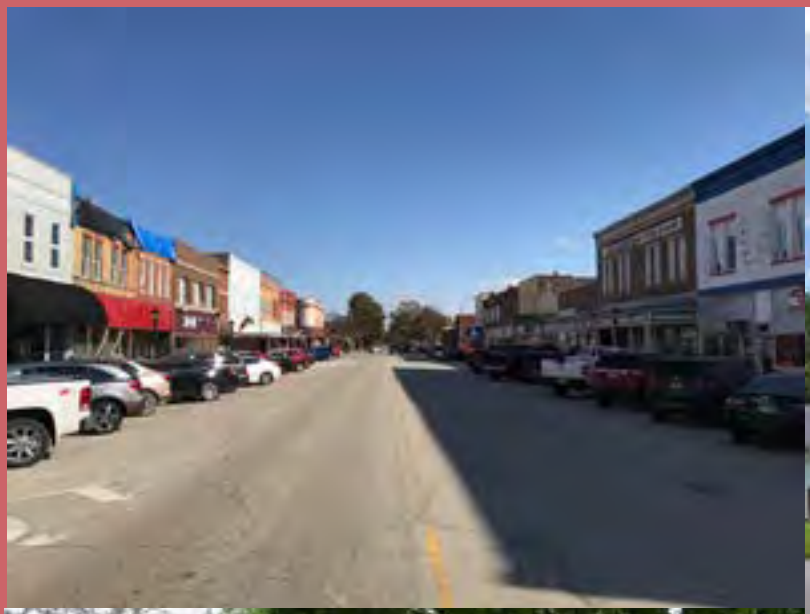
VILLAGE OF RANTOUL

TRANSPORTATION PLAN



JULY 2020

RESOLUTION NO. 7-20-1310

A RESOLUTION ACCEPTING AND ADOPTING THE RANTOUL TRANPORTATION PLAN AND SAFE ROUTES TO SCHOOL PLANS

WHEREAS, the Village of Rantoul desires to be proactive in setting long term goals, objectives and policies to guide the future growth and development of the community; and

WHEREAS, the staff of the Champaign County Regional Planning Commission (CCRPC) applied for a grant and received funding to develop the Rantoul Transportation Plan and Rantoul Safe Routes to School Plans; and

WHEREAS, the Rantoul Transportation Plan and Rantoul Safe Routes to School Plans will serve as a resource for the Village Board, Village staff, the public, and the development community regarding how transportation infrastructure and services should grow and improve and how the transportation system in the Village will look like by 2040; and

WHEREAS, Village staff has worked with the staff from the Champaign County Regional Planning Commission to prepare the Village of Rantoul Transportation Plan and the Safe Routes to School Plans with the support of a Steering Committee and after an extensive public outreach process; and

WHEREAS, the Village Board has determined that the proposed Rantoul Transportation Plan and Safe Routes to School Plans are in the best interests of the citizens of the Village.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Village of Rantoul, Illinois, as follows:

1. That the "Village of Rantoul Transportation Plan" dated April 2020 and the Safe Routes to School Plans be and are hereby adopted as a guide in the development of the transportation system in the Village of Rantoul.

PASSED and APPROVED this 14th day of July, 2020.

APPROVED

By: _____
Charles R. Smith, Village President

ATTEST: _____
Mike Graham
Village Clerk

VILLAGE of RANTOUL • 1854 • ILLINOIS •

This report was prepared for the Village of Rantoul with funding from the Illinois Department of Transportation (IDOT) by staff from the Champaign County Regional Planning Commission (CCRPC).

VILLAGE OF RANTOUL

TRANSPORTATION PLAN

Village Board

Charles Smith, Mayor

Gary Wilson

Hank Gamel

Mark Wilkerson

Sherry Johnson

Sam Hall

Terry Workman

Steering Committee

Charles Smith, Village of Rantoul Mayor

Jake McCoy, Village of Rantoul Public Works

Chris Milliken, Village of Rantoul Planning

Alex Meyer, Village of Rantoul Police

Luke Humphrey, Village of Rantoul Recreation

Scott Amerio, Rantoul Township High School

Michelle Ramage, Rantoul City Schools

Amanda Vickery, Rantoul Chamber of Commerce

Imad Al-Qadi, Illinois Center for Transportation

Planning and Zoning Commission

Allen Jones

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Contents

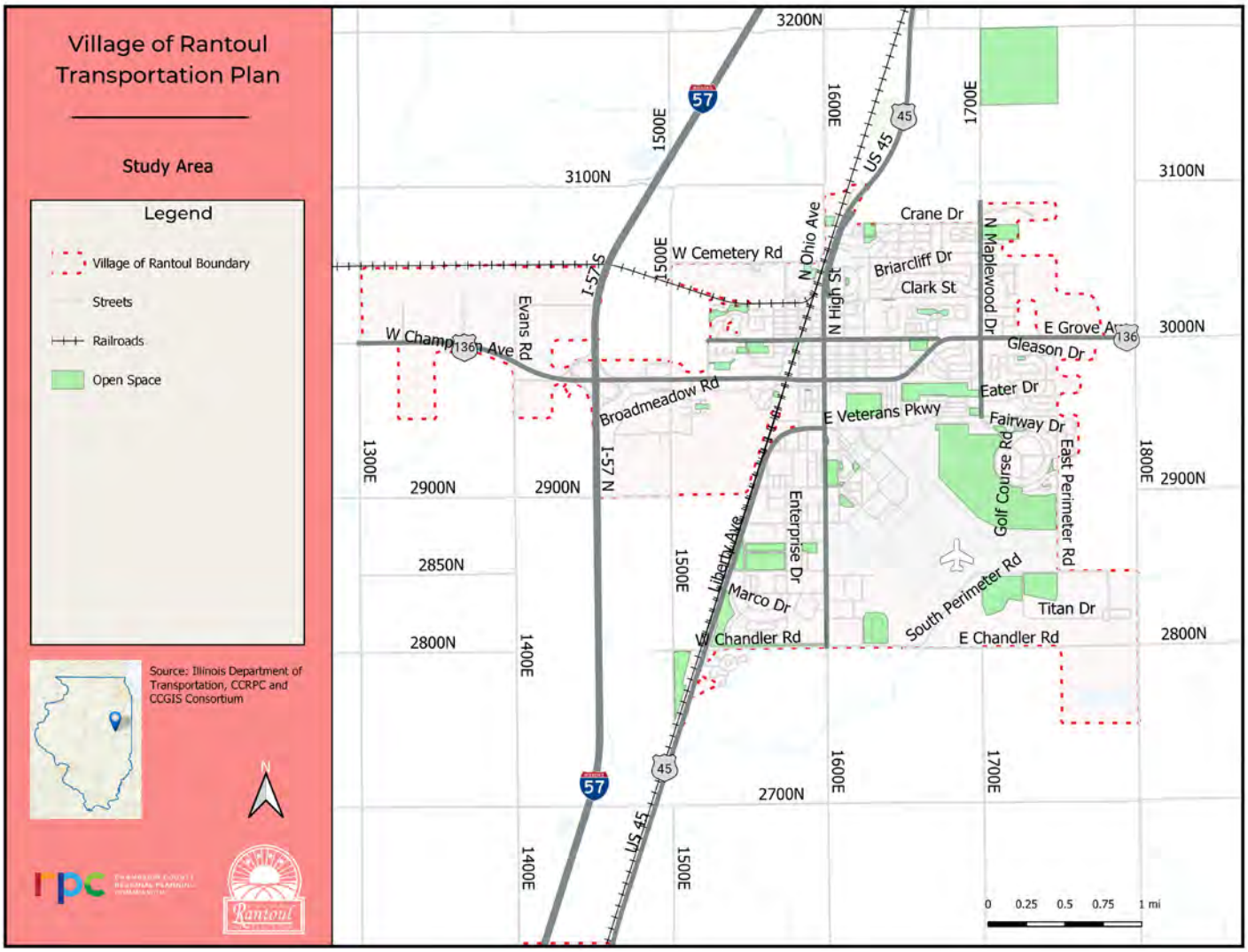
1. Introduction

1.1. PURPOSE

The Village of Rantoul is experiencing resurgence as a result of diversification of its economic base, which now supports manufacturing, food, and high-tech industries. However, such growth is occurring without the solid foundation of a transportation plan that considers the implications of this growth in the transportation system and how the transportation infrastructure of Rantoul needs to evolve in the future to accommodate its future growth. The purpose of the Rantoul Transportation Plan is to provide a clear and specific direction for planning efforts to improve the overall transportation system in Rantoul. With the vision of creating a complete transportation network, the plan aims to provide multimodal connectivity, improve accessibility for people of all ages and abilities, and ensure safety of all residents moving around the Village of Rantoul.

The Village of Rantoul is located in Champaign County, Illinois. According to the 2013-2017 American Community Survey 5-year estimates, 13,190 people live in Rantoul in 4,962 households. **MAP 1.A** shows the study area of this plan which encompasses the Village of Rantoul, totaling 8.62 square miles.

MAP 1.A. VILLAGE OF RANTOUL TRANSPORTATION PLAN: STUDY AREA



1.2. PLANNING PROCESS

This plan was developed in multiple phases which included regular meetings with the Steering Committee; the analysis of existing conditions; the development of goals, objectives and performance measures; public workshops; development of recommendations, and an implementation plan. The guiding principles adopted to prepare the plan are described below.

1.2.1. Involving the Public

The transportation planning process affects every resident and visitor in the village in some manner. To achieve the widest possible participation, the planning effort encouraged citizen involvement from initial development through completion of the plan. Public involvement was achieved on two fronts: during the planning processes, and in review of the final recommendations.

Champaign County Regional Planning Commission (CCRPC) staff also engaged with the Latino community in a number of ways. In Spring 2019, CCRPC and the University of Illinois administered a transportation equity survey to Spanish-speaking Rantoul residents. Additionally, CCRPC staff prepared meeting materials in Spanish, and had Spanish-speaking staff at public meetings to get input from Latino persons considering the significant proportion of Latinos living and/or working in the Village of Rantoul.

1.2.2. Multimodal Approach

While the major focus of a transportation plan is to address capacity and operational issues on major roadways, the transportation plan is prepared with a multimodal network approach that reflects a better integration of land use with transportation. Complete streets concepts are used to define recommended roadway sections to ensure that people have choices in how they travel through their community. Although motorized vehicles are generally the focus of most community transportation systems, through the incorporation of complete streets the transportation plan seeks to provide safe, accessible, and equitable connectivity to bicyclists, pedestrians and transit riders.

1.2.3. Transportation Plan and Transportation Model

The plan used a model-based approach that links transportation with land uses at the County level and developing a micro simulation traffic analysis model for the village to be able to determine the operating conditions of the village's transportation network while concurrently working with local officials, staff, and the public to determine needs, issues, forces, and a vision for the future. Products of this process are determined at intersection and roadway network levels.

The transportation plan provides information and recommendations for promoting trips using active modes of transportation to reduce vehicle miles traveled, increase system efficiency, and improve mobility, connectivity, and accessibility. It also describes how different modes of transportation should link together to create a seamless transportation network offering multiple travel choices throughout the entire village. The plan also includes recommendations for safety improvements based on analysis of the crash data and analysis of the transportation network.

2. Background

2.1. VILLAGE OF RANTOUL'S TRANSPORTATION HISTORY

The Village of Rantoul has a rich history rooted in military and transportation. Originating in 1854, Rantoul was planned for the location of the Illinois Central Railroad Station and consisted of the Rantoul Station, a small town, and a post office.[1] The Village was officially named Rantoul in 1862, and went on to become the home of Chanute Field during the beginning of World War I because of its proximity to the Illinois Central Railroad.[1] Due to the pressing need for Air Force pilots early during the war, the air field was built rather rapidly and quickly brought in military personnel, construction workers, visitors and their families to the area. In turn, the sudden influx of people contributed significantly to Rantoul's economic and population growth, which was key to Rantoul's early success. The air field was later renamed Chanute Air Force Base in 1948, where hundreds of soldiers were trained at the base during the mid-20th century. Among them were the first squadrons of all-African American pilots, later known as the Tuskegee Airmen, which marked an important milestone in Chanute Air Force Base's 75-year legacy.[2]

1 "Rantoul, Illinois", Wikipedia, May 6th, 2018, https://en.wikipedia.org/wiki/Rantoul,_Illinois

2 Quealy, Brendan, "Rantoul: 20 years after closing of Chanute Air Force Base", The News Gazette, August 10th, 2013, http://www.news-gazette.com/news/local/2013-10-06/rantoul-20-years-after-closing-chanute-air-force-base.html

FIGURE 2.A AMTRAK STATION AT THE VILLAGE OF RANTOUL
By Daniel Schwen - Own work, CC BY-SA 4.0, https://commons.wikimedia.org/w/index.php?curid=7518023

In the Village of Rantoul, transportation has come a long way since Robert Rantoul Jr. and the Illinois Central Railroad. Dating back to the 1970's, the Village had been pushing for better transportation. The population and wealth of the Village of Rantoul remained at a healthy level until the Air Force Base's decommission in 1993. Rantoul has lost a significant amount of businesses, population and employment opportunities since then, specifically in the transportation and warehousing industries.

In 1995, a Rural Transportation Steering Committee was established.[3] Soon after the Committee's establishment, it was determined that a significant improvement in public transportation was needed, with ideas being discussed accordingly. By 2004, a comprehensive assessment on transportation that supported the Committee was completed, concluding that there was a current need for rural public transportation that will likely grow as the overall population ages. A year later, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorized funding to the states for the purpose of supporting public transportation in rural areas with populations of less than 50,000. The Illinois Department of Transportation – Division of Public and Intermodal Transportation (IDOT-DPIT) notified the Champaign County Board of available funding for rural public transportation in 2007. At that time, the Champaign County Regional Planning Commission (CCRPC) started the Transportation Coordination Primer Process for rural Champaign County. The process involved local stakeholders to select a rural public transportation operator, which was crucial to the rural transportation system's success.

In 2011, CRIS Rural Mass Transit District (CRIS-RMTD) was identified as the most suited operator for Champaign County. CRIS operated public transportation services in rural Champaign County, including the Village of Rantoul until 2014.

In 2014, the Champaign-Urbana Mass Transit District (CU-MTD), under a contract with Champaign County, started providing public transportation services in Champaign County and Champaign County Area Rural Transit System (C-CARTS) was formed.[4] By 2016, the Village of Rantoul signed an agreement with CU-MTD and Champaign County to provide fixed route transportation services, five days a week between

3 "Champaign-County Area Rural Transit System", Champaign-County Area Rural Transit System, http://c-carts.com/fixed-route/

4 "Champaign-County Area Rural Transit System", Champaign-County Area Rural Transit System, http://c-carts.com/fixed-route/

the hours of 5:00 am and 8:00 am and 3:00 pm and 6:00 pm. The Eagle Express operates within the Village of Rantoul to connect residents and visitors to employment, public services, and recreational destinations. At the same time that the Eagle Express started operating in Rantoul, a fixed route called the Rantoul Connector was initiated which links the Village of Rantoul and the cities of Champaign and Urbana. The Rantoul Connector service operates approximately every 60 minutes between the hours of 5:00 am and 8:00 am and again between 3:00 pm and 6:00 pm, Monday through Friday. It is a fixed stop, express service that stops at Fountain Valley and Walmart in Rantoul, as well as Country Fair, Illinois Terminal, Carle Hospital, and Lincoln Square in Champaign-Urbana. From these destinations, passengers can connect with the Eagle Express in Rantoul, or Champaign-Urbana Mass Transit District services in Champaign-Urbana using a free transfer obtained from the C-CARTS Operator[4].

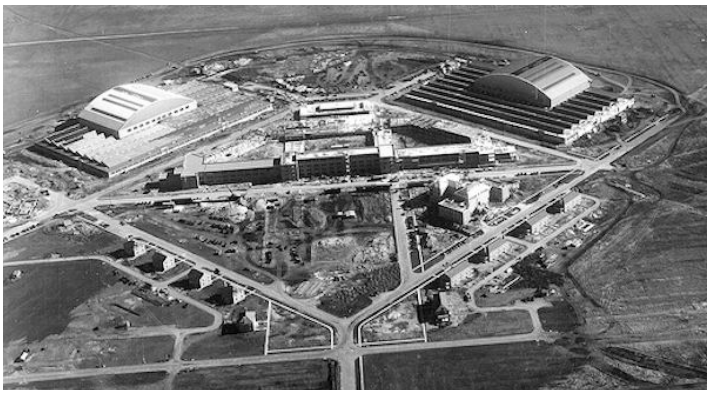
In September 2018, it was decided to change the Eagle Express' existing route to three routes compared to the original one, with the one route being a mainline connector that spans from Rantoul Plaza on the east to the industrial park on the west. The other two routes cover the north and south sides of the Village and are called "Eagle Express North"and "Eagle Express South", respectively. The intention is that the new routes will allow riders to reach their destination more efficiently. These changes were made based on ridership trends, public input and consultation with the village. The Eagle Express makes stops at Industrial Park Employers, Walmart, Downtown Rantoul, Village Municipal Building, J.W. Eater Junior High School, Multicultural Center and the Youth Center among many locations.[5]

Although the Village of Rantoul is well located along I-57, it does not offer the same level of regional highway access or proximity to jobs as Champaign-Urbana, classifying the Village as a secondary location for industries.[6] Rantoul is also in possession of a decent business park with capabilities to expand. As for Chanute Air Force Base, parts of the base are currently being used for community purposes under Economic Development and Public Benefit Conveyances, but the properties are not very accessible nor expected to capture much of the region's share market[6].

5 Meadows, Jim, "New Bus Service Launches in Rantoul", Illinois Public Media News, November 7th, 2016, https://will.illinois.edu/news/story/new-bus-service-launches-in-rantoul

6 "Analysis of the Impacts of Acquiring the Remaining Land at Chanute Air Force Base", RKG Associates Inc. Economic, Planning and Real Estate, July 2010

FIGURE 2.B AERIAL VIEW OF CHANUTE FIELD IN 1939



2.2. REVIEW OF PAST STUDIES

2.2.1 Rantoul Initiative Report (2011)

In 2011, the same year CRIS-RMTD was chosen to operate C-CARTS, the Rantoul Initiative progress report came out and mentioned several times the need of improved transportation overall in the Village. Better transit within the Village of Rantoul, public transit to and from the Champaign-Urbana area, a high-speed rail system feasibility study and how to use I-57 to Rantoul's advantage were popular topics.[7] It was also mentioned that some of Rantoul's best amenities, such as the aquatic center, library, skate park and fitness facility, are located on the former Air Force Base property far from major residential areas.

The implementation of a multimodal transportation system that includes pedestrians, cyclists, and public transit was noted to potentially increase the use and access of those areas, as well as promote a better quality of life for people. Additionally, a multimodal transportation system would reduce urban sprawl that would ultimately strain infrastructure resources and potentially encourage major employers to locate in Rantoul.

Public transit from the Urbana-Champaign area and back was also heavily emphasized, with the idea being that increased ridership between the two areas would provide economic opportunities to Rantoul neighborhoods along the route and low-cost housing for Urbana-Champaign labor and industry workers.[7] The idea, however, was not very popular because of the likely high cost and low ridership due to the lack of a major employer or University of Illinois facility. Economic development explorations in the past explained the need for transit in Rantoul, but overall the demand was not enough.

7 "Rantoul Tomorrow Initiative", Village of Rantoul

2.2.2 Community Experience Plan, Village of Rantoul (2014)

The Village of Rantoul had planned in 2014 to include a transportation hub in downtown Rantoul. The hub would be located just south of the old police station headquarters, with the hope that the transportation station would bring community members and visitors by bus and rail to downtown Rantoul. The station would also attract business people to the proposed business park and serve as a part of the proposed walking tour of Rantoul as outlined in the Community Experience Plan. The plan was projected to cost $24,000,000.

2.2.3 Rantoul Tomorrow Initiative (2017)

The Rantoul Tomorrow Initiative was put in place in 2017, and covered the different needs of the Rantoul community when it came to economic development, housing and transportation. During the public input process of this initiative, public transportation to the Champaign-Urbana area and better transport within Rantoul was voted on heavily by community members. These issues scored highly on the community members' priorities, right below improved mental health services.[8] This initiative's goals were to develop a reliable public transport system, address opportunities to expand job recruitment and provide reliable public transport to workers, as well reinvest in the Rantoul Airport, advocate for high-speed rail, reinvest in roads and promote walkable and bike-able communities.[9] Long term, the initiative hopes to provide safe, affordable and convenient transport alternatives to assure mobility and access for those who have no choice and a viable option for those who do. To do so, the initiative assessed transportation strengths, weaknesses, opportunities and threats pertaining to the Village. It was found that some major strengths included access to major highways, rail, bus and air transport, hub logistics and industrial development. Weaknesses include aging transport infrastructure, lack of access to affordable transport, and lack of affordability to private transport.[10]

Unfortunately, some threats include federal and state funding, employers not being able to fill positions and leaving Rantoul, and community members not taking the issue seriously. In 2014, the Village of Rantoul received a D+ in transportation and has then worked with different agencies to fix some issues.[11]

As a result of the Rantoul Tomorrow Initiative, the Village of Rantoul partnered with the Champaign County Regional Planning Commission and CU-MTD to implement fixed bus routes within the Village of Rantoul, with the Eagle Express as the transit service. Rantoul had also started investing local Motor Fuel Tax (MFT) dollars in major street resurfacing programs, using 2015-2016 funds to expand the Rantoul bike path, and creating a rideshare program to assist lower income residents.[12]

FIGURE 2.C COVER OF THE COMMUNITY EXPERIENCE PLAN

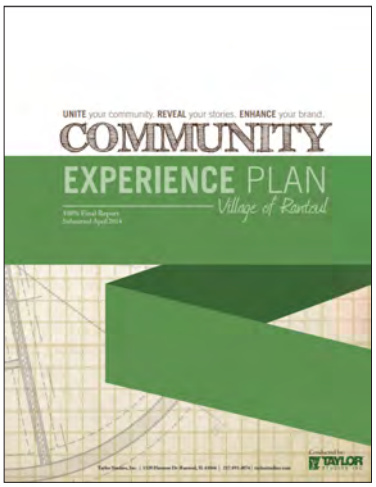
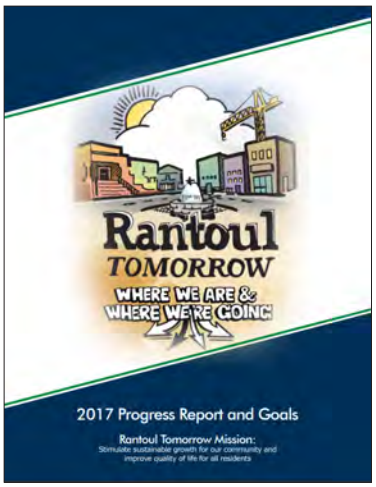


FIGURE 2.D COVER OF THE RANTOUL TOMORROW INITIATIVE



8 "Rantoul Community Service Priorities", Village of Rantoul, December 11th, 2017

9 "Rantoul Initiative", Center for Community Adaption, April 2011

10 "Village of Rantoul Comprehensive Plan", Champaign County Regional Planning Commission, February 14th, 2006, https://www.village.rantoul.il.us/DocumentCenter/View/102/022206CompPlanText?bidI

11 "Rantoul Tomorrow, Where We Are & Where We're Going", Village of Rantoul, 2017

12 "Village of Rantoul Transportation Plan", Champaign County Regional Planning Commission

2.3. RECENT DEVELOPMENTS

2.3.1 Illinois Autonomous and Connected Track

As of 2018, part of the former Chanute Air Force Base was adopted by the University of Illinois as the Advanced Transportation Research and Engineering Laboratory (ATREL) Illinois Autonomous and Connected Track. Researchers from the University of Illinois, other U.S. universities, and the Illinois Department of Transportation will study transportation-related issues on the 430-acre Illinois Autonomous and Connected Track. site. Some of its features include a signalized intersection, a roundabout, underpass, bridges, railroad crossing, bus lanes/stops and a bike/pedestrian safety site, with a 1.9-mile track where vehicles can reach up to 65 miles per hour. The center of the site is to be prototyped to be a smart city with different opportunities to test different types of transportation.[13] While the lab is impressive and innovative, Rantoul is projected to get significantly busier in terms of population, transport, and infrastructure demands.

2.3.2 Rantoul Family Sports Complex

The Rantoul Sports Complex will have multiple fields for softball, baseball, soccer, lacrosse and football in a 60-plus acres artificial turf. The complex is expected to attract traveling teams for competition from a 400-mile radius, as well as be open to local youth and adult players. This complex will be located on the border of Interstate 57 on the community's west side.

2.4. EXISTING PLANS AND POLICIES

2.4.1 The Village of Rantoul Comprehensive Plan, 2006

The Village of Rantoul last updated its Comprehensive Plan in 2006, but recognizes the need to update this plan and is beginning the process to update this plan in 2020. According to the Village of Rantoul Comprehensive Plan (2006), Rantoul has several key themes in place when it comes to improving development, including developing a mix of land uses, strengthening the economy and improving accessibility to area markets for commercial enterprises within the Village.[14] The Goals and Policies Section of the comprehensive plan states the Village of Rantoul's key goals by the year 2020, specifically in the Residential, Business and Commercial, Industrial, Recreational and Open Space, Circulation, Traffic and Transportation, and Services, Facilities and System sectors. Overall, one of the Village's main goals is to plan for multi-modal transportation within walkable neighborhoods, specifically by providing a worker/shopper bus transit system, bikeways and a Village wide installation of pedestrian sidewalks. Some particular policies are highlighted below.[15]

A. Business and Commercial Policies

Improvement in accessibility, convenience and safety of retail activity in shopping areas was strongly encouraged in the comprehensive plan, with goals to implement a bus transit network that would connect residential, retail, recreational, and industrial areas. Parking requirements would also be reduced in areas served by the transit system, while pedestrian access and street lighting would be enhanced in retail areas. Additionally, it was stated that an I-57 interchange to connect traffic to Chandler Road should be accompanied by strict land use control, in order to prevent unneeded strip commercial development or development that will require Village investment in additional infrastructure.

B. Circulation, Traffic and Transportation Policies

This section aims to implement policies that plan for a coordinated multi-modal transportation system which accommodates the travel needs of the community, a reduced need of driving automobiles within the Village, improved adequacy and safety of transportation, minimized conflict between vehicular modes and pedestrian traffic, and two additional I-57 interchanges to reduce semi truck traffic through Rantoul. More specifically, the way the Village proposed to implement these changes was through policies that coordinated the railway, street and highway system with the regional and state transportation planning efforts. The feasibility of an intra-Village bus transit system would also be

13 Hinton, Dave, "UI's transportation lab in Rantoul could soon get test track, 'smart city', The News Gazette, August 7th, 2018, http://www.news-gazette.com/news/local/2018-07-18/uis-transportation-lab-rantoul-could-soon-get-test-track-smart-city.html

14 "Land Resource Management Plan", Champaign County Regional Planning Commission, DATW, https://ccrpc.org/wp-content/uploads/2010/04/4_v1_Chapter2.pdf

15 "Village of Rantoul Comprehensive Plan", Village of Rantoul, February 14th, 2006, https://www.village.rantoul.il.us/DocumentCenter/View/102/022206CompPlanText?bidI

explored, as well as cooperation with the school districts for non-school hour "ride to work" service for resident employees. Pedestrian walkways would be given priority, especially in all new development areas and necessary widening and maintenance of streets would also be subject to a Plan of Capital Improvements. The hope was to address transportation issues and encourage commercial development and housing for current employees who commute to the Village in the process. Two new interchanges are proposed on I-57, to the north and south of the existing interchange. A southern interchange is proposed to connect traffic to Chandler Road. A railroad spur to the Aviation Center is also proposed to reduce traffic on the south side of Rantoul. A northern interchange would move the congestion of vehicle traffic to existing state and local roadways.

2.4.2 Village of Rantoul Code of Ordinances

The following information relates to the transportation system in the Village Rantoul Code of Ordinances.[16]

A. CHAPTER 32, ARTICLE IV, SUBDIVISION DESIGN STANDARDS

Design of Streets, Section 32-41

"The classification and location of all streets shall conform to the comprehensive plan, these regulations and the Manual of Practice. (b) Each buildable lot within a new subdivision shall be adjacent to a public street. Private streets may be permitted only in a planned unit development or a mobile home park and are to be maintained by the subdivider or other declarant entity. (c) All streets shall be properly integrated with the existing and proposed system of streets and thoroughfares as established in the comprehensive plan.

B. CHAPTER 38, TRAFFIC AND VEHICLES

- ARTICLE V, TRAFFIC REGULATIONS

Authority to designate crosswalks and establish safety zones, Section 38-106

"(a) The village traffic engineer is hereby authorized to designate and maintain, by official traffic-control devices upon the surface of the roadway, crosswalks at intersections where in his opinion there is particular danger to pedestrians crossing the roadway and at such other places as he may deem necessary.

(b) The village traffic engineer is hereby authorized to establish safety zones of such kind and character and at such places as he may deem necessary for the protection of pedestrians."

Authority to mark traffic lanes, Section 38-107

"The village traffic engineer is hereby authorized to mark traffic lanes upon the roadway of any street or highway where a regular alignment of traffic is necessary or appropriate."

Authority to regulate speed by traffic signals, Section 38-108

"The village traffic engineer is authorized to regulate the timing of traffic signals so as to permit the movement of traffic in an orderly and safe manner at speeds slightly at variance from the speeds otherwise applicable within the district or at intersections and shall erect appropriate signs giving notice thereof."

- ARTICLE XII, BICYCLES, SKATEBOARDS AND SKATES

Low-speed bicycles, Section 38-296

"It shall be unlawful and a violation of this section for any person to operate a low-speed electric bicycle or low-speed gas bicycle on any public sidewalk, bicycle path, multi-purpose path or trail within the village, except when any such bicycle is being propelled exclusively by human power".

C. VILLAGE OF RANTOUL ZONING ORDINANCE, 2017

- ARTICLE 5: CENTRAL BUSINESS DISTRICT, ARTICLE 6: INSTITUTIONAL DISTRICT

Section 46-65, 46-74,

Entrance design and siting

"It is required that a pedestrian link be provided to connect to existing public right-of-way sidewalks and any adjacent development to ensure safe pedestrian access between the development and adjacent uses outside the development."

- ARTICLE 7: INDUSTRIAL DISTRICT

Section 46-84

Entrance design and siting

"It is strongly encouraged that a pedestrian link be provided between existing public right-of-way sidewalks and any adjacent commercial development to ensure safe pedestrian access between the

16 Rantoul, Illinois, Municicode Library, https://library.municode.com/il/rantoul/codes/code_of_ordinances?nodeId=COOR_CH38TRVE_ARTVTRRE_S38-106AUDECRESSAZO

development and adjacent commercial uses outside the development."

- ARTICLE 12: OFF-STREET PARKING AND OFF-STREET LOADING

Sec. 46-169. – Bicycle parking requirements.

"All developments involving the construction of a new parking lot shall provide at least one bicycle parking space. For parking lots exceeding 50 automobile spaces, one bicycle parking space must be provided for every 50 automobile parking spaces, with a maximum of 20 bicycle parking spaces required."

3. Existing Conditions

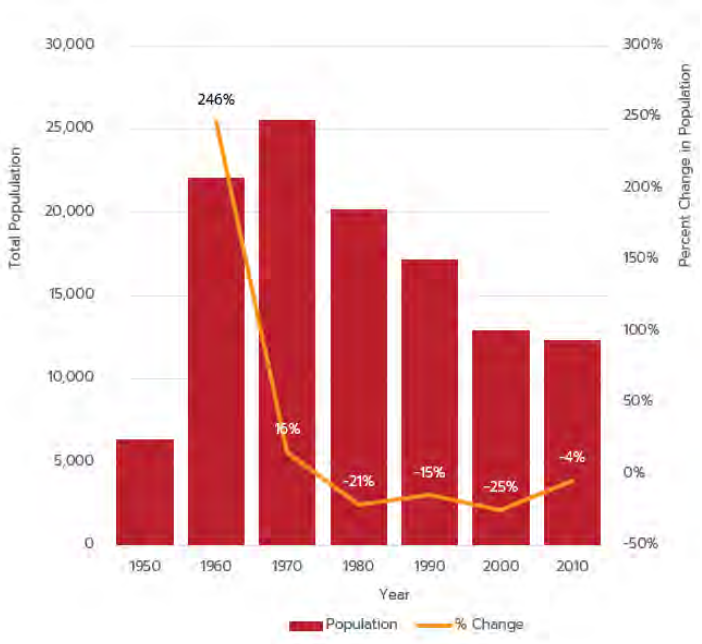
3.1. DEMOGRAPHICS

The Village of Rantoul has an estimated population of 13,190 people in 4,962 households, according to the 2013-2017 American Community Survey 5-Year Estimates[1].

3.1.1 Population Trends

The Village of Rantoul reached a peak population of 25,562 residents in the 1970 Census; the population has been smaller at each successive decennial census. The decline seems to be slowing: after decreases of thousands of people between 1970 and 1980, 1980 and 1990, and 1990 and 2000, the population only fell by 580 between 2000 and 2010 (see **FIGURE 3.A**).

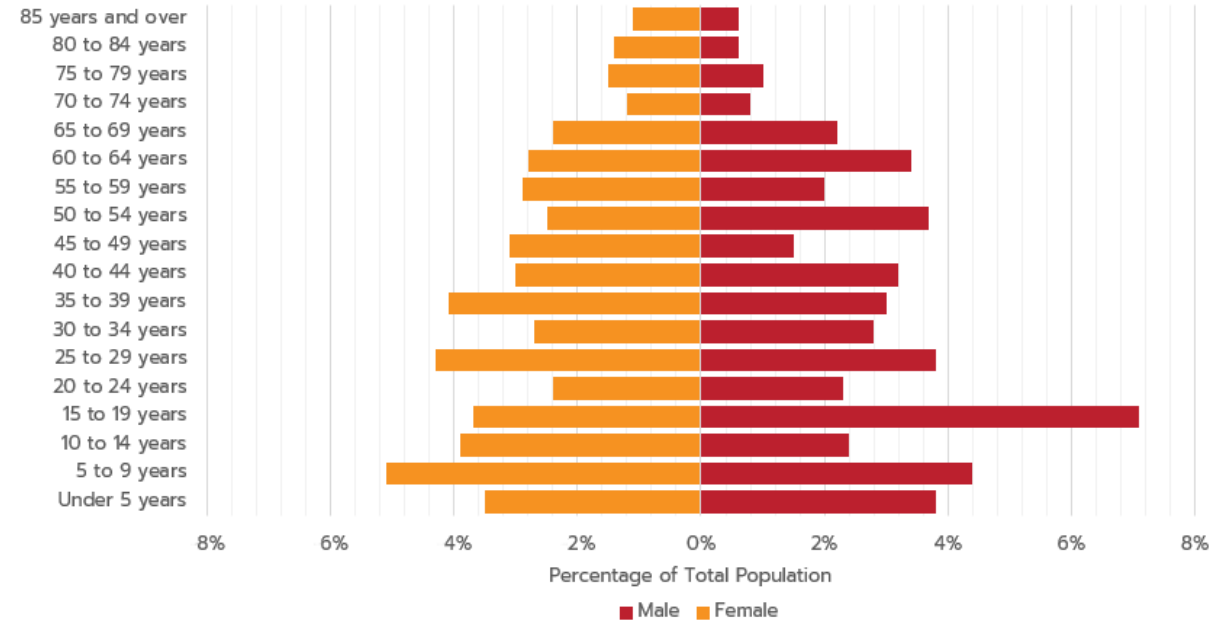
FIGURE 3.A TOTAL POPULATION (1950-2010)[2]



3.1.2 Age and Sex

The Village of Rantoul has a relatively young population: over a third of the village population (33.9 percent) is younger than 20 years, and nearly half (46.7 percent) is younger than 30 years. Older adults, aged 65 older, make up only 12.8 percent of the village population (see **FIGURE 3.B**).

FIGURE 3.B POPULATION BY AGE AND SEX[3]



1. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, S0101, S1101 ; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

2. U.S. Census Bureau; Census 2000, Summary File 1, Table DP-1, Census 2010, Summary File 1, Table P1 ; generated by CCRPC staff using American FactFinder; <http://factfinder2.census.gov>; (30 December 2015). 1980 Census of Population, PC80-1-A15, Table 4. U.S Department of Commerce Bureau of the Census; Census of Population: 1950, Volume I, Table 7; <https://www.census.gov/library/publications/1952/dec/population-vol-01.html>; (23 August 2018).

3. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table S0101; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

3.1.3 Race and Ethnicity

Slightly more than two-thirds (69.7 percent) of the population of the Village of Rantoul is white alone; 20.5 percent of the population is black or African American alone. Just under five percent (4.6 percent) of the population identifies as two or more races, and 11.5 percent of the population is of Hispanic or Latino origin.

FIGURE 3.C RACIAL COMPOSITION (2013-2017)[4]

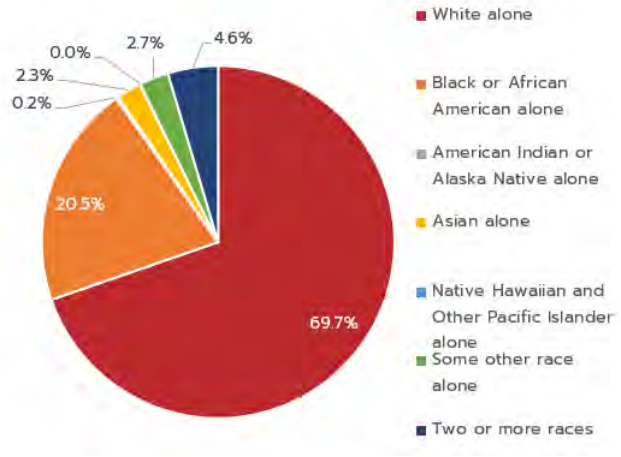
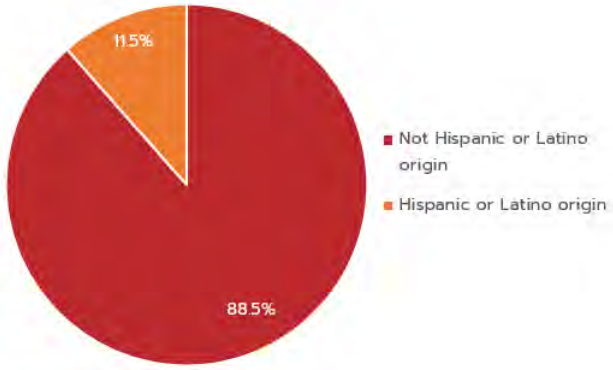


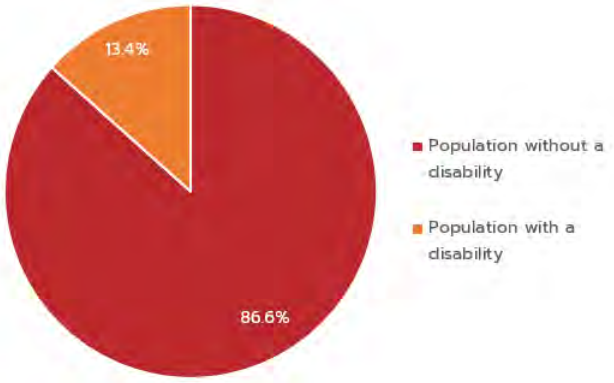
FIGURE 3.D ETHNIC COMPOSITION (2013-2017)[4]



3.1.4 Population with a Disability

Among the Village of Rantoul population, 13.4 percent of residents have one or more disabilities. This is pertinent to this plan because transportation services and networks must meet the needs of all residents regardless of ability.

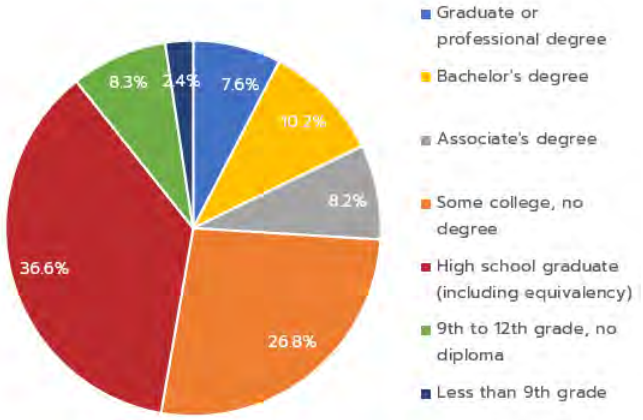
FIGURE 3.E POPULATION WITH A DISABILITY (2013-2017)[5]



3.1.5 Educational Attainment

Among the Village of Rantoul population aged 25 years and over, over a third (36.6 percent) have a high school diploma or equivalency as their highest level of educational attainment. Over a quarter (26.8 percent) have some college experience, but do not have a degree. 26 percent of the population has an associate's, bachelor's, or graduate or professional degree.

FIGURE 3.F EDUCATIONAL ATTAINMENT (2013-2017)[6]



4. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table B02001, B03003; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

5. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table S1810; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

6. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table S1501; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

3.2. ECONOMICS

3.2.1 Household Income

The median household income among Village of Rantoul households is an estimated $43,605. Median household income is calculated based on all households in the village (see **TABLE 3.B**).

The greatest percentage of households in a single income bracket is 13.2 percent, making between $75,000 and $99,999 per year. Almost as many households, 13.1 percent, make less than $10,000 per year, and another 10.1 percent have an annual income between $50,000 and $59,999.

MAP 3.A shows the median household income distribution by Census block groups in the Village of Rantoul.

3.2.2 Family Income

Median family income in the Village of Rantoul was an estimated $52,440. Median family income is calculated based on the incomes of all family households, or all households of two or more individuals who are related by birth, marriage, or adoption.

Similar to among all households, the greatest percentage of families in a single income bracket make between $75,000 and $99,999, at 15.1 percent. The income brackets $50,000 to $59,999 and $60,000 to $74,999 each account for approximately 12 percent of village families. The lowest income bracket, an annual income of less than $10,000, accounts for 8.8 percent of families.

FIGURE 3.G DOWNTOWN RANTOUL

TABLE 3.B HOUSEHOLD INCOME (2013-2017)[7]

Household Income	Households	MOE*	Percent
Less than $10,000	650	192	13.1%
$10,000 to $19,999	486	85	4.0%
$20,000 to $29,999	593	125	6.2%
$30,000 to $39,999	586	116	5.9%
$40,000 to $49,999	481	92	5.0%
$50,000 to $59,999	501	143	10.1%
$60,000 to $74,999	492	141	9.9%
$75,000 to $99,999	657	168	13.2%
$100,000 to $124,999	274	114	5.5%
$125,000 to $149,999	71	46	1.4%
$150,000 to $199,999	127	61	2.6%
$200,000 or more	44	33	0.9%
Total households	4,962	283	100.0%
Median household income	$43,605	$3,868	-

*MOE or Margin of Error is a measure of the possible variation of the estimate around the population value.

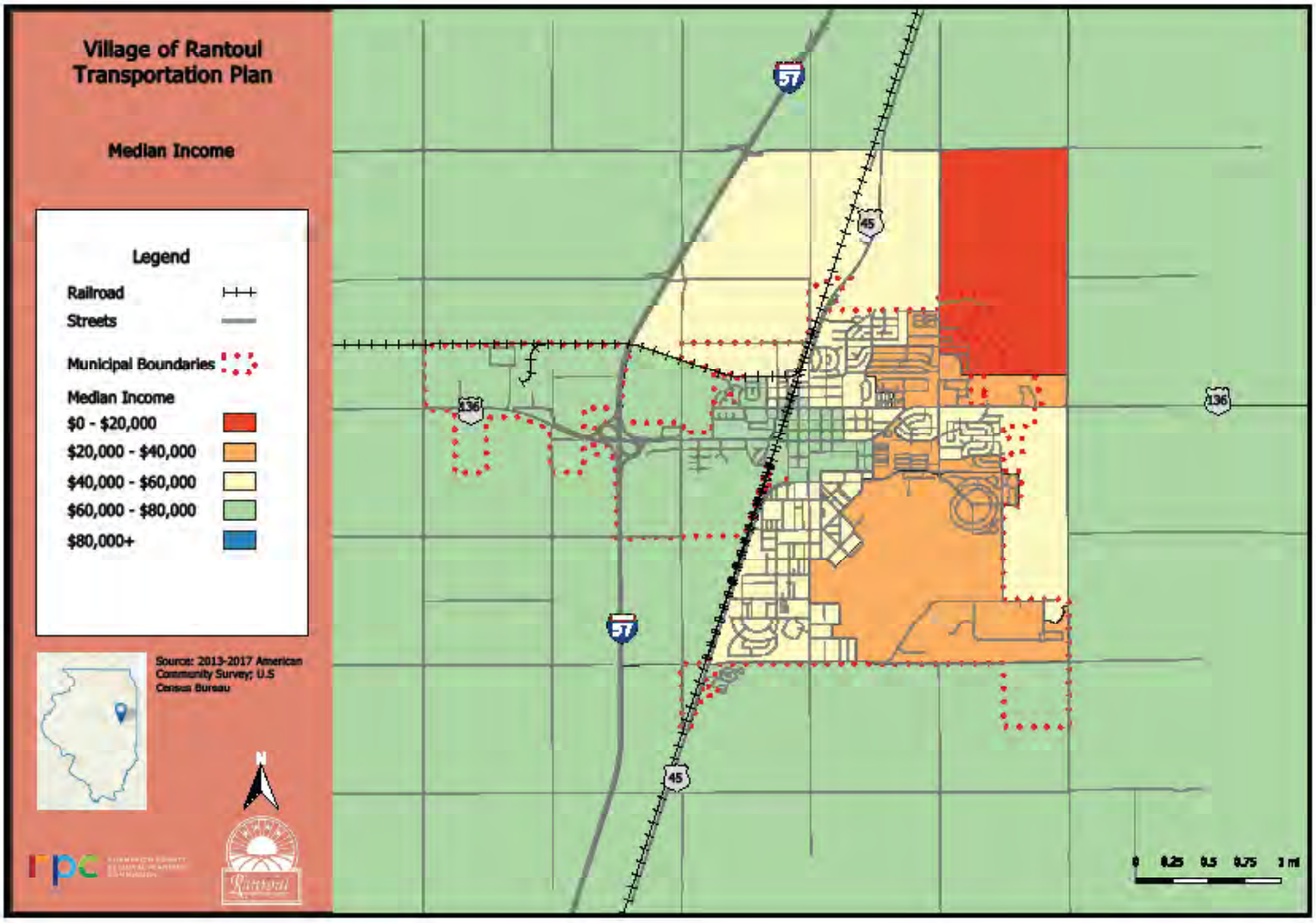
TABLE 3.A FAMILY INCOME (2013-2017)[7]

Family Income	Families	MOE*	Percent
Less than $10,000	287	126	8.8%
$10,000 to $19,999	238	147	7.3%
$20,000 to $29,999	380	192	11.6%
$30,000 to $39,999	402	200	12.3%
$40,000 to $49,999	267	162	8.2%
$50,000 to $59,999	392	122	12.0%
$60,000 to $74,999	383	140	11.7%
$75,000 to $99,999	495	169	15.1%
$100,000 to $124,999	210	87	6.4%
$125,000 to $149,999	71	46	2.2%
$150,000 to $199,999	109	59	3.3%
$200,000 or more	37	31	1.1%
Total families	3,271	222	100.0%
Median family income	$52,440	$6,470	-

*MOE or Margin of Error is a measure of the possible variation of the estimate around the population value.

7. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table B19001, S1903; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

MAP 3.A MEDIAN HOUSEHOLD INCOME, VILLAGE OF RANTOUL (2013-2017)



3.2.3 Poverty

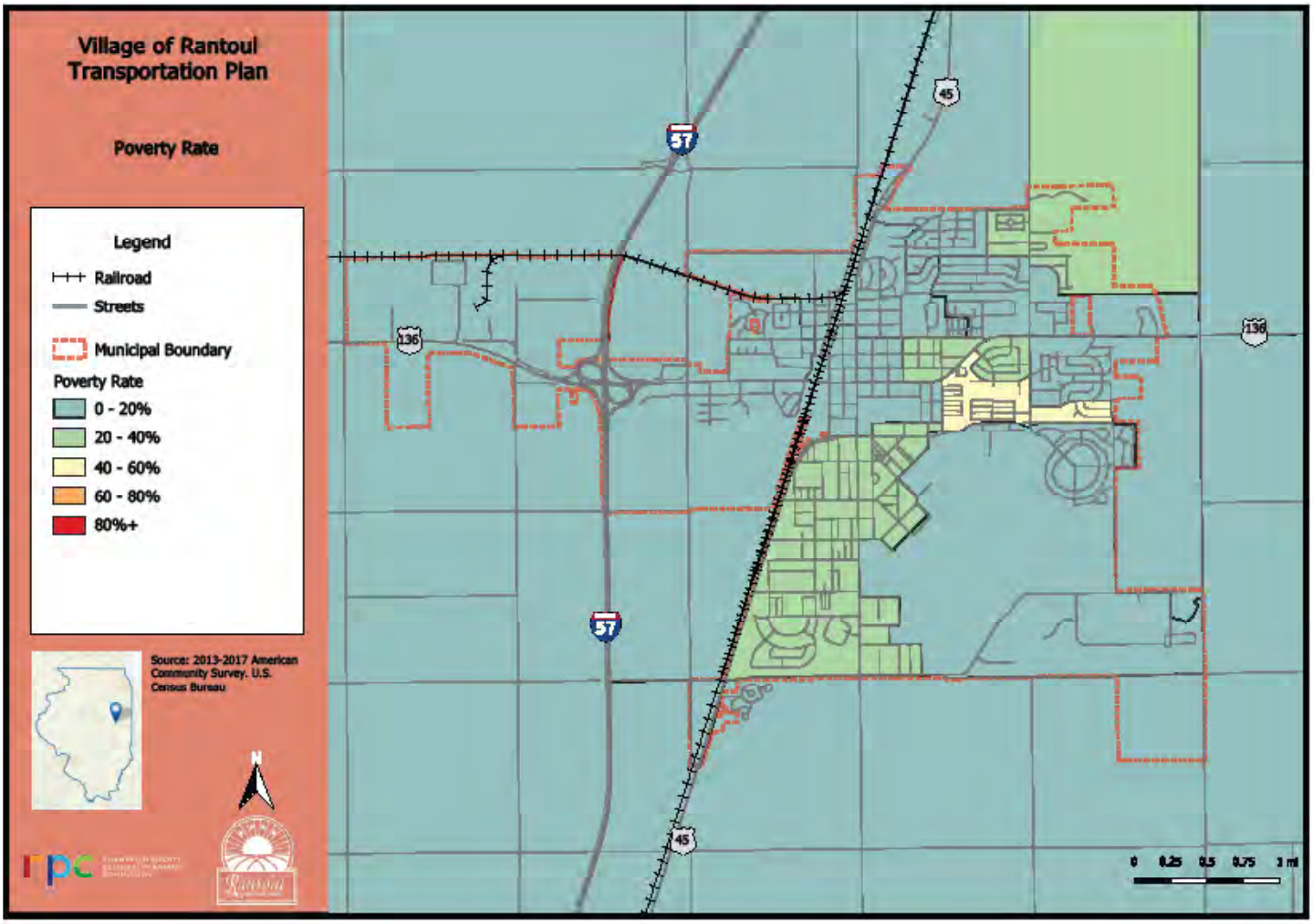
The Village of Rantoul has a relatively high poverty rate; almost one-fifth of village residents for whom poverty status is determined are below poverty (**TABLE 3.C**). The western block groups adjacent to I-57 have the lowest percentage of population below poverty level.

TABLE 3.C POVERTY RATE (2013-2017)[8]

Poverty	Population	MOE*	Percent
Total population for whom poverty status is determined	12,693	343	-
Population below poverty	2,517	484	19.8%

*MOE or Margin of Error is a measure of the possible variation of the estimate around the population value.

MAP 3.B POVERTY RATE, VILLAGE OF RANTOUL (2013-2017)



8. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table S1701; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

3.2.4 Labor Force Status

Over half of the population aged 16 years and over in the Village of Rantoul is employed (59.1 percent), while four percent are unemployed. No percentage of the population is in the Armed Forces. Over a third of the population (36.9 percent) are not in the labor force, meaning that they do not have a job and that they are not looking for a job.

3.2.5 Unemployment Rate

The Village of Rantoul has an unemployment rate of 6.4 percent. The unemployment rate differs from the percentage shown as unemployed in the previous section. This is because the unemployment rate is calculated based on the population that is in the labor force (i.e., individuals who either have a job or are searching for a job), not on the total population aged 16 and over. It does not include individuals who do not have a job and are not looking for one; this population often includes individuals who are full-time students or caregivers.

3.2.6 Employment by Industry

Two industries account for nearly half of the employed civilian population aged 16 and over in Rantoul. The educational services and health care and social assistance sector accounts for 23.7 percent of workers, and manufacturing accounts for another 21.3 percent. Nearly 15 percent of workers are employed in the retail trade sector.

FIGURE 3.I EMPLOYMENT BY INDUSTRY (2013-2017)[9]

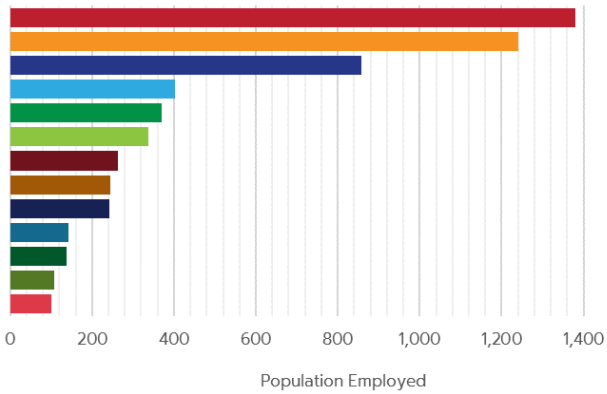


FIGURE 3.J EMPLOYMENT BY OCCUPATION (2013-2017)[10]

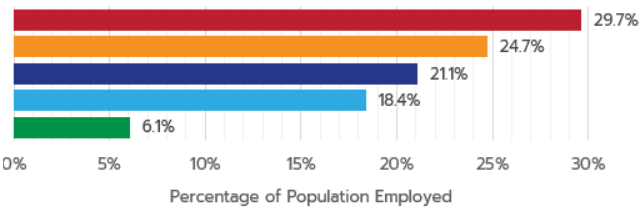


TABLE 3.D LABOR FORCE STATUS (2013-2017)[11]

Labor Force Status	Population	MOE*	Percent
In labor force	6,218	377	63.1%
Civilian labor force	6,218	377	63.1%
Employed	5,823	366	59.1%
Unemployed	395	145	4.0%
Armed Forces	0	17	0.0%
Not in labor force	3,638	395	36.9%
Total population aged 16 and over	9,856	447	100.0%

*MOE or Margin of Error is a measure of the possible variation of the estimate around the population value.

TABLE 3.E UNEMPLOYMENT RATE (2013-2017)[12]

Labor Force Status	Rate	MOE*
Population aged 16 years and over	9,856	447
Labor Force Participation Rate	63.1%	3.3
Unemployment Rate	6.4%	2.3

*MOE or Margin of Error is a measure of the possible variation of the estimate around the population value.

9. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table S2403; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

10. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table S2401; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

11. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table B23025; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

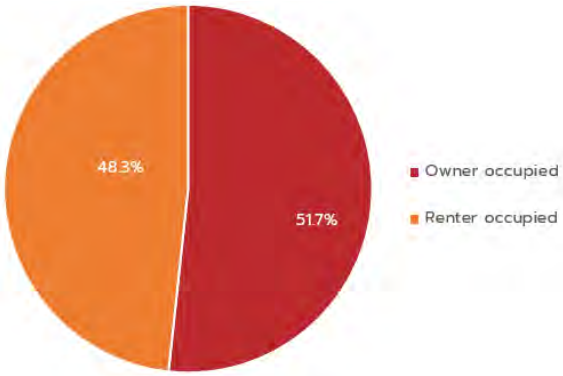
12. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table S2301; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

3.3. HOUSING

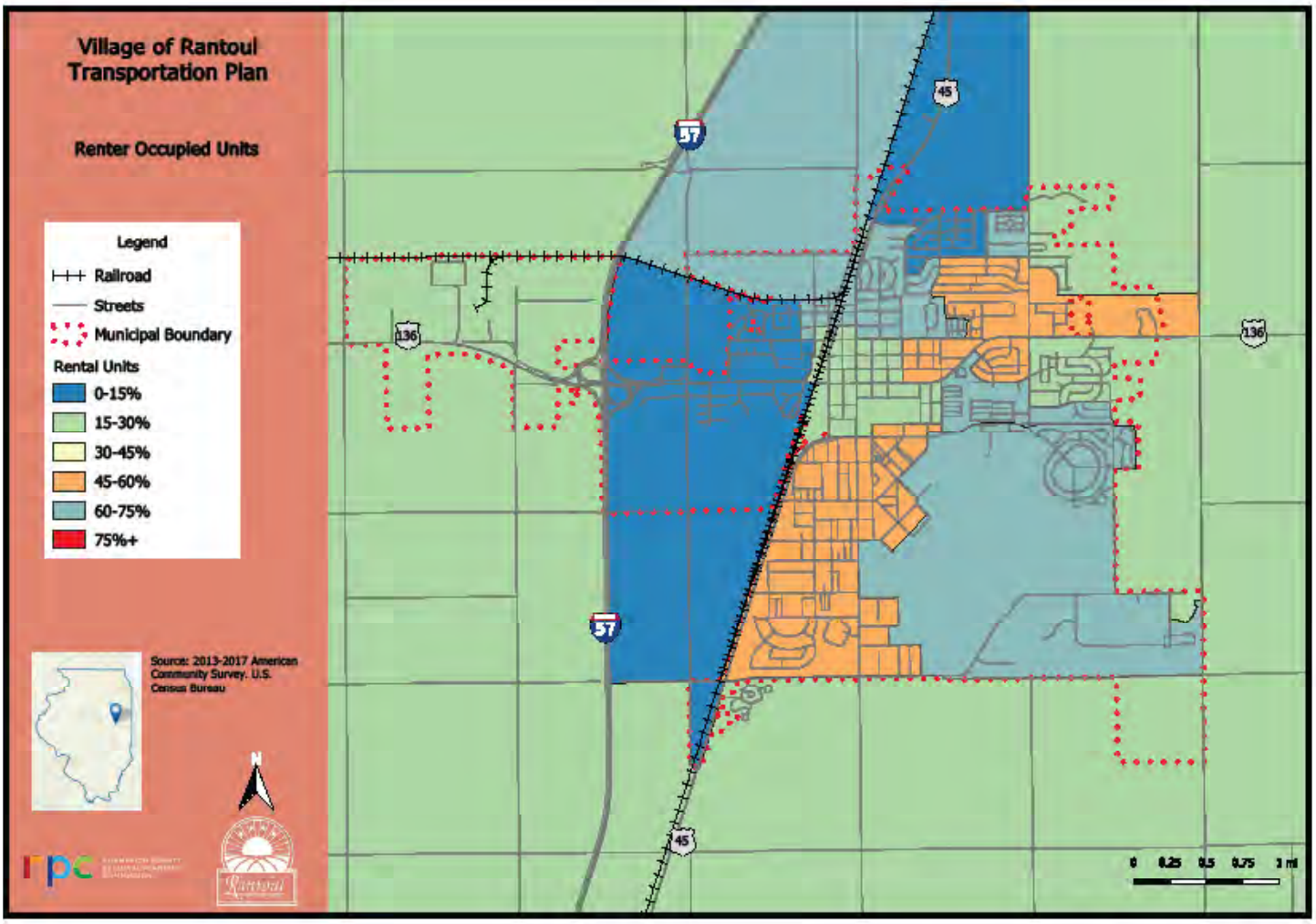
3.3.1 Housing Tenure

Housing tenure in the Village of Rantoul is split, almost evenly. Households own 51.7% of the occupied units in the village, and rent the remaining 48.3% units. Block groups making up the south and central residential areas of the village have higher rates of occupancy by renter households.

