

**URBANA CITY COUNCIL  
MEETING OF COMMITTEE OF THE WHOLE  
AGENDA  
(Laura Huth, Chair)**

**DATE:** Monday, June 11, 2001  
**TIME:** 7:30 P.M.  
**LOCATION:** Urbana City Council Chambers  
400 South Vine Street

**AGENDA:**

1. Call to Order and Roll Call
2. Additions to the Agenda and Staff Report
3. Minutes of the Previous Meeting
4. Public Input
5. Library Expansion – Direction to Architects
6. Don Moyer’s Boys Club Funding Proposal (Lakeside Terrace Technologies Center)
7. Tenant-Based Rent Assistance Program Report
8. Ordinance No. 2001-06-060: An Ordinance Amending Section 22-45 of the Urbana City Code to Temporarily Reduce the Utility Tax With Respect to Natural Gas
9. Discussion: Taxicab Ordinance Fee Changes
10. West Urbana Neighborhood Parking Focus Group Presentation
11. Public Input – West Urbana Parking
12. Adjournment

June 6, 2001

To: Urbana City Council  
Urbana Free Library Board  
Library Foundation Board

From: Tod Satterthwaite, Mayor  
Michael Stevenson, Chair, Library Board  
Rupert Evans, Chair, Library Foundation Board  
Esther Patt, City Council member  
Kermit Harden, Library Foundation Board member, Campaign Chair  
Fred Schlipf, Library Director  
Bruce Walden, CAO, City of Urbana

Re: Direction to Architects regarding the Library Expansion Project

**BACKGROUND:** With the groundbreaking of the library expansion scheduled for the Spring of 2002, the architects, Isaksen & Glerum, need to know the size and scope of the project around June 1, 2001. This will allow for sufficient time to do the architectural drawings and go through the construction bidding process. With this timeframe in mind, a meeting of the City officials, Library Board officials and Foundation Board members listed above was held to discuss what direction should be given to the architects.

Last year, a funding plan for the library expansion was approved that included a range of costs for the project from \$6.1 million to \$6.85 million based on the success of the Foundation in raising private funds. The \$6.1 million project envisions \$4.25 million from City funds, \$1.5 million from the Foundation and \$350,000 from State funds. The \$6.85 million project envisions \$4.5 million from City funds, \$2 million from the Foundation and \$350,000 in State funds.

**DISCUSSION:** The support from the community to the library expansion project has been very strong. The Library Foundation has made significant progress towards its goal of \$2 million. Recently, contributions in the form of donations and pledges reached the \$1.2 million mark with many fundraising calls and activities yet to be made. Foundation Board members feel that the \$2 million goal is within reach considering that there is a year to go before the scheduled groundbreaking. While many potential large donors have been contacted, the Foundation does not want to rule out the possibility of receiving a

substantial gift, which would enable the library expansion to exceed the scope of the \$6.85 million project. Therefore, they asked that the direction to the architects allow for the maximum flexibility possible, realizing that plans will need to be finalized by this fall.

While the space in the Winkelmann building is utilized in the current library expansion plans, it will likely be demolished at some point in the future. The Tepper building to the west of the Library is currently privately owned, but will likely be acquired at some point for future library uses. The library expansion plans should be flexible enough to change easily if either of these two events occurs.

**RECOMMENDATION:**

1. Begin construction next spring on the \$6,850,000 library expansion project since there is general optimism that the fund raising goal of \$2 million can be met.
2. Contract for services that begin architectural plans in June for the \$6,850,000 project with the following additional direction:
  - a. Design and programming plan **must** accommodate future demolition of the Winkelmann building without disruption and easy adaptability
  - b. Design must accommodate future expansion onto Tepper site.
  - c. Contract should specify costs or delays, if any, for a major design shift on or before October 13, 2001.

**DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES  
ADMINISTRATION AND PLANNING DIVISION  
M E M O R A N D U M**



**TO: Bruce K. Walden, Chief Administrative Officer**  
**FROM: Bob Grewe, AICP, Manager, Grants Manager Division**  
**DATE: June 6, 2001**  
**RE: Survey/Evaluation of City's Tenant Based Rent Assistance (TBRA) Program, completed by local transitional housing providers.**

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Brief Description of the Issue

Council requested a survey/evaluation of the Tenant Based Rent Assistance (TBRA) Program. A copy of the survey results is attached.

Identification of the Issue(s) and Any Approvals Required

The issue before City Council is whether to consider any policy changes to the TBRA Program.

Background/Facts

The Tenant-Based Rent Assistance Program is administered with HOME funding from HUD and is designed to help clients transition from Transitional Housing Programs to independent living arrangements.

Funding in the amount of \$35,000 is still available for the TBRA program.

Fiscal Impact

Policy changes would have no effect on the City's General Fund as these moneys have been budgeted through the HOME program.

Recommendation

Community Development Services staff recommends the following:

- Develop a poster to advertise the TBRA program that can be displayed in transitional housing facilities (copy included).
- Focus on briefing Americorps case managers, rather than providing TBRA information to the transitional housing facilities/organizations.
- Enroll adequate number of clients to utilize the remaining TBRA funds.
- Continue dialogue with transitional housing providers to determine if subsequent funding for a TBRA Program would be of value.

Prepared by:

Bob Grewe, AICP, Manager  
Grants Management Division

# SURVEY RESULTS SUMMARY

The following is summary of the results of a survey conducted by Ella Coleman, Transitional Housing Coordinator. Ella managed to get 100% participation in the survey.

## Tenant Based Rent Assistance Survey

This survey is intended to get general feedback from agencies, case managers, Americorps, advocates and others who work with individuals or families living in Transitional Housing Programs. Please circle the one that applies: **Center for Women in Transition, A Woman's Place, Salvation Army Transitional Housing, SAFE House for Men, SAFE House for Women, Champaign House, TIMES Center, Restoration Urban Ministries.**

- 1) Are you familiar with the City of Urbana  
**Tenant Based Rent Assistance Program?** Yes - 29 No - 15
- 2) Are your clients made aware of the existing **TBRA**  
Program? Yes - 21 No - 17
- 3) Are you familiar with the guidelines that govern the **TBRA**? Yes - 17 No - 21
- 4) Have you ever referred clients for **TBRA**? Yes - 20 No - 19
- 5) To the best of your knowledge, have any of the clients  
you referred received an interview from the **TBRA**  
Coordinator or Housing Authority of Champaign County? Yes - 13 No - 25
- 6) Were any of your clients issued a (**TBRA**) coupon to find  
housing in the city limits of Urbana? Yes - 5 No - 29
- 7) If yes, did your clients face obstacles searching for housing,  
locating housing or securing housing with a **TBRA** coupon? Yes - 4 No - 18
- 8) Briefly report on any comments, criticisms or observations  
the client made regarding the programs process or procedure  
related to **TBRA**.
  - TBRA requires evidenced stability, which most of our clients are unable to exhibit.
  - Have worked with the program, wonderful resource.
  - I have referenced clients but never heard anything back from them.
  - Waiting period after placing application is too long.
  - Too hard.
  - I've heard of it, but haven't used it.
  - There is never any opening in the program. Also the program needs more one on one and hands holding.
  - Many of our clients go to group homes or CCHA
  - Most of people I referred never checked back for information. Personally think the program is wonderful for people who need to improve their lives.
  - It is a great program and it needs to be able serve more people.

- TBRA is so often full that I generally do not refer clients.
- Hassle free and easy to apply for.
- Inspection took to long to arrange. Landlord didn't want to wait 3 weeks. Clients didn't want to move to Urbana-children in school in Champaign. Background checks for felonies and outstanding power bills made clients ineligible.
- Clients had difficulty finding an apartment, especially larger families. Landlords not willing to accept voucher.
- Client didn't want to work with case manager-wanted autonomy and privacy.
- Nothing concerning the program, but ability to find a landlord that would accept the client and his history.
- Most clients generally unaware of TBRA.
- Clients probably do not follow up with recommendations.
- None. Not enough assistance moving/relocating.
- (Their options identified reunited with family?)

