

# *Chapter 8*



# TRANSPORTATION



The location of transportation facilities has a profound effect on land use development. The transportation plan should therefore compliment and reinforce a community's land use plan. It should also provide for the safe and convenient movement of persons and vehicles to, from and within the community. Alternative modes of travel should also be considered in order to provide for the needs of all residents including pedestrians and bicyclists. The needs of these persons are particularly important in a smaller community where short distances between destinations and the lack of large volumes of motorized traffic make non-motorized travel more attractive. In a compact city such as Chenoa, there is great potential for the widespread use of alternate transportation modes for many types of daily trips. Encouraging the use of alternate transportation can benefit the community by reducing stress on infrastructure, lowering costs, and contributing to the overall health of residents through improved air quality.

## **EXISTING TRANSPORTATION SYSTEM**

Chenoa exemplifies the right-angled grid street pattern often seen in communities that originally developed in the nineteenth and early twentieth centuries. As noted in Chapter 7, this pattern is highly efficient, providing multiple avenues of access to any point in the community, and minimizing the possibility of localized traffic congestion cascading through the street network. Relatively short block lengths and narrower streets also promote more careful use of the system, improving safety throughout the community.

### **Streets and Highways**

Chenoa's existing street system, illustrated on Map 8.1, is primarily characterized by a grid anchored to a primary east-west arterial, and generally provides efficient access to points in and around the City. The primary access to Chenoa and environs is provided by

Interstate 55 and Route 66, which connect the City to Bloomington-Normal and Pontiac, as well as other area locations. The principal arterial, Cemetery Avenue (U.S. Route 24) links the entire community, and provides additional access from rural areas to the east and west. Division Street is a major north-south element of the street system providing access to the central business district, and as it continues beyond the city limits as a township road, also providing connections to rural areas surrounding Chenoa. The residential sections of Chenoa are well-served, with streets constructed at an appropriate scale for the levels of traffic generated. In areas of more concentrated commercial use, both on-street and off-street parking is available, and intersections controlled by signage or signals manage traffic flow.

### **Trails**

Chenoa has been an ongoing participant in efforts to develop and fund the Route 66 Bicycle Trail, as part of a consortium of government agencies, including McLean County, Bloomington, Normal and the Illinois Department of Transportation. These efforts continue, and are expected to result in a bicycle trail located on or near the historic Route 66, in some areas incorporating the surviving highway pavement into the trail facility. Until the planned trail is developed, an interim bicycle route using existing rural roads has been proposed, although not yet adopted. Chenoa has announced plans to construct an area of trail along Route 66 within the city, which will coordinate with the county-wide trail facility. These potential improvements are discussed under "Future Transportation Facilities," below.

### **Rail**

The Union Pacific rail line that runs through Chenoa provides direct freight rail access to the transcontinental freight rail sys-

tem. For passenger rail, Chenoa residents have the choice of Amtrak stations at Pontiac and Normal. Amtrak provides direct service to Chicago and St. Louis and intermediate points within Illinois, as well as connections to the national passenger rail network.

### **Air**

Several airports serve the central Illinois region. The closest is the Central Illinois Regional Airport (CIRA) in Bloomington, which offers extensive passenger service with direct flights to Chicago, Atlanta, Georgia and Orlando, Florida, and seasonally to Las Vegas, Nevada, as well as regional destinations. Air freight services are also available. Residents of McLean County also sometimes choose to use airports located in Peoria and Champaign, and may also choose to travel by other modes to airports in the Chicago area.

## **STRATEGY**

The following goal, objectives and policies comprise the overall strategy for transportation. The transportation strategy provides a framework for evaluating the transportation needs and impacts of major development projects, and for implementing appropriate transportation development decisions. The strategy was derived from the 2000 *McLean County Regional Comprehensive Plan*, and updated and refined as appropriate to reflect current conditions and anticipated changes in Chenoa. Each individual strategy should be considered in context with specific issues to determine applicability. Priorities for implementation are addressed in Chapter 10.

### **Goal**

A system of safe, reliable and efficient transportation facilities and modes that provide ready access throughout the community for all transportation modes, including non-motorized

and motorized modes, which is context sensitive, and which supports other elements of the comprehensive plan.

### *Objective*

A cost-effective and well-maintained street network to serve existing and planned development.