FIGURE 3.K HOUSING TENURE (2013-2017)[13]



MAP 3.C PERCENTAGE OF RENTER OCCUPIED HOUSING UNITS, VILLAGE OF RANTOUL (2013-2017)

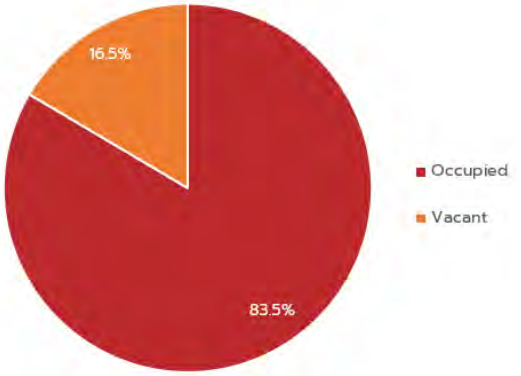


13. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table B25003; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

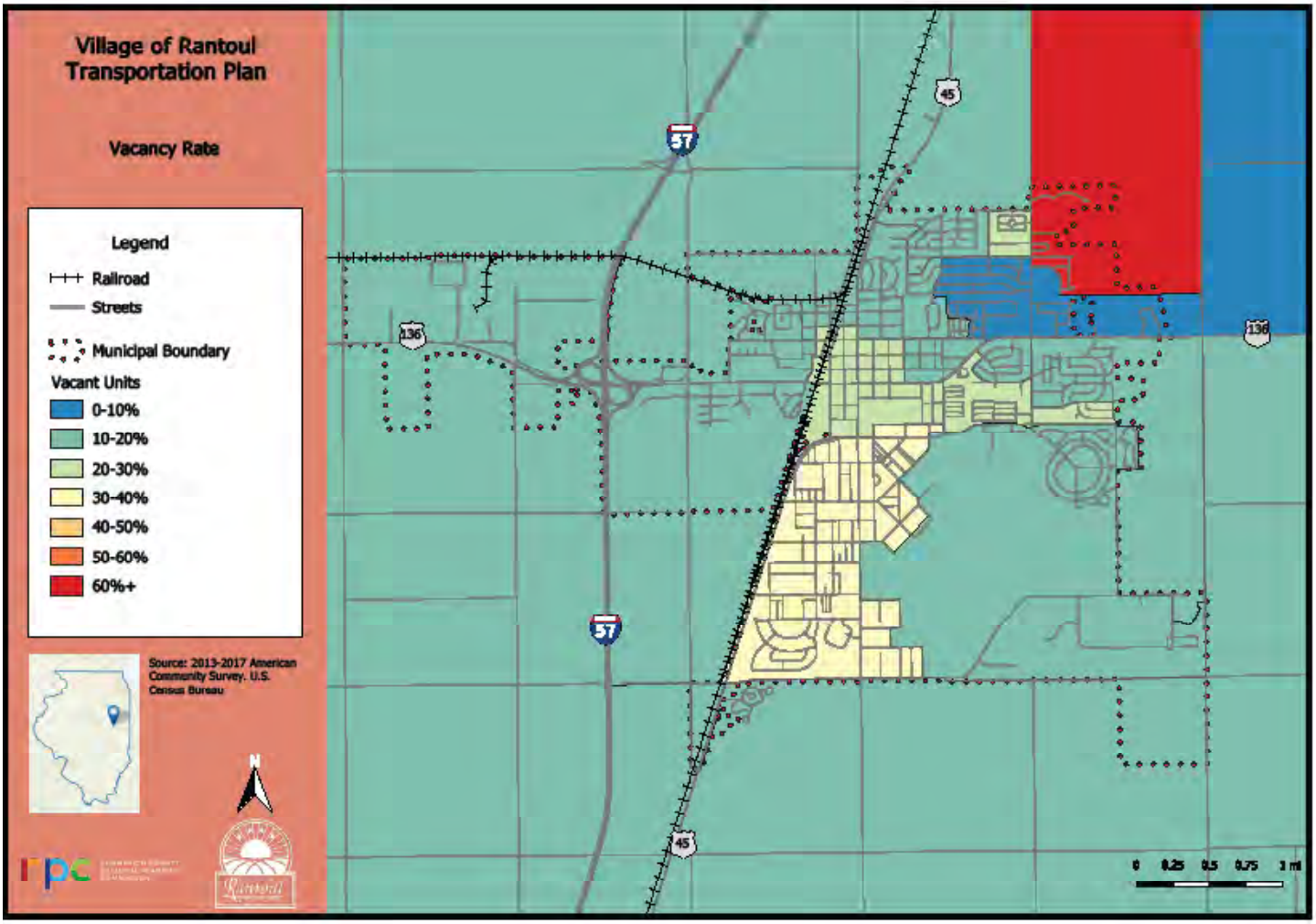
3.3.2 Occupancy Status

The housing unit vacancy rate in the Village of Rantoul is 16.5 percent. Block groups in the northeast and south-central areas of the village have higher vacancy rates than the remainder of the village.

FIGURE 3.L HOUSING OCCUPANCY STATUS (2013-2017)[14]



MAP 3.D PERCENTAGE OF VACANT HOUSING UNITS, VILLAGE OF RANTOUL (2013-2017)

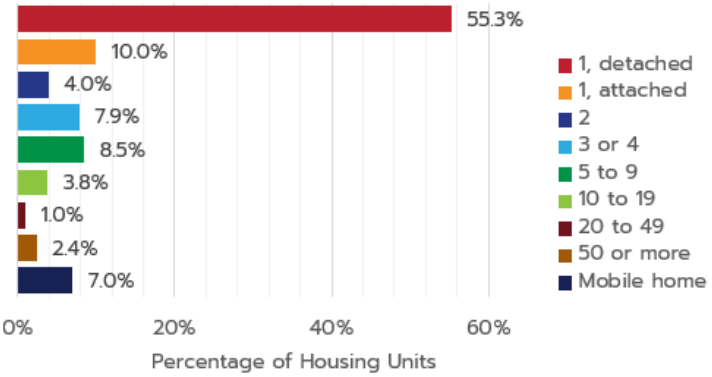


14. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table B25002; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

3.3.3 Housing Units in Structure

Over half of all housing units in the Village of Rantoul (55.3 percent) are single-unit detached homes, and another 10 percent are single-unit attached homes. Common structure types are multifamily buildings with 3 to 4 and 5 to 9 units in each building; each of these structure types accounts for approximately eight percent of housing units. Seven percent of housing units in the village are mobile homes.

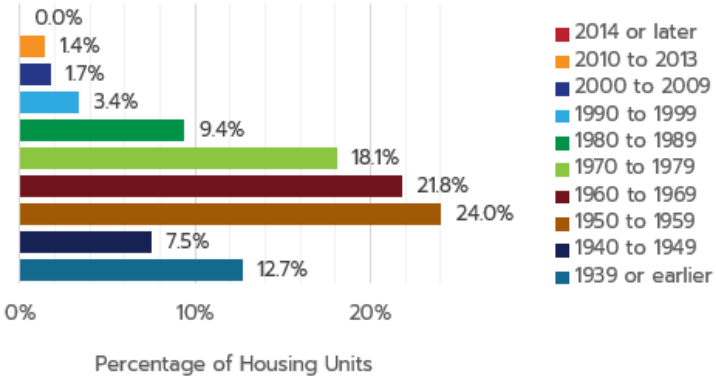
FIGURE 3.M HOUSING UNITS IN STRUCTURE (2013- 2017)[15]



3.3.4 Year Built

The Village of Rantoul has a relatively old housing stock. No housing units were built since 2014, and only 3.2 percent of units were built since 2000. Almost a quarter (24 percent) of units were built between 1950 and 1959, and 12.7 percent were built before 1939.

FIGURE 3.N HOUSING YEAR BUILT (2013- 2017)[16]

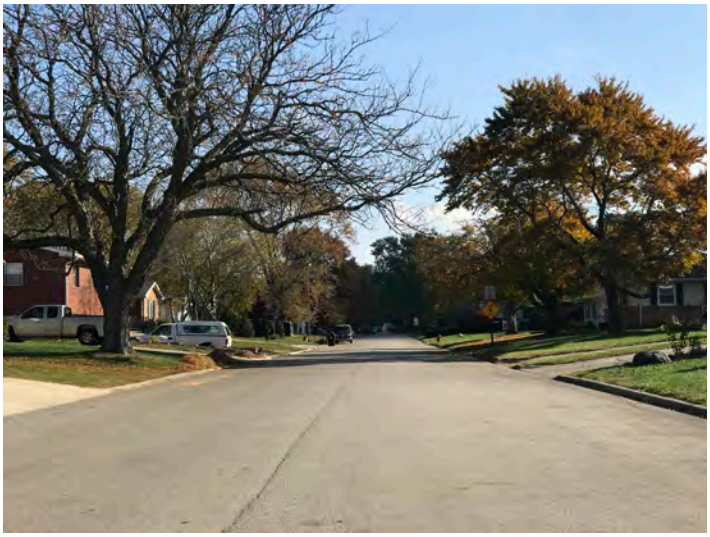


15. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table B25024; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

16. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table B25034; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

17. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table B25075; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

FIGURE 3.O RESIDENTIAL STREET IN RANTOUL



3.3.5 Housing Unit Value

Owner-occupied housing units in the Village of Rantoul tend to be moderate in value: 80.4 percent of units (an aggregate 64.4 percent) are valued between $40,000 and $174,999. No units are valued above $500,000, while 11.9 percent are valued at $39,999 or below and 7.7 percent are valued between $175,000 and $499,999.

TABLE 3.F HOUSING UNIT VALUE (2013-2017)[17]

Housing Unit Value	No. of Units	MOE*	Percent
Less than $10,000	122	69	4.75%
$10,000 to $19,999	77	61	3.00%
$20,000 to $29,999	27	60	1.05%
$30,000 to $39,999	79	67	3.08%
$40,000 to $49,999	117	64	4.56%
$50,000 to $59,999	163	84	6.35%
$60,000 to $69,999	186	75	7.25%
$70,000 to $79,999	240	81	9.35%
$80,000 to $89,999	316	109	12.31%
$90,000 to $99,999	148	78	5.77%
$100,000 to $124,999	482	153	18.78%
$125,000 to $149,999	208	90	8.11%
$150,000 to $174,999	204	86	7.95%
$175,000 to $199,999	113	62	4.40%
$200,000 to $249,999	33	33	1.29%
$250,000 to $299,999	13	22	0.51%
$300,000 to $399,999	11	18	0.43%
$400,000 to $499,999	27	33	1.05%
$500,000 or more	0	85	0.00%

*MOE or Margin of Error is a measure of the possible variation of the estimate around the population value.

3.3.6 Gross Rent

Similarly, rents in the Village of Rantoul also trend toward the middle of the range. Nearly 60 percent of units rent for between $350 and $799 per month, while a combined nearly 40 percent of units rent for between $800 and $1,249. Only 2.8 percent rent for over $1,250, and only 0.3 percent rent for less than $299. An estimated 36 renter-occupied units in the village have no cash rent.

TABLE 3.G GROSS RENT (2013-2017)[18]

Gross Rent	No. of Units	MOE*	Percent
Less than $100	0	17	0.0%
$100 to $149	0	17	0.0%
$150 to $199	0	17	0.0%
$200 to $249	0	17	0.0%
$250 to $299	8	12	0.3%
$300 to $349	0	17	0.0%
$350 to $399	55	72	2.3%
$400 to $449	107	85	4.5%
$450 to $499	123	106	5.2%
$500 to $549	175	104	7.4%
$550 to $599	129	91	5.5%
$600 to $649	189	79	8.0%
$650 to $699	281	120	11.9%
$700 to $749	131	68	5.6%
$750 to $799	170	76	7.2%
$800 to $899	376	154	15.9%
$900 to $999	214	90	9.1%
$1,000 to $1,249	336	114	14.2%
$1,250 to $1,499	52	40	2.2%
$1,500 to $1,999	7	13	0.3%
$2,000 to $2,499	7	11	0.3%
$2,500 to $2,999	0	17	0.0%
$3,000 to $3,499	0	17	0.0%
$3,500 or more	0	17	0.0%
No cash rent	36	33	1.5%
Total renter occupied units	**2,360**	**255**	**100.0%**

*MOE or Margin of Error is a measure of the possible variation of the estimate around the population value.

18. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table B25063; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

3.4. COMMUTING BEHAVIOR

3.4.1 Commuter Mode Share

90.3 percent of workers aged 16 years and over commuted by car, truck, or van; 77.5 percent drove alone, while 12.9 percent commuted in a carpool in the Village of Rantoul. Walking and bicycling accounted for 3.1 percent and 0.6 percent of workers, respectively, while another 2.1 percent used a taxi, motorcycle, or other means of transportation to get to work. Three percent of workers worked at home. Only 0.8 percent of workers commuted by public transportation.

FIGURE 3.H COMMUTER MODE SHARE (2013- 2017)[19]

Transportation Mode	Population	MOE*
Car, truck, or van	**90.4%**	**3.8**
Drove alone	77.5%	5.2
Carpooled	12.9%	3.8
In 2-person carpool	9.7%	3.2
In 3-person carpool	1.2%	1.0
In 4-or-more person carpool	1.9%	1.5
Public transportation (excluding taxi)	**0.8%**	**0.8**
Walked	**3.1%**	**2.3**
Bicycle	**0.6%**	**0.7**
Taxicab, motorcycle, or other means	**2.1%**	**1.8**
Worked at home	**3.0%**	**2.0**
Total	**100.0%**	**-**

*MOE or Margin of Error is a measure of the possible variation of the estimate around the population value.

19. U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table S0801; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

4. Transportation System

4.1 TRANSPORTATION NETWORK

4.1.1 Roadway Functional Classification

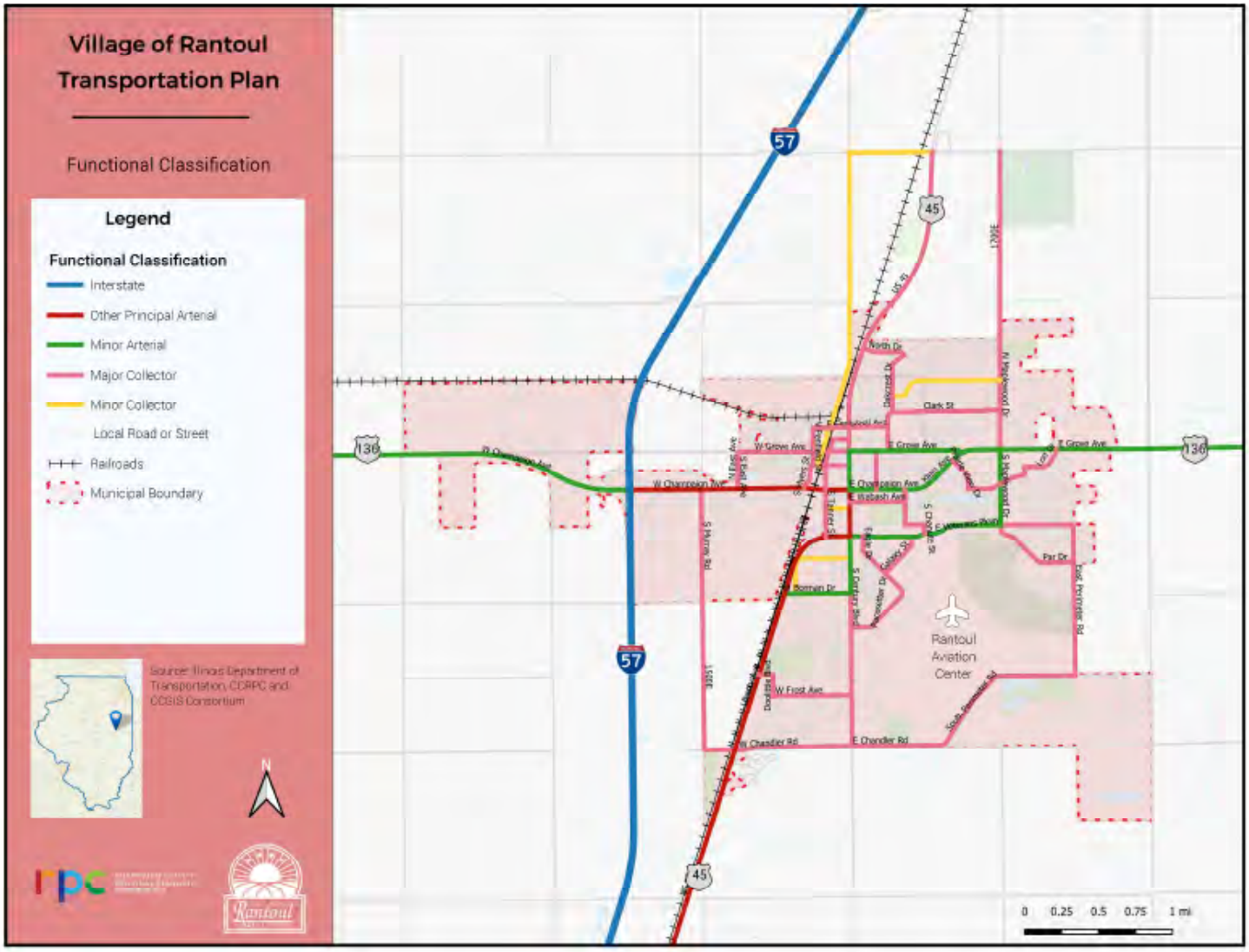
The Federal Highway Administration (FHWA) categorizes roadways by the function they perform with regards to providing access and mobility. Following the FHWA functional classification system, there are three highway functional classifications: arterial, collector, and local roads. There are seven roadway functional classification categories: interstates, other freeways and expressways, other principal arterials, minor arterials, major and minor collectors, and local roads (**TABLE 4.A**).

- Principal arterials provide mobility over long distances with minimal access to adjacent properties.

TABLE 4.A FUNCTIONAL CLASSIFICATION SYSTEM

Classification	Classification Categories	
Arterials	Principal Arterials	Interstates
		Freeways/Expressways
		Other Principal Arterials
	Minor Arterials	
Collectors	Major Collectors	
	Minor Collectors	
Local Roads		

MAP 4.A ROADWAY FUNCTIONAL CLASSIFICATION



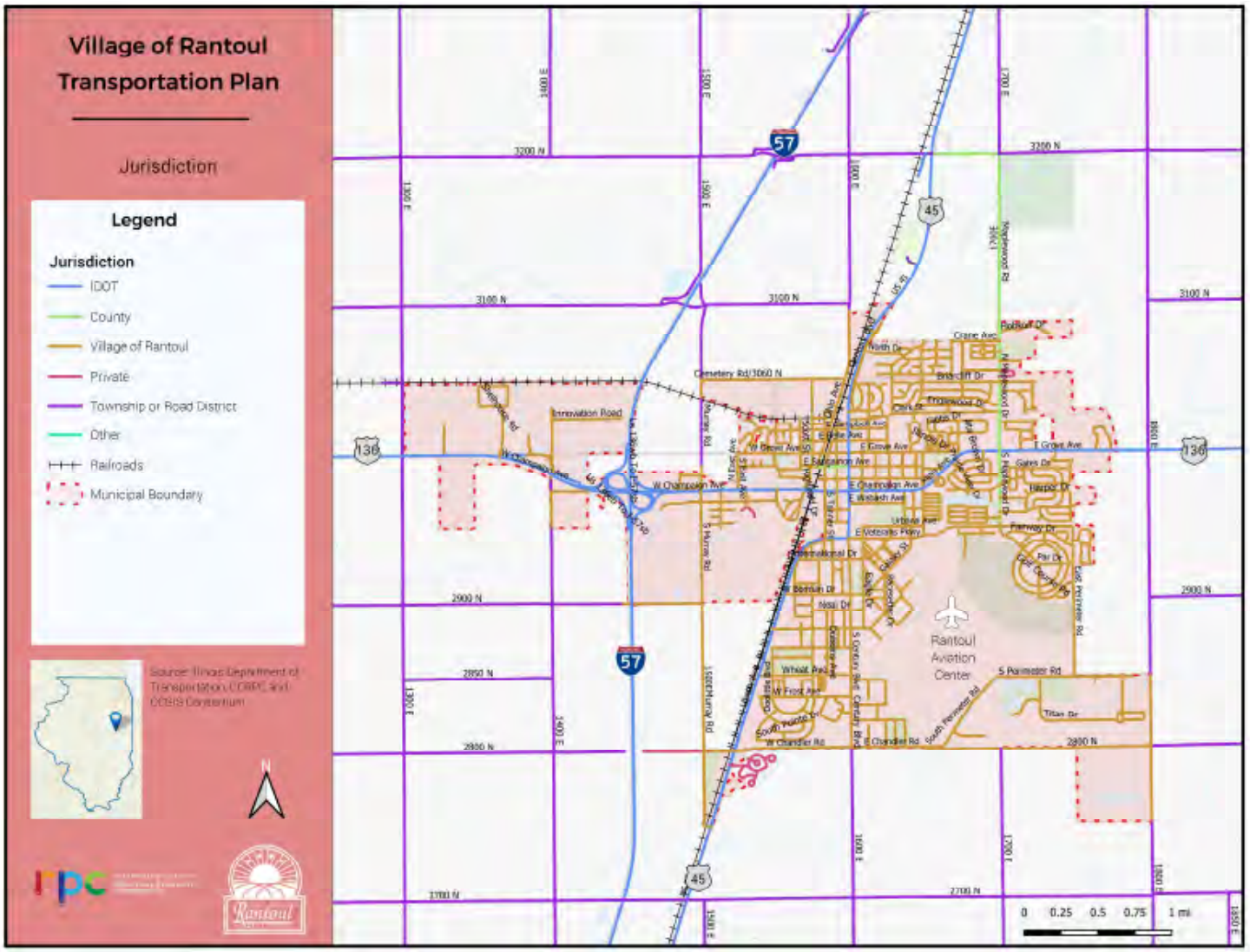
- Minor arterials facilitate trips of moderate lengths, serve geographic areas that are smaller than their higher arterial counterparts, and offer connectivity to the higher arterial system.
- Major and minor collectors provide access to adjacent properties rather than serving long distances.
- Local streets are lower-volume roadways that provide direct land access but are not designed to serve through-traffic.

MAP 4.A shows principal arterials, minor arterials, and major collectors serving the Village of Rantoul. US 45 is classified as other principal arterial connecting the center of the village to I-57 and Champaign-Urbana. Among the minor arterials is US 136 (Champaign Avenue) which connects the industrial area on the west side of the Village to I-57 and the center of the Village to the towns east of Rantoul. The other minor arterials are US 136 (East Grove Avenue), East Veterans Parkway and parts of Century Boulevard (US 45), South Maplewood Drive, and Borman Drive. Parts of East Wabash Avenue, South Lincoln Street, North Fredrick Street, North Sheldon Street and North Maplewood Drive which are near the schools serve as major collectors.

4.1.2 Roadway Jurisdiction

The high volume roadways like I-57, US 136 and US 45 are maintained by the Illinois Department of Transportation (IDOT). However, most of the roadways in the Village of Rantoul are under the jurisdiction of the village. **MAP 4.B** shows the jurisdiction of roadways in Rantoul.

MAP 4.B ROADWAYS MAINTAINED BY JURISDICTION

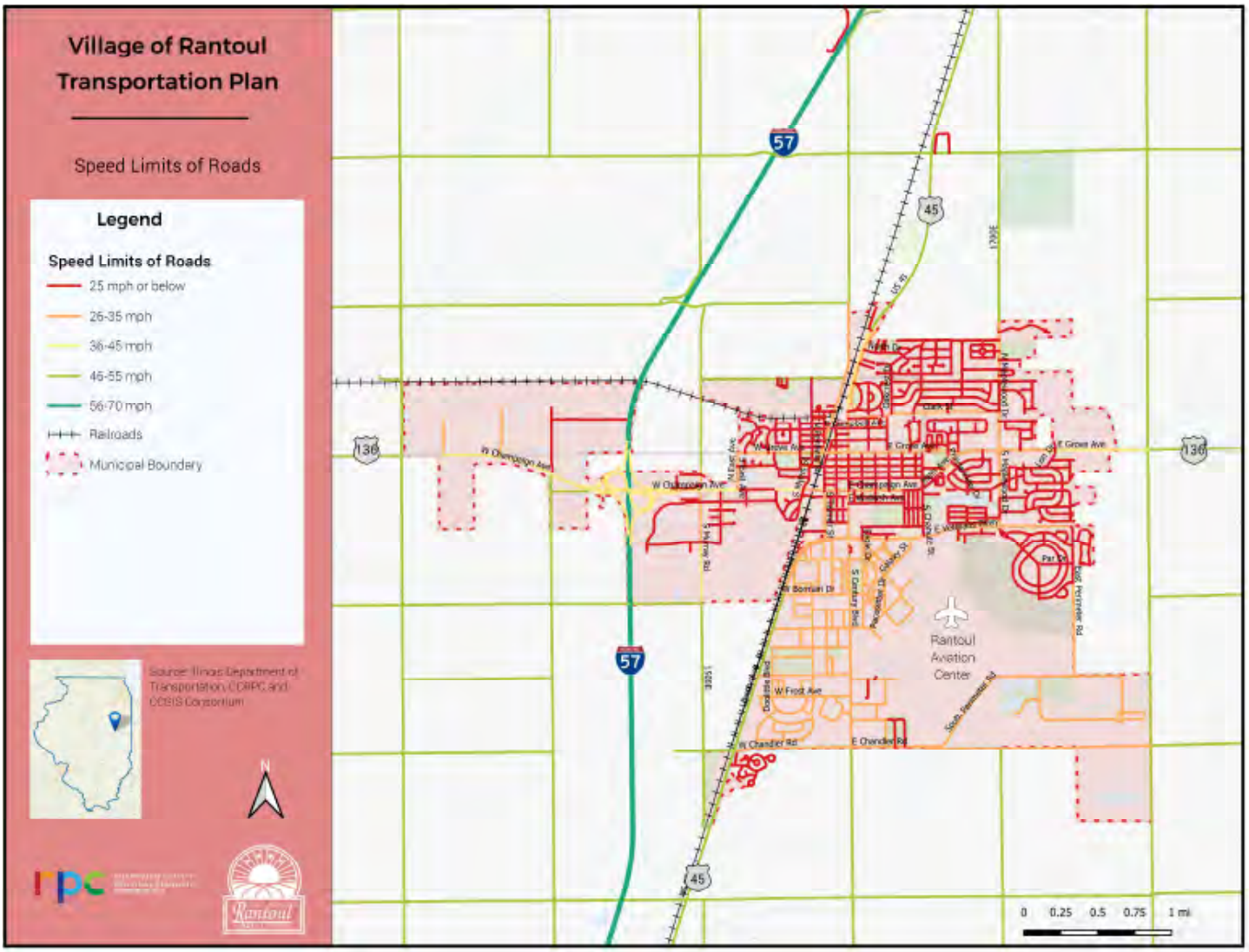


4.1.3 Speed Limit

MAP 4.C presents the speed limit on various roadways. The speed limit in the residential areas in the north half of the Village of Rantoul is 25 mph or below, while in the south, just west of the Rantoul Aviation Center is around 30-35 mph. The speed limit along US 136 is 40 mph on the west side of Rantoul and 35 mph on the east side of Rantoul, with the exception of 20 mph school speed zones near Broadmeadow Elementary and Rantoul Township High School.

FIGURE 4.A CHAMPAIGN AVE. & CENTURY BLVD. INTERSECTION

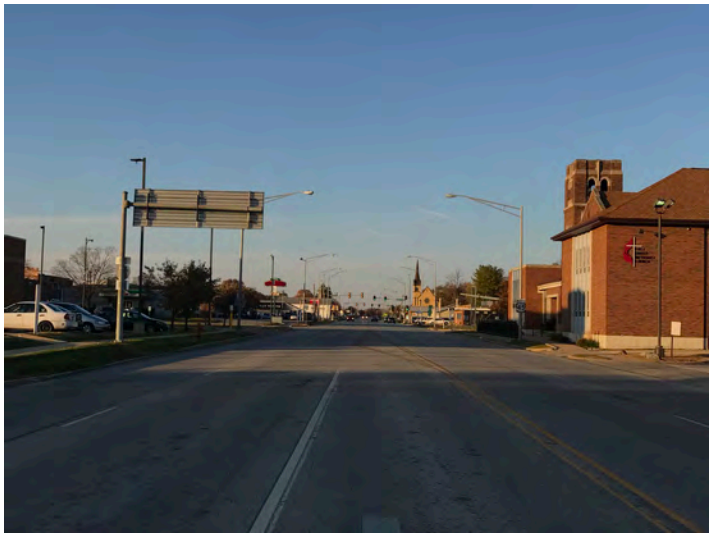
MAP 4.C SPEED LIMIT ALONG ROADWAYS



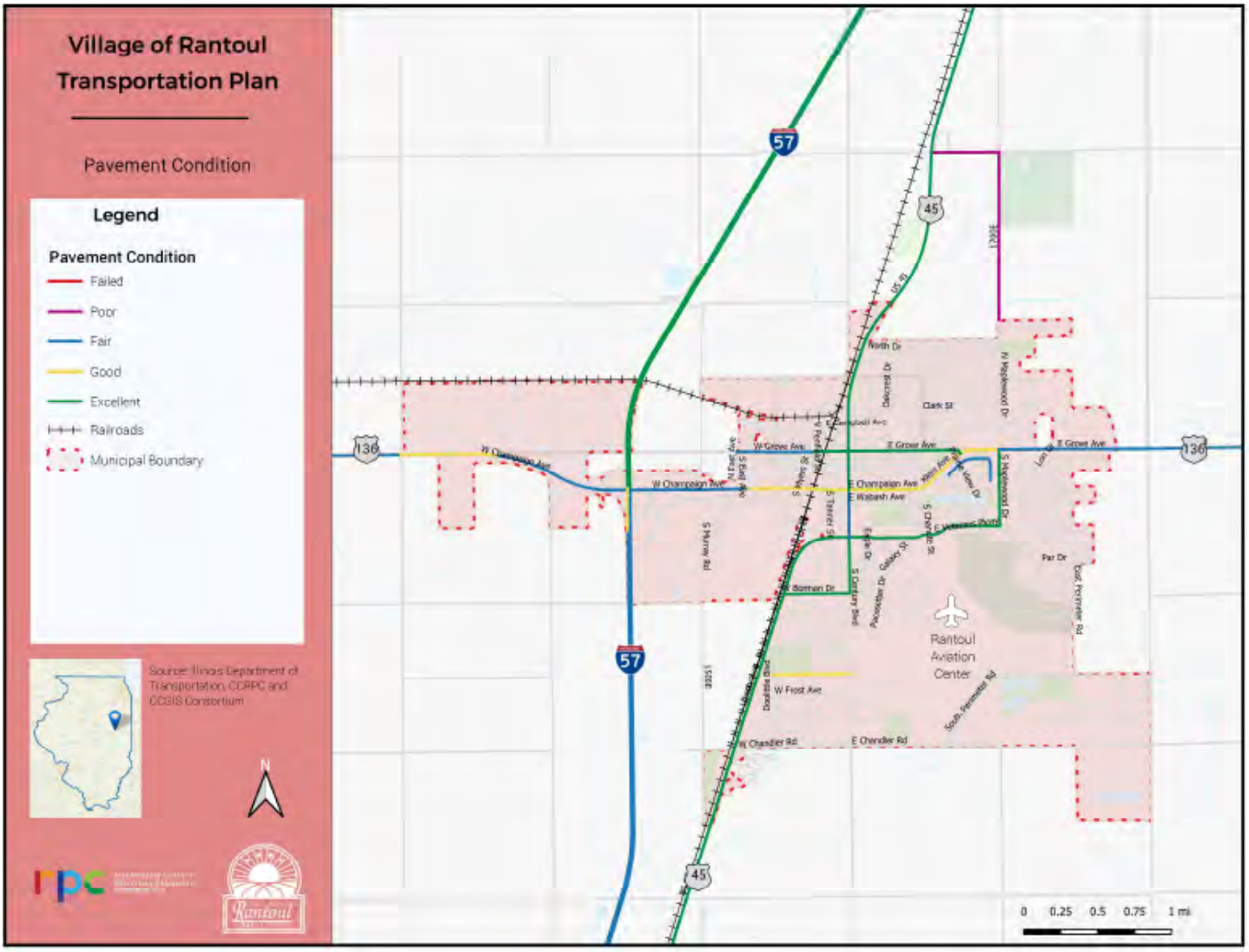
4.1.4 Pavement Condition

Pavement surface conditions greatly affect traveler safety and traffic flow. **MAP 4.D** presents roadway pavement condition. This data was not available for all roadway types. Based on the data available, high volume roadways like I-57 south of US 136, US 136 on the east and west sides of Rantoul, and part of US 45 (Century Boulevard) have "Fair" pavement condition. A considerable proportion of roadways were found to be in Excellent and Good condition.

FIGURE 4.B PAVEMENT CONDITION OF US 45



MAP 4.D PAVEMENT CONDITION OF ROADWAYS



4.1.5 Intersection Control Type

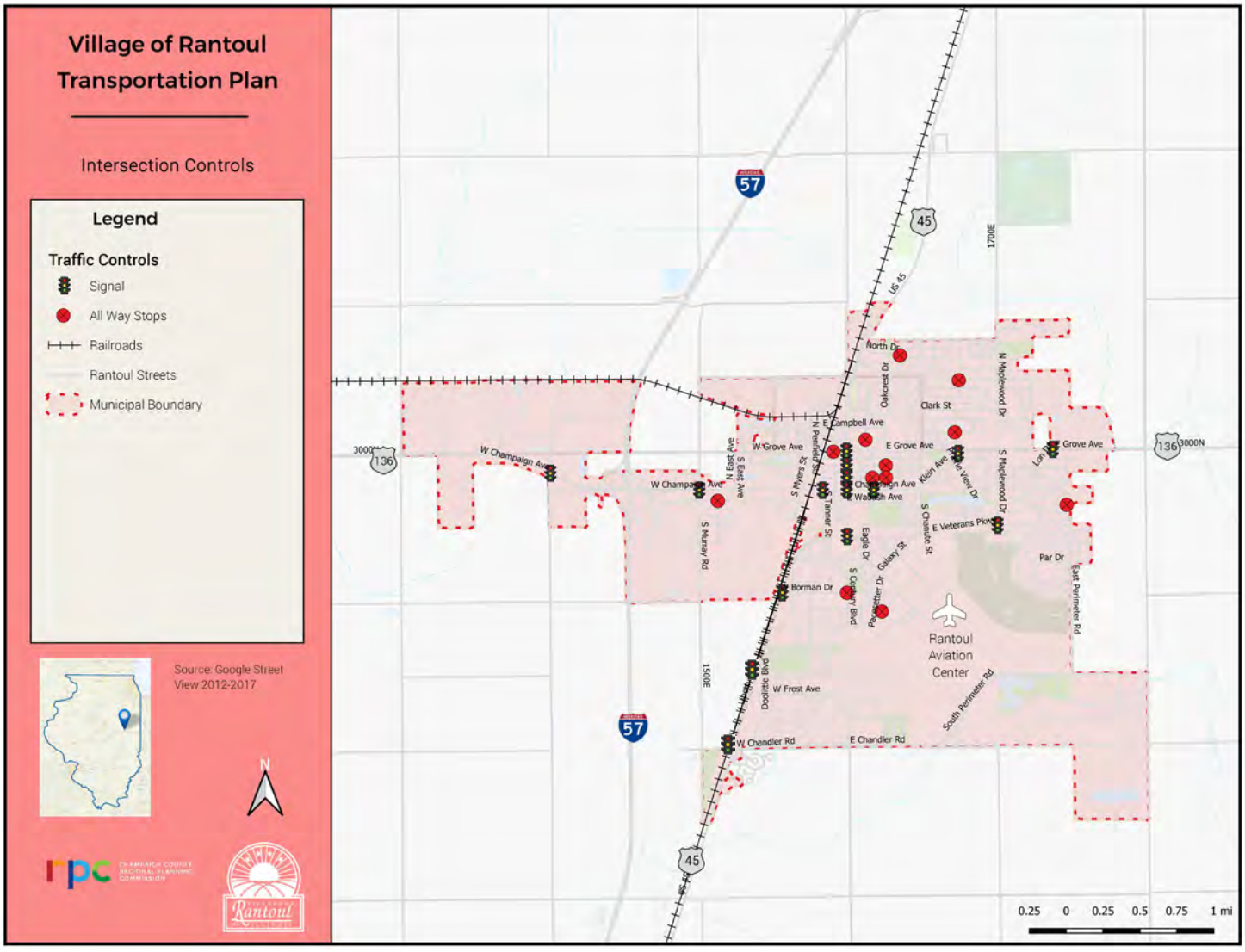
The Village of Rantoul has a mix of intersection controls that vary from one-way stop control to fully signalized intersections. Most of the intersections along the major corridors in the Village of Rantoul are signalized intersections as can be seen in **MAP 4.E**. Those corridors include Liberty Avenue (US 45), Century Boulevard (US 45), Champaign Avenue (US 136), Grove Avenue (US 136), and Maplewood Drive.

4.1.6 12-Hour Intersection Traffic Volumes

The 12-hour volume of the top five busiest intersections among the 12 intersections counted are presented in **FIGURE 4.C**. As can be seen in **FIGURE 4.C**, the intersections of Champaign Avenue (US 136) & Century Boulevard (US 45), and Grove Avenue (US 136) & Maplewood Drive are the busiest intersections in the Village. Based on the turning movement counts (TMC) collected, it was determined that at these intersections, the morning peak hour is from 7:00 a.m. to 8:00 a.m. and evening peak hour is from 4:00 p.m. to 5:00 p.m.

The other four intersections with high traffic volumes are located near schools. These intersections include, Grove Avenue and Marshall Street, Wabash Avenue and Marshall Street and Bel Aire Drive and Maplewood Drive. **FIGURE 4.D** shows the 12-hour traffic volumes at these intersections. From the TMC data collected, it was determined that the morning peak hour is from 7:00 a.m. to 8:00 a.m. and the evening peak hour coincides with the end of the typical school day from 3:00 p.m. to 4:00 p.m.

MAP 4.E INTERSECTION CONTROL TYPE



The numbers in the upper left corner of each chart in **FIGURE 4.C** and **FIGURE 4.D** correspond to the numbers in **MAP 4.F**.

FIGURE 4.C 12-HOUR TRAFFIC VOLUME AT INTERSECTIONS

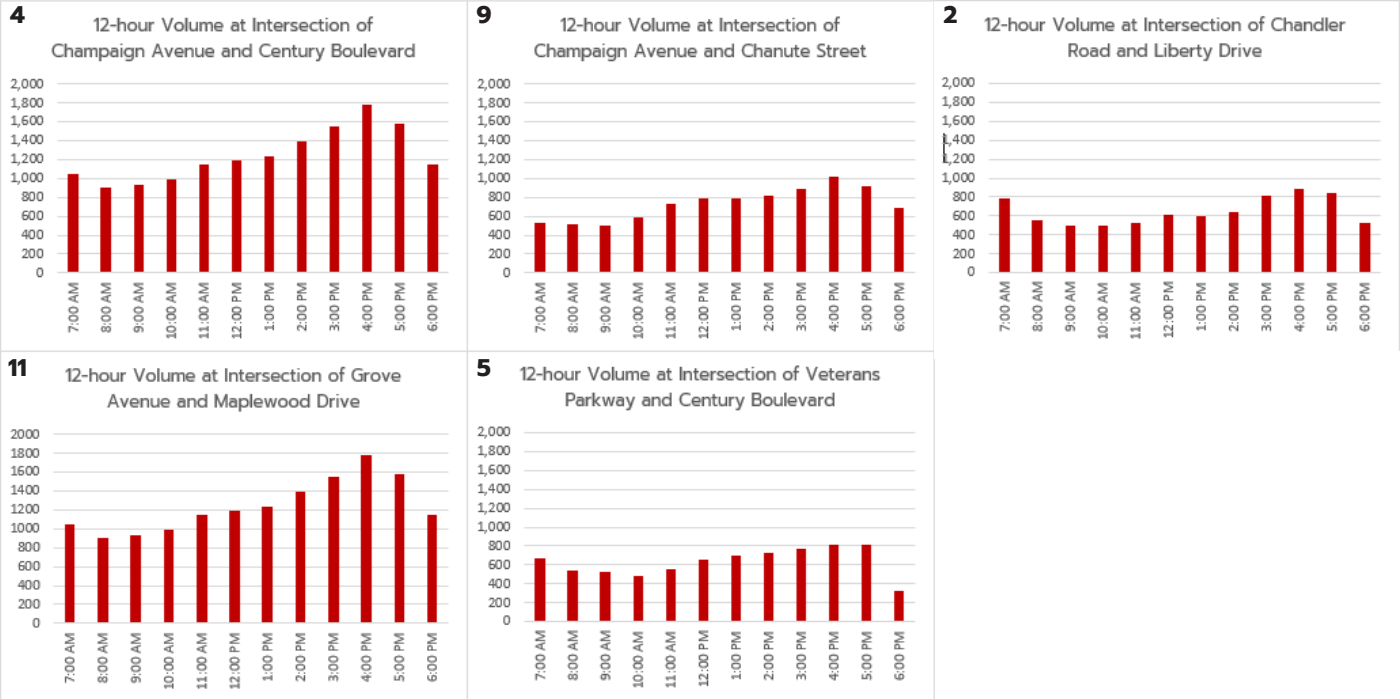
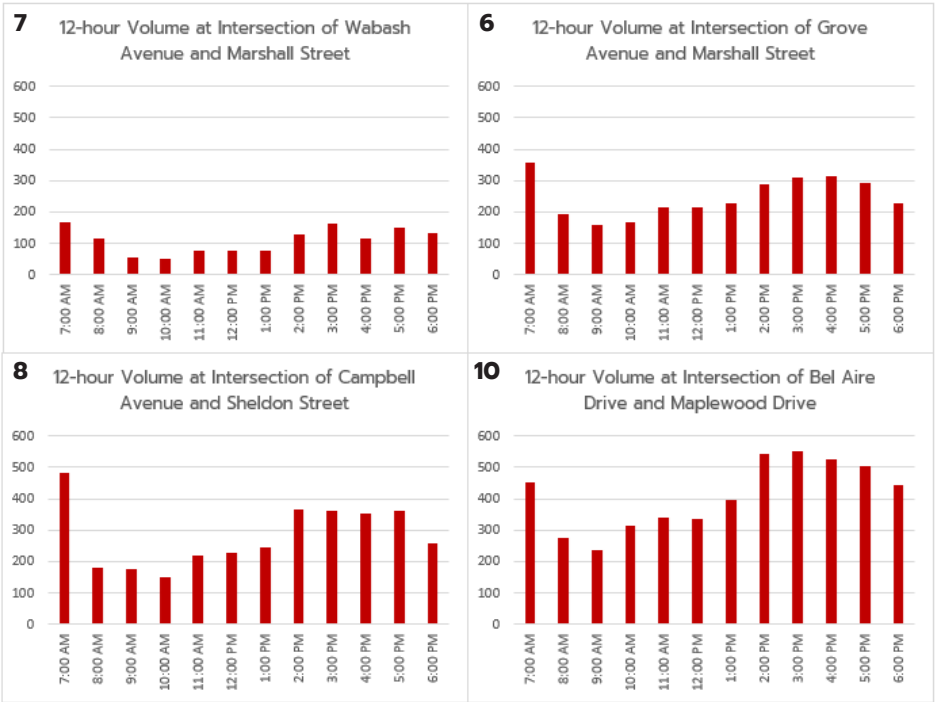


FIGURE 4.D 12-HOUR TRAFFIC VOLUME AT INTERSECTIONS NEAR SCHOOLS IN THE VILLAGE OF RANTOUL



4.1.7 Intersection Turning Movement Volumes (Peak AM and PM)

TABLE 4.B shows traffic counts of vehicles, pedestrians, buses, and bicyclists by approach at morning and afternoon peak hours at five intersections: Wabash Avenue and Marshall Street, Grove Avenue (US 136) and Marshall Street, Maplewood Drive and Bel Aire Drive, Champaign Avenue and Century Boulevard, and Champaign Avenue and Lon Drive (See **APPENDIX A** for traffic count at all 12 intersections).

The morning peak period is 7:45-8:45 a.m., and the afternoon peak period is 2:45-3:45 p.m. The intersection of Champaign Avenue and Century Boulevard had the greatest traffic volume at 1,758 vehicles during the afternoon peak period. The intersection of Wabash Avenue and Marshall Street had the smallest traffic volume at 243 roadway users during the morning peak period.

Of the intersections with data disaggregated by roadway user type, the intersection of Maplewood Drive and Bel Aire Drive in the afternoon peak period had the most pedestrians and the most buses, while the intersection of Wabash Avenue and Marshall Street in the morning peak period had the most bicyclists. These locations are near Eastlawn Elementary and J. W. Eater Junior High School, respectively.

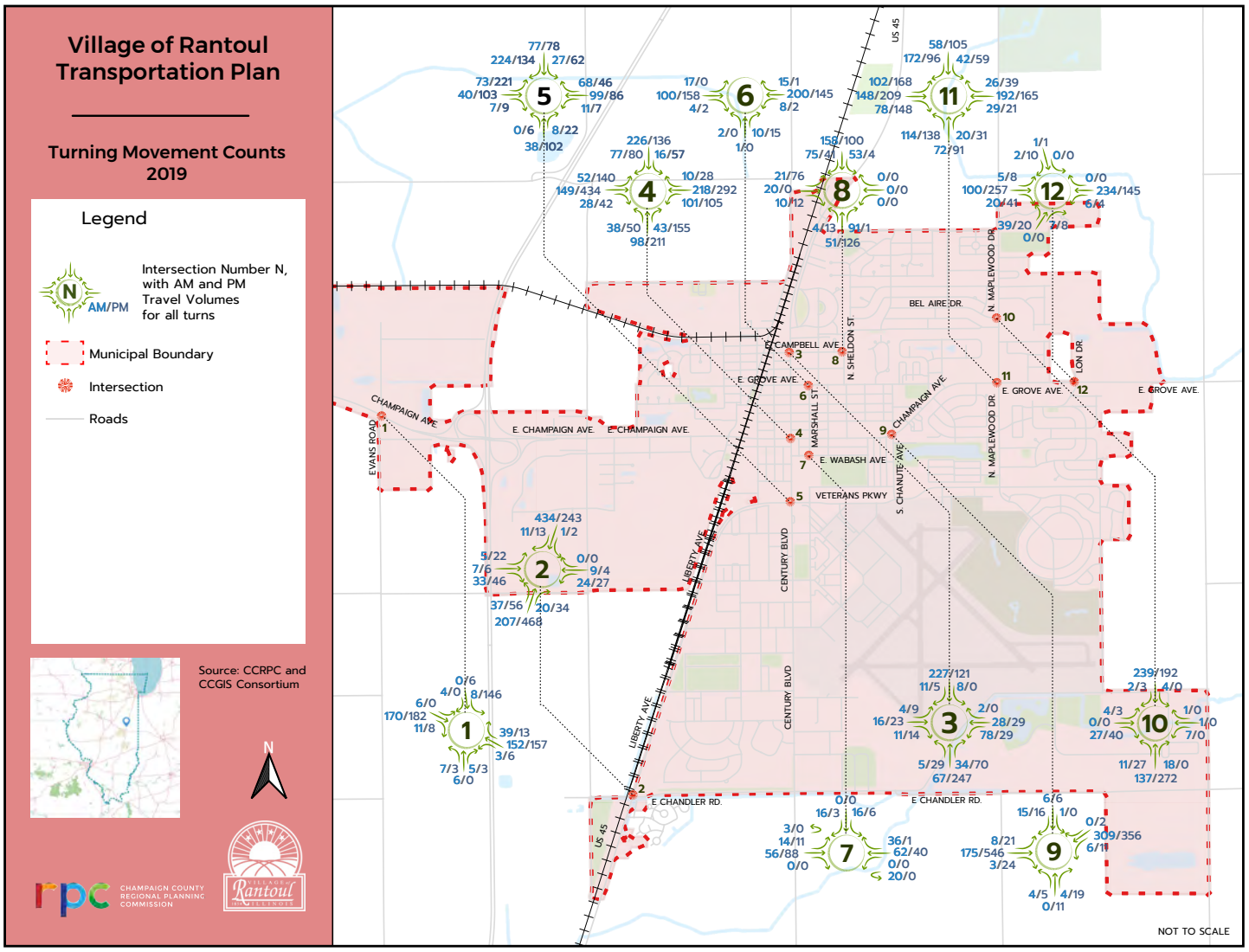
FIGURE 4.E SIGNALIZED INTERSECTION OF CENTURY BLVD. & VETERANS PKWY.

FIGURE 4.F CHAMPAIGN AVE. & CENTURY BLVD. INTERSECTION

TABLE 4.B TRAVEL VOLUMES (2019)

Intersection	Time	User Type	North Leg	East Leg	South Leg	West Leg	All Approaches
Wabash Ave. and Marshall St.	Morning Peak (7:45-8:45 a.m)	Car	19	91	1	87	198
		Bus	-	2	-	4	6
		Bike	5	2	-	-	7
		Pedestrian	3	6	5	18	32
		All	27	101	6	109	243
Grove Ave. and Marshall St.	Morning Peak (7:45-8:45 a.m)	Car	-	203	13	99	315
		Bus	-	1	-	4	5
		Bike	-	-	-	-	-
		Pedestrian	4	2	1	3	10
		All	4	206	14	106	330
Maplewood Dr. and Bel Aire Dr.	Afternoon Peak (2:45-3:45 p.m.)	Car	204	36	233	23	496
		Bus	5	5	9	1	20
		Bike	3	-	3	-	6
		Pedestrian	27	-	3	4	34
		All	239	41	248	28	556
Champaign Ave. and Century Blvd.	Afternoon Peak (2:45-3:45 p.m.)	All Vehicles	242	373	514	629	1,758
Champaign Ave. and Lon Dr.	Afternoon Peak (2:45-3:45 p.m.)	All Vehicles	8	163	35	309	515

MAP 4.F EXISTING CONDITION TURNING MOVEMENT COUNTS FOR MORNING AND EVENING PEAK HOURS



4.1.8 Intersections Traffic Operations (Delays and Level of Service)

Existing operational conditions during the AM, Noon, and PM peak hours on typical weekdays were evaluated at selected intersections. Level of Service (LOS), approach delay, and intersection delay were analyzed to determine existing operational conditions at the signalized intersections.

LOS is a qualitative measure describing operational conditions, from "A" (best) to "F" (worst), within a traffic stream or at an intersection. LOS is quantified for signalized and unsignalized intersections using vehicle control delay. Control delay is the component of delay that results from the type of traffic control at the intersection. It is measured by comparing the controlled condition against the uncontrolled condition. The difference between the travel time that would have occurred in the intersection control's absence and the travel time that results from the intersection control's presence is the control delay. Average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole.

TABLE 4.C describes the LOS criteria for signalized intersections. LOS A represents free flow along the intersection with minimal delay, LOS B represents stable flow with slight delays, LOS C indicates stable flow with acceptable delays, LOS D represents an approaching unstable flow with tolerable delay (e.g. occasionally wait through more than one signal cycle before proceeding), LOS E indicates unstable flow with an approaching intolerable delay, and LOS F represents forced or jammed flow.

Existing traffic operating conditions for intersections in the Village of Rantoul were evaluated for existing conditions. 12-hour turning movement counts (TMC) were collected from 7:00 a.m. to 7:00 p.m. on a typical weekday at 11 intersections in the Village of Rantoul. In addition, the most recent 2016 data for the intersection of Champaign Avenue (US 136) at Lon Drive was obtained from IDOT. Among these intersections, six were signalized while the others were stop-controlled at minor approaches.

The intersection performance level for morning and evening peak hours were analyzed using Synchro® 10 software. For the purpose of simulation, the morning and evening peak hours are considered to be from 7:00 a.m. to 8:00 a.m. and from 4:00 p.m. to 5:00 p.m., respectively.

FIGURE 4.G SANGAMON AVE. & GARRARD ST. INTERSECTION

TABLE 4.C LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

Control Delay per Vehicle (seconds)	LOS for Volume to Capacity Ratio ≤1
≤10	A
>10 and ≤20	B
>20 and ≤35	C
>35 and ≤55	D
>55 and ≤80	E
>80	F

Source: HCM 2010

The morning and evening peak hours turning movement counts from **MAP 4.F** were used to estimate performance measures like delay (seconds/vehicle) and level of service (LOS) for existing conditions using the Synchro® software. Synchro® estimates performance level using the Highway Capacity Manual (HCM) 2010.

The signalized intersection performance level seems to be within an acceptable range of delay and LOS for existing conditions with LOS being "B" or "C".

TABLE 4.D and **TABLE 4.E** present delay and LOS by intersection approaches. For unsignalized intersections, HCM 2010 provides information on delay and LOS for only minor approaches.

FIGURE 4.H CHAMPAIGN AVE. & MURRAY RD. INTERSECTION

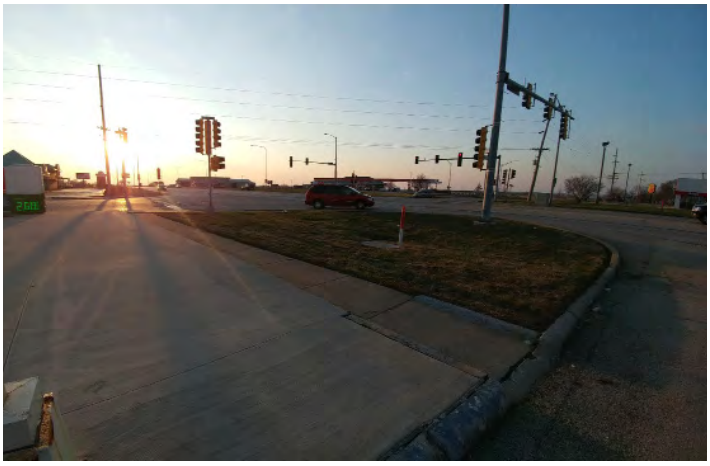


TABLE 4.D MORNING AND EVENING PEAK HOUR DELAYS AT INTERSECTIONS FOR EXISTING CONDITIONS

Intersection Delays (sec/veh) by Approaches in the Morning Peak Hour						
Intersection Name	Intersection Type	EB	WB	NB	SB	Delay
		2019	2019	2019	2019	2019
Champaign Ave & Evans Rd	Signalized	19.4	19.1	24.1	23.6	**19.7**
Champaign Ave & Century Blvd	Signalized	28	27.9	28.6	32.4	**29.4**
#Champaign Ave/Klein Ave & Chanute St	TWSC	N/A	N/A	11.4	11.9	
Grove Ave & Maplewood Dr	Signalized	23.4	24.6	35.5	47.2	**32.5**
*Grove Ave & Lon Dr	Signalized					**N/A**
Veterans Pkwy & Century Blvd	Signalized	28.4	42	36.3	13	**23.9**
Chandler Rd & Liberty Ave	Signalized	27.9	22.5	20.7	26	**24.3**
#Campbell Ave & Century Blvd	TWSC	11.6	13.3			
#Campbell Ave & Sheldon St	TWSC	18.5	0			
#Wabash Ave & Marshall St	1-way Stop				9.8	
#Grove Ave & Marshall St	TWSC			10.3	0	
#Bel Aire Dr & Maplewood Dr	TWSC	10.3	15.2			
Intersection Delays (sec/veh) by Approaches in the Evening Peak Hour						
Intersection Name	Intersection Type	EB	WB	NB	SB	Delay
		2019	2019	2019	2019	2019
Champaign Ave & Evans Rd	Signalized	20.4	9.6	23.3	34	**23.2**
Champaign Ave & Century Blvd	Signalized	35.3	31	33.5	29.4	**32.9**
#Champaign Ave/Klein Ave & Chanute St	TWSC			22.7	15	
Grove Ave & Maplewood Dr	Signalized	25	23.8	32.6	36.5	**28.7**
*Grove Ave & Lon Dr	Signalized					**N/A**
Veterans Pkwy & Century Blvd	Signalized	30.2	40.9	37.2	24.5	**30.7**
Chandler Rd & Liberty Ave	Signalized	28.1	20.5	23.1	22.7	**23.5**
#Campbell Ave & Century Blvd	TWSC	13.4	16.6			
#Campbell Ave & Sheldon St	TWSC	11.9	0			
#Wabash Ave & Marshall St	1-way Stop				9.5	
#Grove Ave & Marshall St	TWSC			9.5	0	
#Bel Aire Dr & Maplewood Dr	TWSC	9.5	0			

*The signal timings are Non-NEMA phasing, not supported by HCM 2010.
#The delay is calculated only for the minor approaches.

MAP 4.G LEVEL OF SERVICE FOR MORNING PEAK HOURS AT INTERSECTIONS FOR EXISTING CONDITIONS

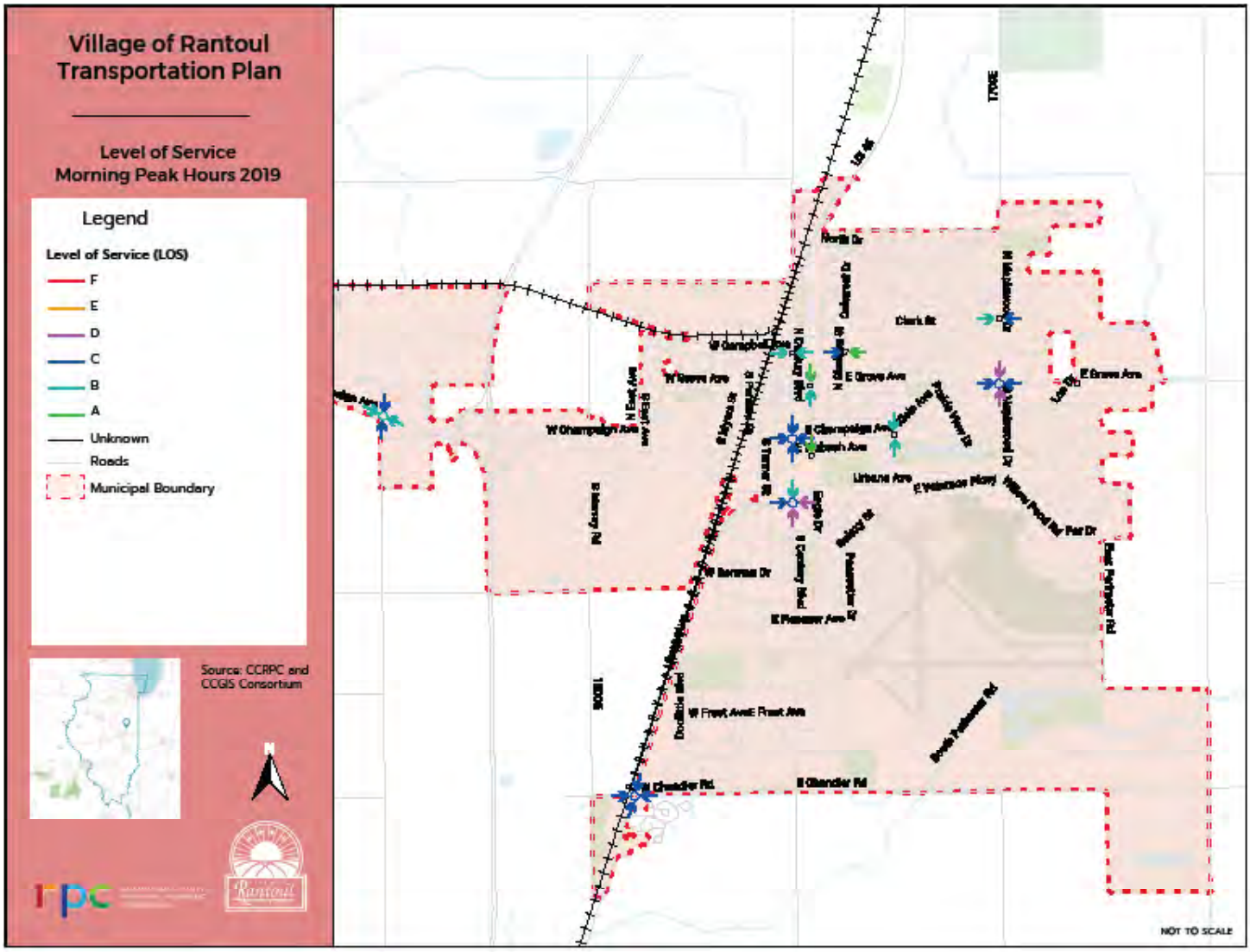
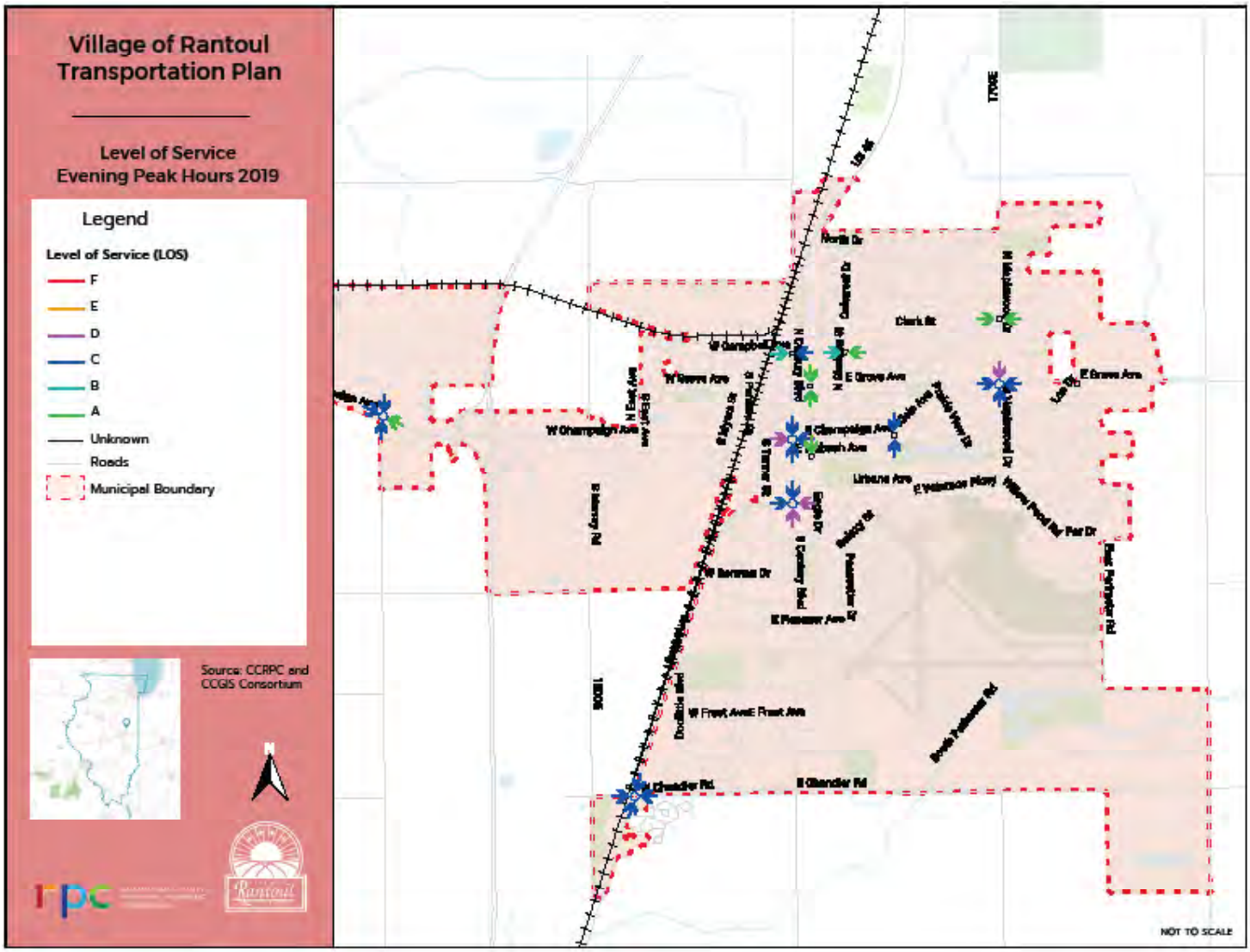


TABLE 4.E LEVEL OF SERVICE (LOS) FOR MORNING AND EVENING PEAK HOURS AT INTERSECTIONS FOR EXISTING CONDITIONS

Intersection LOS by Approaches in the Morning Peak Hour						
Intersection Name	Intersection Type	EB	WB	NB	SB	LOS
		2019	2019	2019	2019	2019
Champaign Ave & Evans Rd	Signalized	B	B	C	C	**B**
Champaign Ave & Century Blvd	Signalized	C	C	C	C	**C**
#Champaign Ave/Klein Ave & Chanute St	TWSC			B	B	
Grove Ave & Maplewood Dr	Signalized	C	C	D	D	**C**
*Grove Ave & Lon Dr	Signalized					**N/A**
Veterans Pkwy & Century Blvd	Signalized	C	D	D	B	**C**
Chandler Rd & Liberty Ave	Signalized	C	C	C	C	**C**
#Campbell Ave & Century Blvd	TWSC	B	B			
#Campbell Ave & Sheldon St	TWSC	C	A			
#Wabash Ave & Marshall St	1-way Stop				A	
#Grove Ave & Marshall St	TWSC			B	A	
#Bel Aire Dr & Maplewood Dr	TWSC	B	C			
Intersection Delays (sec/veh) by Approaches in the Evening Peak Hour						
Intersection Name	Intersection Type	EB	WB	NB	SB	LOS
		2019	2019	2019	2019	2019
Champaign Ave & Evans Rd	Signalized	C	A	C	C	**C**
Champaign Ave & Century Blvd	Signalized	D	C	C	C	**C**
#Champaign Ave/Klein Ave & Chanute St	TWSC			C	C	
Grove Ave & Maplewood Dr	Signalized	C	C	C	D	**C**
*Grove Ave & Lon Dr	Signalized					**N/A**
Veterans Pkwy & Century Blvd	Signalized	C	D	D	C	**C**
Chandler Rd & Liberty Ave	Signalized	C	C	C	C	**C**
#Campbell Ave & Century Blvd	TWSC	B	C			
#Campbell Ave & Sheldon St	TWSC	B	A			
#Wabash Ave & Marshall St	1-way Stop				A	
#Grove Ave & Marshall St	TWSC			A	A	
#Bel Aire Dr & Maplewood Dr	TWSC	A	A			

*The signal timings are Non-NEMA phasing, not supported by HCM 2010.
#The delay is calculated only for the minor approaches.

