

CITY OF CHAMPAIGN, IL

NEIL STREET CORRIDOR IMPROVEMENT PLAN

FINAL PLAN





Aerial photography of Neil Street Corridor / Source: Google Earth Pro

TABLE OF CONTENTS

THE GREEN RIBBON

4-7

Executive Summary

8-9

Corridor Identity

10-11

Future Land Use

12-13

Community Facilities

14-29

Beautification & Landscaping
Strategies

30-37

Transportation Strategy

38-47

Subarea Plans

48-53

Phasing & Implementation

54-61

Opinion of Probable Cost

APPENDICES

64-67

Workshop 2
Outreach Summary

68-72

Workshop 3
Outreach Summary

EXECUTIVE SUMMARY



The Neil Street Corridor Improvement Plan provides recommendations that balance the diversity of land uses along the Corridor with increased economic development activity, improved safety, and development without displacement. The planning process and its outcomes focus on celebrating the Corridor's history and community culture while creating a more enjoyable experience. Corridor improvement recommendations focus on creating a corridor representative of its importance in Champaign - as a gateway to Downtown.

Preservation and maintenance of the existing single-family homes south of the interchange provides a ready framework for a neighborhood-focused, walkable and pedestrian oriented Corridor. Between Edgebrook Drive and Bradley Avenue, single family homes line both sides of Neil Street. Both the Garden Park neighborhood on the west side of Neil Street and the Bristol Place neighborhood contain primarily single-family homes similar in age, value, and condition.

The City of Champaign owns four lots on the east side of Neil Street near Bradley Avenue that are currently vacant and adjacent to Hazel Park and Stratton Elementary School. Continuity of the residential land use in the Corridor could create a Green Ribbon into Downtown.

PROJECT VISION AND GOALS

The Neil Street Corridor is a major entry way into the City of Champaign for visitors and residents traveling from I-74 to Downtown Champaign. Important to note is the variety of physical characteristics and high quality neighborhoods adjacent to the Corridor. These neighborhoods use the Corridor not only as a link to destinations inside and outside of Champaign, but as a thriving residential street. Parks, schools, and community facilities are accessed by residents using the Corridor. At the north end of the Corridor, a mix of business uses are clustered near I-74. As the Corridor transitions away from I-74, the land uses are residential and neighborhood-serving. Closer to Downtown, Neil Street transitions back to commercial land uses and mixed-use urban development.

The purpose of the recommendations and implementation strategies is to create a beautiful and inviting experience for residents, visitors, and travelers of the Corridor. The plan makes recommendations for a balance of land uses to achieve the desired experience of the Corridor while leveraging its strengths and mitigating its weaknesses. The recommendations provide specific guidance to decision makers and stakeholders to better understand its role in the community.

Through a robust public engagement process with input gathered from a diverse constituency, key goals and priorities for the Corridor Plan were developed to address:

- Preservation of community character and protection of neighborhoods
- Maintenance of single family homes
- Creation of a more walkable environment
- Consideration for children's unique needs
- Reduction of travel speeds along Neil street
- Connection to existing bike paths
- Creation of a unified and legible physical environment
- Creation of a sense of arrival from I-74

KEY RECOMMENDATIONS

Corridor Identity and Beautification

Neil Street is a direct route between I-74 and Downtown Champaign. Its appearance is critical to cultivating a positive perception of the environment to residents travelers coming to the City of Champaign. Pollinator plantings and landscaping strategies could be applied to gateway areas. Most design solutions could occur in the public right-of-way, but some, such as site screening or landscaping, would require regulatory controls to ensure that there are minimal land use conflicts in the future or development deterrents in the surrounding area.

Key Strategies

- Create responsive roadway cross sections
- Integrate a green ribbon of landscape plantings along Corridor's entirety
- Enhance access to Hazel Park
- Create a parkway buffer between the street and sidewalk
- Integrate pollinator plantings at the freeway interchange in coordination with IDOT
- Develop sustainable lighting design strategies
- Add pedestrian amenities along the Corridor

Multi-modal Functionality and Safety

The Neil Street Corridor provides a positive experience for travelers entering Downtown Champaign and accommodates pedestrians, bicyclists, and transit. Each mode of transportation requires its own facilities along the Corridor for it to achieve maximum functionality and traveler comfort. There are opportunities for stormwater management to reduce runoff, flooding, and impact along the Corridor. The Neil Street Corridor can be a safe roadway for all modes of transportation. This would include installation of a variety of safety making elements to minimize potential traffic conflicts between vehicles, pedestrians, bicyclists, and transit. Safety related recommendations create a complete street and maintain direct access between I-74 and Downtown Champaign.

Key Strategies

- Implement driveway curb cut consolidation with access being provided through alleys and local streets
- Add curb extensions at appropriate locations
- Add curb bump-outs where appropriate
- Enhance crossings for pedestrians
- Install new energy efficient lighting

Wayfinding and Signage

The ability for travelers to safely and conveniently reach their destinations including Downtown, the University, area schools, parks, and places of employment - is an important quality in a functional and legible urban environment. Environmental communication including signage located at key nodes with high visibility, is critical to traveler safety and comfort. Recommendations for Neil Street include a comprehensive wayfinding and signage strategy coordinated with specific destinations and primary routes.

Key Strategies

- Locate signage on major arterials as identified in the Wayfinding and Signage recommendations
- Identify major destinations, on-street and surface parking lots, bike routes on parallel streets to Neil, and trail systems in the area including Boneyard Creek and proposed railtrail
- Communicate important landmarks and community facilities such as Stratton School, gardens, Hazel Park and new public plaza
- Reinforce uniformity of urban design
- Coordinate gateway signage along the Corridor
- Utilize landscape to enhance signage and reinforce the green ribbon concept
- Include educational and interpretive signage at locations where appropriate

Entry Node and Gateway

The Neil Street Corridor must balance mobility and accessibility. These two factors significantly impact the level of comfort and safety along the Corridor. Mobility includes maintenance of access between I-74 and Downtown Champaign, while being responsive to residential needs. Accessibility includes providing access to adjacent neighborhoods and developments along the Corridor. The design solutions related to connectivity should enhance accessibility and reduce potential conflicts between different modes of transportation in the Corridor.

Key Strategies

- Identify entry points that create a sense of arrival into Champaign
- Coordinate with the 2006 Downtown Plan gateways (Kenyon, Maple, and Columbia)
- Incorporate landscape design into gateway signage
- Create special experiences around gateways and entry nodes

Sustainable Strategies

Strategies to promote resiliency and longevity of design and experience are incorporated into the design of the Corridor. These strategies may incorporate aspects of green infrastructure, including natural landscaping and permeable pavers. Parkways can be designed to improve the pedestrian experience while assisting with stormwater management. The ability for the Corridor to adapt to changing environmental conditions supports the key goals of the study to maintain the Corridor as a space of pride with a strong identity in Champaign.

Key Strategies

- Incorporate stormwater management best practices
- Utilize natural landscapes to control flooding and stormwater runoff
- Coordinate landscape strategies to create productive parkways
- Utilize permeable pavers where appropriate
- Coordinate development with utility company energy efficiency incentives and sustainable design

Community Engagement

The implementation of the corridor design relies heavily on the involvement and commitment by residents and business owners along the Corridor. Engaging community members around specific areas of interest and supporting their effectiveness in organizing around these issues would help with implementation of the Corridor strategies. An important asset of the Corridor is its social capacity. Leveraging neighbor's human capital towards improving the Corridor would produce long-lasting benefits.

Key Strategies

- Create task force groups for each Corridor section
- Maintain momentum for implementation through resident involvement
- Continue regular reporting with neighborhood groups and the City
- Continue to coordinate with the Park District and School District
- Organize community-led projects based on Plan strategies

CORRIDOR IDENTITY

Enhancement of the streetscape design, emphasis on coordination of urban design elements, and maintenance of single family homes gives the Corridor a unique identity. The character of the Corridor is reinforced by changing landscape typologies moving from the north to the south along the Corridor, connecting a variety of experiences.

The creation a unified urban design framework for the Neil Street Corridor improves its legibility. The roadway setback and sidewalk width are conducive to multi-modal functionality and reinforce safety measures. Speeds along Neil Street would be reduced to match these goals and encourage travelers to have an appreciation for the variety of landscapes present in the study area. This creates a more graceful entry into Downtown and is sensitive to residential neighborhoods at the north gateway. The Corridor transitions from a lower density, residential zone to the Downtown urban core. The Neil Street Corridor can leverage these changing characteristics and serve as a model urban corridor in the City.

The following pages describe proposed recommendations for the entire corridor followed by more detailed plans and sections for each of its segments.



A drone-aerial photography of Neil Street looking south. / Source: City of Champaign.

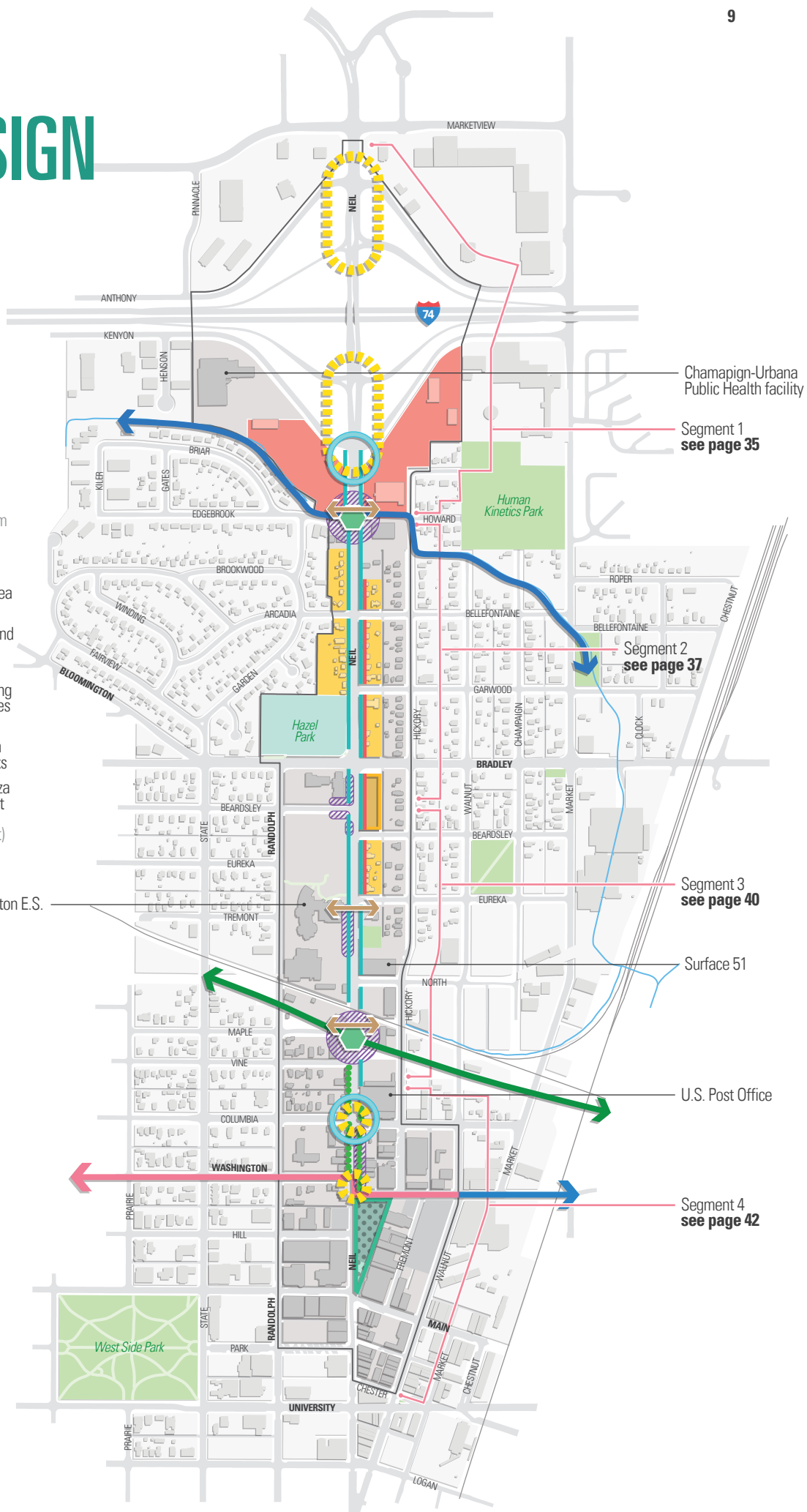
URBAN DESIGN CONCEPT DIAGRAM

Legend

-  Gateway Signage
-  Trail Crossing
-  Intersection Improvement
-  Future Upper Boneyard Greenway
-  Future Wabash Railtrail Alignment
-  Curb Cut Reduction & Promote Rear Alley Access
-  Widened Parkway with Street Trees
-  Increased Street Trees on Tree Grates
-  Bike Lane Extension
-  Bike Sharrow Markings
-  Mid-Block Crossings
-  Hazel Park Improvement (includes pedestrian connection from Neil Street)
-  Green Infrastructure Opportunity Area
-  Community Commercial Land Use & District Gateway
-  Preserve Existing Residential Uses
-  Mid-Density Townhomes on City-owned Lots
-  Neil Street Plaza Redevelopment (designed in another project)

Note: The four segments represents the 'rendered plan' of the Neil Street Corridor. Refer to the segments to see the rendered plans.

Stratton E.S.



Chamapign-Urbana
Public Health facility

Segment 1
see page 35

Segment 2
see page 37

Segment 3
see page 40

Surface 51

U.S. Post Office

Segment 4
see page 42

FUTURE LAND USE

LAND USE PATTERNS

Future land use decisions are consistent with the City's long-term strategic planning goals. The conceptual design of the Neil Street Corridor includes the following proposed land uses changes:

Interstate Commercial

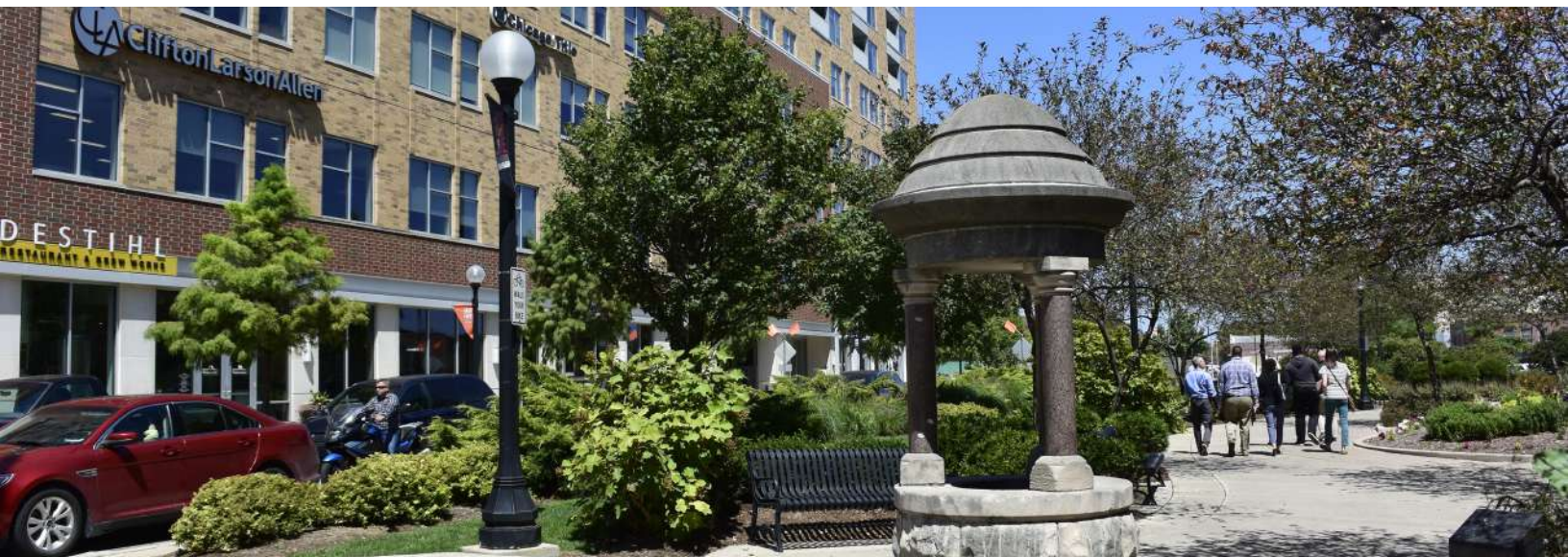
Commercial services are proposed for the parcels surrounding the I-74 interchange. Use of these parcels as commercial would increase the amenities in the area and would provide additional economic development activity and tax base for the City of Champaign.

Multi-Family Residential

Multi-family residential land uses are proposed on the four parcels of land currently owned by the City of Champaign south of Bradley Street on the east side of Neil. A townhome or similar architectural typology is proposed to satisfy the goals of bringing responsive and diverse housing options to the Neil Street Corridor. In addition, the multi-family land use designation is proposed for infill sites between Columbia and Washington on the east side of Neil as well as on the corner of Neil and Hill Streets on the west side of Neil.

Urban Mixed Use

Downtown land uses are categorized as urban mixed use. This land use designation provides flexibility in development and redevelopment opportunities. Buildings in the Downtown have been identified with this land use designation to ensure the character of Downtown remains constant and density is focused appropriately.



Neil Street in Downtown Champaign.

