



MEMORANDUM

TO: Mayor Laurel Lunt Prussing and Members of the City Council
FROM: William R. Gray, Public Works Director
DATE: August 12, 2010
RE: Olympian Drive Extension and Lincoln Avenue Project Update

The following activities have occurred and information obtained or disseminated in the last three weeks for your information. I will expand on these items at Monday night's Committee of the Whole meeting.

- Four roundtable meetings occurred recently, two on July 27th and two on July 29th. A roundtable meeting was held with interested stakeholders from businesses, another with residents/homeowners, another with area officials, and another with elected officials. Attached please find a listing of all comments received at the four roundtable meetings.
- The Olympian Drive Extension project website went live this past week. Attached please find a press release. The website address is: www.olympiandriveproject.com.
- The Olympian Drive Steering Committee responded to a recent letter to the editor. A response to this letter will be in this Sunday's News Gazette Commentary Section. See attached.
- This week I received word from IDOT that it would be possible to receive approval from Gary Hannig the Secretary of Transportation to move some portion of the Illinois Jobs Now \$5,000,000 to Lincoln Avenue. This action would be treated as a separate and new project by IDOT. In order for this approval to occur both sponsoring legislators (Jakobsson & Frerichs) would have to send support letters to Mr. Hannig making such a request. This assumes that the cities and county are in support of this action.

If approved, the City of Urbana would need to enter into a revised agreement with IDOT for Olympian Drive where the available dollars would be adjusted lower and a new agreement with IDOT for Lincoln Avenue in the amount to be determined.

For your information the preliminary costs for the Lincoln Avenue location study update (\$104,000), design engineering (\$234,000) and right-of-way acquisition (\$300,000) total \$638,000.

- On Thursday, August 19th the Champaign County Board will be discussing the Olympian Drive project. The purpose of this agenda item is for the County Engineer to disseminate information to the full county board about the project and its status.
- The next step in the public engagement process is a community roundtable meeting of all stakeholders to be held on Wednesday, August 25th at the Urbana Civic Center. Attached please find an invitation.

OLYMPIAN DRIVE EXTENSION

Stakeholder Roundtable Meeting for Property Owners Tuesday, July 27, 2010 at 5:00 p.m.

What are your expectations of the project and/or project team?

Process:

- Don't like the idea at all until I find more data
- To listen to our concerns and use this input in the final recommendation.
- A fair and open dialogue filled with respect for all stakeholders and open to ideas that include not building portions of OD now or ever and include a review of at least three options for connecting Lincoln to Olympian only. – Laura Huth
- I expect that we will not be listened to once again and the developers with money instead of the people who live in the cities, will build what they want
- Not to be bothered by traffic
- Safety and North roadway for cars and grain. Get cars off I-74
- Need to know the alignment from Route 45 west.

Design:

- To take Olympian Road to Route 45
- Will we be annexed into city? How much will our taxes increase and will we be given water-sewer, etc.?
- Stop at Lincoln Avenue

Impacts:

- That the new road will be an easy access from west to east and there will be enough intersections to get on and off
- That property owners will be given a fair price for their property they are going to lose.
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The project will be successful if _____.

Process:

- Keep your work from the past and move forward
- Maximizes the use of the \$5 million to fully study an Olympian-Lincoln connection providing the community with at least 3 options to consider for the connection. Shorter-term timeline for permanent job creation and tax revenues and business development (achievable with smaller project scope). 75% of community united behind an agreed upon project. – Laura Huth.

Impacts:

- Put it through a non-residential area
- The Olympian Road stops at Lincoln
- If it does not impact safety negatively and can positively re-route traffic in a better manner

Other:

- Expenses aren't over budget
- It hooks up to 45 to give access to Champaign-Urbana
- It is not built

What concerns do you have?

Impacts on property owners:

- Property values and taxes, water and sewer, increased traffic, city annexation, loss of privacy
- Tax increase!! More traffic (noise)
- Changes in lifestyle, more traffic, noise, etc.
- High volume traffic, crime rate increasing, loud music, fast driving.
- Where exactly is the road to US 45? How ill it impact me? What will speed limit be? What is planned zoning around the area?
- This will not hurt Prairie Fruit Farm only help with more people coming by.
- The contentious nature of project is harming community development and economic development efforts needlessly. Real unity is not being sought and must be for a successful project. – Laura Huth
- The study being used is too old to gain the public's trust and support. A lot has changed in our community in 13 years and a more complete update must be completed. Those speaking out with alternate ideas are not being adequately heard and sometimes treated with hostility and disrespect. – Laura Huth
- Zoning codes around the road and near residential property

Traffic and Access:

- Flooding
- Increase traffic, particularly truck traffic
- Lowered property values because development never comes
- Inability of emergency responders to distinguish quickly between Olympian Road and Olympian Drive
- Increased taxes because of annexation but no services provided
- Lowered quality of life
- We (state and feds) in heavy debt already. Cannot afford this project
- That the road gets built because it is very much needed
- Why don't you use Ford-Harris or Olympian Drive that currently exists west of 45.

- Increased traffic, increased noise. Using roads already in existence. Having an overpass over the railroad tracks to eliminate train and vehicle accidents and stopped trains blocking the road

What other community issues, developments or planning activities should the team consider?

- Would like road so open a project
- A vision for the area other than heavy/medium industrial including making the area a laboratory for “cottage industry” to build our local economy and create good, truly sustainable local jobs. – Laura Huth

Questions and verbal comments during design options presentation:

Typical section options: (The Location Study called for a typical open large grassed median section. The other option is a closed suburban smaller median with option of curb and gutter, still ditches on outside, and 35-foot reduction in right-of-way)

Q: Are these the only two options you are looking at?

A: Yes.

Q: You said only two-lanes will be built now so why are you showing four lanes.

A: We have to design the roadway for the future, which is four lanes. Any access points are set up to handle any of these two options.

Q: Why does there even have to be a median in the center?

A: To control access and for the addition of turn lanes for future development. The Windsor Road section east of Filo Road, years later Lincoln and Windsor decided to add turn lanes and that costs more. If we had had the raised grass median, it would have cost less to add turn lanes. Thus, the raised grassy median is less costly for future intersection.

Q: How come the bottom design can't have a lower median rather than a raised one?

A: A clear zone has to be free from any construction, because traffic can be close, the raised median helps to keep that separate.

Q: The Windsor Road grassy median is being done. How wide will it be?

A: 18 feet.

Additional Comments:

- If this is the design phase, then I see us having limited choices. Stating two-lane only your road impact becomes half.
- This question is hard to answer for people who do not want the traffic impact in the area.

Construction Staging – build all embankment at this time or construct only what is necessary for the first two lanes?

Q: You got to have the right-of-way so you are just messing us up two times.

After you build two lanes, what's another 35 feet for two more?

A: We would buy all of the right of way now in the event that we widen to four lanes.

Q: Are there drainage or flooding issues?

A: We can still provide the drainage that is necessary with just the two lanes. If just two lanes, there is no existing development so no additional runoff.

Bicycle Accommodations. Separate combined use path or widened shoulders or none at this time?

Q: IDOT does not require the bike path correct?

A: They require you to address it in each project, but a bike path is not required.

Q: I would think there would be some type of input regarding what the speeds will be and whether it would be safe for bicycles. Correct?

A: There is a table I looked at that shows type of bike path and what are its speeds, and how many cars travelling past. So we already have design criteria that give the design speed. It is 55 miles per hour posted speed for vehicles. The closed median, because of curb, can only have 45 miles per hour posted speed for vehicles.

Q: My son bicycles all the time. When will we have the north-south roads to accommodate the bicycle lanes so they have a safe way to get to Olympian Drive?

A: We will have a planned bike lane. As for the timeline, I would say in this area, closest timeline for beyond Airport, we do not know today.

Comments:

- We could justify building it if we had a timeline for when it will come. But we can't do that right now. So I'm writing down wide shoulders just so something is there and will minimize cost.
- Today cyclists can take Lincoln up north. I rode four miles last night and a truck about ran me over.

Pedestrian Accommodations. Located on backside of ditch, behind curb and gutter or none at this time?

The sidewalks and bike runs are mutually hand and hand, a combined use path. Cyclists and pedestrians are safer than the tons of steel out there.

Q: So you're saying if no federal funds for Lincoln, this would be a cost added up and above?

A: Lincoln is eligible for federal funds. You would have to reopen the planning process and you would have to identify the purpose of the project.

Q: What is the plan for Lincoln versus 45?

A: A few years ago, had to widen I-74 because of all the interchanges. Going over to 45 increases ability to handle traffic. If no Lincoln thrown into the mix, you can make this connection to US 45 with federal dollars already improved.

Q: Part of my objection to the road is that these job numbers will occur in Urbana. If Project X has to go in, for existing industry, is this a higher priority than B?

A: The Olympian Drive Steering Committee is dedicated to taking the order of phases you suggest for building the project very seriously.

Q: Entrances and exits will be off this new road from Lincoln. Any other roads?

A: There will be intersection at Lincoln, Willow Road, and planned potential access points every half mile as part of the controlled access.

Q: We should get over the railroad while we have a chance. Will it be an overpass?

