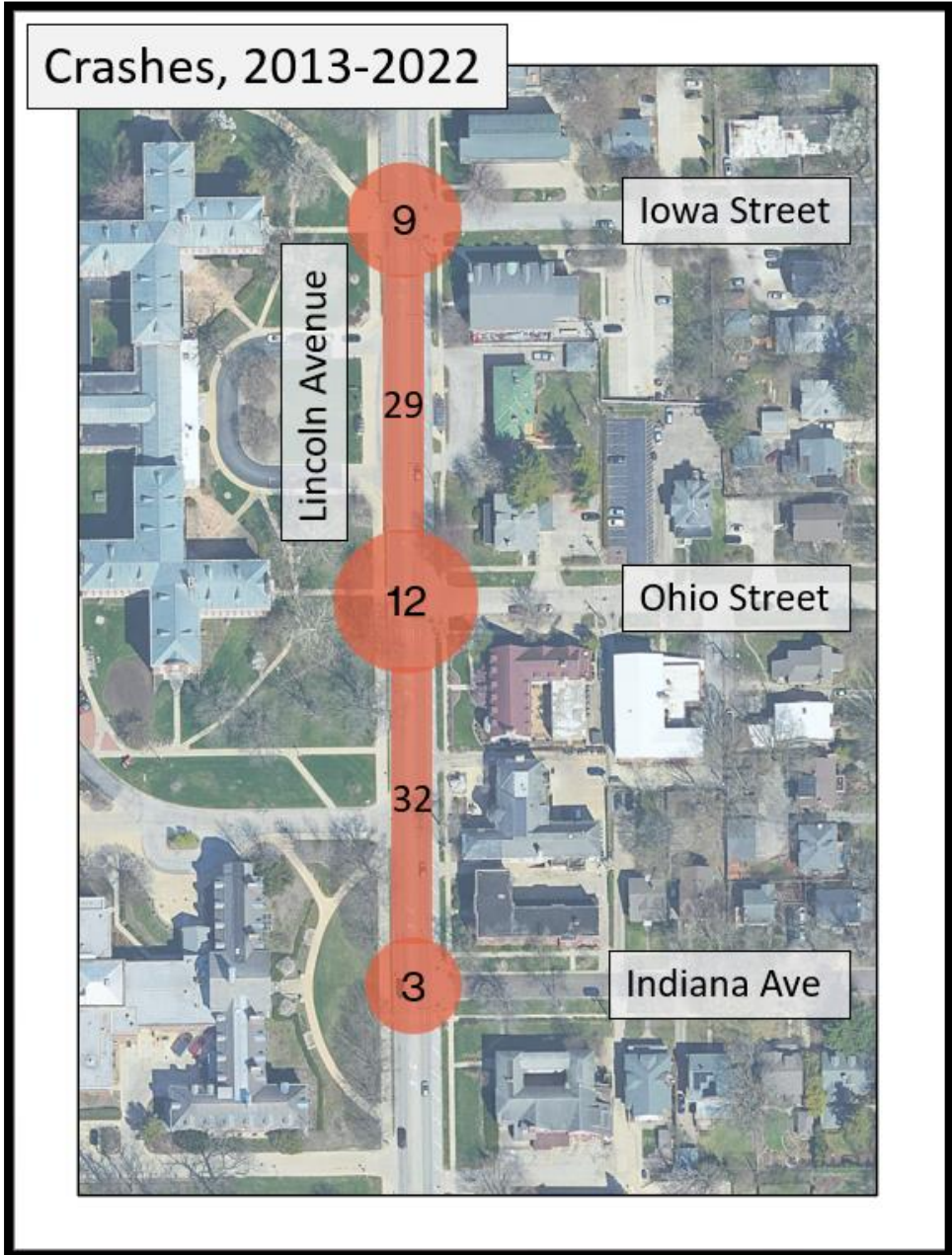
- **Total re-routed traffic** expected:
  - < 5.7% of total traffic in AM peak hour, and
  - < 6.9% of traffic in the PM peak hour
- **~ 100 vehicles per peak hour total** (not concentrated on any one intersection or movement)
- Current ADT of Busey ~ 275 vehicles / day
  - Planning capacity of local street, providing consideration for livability ~ **1,000 vehicles / day**
- **< 2 cars/minute** spread across remaining network with full access
  - Illinois
  - California
  - Ohio
  - Michigan
  - Pennsylvania

