Appendix A Public Involvement

In all transportation planning processes, the input of residents and other interested parties is crucial to successful planning and project prioritization. To integrate local and regional issues, CUUATS staff use a variety of innovative methods and analyses to capture the mobility needs and desires of the diverse individuals, neighborhoods, and institutions that make up the Champaign-Urbana region. To carry out the Curtis Road Corridor Study, CUUATS staff created a collaborative process involving many local agencies, as well as local roadway users, residents, and property owners to obtain input on the corridor and to promote awareness of context-sensitive design and local transportation issues. By bringing together stakeholders to define and accomplish collective goals for the corridor, this planning process strengthened the existing working relationships among local agencies and residents.

Building on Chapter 2: Planning Process, this appendix focuses on the public involvement portion of the Curtis Road Corridor Study. Public involvement for the study was focused on informing each of the six phases of the study illustrated in the timeline in *Figure 2-2*: Existing and Projected Conditions; Goals, Objectives, and Evaluation Criteria; Scenarios based on Goals and Objectives; Preferred Scenario; Draft Corridor Study Report; and Final Approval.

Presentation at public meeting on October 13, 2016

Thursday October 13, 2016

What: Public Meeting
Where: Church of Christ, 2601 Philo Road, Urbana
When: 6:00 - 7:30 PM

Over 80 people attended the first public meeting to learn more about the corridor study and to provide input. There were four main goals for this meeting:

1. Inform attendees about the corridor study
2. Collect feedback on the preliminary existing conditions data
3. Collect public input on how people are currently using the corridor
4. Collect public input on the corridor's strengths and weaknesses and opportunities

To inform attendees about the corridor and collected feedback on the preliminary existing conditions data, staff presented a PowerPoint overview of the study (*Figure A-4*) and displayed 12 information boards (*Figure A-1* and *Figure A-5*) about the study and the corridor's existing conditions. In advance of the meeting, staff documented the existing conditions of the corridor by collecting and analyzing data on utilities, services, transportation facilities, crashes, land use, and environmental conditions and created visualizations to present the data collected as maps, graphs, charts, and images. The projected conditions were also documented through the analysis of future land use plans and the regional population and employment projections from the 2040 Long Range Transportation Plan approved in 2014. The existing and projected conditions portion of the corridor study includes analysis and documentation of data and verification of data with stakeholder agencies and members of the public who live, work, and/or travel through the area.

To collect input on how people are currently using the corridor and some of the corridor's strengths, weaknesses, and opportunities, staff distributed a short survey (*Figure A-6*). One of the questions on the survey pertained to what modes people use on Curtis Road. While it was not surprising that the majority of people use personal vehicles on Curtis Road, it was surprising and informative to learn that at least a few people walk, use a bicycle, or use a bus on Curtis Road on a daily basis. Respondents also reported using agricultural equipment and horses on Curtis Road (*Figure A-7*). Additional information was collected on corridor strengths, weaknesses, and opportunities through mapping activities that asked people to map their Curtis Road routes and identify specific locations with stickers (*Figure A-2* and *Figure A-3*). A summary of the strengths, weaknesses, and opportunities provided by meeting attendees are summarized by subtopic in *Table A-1*.

The input collected at this meeting served as the foundation for subsequent steps of the study. After the meeting CUUATS staff spent considerable time processing the input and organizing the different strengths, weaknesses, and opportunities into overarching "Problems" and "Opportunities" for the corridor. The "Problems and Opportunities" statements, as defined by PlanWorks and defined in Chapter 4: Problems and Opportunities, serve as the foundation for the corridor's goals, which determine the evaluation criteria by which to assess proposed future scenarios. The evaluation criteria are also dependent on the modeling tools staff use during the scenario development and evaluation process. The interconnection between the public input, problem statements, goals, evaluation criteria, and modeling tools made this meeting one of the most critical parts of the corridor study.

Figure A-1 **Information Boards, October 13, 2016**

Figure A-2 **String Routes Map, October 13, 2016**

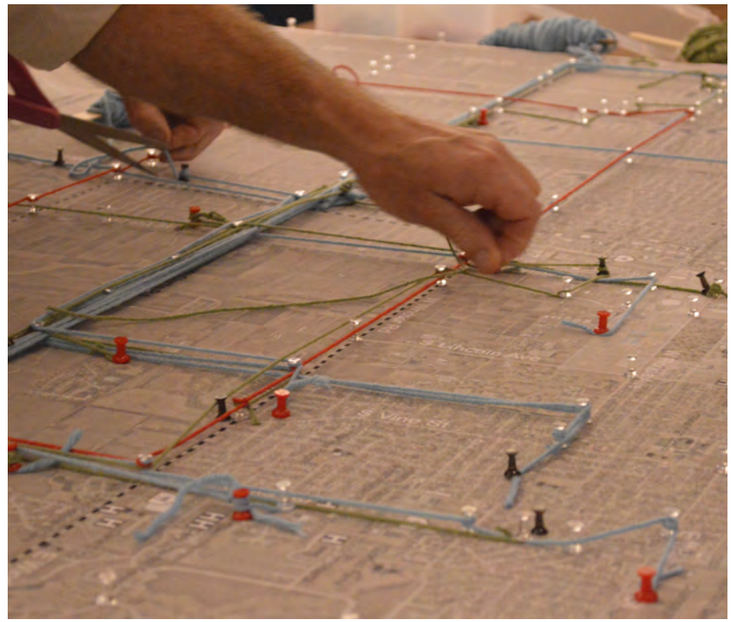
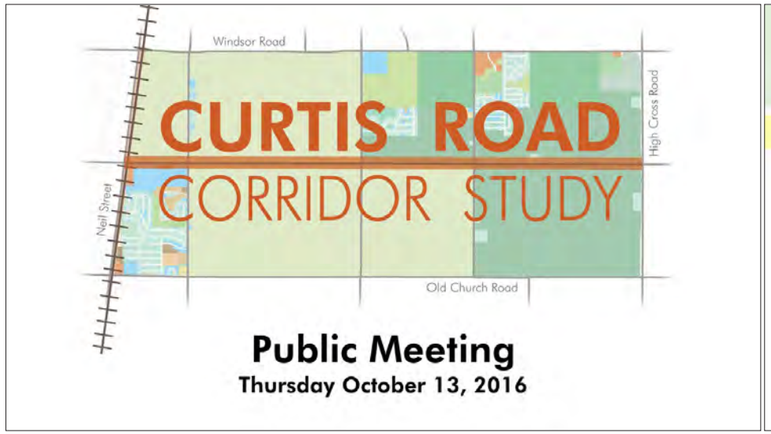
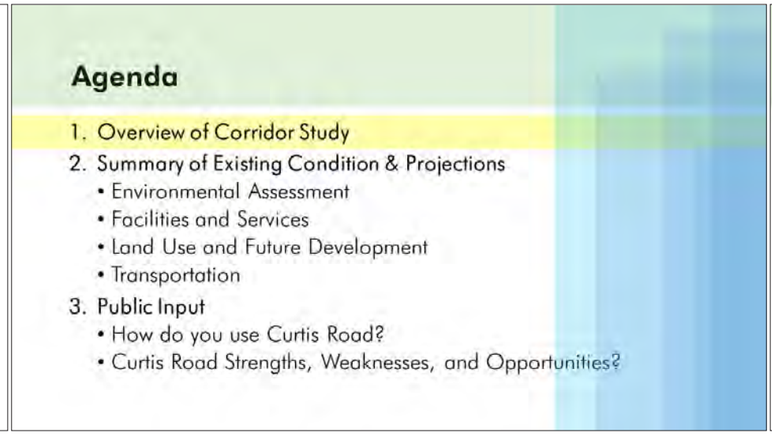
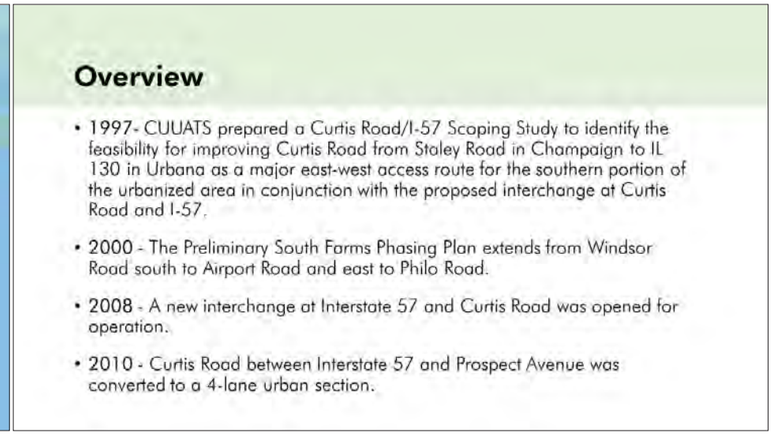


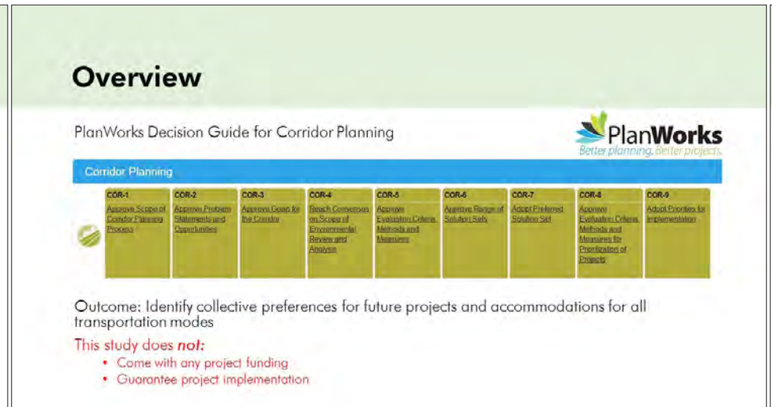
Figure A-3 **Strength/Weakness/Opportunity Map, October 13, 2016**

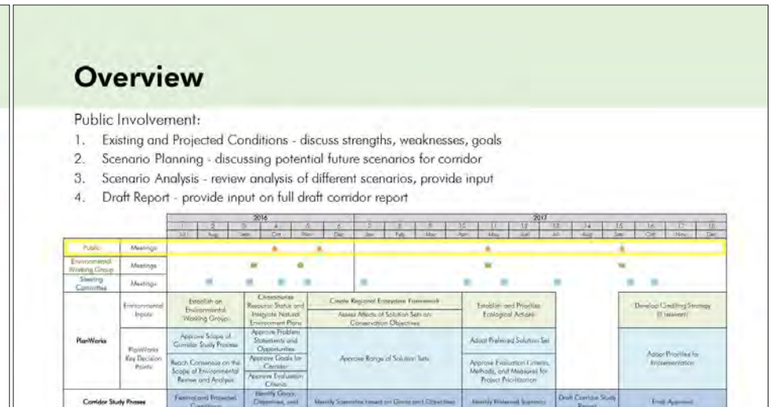
Figure A-4 **PowerPoint Presentation, Public Meeting October 13, 2016**

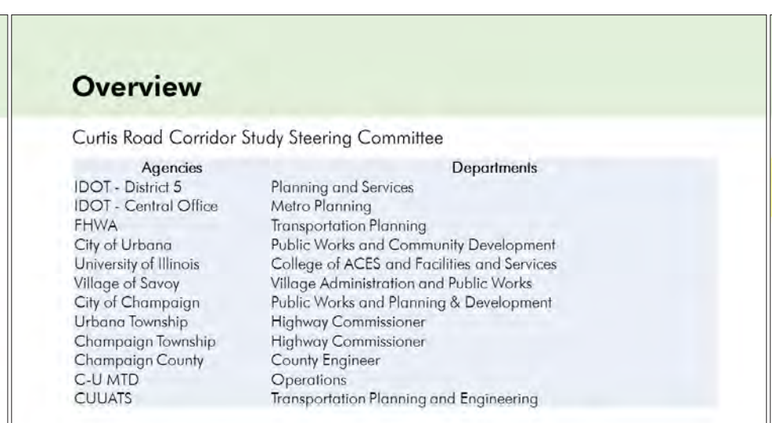


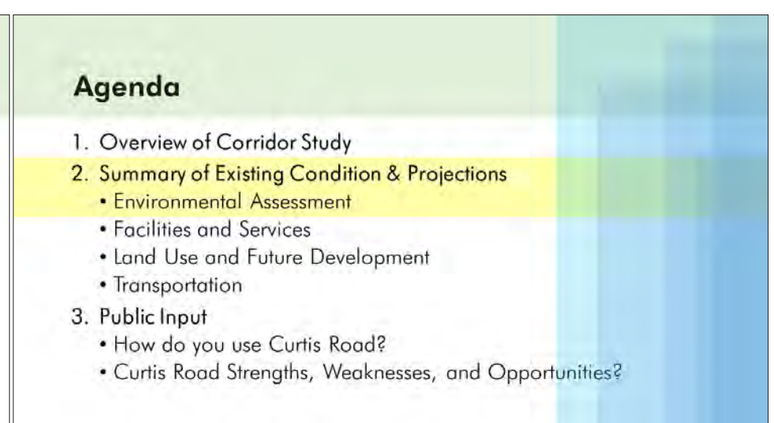




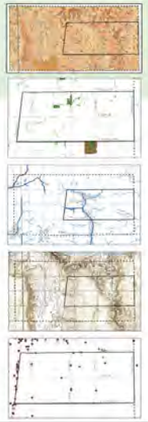








Environmental Assessment



Physical Setting
Topography
Soils
Hydrology (waterways, wetlands, floodplains)
Drainage
Natural Areas and Wildlife

Environment
Air Quality
Water Quality
Light Pollution
Noise Pollution
Special Waste
Cultural Resources

Environmental Working Group

IDOT District 5
Illinois Natural History Survey
Illinois State Archeological Survey
Illinois State Geological Survey
Champaign County Soil & Water Conservation District
University of Illinois

Agenda

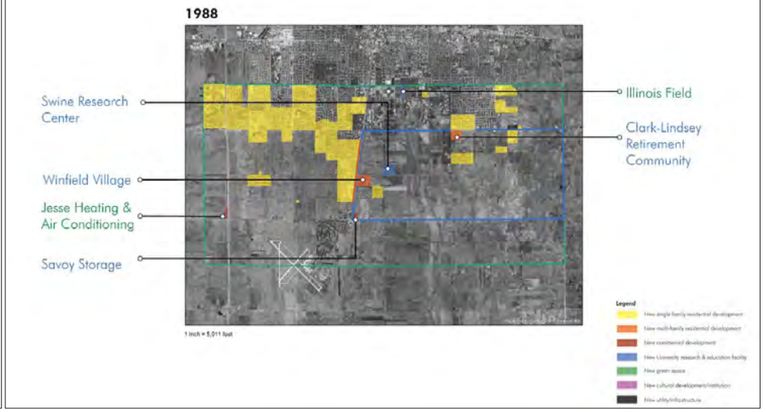
1. Overview of Corridor Study
2. Summary of Existing Condition & Projections
   - Environmental Assessment
   - Facilities and Services
   - Land Use and Future Development
   - Transportation
3. Public Input
   - How do you use Curtis Road?
   - Curtis Road Strengths, Weaknesses, and Opportunities?

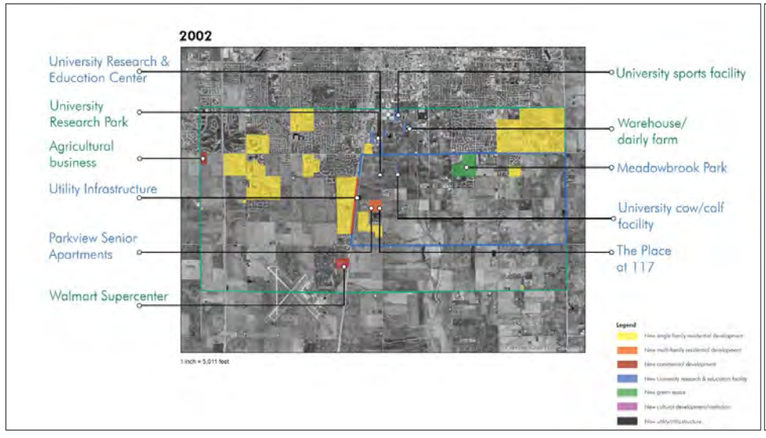
Facilities and Services

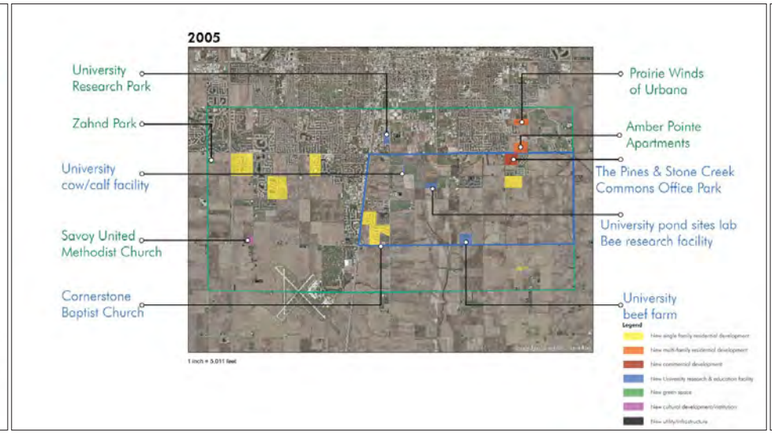
Fire Protection
Police
High Speed Internet
Power and Gas
Sanitary and Storm Sewer
Health Facilities
Schools and Districts

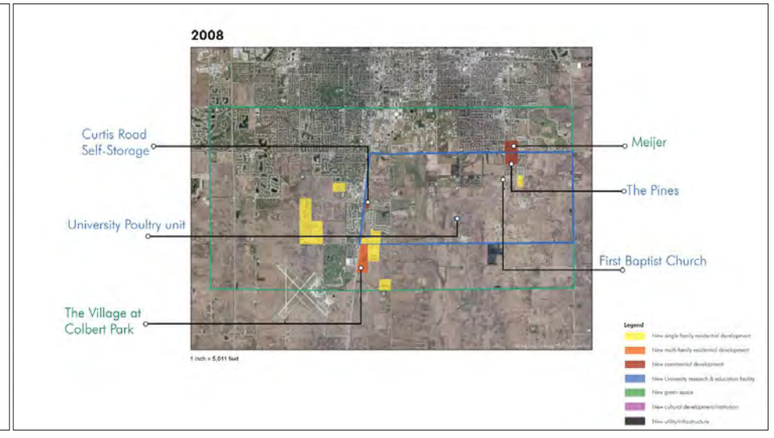
Agenda

1. Overview of Corridor Study
2. Summary of Existing Condition & Projections
   - Environmental Assessment
   - Facilities and Services
   - Land Use and Future Development
   - Transportation
3. Public Input
   - How do you use Curtis Road?
   - Curtis Road Strengths, Weaknesses, and Opportunities?

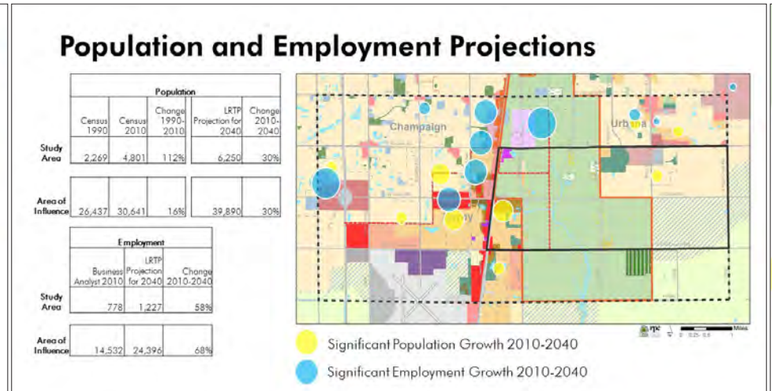


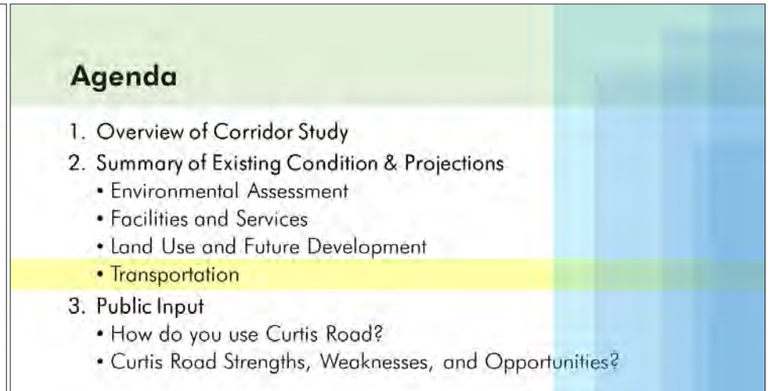


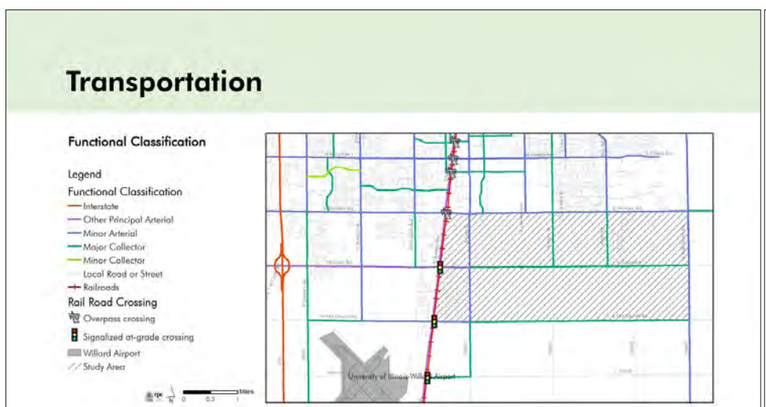


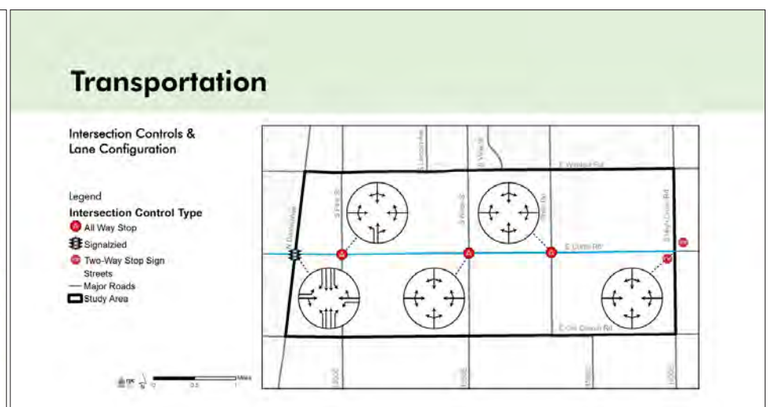


- Champaign Tomorrow- Comprehensive Plan adopted by City Council in 2011
- Urbana Comprehensive Plan adopted by Urbana City Council in 2005
- Village of Savoy Comprehensive Plan adopted by the Village in 2009
- Champaign County Land Resource Management Plan adopted by Champaign County Board in 2010
- University of Illinois Campus Master Plan Update adopted in 2007, updated in 2012
- University of Illinois Utilities Master Plan approved in September 2015









Transportation

Average Daily Traffic 2006-2016

Legend
Percentage Change 2006-2016
- ≤-10
- ≤0, >-10
- ≥10, <30
- ≥30, <50
- ≥50, <70
- ≥90
- Pending

Streets
Major Roads
Study Area

2,900; 57%: Segment average daily traffic in 2016 is 2,900; increased 57% from 2006.

Transportation

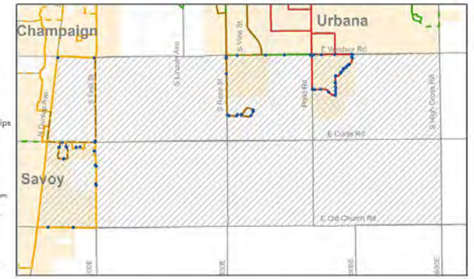
Transit Service

Legend
- Transit Stop

Study Area Transit Routes & Scheduled Trips
- Bronze: 37 daily trips*
- Red: 63 daily trips
- Yellow: 57 daily trips
- Green: No daytime trip, 25 daily evening trips

Streets
Major Roads
Corporate Limits
Study Area

* Trip numbers represent the number of scheduled trips from 8:00 a.m. to 3:59 p.m. in weekdays during August 16 to December 19, 2015 schedule period, not actual ridership.



Transportation

Existing and Proposed Bikeways and Trails

Legend
Existing Bikeways & Trails
- Bike Lanes
- Sharrows
- Shared-Use Path

Existing Greenways
- Public Golf Course
- Public Park

Proposed Bikeways & Trails
- Bike Lanes
- Bike Route
- Shared Bike/Parking Lanes
- Shared-Use Path
- Undetermined

Streets
Major Roads
Corporate Limits
Study Area

Transportation

Sidewalk Segment

Legend
- Pedestrian Signal

Sidewalk Segment
- Sidewalk
- Missing Sidewalk Segment

Streets
Major Roads
Study Area

Transportation

Intersection and Segment Crash Locations (2010-2014)

Legend

Intersection Crash	Segment Crash
1	1
4	4
7	7
39	

Streets
Major Roads
Study Area

Transportation

Intersection and Segment Injury Locations (2010-2014)

Legend

Intersection Injury	Segment Injury
1 B-Injury	1 A-Injury
4 B-Injury	2 B-Injury
9 C-Injury	1 C-Injury

Streets
Major Roads
Study Area

Transportation

AM Peak Intersection LOS

Legend
LOS (Level of Serivce)
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E

Streets
Major Roads
Study Area

Transportation

PM Peak Intersection LOS

Legend
LOS (Level of Serivce)
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E

Streets
Major Roads
Study Area

Agenda

1. Overview of Corridor Study
2. Summary of Existing Condition & Projections
   - Environmental Assessment
   - Facilities and Services
   - Land Use and Future Development
   - Transportation
3. Public Input
   - How do you use Curtis Road?
   - Curtis Road Strengths, Weaknesses, and Opportunities?

Public Input

How do you use Curtis Road?

Origin Destination

String:
Walk, Bicycle, Car, Bus,
Other (e.g. agricultural vehicle, freight, etc)

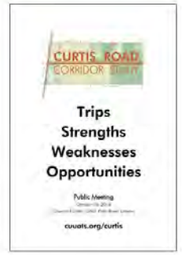
Public Input

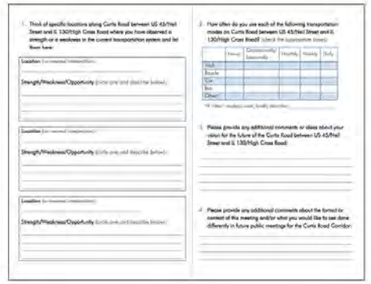
Strengths

Weaknesses

Opportunities/Ideas for improvements

Public Input





Public Input

- **Information Boards**
- **Talk with CCRPC/CUUATS staff**
- **Have a snack**

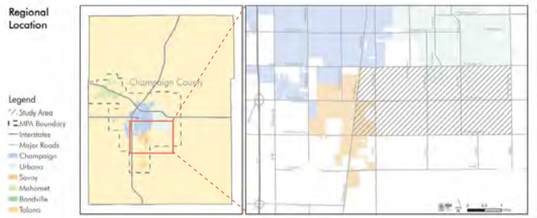
CURTIS ROAD CORRIDOR STUDY

Thank you for being here!

