Rantoul Transportation Plan

Rantoul Village Board Presentation



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- 5. Public Comment Period



1. Introduction

- Purpose
- Planning Process
 - Involving the Public
 - Multimodal Approach
 - Transportation Plan & Transportation Model



2. Background

- Rantoul's Transportation History
- Review of Past Studies
 - Rantoul Initiative Report, 2011
 - Community Experience Plan, 2014
 - Rantoul Tomorrow Initiative, 2017
- Recent Developments
 - Illinois Autonomous and Connected Track
 - Rantoul Family Sports Complex
- Existing Plans & Policies
 - 2006 Rantoul Comprehensive Plan
 - Village of Rantoul Code of Ordinances



3. Existing Conditions

- Demographics
- Economics
- Housing
- Commuting Behavior
 - 90.4% drove to work
 - 77.5% drove alone
 - 3.1% walked to work
 - 3% worked from home
 - 2.1% used a taxicab, motorcycle, or other means to get to work
 - 0.8% used public transportation to get to work
 - 0.6% biked to work



4. Transportation System

Transportation System

- Appendix A: 12-hour traffic volumes at 12 intersections
- Most intersections are at acceptable ranges for Level of Service (grades A-D)

Automobiles

- 4.8% of Rantoul residents age 16+ had no vehicle available in their household
- 583 crashes in 5 years, 1 fatality
- High priority intersections & segments identified
- Public Transportation
 - Most common reasons that people use C-CARTS: medical & employment trips
- Destinations identified



4. Transportation System

• Bicyclists

- 9 crashes in 5 years, no fatalities
- Level of Traffic Stress (LTS) highest along and across major roads

Pedestrians

- ADA compliance & condition evaluated for Sidewalks, Curb Ramps, Crosswalks, and Pedestrian Signals
- 11 crashes in 5 years, no fatalities
- Level of Traffic Stress (LTS) high across most streets

Sidewalk Gaps

- North & east Rantoul
- Parts of west Rantoul, especially across I-57
- Parts of south Rantoul



Appendix B: SWOT Analysis

• Strengths = 9

- 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 Airbase
- Easy access to Interstate 57
- Easy access to rail (AMTRAK and freight)
- Trail system in development
- Grid street system in village center → better connectivity •

• Weaknesses = 13

- 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 (16.5%) vacancy rate
- 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 big generators such as County Market, Walmart, and some Rantoul schools
- Limited (schedule) public transportation
- Lack of sidewalks in some areas and poor sidewalk network condition

Opportunities = 6

- 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
- Threats = 2
 - Local, State and Federal funding for transportation
 - Lack of employment diversification (Manufacturing accounts for 21.3% workers)

Appendix C. Public Input Appendix E. Public Comment Period

• Public Input Round #1

- November 25, 2019 public workshop
- January 2020 Safe Routes to School public workshops
- Surveys mailed to RCS families
- Input received on current likes & issues, recommendations, and vision

Public Input Round #2

- March 11, 2020 public workshop
- Input received on prioritizing recommendations

• 30 Day Public Comment Period

- May 1-31, 2020: draft plan made available on CCRPC website
- Comments received on transit recommendations





Appendix: Selected Public Comments

- Afraid of middle school kids walking home and getting hit by speeders on Sangamon Avenue
- C-CARTS needs more/extended hours, needs to be more affordable, and offer roundtrip service to Illinois Terminal
- Improve Champaign Avenue (US 136) by restaurants congested and dangerous
- People speed on Sangamon Avenue where it crosses the railroad tracks

5. Vision, Goals, and Objectives

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.

Themes & Goals:

1. Multimodal Connectivity and Mobility

• 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.

2. Safety

• Increase the safety of the transportation system for motorized and non-motorized users

3. Accessibility, Affordability and Equity

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

4. Education and Encouragement

• Educate and encourage residents about active modes of transportation and facilities

6. Engineering Recommendations: Sidewalks, Study Area

- Build New Sidewalk: 35 street segments
- 2. Close Sidewalk Gaps: 18 street segments
- 3. Conduct a traffic study on Maplewood Drive to evaluate the possibility of reducing the roadway cross section to three lanes, reducing speed, etc.
 - Curb extensions (i.e. bump-outs)
 - Complete Street
 - Speed tables



6. Engineering Recommendations: Bikeways

1. Install Bike Lanes: 2 locations

- 1. Grove Avenue (Twin Lakes Blvd.-Century Blvd.)
- 2. Century Boulevard (Congress Ave.-Veterans Pkwy.)

2. Install covered bike parking

- Businesses
- Government facilities
- 3. Install Off-Street Shared-Use Path: 3 locations
 - 1. Ryan Park Path Extension
 - 2. Near Pleasant Acres School
 - 3. Heritage Lake Park

4. Install Sidepaths: 29 street segments

- IDOT: 2 segments
- Village of Rantoul: 27 segments



6. Engineering Recommendations: Curb Ramps, Crossings

1. Improve or install curb ramps

- Based on CCRPC Sidewalk Gap Connectivity analysis
- 20 locations with a high connectivity value

2. Install Pedestrian Countdown Signals: 6 locations

- 1. Century/Grove
- 2. Century/Sangamon
- 3. Century/Congress
- 4. Century/Champaign
- 5. Champaign/Tanner
- 6. Champaign/Fredrick

3. Install pedestrian crossing improvements: 2 locations

- 1. Champaign/Sunview
 - 1. Near Broadmeadow School
- 2. Champaign/Chanute
 - 1. Near RTHS
 - 2. Proposed safe walking route to Northview School



6. Recommendations

Public Transportation = 8

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



6. Recommendations

• Education = 5

- 1. Walk/Bike to School Days, Wellness Fairs
- 2. Traffic Circulation Map & Safe Walking Route Maps Distribution
- 3. Bike Education Pamphlets
- 4. Bike Rodeos
- 5. K-12 Bike Education Curriculum

• Encouragement = 9

- 1. Park & Walk Sites
- 2. "Bike to" and "Walk to" Events
- 3. Bike Route & Trail Signage
- 4. Bicycle Friendly Community Application
- 5. Snow Removal
- 6. Bikeway, Trail, and Walkway Dedication events & rides
- 7. Business Bike Parking Improvement Incentives
- 8. National Trails Day
- 9. Walk Friendly Community application





6. Recommendations

• Enforcement = 4

- 1. Enforce bicyclist & pedestrian violations
- 2. Enforce motorist violations
- 3. Police presence near schools
- 4. No Cell Phones in school zones

• Evaluation = 5

- 1. Annual Performance Measure Assessment
- 2. Bicycle & Pedestrian Counts
- 3. Speed Studies
- 4. Walkability & Bikeability Surveys
- 5. Travel Tallies

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Now that you've identified the problems, please turn in this form at your school.

7. Implementation

• Maps by Timeframe

- Short-Term = 0-5 Years
- Medium-Term = 6-10 Years
- Long-Term = 11+ Years

Infrastructure Tables

- Location
- Treatment
- Responsible Agency(ies)
- Timeframe
- Length
- Cost Estimate

• Funding Sources

- Federal Programs
 - Safe Routes to School (SRTS)
 - Surface Transportation Block Grant Program
 - Capital Investment Grants
- State & Private Programs
 - Doppelt Family Trail Development Fund
 - Illinois Bicycle Path Program
 - Illinois Transportation Enhancement Program (ITEP)
 - OSLAD & LWCF
 - Recreational Trails Program (RTP)
 - Safe Routes to School (SRTS)