FUTURE LAND USE

Legend

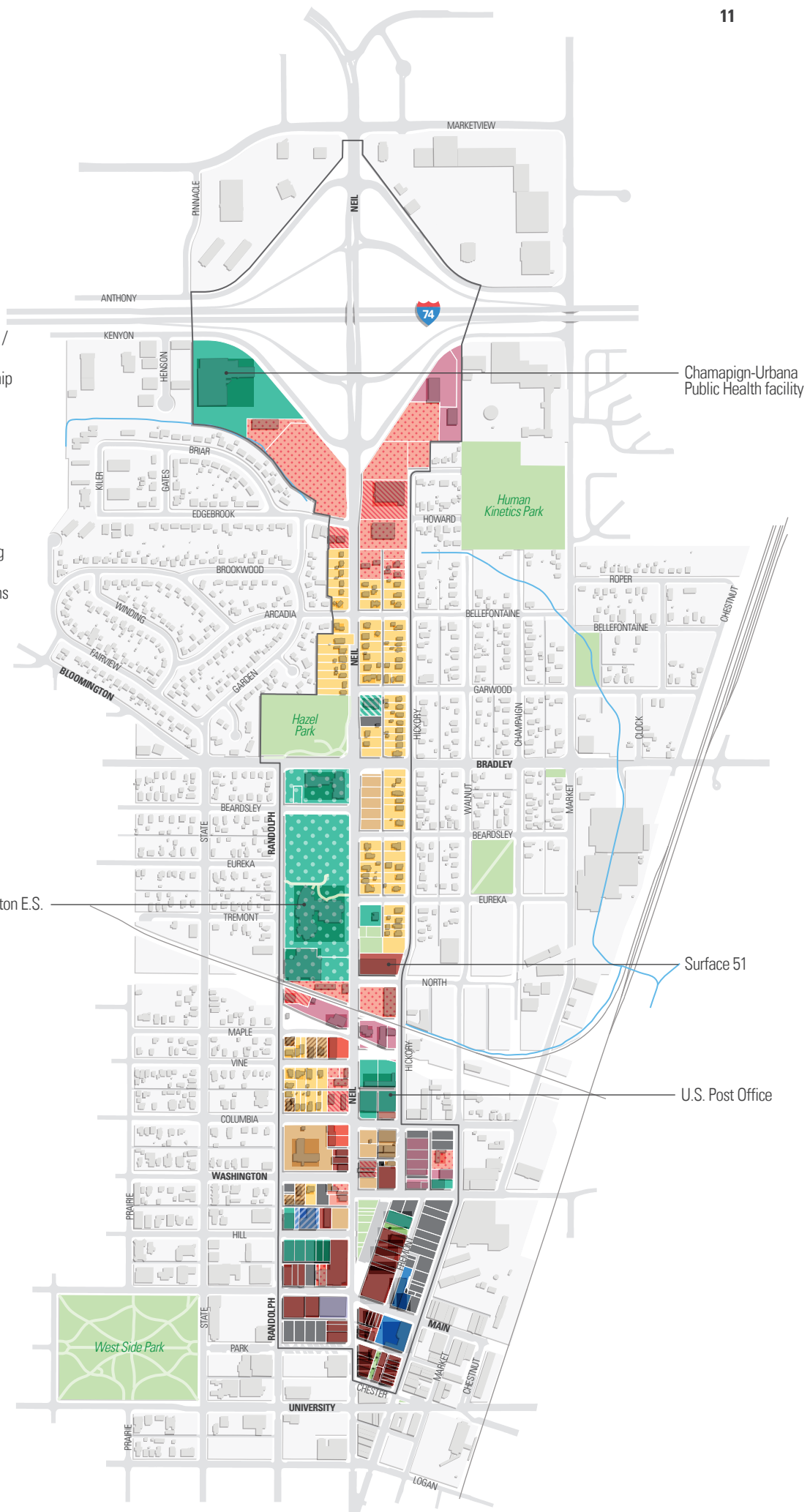
- Detached Residential
- Attached Residential
- Multi-Family
- Multi-Family Conversion
- Commercial Entertainment
- Commercial Retail
- Commercial Services
- Mixed Commercial
- Hotel / Motel
- Urban Mixed Use
- Light Industrial
- Office
- Medical Office / Clinic
- Place of Worship
- Private Open Space
- Public Open Space
- Community Facility
- School
- Surface Parking
- Utility / Telecommunications

Stratton E.S.

Champlain-Urbana
Public Health facility

Surface 51

U.S. Post Office



COMMUNITY FACILITIES

Community facilities are the heart of the Neil Street Corridor and provide residents and visitors with educational, cultural, and religious experiences. A variety of types of facilities are distributed throughout the Corridor. The north portion of the Corridor includes healthcare and utility facilities. The central portion of the Corridor includes several educational facilities. In south end of the Corridor, cultural, transportation, and other facilities are located within close proximity to each other.

Parks and Open Space

Parks and open space are important to the adjacent residential neighborhoods. Maintenance of these important quality of life amenities creates a variety of experiences along the Corridor and reinforces consistent landscape and green space priorities. Green infrastructure has been incorporated into the design to leverage educational and interpretive opportunities as well as integrate sustainable strategies into the overall corridor design.

Access to the community facilities is enhanced in the conceptual plan with crosswalk improvements, driveway consolidation, and landscape buffers. Safety considerations and preservation of these facilities has been prioritized in the Plan.



Entrance to Hazel Park from Neil and Bradley.



Stratton Elementary School.

COMMUNITY FACILITIES

Legend

- Government Institution
- Healthcare
- Education
- Other Facilities
- Transportation / Utilities
- Religious Institutions

Existing Community Facilities

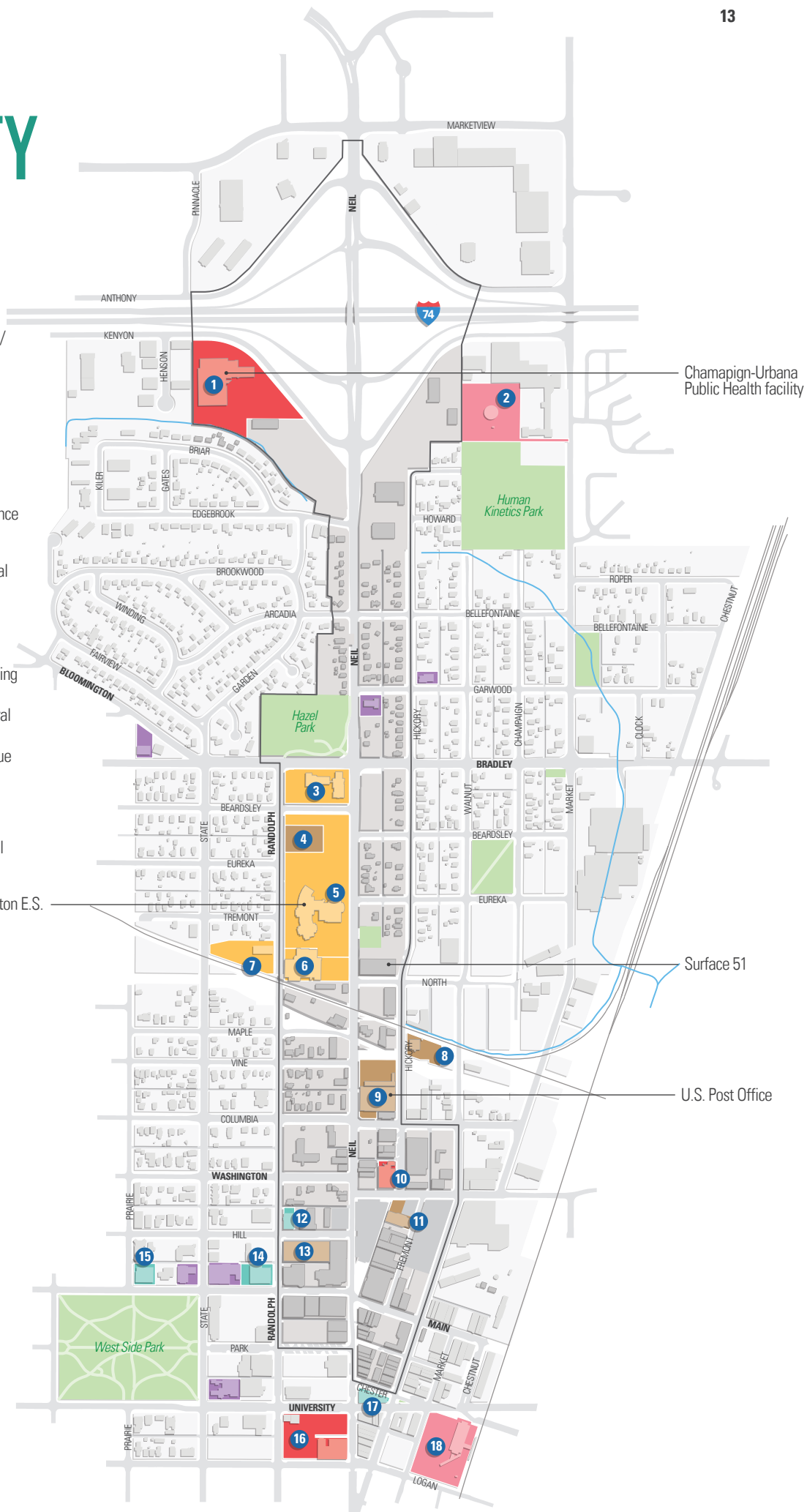
- 1** Champaign Urbana Public Health District Facility
- 2** Water Tower
- 3** Columbia Center (Dr. Howard Elementary School be temporarily relocated here)
- 4** Randolph Street Community Garden
- 5** Stratton Elementary School
- 6** Early Childhood Center
- 7** Novak Academy
- 8** The American Legion
- 9** U.S. Post Office
- 10** CompleteCare Pharmacy
- 11** Orpheum Children's Science Museum
- 12** Champaign County Regional Planning Commission - Youth Assessment Center
- 13** Hill Street Parking Deck
- 14** Springer Cultural Center
- 15** Internal Revenue Service
- 16** Christie Clinic
- 17** City Building
- 18** Illinois Terminal

Stratton E.S.

Champaign-Urbana Public Health facility

Surface 51

U.S. Post Office



BEAUTIFICATION & LANDSCAPE STRATEGIES

WAYFINDING & SIGNAGE

A legible corridor helps orient travelers and communicates organization and structure in the physical environment. Wayfinding includes: appropriately scaled landscape elements, changes in sidewalk width, parking configuration, and addresses speed limits. In addition, the road design helps travelers navigate through the different character zones to support ease of circulation. It is also important to recognize and protect the transition from the public right of way to the private front yard of residents. Public art can be installed at key locations to give residents and visitors orientation and educational information about their location relative to I-74 and Downtown. Wayfinding signage can be installed at appropriate locations along the Corridor, in coordination with gateway signage, to communicate major destinations to travelers, parking lots, and trails nearby. The wayfinding signage should conform to a uniform design standard.

Bicycle Signage

Bicycle routes are currently located on Market Street and Randolph Street and connect Downtown with destinations throughout the City. Bicycles are not encouraged on Neil Street due to the proximity of existing bike routes, higher speed limits, and safety concerns. Wayfinding signage includes directional signage such as the location of approved bike routes. North and south signage would direct cyclists to Market Street for safe passage. Market Street has on-street bike lanes north of Kenyon that provide access to the Market Place Mall and other regional destinations north of I-74. An east-west connection would occur as cyclists move along the Boneyard Creek Trail, future Wabash Railtrail, Bradley Avenue, and Columbia Street.

Adopt-A-Highway

Wayfinding signage can also include Adopt-A-Highway signage, which features organization(s) that volunteer to regularly clean up the Corridor. This is part of IDOT's Adopt-A-Highway program, where the volunteering organization(s) gain greater exposure for their efforts. This signage, if implemented, could be located along the proposed gateway locations to communicate to travelers that there are neighborhood organizations actively maintaining the Corridor.



Example of an Adopt-A-Highway signage in Illinois / Source: www.laddcenter.com



Wayfinding signage can integrate various visual information.



Wayfinding signage showing major destinations nearby.

ENTRY NODE & GATEWAYS

Gateways into the Neil Street Corridor communicate to visitors that they have arrived in an environment that values pedestrians and supports a high quality multi-modal environment. There are two proposed gateways along the Corridor: the transition from the interchange to the residential neighborhoods at Kenyon and at Maple Street (Wabash Railtrail). Also, the City's **2006 Downtown Plan** identified Neil and Columbia streets to be one of Downtown Champaign's key entry points, which would signify entry to Downtown with landscaping and gateway signage. Smaller, neighborhood-scale retail/commercial development is proposed at the Interchange with a transition into more residential land uses at Edgebrook Drive. Gateway signage should be designed to provide a sense of arrival and sense of place.

I-74 Commercial District Gateway

An aesthetically pleasing development at the I-74 Interchange would significantly improve the public's perception towards the Corridor and the City at this important gateway. The site's landscaping play a role in the overall aesthetics. The City of Champaign has robust landscaping and screening standards for future development, parking lots, and transition of land uses. The City should continue to enforce these standards to ensure future commercial development in this area is appropriately landscaped and screened.



Gateway signage.



Gateway signage.

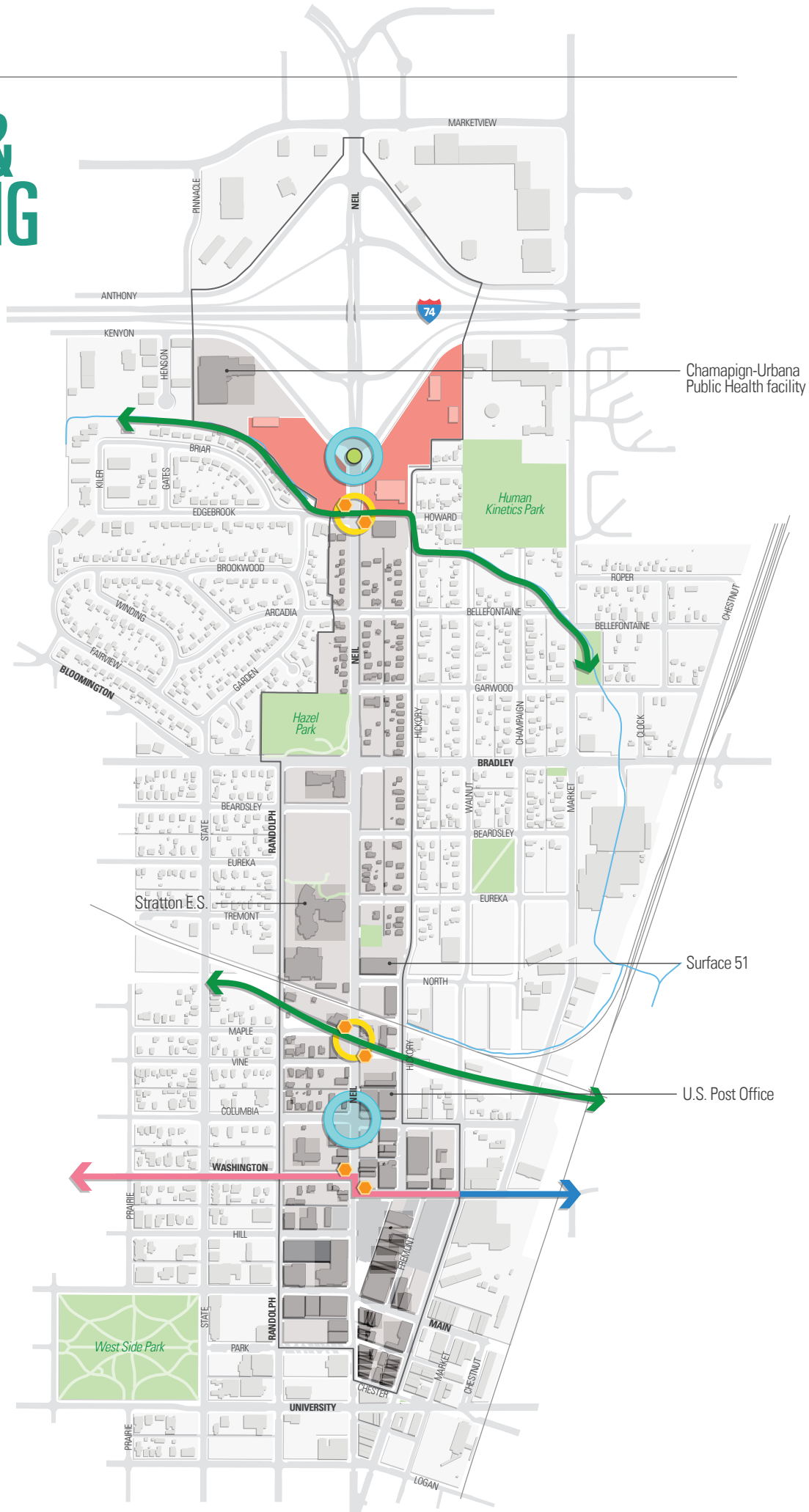


Parking lot screening.

GATEWAY & WAYFINDING

Legend

- I-74 Commercial District Gateway
- Gateway Signage
- Adopt-A-Highway Signage
- Bicycle Route Signage
- Future Trail Crossing
- Future Trail & Railtrail
- Bike Lane Extension
- Bike Sharrow Markings



GREEN INFRASTRUCTURE

Green infrastructure tools assist with stormwater management by slowing the rate of runoff into the storm sewer system as well as contributing to improved water quality through natural filtration of runoff. Rain gardens, bioswales, stormwater planters, and permeable pavement are the possible green infrastructure tools identified in this Plan. Other tools may be selected in the future as conditions and needs evolve. The tools vary in their purpose, design, requirements, and costs. Parameters that need to be considered when choosing the appropriate tool include:

- Drainage area
- Required and available footprints
- Storm sewer and/or outfall locations
- Ground slopes and elevations
- Proximity to surface elements and structures (traffic signals, curb ramps, buildings, etc.)
- Traffic sightline requirements

As part of the Corridor Plan, candidate locations for stormwater infrastructure tools have been identified. These depend on the proposed geometrical reconfigurations of the street which will create new spaces for incorporation of green infrastructure. Each location will need to be further analyzed for its stormwater needs and capacity. In this process, the appropriate green infrastructure tool can be identified. Two priority locations are recommended as potential focal points for green infrastructure: the planned trail crossing at the Boneyard Creek near Edgebrook Drive and the planned rail trail crossing near Maple Street and the railroad tracks. Both locations include important connection points to larger drainage systems, and rain gardens. Bioswales could be tied into the design of the planned multi-purpose trails as well. Another focal point for green infrastructure elements is Hazel Park. However, the elevation differences between the park site and the roadway significantly reduce the feasibility of rain gardens or bioswales.

There are opportunities for the City to implement various green infrastructure strategies in other locations along the Neil Street Corridor to assist with local stormwater management. Parkway, curb extensions, and connections to future trails are locations where rain gardens or bioswales can be installed. Stormwater planters could be added to parkways near the downtown core. The proposed curb bumpouts at specific intersections create opportunities for water runoff collection where storm sewer improvements would usually be necessary for conveyance. More densely planted parkways and on-site detention supports green infrastructure goals as well. Permeable paving is recommended for parking lots and public spaces for both new and existing development, where feasible. The Unit 4 School District has engaged with volunteers on a similar project on John Street.

The City of Champaign has implemented a number of green infrastructure elements as part of larger stormwater management projects in recent years. Additionally, the City's 2013 Environmental Sustainability Plan, **Champaign Growing Greener**, identifies promoting "a naturalized stormwater drainage pattern" as a community goal, including the use of green infrastructure tools. The Neil Street Corridor Plan presents an opportunity for the City to highlight green infrastructure as a community priority.

Green Infrastructure Tools

Rain Gardens

Rain gardens, also known as bioretention or bioinfiltration, are designed to divert a portion of the initial runoff from the storm sewer system and allow it to reenter the system through an underdrain or leave the system at a designed infiltration rate. They are shallow depressions with engineered soils and various deep-rooted plantings and usually include an overflow to the storm sewer system.

Bioswales

Bioswales serve a combination of infiltration and conveyance functions. Unlike traditional drainage swales or ditches, they include significant vegetation as well as engineering soils to slow the conveyance rate of runoff so that some of the runoff can be infiltrated or removed through evapotranspiration prior to entering the storm sewer system. Bioswales fit well in longer, linear spaces.

Stormwater Planters

Stormwater planters are considered urban rain gardens by the EPA. They include engineered soils and overflow piping systems, but they are designed as streetscape elements. The soil level is lower than the sidewalk and street curb so that runoff can be collected and detained in the planter.

Permeable Pavement

Permeable pavement allows infiltration of rainwater through the pavement. This lowers the amount of runoff that is delivered to the storm sewer system. Permeable pavement can include paver systems, porous asphalt, or pervious concrete.