Figure A-5 **Information Boards, Public Meeting October 13, 2016**

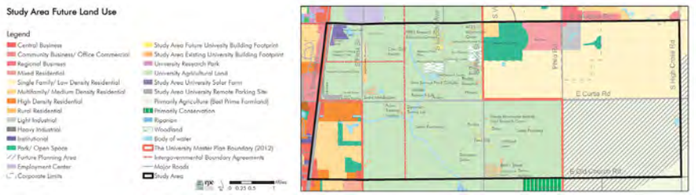
Curtis Road Corridor Study
Study Area Information

Comments & Questions



CURTIS ROAD CORRIDOR STUDY

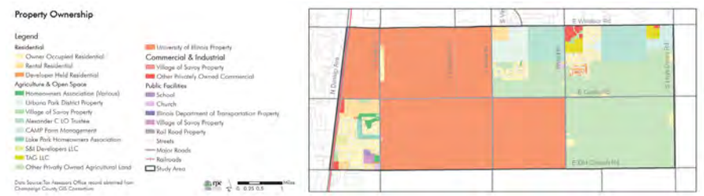
Curtis Road Corridor Study
Existing & Future Land Use



Comments & Questions

CURTIS ROAD CORRIDOR STUDY

Curtis Road Corridor Study
Property Ownership & Existing Zoning



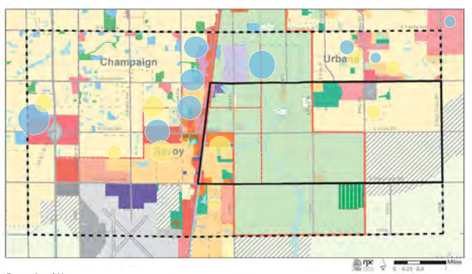
Comments & Questions

CURTIS ROAD CORRIDOR STUDY

Curtis Road Corridor Study
Population & Employment Projection

	Population				
	Census 1990	Census 2010	Change 1990-2010	LRTP Projection for 2040	Change 2010-2040
Study Area	2,269	4,801	112%	6,250	30%

	Employment		
	Business Analyst 2010	LRTP Projection for 2040	Change 2010-2040
Study Area	778	1,227	58%



Referenced Plans

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- Village of Savoy Comprehensive Plan adopted by the Village in 2009
- Champaign County Land Resource Management Plan adopted by the Champaign County Board in 2010
- Champaign Tomorrow- Comprehensive Plan adopted by Champaign City Council in 2011
- Curtis Road Interchange Area Master Plan adopted in June 2016
- University of Illinois Campus Master Plan Update adopted in 2007 and updated in 2012
- University of Illinois Utilities Master Plan approved in September 2015

Comments & Questions

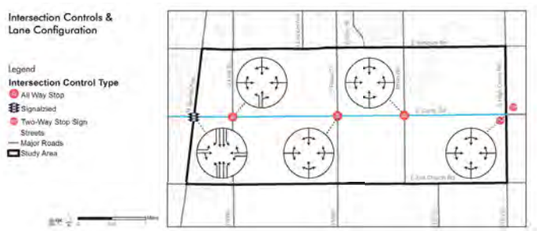
CURTIS ROAD CORRIDOR STUDY

Curtis Road Corridor Study
Transportation - Functional Classification & Jurisdiction

Comments & Questions

CURTIS ROAD CORRIDOR STUDY

Curtis Road Corridor Study
Transportation - Roadway Condition



Comments & Questions

CURTIS ROAD CORRIDOR STUDY

Curtis Road Corridor Study

Transportation - Average Daily Traffic & Transit Service

Comments & Questions

CURTIS ROAD CORRIDOR STUDY

Curtis Road Corridor Study

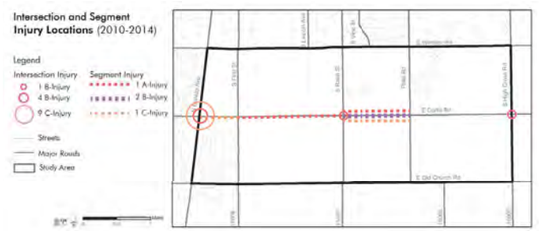
Transportation - Intersection LOS

Comments & Questions

CURTIS ROAD CORRIDOR STUDY

Curtis Road Corridor Study

Transportation - Traffic Crash

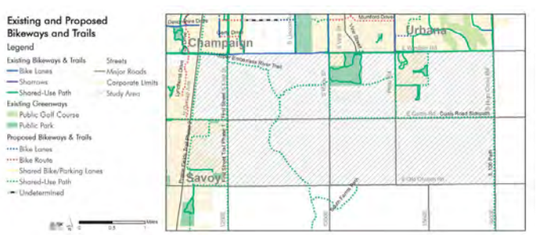


Comments & Questions

CURTIS ROAD CORRIDOR STUDY

Curtis Road Corridor Study

Transportation - Bike & Pedestrian Facilities



Comments & Questions

CURTIS ROAD CORRIDOR STUDY

Curtis Road Corridor Study

Environmental Assessment

This environmental assessment is a preliminary evaluation of environmental elements along the corridor, intended to give a picture of existing conditions as part of the planning process, with the additional hope of simplifying/ taking the initial steps to prepare for environmental assessment that may be required for any potential future corridor projects.

Environmental Data

The following data is being collected as part of the environmental assessment:

Physical Setting:

- Topography & Geology
- Soils
- Hydrology
  - Waterways
  - Wetlands
  - Floodplains
- Drainage
- Wildlife & Vegetation Habitat

Existing Environmental Conditions:

- Air Pollution
- Water Pollution
- Light Pollution
- Noise Pollution
- Special Waste
- Cultural Resources

Environmental Working Group

The Environmental Working Group has been formed to gain access to additional environmental expertise associated with the environmental topics we are addressing. The Working Group is comprised of nine members from the following organizations:

- Illinois State Geological Survey
- IDOT District 5
- Illinois Natural History Survey
- Illinois State Archaeological Survey
- Champaign County Soil & Water Conservation District
- University of Illinois

Comments & Questions

CURTIS ROAD CORRIDOR STUDY

Curtis Road Corridor Study

What is your vision for Curtis Road?

CURTIS ROAD CORRIDOR STUDY

Connectivity?

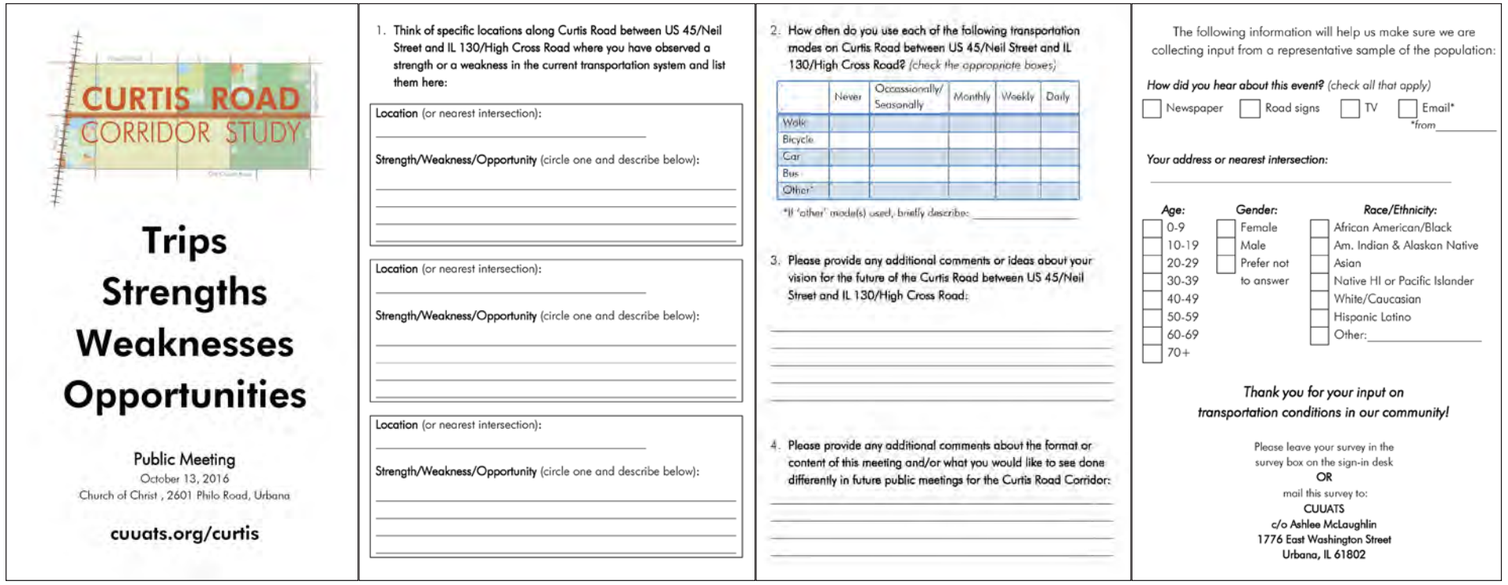
Safety?

Environment?

Roadway Features?

Facilities?

Figure A-6 **Survey: Trips Strengths Weaknesses Opportunities, Public Meeting October 13, 2016**



CURTIS ROAD CORRIDOR STUDY

Trips
Strengths
Weaknesses
Opportunities

Public Meeting
October 13, 2016
Church of Christ , 2601 Philo Road, Urbana

cuuats.org/curtis

1. Think of specific locations along Curtis Road between US 45/Neil Street and IL 130/High Cross Road where you have observed a strength or a weakness in the current transportation system and list them here:

Location (or nearest intersection):

Strength/Weakness/Opportunity (circle one and describe below):

Location (or nearest intersection):

Strength/Weakness/Opportunity (circle one and describe below):

Location (or nearest intersection):

Strength/Weakness/Opportunity (circle one and describe below):

2. How often do you use each of the following transportation modes on Curtis Road between US 45/Neil Street and IL 130/High Cross Road? *(check the appropriate boxes)*

	Never	Occassionally/ Seasonally	Monthly	Weekly	Daily
Walk					
Bicycle					
Car					
Bus					
Other*					

*If "other" mode(s) used, briefly describe: _____

3. Please provide any additional comments or ideas about your vision for the future of the Curtis Road between US 45/Neil Street and IL 130/High Cross Road:

4. Please provide any additional comments about the format or content of this meeting and/or what you would like to see done differently in future public meetings for the Curtis Road Corridor:

The following information will help us make sure we are collecting input from a representative sample of the population:

How did you hear about this event? *(check all that apply)*

☐ Newspaper ☐ Road signs ☐ TV ☐ Email* *from_____

Your address or nearest intersection:

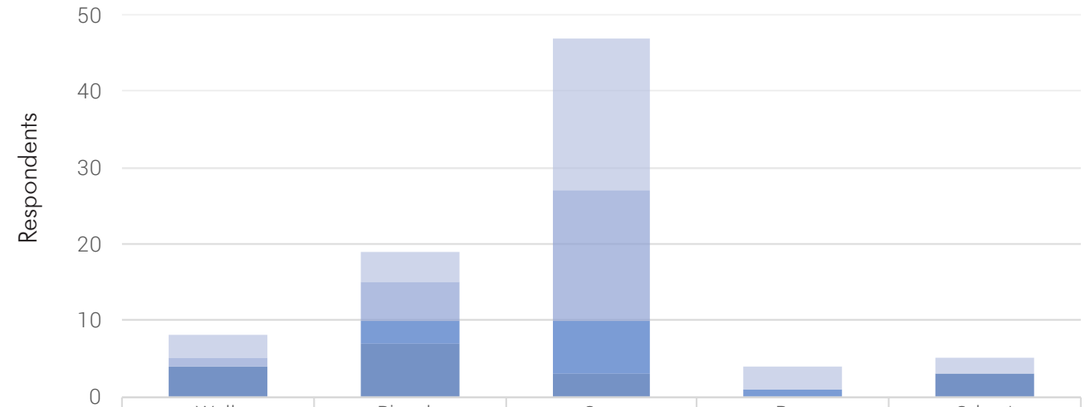
_____

Age:	***Gender:***	***Race/Ethnicity:***
☐ 0-9	☐ Female	☐ African American/Black
☐ 10-19	☐ Male	☐ Am. Indian & Alaskan Native
☐ 20-29	☐ Prefer not to answer	☐ Asian
☐ 30-39		☐ Native HI or Pacific Islander
☐ 40-49		☐ White/Caucasian
☐ 50-59		☐ Hispanic Latino
☐ 60-69		☐ Other:_____
☐ 70+		

Thank you for your input on transportation conditions in our community!

Please leave your survey in the survey box on the sign-in desk
OR
mail this survey to:
CUUATS
c/o Ashlee McLaughlin
1776 East Washington Street
Urbana, IL 61802

Figure A-7 **Survey Question #2 Input: Mode Use on Curtis Road, Public Meeting October 13, 2016**



	Walk	Bicycle	Car	Bus	Other*
Daily	3	4	20	3	2
Weekly	1	5	17	0	0
Monthly	0	3	7	1	0
Occassionally/Seasonally	4	7	3	0	3

* Other = Agricultural Equipment (2 Daily, 2 Occasionally/Seasonally), Horses (1 Occasionally/Seasonally)

Table A-1 **Input: Strengths, Weaknesses, and Opportunities**

Strength, Weakness, Opportunity Topics	Number of Comments
Want Bike & Pedestrian Facilities/Complete Street	48
Safety	44
Maintain Farmland/Rural Characteristics	23
Control Speed	22
Improve Roadway Surface	20
Want Additional Shoulder or Wider Lanes	19
Dangerous Flooding/Bridge Needs Improvement	15
Problematic RR Crossing/Want Grade Separation	14
No Improvement Desired	13
Poor Traffic Flow	12
Want Agricultural Equipment Accommodations	11
Improve Visibility	11
Want 2 lanes	10
Want Roundabout(s)	8
Development Opportunity Desired/Appreciated	8
Maintain 55 MPH or higher	7
Access Point	7
Don't Want Traffic Light(s)	5
Animal Crossing	4
Keep All Way Stop(s)	3
Want 4 Lanes	2
Want Traffic Light(s)	2
Don't Want Bike & Pedestrian Facilities	1
Want More Transit Service	1
Don't Want Roundabout(s)	1
TOTAL	**311**

Saturday February 18, 2017

What: Public Workshop
Where: Church of Christ, 2601 Philo Road, Urbana
When: 8:30 - 11:00 AM

Over 50 people attended this event, which was a longer-format workshop held on a Saturday in order to allow participants to work together and consider the future of the corridor in a more thoughtful way. There were three main goals for this meeting:

1. Present a summary of the input collected at the previous meeting
2. Collect feedback on the corridor's problems, opportunities, and related goals that were developed from the public input
3. Identify future scenarios for the corridor that address the corridor's goals

At the scenario development workshop, staff presented a summary of the input received at the previous public meeting, as well as a description of the five problems and opportunity statements, goals, and evaluation criteria, (Chapter 4: Problems and Opportunities) that were developed from that input in the form of a PowerPoint presentation (*Figure A-10*) and information boards (*Figure A-8* and *Figure A-11*). After the presentation, planning staff facilitated an activity designed to allow community members to work together to determine which transportation improvement projects, if any, would address the corridor's identified goals.

Staff prepared large-scale land use maps of the study area with existing building footprints and environmental features to serve as the base map for the activity. To go along with each map, staff produced a set of materials, including transportation improvement graphics for each roadway segment and intersection (*Figure A-12*). Given the location, size, traffic volumes, and land uses in the study area, the options for roadway improvements are limited. The roadway improvement options provided to each group included two-lane and four-lane roadway cross sections with shoulders and with or without on-street bike lanes and separate off-street sidepaths. Four-way stop signs, traffic signals, and roundabouts were provided as options for intersection controls at the Curtis Road intersections with First Street, Race Street, and Philo Road. In addition, participants were able to create any other improvements they found desirable, and could chose to make no changes to any segments or intersections.

Eight small groups with three to ten participants each were formed, and each group was provided with a set of materials and a CUUATS staff facilitator to carry out the activity. The activity was framed by a horizon year of 2040 and limited by a predetermined budget, which was intended to encourage the participants to prioritize the projects that are most important to them. By having the participants work in groups, the goal was to create an environment where roadway users could talk through different improvement ideas with others who might utilize the corridor in a different way or have different transportation priorities. The following assumptions were also presented as framework for considering transportation improvements in the study area:

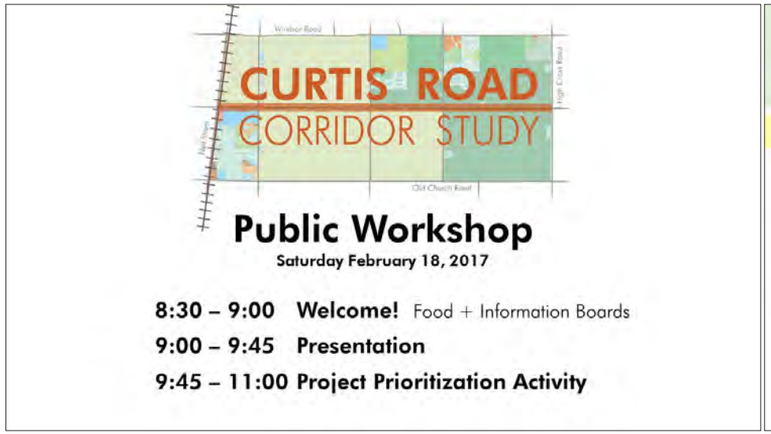
- A railroad grade separation (roadway underpass) could happen by 2030 and would likely be the first significant roadway improvement in the study area (which would then trigger additional improvements)
- Any roadway reconstruction between First Street and Race Street would trigger the reconstruction of the Embarras River bridge
- Any roadway reconstruction (two-lane or four-lane) would also include roadway drainage reconstruction
- Future roadway ownership, right-of-way, and maintenance are unknown and are not part of this particular exercise

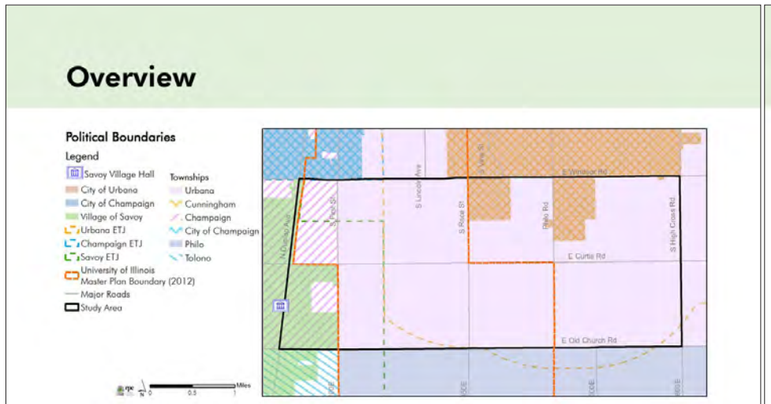
The result of the activity was eight different future scenarios, one for each group labeled by different colors, that included different transportation improvement ideas for the Curtis Road Corridor study area by the year 2040 (*Figure A-13* through *Figure A-20*). The different scenarios ranged in scope from wanting many roadway improvements to wanting very few improvements and even closing down a section of the roadway to the public. Notably, none of the groups chose to include a four-lane roadway cross section in their scenario. After CUUATS staff reviewed each of the future scenarios developed by the public and presented them to the steering committee, it was determined that the eight public scenarios would serve as the full range of future scenarios to be measured and analyzed with the evaluation criteria along with a baseline/do-nothing scenario that assumed no future changes.

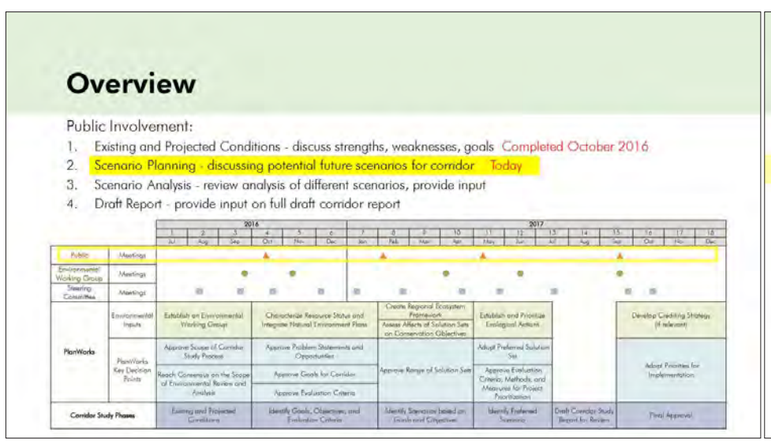
Figure A-8 **Information Boards, February 18, 2017**

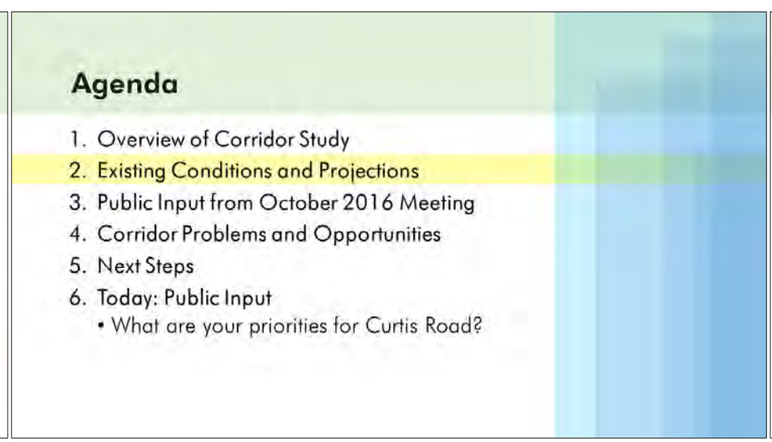
Figure A-9 **Scenario Development, Brown Group, February 18, 2017**

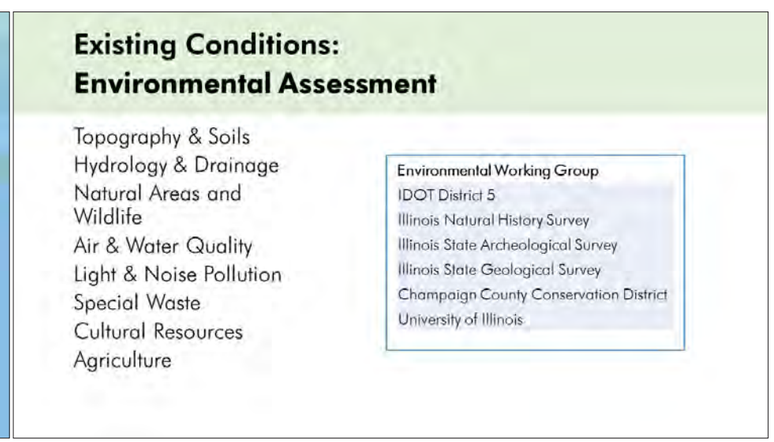
Figure A-10 **PowerPoint Presentation, Public Workshop February 18, 2017**









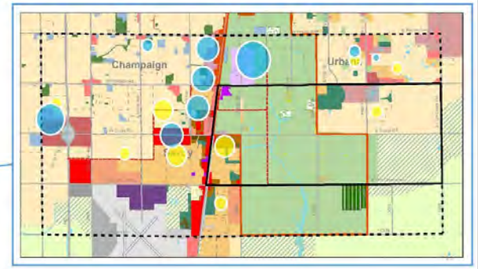


Existing Conditions: Facilities and Services

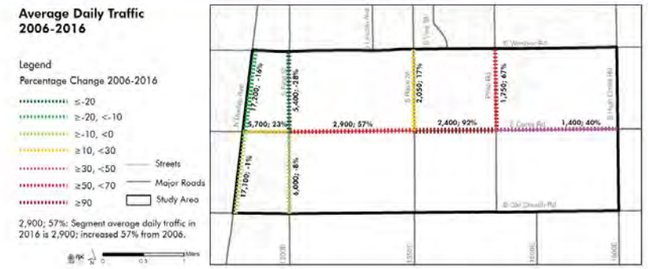
Fire Protection
Police
High Speed Internet
Power and Gas
Sanitary and Storm Sewer
Health Facilities
School Districts

Existing Conditions: Land Use

Development History
Existing Zoning
Future Plans
Population and Employment Projections

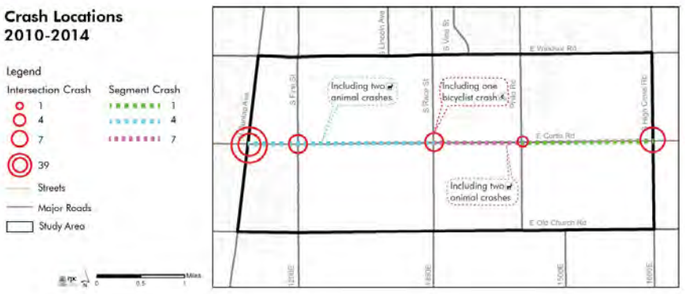


Existing Conditions: Transportation



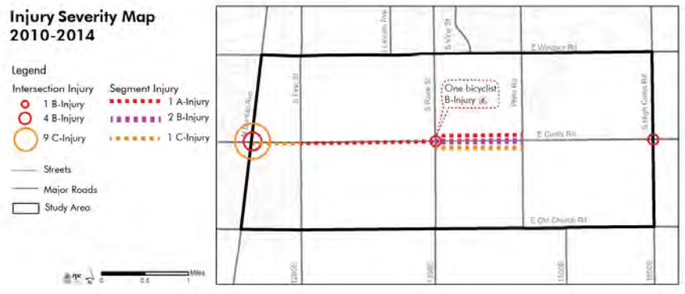
Existing Conditions: Transportation

Crash Locations 2010-2014



Existing Conditions: Transportation

Injury Severity Map 2010-2014

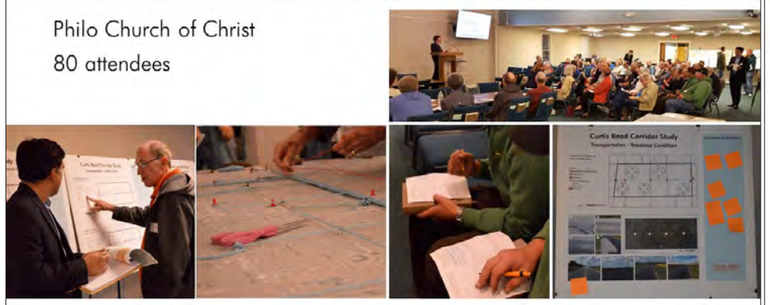


Agenda

1. Overview of Corridor Study
2. Existing Conditions and Projections
3. Public Input from October 2016 Meeting
4. Corridor Problems and Opportunities
5. Next Steps
6. Today: Public Input
   - What are your priorities for Curtis Road?

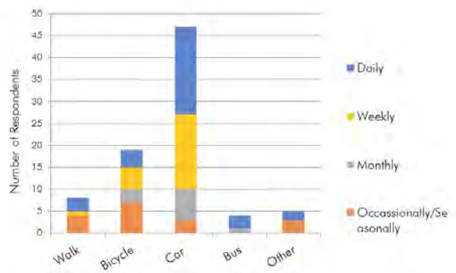
Public Input from October 2016 Meeting

Philo Church of Christ
80 attendees



Public Input from October 2016 Meeting

How do you use Curtis Road?



Public Input from October 2016 Meeting

Input Collected:

Comments	106
Want Bike & Pedestrian Facilities/Complete Street	48
Safety	44
Maintain Farmland/Rural Characteristics	28
Control Speed	22
Improve Roadway Surface	20
Want Additional Shoulder or Wider Lanes	19
Dangerous Flooding/Bridge Needs Improvement	15
Problematic RR Crossing/Want Grade Separation	14
No Improvement Desired	13
Poor Traffic Flow	12
Want Agricultural Equipment Accommodations	11
Improve Visibility	11
Want 2 lanes	10
Want Roundabout(s)	8
Development Opportunity Desired/Appreciated	8
Maintain 55 MPH or higher	7
Access Point	7
Don't Want Traffic Light(s)	5
Animal Crossing	4
Keep All Way Stop(s)	3
Want 4 Lanes	2
Want Traffic Light(s)	2
Don't Want Bike & Pedestrian Facilities	1
Want More Transit Service	1
Don't Want Roundabout(s)	1

Public Input from October 2016 Meeting

Input Collected:

Comments	306
Want Bike & Pedestrian Facilities/Complete Street	48
Improve Safety	44
Maintain Farmland/Rural Characteristics	23
Control Speed	22
Improve Roadway Surface	20
Don't Want Traffic Light(s)	5
Animal Crossing	4
Keep All Way Stop(s)	3
Want 4 Lanes	3
Want Traffic Light(s)	2
Don't Want Bike & Pedestrian Facilities	1
Want More Transit Service	1
Don't Want Roundabout(s)	1

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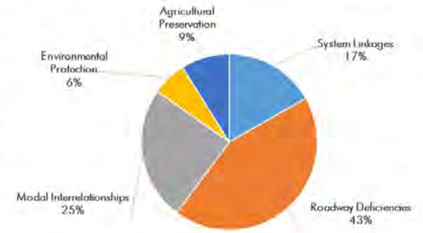
Main Public Input Themes = Corridor Problems and Opportunities

Roadway Deficiencies
Modal Interrelationships
System Linkages
Agricultural Preservation
Environmental Protection



Corridor Problems and Opportunities

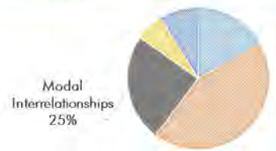
Roadway Deficiencies

The current design of Curtis Road as a typical rural cross section with an at-grade railroad crossing and without shoulders, striping, or bicycle and pedestrian facilities is not optimal for a roadway that is seeing increased use due to its proximity to the urban area and wide range of daily users.