MAP 4.H LEVEL OF SERVICE FOR EVENING PEAK HOURS AT INTERSECTIONS FOR EXISTING CONDITIONS



4.2 AUTOMOBILES

4.2.1 Annual Average Daily Traffic

The annual average daily traffic (AADT) represents the traffic volume counts collected in a year divided by 365 days. The Illinois Department of Transportation (IDOT) periodically collects 24-hour traffic volume data on many roadways around the State.

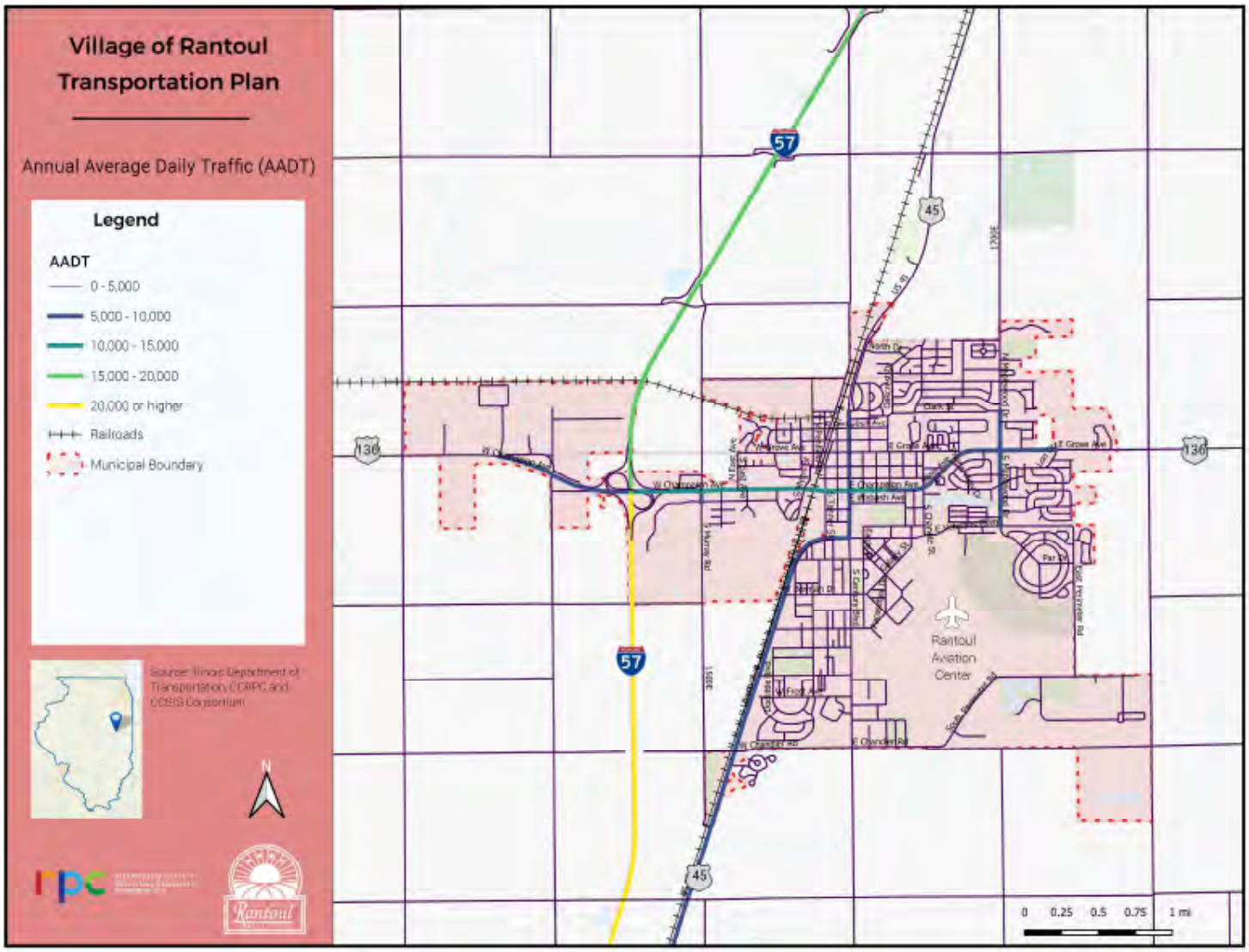
MAP 4.I shows the available annual average daily traffic (AADT) of major roadways in the Village of Rantoul. I-57 has the highest AADT (15,000 to 25,000) followed by the US 136/Champaign Avenue corridor (5,000 to 20,000). Liberty Avenue/Century Boulevard (US 45) and Maplewood Drive have AADT ranging from 5,000 to 10,000.

TABLE 4.F COMMUTER MODE SHARE (2013-2017)*

Number of Vehicles	Percent	MOE
No vehicle available	4.8%	3.1
1 vehicle available	27.8%	5.5
2 vehicles available	41.7%	7.3
3 or more vehicles available	25.7%	5.0
Workers aged 16 and over	**100.0%**	-

*U.S. Census Bureau; American Community Survey, 2013-2017 American Community Survey 5-Year Estimates, Table S0801; generated by CCRPC staff; using American FactFinder; <http://factfinder2.census.gov>; (14 May 2019).

MAP 4.I ANNUAL AVERAGE DAILY TRAFFIC (AADT)



4.2.2 Vehicles Available per Household

TABLE 4.F shows that among workers aged 16 and over in the Village of Rantoul, 4.8 percent had no vehicles available for their use. The greatest percentage of workers had two vehicles available, at 41.7 percent. Over a quarter of workers had one vehicle available (27.8 percent), and approximately another quarter (25.7 percent) had three or more vehicles available.

4.2.3 Automobile Crashes

The crash data for the Village of Rantoul was obtained from Illinois Department of Transportation (IDOT). The crashes are classified in KABCO scale based on the type of the most severe injury of a person in that crash.

"K" represents a fatal crash if any injury results in a fatality within 30 days of a crash occurrence. "A" stands for an incapacitating injury, also referred to as a serious injury that is any injury other than a fatal injury and prevents the person from continuing his or her normal activities, which the person was otherwise capable of performing before the injury occurred. "B" refers to a non-incapacitating injury, as shown by any evident injuries on the person due to a crash. "C" represents a reported crash with no evident injuries. Lastly, "O" stands for no indication of injury and only property damage of a monetary value greater than $1,500.

The most recent crash data available is from 2012 to 2016. **TABLE 4.G** presents the summary of crashes. The maximum number of crashes was 136 in 2016, and the average number of crashes per year was 117. There was one fatal crash in 2014, three percent of the crashes were of A-injury type, 15 percent were of B-injury type and eight percent were of C-injury type.

FIGURE 4.I presents the fatal and A-injury crashes by year. The average number of A-injury crashes per year is four. A steep reduction in A-injury crashes is observed in 2013 which remained constant in 2014, but then the number increased from one to three in 2015 and then to seven in 2016.

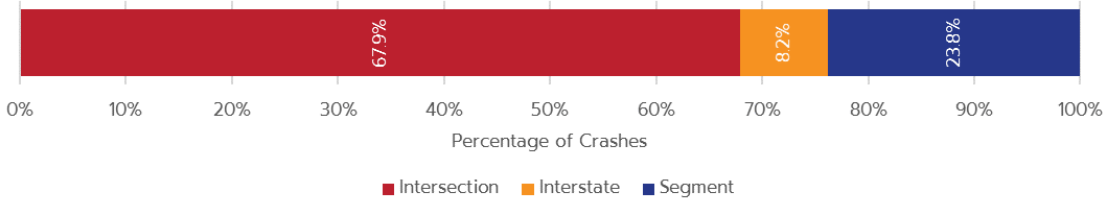
FIGURE 4.J presents the percentage of crashes occurring at intersections, road segments (between intersections) and Interstate 57. 68% of the crashes occurred at intersections, more than the percentages occurring on segments (23.8%) and on the Interstate (8.2%). Among the fatal and injury crashes, 79% of them occurred at intersections.

TABLE 4.G SUMMARY OF CRASHES IN VILLAGE OF RANTOUL BY SEVERITY TYPE (2012–2016)

Crash Severity	2012	2013	2014	2015	2016	Total	%
Fatal	0	0	1	0	0	1	0%
A Injury	6	1	1	3	7	18	3%
B Injury	20	14	22	8	23	87	15%
C Injury	6	5	10	12	12	45	8%
No Injuries	85	86	98	69	94	432	74%
Total	**117**	**106**	**132**	**92**	**136**	**583**	**100%**

FIGURE 4.I TOTAL NUMBER OF FATAL AND A-INJURY TYPE CRASHES BY YEAR

FIGURE 4.J PERCENTAGE OF CRASHES BY TYPE OF LOCATION



MAP 4.J DISTRIBUTION OF CRASHES BY SEVERITY TYPE (2012–2016)

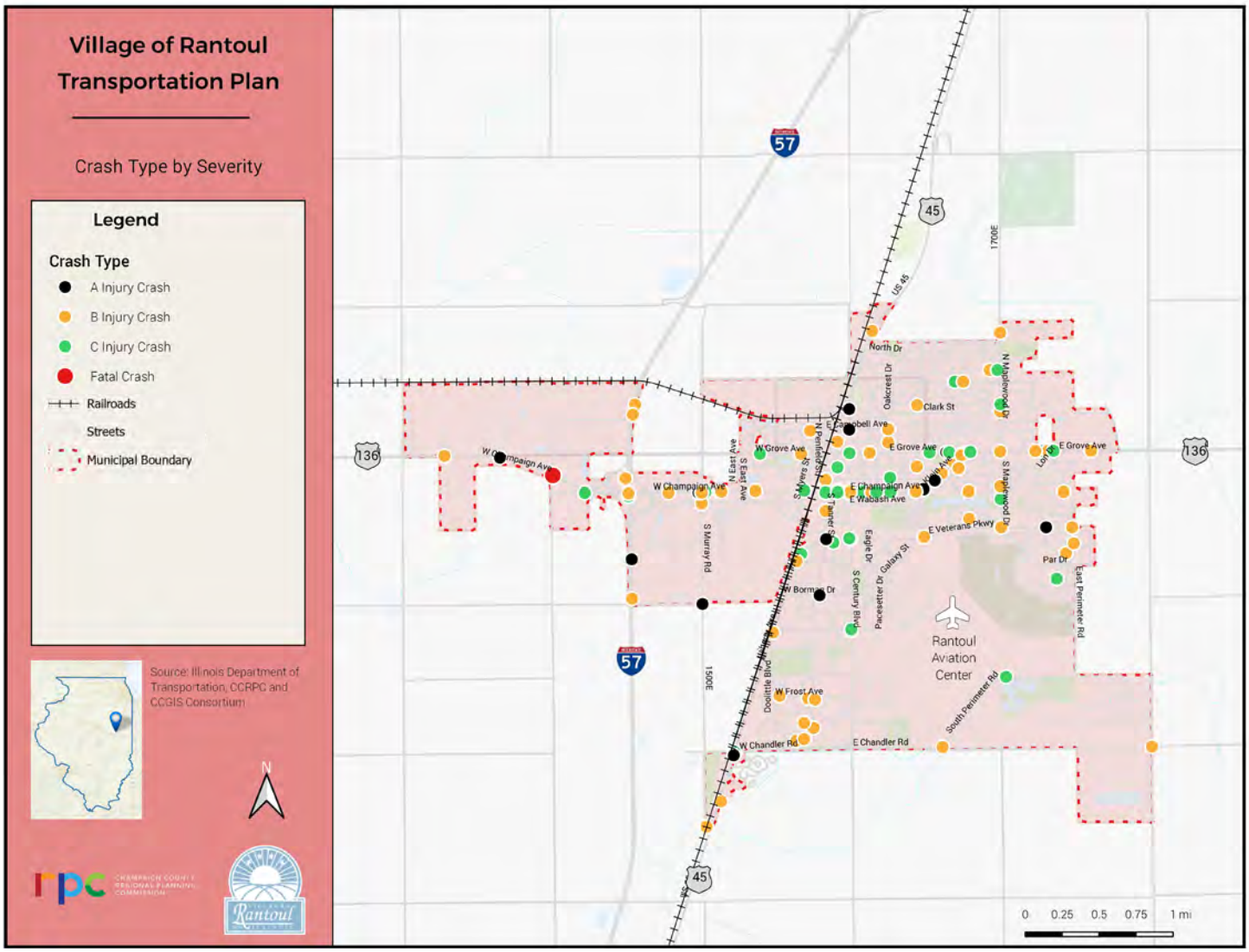


FIGURE 4.K US 136 & US 45 INTERSECTION

A. Crash Factors

A.1. Time of Day, Week and Month

FIGURE 4.L, **FIGURE 4.M** and **FIGURE 4.N** present the distribution of crashes (2012–2016) by hour of the day, month and day of the week respectively. The maximum number of crashes in an hour occurred at 3:00 p.m. with 55 crashes. In **FIGURE 4.L**, the number of crashes increased in the morning at 7 a.m., continued to increase in the afternoon with a sudden peak at 3:00 p.m. and then gradually decreased in the evening. The month with the most crashes was April with 67, and the day of the week with the most crashes was Saturday with 94 crashes. The crashes are higher at 3 p.m. on weekdays which may be due to increase in after school or post-workday traffic.

FIGURE 4.L NUMBER OF CRASHES (2012–2016) BY HOUR OF THE DAY

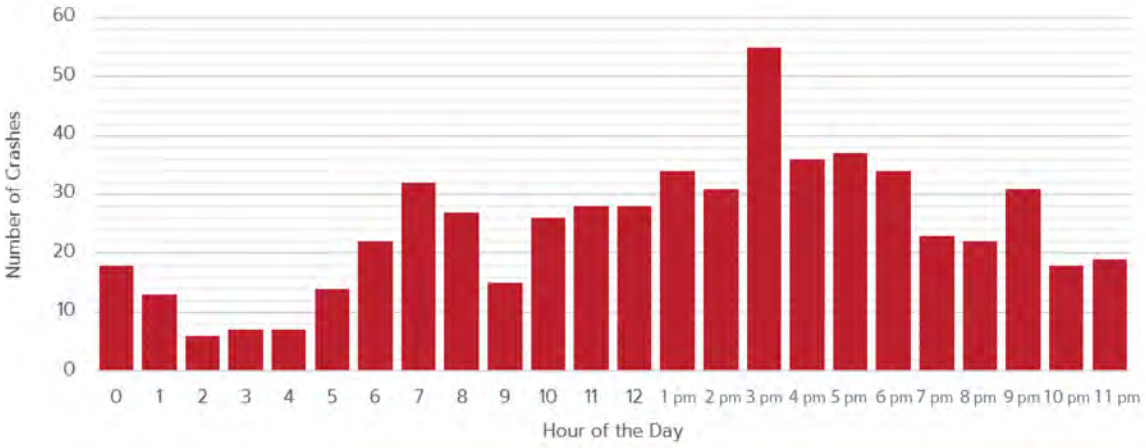


FIGURE 4.M NUMBER OF CRASHES (2012–2016) BY MONTH AND HOUR OF THE DAY

Number of Crashes by Hour of the Day

Month	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total
Jan	0	0	0	1	1	1	7	5	4	1	2	2	2	6	2	9	6	3	2	1	4	4	1	1	65
Feb	1	1	0	0	0	1	3	2	4	1	3	1	2	2	0	6	2	2	2	1	1	5	1	2	43
Mar	1	0	3	0	2	1	1	5	2	0	2	0	2	2	4	2	3	4	0	1	1	0	2	0	38
Apr	3	3	0	1	2	1	5	6	3	1	2	3	6	3	2	10	1	3	3	1	1	1	4	2	67
May	0	1	0	1	1	3	2	2	0	1	2	5	2	5	3	3	5	4	4	0	1	4	2	2	53
Jun	3	0	1	1	0	1	0	1	2	3	1	3	0	1	5	4	6	3	3	2	3	2	3	4	52
Jul	3	2	0	0	1	1	1	2	3	1	2	3	0	3	5	5	2	3	3	3	3	3	0	1	50
Aug	2	1	0	0	0	1	1	0	2	2	3	3	4	2	0	2	5	2	1	2	0	3	0	0	36
Sept	0	2	0	2	0	3	0	3	2	3	6	0	3	3	2	5	3	4	4	3	4	4	2	3	61
Oct	0	1	0	1	0	0	1	2	1	0	0	2	2	0	3	4	1	5	2	1	1	2	0	0	29
Nov	4	0	1	0	0	0	1	2	0	0	3	3	2	4	0	4	2	1	5	2	2	2	2	2	42
Dec	1	2	1	0	0	1	0	2	4	2	0	3	3	3	5	1	0	3	5	6	1	1	1	2	47
Total	18	13	6	7	7	14	22	32	27	15	26	28	28	34	31	55	36	37	34	23	22	31	18	19	583

FIGURE 4.N NUMBER OF CRASHES (2012–2016) BY DAY OF THE WEEK AND HOUR OF THE DAY

Number of Crashes by Hour of the Day

Day	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total
Sun	3	3	1	5	1	2	1	0	0	2	1	4	8	3	5	4	5	5	6	1	5	8	2	5	80
Mon	2	2	2	1	0	3	4	5	4	2	5	3	6	4	2	9	8	6	5	1	3	3	4	2	86
Tue	2	1	1	0	3	3	6	3	3	1	4	3	3	5	7	9	5	3	5	4	4	5	1	2	83
Wed	0	2	0	0	0	1	4	9	3	1	4	5	1	2	4	7	6	5	4	3	1	7	4	2	75
Thu	3	0	0	0	0	2	2	8	9	3	5	6	3	6	5	9	6	4	2	3	4	0	0	0	80
Fri	4	1	0	1	0	3	2	6	7	2	2	1	3	5	5	12	3	8	6	2	4	1	3	4	85
Sat	4	4	2	0	3	0	3	1	1	4	5	6	4	9	3	5	3	6	6	9	1	7	4	4	94
Total	18	13	6	7	7	14	22	32	27	15	26	28	28	34	31	55	36	37	34	23	22	31	18	19	583

A.2. Collision Type

TABLE 4.H presents the number of crashes from 2012–2016 by collision type. Twenty two percent of the crashes were fixed object collision type, the most among all crash types. Nineteen percent were crashes involving a parked motor vehicle, and 17 percent were turning collisions. Two percent of crashes involved a bicyclist, and two percent of crashes involved a pedestrian.

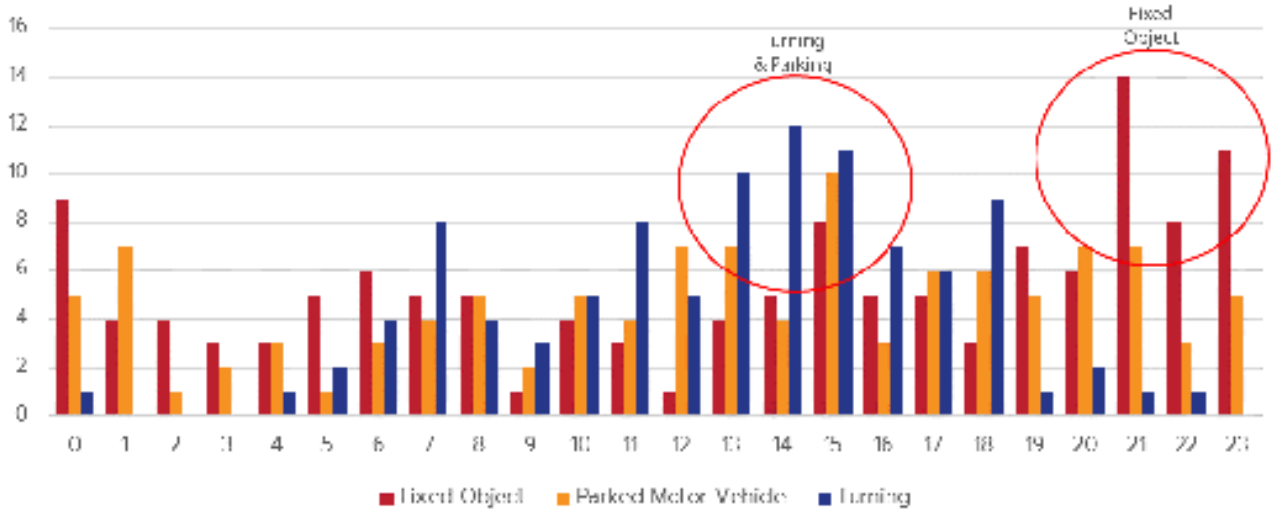
FIGURE 4.O presents the quantity of the three most frequent crash types (fixed object, parked motor vehicle, and turning) between 2012–2016 by time of the day. A high number of fixed object crashes occurred at night between 9 p.m. and 12 a.m. Meanwhile, turning and parking motor vehicle crashes were higher in the afternoon.

MAP 4.K presents the spatial distribution of fixed object, parked motor vehicle and turning collision types. There are more parked motor vehicle crashes in residential areas like Falcon Drive to the northeast, St. Andrews Circle near Willow Pond Golf Course, and the streets of South Pointe Commons to the southwest. Fixed object crashes are more common along the interstate and ramps. Turning crashes are more frequent at the intersections along US 136 (Champaign Avenue/Klein Avenue/Grove Avenue) corridor.

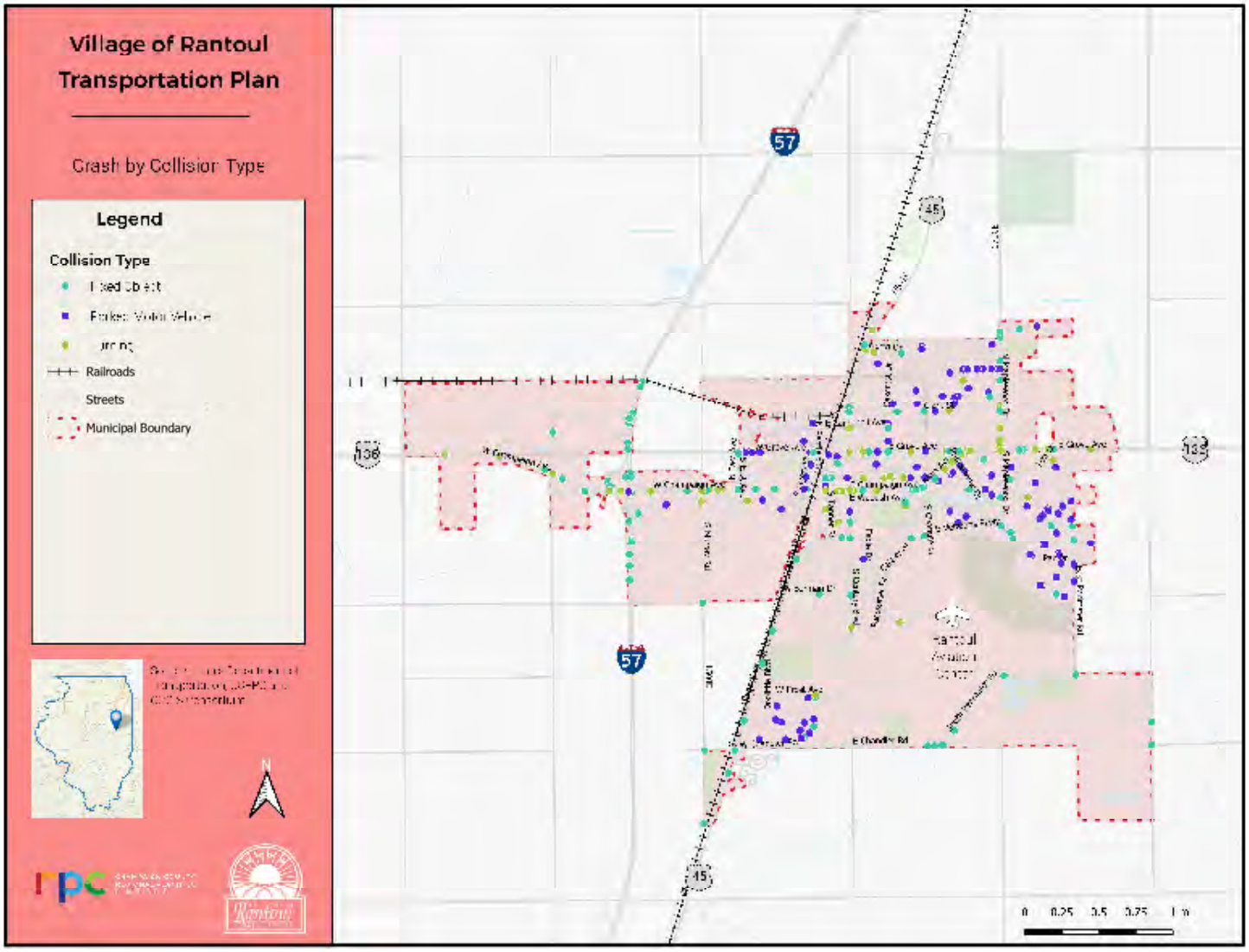
TABLE 4.H NUMBER OF CRASHES BY COLLISION TYPE (2012–2016)

Collision Type	No. of Crashes	Percent
Fixed Object	129	22%
Parked Motor Vehicle	112	19%
Turning	101	17%
Rear End	76	13%
Angle	68	12%
Sideswipe Same Direction	35	6%
Animal	12	2%
Pedestrian	10	2%
Bicyclist (pedal cyclist)	9	2%
Other Object	8	1%
Overturned	7	1%
Sideswipe Opposite Direction	7	1%
Other Non-Collision	5	1%
Head On	3	1%
Train	1	0%
Total	**583**	**100%**

FIGURE 4.O NUMBER OF CRASHES BY COLLISION TYPE AND TIME OF THE DAY (2012–2016)



MAP 4.K SPATIAL DISTRIBUTION OF CRASHES BY COLLISION TYPE (2012–2016)



A.3. Road Surface, Lighting Condition and Weather Condition

Thirteen percent of the crashes from 2012-2016 in the Village of Rantoul occurred on wet roads, and seven percent took place on icy roads. Nineteen percent of the crashes from 2012–2016 in Rantoul occurred in darkness on a lighted road, and ten percent took place in the dark. Eight percent of the crashes from 2012–2016 in Rantoul occurred when it was raining, and seven percent happened when it was snowing.

FIGURE 4.P PERCENTAGE OF CRASHES BY ROAD SURFACE CONDITIONS

FIGURE 4.Q PERCENTAGE OF CRASHES BY LIGHTING CONDITIONS

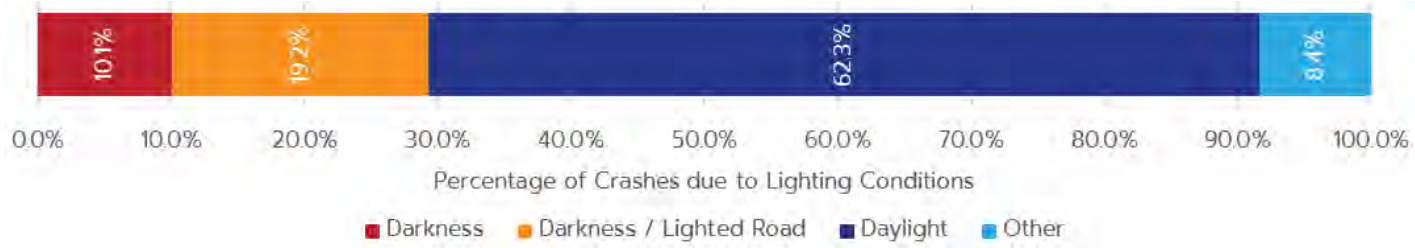


FIGURE 4.R PERCENTAGE OF CRASHES BY WEATHER CONDITIONS

A.4. Driver Characteristics

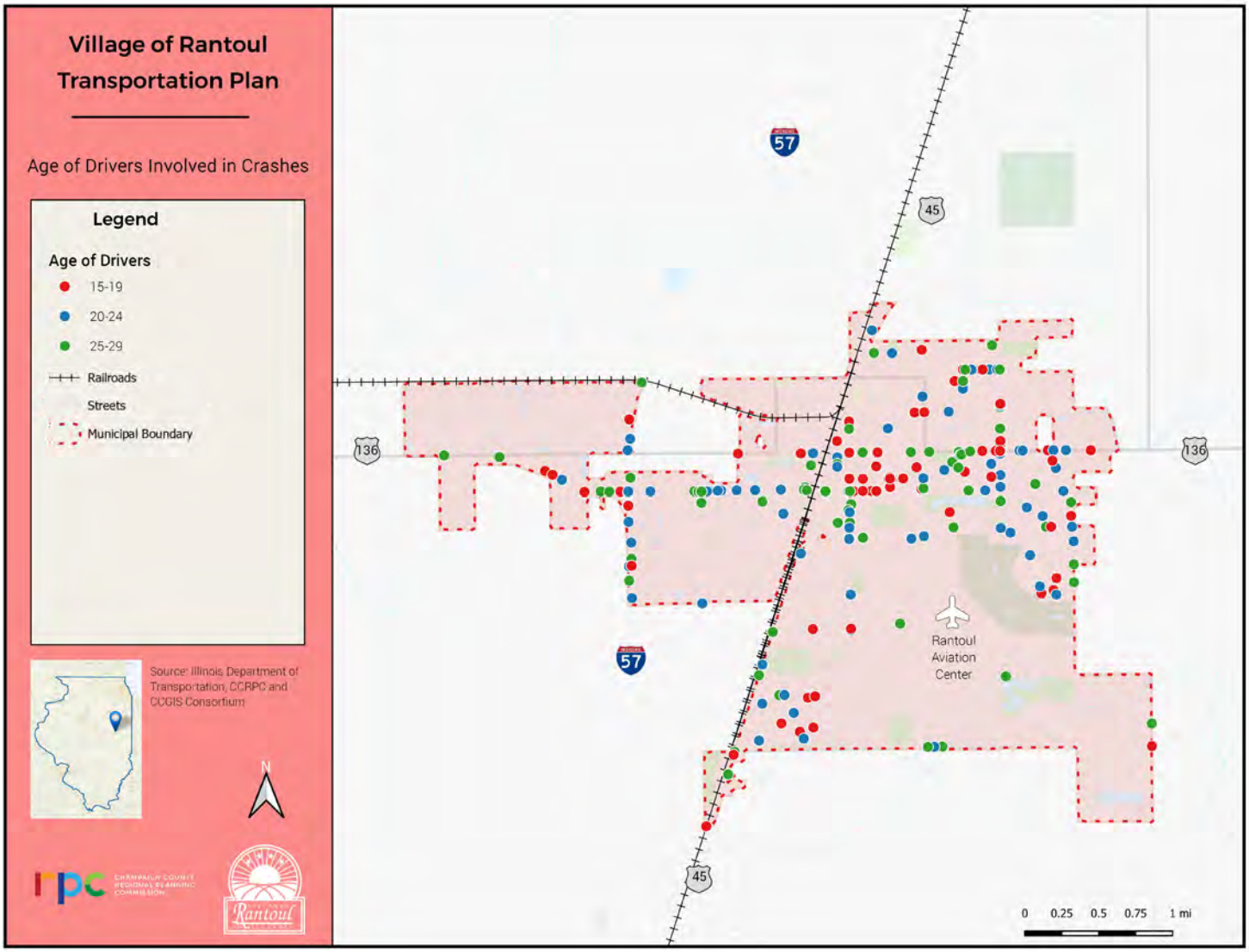
Driver Age and Sex

There were 887 drivers involved in crashes from 2012–2016 in the Village of Rantoul. Forty-seven percent were male drivers, 44 percent were female drivers, and the gender of the remaining 9 percent is unknown. Thirteen percent of the drivers involved in crashes were between 20 and 24 years old, more than any other age group. Twelve percent of the drivers were between ages 15–19 and another 12 percent were between ages 25–29.

MAP 4.L presents the drivers involved in crashes by the three age cohorts mentioned earlier. The crashes involving young drivers within the age cohort of 15–19 years were concentrated in the village's central area.

FIGURE 4.S NUMBER OF DRIVERS INVOLVED IN CRASHES BY AGE GROUP (2012- 2016)

MAP 4.L DRIVERS INVOLVED IN CRASHES BY AGE COHORT (2012–2016)



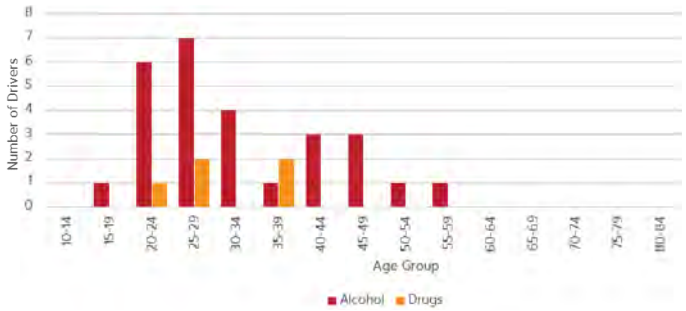
Impaired Driving

There were 32 impaired drivers involved in crashes from 2012–2016 in Rantoul. **MAP 4.M** presents the distribution of impaired driver crashes. Twenty-seven alcohol impaired driver crashes and 5 drug-impaired driver crashes occurred from 2012 to 2016.

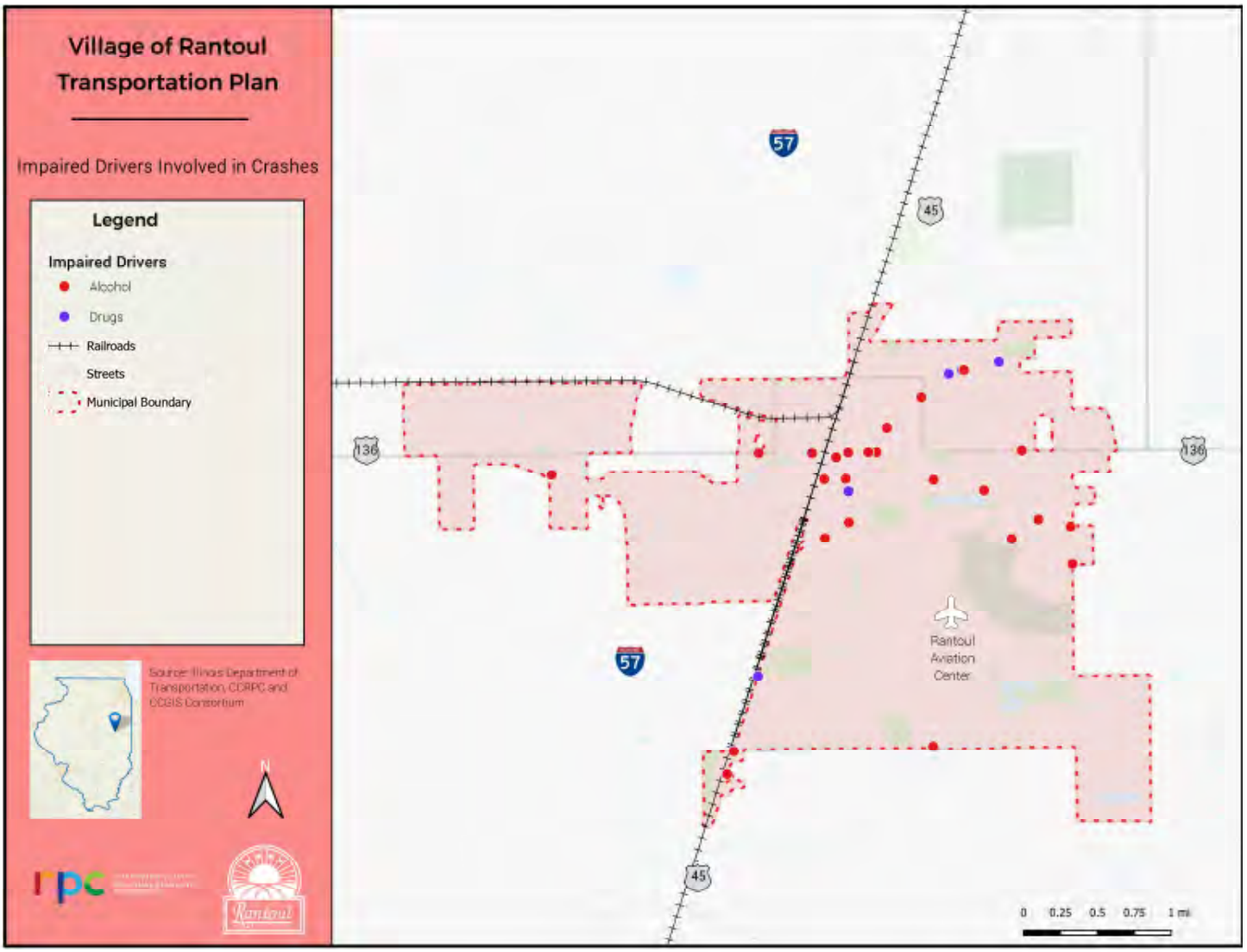
In **MAP 4.M**, approximately seven impaired driver crashes were along the Grove Avenue segment that crosses the railroad track. **FIGURE 4.T** presents the number of impaired drivers involved in crashes by age groups. There were seven impaired drivers between ages 20–24 and nine impaired drivers between ages 25–29.

There was one fatal crash, four A-injuries, six B-injuries, and two C-injuries due to impaired drivers. The one fatal crash in Rantoul between 2012 and 2016 was due to an impaired driver.

FIGURE 4.T IMPAIRED DRIVERS INVOLVED IN CRASHES BY AGE (2012- 2016)



MAP 4.M IMPAIRED DRIVERS INVOLVED IN CRASHES (2012–2016)



B. High Crash Intersections

High-priority intersections were identified based on equivalent crashes and crash frequency. Equivalent crashes were calculated based on crash severity: more severe crashes (e.g., fatal crashes) were weighted more heavily than less severe crashes (e.g., C-injury crashes). Crash frequency is the average number of crashes over the five year study period. These measures were combined to produce a Priority Index, which is used to identify high-priority intersections in the Village of Rantoul.

$$\text{Equivalent Crashes} = \frac{(25 \times \text{Fatal Crashes} + 10 \times \text{A Injury Crashes} + \text{B Injury Crashes} + \text{C Injury Crashes})}{5}$$

$$\text{Crash Frequency} = \frac{\text{Total No. of Crashes}}{5}$$

B.1. Methodology to Identify High Priority Intersections:

High-priority intersections were identified based on two factors: Equivalent Crashes and Crash Frequency.

- Equivalent Crashes and Crash Frequency were calculated for each intersection based on the equations presented.
- Considering all the intersections, a mean and standard deviation for the two factors were calculated.
- For each intersection, based on the equivalent crashes and crash frequency values from its mean, an index was assigned.
- The two index values were combined to give a priority index value.
- The higher the priority index value, the higher the priority given to the segment.
- A list of high-priority intersections were identified.

MAP 4.N presents the high priority intersections identified using this methodology.

C. High Crash Segments

High-priority segments were identified based on equivalent crashes, crash frequency, and crash frequency per mile. Equivalent crashes were calculated based on crash severity: more severe crashes (e.g., fatal crashes) were weighted more heavily than less severe crashes (e.g., C-injury crashes). Crash frequency is the average number of crashes over the five-year study period, and crash frequency per mile is the average crashes per mile of the segment. These measures were combined to produce a Priority Index, which is used to identify high-priority road segments in the Village of Rantoul.

$$\text{Equivalent Crashes} = \frac{(25*\text{Fatal Crashes} + 10*\text{A-Injury Crashes} + \text{B-Injury Crashes} + \text{C-Injury Crashes})}{5}$$

$$\text{Crash Frequency} = \frac{\text{Total Number of Crashes}}{5}$$

$$\text{Crash Frequency Per Mile} = \frac{\text{Total Number of Crashes}}{(5*\text{Length of Segment})}$$

C.1. Methodology to Identify High-Priority Segments:

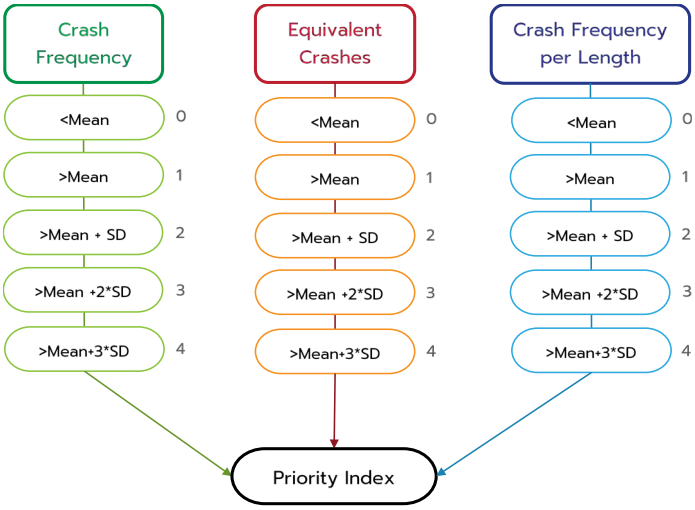
High-priority segments are based on three factors: Equivalent Crashes, Crash Frequency, and Crash Frequency per Mile.

- Equivalent Crashes, Crash Frequency, and Crash Frequency per Mile were calculated for each segment based on the equations presented.
- Considering all the segments, a mean and standard deviation for the three factors were calculated.

- For each segment, based on the equivalent crashes, crash frequency and crash frequency per length values from its mean, an index was assigned.
- The three index values were combined to give a priority index value.
- The higher the priority index value, the higher the priority given to the segment was.
- A list of high-priority segments was identified.

MAP 4.N presents the high priority segments identified using this methodology.

FIGURE 4.U METHODOLOGY TO IDENTIFY HIGH PRIORITY SEGMENTS



MAP 4.N HIGH PRIORITY INTERSECTIONS & SEGMENTS

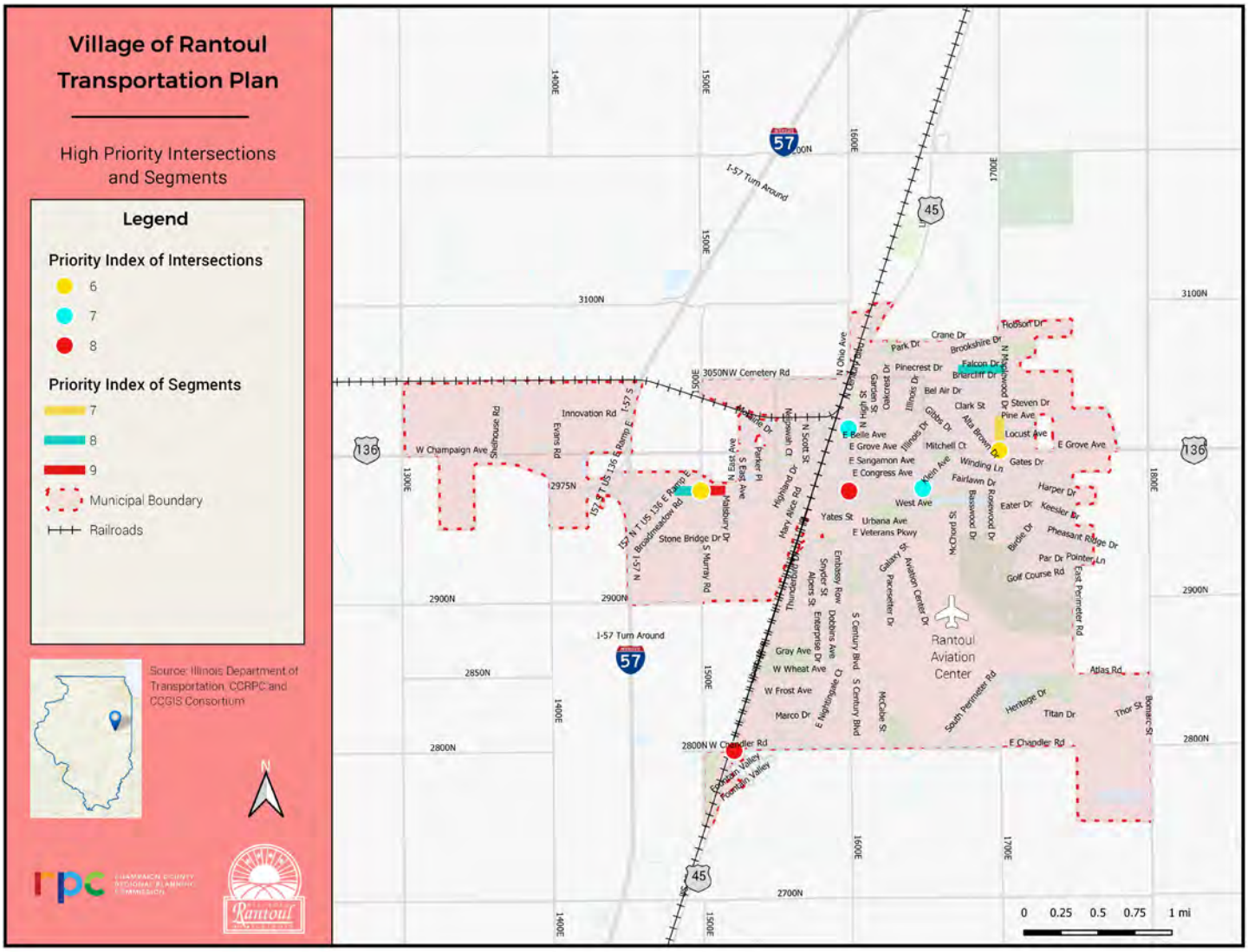


TABLE 4.I SUMMARY OF HIGH PRIORITY INTERSECTIONS

North-South Roadway	East-West Roadway	No of Legs	Control Type	No of Crash	A Injury Crash	B Injury Crash	C Injury Crash	Fatal Crash	PDO Crash	Average Crash	Average EPDO	Crash Index	EPDO Index	Priority Index
Liberty Dr	Chandler Rd	4	Signal	10	1	2	2	0	5	2	2.8	4	4	8
Century Blvd	Champaign Ave	4	Signal	20	2	3	2	0	13	4	5	4	4	8
Century Blvd	Campbell Ave	4	2WSC (E-W)	7	1	3	0	0	3	1.4	2.6	3	4	7
Chanute St	Champaign Ave / Klein Ave / US 136	4	2WSC (N-S)	7	1	0	2	0	4	1.4	2.4	3	4	7
Murray Rd	Champaign Ave	4	Signal	15	0	4	1	0	10	3	1	4	2	6
Maplewood Dr	Grove Ave	4	Signal	21	0	4	3	0	14	4.2	1.4	4	2	6

TABLE 4.J SUMMARY OF HIGH PRIORITY SEGMENTS

Road Name	From-To	No of Crashes	A Injury Crashes	B Injury Crashes	C Injury Crashes	PDO Crash	Length (Mile)	Average Crash	Average EPDO	Average Crash Per Mile	Crash Index	EPDO Index	Crash per Mile Index	Priority Index
Champaign Ave	Murray Rd–Malsbury Dr	6	0	0	1	5	0.13	1.2	0.2	8.9	4	1	4	9
Champaign Ave	Jay Dr–Murray Rd	3	1	0	0	2	0.15	0.6	2	4.1	2	4	2	8
Falcon Dr	Juniper Dr–Maplewood Dr	8	0	1	0	7	0.25	1.6	0.2	6.4	4	1	3	8
Maplewood Dr	Clark St–Grove Ave	6	0	0	0	6	0.20	1.2	0	6.0	4	0	3	7

D. High Priority Location Analysis

The crash data from 2012–2016 was considered for the analysis of the following high priority locations.

D.1. Champaign Avenue segments and intersection of Champaign Avenue and Murray Road

The intersection of Champaign Avenue and Murray Road is approximately 700 feet east of I-57. Within 700 feet west of the intersection, there were three crashes with two of them due to exceeding the speed limit. Within 700 feet east of the intersection, there were six crashes with two of them turning, one angle, one fixed object and one rear end collision types of crashes. There are approximately 10 driveways to the east of this intersection. At the intersection, there were 15 crashes, 10 out of which were related to turning collision type. Most of the crashes were due to failing to yield or exceeding the speed limit. **FIGURE 4.V** presents the study location.

FIGURE 4.V LOCATION OF CRASHES ALONG CHAMPAIGN AVE. SEGMENT AND INTERSECTION OF CHAMPAIGN AVE. & MURRAY RD.

D.2. Falcon Drive segment

The Falcon Drive segment is 0.25 miles along which there were eight segment related crashes and seven intersection related crashes, a total of 15 crashes (**FIGURE 4.X**). Eleven out of fifteen were of parked motor vehicle related crashes. Along Falcon Drive, which is a two-way street and approximately 36 feet wide, cars are parked on both sides of the road. A higher number of parked cars reduces the space for drivers to pass each other, and also increases the possibility of pedestrians being hit by moving vehicles who are crossing between parked cars.

D.3. Intersection of Champaign Avenue and Century Boulevard

There were 20 crashes at the intersection of Champaign Avenue (US 136) and Century Boulevard (US 45). Eleven crashes were of turning collision type only. Ten crashes were due to failing to yield the right-of-way. **FIGURE 4.Y** presents the location of crashes at this intersection.

FIGURE 4.W CROSS SECTIONAL VIEW OF FALCON DR. SEGMENT

FIGURE 4.X LOCATION OF CRASHES ALONG HIGH PRIORITY FALCON DR. SEGMENT

FIGURE 4.Y INTERSECTION OF CHAMPAIGN AVE. & CENTURY BLVD.

FIGURE 4.Z INTERSECTION OF CHAMPAIGN AVE. & CENTURY BLVD.

4.3 PUBLIC TRANSPORTATION

4.3.1 Routes and Schedule

The Village of Rantoul has an agreement with the Champaign County Area Rural Transit System (C-CARTS) to provide public transportation services to village residents. **MAP 4.O** shows bus routes and stops in the Village of Rantoul.

The Eagle Express bus service has three fixed routes within the village and operates on weekdays between 5 a.m. and 8 a.m. and between 3 p.m. and 6 p.m. A one-way fare is two dollars. The Rantoul Connector is an inter-city public transportation service connecting Rantoul to Champaign and Urbana. The bus operates hourly on weekdays between 5 a.m. and 8 a.m. and between 3 p.m. and 6 p.m. A one-way fare is five dollars.

4.3.2 Ridership History

TABLE 4.K shows monthly C-CARTS ridership data between July 2017 and September 2018, including number of trips, daily average number of trips, reason for trip, number of trips using the lift, number of trips provided to individuals aged 60 and over, and number of trips denied.

July 2017 had the fewest trips of any month in the study period, with 940 total trips and an average of 47 trips per day; March 2018 had the most trips, with 1,349 total trips and an average of 64 trips per day. Riders aged 60 and above took over 400 trips per month, and never used the lift fewer than 78 times in a single month. The two most common trip reasons during the study period were consistently medical and employment, showing that the C-CARTS service meets key transportation needs for its riders.

MAP 4.O BUS ROUTES

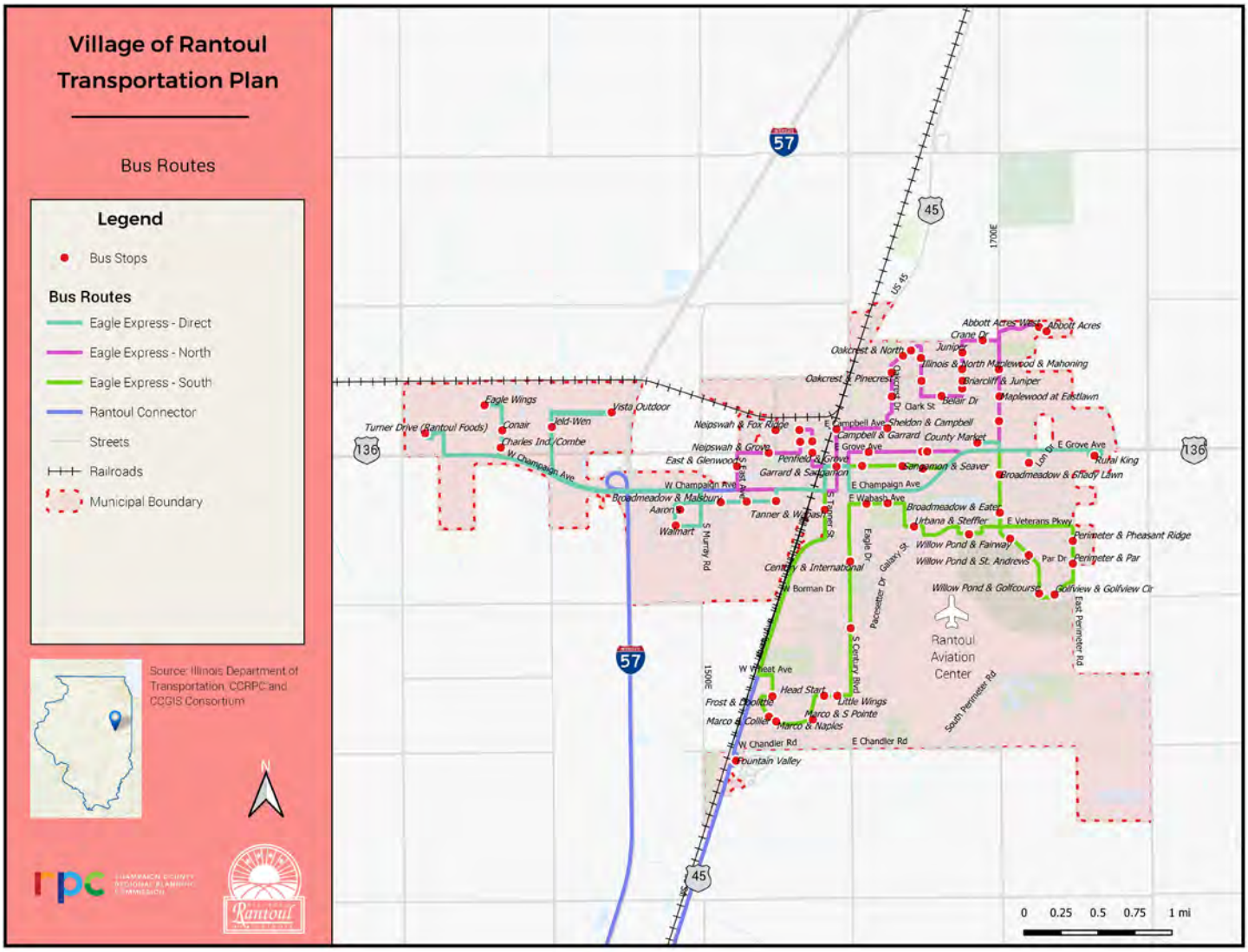


TABLE 4.K C-CARTS RIDERSHIP (JANUARY 2018–SEPTEMBER 2019)

Year	Month	Medical	Personal	Shopping	Social	Employment	Education	Misc.	Total Trips	Days	Daily Avg.	Lift	60+	Denials
2018	Jan	435	194	91	37	405	14	0	1,176	21	56	127	458	36
	Feb	425	265	93	34	368	24	0	1,209	21	58	118	514	20
	Mar	442	315	109	50	399	34	0	1,349	21	64	135	608	31
	April	410	284	93	45	401	45	0	1,278	21	61	110	553	52
	May	387	248	103	62	400	28	0	1,228	23	53	95	578	36
	June	323	260	97	52	396	2	0	1,130	20	57	93	527	102
	July	341	274	129	53	302	2	0	1,101	21	52	78	558	109
	Aug	396	296	129	104	396	21	0	1,321	23	57	119	648	92
	Sep	283	153	99	139	352	14	0	1,040	19	55	128	522	98
	Oct	355	129	143	250	480	32	0	1,389	23	60	99	558	108
	Nov	285	88	90	205	462	21	0	1,151	21	55	194	648	72
	Dec	277	75	100	174	394	8	0	1,028	20	51	157	522	75
2019	Jan	291	78	86	176	479	0	0	1,110	21	53	158	525	112
	Feb	271	78	112	227	443	8	0	1,139	19	60	202	574	137
	Mar	261	84	102	232	463	6	0	1,148	21	55	218	574	118
	April	272	80	174	291	461	8	0	1,286	21	61	220	702	42
	May	284	94	152	292	423	4	0	1,249	21	59	217	693	57
	June	283	73	148	262	355	0	0	1,121	20	56	167	614	93
	July	266	82	128	295	370	0	0	1,141	22	61	218	633	116
	Aug	259	65	130	329	354	4	0	1,141	22	59	229	622	229
	Sep	218	59	118	298	316	2	0	1,011	20	56	216	554	256

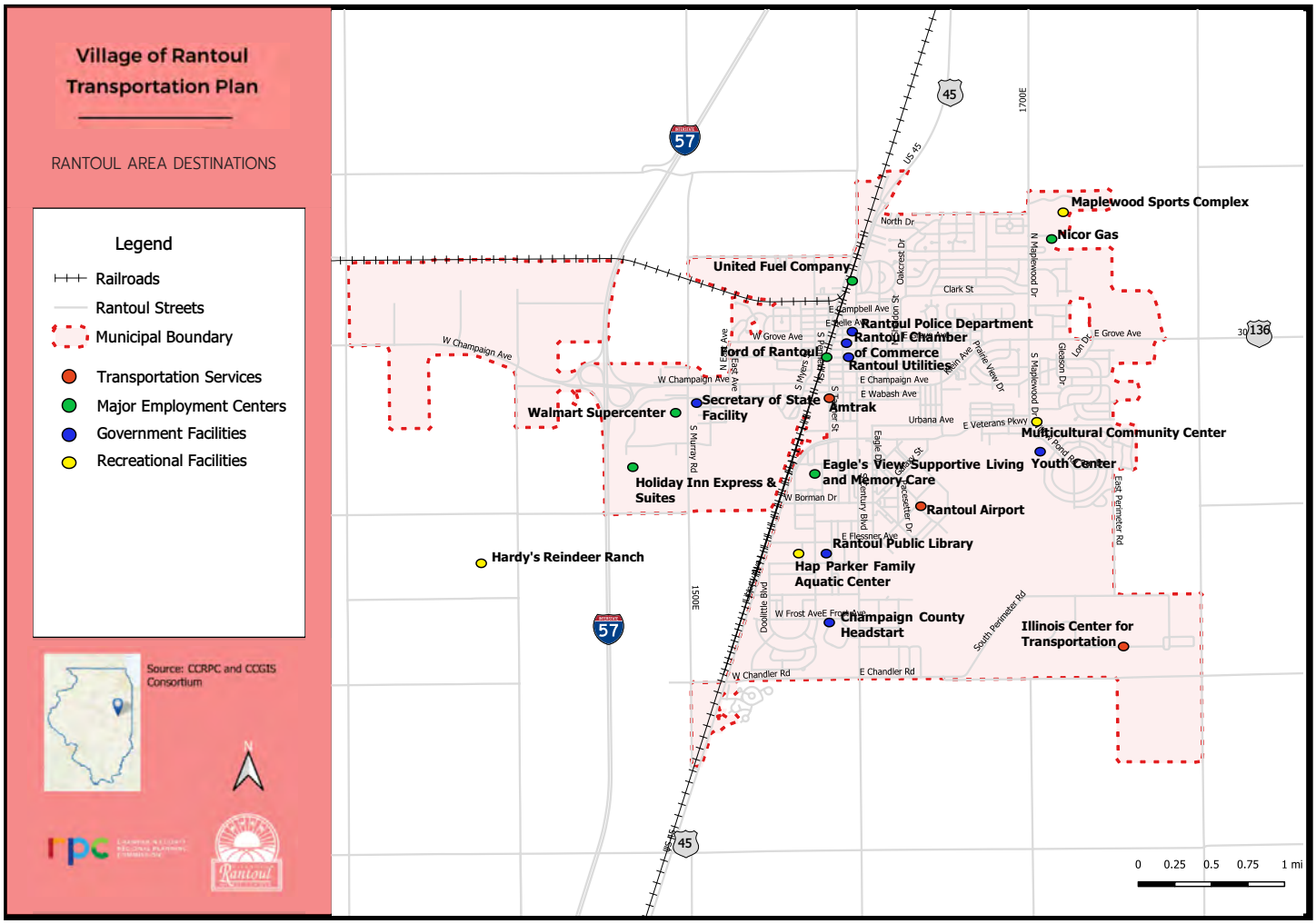
4.4 DESTINATIONS

4.4.1 Area Destinations

Willingness to walk or bike is directly related to where people live, work, go to school, shop, spend their free time, access transit, and proximity to other resources. Demand for pedestrian and bicycle infrastructure is directly connected to the locations of destinations in a community, and the creation of a well-connected pedestrian and bicycle network must take the location of these destinations into consideration.