A: Yes.

Comments:

- When talked about half-mile, the farms will have access. It's just not for development.
- If there is enough industry that appears, then you could build B.

Drainage detention. Should we create a basic detention area or a wetland detention area?

Q: From current Olympian Road to Olympian Drive, how much area is that?

A: I am going to guess a quarter of a mile.

Q: The detention/borrow area near Olympian Drive and Lincoln, are they fixed already?

A: No. Nothing says that they have to be located exactly there.

Q: The whole land area at Olympian road and Willow floods hugely. When you

put this in, are you impacting tiles? Drainage is a huge issue for us.
A: Drainage tiles will be addressed during construction and they will either be replaced under the roadway or allowed to outlet into the ditch.

Q: Are the detention borrow pits included in the land you want to purchase right now?

A: Yes.

Q: Would it affect wildlife like deer?

A: There will be deer crossing here like any other road.

Q: You are proposing right-of-way at 195 feet so now proposing 285 feet for detention/borrow pits?

A: Yes.

Roundabouts, specifically at Olympian Drive and North Lincoln Avenue.

Q: Why not revamp a road like Ford Harris that is not being used right now?

A: Development usually occurs on top of one another. Now you are talking about jumping development.

Q: Is that more urban sprawl, by leap frogging?

A: A public sanitary sewer is needed to support future growth that Champaign and Urbana are currently planning. These sewers are the driver for development. Sewers can serve the area we are talking about tonight. So that is the single most important reason why Ford Harris cannot support growth.

Q: Any Urbana future plans to go to Cottonwood?

A: We did a 130 corridor study, it is online if you want to read it. Ford Harris Road to Church Road. The woods, cemetery, future growth will always be rural-residential or farmland. High Cross Road will just be a two-lane road up there.

Q: So there is no beltline planned around Urbana like there is one planned for Champaign?

A: No.

OLYMPIAN DRIVE

EXTENSION

Stakeholder Roundtable Meeting for Business Owners Tuesday, July 27, 2010 at 12:00 p.m.

What are your expectations of the project and/or project team?

Process:

- Sensitivity to all interests
- Effective use of all sources, money
- Open process from team
- Job creation through managed growth
- A fair and open dialogue filled with respect for all stakeholders and open to ideas that include not building portions of OD now or ever and include a review of at least 3 options for connecting Lincoln to Olympian only.
- Completion of Olympian Drive
- Completion of N. Lincoln
- Move project forward to completion
- To extend Olympian Drive in next five years
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Design:

- Build bridge over railroad with long-term capacity in mind (i.e. four lanes not to save money)
- Extension of Lincoln Avenue and connection to new Olympian Drive
- To connect to US 45 from I-57 with approved design from 1997
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Other:

- To secure fair cost-sharing agreement among involved entities/municipalities
- To obtain federal funds to help pay for OD extension

The project will be successful if _____.

Process:

- Completed in five years, under/on budget

- Maximizes the use of the \$5 million to fully study an Olympian-Lincoln connection providing the community with at least three options to consider for the connection.
- Shorter-term timeline for permanent job creation and tax revenues and business development (achievable in smaller project scope)
- 75% of community united behind an agreed-upon project
- US 45 is connected to I-57
- A clear path to implementation is found

Impact:

- Completed and landowners and other stakeholders are happy with the outcome
- Completed in a manner that mitigates personal impacts and creates the opportunity for job creation and business development
- Impact to various interest groups is minimized as much as possible

What concerns do you have?

Impacted Property Owners:

- Landowners are treated fairly.
- That owners be fairly compensated for their land

Economic Development:

- The contentious nature of project is harming community development and economic development efforts needlessly
- Design bridge wide/long enough to accommodate future growth of Canadian rail line
- The greater need for economic development is being outweighed by a few property owners.
- That lack of completion will negatively affect existing businesses and Urbana's ability to attract new businesses and jobs.
- That quality of new development in area will still be piecemeal and unorganized without proper transportation network.
- Beside Olympian Drive exit, Urbana will need to adopt zoning and infrastructure to support development.

Traffic and Access:

- Avoid same ditch/swale design as current Olympian Drive. Existing version is filled with vegetation- block storm flows.
- Build/grade all four lanes in initial OD construction – will be much more expensive to perform later

Challenges:

- Real unity is not being sought and must be for a successful project
- Delay in project will escalate costs
- Coming to a conclusion on stakeholder and public input and finalizing design with that input in mind
- County politics – appears party split could derail OD project agreement
- Project is on budget and completed on time.
- Misinformation driving project
- Waiting too long and the price of the project increasing
- Current lack of consensus on the project
- Not completing and potentially not increasing our tax base
- That less than 20 people may dictate the economic future of Northern Urbana and Champaign County
- The study being used is too old to gain the public's trust and support. A lot has changed in our community in 13 years and a more complete update must be completed.
- Those speaking out with alternate ideas are not being adequately heard and sometimes treated with hostility and disrespect – Laura Huth representing 21 people

Other:

- Paving should be concrete – not asphalt/avoid long-term maintenance repair costs

What other community issues, developments or planning activities should the team consider?

- Failure to act may result in loss of entrepreneurial efforts
- Recreational use of stream/road interface
- Big. Small. All.
- A vision for the area other than heavy/medium industrial including making the area a laboratory for “cottage industry” to build our local economy and create good, truly sustainable local jobs.
- Unit 116, future school site north of I-74
- High speed rail pursuit of Champaign County first

Questions and verbal comments during design options presentation :

Typical section options: (The Location Study called for a typical open large grassed median section. The other option is a closed suburban smaller median with option of curb and gutter, still ditches on outside, and 35-foot reduction in right-of-way)

Q: Was the design concept of Windsor between Gray and First not considered at all? You have bike lanes on both sides. It is a brand new road, limited access to university fields.

A: It may have been considered during the Location Study, but what led us away from it was the control access issue.

Bicycle Accommodations. Separate combined use path or widened shoulders or none at this time?

Q: Windsor between First and Grey, is that type of accommodation no longer appropriate?

A: It is still appropriate for that roadway.

Drainage detention. Should we create a basic detention area or a wetland detention area?

Q: How do you project ongoing maintenance costs for a wetland detention area?

A: You put plants in that are appropriate. To have an effective wetland, you need a water filtration process and you need to consider what it will look like. You probably will have to perform some maintenance to clean it out. But determining the cost now is difficult.

Q: Who will pay for the maintenance cost?

A: Urbana.

Q: Are borrow pit locations flexible?

A: Yes.

Q: So it could be made into a recreational area?

A: Yes. Weaver Park on north Main Street near Weaver School is a good example of a wetland detention area.

Roundabouts, specifically at Olympian Drive and North Lincoln Avenue. They will depend on what is built, whether to US 45 or to Lincoln, and how the traffic will interact.

Comment – roundabouts work quite effectively in Europe.

Q: What about farm equipment?

A: Farm equipment inside the roundabout can be accommodated with 16-foot wide lanes and the truck apron. Then, for the outside option, you can use curb and gutter or shoulders. Whichever is chosen, you just need to make the roadway wide enough to go through there. This would allow a four-wheel drive tractor to use it.

How would you do it for four lanes? Right now signaled for four-lanes but do we look at the roundabout for four lanes as well? We don't know yet.

Recreational uses at Saline Branch Crossing.

Q: Would the maintenance fall on the city or Park District?

A: To be determined.

Comment – I think a proper design could actually enhance some of the farming, like Prairie Fruits and help all types of businesses in there.

Stakeholder Roundtable Meeting with Elected Officials
Thursday, July 29, 2010, 7:00 p.m.

What are your expectations of the project and/or project team?

Process:

- Don't be closed-minded to new suggestions for alternative solutions
- Sensitive, listen to public, respond to public input by adjusting if possible. Find solutions. Be creative.
- Be open to what community members are asking/suggesting
- Will coordinate public and municipal input and organize details of planning process
- Transparent
- Flexible, responsive to concerns, honesty, up-to-date financial information
- Thinking outside the box
- Organize all pertinent information and opinion in an even-handed manner
- The team will bring together the general public to say "yes" to the program.
- Project team lacks leadership
- To guide the process of discernment among the interested parties and help us arrive at a decision the community can live with
- To honestly consider new alternatives to the current plan.
- To engage in honest, open dialogue
- Inform public
- Proceed according to best consensus with local communities, leaders and design team

Design:

- Expect connectivity between Champaign/Urbana
- To create a northern passageway for future growth and transportation
- Plan for two alternatives: Apollo to US 45 and Apollo to Lincoln and improvement to North Lincoln
- Addressing Lincoln Avenue
- A well-designed arterial that meets the transportation needs of the community. The project should satisfy environmental requirements and provide mitigation for concerns raised by the public.
- Remedy existing shortcomings of the road
- Realistically set up phases that meet funding realities

- To promote traffic pattern that will help in development within area of Champaign-Urbana without impacting the environment detrimentally. Hopefully this will keep development from sprawling further into County.
- Most efficient use of tax dollars that delivers highest return on investment.