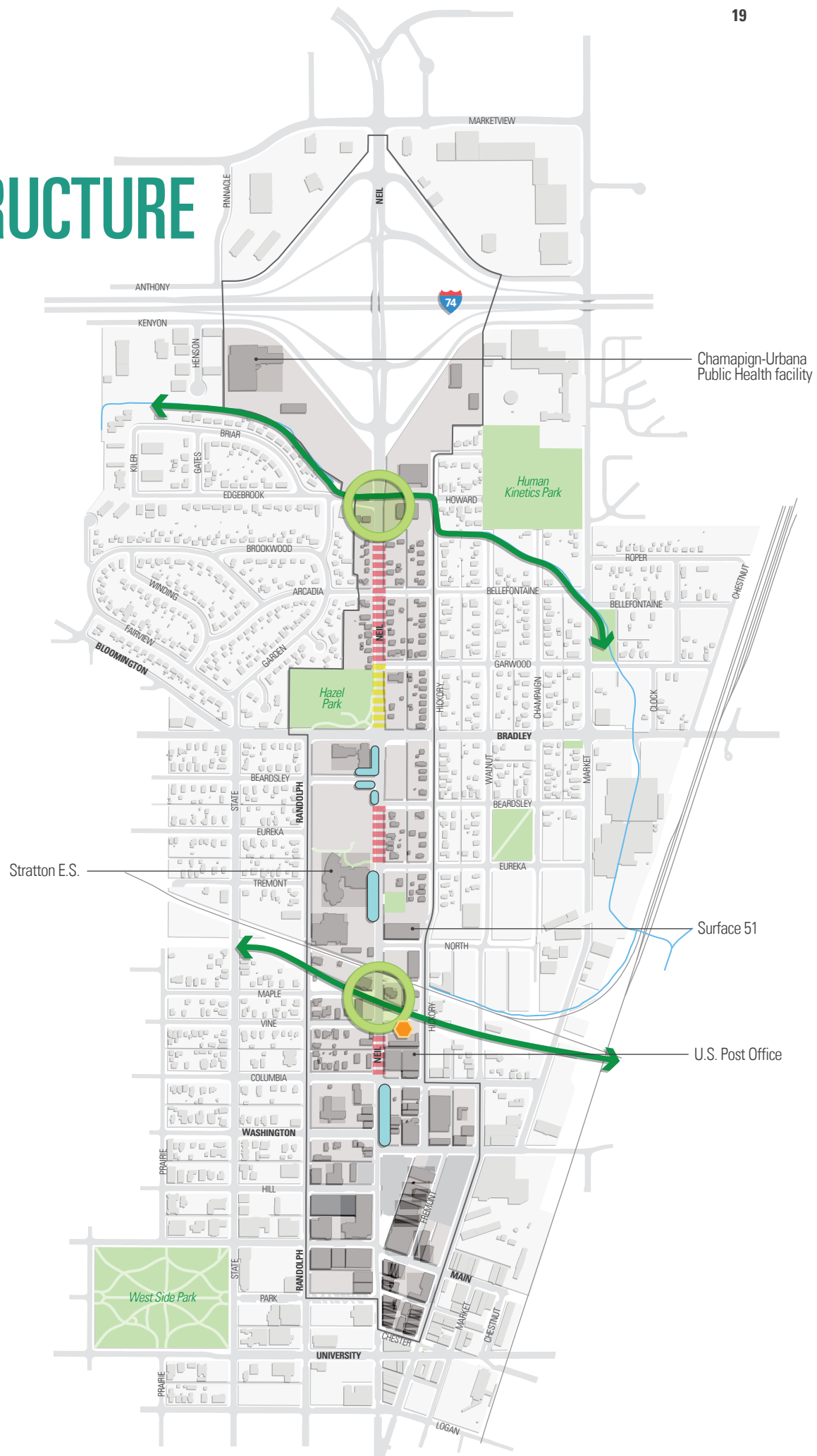


Bioswales can be incorporated into curb-bumpout designs.

GREEN INFRASTRUCTURE

Legend

-  Green Infrastructure Focal Point
-  Green Infrastructure Opportunities
-  Green Infrastructure is restricted due to elevation
-  Green Infrastructure is restricted due to driveways
-  Future Trail & Railtrail
-  Potential Permeable Pavement Parking Lot for Trail Crossing access



LANDSCAPE STRATEGIES

The landscape and streetscape strategies provide a continuous design experience from Downtown Champaign to I-74. The following are the landscape strategies for the Corridor, divided into three sections that are responsive to the adjacent land uses and enhance the Corridor.



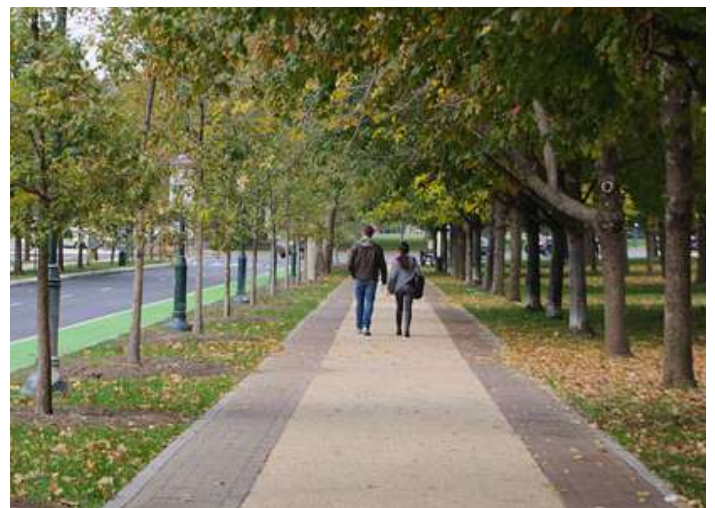
Appropriately scaled landscape features can inform visitors what area they are in.



*Pollinator planting along highways.
Source: www.kiro7.com*

Kenyon to Eureka

A wide parkway will include lush and densely spaced plant material. The reduction of curb-cuts provides longer stretches of uninterrupted planted parkway and few vision triangles which affords denser and taller plantings. Additional trees can be added to the existing urban canopy and will include both ornamental and shade trees. Integration of rain gardens can be accommodated as a part of the green infrastructure strategy. Additionally, the Boneyard Creek trail-crossing improvements can include green infrastructure elements to combat local flooding problems as well as incorporate a special plant palette to differentiate this destination. Finally, there are opportunities to incorporate pollinator planting at the I-74 Interchange area. This will require coordination between IDOT and the City.



Widened sidewalks with parkways as buffer.



Eureka to Columbia

This section of the Corridor transitions between residential and Downtown land uses. A reduction of landscape density between Kenyon and Eureka is a response to the reduced parkway depth. Planting elements include evenly spaced street trees in these locations. The sidewalk is narrower as well. The tree buffer creates a perception of safety for pedestrians. Mid-block crossings add texture and break up the continuous green band. This section of the Corridor may have opportunities for the integration of green infrastructure in strategic locations.



Curb bump-outs with landscaping and street furnishing gives greater identity to an intersection.



Green infrastructure can be strategically incorporated into the parkways.



Seating area.



Planting beds.

Columbia to Chester

Expanding the City's Downtown Streetscape Standards to include dark skies lighting strategies and incorporating silva cells when reconstructing sidewalks to allow for trees to increase growth and longevity, is recommended. The addition of conversational seating elements would help to foster a more vibrant and social Downtown atmosphere.



Street trees, even on tree grates, can provide a sense of enclosure at the pedestrian zone.

STREETSCAPE CONCEPT DESIGN

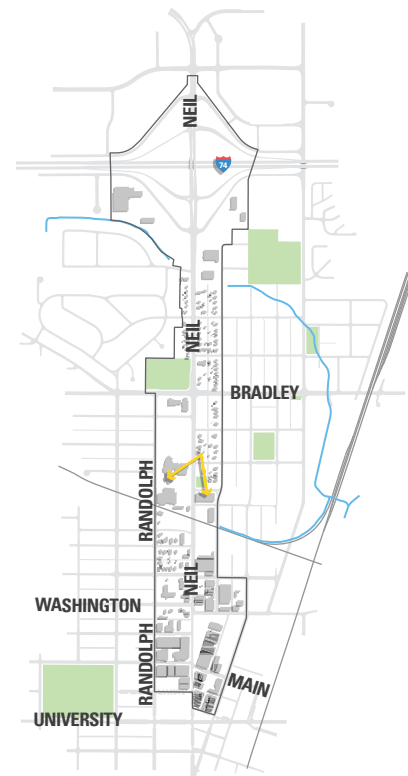


Rain Garden Park

Type 2 dual-scale lighting
fixture (see page 29).

Rain Garden
Parkway

Wayfinding Signage



PLANTING PALETTE

A cohesive planting design strategy unifies the Corridor and creates a distinct identity. The planting design is ecologically beneficial as well as visually impactful. The streetscape planting design seeks opportunities to enhance the public realm through consideration of color, texture, and seasonal expression. The planting design appropriately responds to changes in the intensity of use, vehicular speed, adjacency to intersections or crosswalks, and general building character. Where possible, the City should use native plantings to enhance the sustainability of its landscaping. Enhanced plantings for example natives, green infrastructure and strategically placed street trees define the right of way edges, give pedestrians a better sense of scale, comfort, and safety while creating a more visually pleasing experience for drivers.

A 5' minimum landscape parkway along the street is recommended, but 6' would provide more buffer and more soil for trees. Lower growing species, approximately 6-18" tall, are used to maintain clear sight lines between drivers and pedestrians to avoid conflicts at curb cuts and intersections. Street trees will also be added at a minimum spacing of 30'-40' on center. The addition of rain gardens along Neil Street will help to soften the edges of the roadway while helping to manage stormwater.

Maintenance of planted areas, in addition to selection of plantings, should be coordinated with the City's Public Works Department, Unit 4 School District, the Park District, and neighborhood groups.

Retaining Walls

Some blocks fronting the Corridor have retaining walls. While they are necessary components to accommodate grade change, they present opportunities to create gentle slopes that are conducive to the Green Ribbon's nature-based concept. The City should work with its Neighborhood Services Department in exploring how its home-improvement programs can financially incentivize property owners to remove their retaining walls. The City should also work with property owners' site planning on how to manage grade change if retaining walls were to be removed.



Existing retaining walls between Stratton Elementary School and Columbia Center.



An example of landscaping effectively acting as a buffer between the vehicular and pedestrian zone in Downtown Champaign.

Ornamental Trees



Amelanchier grandiflora
'Autumn Brilliance'
Autumn Brilliance Serviceberry



Cornus x Rutcan 'Constellation'
Constellation Dogwood



Shade Trees



Ulmus americana 'Valley Forge'
Valley Forge American Elm



Liquidambar styraciflua 'Rotundiloba'
Fruitless Sweet Gum



Carpinus caroliniana
Ironwood



Shrubs



Hypericum kalmianum 'Ames'
Ames St. John's Wort



Ilex verticillata 'Red Sprite'
Dwarf Winterberry



Ceanothus americanus
New Jersey Tea

Rain Garden Perennials & Grasses



Carex frankii
Frank's Sedge



Iris virginica
Blue Flag Iris



Carex vulpinoidea
Fox Sedge



Lobelia cardinalis
Cardinal Flower

Ornamental Perennials & Grasses



Coreopsis lanceolata
Lanceleaf Tickseed



Liriope spicata
Lilyturf



Narcissus 'Fortissimo'
Daffodil



Salvia x sylvestris 'Mainacht'
May Night Salvia



Sedum x 'Autumn Joy'
Autumn Joy Stonecrop



Symphyotrichum novae-angliae
Purple Dome Aster



Calamagrostis acutiflora
'Karl Foerster' Feather Reed Grass



Sporobolus heterolepis
Prairie Dropseed

LIGHTING STRATEGY

Lighting is important to Neil Street's overall look and feel, contributes to perceptions of safety, and enhances the identity of the Corridor. Currently, lighting along the Corridor is focused primarily on auto-centric illumination, parking lots, signage, and exterior building lighting. A comprehensive lighting plan is proposed that includes appropriate lighting standards. The lighting strategy has a variety of lighting types that are responsive to the functionality of the spaces being illuminated. The plan proposes meeting or exceeding IESNA (Illuminating Society of North America) standards in establishing realistic lighting levels, luminaries, and bulb types. The following strategies will provide a framework for lighting decisions along Neil Street:

Strategy 1: Meet Illuminating Engineering Society of North America (IESNA) Standards for lighting. IESNA documents and publication identify appropriate lighting levels for specific areas. Recommendations for streetscape lighting should be coordinated with these industry standards and best practices. An emphasis will be placed on achieving recommended levels of vertical illuminance. Providing illuminance on the faces of pedestrians allows for facial recognition and promotes pedestrian safety.

Strategy 2: Discourage bright frontal floodlighting of buildings or mounting security lights to building facades in order to reduce energy consumption and glare. Subtle, well composed, well shielded, illumination of selected building facades and public art should be considered as a way to create visual interest and increase the perception of safety.

Strategy 3: Encourage Dark Skies strategies to reduce light pollution, illuminate target areas, minimize blue light emissions, and be no brighter than necessary. The City can utilize cut-off fixtures for vehicular roadways to promote energy efficiency and focus lighting on the street. For pedestrian ways, fixtures should be designed to provide appropriate levels of vertical illuminance on the sidewalk to light the pedestrian routes to promote safety, while minimizing uplight distribution.

Strategy 4: Discourage landscape uplighting. As a part of a larger sustainability initiative, lighting of landscape elements is discouraged. Lighting of paths, walkways, sidewalks, and public art to support safety and accessibility are encouraged.

Strategy 5: Create consistency of fixture design to enhance the overall identity of the Corridor. Lighting fixtures should be selected that are consistent with the identity of the Corridor. Care should be taken to choose appropriately scaled fixtures that are responsive to the area being illuminated.

Strategy 6: Create a timeless and consistent lighting design for the Corridor. Light fixtures can support and improve the experience of spaces in the public realm. However, they should be treated as integral to the Corridor's identity. Uniformity of fixtures communicates a legible and well-designed environment. In addition, all lighting fixtures are proposed to be an appropriate scale and type for the area being lit. The type of bulb selected is critical to enhance the perceived safety and color rendition of the environment. We recommend selecting LED bulbs sources with a warm correlated color temperature (CCT), and a high Color Rendering Index (CRI) for true-color rendition.

Strategy 7: Implement smart control systems that increase the long-term efficiency of the Corridor. Control units with occupancy sensors can dim fixtures during evening hours when there is no traffic. This reduces the operational costs and extends the life of the light fixtures, while maintaining a safe environment.

City's Lighting Standard

The City of Champaign currently has a number of standards for its ornamental and dual-height lighting fixtures. Some of them include: Downtown, Campustown, and Preservation Pond. The diagram at the right guides the City on what lighting standards and fixtures to install along the Corridor. They should also adhere to the recommended lighting strategies. The reference images at the right shows the City's three lighting standards.



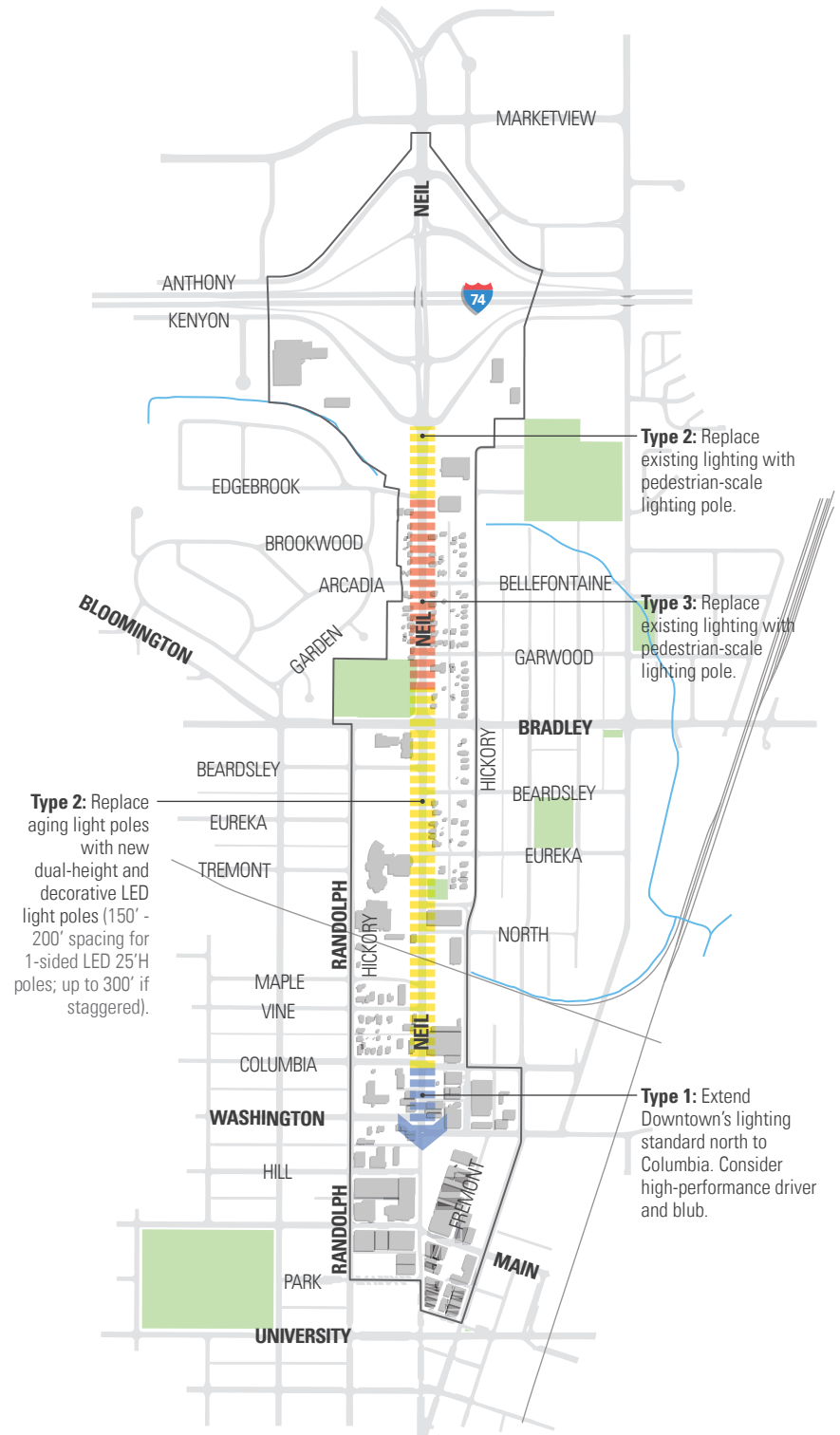
Type 1: Downtown



Type 2: Campustown
Source: City of Champaign



Type 3: Preservation Pond
Source: Google Earth



TRANSPORTATION STRATEGY

The transportation strategy for the Neil Street Corridor includes conversion of the Corridor into a narrower street to maximize walkability. Traffic calming strategies are planned near the interchange and include the implementation of a road diet. The road diet configuration has been modeled and results show a three-lane section can accommodate traffic **with limited impact on travel times along the Corridor – a difference of, at most 70 seconds on average during the morning commute** (see Travel Time Analysis on page 28-29). Sidewalk width will be increased and mid-block crossing opportunities will be maximized using pedestrian refuge median islands. On-street parking will be introduced where appropriate and will act as a buffer between the sidewalk and drive lanes.

The following describes the overall transportation strategies for the Neil Street Corridor. The subsequent sections of the Corridor will provide more detailed improvements and strategies, and they will align with the Corridor's overall transportation strategy.