Corridor Problems and Opportunities

Modal Interrelationships

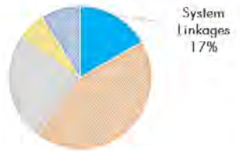
This section of Curtis Road does not have dedicated pedestrian or bicycle facilities or adequately support oversize agricultural vehicles. Future roadway improvements should include facilities to safely accommodate all modes and users including people walking, riding bicycles, driving personal vehicles, operating transit buses, operating agricultural vehicles, and emergency responders in alignment with CUUATS Complete Streets Policy that supports more active, sustainable modes of transportation.



Corridor Problems and Opportunities

System Linkages

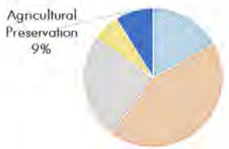
The present condition of Curtis Road from First Street to IL 130/High Cross Road, limits regional connectivity and accessibility for residents and businesses travelling between the southwest and southeast areas of the urbanized area as well as travelers accessing the urbanized area and/or Interstate 57 from the villages of Philo, Sidney, and Homer.



Corridor Problems and Opportunities

Agricultural Preservation

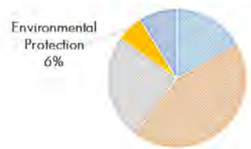
The corridor and surrounding lands are currently valued for their rural character and productive soils. Any future infrastructure improvements must seek to meet the demand for the roadway, while preserving these existing characteristics.



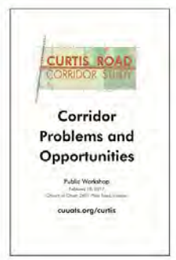
Corridor Problems and Opportunities

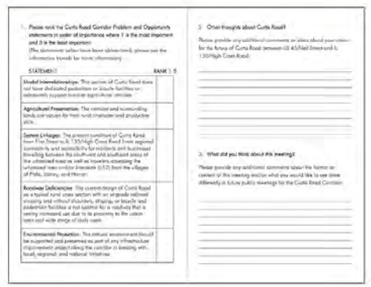
Environmental Protection

The natural environment should be supported and preserved as part of any infrastructure improvement project along the corridor in keeping with local, regional, and national initiatives.



Survey





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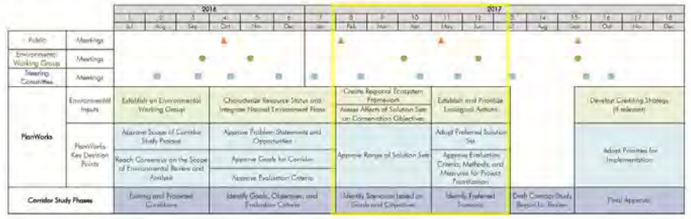
Next Steps

- Use Corridor Problems and Opportunities to Develop Future Scenarios
- Analyze Future Scenarios
- Next Public Meeting - review analysis of different scenarios



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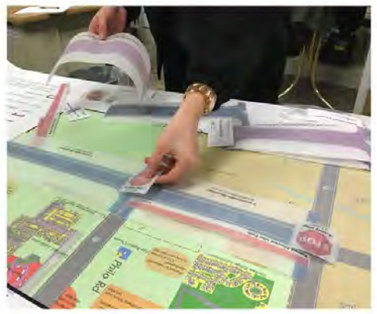
   - What are your priorities for Curtis Road?

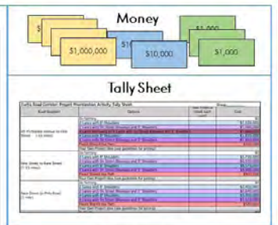
TODAY: Project Prioritization Activity

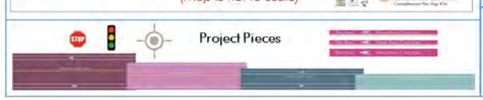
Work in groups to determine which improvement projects, *if any*, would address the corridor's identified problems and opportunities.

Each group will have a BUDGET and a staff member to answer questions.



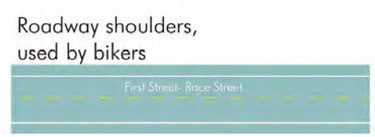
TODAY: Project Prioritization Activity

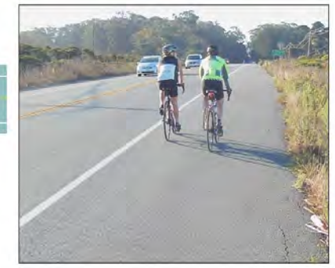




TODAY: Project Prioritization Activity

Roadway shoulders, used by bikers





TODAY: Project Prioritization Activity

On-street bike facilities + additional shoulders

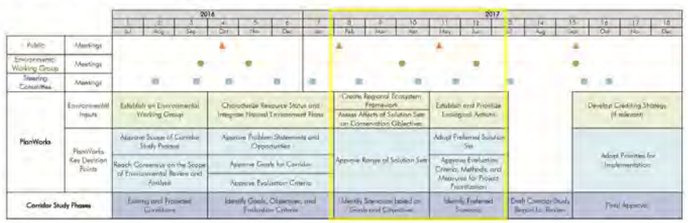
TODAY: Project Prioritization Activity

Roadway shoulders + off-street multi-use side path

TODAY: Project Prioritization Activity

A ROUNDABOUT is a circular intersection where drivers travel counterclockwise around a center island. There are no traffic signals or stop signs. Drivers yield at entry to traffic in the roundabout, then enter the intersection and exit at their desired street.
Roundabouts may be designed to accommodate all types of vehicles, including oversized agricultural equipment.

Source: Washington State Department of Transportation. (2017).



TODAY: Project Prioritization Activity

TODAY: Project Prioritization Activity

TODAY: Project Prioritization Activity

TODAY: Project Prioritization Activity

TODAY: Project Prioritization Activity

- Goal is to address the corridor problems and opportunities:

  Roadway Deficiencies, Modal Interrelationships, System Linkages, Agricultural Preservation, Environmental Protection
- Budget: provides some constraint + provides some individual control

  It is not necessary to spend the entire budget
- "Do Nothing" option available for each segment
- "Additional Recommendations" can be provided, examples: additional turning lanes, landscaping, specifics of bicycle infrastructure
- You can create additional projects if provided options aren't desired

TODAY: Project Prioritization Activity

Assumptions:

- Road underpass under railroad will trigger any significant roadway improvements
- Any roadway reconstruction between First Street and Race Street would trigger the reconstruction of the bridge over the Embarras River
- Any roadway reconstruction (2-lane or 4-lane) would include drainage improvements
- Future ownership and maintenance of the roadway is unknown and isn't accounted for in this particular exercise
- Right-of-Way considerations are also not part of this particular exercise

Next Steps

- Use Corridor Problems and Opportunities to Develop Future Scenarios
- Analyze Future Scenarios
- Next Public Meeting - review analysis of different scenarios

Questions?

Work in groups until 11:00

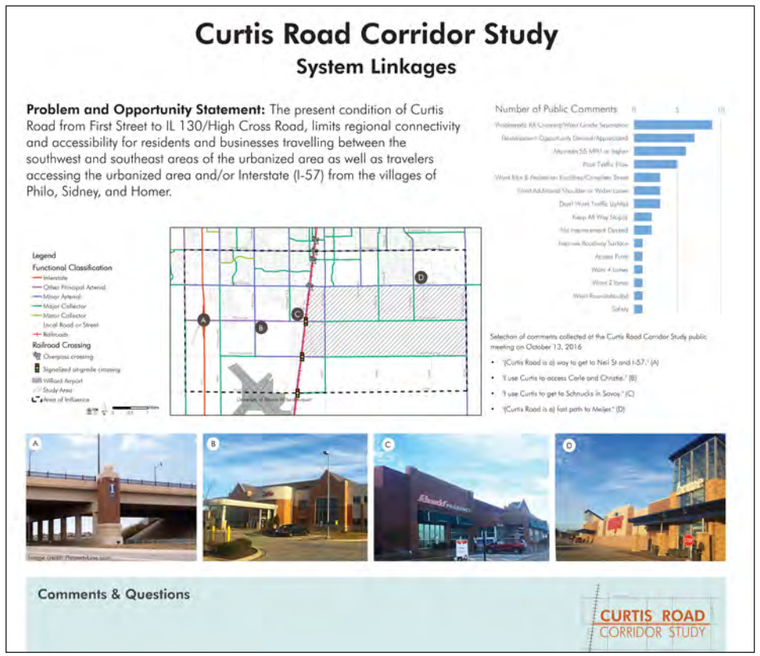
Additional Input:

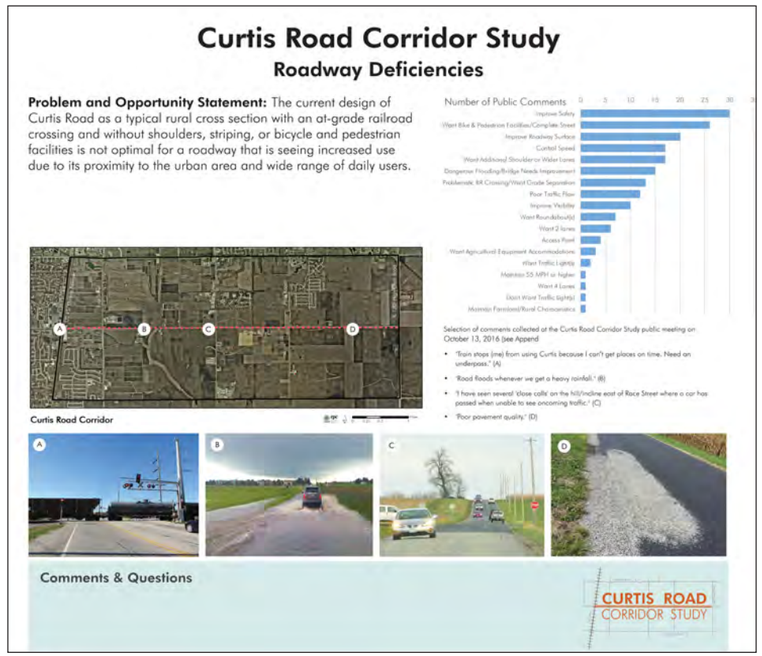
Surveys • Information Boards • Talk with CUUATS staff

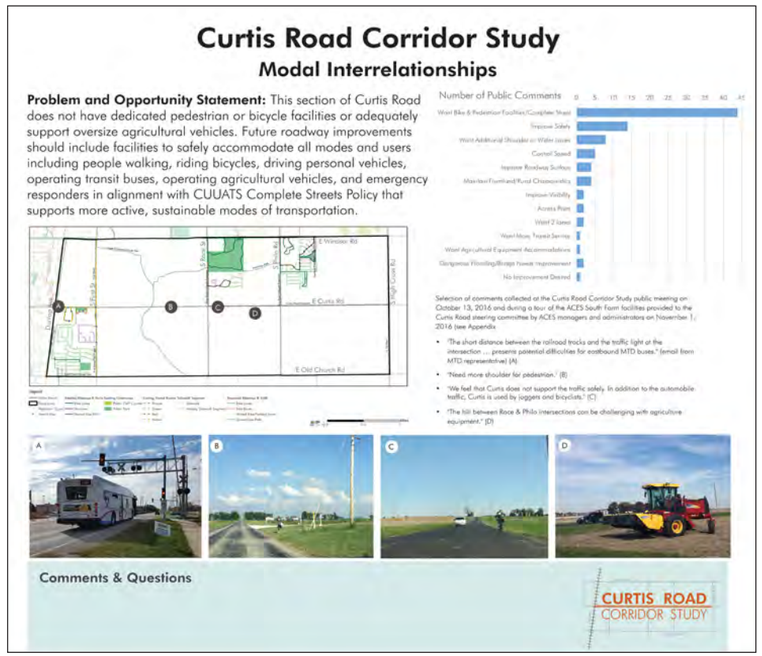
CURTIS ROAD CORRIDOR STUDY

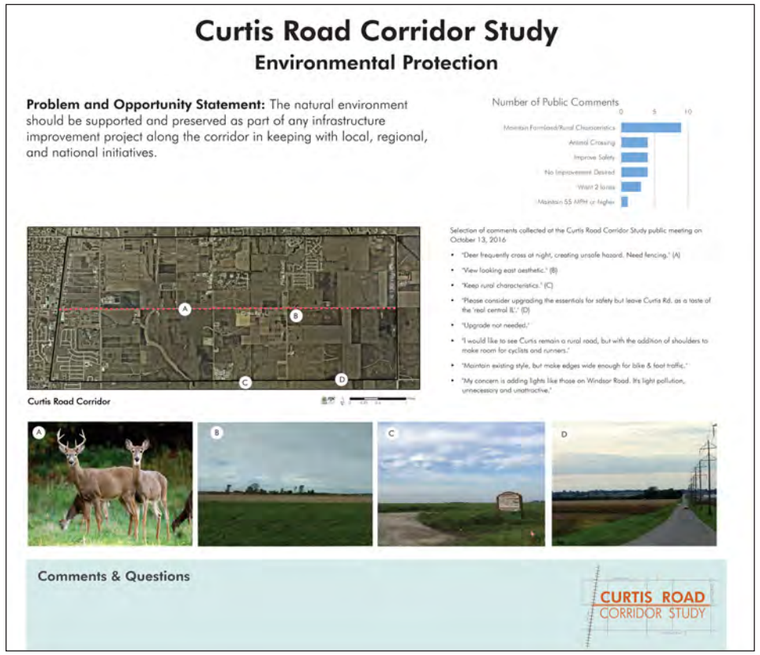
Thank you for being here!

Figure A-11 **Information Boards, Public Workshop February 18, 2017**









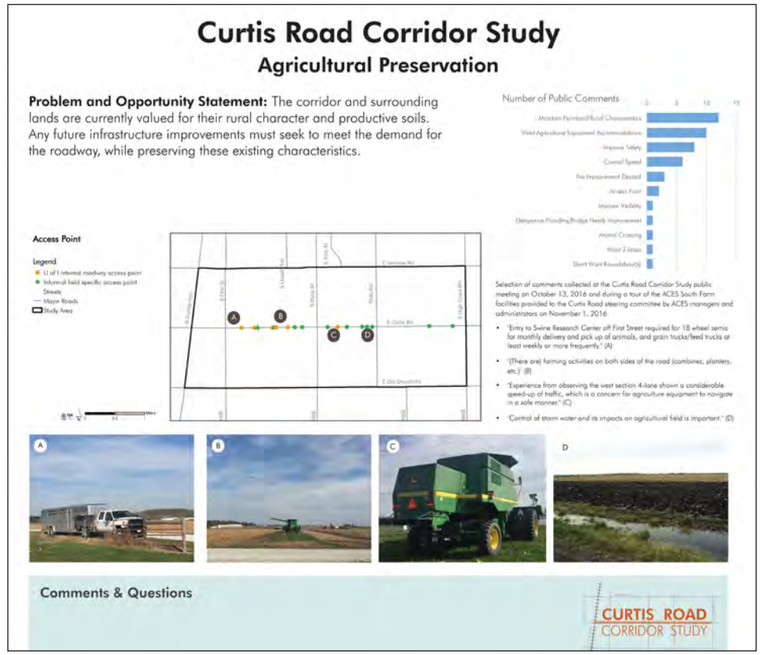
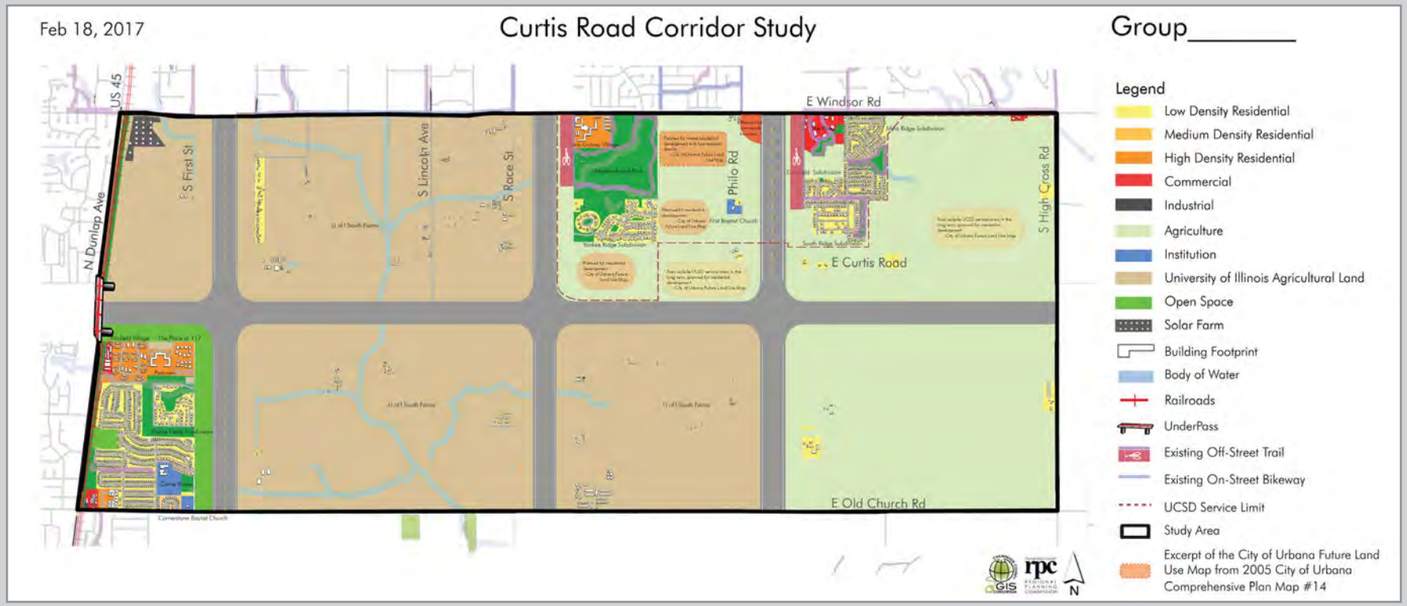


Figure A-12 **Scenario Activity Materials, Public Meeting, February 18, 2017**

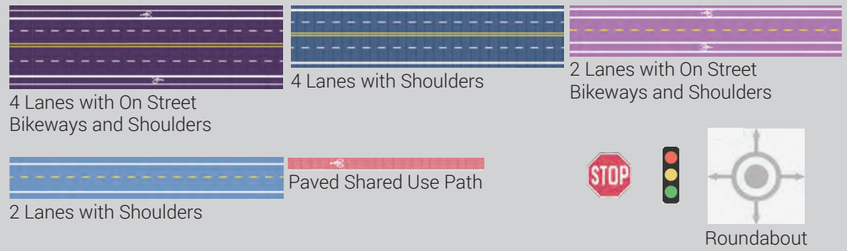
Basemap



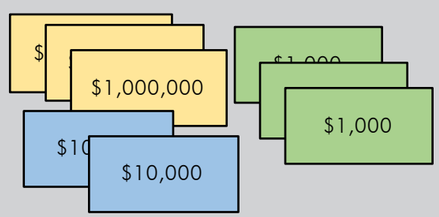
Tally Sheet

Road Segment	Options	Your Projects (mark each used)	Cost
US 45/Dunlap Avenue to First Street (.55 miles)	Do Nothing		$0
	2 Lanes with 8' Shoulders		$1,320,000
	2 Lanes with On Street Bikeways and 5' Shoulders		$1,460,000
	4 Lanes narrowing to 2 Lanes with On Street Bikeways and 5' Shoulders		$1,640,000
	4 Lanes with 8' Shoulders		$1,820,000
	4 Lanes with On Street Bikeways and 5' Shoulders		$1,930,000
	Paved Shared Use Path		$320,000
	Your Own Project Idea (see guidelines for pricing)		
First Street to Race Street (1.55 miles)	Do Nothing		$0
	2 Lanes with 8' Shoulders		$5,720,000
	2 Lanes with On Street Bikeways and 5' Shoulders		$6,100,000
	4 Lanes with 8' Shoulders		$8,570,000
	4 Lanes with On Street Bikeways and 5' Shoulders		$8,900,000
	Paved Shared Use Path		$900,000
	Your Own Project Idea (see guidelines for pricing)		
Race Street to Philo Road (1 mile)	Do Nothing		$0
	2 Lanes with 8' Shoulders		$2,400,000
	2 Lanes with On Street Bikeways and 5' Shoulders		$2,640,000
	4 Lanes with 8' Shoulders		$3,300,000
	4 Lanes with On Street Bikeways and 5' Shoulders		$3,510,000
	Paved Shared Use Path		$580,000
	Your Own Project Idea (see guidelines for pricing)		
Philo Road to Il-130/Highcross Road (.50 miles)	Do Nothing		$0
	2 Lanes with 8' Shoulders		$3,600,000
	2 Lanes with On Street Bikeways and 5' Shoulders		$3,970,000
	4 Lanes with 8' Shoulders		$4,950,000
	4 Lanes with On Street Bikeways and 5' Shoulders		$5,270,000
	Paved Shared Use Path		$865,000
	Your Own Project Idea (see guidelines for pricing)		
Intersection	**Options**	**Your Projects (mark each used)**	**Cost**
First Street and Curtis Road	2-way Stop		$1,000
	4-way Stop		$2,000
	Signalized Intersection		$250,000
	Roundabout		$380,000
	Your Own Project Idea (see guidelines for pricing)		
Race Street and Curtis Road	2-way Stop		$1,000
	4-way Stop		$2,000
	Signalized Intersection		$250,000
	Roundabout		$380,000
	Your Own Project Idea (see guidelines for pricing)		
Philo Road and Curtis Road	2-way Stop		$1,000
	4-way Stop		$2,000
	Signalized Intersection		$250,000
	Roundabout		$380,000
	Your Own Project Idea (see guidelines for pricing)		
Adjoining Streets	**Options**	**Your Projects (mark each used)**	**Cost**
	Do Nothing		$0
	On Street Bikeway		$0

Project Options



Money



Misc Supplies

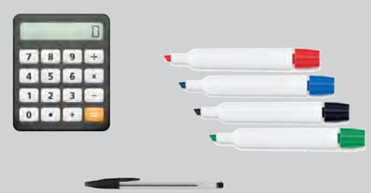
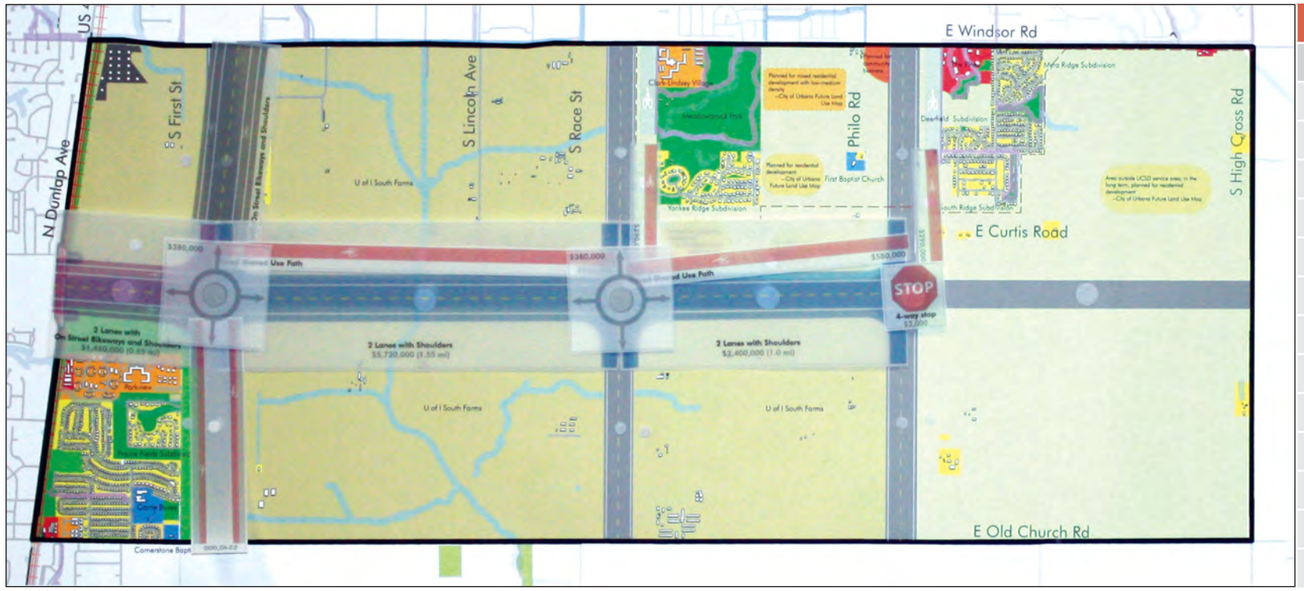
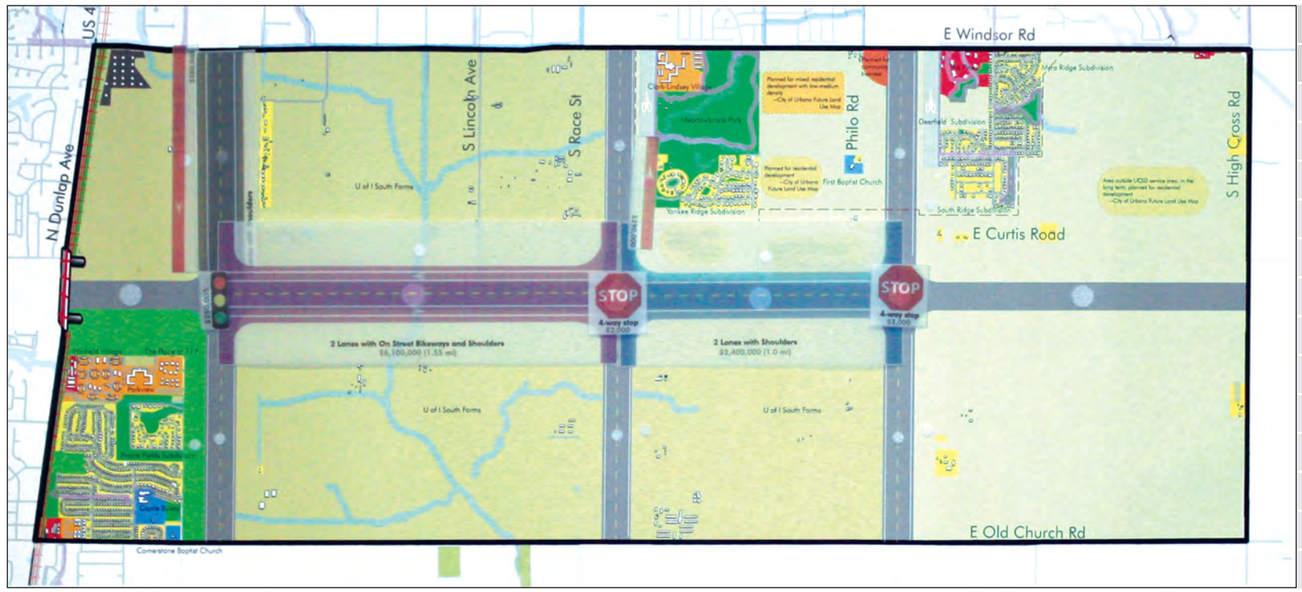


