



**UNIVERSITY
DISTRICT**

Master Streetscape Plan

October 22, 2004 □□

Prepared By: Hitchcock Design Group

Table of Contents:

- Background / Process
- Land Use:
 - Aerial Photograph
 - Project Area/ Ownership
 - Existing Land Use / Zoning
 - Active Redevelopment
- Transportation:
 - Street Classification
 - Transportation Recommendations
 - On Street Parking
 - Transit Utilization
 - Pedestrian Utilization
 - Bicycle Utilization
- Existing Infrastructure
- Existing Street Design Styles
- Streetscape Master Plan
 - Proposed Street Categories
 - Level 1- Commercial Area
 - Level 2- Transition Area
 - Level 3- Neighborhood Area
- Specialty Areas
 - Gateways
 - Pedestrian Plaza
 - Transit Corridor
 - Boneyard Creek Corridor
 - Bicycle Routes
 - Specialty Signage
 - Adjacent Parking and Service
 - Area Screening
 - Easement Acquisition
- Implementation Recommendations
 - Priorities
 - Recommended Projects
 - Implementation Action Items
 - Potential Costs

Acknowledgements:

- City of Champaign, Planning Department
 - Bruce Knight, Planning Director
 - Veronica Gonzalez, Implementation Planner
- City of Champaign, Public Works Department, Engineering Division
 - Rick Marley, Assistant City Engineer
- Consultant Team
 - Hitchcock Design Group
 - Daily & Associates, Engineers, Inc.

References:

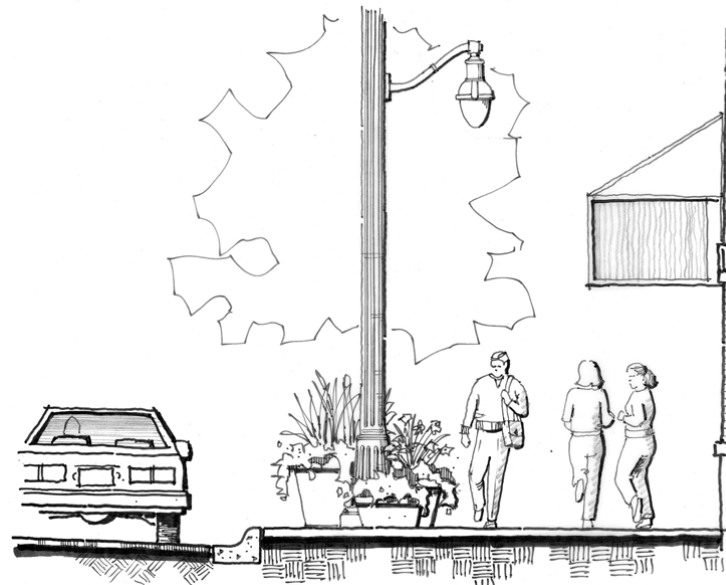
- Campustown Action Plan, April 1999. Prepared by City of Champaign Planning Department
- University of Illinois Campus Area Transportation Study (CATS) Final Report, June 1999. Prepared by Bucher, Wills & Ratliff Corporation
- City of Champaign Manual of Practice, March 2002.
- Campus Area Transportation Study (CATS) Phase II Interim Report (West of Wright Street), March 2003. Prepared by Clark-Dietz, Inc.
- City of Champaign Zoning Maps, March 2003. (Downloaded from internet, February 2004)
- University District: Crosswalk Guidelines, May 2003. Prepared by Rita Morocoima-Black
- Campustown Infrastructure & Streetscape: Cost Estimate for Future Phases, March 30, 2004. Prepared By: Daily & Associates, Engineers, Inc.
- Basemap Provided by City of Champaign, February 2004.

Background

The City of Champaign and the University of Illinois share a close relationship. In fact, the area of the City directly adjacent to campus has been designated as the University District. The core commercial area within the University District is commonly known as Campustown. The businesses and developments within this area are primarily geared toward campus and student life and is heavily used. Because of the high level of use and the close relationship with the University, the City realized the importance of improving the area to meet current demands.

In 1995, the Champaign City Council established a goal to "work with the University of Illinois and Campustown representatives to develop a plan to address issues related to the Campus Area". In response to this goal two efforts were initiated: (1) The Campus Area Transportation Study (CATS) and (2) The Campustown Action Plan. A group of key community leaders, referred to as The Campustown 2000 Task Force, were instrumental in the development of these two studies. Also, between 1996 and 1998, The City of Champaign Planning Department prepared The Campustown Existing Conditions Report. Based on these planning efforts, significant streetscape improvements were implemented for portions of Green and Sixth Streets between 2001 and 2003. Members of the public, including representatives from The Campustown 2000 Task Force, the City of Champaign, and the University of Illinois, were instrumental in the design process. These various groups discussed and studied the appropriate level of quality, design aesthetic and long-term maintenance issues. The resulting streetscape has been very well received and achieves a number of the goals outlined in the Campustown Action Plan, most notably Goal II, "Develop an Overall Look for the Campustown Area" and Goal III, "Maintain and Improve Campustown infrastructure".

In an effort to build on the success of the Green and Sixth Street projects, and to further the goals as outlined in the Campustown Action Plan, the City of Champaign initiated the development of the University District Streetscape Master Plan in the fall of 2003. Principal goals of the Master Plan include documentation of design decisions made in the C.T.I.S.S. (Campustown Infrastructure and Streetscape) project and preparation of a new chapter on University District Streetscape Standards for the City's Manual of Practice.



Typical Green Street Improvement Cross Section



Green Street included improvements to both the pedestrian and the vehicular streetscape

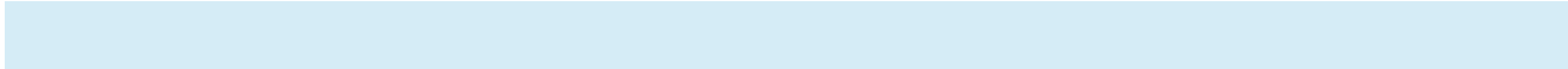
Process

The Green and Sixth Street Enhancements form a model for future streetscape improvements throughout the University District. However, different streets call for different levels of improvement depending on a variety of factors. Through on-site observation and report analysis of adjacent land use and zoning, transportation types, and existing infrastructure an appropriate level of improvement could be determined. This analysis has been an important step in understanding how each of the various streets are currently utilized and how they could be improved.



The analysis defined three necessary levels of improvements to satisfy the site-specific conditions and users. Each level details specific streetscape elements, typical dimensions and geometry, and guidelines for relationships with adjacent properties. Every street in the University District was assigned an appropriate level of improvements.

Finally, a series of Implementation Recommendations and Actions have been developed. Streetscape improvements may be initiated through public improvement projects, private development initiatives, or routine maintenance. Regardless of the method of initiation, the Implementation Recommendations will act as a guide to achieve appropriate and consistent streetscapes throughout the University District.



Background / Process

∞ **Land Use:**

- Aerial Photograph
- Project Area/ Ownership
- Existing Land Use / Zoning
- Active Redevelopment

Transportation:

- Street Classification*
- Transportation Recommendations*
- On Street Parking*
- Transit Utilization*
- Pedestrian Utilization*
- Bicycle Utilization*

Existing Infrastructure

Existing Street Design Styles

Streetscape Master Plan

- Proposed Street Categories*
- Level 1- Commercial Area*
- Level 2- Transition Area*
- Level 3- Neighborhood Area*

Specialty Areas

- Gateways*
- Pedestrian Plaza*
- Transit Corridor*
- Boneyard Creek Corridor*
- Bicycle Routes*
- Specialty Signage*

Adjacent Parking and Service ☐ ☐

☐ *Area Screening*

Easement Acquisition

Implementation Recommendations

- Priorities*
- Recommended Projects*
- Implementation Action Items*
- Potential Costs*



Sources:
☐ -Image Supplied By Daily &
☐ Associates, June 2004
☐ Date of Photograph: December 10th, 2001

LEGEND

 **University District Streetscape Study Area***

*Note the University District extends beyond the streetscape study area

Project Area / Ownership

University District means that area within the following boundary: Start at University and First, proceed east along University south ROW line to Wright, proceed south on Wright (extended) along city limit line (located at the back of east curb) to Windsor, proceed west on Windsor along north ROW line to Neil along east ROW line to Springfield, proceed east on Springfield along south ROW line to First, proceed north on First along east ROW line to beginning.

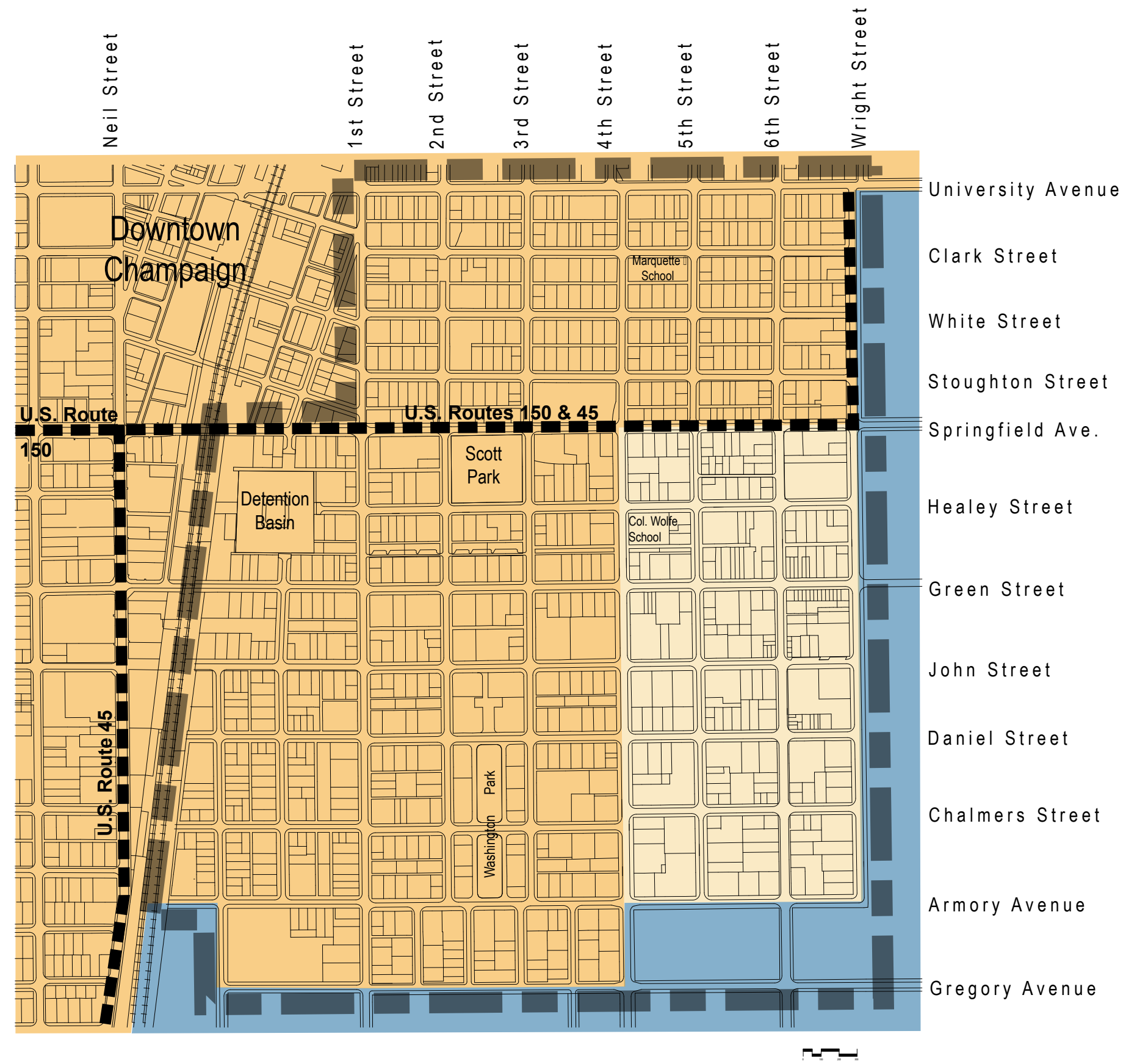
Sources:
 □ -Section 33-1 of the Champaign Municipal Code