MAP 4.P displays various destinations throughout Rantoul. This includes Downtown Rantoul, schools, recreational centers, employment centers, and medical facilities. Additionally, institutional destinations such as local government facilities, state government facilities, the Rantoul Public Library, post offices, and non-profit facilities are included.

MAP 4.P AREA DESTINATIONS



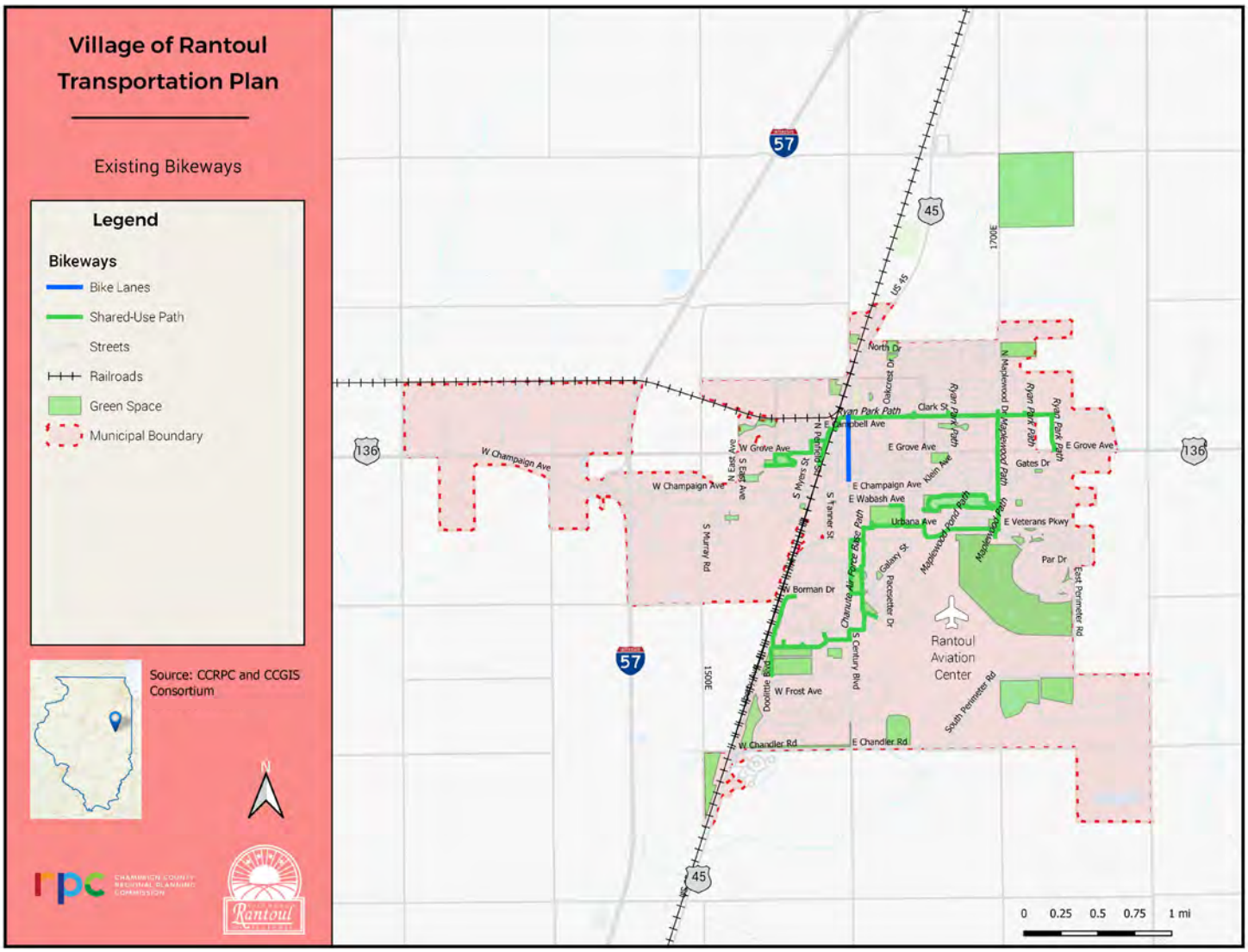
4.5 BICYCLISTS

4.5.1 Existing Bicycle Facilities

The Village of Rantoul has six paved, off-street bike paths within its corporate limits: the Ryan Park Path, the Maplewood Path, the Maplewood Pond Path, the Wabash Park Path, the Chanute Air Force Base Path, and the Rudzinski Pond Path. These six paths have a combined length of 8.85 miles, and provide connectivity between destinations including but not limited to parks, schools, recreation facilities, and downtown Rantoul. IDOT also installed bike lanes on Century Boulevard (US 45) from the Ryan Park Path to Congress Avenue.

Plans to expand the Rantoul bike network include perimeter paths around the former Chanute Air Force Base, access along Champaign Ave. to employment centers west of I-57, and additional connectivity in the residential neighborhoods in north-central Rantoul.

MAP 4.Q EXISTING BIKEWAYS



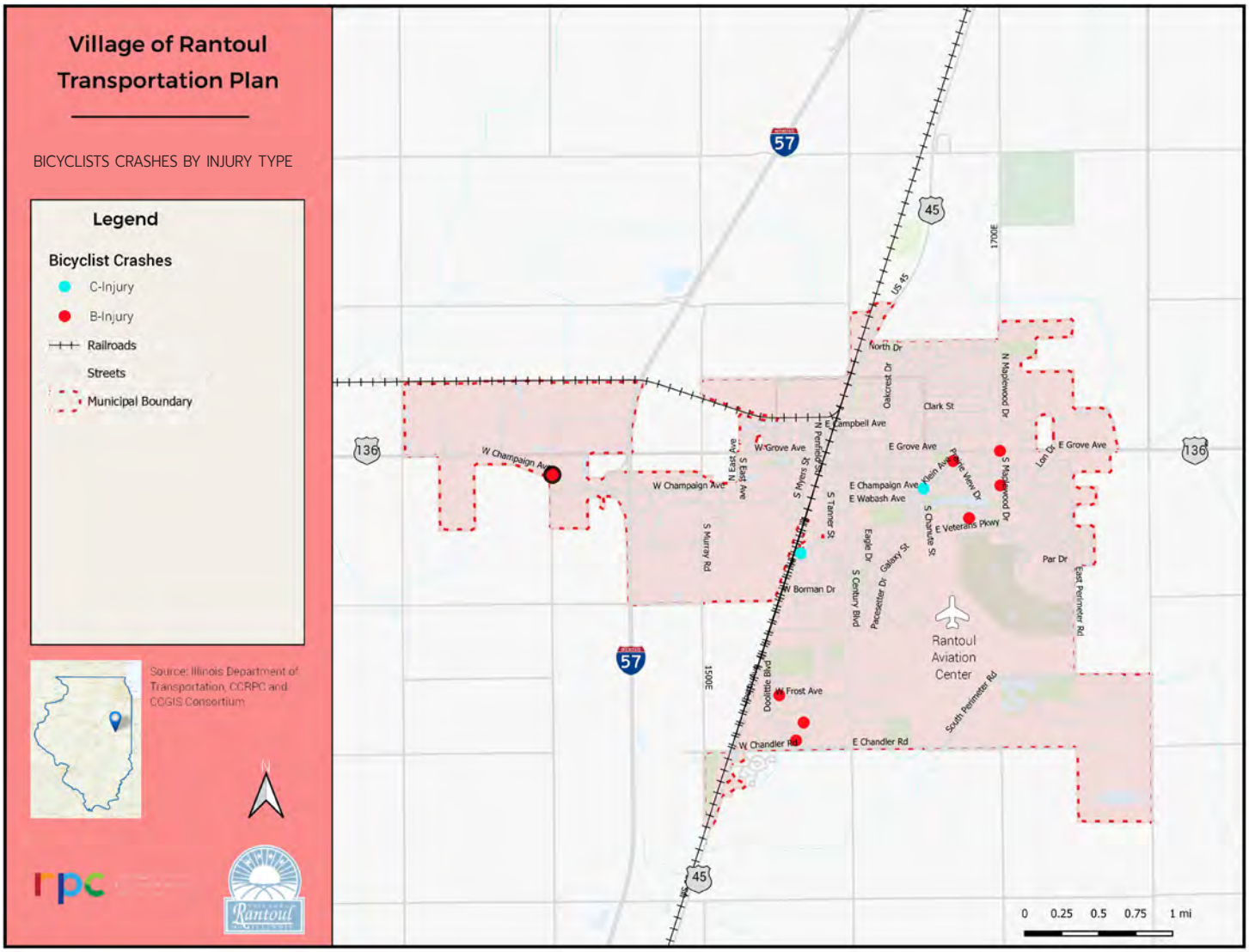
4.5.2 Bicycle Crashes

There were nine bicyclists involved in crashes from 2012–2016 in the Village of Rantoul. There were three female and six male bicyclists involved in crashes. All of these bicyclists were between ages 5–30, as shown in **TABLE 4.L**. **MAP 4.R** shows the location of bicycle crashes in the Village of Rantoul.

TABLE 4.L NUMBER OF BICYCLISTS INVOLVED IN CRASH BY AGE

Age	Female	Male	Total
5-9	3	0	3
10-14	0	2	2
15-19	0	1	1
20-24	0	1	1
25-29	0	2	2
Total	**3**	**6**	**9**

MAP 4.R BICYCLIST CRASHES BY INJURY TYPE



4.5.3 Bicycle Level of Traffic Stress (BLTS)

Level of Traffic Stress (LTS) is a rating given to a route segment or crossing indicating the traffic stress it imposes on bicyclists.[1] Levels of traffic stress range from 1 to 4 as follows:

1. LTS 1: Strong separation from all except low speed, low volume traffic. Simple crossings. Suitable for children.
2. LTS 2: Except in low speed / low volume traffic situations, cyclists have their own place to ride that keeps them from having to interact with traffic except at formal crossings. Physical separation from higher speed and multi-lane traffic. Crossings that are easy for an adult to negotiate. A level of traffic stress that most adults can tolerate, particularly those sometimes classified as "interested but concerned."
3. LTS 3: Involves interaction with moderate speed or multilane traffic, or close to proximity to higher speed traffic. A level of traffic stress acceptable to those classified as "enthused and confident."
4. LTS 4: Involves interaction with higher speed traffic or close proximity to high speed traffic. A level of stress acceptable only to those classified as "strong and fearless."

There are criteria for determining LTS for route segments, intersection approaches, and crossings. LTS scores for a route combine over segments using weakest link logic. That means that if most of the links on a route have LTS 1 or 2, but one or a few links on a route have LTS 3, the route as a whole has LTS 3.

1 Furth, Peter, Northeastern University; Level of Traffic Stress Criteria, accessed 21 November 2019; http://www.northeastern.edu/peter.furth/research/level-of-traffic-stress/.

FIGURE 4.AA RYAN PARK PATH NEAR NORTHVIEW SCHOOL

FIGURE 4.AC RYAN PARK PATH NEAR ILLINOIS DRIVE

FIGURE 4.AB MAPLEWOOD PATH

FIGURE 4.AD CHANUTE AIR FORCE BASE PATH

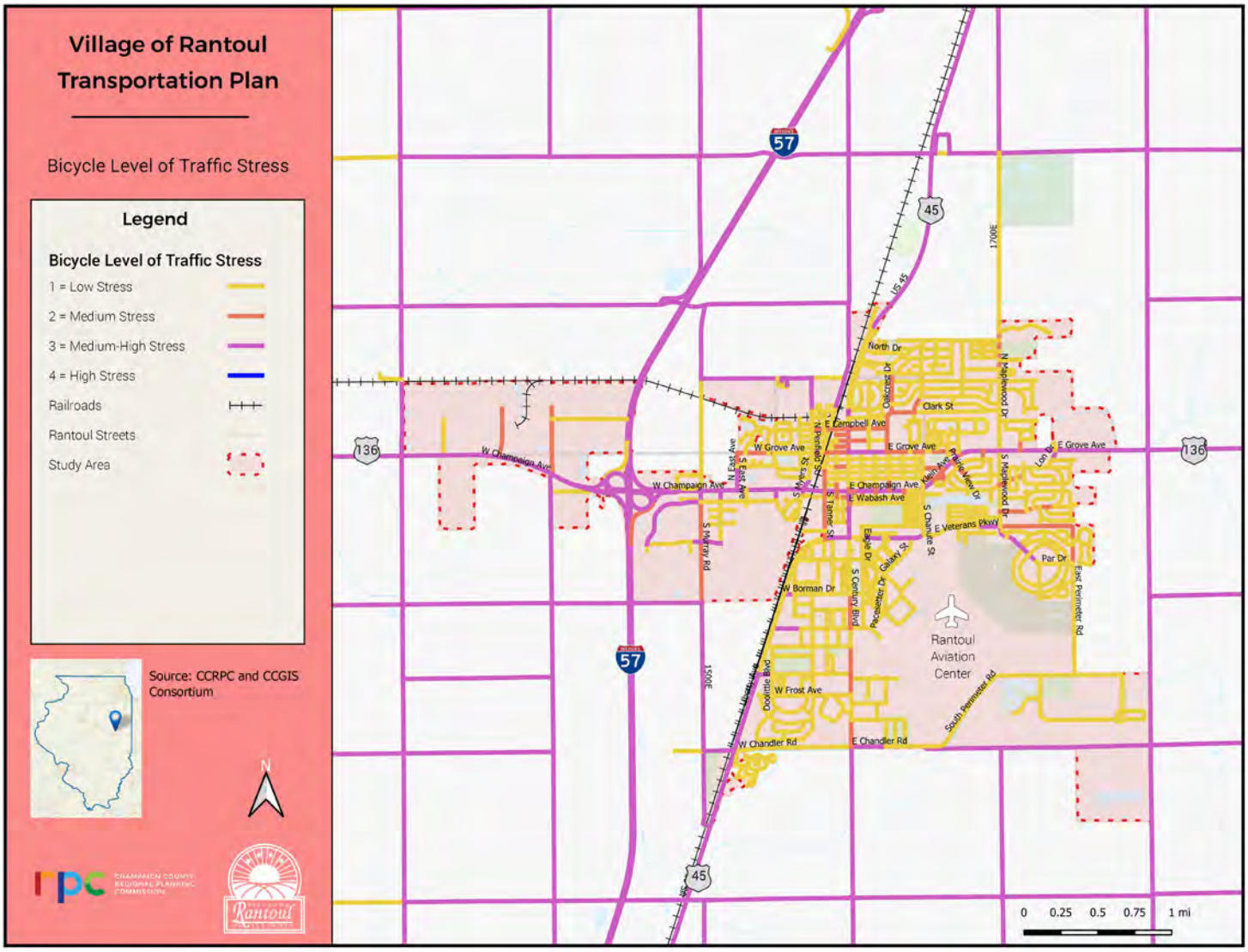
A. BLTS Analysis

MAP 4.S shows BLTS scores for the Village of Rantoul. The majority of Rantoul streets score as BLTS 1 (low stress), and there are no streets in the village that score as BLTS 4 (high stress).

BLTS 2 (medium stress) locations include North Maplewood Drive near Maplewood Sports Complex, East Veterans Parkway, South Century Boulevard, and South Murray Road. Additional BLTS 2 locations are Sheldon Street, Oakcrest Drive, Campbell Avenue, and Clark Street near Northview School; Grove Avenue, Tanner Street, Eater Drive near Pleasant Acres School, and Cheryl Drive. Street segments that cross the higher stress roads of US 136, US 45 , and Maplewood Drive in the central and east parts of Rantoul are also BLTS 2, higher than their surrounding BLTS 1 street segments.

BLTS 3 (medium-high stress) locations include all of US 136; parts of US 45 (Century Boulevard, Liberty Drive), Veterans Parkway, Willow Pond Road, Broadmeadow Road near Walmart, and other roads on the perimeter of the Village of Rantoul. Some streets that cross these roads are also BLTS 3.

MAP 4.S BICYCLE LEVEL OF TRAFFIC STRESS (BLTS)



4.6 PEDESTRIANS

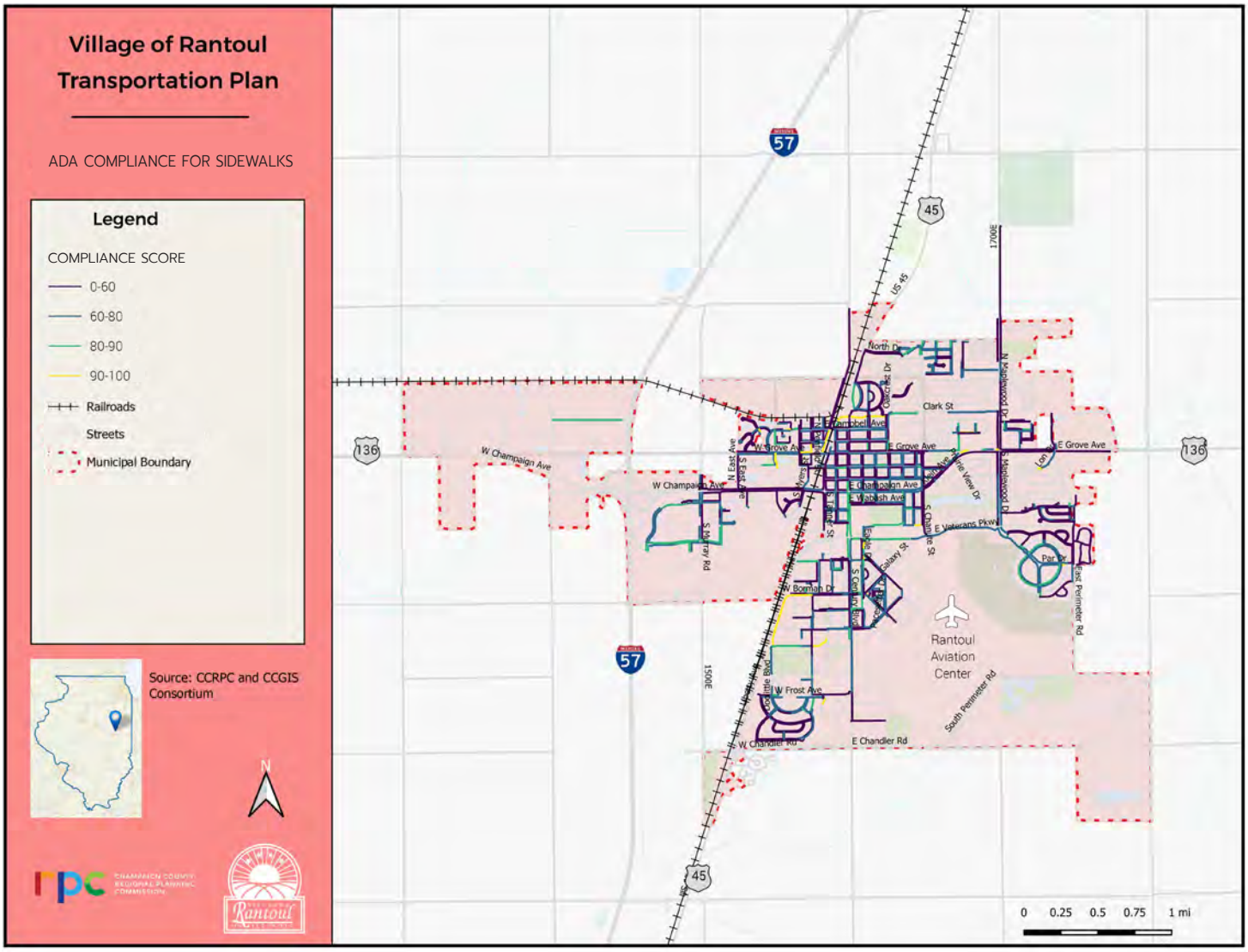
4.6.1 Existing Pedestrian Facilities

Data about the physical condition of pedestrian facilities in the Village of Rantoul were collected as part of the CUUATS Sidewalk Network Inventory and Assessment. This report gathered and analyzed information about the compliance with the Americans with Disabilities Act (ADA) of sidewalks, curb ramps, crosswalks, and pedestrian signals. Compliance scores are based on an index created to convert measurements taken in the inventory to scores that correspond with the Public Rights-of-Way Accessibility Guidelines (PROWAG), the standard adopted by ADA. Lower scores indicate measurements outside of the compliance range.

4.6.2 Sidewalks

The ADA compliance score for sidewalks considers its cross slope, vertical faults, obstructions, and width. **MAP 4.T** shows the sidewalk compliance scores for the Village of Rantoul. Many existing sidewalks in the village have low compliance scores, which can cause issues for people with disabilities.

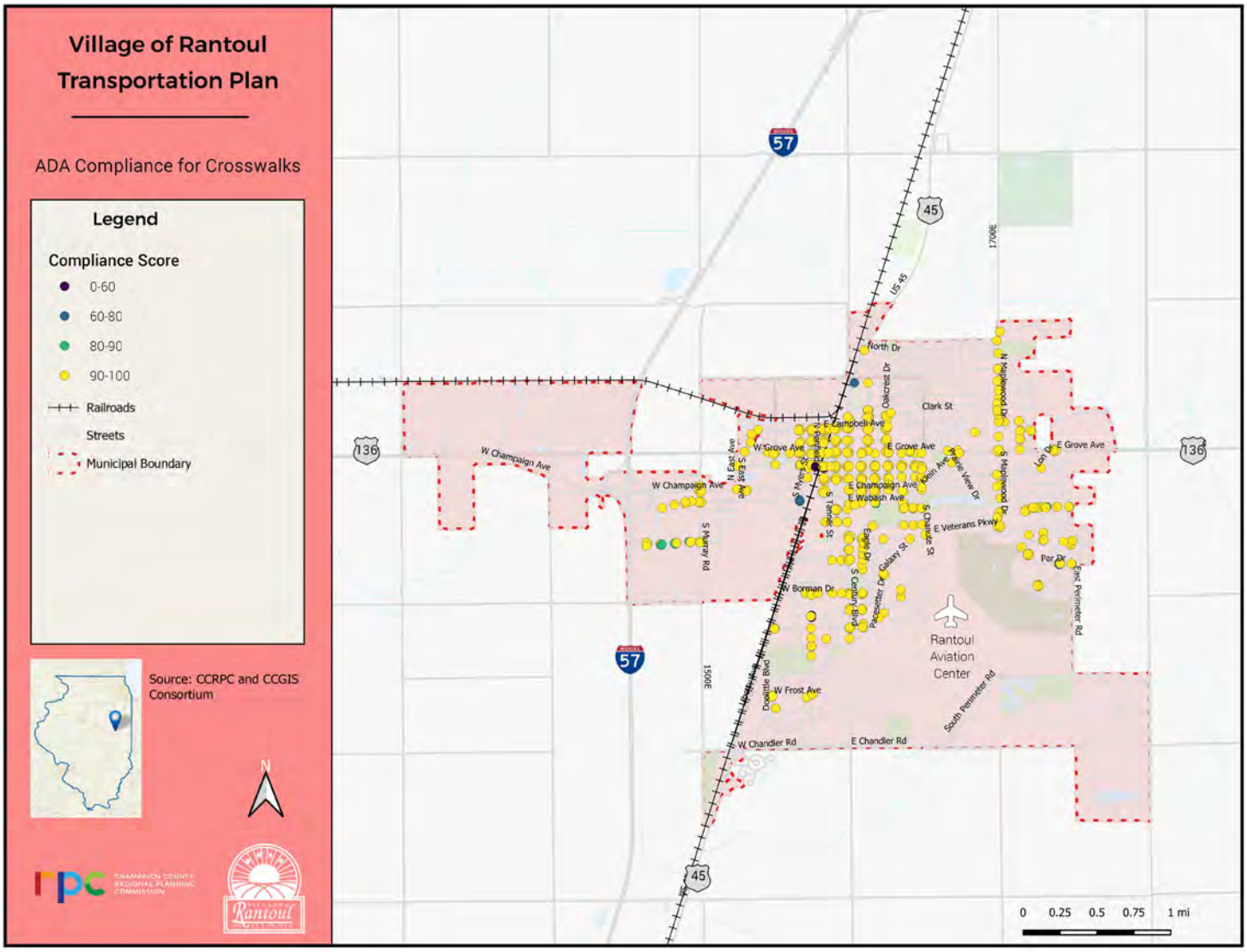
MAP 4.T ADA COMPLIANCE FOR SIDEWALKS



4.6.3 Crosswalks

Crosswalks are needed to provide a safe pedestrian crossing at street intersections and midblock crossing locations. Crosswalk compliance was assessed based on crosswalk width and cross slope. Cross slope is the slope of the crosswalk perpendicular to the direction of travel. **MAP 4.U** shows crosswalk compliance scores, which are generally high within the Village of Rantoul, with only a few crosswalks scoring below 90.

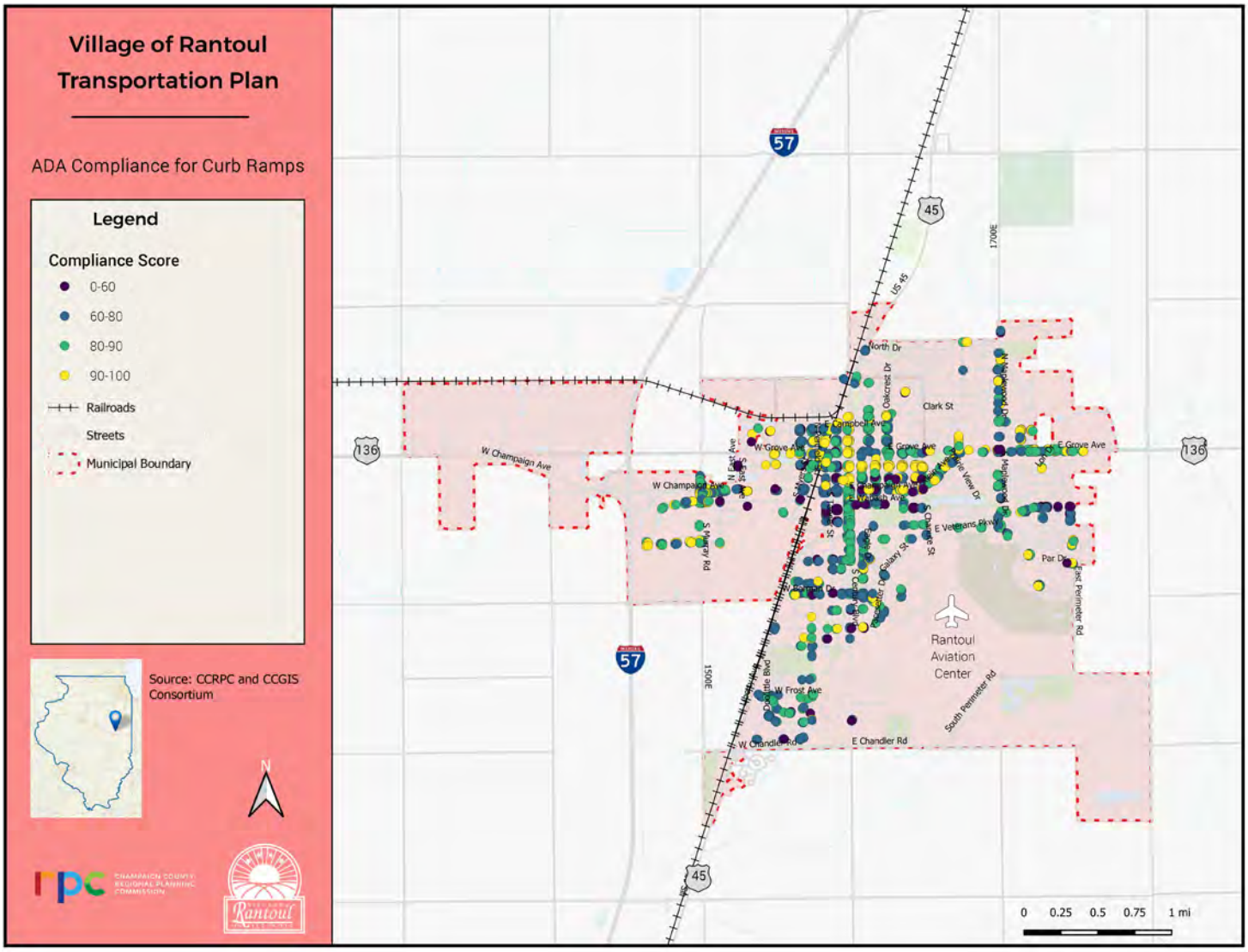
MAP 4.U ADA COMPLIANCE FOR CROSSWALKS



4.6.4 Curb Ramps

Curb ramps are the transition between sidewalks and the street. Having curb ramps that are compliant with ADA requirements at all corners of an intersection is necessary for creating an accessible pedestrian network for people with disabilities. The Sidewalk Network Inventory and Assessment assessed compliance for curb ramps in the Village of Rantoul, as shown in **MAP 4.V**. Compliance scores for the curb ramps considered ramp geometry, detectable warning surface, gutter presence, landings, approaches and flares, and the presence of hazards. Many curb ramps received low compliance scores, meaning that many are currently having a negative impact on accessibility, especially for people with disabilities.

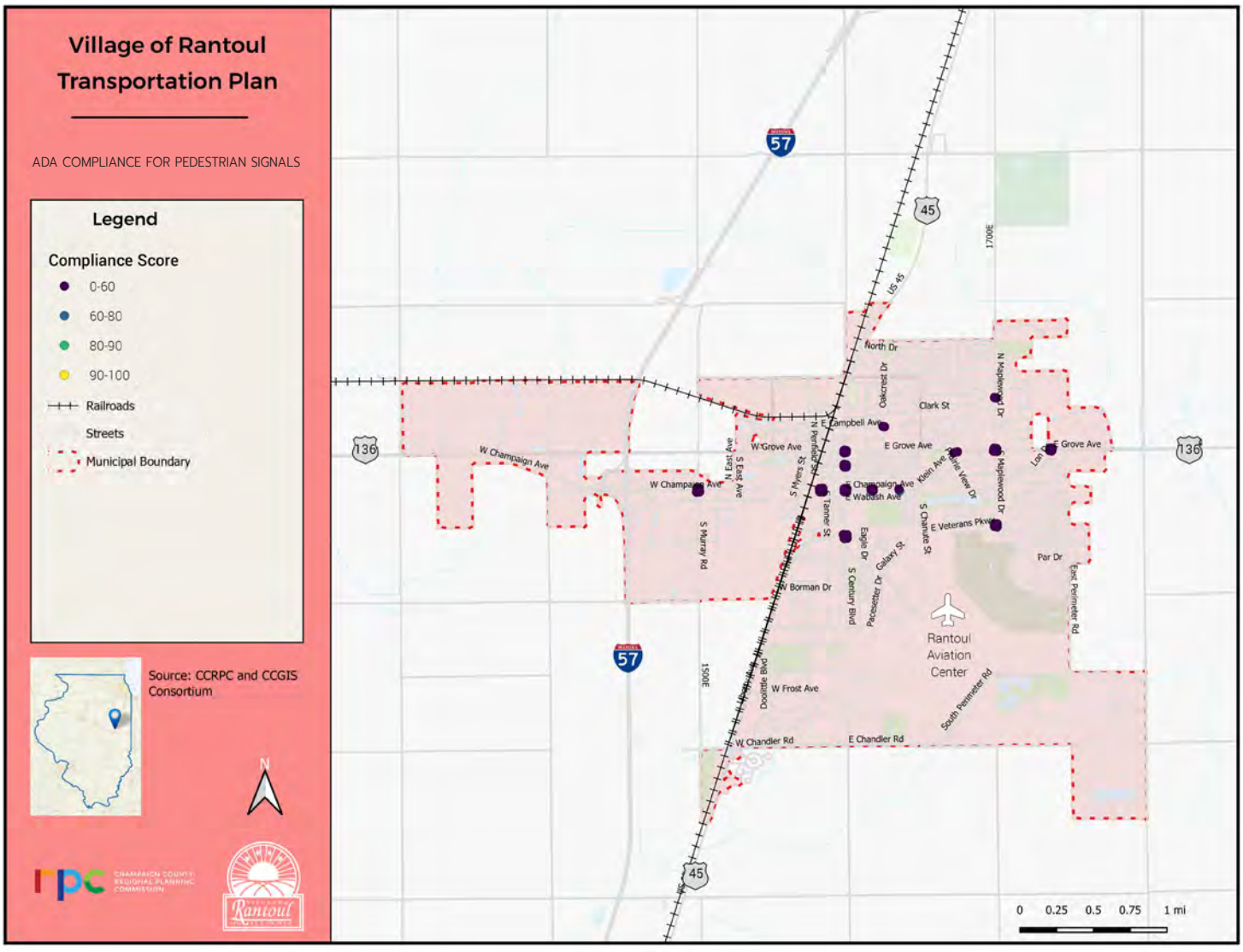
MAP 4.V ADA COMPLIANCE FOR CURB RAMPS



4.6.5 Pedestrian Signals

Pedestrian signals provide visual and/or audible cues for pedestrian crossing phases, increasing pedestrian safety. Like crosswalks, condition was not formally collected by the sidewalk inventory. However, compliance was assessed based on both ADA and Manual on Uniform Traffic Control Devices (MUTCD) standards. The criteria considered include button size, button height, button position and appearance, and tactile features, including a tactile arrow indicating the direction of crossing and vibrotactile walk indicator. Based on this criteria, the compliance of pedestrian signals in the Village of Rantoul is low, with many receiving a score of 60 or less. This is shown in **MAP 4.W**.

MAP 4.W ADA COMPLIANCE FOR PEDESTRIAN SIGNALS



4.6.6 Pedestrian Crashes

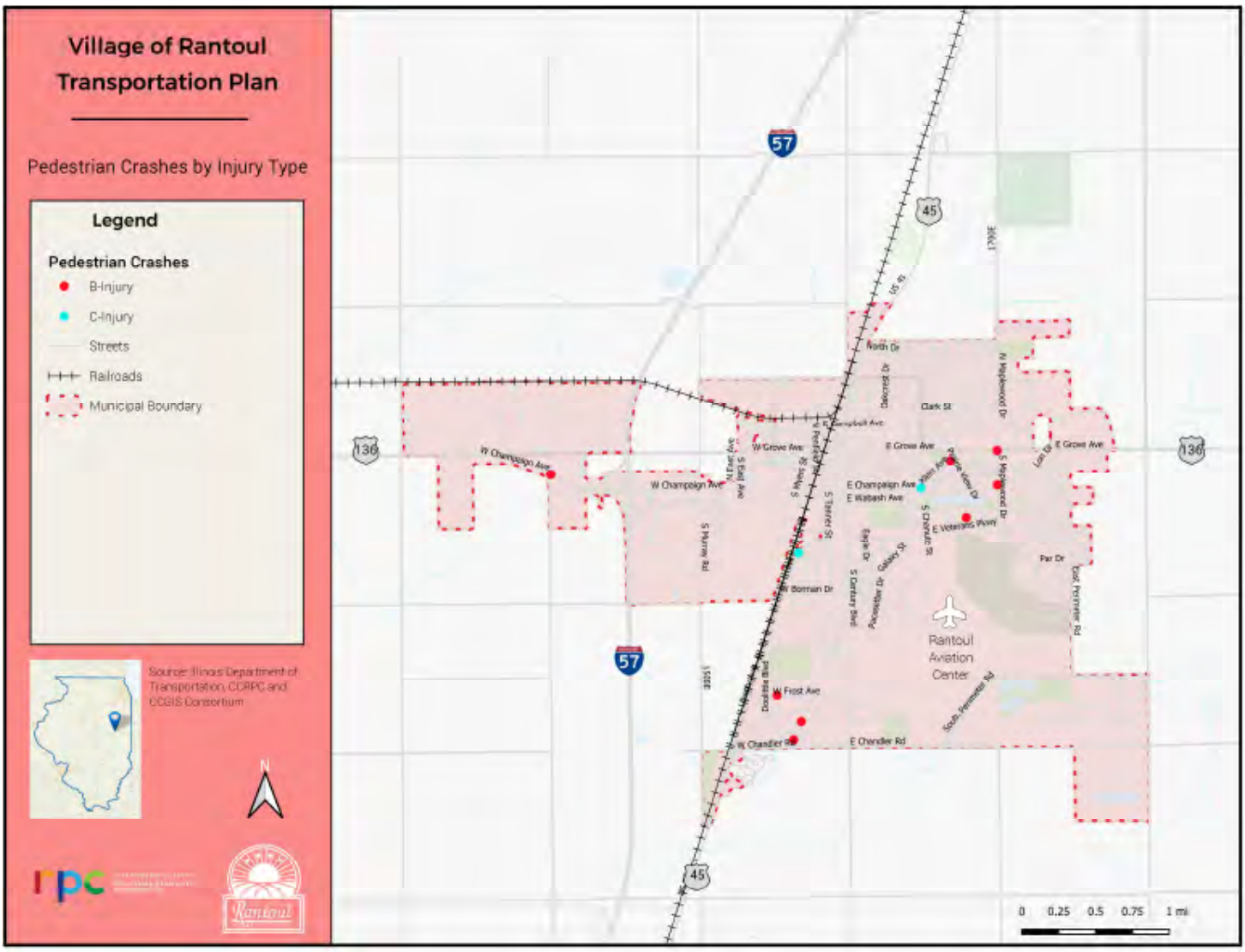
There were 11 pedestrians involved in crashes from 2012–2016 in the Village of Rantoul. There were six female and five male pedestrians involved in crashes. These bicyclists were between ages 0–50, as shown in **TABLE 4.M**.

MAP 4.X below shows the location of crashes involving pedestrians in the Village of Rantoul between 2012 and 2016.

TABLE 4.M NUMBER OF PEDESTRIANS INVOLVED IN CRASHES BY AGE

Age	Female	Male	Total
0-4	1	1	2
5-9	2	0	2
10-14	1	0	1
20-24	0	1	1
25-29	1	1	2
30-34	1	1	2
45-49	0	1	1
Total	**6**	**5**	**11**

MAP 4.X PEDESTRIAN CRASHES BY INJURY TYPE



4.6.7 Pedestrian Level of Traffic Stress (PLTS)

Level of Traffic Stress (LTS) is a rating given to a route segment or crossing indicating the traffic stress it imposes on pedestrians.[2] Levels of traffic stress range from 1 to 4 as follows:

1. LTS 1: Represents little to no traffic stress and requires little attention to the traffic situation. This is suitable for all users including children 10 years or younger, groups of people, and people using a wheeled mobility device. The facility is a sidewalk or shared-use path with a buffer between the pedestrian and motor vehicle facility. Pedestrians feel safe and comfortable on the pedestrian facility. Motor vehicles are either far from the pedestrian facility and/or traveling at a low speed and volume. All users are willing to use this facility.
2. LTS 2: Represents little traffic stress but requires more attention to the traffic situation than of which, beyond what younger children may be capable. This would be suitable for children over 10, teens, and adults. All users should be able to use the facility, but some factors may limit people using wheeled mobility devices. Sidewalk condition should be good with limited areas of fair condition. Roadways may have higher speeds and/or higher volumes. Most users are willing to use this facility.
3. LTS 3: Represents moderate stress and is suitable for adults. An able-bodied adult would feel uncomfortable but safe using this facility. This includes higher speed roadways with smaller buffers. Small areas in the facility may be impassable for a person using a wheeled mobility device and/or requires the user to travel on the shoulder/bike lane/street. Some users are willing to use this facility.
4. LTS 4: Represents high traffic stress. Only able-bodied adults with limited route choices would use this facility. Traffic speeds are moderate to high with narrow or no pedestrian facilities provided. Typical locations include high speed, multi-lane roadways with narrow sidewalks and buffers. This also includes facilities with no sidewalk. Only the most confident or trip-purpose driven users will use this facility.

There are criteria for determining LTS for route segments, intersection approaches, and crossings. LTS for a route combine over segments using weakest link logic. That means that if most of the links on a route have LTS 1 or 2, but one or a few links on a route have LTS 3, the route as a whole has LTS 3.

2 Oregon Department of Transportation; Level of Traffic Stress Criteria, accessed 21 November 2019; https://www.oregon.gov/ODOT/Planning/Documents/APMv2_Ch14.pdf

A. PLTS Analysis

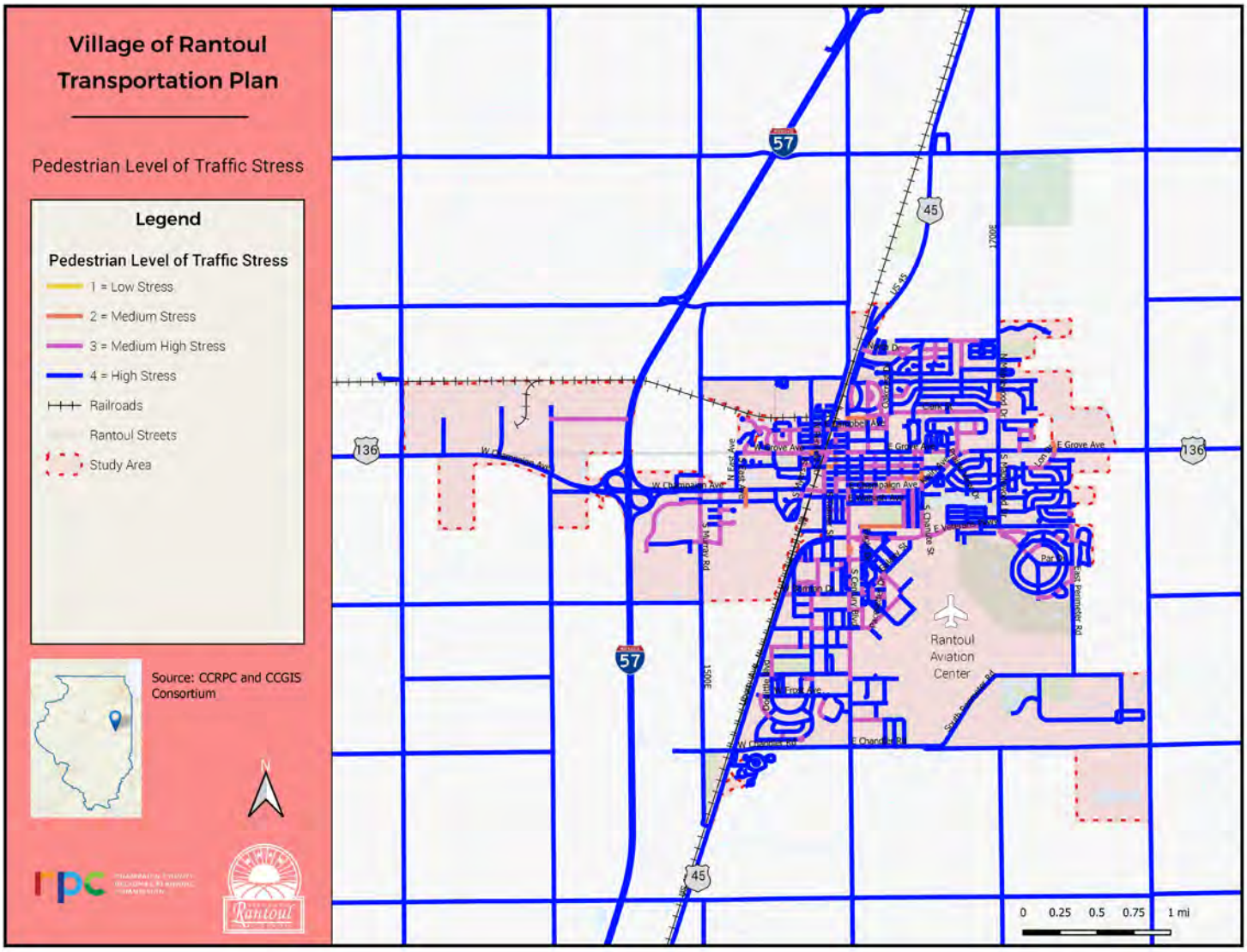
MAP 4.Y shows PLTS scores for the Village of Rantoul. No streets in the village score as PLTS 1 (low stress). PLTS is not scored for a shared-use path when it does not parallel a street.

Some street segments in Rantoul scored as PLTS 2 (medium stress). The following segments near schools are PLTS 2: Sunview Road near Broadmeadow School; Urbana Avenue near Wabash Park and J.W. Eater Junior High School; Sheldon Street, Congress Avenue, and Chanute Street near Rantoul Township High School; and Maplewood Drive near Eastlawn School.

Near Downtown Rantoul, PLTS 2 streets include Sangamon Avenue, Garrard Street, Letchworth Avenue near the shared-use path, and Penfield Street. The shared-use path along Lon Drive is also PLTS 2.

All other streets in Rantoul are PLTS 3 (medium-high stress) or PLTS 4 (high stress), representing the majority of Rantoul. Although the weakest link logic is applied, segments without sidewalks should be considered for sidewalk construction, and improvements should be considered where sidewalks cross major roads.

MAP 4.Y PEDESTRIAN LEVEL OF TRAFFIC STRESS (PLTS)

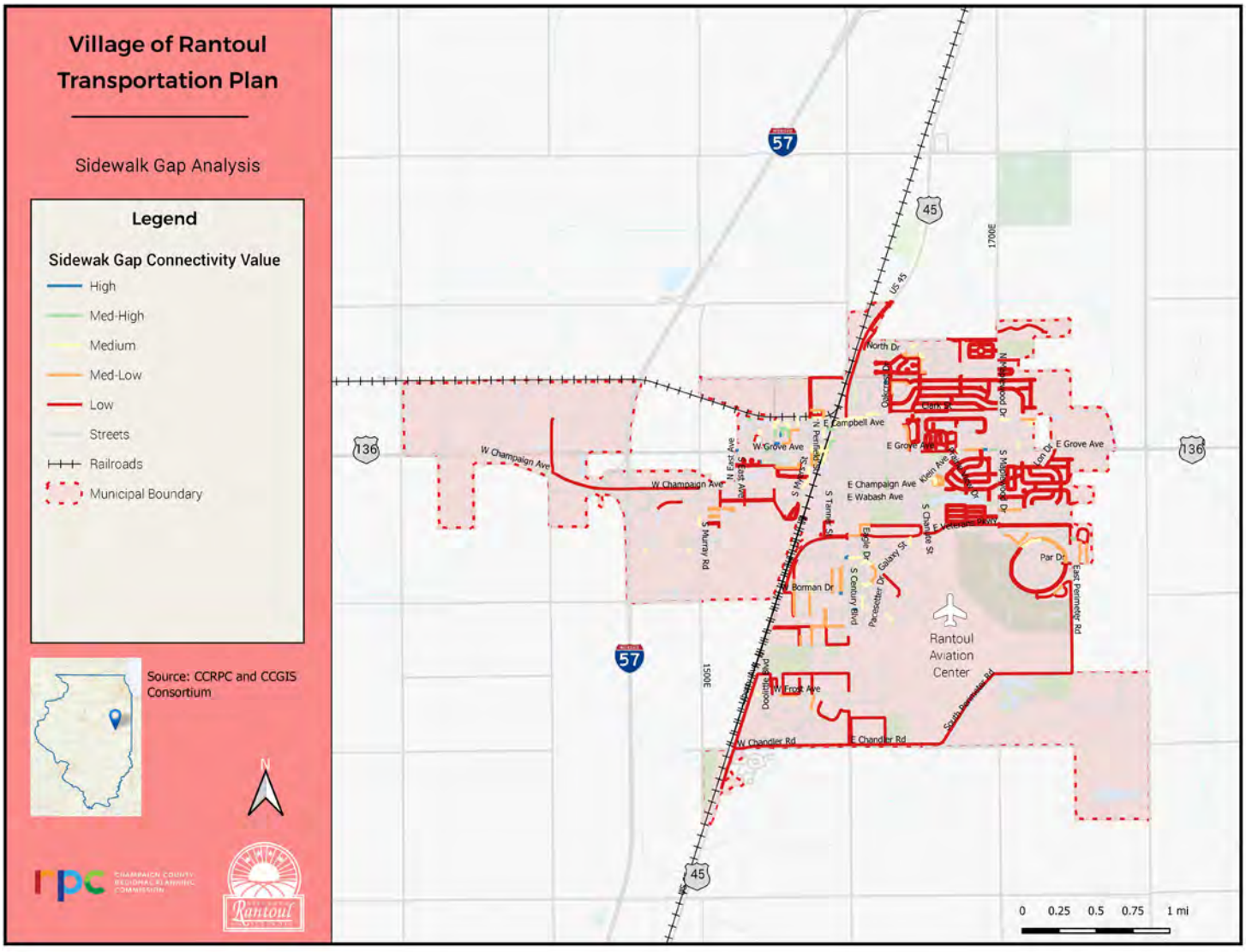


4.7 SIDEWALK GAPS

As part of the CUUATS Sidewalk Network Inventory and Assessment, a sidewalk gap analysis was performed that identified missing sidewalk segments in currently developed areas. The missing sidewalk locations, both those that belong to the Village of Rantoul and those that do not, can be seen in **MAP 4.Z**. These missing sidewalks represent barriers to mobility, especially for people with disabilities, and are potential locations for new sidewalk construction.

Sidewalks are missing on many streets in the north and east parts of Rantoul. In west Rantoul, sidewalks are missing near Broadmeadow School, Mary Alice Park, and along Champaign Avenue (US 136) across Interstate 57 to the employment centers in far west Rantoul. In south Rantoul, sidewalks are missing in Golfview Village and other parts of the former Chanute Air Force Base. Major roads with missing sidewalks include Champaign Avenue (US 136), Liberty Avenue (US 45), Veterans Parkway, Perimeter Road, and Chandler Road.

MAP 4.Z SIDEWALK GAPS



5. Vision, Goals and Objectives

VISION, GOALS AND OBJECTIVES

Goals and objectives are formed to provide clear and specific direction for how planning efforts should be considered in improving the overall transportation system in the Village of Rantoul. They will also help the Village of Rantoul to move toward the plan's vision.
A **Theme** is the subject of a goal.

A **Goal** is defined as an end state that will be brought about by implementing the Rantoul Transportation Plan.

Objectives are sub-goals that help organize the implementation of the plan into measurable and manageable parts. The SMART (specific, measurable, agreed, realistic, and time-bound) acronym was used to guide the objective development process.

Performance measures help agencies track the progress of each objective over time.

Strategies will help agencies reach the stated goals and objectives.

Responsible Parties are the entities who do or may have the ability to implement strategies, and therefore goals and objectives.

Each of these elements was developed based on the existing conditions analysis, SWOT Analysis (see **APPENDIX B**) input from the Rantoul Transportation Plan steering committee, and input from public (see **APPENDIX C**).

Following is the plan's vision and each table below that shows the goals, specific objectives, performance measures, strategies, and responsible parties for implementation in achieving the goals. Specific themes are listed for each goal.

VILLAGE OF RANTOUL TRANSPORTATION PLAN VISION

CREATE A COMPLETE TRANSPORTATION NETWORK THAT PROVIDES MULTIMODAL CONNECTIVITY, IMPROVES ACCESSIBILITY FOR PEOPLE OF ALL AGES AND ABILITIES, AND ENSURES SAFETY OF ALL RESIDENTS MOVING AROUND THE VILLAGE OF RANTOUL.

FIGURE 5.A. CHILDREN CROSSING STREET NEAR EASTLAWN SCHOOL, RANTOUL

5.1. THEME: MULTIMODAL CONNECTIVITY AND MOBILITY

Goal 1: Create a connected transportation network to increase accessibility and mobility of people using different transportation modes, and to increase the efficiency of the transportation system by allowing the use of active modes of transportation.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Implement all high-priority sidewalk projects proposed in this plan by 2025.	A. Number of miles of sidewalks constructed between 2020 and 2025	I. Create routes that connect neighborhoods to major destinations and recreation facilities.	Village of Rantoul, IDOT, Developers
	B. Number of local destinations being fully connected by sidewalk	II. Give priority and provide pedestrian access to important activity centers (e.g. schools, parks, retail areas, employment centers, etc.)	Village of Rantoul, IDOT, Developers, Existing employers
2. Implement all high-priority bike projects proposed in this plan by 2025.	A. Number of miles of bike lanes/shared-use paths constructed between 2020 and 2025	I. Create routes that connect neighborhoods to major destinations and recreation facilities.	Village of Rantoul, Developers, IDOT
	B. Number of local destinations being fully connected by bicycle facilities	II. Give priority and provide bicycle access to important activity centers (e.g. schools, parks, retail areas, employment centers, etc.), railroads to develop bicycle facilities on, along, or across rights-of-way.	Village of Rantoul, IDOT, Developers, Existing employers
3. Increase the availability of public transportation options.	A. Percent increase in total service area/served population	Coordinate with C-CARTS to connect underserved areas in Rantoul.	Village of Rantoul, C-CARTS
	B. Number of new bus stops	Coordinate with C-CARTS to connect underserved areas in Rantoul, give priority to provide transit access to important activity centers.	
	C. Percent increase in total transit ridership	Coordinate with C-CARTS to connect underserved areas in Rantoul, and expand hours of services.	
4. Make geometric improvements to the east and south legs of the intersection of Veterans Parkway and Century Boulevard.	A. Intersection delay and Level of Service at the intersection of Veterans Parkway and Century Boulevard	Coordinate with IDOT to extend turning lane on the east and south legs of the intersection of Veterans Parkway and Century Boulevard	IDOT, Village of Rantoul

5.2. THEME: SAFETY AND SECURITY

Goal 2: Increase the safety of the transportation system for motorized and non-motorized users.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Reduce the total number of automobile crashes by 10% between 2020 and 2025.	A. Total number of automobile crashes between 2020 and 2025	I. Improve visibility for all roadway users through improved lighting, striping, signage, and markings.	Village of Rantoul, IDOT
2. Maintain the total number of fatalities (automobile, pedestrians, and bicyclists) in Rantoul at zero.	A. Total Number of fatal crashes (automobile, pedestrians, and bicyclists)	I. Provide consistent pedestrian and bicyclist signage and markings.	Village of Rantoul, IDOT
		II. Educate motorists (particularly drivers 15 to 29 years old), pedestrians and bicyclists on their legal rights and responsibilities and rules of the road.	Village of Rantoul, Rantoul Police Department, Rantoul Township High School
		III. Educate motorists and bicyclists on stopping for pedestrians.	Village of Rantoul, Rantoul Police Department, Rantoul Township High School
3. Improve pedestrian safety at a minimum of 2 intersections in Rantoul by 2025.	A. Number of intersections with pedestrian safety features installed	I. Install Pedestrian Countdown timers at signalized intersections.	IDOT, Village of Rantoul
		II. Install Rectangular Rapid Flashing Beacon (RRFB) at the intersection of US 136 and Sunview Road.	IDOT, Village of Rantoul
4. Reduce number of vehicular crashes at the intersection of Century Boulevard and Champaign Avenue.	A. Total number of crashes at the intersection of Century Boulevard and Champaign Avenue	I. Review and update signal timing at the intersection of Century Boulevard and Champaign Avenue.	IDOT
5. Improve safety on identified high priority segments (Champaign Avenue, Falcon Drive and Maplewood Drive) in Rantoul.	A. Total number of crashes on Champaign Avenue between Murray Road and Malsbury Drive	I. Implement access management strategies to reduce number of driveways along this segment or avoid cars turning in the middle of the segment into driveways in this segment.	IDOT, Village of Rantoul
	B. Total number of crashes on Falcon Drive between Maplewood Drive and Juniper Drive	II. Provide markings along Falcon Drive and limit parking to one side of the roadway.	Village of Rantoul
	C. Total number of crashes on Maplewood Drive between Grove Avenue and Clark Street	III. Conduct a traffic safety study on Maplewood Drive to evaluate the possibility of reducing the roadway cross section to three lanes, reducing speed, etc.	Village of Rantoul

5.3. THEME: ACCESSIBILITY, AFFORDABILITY AND EQUITY

Goal 3: Address the issues of equity to increase accessibility for underserved populations such as the elderly, low-income persons, and persons with disabilities.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Build all high-priority curb ramp (according to ADA standards) recommendations by 2025.	A. Number of curb ramps built	I. Define priority areas for curb ramp improvements.	Village of Rantoul, Developers, IDOT
2. Reduce the cost of public transportation fares by 10% between 2020 and 2025.	A. Percent decrease in cost of C-CARTS fare	I. Explore opportunities to subsidize the cost of public transportation. Consider collaborating with local businesses in this regard.	Village of Rantoul, Local businesses, C-CARTS
		II. Make transfers from C-CARTS to CUMTD free.	Village of Rantoul, C-CARTS, CUMTD
3. Make information on DASH pass easily accessible to all groups of people.	A. Number of new DASH passes obtained between 2020 and 2025	I. Make information on the steps towards getting a DASH pass available on the Village of Rantoul website.	Village of Rantoul, C-CARTS
		II. Organize a no-cost method for C-CARTS riders to get to Illinois Terminal to acquire a DASH pass.	

