FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL

Section 4(f) Land Determination Analysis

North Neil Street

Section: 24-00326-00-PW
Route: FAP 802 & FAU 7110
Hazel Park
Champaign Park District
PIN: 41-20-01-458-029

Fehr Graham Project 23-1566

July 29, 2026

515 Lincoln Highway
Rochelle, Illinois 61068

City of Champaign
102 North Neil St
Champaign, Illinois 61820

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Does Section 4(f) Apply?

For the status to apply to a proposed project there are four conditions that must all be true:

1. The project must require an approval from FHWA in order to proceed.
   True.

2. The project must be a transportation project.
   True.

3. The project must require the use of land from a property protected by Section 4(f) (23 U.S.C. § 138(a) and 49 U.S.C. § 303(a))?
   True; Hazel Park is a public park, owned by Champaign Park District.

4. None of the regulatory applicability rules or exceptions apply (23 CFR 774.11 and 13)?
   True; 23 CFR 774.13 (d) is noted below as 4 of the 5 conditions are met; however, there is a change in ownership and therefore (d) does not apply.

   …

   d) Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f). The following conditions must be satisfied:

   1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;

   2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

   3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

   4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and

   5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

   Does not apply; ROW acquisition present (change in ownership).

As all four statements are true, Section 4(f) applies.

Documentation Determination of Impact to Section 4(f) Property

Based on the proposed scope of work, the Section 4(f) land **appears to meet the definition of a *De minimis impact*** as defined in §23 CFR 774.17:

De minimis impact.

…

(2) For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

…

The *de minimis* impact was determined considering the following:

1. Applicability of non-applicability of Section 4(f) to the park, recreation, refuge or historic property proposed to be used by the project.

   Section 4(f) is applicable as noted herein.

2. Whether or not there is a use of section 4(f) property.

   Per § 23 CFR 774.17, use is defined as:

   (1) When land is permanently incorporated into a transportation facility;

   (2) When there is a temporary occupancy of land that is adverse in terms of the statute's preservation purposed as determined by the criteria in § 774.13(d); or

   (3) When there is a constructive use of a Section 4(f) property as determined by the criteria in § 774.15.

   As the Section 4(f) land will be permanently incorporated into the transportation facility, containing right-of-way and public sidewalk, there is a use of the property as defined per § 23 CFR 774.17.

3. Records of public involvement, or Section 106 consultation.

   One comment received related to Park District, citing concerns about vehicles accessing the Park by jumping existing curb and not utilizing existing access. No comments related to acquisition of ROW from Park District. See Exhibit C.

4. Results of coordination with the officials with jurisdiction.

   Park District supportive of proposed improvements. Formal concurrence to be obtained following FHWA's *de minimis* impact determination. See Exhibit D.

5. Comments submitted during the coordination procedures required by 23 CFR 774.5 and responses to the comments.

   One comment received related to Park District, citing concerns about vehicles accessing the Park by jumping existing curb and not utilizing existing access. No comments related to acquisition of ROW from Park District. See Exhibit C.

6. Avoidance, minimization or mitigation measures that were relied upon to make the *de minimis* impact finding.

   The proposed impact to the Section 4(f) property was minimized by providing a right-of-way take with a 1' offset from the proposed improvements required by the transportation project at the Neil Street and Bradley Avenue intersection in order to provide adequate clear distance between the sidewalk and edge of traveled way.

   The nature and use of the Section 4(f) property is largely unchanged, as the primary scope of work is the realignment of the existing sidewalk into the public ROW and the construction of a new connection to the existing park district sidewalk.