Impact:

- Meet needs, minimize loss of farmland, stimulate diverse development

Other:

- Funding
- There are no roads crossing this project
- No development planned. The cost will skyrocket to \$35-45 million
- There is no money federal or county
- Project is underfunded and lacks direction
- Fiscal responsibility
- To provide a detailed economic analysis for each phase including North Lincoln Avenue. This analysis needs to take into account all costs of development, cost/benefit under difficult possible economic scenarios.

Expectations

Comments:

- Seems to be a difference, a substantial difference from what the stakeholders who were interviewed had to say about funding. We talk about it more. Elected officials here tonight are looking at the funding issue.
- There is an \$18 million doughnut hole in this project. The Champaign County board has much more important issues to address than Olympian Drive. Both sides of the aisle say that we do not have an extra \$3 million.
- Lincoln Avenue would be another seven or eight million dollars that Urbana does not have. By our engineers' estimate, by 2014 when shovel hits the ground, it will be a \$35-\$40 million project. So we are talking about dollars.
- Nowhere on your information is there anything about the costs of what we are looking at.
- The key to everything here is about cost. You can't just give us ten options and tell us to pick one. I only opposed this after I went to every stakeholder first. We also know five years from now the cost will be \$35 million. We are responsible for the taxpayers' money. The point we do not know how much money.

Project team responses:

- Some stakeholders we interviewed did mention funding but not as often as the elected officials here tonight.
- Based on the roundtable discussions and what we hear from stakeholders, we will create design concepts with initial cost projections. This is what we will present at the combined stakeholder meeting.
- The \$27 million is based on building two lanes with a full embankment.

The project will be successful if _____.

Process:

- We have meaningful public engagement that generates community consensus to move forward. It will also be successful if we have development in the area after the road is built that is compact and contiguous
- If the public can feel the goal of the extension east is still worthy and necessary
- If project completed on time.
- If we have good phasing of the design and the money!
- Delivers a reasonable return on investment of taxpayer funds: jobs; tax revenue; and efficient growth
- Any road in that area comes to fruition
- This project will be successful if it provides a well-designed road to connect I-57 to US 45 that meets state-of-the-art standards and budget requirements.
- A project plan can be defined that a great majority of our constituents can support. Anything short of that will create distrust and obstacles that cannot be overcome.
- Lincoln Avenue gets built through
- Development plan to show what/who is interested in being in Urbana if road is built
- All the sides will communicate openly and honestly with each other
- If questions are answered for public and funding is available
- It has public support, funding, it reconsiders where industrial development is and doesn't negatively impact sustainable agriculture expansion
- The solution must be one the community supports
- The plan allows for the Lincoln alternative
- Projected growth of the community occurs and if there is no collapse of our economy.

Impact:

- Balances industrial needs against the destruction of farmland
- If this project is designed for truck traffic. Roundabouts are really not very useful.

- If it's a road for the 21st century that serves vehicles, bicyclists and pedestrians and the businesses and residents who live nearby and . . . if we can afford to build it without shortchanging existing infrastructure in our communities
- It supports logical growth of industrial areas and North Lincoln Avenue, along with maintaining green corridors and minimizing impact on family farms.

Other:

- Federal funding supports the project either totally or in stages as each section is designed and prepared
- Stimulates eventually, growth of economic base of city to support community services and public schools
- If money for project segments is available
- This project has passed its time. A large majority of my constituents are opposed to this waste of tax dollars
- If it is properly funded through federal dollars and state MFFT money.
- All parties agree to take on only what is affordable at any juncture. Right now? Lincoln Avenue.
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What concerns do you have?

Impacted Property Owners:

- Funding for the project. Property owners' land rights.
- Prime farmland.
- Century Farms being disrupted.
- Minimize loss of land – reduce the median width
- Minimize impact on landowners.

Economic Development:

- Development plan and being business friendly!
- There are no developments planned for this area over the next 15 years.
- Economic projections for future growth too optimistic
- A single business has hijacked rational discussion on value of road extension for the community
- When expansion of economy was discussed years ago, there was little discussion of sustainable business. Prairie Fruit Farms is a good example of a productive, sustainable business. Agriculture is an important business in this area and should not be forgotten.

Traffic and Access:

- Rationale for Olympian is very different east and west of Lincoln

- Projects A & B must be weighed separately and that includes the possibility of putting off Project B indefinitely

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Challenges:

- No money. Destruction at best.
- Justification needed for each phase with economic analysis done properly
- Complete streets construction
- State of the art greenway development to minimize environmental impact
- How to pay for N. Lincoln Avenue.
- Honestly consider alternatives
- Inclusiveness
- Costs in these times
- Doing this in phases
- Preservation
- This feels pre-determined, staged and exclusive.
- Public support getting it and how long will it last?
- Financing
- Overcoming political considerations
- Length to time that may be required to achieve full funding
- Lack of foresight of opponents
- Assumptions being made without looking at alternatives as viable options
- Loss of funding and opportunity to do railroad overpass by re-starting project now
- Concerned that public feels like they haven't been heard despite length of time involved in planning
- Concerned at how to have meaningful public input and not start over. How do we balance this?
- The last time we discussed over the railroad east it fell apart because of steamed arguments between County, Urbana and Champaign. I feel this will happen again.
- That solid environmental and developmental thought is heard and followed – no mild enthusiasms
- Will Urbana back out again like in 1997?
- Funding of project
- Can local government afford project.
- Actual construction costs for each phase – A, B, C and X – must be known. Funding sources?
- Give Lincoln Avenue extension same weight as other phases
- What are the other future costs? Maintenance, development, etc.
- County Board cooperation is needed

- Concerned about the negativity surrounding the project between Urbana officials and citizens directly involved. It should be a positive project that will benefit the whole community.
- My major concern is that the public have every opportunity to ask questions and get answers. Too many baseless attacks are being made.
- Many who express opposition are not fully informed about the process and have misunderstood.
- Adequate funding
- Growth projections appear too optimistic
- Risk of losing ICC funding for railroad crossing
- Availability of federal/state funding
- This process changes from a sales presentation to a realistic compromise as to what can truly be achieved
- How will you get the money to complete this project?
- Long-term funding for each phase of the project
- How will it affect townships? Where will money come from?

What other community issues, developments or planning activities should the team consider?

- Projected population growth
- Expected population change
- What happens to infill?
- Rantoul impact? Lots of roads now
- New residential along Airport Road. Food, shopping, access
- Roundabout at US 45?
- Olympian demand analysis for traffic
- Big. Small. All.

Questions and verbal comments during design options presentation:

Typical section options: (The Location Study called for a typical open large grassed median section. Another option is a closed suburban smaller median with option of curb and gutter, still ditches on outside, and 35-foot reduction in right-of-way. In light of our earlier roundtable discussions, we are adding a third option and we will go back to the previous stakeholders we engaged to get their option. The third and final option is smallest flush median typical section like Windsor Avenue [between Race Street & First Street](#)).

Q: Which one is cheaper (comment was made between open median and closed median section?)

A: The closed suburban typical section.

Q: How will combines go through this area?

A: This was responded to from another roundtable participant that combines would still be able to travel across the roadways at the intersections. I think he saw the ditches and wasn't aware that there would be intersections at the cross streets.

Q: Is it possible to design one way and tighten up road base in other areas?

A: Yes. It could change. It is flexible.

Construction staging

Q: Which option is the \$27 million one?

A: Building two lanes of embankment and one lane of pavement. .

Q: Which one is least expensive?

A: Constructing the two lanes.

Bicycle Accommodations

Q: The one on the bottom, is that very much like we have on Windsor Road?

A: Yes.

Q: Is the one on the bottom is less expensive?

A: Yes.

Q: What is the expected travel speed on this road?

A: The Champaign side of Olympian Drive is 45 miles per hour right now, but it is designed to post it at 55 miles per hour.

Q: Is there extra funding available for separate bicycle paths?

A: There are other programs you can pursue for this for funding, such as enhancement funds.

Q: Is the bottom one both bike and pedestrian?

A: No only bicycle.

Q: What is the shoulder width on Windsor Road for bicycles?

A: At least ten feet with a rumble strip, in Urbana.

Q: The first slide which had single lane, which one is closest to the one with preservation of farmland?

A: We are illustrating the bikepath on the outside of the ditch and if we were to stage now and keep existing land use, the bike path could be moved adjacent to the lanes that would be built.

Pedestrian accommodations

Q: Would you consider calling it a jogging path, the pedestrian one?

A: We could call it that if you want.

Q: Is there consideration for developer that could build along there?

A: Yes.

Q: Were sidewalks in original estimate?

A: No.

North Lincoln Avenue

Q: On that previous slide, several options were considered [and](#) had been talked about. Can you tell why other ones were not considered?

A: One major reason is Saline Branch running through here. The initial alignments looked at in 1997 would have crossed this area. Some of them would have had larger impacts on the floodplain. Others are close enough to the overpass, but are not [the](#) safest option where you would be looking up the hill when you come to intersection. It would also have a farm severances north of it. The selected option was best to maintain commercial development on the west side.

Q: Lot of discussion has been whether connection to Lincoln North to Olympian drive. But you are showing a line that goes north of Olympian Drive. What's that about?