### *Policies*

- Improve and maintain streets as necessary to maintain a desirable level of service throughout the city and surrounding areas.
- Provide for timely street extensions as needed to properly serve new development.
- Assess ongoing needs for street and highway development to appropriately serve emerging needs, particularly in areas of intensive industrial and commercial development.

### *Objective*

Provide and maintain necessary infrastructure to support and promote use of alternate transportation modes.










### *Policies*

- Continue participation in McLean County Route 66 Bicycle Trail consortium.
- Develop a plan for trail implementation within the city of Chenoa.
- Provide for pedestrian and bicycle users in new residential and commercial development.
- Investigate other methods for encouraging the use of alternate transportation modes.

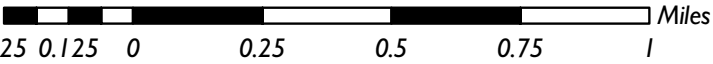
## **FUTURE TRANSPORTATION FACILITIES**

The transportation plan shown on Map 8.2 delineates the potential transportation system enhancements needed to serve growth areas in

**Legend**

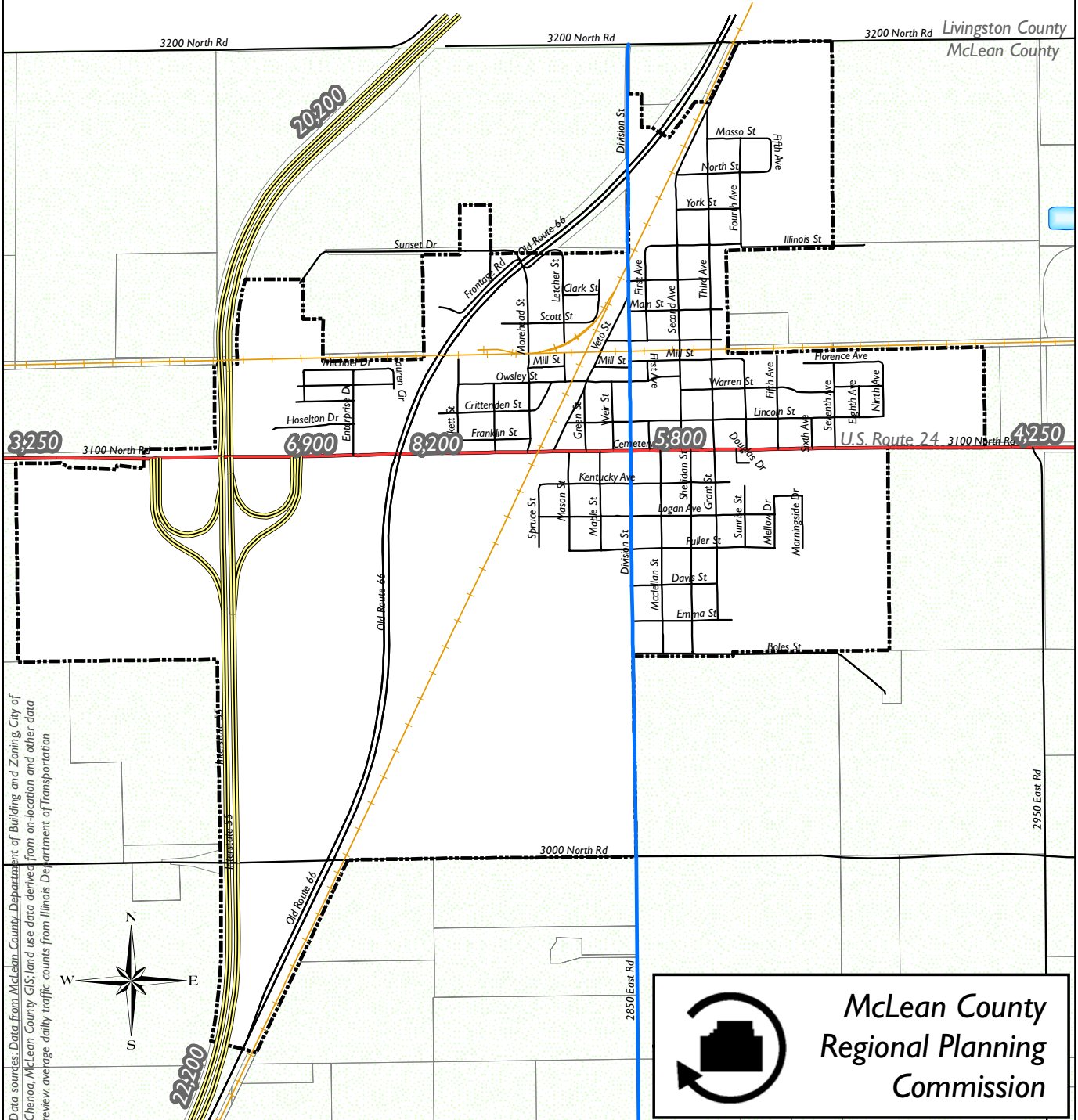
-  Streets and Roads
-  McLean County Highway
-  U.S. Highway
-  Interstate Highway
-  Railroad
-  Corporate Limits - 2008
-  Rural Land Parcels
-  Lakes and Detention
-  McLean County

