



# EXISTING CONDITIONS

JUNE 2025

**Pedestrian + Roadway**

**Campus Safety Initiative**

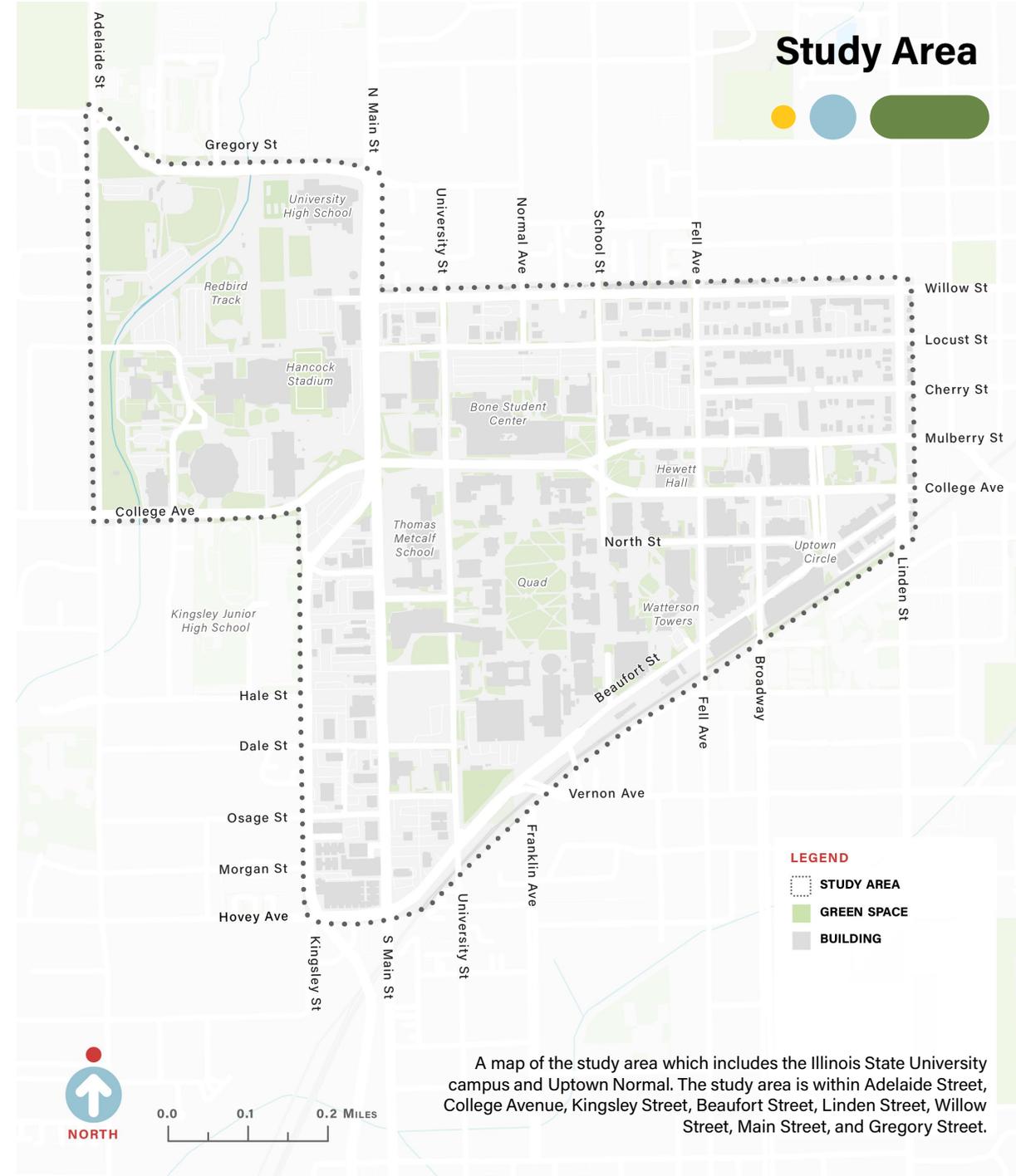
Illinois State University + Town of Normal

# Existing Conditions

- Existing Plans
- Study Area Mobility
  - Street Network
  - Pedestrian Network
  - Bicycle Network
  - Transit Network
- Campus Travel Patterns
- Safety Trends

## DATA ONLY

Please visit the [Engagement Summary](#) for community insights.



# Key Takeaways



**The pedestrian network is robust but sidewalk widths are inconsistent.**



**There are minimal marked, on-street bike facilities.**



**The Constitution Trail varies in design characteristics throughout campus.**

Three photographs in the shape of a circle. (Left) Students walking on sidewalk; (Middle) Person on bike and person on scooter waiting to cross the street; (Right) Constitution Trail sidewalk with Constitution Trail branded wayfinding sign.



# Key Takeaways



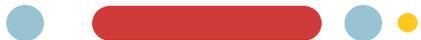
## **Intersections are a concern.**

Most crashes resulting in serious injury took place at an intersection.



## **Location matters.**

A substantial portion of crashes resulting in serious injuries occurred along or at an intersection of Main Street or College Avenue.



# Existing Plans

## Reports + Studies

- Campus Master Plan Update – Illinois State University Campus Master Plan Update: 2010-2030 – Illinois State University (2019)
- Bicycle & Pedestrian Master Plan Update – Town of Normal (2020)
- University Street Rail Crossing Alternatives Study – Town of Normal (2020)
- Go:Safe McLean County – McLean County Regional Planning Commission (2021 with Ongoing Update)
- Priority Brief: Campus Pedestrian and Vehicular Safety – Academic Senate Planning and Finance Committee (2023)
- Crosswalk Observation and Education – Safe Redbirds Ambassadors (2023-2024)
- Excellence by Design: 2024 - 2029 Illinois State University's Strategic Plan (2024)



# Existing Plans

## Planned Projects

- Main Street & Kingsley Street (US 51 Bus) Reconstruction – Illinois Department of Transportation
- Illinois State University FY2026 Operating and Capital Budget
- Town of Normal Community Investment Plan
- Resolution Asking the Town of Normal to Install Audible Crosswalk Signals – Illinois State University Student Government Association

## Main Street + Kingsley Street Reconstruction

### *Key Impacts:*

- Narrower travel lanes  
*14-16 feet → 11-12 feet*
- Buffered bicycle lanes  
*1<sup>st</sup> such facilities in the study area*
- Crossing signal upgrades  
*Rapid rectangular flashing beacons (RRFBs) at Hale St and Osage St*