A: That would be the intersection improvements needed to tie in to the Olympian Drive-Lincoln Avenue intersection.

Q: Could \$5 million in Jobs Now money be used for Lincoln Avenue?

A: No. Right now it is specifically slated for Olympian Drive and Olympian Drive only. To suggest that it go to Lincoln too would be like adding a project and that is something that isn't done. This would be opening the possibility of losing the funds altogether. However, we have approached IDOT and we are waiting on an official response from Springfield. It has not been done anywhere else in the state. But there is always a first. We have asked. We'll see what response we get back.

As an example, what if you chose Project A to Lincoln Avenue. If ICC provides \$9 million, we now have some other share is going to be \$6 million so all \$5 million could go to that alone.

We also have as a given, the \$1 million each year from CUUATS for road improvements. So that money could be part of the equation too, which is a matching fund. So that is another \$2.5 m that could go to Project A or whatever. If CUUATS decides it wants to move \$2.5 from Olympian Drive to Lincoln Avenue, they could do that.

Q: Is this also a consideration for high speed rail?

A: Yes.

Q: What is distance between the railroad and Lincoln Avenue?

A: Half a mile.

Detention

Q: Has there been a discussion about engaging the Parks District for wetland development?

A: Yes. They were part of our earlier roundtable discussions.

Q: What is the maintenance for this?

A: Special plant species are needed to ~~settle dissolve~~ out the solids in ~~the storm~~water. So there would probably be maintenance ~~on edges~~ of wetlands ~~including removal of and if there is~~ siltation.

Q: Don't you have to mow if you just have regular ~~detention cells~~additions?

A: Yes. You ~~still~~ have maintenance costs.

Q: Does one option need more land than other?

A: No.

Q: Will detention be proportional to cross section?

A: Yes.

Roundabouts

Q: Was any of the findings from community planning that was done ~~C~~countywide considered in this process? Big. Small. All. You should take a look at that document when 1,000 people participated and you do not even consider it. I know we talked about roads and bicycle paths and wildlife. What kind of a process is this for God's sake?

A: No. It was not considered but we will look into it.

Recreation Use

Q: Any landscaping included in \$27 million?

A: Just grass for the ditches.

Tree Mitigation

Q: This could be used as a shield to block the road?

A: Yes. It could be a visual screening.

Q: If the extension of Olympian Drive east is integrated with ~~US~~ 45, is that intersection considered for a roundabout? I think this needs to be considered.

A: The stakeholders who were interviewed only pointed out Lincoln Avenue for a roundabout. We'll add that to the other considerations.

OLYMPIAN DRIVE

EXTENSION

Stakeholder Roundtable Meeting with Public Officials **Thursday, July 29, 2010, 3:00 p.m.**

What are your expectations of the project and/or project team?

Process:

- Thorough review. Listen to stakeholders and public (ask clarifying questions). Professional expertise.
- Consideration of all interests
- An open, democratic, transparent process
- Identify need for this project
- A project in the public interest – and fair to all parties within reason
- Build consensus in community to enable implementation of final project
- Build a community consensus around the project

Design:

- Careful “tweaking” to the road design, cross section, screening, detention to minimize negative impacts on wildlife and local agriculture
- Design that takes pressure off of I-74
- To use modern roundabout, for all major intersections, to increase safety and reduce fuel use.
- Design that best meets needs for next 50 years.
- Provide an east/west transportation link
- Provide vehicle circulation without overtaxing I-74 (and requiring future I-74 bridge construction)
- Improved access on north side of Urbana connecting to Champaign and for east of Urbana’s limits.

Impact:

- I expect the team to finish the project with minimal impact on family farms
- What improvements will be done to other roads? Lincoln, Willow, 45 and Market.
- Completion of Olympian Drive to US 45 should open up the northern corridor of Urbana to future economic development
- Regional planning beyond the drive. Rails. Duncan Road. Philo around maraino (type of wetland). 45 to Rantoul. Lincoln Avenue railroad activity, Memphis to Indianapolis fast track. Local community. Grain movement. Trails. Maraine ambiance to Market.
- Long-term economic development opportunities for Urban City and schools taxing district

- Help keep project focused on transportation and planning, not politics and personal issues
- To consider the long-term environmental impacts of the project, including its effects on greenhouse gas emissions.

Other:

- Project final plan for implementation successful
- Seek comparative greenhouse gas emission figures for current traffic patterns and loads versus projected patterns and loads if the extension is built.
- Promote economic growth in both communities
- Outline the options for the types of development that might occur along the extension and in the area between Lincoln and 45.
- Eventual completion of Olympian Drive to US 45. As a first phase, completion of Olympian to Lincoln Avenue, plus improving Lincoln up to Olympian.
- Increased business and industry development on North Lincoln and other north areas of Urbana.
- I expect . . . land use planning for compact, contiguous growth and preservation of local agriculture and local foods.

The project will be successful if _____.

Process:

- Community consensus and support is achieved
- It is built in phases that correspond to growth and traffic demand
- If a solid majority of the community comes to support the project and feel they have had input into the road's features and design
- Achieves the project's expectations
- Project is completed within the budget and on time
- The community supports the project
- Politics are not allowed to be involved
- The money is secured before starting the project (I.e. Illinois First flop)
- Has minimal impact on family farms
- We use outside financial resources to increase economic development
- Design includes pedestrian and bicycle improvements
- If it reduces vehicle miles traveled in Urbana 25% by 2020 and 80% by 2050 over our 2007 baseline.
- Growing railroad activity is integrated. If the Champaign end retains moraine dignity. If we know if feeder railroad lines will be considered. If traffic feeds south across I-57 at Duncan.
- Commercial development is stimulated within three years in Champaign and Urbana
- If it marks the northern limit of Urbana's growth
- If we continue to add to Olympian Drive and enhance road connectivity, such as completing Olympian to Lincoln and improving Lincoln to Olympian

- The roadway design – landscaping, detention, trees – minimizes any negative impact on wildlife and the environment.

Impact:

- Connectivity to both US 45 and Lincoln Avenue are provided to support long-term economic development including within Urbana School District.
- Some agriculture uses continue adjacent to project.
- We keep a regional focus and do not start over
- Minimal impact to existing properties in the short term.
- We can support and enhance the local foods production and innovative farming and food businesses
- If alternate transportation opportunities are included in project's long-term development process
- Economic development occurs in North Urbana
- Promotes economic development
- Relieves congestion on I-74
-

Other:

- It is built maximizing utilization of available dollars crossing railroad and ending either at Lincoln or 45
- Construction of one or more phase is underway by 2014.
- The overall project eventually includes Lincoln Avenue, Route 45 and Duncan connections
- Includes transportation enhancements
- If it creates economic development that is environmentally sustainable.
- On time and on budget

What concerns do you have?

Impacted property owners:

- The road could negatively impact local agriculture and innovative local food producers.
- Limited involvement from impacted landowners and farms. We need their views heard at all these meetings.
- Environmental impacts
- Community growth momentum will be lost in Urbana.
- Negative sustainability impacts such as on wildlife, vehicle miles.
- You can't get back from farm ground once it's gone.

Traffic and access:

- Traffic down. Duncan must go somewhere! A bridge over I-57 is needed that would allow Parkland College to expand west.
- If we don't connect to US 45, we will hurt Urbana School District tax base and growth for decades.

- Will it be designed for heavy truck traffic

Economic development:

- That the project is completed for the greatest good of Urbana and Champaign's long-term growth and development.
- Project is appropriately phased to allow appropriate economic development while minimizing negative impact on agricultural interests.
- We could miss an opportunity to foster "green" economic development if we don't consider carefully what type of development goes in.

Challenges:

- Railroads future activity. Canadian National. Norfolk Southern. CSX. One ton, one gallon of gas. 500 miles.
- Control growth (land use) to ensure it is appropriate and compatible
- That a few wealthy property owners will kill the project, and Urbana's northern growth corridor will be stunted.
- Misunderstanding of urban sprawl is used to argue against project.
- That the project will increase greenhouse gas emissions at a time when it is essential to reduce greenhouse emissions and reduce our dependence on oil.
- Concerns of a few property owners taken as "public opinion."
- Opportunity for funding could be lost if community does not reach agreement and support to move project forward at this time.
- Possible cost increases since prior study
- Project being delayed.
- Will public involvement be sufficient
- Construction cost estimates exceeding project budget
- Environmental impacts the project will have
- We could miss an opportunity to foster "green" economic development if we don't consider carefully what type of development goes in.

What other community issues, developments or planning activities should the team consider?

- Zoning and land use planning with a "green belt" to promote local agriculture and food production
- Trails and greenways will be considered
- Potential impact on intergovernmental relations
- Establishment of urban growth limits for Champaign and Urbana
- Metro zone in Urbana must have Olympian Drive
- Possible school district boundary agreement so Urbana schools can benefit from North Lincoln growth
- Regional traffic planning is one of our area's strengths – keep planning

Q: The alternative at the moment is to come off Olympian Drive but any

thoughts about a bridge over Duncan?
A: Our limits for this study end at Duncan road but there are some other studies being done that address Duncan.

