



## DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

*Planning Division*

### **m e m o r a n d u m**

**TO:** Mayor Laurel Lunt Prussing

**FROM:** Elizabeth H. Tyler, FAICP

**DATE:** July 11, 2014

**SUBJECT:** Sustainable Choices 2040 Long Range Transportation Plan

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### **Introduction and Background**

The Champaign Urbana Urbanized Transportation Study (CUUATS) has been developing the Sustainable Choices 2040 Long Range Transportation Plan since early 2013. The Plan provides a vision for transportation planning issues throughout the Champaign-Urbana metropolitan planning area (Urbana, Champaign, Savoy, Mahomet, Bondville, and Tolono). City staff and officials have participated in the development of the plan through steering committee meetings and the extensive public outreach process (for more information visit <http://www.cuuats.org/lrtp/public-involvement>). The plan is scheduled to be completed by the end of this year.

CUUATS is requesting that the City of Urbana review the draft plan prior to its finalization. Attached as Exhibit A is an Executive Summary of the plan and planning process. Exhibit B contains the Draft Goals, Objectives, and Performance Measures. On June 26, 2014, CUUATS presented the draft plan to a joint meeting of Plan Commission, Bicycle and Pedestrian Advisory Commission, and the Sustainability Advisory Commission. Draft minutes from that meeting are attached as Exhibit C. Staff from CUUATS will present the draft plan at the July 14, 2014 Committee of the Whole meeting. CUUATS staff will present the background, public input and growth scenarios from the plan at the meeting, as well as future steps in the process.

### **Staff Recommendation**

Staff recommends that the Urbana City Council review the draft Sustainable Choices 2040 Long Range Transportation Plan and provide comments to CUUATS. The complete text of the draft plan may be found online at: <http://www.cuuats.org/lrtp/documents/lrtp-2040-draft>. Comments can be provided at the Committee of the Whole meeting on July 14<sup>th</sup>, or through email to Jeff Engstrom,

[jmengstrom@urbanaininois.us](mailto:jmengstrom@urbanaininois.us). The final draft of the plan will be presented to City Boards and Commissions and then the Urbana City Council prior to adoption at the end of the year.

Prepared By:

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Attachments:

Exhibit A: Executive Summary of the Sustainable Choices 2040 Plan

Exhibit B: Sustainable Choices 2040 Draft Goals, Objectives, & Performance Measures

Exhibit C: Draft Minutes from the June 26, 2014 Joint Meeting of Plan Commission, Bicycle and Pedestrian Advisory Committee, and Sustainability Advisory Committee

## **Long Range Transportation Plan: Sustainable<sup>1</sup> Choices 2040**

### **What is the LRTP?**

The Long Range Transportation Plan (LRTP) is a document that details how the local area transportation system should evolve over the next 20 years. The Federal Highway Administration (FHWA) requires its update every five years in order for communities in urbanized areas to receive federal and state funding for transportation projects. The Champaign Urbana Urbanized Area Transportation Study<sup>2</sup> (CUUATS), a program of the CCRPC, is the agency responsible for updating the LRTP.

The Champaign-Urbana Long Range Transportation Plan: *Sustainable Choices 2040* will anticipate future conditions and outline issues that should be considered when confronting those conditions. The CUUATS LRTP planning process helps coordinate how the region will address future transportation needs with the end-goal to foster an efficient, convenient, safe, secure, and sustainable transportation system. In addition, the LRTP will identify broad policy goals and objectives associated with strategic actions and performance measures to improve regional mobility and support sustainability and economic growth in the Champaign-Urbana region. As a community transportation policy document, *Sustainable Choices 2040* sets the direction for future investments and enhances the findings of *Choices 2035*, Champaign-Urbana's previous LRTP.

### **What goes into the LRTP?**

LRTP: *Sustainable Choices 2040* uses many different types of data to clearly define the region's transportation issues and identify strategies to address them:

- Traffic counts and existing traffic conditions
- Traffic control device inventories (stop signs, traffic signals, etc.)
- Intersection and roadway segment geometries (number of lanes, lane widths, etc.)
- Transportation infrastructure performance data
- Land use inventories
- Current population and other demographic data and projections through 2040
- Current employment data and projections through 2040
- Publicly available data (US Census Bureau, US/IL DOT, local municipalities, and more)
- Statistical modelling tools (land use, air quality, livability, public health, and more)
- Public input (20+ outreach events, 1,200 comments and counting)
- Anticipated future land use information (from local planning departments)

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<sup>1</sup> "Sustainability is defined as balancing the economic, environmental, and social aspects of urban growth and development to meet the needs of the present without compromising the ability of future generations to meet their own needs."  
United Nations. 1987. *Report of the World Commission on Environment and Development*.