5.4. THEME: EDUCATION AND ENCOURAGEMENT

Goal 4: Educate and encourage residents about active modes of transportation and facilities.

Objectives	Performance Measures	Strategies	Responsible Parties
1. Distribute educational, encouragement, and/or enforcement materials focusing on bicycling, walking, trail accessibility, and/or trail proximity at a minimum of 1 public event per year.	A. Number of events with materials available	I. Host or participate in Walk 'n' Roll to School Day, Bike to School Day, Bike to Work Day and National Trails Day. II. Distribute materials at Rantoul Health Fair. III. Make materials available at Rantoul Village Hall. IV. Distribute materials through Rantoul City School District #137 and Rantoul Township High School.	Village of Rantoul, Rantoul City Schools District #137, Rantoul Township High School, Champaign County Bikes (CCB)
	B. Number of materials distributed		
2. Distribute at least 1 type of bicycle/pedestrian education, encouragement, and enforcement material to schools annually.	A. Number of bicycle or pedestrian education, encouragement, and enforcement materials distributed to schools and/or Parent-Teacher Associations (PTAs)	I. Distribute Safe Routes to School (SRTS) materials to K-8 students and families.	Rantoul City Schools District #137, CCRPC
		II. Send Parent letter/Safe walking route map/traffic circulation map during school enrollment or at the beginning of the school year.	

6. Recommendations

6.1. FUTURE CONDITIONS

6.1.1. Transportation System Analysis

Models in transportation are a systematic representation of the complex real-world transportation and the land-use system, as it exists[1]. They are powerful tools for assessing the impact of transportation infrastructure options and for identifying how the transportation system is likely to perform in the future. This is essential for the development of an effective urban planning practice[1].

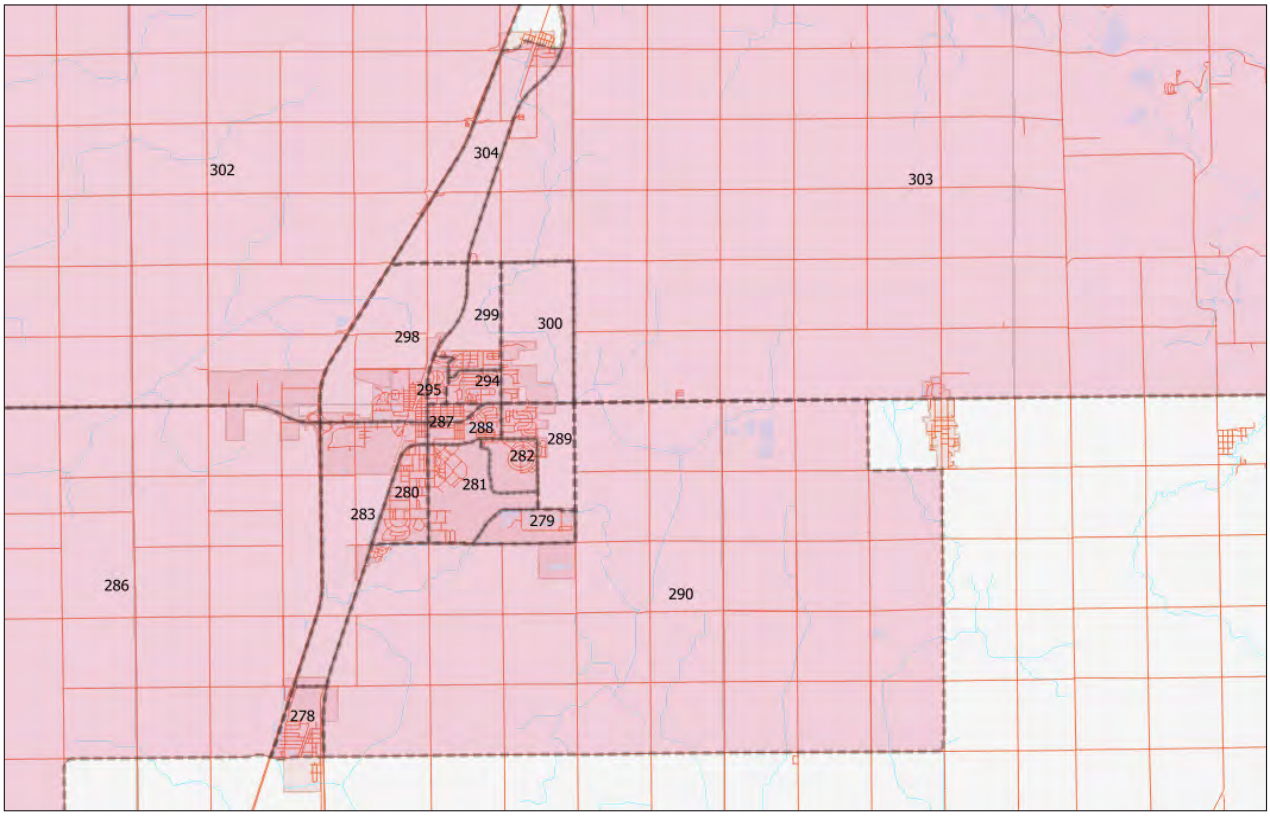
The Champaign-Urbana Urbanized Area Transportation Study (CUUATS) regional travel demand model (TDM) was used to analyze the transportation network of the Village of Rantoul. The CUUATS TDM was run for the 2015 base year and for the year 2045 using updated population and employment projections to estimate future traffic conditions. **FIGURE 6.A** shows the Traffic Analysis Zones (TAZs) corresponding to the Village of Rantoul based on the CUUATS TDM. **TABLE 6.A** presents the population and employment data for the year 2015 and population and employment estimates for the year 2045.

1 https://www.atap.gov.au/tools-techniques/travel-demand-modelling/2-overview

TABLE 6.A. POPULATION AND EMPLOYMENT ESTIMATES FOR THE YEAR 2045

TAZ	Population		Employment	
	2015	2045	2015	2045
278	959	1,049	237	187
279	0	3	33	39
280	1,510	1,564	323	308
281	89	94	122	109
282	1,717	1,842	62	61
283	553	613	506	536
286	201	365	307	462
287	636	679	315	317
288	1,509	1,668	212	197
289	1,443	1,572	351	342
290	620	854	239	437
294	1,464	1,651	217	195
295	697	757	125	122
298	936	1,028	912	860
299	1,691	1,858	23	46
300	638	1,189	135	161
302	180	402	1,689	1,500
303	960	1,506	151	354
304	307	315	63	74

FIGURE 6.A. RANTOUL AREA TRAFFIC ANALYSIS ZONES (TAZS)



The CUUATS TDM was used to estimate 24-hour traffic volume on major roadways in the Village of Rantoul for 2015 and 2045. The percentage difference in TDM 24-hour directional traffic volume between 2015 and 2045 is presented in **FIGURE 6.B**.

It can be seen in **FIGURE 6.B** that, in general, the directional percentage change in 24-hour traffic volume is expected to increase. However, the percentages vary depending on the roadway type. A decrease in percentage is observed on US 136 (west of I-57), North Drive in the north part of the village, and Perimeter Road in the southeast part of the village. A significant traffic decrease on Perimeter Road reflects no future development in this area.

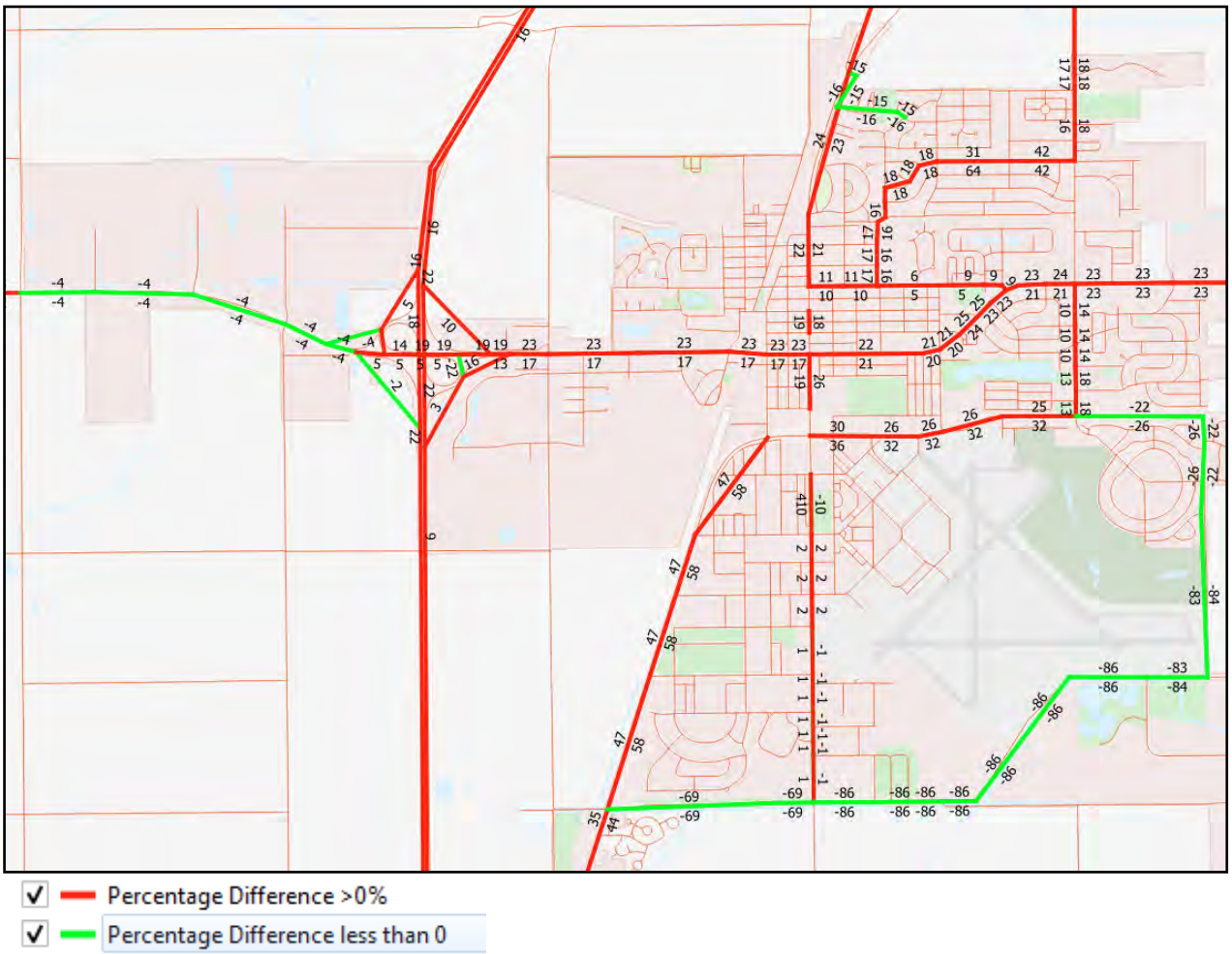
Once the 24-hour traffic volumes were obtained from the CUUATS TDM for the major corridors, the next step was to perform a microsimulation analysis using Synchro® 10 software. The microsimulation modeling process helps to compare the performance level of the transportation system for existing conditions with the future performance level in 2045.

The Illinois Department of Transportation (IDOT) collects annual average daily traffic (AADT), comparable to 24-hour traffic volume counts at several locations. The most recent counts available were from the year 2017. The CUUATS TDM 24-hour traffic volumes for 2015 and 2045 were calibrated using the IDOT 2017 counts.

A. Future Traffic Operations: Intersections

The microsimulation modeling process requires the peak hour traffic volumes at the intersections by approaches. The proportion of peak hour to 24-hour volume for the existing condition was used to estimate the 2045 peak hour volume. In addition, the proportion of existing turning movement counts (TMC) for each intersection was used to allocate 2045 turning volumes at intersections. **MAP 6.A** shows the estimated morning and evening peak hour volumes at 12 intersections for 2045.

FIGURE 6.B. PERCENTAGE CHANGE BETWEEN 2015 AND 2045 TDM 24-HOUR TRAFFIC VOLUME BY DIRECTION



The morning and evening peak hours turning movement counts from **MAP 6.A** were used to estimate performance measures like delay (seconds/vehicle) and level of service (LOS) for 2045 conditions using the Synchro® software. Synchro® estimates performance level using Highway Capacity Manual (HCM) 2010. HCM 2010 does not provide delay and LOS for un-signalized intersections, thus **TABLE 6.B** presents intersection delay and LOS for signalized intersections only.

In general, the signalized intersection performance level seems to be within an acceptable range of delay and LOS for existing and 2045 conditions except for the intersection of Grove Avenue and Maplewood Drive that is expected to operate at LOS 'D' for the 2045 condition. **TABLE 6.B** and **TABLE 6.C** present delay and LOS by intersection approaches. For un-signalized intersections, the HCM 2010 provides information on delay and LOS for only minor approaches. In the case of the intersection of Grove Avenue and Maplewood Drive, the southbound right-turn approach is expected to operate at LOS 'F' in the 2045 morning peak hour condition.

MAP 6.B and **6.C** show the Levels of Service at select intersections for 2045 conditions for morning and evening peak hours respectively.

MAP 6.A. 2045 TURNING MOVEMENT COUNTS (TMC) FOR MORNING AND EVENING PEAK HOURS

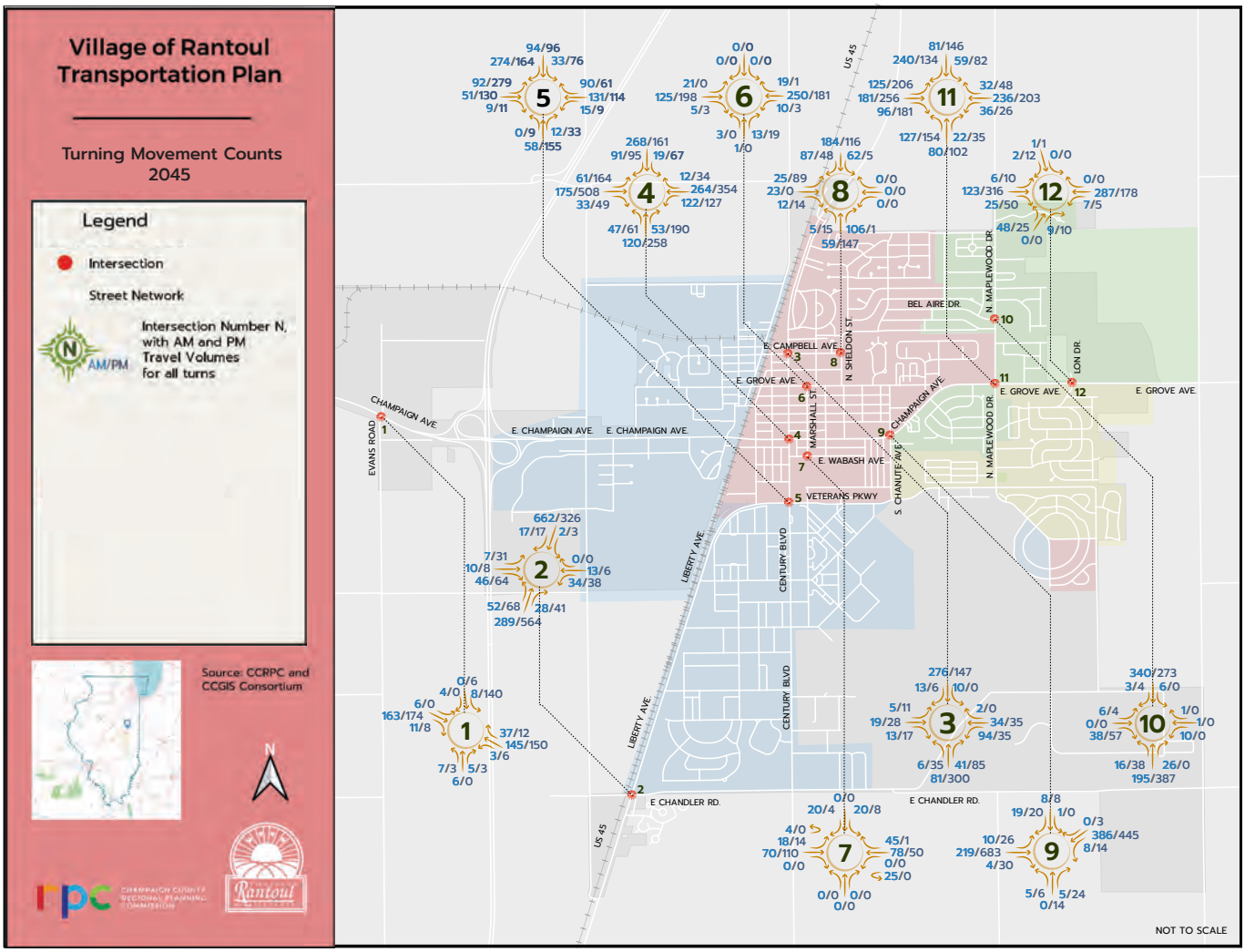


TABLE 6.B. INTERSECTION DELAYS (SEC/VEH) FOR MORNING AND EVENING PEAK HOURS FOR EXISTING AND 2045 CONDITIONS

Intersection Delays (sec/veh) (Morning Peak Hour)						
No	Intersection Name	Intersection Type	Delay		LOS	
			2019	2045	2019	2045
1	Champaign Ave & Evans Rd	Signalized	19.7	19.8	B	B
2	Champaign Ave & Century Blvd	Signalized	29.4	30.3	C	C
3	Grove Ave & Maplewood Dr	Signalized	32.5	44.9	C	D
4	*Grove Ave & Lon Dr	Signalized				
5	Century Blvd & Veterans Pkwy	Signalized	23.9	25.4	C	C
6	Chandler Rd & Liberty Dr	Signalized	24.3	27.5	C	C
Intersection Delays (sec/veh) (Evening Peak Hour)						
No	Intersection Name	Intersection Type	Delay		LOS	
			2019	2045	2019	2045
1	Champaign Ave & Evans Rd	Signalized	23.2	22.8	C	C
2	Champaign Ave & Century Blvd	Signalized	32.9	35.3	C	D
3	Grove Ave & Maplewood Dr	Signalized	28.7	30.6	C	C
4	*Grove Ave & Lon Dr	Signalized				
5	Century Blvd & Veterans Pkwy	Signalized	30.7	32	C	C
6	Chandler Rd & Liberty Dr	Signalized	23.5	25.5	C	C

* The signal timings are Non-NEMA phasing, not supported by HCM 2010.

TABLE 6.C. LEVEL OF SERVICE (LOS) FOR MORNING AND EVENING PEAK HOURS AT INTERSECTIONS FOR EXISTING AND 2045 CONDITIONS

Intersection Level of Service (LOS) by Approaches in the Morning Peak Hour									
Intersection Name	Intersection Type	EB		WB		NB		SB	
		2019	2045	2019	2045	2019	2045	2019	2045
Champaign Ave & Evans Rd	Signalized	B	B	B	B	C	C	C	C
Champaign Ave & Century Blvd	Signalized	C	C	C	C	C	C	C	C
#Champaign Ave/Klein Ave & Chanute St	TWSC					B	B	B	B
Grove Ave & Maplewood Dr	Signalized	C	C	C	C	D	D	D	F
*Grove Ave & Lon Dr	Signalized								
Century Blvd & Veterans Pkwy	Signalized	C	C	D	D	D	D	B	B
Chandler Rd & Liberty Dr	Signalized	C	C	C	C	C	C	C	C
#Century Blvd & Campbell Ave	TWSC	B	B	B	C				
#Campbell Ave & Sheldon St	TWSC	C	C	A	A				
#Wabash Ave & Marshall St	1-way Stop							A	B
#Marshall St & Grove Ave	TWSC					B	B	A	A
#Maplewood Dr & Bel Aire Dr	TWSC	B	B	C	C				

TABLE 6.C. (CONTINUED) LEVEL OF SERVICE (LOS) FOR MORNING AND EVENING PEAK HOURS AT INTERSECTIONS FOR EXISTING AND 2045 CONDITIONS

Intersection Level of Service (LOS) by Approaches in the Evening Peak Hour									
Intersection Name	Intersection Type	EB		WB		NB		SB	
		2019	2045	2019	2045	2019	2045	2019	2045
Champaign Ave & Evans Rd	Signalized	C	C	A	A	C	C	C	C
Champaign Ave & Century Blvd	Signalized	D	D	C	C	C	D	C	C
#Champaign Ave/Klein Ave & Chanute St	TWSC					C	E	C	C
Grove Ave & Maplewood Dr	Signalized	C	C	C	C	C	C	D	D
*Grove Ave & Lon Dr	Signalized								
Century Blvd & Veterans Pkwy	Signalized	C	C	D	D	D	D	C	C
Chandler Rd & Liberty Dr	Signalized	C	C	C	C	C	C	C	C
#Century Blvd & Campbell Ave	TWSC	B	C	C	C				
#Campbell Ave & Sheldon St	TWSC	B	B	A	A				
#Wabash Ave & Marshall St	1-way Stop							A	A
#Marshall St & Grove Ave	TWSC					A	A	A	A
#Maplewood Dr & Bel Aire Dr	TWSC	A	B	A	A				

*The signal timings are Non-NEMA phasing, not supported by HCM 2010.

#The delay is calculated only for minor approaches.

TABLE 6.D. INTERSECTION DELAYS (SEC/VEH) FOR MORNING AND EVENING PEAK HOUR DELAYS FOR EXISTING AND 2045 CONDITIONS

Intersection Delays (sec/veh) by Approaches in the Morning Peak Hour									
Intersection Name	Intersection Type	EB		WB		NB		SB	
		2019	2045	2019	2045	2019	2045	2019	2045
Champaign Ave & Evans Rd	Signalized	19.4	19.5	19.1	19.2	24.1	23.7	23.6	23.3
Champaign Ave & Century Blvd	Signalized	28	28.5	27.9	28.8	28.6	29.2	32.4	33.8
#Champaign Ave/Klein Ave & Chanute St	TWSC					11.4	12.7	11.9	13.4
Grove Ave & Maplewood Dr	Signalized	23.4	24.4	24.6	25.4	35.5	41.7	47.2	82.3
*Grove Ave & Lon Dr	Signalized								
Century Blvd & Veterans Pkwy	Signalized	28.4	28.7	42	44.9	36.3	37.1	13	13.2
Chandler Rd & Liberty Dr	Signalized	27.9	28.7	22.5	22.9	20.7	21.6	26	31
#Century Blvd & Campbell Ave	TWSC	11.6	12.7	13.3	15.6				
#Campbell Ave & Sheldon St	TWSC	18.5	23.7	0	0				
#Wabash Ave & Marshall St	1-way Stop							9.8	10.3
#Marshall St & Grove Ave	TWSC					10.3	11	0	0
#Maplewood Dr & Bel Aire Dr	TWSC	10.3	11.8	15.2	21.5				

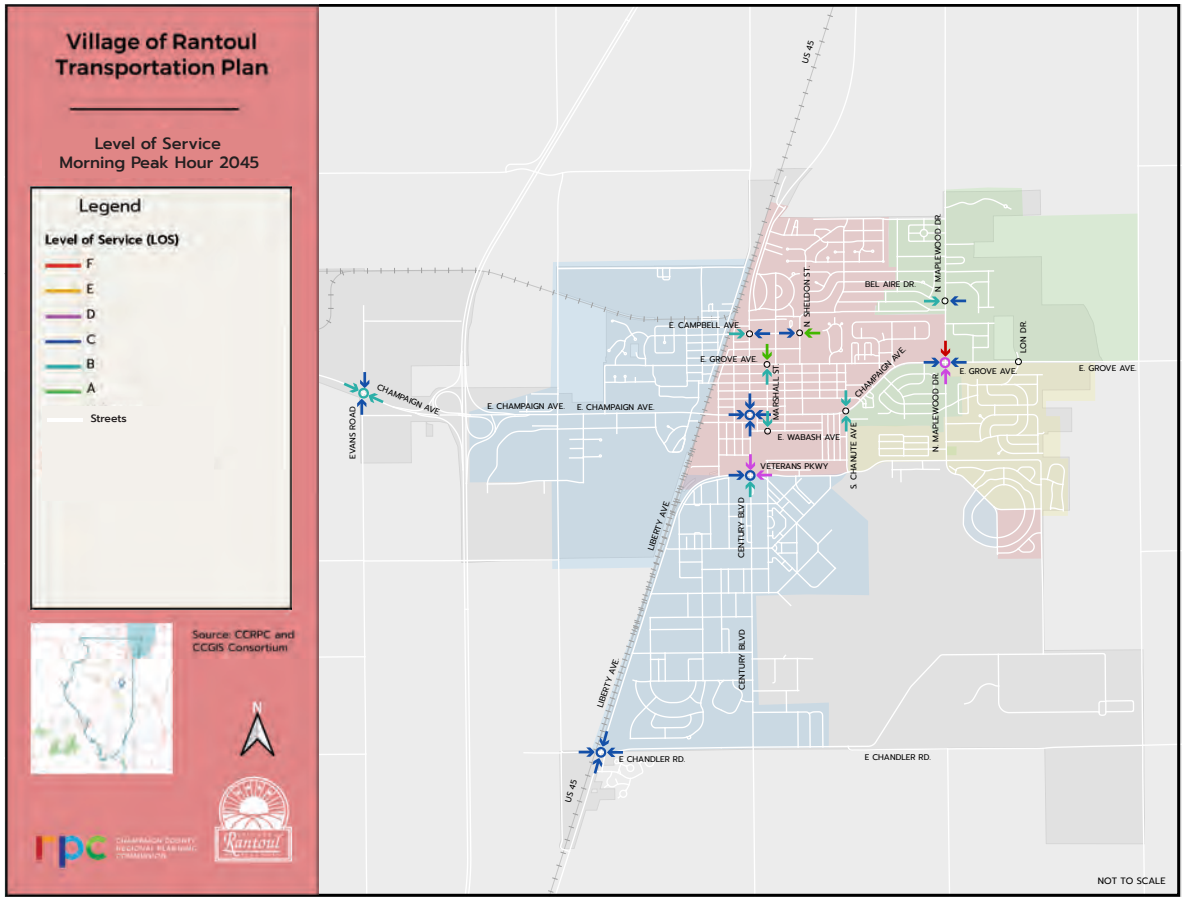
TABLE 6.D. (CONTINUED) INTERSECTION DELAYS (SEC/VEH) FOR MORNING AND EVENING PEAK HOUR DELAYS FOR EXISTING AND 2045 CONDITIONS

Intersection Delays (sec/veh) by Approaches in the Evening Peak Hour									
Intersection Name	Intersection Type	EB		WB		NB		SB	
		2019	2045	2019	2045	2019	2045	2019	2045
Champaign Ave & Evans Rd	Signalized	20.4	20.3	9.6	9.6	23.3	23.3	34	33.2
Champaign Ave & Century Blvd	Signalized	35.3	38.9	31	32.9	33.5	36.1	29.4	30.4
#Champaign Ave/Klein Ave & Chanute St	TWSC					22.7	40.3	15	20.3
Grove Ave & Maplewood Dr	Signalized	25	26.6	23.8	24.5	32.6	34	36.5	39.8
*Grove Ave & Lon Dr	Signalized								
Century Blvd & Veterans Pkwy	Signalized	30.2	31.1	40.9	42.9	37.2	39	24.5	25
Chandler Rd & Liberty Dr	Signalized	28.1	29.6	20.5	21	23.1	25.4	22.7	24.6
#Century Blvd & Campbell Ave	TWSC	13.4	15.7	16.6	21.1				
#Campbell Ave & Sheldon St	TWSC	11.9	13	0	0				
#Wabash Ave & Marshall St	1-way Stop							9.5	9.8
#Marshall St & Grove Ave	TWSC					9.5	9.8	0	0
#Maplewood Dr & Bel Aire Dr	TWSC	9.5	10.2	0	0				

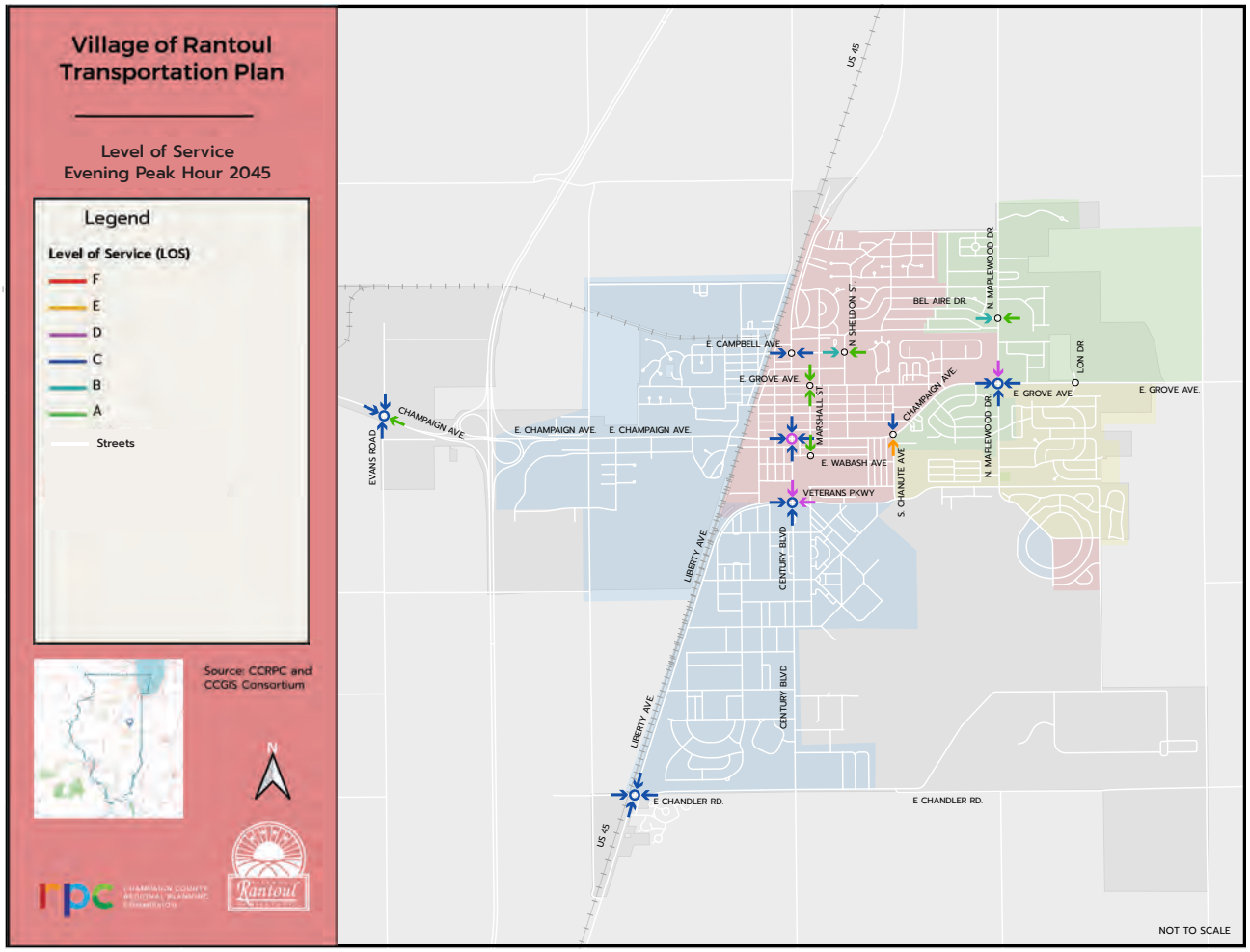
*The signal timings are Non-NEMA phasing, not supported by HCM 2010.

#The delay is calculated only for the minor approaches.

MAP 6.B. LEVEL OF SERVICE FOR MORNING PEAK HOURS AT INTERSECTIONS FOR 2045 CONDITIONS



MAP 6.C. LEVEL OF SERVICE FOR EVENING PEAK HOURS AT INTERSECTIONS FOR 2045 CONDITIONS



6.1.2. Future Major Projects

A. The Illinois Autonomous and Connected Track

The Smart Transportation Infrastructure Initiative (STII) is going to build an innovative, high-speed autonomous and connected freight and multimodal mobility track, the Illinois-Automated and Connected Track (I-ACT), in Rantoul. The track will also feature climate control capabilities to test various weather scenarios. Additional innovative components of the track include autonomous agriculture machines, drones, freight platooning and urban setting testing. I-ACT will be located on roughly 430 acres at the former Chanute Air Force Base in Rantoul. The project is likely to attract high-tech industry to Rantoul. It is also expected that such facility will improve Rantoul residents' quality of life with possible job growth, independence for the elderly and individuals with disabilities, fuel savings for the trucking industry and many more. Construction for the $65 million project is in the planning phase and is expected to reach completion three years after approving the design contract. **FIGURE 6.C** shows the location of the facility.

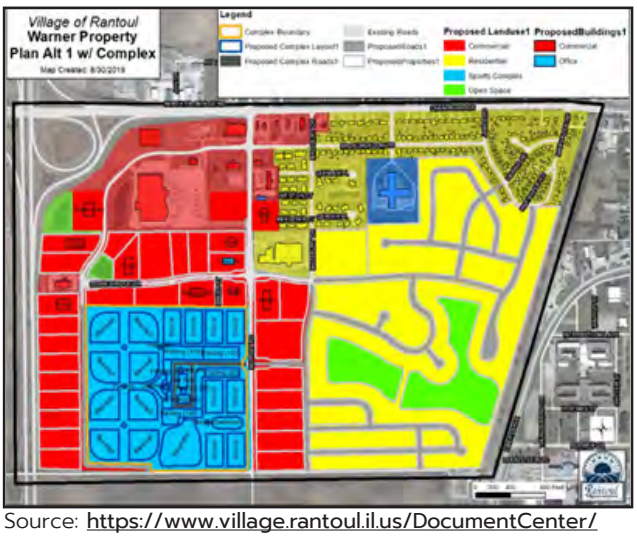
FIGURE 6.C. PROPOSED SITE FOR ILLINOIS AUTONOMOUS AND CONNECTED TRACK (I-ACT)

Source: Illinois Center for Transportation (https://ict.illinois.edu/slides/state-of-illinois-vision-to-lead-on-autonomous-mobility-through-innovative-development-testing-and-deployment/)

B. The Rantoul Family Sports Complex

The Rantoul Family Sports Complex will be a more than 60-acre facility located on the west side of Rantoul (near Interstate 57). Construction will begin in the Spring of 2020 and will be completed by March 2021. The proposed facility is expected to drive development in the adjacent properties. There are approximately 82 acres of commercial property and 150 acres of residential property available adjacent to the complex location. **FIGURE 6.D** shows the location of the facility.

FIGURE 6.D. PROPOSED SITE FOR RANTOUL FAMILY SPORTS COMPLEX



Source: https://www.village.rantoul.il.us/DocumentCenter/View/5424/Sports-Complex-Presentation---September-3-2019

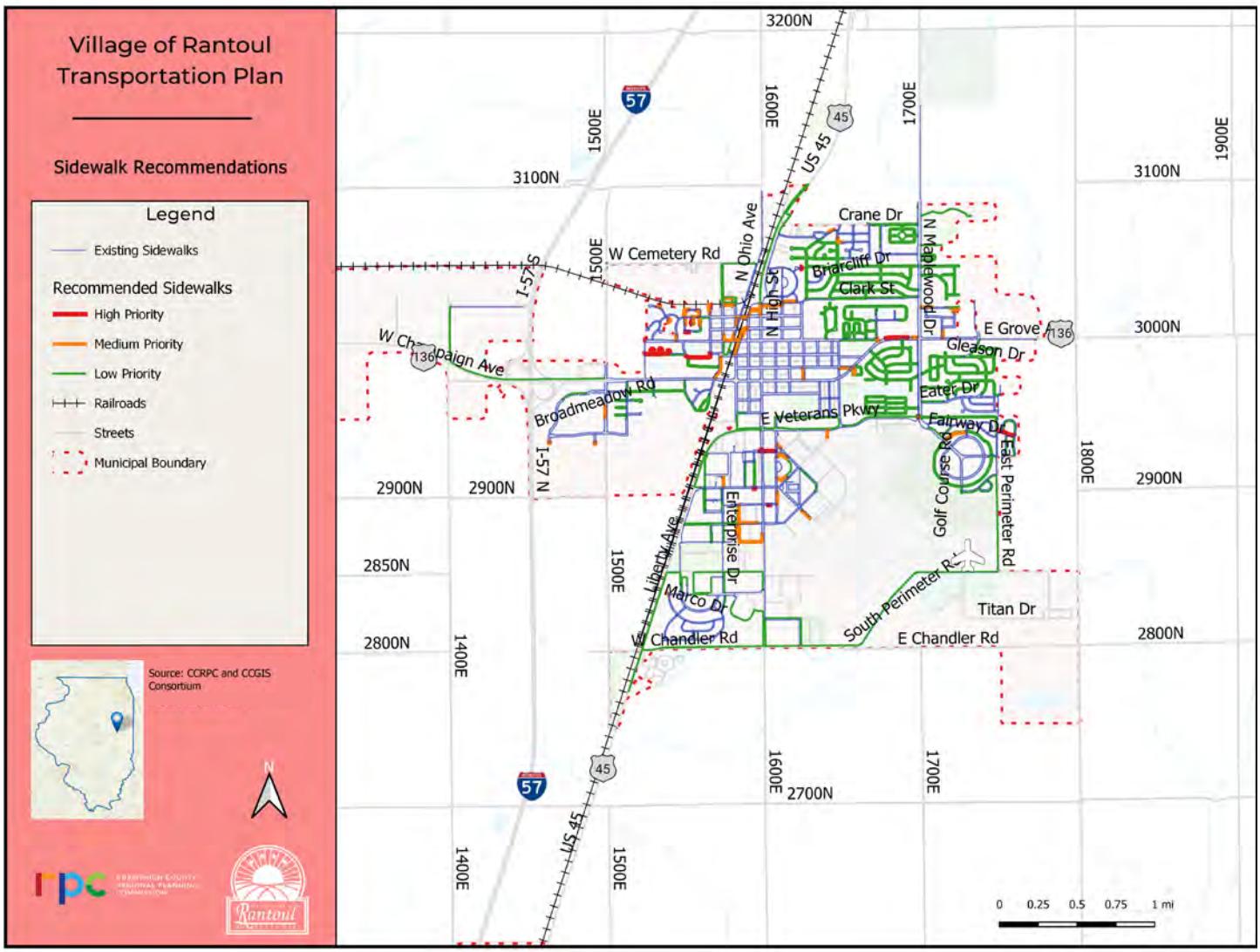
6.2. RECOMMENDATIONS

Based on the assessment of the existing transportation system, future transportation system analysis and public input, following are the recommendations to enhance overall accessibility, safety, and mobility in Rantoul. The recommendations include both infrastructure and non-infrastructure recommendations for all modes of transportation.

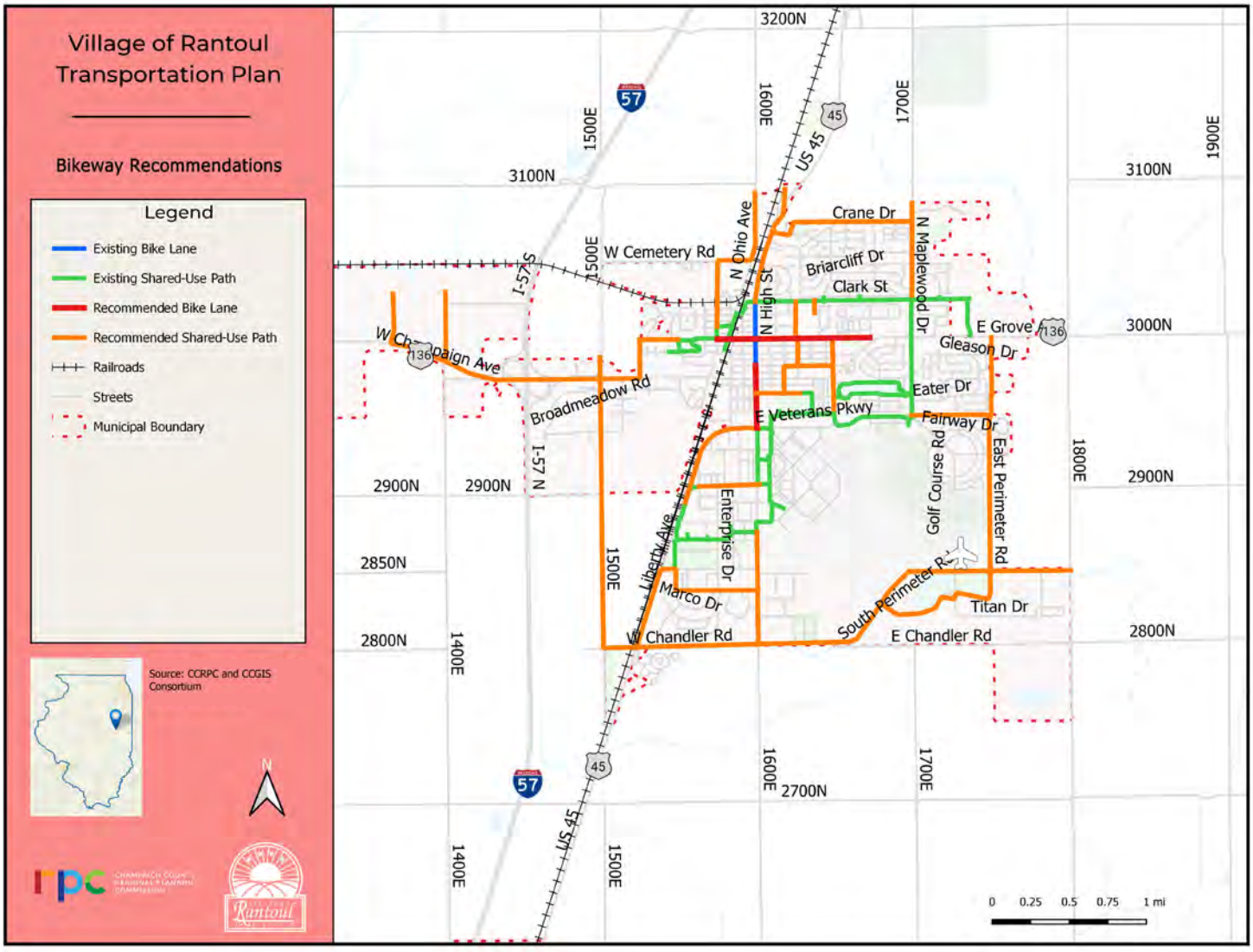
6.2.1. Infrastructure Recommendations

This section includes proposed recommendations for sidewalks, bikeways, and roadway intersections. **MAP 6.D, 6.E,** and **6.F** show the Sidewalk, Bikeways, and Point (safety) recommendations respectively for Rantoul. The proposed bicycle and pedestrian network covers the majority of the neighborhoods in Rantoul and emphasizes on enhancing connectivity and safety for both pedestrians and bicyclists. The section breaks down the proposed improvements by street or path corridor. Small area maps are provided for each corridor along with the overall recommendation map for Rantoul.

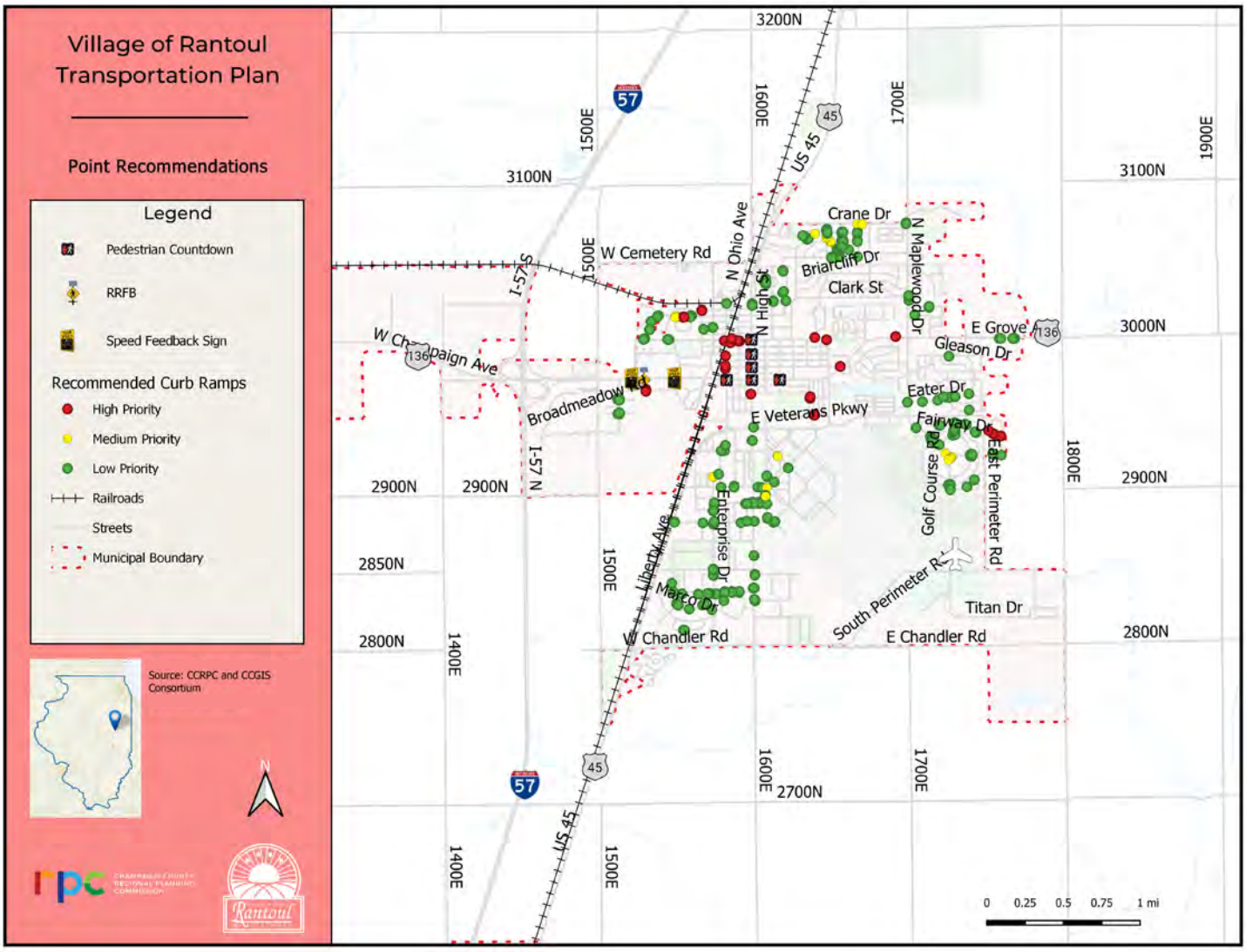
MAP 6.D. RANTOUL TRANSPORTATION PLAN: SIDEWALK RECOMMENDATIONS



MAP 6.E. RANTOUL TRANSPORTATION PLAN: BIKEWAY RECOMMENDATIONS



MAP 6.F. RANTOUL TRANSPORTATION PLAN: POINT RECOMMENDATIONS



A. Northeast Rantoul

Northeast Rantoul includes the portion of the study area located east of the railroad and north of Veterans Parkway (see **FIGURE 6.E**). The Maplewood Pond Path, Wabash Park Path, Ryan Park Path, and Century Boulevard bike lanes are in this area. The recommendations aim at enhancing connectivity, accessibility and safety by leveraging these already existing facilities.

A.A. Sidewalk Recommendations

FIGURE 6.E shows the recommendations for sidewalks and curb ramps in Northeast Rantoul. The recommendations are prioritized (high, medium, and low) based on the sidewalk connectivity values (see Section 4.7 Sidewalk Gaps), and public input collected from a series of public meetings (see **APPENDIX C**).

High Priority Recommendations: Fill the existing sidewalk gap on Morningside Drive (east of Eden Park Drive).

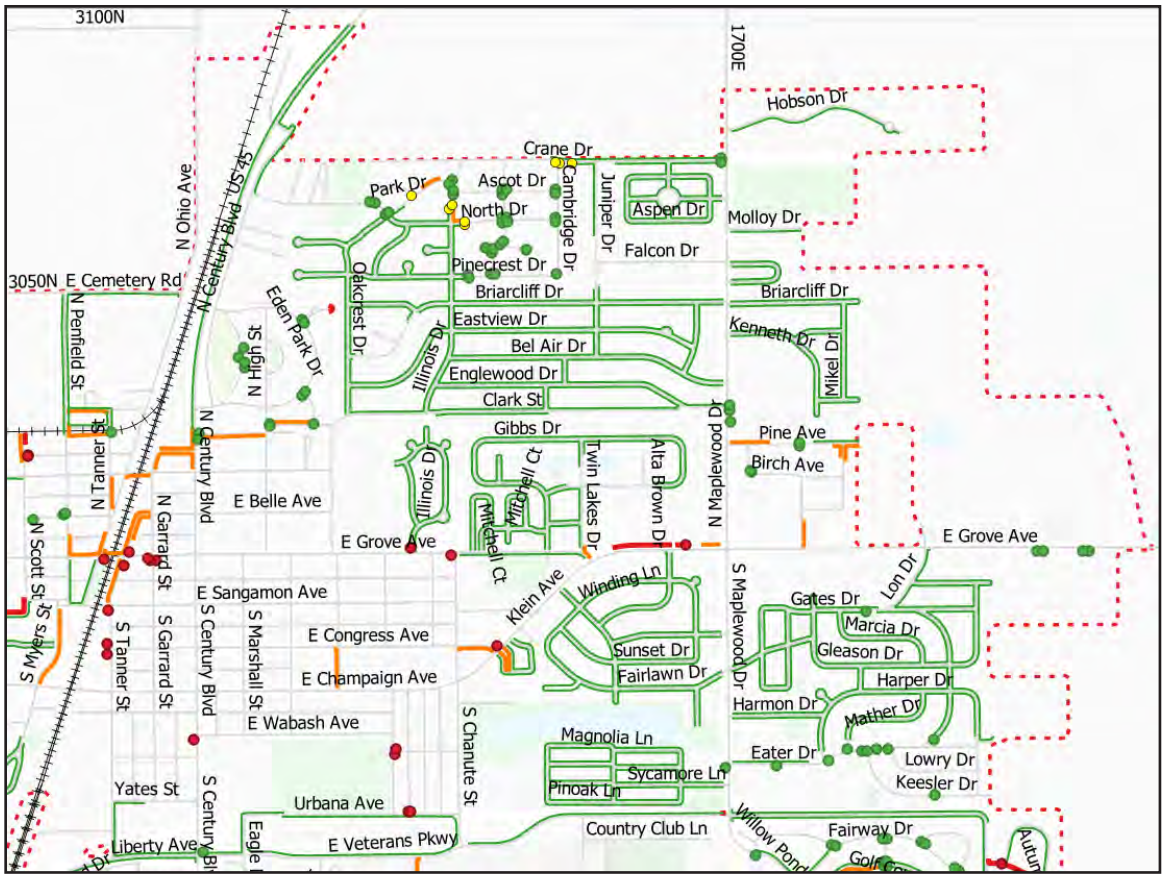
Build new sidewalks on the north side of Grove Avenue (between Maplewood Drive and Twin Lakes Drive).

Grove Avenue has several missing sidewalk ramps, and the high priority ramp recommendations are at the intersections of Chanute Street, Garrard Street, Illinois Drive, Kentucky Avenue, and Maplewood Drive. Other high priority ramps in this area are located at the intersection of/Kentucky Avenue/Gerrard Street, Tanner Street/Sangamon Avenue, Congress Avenue/ Tanner Street, Century Boulevard/Wabash Avenue, Lincoln Street/West Avenue and Klein Avenue/ Congress Avenue.

Medium Priority Recommendations: Fill the existing sidewalk gaps on: Illinois Drive at North Drive (northeast corner), Oakcrest Drive (between Illinois Drive and Park Drive), Bethany Park Drive (north of Grove Avenue) and Twin Lakes Drive (north of Grove Avenue).

Build new sidewalks on: Congress Avenue (between Klein Avenue and Chanute Street), Pine Avenue (between Birch Drive and Maplewood Drive), Elaine Drive (between Klein Avenue and Charles Drive), Letchworth Avenue (between High Street/Century

FIGURE 6.E. NORTHEAST RANTOUL: SIDEWALK AND CURB RAMP RECOMMENDATIONS



Boulevard, and Sheldon Street/High Street), Century Boulevard (west side, between Letchworth Avenue and Campbell Avenue), Phillips Drive (between Pine Avenue and Birch Avenue), Kentucky Avenue (between Grove Avenue and Sangamon Avenue), and Sheldon Street (between Congress Avenue and Champaign Avenue).

Construct curb ramps at: Crane Drive/Cambridge Drive, Illinois Drive/North Drive and Oakcrest Drive/ Park Drive intersections.

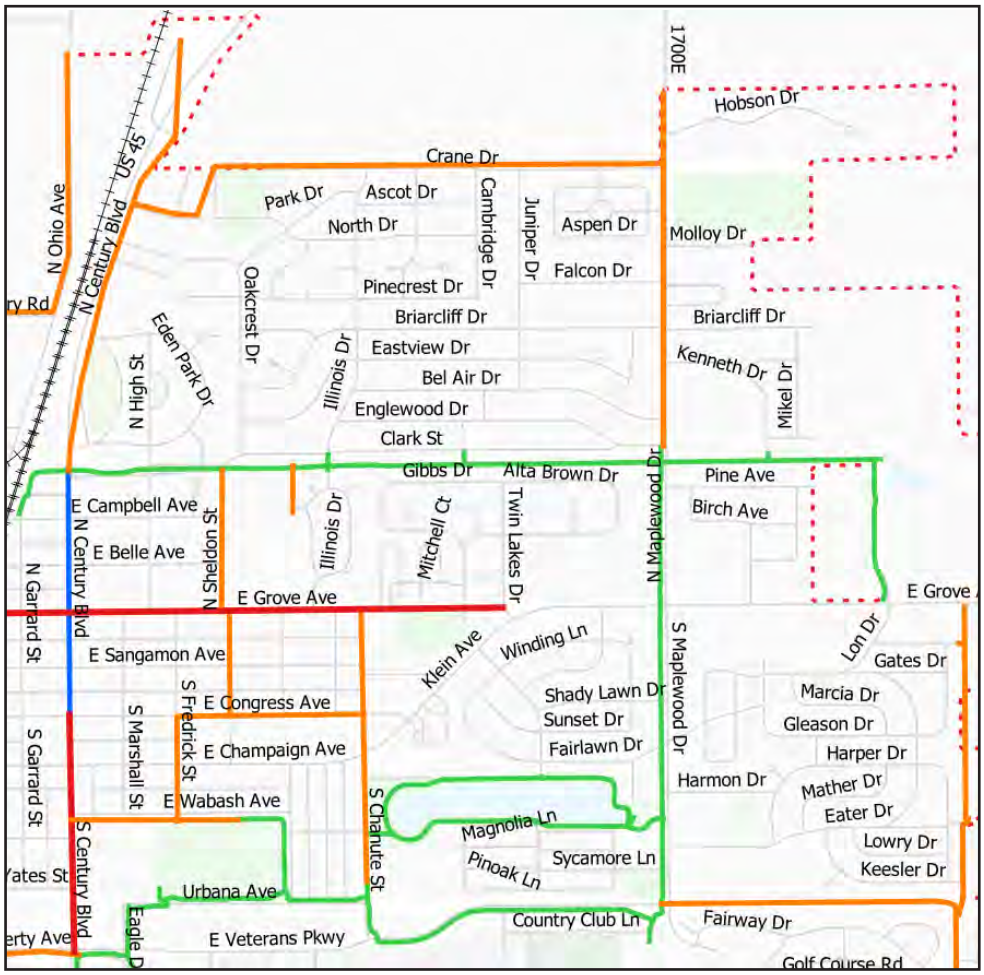
Low Priority Recommendations: All other proposed sidewalks and curb ramps (marked as green in **FIGURE 6.E**) are low-priority recommendations and should be implemented in the long-term. These are mostly in areas with no existing sidewalks on either side of the road.

A.B. Bikeway Recommendations

FIGURE 6.F shows the proposed recommendations for bike lanes and shared-use paths in Northeast Rantoul. The recommendations emphasize on enhancing connectivity among the already existing facilities by creating new bikeways or extending the existing ones.

- Extend the existing bike lanes along Century Boulevard from Congress Avenue to Veterans Parkway.
- Install New bike lanes along Grove Avenue from Twin Lakes Drive to Penfield Street.
- Install a shared-use path along the Crane Drive corridor connecting Maplewood Drive and Century Boulevard.
- Install a shared-use path along Century Boulevard from Ryan Park Path to the north village boundary.
- Extend the Maplewood Path north to the village boundary.

FIGURE 6.F. NORTHEAST RANTOUL: BIKEWAY RECOMMENDATIONS



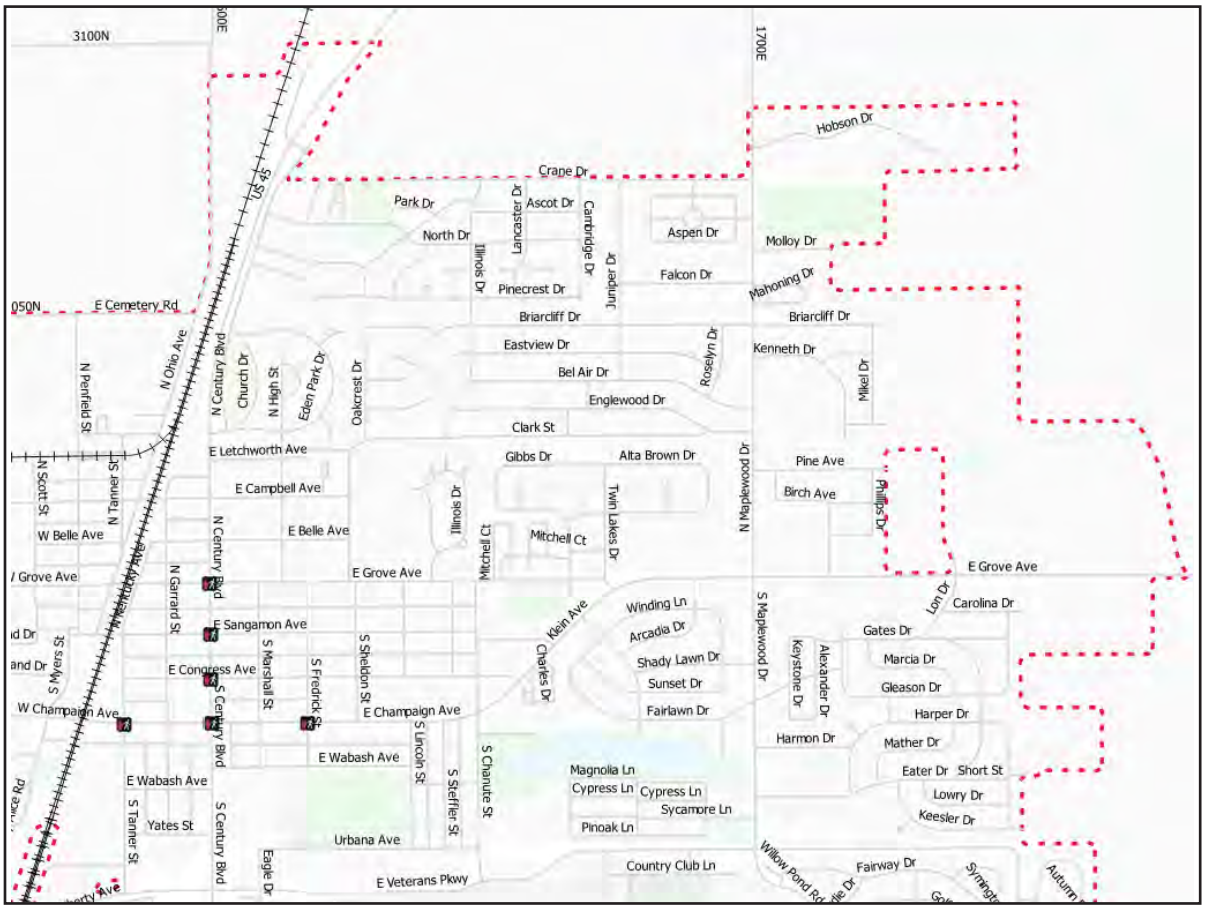
- Install a shared-use path along Veterans Parkway connecting the Maplewood Path and E Perimeter Road.
- Install a shared-use path connecting Grove Avenue and Veterans Parkway (parallel to Gleason Drive and Harper Drive). It will improve the accessibility and safety of pedestrians and bicyclists to Pleasant Acres Elementary School.
- Install a shared-use path from Ryan Park to Illinois Drive to provide access to Northview Elementary School.
- Install a shared-use path along Chanute Street connecting Grove Avenue and Wabash Park.
- Install a shared-use path along Sheldon Street connecting the Ryan Park Path and Congress Avenue.
- Install a shared-use path along Wabash Avenue connecting the Wabash Park path and Century Boulevard.
- Install a shared-use path along Congress Avenue connecting Chanute Street and Fredrick Street.
- Install a shared-use path along Fredrick Street connecting Congress Avenue and Wabash Avenue.