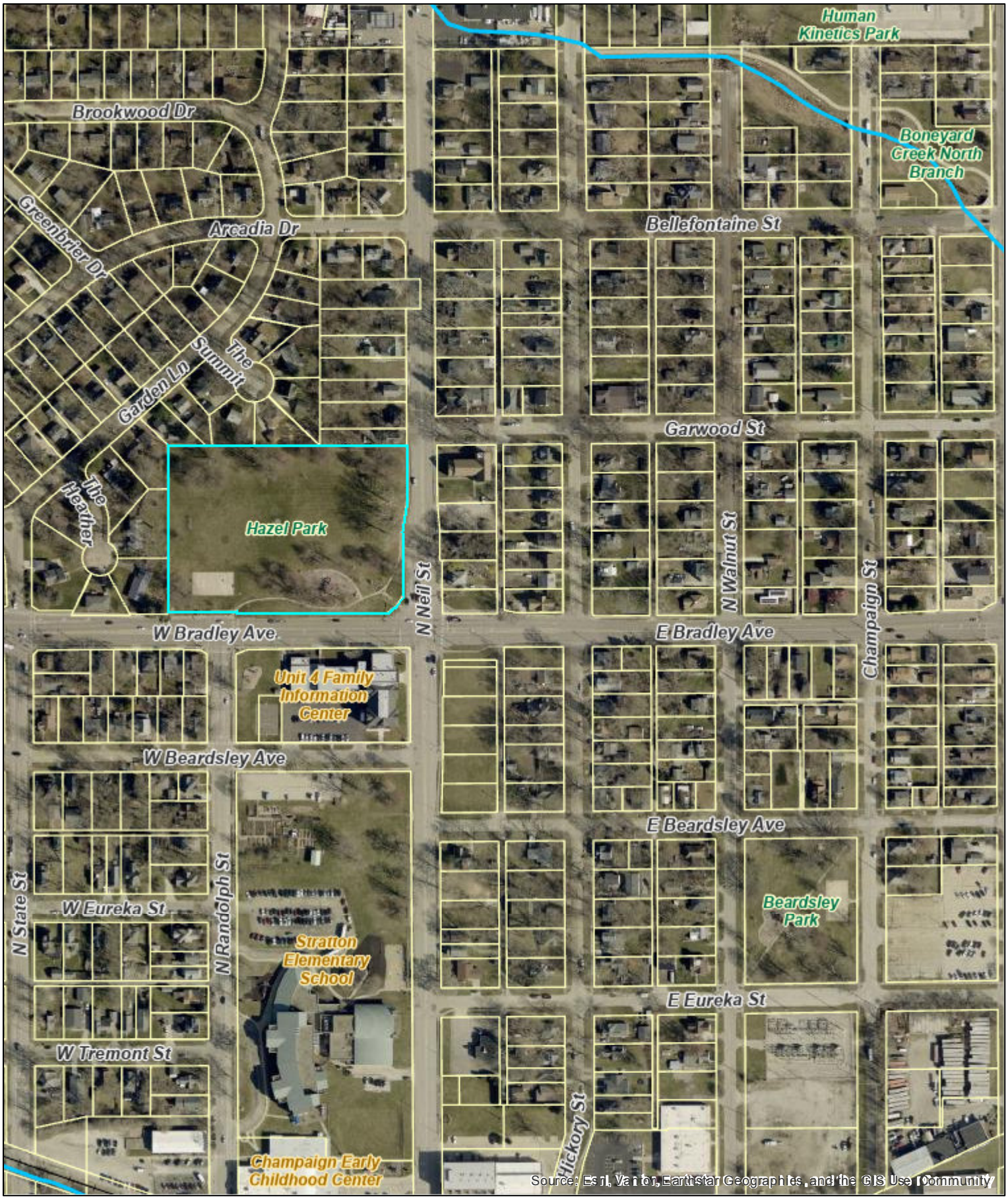
F:\ProjectsAdmin\Champaign, City of\23-1566 - North Neil Street\Environmental\4f Lands\23-1566 4(f) Determination Memo.docx