Questions and verbal comments during design options presentation:

Typical section options: (The Location Study called for a typical open large grassed median section. Another option is a closed suburban smaller median with option of curb and gutter, still ditches on outside, and 35-foot reduction in right-of-way. The third and final option is smallest flush median typical section like Windsor Avenue).

Q: Have you thought about roundabouts?

A: Yes and you will hear more about them later in this presentation

Q: Is that a bicycle lane I am seeing?

A: No it is a shoulder for right now, but we will get to bicycle lanes later in this presentation.

Q: With the narrowest cross section does, \$27 million include larger right-of-way for future.

A: \$27 million includes two lanes and an embankment. The \$27 million is for the full build out of the embankment, two lanes and big ditch.

Q: What is the projected vehicular traffic in 2025?

A: 16,000 vehicles per day for full build out with four lanes. In interim with two lanes, when get up to 8,000 vehicles, start looking at expanding to four lanes.

Q: That's the expected traffic?

A: Yes. This is based on the regional planning commission's traffic modeling.

Q: What is vehicular traffic on Windsor Road?

A: 10-12,000 vehicles per day.

Construction Staging – build all embankment at this time or construct only what is necessary for the first two lanes?

Q: If you have the first one with embankment and land sitting there, what will you do with it?

A: It will maintained like we are currently doing with Champaign.

Q: Will there be a cost involved?

A: Yes, to maintain it.

Q: So we would be spending money instead of making money?

A: Yes.

Pedestrian Accommodations. Located on backside of ditch, behind curb and gutter or none at this time?

Q: Would bicycle or pedestrian accommodations include snow removal?

A: No, neither would.

North Lincoln Avenue

Q: Can you say something about the sewerization of the wetland? What will be the landscaping for Saline Branch?

A: It will remain in place. We have already crossed Saline. There is a tributary we would have to cross.

Q: How will you landscape and make it interesting at southern end of Lincoln Avenue?

A: Unless you are referring to land owned by SCC, I know they are doing some work. Beaver Lake work would be crossed with double culverts, not a bridge per se. That is my understanding.

Q: Project X by itself does not get you over the railroad?

A: You could extend north Lincoln to existing Lincoln

Q: Which projects are currently funded?

A: A, B and C are currently funded for design. If X were elevated, the Steering Committee would have to look at how additional funds can be raised to design it.

Q: Seems to me that A&X are tied together?

A: So you can put A&X together.

Q: SuperValue already has two rail beds in there. A number of those people are already doing rail. Do you have a comment to make as to how industry has been approached about rail beds?

A: Part of what we do is to coordinate with rail, businesses to help us define how wide we make the opening across the railroad tracks. We do not want to be the limiting factor so we definitely need to work with them and we will.

Q: Would Project A be a four-lane bridge?

A: It will depend on what typical section is showing. Need to ask ICC what type of funding allotment they would like.

Q: If twice as wide, twice as expensive?

A: Yes. The planning for the project is one bridge to accommodate two lanes for the wider section. Again, if we reduce right-of-way width, we reduce price. A wider planned road gives you one bridge.

Q: Will it have pedestrian bicycle accommodation?

A: Yes.

Q: Is there any provision for any railroad right-of-way?

A: We have to find out where ROW is and he's given me some info on what they require to allow for that access provision. We have already started the conversation.

Comments:

- You could not drive up Lincoln. Weight restricted and curbs are too tight. There is a road there with heavy weight on it. But they are discouraged to do so.
- Project could still get done with Project X. (Lincoln Avenue)
- The road would break down sooner, the township commissioner wouldn't be real happy about that. Also, most of our industries are thinking about access to 45.
- If you can't do Project A with Project X, it does not make sense to me.
- You could make an agreement calling for more railroad. There's room for some exciting design in there. I don't see that for Lincoln Avenue at the moment.

Detention Areas. (Wetland area vs. detention area)

Q: So detentions would just be what?

A: Essentially they are oversized ditches.

Q: Is it either or, or combination?

A: It could be a combination or you could write down we do not need to do it at all.

Q: What would the maintenance require?

A: When looking at wetland, need specially designed plants to let water in and silt fall out before it gets into an underground water system. So basically this will be a siltation system. For instance, Weaver Project near Prairie School in

Urbana. That's a combination of both, mainly wetland detention basin but also a stormwater facility to prevent downstream flooding. IT is quite nice.

Comments:

- For the benefits of it, the annual cost is minimal in my opinion.
- From a marketing perspective, it would be good to say you are creating additional natural habitat that you otherwise would not have.

Q: Would there be a mosquito problem?

A: Nothing more than usual.

Roundabouts, specifically at Olympian Drive and North Lincoln Avenue.

Q: Would this offset costs?

A: The cost offset would be if you are looking at intersection with left turn lane and no right turn with signals, need to look at additional costs for signalization. Hard to say the exact amount.

Comments:

- The FHWA has put out a brochure about roundabouts. There is more than a 90% reduction in fatalities with them. They have slower speeds and they are better for pedestrians.
- Would be better if whole country went to this style.

Recreational use of Saline Branch.

Landscaping

Comments:

- This could use some native prairie. A real prairie is four or five feet higher than most and not a traffic problem. If we do it, the way we have been doing it, the prairie is made a weed. But if we do it the right way, it would be expensive but tremendously educational.

Tree Mitigation

Q: Is there an option for mitigation to be along entire stretch instead of specific locations?

A: Yes there could be. Anything is open right now.

Q: Do you put a value on each tree?

A: It's not a dollar value, just if take one tree out, IDOT requires that you put one tree back.

Comment:

- Putting trees in prairie is a rough deal.

No.	Meeting	Typical Section Options	Construction Staging Options	Bicycle Accommodations	Pedestrian Accommodations	A	B	C	X	Wetland/Detention	Roundabout	Saline Branch Access	Landscaping	Tree Mitigation	Additional Comments
1	M3-AO	Use Grassed Median. Green = Good. Allows for future turn lanes.	Buy entire row-lease unused portion back to farmers at a very low rate.	Mandatory. W/ seeds and limited access. I would recommend a separated multiuse path.	Mandatory but could be accommodated by side path.	1	4	3	2	Do it. Do it big and right! Green = good.	Good-safe-environmental good.	It would be good.	Aesthetics are very important but be mindful of maintenance	To screen farmland--	Good Job
2	M3-AO					1	4	3	1	Definitely prefer Wetlands.	Roundabout, much preferred for safety	Yes	Native plants, less maintenance	30 plain trees in best place for health of the trees	
3	M1-BO	4 lane; no median; bike path		Sidewalk options w/ closed type.											
4	M1-BO		Purchase R.o.w, but allow land to stay in current use	More at this time	None at this time	1	3	4	2	I want to know more about the difference in costs. Wetlands have more environmental benefits but might be cost prohibitive.	If it can be designed to accommodate large truck traffic, I would like to see a roundabout.	I would like to see it, but would be interested in seeing the cost before committing.	Work with neighboring property owners to establish a landscape plan.	Work with neighboring property owners and the city arborist.	
5	M1-BO	I prefer the narrower cross section. Prefer landscape median. Landscape/rain garden style ditches are also ok.	Be efficient and build it sooner	Adding a bicycle lane is best alone	Provide sidewalks when development occurs. Both sides 5 foot in width.	1	3	4	2	This would be a good feature. These have a lifespan- so don't build too soon. Make sure to locate consistent w/ future development needs.	If there is a location that makes sense, then include it. But don't do it just to have a roundabout.	A walkway along the creek and maybe a place to fish	Use natural landscaping. What would be there naturally, but somewhat maintained	I don't feel this is necessary. Just landscape the surrounding and that is sufficient	Nice presentation and found for public engagement. Need to work harder to get a good cross-section of people here. Would not hurt to be more open and let the "peanut gallery" get involved, too.

No.	Meeting	Typical Section Options	Construction Staging Options	Bicycle Accommodations	Pedestrian Accommodations	A	B	C	X	Wetland/Detention	Roundabout	Saline Branch Access	Landscaping	Tree Mitigation	Additional Comments
6	M1-BO	Narrower is better. I prefer the Windsor Rd type cross section	Prefer no embankment so it can be farmed until development occurs.	Much preferred- widened shoulders or combined use path only if absolutely needed instead of sidewalk.	No sidewalks at this time.	1	3	4	2	Prefer wetlands mode into recreational resource tied into stream corridor, then made part of regional park, operated by UPD. Also made so it enhances prairie fruit farms ambience.	Not sure- like the option for something's in the center for way finding or upgrading the appearance- public art, etc.	Yes- could enhance prairie fruit farms tied into a corridor park	Very important- trees and grass- full length, but more intense at intersections	Where it would best screen roadway from existing non-cornfield land uses.	Really prefer Windsor Rd (1st to Race) cross section
7	M1-BO	Until the project scope is changed to focus on Lincoln- Olympians could not comment- not relevant to the project scope we seek.	See answers for number 1- refocuses study and can have more adequate answers	See answers for above questions	See answers above					Until the project focuses on Lincoln- cant answer questions	If roundtables can really be considered for this project, then we can certainly find all sorts of other innovative ideas and alternatives for this project or a modified one (L-O)	Must use-frames project scope before we could answer (Lincoln-Only)	Must ref-frame project scope before we could answer	Could not comment with project scope is perceived to look at 3 Lincoln-Olympian Options (3)	This full project is not right for our community right now. Focus on Lincoln- Olympian Options (3) and re-hash public for this input.
8	M1-BO	Prefer 4 lanes w/o median and bicycle paths on both sides	Preserve existing land use on adjacent land	Widened shoulders for bicycle access; add no additional right-of-way	None										
9	M1-BO	Whatever option works best w/ farming- minimizing possibilities of farm vehicle-car accidents.	Construct land embankment	Yes, accommodate	Not at this time. May not be consistent with future development.	1	3	4	2	No real thoughts at this time.	No!	Yes, it would be a nice community amenity	Anything to increase community aesthetics is good if done in a cost effective manner.	Unsure	
10	M1-BO	Open large median for more flexible design options and safety.	Build additional embankment to save on future costs.	None at this time. Build if appropriate later, if possible.	None at this time. Build if appropriate later and if possible.	1	2	4	3	Wetland creation- in association with Park District for recreational activity	No roundabouts, slows down truck traffic and unnecessary added costs, especially if you have to upgrade to signal interchange and 4 lanes.	Not really. Minimal costs are more important.	Not important. Minimal costs more important.	Along Roadway.	