9) Do you have a suggestion on how we, City of Urbana Grants Management Division, can better assist clients with (TBRA) after participants successfully complete a Transitional Housing Program? Briefly explain.

- More advertisement of the program.
- I think there should be a (follow?) plan in the clients.
- Hire more case managers that are more resourceful and not burned up.
- I think by the time a client successfully completes the program they would have gained the necessary skills for success.
- Few of mine actually come from transitional situation.
- Expand program.
- I do not think the Shelters (Transitional) are as well informed about the program. Information needs to be made available at that level. Posters and phone numbers might be good.
- Ensure that Americorps members receive thorough training on TBRA.
- Advertise
- Develop a poster that transitional housing facilities can post in their agencies.

10) Would you or your agency be interested in hearing more about TBRA

by **attending** or **hosting** an informational session on the program? (Circle one)

Hosting – A

Woman's Place

Attending – A Woman's Place

Hosting - Provena Mental Health

Hosting – AWP

Attending –Salvation Army

Attending and Hosting CWIT

Attending – Times Center

Hosting – Restoration Urban Ministries

Agency

Date

\* Would it be helpful to provide a poster for your agency with information

to explain Tenant Based Rent Assistance for your clients? Yes – 25 No - 0

M E M O R A N D U M

TO: Chief Administrative Officer

FROM: Comptroller

RE: Utility Tax

DATE: June 11, 2001

As requested by the City Council, approval of the attached ordinance will reduce the City's utility tax on natural gas to 3.25% from the current 5% for a period of 12 months beginning July 6, 2001.

The rate of 3.25% will return to the taxpayers an amount equal to the additional taxes paid over the past 12 months due to the unusual price increases in natural gas (80% increase over last year). I estimate that the City will receive \$420,380 from the 3.25% rate on natural gas during next fiscal year. This amount is approximately equal to the amount received before the price increases adjusted for inflation.

I will be monitoring and reporting natural gas prices during the coming cold months.

ORDINANCE NO. 2001-06-060

AN ORDINANCE AMENDING SECTION 22-45 OF THE URBANA CITY CODE TO TEMPORARILY REDUCE THE UTILITY TAX WITH RESPECT TO NATURAL GAS

WHEREAS, it has been determined by the Urbana City Council that, due to the unexpected raise in the price of natural gas, the utility taxes paid on the consumption of natural gas has far exceeded the amount of revenue intended to be raised by such tax; and

WHEREAS, the Urbana City Council has determined that it is in the best interests of the City and the citizens herein to correct such inadvertent excess taxation by temporarily reducing the utility tax rate on natural gas for a period of one (1) year.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF URBANA, ILLINOIS:

Section 1. That Section 22-45(c)(1) is hereby amended effective 12:01 a.m. on July 7, 2001 to change the rate of tax from 5% to 3.25% effective only until and including July 6, 2002, at which point, the effective of this ordinance shall be automatically canceled and the tax rate restored to 5%.

Section 2. That the Comptroller is directed to notify Illinois Power Company in May, 2002, that the tax rate of 5% is restored effective July 7, 2002.

PASSED by the City Council this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

AYES:

NAYS:

ABSTAINS:

\_\_\_\_\_  
Phyllis D. Clark, City Clerk

APPROVED by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Tod Satterthwaite, Mayor





**FINANCE DEPARTMENT  
MUNICIPAL COLLECTOR'S DIVISION  
M E M O R A N D U M**

**TO:** Bruce Walden, Chief Administrative Officer  
**FROM:** Delora Siebrecht, Office Manager  
**DATE:** June 4, 2001  
**RE:** Taxicab Company Licensing (Section 26-82) Schedule of Rates

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Brief Description of the item

Currently the ordinance governing the licensing of taxicab/limousine businesses requires companies modifying their rates to file a new rate structure with the city clerk forty days prior to the date the new rates becoming effective.