City of Champaign Owned Right of Way

Core Campustown Area Right of Way (City Owned)

University Owned Right of Way

University District Streetscape Study Area



Existing Land Use / Zoning

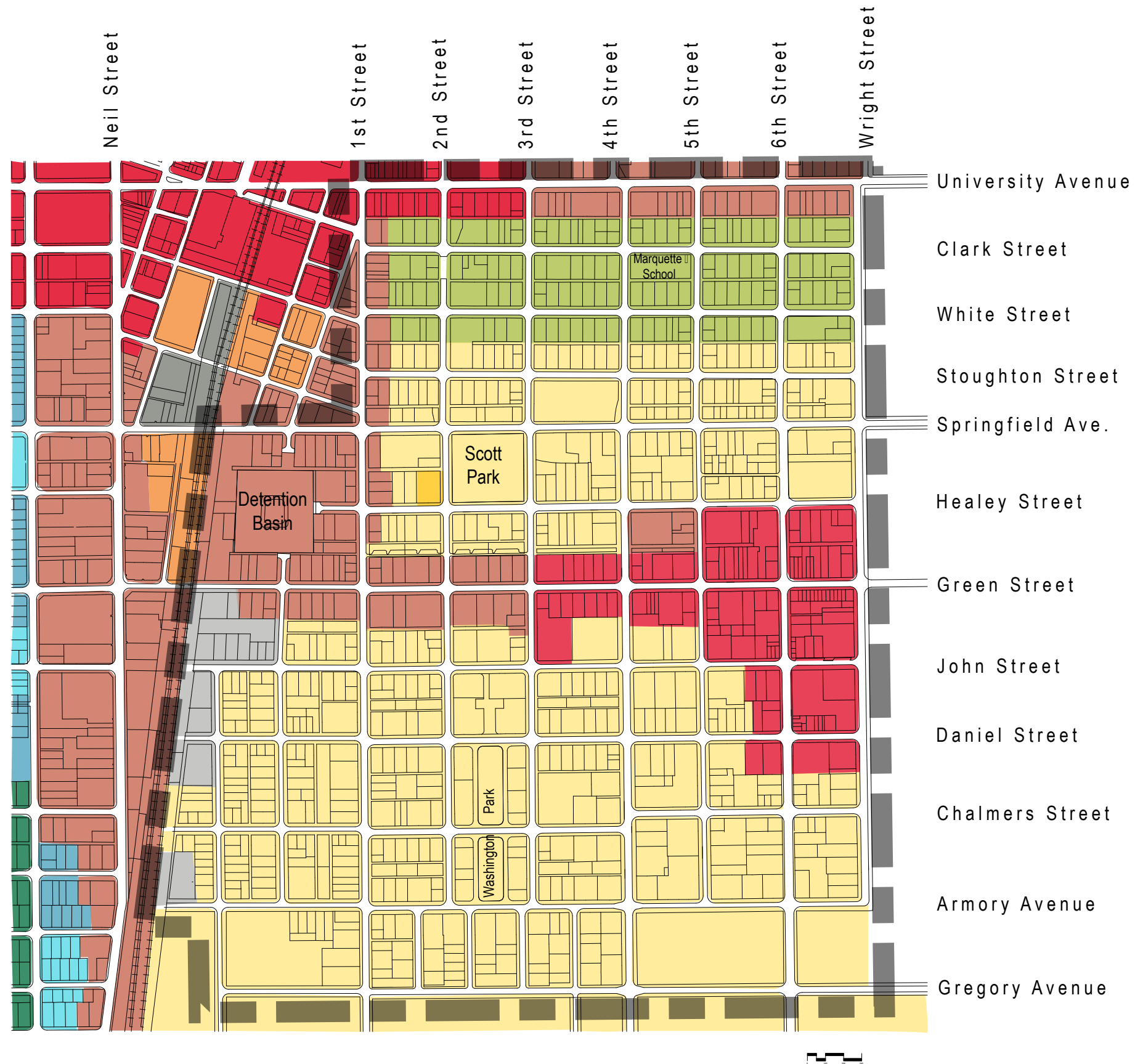
A majority of the land use within the University District is multi-family residential, high and medium density. The "Core Campustown Area" and the majority of Green Street consist mainly of commercial uses, with University owned buildings mixed throughout. This contributes to the high level of pedestrian traffic throughout the University District.

Sources:

- -Township of Cunningham Section 7 Zoning □
- Area D1
- -Township of Cunningham Section 18 Zoning □
- Area E1
- -Township of Champaign Section 12 Zoning □
- Area D2
- -Township of Champaign Section 13 Zoning □
- Area E2

LEGEND

- CB Central Business**
- CG Commercial General**
- CI Commercial Industrial**
- CO Commercial Office**
- MF3 Multifamily High Density/ Limited Business**
- MF2 Multifamily Medium Density**
- IT-SF2 In Town Single And Two Family**
- IT-Mx In Town Mixed Use**
- IT-MF In Town Multifamily**
- Light Industrial**
- Heavy Industrial**
- University District Streetscape Study Area**



Active Redevelopment

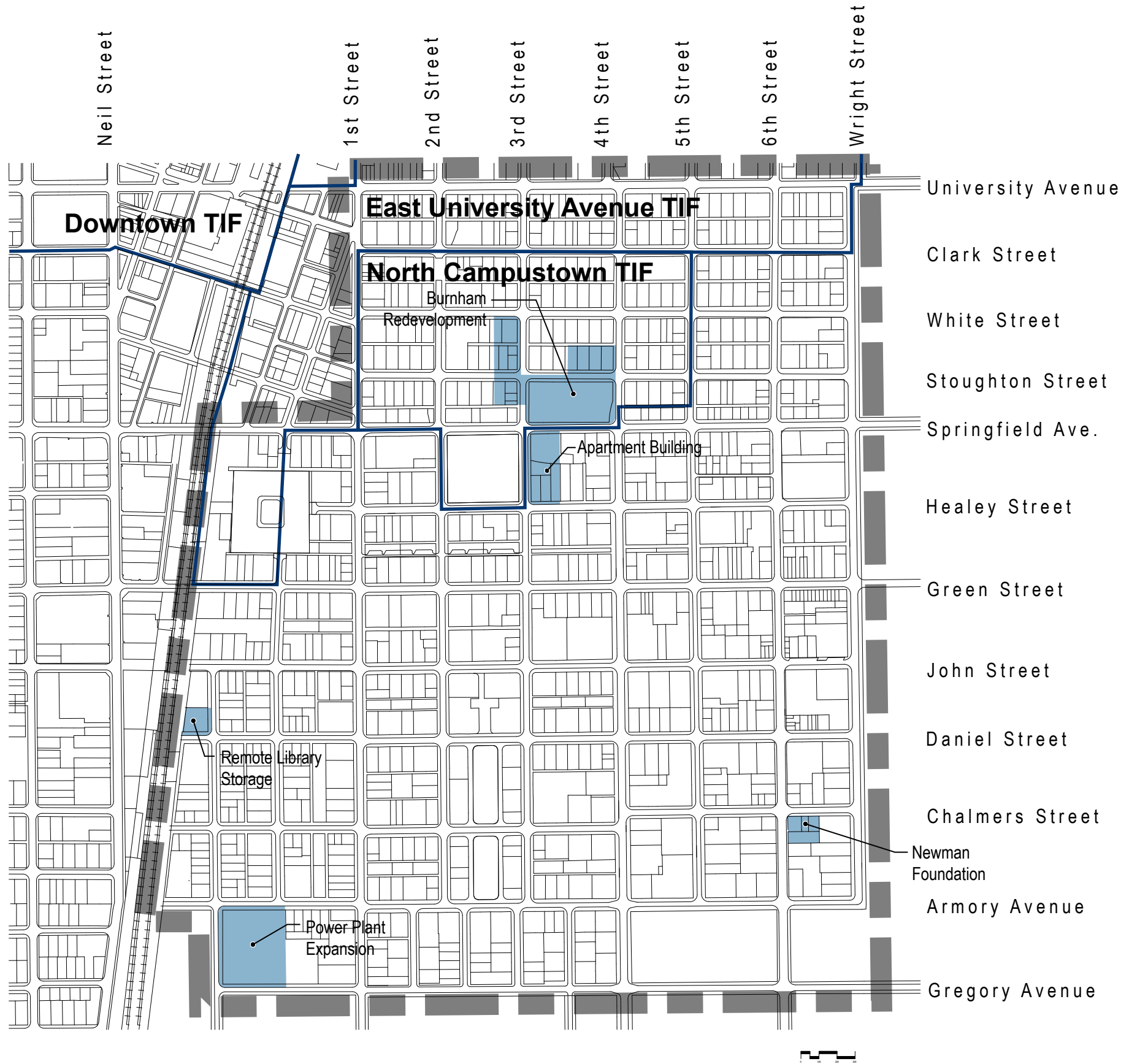
Currently (2003, 2004), there are some redevelopment activities underway within the University District. Most notably is the Burnham Hospital Redevelopment project, which could have an impact on the anticipated streetscape improvements in the area. There are also 2 Tax Increment Financing Districts (TIF) active within the University District that could have an effect on redevelopment opportunities. It is anticipated that over time, a number of other properties within the district will redevelop to the highest and best use of the land.

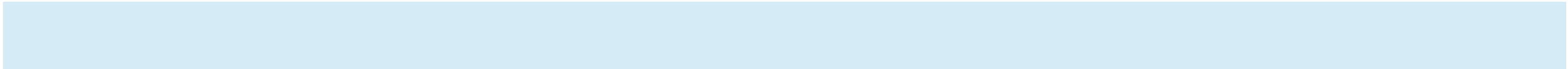
- Sources:
- City of Champaign Tax Increment Financing District Map
 - As modified by observation during the fall of 2003 and the spring of 2004.

Current and Near Future Redevelopment

TIF Districts

University District Streetscape Study Area





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Land Use:
Aerial Photograph
Project Area/ Ownership
Existing Land Use / Zoning
Active Redevelopment

- ∞ **Transportation:**
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Implementation Recommendations

- Priorities
- Recommended Projects
- Implementation Action Items
- Potential Costs

Street Classification

The Campus Area Transportation Study (CATS) identified streets within the University District based on traffic volumes. Intersections were also evaluated based on the traffic volume and ranked as medium, high and very high. Streetscape recommendations take into account the vehicular traffic volumes and the CATS mission statement "To better accommodate pedestrian, transit, bicycle, and vehicle movements in a more user-friendly environment"

CATS Mission Statement

"To better accommodate pedestrian, transit, bicycle and vehicle movements in a more user-friendly environment."

Sources:

- ☐ -University of Illinois Campus Area ☐
- ☐ Transportation Study (CATS) Final ☐
- ☐ Report June 1999
- ☐ -Campus Area Transportation Study (CATS)
- ☐ Phase II Interim Report (West of ☐
- ☐ Wright Street) March 2003
- ☐ -As modified by observation during ☐
- ☐ the fall of 2003 and the spring of ☐
- ☐ 2004.

LEGEND

 **Principal Arterial Road**

 **Minor Arterial Road**

 **Collector Road**

 **Neighborhood Street**

   **Traffic Utilization**

  **One Way Streets**

  **University District Streetscape Study Area**



Core Area Transportation Recommendations

The Campus Area Transportation Study (CATS) included a number of transportation recommendations that will have an impact on streetscape improvements. Elements such as neckdowns, intersection humps and modifications to traffic flow will all contribute to a more user-friendly environment.