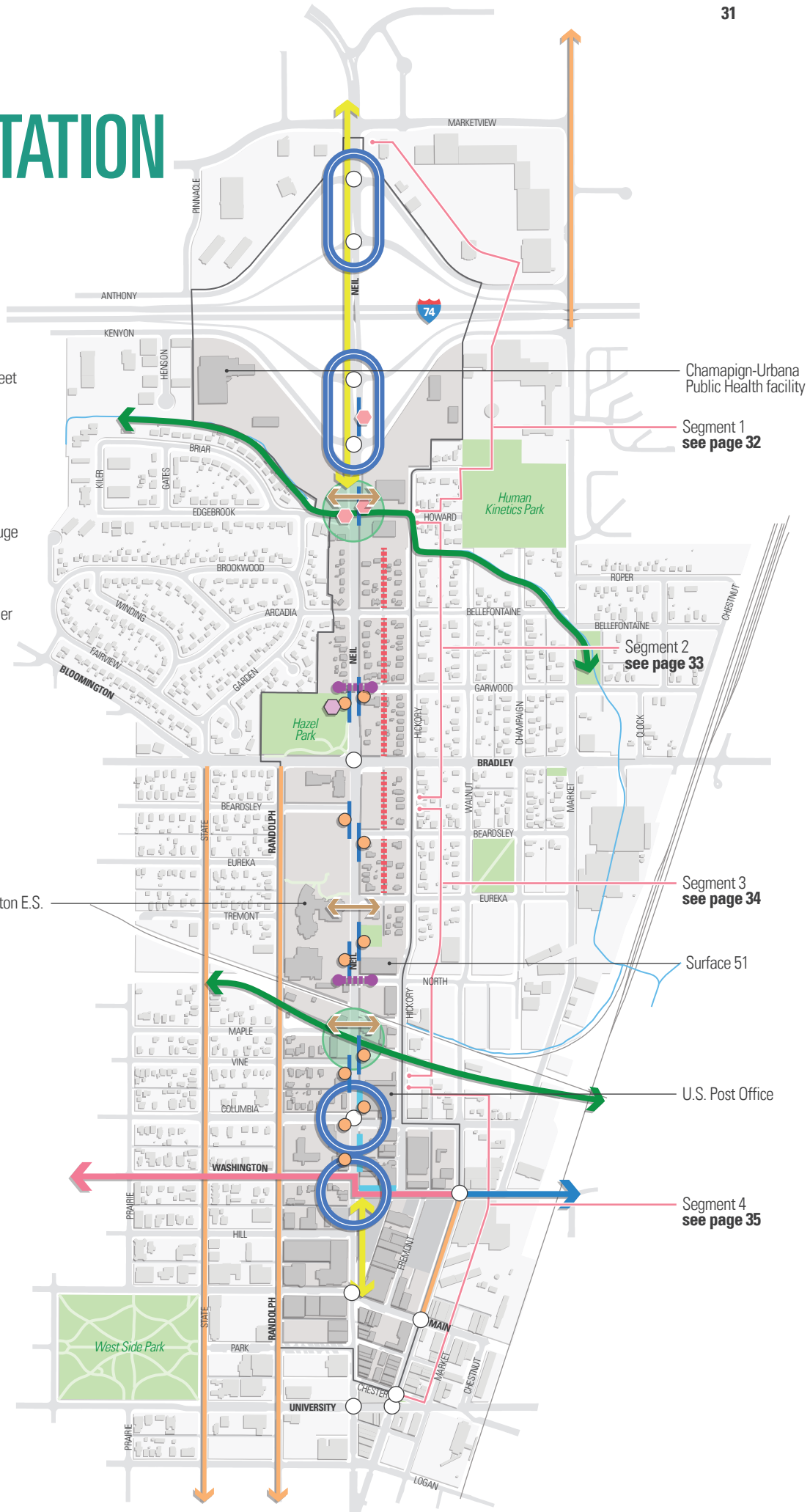
Existing view of the Neil Street Corridor near the railroad tracks.

TRANSPORTATION STRATEGY

Legend

-  Sidewalk Connection
-  Future Trail & Rail-to-Trail Alignment
-  Trail Crossing
-  Existing Traffic Signal
-  Intersection Improvement
-  Sheltered Bus Stop
-  Un-sheltered Bus Stop
-  Bus Turnout Lane
-  Additional Pedestrian Access to Hazel Park
-  On-Street Parking
-  Existing On-Street Bike Lane
-  Bike Lane Extension
-  Bike Sharrow Markings
-  Mid-block Crossing with Pedestrian Refuge Island
-  Un-signalized Crossing
-  Alley with Higher Maintenance Priority

Stratton E.S.



TRAVEL TIME ANALYSIS

Legend

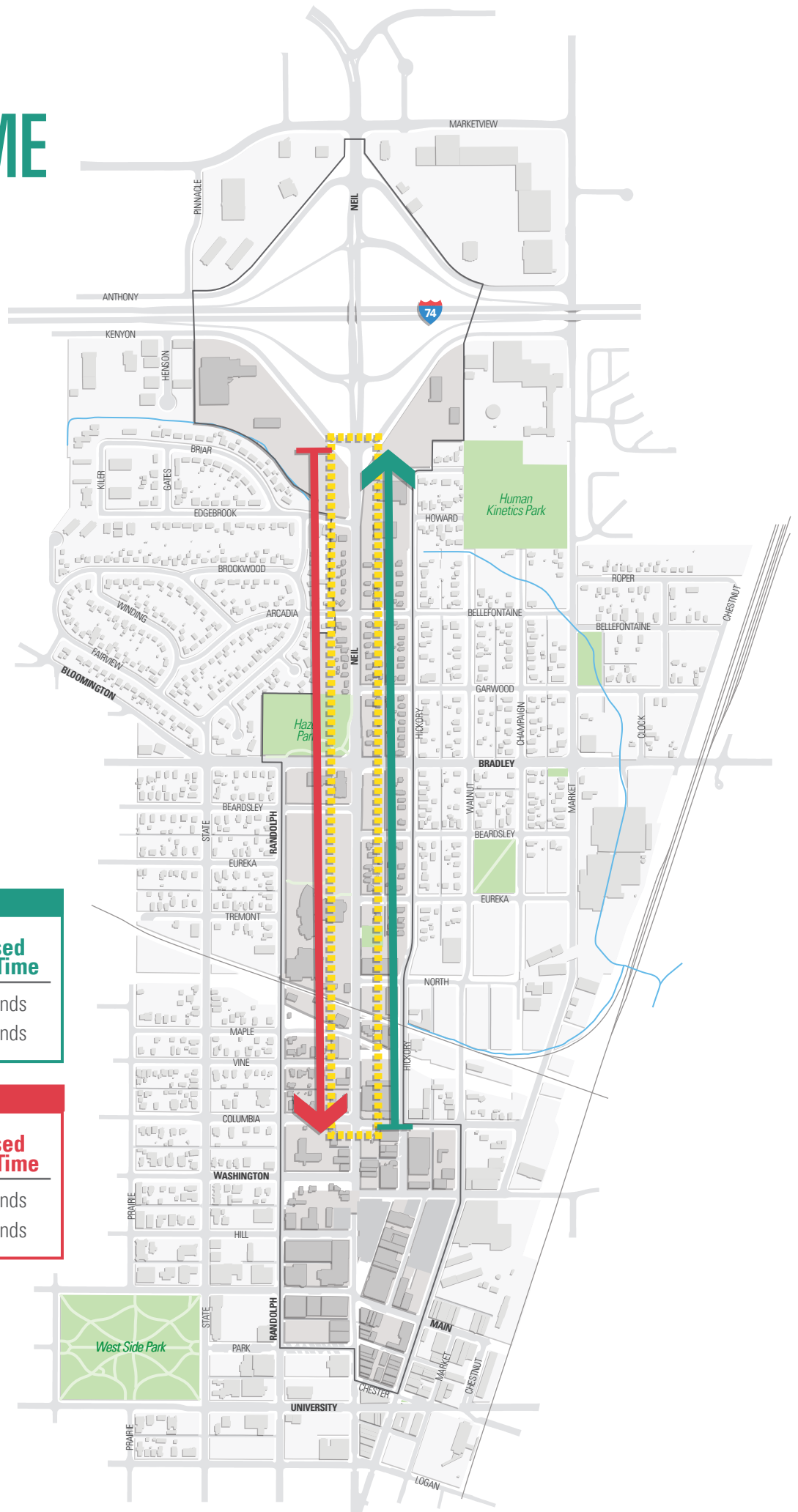
-  Proposed Road Diet Segment
-  Northbound Direction
-  Southbound Direction

NORTHBOUND

	Existing	Increased Travel Time
AM	2 min 37 sec	+12 seconds
PM	2 min 52 sec	+10 seconds

SOUTHBOUND

	Existing	Increased Travel Time
AM	3 min 19 sec	+74 seconds
PM	2 min 53 sec	+29 seconds



TRAVEL TIME ANALYSIS

The Neil Street Corridor was modeled in Synchro 9.0 using existing AM and PM peak hour traffic volumes and both existing and future proposed lane geometry. Travel time runs were conducted in the SimTraffic module of the software to quantify the increase in travel time due to proposed traffic calming measures described in the design alternative. Existing travel times between Kenyon and Columbia are in the range of 2.5 to 3.3 minutes.

A road diet is recommended along most of the Neil Street Corridor including, between Edgebrook and Columbia, which will increase travel times 10 seconds to 1.25 minutes depending on the direction and time of day, as shown in the figure. The model shows a three-lane section throughout the study area, with additional turn lanes at some intersections. This section can accommodate the existing volumes of traffic with limited impact on travel times along the Corridor – a difference of at most 74 seconds to the morning commute, for example. Travelers may have to wait more than one cycle to pass through the Bradley intersection at peak times due to longer queues at this specific intersection.



Existing view of the Neil Street Corridor near the I-74 Interchange.



Example of curb extension to reduce crossing distance.



Example of a midblock crossing.



Existing intersection at Arcadia and Bellefontaine.

INTERSECTION IMPROVEMENTS

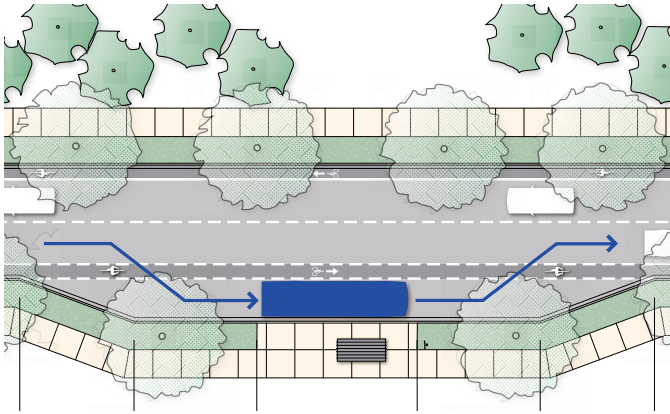
Reduced pedestrian crossing distances and reconfiguration of the intersections supports pedestrian safety goals. Curb bump-outs are proposed, where appropriate. This element both creates a parking lane and reduces crossing distances. Signalized intersections will be improved with high visibility crosswalks, pedestrian countdown timers, leading pedestrian intervals, and designs that reduce corner radii where applicable.

MIDBLOCK & TRAIL CROSSING IMPROVEMENTS

The center left-turn lane provides travelers enhanced access to the residential side streets. Future plans for the Neil Street Corridor include intersections with two future trails - the Wabash Railtrail and the Boneyard Creek Trail. To accommodate additional pedestrian and bicycle traffic crossing Neil street, the center left-turn lane will be designed to accommodate pedestrian refuge islands at mid-block and future trail crossing locations. They will be strategically located to preserve left-turning movements for existing residential properties.

SIGNALIZATION AT ARCADIA/BELLEFONTAINE

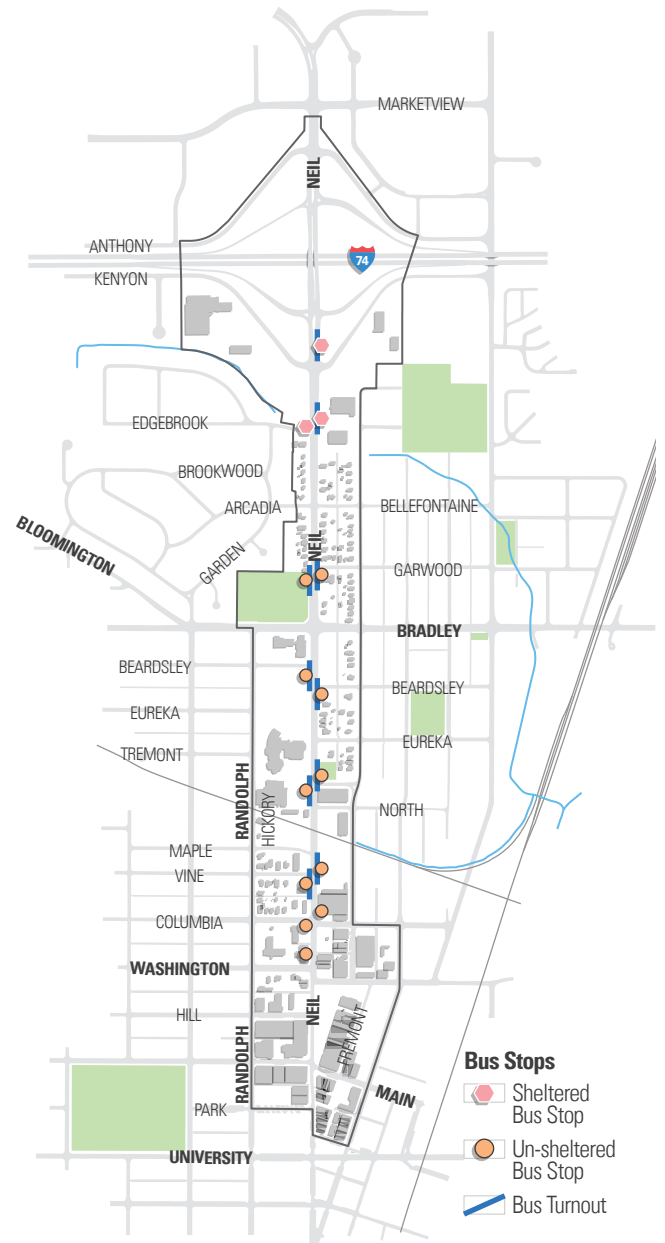
Project outreach indicates that there is public interest in installing a traffic signal on Neil Street in the vicinity of Arcadia Drive to create a safer location for pedestrian crossings and to assist outbound traffic from the residential neighborhoods to enter the Neil Street traffic stream. Traffic signals are the safest location for pedestrians to cross and are effective at creating gaps in traffic, creating opportunities for left turn from side streets. Yet, certain conditions must be met at an intersection to warrant a traffic signal to be installed; considerations include traffic volumes, pedestrian volumes, and nearby conditions. The investigation of the need for a traffic signal follows criteria set forth in the Manual of Uniform Traffic Control Devices (MUTCD) and may warrant installation if, for example, minor street traffic volumes are consistently above 75 vehicles per hour or if, during peak hours of the day, the minor street experiences 150 vehicles in an hour. Because traffic counts and more study are required to determine if a traffic signal is needed, intersection signalization is not currently included in the corridor plan. However, it is recommended that the intersection be monitored as Neil Street conditions change.



Example diagram of a bus turnout. On-street bike lane is not a requirement for a bus turnout. | Source: Pace Transit Design Guidelines

TRANSIT

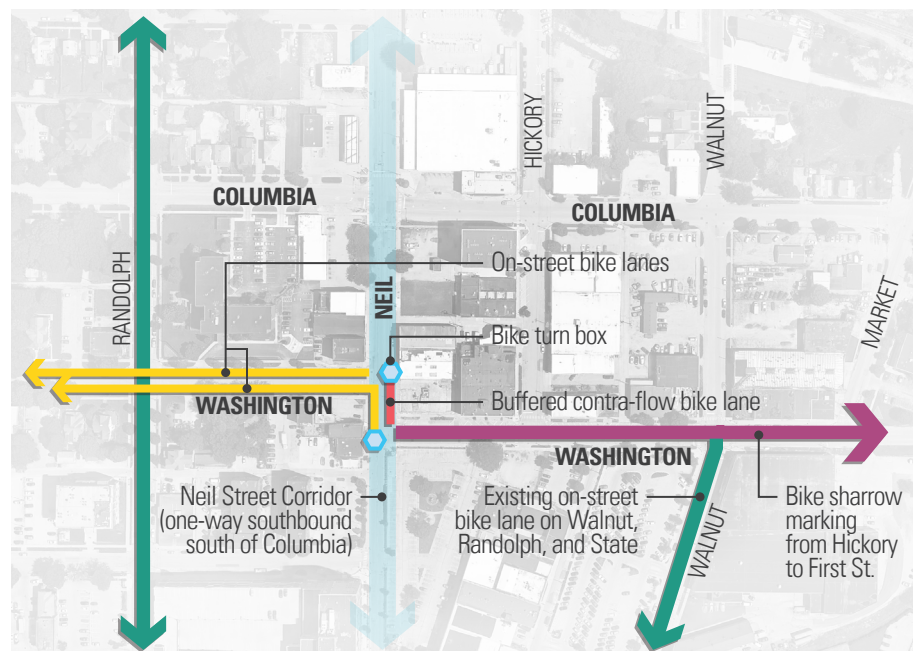
To remove barriers to transit use, the pedestrian environment is designed to provide buffering from vehicular traffic to accommodate a variety of users. In the Green Ribbon, buses can pull out of the travel lane and into a bus turnout at bus stops. Because additional pedestrian space is provided in this alternative, bus shelters are envisioned at nearby signalized intersections and other bus stops at near crosswalks and where they fit. Bus stop signage improvements and benches are integrated where shelters do not fit or are not appropriate.



BICYCLE INFRASTRUCTURE / NETWORK

Designated bike facilities are not contemplated on Neil Street in this plan, and instead space will be allocated to Widening the sidewalk along the Corridor and increasing the buffer distance between the sidewalk and vehicular zone (parkway) creates a more safe environment. North-south bike routes will continue to be located on the adjacent corridors of Randolph Street/ State Street to the west and Walnut Street/ Market Street to the east. Randolph Street accommodates a northbound bike lane, which is paired with a southbound bike lane on State Street. Walnut Street accommodates a northbound bike lane to Washington Street and Market Street is designated as a bike route from Washington Street north crossing under I-74.

Currently, Washington Street is a designated east-west bike route through the study area, and the City wishes to maintain the designation as it crosses under the railroad tracks east of the Neil Street Corridor and provides a continuous connection through the community. The route, however, crosses Neil Street at an offset intersection, which is a safety concern, particularly with the one-way conversion of Neil Street in the block north of Washington Street. To address westbound bikes that will be turning against traffic from Washington Street onto Neil Street and back to Washington Street to get to the west side of Neil Street, it is recommended that a high quality protected northbound bike facility be installed on Neil Street to allow for contraflow bike traffic for approximately 100 feet between the two offset segments of Washington Street.

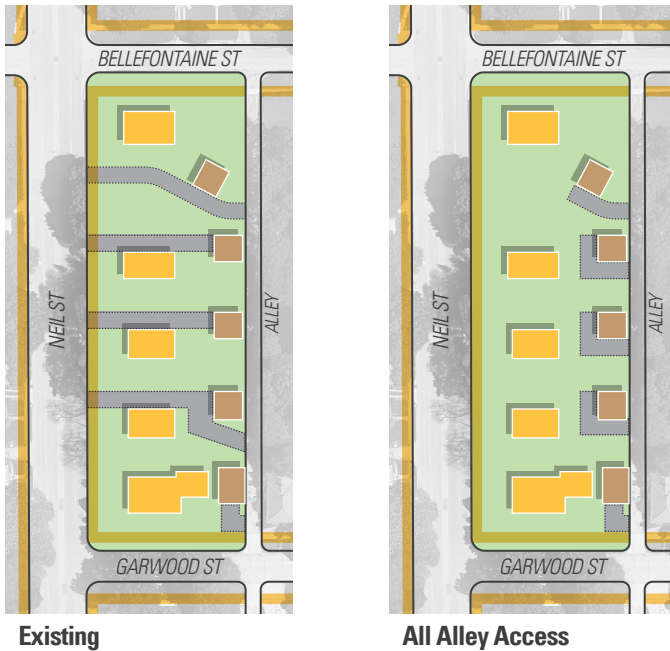


Preliminary design diagram of installing bike lanes on Washington Street through the Neil Street Corridor.