Identification of the Issues and any approvals required

The ordinance requires taxi companies to file rate schedules with the city clerk's office that are then made available for public inspection. The city clerk then sends a copy of the rate schedule to each member of the City Council. The rates become effective in forty days unless the City Council passes an ordinance disapproving the modified rate schedule.

The City of Champaign has a similar ordinance that requires rates to be on file ten days with the City Clerk before becoming effective. They do not mail the rate schedule to city council members and their ordinance does not provide for a disapproval process..

City Council action is required to make any change in the ordinance governing taxi rate schedules.

Options and Consequences

1. Change Urbana's ordinance covering taxi rate schedules to match City of Champaign's ordinance governing taxi rate schedules (no council notification or disapproval process, 10 day waiting period).
2. Change Urbana's ordinance from the current 40 day waiting period to a shorter waiting period (taxi cab company requested 10 days) and remove the council disapproval process (council would still receive notification and copy of changes).
3. Change Urbana's ordinance from a 40 day waiting period to a shorter waiting period (notification and disapproval process stays same).

If no change is made, the possibility exists that rates charged in Urbana could be different than those charged in Champaign for the thirty day period between each city's effective dates.

Recommendation

Choice of option depends on whether Council wants to continue reviewing the rates charged by taxicab/limousine businesses.



## MEMORANDUM

**TO:** Bruce Walden, Chief Administrative Officer  
**FROM:** William Gray, Public Works Director  
N. Patrick Pioletti, Facilities Manager  
**DATE:** June 8, 2001  
**RE:** Mayor's Focus Group on West Urbana Neighborhood Parking

### Introduction

In response to neighborhood issues and resident concerns about on street parking in West Urbana, Mayor Satterthwaite appointed a Focus Group to study the problem and report back with possible solutions. This group has been meeting regularly since last fall, and the results of those meetings are contained in the attached report.

### Background/Discussion

Several staff persons and two City Council Members attended the meetings regularly. This format allowed for a great deal of information to be shared with the residents present and in the end provided a better understanding of the problems and their related solution. Each issue identified in the report received a considerable amount of discussion and attention.

Solutions proved to be very complicated, due to the inter-related nature of all problems. For instance, it is difficult to make parking inconvenient for non-residents without further inconveniencing the residents and possibly increasing the cost of providing the service. The initial issue that stimulated the formation of this group was commuter parking, but during the course of the meetings and discussions, the primary source of irritation for the residents changed to the sheer density of parking in the western portion of the zone. This problem is not necessarily related to commuters, but rather is centered upon the total number of resident-only permits sold compared to the number of available on street spaces in a given block. The discussions actually generated a workable solution to the commuter parking issue, but the focus group went in a different direction. It is for this reason that the group was unable to form any solid recommendations, opting instead for offering a vote tally on a series of questions pertaining to the problems.

Even though the focus group did not conclude with any firm recommendations, there are still some valuable and relatively painless problem-solving steps that can be taken to improve the overall situation. There was more or less uniform support for parking enforcement to be increased so as to cover more of the day, to demark the driveway entrances, and to modify our ordinances as necessary to provide a deterrent for those who seek to obtain permits on a fraudulent basis. Other problems require more discussion of alternatives and a better sampling of neighborhood opinions.

### Alternatives

- #1 Do nothing. The area has a permit program in place now that can continue as is.
- #2 Do nothing to the permit program but increase enforcement in accordance with the Police Department plan (copy attached). Since blocked drives, sidewalks, and yellow zone violations are a primary source of irritation and impacts safety for residents of the area, extended enforcement will help to resolve that problem.
- #3 Implement commuter parking restrictions. Since commuter parking was the issue that originally started this entire process, it may be prudent to install additional restrictions 8 AM until 3 PM from Lincoln to Orchard (permit parking for residents and visitors). This is not an ideal solution, but it will improve overall parking availability, particularly in light of projected U. of I. price increases that may serve to only worsen the commuter parking problem. This would also require implementation of an extended enforcement plan in order to be effective.
- #4 Paint driveway clearances on the pavement. By indicating the required clearances at each driveway, the occurrences of blocked and restricted will be lessened.
- #5 Provide further direction to staff based upon the identified issues and the list of questions contained in the report.