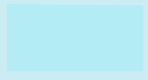









CATS Mission Statement

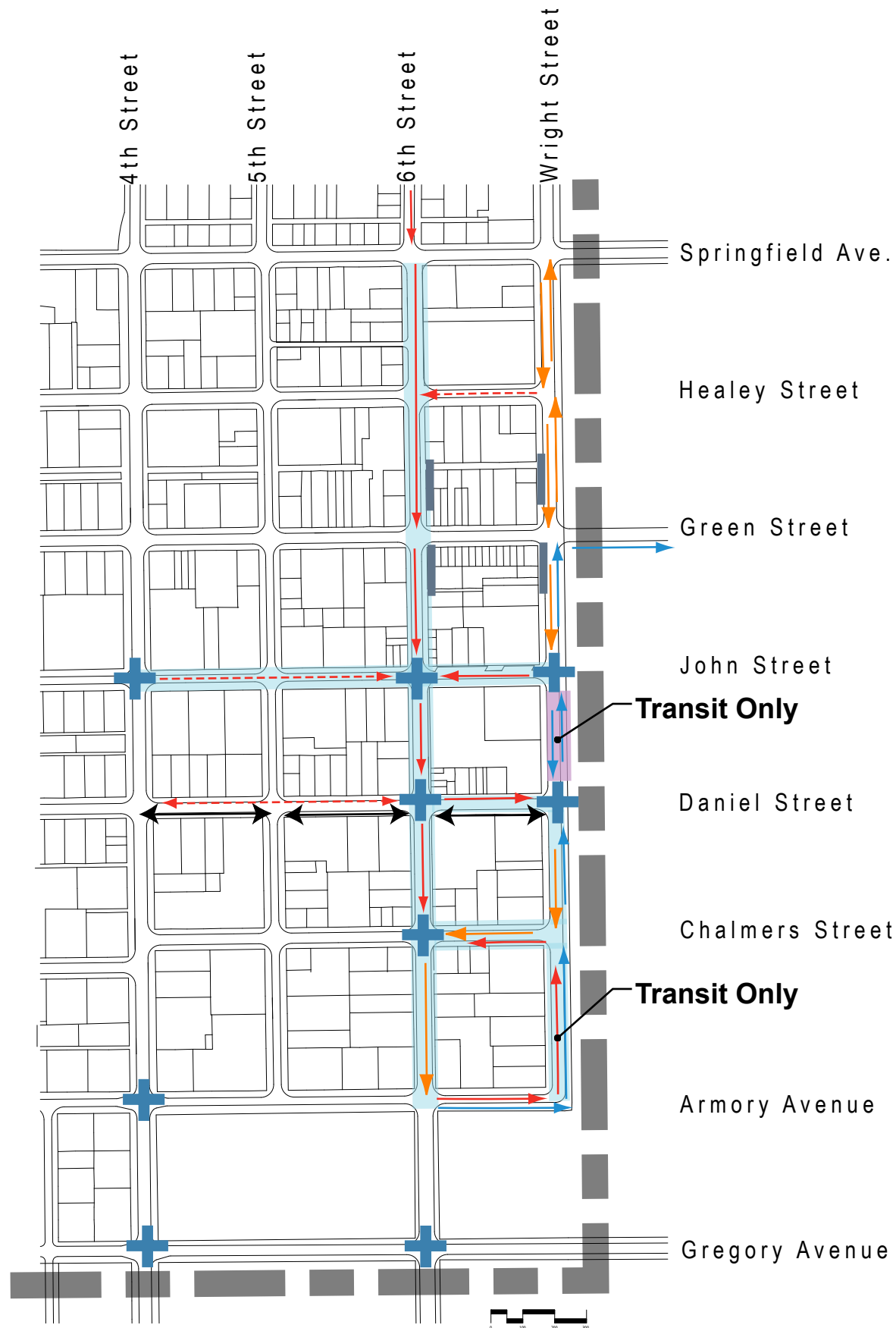
"To better accommodate pedestrian, transit, bicycle and vehicle movements in a more user-friendly environment."

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- -University of Illinois Campus Area □
- Transportation Study (CATS) Final □
- Report June 1999
- -Campus Area Transportation Study (CATS) □
- Phase II Interim Report (West of
- Wright Street) March 2003
- -As modified by observation during the fall
- of 2003 and the spring of 2004.

LEGEND

-  On Street Parking (Metered or By Permit)
-  Transit Plaza Area
-  Commercial Loading
-  Existing Traffic Flow
-  Recommended Traffic Flow
-  Transit Lane
-  Vehicle and Transit Lane
-  Bike Path (Recommended)
-  Intersection Neckdown
-  University District Streetscape Study Area



On Street Parking

The majority of streets within the University District have on-street parking with the exception of the major arterial and collector streets. All on-street parking regulated by meters or through a parking permit system. Streetscape Improvements should address on-street parking considerations and the high volume of turnover in certain areas.

- Sources:
- University Of Illinois Campus Area Transportation Study (CATS) Final Report June 1999
 - Campus 2 Hr. Meter Parking Map, City of Champaign, May 2004
 - Campus Permit Parking Map, City of Champaign, May 2004
 - Parking Map Section 18, City of Champaign, May 2004
 - Parking Map Section 7, City of Champaign, May 2004
 - As modified by observation during the spring of 2004.

LEGEND

No Parking on Street

Parking on one side of the Street

Parking on both sides of Street

Proposed Parking Structure / Modified Existing Parking Structure

University District Streetscape Study Area



Transit Utilization

Transit routes have an impact on the level and type of streetscape improvements because of increased pedestrian activity in these areas. There are numerous bus routes throughout the University District that have been identified along with intersections with medium, high and very high bus utilization.

It should be noted that White Street has been identified in previous reports as a potential future high capacity, fixed guideway transit route. Streetscape improvement recommendations will take this into consideration.

CATS Mission Statement



"To better accommodate pedestrian, transit, bicycle and vehicle movements in a more user-friendly environment."

Sources:

- -Champaign Urbana Mass Transit District (MTD), route information from www.cumtd.com, June 2004
- -University of Illinois Campus Area Transportation Study (CATS) Final Report June 1999

LEGEND

Very High High Medium



Bus Utilization

 **Bus Routes**

 **University District Streetscape Study Area**








Pedestrian Utilization

Due to the close proximity to the University and other factors described throughout this report, Pedestrian Utilization within the University District is higher than a typical neighborhood. The Campus Area Transportation Study (CATS) identifies areas of medium, high and very high Pedestrian Utilization that along with on-site observations, have an effect on the proposed level of streetscape improvements.

CATS Mission Statement
"To better accommodate pedestrian, transit, bicycle and vehicle movements in a more user-friendly environment."

- Sources:
- University of Illinois Campus Area Transportation Study (CATS) Final Report June 1999
 - University of Illinois Campus Area Transportation Study (CATS) Phase II Interim Report (West of Wright Street) March 2003
 - As modified by observation during the fall of 2003 and the spring of 2004.

LEGEND

- Very High High Medium
-    **Pedestrian Utilization**
-   **University District Streetscape Study Area**



Bicycle Utilization

Bicycle routes throughout the University District are on-street and are arranged to align with University off-street bike paths. The Campus Area Transportation Study (CATS) identifies areas of medium, high and very high Bicycle Utilization that will have an effect on the proposed level of streetscape improvements.

CATS Mission Statement
"To better accommodate pedestrian, transit, bicycle and vehicle movements in a more user-friendly environment."

- Sources:
- University of Illinois Campus Area Transportation Study (CATS) Final Report June 1999
 - Campus Area Transportation Study (CATS) Phase II Interim Report (West of Wright Street) March 2003
 - As modified by observation during the fall of 2003 and the spring of 2004.

LEGEND

- Very High High Medium
- Bicycle System Utilization**
- Existing Bicycle Routes on Street
 - Existing Bicycle Paths
 - University District Streetscape Study Area





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∞ Existing Infrastructure

Existing Street Design Styles

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Pavement Condition

A number of areas consist of standard 5' wide concrete sidewalks that cannot support the current amount of pedestrian traffic. As a result, many of the grass parkways are in poor condition. Various attempts have been made to pave the parkways with materials such as gravel, asphalt and brick pavers, with mixed results.



Insufficient sidewalk widths for high pedestrian traffic areas.



The existing trees should be considered when increasing the sidewalk width or paving portion of the parkway.

Utilities

Overhead utility lines exist in some areas. When possible, overhead utilities should be buried to improve the streetscape environment. The location of other utilities such as electrical and traffic control boxes and underground utility lines must be considered on a case-by-case basis when streetscape improvements are contemplated.



Utility lines can interfere with street tree growth.

Utility lines distract from streetscape and pedestrian environment.

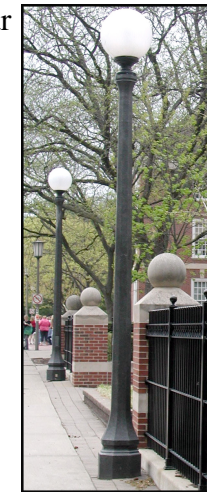


Lighting

Various styles of both vehicular and pedestrian lighting exist within the University District. Within the Core Campustown Area, the University standard fixture is used, and some private developments have installed unique fixture types. Light levels relate mostly to vehicular safety minimums and are achieved with cobra head style fixtures. In the neighborhoods outside of the Core Area, there is little if any pedestrian lighting and vehicular lighting occurs at intersections with cobra head style fixtures.



City of Champaign Downtown Light Fixture



University of Illinois Light Fixture



Cobra Head Style Fixtures Throughout University District



Campustown Light Fixture

Trees and Plantings

The numerous large existing trees within the University District are a major factor contributing to the character of the University District. However, in some areas the trees have grown so large that they interfere with the primary clear walkway required by ADA standards. In these areas, accommodations should be made to preserve the trees, while at the same time improving the streetscape conditions. There are relatively few other plantings within the rights-of-way. Proposed plantings should take into consideration maintenance requirements due to the higher than normal pedestrian traffic.



Large existing trees can interfere with required walkway standard.



Streetscape and parking improvements should be made around existing trees.

Amenities

Amenities such as benches, trash receptacles and bike racks are few and far between throughout the University District. When appropriate numbers of these elements are properly located, they can contribute greatly to the active streetscape environment.



Bicycles should be accommodated throughout University District



Signage

Identification signs for the University District exist mainly at the perimeters of the area. Unique street signs also exist, although some incorporate the City of Champaign logo and some incorporate the University of Illinois logo. Typical regulatory signage also exists following MUTCD standards.



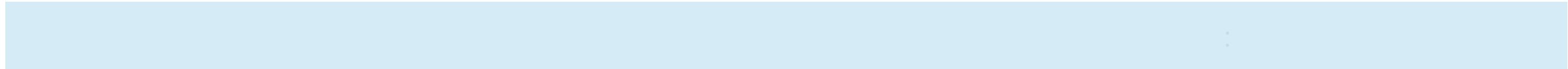
Typical Street Name Sign In University District

Gateways

The only significant existing gateway feature into the University District is at the railroad underpass on Green Street. Masonry signage and plantings are a good start although additional features could be added to create a more consistent look with other streetscape improvements.



Gateway on Green Street



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Adjacent Parking and Service ☐ ☐

☐ *Area Screening*

Easement Acquisition

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Campustown Standard

The improvements completed along Green and Sixth Streets form a model for future streetscape improvements within the University District. Elements such as paving materials, dimensions and geometry, lighting fixture types, light levels, and furnishings all contribute to creating a unique look for the University District.



Downtown Standard

The University District intersects with the City of Champaign Downtown District at the northwest corner, along First Street and University Avenue. Portions of First and University incorporate "Downtown Standard" streetscape elements. When the streetscape improvements within the University District are completed, it will be clear to users that they have entered a distinctly different district.