Exhibits

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL

Exhibit A

Location Map



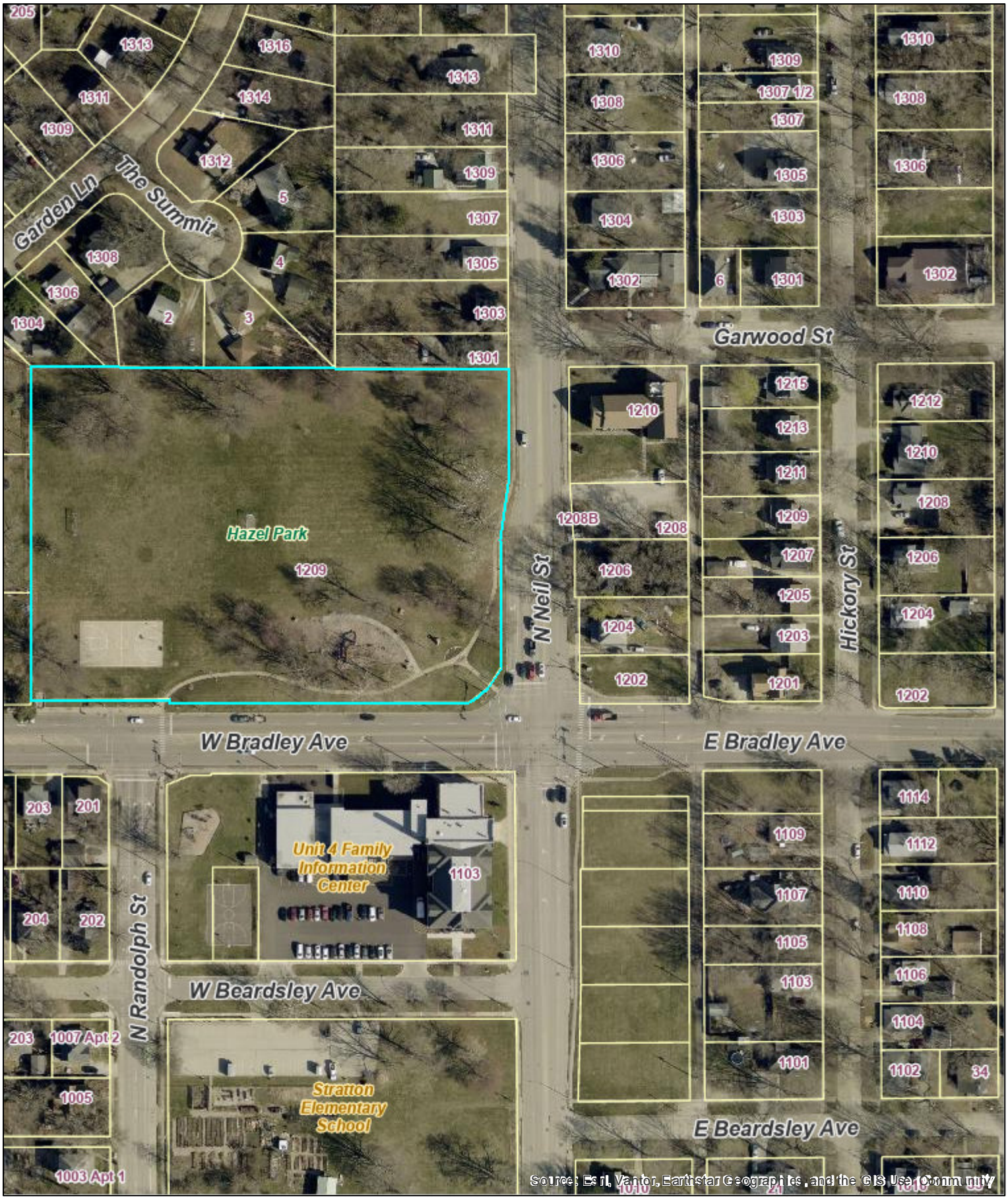
City of CHAMPAIGN

1 in = 376 ft

0 0.1 0.2

mi

N



City of CHAMPAIGN

1 in = 188 ft

0 0.05 0.1

mi

N

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL

Exhibit B

Section 4(f) Land Impact Exhibit

MODEL: Section 4(f) Exhibit [Sheet]
FILE NAME: \\Aurorade\Drawings\CONNECT\23\23-1566 - North Neil Street\Exhibits\23-1566 4(f) Exhibit.dgn

USER NAME = RShannon.Burroughs	DESIGNED -	REVISED -	
PLOT DATE = 5/1/2026	DATE -	REVISED -	
	CHECKED -	REVISED -	
	DRAWN -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

N NEIL STREET
SECTION 4(F) LAND IMPACT EXHIBIT

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
802	24-00326-00-PV	CHAMPAIGN	1	1

ILLINOIS FED. AID PROJECT

CONTRACT NO.

E GARWOOD ST

E BRADLEY AVE

L 105+00

50-00

480+00 | 479 | 478 | 477 | 476 | 475+00 | 474

N NEIL ST

POT STA 474+72.52

W BRADLEY AVE

HAZEL PARK

934.3 SF/0.021 ACRES ROW
0 SF TE
934.3 SF/0.021 ACRES TOTAL

109.7 SF/0.003 ACRES ROW
1704.4 SF/0.039 ACRES TE
1814.1 SF/0.042 ACRES TOTAL

SECTION 4(f) LAND BEING IMPACTED

RIGHT OF WAY

TEMPORARY EASEMENT

FEHR GRAHAM
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Exhibit C

Summary of Public Involvement

Outlook

May 19th Neighbor letter

From Jeff Marino <Jeff.Marino@champaignil.gov>
Date Wed 5/6/2026 8:46 AM
To Lisa Hempel <Lisa.Hempel@champaignil.gov>
Cc Chris Sokolowski <Chris.Sokolowski@champaignil.gov>

4 attachments (6 MB)

May 19th Openhouse Neighbor Letter.docx; Map showing parcels notified for May 19.pdf; may19.xls; Property Owner Mailing List - Draft.xlsx;

Lisa,

Can you send out the attached neighborhood letter for the May 19th Neil Street Corridor Meeting? The spreadsheet labeled “may19” is the 88 parcels that are adjacent to the project area. The spreadsheet labeled “property owner mailing list” is a smaller list of property owners that are adjacent to the corridor. The spreadsheet saved as “property owner mailing list” should be an overlap with the property owners in the “may19” list; however, the “property owner mailing list” is properties that we’ll need to secure easements from. So on those properties we are sending the letter to both the property owner and the address point for the actual property. Most of the owners don’t live on Neil Street. The “May19” list is only the tax payer of record, where as the other list is both the tax payer and the address point.

Let me know if you have any questions,

Jeff Marino, AICP
Planning Manager
City of Champaign | Planning and Development
(217) 403-8800

Trevor Larson

From: Chad Osterbur
Sent: Thursday, May 21, 2026 12:39 PM
To: Trevor Larson
Subject: FW: Neil Street Corridor Comment - FW: old wooden power pole

Here is another comment that came in if you could include in the PDR attachments.

CHAD M. OSTERBUR, PE, PLS | Project Manager
Fehr Graham | Engineering & Environmental

From: Jeff Marino <Jeff.Marino@champaignil.gov>
Sent: Thursday, May 21, 2026 11:45 AM
To: Chris Sokolowski <Chris.Sokolowski@champaignil.gov>; Chad Osterbur <costerbur@fehrgraham.com>
Subject: Neil Street Corridor Comment - FW: old wooden power pole

This Message is from an external sender.

Chris and Chad,

Can we add this comment from Michael Markstahler to the PDR?

Jeff Marino, AICP
Planning Manager
City of Champaign | Planning and Development
(217) 403-8800

From: Michael Markstahler <rdinetmichael@gmail.com>
Sent: Thursday, May 21, 2026 9:22 AM
To: neilstreetfeedback <neilstreetfeedback@champaignil.gov>
Subject: old wooden power pole

[EXTERNAL]

in the corridor -

east/west alley running between Neil and Randolph in the block between Vine and Columbia -

There is an old wooden power pole that does not service anything anymore. However it is a bit of a traffic impediment, especially, while backing out of parking space. It is about 50 feet in off of Neil Street.

Is there any chance the city could ask Ameren to remove it???

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mailing address P.O. Box 587 Champaign, Illinois 61824 - 0587

voice - 217 . 352 . 3498 fax - 217 . 352 . 5907

e-mail – rdinetmichael@gmail.com

visit our web page – rdi.properties

Trevor Larson

From: Chad Osterbur
Sent: Tuesday, May 26, 2026 11:35 AM
To: Trevor Larson
Subject: FW: Neil Street Corridor Plans - Comments Based on Open House

FYI

CHAD M. OSTERBUR, PE, PLS | Project Manager
Fehr Graham | Engineering & Environmental

From: Jeff Marino <Jeff.Marino@champaignil.gov>
Sent: Tuesday, May 26, 2026 11:27 AM
To: Chad Osterbur <costerbur@fehrgraham.com>; Chris Sokolowski <Chris.Sokolowski@champaignil.gov>
Subject: FW: Neil Street Corridor Plans - Comments Based on Open House

This Message is from an external sender.