The Corridor Plan shows a preliminary potential design for the intersection that includes:

- 5-foot northbound bike lane on Neil Street from Washington Street to Washington Street protected by a 2-foot raised separation. This can either be a raised median or a marked buffer, depending on how the improvement is being designed.
- 5-foot southbound bike lane on Neil Street from Washington Street to Washington Street with a bike box for southbound to eastbound turning bikes
- 5-foot bike lane on Washington Street from Randolph Street to Hickory Street (assumes Washington Street can be widened approximately 4 feet to the south from Neil Street to Hickory Street)
- Back-in diagonal parking on the north side of Washington Street east of Neil Street
- Sharrow pavement markings on Washington Street from Hickory Street to 1st Street

According to the Champaign Trails Plan 2011, two bike trails are planned crossing Neil Street. The plan shows that the potential rail-to-trail crosses Neil Street near Maple Street. If alternative locations are being considered, the existing track crossing just to the north is a good crossing location as it provides no minor street approach conflicts. The Upper Boneyard Greenway is recommended to cross Neil Street just north of Edgebrook Drive. The proposed cross section of Neil Street allows for an 11-foot raised median to be provided at each of the two trail crossing locations that will provide a wide pedestrian refuge area. Crossing treatments for both of these future trails are shown in the Corridor Plan subarea section on Page 38.



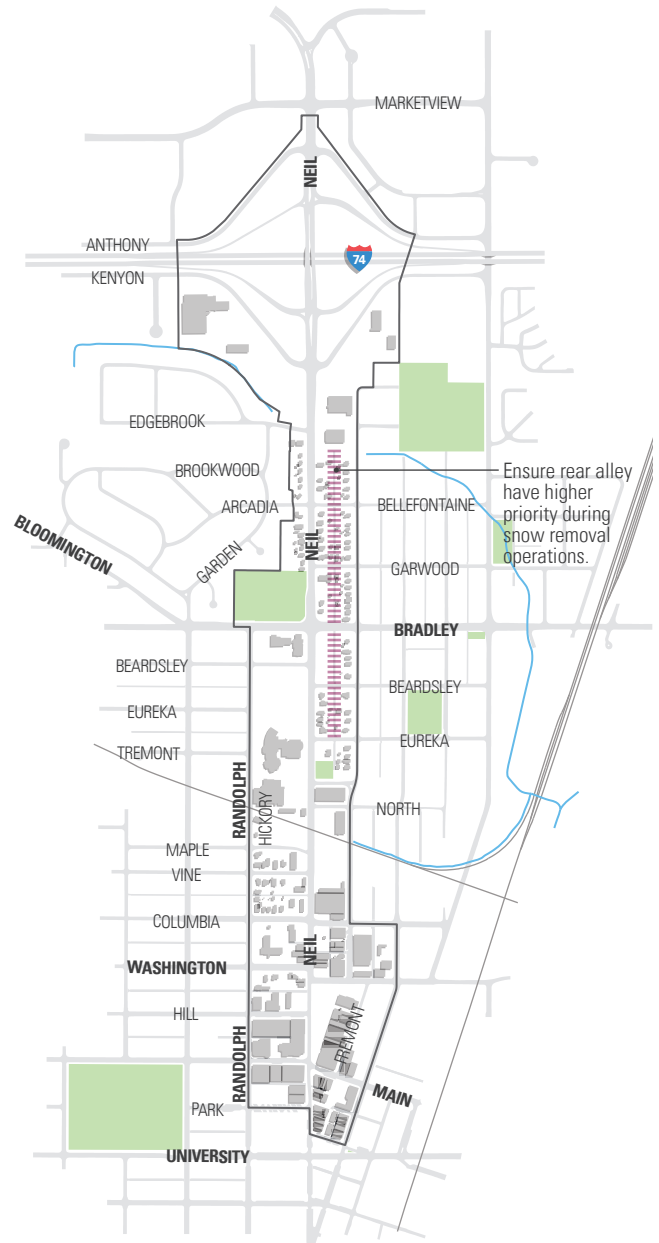
The above diagram shows how existing driveways can be reconfigured to provide access to rear alleys instead of the Corridor.

CURB CUT CONSOLIDATION & REAR ALLEY ACCESS

The Plan recommends consolidating curb cuts on the first two residential blocks on the east side of Neil Street between Harriott's and Eureka Street. Currently, the driveways in these blocks front the Corridor. Although they may provide convenient access between the Corridor and the adjacent properties, they generate a significant number of potential traffic-conflict-points. This poses an auto and pedestrian safety issue. Driveways accessed from rear alleys are able to mitigate some of these potential conflicts. This also diverts residential-access traffic to side streets and rear alleys, improving traffic flow and safety along the Corridor. The accompanying graphics demonstrate how driveways can be reconfigured and identify potential locations of curb cut reduction.

Financing Curb Cut Reduction

The improvement of rear alleys requires a financial investment. The City can explore and expand existing home-improvement programs to include improvement of rear alleys. Communication about these programs, the application process, and resident responsibilities can be included in the program's implementation. The City can to ensure that the rear alleys in affected blocks are paved and well-maintained throughout the year.



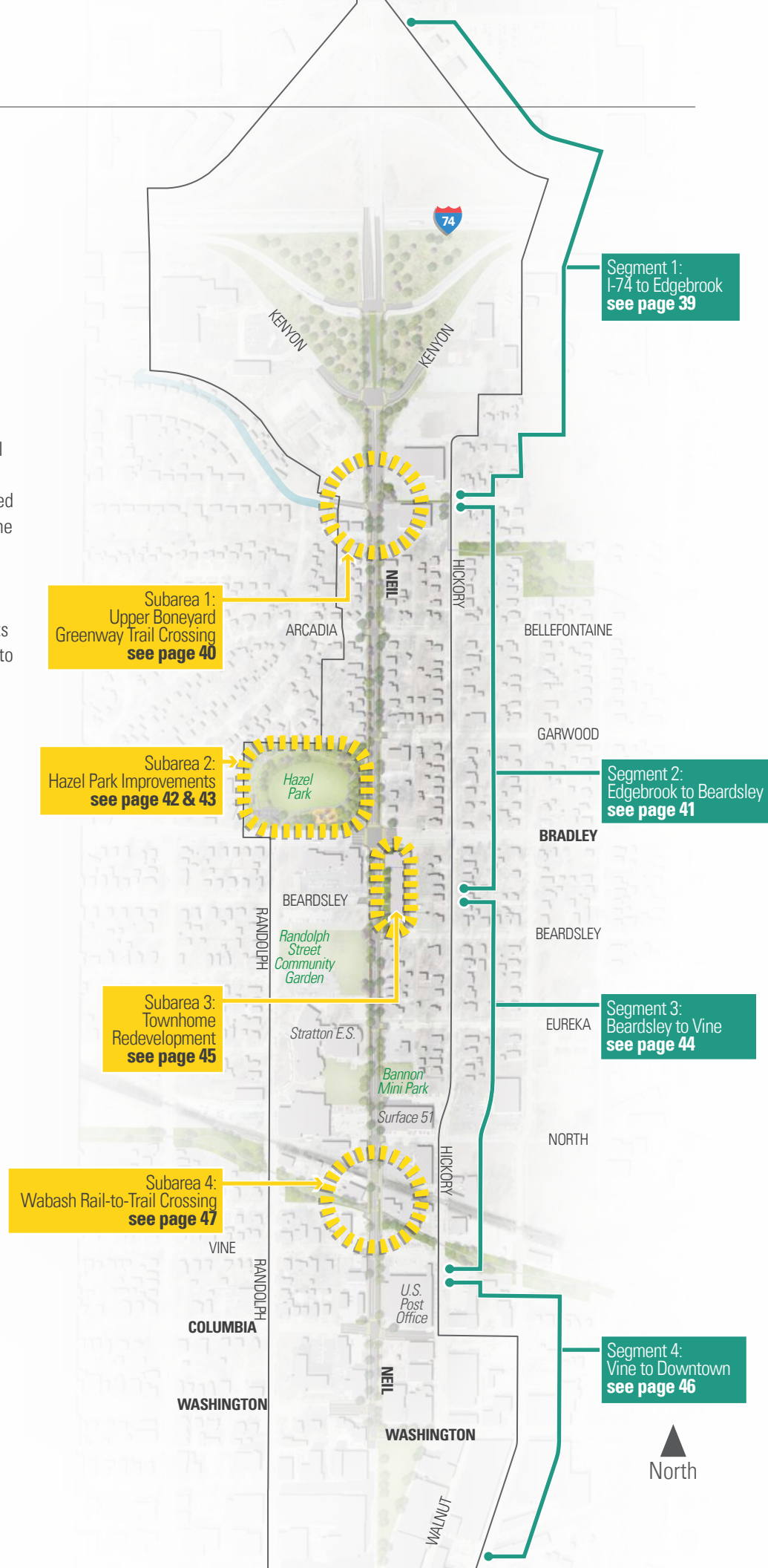
Alley Maintenance

Performance of regular maintenance on the rear alleys of blocks with proposed curb cut reductions is critical to this recommendation's success. Typically, arterial streets are prioritized during snow removal operations. This results in alleys having poor surface conditions over time, characterized by cracks and potholes. The City can coordinate with the Public Works Department to prioritize rear alley snow removal after snow events.

OVERVIEW

SUBAREA PLANS

Subarea plans show greater refinement and detail on how the design elements, public realm improvements, catalytic segments, and roadway alignments can be designed to enhance safety, access, and enjoyment of Neil Street. To accomplish the Plan goals, a 3-lane roadway with landscaped parkways is proposed to provide continuity along the full length of the Corridor. Additional pedestrian amenities and consideration for enhanced safety elements encourages all ages to interact with the Corridor. The Plan is divided into four segments that have unique characteristics that respond to the Corridor's changing context.

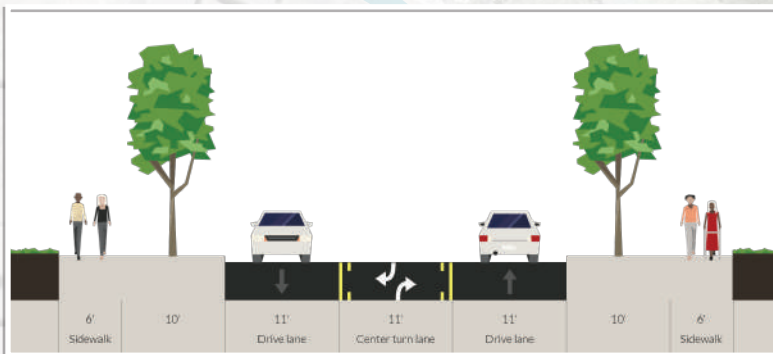


SEGMENT 1

I-74 TO EDGEBROOK

The I-74 interchange has an existing signalized intersection at Kenyon. This intersection would be improved with continuous sidewalks, allowing pedestrians to access destinations to the north of the Interchange. The crossing distance is made shorter with the introduction of a three land road section. Enhanced bus facilities are proposed on both east and west sides of the street. Planted parkways and gateway signage is proposed in this node. A reduction in curb cuts on the west side of Neil can be coordinated with future development. This section of road is under the jurisdiction of IDOT and any changes to the existing section would require agency review and approval.

1 Section



EDGEBROOK

Bus stop shelter

Parkway

Subarea 1:
Upper Boneyard
Greenway Trail Crossing
see page 40



Pedestrian pathway
on I-74 overpass

Pedestrian
refuge island

Pollinator planting

Bus stop shelter with
bus turnout

Marked crosswalks

Left-turn lane

Curb cuts on existing
parking lots of
non-residential buildings.

Bus stop shelter with
bus turnout

Pedestrian refuge island
with high-visibility
crosswalk

HICKORY



0 50 100 200 feet

Center-turn lane

1

SUBAREA PLAN 1

UPPER BONEYARD GREENWAY TRAIL CROSSING

The new Upper Boneyard Creek Trail Crossing will connect Neil Street to open space improvements to the east through the Bristol Park neighborhood and Human Kinetics Park. The crossing at Neil would include additional paving, signage, landscape and an enhanced mid-block crossing that connects to Edgebrook Drive. A pedestrian refuge island provides a buffer to traffic and is a traffic calming measure, signaling to auto traffic to slow down in this area. Bicycle facilities and a seating area will be included in the trail crossing area to provide additional comfort amenities to those who use the trail.



SEGMENT 2

EDGEBROOK TO
BEARDSLEY

Proposes a reduction of curb cuts on the east side of Neil and introduction of improved alleys for single family homes. Homes on the west side of Neil maintain curb cuts onto Neil. A new pedestrian path and entryway is proposed at the east side of Hazel Park. The Park District is exploring access possibilities from the adjacent residential neighborhood to the west side of Hazel Park. Enhanced bus facilities are proposed where feasible and where parkway width isn't prohibitive. The grade change at Hazel Park is re-envisioned as a gradual, decorative incline. A new mid-density development is proposed on six parcels south of Bradley on the east side of Neil. A three-lane road cross section is proposed to Garwood, where it widens to accommodate buses and right turning movements.

EDGEBROOK

Subarea 1:
Upper Boneyard
Greenway Trail Crossing
see page 40

Parkway with access to
existing driveways

HICKORY

Parkway

Center-turn lane

Sidewalk turns

ARCADIA

BELLEFONTAINE

Curb cut
consolidated for
rear alley access

Subarea 2:
Hazel Park Improvements
see page 42 & 43

New entry into Hazel Park

Hazel Park

Right-turn lane

GARWOOD

Bus stop with
bus turnout

NEIL

Center-turn lane
becomes left-turn lane

BRADLEY

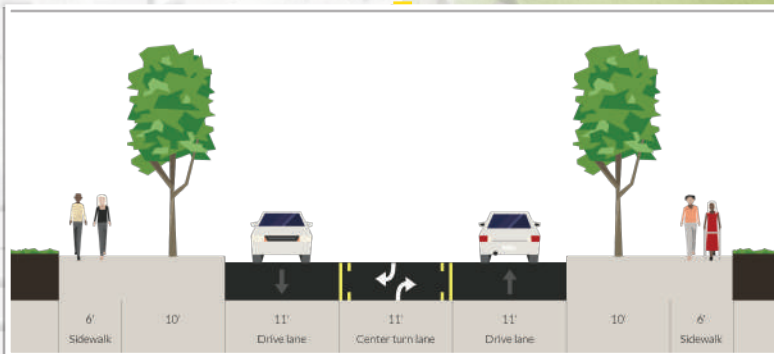
Potential mid-density
townhome redevelopment
on City-owned parcel

BEARDSLEY

0 50 100 200 feet



② Section



SUBAREA PLAN 2

HAZEL PARK
IMPROVEMENTS

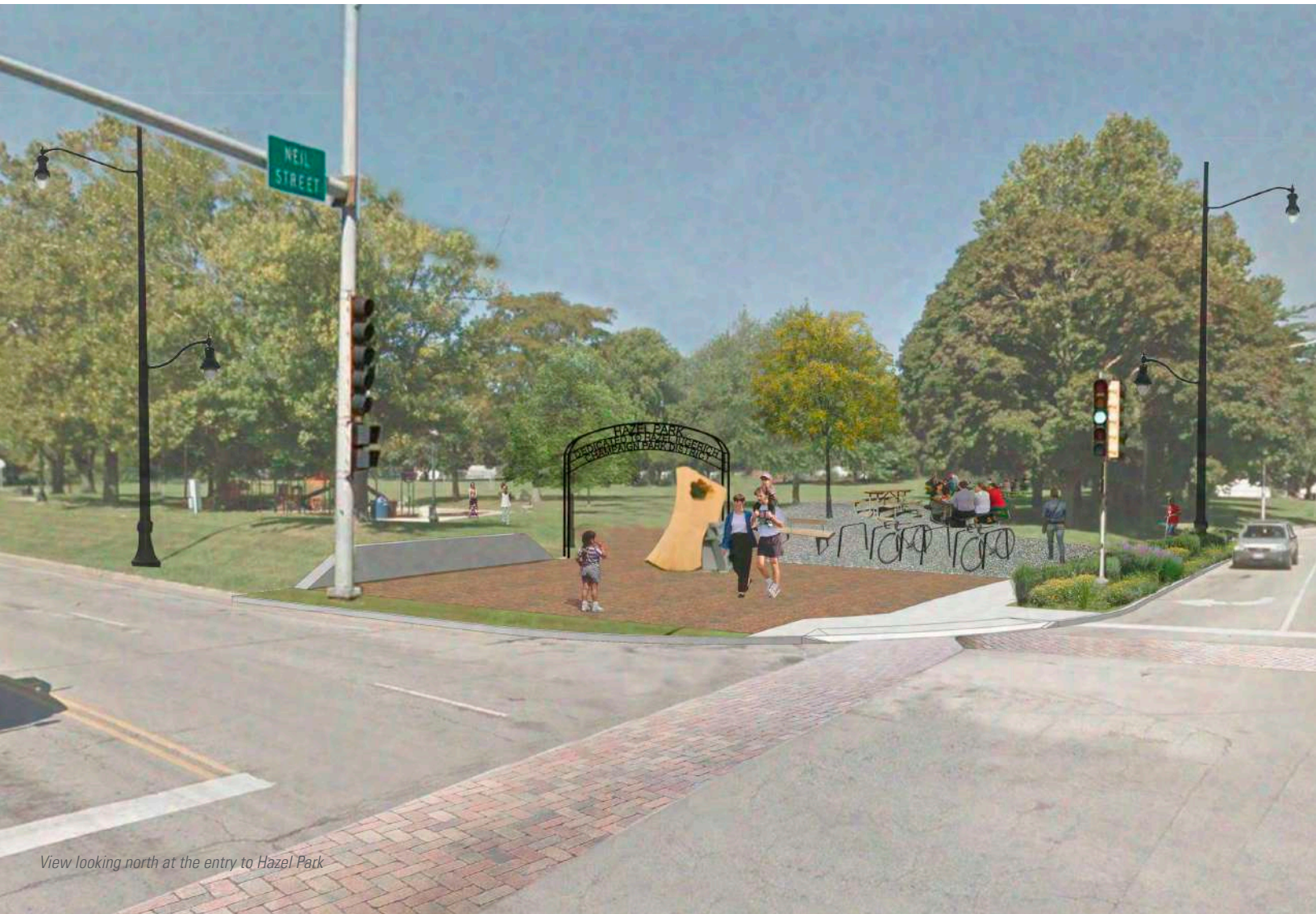
The plan proposes adding pedestrian connections into Hazel Park from Neil Street and the Garden Hill neighborhood. This concept would include improvements to Hazel Park with landscape restoration and a pedestrian loop trail. Additional programming and enhancement of the park includes a new picnicing area, educational centers, and bicycle facilities. These enhancements encourage greater interaction with the park and provide additional opportunities for interaction, play, and recreation. The adjacent neighborhood, Garden Hill, currently does not have a direct connection to Hazel Park. A new connection would allow residents to more easily access the park. Bike trails to the east and west of Hazel Park connect using Bradley. Bike facilities in the Park would encourage additional bike traffic and would position Hazel Park as a destination within the City's bike network.