No.	Meeting	Typical Section Options	Construction Staging Options	Bicycle Accommodations	Pedestrian Accommodations	A	B	C	X	Wetland/Detention	Roundabout	Saline Branch Access	Landscaping	Tree Mitigation	Additional Comments
11	M1-BO	Grassed median for lower cost	Build additional embankment at this time to save long term costs	Use wider shoulder	Located on back side of ditch	1	2	4	3	Do not spend additional money to crack wetlands or ponds at this time do as needed in future	No roundabouts, this is not New England or Europe	No not at this time	Basic Grass and Trees	IDOT requirements, along roadway	
12	M1-BO	Recommend raised curb median- tighter at 160-165, less R.O.W	Additional embankment now	Unsafe for bicycles on Olympian w/ heavy truck traffic, Not now, can be built/funded accommodated later	Not now, premature						No way- ridiculous with semi-trailer/heavy truck traffic	No			Do not repeat ditch/scale profile of Olympian drive as it is located/build in Champaign. Too much vegetation/trees growing in ditch/Channel. Build with concrete initially- asphalt would be too expensive when adding maintenance, resurfacing, etc. If designed with asphalt, crime against tax payers. New Windsor read project is example of brand new asphalt project that will have expensive repairs in less than 5 years.

No.	Meeting	Typical Section Options	Construction Staging Options	Bicycle Accommodations	Pedestrian Accommodations	A	B	C	X	Wetland/Detention	Roundabout	Saline Branch Access	Landscaping	Tree Mitigation	Additional Comments
13	M1-BO	Raised curb median	Preserve adjacent land use. It would reduce cost and minimize impact on adjacent landowners	Use shoulders to allow bike access. No added costs. Bicyclists hate separate paths and don't use them	Not needed.	1	3	4	2	This is an area where it would be especially valuable. Personally, I would prefer wetlands for environmental reasons.	If a roundabout could solve the truck ... intersection, we should do it.		Do it		
14	M2PO	Grass with no wind break	Build + put bike lane on future road	Not needed	Not needed.	1	2	4	3	Detention	No	No	No	No	
15	M2PO	I would like to see grass	Good idea	Not needed	Not needed.	1	2	4	3	Not needed at this time	Not needed.	Not needed.	Not needed.	Don't Know.	
16	M2PO	196' Wide. 165' wide. Raised curb median will be wide enough road.	Preserve the existing land until it is needed for 2 more lanes in the future.	None at all.	None at all.	1	3	4	2	No wetlands.	Don't know if they are needed.	No	Low maintenance landscaping, since ditches don't get mowed anyway.	All along the roadway to cut down on noise.	
17	M2PO	Raised Curb with grass	Embankment only	None	None		4			Detention	None	Park	Native Grass in median and Ditch	Plant in park	
18	M2PO	Don't Know. Seems like a large space.	Preserving the adjacent land use.	Not needed at this time.	Not needed at this time.	1	2	3	4	No Wetlands. Not sure on the ponds.	Don't know. Will have to look further into it.	No.	Not sure. Don't think its needed.	Around the recreational Part. Park.	
19	M2PO	Grass median- what's another 35' of R.O.W.	Build it now	Forget it.	Forget it.	2	4	3	1	Wetlands.	Roundabout	Yes.	I like the idea.	In wetland areas	
20	M2PO	Grass medians	Don't care	None	None	2	4	3	1		No-Very dangerous- 4 way stops-	Not really.	Fine.	Don't know	
21	M2PO	Either way.	No opinion.	Why would you want this on a 4 lane highway? Is this safe?	If required- our input is unimportant. I don't think bike paths or sidewalks are safe at these speeds. I'd say none.	2	4	1	3		Don't like.		Landscaping is good.		
22	M2PO	One large				1	3		2	Detention.	No.	Yes.		All along if required.	
23	M2PO	Why does it even need a median or center curb.	Build it now- the cost will only go up.	None at all or widened shoulder	None at this time or back side of ditch	1	4	3	2	Detention ponds/now	No	Yes	Maintenance Free	No opinion.	
24	M2PO	Grass median- seems safer		None at this time	None at this time	2	4	1	3	Detention pond	No	Yes		Ponds and recreation	
25	M2PO	For future expansion the grass median is cost effective	Build as much as possible @ today's prices	The side path would keep bicycles off the road	Same as above	1	2	4	3	Its fine. Detention is less cost.	It's fine but a stop light would be better.	Yes	Should be done as cost effective as possible	Open	

No.	Meeting	Typical Section Options	Construction Staging Options	Bicycle Accommodations	Pedestrian Accommodations	A	B	C	X	Wetland/Detention	Roundabout	Saline Branch Access	Landscaping	Tree Mitigation	Additional Comments
26	M2PO	Future expansion due to population of traffic in future, using grass median.	Build as needed now, to slow down cost increase at later point.	I think this is a good safety issue	Yes we have many healthy people out and walking daily. This is good.	1	2	4	3	Long as it is a good safety issue (health)	would be fine.	Yes	Should be landscaped.	Open to suggestions.	
27	M3PO	Closed smaller-median-grass-	Preserve the land	None needed-@ this time	None needed @ this time.	2	4	1	3	None needed.	None needed.	None needed.	Natural. As is now.	Along side of road spread out	Stop @ Lincoln Ave
28	M2PO	None-2 lane only to Lincoln and stop at Lincoln	Same as above- 2 lane only. No addition of land for embankment- again stop at Lincoln	None.	None.	2		1	3	None	None	None	None	West of Saline Ditch	Stop at Lincoln Ave
29	M2PO	Preserve Farmland, Keep speed Lower. Don't want hi volume or speed traffic. The interstate can be used for high traffic.	Keep land for farmers to use until additional lanes are needed.	Yes but the N/S/ roads also need to have bicycle accommodations. They don't appear from nowhere- they need a road and 45 Lincoln Neil. Mkt prospect are not kind to bikes as they now exist	I don't think it is needed but if build, use curbs on the side	1	3	2	1	Wetlands and implement now	Roundabouts are fine.	Yes.	Why would you landscape in the median and shoulder? Native plants.	Build a park near the wetlands. Keep intersections clear.	Use Ford Harris or the existing Olympian Rd (I'll sell my house). Preserving farm land is important. Why have 3 roads w/in a mile of one another.
30	M3AO	Preference is the open large median would be the minimum that should be considered	Build as much as possible immediately	Prefer combined use path. Build combined use path now as a part of the project.	Locate on back side of ditch angles combined use is built	1	2	3	1	Prefer the constriction of wetlands now even if there are long term costs. Especially if these are located in a "greenway" section. Regional detention is important- small local is not.	I support use of roundabouts.	Yes!	Landscaping is important to encourage and maintain a livable city.	An... should be consulted regarding the best placement plan. The trees should be placed for high aesthetic impact and natural area enhancement.	
31	M3AO	Raised curb median	Build the additional embankment now	Accommodate bicycles-widened shoulders	sidewalks are needed-locate a backside of ditch	1	3	4	2	Wetlands- Now	Use Roundabouts	Yes	Incorporate landscaping into project	Mitigate along the roadway	
32	M3AO	Prefer no median w/damage ditches	Build if small median option. Do not build with ground median.		combine with bike path	1	4	3	2			No			