Chad or Chris,

Can you include the comments below in the PDR?

Chris – I can respond to Ric regarding items 5, 6, and 7. Do you want to touch base with how, or if, we want to respond to the other comments?

Thanks,
Jeff

From: Ric Weibl <ric_weibl@yahoo.com>
Sent: Monday, May 25, 2026 3:18 PM
To: Jeff Marino <Jeff.Marino@champaignil.gov>; neilstreetcorridor@champaignil.gov
Subject: Neil Street Corridor Plans - Comments Based on Open House

[EXTERNAL]

Hi Jeff,
Thank you for organizing the Open House at the Martens Center. Good to see you and to learn of progress. Some thoughts, ideas, and questions.

1) Appreciate the new signal at Arcadia/Bellfontaine. At least one intersection between Kenyon and Bradly needs to a) support neighbors in vehicles getting onto Neil Street from driveways and side streets, b) assist neighbors walking to cross Neil Street some place within that stretch, c) slow the vehicle traffic especially south bound on Neil.

2) Concerned that nothing is bring done about the Bone Yard trail crossing. Staff and consultants saying this is an IDOT matter seems to avoid City having a role in the issue. As individual citizen, it would be helpful if I were to elect to engage IDOT for planning team to give details - what has been proposed by planning to IDOT, what is IDOT response, who specifically makes the decision at IDOT - and contact details, relevant code and regulations. We can be advocates, but we can't join the fight without some tools. If issue hasn't been addressed with IDOT why not? City has heard us ask for it - did Planning do so?

3) Like the increased size of sidewalks along Neil between Edgebrook and Bradley, also the green space therein.
3.A) Encourage consideration of low growing native grasses and ornamental plants in this green space. Given the volume and speed of traffic on both sides of Neil, asking home owners to tend to lawn in this space seems unsafe. Also would be more aesthetically pleasing.
3.B) Appreciate that space "taken" for sidewalk and green space on west side of Neil is take from existing roadway, not hacked from already hacked up resident properties. Might wish to get specific about repairing/replacing. regrading the retaining walls. Surely better design features exist.

4) The reduction to three lanes will likely be resisted, but I suspect the loudest voices will not be the neighbors. This is about safety for us - and traffic study seems to suggest that the delay would be minimal. Of course speed racers are not being rational. The second case I see is the improved aesthetic appeal that becomes possible with the redesign - a gateway rather than a neighborhood to speed through.

5) I was disappointed to not see MTD stopped built into the design - not even the suggestion of benches or shelters. Primary concern is for neighbors who use the bus, as well as signaling that Champaign is a multi-modal community. Collaboration is hard but I would urge a creative effort be made in the design stage, not as an after thought.

6) I would also urge planning team to consider some kind of curb cut feature that permits motor vehicles to enter Hazel Park. Sure, another hard collaboration. Currently CPD and its contractors jump the curb off Neil St to service the park. The access point at Bradley/Randolph is not used, perhaps because of bad design. Jumping the curb isn't good for the equipment and doesn't reflect a safety first approach to design. Nonetheless, if effort is being made to redesign sidewalks and curbs along Neil, I would urge team to deal with this concern.

7) I found it interesting that the design plan shared made no mention of the relocated fire station. I know this is a different project, but it seems that the features should be integrated early on in the design work. Lots of neighbors have points of view on this and the absence seems to suggest a lack of integration. Not expecting building designs, but certainly some guiding corridor ideas embedded in the fire house planning. If intersection if to be managed to support fire equipment moving out on calls, how will design features support pedestrian safety - remember for school kids this is only signalled crossing until Columbia to the South.

8) The bump out for the CECC on the west side is a nice start, this is really a hazard. Again, collaboration is hard, but surely Unit 4 has an interest in making the stretch of Neil from Bradley to the train tracks safer and more pedestrian friendly. I've noticed they no long position "guards" at Neil/Bradley in the morning and afternoons. Do we know how many of the cars doing pick up at Stratton on Randolph are taking kids to the east side of Neil because there is no safe place to cross? Again the retaining walls. Guess I wonder why no creative responses to this section? I would hope green space as boundary between pedestrians and traffic would be a start.

9) I recall in earlier designs there was something of a safety island for pedestrians crossing Neil at Edgebrook? Don't recall seeing those anymore. Again, it you cast off to IDOT - see comment #2.

10) The design features of the gateway signs seemed fine - location details will help us see who they work for folks who live on Neil. I noted the very nice stone on the east side of Neil marking BoneYard is obscured when traveling north - nice idea, suppose I should call IDOT?

So Jeff, just a few thoughts. Hope they are helpful, happy to clarify any. Thanks again for asking!
Ric

Public Input Form

Neil Street Corridor Public Open House

Section No. 24-00326-00-PV

May 19, 2026

Name (please print): _____

Address: _____

Phone and e-mail address: _____

Comments:

Thank you for hosting this event - I am more informed.

I do question the distinction between "DOWNTOWN" and "RESIDENTIAL/NEIGHBORHOOD" I understand the difference AND for people like me downtown IS our residential neighborhood. The more everything is greened up, the better.