# Traffic Impacts to Ohio St

Intersection & Movements		LOS (Delay, sec) [95 <sup>th</sup> % Queue Length, feet] <V/C ratio>	
		AM	PM
<b>1a</b>	<b><i>Lincoln Avenue &amp; Ohio Street (Existing)</i></b>		
	Westbound Approach	C (17.4) [<25] <0.04>	C (16.9) [<25] <0.07>
	Southbound Left Turn	A (9.9) [<25] <0.01>	A (9.6) [<25] <0.02>
<b>1b</b>	<b><i>Lincoln Avenue &amp; Ohio Street (Estimated)</i></b>		
	Westbound Approach	C (20.2) [<25] <0.17>	C (22) [<25] <0.22>
	Southbound Left Turn	A (9.9) [<25] <0.02>	A (9.8) [<25] <0.04>
<b>1b</b>	<b><i>Lincoln Avenue &amp; Ohio Street (Worst Case)</i></b>		
	Westbound Approach	C (23.8) [35] <0.33>	C (23.7) [25] <0.25>
	Southbound Left Turn	B (10.1) [<25] <0.04>	B (10.1) [<25] <0.09>

- LOS - A through F scale, with LOS E indicating a road is at capacity, with LOS F indicating failing levels of service.
- 95th % Queue = "max" queue expected. One vehicle is equivalent to ~20-25ft
- V/C = volume to capacity ratio. Indicator of sufficient lane geometry to handle associated volume. Generally acceptable < 0.85. Over 1.0 indicates more vehicles than the road has space to handle.

# High Crash Area Improvements



# Safety Benefits Summary

Improvements are concentrated where the most crashes & most of the severest crashes occurred.

Improvements will reduce conflict points across the corridor.

Reductions in crashes are estimated for each type of improvement using a Crash Modification Factor (CMF).

# Safety Benefits Details

Anticipated Crash Reduction Rates  
(up to the following):

- **Lane Reduction / Road Diet** – 0.53 CMF  
applies to All Crash Types → 47%
- **Install Bike Lanes** – 0.68 CMF  
applies to All Crash Types → 32%
- **Mid-Block Crossing with RRFBs** – 0.82 CMF  
applies to Vehicle/Pedestrian Crash Type → 18%
- **Access Control** at unsignalized side-streets (California, Oregon-east, Nevada-east, Iowa, Ohio, Indiana, Michigan, Vermont, Delaware)
  - Existing conflict points (opportunity for vehicle paths to cross) = 81
  - Prior proposed full closures at Oregon, Iowa, and Indiana = 40 → 51%
  - **Current proposed restrictions** with no full closures at Oregon, Iowa, and Indiana = 46 → 43%