Drawing of Rectangular Rapid Flashing Beacon

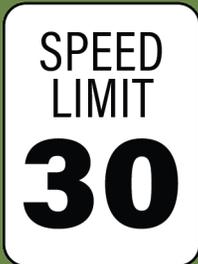


# Street Network

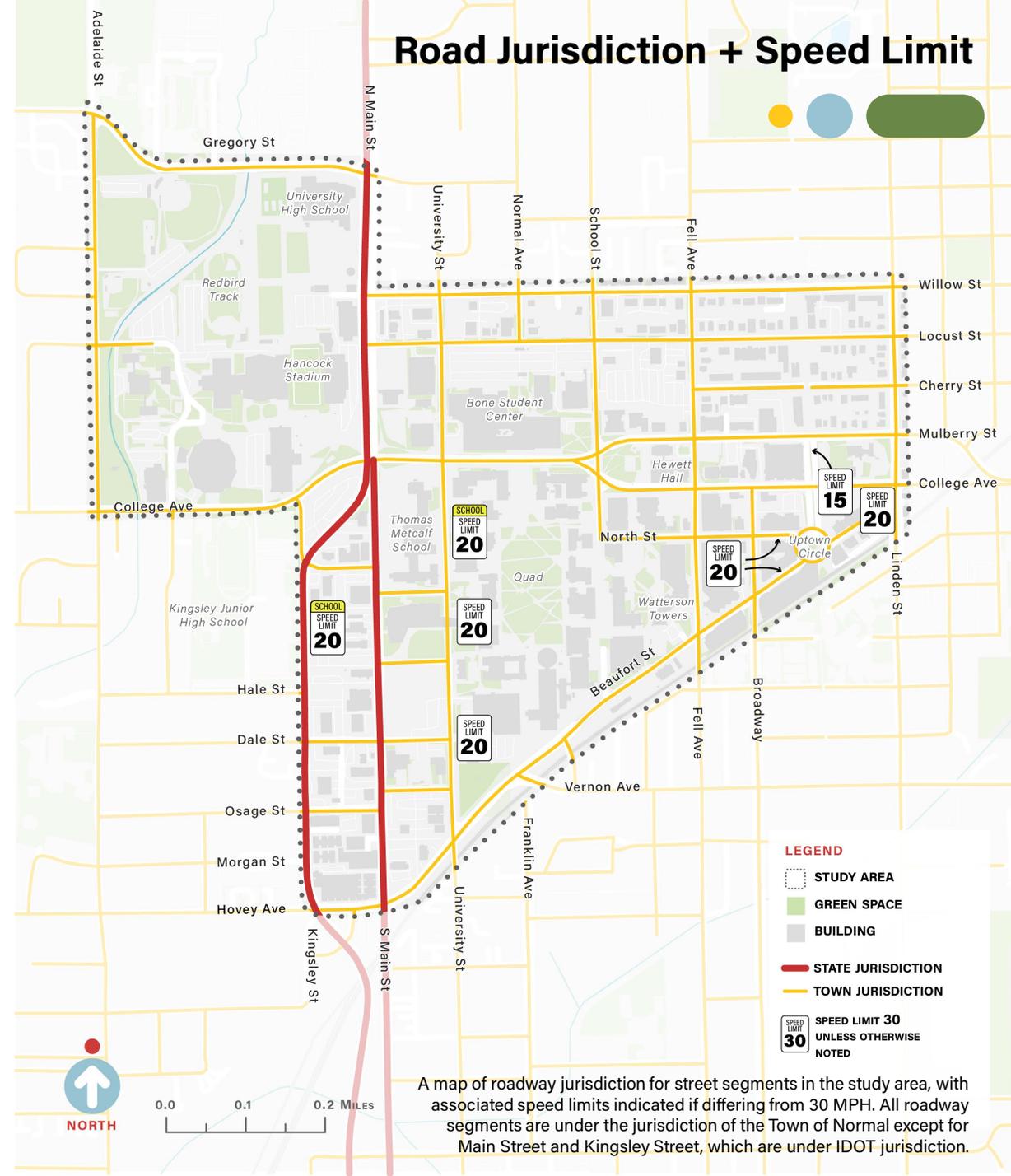
- Main Street and Kingsley Street are state-owned roadways
- Multi-jurisdictional context requires coordination among the Town of Normal, IDOT, and Illinois State for any transportation or safety improvements in the area

The speed limit is typically 30 MPH except for:

- University Avenue between College Avenue + Beaufort Street (20 MPH)
- Kingsley Street at Kingsley Jr HS (20 MPH)
- Uptown Circle (20 MPH)
- Constitution Boulevard between Uptown Circle and Mulberry Street (15 MPH)



30 MPH  
Speed Limit sign



# Street Network

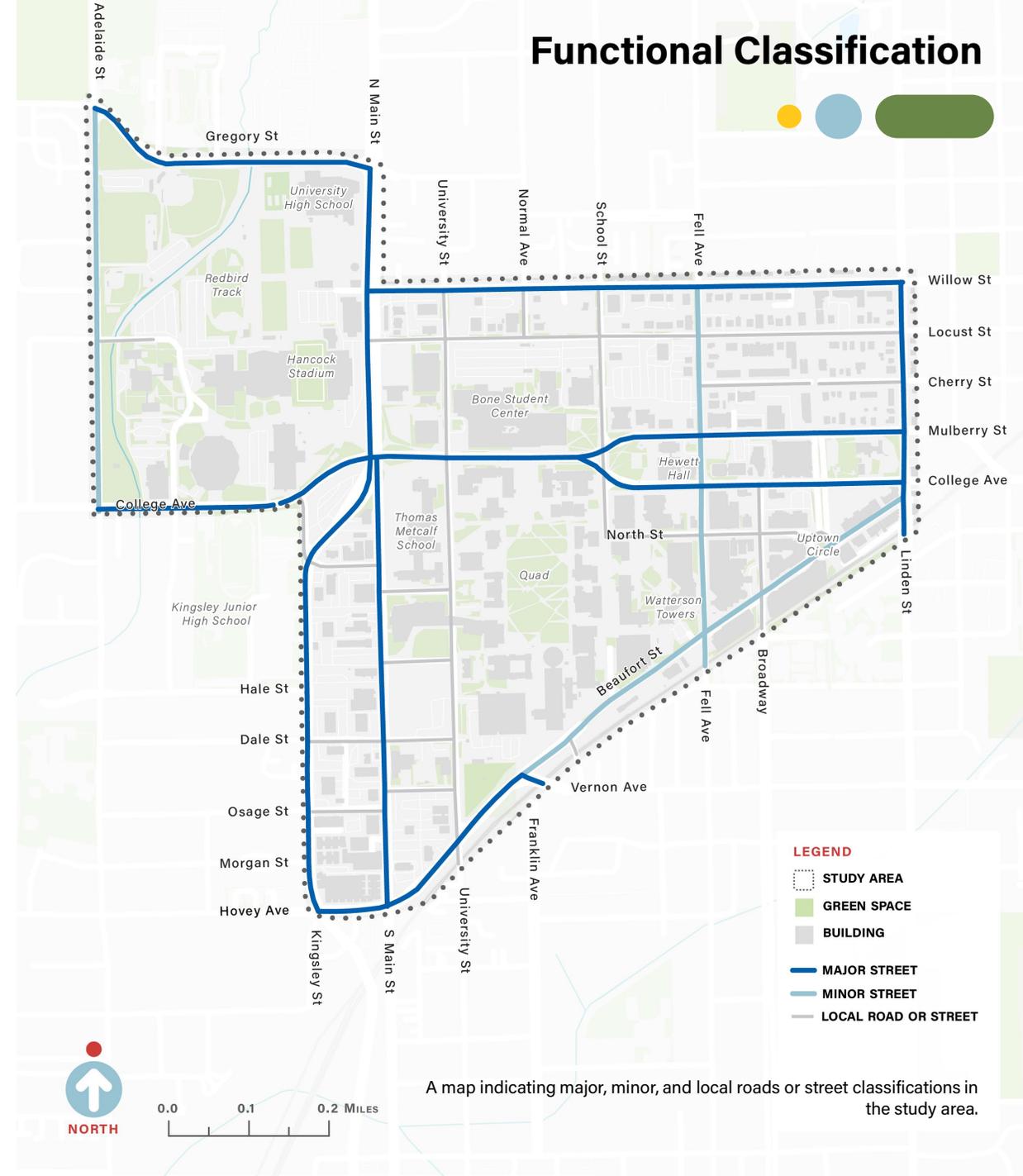
- There are several major streets including Main Street and College Avenue – the widest in the study area.



## College Avenue functions as a key east-west corridor with varied lane configurations

- Average width of 47' (the widest in the study area) but varies by block
- Converts from 2-way to 1-way east of School Street
- No on-street parking