**8,200** Average Daily Traffic

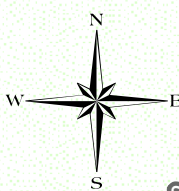



# Map 8.1 Existing Transportation System

City of Chenoa  
Comprehensive Plan



Data sources: Data from McLean County Department of Building and Zoning, City of Chenoa, McLean County GIS; land use data derived from on-location and other data review; average daily traffic counts from Illinois Department of Transportation

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# Map 8.2

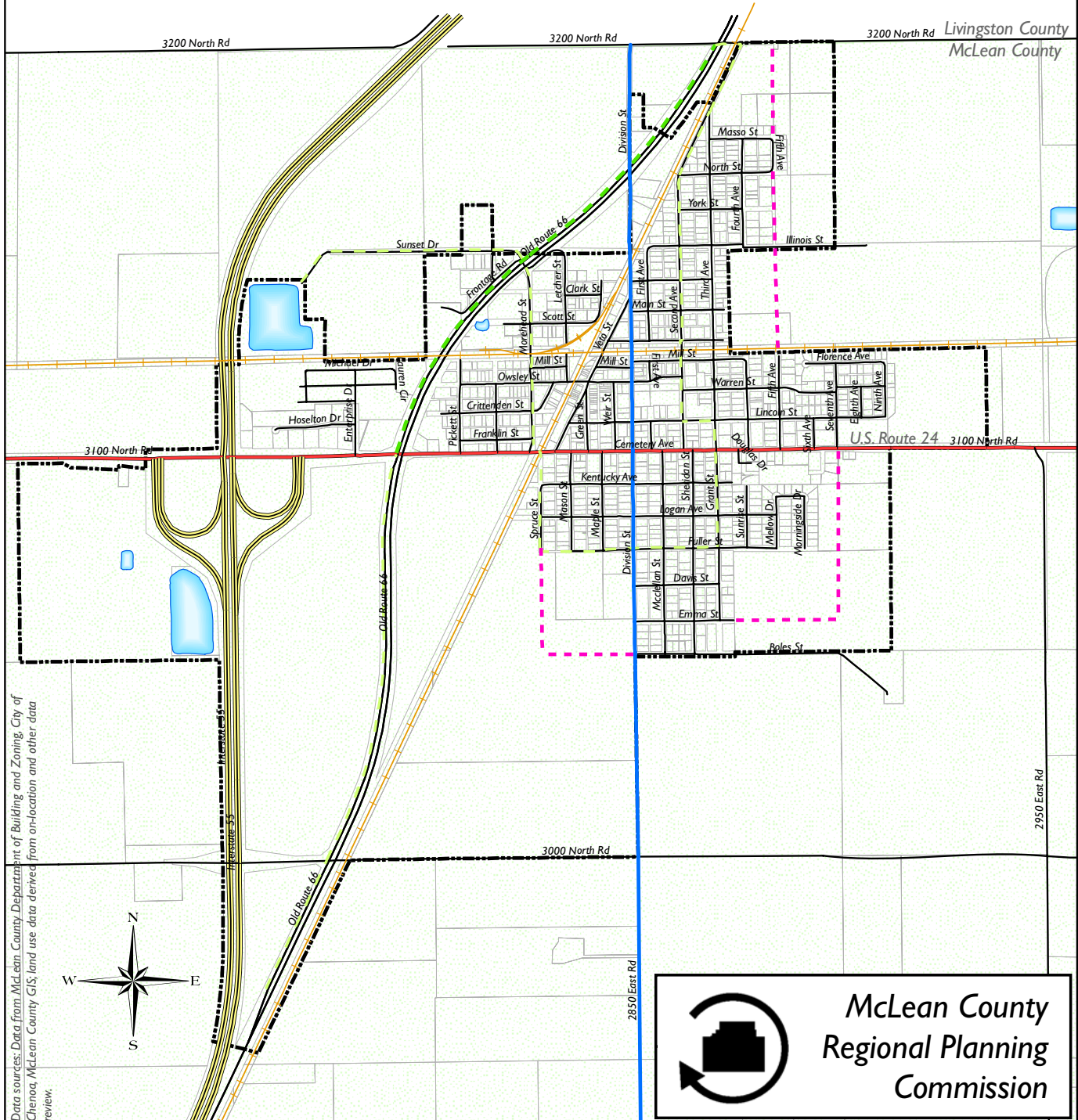
## Transportation Plan

City of Chenoa  
Comprehensive Plan

**Legend**

- Street Extensions
- Proposed Trail
- Potential Trail
- Streets and Roads
- McLean County Highway
- U.S. Highway
- Interstate Highway
- Railroad
- Corporate Limits - 2008
- Rural Land Parcels
- Lakes and Detention
- McLean County

Miles  
0.25 0.125 0 0.25 0.5 0.75



Data sources: Data from McLean County Department of Building and Zoning, City of Chenoa, McLean County GIS; land use data derived from on-location and other data review.

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Chenoa, and to provide for users of alternate transportation modes.

### **Urban Streets**

With carefully planned growth, as discussed in Chapter 7, Chenoa is unlikely to require the addition of major elements to the street system over the time frame of the plan. Certain streets may require extension or modification to serve developing areas, as illustrated on Map 8.2.

This section of the plan is designed to plan for the movement of vehicular traffic by developing a classification of streets according to function. The different functions of the system and the applications of these functions to the existing and proposed system is discussed in the following paragraphs.

For the purposes of this plan, the street system has been classified into three groups according to function. These classifications are major streets, collector streets and local streets. Design principles for each are described below. It should be noted that distinctions among the classifications may be less precise in smaller communities where traffic volumes are generally low, and automobile traffic does not pose a major impediment to community activities.

#### *Major Streets*

Major streets should be designed to provide continuity and connect the community with nearby highways and other population centers. It should also provide for a limited number of intersections with other streets and discourage direct access from private property. In Chenoa, these streets include Cemetery Avenue and Route 66. With respect to Cemetery Avenue, its functions modify towards that of a collector street in the more heavily residential eastern portion of Chenoa.