University Standard

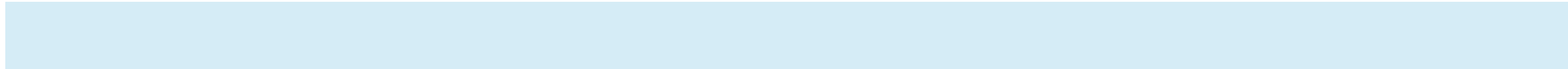
The University of Illinois has a unique style of their own that is apparent along portions of Wright Street, Gregory Avenue and in some areas within the Core Campustown Area. Similar to the interface with the Downtown Standard areas, it should be clear to users that when they enter the University District, they have entered a distinctly different place.



Existing Standard

For the most part, the balance of the University District streets follow the standard City requirements for residential neighborhoods as described in the manual of practice. Some areas were constructed a number of years ago and do not comply with current standards.





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Proposed Street Categories

Three levels of improvements are recommended for streetscape improvements throughout the University District.





Level 1 - Commercial Areas is the highest level of improvements designed to create a distinctive image for the University District. The completed Green and Sixth Street improvements are the model for Level 1.

Level 2 - Transitional Areas are mid-level improvements applied to mixed commercial, university, and residential areas that continue the distinctive University District image.

Level 3 - Neighborhood Areas include improvements similar to typical residential neighborhood standards with the addition of University District details.

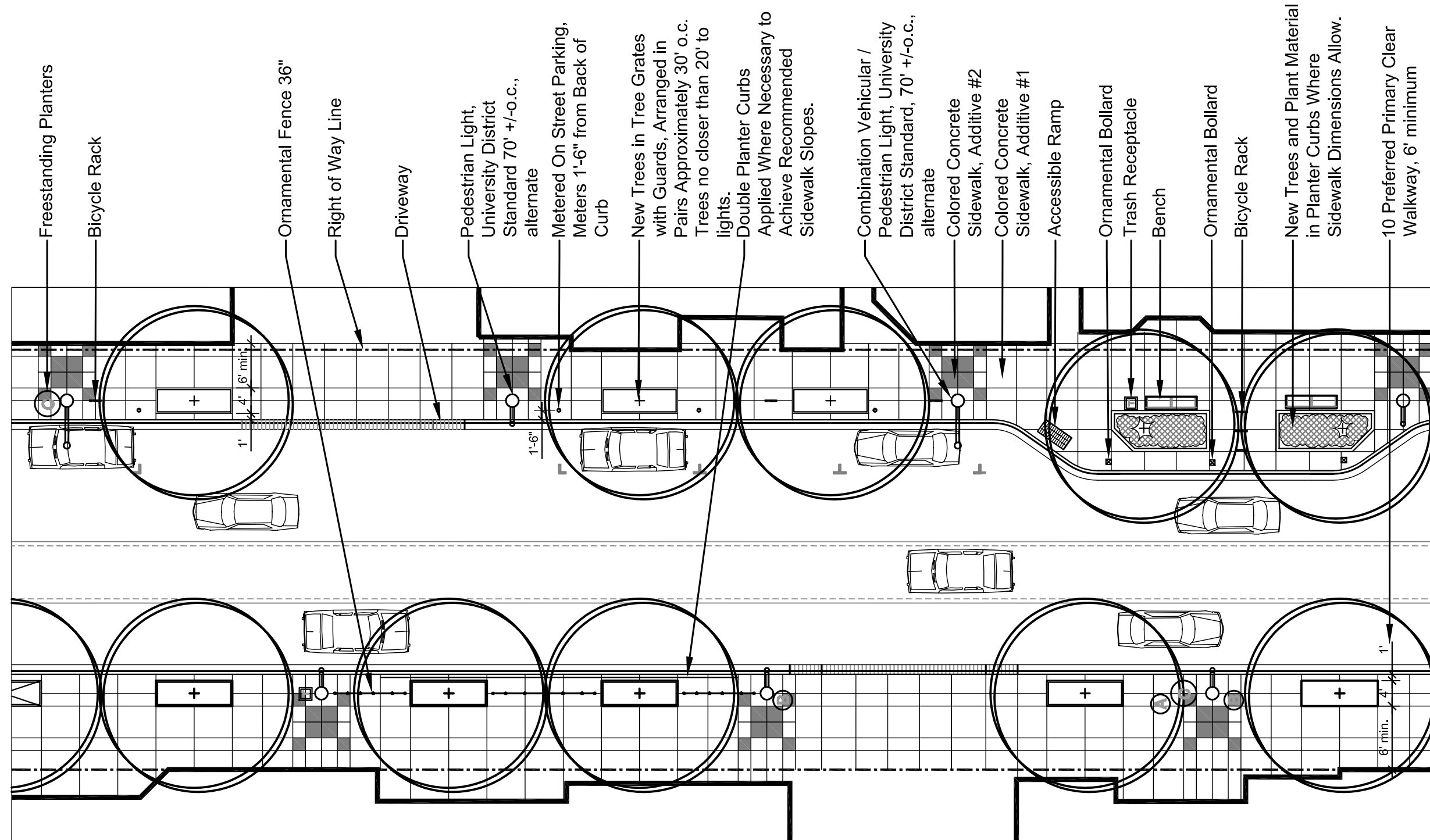
In addition to the proposed street categories, other improvements such as individual intersection streetscape upgrades including neckdowns and high visibility pedestrian signs at no-stop intersections are recommended. Other specialty area improvements such as gateways, screening, pedestrian and transit improvements are recommended.

LEGEND

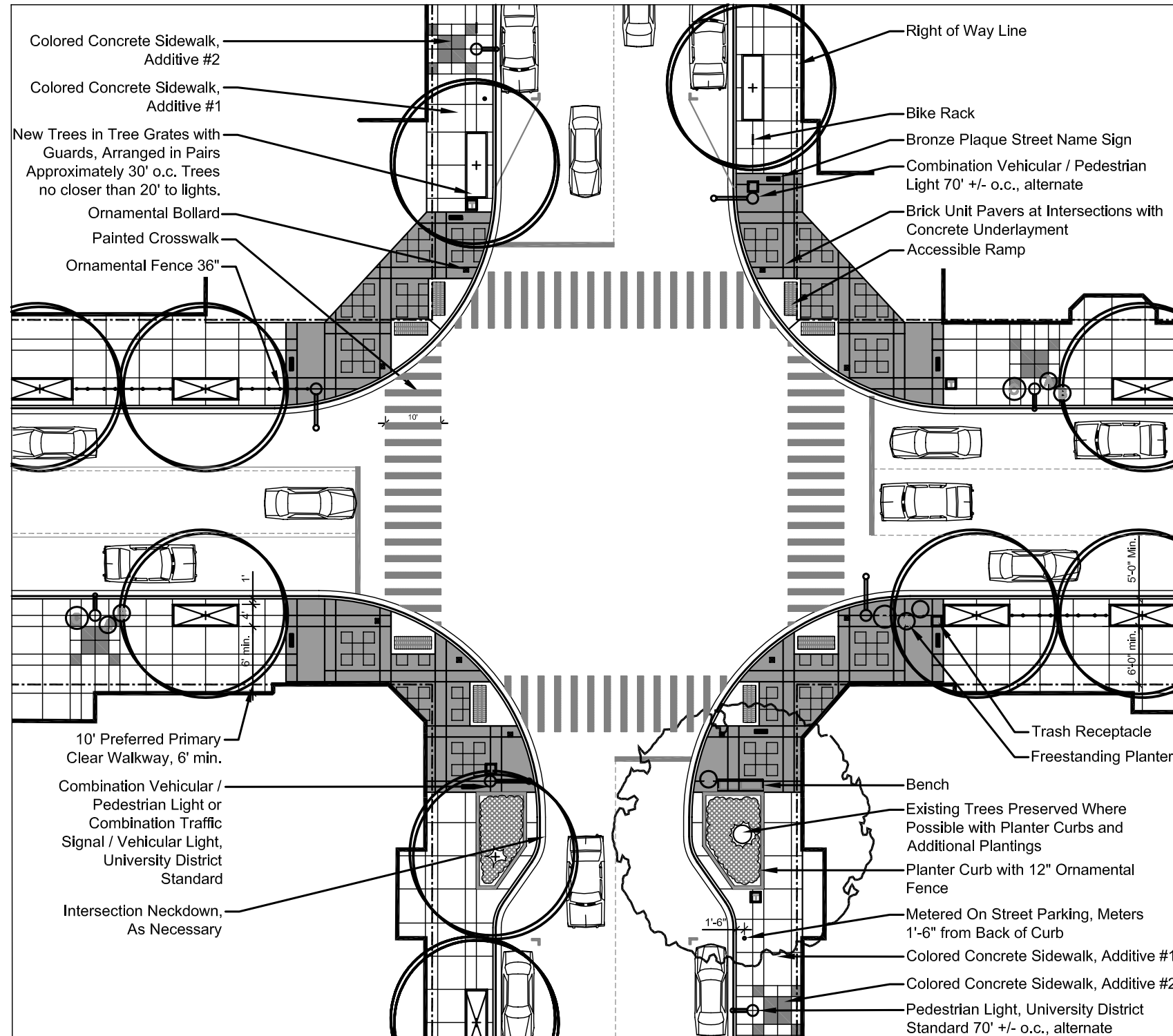
-  **Downtown Standard** (See City of Champaign Downtown Standards)
-  **Downtown Standard Completed**
-  **Level 1**
-  **Level 1 Completed**
-  **Level 2**
-  **Level 3**
-  **Recommended Intersection Neckdown**
-  **Specialty Areas**
-  **High Visibility Pedestrian Signs**
-  **University District Streetscape Study Area**



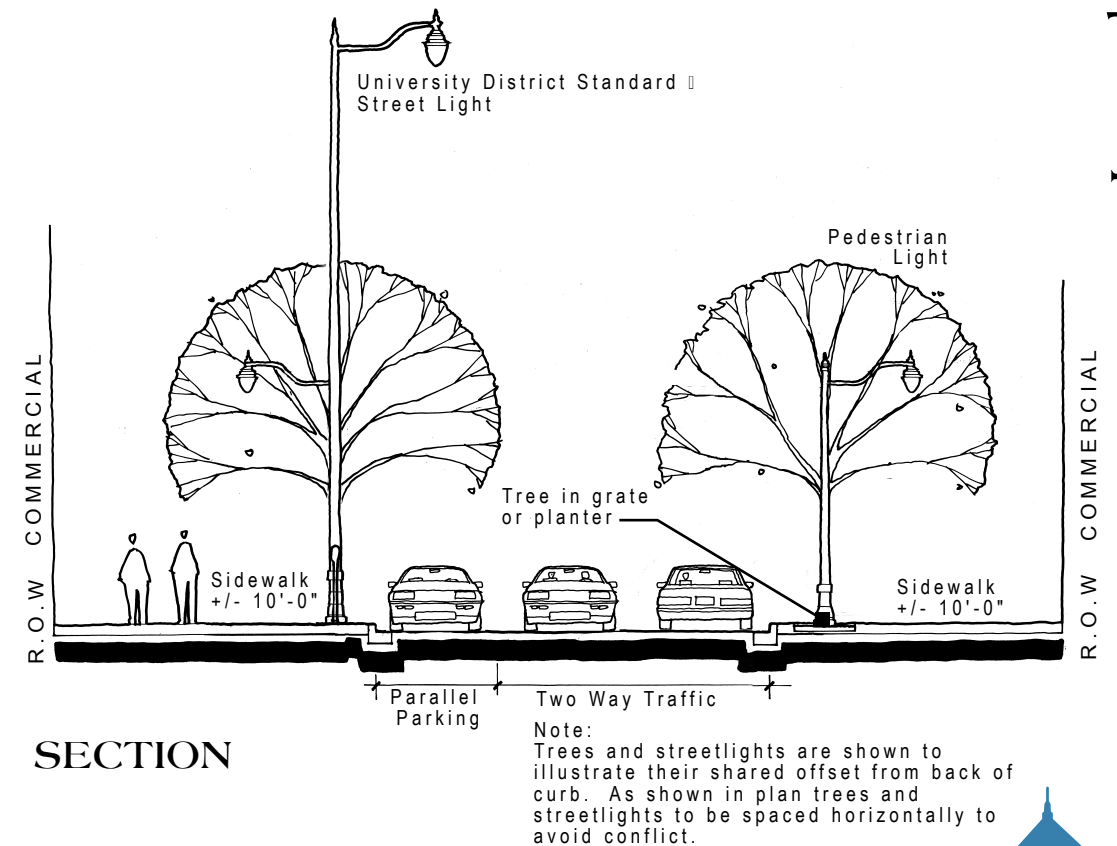
Level 1- Commercial Area Street



NOTE: Roadway and streetscape geometry shown is prototypical. Specific geometry and engineering related to curb radii, neckdowns, lane widths, drainage and other similar items to be determined based on specific project criteria. Refer to relevant Manual of Practice Chapters for additional information.