No.	Meeting	Typical Section Options	Construction Staging Options	Bicycle Accommodations	Pedestrian Accommodations	A	B	C	X	Wetland/Detention	Roundabout	Saline Branch Access	Landscaping	Tree Mitigation	Additional Comments	
33	M3AO	Open large median preferred	Do it all now	Prefer combined use path over widened shoulders	use combined use bike path for pedestrian use	1	2	3	4	Prefer wetlands- build now or mitigate at another location. Opportunity for park development that could include both detention and wetland.	Desirable to include roundabouts	Yes	Very desirable- soften the urban impact	Exceed the 1:1 ratio- use them in conjuncture with park development		
34	M3AO	I favor the closed and smaller median devices as a way to preserve as much as you can and to encourage lower speeds of traffic to help preserve a bit more of the agricultural character of the corridor.	Construct only what is needed at this time. Rent the land back to farmers.	Separate combined-use bath is best if there is to be a lot of truck traffic. If most vehicular traffic is cars, probably ok to integrate w/ rest of road.	Locate on back side of ditch	1	2	3	1	Wetlands are better and should be implemented now. Water quality is important for the community + aesthetic quality will help encourage bike pedestrian use of the paths/sidewalk.	Roundabouts should be used wherever its feasible.	Yes.	Landscaping is important aesthetically. Best to use native plants wherever possible for environmental reasons to save maintenance costs.	Ask adjacent landowners if they want the trees on or near their properties. Arrangement that fosters the best health of the trees. Should be top priority.		
35	M3AO	Whatever allows paved shoulders for bikes	Don't build additional embankment, keep land for agriculture.	Prefer unified shoulders, more likely to be plowed in winter, can add side path later	Locate behind curb and gutter, or, put adjacent to like shoulders											
36	M3AO	Use smallest medians to reduce r.o.w. w/ shoulders needed. Use ditches- expand road in future.	Preserve adjacent land-use- built embankment later	widened shoulders	back side of ditch	1	4	3	2	Build detention ponds and/or wetlands later based on development (land provided by developers and/or willing sellers do it, don't increase r.o.w. width	Use roundabouts if they accommodate trucks and not require excessive r.o.w.	If costs allow (road construction #1 priority)	Have a landscape architect locate clumps of trees @ best locations- not evenly spaced trees along Olympian (not in median)			

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37	mail	Revised curb median- Takes less row-less farmland out of production, but still some better land of flexibility for future and improved safety in design over no median option.	Use currently available resources to build the complete project now.	Combined use path- use savings from row by using raised curb median instead of grassed median.	Combined use path as discussed in #3- Otherwise none @ this time.	1	4	3	2	Long term- good idea- immediate implementation- not necessary @ this time w/ this current project.	Interesting concept- doesn't seem consistent with the balance of our roadway system in Champaign county.	Sure	Prairie Landscaping- lower impact maintenance costs.	Around the wetland/ detention center	
38	M3AO	Go with raised curb. It costs money to cut grass.	Build all four lanes now while it costs less. Since this probably won't happen, build the embankment now.	Separate bicycle and vehicle traffic.	Not needed at this time.	1	2	4	1	Build them. Also consider installing dry type for hydrants in them for rural water supply. Use wetlands instead of detention ponds.	Build it. Its safer. Yes	Build it. Make it look good.	In a location as not to cause snow drifting on the roadway.	Fine department access to railroad right of way.	
39	M3AO	Small median- Will have low speed so less safety concerns. Use roundabouts. What about bikes?	Only build two lanes- preserve land	Side path, no children can use adjacent lanes.	side path	1	3	4	2	First Choice wetlands- not necessary to build now	Put them in at all possible locations	Yes- with bike access	More landscaping, less concrete	???	
40	M3AO	If we can plan future intersections for facilities and access, the the narrowest option is best. It has lowest cost and lowest use of agricultural land.	I prefer preserving the adjacent land use. (as a compromise to minimize the loss of local farming).	More evaluation needed! Need to weigh "bicycle level of service" score, snow clearing, use by children and families.	We need a sidewalk (if we don't have a side path). Either location is acceptable. Sidewalk/side path must continue over the bridge.	1	3	4	2	Please use wetlands. Please move detention/borrow areas aware from the prairie fruits farm facility to minimize impact.	I support roundabouts if the engineering proves this is an effective location.	Yes. Greenways and trails N-S and E-W along the saline and along Olympian wetlands/detention.	Screen adjacent uses (e.g., Prairie fruits farm). Native plants and opportunities for wildlife corridor along saline.	To screen nearby farm buildings, animal pastures, and homes.	
41	M3AO	Room for snow removal w/grass median	If the money is available now- do as much as you can.	Outside of ditch- get it as far away as possible from vehicular traffic.	Combined use outside of ditch. Major safety concerns.	1	3	4	2	Detention pond better	Not a good idea. None around here.	No blending wildlife w/ residential	None will cause snow problem.	Create a tree grove.	
42	M3AO	Prefer raised curb median, reduces footprint, cost and probably preferred to residents	Preserve adjacent land use. Additional embankment would be unsightly.	Use widened shoulder for bike lanes. Serious bikers won't use a path.	None at this time.	1	4	2	1	Wetlands would be a nice addition, but cost must be a consideration	If feasible, given likely trucks traffic, a roundabout would be great.		If landscaping can mitigate concerns of project opponents, by all means.	Place where property owners would prefer them.	

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43	M4EO	Build it wide and safe.	No strong opinion but from construction.	Bikes should be physically separate from automotive traffic	Side walks desirable- at least on one side	1	4	3	2	No opinion	My personal/ experience with roundabouts in Europe is negative	Why	Plant stuff wherever possible.	Tree lined roads a la France.	
44	M4EO	Grass		No.	No.	1	3	4	2	Detention	No	No	No	Don't Know	
45	M4EO	Who maintains and at what cost- No.	Preserving land	Ok.	No.	1		3	2	No.	No. Will eat up huge amount of land- Impossible for truck traffic.	No. For Drainage.	No Money.	City Parks	
46	M4EO	Grassed median for less impact.	Preserving the adjacent land use: Makes more sense.	Separate combined use path	No need if you have bike path	2	4	3	1	Construction of wetlands. Not really necessary.	No.	No.	Don't think landscape is important	Two lane road similar to Fort Harris rd for 27 million? No Thanks You!	
47	M4EO	Need to plan for future grow and not tie hands, so open median	Construct all embankments.	None @ this time.	None at all.	2	3	4	1	No	No. I don't think it is helped for the traffic	No.	Native Plants.	I'll leave that up to others who know best.	
48	M4EO	Option 3- smallest median	Construct only what is necessary now	Accommodate on shoulder.	None at this time. Not necessary. If any, design cost to adjacent developer...	1	3	4	2	Detention only- best but need to know more	I personally favor roundabouts. But worry too different/foreign. Would like to see safety start.	No			
49	M4EO	Whichever is lowest cost	No Thoughts	Living with cyclist- she would say very important	limited need or use, less important than bicycle	1			2	Detention ponds when needed	Not needed	No	No	No	Why don't we worry about the need and
50	M4EO	I can't give a response at this time. I need more info on future planning thoughts, more input.	Ditto	I have had a hard time imagining who is going to be bicycling here	Again, I have a hard time imagining who is going to be walking here.	1	2	4	3	Very important to provide for wetlands. Do it now.	I need to think about this. Right now, I don't think this is necessary.				

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51	M4EO	Can't determine based on lack of info/\$ and to knowing project scope.	See above.	See above. Can't before horse theory clearly in play.	Again, premature to guess. Sorry.	1	4	3	1	Premature to decide. When time comes, let the pros decide.	Semis? Combines? Really?	No. Or, really don't know.	See above. Decide later.	Decide this later.	Lincoln to Olympian makes sense for now. Perhaps forever. Allow time to tell, in this case. Economic growth can still occur- a good first step.
52	M4EO	Need to consider safety in choosing. Choose one that would be able to change later at less cost. Probably choose additional embankments.		Should have bike path.	Need sidewalks	1	3	4	2	Prefer wetlands and now if possible	Would like to consider roundabouts unless thought would interfere with traffic flow.		Yes. Consider landscaping that is easy to maintain.	Could use trees to **** the road from farmers.	
53	M4EO	Grassed median	Depends on land owners support for project but as long as property is acquired now okay to leave it for later	Need them please. Sep. Combined use path back side	depends on business. Development along Rd hard to tell now. Combined use path better back side ditch.	1	4	3	2	Wetlands along bike path/ pedestrian path. Federal funds for this? Don't know if needed now detention or wetlands	Traditional Intersection ok w/ me unless this is cheaper	Yes.	Natural and native plants not manicured and moved	Along bike/pedestrian path. On visual screen.	Public please listen to them and engage them. Take it seriously.
54	M4EO	Grassed median. Open large median.	Construct only what is necessary at this time.	Separate combined use path, seeking special funding.	Located on back of ditch- needs to be at a safe distance from traffic.	1	3	4	2	Wetlands done right now	Yes, especially at Lincoln and Olympian and U.S. 45	Yes	Should use native plants for attractiveness low maintenance landscaping	Could be to mitigate view for people who don't want to see the road.	New federal funding for Lincoln avenue.
55	M4EO	Prefer small median, like Windsor Rd.	Preserve adjacent land use.	Must accommodate bicyclists use, widened shoulders. Let the developers build the sidewalks when development occurs. Urbana could require that as part of a development agreement.	No sidewalks at this time- eat developers build them when needed. Spend one \$ in trees and landscaping instead.	1	3	4	2	Prefer wetlands. Engage U of I classes in design. No ponds!	Are major intersections should be modern roundabouts if possible. Especially at Lincoln and Olympian and Rout 45 Olympian. We should be using roundabouts whenever possible.	For much of its length, the saline is a ditch w/ no trees and little aesthetic appeal. As long as its used as a drainage ditch primarily, its not much good for recreation.	Use landscaping to mitigate impact on prairie fruits farm and other residents. Use native plants- prairie plants, trees for screening.	Whenever you take them out. Can't really answer this.	Ask whether we really need a 4 lane road here, ever?
56	M4EO	Prefer smallest median	Prefer additional embankments development	Prefer combined- use path	There should be sidewalks, no stony opinion	1			2	Prefer wetland yes on roundabout	Yes on roundabout	Picnic area	Options should be presented	Between Lincoln and Willow; visual screening	