Route 66 is expected to provide significant access to industrial and commercial development areas west of the railroad line. Care

should be taken in locating new industrial development to ensure that access is adequate for the anticipated traffic to be generated, and that the resulting traffic patterns do not significantly impede access for other travelers.

#### *Collector Streets*

Collector streets should be designed to collect traffic from the local street system and distribute it to the major streets. Collector streets should not function as alternative “through” streets, and this can be accomplished by limiting the length of segments that comprise the system and by spacing collector streets so as not to be located close to major streets. Again, Cemetery Avenue provides for these functions, as does Division Street.

#### *Local Streets*

Local streets should carry low volumes of traffic and serve as access to abutting properties. Local streets comprise the majority of street mileage in the city. These streets should be designed to discourage through traffic by limiting continuity or by providing stop signs or other traffic calming methods. Much of the street system in Chenoa is properly classified as local, in that streets serve immediate neighborhoods, and are not subjected to traffic pressure from higher-volume through traffic. With new development, local streets such as Spruce and Boles may be extended to complete the street grid in a growing residential neighborhood adjoining the school complex, and to anchor additional neighborhood streets in development areas (see Map 8.2).

### **Pedestrian and Bicycle Transportation**

As noted above, Chenoa is a participant in the multi-jurisdictional Historic Route 66 bicycle trail project, which will establish a trail along the historic Route 66 highway. A county-wide interim bicycle route has been pro-

posed, utilizing existing township and county roads, as illustrated on the transportation plan map.

As shown in Map 8.2, the city anticipates the construction of a segment of bicycle trail along Route 66 itself, between Cemetery Avenue and the Livingston County line. Additional segments of bicycle trail proposed within the city would tie the Route 66 facility to various Chenoa neighborhoods. These elements of the trail system are not yet programmed for design and construction, but could feature in future development efforts.