A.C. Safety Recommendations

FIGURE 6.G shows some point recommendations to enhance safety of the roadway users in Northeast Rantoul. Century Boulevard (US 45) and Champaign Avenue (US 136) are two of the busiest roads in Rantoul, and there are several signalized intersections along these roads. The safety recommendations emphasize on increasing safety of pedestrians crossing these roads.

- Install pedestrian countdown signals on Century Boulevard (US 45) at the intersections with Grove Avenue, Sangamon Avenue, Congress Avenue, and Champaign Avenue.
- Install pedestrian countdown signals on Champaign Avenue (US 136) at the intersections with Tanner Street, and Fredrick Street.

FIGURE 6.G. NORTHEAST RANTOUL: SAFETY RECOMMENDATIONS



B. Southeast Rantoul

Southeast Rantoul includes the portion of the study area located east of the railroads and south of Veterans Parkway (see **FIGURE 6.H**). The Chanute Air Force Base Path is in this area.

B.A. Sidewalk Recommendations

FIGURE 6.H shows the recommendations for sidewalks and curb ramps in Southeast Rantoul.

High Priority Recommendations: Fill the existing sidewalk gaps on: Century Boulevard (at International Avenue), Borman Drive, and Neal Drive.

Build new sidewalks on: International Avenue (north side, between Eagle Drive and Century Boulevard), and Pheasant Ridge Drive.

Construct curb ramps near: Urbana Avenue/Steffler Street intersection, Pheasant Ridge Drive/Autumn Fields Lane and Pheasant Ridge Drive/Heath Drive intersections.

Medium Priority Recommendations: Fill the existing sidewalk gaps on: Century Boulevard (between Chanute Air Force Base Path and Keal Street), Arends Boulevard (west of Pacesetter Drive), Frost Avenue (west of Marco Drive) and Lucy Goff Drive (east of Eagle Drive).

Build new sidewalks on: Dobbins Avenue (between Flessner Avenue/Keal Street and Neal Drive/Keal Street), Eagle Drive (between Flessner Avenue and Borman Drive), Arends Boulevard (between Pacesetter Drive and Aviation Center Drive), Keal Street (between Century Boulevard and Dobbins Avenue), Golf Course Road (between Willow Pond Road and Bogey Drive), Enterprise Drive (between Borman Drive and Wiseman Street), and Cook Street (between Galaxy Street and Veterans Parkway).

Construct curb ramps located at: Willow Pond Road/ Par Drive, Eagle Drive (between Borman Drive and Neal Drive), Pacesetter Drive (near Starlifter Street) and Wiseman Street/Enterprise Drive intersections.

Low Priority Recommendations: All other proposed sidewalks and curb ramps (marked as green in **FIGURE 6.H**) are low-priority recommendations and should be implemented in the long-term.

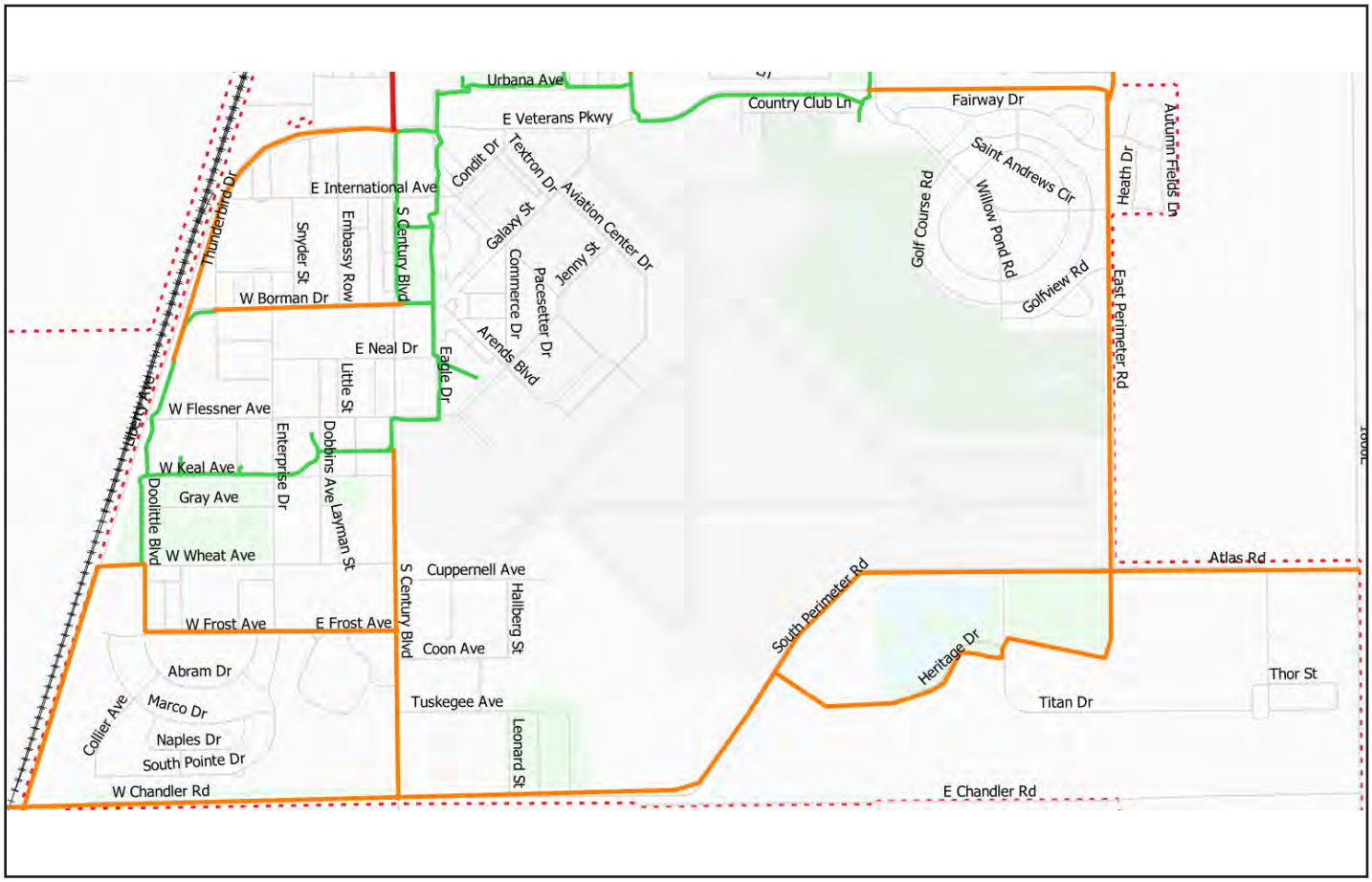
FIGURE 6.H. SOUTHEAST RANTOUL: SIDEWALK AND CURB RAMP RECOMMENDATIONS

B.B. Bikeway Recommendations

FIGURE 6.I shows the proposed recommendations for bike lanes and shared-use paths in Southeast Rantoul.

- Install a shared-use path along Liberty Avenue connecting Wheat Avenue and Chandler Road.
- Install a shared-use path along Liberty Avenue connecting Century Boulevard and Borman Drive.
- Install a shared-use path along Borman Drive connecting the Chanute Air Force Base Path on both east and west sides.
- Install a shared-use path along Century Boulevard connecting Chandler Road on the south and the Chanute Air Force Base Path on the north.
- Install a shared-use path along Chandler Road connecting Liberty Avenue on the west and the village boundary on the east side (via South Perimeter Road). Also, extend the path further on the west to connect it with Murray Road (in West Rantoul).

FIGURE 6.I. SOUTHEAST RANTOUL: BIKEWAY RECOMMENDATIONS



C. West Rantoul

West Rantoul includes the remaining portion of the study area located on the west side of the railroad (see **FIGURE 6.J**). The Rudzinski Pond Path is located in this area.

C.A. Sidewalk Recommendations

FIGURE 6.J shows the recommendations for sidewalks and curb ramps in West Rantoul.

High Priority Recommendations: Close the existing sidewalk gaps on: Neipswah Court (south of Neipswah Avenue) and Scott Street (north of Letchworth Avenue).

Build new sidewalks on: Glenwood Drive (north side), Highland Drive (north side between Baerman Drive and Scott Street), and Scott Street.

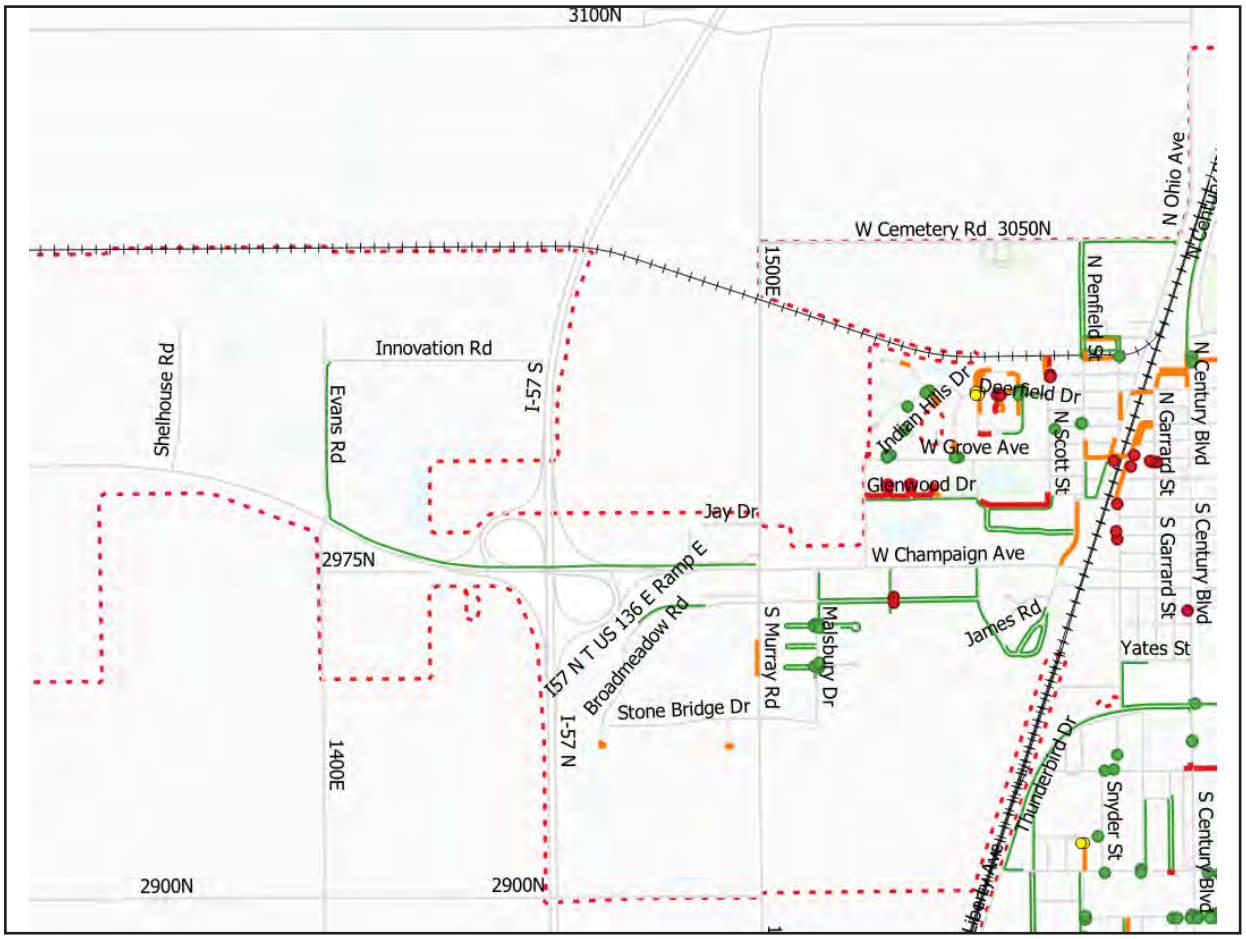
Construct curb ramps near the intersection of: Grove Avenue/Ohio Avenue, Neipswah Avenue/Neipswah Court, Scott Street/Letchworth Street and Sunview Road/Broadmeadow Road.

Medium Priority Recommendations: Close the existing sidewalk gaps on: Broadmeadow Road (west of Murray Road), Fox Ridge Drive (north of Neipswah Avenue), Neipswah Avenue (north of Grove Avenue), Baker Street (south of Stone Bridge Drive), Deerfield Drive (south of Neipswah Avenue), Moraine Drive (north and south of Indian Hills Drive), Scott Street (north of Campbell Avenue), and Penfield Street (north of Letchworth Avenue).

Build new sidewalks on: Meyers Street (between Champaign Avenue and Sangamon Avenue), Letchworth Street (between Tanner Street and Penfield Street), Tanner Street (between Campbell and Belle Avenue), Murray Road (between Broadmeadow Road and Stone Bridge Drive), Campbell Avenue (between Garrard Street and Ohio Avenue), Kentucky Avenue (between Garrard Street and Grove Avenue), Letchworth Avenue (between Century Boulevard and Kentucky Avenue), and Grove Avenue (between Penfield Street and Ohio Avenue).

Construct curb ramps located near the Fox Ridge Drive/Neipswah Avenue intersection.

FIGURE 6.J. WEST RANTOUL: SIDEWALK RECOMMENDATIONS



Low Priority Recommendations: All other proposed sidewalks and curb ramps are low-priority recommendations and should be implemented in the long-term.

C.B. Bikeway Recommendations

FIGURE 6.K shows the proposed recommendations for bike lanes and shared-use paths in West Rantoul.

- Install a shared-use path along Champaign Avenue from East Avenue to Shellhouse Drive. Extend the path further on the north side along Shellhouse Road, and Evans Road.
- Install a shared-use path along Murray Road connecting Chandler Road on the south and Champaign Avenue on the north. Extend the path further north from Champaign Avenue to the village boundary.
- Install a shared-use path along Grove Avenue connecting Baerman Drive and East Avenue. Extend the path further along East Avenue (to south) to connect it with Champaign Avenue.
- Install a shared-use path along Penfield Street connecting the Rudzinski Pond Path on the south and Cemetery Road on the north. Extend the path further on the north (via Cemetery Road and Ohio Avenue) up to the village boundary.

FIGURE 6.K. WEST RANTOUL: BIKEWAY RECOMMENDATIONS

C.C. Safety Recommendations

FIGURE 6.L shows some point recommendations to enhance safety of the roadway users in West Rantoul. As stated before, Champaign Avenue (US 136) is one of the busiest roads in Rantoul and safety recommendations emphasize on increasing the safety of pedestrians crossing this road in West Rantoul.

- Install a Rectangular Rapid Flashing Beacon (RRFB) for pedestrians crossing at the Champaign Avenue/ Sunview Road intersection.
- Install Speed Feedback signs on the eastbound and westbound approaches of the Champaign Avenue/ Sunview Road intersection.

FIGURE 6.L.WEST RANTOUL: SAFETY RECOMMENDATIONS

6.2.2. Public Transportation Recommendations

Following are the recommendations for public transportation in Rantoul. The recommendations are based on public input (collected from several public meetings, see **APPENDIX C**) regarding C-CARTS services in Rantoul.

- Coordinate with C-CARTS to expand the hours of services in Rantoul.
- Explore opportunities to subsidize the cost of providing public transportation services. Consider collaborating with the local businesses in this regard.
- Make transfers from C-CARTS to CUMTD free.
- Make information on the steps towards getting a DASH pass for reduced fares for persons with disabilities, age requirements for riding C-CARTS, and other relevant information available on the Village of Rantoul website.
- Organize a no-cost method for C-CARTS riders to get to Illinois Terminal to acquire a DASH pass.
- Work with C-CARTS to introduce weekly/monthly/ annual passes for the public to purchase.
- Consider reducing demand-response scheduling from 48 hours in advance to 24 hours in advance.
- Seek additional funding to provide increased service, especially for persons eligible for Medicaid.

6.2.3. Non-Infrastructure Recommendations

In addition to the infrastructure improvements, proper education, encouragement, and enforcement strategies, and evaluation measures are also necessary to improve accessibility and ensure safety in the transportation system. This section lays out the non-infrastructure recommendations for Rantoul, and the measures are broken down by four E's: Education, Encouragement, Enforcement, and Evaluation.

A. Education

Educating pedestrians, bicyclists, and motorists is vital to improving safety on roads. It is important that each group of these roadway users are aware of their legal rights, the safety precautions they can take, and be more cognizant of other users. It also enables Rantoul to encourage the use of active transportation modes among people from different age groups.

Walk/Bike to School Days and Wellness Fairs

Take initiatives to encourage children to walk and bike to school. This includes participation in International Walk to School Day in October and National Bike to School Day in May. Organize annual wellness fairs in the Village and at schools to encourage students to walk and bike to school.

Potential partners: Village of Rantoul, Neighborhood groups, Businesses, Rantoul City Schools District #137

Traffic Circulation Map and Safe Walking Route Map Distribution

Distribute a letter to parents highlighting traffic rules, the importance of child safety, and school zone laws at least annually. Also, create and distribute a traffic circulation map to parents with proper illustration of traffic circulation, drop-off and pick-up procedures, and safe walking routes.

Potential partners: Rantoul City Schools District #137, CCRPC

Bicycle Education Pamphlets

Make education, encouragement and enforcement materials regarding bicycling available in print and/or on the Village of Rantoul website.

Potential partners: Village of Rantoul, C-CARTS, CCRPC

Bicycle Rodeos

A bike rodeo is a bicycle skills event that provides an opportunity for young bicyclists to practice and develop skills that will help them to become better bicyclists and avoid typical crashes. Institutionalize bicycle rodeos at public events and schools. Install a permanent bicycle rodeo station in a parking lot.

Potential partners: Village of Rantoul, Rantoul City Schools District #137, Champaign County Bikes (CCB)

K-12 Bicycle Education Curriculum

Coordinate with the elementary schools in the village to incorporate bicycle education into existing curricula, such as physical education and health.

Potential partners: Rantoul City Schools District #137

B. Encouragement

Promotion programs are also important to promote and encourage the use of on-street bikeways, trails, and sidewalks. Encouraging people to walk and bike more improves air quality by reducing the number of cars and improves health among residents.

Park and Walk Sites

Park and Walk sites help mitigate the concentrated vehicle emissions, congested traffic, and illegal idling of vehicles, especially at the school entrances during dismissal time. Establish at least one park and walk location near every school and encourage the use of these sites.

Potential partners: Rantoul City Schools District #137, Village of Rantoul, Neighborhood Groups, Businesses

"Bike to" and "Walk to" Events

Support events to bike or walk to dinner at Rantoul restaurants or shopping at local businesses, perhaps offering special discounts to customers arriving on foot or bike.

Potential partners: Village of Rantoul, Businesses

Bike Route & Trail Signage

Install standardized trail signage along off-road bikeways and trails, and standardized bike route signage along on-road bikeways only, using local and nationally accepted design standards including the Champaign County Greenways & Trails Design Guidelines. All signs should include destination, distance and/or time, and direction information to

better inform users.

Potential partners: Village of Rantoul, Businesses, Sponsors

Bicycle Friendly Community Application

Apply for the Bicycle Friendly Community Award from the League of American Bicyclists to demonstrate community support for and usage of active transportation.

Potential partners: Village of Rantoul, League of American Bicyclists (LAB), CCRPC

Snow Removal

Encourage residents to shovel their sidewalks for walkers and bikers during the winter through methods like: 'Thank You for Shoveling Your Walk' yard signs, parent letters or other methods.

Potential partners: Village of Rantoul, Rantoul City Schools District #137, Sponsors

Bikeway, Trail, and Walkway Dedication events & rides

Hold events to celebrate new and/or rehabilitated bicycle, pedestrian, and trail facilities, such as ribbon-cutting ceremonies, bike rides, fun runs, and/or walks. Use these events to showcase businesses and destinations along the route.

Potential partners: Village of Rantoul, Neighborhood Groups, Businesses

Business Bike Parking Improvement Incentives

Develop an incentive program for existing businesses to install and/or upgrade their bike parking to meet current standards recommended in the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines.

Potential partners: Village of Rantoul, Businesses

National Trails Day

Work with neighborhood groups to celebrate National Trails Day in Rantoul on the first Saturday in June, including a fun run and/or bike ride along trails within and between parks.

Potential partners: Village of Rantoul, Neighborhood Groups, Sponsors

Walk Friendly Community

Achieve a Walk Friendly Community designation, and promote the pedestrian friendliness of the Village of Rantoul and Rantoul businesses to demonstrate community support for and usage of active transportation.

Potential Partners: Village of Rantoul, CCRPC

C. Enforcement

Enforcement tactics are necessary to create a safe environment for all roadway users using road facilities and the trails system. These recommendations aim to compel public obedience to follow rules of the road, trail etiquette, and to reduce common car-bike and car-pedestrian collision types.

Enforce Bicyclist & Pedestrian Violations

Issue warning citations and/or ticket bicyclists and pedestrians for traffic offenses, such as riding against traffic, disregarding traffic signals (unless the cyclist has legally waited 2 minutes for a light to change) and stop signs, and riding without lights at night. Develop methods to educate bicyclists and pedestrians on safe and legal behaviors before ticketing them.

Potential partners: Rantoul Police Department

Enforce Motorist Violations

Continue issuing warning citations and/or ticket motorists for traffic offenses against bicyclists and pedestrians, such as failing to stop for bicyclists and pedestrians at intersections. Develop methods to educate motorists on using the road safely with people using other travel modes.

Potential partners: Rantoul Police Department

Police Presence

Increase the visibility of police officers and vehicles around the schools, especially during school arrival and dismissal times. It is likely to reduce the speed of vehicles, and increase the safety of bicyclists, and pedestrians.

Potential partner: Rantoul Police Department

No Cell Phones

In Illinois, using cell phones in a school zone (including hands-free mode) is against the law. This law is intended to cut down on the distraction of drivers in school zones and increase the safety of pedestrians and bicyclists. Investigate the feasibility of the Rantoul Police Department to ticket drivers for using cell phones in the school zones, especially at the beginning of the school year. Also, install 'Cell Phone Use Prohibited' supplemental signs in the school zones. It will work as a constant, visible reminder for the motorists.

Potential partner: Rantoul Police Department, IDOT

D. Evaluation

This section proposes some assessment procedures to monitor and evaluate the progress towards achieving the goals.

Annual Performance Measure Assessment

Identify a lead Village of Rantoul staff member(s) to assess the progress of this plan's goals and objectives using this plan's performance measures, as projects occur and/or each year after January 1st. Submit a report to the Rantoul Village Board and publish it on the village website to make it publicly available.

Potential Partner: Village of Rantoul

Bicycle & Pedestrian Counts

Conduct counts before and after bikeways, sidewalks, and trails are installed, considering factors such as day of the week, school being in session, temperature, and precipitation. This count can be conducted on a 5-year cycle.

Potential Partners: Village of Rantoul, CCRPC, Illinois Department of Transportation (IDOT)

Speed Studies

Conduct speed studies to see how fast vehicles drive on different roadway sections before and after implementing certain improvement strategies (i.e. speed feedback signs) at those sections.

Potential Partner: Village of Rantoul, IDOT, CCRPC

Walkability and Bikeability Surveys

Conduct walkability and bikeability surveys to analyze the travel mode choices of the village residents after implementing the sidewalk/bikeway projects. It will help identify the opportunities to increase the number and safety of pedestrians and bicyclists.

Potential Partner: Village of Rantoul, Rantoul City Schools District #137, CCRPC

Travel Tallies

Distribute travel tally surveys to schools to be administered by the school teachers. The survey asks how students arrive and are expected to get home for at least consecutive two days in the middle of the week.

Potential Partners: Village of Rantoul, Rantoul City Schools District #137, CCRPC

7. Implementation

7.1. IMPLEMENTATION

This section lists all the proposed transportation recommendations for the Village of Rantoul by treatment type, timeframe, and responsible agencies to implement the recommendations. Implementation timeframe is determined based on the priority of the respective projects, and the priority levels are determined based on the analysis of existing conditions and from public input received.

MAPS 7.A, 7.B and **7.C** show the proposed bicycle and pedestrian improvements by timeframe: short-term (0-5 years), medium-term (6-10 years), and long-term (11+ years) respectively. However, these projects will be completed depending on availability of funding.

The full list of infrastructure projects include the following details:

- Project location
- Treatment type
- Agencies responsible
- Proposed timeframe of facility installation
- Construction costs' estimates

Construction cost is estimated based on the information provided by the Pedestrian and Bicycle Information Center (PBIC) shown in **TABLE 7.A**.

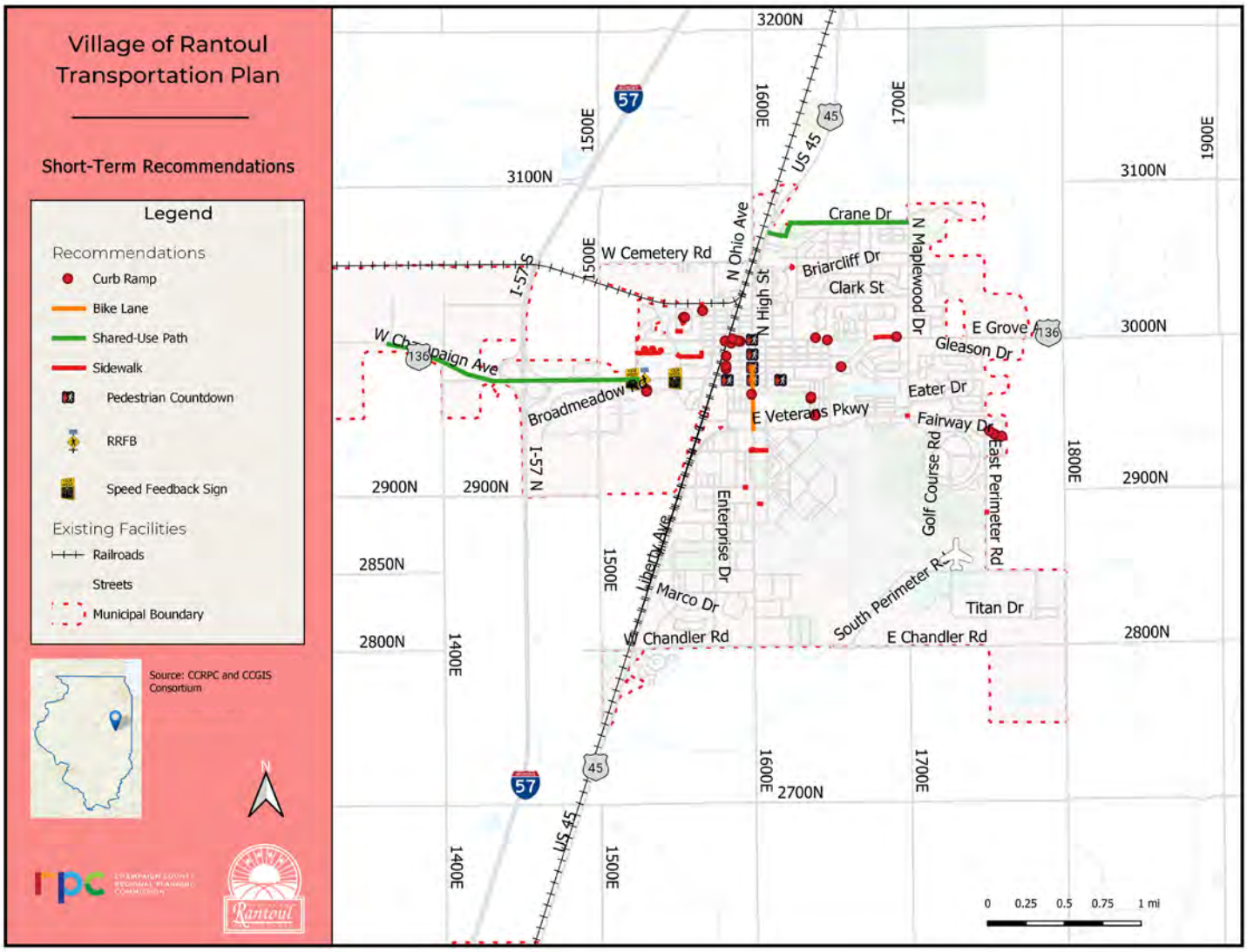
TABLE 7.B shows the implementation matrix by treatment type. The projects are ordered according to the timeframe of implementation.

TABLE 7.A. COST ESTIMATION FOR INFRASTRUCTURE PROJECTS

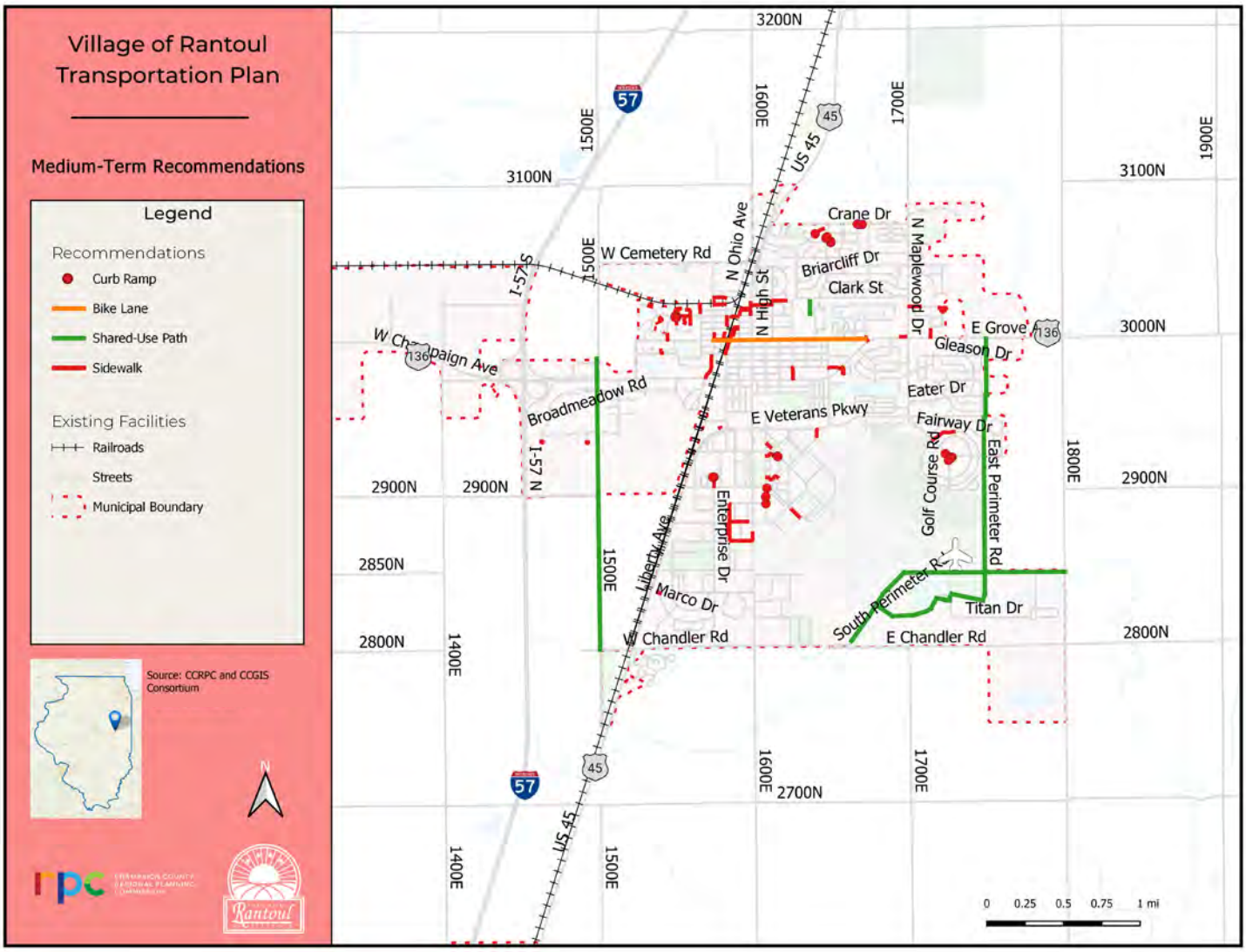
Treatment	Cost Estimate	Cost Unit	Source
Bike Lanes	$133,170	Mile	Pedestrian and Bicycle Information Center (PBIC)[1]
Bike Route (signed)	$25,070	Mile	
Build New Sidewalk	$168,960	Mile	
Flashing Lights	$10,010	Each	
Improve Existing Sidewalk	$84,480	Mile	
Pedestrian Countdown Signal	$740	Each	
Pedestrian Crossing	$2,540	Each	
Shared-Use Path	$481,140	Mile	
Trail Crossing Sign	$160	Each	
Curb Ramp	$2,500	Each	Village of Rantoul

1. http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf

MAP 7.A. RANTOUL TRANSPORTATION PLAN: SHORT-TERM RECOMMENDATIONS



MAP 7.B. RANTOUL TRANSPORTATION PLAN: MEDIUM-TERM RECOMMENDATIONS



MAP 7.C. RANTOUL TRANSPORTATION PLAN: LONG-TERM RECOMMENDATIONS

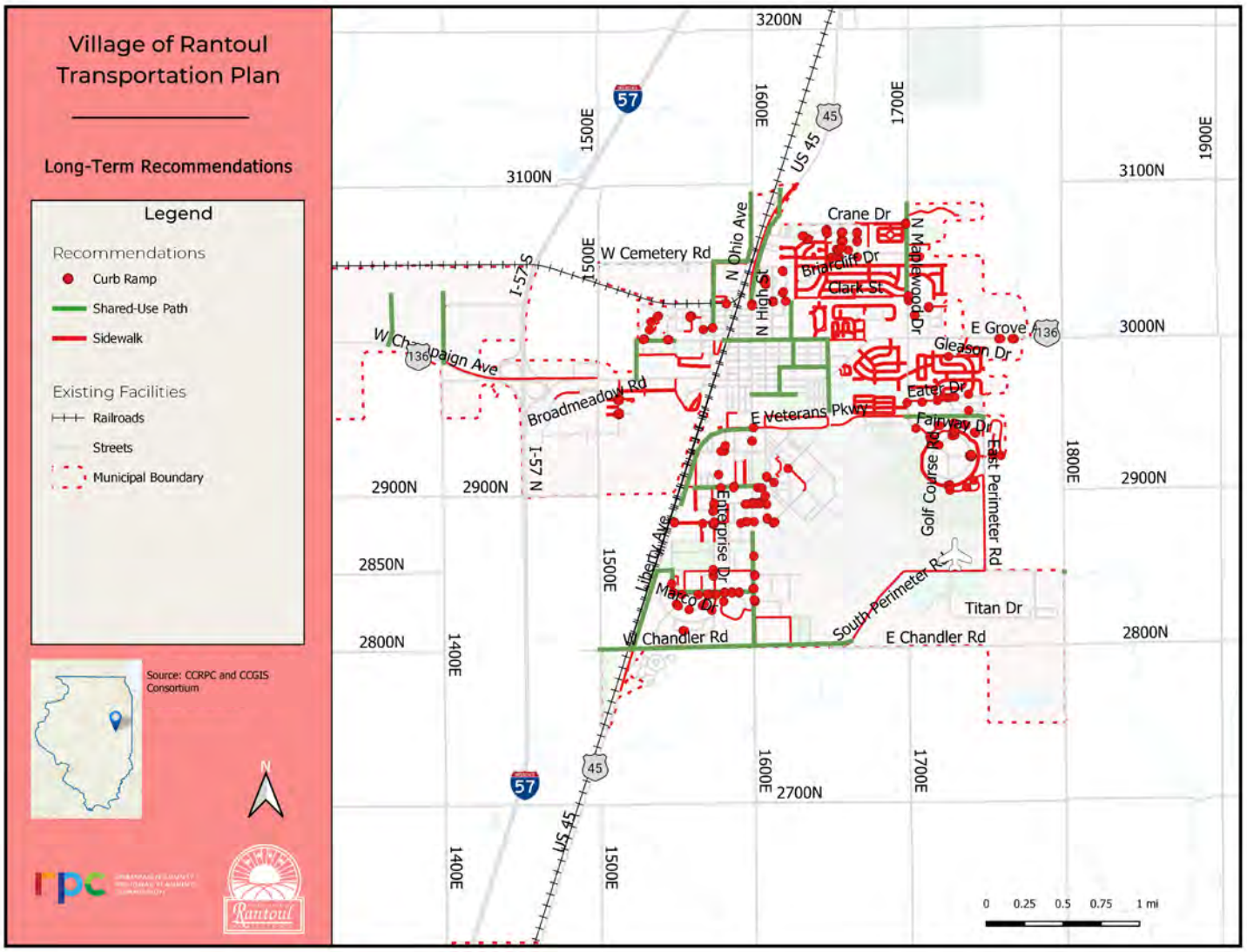


TABLE 7.B. RANTOUL TRANSPORTATION PLAN: IMPLEMENTATION MATRIX BY TREATMENT TYPE

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation (years)	Length in Miles	Cost Estimate
Bike Lanes							**$187,770**
Century Boulevard	Congress Avenue	Veterans Parkway	Bike Lanes	IDOT	0-5	0.41	$54,600
Grove Avenue	Twin Lakes Drive	Penfield Street	Bike Lanes	Village of Rantoul	6-10	1	$133,170
Shared-Use Path (Parallel to the Road)							**$5,441,693**
Champaign Avenue	East Avenue	Shellhouse Road	Shared-Use Path	IDOT	0-5	2.26	$1,087,376
Crane Drive	Maplewood Drive	Century Boulevard	Shared-Use Path	Village of Rantoul	0-5	0.96	$461,894
East Perimeter Road	Veterans Parkway	South Perimeter Road	Shared-Use Path	Village of Rantoul	6-10	1.01	$485,951
Murray Road	Jay Drive	Chandler Road	Shared-Use Path	Village of Rantoul	6-10	3.31	$1,592,573
South Perimeter Road	Atlas Road	Chandler Road	Shared-Use Path	Village of Rantoul	6-10	1.13	$543,688
Atlas Road	CR 1800E	South Perimeter Road	Shared-Use Path	Village of Rantoul	11+	0.52	$250,193
Borman Drive	Century Boulevard	Thunderbird Drive	Shared-Use Path	Village of Rantoul	11+	0.4	$192,456
Cemetery Road	Ohio Avenue	Penfield Street	Shared-Use Path	Village of Rantoul	11+	0.22	$105,851
Century Boulevard	Chanute Air Force Base Path	Chandler Road	Shared-Use Path	IDOT	11+	0.73	$351,232
Century Boulevard	Village Boundary	Ryan Park Path	Shared-Use Path	Village of Rantoul, IDOT	11+	0.8	$384,912
Chandler Road	South Perimeter Road	Murray Road	Shared-Use Path	Village of Rantoul	11+	1.63	$784,258

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation (years)	Length in Miles	Cost Estimate
Chanute Street	Grove Avenue	Wabash Park Path	Shared-Use Path	Village of Rantoul	11+	0.48	$230,947
Congress Avenue south side	Chanute Street	Fredrick Street	Shared-Use Path	Village of Rantoul	11+	0.32	$153,965
Doolittle Boulevard	Wheat Avenue	Frost Avenue	Shared-Use Path	Village of Rantoul	11+	0.15	$72,171
East Avenue	Grove Avenue	Champaign Avenue	Shared-Use Path	Village of Rantoul	11+	0.26	$125,096
Evans Road	Innovation Road	Champaign Avenue	Shared-Use Path	Village of Rantoul	11+	0.45	$216,513
Fredrick Street	Congress Avenue	Wabash Avenue	Shared-Use Path	Village of Rantoul	11+	0.18	$86,605
Frost Avenue	Century Boulevard	Doolittle Boulevard	Shared-Use Path	Village of Rantoul	11+	0.53	$255,004
Grove Avenue	Baerman Drive	East Avenue	Shared-Use Path	Village of Rantoul	11+	0.27	$129,908
Liberty Avenue	Wheat Avenue	Chandler Road	Shared-Use Path	Village of Rantoul, IDOT	11+	0.53	$255,004
Liberty Avenue	Century Boulevard	Borman Drive	Shared-Use Path	Village of Rantoul, IDOT	11+	0.7	$336,798
Maplewood Drive	Village Boundary	Ryan Park Path	Shared-Use Path	Village of Rantoul	11+	0.61	$293,495
Ohio Avenue	Village Boundary	Cemetery Road	Shared-Use Path	Village of Rantoul	11+	0.45	$216,513
Penfield Street	Cemetery Road	Rudzinski Pond Path	Shared-Use Path	Village of Rantoul	11+	0.43	$206,890
Veterans Parkway	East Perimeter Road	Maplewood Drive	Shared-Use Path	Village of Rantoul	11+	0.5	$240,570
Sheldon Street east side	Grove Avenue	Congress Avenue	Shared-Use Path	Village of Rantoul	11+	0.18	$86,605

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation (years)	Length in Miles	Cost Estimate
Sheldon Street east side	Ryan Park Path	Grove Avenue	Shared-Use Path	Village of Rantoul	11+	0.24	$115,474
Shellhouse Road	North terminus	Champaign Avenue	Shared-Use Path	Village of Rantoul	11+	0.33	$158,776
Wabash Avenue	Wabash Park Path	Century Boulevard	Shared-Use Path	Village of Rantoul	11+	0.3	$144,342
Wheat Avenue	Doolittle Boulevard	Liberty Avenue	Shared-Use Path	Village of Rantoul	11+	0.1	$48,114
Shared-Use Path (Off-Street)							**$529,254**
Heritage Lake Park	South Perimeter Road	South Perimeter Road	Shared-Use Path	Village of Rantoul	6-10	1.02	$490,763
Northview School Path	Ryan Park Path	Illinois Drive	Shared-Use Path	Village of Rantoul	6-10	0.08	$38,491
West side of Pleasant Acres School	Grove Avenue	Veterans Parkway	Shared-Use Path	Village of Rantoul	6-10	0.52	$250,193

Street Name	Gap Location	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Mile	Cost Estimate
Fill Gap in the Existing Sidewalk Network (High and Medium Priority)						**$157,126**
Borman Drive south side	Cantonment Avenue	fill sidewalk gap	Village of Rantoul	0-5	0.01	$1,856
Century Boulevard at International Avenue	Northwest corner	fill sidewalk gap	Village of Rantoul	0-5	0.02	$2,752
Morningside Drive	E of Eden Park Drive	fill sidewalk gap	Village of Rantoul	0-5	0.01	$1,792
Neal Drive south side	W of Eagle Drive and E of Century Boulevard	fill sidewalk gap	Village of Rantoul	0-5	0.01	$1,440
Neipswah Court	S of Neipswah Avenue	fill sidewalk gap	Village of Rantoul	0-5	0.06	$9,504

Street Name	Gap Location	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Mile	Cost Estimate
Scott Street east side	N of Letchworth Ave	fill sidewalk gap	Village of Rantoul	0-5	0.01	$2,176
Arends Boulevard	W of Pacesetter Drive	fill sidewalk gap	Village of Rantoul	6-10	0.06	$10,912
Century Boulevard west side	Chanute Air Force Base Path and Keal Avenue	fill sidewalk gap	Village of Rantoul, IDOT	6-10	0.05	$8,448
Baker Street	S of Stone Bridge Drive	fill sidewalk gap	Village of Rantoul	6-10	0.02	$3,200
Bethany Park Drive	N of Grove Avenue	fill sidewalk gap	Village of Rantoul	6-10	0.04	$7,424
Broadmeadow Road	W of Murray Road	fill sidewalk gap	Village of Rantoul	6-10	0.02	$3,616
Deerfield Drive	S of Neipswah Avenue	fill sidewalk gap	Village of Rantoul	6-10	0.10	$17,312
E of Penfield Street	N of Letchworth Ave	fill sidewalk gap	Village of Rantoul	6-10	0.02	$3,200
E of Twin Lakes Drive	N of Grove Avenue	fill sidewalk gap	Village of Rantoul	6-10	0.02	$3,680
Fox Ridge Drive	N of Neipswah Avenue	fill sidewalk gap	Village of Rantoul	6-10	0.17	$28,736
Frost Avenue	W of Marco Drive	fill sidewalk gap	Village of Rantoul	6-10	0.02	$3,808
Illinois Drive at North Drive	Northeast corner	fill sidewalk gap	Village of Rantoul	6-10	0.05	$8,000
Lucy Goff Drive	E of Eagle Drive	fill sidewalk gap	Village of Rantoul	6-10	0.18	$30,016
Moraine Drive	N & S of Indian Hills Drive	fill sidewalk gap	Village of Rantoul	6-10	0.05	$8,608
Neipswah Avenue	N of Grove Avenue	fill sidewalk gap	Village of Rantoul	6-10	0.03	$5,376

Street Name	Gap Location		Treatment	Agencies Responsible	Timeframe of Implementation	Length in Mile	Cost Estimate
Oakcrest Drive	S of Illinois Drive and N of Park Drive		fill sidewalk gap	Village of Rantoul	6-10	0.04	$6,758
Scott Street west side	N of Campbell Avenue		fill sidewalk gap	Village of Rantoul	6-10	0.05	$8,032
Street Name	**From (N/E)**	**To (S/W)**	**Treatment**	**Agencies Responsible**	**Timeframe of Implementation**	**Length in Miles**	**Cost Estimate**
Fill Gap in the Existing Sidewalk Network (Low Priority)							**$86,170**
Broadmeadow Road	W of Murray Road	N of Stone Bridge Drive	fill sidewalk gap	Village of Rantoul	11+	0.21	$35,482
Clark Street south side	Bel Place	Illinois Drive	fill sidewalk gap	Village of Rantoul	11+	0.21	$35,482
Doolittle Boulevard west side	Wheat Avenue	N of Frost Avenue	fill sidewalk gap	Village of Rantoul	11+	0.08	$13,517
Flessner Avenue south side	Alpers Street	Liberty Avenue	fill sidewalk gap	Village of Rantoul, IDOT	11+	0.17	$28,723
Juniper Drive	Crane Drive	Briarcliff Drive	fill sidewalk gap	Village of Rantoul	11+	0.18	$30,413
McCullough Street	Linden Avenue	N of Frost Avenue	fill sidewalk gap	Village of Rantoul	11+	0.05	$8,448
Pinecrest Place	Lancaster Drive	Illinois Drive	fill sidewalk gap	Village of Rantoul	11+	0.06	$10,138
South Pointe Drive	Frost Avenue	Bihler Place	fill sidewalk gap	Village of Rantoul	11+	0.08	$13,517
W of Enterprise Drive	Borman Drive	Dodge Avenue	fill sidewalk gap	Village of Rantoul	11+	0.14	$23,654

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Miles	Cost Estimate
Build New Sidewalk (High and Medium Priority)							**$373,344**
Glenwood Drive north side, Tahoe Place, Parker Place, Reid Place	E of Tahoe Place	East Avenue	Build Sidewalk	Village of Rantoul	0-5	0.33	$55,040
Grove Avenue north side	W of Maplewood Drive	E of Twin Lakes Drive	Build Sidewalk	IDOT	0-5	0.15	$25,280
Highland Drive north side	Scott Street	Baerman Drive	Build Sidewalk	Village of Rantoul	0-5	0.18	$30,144
International Avenue north side	Eagle Drive	Century Boulevard	Build Sidewalk	Village of Rantoul	0-5	0.07	$12,160
Pheasant Ridge Drive	Autumn Fields Lane	East Perimeter Road	Build Sidewalk	Village of Rantoul	0-5	0.07	$12,640
Campbell Avenue south side	Garrard Street	Ohio Avenue	Build Sidewalk	Village of Rantoul	6-10	0.04	$7,072
Cook Street	N of Galaxy Street	Veterans Parkway	Build Sidewalk	Village of Rantoul	6-10	0.05	$7,680
Dobbins Avenue west side	Flessner Avenue	N of Keal Street	Build Sidewalk	Village of Rantoul	6-10	0.06	$10,272
Dobbins Avenue east side	Neal Drive	Keal Street	Build Sidewalk	Village of Rantoul	6-10	0.35	$59,136
Eagle Drive east side	S of Borman Drive	Neal Drive	Build Sidewalk	Village of Rantoul	6-10	0.07	$12,288
Elaine Drive	Klein Avenue	Charles Drive	Build Sidewalk	Village of Rantoul	6-10	0.09	$14,496
Enterprise Drive	Wiseman Street	Borman Drive	Build Sidewalk	Village of Rantoul	6-10	0.06	$9,984
Grove Avenue north side	Ohio Avenue	Penfield Street	Build Sidewalk	Village of Rantoul	6-10	0.05	$9,280

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Miles	Cost Estimate
Keal Street north side	Century Boulevard	Dobbins Avenue	Build Sidewalk	Village of Rantoul	6-10	0.15	$25,344
Kentucky Avenue	Garrard Street	Grove Avenue	Build Sidewalk	Village of Rantoul	6-10	0.06	$9,472
Letchworth Avenue	Century Boulevard	Kentucky Avenue	Build Sidewalk	Village of Rantoul	6-10	0.11	$19,200
Myers Street east side	Sangamon Avenue	Champaign Avenue	Build Sidewalk	Village of Rantoul	6-10	0.15	$24,512
Letchworth Avenue north side	Sheldon Street (N)	High Street	Build Sidewalk	Village of Rantoul	6-10	0.08	$13,728
Oakcrest Drive north side	W of Illinois Drive	E of Park Drive	Build Sidewalk	Village of Rantoul	6-10	0.03	$5,632
Pacesetter Drive north side	N of Condit Drive	Eagle Drive	Build Sidewalk	Village of Rantoul	6-10	0.03	$4,704
Phillips Drive	Pine Avenue	N of Birch Avenue	Build Sidewalk	Village of Rantoul	6-10	0.05	$8,480
Congress Avenue south side	Klein Avenue	Chanute Street	Build Sidewalk	Village of Rantoul	6-10	0.06	$10,912
Golf Course Road	Bogey Drive	Willow Pond Drive	Build Sidewalk	Village of Rantoul	6-10	0.15	$24,512
Letchworth Avenue south side	High Street	Century Boulevard	Build Sidewalk	Village of Rantoul	6-10	0.12	$20,288
Letchworth Avenue	Tanner Street	Penfield Street	Build Sidewalk	Village of Rantoul	6-10	0.07	$12,480
Pine Avenue north side	E of Birch Drive	Maplewood Drive	Build Sidewalk	Village of Rantoul	6-10	0.07	$11,296
Tanner Street east side	Campbell Avenue	Belle Avenue	Build Sidewalk	Village of Rantoul	6-10	0.06	$10,048

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Miles	Cost Estimate
Century Boulevard west side	Letchworth Avenue	Campbell Avenue	Build Sidewalk	IDOT	6-10	0.07	$12,000
Kentucky Avenue west side	Grove Avenue	Sangamon Avenue	Build Sidewalk	Village of Rantoul	6-10	0.08	$13,312
Murray Road west side	S of Broadmeadow Road	N of Stone Bridge Drive	Build Sidewalk	Village of Rantoul	6-10	0.07	$12,224
Sheldon Street west side	Congress Avenue	Champaign Avenue	Build Sidewalk	Village of Rantoul	6-10	0.07	$12,064
Build New Sidewalk (Low Priority)							**$8,015,462**
Access Road	Crane Drive	Aspen Drive	Build Sidewalk	Village of Rantoul	11+	0.08	$13,517
Alexander Drive	Gates Drive	Rockland Drive	Build Sidewalk	Village of Rantoul	11+	0.26	$43,930
Alpers Drive	Flessner Avenue	Keal Avenue	Build Sidewalk	Village of Rantoul	11+	0.18	$30,413
Arcadia Drive	Grove Avenue	Prairie View Drive	Build Sidewalk	Village of Rantoul	11+	0.44	$74,342
Aspen Drive	Stephanie Drive	Laurel Drive	Build Sidewalk	Village of Rantoul	11+	0.29	$48,998
Autumn Fields Lane south side	Pheasant Ridge Drive	Pheasant Ridge Drive	Build Sidewalk	Village of Rantoul	11+	0.2	$33,792
Autumn Fields Lane west side	Pheasant Ridge Drive	Pointer Lane	Build Sidewalk	Village of Rantoul	11+	0.12	$20,275
Bel Air Drive	Maplewood Drive	Illinois Drive	Build Sidewalk	Village of Rantoul	11+	1.06	$179,098
Bel Place	Bel Air Drive	Clark Street	Build Sidewalk	Village of Rantoul	11+	0.16	$27,034
Briarcliff Drive	Maplewood Drive	Morningside Drive	Build Sidewalk	Village of Rantoul	11+	1.2	$202,752

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Miles	Cost Estimate
Briarcliff Drive	East terminus	Maplewood Drive	Build Sidewalk	Village of Rantoul	11+	0.5	$84,480
Broadmeadow Road	James Road	Malsbury Drive	Build Sidewalk	Village of Rantoul	11+	0.74	$125,030
Brookshire Drive	Maplewood Drive	Laurel Drive	Build Sidewalk	Village of Rantoul	11+	0.24	$40,550
Cantonment Avenue	Hamilton Street	Borman Drive	Build Sidewalk	Village of Rantoul	11+	0.32	$54,067
Carolina Drive	East terminus	Lon Drive	Build Sidewalk	Village of Rantoul	11+	0.3	$50,688
Cemetery Road south side	Ohio Avenue	Penfield Street	Build Sidewalk	Village of Rantoul	11+	0.2	$33,792
Century Boulevard	Hospital Drive	Chandler Road	Build Sidewalk	Village of Rantoul	11+	0.41	$69,274
Century Boulevard east side	Village Boundary	North Drive	Build Sidewalk	Village of Rantoul, IDOT	11+	0.43	$72,653
Century Boulevard west side	Wheat Avenue	Frost Avenue	Build Sidewalk	Village of Rantoul	11+	0.12	$20,275
Champaign Avenue north side	Murray Road	Evans Road	Build Sidewalk	IDOT	11+	1.4	$236,544
Chandler Road north side	South Perimeter Road	Liberty Avenue	Build Sidewalk	Village of Rantoul	11+	1.42	$239,923
Chanute Street west side	Urbana Avenue	Veterans Parkway	Build Sidewalk	Village of Rantoul	11+	0.05	$8,448
Charles Drive	Klein Avenue	Klein Avenue	Build Sidewalk	Village of Rantoul	11+	0.35	$59,136
Cheryl Drive	Gleason Drive	Maplewood Drive	Build Sidewalk	Village of Rantoul	11+	0.3	$50,688

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Miles	Cost Estimate
Clark Street north side	Maplewood Drive	Oakcrest Drive	Build Sidewalk	Village of Rantoul	11+	0.7	$118,272
Collison Street	Linden Avenue	Frost Avenue	Build Sidewalk	Village of Rantoul	11+	0.1	$16,896
Crane Drive	Maplewood Drive	Cambridge Drive	Build Sidewalk	Village of Rantoul	11+	0.57	$96,307
Cypress Lane	Rosewood Drive	Access Road	Build Sidewalk	Village of Rantoul	11+	0.48	$81,101
Doolittle Boulevard east side	Linden Avenue	Frost Avenue	Build Sidewalk	Village of Rantoul	11+	0.1	$16,896
East Perimeter Road west side	Veterans Parkway	Fairway Drive	Build Sidewalk	Village of Rantoul	11+	0.12	$20,275
East Perimeter Road west side	Golfview Road	South Perimeter Road	Build Sidewalk	Village of Rantoul	11+	0.62	$104,755
Eastview Drive	Roselyn Drive	Oakcrest Drive	Build Sidewalk	Village of Rantoul	11+	1.4	$236,544
Eater Drive	Gates Drive	Short Street	Build Sidewalk	Village of Rantoul	11+	0.5	$84,480
Eater Drive north side	Harper Drive	Maplewood Drive	Build Sidewalk	Village of Rantoul	11+	0.14	$23,654
Embassy Row east side	Hamilton Street	Borman Drive	Build Sidewalk	Village of Rantoul	11+	0.16	$27,034
Englewood Drive	Clark Street	Illinois Drive	Build Sidewalk	Village of Rantoul	11+	0.98	$165,581
Enterprise Drive east side	Wheat Avenue	Frost Avenue	Build Sidewalk	Village of Rantoul	11+	0.14	$23,654
Enterprise Drive east side	Flessner Avenue	Keal Avenue	Build Sidewalk	Village of Rantoul	11+	0.11	$18,586
Evans Road	Innovation Road	Champaign Avenue	Build Sidewalk	Village of Rantoul	11+	0.36	$60,826

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Miles	Cost Estimate
Fairlawn Drive	Maplewood Drive	Winding Lane	Build Sidewalk	Village of Rantoul	11+	0.9	$152,064
Flessner Avenue north side	Nan Fuller Drive	Liberty Avenue	Build Sidewalk	Village of Rantoul	11+	0.45	$76,032
Gates Drive	Gleason Drive	Keystone Drive	Build Sidewalk	Village of Rantoul	11+	0.85	$143,616
Gibbs Drive	Taylor Place	Tokarski Place	Build Sidewalk	Village of Rantoul	11+	0.1	$16,896
Gleason Drive	Eater Drive	North terminus	Build Sidewalk	Village of Rantoul	11+	0.8	$135,168
Gleason Drive	Carolina Drive	Eater Drive	Build Sidewalk	Village of Rantoul	11+	0.4	$67,584
Glenwood Drive south side	Baerman Drive	East Avenue	Build Sidewalk	Village of Rantoul	11+	0.25	$42,240
Golf Course Road north side	Bogey Drive	Willow Pond Road	Build Sidewalk	Village of Rantoul	11+	2	$337,920
Golfview Circle	Golfview Road	Golfview Road	Build Sidewalk	Village of Rantoul	11+	0.16	$27,034
Golfview Road south side	East Perimeter Road	Willow Pond Road	Build Sidewalk	Village of Rantoul	11+	0.25	$42,240
Grange Drive	Gleason Drive	Harper Drive	Build Sidewalk	Village of Rantoul	11+	0.08	$13,517
Harmon Drive	Harper Drive	Maplewood Drive	Build Sidewalk	Village of Rantoul	11+	0.34	$57,446
Harper Drive	Short Street	Eater Drive	Build Sidewalk	Village of Rantoul	11+	0.98	$165,581
Hazelcrest Place	Oakcrest Drive	West terminus	Build Sidewalk	Village of Rantoul	11+	0.25	$42,240
Heath Drive east side	Pheasant Ridge Drive	Pointer Lane	Build Sidewalk	Village of Rantoul	11+	0.13	$21,965

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Miles	Cost Estimate
Highland Drive	Myers Street	Baerman Drive	Build Sidewalk	Village of Rantoul	11+	0.52	$87,859
Hobson Drive	East terminus	Maplewood Drive	Build Sidewalk	Village of Rantoul	11+	0.34	$57,446
Hospital Drive	Century Boulevard	Nightingale Court	Build Sidewalk	Village of Rantoul	11+	0.06	$10,138
Illinois Court	Illinois Drive	West terminus	Build Sidewalk	Village of Rantoul	11+	0.12	$20,275
Illinois Drive	North Drive	Clark Street	Build Sidewalk	Village of Rantoul	11+	0.75	$126,720
Illinois Drive	Ryan Park Path	Grove Avenue	Build Sidewalk	Village of Rantoul	11+	1.1	$185,856
James Road	Mary Alice Road	Champaign Avenue	Build Sidewalk	Village of Rantoul	11+	0.36	$60,826
Jeffrey Drive	Mikel Drive	Kenneth Drive	Build Sidewalk	Village of Rantoul	11+	0.2	$33,792
Juniper Drive	N of Briarcliff Drive	Bel Air Drive	Build Sidewalk	Village of Rantoul	11+	0.2	$33,792
Kenneth Drive	Steven Drive	Maplewood Drive	Build Sidewalk	Village of Rantoul	11+	0.56	$94,618
Keystone Drive	Gates Drive	Rockland Drive	Build Sidewalk	Village of Rantoul	11+	0.28	$47,309
Leonard Street east side	Tuskegee Avenue	Chandler Road	Build Sidewalk	Village of Rantoul	11+	0.18	$30,413
Liberty Avenue	Century Boulevard	Borman Drive	Build Sidewalk	IDOT	11+	0.65	$109,824
Liberty Avenue east side	Wheat Avenue	Chandler Road	Build Sidewalk	IDOT	11+	0.53	$89,549
Lon Drive east side	Grove Avenue	Gates Drive	Build Sidewalk	Village of Rantoul	11+	0.12	$20,275