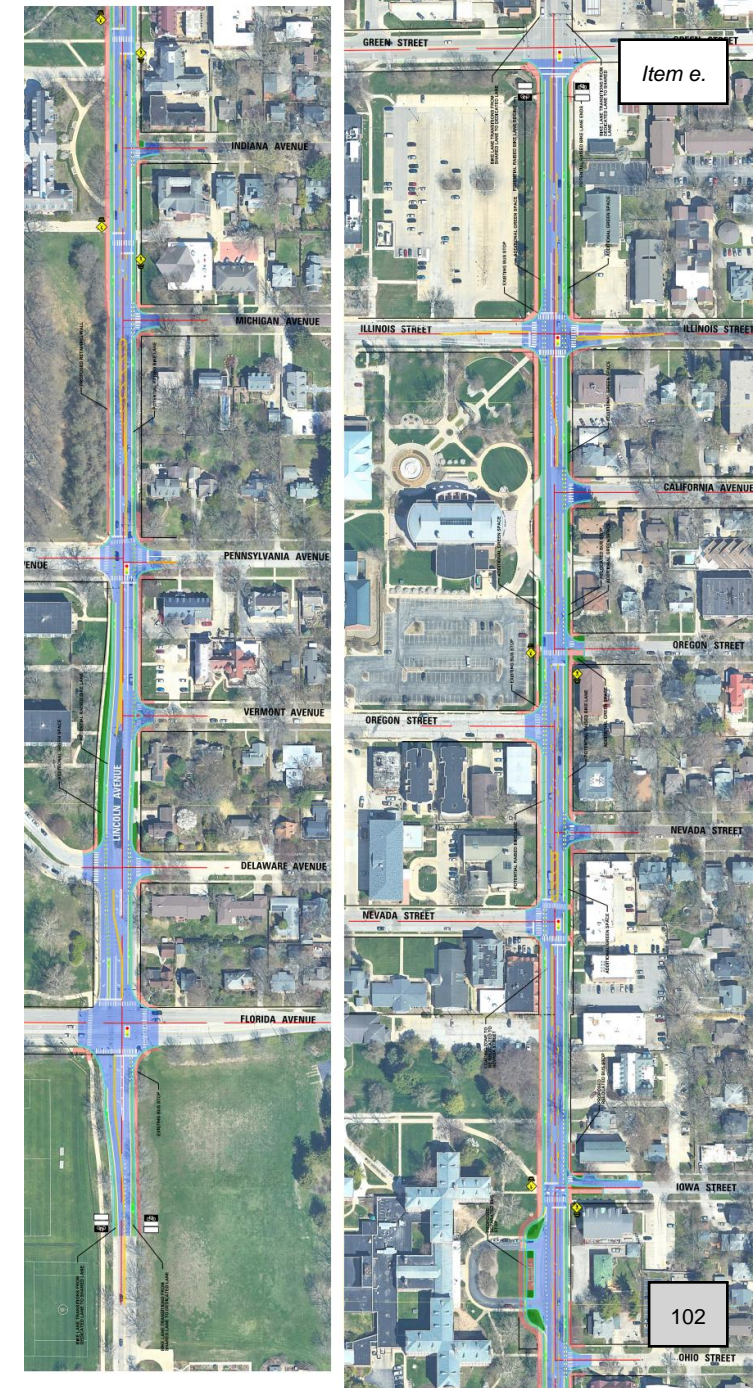
# Public Feedback – Round 4

<b>Support</b>	<b>24</b>
Access Limitation	5
General Recommendations	5
Pedestrian Infrastructure Recommendations	4
Study Process	4
Cycling Infrastructure Recommendations	4
Roadway Realignment	1
Roadway Resurfacing	1
<b>Suggestion</b>	<b>18</b>
Pedestrian Infrastructure Recommendations	6
Access Limitation	4
Cycling Infrastructure Recommendations	4
General Recommendations	2
Study Process	2

<b>Concern</b>	<b>17</b>
Access Limitation	9
Pedestrian Infrastructure Recommendations	3
Commercial Parking Relocation	1
Cycling Infrastructure Recommendations	1
General Recommendations	1
Loading Zone Removal	1
Study Process	1
<b>Opposed</b>	<b>8</b>
Access Limitation	4
Access Closure	1
General Recommendations	1
Roadway Realignment	1
Study Process	1
<b>Non-Study Proposal</b>	<b>4</b>

# Project Goals Met

- Increase transportation safety
  - ✓ Significant crash reductions anticipated
- Improve mobility
  - ✓ LOS to be maintained
- Enhance multimodal connectivity
  - ✓ Safer conditions for vulnerable road users
  - ✓ New infrastructure for bicyclists



# Questions? Comments?

More info:  
[ccrpc.org/lincoln](http://ccrpc.org/lincoln)



**CITY OF URBANA  
BICYCLE AND PEDESTRIAN ADVISORY  
COMMISSION MEETING**

**DATE:** Tuesday, May 20, 2025  
**TIME:** 7:00 PM  
**PLACE:** 400 South Vine Street, Urbana, IL 61801

**MINUTES – UNAPPROVED**

**Members Present:** Annie Adams, Susan Jones, Qiushi Huang, Keenan Portis, Nancy Westcott, Carmen Franks

**Others Present:** none

**Members Absent:** Tommy Griscom, Bruce Michelson, Sarthak Prasad

**A. Call to Order and Roll Call**

Annie Adams called the meeting to order at 7:00 p.m. Roll was taken. A quorum of members was present.