Figure A-13 **Red Group: Future Scenario for Curtis Road Corridor**



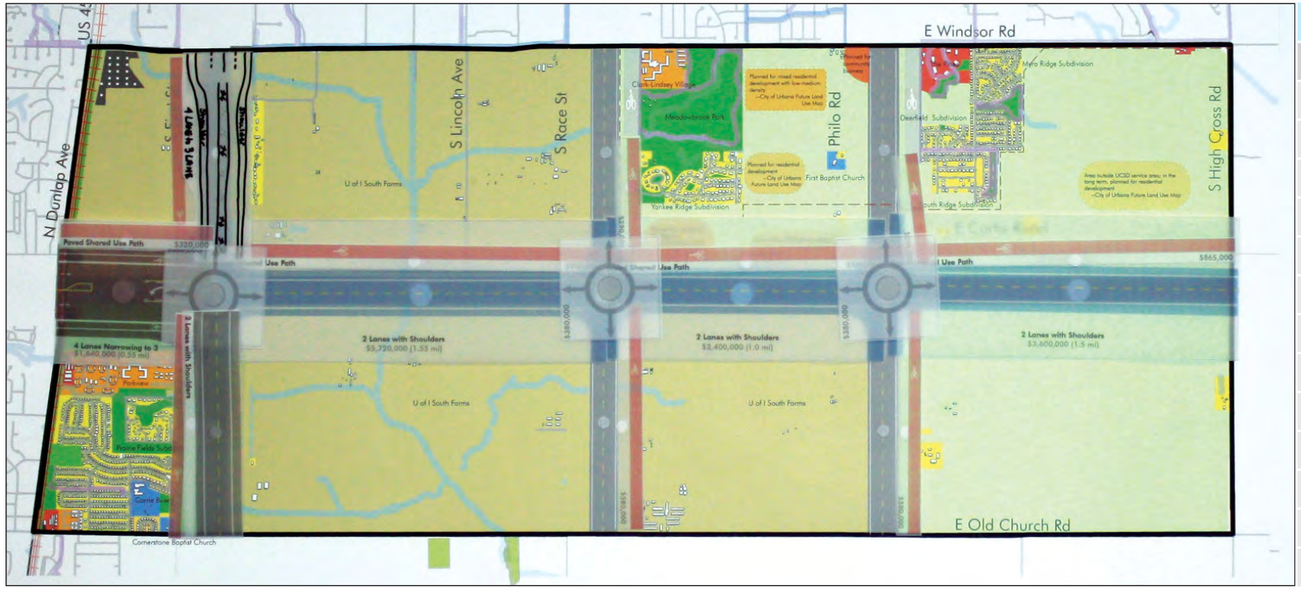
Red Group	
Roadway Segment	**Selected Project**
Curtis Road: US 45/Dunlap Avenue - First Street	2 lanes, on street bikeways, 5' shoulders
Curtis Road: First Street - Race Street	2 lanes, 8' shoulders
Curtis Road: Race Street - Philo Road	2 lanes, 8' shoulders
Curtis Road: Philo Road - IL130/High Cross Road	Do nothing
Intersection of First Street and Curtis Road	Roundabout
Intersection of Race Street and Curtis Road	Roundabout
Intersection of Philo Road and Curtis Road	4-way stop
First Street: Windsor Road - Curtis Road	2 lanes, on street bikeways, 5' shoulders
First Street: Curtis Road - Old Church Road	Do nothing
Race Street: Windsor Road - Curtis Road	Paved shared use path
Race Street: Curtis Road - Old Church Road	Do nothing
Philo Road: Windsor Road - Curtis Road	Paved shared use path
Philo Road: Curtis Road - Old Church Road	Do nothing

Figure A-14 **Grey Group: Future Scenario for Curtis Road Corridor**



Grey Group	
Roadway Segment	**Selected Project**
Curtis Road: US 45/Dunlap Avenue - First Street	Do nothing
Curtis Road: First Street - Race Street	2 lanes, on street bikeways, 5' shoulders
Curtis Road: Race Street - Philo Road	2 lanes, 8' shoulders
Curtis Road: Philo Road - IL130/High Cross Road	Do nothing
Intersection of First Street and Curtis Road	Signalized intersection
Intersection of Race Street and Curtis Road	4-way stop
Intersection of Philo Road and Curtis Road	4-way stop
First Street: Windsor Road - Curtis Road	2 lanes, 8' shoulders, paved shared use path
First Street: Curtis Road - Old Church Road	Do nothing
Race Street: Windsor Road - Curtis Road	Paved shared use path
Race Street: Curtis Road - Old Church Road	Do nothing
Philo Road: Windsor Road - Curtis Road	Do nothing
Philo Road: Curtis Road - Old Church Road	Do nothing

Figure A-15 **Aqua Group: Future Scenario for Curtis Road Corridor**

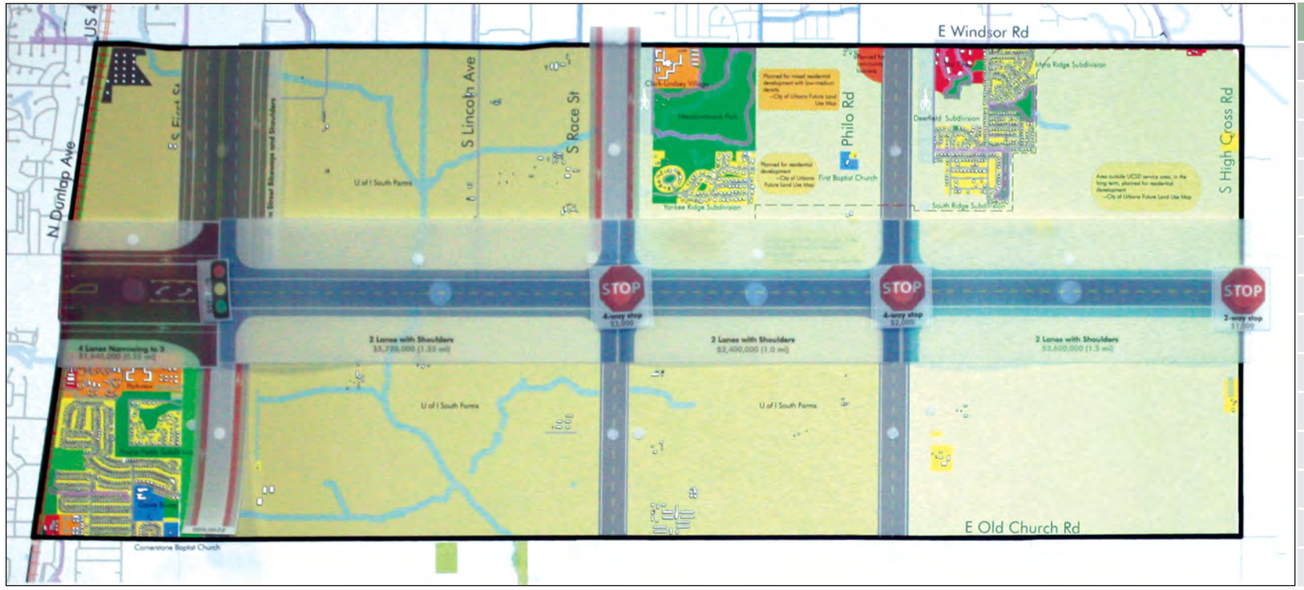


	Aqua Group
Roadway Segment	**Selected Project**
Curtis Road: US 45/Dunlap Avenue - First Street	4 lanes narrow to 3 lanes, on street bikeways, 5' shoulders
Curtis Road: First Street - Race Street	2 lanes with 8' shoulders
Curtis Road: Race Street - Philo Road	2 lanes with 8' shoulders
Curtis Road: Philo Road - IL130/High Cross Road	2 lanes with 8' shoulders
Intersection of First Street and Curtis Road	Roundabout
Intersection of Race Street and Curtis Road	Roundabout
Intersection of Philo Road and Curtis Road	Roundabout
First Street: Windsor Road - Curtis Road	4 lanes narrow to 3 lanes, 5' shoulders, paved shared use path
First Street: Curtis Road - Old Church Road	Paved shared use path
Race Street: Windsor Road - Curtis Road	Paved shared use path
Race Street: Curtis Road - Old Church Road	Paved shared use path
Philo Road: Windsor Road - Curtis Road	Paved shared use path
Philo Road: Curtis Road - Old Church Road	Paved shared use path

Figure A-16 **Blue Group: Future Scenario for Curtis Road Corridor**

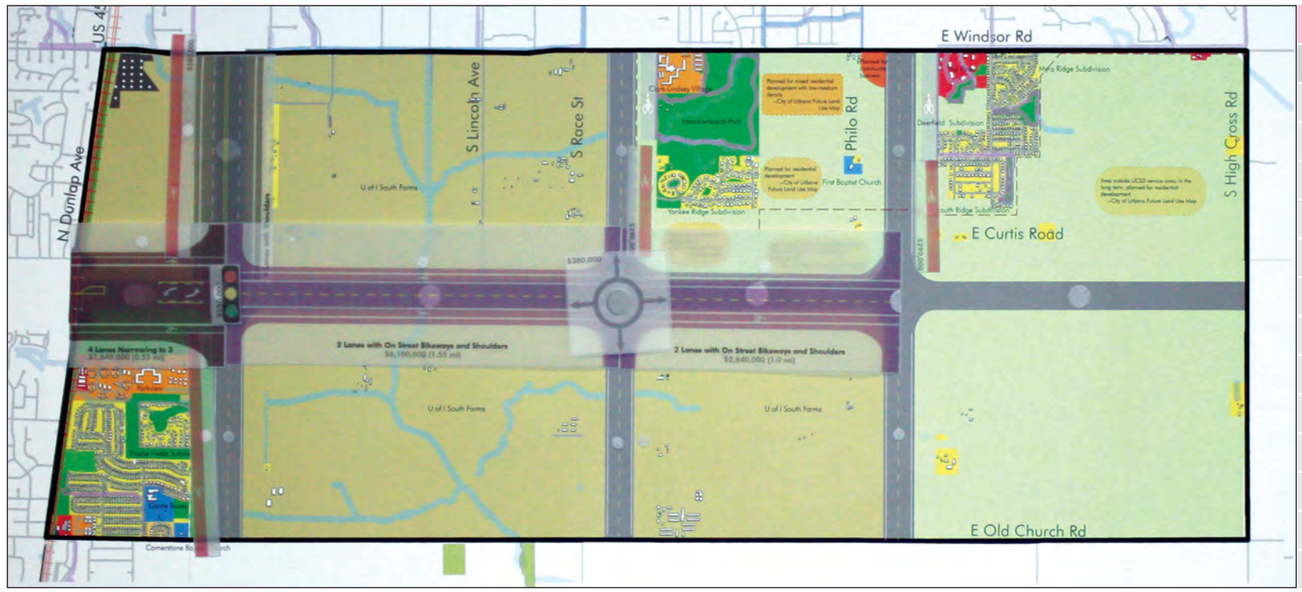
	Blue Group
Roadway Segment	**Selected Project**
Curtis Road: US 45/Dunlap Avenue - First Street	Do nothing
Curtis Road: First Street - Race Street	Close roadway (allow agricultural vehicles, pedestrians, bikers)
Curtis Road: Race Street - Philo Road	Do nothing
Curtis Road: Philo Road - IL130/High Cross Road	Do nothing
Intersection of First Street and Curtis Road	4-way stop
Intersection of Race Street and Curtis Road	4-way stop
Intersection of Philo Road and Curtis Road	4-way stop
First Street: Windsor Road - Curtis Road	Do nothing
First Street: Curtis Road - Old Church Road	Do nothing
Race Street: Windsor Road - Curtis Road	Widened shoulders
Race Street: Curtis Road - Old Church Road	Do nothing
Philo Road: Windsor Road - Curtis Road	Do nothing
Philo Road: Curtis Road - Old Church Road	Do nothing

Figure A-17 **Green Group: Future Scenario for Curtis Road Corridor**



Green Group	
Roadway Segment	**Selected Project**
Curtis Road: US 45/Dunlap Avenue - First Street	4 lanes narrow to 3 lanes, on street bikeways, 5' shoulders
Curtis Road: First Street - Race Street	2 lanes, 8' shoulders
Curtis Road: Race Street - Philo Road	2 lanes, 8' shoulders
Curtis Road: Philo Road - IL130/High Cross Road	2 lanes, 8' shoulders
Intersection of First Street and Curtis Road	Signalized intersection
Intersection of Race Street and Curtis Road	4-way stop
Intersection of Philo Road and Curtis Road	4-way stop
First Street: Windsor Road - Curtis Road	4 lanes, on street bikeways, 5' shoulders
First Street: Curtis Road - Old Church Road	On street bikeways
Race Street: Windsor Road - Curtis Road	On street bikeways
Race Street: Curtis Road - Old Church Road	Do nothing
Philo Road: Windsor Road - Curtis Road	Do nothing
Philo Road: Curtis Road - Old Church Road	Do nothing

Figure A-18 **Pink Group: Future Scenario for Curtis Road Corridor**

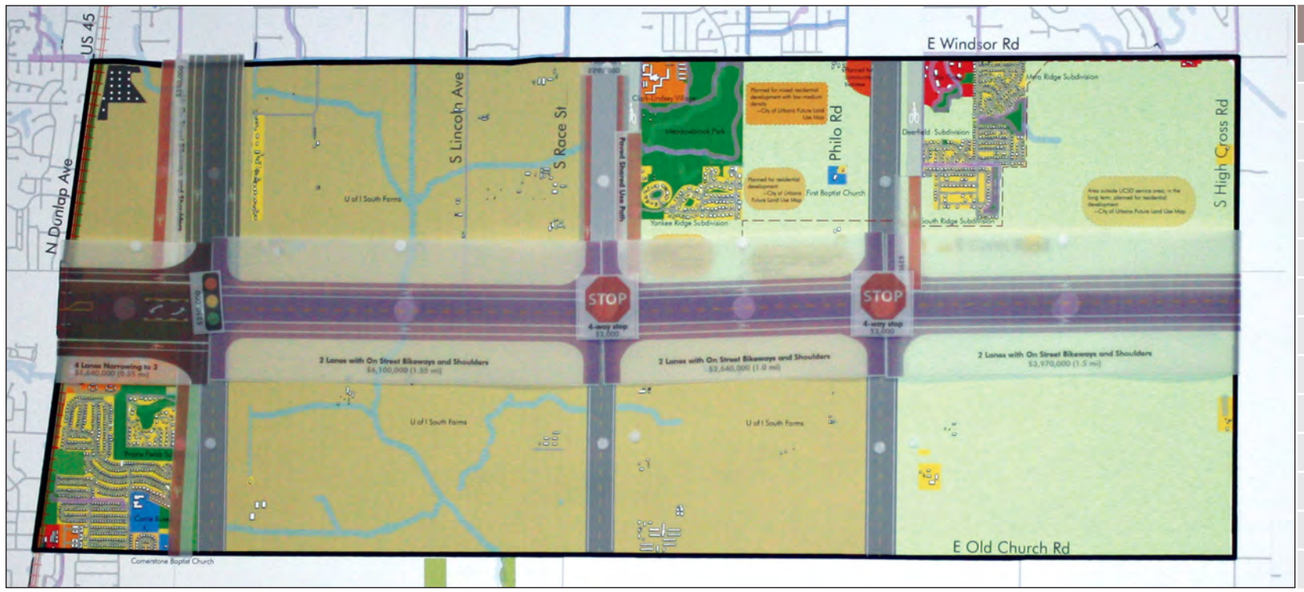


Pink Group	
Roadway Segment	**Selected Project**
Curtis Road: US 45/Dunlap Avenue - First Street	4 lanes narrow to 3, on street bikeways, 5' shoulders
Curtis Road: First Street - Race Street	2 lanes, on street bikeways, 5' shoulders
Curtis Road: Race Street - Philo Road	2 lanes, on street bikeways, 5' shoulders
Curtis Road: Philo Road - IL130/High Cross Road	Do nothing
Intersection of First Street and Curtis Road	Signalized intersection
Intersection of Race Street and Curtis Road	Roundabout
Intersection of Philo Road and Curtis Road	4-way stop
First Street: Windsor Road - Curtis Road	4 lanes, 8' shoulders, paved shared use path
First Street: Curtis Road - Old Church Road	Paved shared use path
Race Street: Windsor Road - Curtis Road	Paved shared use path
Race Street: Curtis Road - Old Church Road	Do nothing
Philo Road: Windsor Road - Curtis Road	Paved shared use path
Philo Road: Curtis Road - Old Church Road	Do nothing

Figure A-19 **Purple Group: Future Scenario for Curtis Road Corridor**

Purple Group	
Roadway Segment	**Selected Project**
Curtis Road: US 45/Dunlap Avenue - First Street	4 lanes narrow to 3 lanes, 5' shoulders
Curtis Road: First Street - Race Street	2 lanes, 8' shoulders
Curtis Road: Race Street - Philo Road	2 lanes, 8' shoulders
Curtis Road: Philo Road - IL130/High Cross Road	2 lanes, 8' shoulders
Intersection of First Street and Curtis Road	Signalized intersection
Intersection of Race Street and Curtis Road	4-way stop
Intersection of Philo Road and Curtis Road	4-way stop
First Street: Windsor Road - Curtis Road	3 lanes (with left turn lane)
First Street: Curtis Road - Old Church Road	Do nothing
Race Street: Windsor Road - Curtis Road	Paved shared use path
Race Street: Curtis Road - Old Church Road	Do nothing
Philo Road: Windsor Road - Curtis Road	Paved shared use path
Philo Road: Curtis Road - Old Church Road	Do nothing

Figure A-20 **Brown Group: Future Scenario for Curtis Road Corridor**



Brown Group	
Roadway Segment	**Selected Project**
Curtis Road: US 45/Dunlap Avenue - First Street	4 lanes narrow to 3 lanes, on street bikeways, 5' shoulders
Curtis Road: First Street - Race Street	2 lanes, on street bikeways, 5' shoulders
Curtis Road: Race Street - Philo Road	2 lanes, on street bikeways, 5' shoulders
Curtis Road: Philo Road - IL130/High Cross Road	2 lanes, on street bikeways, 5' shoulders
Intersection of First Street and Curtis Road	Signalized intersection
Intersection of Race Street and Curtis Road	4-way stop
Intersection of Philo Road and Curtis Road	4-way stop
First Street: Windsor Road - Curtis Road	2 lanes, on street bikeways, 5' shoulders, paved shared use path
First Street: Curtis Road - Old Church Road	Paved shared use path
Race Street: Windsor Road - Curtis Road	On street bikeways, paved shared use path
Race Street: Curtis Road - Old Church Road	Do nothing
Philo Road: Windsor Road - Curtis Road	Paved shared use path
Philo Road: Curtis Road - Old Church Road	Do nothing

Thursday March 30, 2017

What: Meeting with Curtis Road Landowners

Where: County Highway Department, 1606 E Main St, Urbana

When: 6:30 - 7:30 PM

Nine landowners/residents were in attendance at this meeting where CUUATS staff gave an overview of the study and answered questions about the study itself and the procedures for doing roadwork on Curtis Road at some point in the future. CUUATS staff, the Urbana Township Commissioner, and County Highway Engineer were able to answer many questions from the landowners regarding the right-of-way acquisition process and the treatment of roadway access points near agricultural land. CUUATS staff felt it was a productive meeting and the attendees expressed their appreciation for being brought directly into the corridor planning process. While the landowners' primary concern was about losing agricultural land to roadway improvements in the future, many of them agreed with the documented safety concerns in the study area.

Figure A-21 **Curtis Road Corridor Study Landowner Meeting, March 30, 2017**

Tuesday May 16, 2017

What: Public Meeting
Where: Church of Christ, 2601 Philo Road, Urbana
When: 5:30 - 7:00 PM

About 50 people attended this meeting where CUUATS staff presented the analysis of the future scenarios created at the previous public meeting using the evaluation criteria. There were two main goals for this meeting:

1. Present a summary of the evaluation criteria used to compare the future scenarios created at the previous meeting
2. Collect feedback on the preferred future scenario developed from the analysis of the future scenarios

Staff presented a PowerPoint that included an overview of the process used to evaluate and compare the ability of each of the future scenarios to address the corridor's goals. After presenting the scenario analysis, staff also presented the draft of the preferred scenario, including the project prioritization proposed by the Steering Committee (*Figure A-22* and *Figure A-25*). Before and after the PowerPoint presentation, attendees were encouraged to review information boards (*Figure A-23* and *Figure A-26*) that summarized the content in the presentation. The evaluation criteria used to analyze and compare the scenarios was particularly detailed. An information board summarizing the criteria and scores for all the scenarios was presented and an additional handout was also available to look at the raw scores for each of the criteria (*Figure A-27*). There were also information boards detailing the scores of each of the specific scenarios accompanied by laptops showing traffic flow simulations created during the travel demand modeling and microsimulation process (*Figure A-24*). Meeting attendees were also encouraged to talk to CUUATS staff about any additional questions and fill out a survey (*Figure A-28*) about the things they liked and disliked about the draft preferred scenario. The feedback from the public regarding the preferred scenario was largely positive (*Table A-3* and *Table A-4*).

Figure A-22 **Presentation Q & A, May 16, 2017**

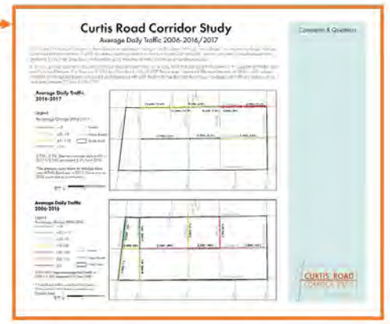
Figure A-23 **Information Boards, May 16, 2017**

Figure A-24 **Traffic Flow Simulations on Laptops, May 16, 2017**

Figure A-25 **PowerPoint Presentation, Public Meeting May 16, 2017**

Existing Conditions

Transportation
Environmental Assessment
Facilities and Services
Land Use



https://curtis.org/curtis/

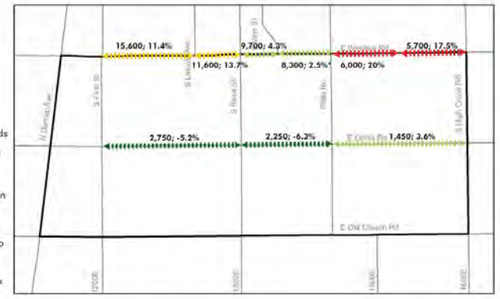
Existing Conditions: Traffic Count Update

Average Daily Traffic 2016-2017

Legend
Percentage Change 2016-2017
- <-5
- ≥0, <5
- ≥5, <15
- ≥15
- Streets
- Major Roads
- Study Area

2,750; -5.2%: Segment average daily traffic in 2017 is 2,750; decreased 5.2% from 2016.

*The previous count taken on Windsor Road west of Philo Road was in 2011. There was no 2016 count due to construction.



https://curtis.org/curtis/

Existing Conditions: Traffic Count Update

Average Daily Traffic 2006-2016

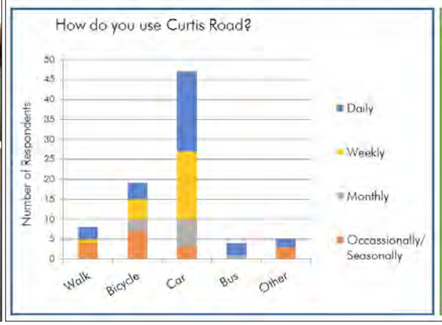
Legend
Percentage Change 2006-2016
- <-20
- ≥-20, <-10
- ≥-10, <0
- ≥10, <30
- ≥30, <50
- ≥50, <70
- ≥70
- Streets
- Major Roads
- Study Area

5,700; 23%: Segment average daily traffic in 2016 is 5,700; increased 23% from 2006.

* Curtis Road traffic counts from First Street to IL130 are from 2017, due to construction on Windsor Road.

https://curtis.org/curtis/

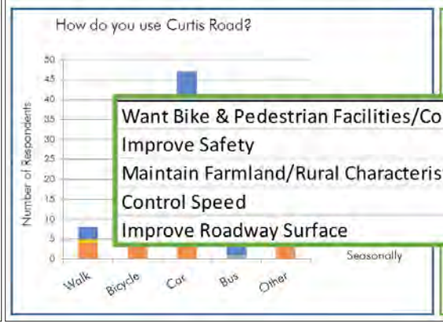
Public Input from October 2016 Meeting



Input Collected:

Comments	300
Want Bike & Pedestrian Facilities/Complete Street	48
Safety	44
Maintain Farmland/Rural Characteristics	23
Control Speed	22
Improve Roadway Surface	20
Want Additional Shoulder or Wider Lanes	19
Dangerous Flooding/Bridge Needs Improvement	15
Problematic RR Crossing/Want Grade Separation	14
No Improvement Desired	13
Poor Traffic Flow	12
Want Agricultural Equipment Accommodations	11
Improve Visibility	11
Want 2 lanes	10
Want Roundabout(s)	8
Development Opportunity Desired/Appreciated	8
Maintain 35 MPH or higher	7
Access Point	7
Don't Want Traffic Light(s)	5
Animal Crossing	4
Keep All Way Stop(s)	3
Want 4 Lanes	2
Want Traffic Light(s)	2
Don't Want Bike & Pedestrian Facilities	1
Want More Transit Service	1
Don't Want Roundabout(s)	1

Public Input from October 2016 Meeting



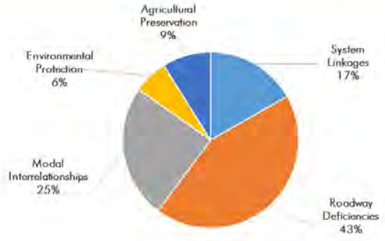
Want Bike & Pedestrian Facilities/Complete Street	48
Improve Safety	44
Maintain Farmland/Rural Characteristics	23
Control Speed	22
Improve Roadway Surface	20

Input Collected:

Comments	300
Want Bike & Pedestrian Facilities/Complete Street	48
Safety	44
Maintain Farmland/Rural Characteristics	23
Control Speed	22
Improve Roadway Surface	20
Want Additional Shoulder or Wider Lanes	19
Want 4 Lanes	2
Want Traffic Light(s)	2
Don't Want Bike & Pedestrian Facilities	1
Want More Transit Service	1
Don't Want Roundabout(s)	1

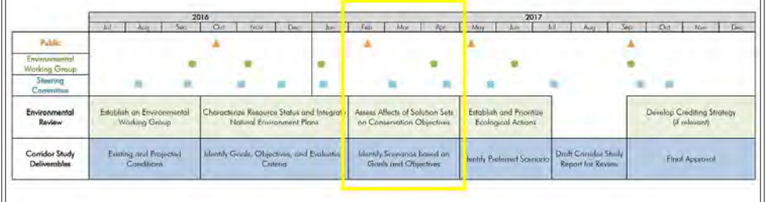
Main Public Input Themes = Corridor Problems and Opportunities

Roadway Deficiencies
Modal Interrelationships
System Linkages
Agricultural Preservation
Environmental Protection



Overview

Public Involvement:
1. Existing Conditions and Goals - discuss strengths, weaknesses, goals Completed October 2016
2. Scenario Planning - discussing potential future scenarios for corridor Completed February 2017
3. Identify Preferred Scenario - review analysis of different scenarios, provide input Today
4. Draft Full Report - provide input on full draft corridor report



https://curtis.org/curtis/

February 2017: Project Prioritization Activity

Work in groups to determine which improvement projects, *if any*, would address the corridor's identified problems and opportunities.