View of College Avenue from the College Avenue bridge



# Street Network

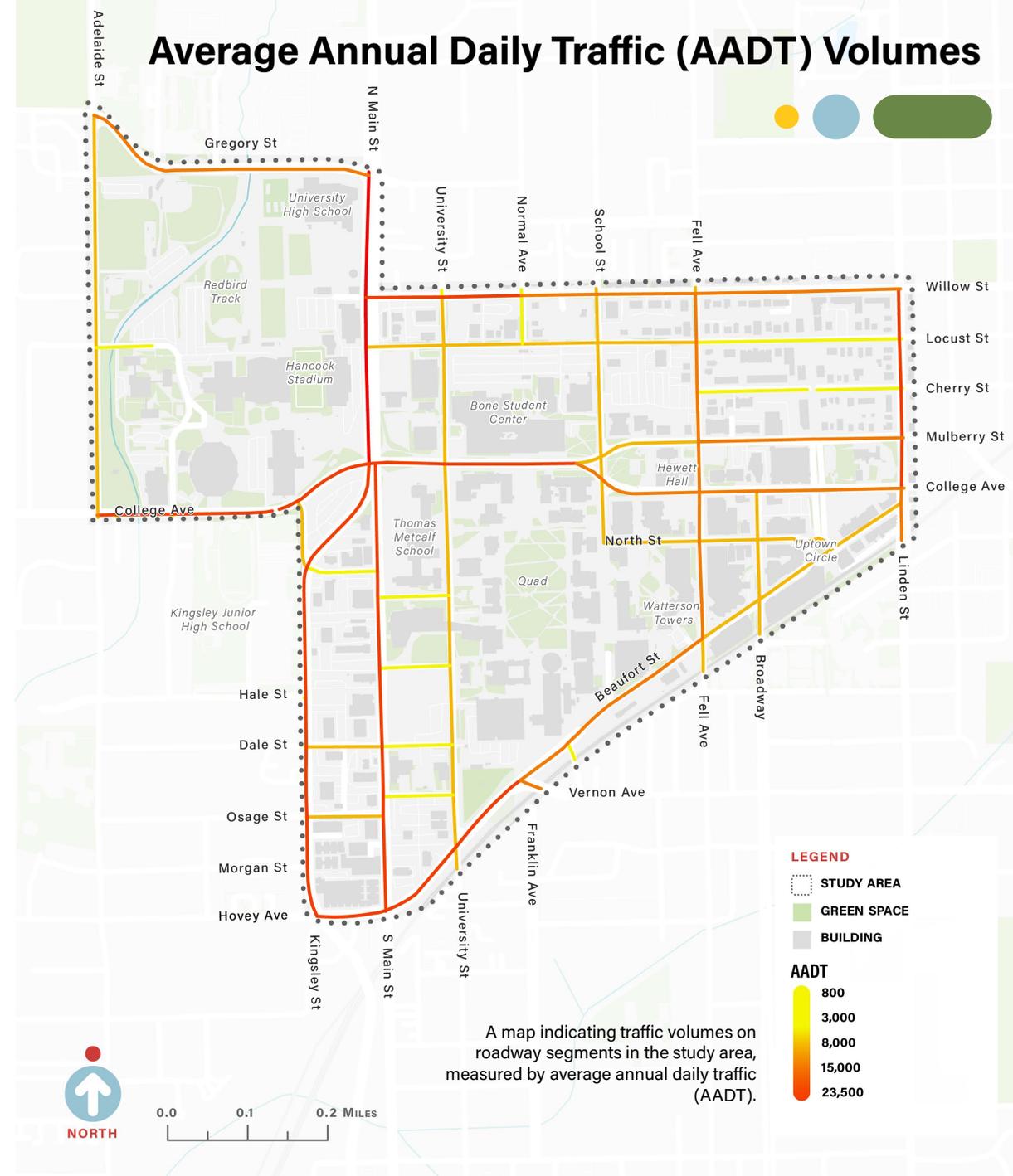
Traffic volumes are often associated with the street type with major streets seeing the most vehicles per day.

**Higher** Main Street north of College Avenue experiences the highest AADT at 23,500

**Middle** Sections of College Avenue, Beaufort Street, Linden Street and Willow Street experience higher AADT (8,000-15,000)

**Lower** Several small local and campus access roads experience less than 850 AADT

## Average Annual Daily Traffic (AADT) Volumes



# Pedestrian Network

The sidewalk network is robust.

**88%** Sidewalks are in good or better condition

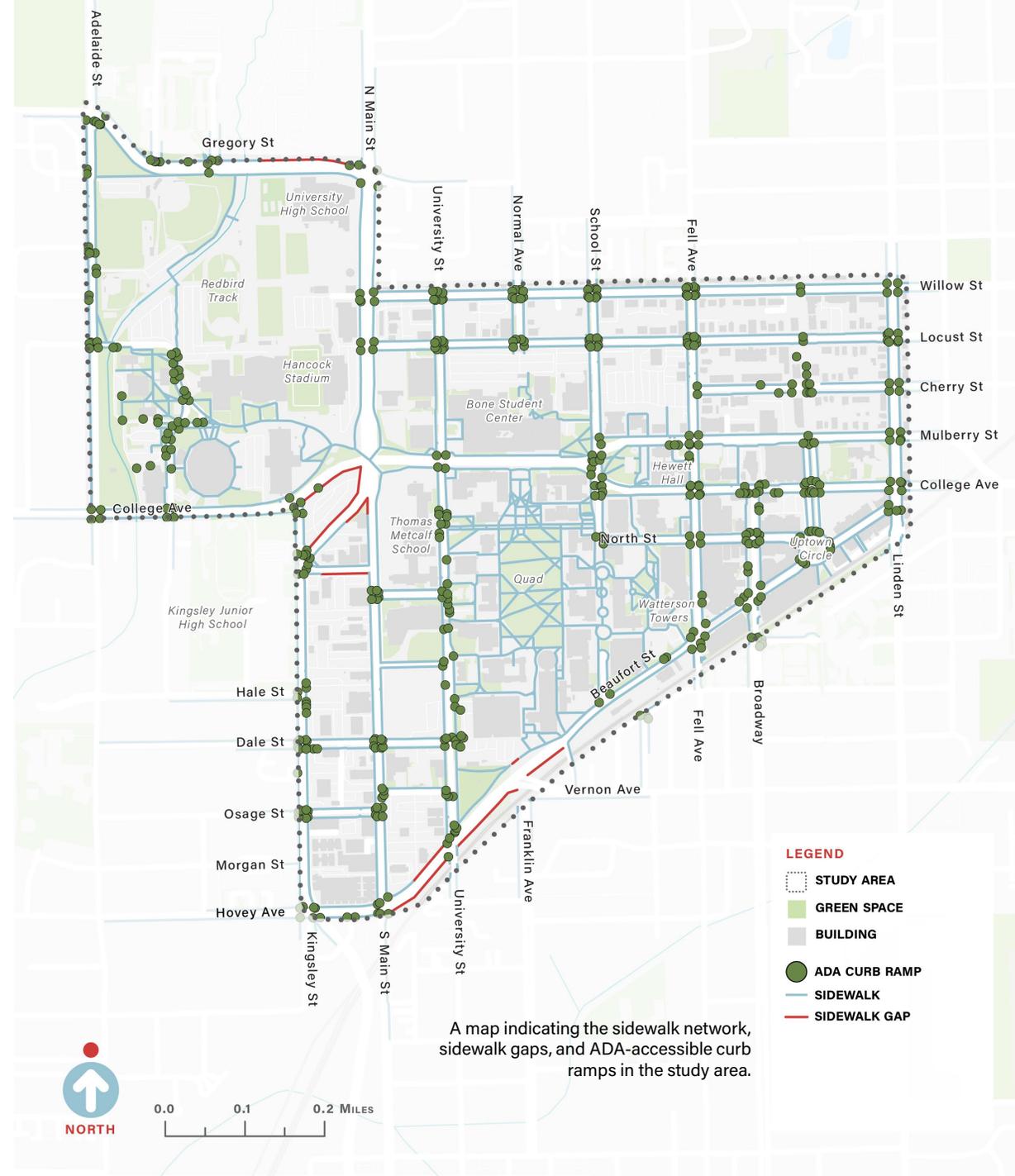
Sidewalk widths vary considerably, ranging between 4 and 18 feet

## Sidewalk Gaps

- **Beaufort St**, between Main St and School St – gap of approx. 1,100 feet
- **South side of College Ave, W side of Main St** (perimeter of Commuter Lot G53) – gap of approx. 1,100 feet
- **South side of Dry Grove St**, between Kingsley St and Main St – gap of approx. 350 feet
- **North side of Gregory St**, west of Main St – gap of approx. 600 feet



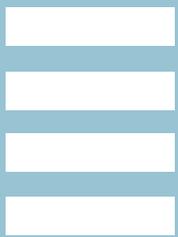
Break in sidewalk



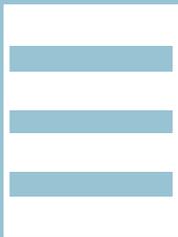
# Pedestrian Network

Crosswalk styles vary in different locations, including standard parallel line markings, ladder-style markings, and decorative crosswalks.

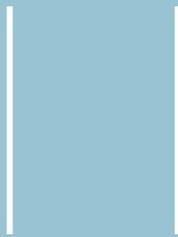
## Observed Crosswalk Styles



Continental



Ladder



Transverse



Other

Drawings of crosswalk styles

## University Street + Dale Street



The intersection of University Street and Dale Street features pedestrian crossings that utilize three different pavement marking styles

Source: Nearmap

# Pedestrian Network

Throughout the study area are **triangular shaped islands**, or porkchop islands.

The result of right-turn lane channelization, they allow for faster, smoother turns for right-turning motorists, but **pose a greater risk for pedestrians**.

## Triangular (Porkchop) Islands

- School Street, College Avenue, & Mulberry Street
- University Street & Beaufort Street
- Main Street & Beaufort Street
- Kingsley Street & Hovey Avenue
- Kingsley Street & Dry Grove Street
- Adelaide Street & Gregory Street

Drawings of vehicle driving right turn channelization with porkchop island

## School Street + College Avenue



Pedestrians waiting to cross at the intersection of School Street and College Avenue. During peak hours, this triangular shaped island, or porkchop island, is not large enough to safely accommodate all users, requiring some people to stand in the street near passing vehicles.