SUBAREA PLAN 2

HAZEL PARK IMPROVEMENTS

An enhanced Hazel Park gateway and public plaza connects Neil Street north and south. Manipulation of topography opens the corner creating an entry plaza and allows the park to be more visually open to the street to enhance safety. The plaza and gateway signage will use the same design vocabulary as other locations within the Corridor. This continuity of design language and recurrence of similar design elements strengthens the connection of the Corridor and creates a coherent and legible public realm. The park enhancements are important to growing utilization of the park and increased access would allow park patrons of all ages to enjoy this open space amenity.



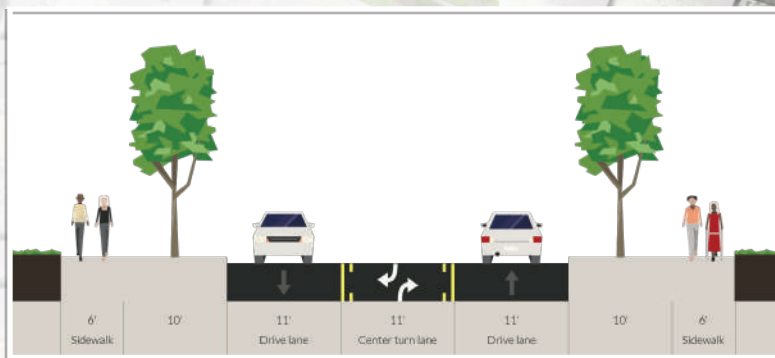
View looking north at the entry to Hazel Park

SEGMENT 3

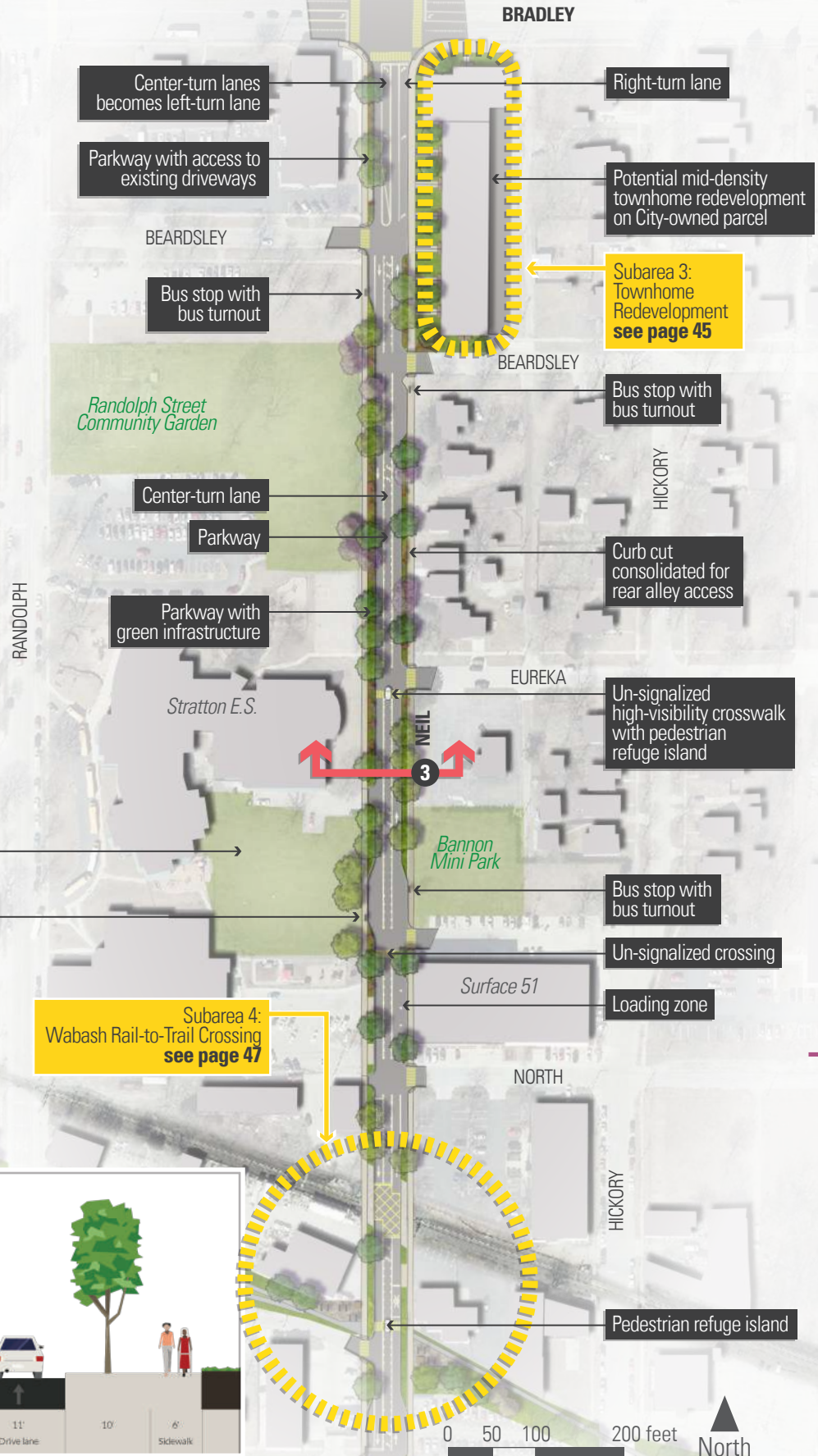
BEARDSLEY
TO VINE

A broad parkway characterizes this section of Neil Street. A three-lane road cross section is proposed and is able to accommodate buses. Integration of public art and open spaces on both the east and west sides of Neil create experiential interest. A highly visible mid-block crossing is proposed at Eureka.

3 Section



VINE



SUBAREA PLAN 3

TOWNHOME REDEVELOPMENT

The City of Champaign currently owns four contiguous lots at the corner of Bradley, along Neil Street. The existing land use for these lots is residential. Based on input gained during the public workshops, participants believed that additional housing would be appropriate for the context. Many participants agreed that balancing density with new residential development was important. The townhome residential typology is able to provide additional housing units and provides a transition from detached single family housing units north of Bradley, to the dense core of Downtown further to the south. The process of redevelopment can occur over several years with the first step including the creation of a developer request for proposals and soliciting interest from the private development community to realize this vision.



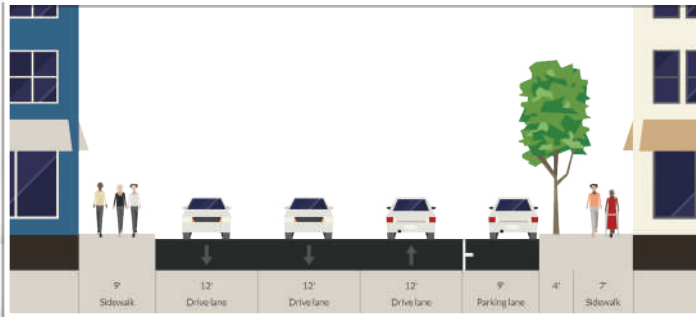
View looking south at the corner of Neil and Bradley

SEGMENT 4

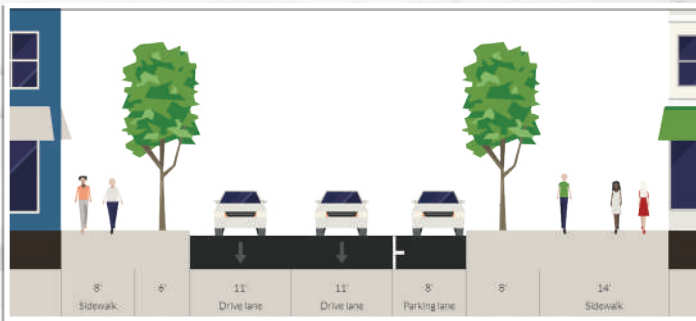
VINE TO DOWNTOWN

A new rail-to-trail is proposed as a gateway in this node. The rail right of way is wide enough to accommodate both arts-based and urban manufacturing to create a destination. Street trees and vertical design elements structure the parkway and communicate the entry into Downtown Champaign. Parking and pedestrian access will be coordinated with the Plaza design. South of Columbia, Neil Street becomes one-way southbound. Bike lanes will be installed along Washington Street, and a northbound contra-flow bike lane will be on Neil Street between Washington and Washington.

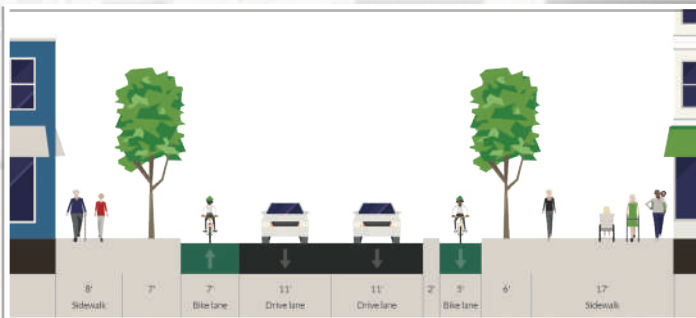
4 Section



5 Section



6 Section



RAIL-TO-TRAIL

Subarea 4:
Wabash Rail-to-Trail Crossing
see page 47

ACTIVE RAIL LINE (X2 / DAY)

Pedestrian
refuge islandBus stop with
bus turnout

VINE

HICKORY

Parallel parking

Bus stop

COLUMBIA

Bus stop

Trees in tree grates

Parkway

Parallel parking

Bus stop

Buffered on-street bike lane

WASHINGTON

WASHINGTON

On-street
bike lane

Diagonal back-in parking

On-street bike lane

One-way and two
travel lanes southboundNeil Street Plaza
Redevelopment

WALN

0 50 100 200 feet



SUBAREA PLAN 4

WABASH RAILTRAIL CROSSING

The Wabash Railtrail is identified in the City of Champaign Park District 2011 Champaign Trails Plan. This future railtrail (formerly used by Canadian National) crosses Neil Street between North and Maple Streets. The trail currently is aligned parallel to the existing Norfolk Southern Rail currently carries 1-2 freight trains per day. On the vacated rail line, the track has been removed and portions of the alignment are currently being used for storage of industrial materials or parking. A multi-phase improvement plan for this railtrail could include incremental improvements that provide safe access and signage to north-south streets. The 2011 Champaign Trails Plan identifies a potential connection to the Kaskaskia River Greenway with a long-term plan to connect to communities beyond Champaign. Consideration should be given to the design of crossings along the Wabash railtrail where safe at-grade crossings are not feasible. Improvement of the railtrail is a high priority in the document and would support connections to area parks, residential neighborhoods and commercial activity in the Downtown.



Page Intentionally Left Blank

PHASING & IMPLEMENTATION

The Neil Street Improvement Plan was prepared with input from residents, property owners, business owners, City staff, Advisory Committee members, transportation agencies and elected and appointed City officials. Though it is anticipated that the City's Planning and Zoning Commission would be the primary user of this planning document, parties that are considering land use and development, housing and neighborhoods, transportation, community facilities, parks and recreation, and environmental areas should integrate this document into their strategic planning decisions. The proposed phasing and implementation guidelines should coordinate with the City's Capital Improvement Plan and budget. An annual review is recommended to ensure consistency with the goals of the City.

TIMEFRAME & FUNDING

Each plan objective is assessed with estimated timeframe and required funding levels for successful implementation. The following indicates the approximate range of estimated funding levels:

\$: Less than \$100,000

\$\$: \$100,000 - \$500,000

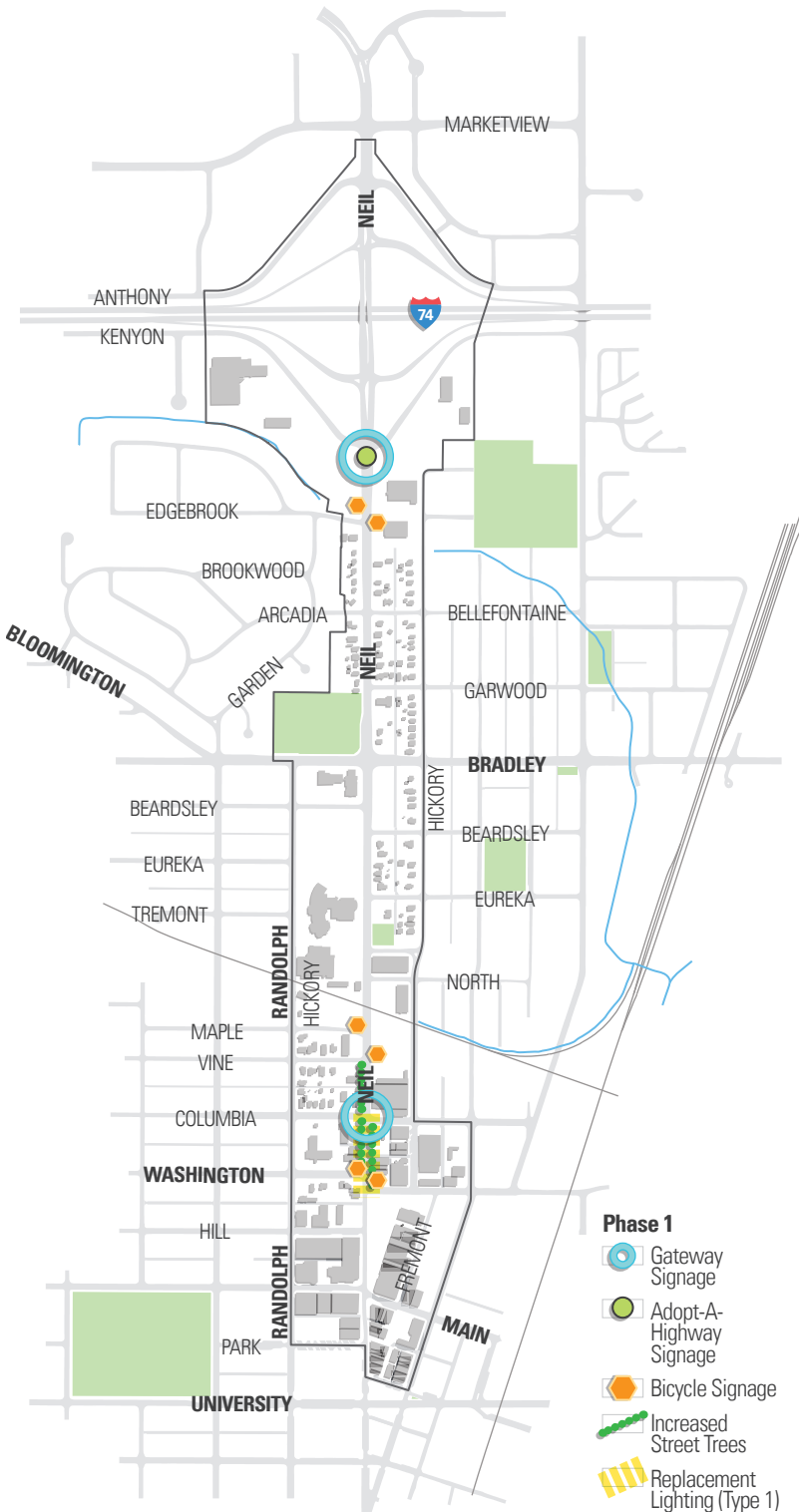
\$\$\$: Greater than \$500,000

Phase 1

In phase one of implementation, the highest impact and most cost-effective design elements are recommended. These design elements will continue the momentum of the planning process into tangible results and accomplishments that stakeholders can celebrate. A priority of the planning process is to create a unique and distinctive identity for Neil Street. In Phase 1, implementation recommendations focus on catalyzing this priority for future phases. **The estimated total cost for Phase 1 is \$320,300 (low) and \$489,200 (high).**

Action Items

Action Items	Duration	Cost
Gateway and Signage along Neil Street	Short-Term	\$
Additional street trees between Vine and Washington (where there are no curb cut changes)	Mid-Term	\$
Replacement Lighting (where there are no curb cut changes)	Mid-Term	\$
Add street furnishings, including benches, waste receptacles, and other pedestrian amenities (throughout corridor).	Mid-Term	\$

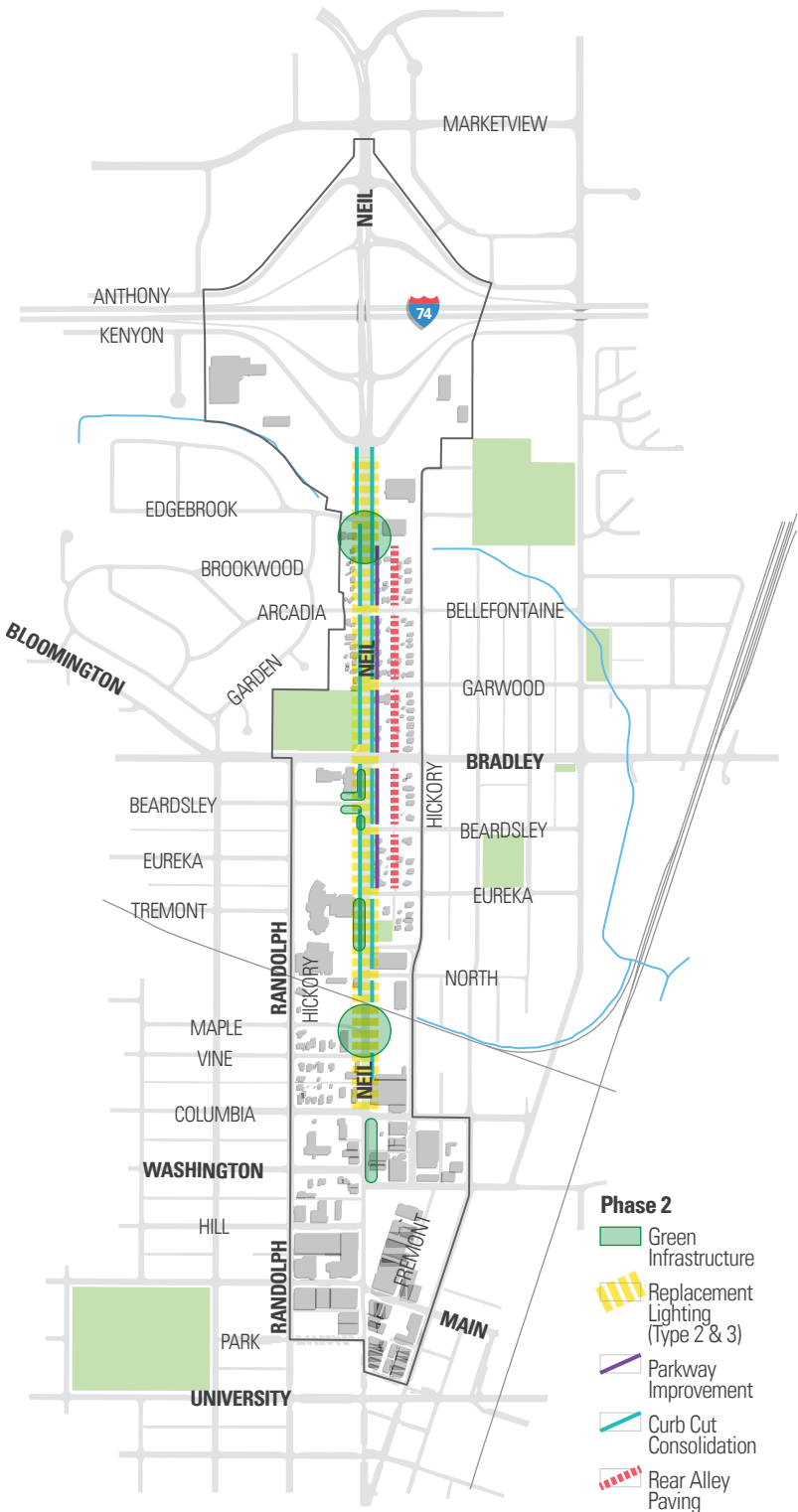


Phase 2

Phase 2 builds off the accomplishments of Phase 1 and continues to add depth to the formation of Neil Street’s identity. To create a safe, functional, and enjoyable experience for travelers and residents, the physical environment should provide indications that impact behavior and interaction. Improvement of the road right of way is the priority of Phase 2. **The estimated total cost for Phase 2 is \$2,244,300 (low) and \$3,269,950 (high).**