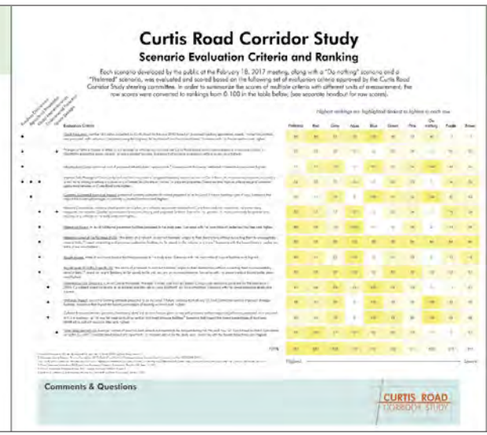
https://curtis.org/curtis/

Problems and Opportunities	Evaluation Criteria
Roadway Deficiencies	Crash Frequency
	Infrastructure Costs
Agricultural Preservation	Improve Safe Passage of Oversize Agricultural Vehicles
	Currently Cultivated Farmland Impact
Modal Interrelationships	Pedestrian Access
	Pedestrian Level of Traffic Stress
	Bicycle Access
	Bicycle Level of Traffic Stress
Environmental Protection	Greenhouse Gas Emissions
	Wetlands Impact
	Cultural Resources Impact
System Linkages	Emergency Vehicle Access
	Network Connectivity
	Total Delay per Vehicle

https://corridor.org/curtis/

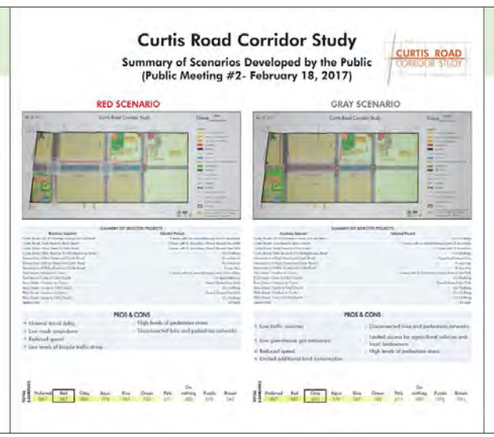
Evaluation Criteria

1. **Analyze and Score each scenario**



Scenario Summaries

1. Analyze and Score each scenario
2. **Identify what parts of each scenario score highest and why**



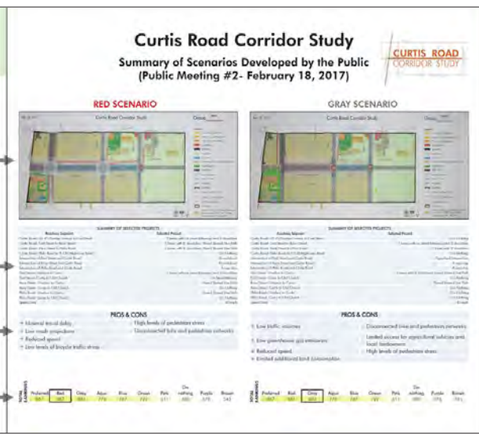
Scenario Summaries

Map created at February meeting →

Summary of selected projects →

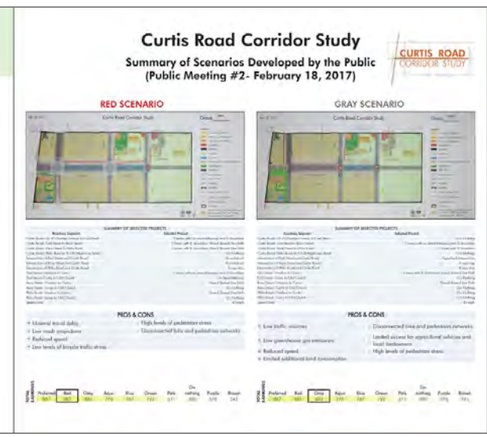
Pros & Cons →

Total rankings →



Scenario Summaries

1. Analyze and Score each scenario
2. Identify what parts of each scenario score highest and why
3. **Review with steering committee**



"Preferred" Scenario

1. Analyze and Score each scenario
2. Identify what parts of each scenario score highest and why
3. Review with steering committee
4. **Develop "preferred" scenario based on successful elements of each scenario and steering committee feedback**

"Preferred" Scenario

1. Analyze and Score each scenario
2. Identify what parts of each scenario score highest and why
3. Review with steering committee
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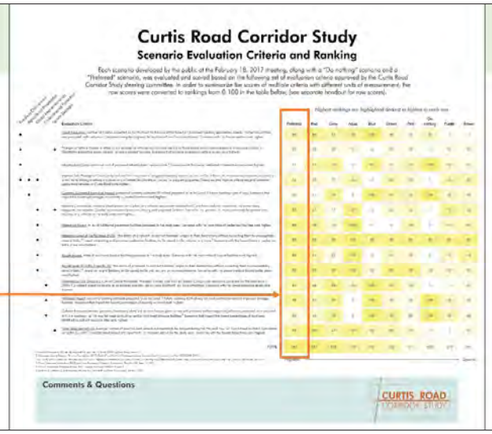

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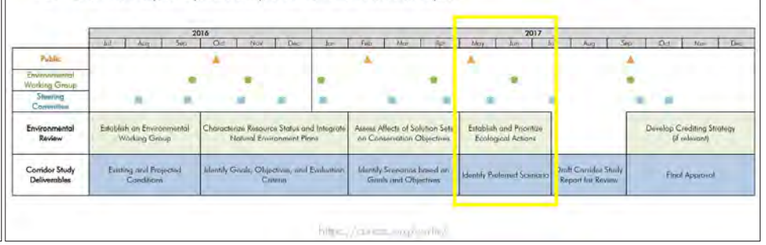


https://corridor.org/curtis/

"Preferred" Scenario – in phases

2030 2040 After 2040

https://cuuats.org/curtis/

"Preferred" Scenario 2030

	Intersection/Roadway Segment	Current	Proposed Improvements (2030)
A	Intersection of US 45/Dunlap Avenue and Curtis Road	At grade railroad crossing	Railroad grade separation (underpass)
B	Curtis Road: US 45/Dunlap Avenue to First Street	2 lanes with a left turn lane at US 45/Dunlap Avenue	From west to east, 4 lanes narrowing to 3; On-street bikeways, shoulders, & paved shared-use path
C	Intersection of First Street and Curtis Road	Four-way stop intersection	Signalized intersection
D	First Street: Windsor Road to Curtis Road	2 lanes with pavement markings	2 lanes with 8' shoulders; Add paved shared-use path
E	Prairie Fields Subdivision	Prairie Fields Trail Phase 1	Build Prairie Fields Trail Phase 2

https://cuuats.org/curtis/

"Preferred" Scenario – 2030

Ⓐ US 45/Dunlap Avenue & Curtis Road Looking West (Current)

Ⓐ US 45/Dunlap Avenue & Curtis Road Looking West (Conceptual Proposed Improvements 2030)

https://cuuats.org/curtis/

"Preferred" Scenario – 2030

Ⓐ Curtis Road Conceptual Cross Section
Railroad Underpass Looking West

https://cuuats.org/curtis/

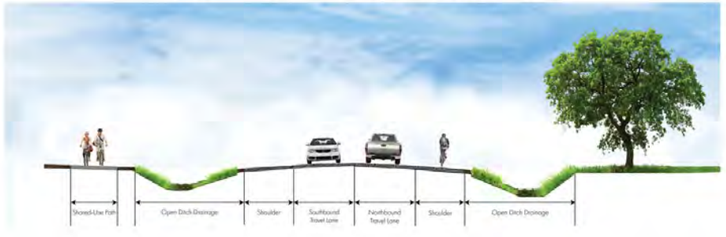
"Preferred" Scenario – 2030

Ⓑ Curtis Road Conceptual Cross Section
Between Parkview Senior Apartments and First Street Looking West

https://cuuats.org/curtis/

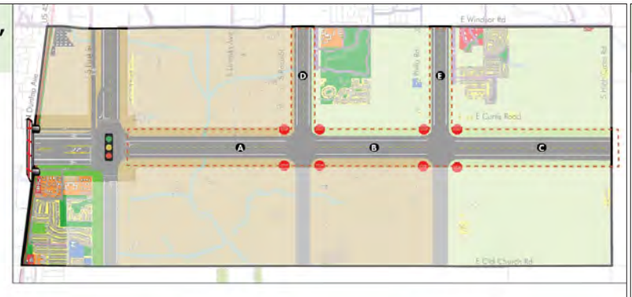
"Preferred" Scenario – 2030

Ⓓ First Street Conceptual Cross Section
Between Windsor Road and Curtis Road Looking North



https://cuuats.org/curtis/

"Preferred" Scenario 2040



	Intersection/Roadway Segment	Current	Proposed Improvements (2040)
A	Curtis Road: First Street to Race Street	2 lanes rural cross section	2 lanes with 8' shoulders, pavement markings, and improved field entrances; Bridge replacement
B	Curtis Road: Race Street to Philo Road	2 lanes rural cross section	2 lanes with 8' shoulders, pavement markings, and improved field entrances
C	Curtis Road: Philo Road to IL 130/High Cross Road	2 lanes rural cross section	2 lanes with 8' shoulders, pavement markings, and improved field entrances
D	Race Street: Windsor Road to Curtis Road	2 lanes with pavement markings	Add shoulders
E	Philo Road: Windsor Road to Curtis Road	2 lanes, partially with pavement markings	Add shoulders

https://cuuats.org/curtis/

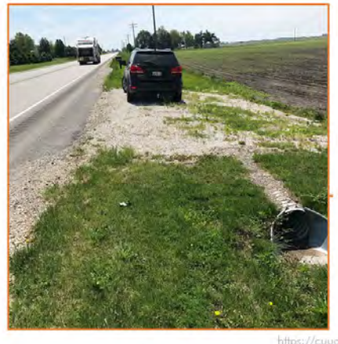
"Preferred" Scenario – 2040

Ⓒ Curtis Road East of Philo Road Looking West (Current)

Ⓒ Curtis Road East of Philo Road Looking West (Conceptual Proposed Improvements 2040)

https://cuuats.org/curtis/

"Preferred" Scenario – 2040



Ⓒ Curtis Road East of Philo Road Looking West (Conceptual Proposed Improvements 2040)

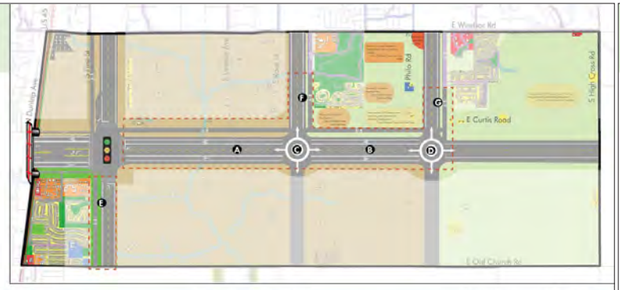
https://cuuats.org/curtis/

"Preferred" Scenario – 2040

Ⓐ Ⓑ Ⓒ Curtis Road Conceptual Cross Section
Between First Street and IL 130/ High Cross Road Looking West

https://cuuats.org/curtis/

"Preferred" Scenario after 2040



Intersection/Roadway Segment	Proposed Improvements (2040)	Proposed Improvements (after 2040)
Ⓐ Curtis Road: First Street to Race Street	2 lanes with 8" shoulders, pavement markings, and improved field entrances; Bridge replacement	Stripe bike lanes; Add paved shared-use path
Ⓑ Curtis Road: Race Street to Philo Road	2 lanes with 8" shoulders, pavement markings, and improved field entrances	Stripe bike lanes; Add paved shared-use path
Ⓒ Intersection of Race Street and Curtis Road	Four-way stop intersection (Current)	Assess roundabout and intersection signal
Ⓓ Intersection of Philo Road and Curtis Road	Four-way stop intersection (Current)	Assess roundabout and intersection signal
Ⓔ First Street: Curtis Road to Old Church Road	2 lanes with pavement markings (Current)	Add paved shared-use path
Ⓕ Race Street: Windsor Road to Curtis Road	2 lanes with increased shoulders	Add paved shared-use path
Ⓖ Philo Road: Windsor Road to Curtis Road	2 lanes with increased shoulders	Add paved shared-use path

"Preferred" Scenario – after 2040

Ⓐ Curtis Road East of First Street Looking West
(Proposed Improvements 2040)

Ⓐ Curtis Road East of First Street Looking West
(Conceptual Proposed Improvements after 2040)

https://cuuats.org/curtis/

"Preferred" Scenario – after 2040

Ⓐ Ⓑ Curtis Road Conceptual Cross Section
Between First Street and Philo Road Looking West

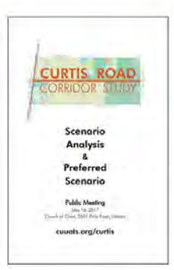
https://cuuats.org/curtis/

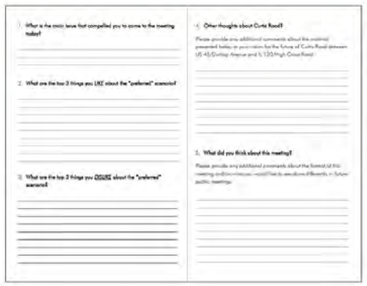
"Preferred" Scenario – in phases

2030 2040 2040+

https://cuuats.org/curtis/

Survey

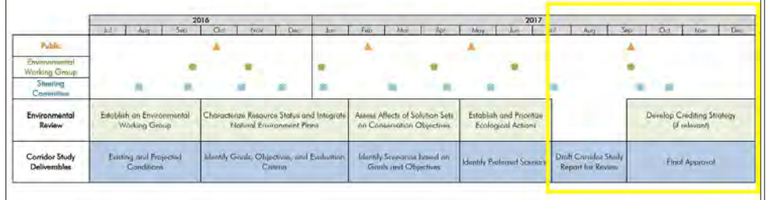




Next Steps

Public Involvement:

1. Existing Conditions and Goals - discuss strengths, weaknesses, goals Completed October 2016
2. Scenario Planning - discussing potential future scenarios for corridor Completed February 2017
3. Identify Preferred Scenario - review analysis of different scenarios, provide input Today
4. Draft Full Report - provide input on full draft corridor report (upcoming)



Questions?

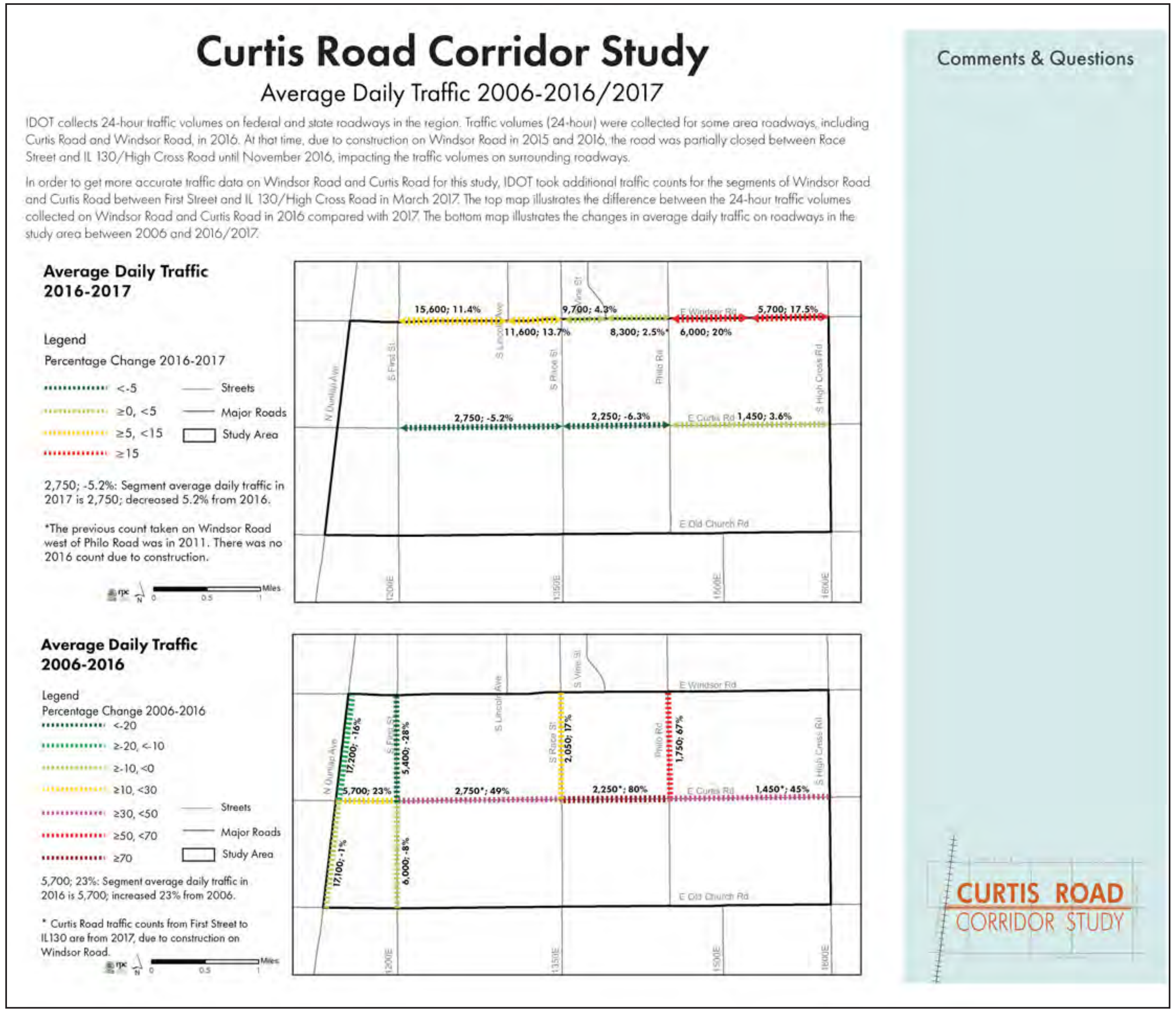
Public Input:

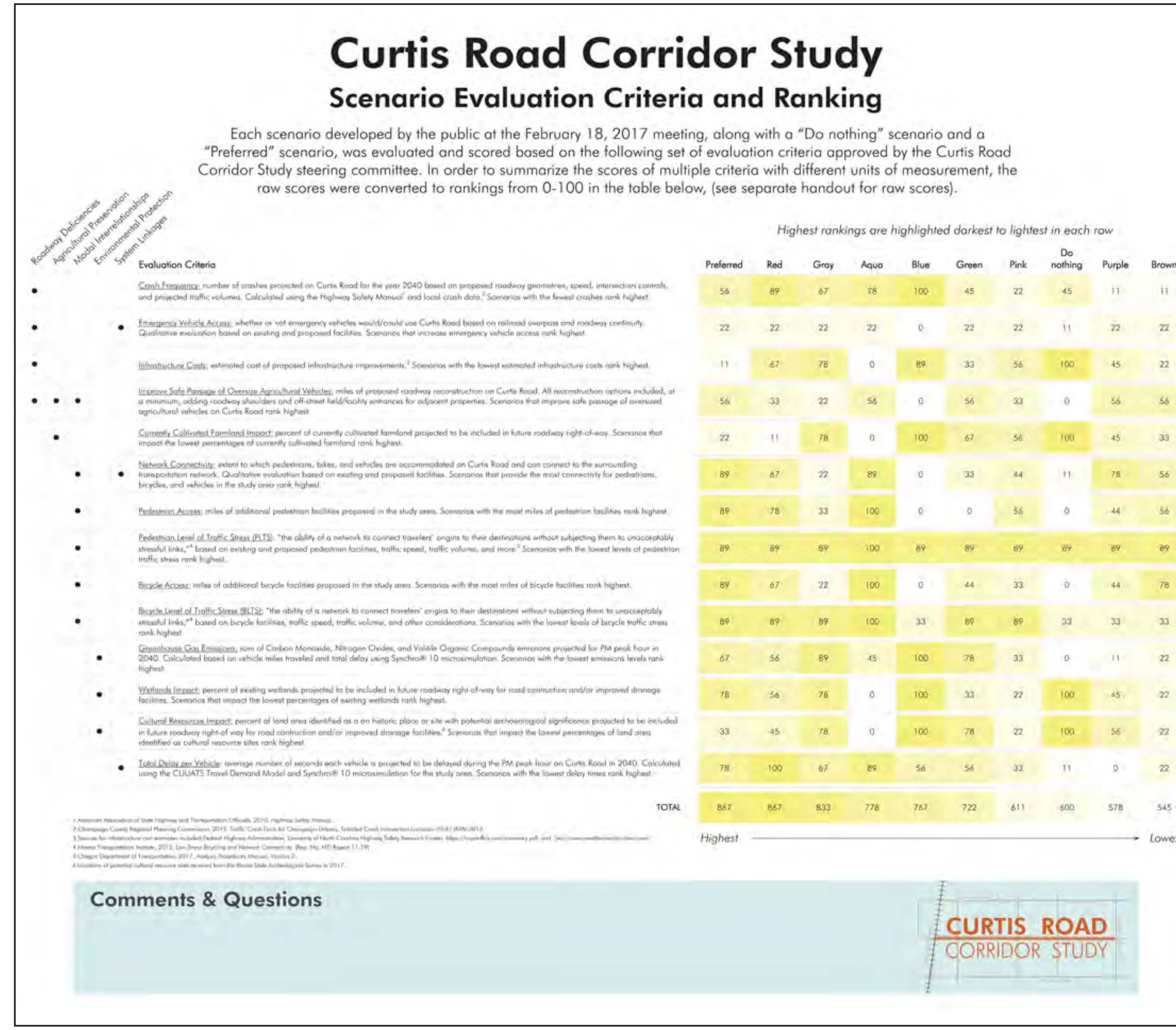
Surveys • Information Boards • Talk with CUUATS staff

CURTIS ROAD CORRIDOR STUDY

Thank you for being here!

Figure A-26 **Information Boards, Public Meeting May 16, 2017**





Curtis Road Corridor Study

Summary of Scenarios Developed by the Public (Public Meeting #2- February 18, 2017)

CURTIS ROAD CORRIDOR STUDY

RED SCENARIO

SUMMARY OF SELECTED PROJECTS

Roadway Segment	Selected Project
Curtis Road- US 45/Dunlap Avenue to First Street	2 lanes with on street bikeways and 5' shoulders
Curtis Road- First Street to Race Street	2 lanes with 8' shoulders; Paved Shared Use Path
Curtis Road- Race Street to Philo Road	3 lanes with 8' shoulders; Paved Shared Use Path
Curtis Road- Philo Road to Il-130/Highcross Road	Do Nothing
Intersection of First Street and Curtis Road	Roundabout
Intersection of Race Street and Curtis Road	Roundabout
Intersection of Philo Road and Curtis Road	4-way stop
First Street- Windsor to Curtis	2 lanes with on street bikeways and 5' shoulders
First Street- Curtis to Old Church	On Street Bikeway
Race Street- Windsor to Curtis	Paved Shared Use Path
Race Street- Curtis to Old Church	Do Nothing
Philo Road- Windsor to Curtis	Paved Shared Use Path
Philo Road- Curtis to Old Church	Do Nothing
Speed Limit	45 mph

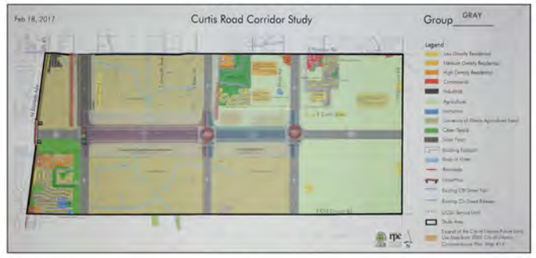
PROS & CONS

+ Minimal travel delay	- High levels of pedestrian stress
+ Low crash projections	- Disconnected bike and pedestrian networks
+ Reduced speed	
+ Low levels of bicycle traffic stress	

TOTAL RANKINGS

Preferred	Red	Gray	Aqua	Blue	Green	Pink	Do nothing	Purple	Brown
867	867	833	778	767	722	611	600	578	545

GRAY SCENARIO



SUMMARY OF SELECTED PROJECTS

Roadway Segment	Selected Project
Curtis Road- US 45/Dunlap Avenue to First Street	Do Nothing
Curtis Road- First Street to Race Street	2 lanes with on street bikeways and 5' shoulders
Curtis Road- Race Street to Philo Road	2 lanes with 8' shoulders
Curtis Road- Philo Road to Il-130/Highcross Road	Do Nothing
Intersection of First Street and Curtis Road	Signalized Intersection
Intersection of Race Street and Curtis Road	4-way stop
Intersection of Philo Road and Curtis Road	4-way stop
First Street- Windsor to Curtis	2 lanes with 8' shoulders; Paved Shared Use Path
First Street- Curtis to Old Church	Do Nothing
Race Street- Windsor to Curtis	Paved Shared Use Path
Race Street- Curtis to Old Church	Do Nothing
Philo Road- Windsor to Curtis	Do Nothing
Philo Road- Curtis to Old Church	Do Nothing
Speed Limit	45 mph

PROS & CONS

+ Low traffic volumes	- Disconnected bike and pedestrian networks
+ Low greenhouse gas emissions	- Limited access for agricultural vehicles and local landowners
+ Reduced speed	- High levels of pedestrian stress
+ Limited additional land consumption	

TOTAL RANKINGS

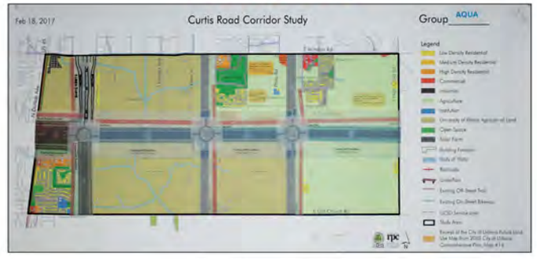
Preferred	Red	Gray	Aqua	Blue	Green	Pink	Do nothing	Purple	Brown
867	867	833	778	767	722	611	600	578	545

Curtis Road Corridor Study

Summary of Scenarios Developed by the Public (Public Meeting #2- February 18, 2017)

CURTIS ROAD CORRIDOR STUDY

AQUA SCENARIO



SUMMARY OF SELECTED PROJECTS

Roadway Segment	Selected Project
Curtis Road- US 45/Dunlap Avenue to First Street	4 lanes narrowing to 3 lanes with on street bikeways and 5' shoulders; Paved Shared Use Path
Curtis Road- First Street to Race Street	2 lanes with 8' shoulders; Paved Shared Use Path
Curtis Road- Race Street to Philo Road	3 lanes with 8' shoulders; Paved Shared Use Path
Curtis Road- Philo Road to Il-130/Highcross Road	4 lanes with 8' shoulders; Paved Shared Use Path
Intersection of First Street and Curtis Road	Roundabout
Intersection of Race Street and Curtis Road	Roundabout
Intersection of Philo Road and Curtis Road	Roundabout
First Street- Windsor to Curtis	4 lanes narrowing to 3 lanes (central turn lane) with shoulder; Paved Shared Use Path
First Street- Curtis to Old Church	Paved Shared Use Path
Race Street- Windsor to Curtis	Paved Shared Use Path
Race Street- Curtis to Old Church	Paved Shared Use Path
Philo Road- Windsor to Curtis	Paved Shared Use Path
Philo Road- Curtis to Old Church	Paved Shared Use Path
Speed Limit	55 mph

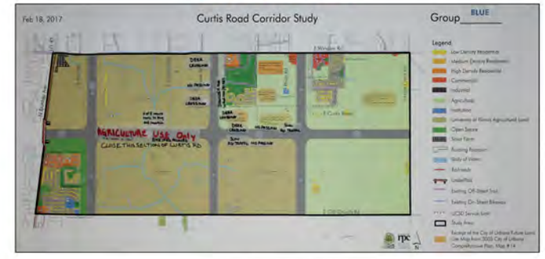
PROS & CONS

+ Minimal travel delay	- High infrastructure costs
+ Good bike, pedestrian connectivity	- Comparatively more additional land consumed
+ Increased access for agricultural vehicles and local landowners	
+ Low bicycle and pedestrian stress	

TOTAL RANKINGS

Preferred	Red	Gray	Aqua	Blue	Green	Pink	Do nothing	Purple	Brown
867	867	833	778	767	722	611	600	578	545

BLUE SCENARIO



SUMMARY OF SELECTED PROJECTS

Roadway Segment	Selected Project
Curtis Road- US 45/Dunlap Avenue to First Street	Do Nothing
Curtis Road- First Street to Race Street	close, except to agricultural use
Curtis Road- Race Street to Philo Road	Do Nothing
Curtis Road- Philo Road to Il-130/Highcross Road	Do Nothing
Intersection of First Street and Curtis Road	4-way stop
Intersection of Race Street and Curtis Road	4-way stop
Intersection of Philo Road and Curtis Road	4-way stop
First Street- Windsor to Curtis	Do Nothing
First Street- Curtis to Old Church	Do Nothing
Race Street- Windsor to Curtis	Widened Shoulder
Race Street- Curtis to Old Church	Do Nothing
Philo Road- Windsor to Curtis	Do Nothing
Philo Road- Curtis to Old Church	Do Nothing
Speed Limit	45 mph

PROS & CONS

+ Low traffic volumes	- Not politically desireable/feasible
+ Low greenhouse gas emissions	- Decreased connectivity for all modes
+ Low crash projections	- No additional access for agricultural vehicles or adjacent landowners
+ No additional land consumption	- High pedestrian stress
+ Low infrastructure costs	