# Bicycle Network

- There are minimal marked, on-street bike facilities
- Shared lane pavement markings on Adelaide Street and School Street, but have become faded over time
- Many campus community members tend to ride on sidewalks instead of traveling on street

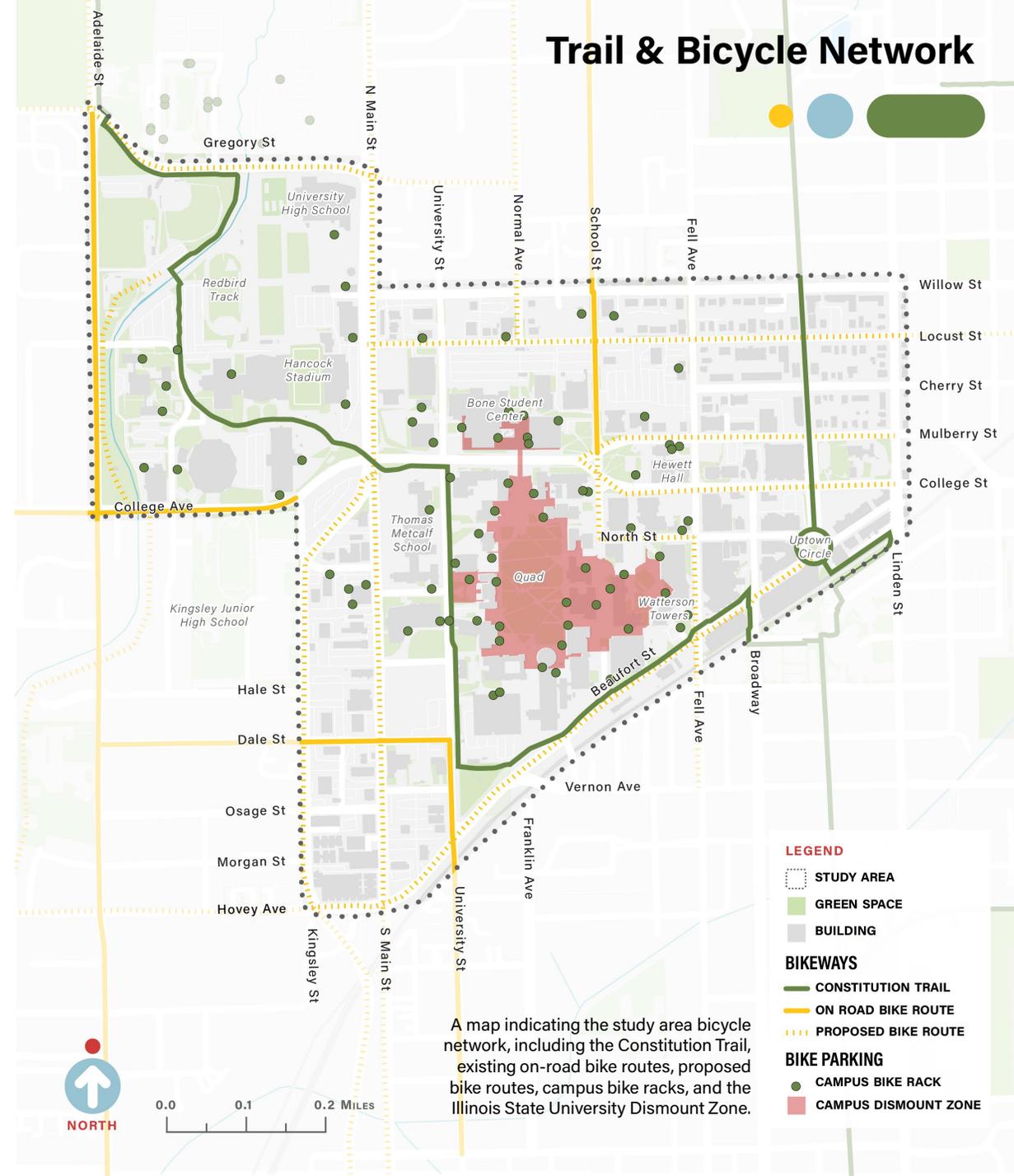
## Designated On-Road Bike Routes

- **Adelaide Street** (south of Gregory Street)
- **School Street** (north of Mulberry Street)
- **College Avenue** (west of Kinglsey Street)
- **Dale Street** (west of University Street)
- **University Street** (south of Dale Street)



Shared lane marking

## Trail & Bicycle Network



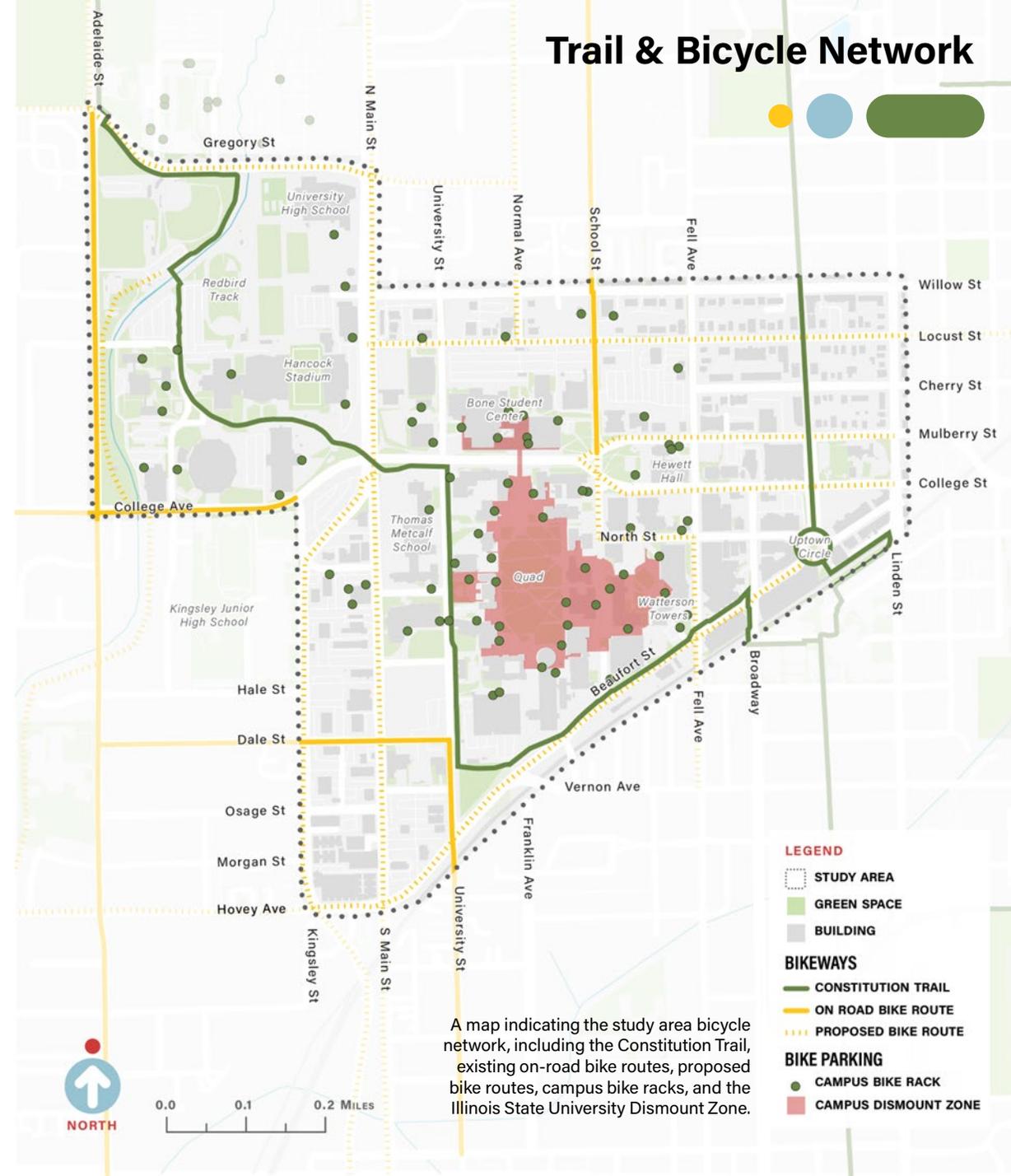
# Constitution Trail

- Study area served by Route 66/Illinois Central and Collegiate Constitution Trail branches
- Trail segments exhibit varying design characters, occasionally making it difficult to understand their precise alignment



Two photographs in the shape of a circle. (Left) Constitution Trail approaching Main Street underpass; (Right) Constitution Trail near Uptown Normal.