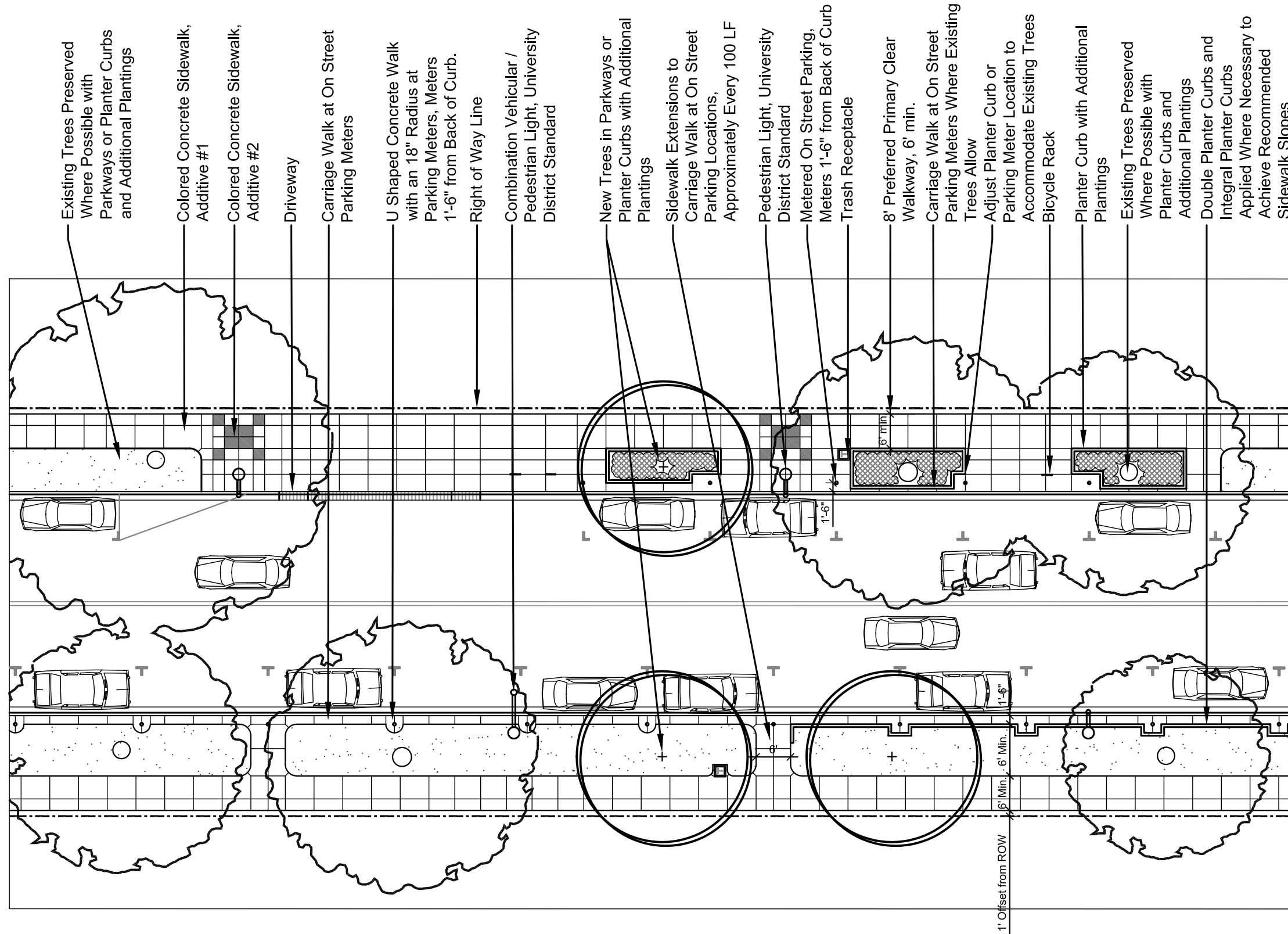


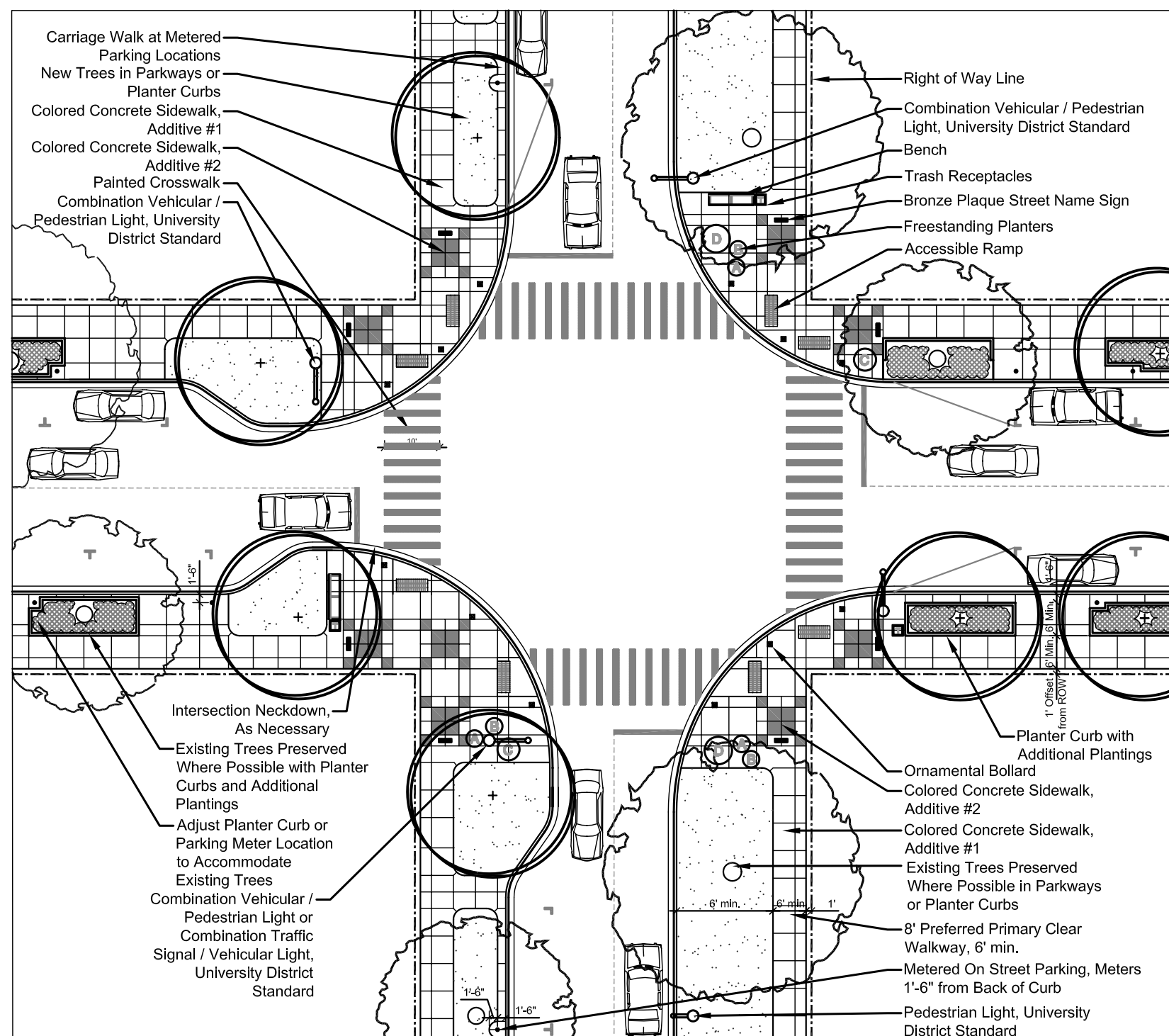
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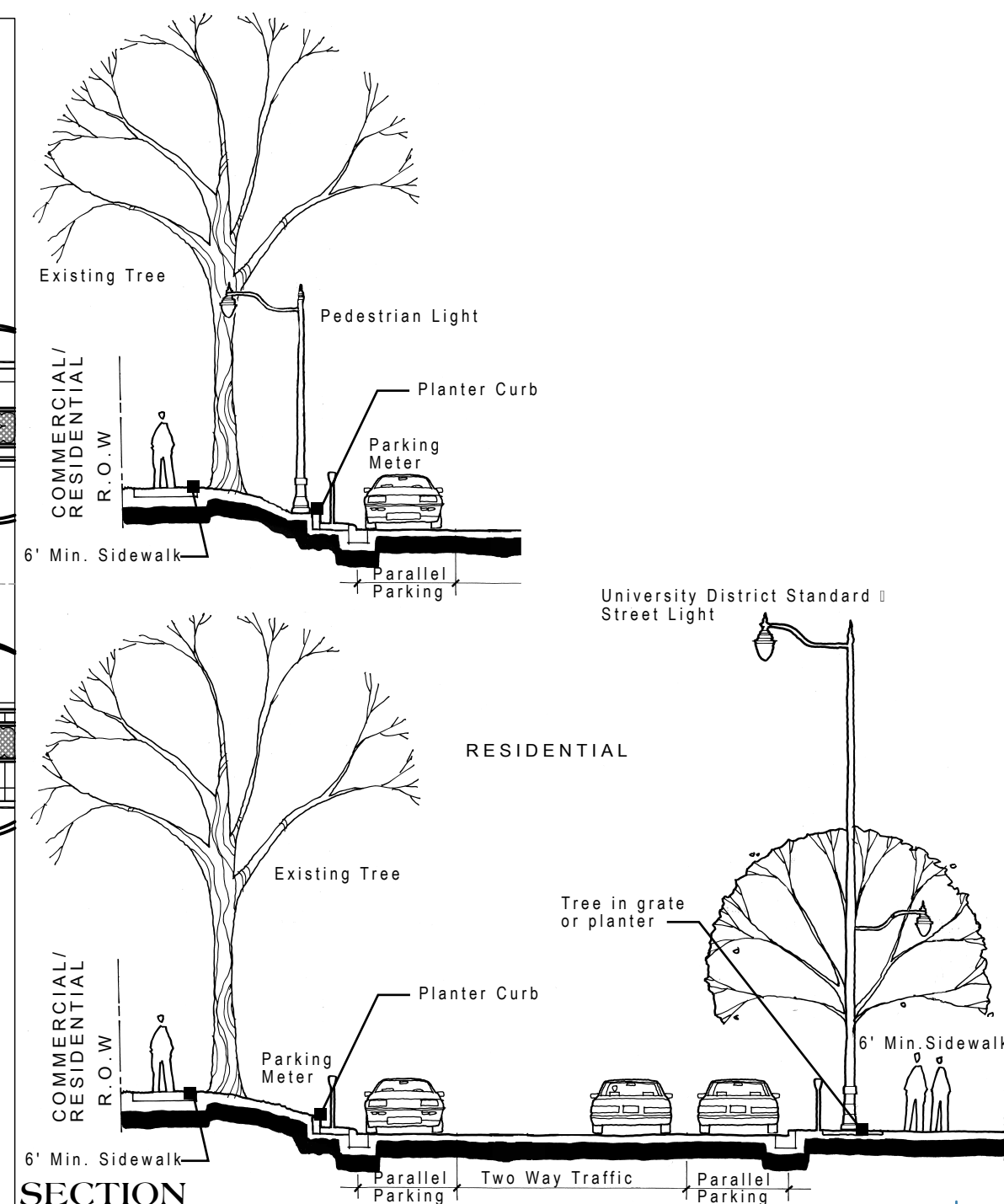
Level 1- Commercial Area Intersection and Section