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Miles	Cost Estimate
Magnolia Lane	Rosewood Drive	Access Road	Build Sidewalk	Village of Rantoul	11+	0.52	$87,859
Mahoning Drive	Maplewood Drive	Maplewood Drive	Build Sidewalk	Village of Rantoul	11+	0.45	$76,032
Malsbury Court	Malsbury Drive	West terminus	Build Sidewalk	Village of Rantoul	11+	0.15	$25,344
Malsbury Drive east side	Champaign Avenue	Quinlan Place	Build Sidewalk	Village of Rantoul	11+	0.11	$18,586
Marcia Drive	Gates Drive	Gleason Drive	Build Sidewalk	Village of Rantoul	11+	0.48	$81,101
Mary Alice Road	Gerald Road	James Road	Build Sidewalk	Village of Rantoul	11+	0.15	$25,344
Mather Drive	Harper Drive	Eater Drive	Build Sidewalk	Village of Rantoul	11+	0.4	$67,584
Meadows Court	Malsbury Drive	West terminus	Build Sidewalk	Village of Rantoul	11+	0.16	$27,034
Mikel Drive	Briarcliff Drive	Steven Drive	Build Sidewalk	Village of Rantoul	11+	0.35	$59,136
Mitchell Court	Gibbs Drive	Grove Avenue	Build Sidewalk	Village of Rantoul	11+	1.1	$185,856
Molloy Drive	East terminus	Maplewood Drive	Build Sidewalk	Village of Rantoul	11+	0.12	$20,275
Morningside Drive	Briarcliff Drive	Oakcrest Drive	Build Sidewalk	Village of Rantoul	11+	0.26	$43,930
Nightingale Court	Hospital Drive	Frost Avenue	Build Sidewalk	Village of Rantoul	11+	0.28	$47,309
North Drive	Illinois Drive	Oakcrest Drive	Build Sidewalk	Village of Rantoul	11+	0.25	$42,240
Oakcrest Drive	North Drive	Clark Street	Build Sidewalk	Village of Rantoul	11+	0.85	$143,616
Ohio Avenue west side	Grove Avenue	Sangamon Avenue	Build Sidewalk	Village of Rantoul	11+	0.1	$16,896

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Miles	Cost Estimate
Penfield Street east side	Grove Avenue	Sangamon Avenue	Build Sidewalk	Village of Rantoul	11+	0.08	$13,517
Pinecrest Court	North terminus	Pinecrest Drive	Build Sidewalk	Village of Rantoul	11+	0.1	$16,896
Pinecrest Place	Illinois Drive	West terminus	Build Sidewalk	Village of Rantoul	11+	0.25	$42,240
Pinoak Lane	Rosewood Drive	Access Road	Build Sidewalk	Village of Rantoul	11+	0.5	$84,480
Prairie View Drive	Klein Avenue	South terminus	Build Sidewalk	Village of Rantoul	11+	0.5	$84,480
Rockland Drive	Alexander Drive	Keystone Drive	Build Sidewalk	Village of Rantoul	11+	0.1	$16,896
Roselyn Drive	Briarcliff Drive	Bel Air Drive	Build Sidewalk	Village of Rantoul	11+	0.25	$42,240
Ruth Crane Drive	North Drive	Pinecrest Drive	Build Sidewalk	Village of Rantoul	11+	0.22	$37,171
Sangamon Avenue north side	Ohio Avenue	Penfield Street	Build Sidewalk	Village of Rantoul	11+	0.02	$3,379
Shady Lawn Drive	Maplewood Drive	Prairie View Drive	Build Sidewalk	Village of Rantoul	11+	0.4	$67,584
Sherwood Drive	Fairlawn Drive	South terminus	Build Sidewalk	Village of Rantoul	11+	0.15	$25,344
Short Street	Pleasant Acres School	Harper Drive	Build Sidewalk	Village of Rantoul	11+	0.03	$5,069
South Perimeter Road	East Perimeter Road	Chandler Road	Build Sidewalk	Village of Rantoul	11+	1.1	$185,856
Steven Drive	East terminus	Kenneth Drive	Build Sidewalk	Village of Rantoul	11+	0.16	$27,034
Sunset Drive	Winding Lane	Winding Lane	Build Sidewalk	Village of Rantoul	11+	0.55	$92,928

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Miles	Cost Estimate
Sunview Road west side	Champaign Avenue	Broadmeadow School	Build Sidewalk	Village of Rantoul	11+	0.12	$20,275
Sycamore Lane	Maplewood Drive	Access Road	Build Sidewalk	Village of Rantoul	11+	0.61	$103,066
Taylor Place south side	Twin Lakes Drive	Gibbs Dr	Build Sidewalk	Village of Rantoul	11+	0.05	$8,448
Thunderbird Drive	International Avenue	Dodge Avenue	Build Sidewalk	Village of Rantoul	11+	0.53	$89,549
Tokarski Place	Twin Lakes Drive	Gibbs Dr	Build Sidewalk	Village of Rantoul	11+	0.12	$20,275
Tuskegee Avenue north side	Leonard Street	Century Boulevard	Build Sidewalk	Village of Rantoul	11+	0.22	$37,171
Twin Lakes Drive	Taylor Place	Tokarski Place	Build Sidewalk	Village of Rantoul	11+	0.06	$10,138
Urbana Avenue south side	Chanute Street	Eagle Drive	Build Sidewalk	Village of Rantoul	11+	0.33	$55,757
Veterans Parkway north side	East Perimeter Road	Liberty Avenue	Build Sidewalk	Village of Rantoul	11+	1.45	$244,992
Veterans Parkway south side	East Perimeter Road	Maplewood Drive	Build Sidewalk	Village of Rantoul	11+	0.48	$81,101
Wedgewood Drive	Stephanie Drive	Laurel Drive	Build Sidewalk	Village of Rantoul	11+	0.3	$50,688
Westlin Court	Malsbury Drive	West terminus	Build Sidewalk	Village of Rantoul	11+	0.16	$27,034
Wheat Avenue south side	Century Boulevard	Liberty Avenue	Build Sidewalk	Village of Rantoul	11+	0.55	$92,928
Willow Pond Road west side	Golf Course Road	South terminus	Build Sidewalk	Village of Rantoul	11+	0.04	$6,758

Street Name	From (N/E)	To (S/W)	Treatment	Agencies Responsible	Timeframe of Implementation	Length in Miles	Cost Estimate
Winding Lane	Shady Lawn Drive	Fairlawn Drive	Build Sidewalk	Village of Rantoul	11+	0.9	$152,064
Yakel Street east side	Wheat Avenue	Frost Avenue	Build Sidewalk	Village of Rantoul	11+	0.14	$23,654
Youman Drive	Harper Drive	North terminus	Build Sidewalk	Village of Rantoul	11+	0.08	$13,517
Intersection Name			**Treatment**	**Agencies Responsible**	**Timeframe of Implementation**		**Cost Estimate (each)**
Pedestrian Countdown Signal (PCS)							**$35,520**
Century Boulevard at Champaign Avenue			PCS	IDOT	0-5		$5,920
Century Boulevard at Congress Avenue			PCS	IDOT	0-5		$5,920
Century Boulevard at Grove Avenue			PCS	IDOT	0-5		$5,920
Century Boulevard at Sangamon Avenue			PCS	IDOT	0-5		$5,920
Champaign Avenue at Fredrick Street			PCS	IDOT	0-5		$5,920
Champaign Avenue at Tanner Street			PCS	IDOT	0-5		$5,920
Pedestrian Crossing Enhancement							**$17,760**
Champaign Avenue at Sunview Road			Rectangular Rapid Flashing Beacon (RRFB)	IDOT	0-5		$5,920
Champaign Avenue at East Avenue			Speed Feedback Sign	IDOT	0-5		$5,920
Champaign Avenue at James Road			Speed Feedback Sign	IDOT	0-5		$5,920
Curb Ramps with High Connectivity Value							**$65,000**
Broadmeadow Road & Sunview Road			Curb Ramp	Village of Rantoul	0-5		$2,500
Century Boulevard & Wabash Avenue			Curb Ramp	IDOT	0-5		$2,500
Congress Avenue & Tanner Street			Curb Ramp	Village of Rantoul	0-5		$2,500

Intersection Name	Treatment	Agencies Responsible	Timeframe of Implementation	Cost Estimate (each)
Grove Avenue & Chanute Street	Curb Ramp	Village of Rantoul	0-5	$2,500
Grove Avenue & Garrard Street	Curb Ramp	Village of Rantoul	0-5	$2,500
Grove Avenue & Illinois Drive	Curb Ramp	Village of Rantoul	0-5	$2,500
Grove Avenue & Kentucky Avenue	Curb Ramp	Village of Rantoul	0-5	$2,500
Kentucky Avenue & Garrard Street	Curb Ramp	Village of Rantoul	0-5	$2,500
Klein Avenue & Congress Avenue	Curb Ramp	Village of Rantoul	0-5	$2,500
Lincoln Street & West Avenue	Curb Ramp	Village of Rantoul	0-5	$2,500
Grove Avenue north side (between Maplewood Drive and Twin Lakes Drive)	Curb Ramp	Village of Rantoul	0-5	$2,500
Neipswah Avenue & Neipswah Court	Curb Ramp	Village of Rantoul	0-5	$2,500
Ohio Avenue & Grove Avenue	Curb Ramp	Village of Rantoul	0-5	$2,500
Pheasant Ridge Drive & Autumn Fields Lane	Curb Ramp	Village of Rantoul	0-5	$2,500
Pheasant Ridge Drive & Heath Drive	Curb Ramp	Village of Rantoul	0-5	$2,500
Scott Street & Letchworth Avenue	Curb Ramp	Village of Rantoul	0-5	$2,500
Tanner Street & Sangamon Avenue	Curb Ramp	Village of Rantoul	0-5	$2,500
Urbana Avenue (between Steffler St and Lincoln St)	Curb Ramp	Village of Rantoul	0-5	$2,500

Intersection Name	Treatment	Agencies Responsible	Timeframe of Implementation	Cost Estimate (each)
Eagle Drive (between Borman Drive and Neal Drive)	Curb Ramp	Village of Rantoul	6-10	$2,500
Illinois Drive & North Drive	Curb Ramp	Village of Rantoul	6-10	$2,500
Neipswah Avenue & Fox Ridge Drive	Curb Ramp	Village of Rantoul	6-10	$2,500
Oakcrest Drive & Park Drive	Curb Ramp	Village of Rantoul	6-10	$2,500
Pacesetter Drive (near Starlifter Street)	Curb Ramp	Village of Rantoul	6-10	$2,500
Wiseman Street & Enterprise Drive	Curb Ramp	Village of Rantoul	6-10	$2,500
Willow Pond Road and Par Drive	Curb Ramp	Village of Rantoul	6-10	$2,500
Crane Drive & Cambridge Drive	Curb Ramp	Village of Rantoul	6-10	$2,500

7.2. FUNDING SOURCES

Implementing the infrastructure projects recommended in this plan involves considerable expense for the Village of Rantoul and IDOT. This section identifies some of the potential funding sources that can be used to implement the recommended projects and programs.

7.2.1. Federal Programs

Passed by Congress in 2015, the Fixing America's Surface Transportation Act, or FAST Act, is the nation's current transportation funding legislation. The FAST Act establishes or extends several programs from the previous transportation bill that can be used to fund sidewalk construction and improvements.

Safe Routes to School: The Safe Routes to School (SRTS) program is designed to create safer opportunities for children in Kindergarten through 8th grade to walk or bike to school. The FAST Act extends funding for the SRTS program until 2020.

Surface Transportation Block Grant Program: The Surface Transportation Block Grant Program combines the former Surface Transportation Program and Transportation Alternatives Program[1]. It provides funding for transportation infrastructure, including pedestrian infrastructure.

Capital Investment Grants: Capital Investment Grants provide funding for metropolitan transportation planning projects, including sidewalk accessibility. From 2016 to 2020, the General Fund is authorized to allocate more than $2.3 billion toward Capital Investment Grants[2]. This program, administered by the Federal Transit Administration, is designed to improve mobility for people with disabilities and seniors. Eligible activities include "traditional" transit services as capital. In addition, up to 45 percent of the funding can be used for "nontraditional" projects, including constructing sidewalks, curb ramps, and accessible pedestrian signals that serve a bus stop[3].

7.2.2. State and Private Funding Sources

At the state level, the Illinois Department of Transportation (IDOT) and Illinois Department of Natural Resources (IDNR) provide the most access to funding for shared-use paths (trails) that can be used by pedestrians and bicyclists. Those state funding sources, along with private, and non-profit sources are listed below.

Doppelt Family Trail Development Fund

Organization: Rails-to-Trails Conservancy (RTC)

Deadline: Varies

Maximum Amount: $35,000 (among 2020 grant recipients)

Description: The Rails-to-Trails Conservancy (RTC) launched a new grant program in 2015 to support organizations and local governments that are implementing projects to build and improve rail-trails. Under the Doppelt Family Trail Development Fund, RTC will award a total of $85,000 per year for the next five years to qualifying projects through a competitive process.

Website: http://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/

Illinois Bicycle Path Program

Department: Illinois Department of Natural Resouces (IDNR)

Deadline: March 2nd

Maximum Amount: $200,000 for Development Projects, None for Acquisition Projects

Description: The Illinois Bicycle Path Grant Program was created to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support infrastructure. Grants are available to any local government agency having statutory authority

1. "FAST Act: A Summary of Highway Provisions," U.S. Department of Transportation, https://www.fhwa.dot.gov/fastact/summary.cfm

2. "Fixing America's Surface Transportation (FAST) Act," Association of Metropolitan Planning Organizations, December 2015, http://www.ampo.org/wp-content/uploads/2015/12/FAST-Summary-.pdf.

3. "Fact Sheet: Enhanced Mobility of Seniors and Individuals with Disabilities," Federal Transit Administration, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/funding/grants/37971/5310-enhanced-mobility-seniors-and-individuals-disabilities-fact-sheet.pdf

to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program.

Website: https://www.dnr.illinois.gov/AEG/Pages/BikePathProgram.aspx

Illinois Transportation Enhancement Program (ITEP)

Department: IDOT

Deadline: Set by IDOT

Maximum Amount: $2,000,000

Description: ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 50 percent reimbursement for right-of-way and easement acquisition costs, and up to 80 percent reimbursement for Phase II engineering, utility relocations, construction engineering, and construction costs. The remaining 20 or 50 percent is the responsibility of the project sponsor. A project must qualify as one of the 9 eligible categories listed in the ITEP Guidelines Manual and it must relate to surface transportation to be eligible for funding.

Website: http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP

Open Space Lands Acquisition and Development Program (OSLAD) & Land and Water Conservation Fund (LWCF)

Department: IDNR

Deadline: Between May 1st & July 20th

Maximum Amount: $750,000 for Acquisition Projects, $400,000 for Development/Renovation Projects

Description: The OSLAD Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The federal LWCF program (also known as LAWCON) is a similar program with similar objectives. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. Both programs provide funding assistance up to 50% of approved project.

Website: https://www.dnr.illinois.gov/aeg/pages/openspacelandsaquisitiondevelopment-grant.aspx

Recreational Trails Program (RTP)

Organization: IDNR

Deadline: March 1st

Maximum Amount: N/A

Description: This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. Examples of eligible project activities include: trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support infrastructure and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. By law, 30% of each state's RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.

Website: https://www.dnr.illinois.gov/AEG/Pages/FederalRecreationalTrailsProgram.aspx

Safe Routes to School (SRTS)

Department: IDOT

Deadline: Set by IDOT

Maximum Amount: $200,000 for Infrastructure Applications, $30,000 for Non-Infrastructure Applications

Description: The Illinois Safe Routes to School Program (SRTS) is a federally funded program administered by IDOT. The Illinois SRTS Program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to schools serving grades Kindergarten through 8th grade. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor.

Website: http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index

APPENDIX A
Traffic Volumes, 2016-2019

North/South Street	East/West Street	Hour	All modes (including vehicles)	Pedestrians	Bicycles
Century Boulevard	Campbell Avenue	7-8 AM	491	5	0
		8-9 AM	336	6	1
		9-10 AM	301	8	0
		10-11 AM	320	4	0
		11 AM-12 Noon	390	7	2
		12-1 PM	387	0	1
		1-2 PM	436	0	1
		2-3 PM	510	1	1
		3-4 PM	553	4	1
		4-5 PM	555	2	3
		5-6 PM	508	2	1
		6-7 PM	335	0	3
		Total	**5,122**	**39**	**14**
Century Boulevard	Champaign Avenue	7-8 AM	1,050	4	0
		8-9 AM	904	0	0
		9-10 AM	931	3	0
		10-11 AM	988	4	0
		11 AM-12 Noon	1,145	4	1
		12-1 PM	1,191	10	0
		1-2 PM	1,241	3	1
		2-3 PM	1,390	1	0
		3-4 PM	1,552	2	1
		4-5 PM	1,777	2	1
		5-6 PM	1,573	6	0
		6-7 PM	1,151	13	2
		Total	**14,893**	**52**	**6**
Century Boulevard	Veterans Parkway	7-8 AM	672	0	0
		8-9 AM	539	0	1
		9-10 AM	519	0	0
		10-11 AM	484	1	0
		11 AM-12 Noon	556	1	0
		12-1 PM	653	1	0
		1-2 PM	700	0	0
		2-3 PM	721	0	0
		3-4 PM	772	1	0
		4-5 PM	811	0	0
		5-6 PM	816	0	2
		6-7 PM	322	0	0
		Total	**7,565**	**4**	**3**

North/South Street	East/West Street	Hour	All modes (including vehicles)	Pedestrians	Bicycles
Chanute Street	Champaign Avenue	7-8 AM	531	0	0
		8-9 AM	511	0	0
		9-10 AM	505	0	1
		10-11 AM	590	1	0
		11 AM-12 Noon	728	10	1
		12-1 PM	795	9	2
		1-2 PM	789	3	0
		2-3 PM	817	14	0
		3-4 PM	890	7	3
		4-5 PM	1,013	11	0
		5-6 PM	918	24	5
		6-7 PM	682	12	2
		Total	**8,769**	**91**	**14**
Evans Road	Champaign Avenue	7-8 AM	411	0	0
		8-9 AM	272	0	0
		9-10 AM	268	1	0
		10-11 AM	321	0	0
		11 AM-12 Noon	406	0	0
		12-1 PM	432	0	0
		1-2 PM	327	1	0
		2-3 PM	716	2	1
		3-4 PM	728	1	2
		4-5 PM	597	0	0
		5-6 PM	379	0	0
		6-7 PM	184	0	0
		Total	**5,041**	**5**	**3**
Liberty Avenue	Chandler Road	7-8 AM	788	0	0
		8-9 AM	548	0	0
		9-10 AM	503	0	0
		10-11 AM	495	0	2
		11 AM-12 Noon	523	0	0
		12-1 PM	605	0	4
		1-2 PM	600	1	0
		2-3 PM	643	0	0
		3-4 PM	819	1	0
		4-5 PM	881	0	0
		5-6 PM	847	0	0
		6-7 PM	530	0	0
		Total	**7,782**	**2**	**6**

North/South Street	East/West Street	Hour	All modes (including vehicles)	Pedestrians	Bicycles
Lon Drive	Grove Avenue	7-8 AM	414	N/A	N/A
		8-9 AM	263	N/A	N/A
		9-10 AM	291	N/A	N/A
		10-11 AM	266	N/A	N/A
		11 AM-12 Noon	318	N/A	N/A
		12-1 PM	370	N/A	N/A
		1-2 PM	301	N/A	N/A
		2-3 PM	420	N/A	N/A
		3-4 PM	500	N/A	N/A
		4-5 PM	494	N/A	N/A
		5-6 PM	515	N/A	N/A
		6-7 PM	287	N/A	N/A
		Total	**4,439**	**0**	**0**
Maplewood Drive	Bel Aire Drive	7-8 AM	451	14	3
		8-9 AM	276	2	0
		9-10 AM	238	61	0
		10-11 AM	314	53	2
		11 AM-12 Noon	340	6	0
		12-1 PM	337	14	8
		1-2 PM	397	6	0
		2-3 PM	543	20	7
		3-4 PM	552	20	4
		4-5 PM	525	10	7
		5-6 PM	503	8	8
		6-7 PM	442	11	3
		Total	**4,918**	**225**	**42**
Maplewood Drive	Grove Avenue	7-8 AM	1,053	0	0
		8-9 AM	680	6	0
		9-10 AM	695	0	0
		10-11 AM	721	2	0
		11 AM-12 Noon	880	0	1
		12-1 PM	917	2	0
		1-2 PM	832	5	0
		2-3 PM	1,107	6	2
		3-4 PM	1,250	2	0
		4-5 PM	1,229	2	0
		5-6 PM	1,098	5	0
		6-7 PM	885	2	0
		Total	**11,347**	**32**	**3**

North/South Street	East/West Street	Hour	All modes (including vehicles)	Pedestrians	Bicycles
Marshall Street	Grove Avenue	7-8 AM	358	22	0
		8-9 AM	193	6	0
		9-10 AM	161	103	0
		10-11 AM	167	0	0
		11 AM-12 Noon	215	5	2
		12-1 PM	216	5	0
		1-2 PM	230	68	2
		2-3 PM	290	30	4
		3-4 PM	309	11	0
		4-5 PM	315	8	0
		5-6 PM	291	14	2
		6-7 PM	227	10	0
		Total	**2,972**	**282**	**10**
Marshall Street	Wabash Avenue	7-8 AM	168	54	1
		8-9 AM	114	16	1
		9-10 AM	57	3	1
		10-11 AM	52	1	0
		11 AM-12 Noon	77	2	2
		12-1 PM	78	10	0
		1-2 PM	77	0	2
		2-3 PM	131	27	2
		3-4 PM	163	25	2
		4-5 PM	114	2	1
		5-6 PM	149	2	2
		6-7 PM	133	0	0
		Total	**1,313**	**142**	**14**
Sheldon Street	Campbell Avenue	7-8 AM	484	20	5
		8-9 AM	180	2	0
		9-10 AM	178	9	0
		10-11 AM	149	0	2
		11 AM-12 Noon	221	4	2
		12-1 PM	229	4	3
		1-2 PM	246	3	1
		2-3 PM	366	74	3
		3-4 PM	361	12	3
		4-5 PM	353	5	1
		5-6 PM	361	1	2
		6-7 PM	259	6	2
		Total	**3,387**	**140**	**24**

APPENDIX B
SWOT Analysis

VILLAGE OF RANTOUL TRANSPORTATION PLAN

SWOT ANALYSIS

Strengths

- Nearly half (46.7%) of population younger than 30 years
- Diverse multicultural population
- Presence of several industrial facilities and land availability
- Presence of University of Illinois ATREL facilities
- Presence of abundant land around former Chanute Air Force Base
- Easy access to Interstate 57
- Easy access to rail (AMTRAK and freight)
- Trail system in development
- Grid street system in village center

Weaknesses

- Population has been decreasing since 1970
- 14% of residents have a disability
- High poverty rate (19.8% of village residents)
- High number (48%) of rented houses
- High housing unit vacancy rate (16.5%)
- Old housing stock (only 3.2% built since 2000)
- Location of aquatic center, library, skate park and fitness facility isolated from major residential areas
- Significant distance and poor connectivity to major employment centers
- Poor access management on major roadways
- Safety problems (mainly around downtown and along Champaign Avenue; speeding and lack of access management on major roadways)
- Lack of bike infrastructure near major destinations such as County Market, Walmart, and some Rantoul schools
- Limited public transportation, in terms of schedule
- Lack of sidewalks in some areas and poor sidewalk network condition

Opportunities

- Land available for future developments
- Renting affordable: 60% of housing units rent for between $350 and $799
- Excessive roadway capacity
- Possibility to implement multimodal transportation network connecting to major public facilities and employment centers
- Expansion of Eagle Express and C-CARTS schedule
- Possibility to increase local motor fuel tax (MFT) for future transportation improvements

Threats

- Local, State and Federal funding for transportation
- Lack of employment diversification (Manufacturing accounts for 21.3% of workers)

APPENDIX C

Public Workshops: Results and Materials

C1: PUBLIC WORKSHOP #1 WINTER, 2019

The first public workshop was held on November 25, 2019 at J.W. Eater Junior High School Innovation Center, Rantoul.

This workshop primarily focused on the existing state of transportation in Rantoul for pedestrians, bicyclists, transit riders, and drivers and asked for comments on those issues. Participants were also asked to provide ideas for the future of transportation in Rantoul.

Figure C1: Public Workshop #1

Figure C2: Public Workshop #1

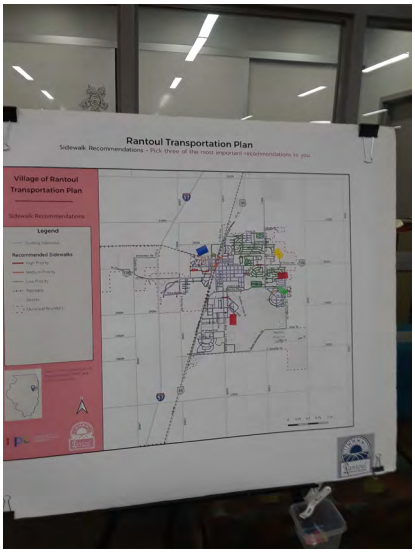
C2: PUBLIC WORKSHOP #2 SPRING, 2020

The second public workshop was held on March 11, 2020 at J.W. Eater Junior High School Innovation Center, Rantoul.

In this workshop, participants were asked to comment on the proposed transportation improvements in Rantoul. They also voted on different strategies (i.e. education, encouragement) to improve transportation in Rantoul.

Figure C3: Public Workshop #2

Figure C4: Public Workshop #4



C3: PUBLIC WORKSHOP COMMENTS

Following sections compile all comments received from the public workshops..

Vision Board Comments

Walking

- Need more sidewalks
- Need better sidewalks
- More focus on the safety of children crossing streets
- Distance to school is not safe for kids to walk

Biking

- Need more bikelanes
- Need more and better quality bikepaths
- Bikeways should be connected

Public Transportation

- C-CARTS needs extended hours, needs to be more affordable and should offer round trip service to Illinois terminal
- A GPS enabled app for C-CARTS
- C-CARTS needs better route to Champaign
- Transfer to CUMTD (from C-CARTS) should be more convenient and affordable

Driving

- Improve Champaign Avenue (US 136) by restaurants (congested and dangerous)
- Need measures to slow down drivers
- Availability of more patrol officers

Comment Card Comments

Question #1: What do you currently like about using the following modes of transportation in and around Rantoul?

Walking	Biking	Public Transportation	Driving
Small enough to walk to most places except the pool and library	I like the bike paths	Having access for people who don't have transport access	Gets me places faster
Walk paths almost everywhere	Town is not too big to bike from one side to the other	Very helpful and convenient	Convenient for everything I do
Easy to get from point A to B	Good exercise		Reliable
It's quiet and safe to walk	Environmentally green		I don't have to work around other schedules

Question #2: What issues do you currently have when using the following modes of transportation in and around Rantoul?

Walking	Biking	Public Transportation	Driving
Many areas with no sidewalks	Not enough bike-lanes throughout town	Too expensive	Roads need repair
Not safe, sidewalks need repair	Roads are dangerous	Don't feel the safest	People don't slow down in school zones
Speeding cars don't wait for pedestrians	Don't feel safe letting kids bike	very limited service	Cellphone use while driving
Some routes are hard to navigate	Speeding and unaware drivers	No bus shelter	Negligent drivers, do not always follow rules
To dangerous for kids	Not enough bike paths	Not enough bus stops	
Long walks	Long rides		
Too dangerous- gun violence, drugs			

Question #3: If you could make one recommendation to the Village of Rantoul or Rantoul City Schools to improve transportation in and around Rantoul, what would you recommend?

Comment	Comment Location	Comment Subject
Provide affordable mass transit for people traveling to Champaign	Rantoul, Champaign	Affordability, Public transit, Connectivity
Have more transportation in Rantoul	Rantoul	Multimodal Connectivity
Respect speed limit, the police need to follow speed limit signs	Rantoul	Safety, Enforcement, Speeding
Have a patrol officer at every school zone	Rantoul School Zones	Safety, Enforcement
Extend bus routes	Rantoul	Public transit, Connectivity
Buses that run every hour	Rantoul	Public transit, Connectivity
Better school crossing	Rantoul School Zones	Safety, Crossing
Cameras to stop speeding and mail them tickets	Rantoul	Safety, Enforcement, Speeding
Sidewalks on every street	Rantoul	Connectivity, Accessibility

Question #4: Are there any other issues, concerns or suggestions you would like to bring to our attention about existing conditions or about these projects?

Comment	Comment Location	Comment Subject
C-CARTS and Eagle Express are not adequate transportation systems. It is also not affordable.	Rantoul	Affordability, Public transit, Connectivity
Everybody should drive with precaution	Rantoul	Safety
Lots of potholes on Bel Air Drive	Bel Air Drive	Maintenance, Repair
No crosswalk or pedestrian protection	Champaign Avenue & Garrard Street intersection	Safety
Dangerous intersection for crossing	Sangamon Avenue & Tanner Street	Safety

C4: PUBLIC WORKSHOP MATERIALS

Rantoul Transportation Plan
Public Workshop #1
Comment Card

Your input on the Rantoul Transportation Plan is important in determining the future vision of transportation in Rantoul. Please let us know your thoughts about any aspect of this project, and submit the form in the box provided or send it to CCRPC offices no later than Friday, December 6, 2019.

1. What do you currently **like** about using the following modes of transportation in and around in Rantoul?

Walking: _____

Biking: _____

Buses (Eagle Express & C-CARTS): _____

Driving: _____

2. What **issues** do you currently have when using the following modes of transportation in and around in Rantoul?

Walking: _____

Biking: _____

Buses (Eagle Express & C-CARTS): _____

Driving: _____

3. If you could make **one recommendation** to the Village of Rantoul to improve transportation in and around Rantoul, what would you recommend?

_____

_____

_____

4. Are there any other issues, concerns or suggestions you would like to bring to our attention about existing conditions or about this project?

_____

_____

_____

5. How did you hear about this meeting? Check all that apply.
__Email __Facebook __Flyer __Rantoul Press __Twitter __Website __Word of Mouth

NAME _____

ORGANIZATION _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

E-MAIL _____

- ❑ *Yes! Add my name to the mailing list*
- ❑ *Please DO NOT add my name to the mailing list*
- ❑ *Please remove my name off of the mailing list*

PLACE STAMP HERE

CCRPC
Rantoul Transportation Plan
c/o Gabriel Lewis
1776 East Washington Street
Urbana, IL 61802

rpc CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

Champaign County Regional Planning Commission (CCRPC)
1776 E. Washington St.
Urbana, IL 61802
Phone: 217-328-3313 Fax: 217-328-2426
www.ccrpc.org

Rantoul Transportation Plan Meeting #2
Comment Card

Your input on the Rantoul Transportation Plan is vital in prioritizing improvements for the future of transportation in Rantoul. Please let us know your thoughts about any aspect of the project, and submit the form in the box provided or send it to CCRPC offices by Friday, March 13, 2020.

1. What is your HIGHEST priority for **WALKING?** Please only mark one choice.
( ) Close sidewalk gaps and improve sidewalks
( ) Improve ADA accessibility on sidewalks and at intersections
( ) Improve pedestrian safety at intersections and midblock crossings
( ) Reduce conflicts between bikes, pedestrians, and other users on sidewalks
( ) Increase education and outreach programs related to walking and safety
( ) Improve maintenance of the sidewalk network

2. What is your HIGHEST priority for **BIKING?** Please only mark one choice.
( ) Close gaps in the existing network of bike lanes and shared-use paths
( ) Provide more separation between bikes and vehicles
( ) Increase education and outreach programs related to biking and safety
( ) Improve the maintenance of the existing bicycle/trail network
( ) Encourage businesses and other destinations to install bicycle parking facilities

3. What is your HIGHEST priority for **TRANSIT?** Please only mark one choice.
( ) Increase frequency of C-CARTS
( ) More C-CARTS stops; if so, where:
( ) Lower C-CARTS fares
( ) Easier or free transfer to MTD service in Champaign-Urbana

4. How did you hear about this meeting? Check all that apply.
( ) Email
( ) Facebook
( ) Flyer
( ) Rantoul Press
( ) Website
( ) Word of Mouth

Other:

5. Are there any other issues, concerns, or suggestions you would like to bring to our attention about this project?

NAME _____

ORGANIZATION _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

E-MAIL _____

- ❑ *Yes! Add my name to the mailing list*
- ❑ *Please DO NOT add my name to the mailing list*
- ❑ *Please remove my name off of the mailing list*

PLACE STAMP HERE

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Urbana, IL 61802

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APPENDIX D
Greenways & Trails Design Guidelines

13 DESIGN GUIDELINES

13.1 Introduction

Champaign County Trails Design Guidelines were created to facilitate development of all non-motorized paths throughout Champaign County, including sidewalks, bike lanes, shared use trails, and nature trails. Existing trails in the area are of varying widths and materials. No standard facilities or design features moreover, show users they are using a trail that is part of an overall countywide system. Once implemented, these design guidelines will help create a recognizable and consistent system of greenways and trails of which Champaign County can be proud.

These guidelines were developed using a collection of resources to ensure that the end product meets the needs of municipalities, special use districts, grant-funding agencies, and trail users, while maintaining accessibility requirements. In compiling these guidelines, best practices already in use in counties across the nation were combined with guidelines tailored to Champaign County's specific needs.

13.1.1 Goals and Objectives

The creation of countywide greenway, trail, and bikeway design guidelines is a first step in implementing the Champaign County Greenways & Trails Plan adopted in February 2004. This relates directly to this Plan's Goal #2, that "all Champaign County residents will be provided with a greenways and trails system that emphasizes safety and user-friendliness."

These guidelines seek to create a system of greenways and trails capturing Champaign County's community character and history, and serving as an educational and recreational resource for trail and bikeway users. It also seeks to maintain the greenways and trails' environmental integrity.

13.1.2 General Standards

- All facilities shall meet or exceed Americans with Disabilities Act (ADA) standards.
- All paved surfaces shall meet or exceed all applicable Illinois Department of Transportation (IDOT) standards for the installation of surface type.
- All paved surfaces shall meet or exceed all applicable local codes.
- All paved surfaces shall meet or exceed current American Association of State Highway and Transportation Officials (AASHTO) standards for trail and bikeway type.
- All guidelines shall comply with the most recent versions of the Americans with Disabilities Act (ADA), IDOT, and AASHTO standards as applicable.

13.1.3 Methodology

Staff from the Champaign County Regional Planning Commission interviewed participating agencies, including representatives from Champaign County, cities and villages, park districts, the University of Illinois, the Champaign-Urbana Mass Transit District, IDNR and IDOT, and several local developers. Questions included what they wanted addressed in the design guidelines, what format they preferred, what practices the agencies currently followed, and the process their agency would go through to adopt the design guidelines into practice if they chose to do so. Many of the representatives were on the Greenways & Trails Plan Steering Committee, so they were familiar with the Greenways & Trails Plan and were interested in its implementation.

Interviewees

The Champaign County Regional Planning Commission conducted interviews with the following organizations and individuals:

City of Champaign

- Public Works: Steve Wegman
- Planning: Rob Kowalski, Danielle Rideout

Design Guidelines

City of Urbana
- Public Works: Bill Gray, Doug Miller
- Planning: Libby Tyler, Paul Lindahl, Matt Wempe

Village of Savoy
- Public Works: Frank Rentschler
- Parks & Grounds: Joshua Mikeworth

Village of Rantoul
- Public Works: Pete Passarelli

Village of Mahomet
- Village Administrator: Teri Legner

Champaign County Highway Department
- Jeff Blue

Champaign Park District
- Bobbie Herakovich, Terri Gibble

Urbana Park District
- Facilities Planning: Tim Bartlett

Champaign County Forest Preserve District
- Facilities Planning: Sally Prunty

Champaign-Urbana Mass Transit District
- Planning: Cynthia Hoyle, Bill Volk

University of Illinois
- Facilities Planning: Kevin Duff
- Facilities Engineering: Gary Biehl

Champaign County
- Planning & Zoning: Frank DiNovo
- CUUATS: Rita Black, Susan Chavarria

Champaign County Board
- Chair: Barb Wysocki

Illinois Department of Natural Resources
- Marla Gursh (Springfield)

Illinois Department of Transportation
- Bureau of Design & Environment: Todd Hill

Several Local Developers

Support for countywide trails design guidelines was generally high, although many agencies stressed the importance of keeping the guidelines flexible for different settings and circumstances. They wanted a short document that would be user-friendly and easy to understand, and they wanted more pictures and diagrams and less text. Safety and practicality were top priorities for each agency, with separation of pedestrians and bicyclists from vehicular traffic and low-cost construction frequently mentioned.

After compiling the information from the interviews, the Champaign County Regional Planning Commission determined the design guidelines' format. Keeping in mind suggestions the different agencies made and the formats other regions used, the Champaign County Regional Planning Commission organized the document by facility type: off-street trails (shared-use trails, nature trails, and sidewalks) and on-street bikeways (bike lanes, bike routes, shared bike/parking lanes, sharrows, and Share the Road). They also included sections on connections and crossings, facilities at trailheads and rest areas.

Each section begins with a description of the feature's use, followed by a cross-section with dimensions and engineering specifications. All design guidelines for Champaign County follow the Illinois Department of Transportation and the Illinois Department of Natural Resources' recommended guidelines for grant funding and accessibility.

13.2 Off-Street Facilities

13.2.1 Shared-Use Trails

A shared-use trail is a recreational pathway that pedestrians, bicyclists, rollerbladers, strollers, and skateboarders may use. They may connect parks, employment centers, shopping centers, and public places. Shared-use trails should not be located immediately adjacent to interstate highways.

Dimensions

Width

- The desired surface width of a shared-use trail is 10 feet. The minimum width should not be less than 8 feet.
- Transitions between existing narrower trails and the 10 foot wide shared-use trail should be created using tapers.

Clear Zone

- A 3-foot wide clear zone should be maintained adjacent to both sides of all shared-use trails for the use of joggers and for keeping vegetation from erupting through the trail surface.
- Where a roadway runs adjacent to or near a shared-use trail, the roadway should be separated from the shared-use trail with a 5 foot wide clear zone.
- When separation of five feet cannot be achieved, a physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
    - Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) is recommended to be at least 10 feet. This will reduce water pollution potential from runoff and chemicals associated with paved surfaces.

Vertical Clearance

- The vertical clearance should be at least 8 feet high (or higher to accommodate maintenance vehicles).

Subgrade, Subbase, and Trail Surface

Subgrade

- The trail and shoulders should be cleared of organic materials. Soil sterilants should be used where necessary to prevent vegetation from erupting through the pavement.

Subbase

- The sub-base should be a 6-inch compacted crushed rock.

Trail Surface

- The following are acceptable surface types for shared-use trails:
    - Asphalt,
    - Concrete, and
    - Compacted crushed rock.
- The paved surface should be a minimum of 4 inches thick or follow the applicable agency's specifications, whichever is greater.
- Shared-use trails should be designed to sustain without damage wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path.
- Edge support to accommodate vehicles can be in the form of stabilized shoulders or in additional pavement width.
- Shared-use trails should be machine laid, using the appropriate machines and tools to smooth and compact the trail surface.

Engineering

- Refer to the most recent adopted edition of the AASHTO "Guide for the Development of Bicycle Facilities" and the Illinois Department of Transportation (IDOT)'s "Bureau of Local Roads & Streets Manual" Chapter 42 - Bicycle Facilities for engineering specifications, including design speed, sight distances, horizontal alignment, and superelevation.

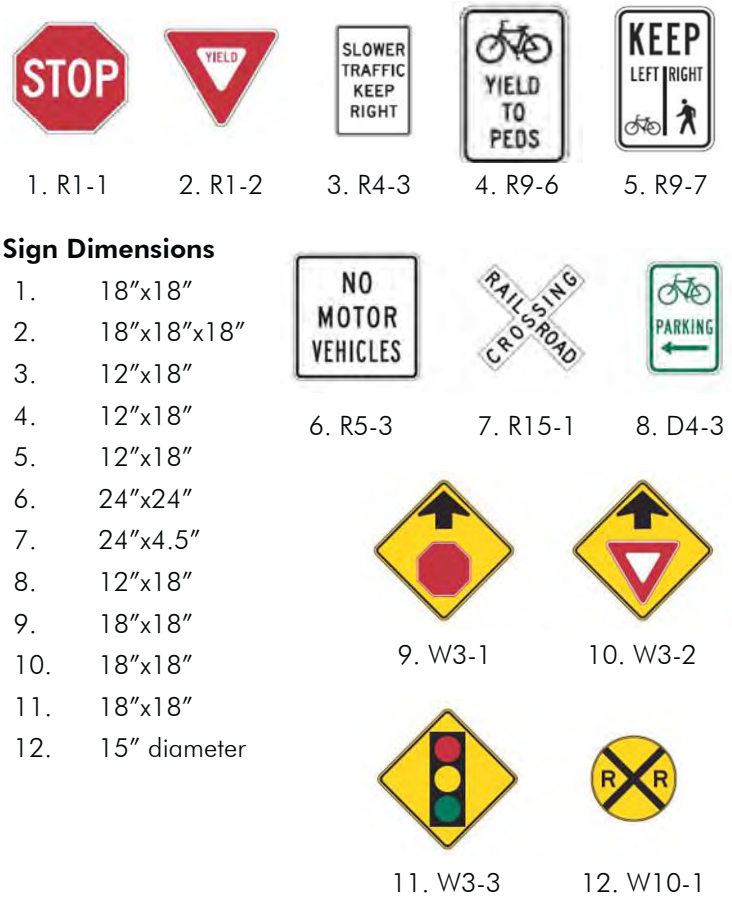
Shared-Use Trail Signage

Shared-use trail signage (see right), especially Signs 1 and 2, should be shielded from road user visibility to decrease confusion. Sign 6 should be installed at the entrance to a shared-use trail. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.

Lateral sign clearance should be a minimum of 2 feet from the near edge of the sign to the near edge of the path. The mounting height for ground-mounted signs should be a minimum of 4 feet, measured from the bottom edge of the sign to the near edge of the path surface. Overhead signs should have a clearance of 8 feet from the bottom edge of the sign to the path surface directly under the sign (or higher to accommodate maintenance vehicles).

Shared-Use Trail Markings

All surface markings on shared-use trails should be retroreflectorized and made of skid-resistant material for safety. Obstructions in the traveled way of a shared-use trail should be marked with retroreflectorized material. Striping should not be used on shared-use trails to separate directions; yield signage should be used instead. Where there are curves with restricted sight distance, a 4 inch wide yellow centerline stripe may be used to separate opposite directions of travel.



1. R1-1 2. R1-2 3. R4-3 4. R9-6 5. R9-7

6. R5-3 7. R15-1 8. D4-3

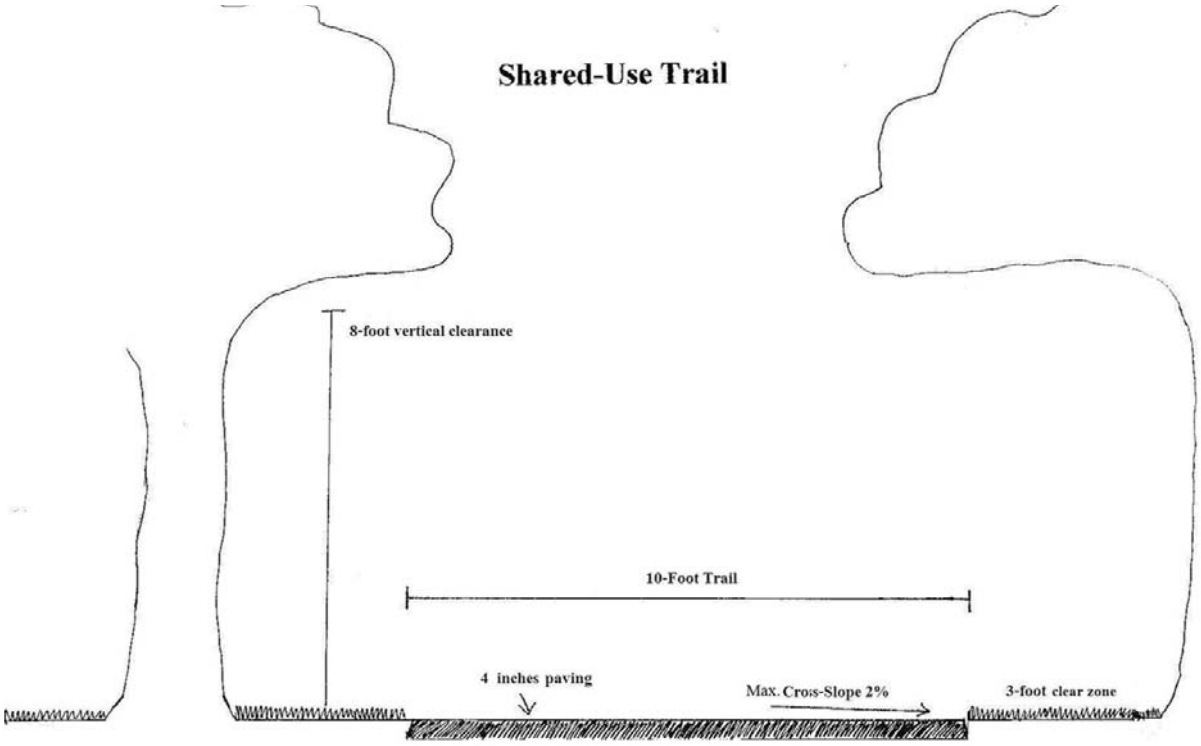
9. W3-1 10. W3-2

11. W3-3 12. W10-1

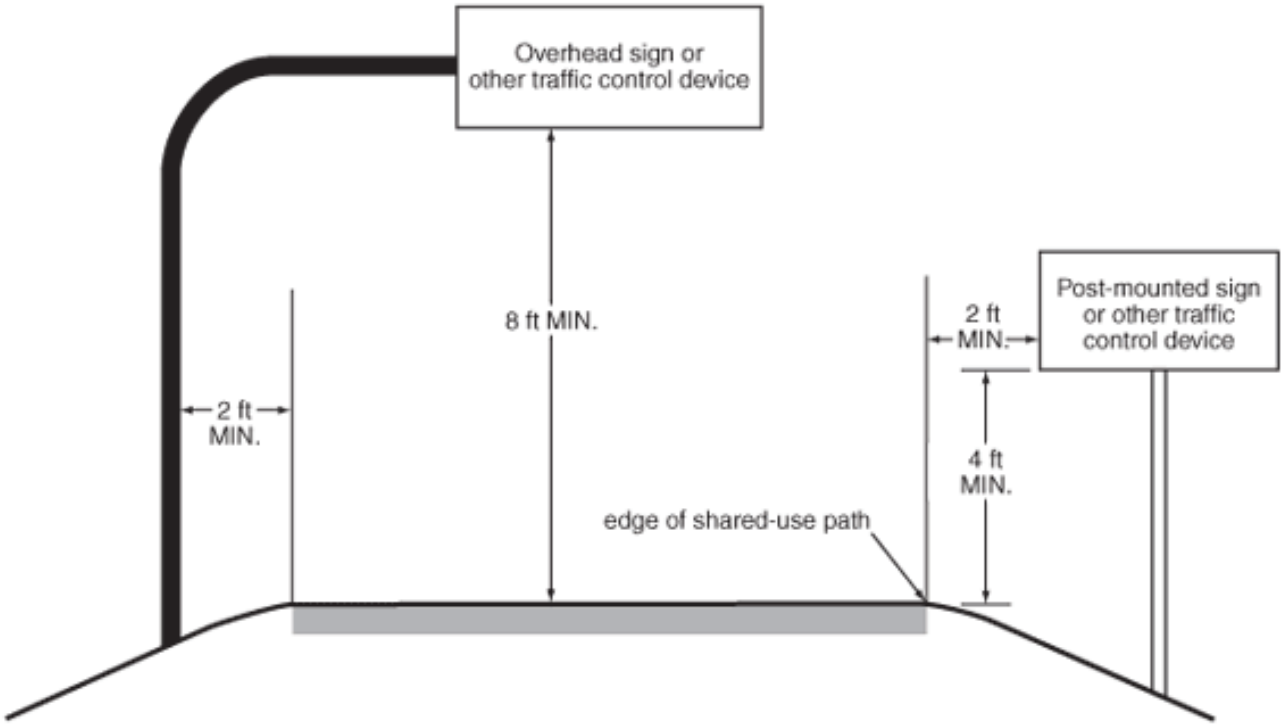
Sign Dimensions

1.	18"x18"
2.	18"x18"x18"
3.	12"x18"
4.	12"x18"
5.	12"x18"
6.	24"x24"
7.	24"x4.5"
8.	12"x18"
9.	18"x18"
10.	18"x18"
11.	18"x18"
12.	15" diameter

Regulatory and Warning Signs and Plaques for Bicycle Facilities
Source: Manual on Uniform Traffic Control Devices (MUTCD) 2009, Figures 9B-2 and 9B-3



Shared-Use Trail Dimensions Diagram



Sign Placement Diagram on Shared-Use Paths
Source: MUTCD 2009, Figure 9B-1

13.2.2 Nature Trails

Nature trails are a form of shared-use path, although they typically run through environmentally sensitive areas. The surfacing and width specifications are more flexible than for shared-use paths; for example, nature trails may have a soft, permeable surface, such as bark, wood chips, or crushed aggregate in lieu of asphalt. Therefore, nature trails are not designed to be ADA accessible. The width of the nature trail may be as narrow as 18 inches to allow for passage through densely vegetated areas and hilly terrain.

Dimensions

Width

- Nature trails should maintain a width of no less than 18 inches.

Clear Zone

- Where a roadway runs adjacent to or near a nature trail, the roadway should be separated from the nature trail with a 5 foot wide mowed shoulder or vegetation.
  - When separation of five feet cannot be achieved, an approved, crash-tested physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
  - Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) should be maintained at a minimum distance of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

Vertical Clearance

- The vertical clearance should be a minimum of 8 feet high (or higher to accommodate maintenance vehicles).
- Tunnels and other undercrossings should have a vertical clearance of at least 10 feet.

Subgrade, Subbase, and Trail Surface

In general, earthen trails do not require a subbase. If soils are particularly wet, a layer of geotextile fabric covered with a layer of aggregate may be placed between the ground and trail surface to provide a moisture barrier.

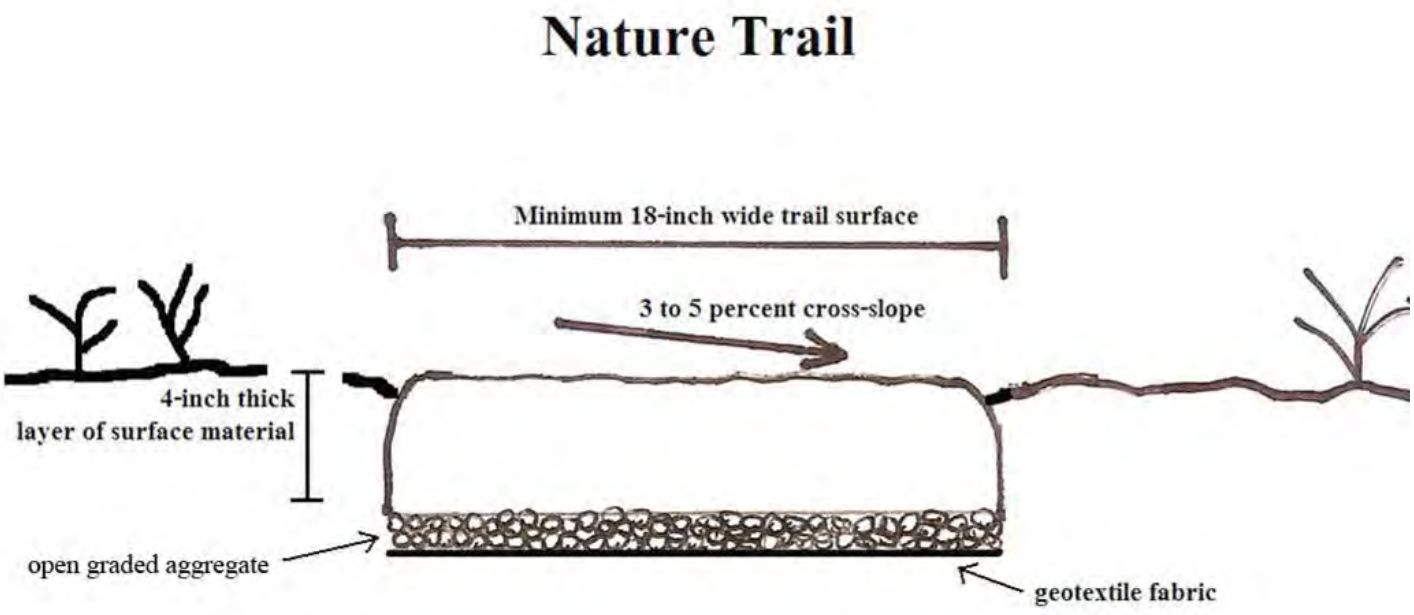
Trail Surface

Nature trails may use a variety of alternative surfacing, some of which are listed below:

- Bark or wood chips
  - A 4-inch layer of bark or wood chips is recommended.
  - Bark or wood chips should be replaced every year due to compaction and dislocation.
  - Bark or wood chips should not be used near streams or wetlands or on portions of the trail with cross-drainage.
- Crushed Aggregate
  - Open-graded, crushed rock of 1 inch or smaller diameter is recommended.
  - A 4-inch thick layer of crushed rock compacted to 95 percent is recommended.
  - The sub-grade should be prepared and compacted to prevent vegetation encroachment.
- Plastic lumber
  - Plastic lumber is suitable for boardwalks in wet areas.
  - Plastic lumber may be colored or painted to blend in with the surroundings.

Engineering

- Due to their often-varied topographic setting, nature trails are not designed to be universally accessible.
- Design Speed should be 15 mph for unpaved trails.
- The trail should be sloped to drain at 3 to 5 percent.



Nature Trail Dimensions Diagram

13.2.3 Sidewalks

Pedestrians primarily use sidewalks. Sidewalks in Champaign County should be accessible to all users. It is important that sidewalks be provided extensively throughout the transportation network to provide pedestrians with a safe place to travel. It should be noted that all bicyclists who choose to travel on sidewalks have the same rights as pedestrians, except where prohibited, and must yield to pedestrians. Accessible sidewalk facilities should be provided on all new right-of-way projects in Champaign County.

Dimensions

Width

- The recommended minimum width of all sidewalks is 5 feet. Sidewalks in high traffic areas, including the commercial, downtown, and campus districts, may require a width of 6 feet or greater as determined by the appropriately designated person.
- Transitions from existing narrower sidewalks may be made using tapers.

Buffer

- Sidewalks should have at minimum a 2 foot wide mowed shoulder on both sides of the paved surface.

Vertical Clearance

- Sidewalks should have a vertical clearance of at least 8 feet.

Miscellaneous

- The vegetative distance between the concrete surface and any water bodies (stream, wetland, lake) is recommended to be a minimum of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.
- Maximum distances for expansion joints should not exceed 75 feet.

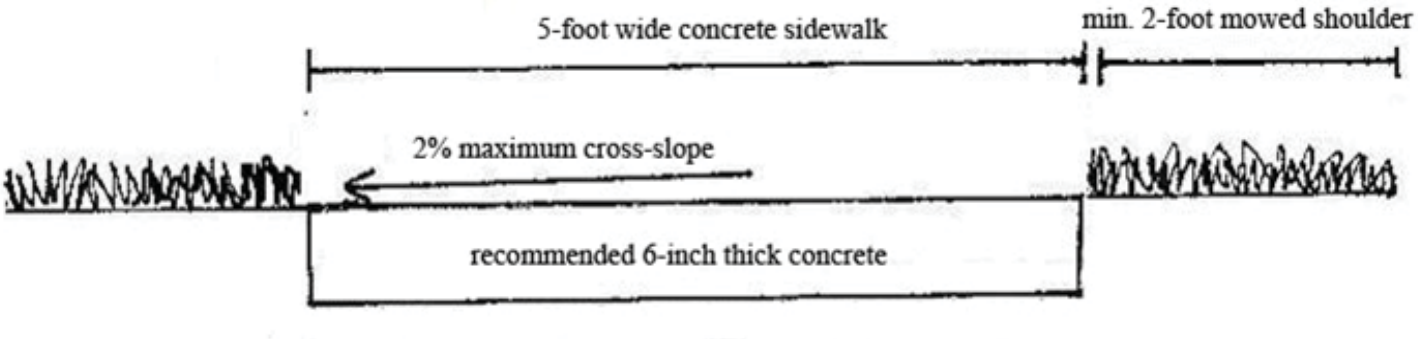
Engineering

General

- All engineering of sidewalks shall meet the applicable agency's accepted engineering design standards.
- All newly constructed sidewalks shall comply with ADA accessibility guidelines.

Slope

- The longitudinal slope of all sidewalks shall be a maximum of 5% to maintain accessibility.
- The cross-slope of all sidewalks shall be a maximum of 2.0% to maintain accessibility and should slope in one direction or be crowned.



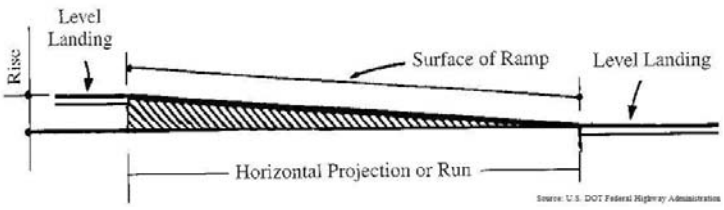
Sidewalk Dimensions Diagram

Ramps

- Ramp specifications shall follow the Illinois Accessibility Code:
  - The least possible slope should be used for any ramp.
  - The maximum slope of a ramp in new construction shall be 8.3%.
  - The maximum rise for any run shall be 30 inches.
- The minimum clear width of a ramp shall be 48 inches.
- The recommended clear width of a ramp is 60 inches.
- If a ramp has a rise greater than 6 inches, or a horizontal projection greater than 72 inches, it shall have handrails on both sides.

Curb Ramps

- Curb ramps shall be installed in all new sidewalk construction projects wherever an accessible route crosses a curb, as well as where existing sidewalks cross a curb or other barrier.
- The maximum running slope of a curb ramp in new construction shall be 8.3%.
- The minimum width of a curb ramp shall be 48 inches, exclusive of flared sides.
- A 4 foot by 4 foot minimum landing shall be provided at the top of a perpendicular curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the top of a perpendicular curb ramp.
- The maximum slope of flared sides of a perpendicular ramp shall be 10.0%.
- A 4 foot by 4 foot minimum landing shall be provided at the bottom of a parallel curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the bottom of a parallel curb ramp.
- Running slopes and cross slopes at landings shall be 2.0% maximum. No portion of the curb ramp shall exceed this maximum.
- Diagonal curb ramps should not be used because they do not allow pedestrians to properly align with crosswalks.
- Handrails are not required on curb ramps.



Ramp Cross-Section

Detectable Warning Surface

- A detectable warning surface shall be provided where curb ramps, blended transitions or landings provide a flush pedestrian connection to the street.
- A detectable warning surface shall be provided at commercial driveways provided with traffic control devices.
- Detectable warnings shall consist of a surface of truncated domes.
- Truncated domes shall provide color contrast with adjacent surfaces.
- Detectable warning surfaces shall extend a minimum of 2 feet in the direction of travel and the full width of the curb, exclusive of flares.

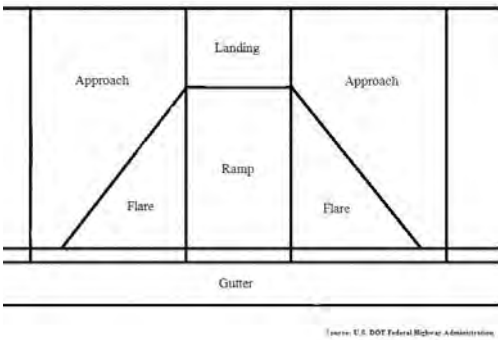
Subgrade and Sidewalk Surface

Subgrade

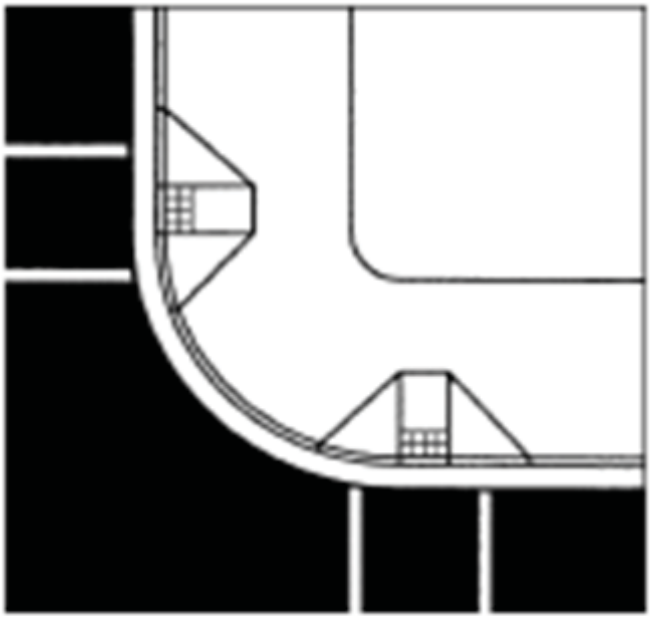
- Vegetation should be cleared from the 5-foot wide sidewalk path.

