



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: Mayor Diane Wolfe Marlin and City Council Members
FROM: Lorrie Pearson, AICP, Community Development Services Director
Lily Wilcock, Planner I
DATE: August 6, 2020
SUBJECT: **An Ordinance Approving an Amendment to the 2005 Comprehensive Plan**
(Urbana Pedestrian Master Plan / Plan Case 2401-CP-20)

Supplemental Memorandum

On July 20, 2020, the Committee of the Whole considered an amendment to the 2005 Comprehensive Plan to incorporate the Urbana Pedestrian Master Plan. The plan provides guidance to improve walking¹ in Urbana, and was guided by community input and best planning practices. During the meeting, the Committee discussed changing sections of the plan pertaining to brick sidewalks.

The draft Pedestrian Plan, as recommended by staff, originally recommended that the City consider changing one category of the default policy for reconstructing some brick sidewalks. After the Committee meeting, staff worked with Council Members Roberts and Wu to change the language of the plan based on the Committee's discussion and on public input. While the original Pedestrian Plan was clear and concise, staff recommends accepting the new language. The new language (see Exhibit A) removes any specific policy change and recommends further discussing maintenance and preservation of brick sidewalks. In addition to updating the recommendation about the policy change, the new draft identifies commissions that can help identify grant funding for implementation efforts, and a potential volunteer-led sidewalk reconstruction program.

Attachments: Exhibit A: Revised Pages in Pedestrian Plan

Please see <https://www.urbanaininois.us/node/8460> for July 20, 2020, Memorandum and Exhibits

The draft Urbana Pedestrian Master Plan can be found online at <https://www.urbanaininois.us/pedmasterplan>. The Pedestrian Plan is not being printed due to the size of the document.

CC: Shannon Beranek, Civil Engineer I

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

ORDINANCE NO. 2020-07-039

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

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

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

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

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

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

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

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

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

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

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

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

Section 1.

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

Section 2.

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

Section 3.

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

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

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

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

AYES:

NAYS:

ABSTENTIONS:

Phyllis D. Clark, City Clerk

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

Diane Wolfe Marlin, Mayor

CERTIFICATE OF PUBLICATION IN PAMPHLET FORM

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

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

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

URBANA PEDESTRIAN PLAN | Recommendations

Brick Sidewalks

There is significant interest in Urbana concerning brick sidewalks. Some people have expressed concerns that inadequate maintenance, encroaching grass and weeds, and up-heaved bricks are hazardous to people walking and people in wheelchairs. Others have indicated that brick sidewalks contribute to the historic character of Urbana's older neighborhoods and should be retained and preserved. The City of Urbana should consider making changes to the brick sidewalk reconstruction policy¹ to help address concerns about brick sidewalk maintenance and preservation.

Any changes to the brick sidewalk policy would need to be considered by City Council, staff, and residents, and a new ordinance would need to be adopted for changes to take effect. The process to consider changing the policy² must include extensive public input, including discussion at the Historic Preservation Commission (HPC) and the Bicycle and Pedestrian Advisory Commission (BPAC).

Map 6-49 includes a map and information from the City of Urbana Capital Improvement Plan about the City's Brick Sidewalk Program.³

¹ City Code (Sec. 20-504).

² Ordinance 2002-02-014, as amended.

³ The Brick Sidewalk Program was adopted by City Council in 2002 (Ordinance 2002-07-049) and is part of City Code (Sec. 20-504).



FIGURE 6-11 Brick sidewalk upheaved by tree roots on Elm Street in Historic East Urbana



FIGURE 6-12 Brick sidewalk closed for repair on Maple Street in Historic East Urbana