Action Items

Action Items	Duration	Cost
Green Infrastructure (Gateways, Intersections, Opportunity Areas)	Mid-Term	\$
Replacement Lighting	Mid-Term	\$\$
Curb Cut Consolidation	Long-Term	\$\$\$
Rear Alley Paving with Concrete	Long-Term	\$\$\$
Parkway Improvements between Edgebrook and Vine	Long-Term	\$\$\$

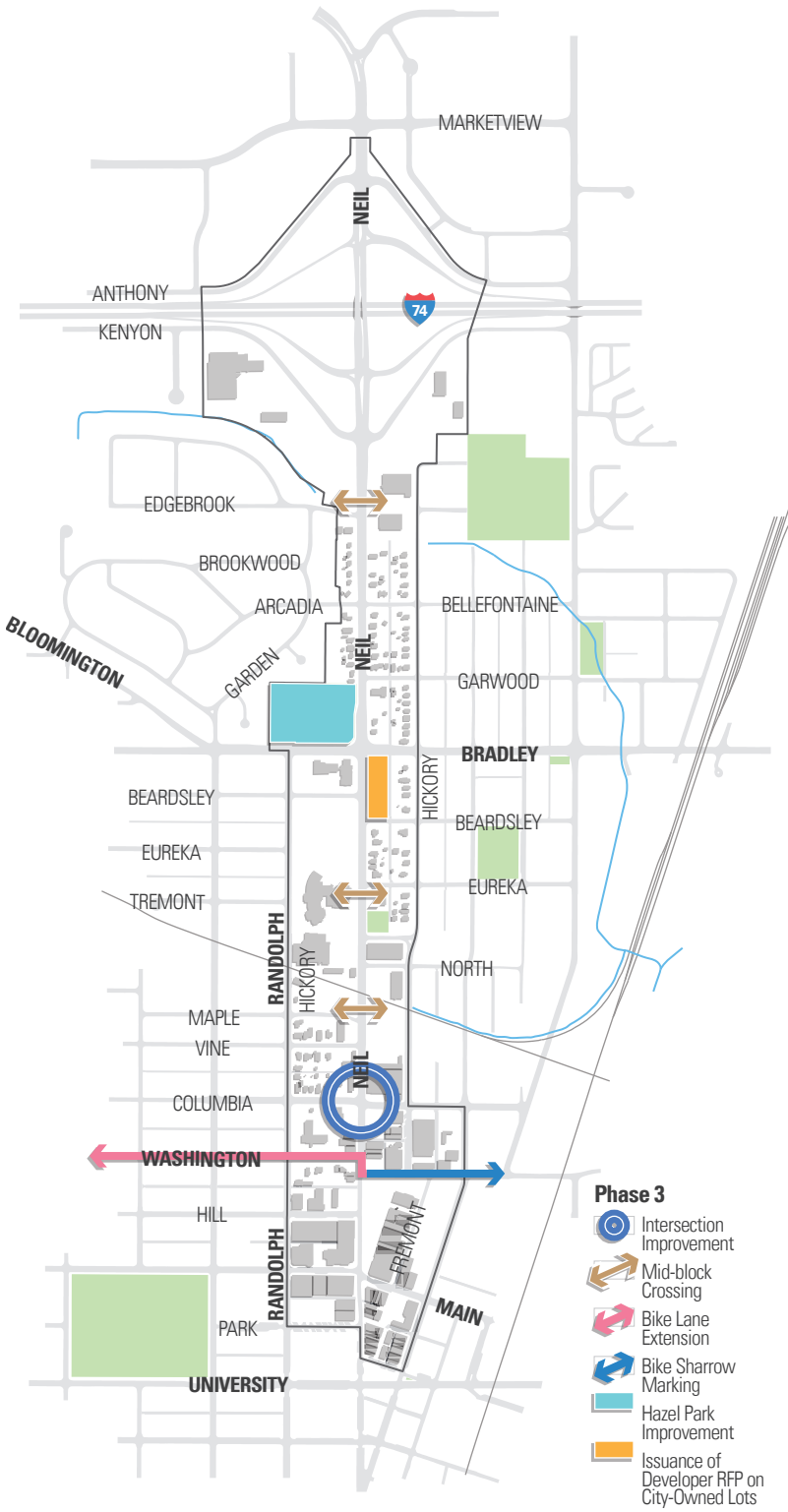


Phase 3

Beautification of the Neil Street corridor can be supplemented with improvements to the physical framework with the introduction of amenities and identification of development opportunities. **The estimated total cost for Phase 3 is \$1,809,114 (low) and \$3,289,567 (high).**

Action Items

Action Items	Duration	Cost
Intersection Improvements at Columbia, including: restriping, parkway buffers, sidewalk extension	Mid-Term	\$
Mid-block Crossings at Maple, Eureka, and Edgebrook	Mid-Term	\$\$
Bike Lane Extension and Bike Sharrow Markings on Washington Street	Mid-Term	\$\$
Hazel Park Improvements	Long-Term	\$\$
Issuance of Developer RFP for City-owned lots on Neil	Long-Term	\$



Phase 4

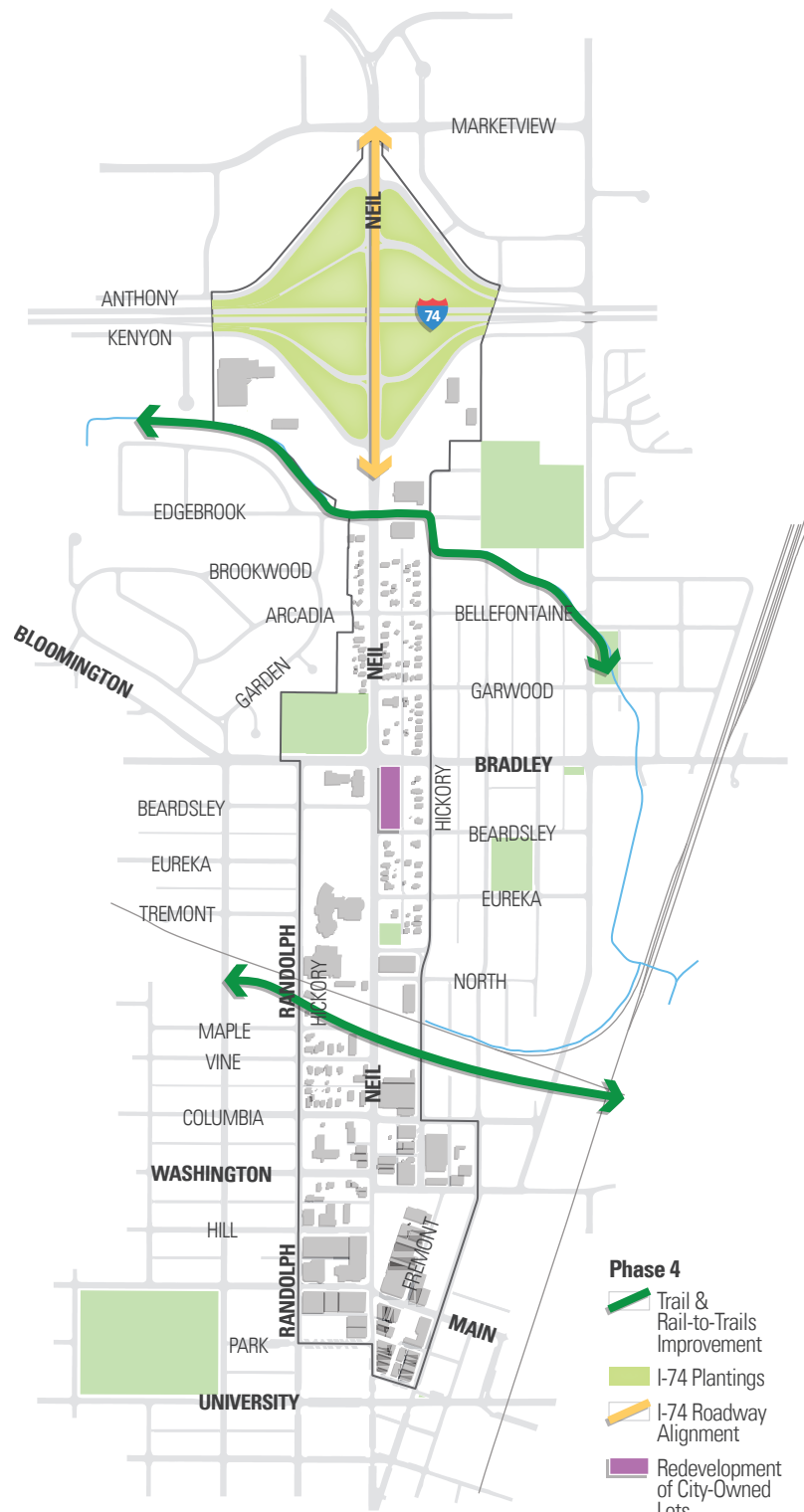
Long term projects are more complex and require additional regulatory and organizational planning prior to their implementation. The completion of the Neil Street roadway infrastructure. **The estimated total cost for Phase 4 is \$246,060 (low) and \$474,580 (high).**

Action Items

Action Items	Duration	Cost
Trail & Rail-to-Trail Improvements	Long-Term	\$\$\$
I-74 Interchange Roadway Alignment and Plantings	Long-Term	\$\$\$
Redevelopment of City-Owned Lots	Long-Term	\$\$\$

Additional Design Elements for Consideration

- Plaza improvements
- Commercial development at interchange



Neil Street Improvements

Opinion of Probable Costs

27-Apr-18

City of Champaign

Prepared by: RATIO Architects

Phase	Scope Item	Unit	Quantity	Unit Cost (L)
Phase 1				
1.1	Hardscape			
1.1A	Gateways: Install gateways at Kenyon Rd and Columbia Ave.	EA	2	\$50,000.00
Subtotal:				
1.2	Parkway Improvements			
1.2A	Street Trees	EA	30	\$6,000.00
Subtotal:				
1.3	Lighting and Furniture			
1.3A	Street Light Replacement - Type 1	LF	500	\$75.00
1.3B	Bike Signage	EA	6	\$400.00
1.3C	Highway Sign	EA	1	\$400.00
Subtotal:				

Unit Cost (H)	Total (Low)	Total (High)	Notes
\$100,000.00	\$100,000	\$200,000	To include all labor, material and equipment to install masonry and precast entry monuments.
	\$100,000	\$200,000	
\$7,000.00	\$180,000	\$210,000	To include all labor, material and equipment to install shade tree and tree grate, 30' O.C., with structural soil.
	\$180,000	\$210,000	
\$150.00	\$37,500	\$75,000	To include all labor, material and equipment to install new posts and fixtures, in same locations.
\$600.00	\$2,400	\$3,600	To include all labor, material and equipment to install posts and custom sign.
\$600.00	\$400	\$600	To include all labor, material and equipment to install posts and sign.
	\$40,300	\$79,200	

Phase	Scope Item	Unit	Quantity	Unit Cost (L)
Phase 2				
2.1	Hardscape			
2.1A	Curb Cut Demolition	EA	14	\$1,200.00
2.1B	Alley Repaving	SF	22,800	\$4.00
2.1C	Bus Dropoff	EA	10	\$8,000.00
Subtotal:				
2.2	Parkway Improvements			
2.2A	Trees	EA	201	\$1,000.00
2.2B	Parkway Improvements	SF	85,500	\$6.00
Subtotal:				
2.3	Lighting and Furniture			
2.3A	Street Light Replacement - Type 2 and 3	elf	8,400	\$130.00
2.3B	Bus Shelters	elf	10	\$25,000.00
Subtotal:				
2.4	Green Infrastructure			
2.4B	Parkway green Infrastructure Improvements	SF	21,150	\$12.00
Subtotal:				
Phase 2 Total:				

Unit Cost (H)	Total (Low)	Total (High)	Notes
\$1,400.00	\$16,800	\$19,600	To include all labor, material and equipment to remove existing curb cuts, replace curb and gutter.
\$8.00	\$91,200	\$182,400	To include all labor, material and equipment to install new 12' wide lane paved with heavy duty asphalt.
\$9,000.00	\$80,000	\$90,000	To include all labor, material and equipment to install new curbs and asphalt bus drop-off locations.
	\$188,000	\$292,000	
\$1,500.00	\$201,300	\$301,950	To include all labor, material and equipment to install shade tree.
\$12.00	\$513,000	\$1,026,000	To include all labor, material and equipment to install soil, drainage and plantings.
	\$714,300	\$1,327,950	
\$150.00	\$1,092,000	\$1,260,000	To include all labor, material and equipment to install new posts and fixtures.
\$39,000.00	\$250,000	\$390,000	To include all labor, material and equipment to install new shelter, signage, and benches
	\$1,342,000	\$1,650,000	
\$25.00	\$253,800	\$528,750	To include all labor, material and equipment to install parkway and intersection planters with curb cuts and dry wells to infiltrate stormwater.
	\$253,800	\$528,750	
	\$2,244,300	\$3,269,950	

Phase	Scope Item	Unit	Quantity	Unit Cost (L)
Phase 3				
3.1	Hardscape			
3.1A	Intersection Improvements	EA	1	\$25,000.00
3.1B	Mid-block Crossings	EA	3	\$50,000.00
3.1C	Bike Lane Extension	LF	927	\$30.00
3.1D	Bike Lane Striping	LF	300	\$10.00
3.1E	New Sidewalks	SF	413	\$8.00
Subtotal:				

3.2	Open Space Improvements			
3.2A	Hazel Park	Allowance	1	\$1,600,000.00
Subtotal:				

Phase 3 Total:				
-----------------------	--	--	--	--

Phase 4				
4.1	Hardscape			
4.1A	New Sidewalks	EA	720	\$8.00
Subtotal:				

4.4	Open Space Improvements			
4.4A	I-74 Native Seeding	SF	889,000	\$0.20
4.4B	Wabash RailTrail Crossing Improvements	SF	2,500	\$25.00
Subtotal:				

Phase 4 Total:				
-----------------------	--	--	--	--

Unit Cost (H)	Total (Low)	Total (High)	Notes
\$55,000.00	\$25,000	\$55,000	To include all labor, material and equipment to install new striping and pedestrian improvements
\$60,000.00	\$150,000	\$180,000	To include all labor, material and equipment to install lighted signage, striping, and curb ramps
\$50.00	\$27,810	\$46,350	To include all labor, material and equipment to install curb, striping, and signage.
\$15.00	\$3,000	\$4,500	To include all labor, material and equipment to install new striping and signage.
\$9.00	\$3,304	\$3,717	To include all labor, material and equipment to install 6' sidewalks.
	\$209,114	\$289,567	

\$3,000,000.00	\$1,600,000	\$3,000,000	To include all labor, material and equipment to install planting, trails, playground, and furnishings.
	\$1,600,000	\$3,000,000	

	\$1,809,114	\$3,289,567	
--	--------------------	--------------------	--

\$9.00	\$5,760	\$6,480	To include all labor, material and equipment to install 6' sidewalks.
	\$5,760	\$6,480	

\$0.40	\$177,800	\$355,600	To include all labor, material and equipment to install native plant seeding.
\$45.00	\$62,500	\$112,500	To include all labor, material and equipment to install paving and furnishings.
	\$240,300	\$468,100	

	\$246,060	\$474,580	
--	------------------	------------------	--

Phase	Scope Item	Unit	Quantity	Unit Cost (L)
Additional Scope				
5.1A	Street Furniture	Allowance	1	\$120,000.00
Additional Scope Subtotal:				
GRAND TOTAL:				
Contingency				
GRAND TOTAL of CONSTRUCTION COSTS				
Soft Costs				
Survey				
Design Services				
Inspection Services				
General Conditions				
Contractor O&P				
TOTAL PROJECT COST OPINION				

NOTES:

1. The unit pricing in the above opinion of probable costs represents historical average contractor price ranges as compiled by RATIO and our subconsultants. Costs are based on the work scope and all associated finishes and components at the time of execution. Costs can fluctuate further than factored above if the work scope increases or decreases, material choices are modified, the project is phased or if the project is delayed based on the assumed schedule at time of execution.
2. Contractors General Conditions are not included: these conditions include, but are not limited to, items such as project management, trucking and deliveries, toilets, dumpsters, final cleaning and document reproduction.
3. This opinion of probable costs is based on information and accuracy of that information available at the time of the costing exercise.

EXCLUSIONS:

- | | |
|--|---|
| 1. All designer and subconsultant fees. (Unless Included Herein) | 7. Irrigation scope. (Unless Included Herein) |
| 2. Permitting and/or Expediting fees. (Unless Included Herein) | 8. Traffic engineering, signals, and maintenance scope. (Unless Included Herein) |
| 3. Lighting System scope. (Unless Included Herein) | 9. Soils are assumed to be adequate for planting with only minor amendments required. |
| 4. Security System scope. (Unless Included Herein) | 10. Street lighting excludes pavement repairs with associated areas. |
| 5. Audio System scope. (Unless Included Herein) | |
| 6. Maintenance scope. (Unless Included Herein) | |

Unit Cost (H)		Total (Low)		Total (High)		Notes	
\$150,000.00		\$120,000		\$150,000			
		\$120,000		\$150,000			
		\$4,739,774		\$7,673,297			
10%	\$	473,977	\$	767,330			
		\$5,213,751		\$8,440,627			
		\$	20,000	\$	50,000		
		\$	729,925	\$	1,181,688		
		\$	625,650	\$	1,012,875		
		\$	156,413	\$	253,219		
		\$	260,688	\$	422,031		
		\$7,006,427		\$11,360,440			

APPENDICES

64-67
Public Workshop 2 Outreach Summary

68-72
Public Workshop 3 Outreach Summary


Architecture
Preservation
Interior Design
Landscape Architecture
Urban Planning & Design
To: Project Team, City of Champaign
RATIO Project No.: 17053
Date: January 15, 2018
Subject: Neil Street Corridor Improvement Plan - Public Workshop 2 Outreach Summary

On January 11, 2018, the RATIO team with the City of Champaign hosted a public workshop to solicit public input on the three design alternatives for the Neil Street Corridor. The workshop was held at the Champaign Public Library (200 W Green Street, Champaign, IL). Approximately 57 participants attended, including: residents, stakeholders, business leaders, steering committee members, City staff, and elected and appointed Village officials. The workshop began with a 15-minute presentation, followed by small group discussions of each of the three design alternatives. The results and input gathered from the public pertaining to activity are summarized below.