TOTAL RANKINGS

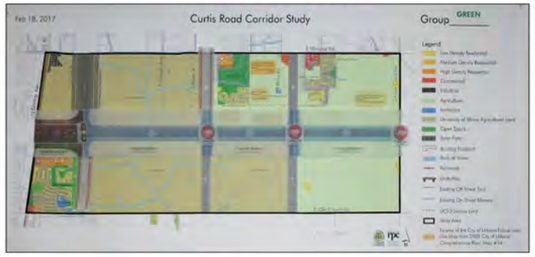
Preferred	Red	Gray	Aqua	Blue	Green	Pink	Do nothing	Purple	Brown
867	867	833	778	767	722	611	600	578	545

Curtis Road Corridor Study

Summary of Scenarios Developed by the Public (Public Meeting #2- February 18, 2017)

CURTIS ROAD CORRIDOR STUDY

GREEN SCENARIO



SUMMARY OF SELECTED PROJECTS

Roadway Segment	Selected Project
Curtis Road- US 45/Dunlap Avenue to First Street	4 lanes narrowing to 3 lanes with on street bikeways and 5' shoulders
Curtis Road- First Street to Race Street	2 lanes with 8' shoulders
Curtis Road- Race Street to Philo Road	2 lanes with 8' shoulders
Curtis Road- Philo Road to Il-130/Highcross Road	2 lanes with 8' shoulders
Intersection of First Street and Curtis Road	Signalized Intersection
Intersection of Race Street and Curtis Road	4-way stop
Intersection of Philo Road and Curtis Road	4-way stop
First Street- Windsor to Curtis	4 lanes with on street bikeways and 5' shoulders
First Street- Curtis to Old Church	On Street Bikeway
Race Street- Windsor to Curtis	On Street Bikeway
Race Street- Curtis to Old Church	Do Nothing
Philo Road- Windsor to Curtis	Do Nothing
Philo Road- Curtis to Old Church	Do Nothing
Speed Limit	45 mph

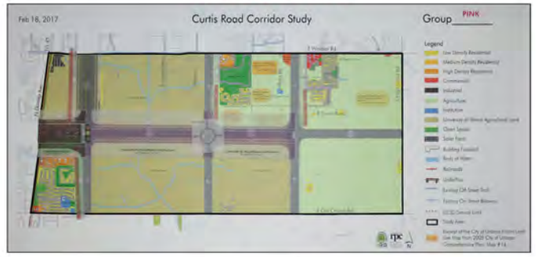
PROS & CONS

+ Increased access for agricultural vehicles and local landowners	- No additional pedestrian access/connectivity
+ Reduced speed	- High pedestrian stress
+ Low bicycle stress	

TOTAL RANKINGS

Preferred	Red	Gray	Aqua	Blue	Green	Pink	Do nothing	Purple	Brown
867	867	833	778	767	722	611	600	578	545

PINK SCENARIO



SUMMARY OF SELECTED PROJECTS

Roadway Segment	Selected Project
Curtis Road- US 45/Dunlap Avenue to First Street	4 lanes narrowing to 3 with on street bikeways and 5' shoulders
Curtis Road- First Street to Race Street	2 lanes with on street bikeways and 5' shoulders
Curtis Road- Race Street to Philo Road	2 lanes with on street bikeways and 5' shoulders
Curtis Road- Philo Road to Il-130/Highcross Road	Do Nothing
Intersection of First Street and Curtis Road	Signalized Intersection
Intersection of Race Street and Curtis Road	Roundabout
Intersection of Philo Road and Curtis Road	4-way stop
First Street- Windsor to Curtis	4 lanes with 8' shoulders; Paved Shared Use Path
First Street- Curtis to Old Church	Paved Shared Use Path
Race Street- Windsor to Curtis	Paved Shared Use Path
Race Street- Curtis to Old Church	Do Nothing
Philo Road- Windsor to Curtis	Paved Shared Use Path
Philo Road- Curtis to Old Church	Do Nothing
Speed Limit	55 mph

PROS & CONS

+ Low bicycle stress	- Comparatively more additional land consumed
	- High pedestrian stress

TOTAL RANKINGS

Preferred	Red	Gray	Aqua	Blue	Green	Pink	Do nothing	Purple	Brown
867	867	833	778	767	722	611	600	578	545

PURPLE SCENARIO

SUMMARY OF SELECTED PROJECTS

Roadway Segment	Selected Project
Curtis Road- US 45/Dunlap Avenue to First Street	4 lanes narrowing to 3 lanes with 5' shoulders
Curtis Road- First Street to Race Street	2 lanes with 8' shoulders
Curtis Road- Race Street to Philo Road	2 lanes with 8' shoulders
Curtis Road- Philo Road to Il-130/Highcross Road	2 lanes with 8' shoulders
Intersection of First Street and Curtis Road	Signalized Intersection
Intersection of Race Street and Curtis Road	4-way stop
Intersection of Philo Road and Curtis Road	4-way stop
First Street- Windsor to Curtis	3 lanes with left turn lane
First Street- Curtis to Old Church	Do Nothing
Race Street- Windsor to Curtis	Paved Shared Use Path
Race Street- Curtis to Old Church	Do Nothing
Philo Road- Windsor to Curtis	Paved Shared Use Path
Philo Road- Curtis to Old Church	Do Nothing
Speed Limit	55 mph

PROS & CONS

+ Increased access for agricultural vehicles and local landowners	- High crash projections
	- High travel delay times
	- High bicycle and pedestrian stress
	- High greenhouse gas emissions

TOTAL RANKINGS

Preferred	Red	Gray	Aqua	Blue	Green	Pink	Do nothing	Purple	Brown
867	867	833	778	767	722	611	600	578	545

BROWN SCENARIO

SUMMARY OF SELECTED PROJECTS

Roadway Segment	Selected Project
Curtis Road- US 45/Dunlap Avenue to First Street	4 lanes narrowing to 3 with on street bikeways and 5' shoulders
Curtis Road- First Street to Race Street	2 lanes with on street bikeways and 5' shoulders
Curtis Road- Race Street to Philo Road	2 lanes with on street bikeways and 5' shoulders
Curtis Road- Philo Road to Il-130/Highcross Road	2 lanes with on street bikeways and 5' shoulders
Intersection of First Street and Curtis Road	Signalized Intersection
Intersection of Race Street and Curtis Road	4-way stop
Intersection of Philo Road and Curtis Road	4-way stop
First Street- Windsor to Curtis	2 lanes with on street bikeways and 5' shoulders; Paved Shared Use Path
First Street- Curtis to Old Church	Paved Shared Use Path
Race Street- Windsor to Curtis	On Street Bikeway; Paved Shared Use Path
Race Street- Curtis to Old Church	Do Nothing
Philo Road- Windsor to Curtis	Paved Shared Use Path
Philo Road- Curtis to Old Church	Do Nothing
Speed Limit	55 mph

PROS & CONS

+ Increased access for agricultural vehicles and local landowners	- High crash projections
	- High bicycle and pedestrian stress
	- Comparatively more additional land consumed

TOTAL RANKINGS

Preferred	Red	Gray	Aqua	Blue	Green	Pink	Do nothing	Purple	Brown
867	867	833	778	767	722	611	600	578	545

Curtis Road Corridor Study

① Preferred Scenario: Recommended or Proposed Improvements (2030)

CURTIS ROAD CORRIDOR STUDY

Legend
- Proposed Improvement Areas
- Study Area
- Railroads
- UnderPass
- Existing Off-Street Trail
- Existing On-Street Bikeway
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Industrial
- Agriculture
- Institution
- University of Illinois Agricultural Land
- Open Space
- Solar Farm
- Building Footprint
- Body of Water

	Intersection/Roadway Segment	Current	Proposed Improvements (2030)
A	Intersection of US 45/Dunlap Avenue and Curtis Road	At grade railroad crossing	Railroad grade separation (underpass)
B	Curtis Road: US 45/Dunlap Avenue to First Street	2 lanes with a left turn lane at US 45/Dunlap Avenue	From west to east, 4 lanes narrowing to 3; On-street bikeways, shoulders, & paved shared-use path
C	Intersection of First Street and Curtis Road	Four-way stop intersection	Signalized intersection
D	First Street: Windsor Road to Curtis Road	2 lanes with pavement markings	2 lanes with 8' shoulders; Add paved shared-use path
E	Prairie Fields Subdivision	Prairie Fields Trail Phase 1	Build Prairie Fields Trail Phase 2

A US 45/Dunlap Avenue & Curtis Road Looking West (Current)

A US 45/Dunlap Avenue & Curtis Road Looking West (Conceptual Proposed Improvements 2030)

A Curtis Road Conceptual Cross Section Railroad Underpass Looking West

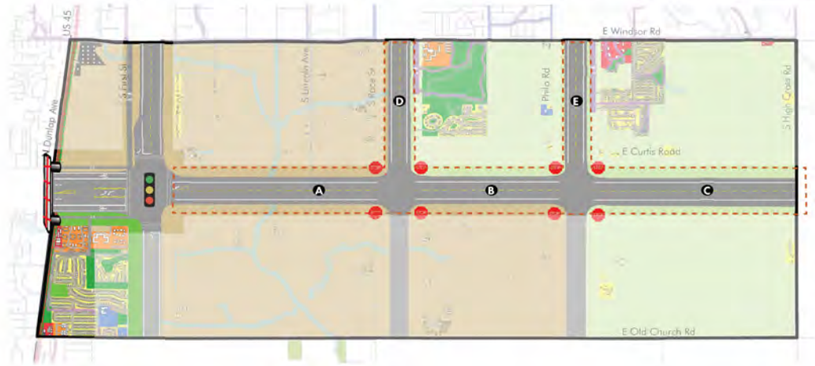
B Curtis Road Conceptual Cross Section Between Parkview Senior Apartments and First Street Looking West

D First Street Conceptual Cross Section Between Windsor Road and Curtis Road Looking North

Curtis Road Corridor Study

② Preferred Scenario: Recommended or Proposed Improvements (2040)

CURTIS ROAD CORRIDOR STUDY



Legend
- Proposed Improvement Areas
- Study Area
- Railroads
- UnderPass
- Existing Off-Street Trail
- Existing On-Street Bikeway
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Industrial
- Agriculture
- Institution
- University of Illinois Agricultural Land
- Open Space
- Solar Farm
- Building Footprint
- Body of Water

	Intersection/Roadway Segment	Current	Proposed Improvements (2040)
A	Curtis Road: First Street to Race Street	2 lanes rural cross section	2 lanes with 8' shoulders, pavement markings, and improved field entrances; Bridge replacement
B	Curtis Road: Race Street to Philo Road	2 lanes rural cross section	2 lanes with 8' shoulders, pavement markings, and improved field entrances
C	Curtis Road: Philo Road to IL 130/High Cross Road	2 lanes rural cross section	2 lanes with 8' shoulders, pavement markings, and improved field entrances
D	Race Street: Windsor Road to Curtis Road	2 lanes with pavement markings	Add shoulders
E	Philo Road: Windsor Road to Curtis Road	2 lanes, partially with pavement markings	Add shoulders

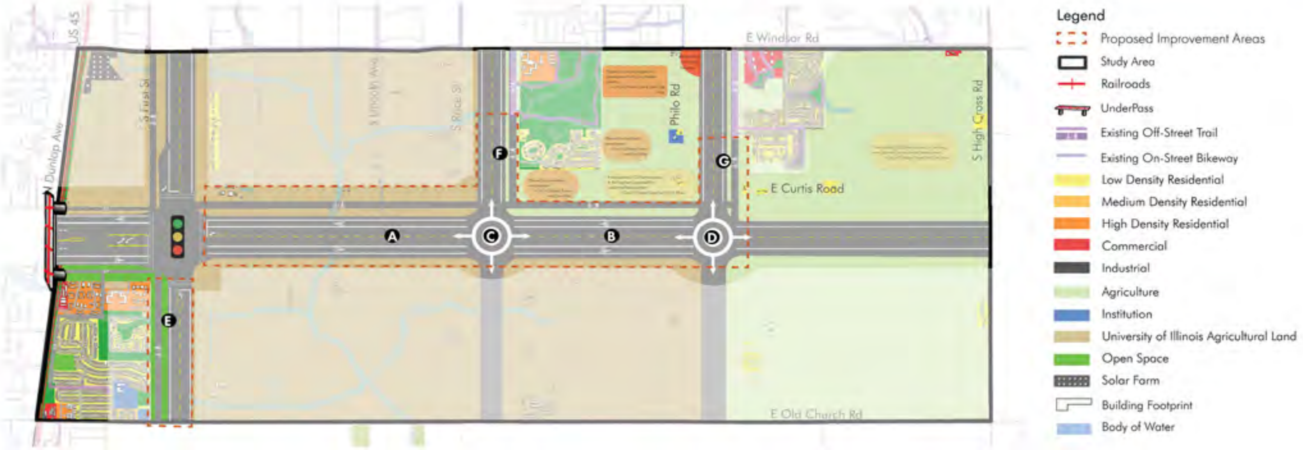
C Curtis Road East of Philo Road Looking West (Current)

C Curtis Road East of Philo Road Looking West (Conceptual Proposed Improvements 2040)

A B C Curtis Road Conceptual Cross Section Between First Street and IL 130/ High Cross Road Looking West

Curtis Road Corridor Study

③ Preferred Scenario: Recommended or Proposed Improvements (after 2040)



	Intersection/Roadway Segment	Proposed Improvements (2040)	Proposed Improvements (after 2040)
A	Curtis Road: First Street to Race Street	2 lanes with 8" shoulders, pavement markings, and improved field entrances; Bridge replacement	Stripe bike lanes; Add paved shared-use path
B	Curtis Road: Race Street to Philo Road	2 lanes with 8" shoulders, pavement markings, and improved field entrances	Stripe bike lanes; Add paved shared-use path
C	Intersection of Race Street and Curtis Road	Four-way stop intersection (Current)	Assess roundabout and intersection signal
D	Intersection of Philo Road and Curtis Road	Four-way stop intersection (Current)	Assess roundabout and intersection signal
E	First Street: Curtis Road to Old Church Road	2 lanes with pavement markings (Current)	Add paved shared-use path
F	Race Street: Windsor Road to Curtis Road	2 lanes with increased shoulders	Add paved shared-use path
G	Philo Road: Windsor Road to Curtis Road	2 lanes with increased shoulders	Add paved shared-use path

A Curtis Road East of First Street Looking West (Proposed Improvements 2040)

A Curtis Road East of First Street Looking West (Conceptual Proposed Improvements after 2040)

A B Curtis Road Conceptual Cross Section Between First Street and Philo Road Looking West

Curtis Road Corridor Study

Additional Recommendations- Draft

While the evaluation criteria assessed the unique benefits and disadvantages of each of the ten scenarios, there are additional considerations that would apply to any infrastructure improvement project considered for the Curtis Road Corridor. To address these concerns, additional recommendations have been developed and are listed below.

CUUATS staff recommends that any roadway improvements include the following elements:

Roadway markings help to designate areas for use by each mode. By providing guidance for vehicles, bicyclists, and pedestrians, markings help to reduce confusion, therefore creating a safer roadway.

Shoulders serve several roles in creating a safer roadway. By providing additional space along the travel lanes, shoulders create a place for emergency stopping or evasive maneuvers if needed. Along Curtis Road, shoulders would also provide additional operating space for all modes, especially oversized agricultural equipment and bicyclists.

Speed control creates a safer environment for all modes using the corridor, especially in the prescence of slower moving modes like agricultural vehicles, bicyclists, and pedestrians. A speed limit of 45 mph is proposed for the preferred scenario.

Drainage improvements would be included as part of any roadway improvement project. In this case, additional consideration should be given to ensure that any improvements to roadway drainage do not negatively impact the surrounding agricultural fields or existing flooding concerns down river. Efforts should also be made to coordinate the use of green infrastructure whenever possible as this will not only help to preserve natural features in the area, but will also help to mitigate potential impacts to surrounding areas caused by improving drainage along the corridor.

Field entrances should be implemented as part of any roadway improvements. These entrances would be constructed within the right-of-way, over drainage culverts, and would create more established and safer access to fields by providing locations for agricultural equipment to be pulled off of the roadway.

Photo of field entrance along County Road 1

Additional elements should also be considered as part of the reconstruction, including:

Roundabouts will be considered at any intersection that would warrant a traffic signal, following CUUATS Roundabout Design Guidelines (approved December 2012). Additional information about roundabouts and their consideration along the corridor can be found to the right.

Signage assessments should be performed at the time of reconstruction. This would include consideration of any regulatory or cautionary signage that may be appropriate for the reconstructed roadway.

Deer crossing signs are not recommended by CUUATS staff at this time as they are generally not effective in reducing deer crashes and the use of ineffective signage can result in disregard for all warning signs. Instead, the corridor should be assessed for more holistic deer management measures if warranted by the number of deer/animal related crashes.

Roadway lighting is not warranted based on current projections, however, could be considered at intersections if future conditions required it. If lighting is installed along the corridor in the future, it must include **shielding** to prevent negative impacts on the maturation of crops, especially soybeans, as well as light trespass into surrounding residential areas.

Accommodation of agricultural infrastructure, especially the movement of oversized agricultural vehicles along the corridor should be considered as part of any design for the roadway. This includes proper setbacks for utilities, lighting, signposts, mailboxes, etc. to avoid interference with this movement. Elements like curb and guardrails should also be avoided wherever possible.

Preservation of the natural environment, which includes but is not limted to natural areas and habitats, and plant and animal species present in the area must be considered. This includes consideration of endangered species that have been found in the area, like the Franklin's Ground Squirrel. Special consideration may also have to be given for the Rusty Patched Bumblebee, which was first pollinator added to the endangered species, in March 2017.

Roundabouts:
Potential on Curtis Road

Based on the scenario evaluation, roundabouts could serve at all three intersection along the corridor. However, current and projected traffic volumes would require a multi-lane roundabout at the First Street intersection, which could not be accommomdated within the recommended 100' right-of-way. Single-lane roundabouts were deemed appropriate for the Race Street and Philo Road intersections.

For more information about roundabout policy in Champaign-Urbana, see the CUUATS Roundabout Guidelines approved in 2012: http://www.ccrpc.org/wp-content/uploads/2015/03/final_CUUATS_Roundabout_Guidelines.pdf

Curtis Road and First Street Intersection: Multi-lane Roundabout Overlay

Curtis Road and Race Street Intersection: Single-lane Roundabout Overlay

About Roundabouts

78-82% average **reduction in severe crashes** (those resulting in injury or loss of life)

American Association of State Highway and Transportation Officials. 2010. Highway Safety Manual

Roundabouts can **move more traffic with less waiting time** compared to stop sign intersections, delaying the need to increase roadway capacity in the form of additional traffic lanes

Less waiting and idling time as well as fewer stops/starts results in **less wasted fuel and fewer emissions**

Roundabouts can be designed to **accommodate large farm equipment**

Comments & Questions

Figure A-27 **Optional Handout: Evaluation Criteria, Raw Scores, Public Meeting May 16, 2017**

Curtis Road Corridor Study

Evaluation Criteria, Raw Scores, 4/28/17

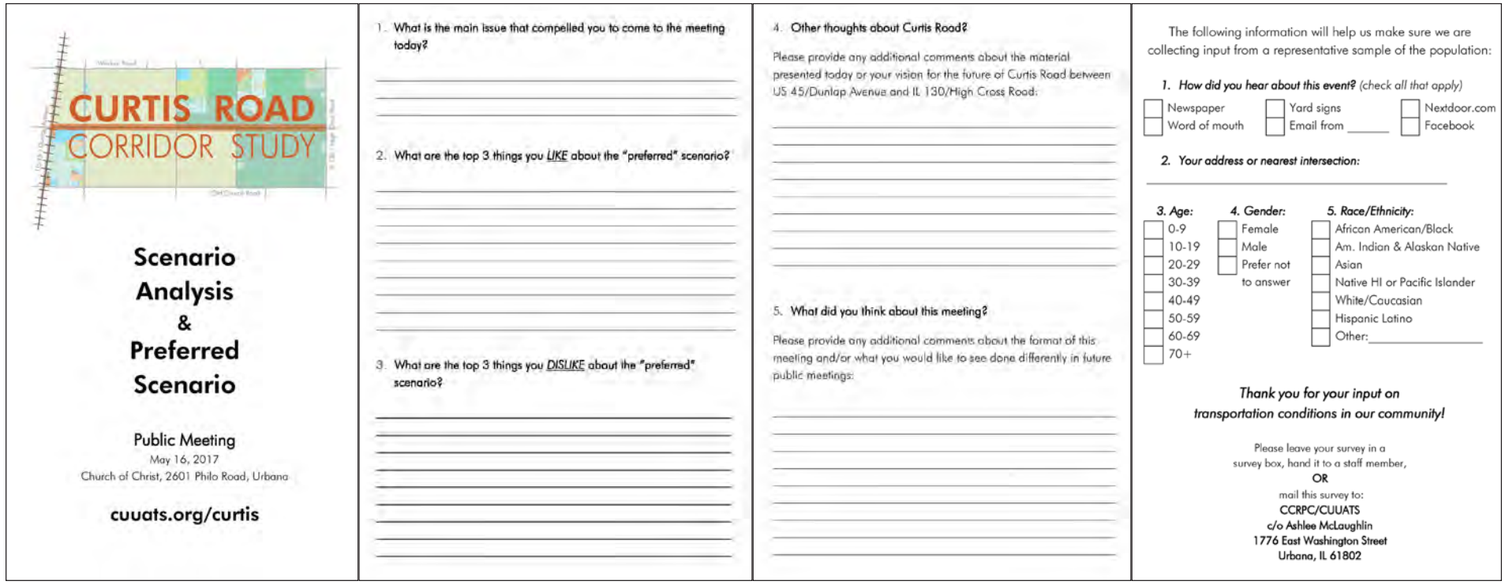
Roadway Deficiencies	Agricultural Preservation	Modal Interrelationships	Environmental Protection	System Linkages	Evaluation Criteria	Preferred	Red	Gray	Aqua	Blue	Green	Pink	Do nothing	Purple	Brown	unit
•					Crash Frequency: number of crashes projected on Curtis Road for the year 2040 based on proposed roadway geometries, speed, intersection controls, and projected traffic volumes. Calculated using the Highway Safety Manual [1] and local crash data. [2] Scenarios with the fewest crashes rank highest.	23	16	22	20	16	24	25	24	26	26	total number
•				•	Emergency Vehicle Access: whether or not emergency vehicles would/could use Curtis Road based on railroad overpass and roadway continuity. Qualitative evaluation based on existing and proposed facilities. Scenarios that increase emergency vehicle access rank highest.	1	1	1	1	0	1	1	0.5	1	1	score
•					Infrastructure Costs: estimated cost of proposed infrastructure improvements. [3] Scenarios with the lowest estimated infrastructure costs rank highest.	$ 21,654,000.00	$ 15,042,000.00	$ 12,024,000.00	$ 22,320,000.00	$ 2,327,250.00	$ 17,664,000.00	$ 15,472,000.00	$ 2,023,350.00	$ 16,535,600.00	$ 18,944,000.00	dollars
•	•	•			Improve Safe Passage of Oversize Agricultural Vehicles: miles of proposed roadway reconstruction on Curtis Road. All reconstruction options included, at a minimum, adding roadway shoulders and off-street field/facility entrances for adjacent properties. Scenarios that improve safe passage of oversized agricultural vehicles on Curtis Road rank highest.	100%	67%	55%	100%	0%	100%	67%	0%	100%	100%	percent
	•				Currently Cultivated Farmland Impact: percent of currently cultivated farmland projected to be included in future roadway right-of-way. Scenarios that impact the lowest percentages of currently cultivated farmland rank highest.	0.88%	0.89%	0.51%	1.28%	0.00%	0.69%	0.77%	0.00%	0.79%	0.85%	percent
		•		•	Network Connectivity: extent to which pedestrians, bikes, and vehicles are accommodated on Curtis Road and can connect to the surrounding transportation network. Qualitative evaluation based on existing and proposed facilities. Scenarios that provide the most connectivity for pedestrians, bicycles, and vehicles in the study area rank highest.	21	17.2	11	21	0	13	14.4	3.5	18.2	15.4	score
		•			Pedestrian Access: miles of additional pedestrian facilities proposed in the study area. Scenarios with the most miles of pedestrian facilities rank highest.	4.70	3.55	1.50	5.00	0.00	0.00	3.00	0.00	2.00	3.00	miles
		•			Pedestrian Level of Traffic Stress (PLTS): "the ability of a network to connect travelers' origins to their destinations without subjecting them to unacceptably stressful links," [4] based on existing and proposed pedestrian facilities, traffic speed, traffic volume, and more. [5] Scenarios with the lowest levels of pedestrian traffic stress rank highest.	4	4	4	1	4	4	4	4	4	4	score
		•			Bicycle Access: miles of additional bicycle facilities proposed in the study area. Scenarios with the most miles of bicycle facilities rank highest.	12.70	8.65	5.05	16.20	0.00	7.60	7.10	0.00	7.60	9.60	miles
		•			Bicycle Level of Traffic Stress (BLTS): "the ability of a network to connect travelers' origins to their destinations without subjecting them to unacceptably stressful links," [4] based on bicycle facilities, traffic speed, traffic volume, and other considerations. Scenarios with the lowest levels of bicycle traffic stress rank highest.	3	3	3	1	4	3	3	4	4	4	score
			•		Greenhouse Gas Emissions: sum of Carbon Monoxide, Nitrogen Oxides, and Volitile Organic Compounds emissions projected for PM peak hour in 2040. Calculated based on vehicle miles traveled and total delay using Synchro® 10 microsimulation. Scenarios with the lowest emissions levels rank highest.	11.99	12.51	10.05	16.08	5.71	10.93	18.99	22.65	21.34	19.19	kg
			•		Wetlands Impact*†: percent of existing wetlands projected to be included in future roadway right-of-way for road contruction and/or improved drainage facilities. Scenarios that impact the lowest percentages of existing wetlands rank highest.	0.52%	0.53%	0.52%	0.62%	0.39%	0.57%	0.59%	0.39%	0.55%	0.59%	percent
			•		Cultural Resources Impact*: percent of land area identified as a an historic place or site with potential archaeological significance projected to be included in future roadway right-of way for road contruction and/or improved drainage facilities. [6] Scenarios that impact the lowest percentages of land area identified as cultural resource sites rank highest.	3.25%	3.20%	2.98%	3.42%	1.98%	2.98%	3.30%	1.98%	3.09%	3.30%	percent
				•	Total Delay per Vehicle: average number of seconds each vehicle is projected to be delayed during the PM peak hour on Curtis Road in 2040. Calculated using the CUUATS Travel Demand Model and Synchro® 10 microsimulation for the study area. Scenarios with the lowest delay times rank highest.	43	23	48	26	51	51	78	98	116	81	sec/ vehicke

* Scores include existing infrastructure

† Wetland inventory likely includes some areas where we want to reduce flooding

Normalization process: used PERCENTRANK.INC in excel to assign each of the scores a percentile rank within all the scores for each criteria – adjusting for the fact that high scores could be good or bad depending on the criteria

Figure A-28 **Survey: Scenario Analysis & Preferred Scenario, Public Meeting May 16, 2017**



CURTIS ROAD CORRIDOR STUDY

Scenario Analysis & Preferred Scenario

Public Meeting
May 16, 2017
Church of Christ, 2601 Philo Road, Urbana

cuuats.org/curtis

1. What is the main issue that compelled you to come to the meeting today?

2. What are the top 3 things you *LIKE* about the "preferred" scenario?

3. What are the top 3 things you *DISLIKE* about the "preferred" scenario?

4. Other thoughts about Curtis Road?

Please provide any additional comments about the material presented today or your vision for the future of Curtis Road between US 45/Dunlap Avenue and IL 130/High Cross Road:

5. What did you think about this meeting?

Please provide any additional comments about the format of this meeting and/or what you would like to see done differently in future public meetings:

The following information will help us make sure we are collecting input from a representative sample of the population:

1. *How did you hear about this event?* (check all that apply)

☐ Newspaper ☐ Word of mouth ☐ Yard signs ☐ Email from _____ ☐ Nextdoor.com ☐ Facebook

2. *Your address or nearest intersection:*

3. *Age:* ☐ 0-9 ☐ 10-19 ☐ 20-29 ☐ 30-39 ☐ 40-49 ☐ 50-59 ☐ 60-69 ☐ 70+

4. *Gender:* ☐ Female ☐ Male ☐ Prefer not to answer

5. *Race/Ethnicity:* ☐ African American/Black ☐ Am. Indian & Alaskan Native ☐ Asian ☐ Native HI or Pacific Islander ☐ White/Caucasian ☐ Hispanic Latino ☐ Other:_____

Thank you for your input on transportation conditions in our community!