**B. Changes to the Agenda**

none

**C. Approval of Minutes of Previous Meeting**

**1. March 18, 2025 Meeting Minutes**

Carmen Franks motioned to approve the minutes, Susan Jones seconded. Motion approved with a unanimous voice vote.

**D. Public Input & Commissioner Communications**

Nancy Westcott talked about PACE walking in the marathon. They hope to participate again next year. She also said that PACE is in good condition and very functional.

**E. Unfinished Business**

**1. BPAC Goals & Initiatives 2024-2025**

Bruce Michelson organized current topics of the BPAC Goals. A survey of BPAC members was done in October 2023 to prioritize goals. Annie wondered if there was a way to work more closely with the City to help move things forward with BPAC's goals. It was suggested that they try to get a council member to fill one of the BPAC vacancies.

**F. Reports of City Officials and Staff and Reports of Committees**

Carmen Franks gave the following updates on City projects and committees.

1. Florida Avenue Shared Use Path – Plans are 90% complete and has cleared SHPO review. The work is planned for 2026.
2. Bakers Lane Shared Use Path – The pre-final PS&E packets are being reviewed. The next step is to secure easements. Construction is to begin in early Fall and completed in 2026.
3. CDBG Sidewalk Improvements – The sidewalks were completed in March and the sod will be installed this week.

4. EQL Streetlights FY22 – Construction is underway, to be completed by the middle of this year.
5. EQL FY25 Program – Council approved the program. This includes sidewalks, ramps, streetlights, & some traffic calming devices on Broadway, Kerr, and Cottage Grove.
6. Lincoln Avenue Corridor Study – Final public input phase is happening now and is open until May 30th.
7. Lincoln Avenue Wascher to Killarney – The SS4A grant funding is under review now by USDOT. Public outreach plan & concept plan are underway now. Expected to bid the project for FY28.
8. Traffic Signal Improvements – Planning to update audio devices for pedestrian signals at up to 14 signalized intersections.
9. Sidewalk Improvements FY25 – Getting contractor under contract for about 700 feet of sidewalk replacement in West Urbana.
10. The draft CIP is available on line.
11. IDOT has several grants the City is going to pursue. They include:
  - (1) Local Projects Grant
  - (2) HSIP
  - (3) Safe Routes to School
  - (4) ITEP
12. Update for the SS4A grant is that the City is not pursuing any at this time base on the grant's priorities. This decision was made with the help of a grant consultant.

## G. New Business

### 1. Lincoln Ave Corridor Study Updates (<https://ccrpc.gitlab.io/lincoln-ave/>) [Carmen]

Carmen shared some of RPC's slides on the study, including improvements that were proposed initially. The public input comment period had a lot of opposition to the full access closures by residents and the Fire Department. Because of these concerns Public Works will not support full closures anymore. These full closures that were being discussed were at Oregon, Iowa, & Indiana). Updated recommendations are right-outs, eastbound-in only, & one block converted to one-way. There is also some shifting of bus stops in the study. The more detailed concept plan is on line.

In the final input phase of the study, it will continue to emphasize the need for these changes. The City plans to bring the study back to Council in early July to try to get their approval of recommendations.

Susan Jones motioned for BPAC to endorse their approval of the recommendations to the Lincoln Avenue Corridor Study, Nancy Westcott seconded. Motion approved with a unanimous voice vote.

### 2. 2025 Illinois Bike & Walk Summit & Lobby Days [Annie]

Annie attended the Illinois Bike & Walk Summit in Springfield. Ride Illinois is interested in reducing bicycle fatalities and making Illinois better through biking. This is the first time that Ride Illinois was able to organize Lobby Days. Annie discussed some of the sections that she attended and the Lobby Day that she attended at the State Capitol.