## Trail & Bicycle Network



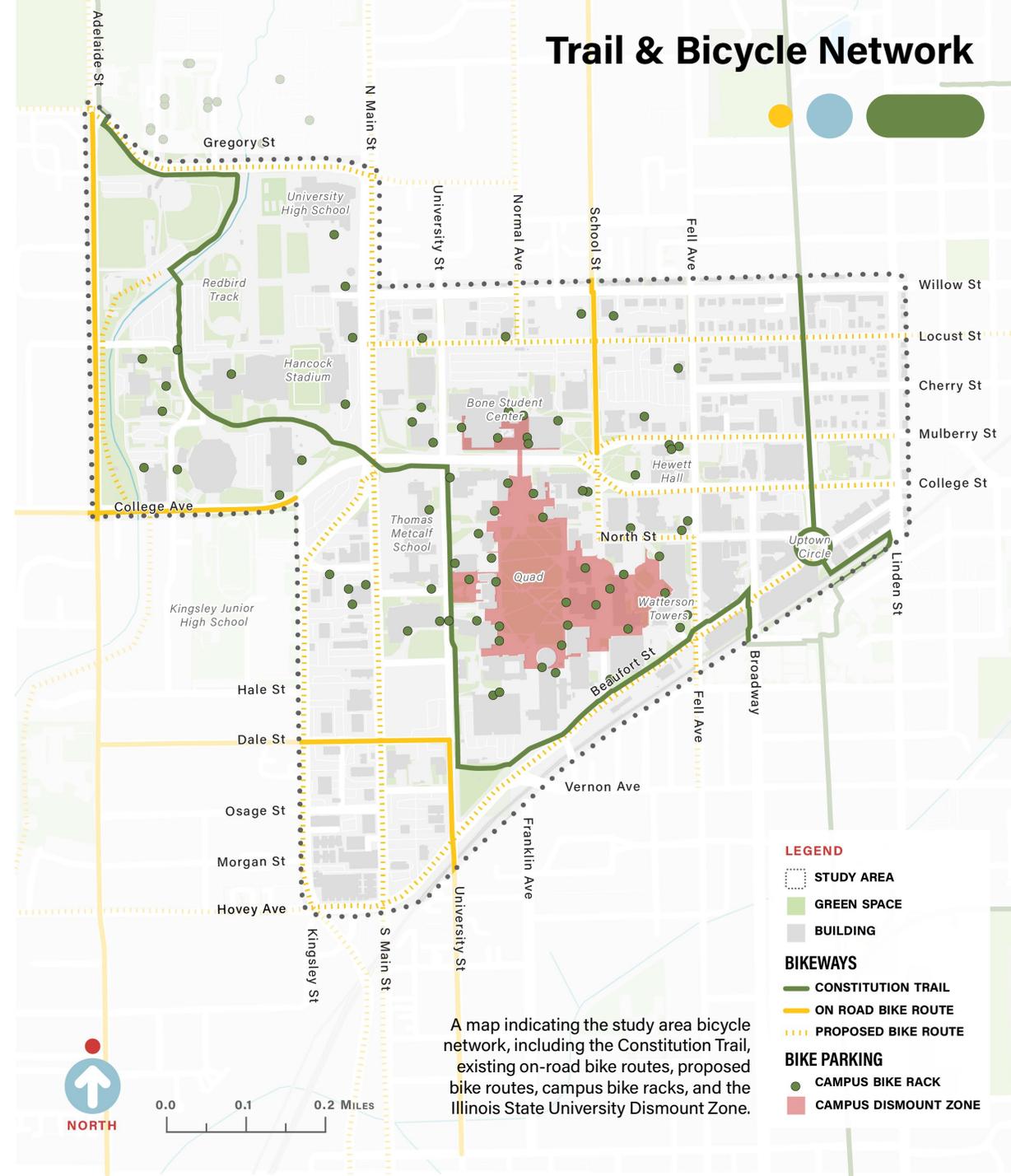
# Dismount Zones

- Campus dismount zone has been in effect since 2023
- Bike parking is well-distributed across campus, including within and along the perimeter of the dismount zone



Two photographs in the shape of a circle. (Left) Dismount Zone stencil; (Right) Bike parking

## Trail & Bicycle Network

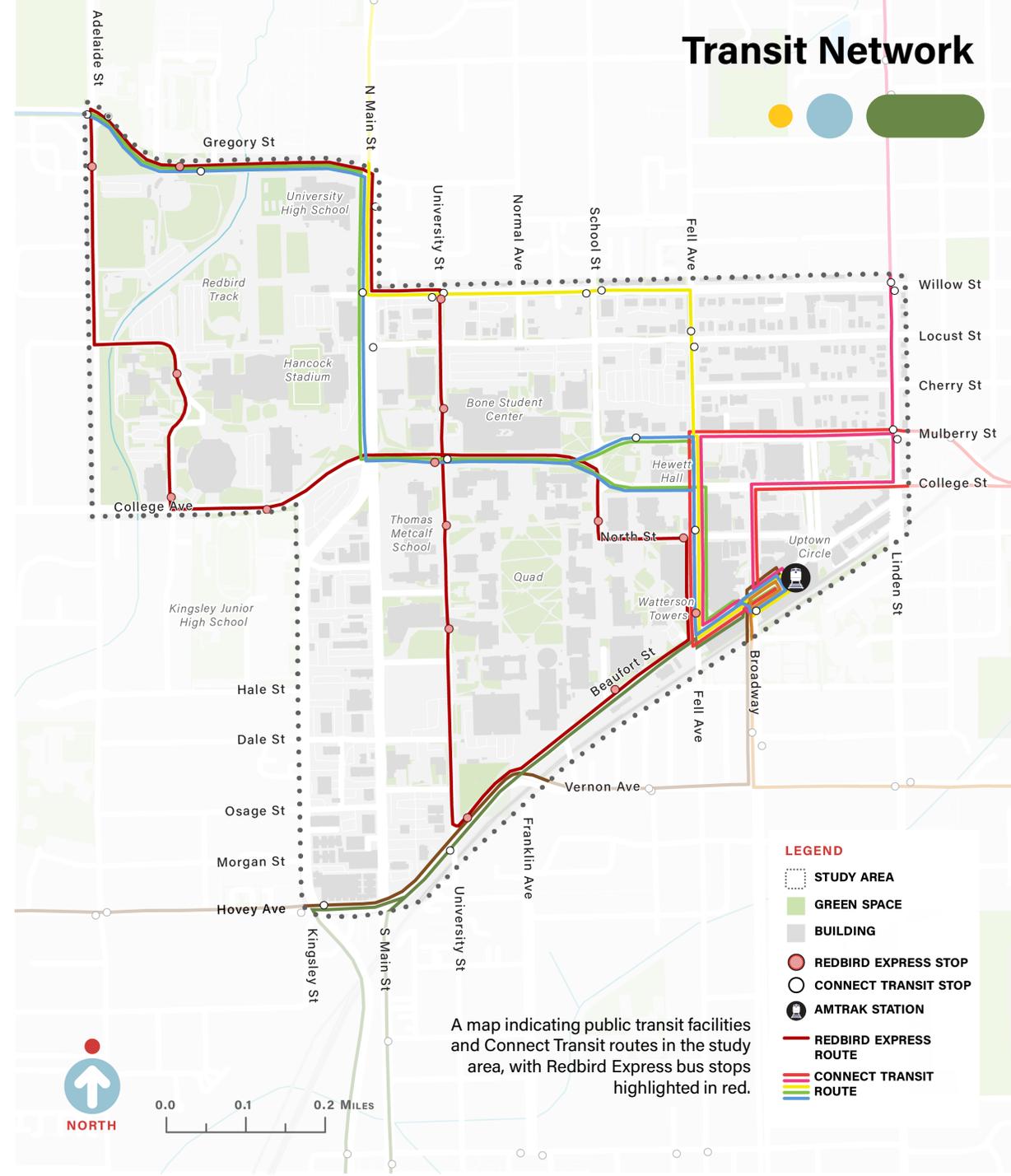


# Transit Network

The study area is served by local and regional transit options.