FIGURE 6-13 Brick sidewalk overgrown with grass on Birch Street in West Urbana

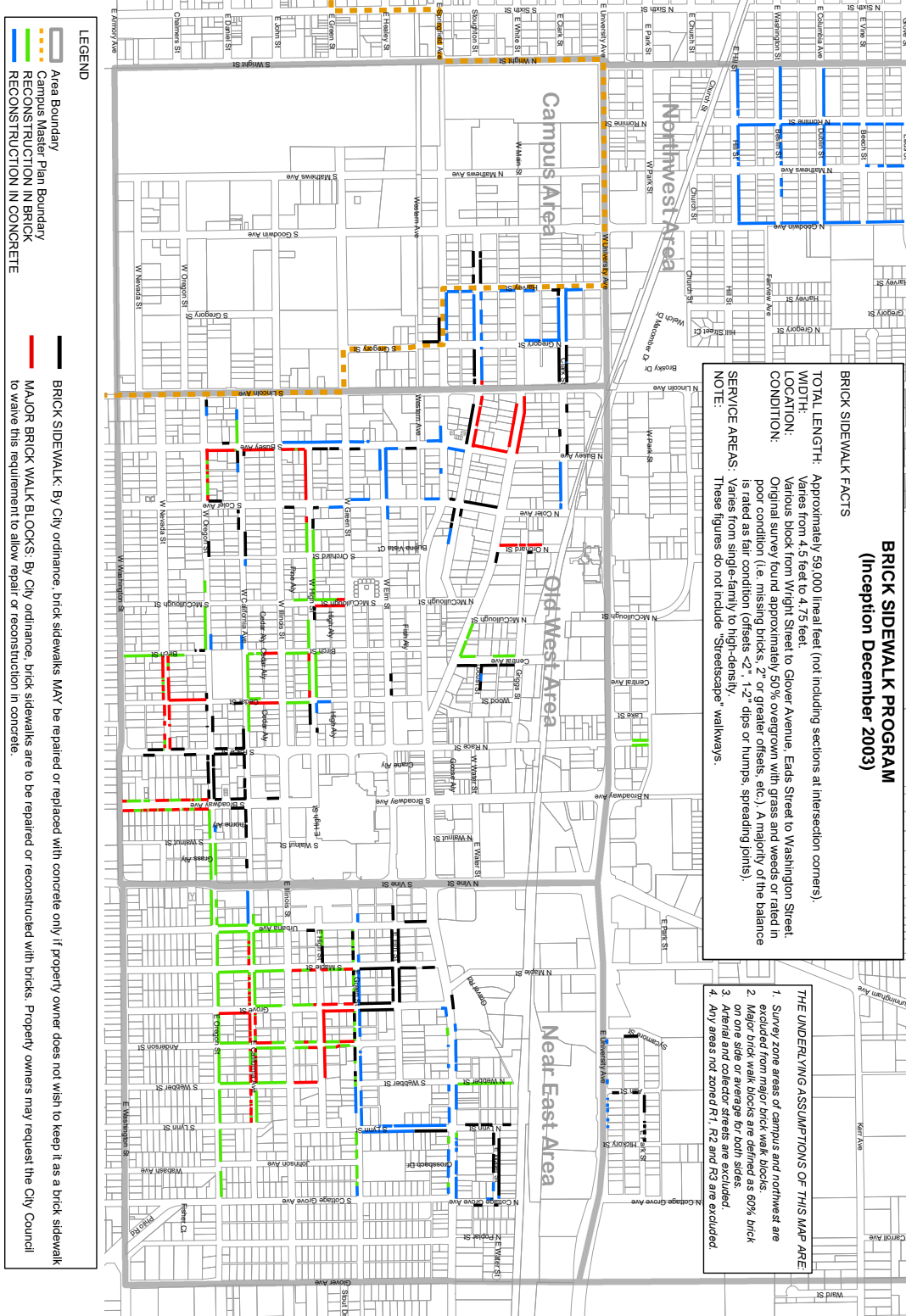


FIGURE I
EXISTING BRICK SIDEWALKS

URBANA PEDESTRIAN PLAN | Implementation

FUNDING SOURCES

Maintaining the sidewalk network in good condition and ensuring that features comply with PROWAG standards involves considerable expense for the City of Urbana and other local agencies. Communities across the United States have employed a variety of tools to fund sidewalk maintenance and improvements, including:

- Bonds
- Special assessments
- Sidewalk millage
- Sales tax
- Property tax levies
- Federal programs

The sections that follow describe each of these funding sources and provide examples of communities that have used them to pay for sidewalk improvements. The referenced sources provide further information about how these programs have been used to fund sidewalk construction and maintenance. Programs to construct shared-use paths are also discussed.

The Bicycle and Pedestrian Advisory Commission (BPAC), CCRPC, and the Historic Preservation Commission (HPC) should assist the City in identifying grant funding opportunities to help maintain and repair Urbana's historic brick sidewalks, in accordance with overall City needs and priorities.

The City of Urbana should consider creating a program to allow volunteers to assist in repairing and relaying damaged brick sidewalks. If such a program is implemented, the City should provide oversight and materials to assist these volunteer efforts.

Bonds

Local governments can sell municipal bonds to raise revenue for large capital expenses, such as installation or replacement of sidewalks. The bonds are paid off over a predetermined period of time, usually corresponding to the projected life of the infrastructure. General obligation

bonds, the most common type, are paid from the municipality's general tax revenue.

Boulder, CO

In 2011, Boulder, Colorado's Capital Improvements Bond for the West Pearl Streetscape Improvements was approved by voters with an estimated project cost of \$1 million.¹ Improvements included widening sidewalks to accommodate patio seating, bus stops, American with Disabilities Act compliance measures and sidewalk amenities. Also in 2011, Boulder voters approved a capital improvement bond of up to \$49 million to finance transportation projects, including sidewalk replacement.²

Durham, NC

Voters in Durham, North Carolina approved two bond measures, in 2005 and 2007. Together, they raised \$8.45 million, or about 86 percent of the city's funding for sidewalks, for sidewalk replacement and ADA improvements.³

Lee's Summit, MO

The City of Lee's Summit, Missouri raised almost \$12 million in general obligation bonds to fund sidewalk and curb ramp construction and replacement.⁴ Recommendations for allocating the funding were part of the City's Public Sidewalk Inventory Analysis Report, as were recommendations for new bond funding.⁵

1 "West Pearl Streetscape Improvements: Public Open House Meeting," City of Boulder, July 30, 2013, <https://www-static.bouldercolorado.gov/docs/west-pearl-streetscape-improvements-meeting-presentation-1-201307300847.pdf>.

2 "A Guide for Maintaining Pedestrian Facilities for Enhanced Safety Research Report," Federal Highway Administration, 2013, http://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/research_report/chap2f.cfm.

3 "A Guide for Maintaining Pedestrian Facilities."

4 "A Guide for Maintaining Pedestrian Facilities."

5 "Public Sidewalk Inventory Analysis Report," Burnes & McDonnell Engineering, August, 2009, <http://assessment.walkfriendly.org/fileupload/Sidewalk%20Action%20Plan1.pdf>.