Presentation

The first activity in the workshop involved a 15-minute presentation to participants. The presentation oriented the participants to the planning process, the project schedule and goal of the workshop. The three Design Alternatives were also presented. Participants were then asked to join one of the three small groups to discuss each Design Alternative in more detail.

Small Group Discussions

Participants in the workshop self selected into small group discussions about each Design Alternative. Each group focused on one of the three Design Alternatives. A large-format poster of the subject Design Alternative and renderings illustrating the landscape strategies were provided to each group. The RATIO team and City staff led the discussion among participants and solicited their input on what they liked about each Design Alternative, what would they improve about each Design Alternative, and other thoughts participants had. Additionally, participants were encouraged to write down their thoughts in a comment card.

The attached spreadsheet is a record of feedback gathered from the workshop participants.

Workshop 2 Feedback Record

Alt 1: Arts Bridge		# of Votes: 3	
Positive Feedback	Negative Feedback	How Would You Improve this Scheme?	Other Comments/Thoughts
The entrance should entice the traffic and welcome into the City. Love the art mixed with family neighborhood feel.	Meaningless Art; the "Art Gateway" is "Soviet-style Branding; incentivize the vacant/failing buildings either side of the gateway so this is a "commercial gateway."	Let people that owns lots on Neil and Hickory convert into one lot and group properties for single use.	Cameras always help reduce crime. Listen to those who live on Neil St., especially between Bradley and Howard.
	Like not much about N. Neil	Traffic slow/stops along N Neil.	Add grocery store/basic needs in area.
Alt 2: The Green Ribbon		# of Votes: 8	
Positive Feedback	Negative Feedback	How Would You Improve this Scheme?	Other Comments/Thoughts
Maintains single-family homes north of Bradley.		Move the commercial development more north of the Arcadia/Neil intersection and bring in more traffic control, such as in Arcadia/way east and Bellefontaine way west.	Reserve the single-family component of the Neil St.corridor.
Creates a green barrier between sidewalk and Neil St.		Better crossing at Neil and Edgebrook for pedestrians and bikes.	I think the city needs to focus first on safety (streelight, crosswalks, etc.) before they go to anything "beautification."
Keep of single-family homes and new business space.		Keep middle turn lane at Neil and Edgebrook.	How does this expansion correlate with Washington neighborhood and old town development?
Trees! Keep neighborhood friendly feel along Neil.		Parking at Hazel Park for a few cars and better access to Hazel Park for NW neighborhood	How can City support such expansion ideas in so many City areas all at same time? Where are people come from? What if we over build? Can we space projects out over time?
Green Ribbon seems to better embrace the values articulated as to "why" upgrade - it would enhance environment and strengthen families the who already are committed to neighborhood.		What are the data shwoing growth in Champaign to support more housing and more commercial?	The Alt 1 & Alt 3: I get as I also live on Capital Hill, Penn. In D.C., but I just am skeptical that Champaign will grow quickly enough to create what is envisioned in Alt 1 and Alt 3. I fear these might become while elephants, ultimately destroying the neighborhood environmnet. My family moral to Garden Park 1953.
Preserves the most single family homes and keeps commercial at bay which I think improves/retains safety in children.		Easement could have the art suggested in Alt 1.	Access to grocery.
Using best practices for stormwater management and increase canopy cover.		Parking in multi-family (across from Colombia) needs to be in back to reduce Neil St. congestion.	Who whould maintain plantings? It could become burdensome for homeowners.
Makes parkway more multi-functional.		Make sure plantings (trees and prenilas) have enough soil volume and are selected for urban conditions (salt, compaction, etc.)	
		The Bannon Park wetland seems like an odd fit for a raised area. A tree grove, swinging benches, or picnic area might be a better fit for the community.	

Alt 3: L.W.D. Neil		# of Votes: 6		
Positive Feedback	Negative Feedback		How Would You Improve this Scheme?	Other Comments/Thoughts
The density could totally transform that part of the community.	How come this is the first time I am hearing of this? I LIVE on Neil St. Need better ways to reach out. We don't get the local newspaper or watch the local news.		Focus less on parking, since that's one of the huge benefits of higher density.	There are lots of empty space by I-74 and down the corridor. Beautify those spots instead of tearing other places down.
	The improvement of traffic/street maneuverability (wider sidewalks; more visibility for pedestrians). Add bike lanes.		Instead of multi-family homes; please do tiny homes (would promote people who want urban living), not apartment complexes. Or if business do a local business, such as partnering with common ground (nothing more than two stories tall).	The single family homes on Neil Street are a poor use of the land on a busy street that is a main portal into the community.
I like the fact that it is a completely new vision of the Neil Street Corridor. The mix of dense residential and commercial space has worked well in Downtown.	Crap plan. Alt 3 destroys the parking lot at Hill and Neil and turn the space into a park. This will destroy access for people with limited mobility who must use the medical therapy provide in the East side of the existing parking lot. Many of these people are confined to the use of wheelchair, walked or crutches.		I am a little concerned about the dense residential buildings. I feel that the rental vacancy rate has already gotten higher with the recent buildings that have been built.	Leave the houses. slow traffic, trash cans, put a crosswalk in at Arcadia.
	With new parking at the doors of the facility - Studio Helix - what are they to do? Otherwise the project seems desirable, but in its present form it is not friendly...to those who are mobility impaired.		Grocery store, green space. Have new development at similar scale to the single-family homes.	I think these should be combined. Limit tree use to residential - need business promotion in way of on premise and off premise signs. What is coordination for safety of children walking to/from school?
I don't really have an opinion about any individual scheme. I just want certain things: condos and a grocery store.			Incorporate arts.	Prefer preserving single family that is their home and community and do not think displacement is healthy for the # of children in the area. We have multi-family housing Downtown and room for more so why displace people?
	More development for business.		Would prefer green space with art as entrance, not more Walgreens and video gaming parlors as people get off the expressway - green instead of purple.	
Like development of trees but not at the cost of people's yards.				

General Comments

Positive Feedback	Negative Feedback	How Would You Improve this Scheme?	Other Comments/Thoughts
<p>I really don't have a preference. I think you are on the right track to improve this as it is an eyesore coming into the Downtown. Not sure how you can add sidewalks and bike paths without taking out houses or going Downtown to 3 lanes. The corridor is narrow enough it will encourage through traffic to move down the Lincoln Ave. corridor. So I think you are looking at a slower, business, etc. corridor.</p>	<p>Widening the street and leaving homes that are not so beautiful doesn't seem to meet the goal of the plan.</p> <p>Tough time pulling into driveway from South if you would acquire additional right of way. Stay on corridor.</p> <p>Taking houses or taking yards.</p>	<p>Trash cans: homeowners partner with Park District; more money to Home Beautification Program; reduce speed limit; crossing at Arcadia-Bellefontaine; widening overpass sidewalks. Shawn Bint, Brett Pugh; Dawn Blackman; Sara Chaney, Medisen Coneny; R. Weiss; Tom Nalk;</p> <p>If you do go to 3 Lanes make sure Downtown lights are timed so traffic headed south will not get bottlenecked north of the Downtown as they attempt to go south.</p> <p>Crosswalks at Beardsley and Neil since many people cross the street there.</p> <p>Have a small local grocery store</p> <p>Trash cans so trash doesn't end up in front yard.</p> <p>Enhance Hazel Park.</p> <p>Want wider sidewalks.</p> <p>Bikeway connectivity across Neil to the Wabash area that was being used by CN until a derailment put that traffic on to Neil Street.</p> <p>Better connection to Hazel Park through neighborhood to NW. Fencing and narrow sidewalks makes access difficult.</p>	<p>What you do directly affects the homeowners values and long-term plan. It is not so much which plan for me but what plan I should have based on what you do. Knowledge is key (advance knowledge) so I can make informed decisions about the property(s) I own.</p> <p>I think some of the houses along Neil need to come down or give to money to owners to fix them up. Nice street and bikepaths with ugly house don't mix.</p> <p>PTO</p> <p>I as a Neil St homeowner will lose with every plan you have offered. We need compensation. I have no where else to live. Do not want narrower streets.</p> <p>Need to address school children pedestrian safety.</p> <p>Preserve single family homes.</p> <p>No additional burden to property owners.</p> <p>Traffic going south into Downtown needs to remain 2 lanes. The back up will be terrible if you take it to 1 southbound lane. Community meeting place for historic trains from Monticello and a hike a bike people moving between Danville and Decatur.</p> <p>I feel like nothing I do or say will matter I am going to loose my home.</p> <p>I am sincerely surprised at the hope, rather than facts that attend these plans and planners. Nothing is supported by any argument except aesthetics.</p> <p>How do any of these plans embrace the lives of current residents? This area is a food desert even though there is concentration of children and poverty. Any plan needs to ensure walk access to grocery.</p> <p>I think all of the schemes are gorgeous, but framing the Neil Street Corridor as an entry into the community begs the questions? With the proposed Illinois Terminal expansion and event space, how will the proposed roads (most all of which seemed to experienced planned traffic calming measures) handle the potential influxes of event-related traffic that will be using this corridor? I think all of the alternatives have a lot of merit and a lot of potential to be amazing. That's just worth considering.</p> <p>Brett Peugh; 378-4380; brettpeugh@gmail.com; Next door: Andrew Weiss.</p>



RATIO

Architecture

Preservation

Interior Design

Landscape Architecture

Urban Planning & Design



To: Project Team, City of Champaign

RATIO Project No.: 17053

Date: April 3, 2018

Subject: Neil Street Corridor Improvement Plan - Public Workshop 3 Outreach Summary

On March 29, 2018, the RATIO team and City of Champaign planning staff hosted a workshop to solicit public input on the preferred design alternative – The Green Ribbon – for the Neil Street Corridor. The workshop was held at the Herriott's (1420 N Neil Street, Champaign, IL). Approximately 33 participants attended, including: residents, stakeholders, business leaders, Steering Committee members, City staff, MTD Staff, and elected and appointed Village officials. The workshop was structured as an informal interactive event. The workshop consisted of four stations that participants shared their thoughts and opinions during the 2-hour workshop. These stations were designed to optimize input from the public, while gaining meaningful input into preferences and addressing concerns. The four stations included:

- Station 1 – Welcome
- Station 2 – Corridor Design
- Station 3 – Visual Preference Survey
- Station 4 – Implementation Priorities

The results and input gathered from the public pertaining to each station are summarized in the following sections

Station 1 - Welcome

The first station included a staffed sign-in and welcome table. A brief presentation was displayed on a monitor and included the planning process and purpose of the Corridor Plan. Snacks and refreshments for participants to enjoy were provided.

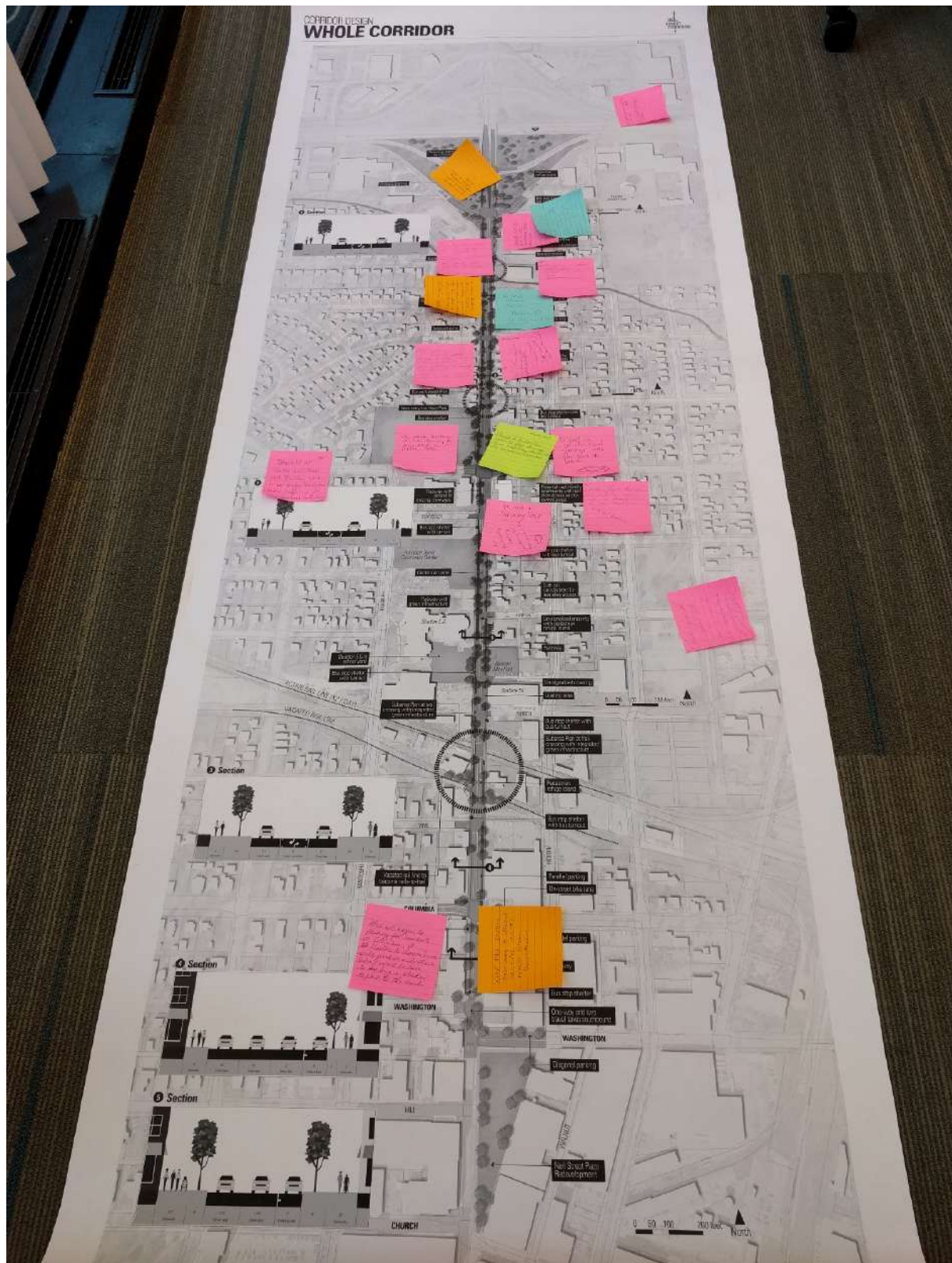
Station 2 – Corridor Design

At the second station, participants reviewed the preferred design alternative – The Green Ribbon. There was large scale poster depicting the entire corridor planning area available for participants to include their comments using sticky notes. These notes were added to the poster in the location referenced. Adjacent to the poster were boards with an enlargement of each of the four roadway segments of the preferred design alternative.

Neil Street Corridor Improvement Plan - Workshop 3 Summary

Page 2

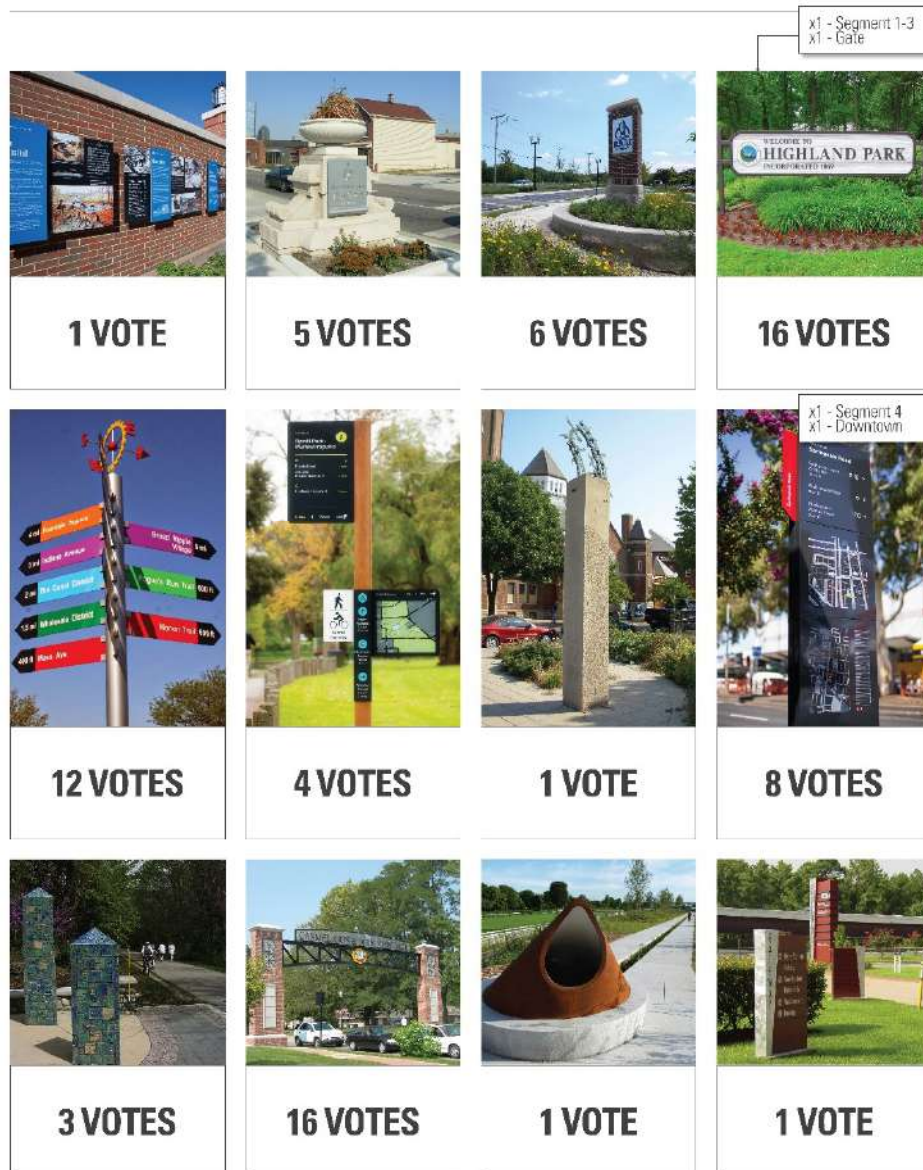
April 3, 2018



Station 3 – Visual Preference Survey

The Visual Preference Survey station involved two board with example images of Gateway & Wayfinding Signage and Streetscape Furnishing for the Neil Street Corridor. In each board, participants can vote three of their favorite example images. The following graphics show the voting results:

VISUAL PREFERENCE SURVEY WAYFINDING & GATEWAY SIGNAGE



VISUAL PREFERENCE SURVEY STREETSCAPE FURNISHING



7 VOTES



1 VOTE



1 VOTE



6 VOTES

x1 - Segment 1-3



7 VOTES



20 VOTES



12 VOTES



4 VOTES

x2 - Segment 4



1 VOTE



8 VOTES



4 VOTES



3 VOTES

x1 - Segment 4

Station 4 – Implementation Priorities

The last station involved participants filling out an Implementation Priorities form. The form asked participants how the City of Champaign should prioritize a list of recommendations from 1 (highest priority) to 8 (lowest priority). The following table shows participants' responses. It should be noted that lower the number of points a recommendation receives, the higher priority a recommendation becomes that the City should implement.

In the implementation priorities matrix below, the lowest total score (far right on the matrix) represents the greatest support for the design element (identified to the far left on the matrix). 27 respondents rated the design elements.

Neil Street Implementation Priorities

[illegible]