#### **Fiscal Impacts**

Increased enforcement costs are detailed on the attached memo. Pavement striping is estimated to be \$10,000 over the entire area—Lincoln to Race, Green to Florida.

#### **Recommendation**

It is recommended that enforcement be increased, pavement markings be added to demark driveway entrances, and an ordinance be approved that fines fraudulent permit holds. Additional recommendations may be made on the Committee of the Whole floor.

MAYOR'S FOCUS GROUP ON  
WEST URBANA NEIGHBORHOOD PARKING

**DRAFT REPORT**

Meeting regularly since October 2000, this focus group was formed in response to concerns with neighborhood parking in West Urbana. This in an area generally bounded by Lincoln Ave. on the west, Florida Ave. on the south, Green St. on the north, and Race St. on the east. Over the course of the last several months, this group has received input from interested residents, City staff, and professionals in the field to help in identifying possible solutions to several identified parking issues.

At the present time, this group is comprised of the following members:

<b>COMMITTEE MEMBERS</b>	<b>ADDRESS</b>	<b>PHONE</b>	<b>E-MAIL ADDRESS</b>
Deb Aronson	409 W. California St.	344-8508	<a href="mailto:aronsondeb@aol.com">aronsondeb@aol.com</a>
Abbie Broga	205 W. Indiana Ave.	344-4947	<a href="mailto:a-broga@uiuc.edu">a-broga@uiuc.edu</a>
Kevin Furman	610 W. Washington St., #2	344-3931	<a href="mailto:kfurman@students.uiuc.edu">kfurman@students.uiuc.edu</a>
Jennifer Hixson	209 W. Indiana Ave.	367-9852	<a href="mailto:hixsonje@cmi.k12.il.us">hixsonje@cmi.k12.il.us</a>
Sarah Kinsky	710 W. Ohio St.	367-7374	<a href="mailto:kinsky@uiuc.edu">kinsky@uiuc.edu</a>
Mark Leff	604 W. Washington St.	367-5687	<a href="mailto:m-leff@uiuc.edu">m-leff@uiuc.edu</a>
Sally Netter	710 W. Vermont Ave.	344-0499	<a href="mailto:Neige108@hotmail.com">Neige108@hotmail.com</a>
Hiram Paley	706 W. California Ave.	384-8165	<a href="mailto:paley@math.uiuc.edu">paley@math.uiuc.edu</a>
Ellen Siffin	711 W. Iowa St.		<a href="mailto:sarobreve@aol.com">sarobreve@aol.com</a>
Joel Super	713 W. Pennsylvania Ave.	328-5254	<a href="mailto:joelsuper@newmancenter.com">joelsuper@newmancenter.com</a>
Sandra Volk	504 W. Vermont Ave.	367-7664	<a href="mailto:s-volk2@uiuc.edu">s-volk2@uiuc.edu</a>

<b>PARTICIPATING ELECTED OFFICIALS</b>	<b>CITY STAFF</b>
<p>Tod Satterthwaite, Mayor</p> <p>Carolyn Kearns, Council Member Ward 4</p> <p>Esther Patt, Council Member Ward 1</p>	<p>Eddie Adair, Police Chief</p> <p>Shawn Crowley, Parking Enforcement Suprvsr.</p> <p>Bill Gray, Public Works Director</p> <p>Pat Pioletti, Public Facilities Manager</p> <p>Tim Ross, Planner</p> <p>Delora Siebrecht, Finance Supervisor</p>

**Background**

Currently this neighborhood is the only one in all of Urbana that, due to internal and external factors, requires the purchase of a permit in order to park a car on the street overnight. Cars without such a permit are subject to the "No Parking" restriction in place from 3:00 AM to 10:00 AM, Monday through Friday. It should be noted that purchase of the permit does not constitute permission to violate the City's 72-hour parking rule. The cost of the permit is \$135.00 per year, and was originally put in place to prevent the streets in this zone from becoming a storage area for non-resident cars. This program, initiated in August 1975, has only undergone minor alterations since its inception.