Two photographs in the shape of a circle. (Left) Connect Transit Bus at an intersection; (Right) Connect Transit bus stop with bench

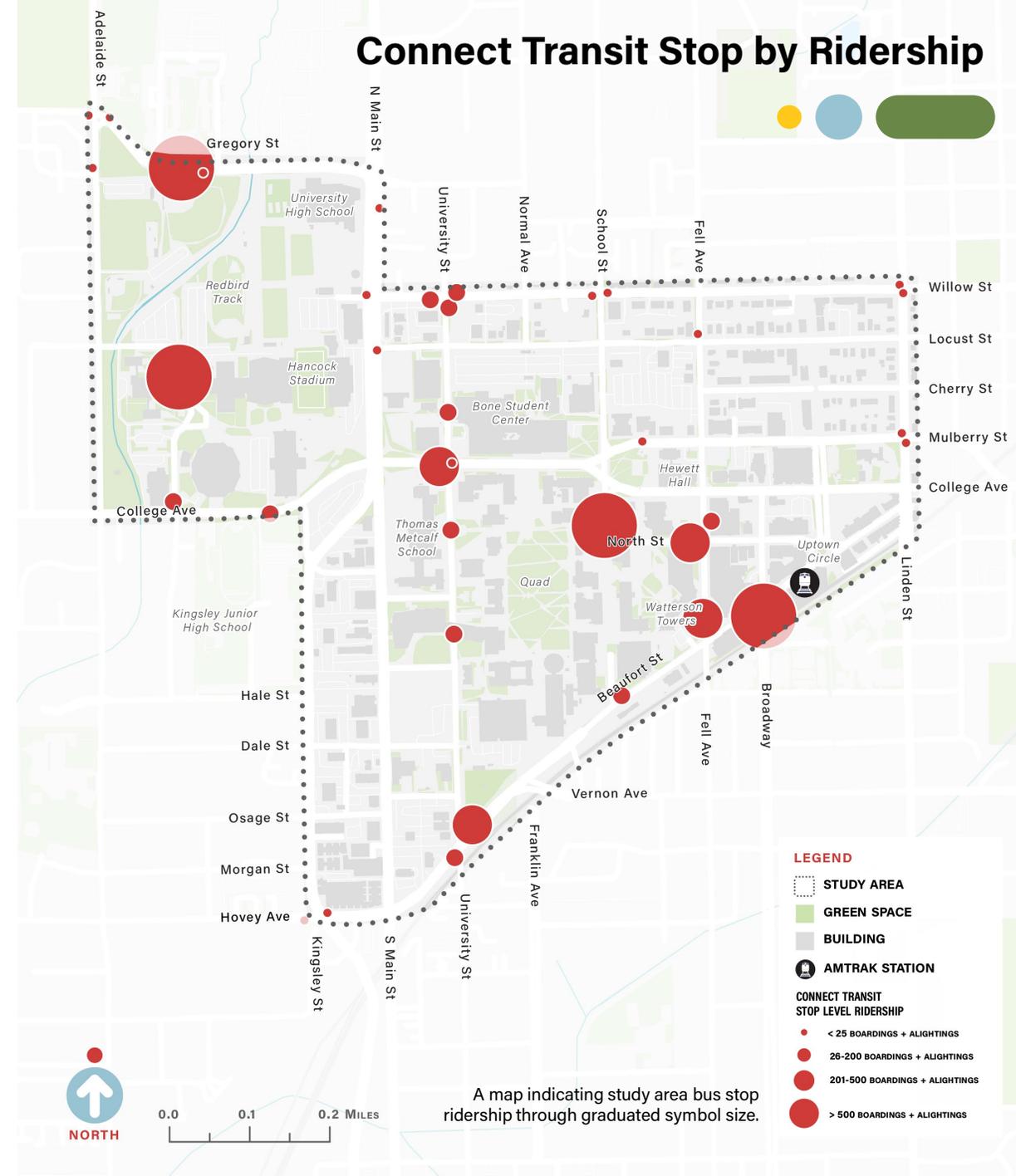


# Transit Network

10 stops account for **90%** of the total study area ridership.

Rank	Stop Name	Total On	Total Off	Total Activity	Redbird Express	Amenities
1	Uptown Station	1,067	1,020	2,087	No	Yes
2	Tri Towers	560	389	949	Yes	Yes
3	Gregory St & Cardinal Ct	366	334	700	Yes	No
4	School St & North St	187	385	572	Yes	No
5	North St & Fell Ave	253	176	429	Yes	No
6	College Ave & University St - S	63	358	421	Yes	No
7	Fell St & Beaufort St	155	101	256	Yes	Yes
8	Beaufort St & University St - N	94	111	204	Yes	Yes
9	University St & Bone Student Center	140	30	170	Yes	No
10	University St & Metcalf	117	19	137	No	No

## Connect Transit Stop by Ridership



# Campus Mobility

Most students rely on walking, biking, or other modes of transportation to reach campus.



**14,796**

off-campus students (SY24-25)



**2,013**

parking permit spaces reserved for faculty, staff, and commuter residents



**50%**

of trips beginning and ending in the study area are made by people walking.



Symbol of person walking

# Traffic Counts

24 Hour Intersection Totals | Pedestrians + Bicyclists

Intersection	Pedestrians	Bicyclists
Constitution Blvd + W Mulberry St	829	102
Kingsley St + College Ave	1,366	12
Main St + College Ave	1	0
University St + College Ave	6,658	70
Linden St + College Ave	599	15
Broadway + Beaufort St	1,665	21
Fell + Beaufort St	3,167	27
Main St + Dale St	1,797	29
Vernon Ave + Beaufort St	1	0
University St + Beaufort St	1,325	15
<b>Total</b>	<b>17,408</b>	<b>291</b>

April 15, 2025

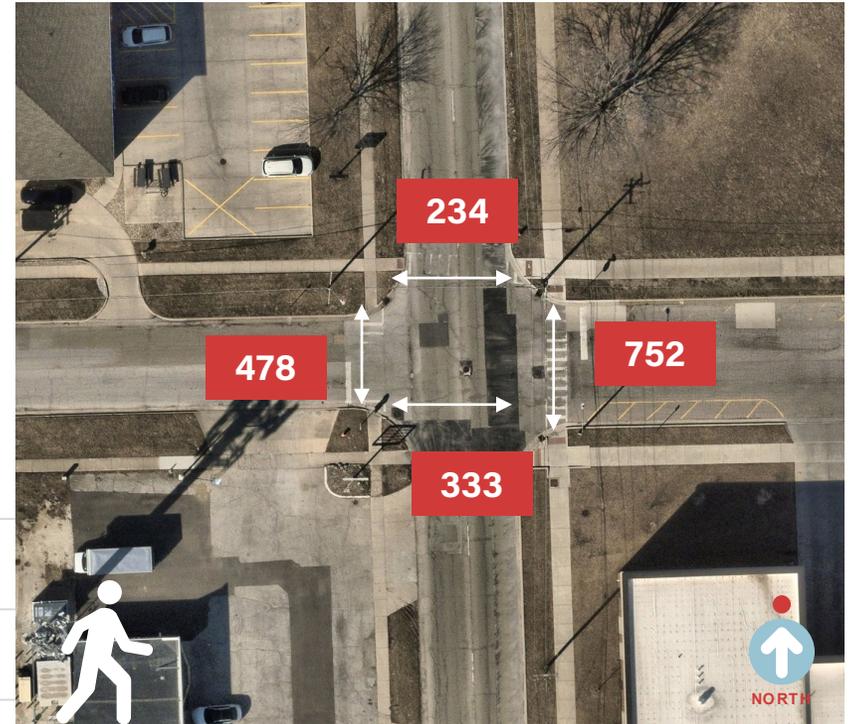
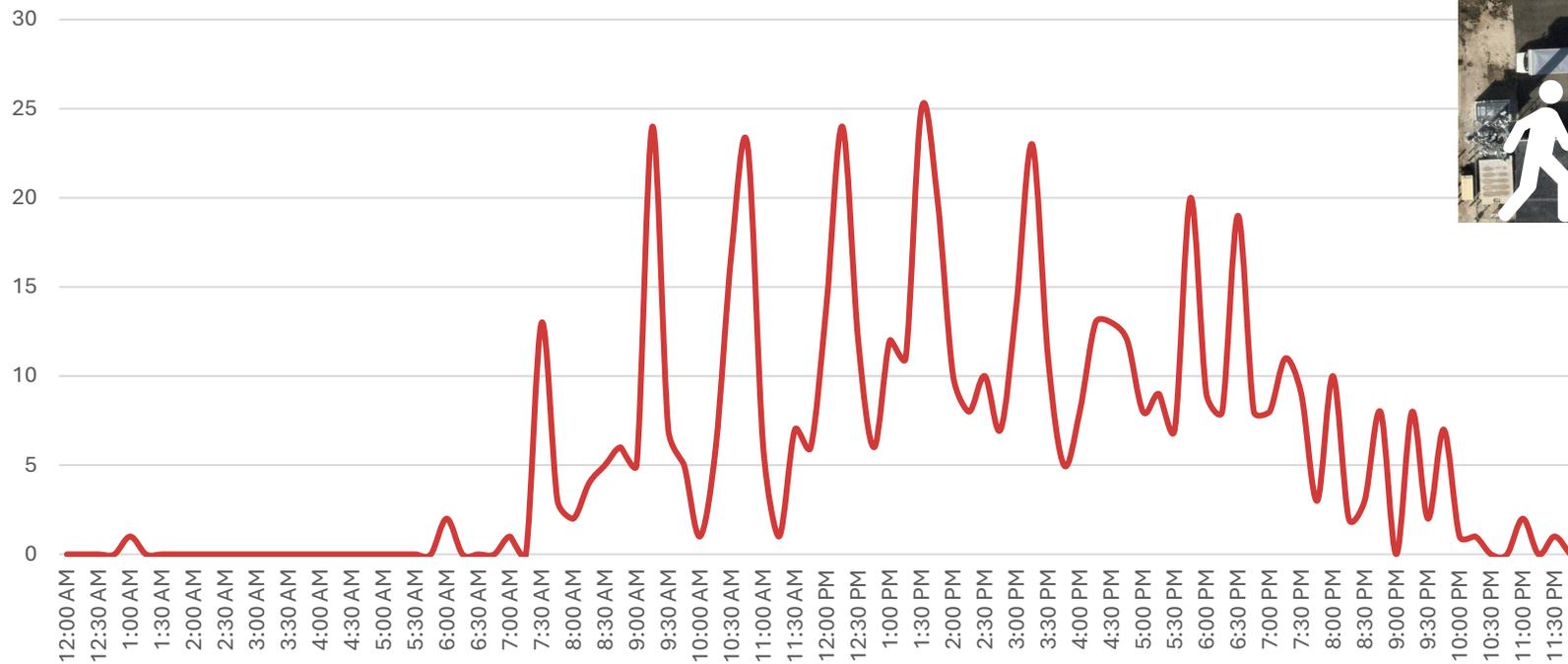
High Temp 57 F  
Low Temp 44 F