Level 2-Transition Area Street





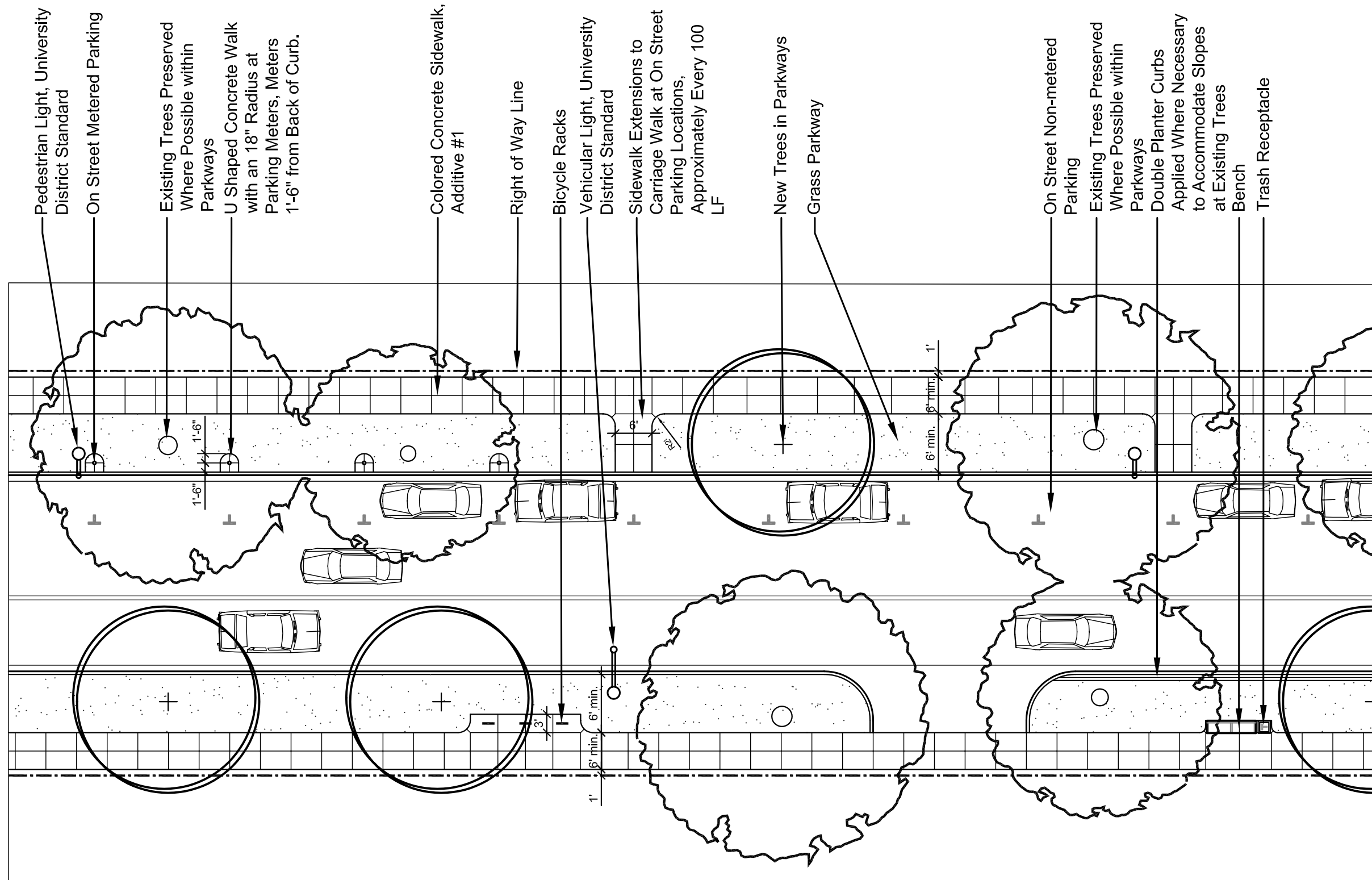
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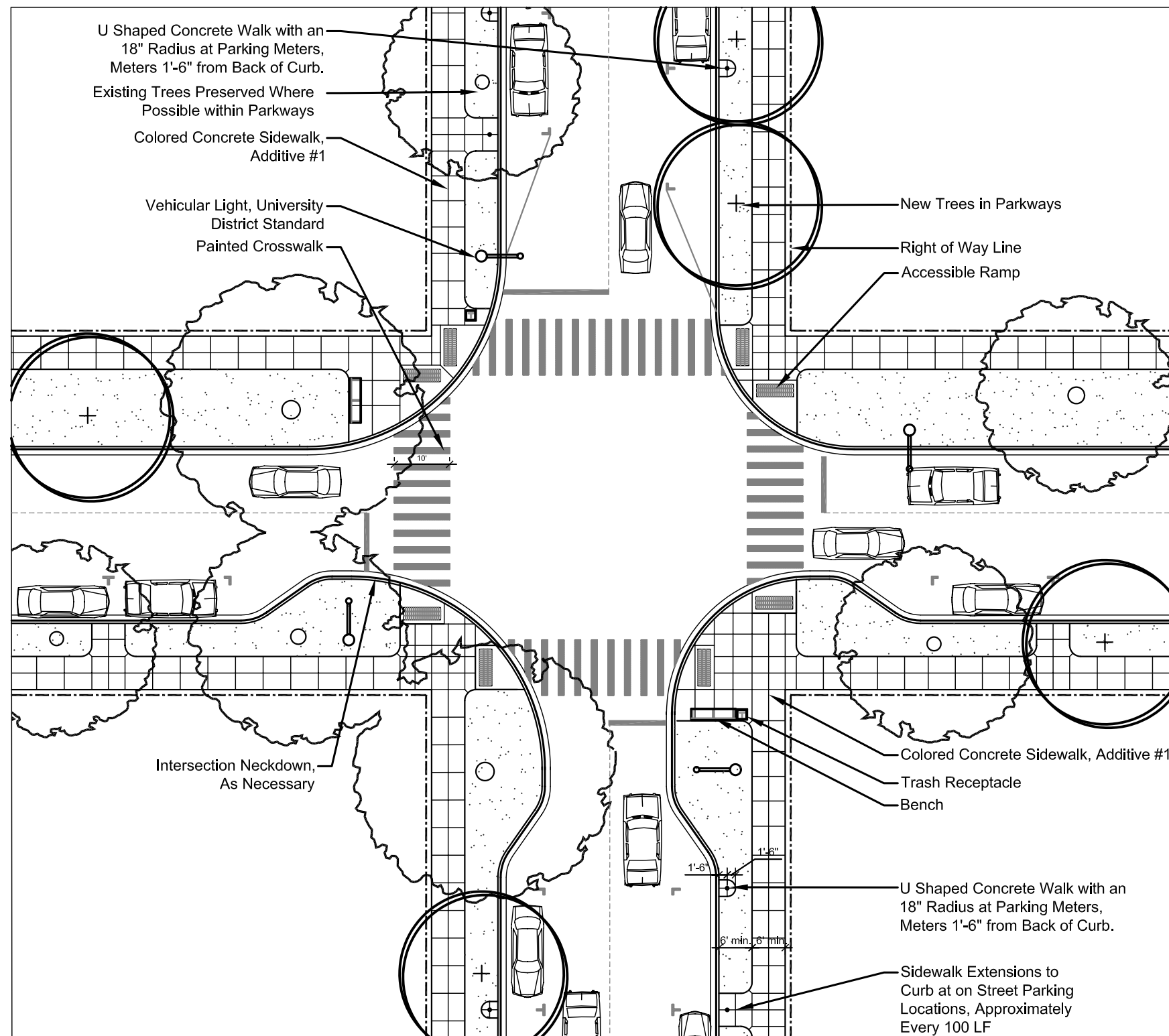
Note:
Trees and streetlights are shown to illustrate their shared offset from back of curb. As shown in plan trees and streetlights to be spaced horizontally to avoid conflict.

Level 2-Transition Area Intersection and Section

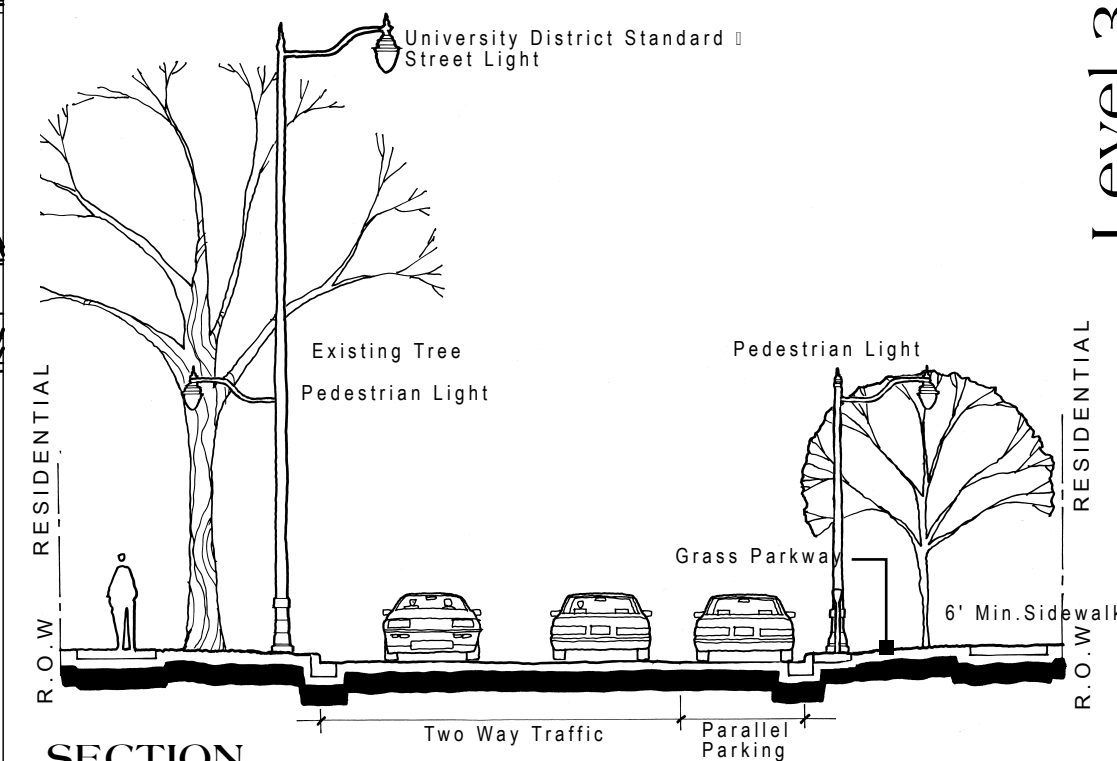
Level 3-Neighborhood Area Street



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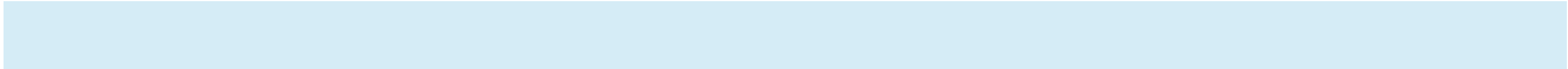


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Note: Trees and streetlights are shown to illustrate their shared offset from back of curb. As shown in plan trees and streetlights to be spaced horizontally to avoid conflict.