ENGAGE PAGE

To review the documents available at this meeting scan the QR Code or go to:
engagechampaign.org/neil-street-corridor

Email comments or questions can be sent to
neilstreetcorridor@champaignil.gov

City of CHAMPAIGN

Public Input Form

Neil Street Corridor Public Open House

Section No. 24-00326-00-PV

May 19, 2026

Name (please print): PETER COLEMAN

Address: P.O. BOX 746 SAVOY, IL 61874-0746

Phone and e-mail address: 217 356-6907 NONE

Comments:

REDUCING THE NUMBER OF LANES FROM 4 TO ONE IN EACH DIRECTION AND A CENTER TURN LANE WILL RESULT IN PEOPLE USING THE CENTER TURN LANE AS A PASSING LANE. IMPATIENT DRIVERS, FOLLOWING SOMEONE GOING THE SPEED LIMIT, WILL LOSE PATIENCE AND SIMPLY GO AROUND LAW ABIDING DRIVERS, PASSING IN THE CENTER LEFT TURN LANE. WE HAVE 60,000 YOUNG IMPATIENT STUDENTS AT THE U OF I WHO ARE IN A HURRY. THEY WILL PASS DRIVERS GOING EVEN 40-45 MPH. HAVE YOU SEEN HOW FAST PEOPLE IN THIS TOWN DRIVE? PEOPLE GOING IN THE OPPOSITE DIRECTION WILL DO THE SAME USING THE LEFT TURN CENTER LANE AS A PASSING LANE. THERE WILL BE ACCIDENTS ON A REGULAR BASIS AS PASSING CARS IN OPPOSITE DIRECTIONS WILL COLLIDE, BLOCKING TRAFFIC IN BOTH DIRECTIONS. PLEASE USE THE MONEY TO FIX EXISTING ROADS, WHICH ARE IN HORRIBLE SHAPE. THANK YOU!

ENGAGE PAGE

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Public Input Form

Neil Street Corridor Public Open House

Section No. 24-00326-00-PV

May 19, 2026

Name (please print): Jeff Glass

Address: 804 Westlawn, Champaign

Phone and e-mail address: jeffj325@gmail.com (770) 842-4444

Comments:

The Project will cost millions of dollars & increase delays due to reduced traffic lanes.
Football traffic getting off at Neil will back up and create a traffic nightmare
The money could be better spent by repairing the roads in Champaign. They are in terrible condition.
The expenditure of funds for the North Neil project is a terrible use of limited funds that could be much better spent.
I don't believe the project will improve anything. It will just waste money & increase traffic delays.

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Public Input Form

Neil Street Corridor Public Open House

Section No. 24-00326-00-PV

May 19, 2026

Name (please print): Sam Reams

Address: 211 W Vine St # 1

Phone and e-mail address: (715) 944-5324 samjreams@gmail.com

Comments:

Very excited about the road diet this plan proposes. Traffic calming is much needed on this stretch of Neil + care has clearly been taken to do this effectively. My one and only concern is the drop-off situation outside the early learning center. Some consideration has clearly already been made for this, but I have often seen lines exceed the length of the proposed notch at this location. I think this small concern is heavily outweighed by the pros of this project and I look forward to seeing it completed.

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Public Input Form

Neil Street Corridor Public Open House

Section No. 24-00326-00-PV

May 19, 2026

Name (please print): A. Kipping

Address: 211 W. Vine

Phone and e-mail address: 217.242.3664 arkdvark@gmail.com

Comments:

Very excited to see plans to calm traffic on Neil. Shrinking lane width on Columbia will hopefully slow traffic coming into the neighborhood. This, along with the recent addition of a stop sign for northbound traffic @ State + Columbia will keep us safe. Thank you for considering that.

I am displeased with the lack of consideration for bus + bike traffic. Would love to see a light beacon for children crossing to get to school @ the intersections of Neil + Eureka, Tremont, North, and Beardsley.

Also looking forward to freshly painted crosswalks. Hopefully that happens soon if this project doesn't find funding.

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Public Input Form

Neil Street Corridor Public Open House

Section No. 24-00326-00-PV

May 19, 2026

Name (please print): Brett Peugh

Address: 1309 / 1307 N. Neil St

Phone and e-mail address: 217-378-4380 brettpeugh@gmail.com

Comments:

pre striping - Lincoln

get in - out of my driveway on Neil rush hour

games

Trash can on west side of Neil

TIFF

who is going to shovel my 8' wide sidewalk?

ENGAGE PAGE

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City of CHAMPAIGN

Public Input Form

Neil Street Corridor Public Open House

Section No. 24-00326-00-PV

May 19, 2026

Name (please print): Alex Uhlarik

Address: 612 W Church St, Champaign, IL

Phone and e-mail address: 217-480-7748, alexuhlarik@gmail.com

Comments:

I love the idea of additional hardscape and ~~grass~~ greenscape buffering the sidewalk from the road. I like the paint powder steel that makes it look like oxidized copper. I am a ~~pedestrian~~ pedestrian in this area often, and it can feel uncomfortable ~~so~~ north of Washington St so I ~~feel~~ feel good about the changes proposed.

ENGAGE PAGE

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Exhibit D

Correspondence with Champaign Park District

Outlook

Re: [External Email]-->Re: [External Email]-->Re: North Neil Street Preliminary Design Information (Hazel Park)

From Sarah M. Sandquist <Sarah.Sandquist@champaignparks.org>
Date Thu 1/8/2026 12:02 PM
To Chris Sokolowski <Chris.Sokolowski@champaignil.gov>

[EXTERNAL]
Sorry, I have been sitting on this. We have a projects meeting tomorrow and will discuss further. For now, we do not have major concerns and are in support of the proposed improvements.