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57	M4EO		Preserve as much land as possible	Bicycle paths need be included	Combination bike/pedestrian paths should be used.	1	3	4	2	Wetlands with participation of Urbana park district	I need to be convinced roundabouts are safer/more efficient than other intersections.	Would the landowners want this?	Landscaping w/ native prairie plants and native trees.	I'd have to walk there to know.	
58	M4EO	I prefer a grass median separating the double highway lanes. My preference die to cast would be the smaller grass median.	It makes sense to preserve existing land use- Develop 2nd double lane embankment when traffic increase makes it desirable.	Bicycle accommodation seems reasonable and even more required and expected. I would prefer a 2 ft. grass median between road and bike path- but not a full ditch. Road speed? 45 MH. Extra funding for bike facilities.	I would leave off ped accommodation. Ped service would be required by individual developments. I see this as a transportation corridor but not a pedestrian corridor- especially as the intended use is light industrial and not residential development.	1	2	4	3	Wetlands far more preferable. Engage pond district soil.	Roundabouts and YES at Lincoln. Maybe also willow Rd.	Yes- have a Saline Branch nature area access point- Place under supervision of park district (part of wetland plan)	Landscaping should be added. Save money- make it a university project. Less landscaping at Olympian Dr East of Lincoln. Should provide farms area with tree. Add trees near roadway intersection and especially near N. Cunningham.	Near the wetlands. Near railroad bridge overpass ramps. At roundabout. Visual screening. Noise reduction.	Consider roundabout at intersection at US 45 North Cunningham.
59	M4EO	Cheapest		Wide Shoulders	No Sidewalks. Runners can share bike lane.	1	4	3	2	Not wetland	Don't Care.		Colorful trees and bushes- Lot of color	You pick	
60	M4EO	Median	Construct only what is necessary	Widened shoulder	none at this time	1	2	4	3	Detention Only		Yes		All along the drive.	None.
61	M4EO	Grassed area	Build additional embankment now		see above	1	3	2	4	Detention	No preference	No preference	No preference	No preference	Please ensure we don't lose Lcc funding for the RR construction.
62	M1-BO	Until the project scope is changed to focus on Lincoln- Olympians could not comment- not relevant to the project scope we seek.	See answers for number 1- refocuses study and can have more adequate answers	See answers for above questions	See answers above					Until the project focuses on Lincoln- cant answer questions	If roundtables can really be considered for this project, then we can certainly find all sorts of other innovative ideas and alternatives for this project or a modified one (L-O)	Must use-frame project scope before we could answer (lincoln-Oly)	Must ref-frame project scope before we could answer	Could not comment with project scope is perceived to look at 3 Lincoln-Oly Options (3)	This full project is not right for our community right now. Focus on Lincoln- Olympian Options (3) and re-hash public for this input.
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FROM OUR READERS

It's time for a survey on Olympian project

In recent roundtable discussions, Vector Communications, the public engagement firm hired by the city of Urbana to gather public input on the proposed Olympian Drive project, said that the public's input would actually not be sought until later this year or next year.

With \$30 million at stake, a recession, and a 13-year-old project on the table, getting an updated gauge on public opinion seems like a good idea for a project of this magnitude and contentiousness.

A simple solution — and a better use of the nearly \$150,000 consultants are being paid to hand-pick audiences for input — would be a \$200 registration to Survey Monkey and the development of an online survey to gather public input.

A simple online opinion poll on the Olympian Drive issue conducted by WDWS back in March showed 76% of the public opposing the project. Project proponents have been trying to dismiss the results as inaccurate. Yet they have a golden opportunity to find out what the community really thinks of the project, the alternatives suggested, and the use of their money.

This \$200 investment seems like something that should have been built into the public engagement project scope back in April when Vector began their work. It's a process that's just as scientific as the process being engaged in now.

It's not too late: I urge Vector to develop such a survey and administer it in a fair and equitable manner across our community before any more taxpayer dollars are wasted.

LAURA HUTH
Urbana

A recent letter to the editor regarding the ongoing public engagement process for the Olympian Drive Extension Design Phase suggests that a \$200 online survey would be a much more effective method for gathering public input and is “just as scientific as the process being engaged in now.” However, your readers should be aware that neither an electronic survey nor a radio poll promoted to a targeted listenership constitutes a comprehensive and effective public engagement process. The “scientific” nature of an online survey is compromised because people self-select, causing a biased sample. It is also not administered randomly, which is required for a scientific survey. Such a survey is neither fair nor equitable because it does not take into consideration area residents who may not have Internet access. Electronic surveys leave little room for dialogue, which is critical for receiving feedback and building consensus. Finally, even if such a survey were to be pursued, it would require far more than the \$200 suggested in the letter because it would have to be properly designed and the resulting data analyzed. To get any level of fair representation would also require considerable expenditures for proper promotion of the survey.

The Steering Committee for the Olympian Drive Extension, which is made up of 11 area officials from Urbana, Champaign, Champaign County, the Regional Planning Commission and the Illinois Department of Transportation (IDOT), supports the extensive public engagement process that has been created by our consultant Vector Communications and is currently ongoing. In fact, the project’s sensitive nature and our desire to build consensus is precisely why we are doing much more than what is federally required for a highway design project. This public engagement process follows an approved IDOT planning process for major roadway projects and calls for initial stakeholder involvement first prior to engaging the broader public. Stakeholders are broadly defined as residents, business owners, property owners and/or elected officials who are directly affected or impacted by a project. We believe they too are part of the public. While we are engaging the stakeholders this summer to get their initial thoughts and ideas for how the extension should look, it does not mean that the larger public will not get its say. At last week’s four stakeholder meetings, the public was invited to attend, to observe, and to provide its input by completing the same comment forms as the participants. But the public’s engagement will not end there. We will be making community presentations, hosting an interactive website at www.olympiandriveproject.com and Facebook page and distributing newsletters. From the stakeholders’ input, we will create initial design concepts and present them at a fall public meeting to get citizens’ input. We will take this input and create a more detailed design to present at a second public open house. Our public engagement process is designed to maximize public awareness, interest, understanding, participation and input. It provides multiple opportunities for public participation, both face-to-face and electronic. This is far more meaningful than the simple “survey monkey” tool suggested by the letter to the editor. The Steering Committee is working hard to build consensus around the Olympian Drive Extension. We hope the community will work with us.

Olympian Drive Steering Committee Members:

- Rita Black, Regional Planning Commission Director of Planning &

Community Development

- Jeff Blue, Champaign County Engineer
- Dave Clark, City of Champaign Assistant City Engineer
- Bill Gray, City of Urbana Public Works Director
- Darla Latham, IDOT, Region 3, District 5, Federal Aid Coordinator
- Dennis Markwell, IDOT, Region 3, District 5, Program Development Engineer
- Cameron Moore, Regional Planning Commission Executive Director
- Dennis Schmidt, City of Champaign Public Works Director
- David Speicher, IDOT, Region 3, District 5, Local Roads Engineer
- Elizabeth Tyler, City of Urbana Community Development Director
- Roland White, City of Champaign City Engineer

OLYMPIAN DRIVE EXTENSION

August 10, 2010

Dear Stakeholder:

Thank you for participating in our Stakeholder Roundtable meeting for the Olympian Drive Extension Design Phase. You are playing an integral role in the design of Olympian Drive. **We are requesting your participation again as we prepare to define the next project phase and begin our design engineering work.** The purpose of this working meeting is to:

- Review what we heard during the roundtable meetings on July 27th & 29th
- Focus on what can be the limits of the next phase of extending Olympian Drive and possibly Lincoln Avenue
- Review the mitigation measures identified to address stakeholder concerns and issues.

We would like you to participate in the **community roundtable meeting on Wednesday, August 25, 2010 from 7:00 p.m. to 9:00 p.m.** at the Urbana Civic Center, 108 East Water Street, Urbana, IL. Participants can meet with the project team and Steering Committee members from 6:30 p.m. to 7:00 p.m. The meeting will start at 7:00 p.m. with Stakeholder Roundtable meeting results. Next, attendees will work in small groups to discuss design enhancements. Small groups will report out. Refreshments will be served.

Thank you for considering this invitation. Please contact Paula Hughes of Vector Communications either via email at phughes@vector-comm-corp.com or by telephone at 314-621-5566, x17 to let us know if you can attend the roundtable meeting. If you have any questions or comments about the project please feel free to contact me at 217-384-2377 or via email at wrgray@city.urbana.il.us.

Sincerely,



William R. Gray
Public Works Director
City of Urbana