Cloudy, Windy

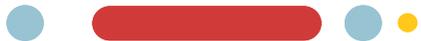


# Traffic Counts

## Main St + Dale St | Pedestrians Crossing Main St



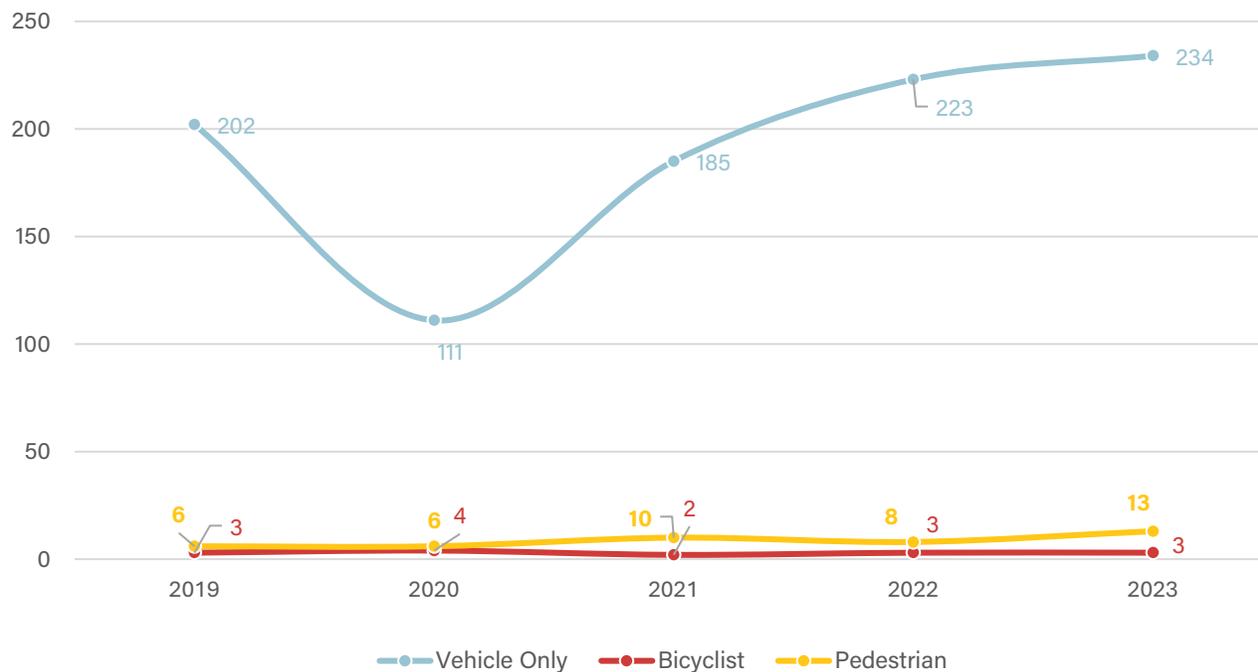
Aerial of Main Street and Dale Street with 234 people crossing north leg; 333 people crossing south leg; 752 people crossing east leg; and 478 people crossing west leg



# Safety Trends

Between 2019 and 2023, there were 1,013 traffic crashes in the study area. Crashes have been steadily on the rise since 2020.

Traffic Crashes by Mode and Year, 2019 - 2023



## Pedestrian + Bicyclist Crashes

6%

of all crashes involved a pedestrian or bicyclist.

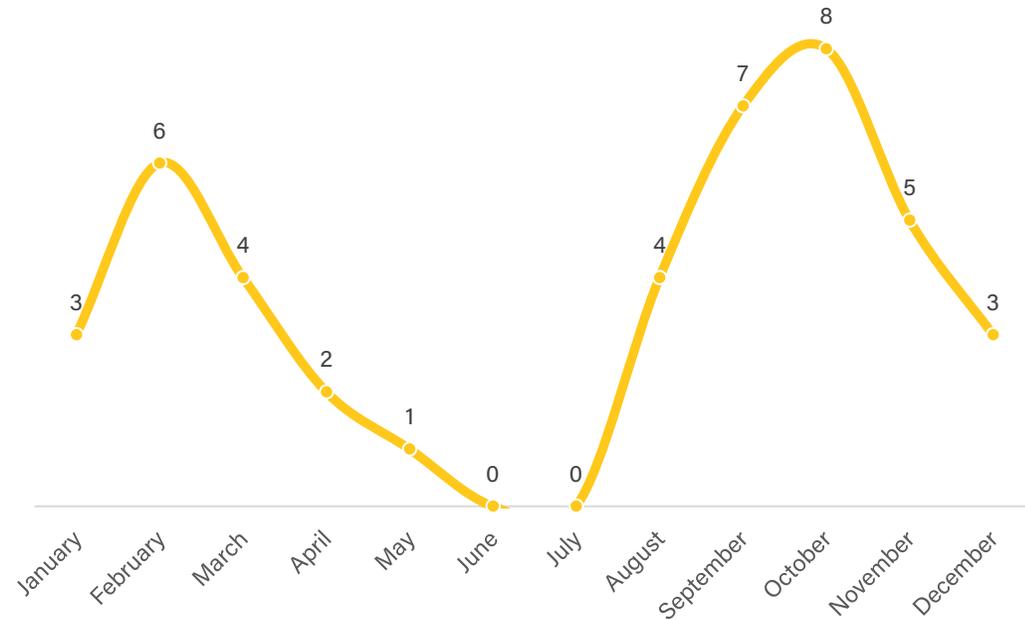
This is a **higher rate of crashes involving a vulnerable user** than McLean County and the state of Illinois as a whole (2%).



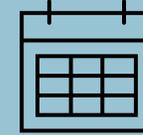
# Safety Trends

Traffic crash rates tend to be seasonal, increasing when classes are in session.

Study Area Pedestrian Crashes by Month, 2019-2023



## Day of Week



There have been more crashes involving pedestrians and bicyclists on **Mondays, Tuesdays, and Wednesdays** than other days.