From: Chris Sokolowski <Chris.Sokolowski@champaignil.gov>
Sent: Monday, December 15, 2025 3:37 PM
To: Sarah M. Sandquist <Sarah.Sandquist@champaignparks.org>
Subject: [External Email]-->Re: [External Email]-->Re: North Neil Street Preliminary Design Information (Hazel Park)

Hi Sarah,

Thanks for getting back to me. I have attempted to address the questions below but please don't hesitate to reach out with follow-up questions. I'm also working with Fehr Graham on some additional exhibits for a public meeting that will take place in March and will share that once I have it.

With this being a Phase I (preliminary) design using the Federal process so we can pursue Federal transportation grants, there will still be details to work out during the final design. What would be nice is to know prior to our public meeting if I could get a general sense of whether CPD staff have any major concerns or is generally supportive of the proposed improvements.

In the meantime let me know if you or your staff have any other questions or need anything.

Thanks,
Chris

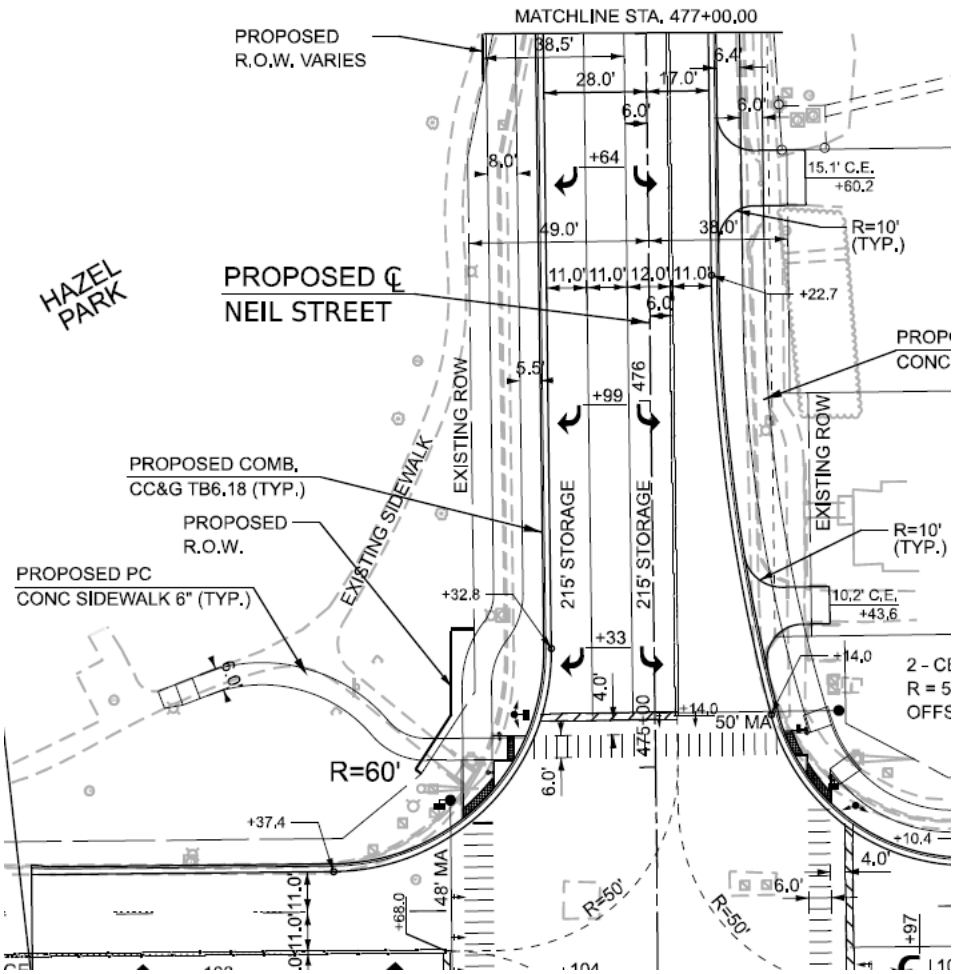
Sidewalk Along Neil Adjacent to Hazel Park

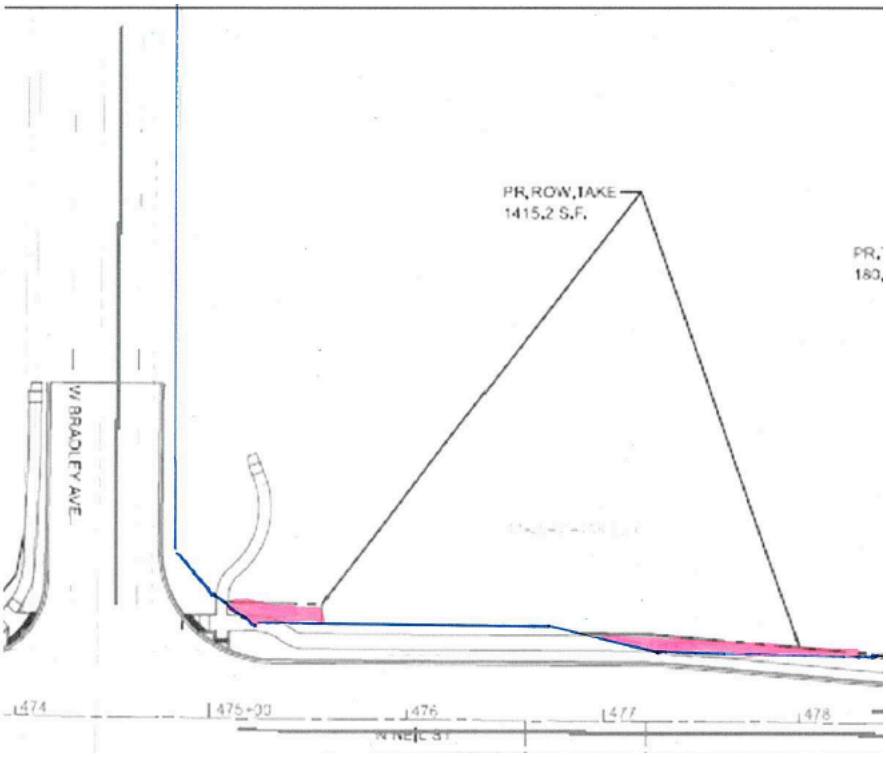
There were four questions that all seem to be asking about the sidewalk along Neil and/or ROW/easements/impacts along the east side of the park:

- Can you please define where the parkway will be on Eastside of Hazel Park?
- Would the City remove the CPD pathway on Neil since there is a sidewalk going in parallel to the existing pathway, and add a connection/pathway on the backside of Hazel Park?
- Will there be affected park area; i.e. sidewalk on east side? How much land does the City want/ need?
- Are there easement requests?

The first snapshot below shows the existing ROW, proposed sidewalk and parkway. The second snapshot highlights in pink the ROW estimated to be needed from the park, with the existing ROW in blue. The information below attempts to answer the questions using information from both:

- An eight-foot sidewalk is proposed along the west side of Neil with a 5.5' parkway adjacent to the park. In the section adjacent to the current right turn lane everything fits in the existing ROW with the exception of the corner at Bradley (where you can see a boxed-out area). The highlighted areas come out to about 1,415 square feet in total.
- While there is some ROW needed, I don't think it impacts the uses within the park. With the removal of the current right turn lane space (which shifts the curb east away from the park) a lot of the proposed improvements fit within the existing ROW. The ROW area on the north end is a very narrow sliver to fit in the wider sidewalk north of where the taper for that turn lane begins. The boxed-out area on the corner is to create space to fit in two-point sidewalk ramps and some type of tie-in to the park district sidewalk.
- How much of the existing sidewalk along the Neil Street side is really up to you. Removal of redundant or undesired sections of that existing walk can be included in the project. We can keep whatever the district feels is useful as an "off ramp" or connection to the playground and that could stay in place.
- At the corner there is a rough concept of a tie-in to the walk along the south side of the park shown but that is in no way set in stone. It is primarily conceptual to show that the new City sidewalk would tie into that existing walk in some manner. The details of how that works is something we can discuss and would likely make more sense to do during the final design phase. Depending on where that goes it could alter the shape or limits of the ROW slightly.
- The information I currently have does not include a temporary construction easement for this parcel, but I suspect there may be a need for one once we get into final design and work through the details of grading.
- If I am interpreting the question about adding a backside connection to the Park correctly that would be outside of the scope of this project. My assumption is that is something related to connection to the neighborhood along the north boundary of the park. If I am mistaken please let me know.





Lighting

- Lighting- Who will be responsible for maintenance?

The roadway lighting (which will include a pedestrian fixture off the back of the pole) will be a City-owned and maintained system. (If you are curious, the same type of pole is located on Clark Street between State and Randolph). Looking at the existing infrastructure on street view, it looks like there is some park district pedestrian lighting along the existing sidewalk. During the final design we would want to coordinate with the district on what should be removed/relocated vs what should in place so that the two lighting systems make sense as they relate to each other and the resulting sidewalk paths. If some of the existing park district system remains in place outside the ROW it would continue to be CPD maintenance.

Median

- Is there a median being installed on Neil?

There is not a median proposed for Neil Street; the typical section is one lane in each direction with a center turn lane to aid in access to side streets and driveways. The only location a median is proposed is at the railroad crossing south of Bradley, which is a new requirement of the Federal Railroad Administration. The crossing will be upgraded to include gates and the median helps prevent drivers from going around the gates. The three-lane section is also preferred over a median by emergency response (Fire, etc.) as they can utilize the center lane when responding to a call.

From: Sarah M. Sandquist <Sarah.Sandquist@champaignparks.org>
Sent: Friday, December 12, 2025 9:41 AM
To: Chris Sokolowski <Chris.Sokolowski@champaignil.gov>
Subject: Re: [External Email]-->Re: North Neil Street Preliminary Design Information (Hazel Park)

[EXTERNAL]
Hey Chris,
Sorry for the delay on getting back to you. Our Projects Team met on 11.21.25 and had the following questions. Happy to elaborate on anything if needed. These are notes out Admin took.

Will there be affected park area; i.e. side walk on east side? How much land does the City want/ need?

Lighting- Who will be responsible for maintenance?

Is there a median being installed on Neil?

Can you please define where the parkway will be on Eastside of Hazel Park?

Are there easement requests?

Would the City remove the CPD pathway on Neil since there is a sidewalk going in parallel to the existing pathway, and add a connection/pathway on the backside of Hazel Park?

From: Chris Sokolowski <Chris.Sokolowski@champaignil.gov>
Sent: Thursday, December 11, 2025 10:57 AM
To: Sarah M. Sandquist <Sarah.Sandquist@champaignparks.org>
Subject: [External Email]-->Re: North Neil Street Preliminary Design Information (Hazel Park)

Hi Sarah,

I'm just checking in to see if you or your staff have any questions, feedback or thoughts on the N Neil information.