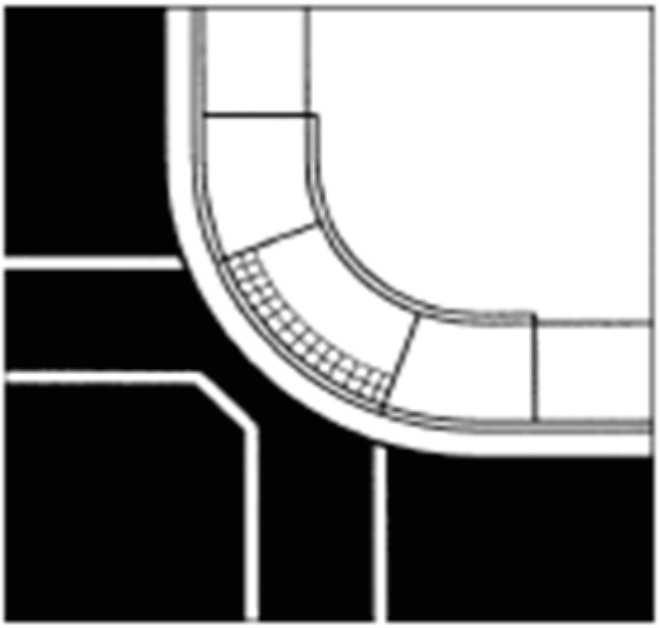
Sidewalk Surface

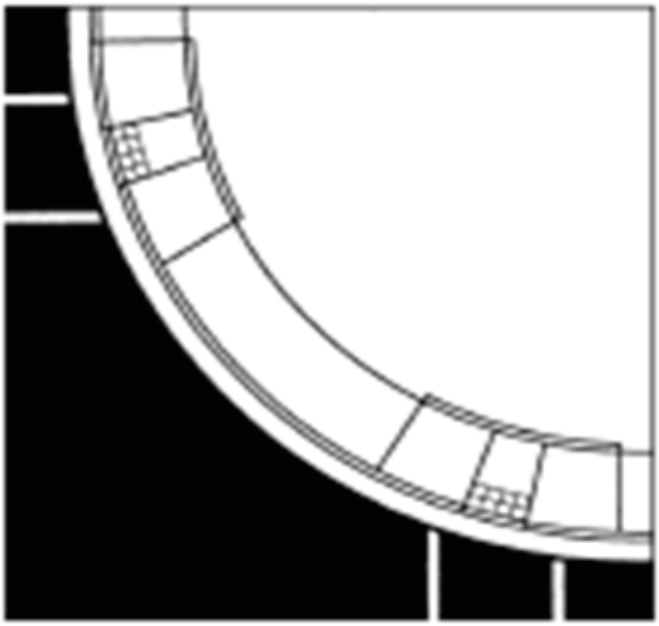
- The sidewalk surface should be concrete.
- The concrete surface should be 6 inches thick.
- The sidewalk surface should be jointed to control cracking.
- A rough brushed surface is recommended to increase traction.



Components of a Curb Ramp







Above left: Perpendicular Curb Ramp

Above right: Diagonal Curb Ramp
(this type of curb ramp is not recommended, but may be used if situation provides no alternative)

Left: Parallel Curb Ramp
Source: Designing Sidewalks and Trails for Access
Part II of II: Best Practices Design Guide, Chapter 7: Curb Ramps

13.3 On-Street Facilities

13.3.1 Bike Lanes

An on-road bike lane is a one-way path that carries bicyclists in the same direction as the adjacent motorized travel lane. Bike lanes should be located on the right side of the roadway, between the parking lane (if one exists) and the travel lane. Bicycles traveling in bike lanes have the same rights and responsibilities as motorized vehicles.

Dimensions

Width

Varies based on roadway cross-section:

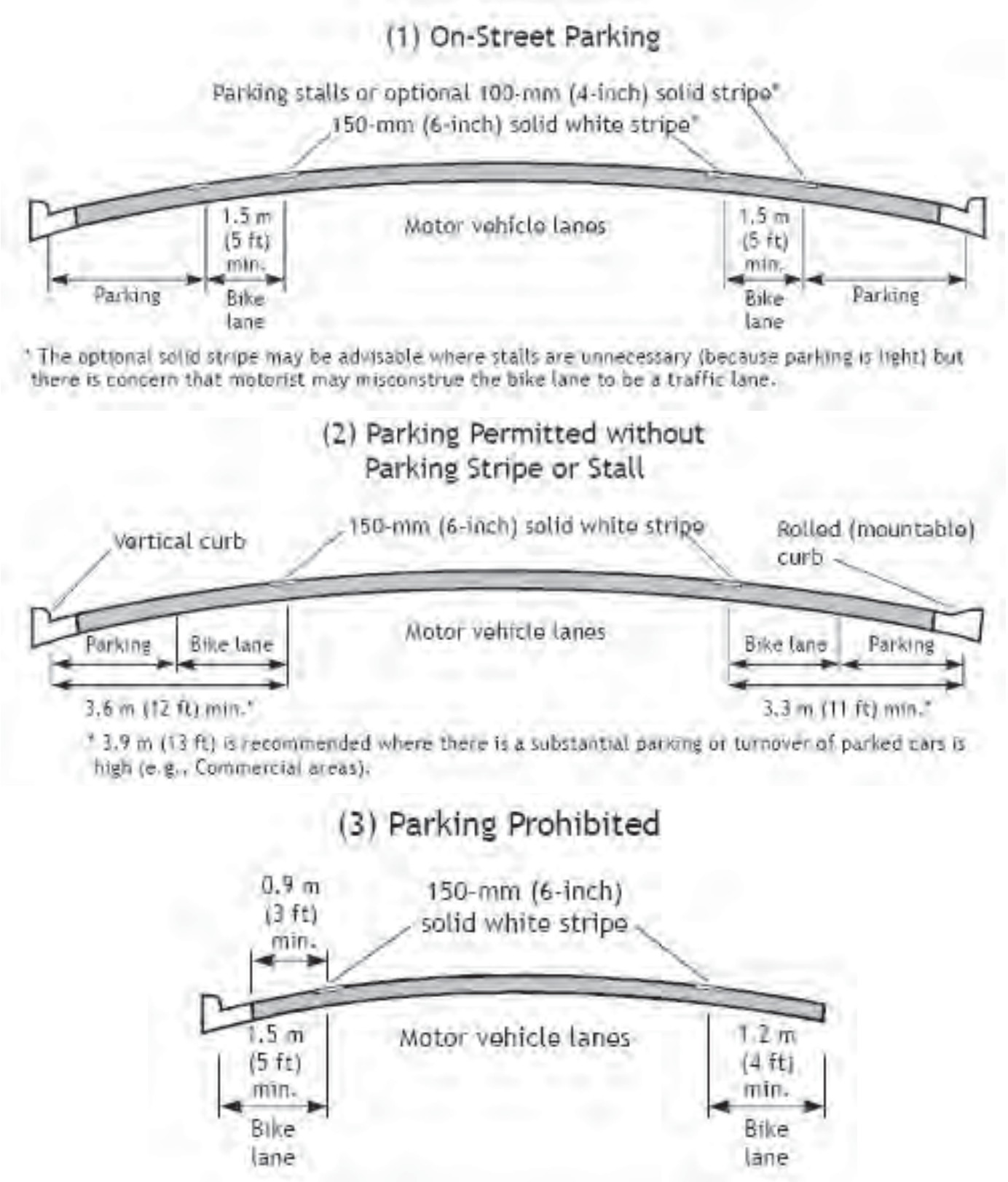
- For roadways with no curb and gutter, the minimum width should be 4 feet.
- For roadways with curb and gutter and where parking is permitted, the minimum width should be 5 feet.
- For roadways with curb and gutter and where parking is prohibited, the minimum width should be 5 feet from the face of the curb.

Slope/Drainage

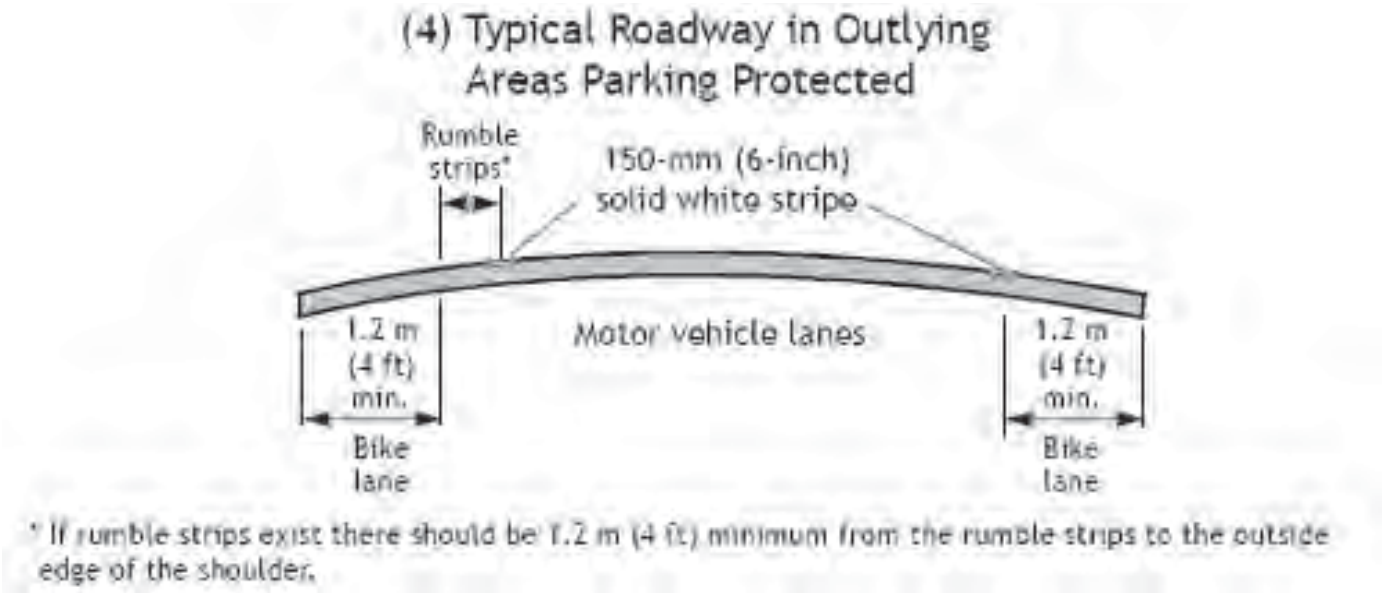
- To follow the road engineering standards adopted by each agency.
- Drainage grates and utility covers should be adjusted flush with the road surface and be bike-proof.
- Curb inlets should be used to eliminate exposure of bicyclists to grates.

Subgrade, Subbase, and Bikeway Surface

- To follow the road engineering standards adopted by each agency.
- Paved shoulders marked as bike lanes should be smooth and maintained to provide a desirable riding surface.



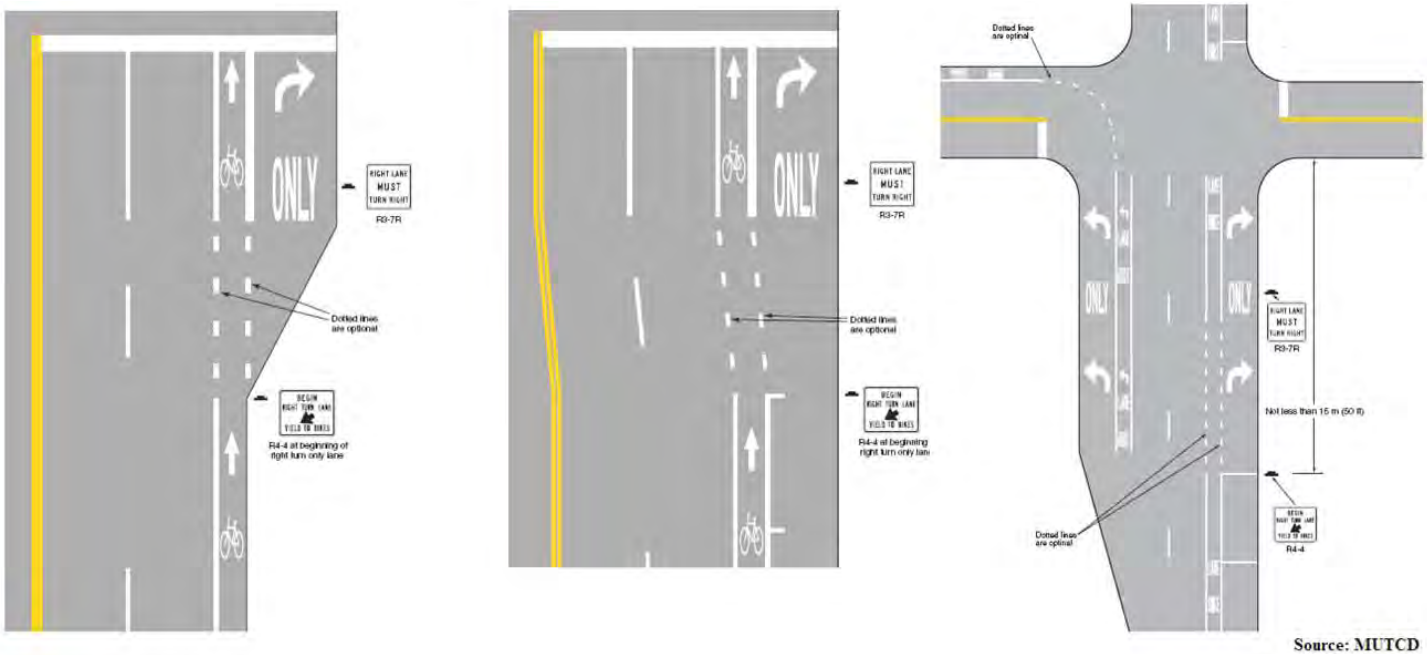
Source: American Association of State Highway and Transportation Officials (AASHTO)



Source: AASHTO

Markings

- A bike lane should be delineated from the motor vehicle lanes with a 6 inch minimum solid white line.
- A bike lane may be delineated from the parking lanes with a 4 inch minimum solid white line.
- At intersections with a bus stop or right-turning motor vehicles, the solid white bicycle lane shall be replaced with a broken line for a distance of 100-200 feet.
- At other designated bus stops (including far-side intersection stops) the solid white line shall be replaced with a broken line for a distance of at least 80 feet.
- A broken line shall consist of 2 foot dashes with 6 foot spaces.
- A bike lane should be painted with standard pavement symbols to inform bicyclists and motorists of the presence of the bike lane.
- Bike lane symbols shall be white.
- Bike lane symbols shall be placed immediately after an intersection and at other locations as needed.
- When bike lane symbols are used, bike lane signs (R3-17, R3-17aP, R3-17bP) shall also be used.
- In areas where a sidewalk runs adjacent to or near a bike lane, such as on the University of Illinois campus, the bike lane should have a "Bike Only" sign painted on the surface to discourage pedestrians from using the bike lane as a walkway. Surface markings should be consistent throughout the community.
- Intersections approaches with bicycle lanes:
  - A through bicycle lane shall not be positioned to the right of a right turn only lane.
  - When the right through lane is dropped to become a right turn only lane, the bicycle lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bicycle lanes should resume to the left of the right turn only lane.
  - No markings should be painted across pedestrian crosswalks or in the intersections.
  - If used, the bicycle lane symbol marking should be placed immediately after intersections and as appropriate.



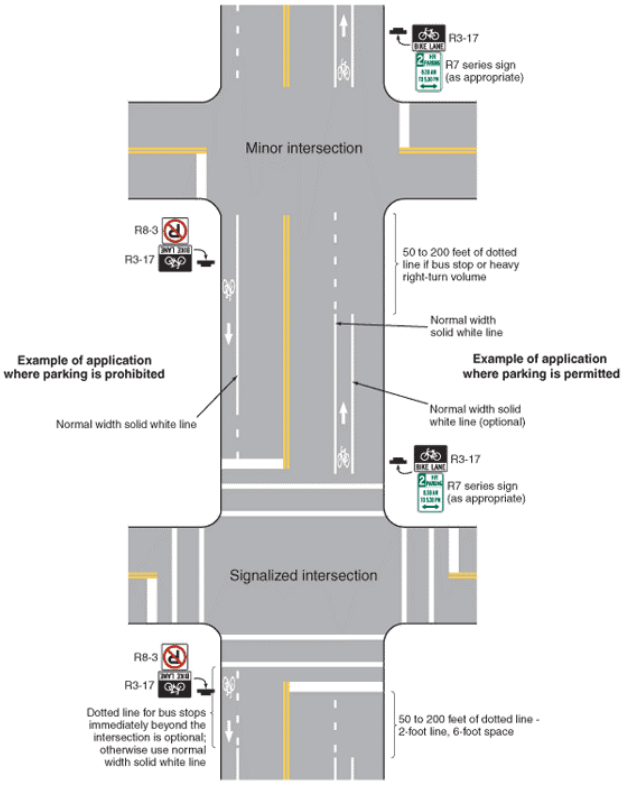
Above left: Example of bicycle lane treatment at a right-turn only lane

Above center: Example of bicycle lane treatment at parking lane into a right turn only lane

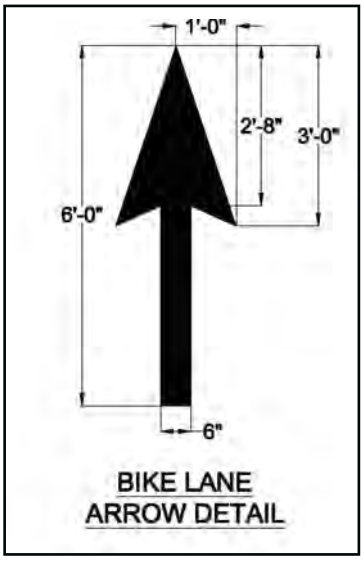
Above right: Example of intersection pavement markings—designated bicycle lane with left-turn area, heavy turn volumes, parking, one-way traffic, or divided highway

Right: Typical pavement markings for bike lane on two-way street

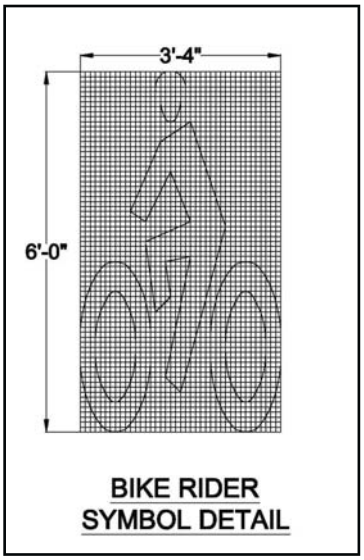
Source: MUTCD 2009; Figures 9C-4, 9C-5, 9C-1, and 9C-6



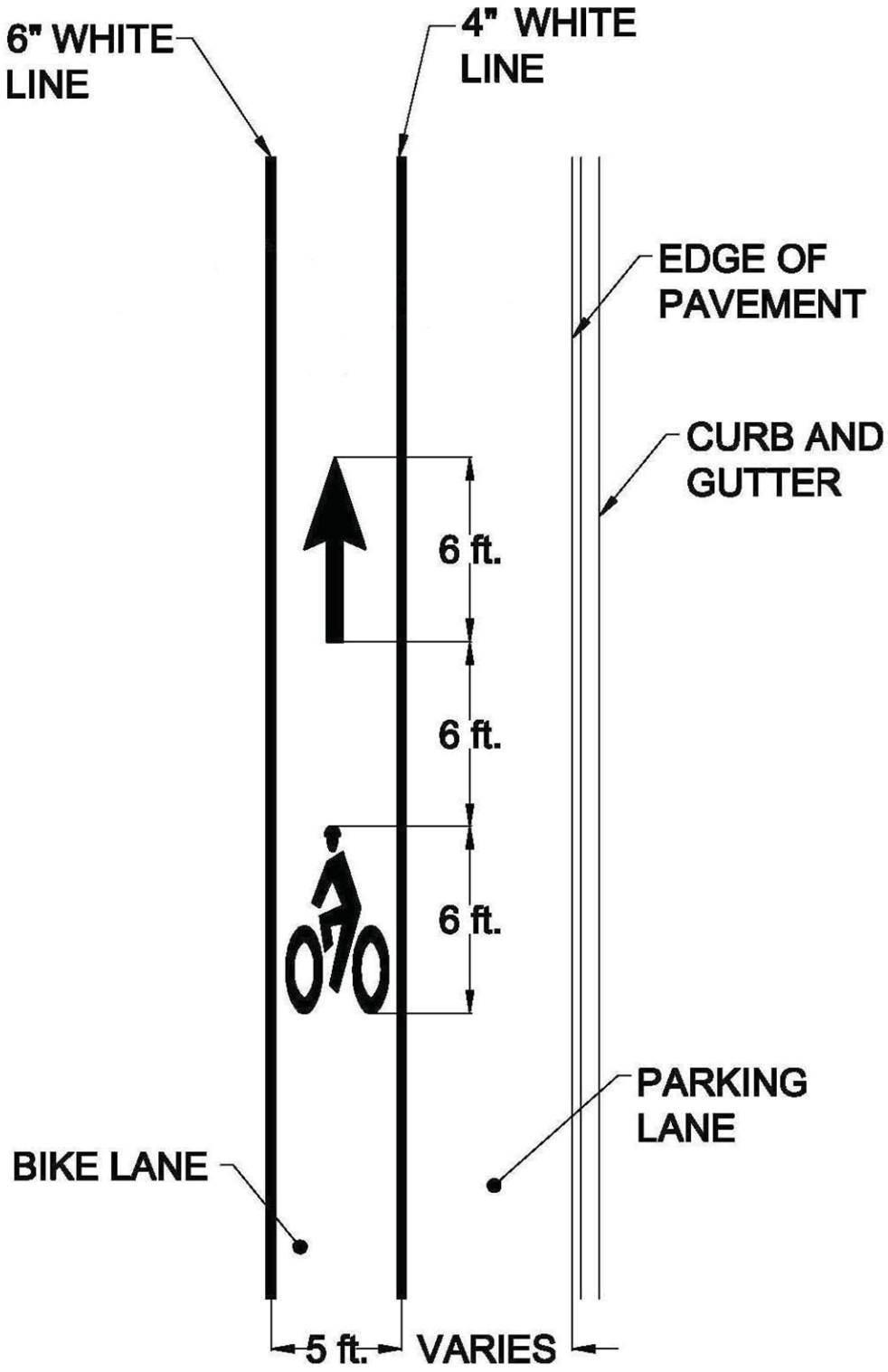
Bicycle Lane Symbol Layout



BIKE LANE
ARROW DETAIL



BIKE RIDER
SYMBOL DETAIL



Signage

Signs along bike lanes are intended to inform both bicyclists and motorists of the rules associated with roads with bike lanes. All signage should follow the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*.

- Sign 1 shall be used in conjunction with marked bicycle lanes and be placed at periodic intervals along the marked bike lane.
- Sign 2 should be mounted directly below Sign 1 in advance of the beginning of a marked bike lane.
- Sign 3 should be mounted directly below Sign 1 at the end of a marked bike lane.
- Sign 4 may be used when motor vehicles must cross a bike lane to enter an exclusive right-turn lane.
- Sign 5 should be installed if it is necessary to restrict parking, standing or stopping in a bicycle lane.
- Sign 6 may be installed when it is desirable to show the direction to a designated bicycle parking area.
- Sign 8 should be used only in conjunction with Sign 7, and shall be mounted directly below Sign 7.
- Signs 9 and 10 may be installed where there is insufficient width for a designated bike lane.

1. R3-17

2. R3-17aP

3. R3-17bP

4. R4-4

5. R7-9a

6. D4-3

7. R5-1b

Sign Dimensions

1. 30" x 24"
2. 30" x 12"
3. 30" x 12"
4. 36" x 30"
5. 12" x 18"
6. 12" x 18"
7. 12" x 18"
8. 12" x 12"
9. 24" x 24"
10. 18" x 24"

8. R9-3cP

9. W11-1

10. W16-1P

Source: MUTCD

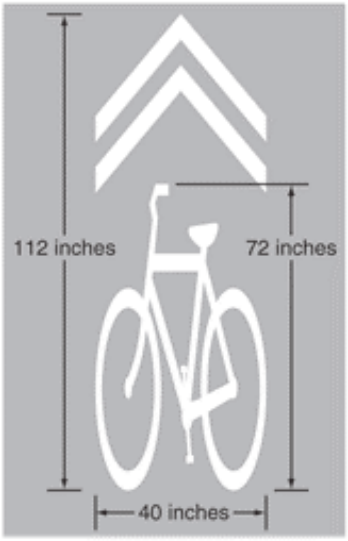
13.3.2 Shared Lane Markings (sharrows)

Bicycle positioning on the roadway is key to avoiding crashes with cars turning at intersections. Shared lane markings, also known as "sharrows," are included in the 2009 version of the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).

Shared lane markings are used to indicate correct straight-ahead bicycle position at intersections with turn lanes, and at intersections where bike lanes are temporarily discontinued due to turn lanes or other factors. Shared lane markings will be installed where deemed appropriate. The following is information regarding shared lane markings from the 2009 version of the Manual on Uniform Traffic Control Devices.

The Shared Lane Marking may be used to:

- Help bicyclists with lateral positioning in a shared lane with on-street parallel parking. This will reduce the chance of a bicyclist's impacting the open door of a parked vehicle.
- Help bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way.
- Encourage motorists' safe passing of bicyclists.
- Reduce the incidence of wrong-way bicycling.



Source: MUTCD 2009

Dimensions

The shared lane marking consists of two chevron markings above a bicycle symbol. The entire marking is 40 inches wide and 112 inches tall. The bicycle symbol is 72 inches high, from the top of the handlebars to the bottom of the tires.

Markings

- Shared lane markings should not be placed on roadways that have a speed limit above 35 mph.
- Shared lane markings shall not be used on shoulders or in designated bicycle lanes.
- On shared lanes with on-street parallel parking, shared lane markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- On a street without on-street parking with an outside travel lane less than 14 feet wide, the centers of the shared lane markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- Shared lane markings should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

Signage

A *Bicycles May Use Full Lane* sign may be used in addition to or instead of the shared lane marking to inform road users that bicyclists may occupy the travel lane. This sign may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present, and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

Sign Dimensions:
30" x 30"
Source: MUTCD 2009

Some agencies may choose to use the *Bicycles May Use Full Lane* sign on urban streets, and *Share The Road* signs on rural roads (see page 150). Other agencies may choose to only use *Bicycles May Use Full Lane* signs or *Share The Road* signs for its roads.

13.3.3 Bike Route

Bike routes are specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes. These "signed shared roadways" may be appropriate where there is not enough room or less of a need for dedicated bike lanes.

The 2012 *AASHTO Guide for the Development of Bicycle Facilities* lists the following uses for bicycle route and guide signs:

- Designate a system of routes in a city, county, region, or state that is likely to generate bicycle trips, because it connects important origins and destinations.
- Designate a continuous route that may be composed of a variety of facility types and settings, or located wholly on local neighborhood streets.
- Provide wayfinding guidance and connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.
- Provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Provide location-specific guidance for bicyclists such as:
    - How to access and cross a bridge.
    - How to navigate through an area with a complex street layout.
    - Where the route diverges from a way motorists use.
    - How bicyclists can navigate through a neighborhood to an internal destination, or to a through route that would otherwise be difficult to find.
- Provide bicyclists wayfinding guidance along a shared use path or other bicycle facility.

The 1999 *AASHTO Guide for the Development of Bicycle Facilities* also lists the following reasons for designated shared bike routes:

- The road is a common route for bicyclists through a high-demand corridor.
- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as a park, school, or commercial district.

A road does not require a specific geometry to be signed as a Bike Route. Generally, a road's Bicycle Level of Service (BLOS) grade should be High C or better in order to be designated a Bike Route. Bike routes can be signed using the D11, D1, M1-8, or M1-9 signs from the Manual on Uniform Traffic Control Devices, depending on the route distance and information the agency wants to express to cyclists.

Bike route signs should be provided at decision points along the bike route. Bike route signs should be installed at periodic intervals so that bicyclists entering from side streets know they are on a bike route.

Generally, bike route signs should be placed every 1/4 mile, at turns in the route, and at signalized intersections. Adherence to a spacing standard helps create a legible network and a degree of predictability for bicyclists.

Regardless of the type of facility or roadway on which they are used, the Champaign County Regional Planning Commission recommends that Bike Route signs always include destination, direction, and distance information. For Bike Route signs to provide wayfinding assistance at turns, supplemental destination plates (MUTCD D1-1) and arrows (MUTCD M5 and M6 series) should be placed beneath them. Key destinations or the cross street at the end of the bike route designation are suggested for wayfinding signage.

Pedestrian Facilities

All on-street bike routes should have an adjacent pedestrian path (e.g. sidewalk) constructed or already existing.

13.3.4 Shared Bike/Parking Lanes

Bike/parking lanes are recommended on streets with low parking occupancy. They are designated with Bike Route signage and a continuous white line to separate the parking lane from travel lanes. Shared bike/parking lanes should be used for each travel direction, with each lane typically 7'-8' wide (including gutter pans).

Roads are signed with Bike Route signs, but do not include any bike lane signage or pavement markings. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads. The benefits include:

- The cyclist's increased perception of comfort,
- Lower likelihood of a car hitting an occasional parked car, and
- Traffic-calming from narrower lanes.

13.3.5 Share the Road

Share the Road signage is used to alert motorists of the presence of cyclists in a normal, shared lane. Wayfinding signage is not to be included on these roads. These roadways are not considered part of the bicycle network.

Share the Road signage is recommended for the following conditions:

- Where traffic volumes and speeds are low.
- At intersections where bike lanes do not continue on the other side of the intersection.
- On roads popular with more advanced cyclists, but not meeting criteria for inclusion in the designated bicycle network. These roads have Bicycle Level of Service (BLOS) grades of Low C or High D.

The Manual on Uniform Traffic Control Devices signs in the figures below on urban streets should be installed no less than every 1/2 mile. On rural roads, signs should be installed every 1/4 to 1/2 mile.

Figure 6.27
MUTCD Sign W11-1
Sign Dimensions: 24" x 24"

Figure 6.28
MUTCD Sign W16-1P
Sign Dimensions: 18" x 24"

13.4 Connections & Crossings

Tunnels

- An engineer should inspect existing tunnels.
- Tunnels should have a 10 foot vertical clearance.
- Tunnels should be 14 feet wide to accommodate maintenance and emergency vehicles.
- Long tunnels should have postings to use flashlights and dismount bikes.
- Please see the tunnel cross section diagram on the next page.

Bridges

General

- Newly constructed bridges on trails should be engineered based on use and span.
- If the trail corridor contains an existing bridge, the bridge may have architectural or historic features that an engineer, architect, or historian should evaluate.
- Please see the bridge crossing's cross section diagram on the next page.

Decking

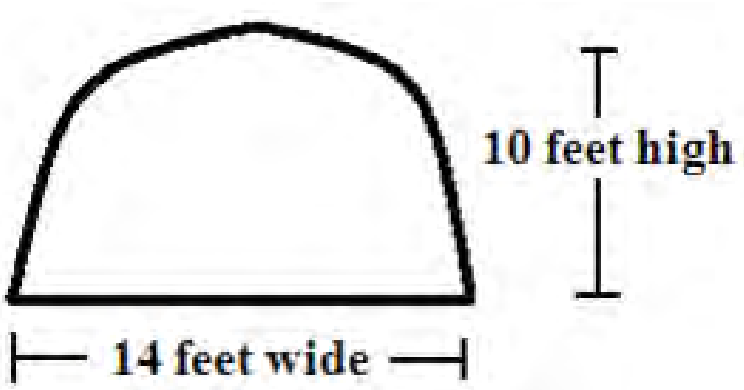
- The decking should be made of 4-inch thick pressure-treated planks (2 inches thick for pedestrian-only bridges).
- Planks should be laid perpendicular to the substructure's beams.
- Planked should be laid with gaps of 1/8 to 1/4 inch between planks for drainage and to maintain accessibility.

Railings

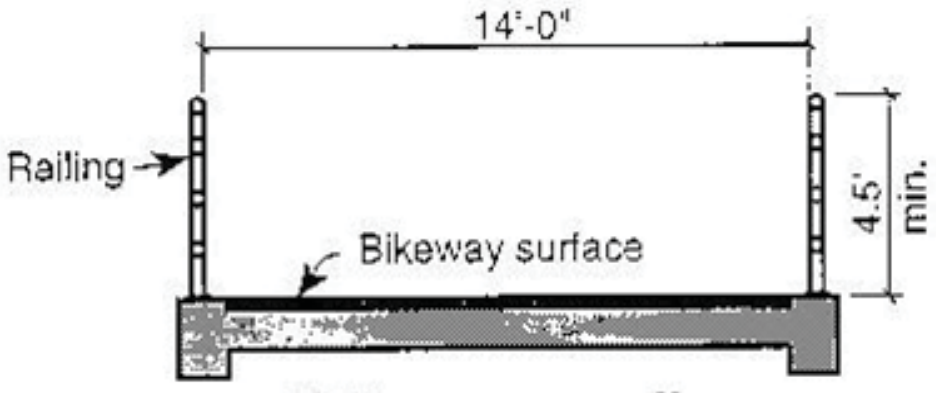
- Vertical posts should be evenly spaced, no more than 6 feet apart.
- Railings should support a vertical load of 50 pounds per linear foot of rail height.
- Top rail height should be at least 54 inches above the deck surface for bicyclists (at least 42 inches for pedestrian-only bridges).
- Middle rail height should be 33 to 36 inches from the deck surface and no wider than 1 ½ inches.
- Bottom rail height should be no higher than 15 inches from the deck surface.
- There should be no more than 15 inches of vertical opening between railings.

Approaches

- Approach railings should be constructed the same as the bridge railings.



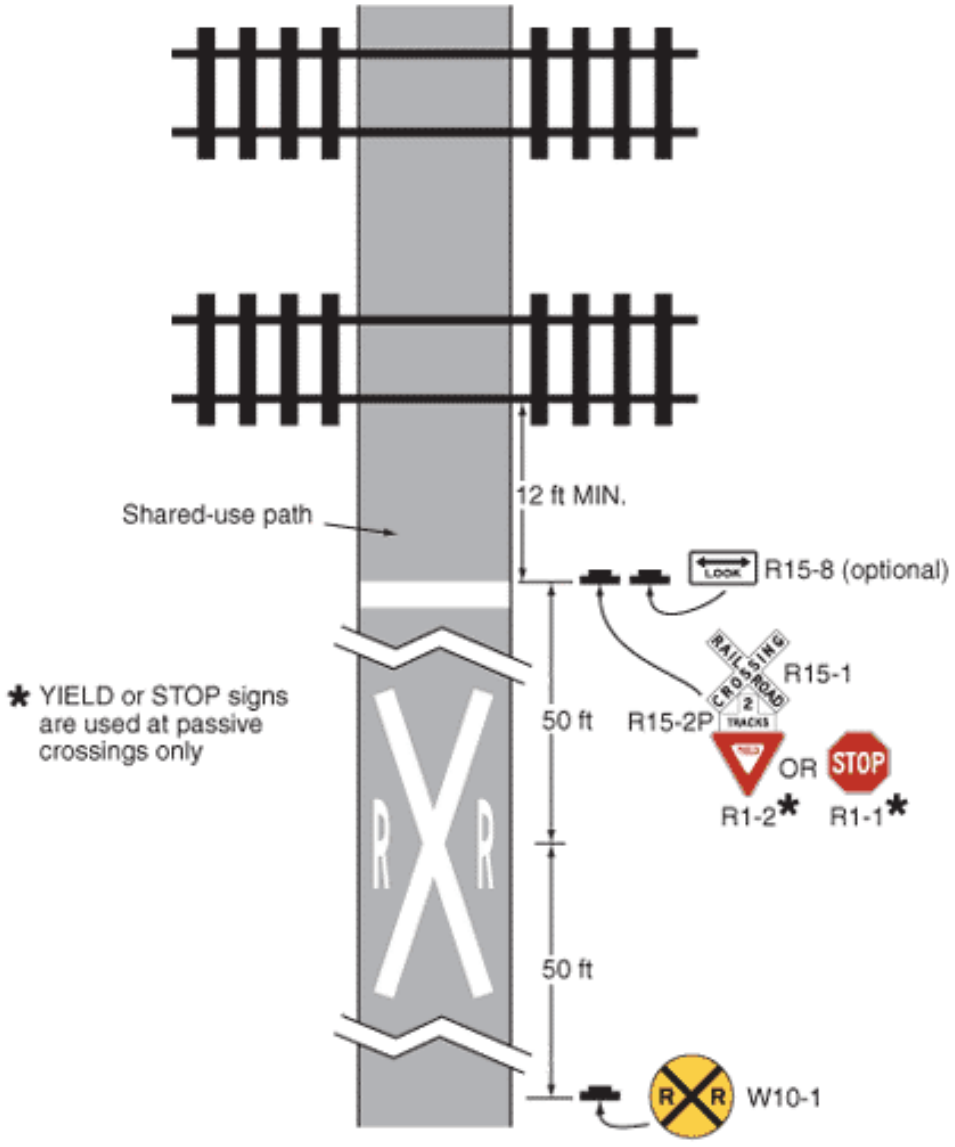
Cross Section: Tunnel Crossing



Cross Section: Bridge Crossing

Railroad Crossings

- Trail should cross railroad at no less than a 75-degree angle.
- Gates should be installed at all trail crossings where feasible to increase train crossing safety and awareness.
- At railroad crossings, path users should yield and watch for trains. A Yield or Stop sign may be used to facilitate this behavior.



Example of signing and markings for a shared-use trail railroad grade crossing
Source: MUTCD 2009, Figure 8D-1

13.5 Facilities at Trailheads and Rest Areas

A trailhead is a public access point at the beginning of a trail or at designated access points along a trail. Trailheads will usually have varying service levels for trail users, depending on anticipated trail use, proximity to other developments, and site inventories. Rest stops are areas adjacent to the trail corridor that typically have a seating area, whether a bench or a gathering of boulders. Rest areas are also appropriate locations for trail art.

The following are a list of trail support facilities that may be included at trailheads and rest stops in Champaign County.

Information Kiosks

All trailheads should have an information kiosk with the following:

- Trail system maps and brochures,
- Trail Rules and Regulations,
- Distances between rest areas along the trail, and
- Interpretive information.

Trail Art

- To highlight an important trailhead in the Champaign County trail system, trail art may be displayed.
- Preferably, the trail art will depict something of local significance or be designed by a local artist.
- Care should be taken to ensure that vandalism is minimized, including securing the art to a heavy base.

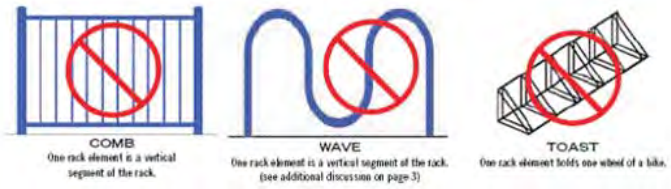
Bicycle Parking

Bike parking should be located at trailheads and destinations along trails, employment centers, schools, and public buildings (e.g. libraries, post offices, and shops). Bicycle storage facilities may be used in high traffic areas where users will be away from their bicycles for long time periods (e.g. employment centers, shopping malls, and schools) to protect bicycles from weather.

Recommended Bike Rack Placement

- Located no more than 50 feet from the building entrance or trail entrance.
- A minimum of 24 inches from a parallel wall and 30 inches from a perpendicular wall.
- A minimum of 4 feet from curb ramps, fire hydrants, building entrances, etc.
- Facilities should not interfere with pedestrian flow. If located on sidewalks, racks and the bicycles linked to them should provide sufficient clearance around them for all types of pedestrians, including wheelchair users.
- Bicycle racks should be mounted on a 6-inch thick concrete slab.
- Bike racks should support both wheels to prevent bent rims.
- Bike racks should be fabricated of pipe or other durable material.

Recommended Bicycle Parking Facilities
Source: Federal Highway Administration (FHWA)



NOT Recommended Bicycle Parking Facilities
Source: FHWA

Motorized Vehicle Parking

- At major trail access points, motorized vehicle parking may be provided.
- Parking lot specifications should follow the agency's adopted parking specifications.

Landscaping

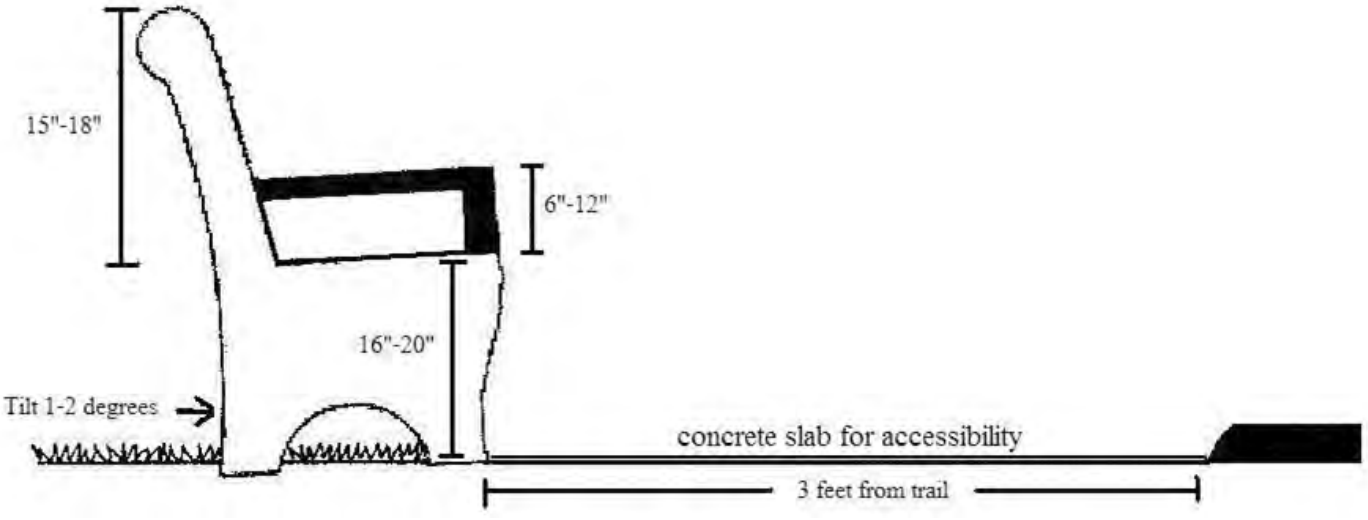
- Landscaping at trailheads and along trail corridors should be in reference to the agency's landscaping ordinance.
- Wherever feasible, use noninvasive native plant species without invasive roots.
- Vegetation may be planted beyond the grading area to discourage users from wandering beyond the trail boundary.
- Trees and shrubs should be set back at least 5 feet from the trail's edge.
- Where trail users would be exposed to increased wind, sun exposure, or snow, it is recommended to plant evergreens on the north side of the trail and deciduous trees on the south side of the trail (Evergreens will serve as a windbreak year-round, and deciduous trees will provide shade).
- Trees and shrubs may be planted in clusters and groves rather than in straight lines to break up the viewshed and add visual interest.

Benches

- Benches may be placed at rest areas along the trail and at trailheads.
- All benches should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.
- Benches should be set back three feet from the trail edge.
- Bench back should be tilted at a slope of 1 to 2 degrees to prevent standing water
- Bench Dimensions:
    - Length should be 72 to 90 inches.
    - Seat should be 16-20 inches above the ground.
    - Back supports should be 15 to 18 inches high and extend the bench's full length.
    - Armrests should be provided on both ends of the bench, 6 to 12 inches above the seat.

Lighting

- Pedestrian level lighting may be used on Champaign County trails where nighttime accessibility is desired.
- The average maintained horizontal illumination level should be 0.5 foot-candle to 2 foot-candles.
- Lighting should be at pedestrian scale.
- Lighting is recommended for long overpasses and tunnels.

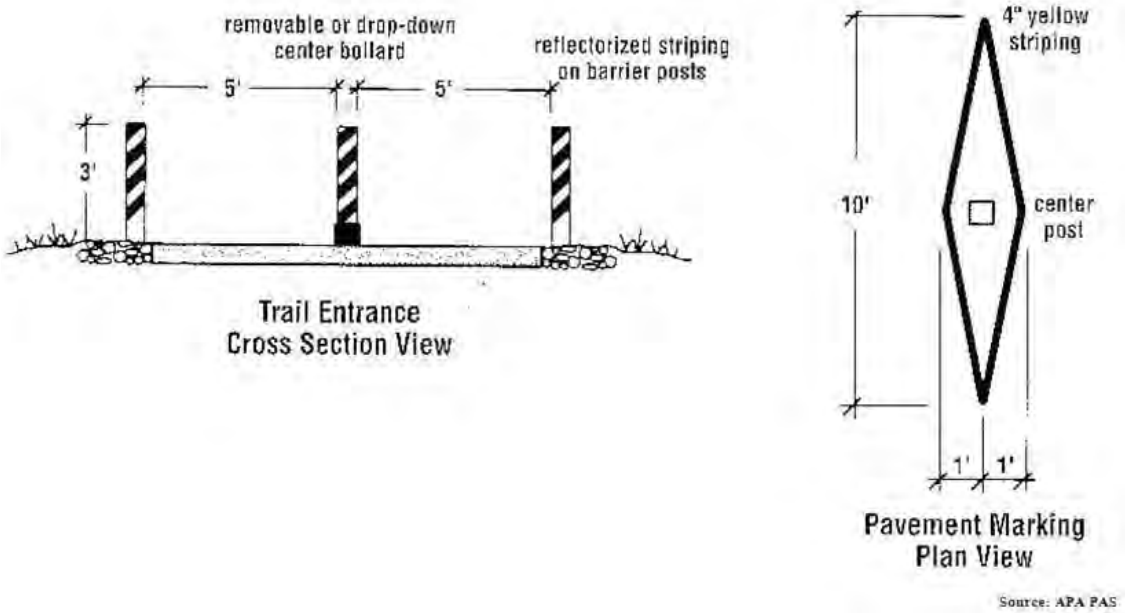


Cross Section: Benches

Bollards

Bollards are posts or other forms of barricades that prevent unauthorized vehicles from entering a trail.

- Bollards should be placed 10 feet from the road.
- The bollard post should be permanently reflectorized for nighttime visibility and painted a bright color for improved daytime visibility.
- A clearance of at least 32 inches wide should be provided for wheelchair access.
- When more than one post is used, 5-foot spacing is recommended.
- The recommended height for bollards is 3 feet.
- Bollards should be designed to be removable for maintenance and emergency vehicle access.



Cross Section: Bollards and Pavement Markings

Drinking Fountains

- Adults: spigot height should be 42 inches above the ground.
- Children: steps should be provided for children to access adult spigot. Considerations should be made for children with disabilities.
- Accessible: spigot should be no higher than 36 inches, with at least 27 inches below the basin.

Trash Receptacles

- Trash receptacles may be located at trail entrances and bench seating areas.
- Trash receptacles should be set back at least 3 feet from the trail edge.
- The container should be secured to a buried concrete slab.
- Dog cleanup facilities should be located at trailheads.

Accessible Bathroom

- Accessible bathrooms may be located at major trailheads for trail users' convenience.
- Bathrooms should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.

13.6 Logos and Signage

Creating a countywide logos and signage system is another step toward implementing the 2004 Champaign County Greenways & Trails (G&T) Plan. Once implemented, the logos and sign types will help create a recognizable and consistent greenways and trails system of which Champaign County can be proud.

Methodology

The Champaign County Regional Planning Commission worked with all Greenways & Trails agencies through the Greenways & Trails Technical and Policy Committees to update the Champaign County Greenways & Trails Logos and to determine uses for those logos. The Champaign County Regional Planning Commission also researched sign types from other greenways and trails plans and systems throughout the country, and worked with the Committees to create cost-efficient and long-lasting signage types for different uses.

Approval and Amendment to Design Guidelines

The Greenways & Trails Technical Committee in January 2009 and the Greenways & Trails Policy Committee in April 2009 approved the Greenways & Trails Logos and Signage Guidelines. Both committees also amended the Greenways & Trails Design Guidelines document in April 2009 to include the final Logos and Signage as part of the document.

Logos

The Greenways & Trails logo should be used as so for the following purposes:

- Logo should include borderlines for letterhead usage.
- Logo should have no borderlines for signage usage.
- Logo should have white border when placed on green signage.

Signage

Dimensions

Dimensions for each Greenways & Trails sign type is listed in height by width format in each image caption.

13.6.1 Logo Images

Greenways and Trails Letterhead Logo

Greenways and Trails Signage Logo

Note: Logo should have white border when placed on green signage.

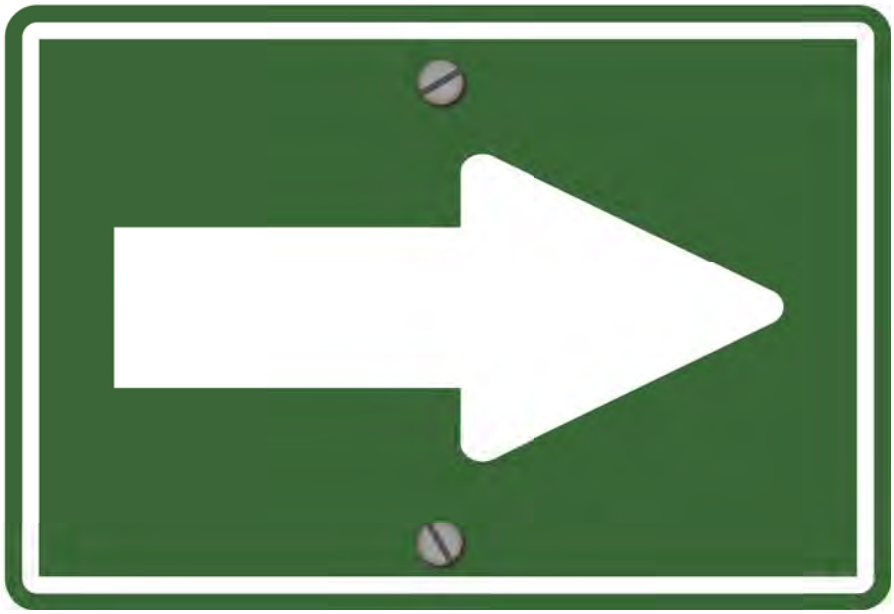
13.6.2 Stamp Logo on Oval Sign

Oval Sign: 15″ x 11″
Logo: Stamp

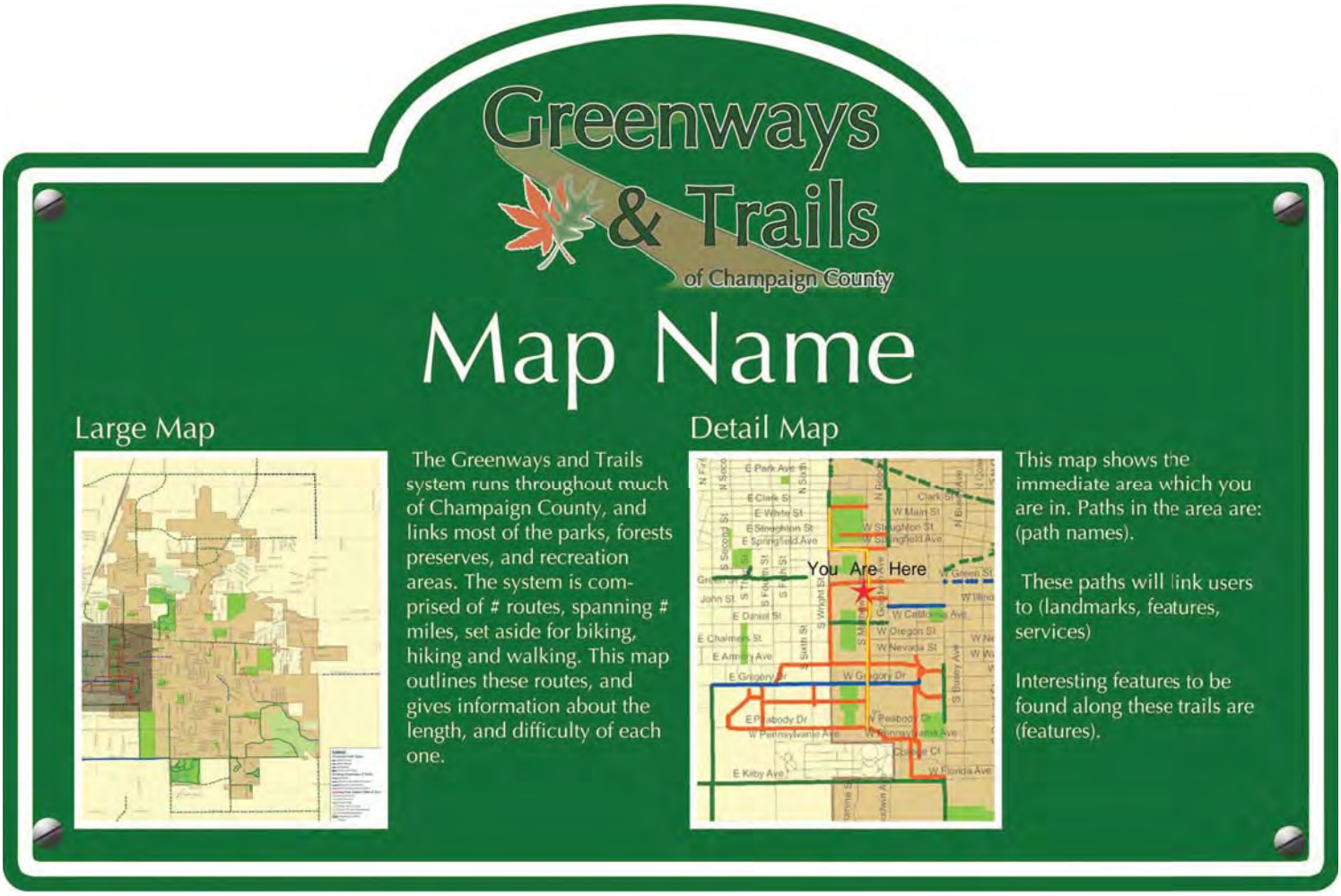
13.6.3 All Other Sign Images

Mile Marker Sign: 18″ x 9″
Logo: Stamp

Point of Interest Sign: 18″ x 36″
Logo: Signage

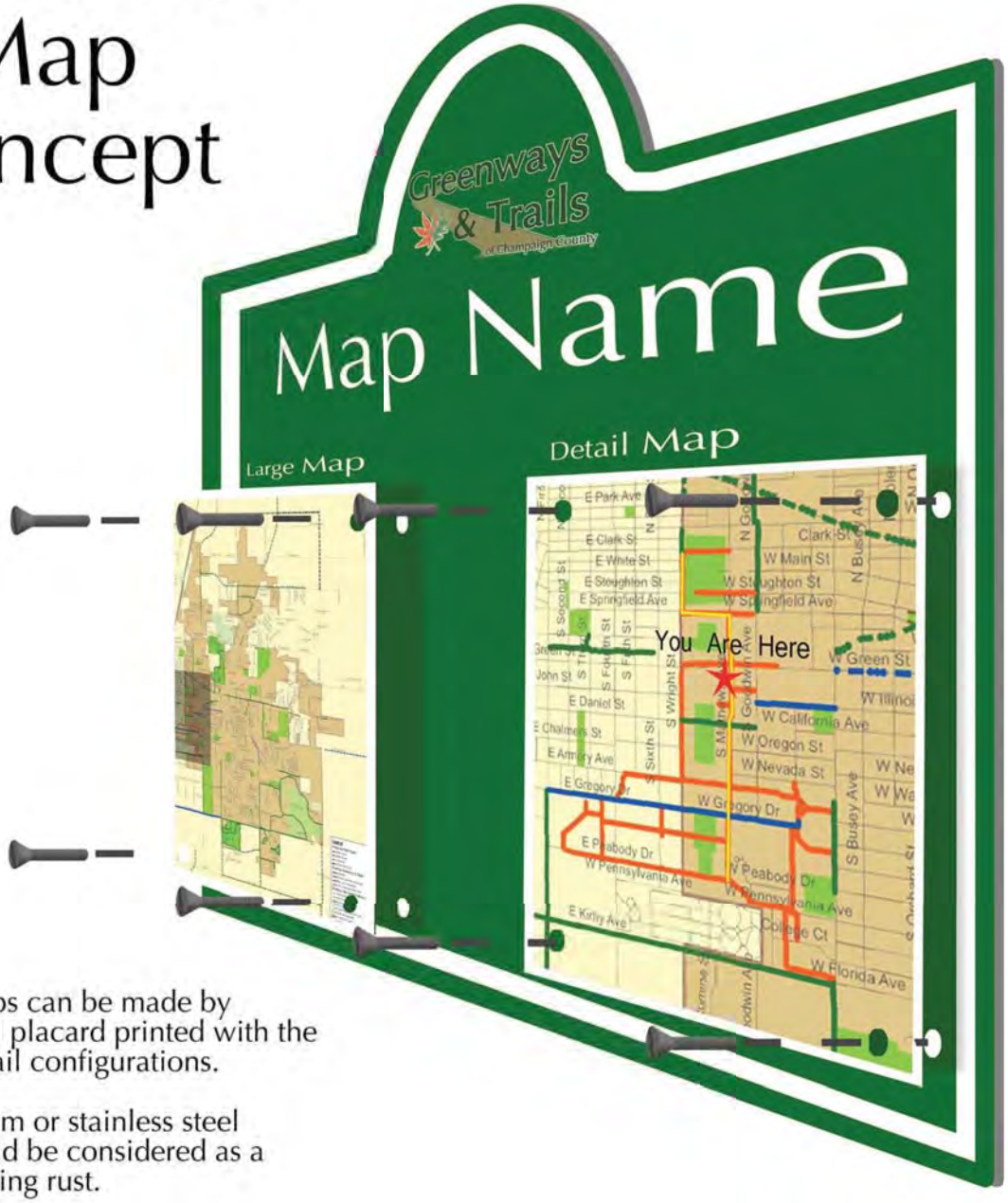


Arrow Sign: 7.5″ x 11″



Map Sign: 24" x 36"
Logo: Signage

Removable Map Concept



Updates to maps can be made by replacing metal placard printed with the most current trail configurations.

Use of aluminum or stainless steel hardware should be considered as a means of avoiding rust.

APPENDIX E
Public Comment Period

The draft Rantoul Transportation Plan was made available to the public for a 31 day public comment period from Friday, May 1 to Sunday, May 31, 2020.

Notice of this public comment period was advertised in the Rantoul Press.

The plan, comment card, and staff contact information was made available in the following places:

1. Champaign County Regional Planning Commission (CCRPC) website: https://ccrpc.org/rantoul-transportation-and-safe-routes-to-school-plans/
2. Village of Rantoul website
3. CUUATS Facebook page
4. CUUATS Twitter

The public was invited to submit comments to CCRPC staff by email or phone. Physical copies of the plan could not be distributed to public facilities during this time due to the COVID-19 pandemic and the Governor's Stay at Home order.

The following comments were received.

From: Kelsey.McCall
To: Gabriel Lewis
Subject: Comment Card
Date: Wednesday, May 27, 2020 4:13:11 PM
Attachments: image001.png

Hello Gabe,

I hope this finds you well. I'm sorry if the formatting on this comes out odd, I copy and pasted from the PDF.

Comments:

Chapter 5, Vision, Goals and Objectives

In regards to recommendations for objective 5.3, DASH pass. What if the Community Service Center of Northern Champaign County hosted a day where people could get a DASH pass? After working in this community for 2 years, I have always found it very ironic that the only way to get a DASH pass is to go down to CU, but people cannot afford a trip in the first place so there is already a barrier to obtaining this pass.

Chapter 6, Recommendations

6.2.2. – Current recommendations do not address the volume that C-Carts is experiencing. I know they are currently down drivers, but even when they are fully staffed there is still a challenge of scheduling a ride for their door-to-door services. This would hinder your other recommendation of scheduling from 72/48 hours down to 24 hours. If the drivers and availability are not there in the first place then people cannot use the transportation regardless of when they call to schedule. A suggestion might be to see about funding that is granted through MTD. I'm not sure on the specifics, but I do know C-Carts is an extension of MTD under "rural funding." Maybe opening up a discussion with MTD to discuss how additional grants or stipends could be obtained to address to volume? Another option would be to have C-Carts to become a contracted vendor for Medicaid. Currently there is only one transportation provider for people who have "traditional" or "original" Medicaid for the CU area. If C-Carts became a vendor this would assist in generating funds, however, this could also add to the volume as well.

I'm happy to discuss any of these points further or answer any questions that you might have for me. I work with a lot of people with disabilities and older adults, and transportation is always a topic that comes up when I'm working with a patient. Transportation has become a looming issue in the medical community as we are always looking for ways for patients to have reliable and safe access to healthcare.

Thank you,

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