### *Pedestrian Crashes*

**40%** occurred on Mondays and Tuesdays

### *Bicyclist Crashes*

**60%** occurred on Tuesdays and Wednesdays

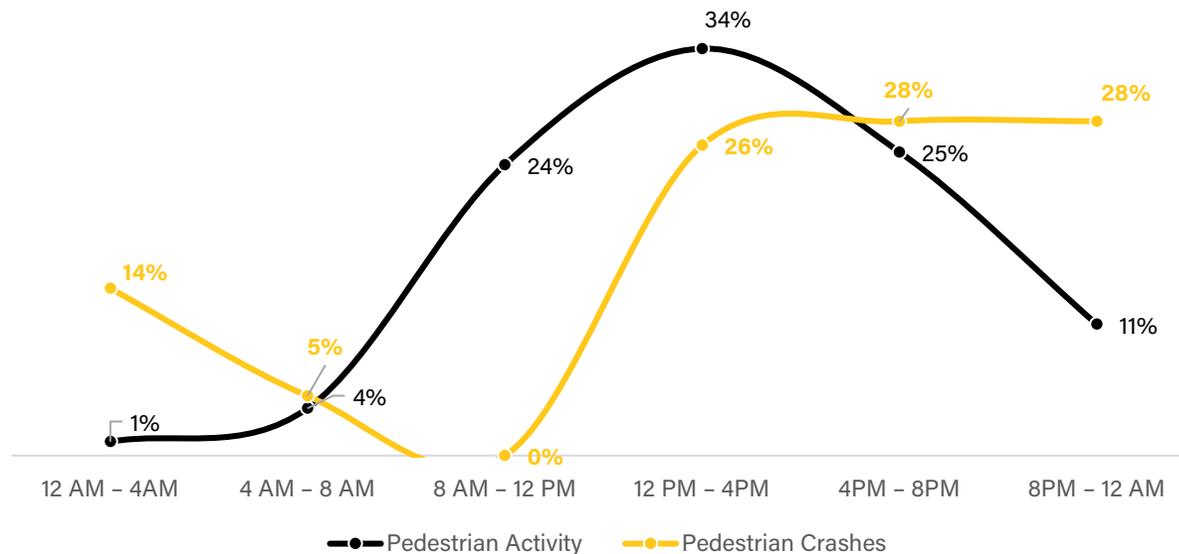
### *Motorist Crashes*

occurred more consistently throughout the week

# Safety Trends

Traffic crash rates tend to be seasonal, increasing when classes are in session.

Study Area Pedestrian Crashes with Pedestrian Activity based on April 15, 2025 Traffic Counts by Time Range



Time of Day



**8 PM - 4 AM**

There is a more significant crash risk in the dark hours compared to daytime hours.



# Safety Trends

## Location matters

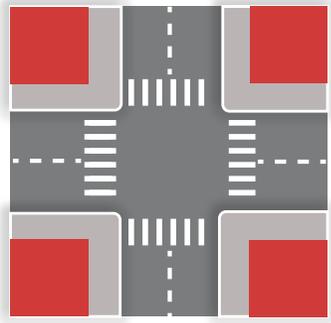


Image of intersection

# 87%

of crashes resulting in serious injury or death took places at an intersection

## Serious Injury and Fatal Traffic Crashes



### LEGEND

- STUDY AREA
- GREEN SPACE
- BUILDING

### STUDY AREA CRASHES 2019-2023

- FATAL CRASH
- SERIOUS INJURY CRASH

A map indicating serious injury and fatal traffic crash locations that took place between 2019-2023.

# Safety Trends

## Location matters



Main Street

**25% of serious injury crashes** occurred along or at an intersection of **Main Street**



College Avenue

**50% of serious injury crashes** occurred along or at an intersection of **College Avenue**

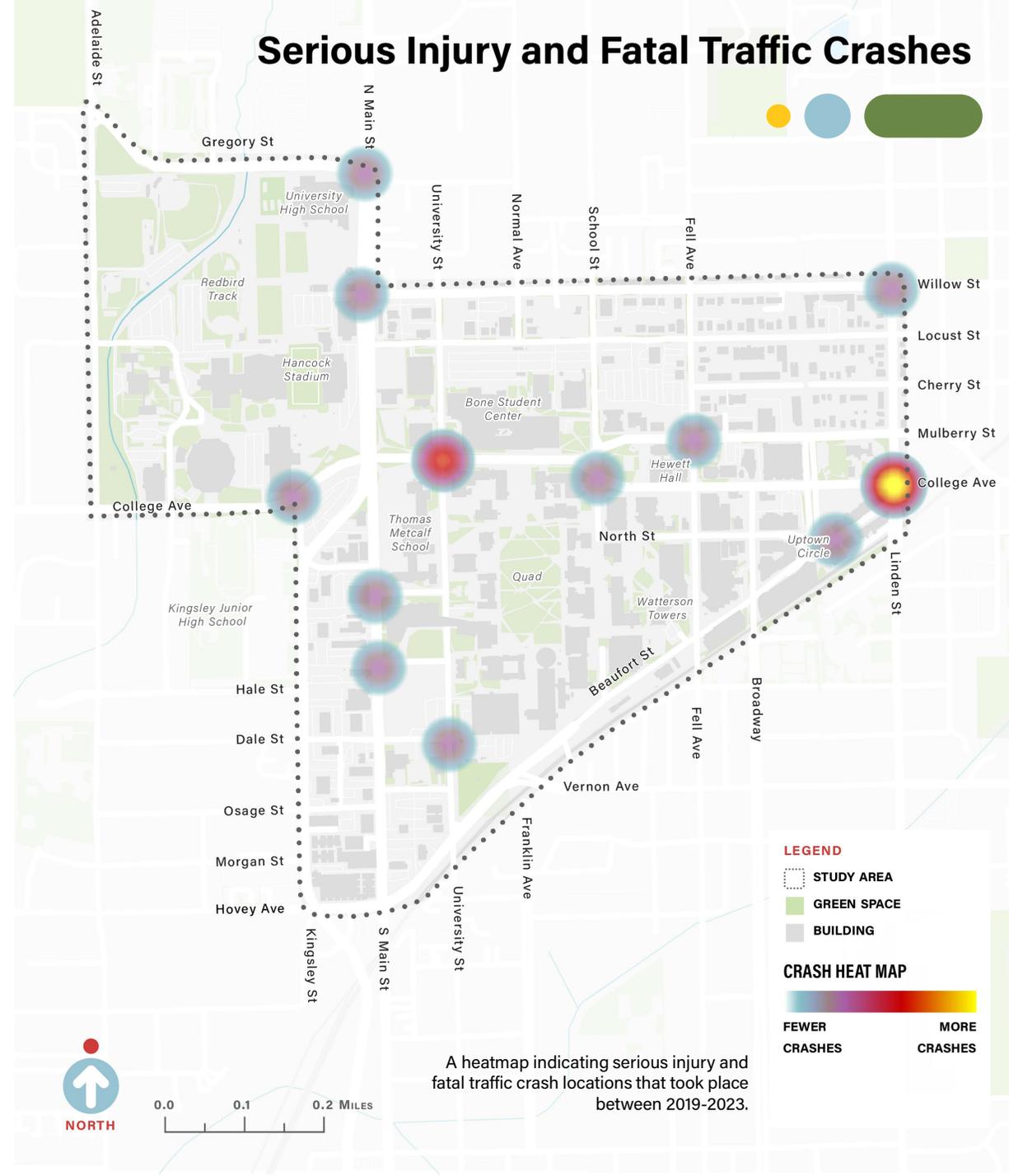
## College Avenue + Linden Street

has experienced a disproportionate number of serious injury crashes



Google Map image of College Avenue + Linden Street

## Serious Injury and Fatal Traffic Crashes

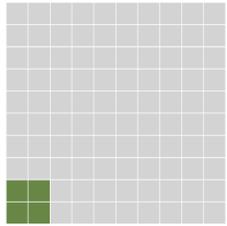


A heatmap indicating serious injury and fatal traffic crash locations that took place between 2019-2023.

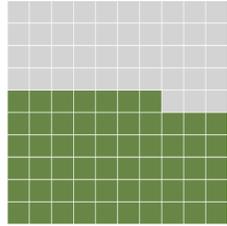
# Safety Trends

Pedestrians and bicyclists are disproportionately at risk in traffic crashes.

## Pedestrian crashes make up...



...4% of traffic crashes but...



...57% of serious injury crashes.



Symbol of person walking

When involved in a crash in the study area, pedestrians are...

# 40x

more likely to be seriously injured or killed than motorists.



## Crashes Involving Pedestrians or Bicyclists



A map indicating study area traffic crash locations that involved pedestrians or bicyclists, regardless of injury severity, that took place between 2019-2023.

**Pedestrian + Roadway**

**Campus Safety Initiative**

Illinois State University + Town of Normal