Thanks!
Chris

From: Chris Sokolowski
Sent: Wednesday, November 5, 2025 1:49 PM
To: Sarah.Sandquist@champaignparks.org <Sarah.Sandquist@champaignparks.org>
Subject: North Neil Street Preliminary Design Information (Hazel Park)

Hi Sarah,

I'm following up with the information I mentioned the other day about the preliminary design work we are doing to eventually implement the recommendations of the North Neil Street Corridor Plan that was adopted by Council a few years ago.

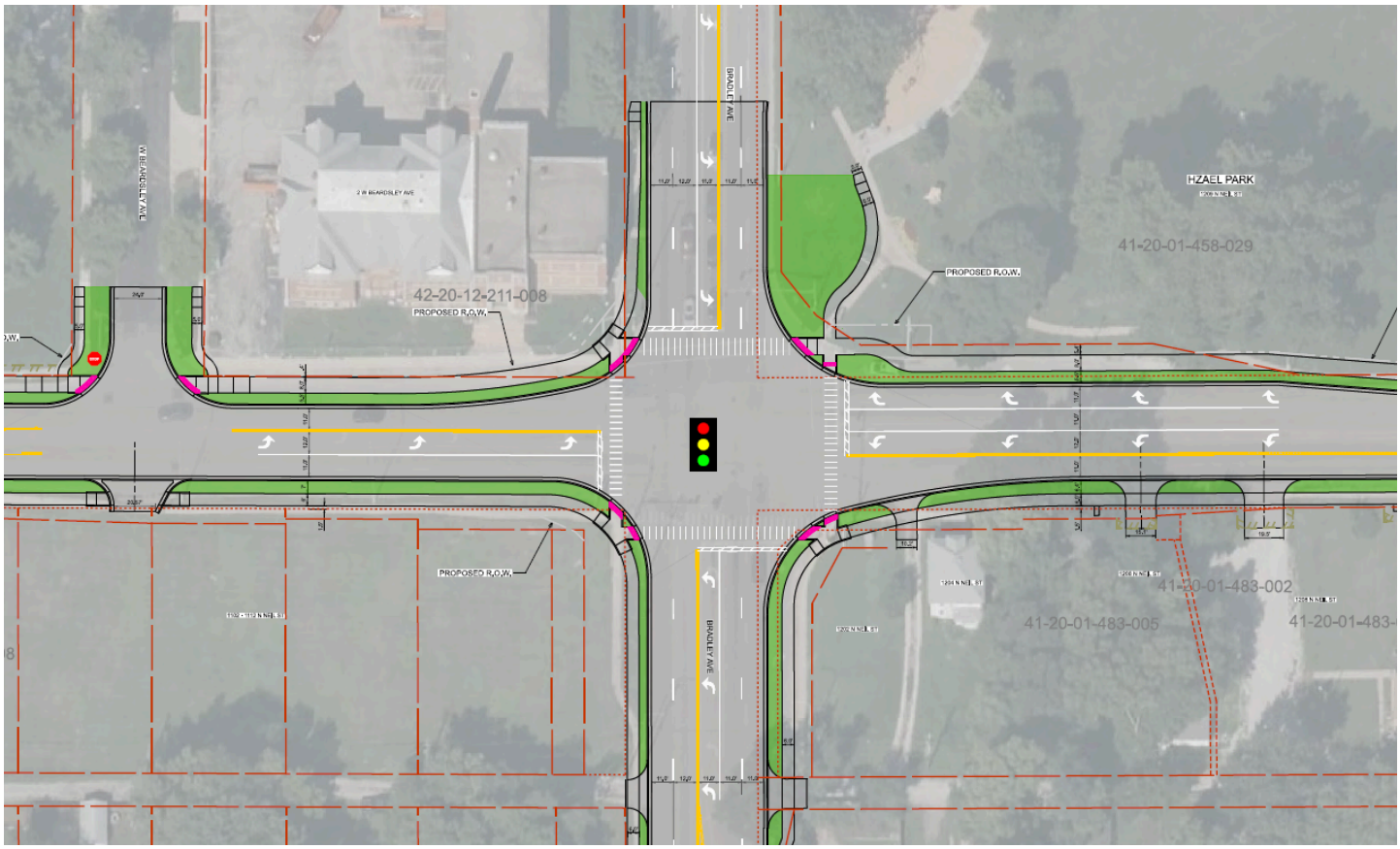
The overarching theme of the plan, and this design, is to make the corridor more pedestrian friendly, welcoming, and aesthetically pleasing as an entryway/gateway into Champaign from I-74. The key changes include reducing the number of lanes from four to three, a traffic signal at Arcadia/Bellfontaine to improve connectivity across Neil, wider sidewalks, and adding street lighting and more trees within the parkway. There will also be some wayfinding and possibly other decorative elements but that hasn't been sorted out yet.

I pasted a snapshot of a portion of the conceptual scroll plot (the full version of which is attached in case you are curious) and also attached the summary of ROW needs exhibit for the area near Hazel Park. While it says ROW, the same thing can be accomplished through permanent easement if that is an easier approach from a process perspective. The design is very preliminary and will likely change some during the final design process once we get into the details.

For background, this project does not currently have a timeline for construction (and construction funding does not currently appear within the City's 10-year CIP). The goal would be to get some general thoughts from you and your staff about the concept with the idea of getting to a place where the park district could

provide a general letter of support for the project. The goal is to have a general public input meeting in February and then wrap up the overall effort by the spring. If it would be possible to get some feedback in the next month or month and a half that would be great.

If you or your staff have any questions as you look over the material please don't hesitate to reach out. I am also happy to meet with anyone to go over any details and/or respond to questions.

Sincerely,
Chris

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