**Issues**

The Focus Group dedicated the first two meetings to identifying the issues and the order in which they would subsequently be discussed. The following represents those issues so identified.

**Congestion**

Congestion in the area is considerable in the portion nearest Lincoln Avenue. Of the 421 permits sold in the entire area, 277 are for properties located between Busey and Lincoln, 73 are sold between Busey and Coler, with 29 sold between Coler and Orchard, leaving only 42 sold from Orchard to Race (see Attachment A). This is a clear indication that, because on-street parking is in such demand, residents who purchase permits aren't necessarily able to park in front of, or even near their homes.

**Commuter Parking**

The congestion in this neighborhood is significant after 10:00 AM, especially nearest to Lincoln Ave. The situation is that University faculty, staff, students, and visitors move their cars into this neighborhood after the current 10:00 AM restriction is lifted so that they may park for free. This is a different group of people than those visitors to residents. The commuter group stays all day, effectively filling up all available spaces closest to campus.

**Enforcement Issues**

Several residents complain about parked cars blocking driveways, sidewalks, intersections (visibility), and utilizing unimproved surfaces in yards. This is a problem perpetrated by repeat offenders and first timers alike.

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 EQUIPMENT SERVICES · OPERATIONS · PUBLIC FACILITIES

The parking enforcement division is diligent in issuing tickets to deter offenders, but routine patrols cease after the 10:00 AM restriction expires.

Multiple Occupancy

This neighborhood contains several multiple occupancy structures including Fraternities, Sororities, apartments, and rooming houses that present their own set of problems. The occupants of these dwellings are residents of the area and therefore are eligible to purchase permits, but because there is insufficient off-street parking at each location, the on-street parking is at a very high premium. This adds to the congestion in the western portion of the zone.

Trash Near Urbana High School

Citizens near the high school complain about the trash that the students leave in the street and on the parkways. Since the school district doesn't address the issue of adequate student parking, the students park in the neighborhood after the restriction is lifted. The littering occurs at lunch and at the end of the school day.

Fraudulent Permits

The current parking permit program is only open for residents of the zone to purchase permits. Some non-residents have produced fake leases and thereby purchased permits to which they are not entitled. Currently, ordinances prohibit and fine someone who produces a counterfeit permit but, besides revocation of the illegitimate permits, the ordinance contains no other penalty or deterrent.

Safety

The focus group is generally concerned with the safety of residents and don't wish to create an unsafe condition due to increased walking distances from newly implemented parking solutions.

**Proposed Solutions**

The Focus Group members debated the aforementioned issues and discussed a number of possible deterrents to each. In the end, the members of the Focus Group were not comfortable in proposing specific solutions, but rather opted for an opinion survey of those present to provide feedback to the Mayor and City Council. The following list of questions indicates the feeling of the members in terms of addressing each issue.

<b><u>MAYOR'S FOCUS GROUP ON WEST URBANA NEIGHBORHOOD PARKING</u></b>	
<b><u>QUESTIONS PRESENTED FOR DISCUSSION</u></b>	
<b>April 25, 2001</b>	
<b>If an overnight parking permit program is to remain in place, should the price of the permit be increased (to provide a further deterrent) from the current level of \$135.00/year?</b>	<b>YES <u>8</u> NO <u>1</u> AB <u>   </u></b>
<b>If the price is increased, should the new price be the same as that charged by the University of Illinois?</b>	<b>YES <u>0</u> NO <u>9</u> AB <u>   </u></b>