### 3. CUUATS Transportation Safety Advisory Meeting: Traffic crash analysis results [Annie]

Annie went over the Crash Data Analysis report from the Safety Advisory meeting. The areas studied were Mahomet, Bondville, Champaign, Urbana, Savoy, & Tolono. In the last 10 years, that have been about 33,000 total crashes with 156 fatalities. They are worried that crash data will be higher this year than past years. Different data in the report referred to the ages & genders of both the bikers & drivers, the time of day, the day of the week, & the month of the year.

There will also be an online map where people can report unsafe areas.

They will conduct a public engagement survey in the future. Different ways for public input to be heard can be at Park District events, social media, & QR code surveys on buses.

#### **H. Announcements**

Qiushi Huang said that with MTD moving out of Marketplace Mall, an alternative route east of Market Street is being discussed.

Susan Jones announced that tomorrow (5/21) is the Ride of Silence at 7 p.m. This ride is in honor of cyclists who have been injured or killed.

Keenan Portis announced that the Park District is having their third committee meeting for King Park on May 28th. They will present the draft master plan at Jettie Rhodes Day and will receive feedback at that time.

#### **I. Future Topics**

none

#### **I. Adjournment**

The meeting adjourned at 8:41 p.m.



City of Urbana  
400 S. Vine Street, Urbana, IL 61801  
[www.urbanaininois.us](http://www.urbanaininois.us)

**MEMORANDUM FROM THE OFFICE OF THE MAYOR TO THE CITY COUNCIL**

**Meeting:** July 28, 2025, City Council Meeting  
**Subject:** Staff Appointment

**Summary**

*Action Requested*

City Council is asked to approve Darius White as City Administrator until June 30, 2027.

*Brief Background*

The attached summary of job responsibilities and information on the appointee is provided to the City Council as information to support the Mayor’s recommended appointment.

**Relationship to City Services and Priorities**

*Impact on Core Services*

Appointments made by the Mayor and approved by Council ensure that qualified individuals are placed in key leadership and operational roles, supporting effective governance, accountability, and continuity in the delivery of municipal services in line with community needs and policy goals.

*Strategic Goals & Plans*

N/A

*Previous Council Actions*

N/A

**Discussion**

*Recommendation*

City Council is asked to approve Darius White as City Administrator until June 30, 2027.

**Attachments**

- 1. Mayoral Appointment Information

Originated by: Kate Levy, Executive Coordinator  
Reviewed by: Elizabeth Hannan, Interim City Administrator  
Approved: DeShawn Williams, Mayor

Executive Department

City Administrator

**DARIUS WHITE**

Job Summary

The City Administrator is a highly-responsible position that serves under the general direction of the Mayor and is responsible for planning, directing, managing and overseeing the activities and operations of the City of Urbana including the Police, Fire, Public Works, Human Resources and Finance, Community Development Services, and Executive departments; assisting with policy development; implementing policy decisions made by the Mayor and City Council; and facilitating the development, implementation and continual evaluation of the City's strategic plan. The position requires consistent demonstration of superior resourcefulness, self-motivation, emotional intelligence, interpersonal skills, and analytical abilities.

**Darius White** has experience working in and across an array of public, private, and nonprofit sectors managing an array of teams, budgets, and projects to build and enhance sustainable community growth and improvement. He most recently served as the Senior Regional Economic Development Manager for the State of Illinois Department of Commerce and Economic Opportunity, where he was the primary point of contact for businesses, local government agencies, and economic development organizations across East Central Illinois in offering and managing strategic projects related to business attraction, expansion, and retention, and where his work involved collaboration with legislators, academic institutions, and workforce partners to promote economic growth and infrastructure development. Darius' previous roles also include professional experience in various economic development roles at the University of Illinois and the City of Urbana, and he formerly served as the Executive Director of the Urbana Business Association. He holds a Master of Science in Management and a Bachelor of Science in Human Services and Community Leadership; he holds a Professional Community and Economic Developer Certification from the Community Development Institute.