Please leave your survey in a survey box, hand it to a staff member,
OR
mail this survey to:
CCRPC/CUUATS
c/o Ashlee McLaughlin
1776 East Washington Street
Urbana, IL 61802

Table A-2 **Survey Question #1 Responses: Main Reason for Attending Public Meeting, May 16, 2017**

Main Reason for Attending Meeting	Count
Nearby Landowner of Resident	5
General Interest	3
Concern about Environment/Sprawl	3
Concern about Safety	3
TOTAL	**14**

Table A-3 **Survey Question #2 Responses: Top 3 Things Liked About Preferred Scenario, May 16, 2017**

Likes by Subtopic	Count
Want Bike & Pedestrian Facilities	6
Want Roundabouts	5
Want 2 Lanes	4
(General Approval)	4
Maintain Farmland/Rural Characteristics	4
Control Speed	3
Improve Roadway Surface	3
Want Additional Shoulder	2
Want Grade Separation	2
Improve Connectivity	1
Improve Drainage	1
Safety	1
Want Accommodation for Agriculture Equipment	1
TOTAL	**37**

Table A-4 **Survey Question #3 Responses: Top 3 Things Disliked About Preferred Scenario, May 16, 2017**

Dislikes by Subtopic	Count
Want More Information*	6
Too Conservative: Want More or Faster Improvements	6
Concern About Sprawl and Environmental Degradation	4
Maintain 55 mph or higher	2
Don't Want More Traffic	2
Don't Want Roundabouts	1
Don't Want Bike & Pedestrian Facilities	1
TOTAL	**22**

*Want more information regarding:

- Type/Adequacy of Drainage Improvements (2)
- Adequacy of Field Entrances
- Design of Railroad Overpass
- Traffic Signal Timing
- Specific Sign Recommendations

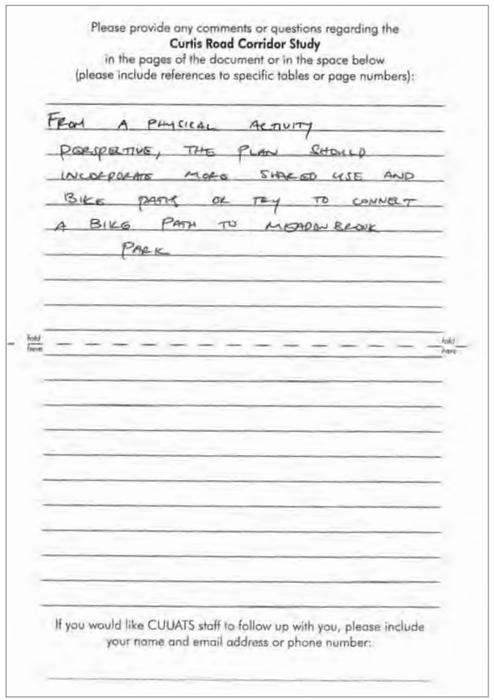
September 5 - October 5, 2017

What: 30-Day Public Comment Period

Where: **Champaign Public Library**
Urbana Free Library
ACES/Funk Library
Savoy Recreation Center
Brookens Administrative Center
Online: https://cuuats.org/curtis/

The 30-day public comment period was an opportunity for the public to look at a draft of the full Curtis Road Corridor Study and provide feedback. During the 30 days, one comment was submitted in person in one of the printed documents available for review (*Figure A-29*) and three comments were received via email (*Figure A-30*).

Figure A-29 **One Comment Received on Paper During Public Comment Period**



Please provide any comments or questions regarding the
Curtis Road Corridor Study
in the pages of the document or in the space below
(please include references to specific tables or page numbers):

FROM A PHYSICAL ACTIVITY PERSPECTIVE, THE PLAN SHOULD INCORPORATE MORE SHARED USE AND BIKE PATHS OR TRY TO CONNECT A BIKE PATH TO MEADOW BROOK PARK

fold here — fold here

If you would like CUUATS staff to follow up with you, please include your name and email address or phone number:

Figure A-30 **Three Comments Received via Email During Public Comment Period**

Sent: Sunday, September 10, 2017 11:09 AM
To: Ashlee Mc Laughlin
Subject: Public comment on Curtis road corridor study

It may be in the 232 page document, but I couldn't open the document on iPhone: will there be a continuation of the bike and pedestrian path that exists on Curtis between Duncan and ~Prospect? It would be nice if that 2-lane sidewalk path on each side of Curtis could be extended to High Cross road (and if possible for it to continue on High Cross to link up with the paths on Windsor).

Sent: Friday, September 15, 2017 10:41 PM
To: Ashlee Mc Laughlin
Subject: CUUATS Curtis Road Corridor Study

Ashlee,

You probably gave up on me, but I did remember I need to send you may comments on the Curtis Road Corridor Study. My comment to add is that I believe the County would benefit from moving the lane striping (delineating traffic lanes and the bike lanes planned for Curtis Road during the third section of improvements) forward to become part of the road work planned to be completed in segment two of the proposed plan. Painting the stripes could hardly add much to the cost of segment two, but would complete the intent: to widen the road from First Street going eastward to Race Street, and make it more user friendly by adding a shoulder bike lane. My question is: "Why wait several years to stripe them, and make them truly usable? Do the striping as soon as the road is actually widened. The local biking and walking community will appreciate being able to use this added amenity to Curtis Road immediately.

Sent: Sunday, September 17, 2017 11:08 AM
To: Ashlee Mc Laughlin
Subject: Curtis rd corridor study--comments

Dear Ms. McLaughlin:

I have read the report of the study groups. As I read it, the project is looking at a time frame around 2040 for implementation. In the meantime the study has found various deficiencies as rationale for some sort of implementation. At least one of those seems to me to be able to be implemented now and should have been ages ago. That is, the painting of lane divider lines and edge lines. That is a countermeasure that has been found to pay safety dividends for years (e.g., 1) and would be especially valuable on the narrower county roads such as Curtis road from Neil Street to 130. The Missouri highway department found a 25% reduction in lane departure **fatalities** as a result of implementing edgeline and centerline markings on major and minor highways using 6 inch wide markings (1).

At the present time, most of Curtis road east of US 45 has no markings. Such markings would reduce mid block crashes. The cost of markings is estimated at around 10-25 cents per foot (1). There is no question such markings would alleviate most of the safety issues on Curtis and other similar roads such as Church street and be welcomed by drivers, especially at night or other poor visibility conditions.

As for the intersection crashes, about 65% reportedly occurred at the US 45 intersection, which already has traffic signals, and hence are not directly related to design issues of Curtis rd.

As pointed out in the study, Curtis Rd is not a safe road for cyclists (or pedestrians). However, reducing the speed limit to 45 mph would help to give drivers more time to respond to cyclists and other slow moving vehicles and insignificantly increase time of travel.

We should not wait for over 20 years for these kinds of simple and cheap changes to be made on Curtis road and its parallel, Church rd. That would be an early, positive result of the study.

(1) Carlson, P.J, Park, E.S. & Andersen, C.K. The benefits of pavement markings: a renewed perspective based on recent and ongoing research, Transportation Research Board, Annual meeting, January 2009.

July 27 - September 19, 2017

What: Public Agency Presentations

Agency, when:

- **University of Illinois Campus Master Plan Committee, July 27**
- **Champaign County Highway Committee, September 8**
- **Urbana City Council, September 11**
- **Champaign Township Trustees, September 12**
- **Savoy Village Board, September 13**
- **Metropolitan Intergovernmental Council, September 19**

CUUATS staff presented the draft document and future recommendations from the corridor study to stakeholder agencies before and during the public comment period in order to publicize and bolster the public comment period. These presentations served as opportunities to inform the agency representatives and other meeting attendees about the corridor study process and the future recommendations included in the study and get their questions answered.

Figure A-31 **Meeting Agendas for Preferred Future Scenario Presentations, 2017**

CHAMPAIGN COUNTY BOARD
HIGHWAY COMMITTEE AGENDA
County of Champaign, Urbana, Illinois
Friday, September 8, 2017 – 9:00 a.m.
Highway Building Conference Room
1605 E Main St., Urbana

Committee Members:

Lorraine Cowart – Chair	Jim McGuire
Max Mitchell – Vice-Chair	Diane Michaels
Chris Alix	Steve Summers
Brad Clemmons	C. Pius Weibel

I.	Call to Order	
II.	Roll Call	
III.	Approval of Agenda/Addenda	
IV.	Approval of Minutes – August 11, 2017	1-4
V.	Public Participation	
VI.	Communications	
VII.	County & Township Motor Fuel Tax Claims – August 2017	5-6
VIII.	Newcomb Township Bridge – Petition Requesting and Resolution Approving Appropriation of Funds From the County Bridge Fund, Section #17-16043-00-BR	7-9
IX.	Resolution Authorizing The Champaign County Engineer to Sign Joint Agreements with the Illinois Department of Transportation	10
X.	Curtis Road Corridor Study Presentation	
XI.	Champaign-Urbana Freight Plan Study Presentation	
XII.	Other Business A. Semi Annual Review of Closed Session Minutes B. October Meeting Date	
XIII.	Chair's Report	
XIV.	Designation of Items to be Placed on the Consent Agenda	
XV.	Adjournment	

Champaign County strives to provide an environment welcoming to all persons regardless of disabilities, race, gender, or religion. Please call 217-384-3776 to request special accommodations at least two business days in advance.

(217) 384-3776 (217) 384-3896 Fax

CITY OF URBANA
COUNCIL'S COMMITTEE OF THE WHOLE

NOTICE OF MEETING

DATE: Monday, September 11, 2017
TIME: 7:00pm
LOCATION: Urbana City Council Chambers
400 S. Vine Street, Urbana, IL

AGENDA

Chair: Eric Jakobsson, Ward 2

1. **Call to Order and Roll Call**
2. **Approval of Minutes of Previous Meeting**
   a. August 28, 2017
3. **Additions to the Agenda**
4. **Public Input**
5. **Presentations**
   a. **Curtis Road Corridor Study Presentation** - Champaign County Regional Planning Commission (CCRPC)
6. **Staff Report**
7. **Ordinance No. 2017-09-051:** An Ordinance Amending Schedule J of Section 23-172 of the Urbana Local Traffic Code Establishing Curb Loading Zones on Certain Streets (Goose Alley) - PW
8. **Ordinance No. 2017-09-052:** An Ordinance Amending Schedule J of Section 23-183 of the Urbana Local Traffic Code Prohibiting Parking at all Times on Certain Streets (Division Avenue; Thompson Street) – PW
9. **Resolution No. 2017-09-061R:** A Resolution Approving an Emergency Solutions Grants Program Subrecipient Agreement with Crisis Nursery (FY 2017-2018) – CD
10. **Resolution No. 2017-09-062R**: A Resolution Approving an Emergency Solutions Grants Program Subrecipient Agreement with United Way of Champaign County, New Covenant Fellowship Church, and Faith United Methodist Church (FY 2017-2018) – CD
11. **Ordinance No. 2017-09-053:** An Ordinance Amending Urbana City Code Chapter 9.5, Article II (Raffles/2017) – Legal
12. **Ordinance No. 2017-08-049:** An Ordinance Amending Urbana City Code Chapters 1 and 14 (Regulating Special Events) – Legal *[COW 08/28/17]*
13. **Resolution No. 2017-08-059R:** Resolution Regarding the Release of Closed Sessions Minutes (For the Period Ending August 28, 2017) – City Clerk
14. **Adjournment**

Persons with disabilities needing special services or accommodations for this meeting should contact the City of Urbana's Americans with Disabilities Coordinator at 384-2466 or TTY at 384-2447.

AGENDA
CHAMPAIGN TOWNSHIP
BOARD OF TRUSTEES' MEETING
SEPTEMBER 12, 2017

CALL TO ORDER

PLEDGE OF ALLEGIANCE

CALL FOR NEW AGENDA ITEMS
(1) APPROVE AGENDA

CALL FOR ADDITIONS OR CORRECTIONS TO MINUTES
(1) APPROVE MINUTES FOR THE AUGUST 8, 2017 REGULAR TRUSTEES' MEETING

PUBLIC PARTICIPATION

REPORTS
ASSESSOR
CLERK
HIGHWAY COMMISSIONER
SUPERVISOR
(1) FUND BALANCE REPORTS
(2) REVENUE & EXPENDITURES REPORT
(3) REPORT ON DISCONNECTS
(4) MISCELLANEOUS REPORTS
TRUSTEES

OLD BUSINESS. NONE

NEW BUSINESS. APPOINTMENT OF KENNETH GOODCHILD, AS TRUSTEE FOR THE CHERRY HILLS FIRE PROTECTION DISTRICT

CUUATS IS CHAMPAIGN-URBANA-URBANIZED-AREA-TRANSPORTATION-STUDY. THEY WILL GIVE A PRESENTATION OF THE FIRST STREET SIDE PATH PROGRESS AND INFO OF THE CURTIS ROAD CORRIDOR PROJECT

(1)TRANSFERS OF APPROPRIATIONS (IF NECESSARY)
(2)APPROVE PAYMENT OF TOWNSHIP BILLS
(3) APPROVE PAYMENT OF TOWNSHIP OFFICIALS' SALARIES FOR OCTOBER, 2017.

ANNOUNCEMENTS
NEXT REGULAR SCHEDULED BOARD MEETING OCTOBER 10, 2017

ADJOURNMENT

DATED THIS 8th DAY OF SEPTEMBER, 2017
James M. Green
JAMES M. GREEN, TOWNSHIP CLERK

Savoy
ILLINOIS

AGENDA

Wednesday, September 13, 2017, 7:00 p.m.
Robert C. McCleary Municipal Center, 611 North Dunlap, Savoy, IL

Type of meeting:	**Board of Trustees Study Session**
Location:	**Robert C. McCleary Municipal Center, 611 North Dunlap, Savoy, IL**
Attendees:	**President Joan E. Dykstra** **Trustees: John P. Brown, Heather J. Mangian,** **Jan Carter Niccum, Becky Pittman, A.J. Ruggieri,** **And Dee Shonkwiler** **Richard Helton, Village Manager** **Levi Kopmann, Director of Public Works/Engineer** **Dennis Donaldson, Director of Planning and Economic Development** **Billie Jean Krueger, Village Clerk**
Chairperson:	**Chairman A.J. Ruggieri**

BOARD OF TRUSTEES STUDY SESSION
----- Agenda Topics & Staff/Speaker -----

1. CALL TO ORDER, ROLL CALL, QUORUM DECLARED	**CHAIRMAN RUGGIERI**
2. BUSINESS	
A. CUUATS CURTIS ROAD CORRIDOR STUDY FINDINGS PRESENTATION BY ASHLEE MCLAUGHLIN, CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION	**ASHLEE MCLAUGHLIN CCRPC**
B. AUTHORIZE THE VILLAGE PRESIDENT TO EXECUTE THE CONTRACT WITH CHAMPAIGN COUNTY REGIONAL PLANNING COMMISISON TO UPDATE THE SAVOY COMPREHENSIVE PLAN FOR AN AMOUNT NOT TO EXCEED $37,000	**PRESIDENT DYKSTRA**
C. APPROVAL OF INTERLOCAL CONTRACT FOR COOPERATIVE PURCHASING OF FIRE TRUCK FOR VILLAGE MANAGER TO EXECUTE	**PRESIDENT DYKSTRA**
3. ADJOURN	**CHAIRMAN RUGGIERI**

METROPOLITAN INTERGOVERNMENTAL COUNCIL
Tuesday, September 19, 2017

Host: Champaign County *(Chair: Rick Snider)*
Time & Location: 7:30 a.m. / I Hotel – Alma Mater Conference (#2)

AGENDA

I. Welcome and Call to Order: Rick Snider — 7:30 a.m.

II. Introductions

III. Approval of Minutes: May 16, 2017

IV. Updates / Status Reports — 7:40 a.m.

A. **Curtis Road Corridor Study**
Ashlee McLaughlin, AICP
Transportation Planner
Champaign County Regional Planning Commission
Planning and Community Development

V. Quick Informational Updates — 8:30 a.m.

VI. Announcements — 8:45 a.m.

VII. Adjourn — 9:00 a.m.

NEXT MIC MEETING: Tuesday, November 21, 2017
HOST: Champaign County TIME: 7:30 a.m.
LOCATION:
I Hotel – Alma Mater Conference (#2)

September 21, 2017

What: Public Meeting
Where: Church of Christ, 2601 Philo Road, Urbana
When: 6:00 - 7:30 PM

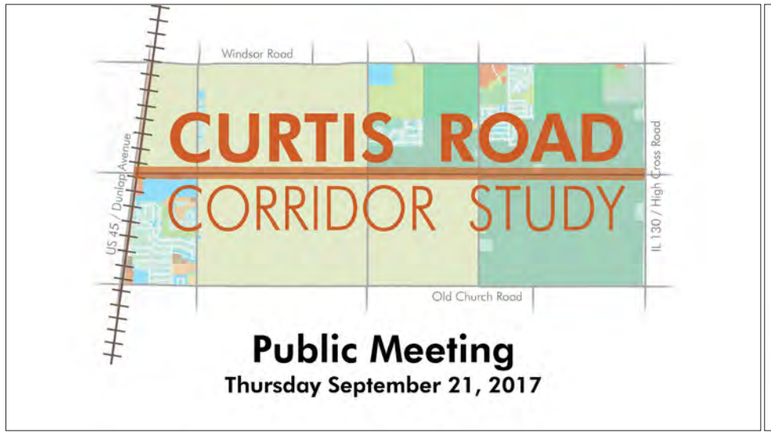
Twenty five people attended the fourth and last public meeting where CUUATS staff presented the preferred future scenario. There were two main goals for this meeting:

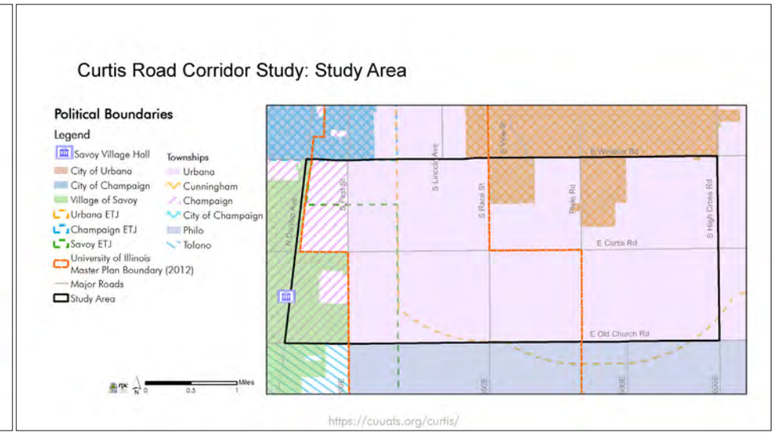
1. Present a summary of the preferred future scenario
2. Collect feedback on the preferred future scenario and full draft document
3. Collect feedback on the overall public involvement process for the corridor study

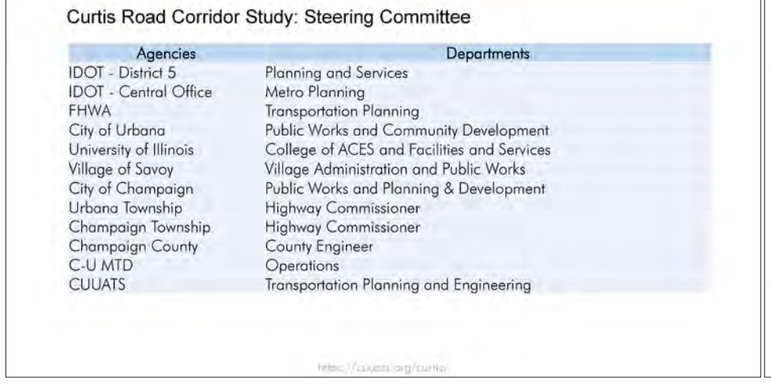
Staff presented a PowerPoint (*Figure A-32*) that included an overview of the corridor planning process and the preferred future scenario that resulted from that process. Before and after the PowerPoint presentation, attendees were encouraged to review information boards (*Figure A-33*) that summarized the content in the presentation as well as review copies of the full draft document that were available in printed and digital format. Meeting attendees were also encouraged to talk to CUUATS staff about any additional questions and fill out a survey (*Figure A-34*) about the preferred future scenario and the planning process. The feedback from the public regarding the planning process and the preferred future scenario was largely positive (*Table A-5* and *Table A-6*).

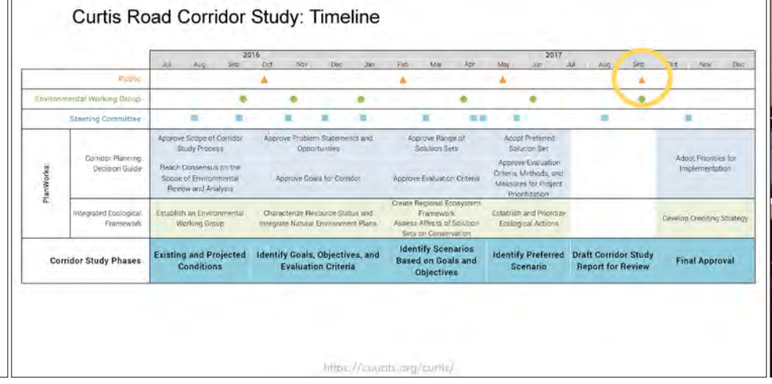
Public meeting attendees looking at information boards, September 21, 2017

Figure A-32 **PowerPoint Presentation, Public Meeting September 21, 2017**









Use evaluation criteria to score and analyze each public scenario

+

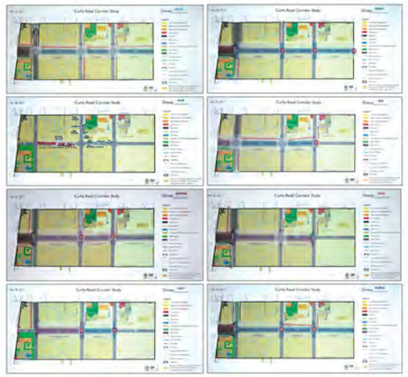
Identify what parts of each scenario score highest and why

+

Discuss project prioritization and feasibility with steering committee

=

Preferred Scenario



https://cuuats.org/curtis/

Preferred Future Scenario – in phases

2030 2040 After 2040

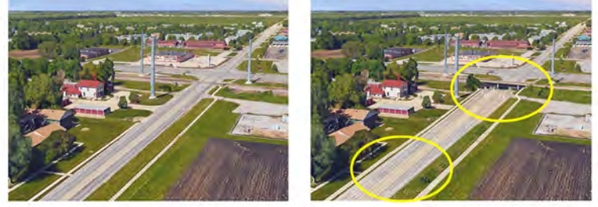
https://cuuats.org/curtis/

Preferred Future Scenario Phase 1 (by 2030)

Location	Existing	Phase 1 Improvements
Intersection of US 45/Dunlap Avenue and Curtis Road	At-grade railroad crossing	Railroad grade separation (road underpass)
Curtis Road: US 45/Dunlap Avenue to First Street	2 lanes with a left turn lane at US 45/Dunlap Avenue	From west to east, 4 lanes narrowing to 3; On-street bikeways, shoulders, and off-street paved shared use path
Intersection of First Street and Curtis Road	4-way stop intersection	Signalized intersection
First Street: Windsor Road to Curtis Road	2 lanes with pavement markings	2 lanes with 8-foot shoulders; off street paved shared use path
Prairie Fields Subdivision	Prairie Fields Trail Phase 1	Build Prairie Field Trail Phase 2 (off-street shared use path through subdivision from Old Church Street to Curtis Road)

Preferred Future Scenario – Phase 1 (by 2030)

Conceptual rendering of proposed improvements:
Curtis Road looking west toward Dunlap Ave/US 45



https://cuuats.org/curtis/

Preferred Future Scenario – Phase 1 (by 2030)

Conceptual cross section of proposed improvements:
Railroad overpass looking west

https://cuuats.org/curtis/

Preferred Future Scenario – Phase 1 (by 2030)

Conceptual cross section of proposed improvements:
Curtis Road between Parkview Apartments and First Street looking west

https://cuuats.org/curtis/

Preferred Future Scenario – Phase 1 (by 2030)

Conceptual cross section of proposed improvements:
First Street between Curtis Road and Windsor Road looking north

https://cuuats.org/curtis/

Preferred Future Scenario Phase 2 (by 2040)

Location	Existing	Phase 2 Improvements
Curtis Road: First Street to Race Street	2-lane rural cross section	2 lanes with 8-foot paved shoulders, pavement markings, and field entrances; bridge replacement
Curtis Road: Race Street to Philo Road	2-lane rural cross section	2 lanes with 8-foot paved shoulders, pavement markings, and field entrances
Curtis Road: Philo Road to IL 130/High Cross Road	2-lane rural cross section	2 lanes with 8-foot paved shoulders, pavement markings, and field entrances
Race Street: Windsor Road to Curtis Road	2 lanes	Add shoulders
Philo Road: Windsor Road to Curtis Road	2 lanes	Add shoulders

Preferred Future Scenario – Phase 2 (by 2040)

Conceptual rendering of proposed improvements:
Curtis Road east of Philo Road looking west

https://cuuats.org/curtis/

Preferred Future Scenario – Phase 2 (by 2040)

https://cuuats.org/curtis/

Preferred Future Scenario – Phase 2 (by 2040)

Conceptual cross section of proposed improvements:
Curtis Road between First Street and IL 130/High Cross Road looking west

https://cuuats.org/curtis/

Preferred Future Scenario Phase 3 (after 2040)

Location	Existing	Phase 3 Improvements
Curtis Road: First Street to Race Street	Phase 2: improved 2-lanes with shoulders	Stripe bike lanes, add off-street paved shared use path (north side)
Curtis Road: Race Street to Philo Road	Phase 2: improved 2-lanes with shoulders	Stripe bike lanes, add off-street paved shared use path (north side)
Intersection of Race Street and Curtis Road	4-way stop intersection	Assess roundabout and traffic signal
Intersection of Philo Road and Curtis Road	4-way stop intersection	Assess roundabout and traffic signal
First Street: Curtis Road to Old Church Road	2 lanes with shoulders	Add off-street paved shared use path (west side)
Race Street: Windsor Road to Curtis Road	Phase 2: 2 lanes with shoulders	Continue off-street paved shared use path (east side)
Philo Road: Windsor Road to Curtis Road	Phase 2: 2 lanes with shoulders	Continue off-street paved shared use path (east side)

Preferred Future Scenario – Phase 3 (after 2040)

Conceptual rendering of proposed improvements:
Curtis Road east of First Street looking west

https://cuuats.org/curtis/

Preferred Future Scenario – Phase 3 (after 2040)

Conceptual cross section of proposed improvements:
Curtis Road between First Street and Philo Road looking west

https://cuuats.org/curtis/

Additional Recommendations

- Pavement Markings
- Shoulders
- Rumble Strips
- Speed Control
- Drainage
- Field Entrances
- Right of Way
- Roundabouts
- Signage
- Lighting
- Agricultural Infrastructure
- Environment




https://cuuats.org/curtis/

30-Day Public Comment Period, Sept. 5 – Oct. 5

The draft document can be found online:
https://cuuats.org/curtis/

Hardcopies can be reviewed at:

- CUUATS/RPC Office (Brookens)
- Champaign Public Library
- Urbana Free Library
- ACES/Funk Library
- Savoy Recreation Center

Questions?