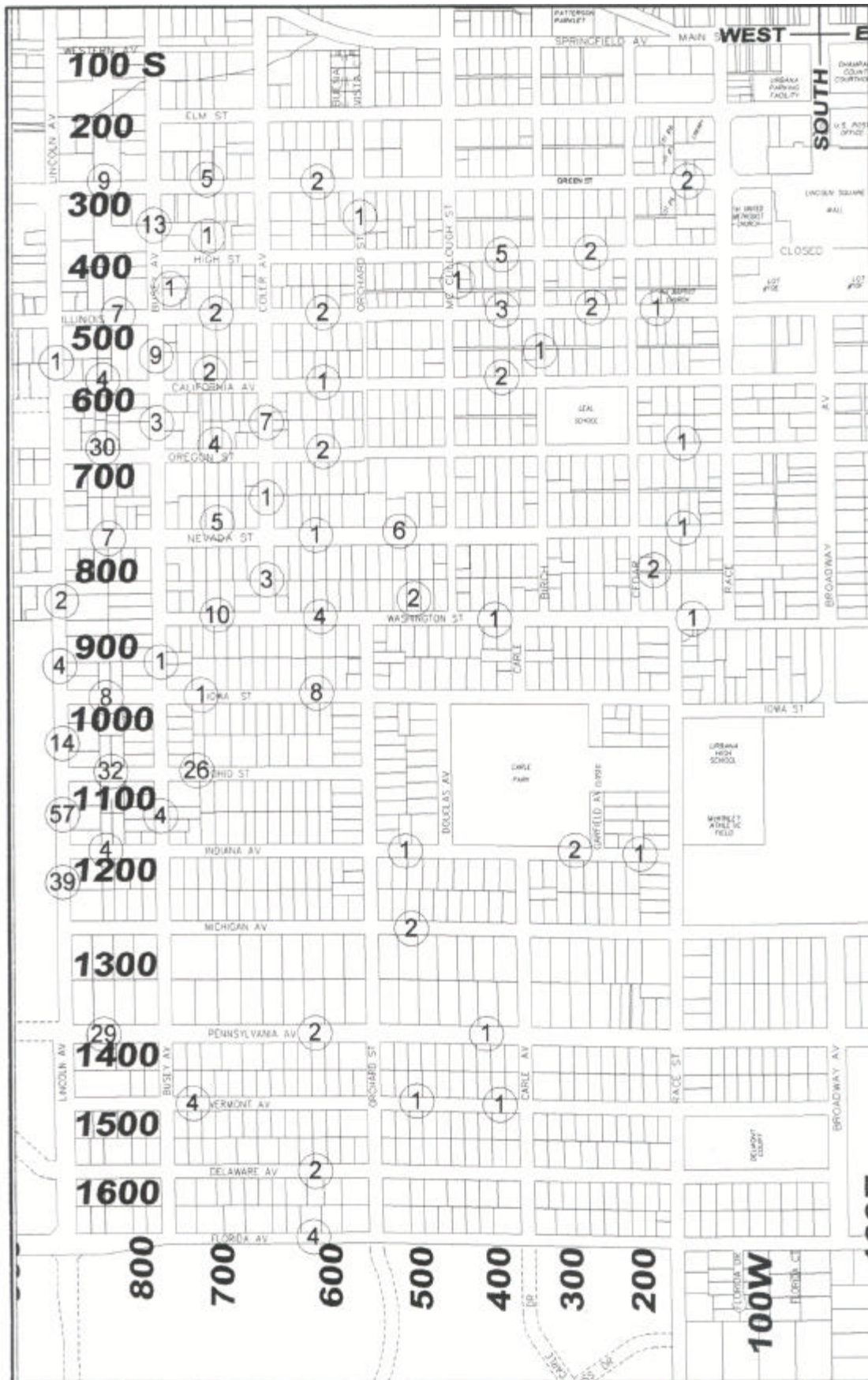
<b>MAYOR'S FOCUS GROUP ON WEST URBANA NEIGHBORHOOD PARKING</b>	
<b><u>QUESTIONS PRESENTED FOR DISCUSSION</u></b>	
<b>April 25, 2001</b>	
<b>If the price is increased, should the new price be set above that charged by the University of Illinois?</b>	<b>YES <u>9</u> NO <u>0</u> AB <u>   </u></b>
<b>If a new price for overnight parking permits is established, should construction and medical permits remain free?</b>	<b>YES <u>9</u> NO <u>0</u> AB <u>   </u></b>
<b>Should the temporary (visitor) permit remain the same price, but should the number available per address per year be limited to avoid abuse of the system?</b>	<b>YES <u>9</u> NO <u>0</u> AB <u>   </u></b>
<b>Should a daytime parking permit program be established to further deter commuter parking past the current 10 a.m. deadline?</b>	<b>YES <u>9</u> NO <u>0</u> AB <u>   </u></b>
<b>If so, should it be applied over the entire zone?</b>	<b>YES <u>9</u> NO <u>0</u> AB <u>   </u></b>
<b>Should the price of a daytime parking permit be set at \$15.00 per year per vehicle?</b>	<b>YES <u>7</u> NO <u>0</u> AB <u>2</u></b>
<b>Should the City extend the current program of posting temporary no parking for purposes of street maintenance, from Orchard Street east to Race Street?</b>	<b>YES <u>9</u> NO <u>0</u> AB <u>   </u></b>
<b>Should the current restriction limit of 3 a.m. be adjusted to:</b>	<b>Midnight? <u>  2  </u></b> <b>1:00 a.m.? <u>  1  </u></b> <b>2:00 a.m.? <u>  5  </u></b> <b>Remain the same? <u>1</u></b>