Level 3-Neighborhood Area Intersection



Background / Process

Land Use:

- Aerial Photograph*
- Project Area/ Ownership*
- Existing Land Use / Zoning*
- Active Redevelopment*

Transportation:

- Street Classification*
- Transportation Recommendations*
- On Street Parking*
- Transit Utilization*
- Pedestrian Utilization*
- Bicycle Utilization*

Existing Infrastructure

Existing Street Design Styles

Streetscape Master Plan

- Proposed Street Categories*
- Level 1- Commercial Area*
- Level 2- Transition Area*
- Level 3- Neighborhood Area*

- ∞ **Specialty Areas**
 - Gateways
 - Pedestrian Plaza
 - Transit Corridor
 - Boneyard Creek Corridor
 - Bicycle Routes
 - Specialty Signage
 - Adjacent Parking and Service ☐☐
 - ☐ ☐ Area Screening
 - Easement Acquisition
- Implementation Recommendations*
 - Priorities*
 - Recommended Projects*
 - Implementation Action Items*
 - Potential Costs*

Gateways

At important gateway areas, (see street categories map) Level 1 improvements are recommended along with University District identification signage and plantings. For the Green Street railroad underpass, additional Gateway improvements, related to proposed Green Street geometry improvements are recommended.



Green Street Underpass



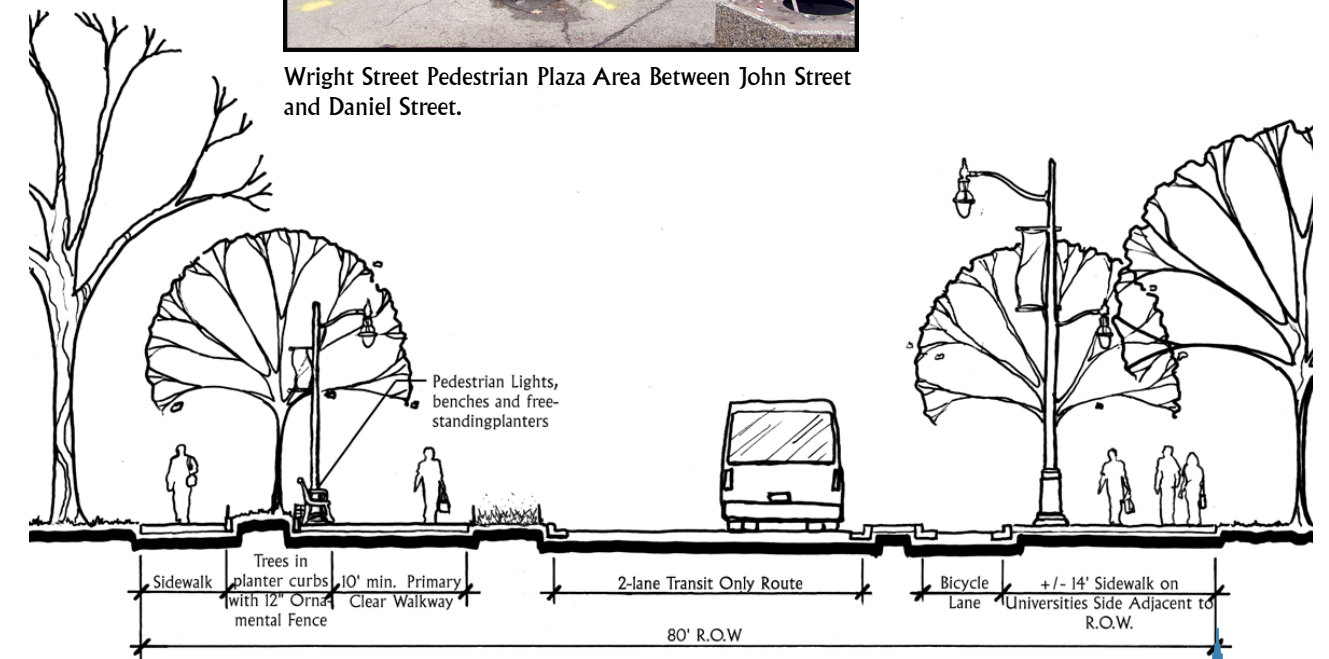
Concept for Gateway Improvements at Green Street Underpass

Pedestrian plaza (Wright Street)

Recent modifications on Wright Street to limit some areas as bus access only, create the opportunity to convert roadway into additional pedestrian space. Streetscape improvements in these areas should adhere to the Level 1 streetscape standards. Care, however should be taken to coordinate the improvements with the University on the east side of the street.



Wright Street Pedestrian Plaza Area Between John Street and Daniel Street.



Conceptual Cross-section for Pedestrian Plaza Space

Transit Corridor (White Street)

White Street has been identified in previous reports as a potential future high capacity, fixed guideway transit route. The recommended streetscape improvements along White Street should follow the Level 2 standards. However, specific project requirements will need to be determined once the transit plans are advanced.

Boneyard Creek Corridor

Recent improvements to the Boneyard Creek Corridor are a big improvement over previous conditions. However, changing elements to match the Campustown standard will help to create a "unique Campustown image". Changing light standards, adding specialty paving areas, adding furnishings, amenities and signage all will help achieve this goal.

Additional phases of improvements to the Boneyard Creek Corridor throughout the northwest area of the University District should also follow the University District Standards.



Aerial of Boneyard Creek Corridor



Boneyard Creek Corridor



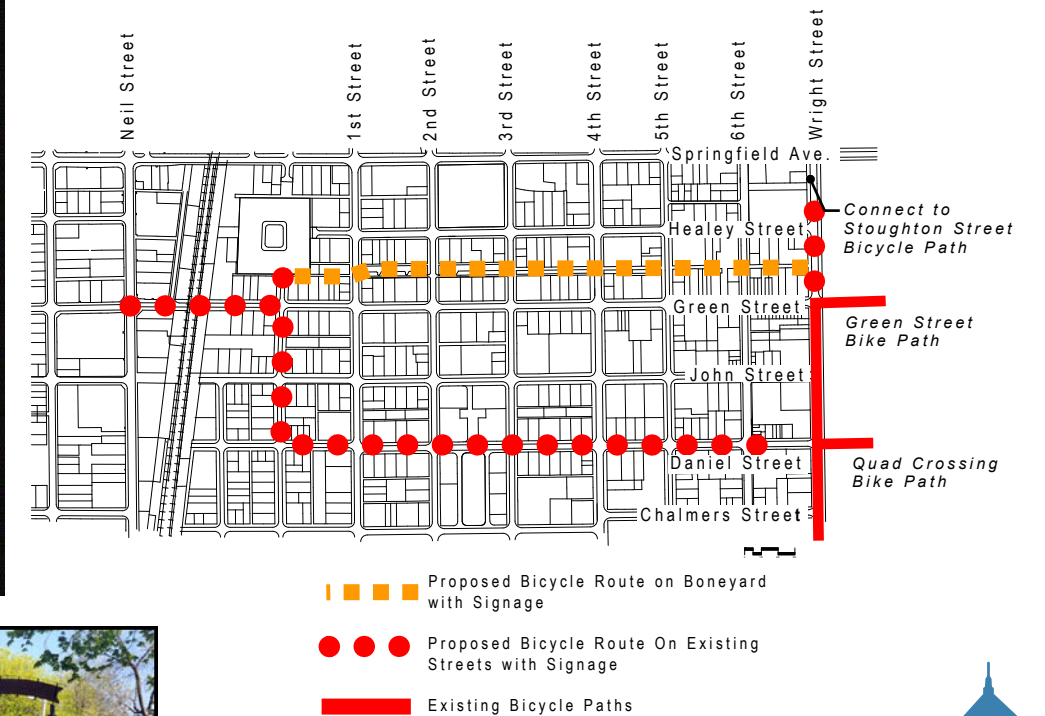
Boneyard Entry



Bicycle Routes

Creating safe and appropriate bike routes within the University District is an important goal due to the relatively high number of users in the area. In an ideal setting, off-street bike routes would be provided. However, due to the relatively small amount of available public right-of-way and the large number of individual properties, it would be quite difficult to achieve off-street bike routes in most areas. Therefore, clearly signed on-street bike routes are recommended. Care should be taken to align on-street bike routes with existing and proposed University bike routes and off-street bike lanes.

It would be desirable in the future to provide off-street bike lanes if multiple consecutive easements can be assembled.



Specialty Signage

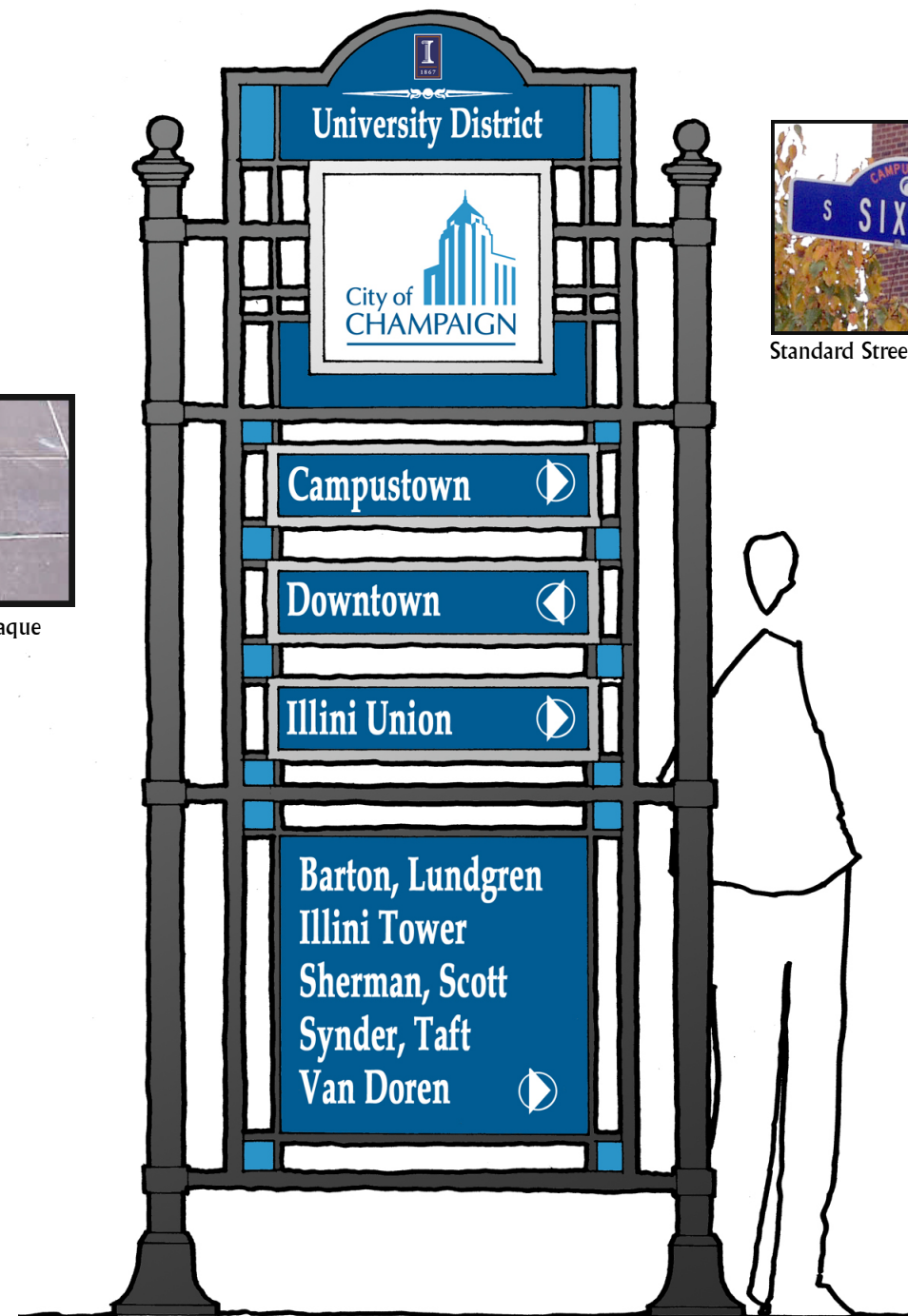
Signage unique to the University District adds greatly to the sense of place in addition to communicating important information. Identification signage, Street Signage and Menu Style Directional Signs all work together to provide a system of wayfinding.