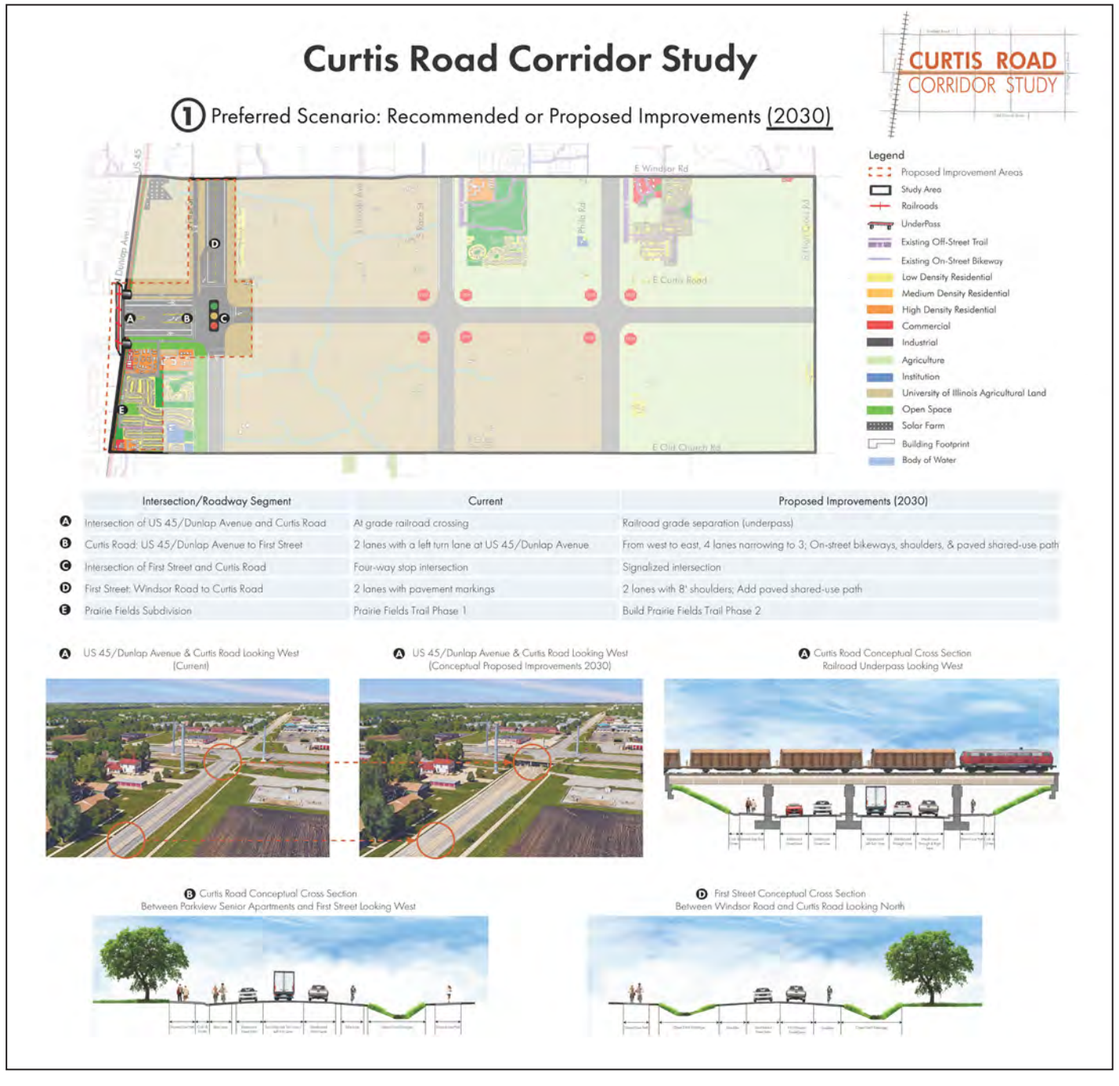
Before you go:

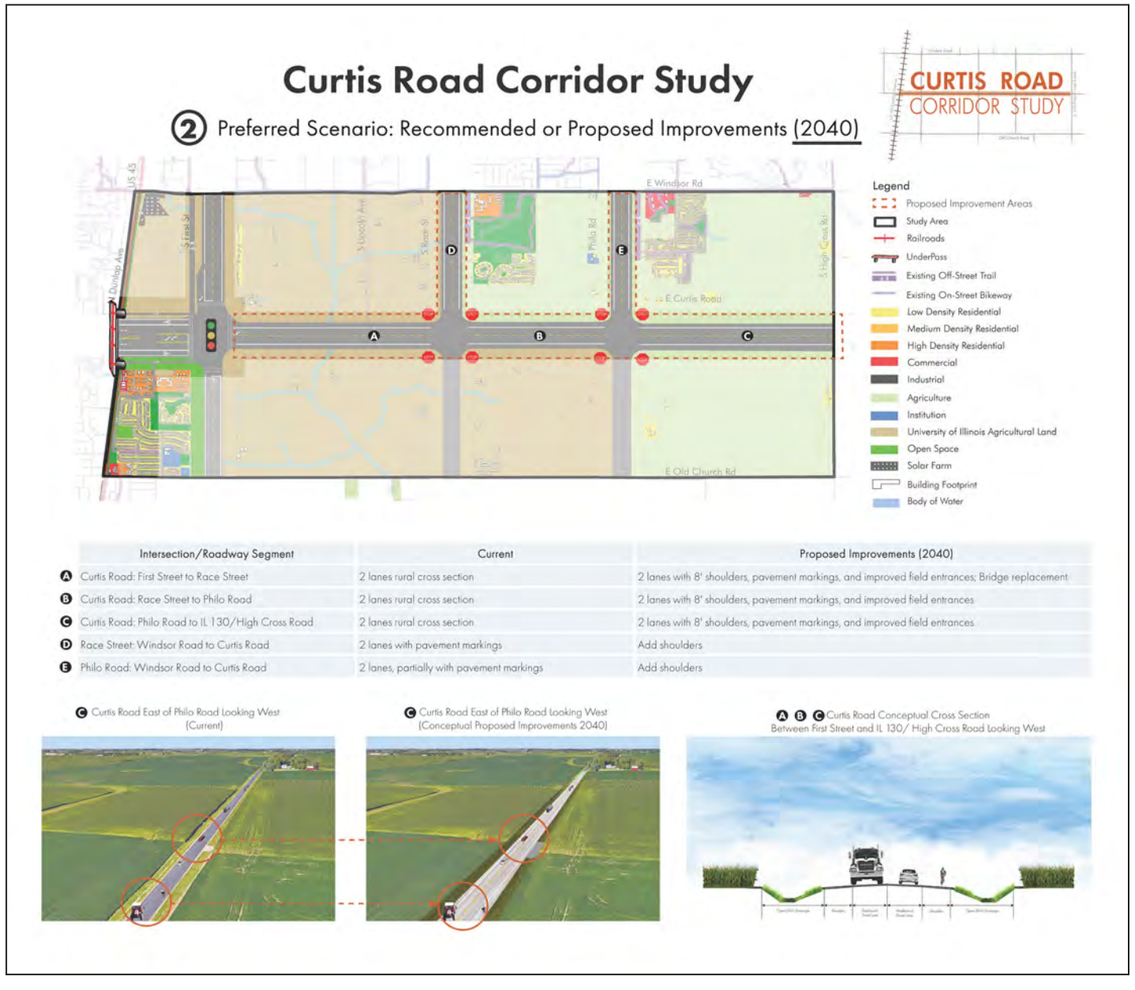
- Review the draft document
- Fill out a survey
- Check out the information boards
- Talk with staff

CURTIS ROAD CORRIDOR STUDY

Thank you for being here!

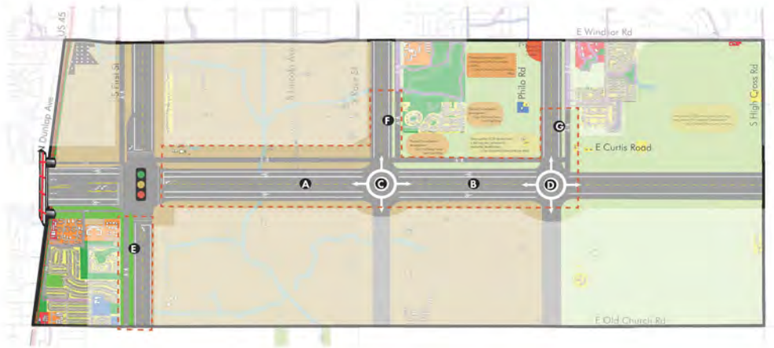
Figure A-33 **Information Boards, Public Meeting September 21, 2017**





Curtis Road Corridor Study

③ Preferred Scenario: Recommended or Proposed Improvements (after 2040)



Legend
- Proposed Improvement Areas
- Study Area
- Railroads
- UnderPass
- Existing Off-Street Trail
- Existing On-Street Bikeway
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Industrial
- Agriculture
- Institution
- University of Illinois Agricultural Land
- Open Space
- Solar Farm
- Building Footprint
- Body of Water

Intersection/Roadway Segment	Proposed Improvements (2040)	Proposed Improvements (after 2040)
Ⓐ Curtis Road: First Street to Race Street	2 lanes with 8' shoulders, pavement markings, and improved field entrances; Bridge replacement	Stripe bike lanes; Add paved shared-use path
Ⓑ Curtis Road: Race Street to Philo Road	2 lanes with 8' shoulders, pavement markings, and improved field entrances	Stripe bike lanes; Add paved shared-use path
Ⓒ Intersection of Race Street and Curtis Road	Four-way stop intersection (Current)	Assess roundabout and intersection signal
Ⓓ Intersection of Philo Road and Curtis Road	Four-way stop intersection (Current)	Assess roundabout and intersection signal
Ⓔ First Street: Curtis Road to Old Church Road	2 lanes with pavement markings (Current)	Add paved shared-use path
Ⓕ Race Street: Windsor Road to Curtis Road	2 lanes with increased shoulders	Add paved shared-use path
Ⓖ Philo Road: Windsor Road to Curtis Road	2 lanes with increased shoulders	Add paved shared-use path

Ⓐ Curtis Road East of First Street Looking West (Proposed Improvements 2040)

Ⓐ Curtis Road East of First Street Looking West (Conceptual Proposed Improvements after 2040)

Ⓐ Ⓑ Curtis Road Conceptual Cross Section Between First Street and Philo Road Looking West

Curtis Road Corridor Study

Additional Recommendations

While the evaluation criteria assessed the unique benefits and disadvantages of each of the ten scenarios, there are additional considerations that would apply to any infrastructure improvement project considered for the Curtis Road Corridor. To address these concerns, additional recommendations have been developed and are listed below.

Pavement markings help to convey information to roadway users and delineate areas for use by different mode. By providing guidance for vehicles, bicyclists, and pedestrians, markings help to reduce confusion and create a safer roadway.

Shoulders serve several roles in creating a safer roadway. By providing additional space along the travel lanes, shoulders create a place for emergency stopping or evasive maneuvers if needed. Along Curtis Road, shoulders would also provide additional operating space for all modes, especially oversized agricultural equipment and bicyclists.

Roundabouts designed to accommodate oversize agricultural vehicles will be considered at any intersection that would warrant a traffic signal, following the CUUATS Roundabout Design Guidelines (approved December 2012). See the "Roundabouts" poster for additional details.

Rumble strips along the shoulder of the roadway can be extremely effective in reducing severe crashes that result from vehicles inadvertently drifting off the road. The strategic placement of rumble strips is important in balancing improved safety for different modes. This is particularly true on Curtis Road where the recommended shoulders and bike lanes also function as additional roadway width to accommodate oversize agricultural vehicles.

Example of shoulder rumble strips
Source: www.kansascyclist.com

Speed control creates a safer environment for all modes using the corridor, especially in the prescence of slower-moving modes like agricultural vehicles, bicyclists, and pedestrians. The current speed limit for Curtis Road is 55 mph. Drivers going too fast was one of the top concerns expressed by the public. A speed limit of 45 mph is recommended for the preferred future scenario.

Drainage improvements would be included as part of any roadway improvement project. Improving drainage and reducing flooding in the study area was one of the top public concerns. In this case, additional consideration should be given to ensure that any improvements to roadway drainage do not negatively impact the surrounding agricultural fields or river conditions downstream. Efforts should also be made to coordinate the use of green infrastructure whenever possible as this will not only help to preserve natural features in the area, but will also help to mitigate any potential impacts to surrounding areas caused by improving drainage and reducing periodic flooding along the corridor.

Established field entrance locations should be installed along the roadway to allow trucks and agricultural vehicles to pull completely off the roadway and provide space for parking, loading, unloading, and safely pulling back on the roadway. These entrances should be constructed within the right-of-way, over drainage culverts, and should be located between property lines to maximize access and minimize the number of access locations.

Photo of field entrance along County Road 1

Right-of-way is land preserved adjacent to a roadway for additional roadway infrastructure such as drainage, utilities, and/or future roadway expansion. CUUATS member agencies signed a resolution in 1997 to preserve 150 feet of right-of-way (75 feet to the north and south of the roadway's centerline) along Curtis Road between Staley Road and IL 130/High Cross Road in anticipation of the I-57 interchange to be installed on Curtis Road. Since then, the South Farms has extended their property past Curtis Road, which has impacted the type and extent of future development anticipated by the surrounding municipalities. During the course of this study, the CUUATS member agencies have discussed reducing the right-of-way agreement from 150 feet to 100 feet (50 feet to the north and south of the roadway's centerline) due to the changes in future transportation and land use development expectations. A right-of-way of 100 feet would accommodate the recommendations of the preferred future scenario. One hundred feet of right-of-way would even be able to accommodate a four-lane roadway constructed with curb and gutter drainage if that was deemed necessary at some point in the future.

Signage was suggested by some members of the public to help with issues along the corridor such as warning roadway users about the prevalence of deer and preventing passing where visibility is limited. Currently, it is not clear that deer crossing signs would be recommended, as they are not effective in reducing deer crashes at all locations and the use of ineffective signage can result in disregard for all warning signs. The corridor should be assessed for more holistic deer management measures if warranted by the number of deer or other animal-related crashes. Signage assessments should be performed at the time of reconstruction to evaluate any regulatory or cautionary signage that may be appropriate for the reconstructed roadway.

Roadway lighting is not included in the preferred future scenario based on current projections. However, lighting could be considered at intersections if future conditions require it. If lighting is installed along the corridor in the future, it must include shielding to prevent negative impacts on the ACES research activities, the maturation of crops such as soybeans, and light trespass into surrounding residential areas.

Example of shielding on roadway lighting
Source: https://chpn.net/wp-content/uploads/2016/05/IMG_3028.jpg

Accommodation of agricultural infrastructure, especially the movement of oversize agricultural vehicles along the corridor should be prioritized as part of any design for the roadway. This includes establishing proper setbacks for utilities, lighting, signposts, mailboxes, and other potential roadside objects or structures to avoid interference with these vehicles. Elements like curbs and guardrails should also be avoided wherever possible.

Example of oversize agricultural
Source: CUUATS

Preservation of the natural environment, including, but not limted to natural areas and habitats, and plant and animal species present in the area must be considered. This includes consideration of endangered species that have been found in the area, like the Franklin's ground squirrel. Special consideration may also have to be given for the Rusty patched bumblebee, which was first pollinator added to the endangered species list, in March 2017.

Comments & Questions

Curtis Road Corridor Study

Recommendations

Roundabouts: Potential on Curtis Road

During the scenario evaluation process, roundabouts were evaluated for all three intersections along the corridor. Although roundabouts could serve effectively at all three locations, current and projected traffic volumes on First Street would require a multi-lane roundabout at the First Street intersection that could not be accommomdated within the recommended 100' right-of-way. Single-lane roundabouts were deemed appropriate for the Race Street and Philo Road intersections. Roundabouts designed to accommodate oversize agricultural vehicles will be considered at any intersection that would warrant a traffic signal, following the CUUATS Roundabout Design Guidelines.

For more information about roundabout policy in Champaign-Urbana, see the CUUATS Roundabout Guidelines approved in 2012, http://www.ccrpc.org/wp-content/uploads/2015/03/Final_CUUATS_Roundabout_Guidelines.pdf

Curtis Road / First Street Intersection: Multi-lane Roundabout Overlay

Curtis Road / Race Street Intersection: Single-lane Roundabout Overlay

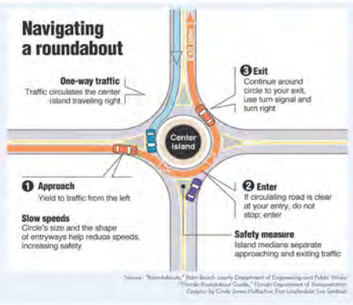
Quick Facts

- 78-82% average **reduction in severe crashes** (those resulting in injury or loss of life)

- Roundabouts can **move more traffic with less waiting time** compared to stop sign intersections, delaying the need to increase roadway capacity in the form of additional traffic lanes

- Less waiting and idling time as well as fewer stops/starts results in **less wasted fuel and fewer emissions**

- Roundabouts can be designed to **accommodate large farm equipment**



Comments & Questions

CURTIS ROAD CORRIDOR STUDY

Curtis Road Corridor Study

CURTIS ROAD CORRIDOR STUDY

Draft Report Content

1. SETTING
- Location
- Jurisdiction
- History
- Relevant Plans

2. PLANNING PROCESS
- PlanWorks
- Corridor Study Phases

3. EXISTING CONDITIONS
- Existing Land Use & Zoning
- Future Development
- Emergency Services
- Utilities
- Non-Transportation Facilities
- Physical Setting & Environmental Conditions
- Transportation

4. PROBLEMS AND OPPORTUNITIES
- Roadway Deficiencies
- Agricultural Preservation
- Modal Interrelationships
- Environmental Protection
- System Linkages

5. FUTURE SCENARIOS
- Identifying Scenarios
- Evaluation Criteria
- Scenario Evaluation Results

6. PREFERRED FUTURE SCENARIO
- Phase 1
- Phase 2
- Phase 3
- Implementation
- Conclusion

APPENDICES
- Public Involvement
- Environmental Report
- Regional Goals
- CUUATS Complete Streets Policy
- CUUATS Roundabout Guidelines
- Modeling and Safety Analysis

The full draft report can be found online at **https://cuuats.org/curtis/**, or hardcopies are available at the following locations until October 5:

Champaign Public Library, Reference Desk
Urbana Free Library, Reference Desk
Savoy Recreation Center, Front Desk
ACES/Funk Library, Reference/Circulation Desk
Champaign County Regional Planning Commission, Front Desk

Curtis Road Corridor Study

Public Involvement Process

Stakeholder Agencies

Steering Committee
- City of Urbana, Public Works
- City of Urbana, Community Development Services
- University of Illinois Facilities and Services
- University of Illinois College of Agricultural, Consumer, and Environmental Sciences (ACES)
- Village of Savoy, Village Administration
- Village of Savoy, Public Works
- City of Champaign, Planning and Development
- City of Champaign, Public Works
- Urbana Township, Highway Commissioner
- Champaign Township, Highway Commissioner
- Champaign County, Engineering
- Champaign-Urbana Mass Transit District (CUMTD), Operations
- Champaign-Urbana Mass Transit District (CUMTD), Planning
- Federal Highway Administration (FHWA)
- Illinois Department of Transportation (IDOT), Central Office
- Illinois Department of Transportation (IDOT), District 5

Environmental Working Group
- Champaign County Soil and Water Conservation District
- Illinois State Geological Survey (ISGS)
- Illinois Natural History Survey (INHS), Biological Surveys
- Illinois Natural History Survey (INHS), Wetlands
- Illinois State Archaeological Survey (ISAS)
- University of Illinois Facilities and Services
- University of Illinois College of ACES
- Illinois Department of Transportation (IDOT), District 5

Public Meeting 1 of 4
October 13, 2016

Goals:
- Inform attendees about the corridor study
- Collect feedback on the preliminary existing conditions data
- Collect public input on how people are currently using the corridor
- Collect public input on the corridor's strengths, weaknesses, and opportunities

Outcomes:
- Over 300 comments
- Summary of problems and opportunities as well as goals for the corridor (Chapter 4)

Public Meeting 2 of 4
February 18, 2017

Goals:
- Present a summary of the input collected at the previous meeting
- Collect feedback on content in Chapter 4: Problems and Opporutnities that was developed from the public input
- Identify future scenarios for the corridor that address the corridor's goals

Outcomes:
- Eight (8) future scenarios for the corridor
- Summary of future scenarios (Chapter 5)

ACES Tour, Steering Committee
November 1, 2016

Landowner Meeting
March 30, 2017

Public Meeting 3 of 4
May 16, 2017

Goals:
- Present a summary of the future scenarios and evaluation criteria used to compare the future scenarios created at the previous meeting (Chapter 5)
- Collect feedback on the preliminary future scenario developed from the analysis of the future scenarios

Outcomes:
- Summary of preferred future scenario (Chapter 6)

Public Meeting 4 of 4
TODAY September 21, 2017

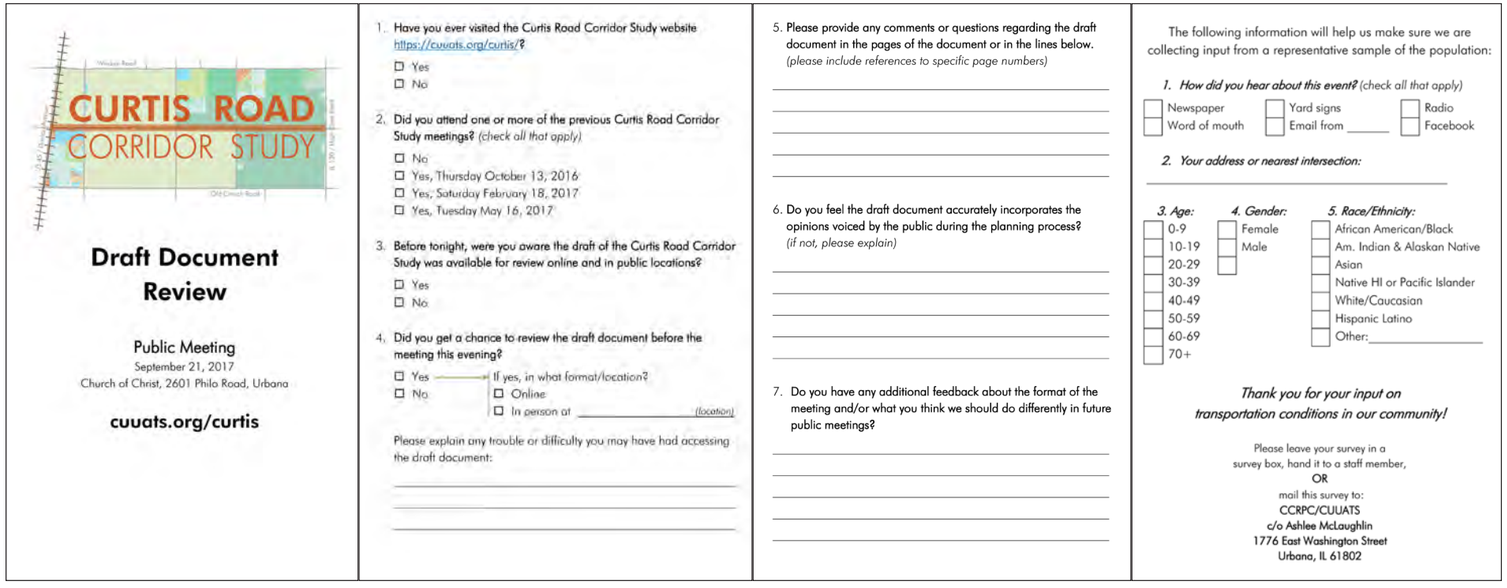
Goal:
- Collect feedback on the draft corridor study

Comments & Questions

CURTIS ROAD CORRIDOR STUDY

	2016						2017											
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Public	▲			▲				▲			▲				▲			
Environmental Working Group			●		●		●			●		●			●			
Steering Committee		■		■		■	■		■	■	■			■			■	
Corridor Study Phases	**Existing and Projected Conditions**			**Identify Goals, Objectives, and Evaluation Criteria**				**Identify Scenarios Based on Goals and Objectives**			**Identify Preferred Scenario**			**Draft Corridor Study Report for Review**			**Final Approval**	

Figure A-34 **Survey: Draft Document Review, Public Meeting September 21, 2017**



CURTIS ROAD CORRIDOR STUDY

Draft Document Review

Public Meeting
September 21, 2017
Church of Christ, 2601 Philo Road, Urbana

cuuats.org/curtis

1. Have you ever visited the Curtis Road Corridor Study website https://cuuats.org/curtis/?
   - ☐ Yes
   - ☐ No
2. Did you attend one or more of the previous Curtis Road Corridor Study meetings? *(check all that apply)*
   - ☐ No
   - ☐ Yes, Thursday October 13, 2016
   - ☐ Yes, Saturday February 18, 2017
   - ☐ Yes, Tuesday May 16, 2017
3. Before tonight, were you aware the draft of the Curtis Road Corridor Study was available for review online and in public locations?
   - ☐ Yes
   - ☐ No
4. Did you get a chance to review the draft document before the meeting this evening?
   - ☐ Yes → If yes, in what format/location?
     - ☐ Online
     - ☐ In person at _____ *(location)*
   - ☐ No

Please explain any trouble or difficulty you may have had accessing the draft document:

5. Please provide any comments or questions regarding the draft document in the pages of the document or in the lines below. *(please include references to specific page numbers)*
6. Do you feel the draft document accurately incorporates the opinions voiced by the public during the planning process? *(if not, please explain)*
7. Do you have any additional feedback about the format of the meeting and/or what you think we should do differently in future public meetings?

The following information will help us make sure we are collecting input from a representative sample of the population:

1. How did you hear about this event? *(check all that apply)*

- ☐ Newspaper
- ☐ Word of mouth
- ☐ Yard signs
- ☐ Email from _____
- ☐ Radio
- ☐ Facebook

2. Your address or nearest intersection:

3. Age:
- ☐ 0-9
- ☐ 10-19
- ☐ 20-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60-69
- ☐ 70+

4. Gender:
- ☐ Female
- ☐ Male

5. Race/Ethnicity:
- ☐ African American/Black
- ☐ Am. Indian & Alaskan Native
- ☐ Asian
- ☐ Native HI or Pacific Islander
- ☐ White/Caucasian
- ☐ Hispanic Latino
- ☐ Other:_____

Thank you for your input on transportation conditions in our community!

Please leave your survey in a survey box, hand it to a staff member,
OR
mail this survey to:
CCRPC/CUUATS
c/o Ashlee McLaughlin
1776 East Washington Street
Urbana, IL 61802

Table A-5 **Survey Question #5 Responses: Draft Document Comments or Questions, September 21, 2017**

Answers to Survey Question #5, September 21, 2017
Nope. Good work.
Overall it looks good. It was a fun planning project and it was good from my perspective that it has not been a development at all cost push. Thanks and good luck.
Light @ 1st and Curtis is good.
I like the proposed changes. Many of the suggestions our group proposed at the February meeting were included in the proposal. I mean the draft document.
P. 78, curious if Winfield Village will really still have that much lawn, i.e. if 50' south of centerline will be taken up by the road, or if road will mostly expand north. We prefer the latter.
How soon can we get Curtis posted @ 45mph? Lighting is not just a crop issue. I moved to the edge of the city for dark. Please do not install any light visible from the city. Consider placing both bike paths on the same side of the street creating a 10' buffer instead of two 5' sections. Rumble strips are good, raised is better consider bike soft curb rumble this will help steer stray cars back to the road, keep debris in the road, and not affect farm equipment (drawing) 
This project fosters sprawl. Curtis Road underpass under railroad track seems wishful and not designed. Existing property access would be denied. Street slopes would be steep, RR track to be raised and relocated would be difficult & costly. Who pays? What about existing powerlines, etc.
7 TOTAL COMMENTS

Table A-6 **Survey Question #6 Responses: Does the Document Accurately Incorporate Public Opinions?, September 21, 2017**

Answers to Survey Question #6, September 21, 2017
Yes (6 responses)
I do, but honestly, I think some opinions were quite unrealistic.
Didn't have time to check.
I can't say.
Still concerned about one-lane roundabouts being able to accommodate large farm equipment, sprayers, combines, field cultivators, etc.
No. Too extravagant. Not needed if Windsor Road 4-lane open & operational. Savoy might benefit but using our taxes to help Savoy is wrong. It will hurt Urbana businesses & development (we live in Urbana). Only Savoy benefits & creates more sprawl.
11 TOTAL COMMENTS