<b>MAYOR'S FOCUS GROUP ON WEST URBANA NEIGHBORHOOD PARKING</b>	
<b><u>QUESTIONS PRESENTED FOR DISCUSSION</u></b>	
<b>May 2, 2001</b>	
If a daytime permit parking program is initiated for the entire zone, should two-hour visitor parking be established around Carle Park?	YES <u>8</u> NO <u>0</u> AB <u>   </u>
If a daytime permit program is put in place, should the restriction for overnight parking end at 8:00 a.m.? (This would be applicable to those who choose not to purchase daytime permits.)	YES <u>7</u> NO <u>1</u> AB <u>   </u>
Should the City devise a plan to limit the number of overnight permits available for purchase?	YES <u>4</u> NO <u>3</u> AB <u>1</u>
Should the City delineate the driveway openings and required clearances in order to reduce the number of blocked or constricted driveways?	YES <u>7</u> NO <u>1</u> AB <u>   </u>
Should the City prohibit the sale of overnight permits to certain types of vehicles because of the size of the vehicle and the potential visibility obstructions?	YES <u>0</u> NO <u>7</u> AB <u>1</u>
Should the City legislate fines as a deterrent to people who seek to obtain permits fraudulently?	YES <u>8</u> NO <u>0</u> AB <u>   </u>
Should the City legislate progressive parking fines for repeat offenders?	YES <u>8</u> NO <u>0</u> AB <u>   </u>
Should the City extend the hours of regular parking enforcement patrols to cover the entire workday, even if a daytime permit program is not instituted?	YES <u>6</u> NO <u>2</u> AB <u>   </u>
Should the City develop a program for extending hours of parking enforcement to evenings and weekends?	YES <u>6</u> NO <u>2</u> AB <u>   </u>

**Conclusion**

The information gathered and the opinions expressed over the course of the last few months have been enlightening. Focus Group members have a different, better understanding of problems, solutions, and procedures than when they started. The clearest development is the knowledge that all of the identified issues are interrelated, and proposing solutions to the problems is complicated at best.





West Urbana  
 Neighborhood

[Attachment A]

City of Urbana  
 Public Works Department  
 Engineering Division