Bronze Street Name Plaque



Internally Illuminated Street Name Sign



Concept for Menu Style Directional Signs



Standard Street Name Signs



Boneyard Creek Standard Signs

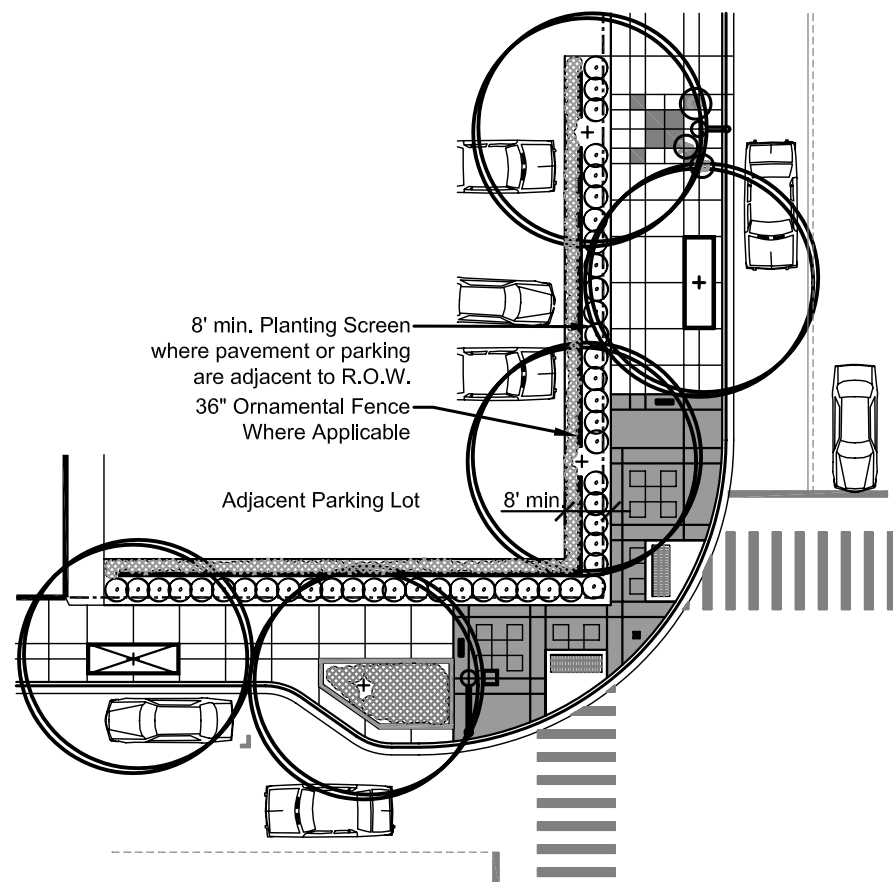


University District Regulatory Signs



Adjacent Parking and Service Area Screening

Whenever possible, screening of adjacent parking and service areas is encouraged. For new developments this is controlled by the City of Champaign zoning code requirements. For existing properties, providing screening may require cooperation from private landowners where right-of-way is limited. Where circumstances allow, easements should be negotiated in order to provide screening of these and other unsightly elements.



Note: Refer to Section 37-556 of Municipal Code for specific parking lot screening requirements.



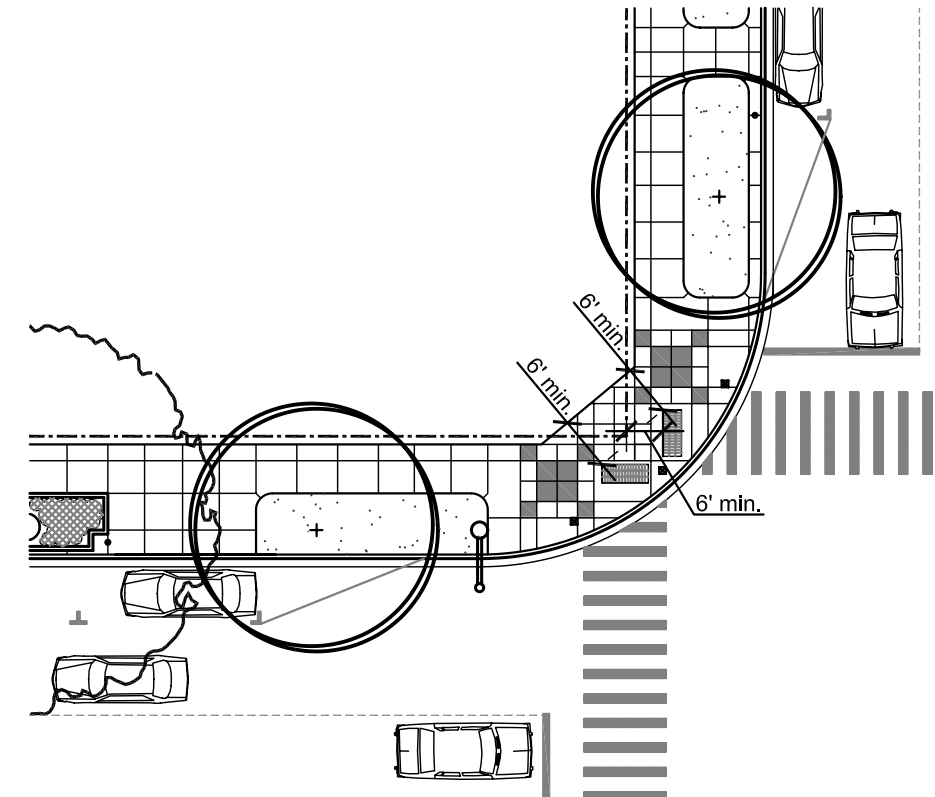
Parking adjacent to right of way should be screened.



Intersections with limited space between right of way and street corner should apply for easements.

Easement Acquisition

In some situations, particularly where zero setback building fronts and large existing trees occur, easements may need to be acquired in order to provide ADA compliant primary clear walkways.



Background / Process

Land Use:

- Aerial Photograph
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- Bicycle Routes
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- Adjacent Parking and Service
- Area Screening
- Easement Acquisition

Implementation Recommendations

- Priorities
- Recommended Projects
- Implementation Action Items
- Potential Costs

Implementation Priority List

The Green and Sixth Street projects are a great demonstration of the recommended streetscape improvements to be applied throughout the University District. However, due to limited funding, improvements will occur in phases and as individual projects over time. Because of this, improvements throughout the University District have been ranked as first, second and third priority.

Note that these recommendations are based on known information at the time of publishing this report. Priorities may change based on outside funding becoming available, as utility or maintenance projects come on line, or as private development advances.

LEGEND

- First Priority
- Second Priority
- Third Priority
- Completed Streetscape
- University District Boundaries



Recommended Projects

Because of the large project area, it is anticipated that the streetscape improvements will take a number of years to complete. In fact, within the First priority list a number of individual projects have been identified. These projects have also been ranked in order of importance based on a variety of factors including the anticipated amount of funding available and relation to other known transportation and planning objectives.

LEGEND

- First Priority**
 - 1. Green Street
 - 2. Wright Street (south)
 - 3. Wright Street (north)
 - 4. Fourth Street (north)
 - 5. Fourth Street (south)
 - 6. Sixth Street
 - 7. Area Along Burnham Redevelopment Site
- University District Boundaries**



Adopt Manual of Practice Design Guidelines

As a separate part of the University District Streetscape Master Plan, Design Guidelines have been prepared that follow the format of the City of Champaign Manual of Practice. Officially adopting these guidelines will provide a tool that can be used to guide both public and private improvement projects as they come on line. It is also recommended that the Design Guidelines be updated as needed based on additional information that becomes available.

Include Public Streetscape Improvement Projects in Capital Improvement Budget Cycles

Public streetscape improvement projects should consistently be budgeted within City capital improvement budgets, even if available funds are limited. Additional outside funding can also be pursued, and by combining multiple sources, more significant projects can be implemented.

Coordinate Streetscape Improvements with Special Use and TIF District Objectives

Require Private Development Projects to Include Streetscape Improvements

Requiring private development projects to include the recommended level of streetscape improvements will ensure that all new improvements will be consistent with the Master Plan recommendations. In certain situations, it may be appropriate to combine public improvements with private development projects in order to complete a significant area of streetscape.



Include Public Streetscape Improvements with Utility and Infrastructure Improvements

As utility and infrastructure improvements are budgeted, streetscape improvements should be considered since the existing surface improvements will most likely need significant repair in the process.

Implement Streetscape Improvements as Part of Routine Maintenance Projects

For areas where significant projects are not contemplated in the near future, but routine infrastructure maintenance is required, include individual streetscape items as budget allows.

Implement Individual Streetscape Elements if Limited Funding is Available

In certain circumstances, funding may be available through special programs or outside sources for specific items such as lighting, amenities, furnishings or signage. These items can be implemented at any time if coordinated with other improvements that may occur in the future.

Potential Costs

Prototypical costs

Because the First, Second and Third priority projects will likely occur over a number of years, be of varying size, and involve various levels of coordination, potential overall costs could vary greatly. As a general guide for project budgeting purposes, a range of square foot costs have been calculated based on each prototype improvement level.

Level 1 - Commercial Area Street	\$30-\$40 per square foot
Level 1 - Commercial Area Intersection	\$40-\$50 per square foot
Level 2 - Transition Area Street	\$15-\$25 per square foot
Level 2 - Transition Area Intersection	\$25-\$35 per square foot
Level 3 - Neighborhood Area Street	\$10-\$20 per square foot
Level 3 - Neighborhood Area Intersection	\$20-\$30 per square foot

Cost Assumptions

The following assumptions have been made in determining the square foot costs.

Quantities based on prototype streetscapes included in this document. Streetscape area is measured from back-of-curb to building face or public right-of-way line and does not include basic roadway costs such as, asphalt, curb and gutter, pavement markings and utility improvements. Utility allowances included in prototype costs are only meant to account for required adjustments to existing utility systems. Curb and gutter quantities included in prototype costs are only meant to account for curb bump-out areas.

Costs shown are based on Campustown Streetscape Project Phase 1 bid costs, January 2002. Project required construction in a compressed construction schedule and involved significant traffic control which could have inflated bid costs as much as 20%. Present worth costs could range from 20% below to 10% above the Campustown phase 1 costs, represented by the cost range for each prototype.

Lighting costs were determined by averaging the phase 1 bid costs of the pedestrian style lighting assemblies and the combination vehicular/ pedestrian fixtures separately. The wiring/ controlling cost allowance was determined by dividing the balance of the electrical item bid costs by the total number of poles bid in segment 1.

Combination traffic signal/ vehicular light values are not included in prototype costs. If decorative traffic signal upgrades are considered streetscape costs, a prorated value should be added to the prototype budget costs.

Demolition costs were generalized in prototype costs due to varying existing conditions. Allowances for demolition have been included at \$3 per square foot of prototype area.

Design Engineering and Construction Engineering costs are not included in prototype costs. These costs should be considered on a case by case basis, based on project magnitudes.

Additional Cost Estimating

Within the First Priority Project list, the costs of 3 projects have been studied in depth. Green Street from Neil to 4th, Wright Street from Armory to Springfield and Wright Street from Springfield to University. See the "Campustown Infrastructure & Streetscape Cost Estimate for Future Phases", dated March 30, 2004 prepared by Daily & Associates for specific information.