<sup>2</sup> The Champaign County Regional Planning Commission (CCRPC) is the Metropolitan Planning Organization (MPO) for the Champaign-Urbana urbanized area. Within the CCRPC, the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) has been designated the transportation planning entity. CUUATS staff is responsible for updating the LRTP as well as other federally mandated transportation planning documents. The member agencies of CUUATS are the City of Champaign, the City of Urbana, the Village of Savoy, the University of Illinois, the Champaign Urbana Mass Transit District (CUMTD), the Illinois Department of Transportation (IDOT), and CCRPC.

### What is in the LRTP?

LRTP: *Sustainable Choices 2040* will contain information on our existing transportation system; goals, objectives, and performance measures for implementation; budgeted transportation projects; and illustrative or “wish list” transportation projects that local agencies would like to see implemented in the future; as well as an overall vision for the future transportation system. Since 2004, CUUATS has been tracking data-driven performance measures to monitor progress towards the attainment of specific goals and objectives delineated in previous LRTP documents related to transportation, land use development, safety, multi-modalism, accessibility, connectivity, air quality, and other planning factors. With that foundation, CUUATS staff has identified new performance measures and associated targets to reflect the vision and goals of the LRTP: *Sustainable Choices 2040*. The performance-based investment decisions and targets that will be included in the plan are coordinated with those of relevant national, state, and local agencies, including IDOT and public transportation providers, as well as local planning studies and comments received from the public.

### What is the vision for our future transportation system?

The LRTP: *Sustainable Choices 2040* has an overall mission to offer sustainable transportation choices within the region that will help balance the economic, environmental, and social aspects of urban growth and development. This overall mission has been developed around six major themes, (see box to the right), that are a result of extensive research and data collection (LRTP 2040, Chapters 2-7) and an ambitious and innovative public outreach campaign (LRTP 2040, Chapter 8). This includes understanding the use and maintenance of the existing regional transportation system as well as its relationship with issues such as fluctuating energy costs, climate change, environmental preservation, and public health. This overarching vision of sustainability is supported in the transportation realm by planning goals that federal, state, and local area transportation and land use plans share.

### What does this mean to the average resident?

The LRTP: *Sustainable Choices 2040* will serve as a blueprint to development in both transportation and land use over the next 20 years. Residents might experience shorter travel times, fewer cars on the roads, more people using transit, riding bicycles, or walking to do every day errands or commute to work. Residents and visitors might also take advantage of high speed rail to travel to Chicago, St. Louis, or Indianapolis for work, education, family, shopping, or recreation. Our goal is to increase mobility and overall quality of life in the region while decreasing traffic crashes and congestion as we implement the activities and projects detailed in the plan.

**Safety and Security**

- Traffic safety
- Emergency evacuation
- Commodity flows
- Food security

Do not feel safe using roadways on a bike

**Balanced Development**

- Historic preservation
- New construction
- Infill development
- Environmental preservation

NEIGHBORHOOD SEGREGATION racial ethnic economic INCLUSIVE COMMUNITIES all together now

**Multimodal Connectivity**

- Provision and coordination of different transportation modes to get everywhere

HIGH SPEED rail

**Accessibility and Affordability**

- Equal Access
- Equity
- Diversity
- Education

SENIORS Low income families need easy access

**Healthy Neighborhoods**

- Public Health
- Mixed Use, Compact Development
- Ecology
- Recreation

(more compact development) more services in walking & biking distances

**Resilient Economy**

- Diverse economy
- Infrastructure
- UIUC/Parkland College
- Financial stability

less growth ILLINOIS IN THE RED Higher Taxes. Retirees may leave

For more information on the LRTP and other CUUATS initiatives, our website is a great place to start: [www.cuuats.org](http://www.cuuats.org). A draft of the LRTP 2040: Sustainable Choices plan is available there: [www.cuuats.org/lrtp/documents/lrtp-2040-draft](http://www.cuuats.org/lrtp/documents/lrtp-2040-draft).



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# GOALS, OBJECTIVES, & PERFORMANCE MEASURES



# GOALS, OBJECTIVES, & PERFORMANCE MEASURES

## PURPOSE

The formulation of goals and objectives determines what direction planning efforts should take, independent of time frame and individual projects.

A goal is defined as an end state that will be brought about by implementing the LRTP. Objectives are sub-goals that help organize the implementation of the plan into measurable and manageable parts. This LRTP update includes specific strategies which will help agencies reach the stated goals and objectives, and also includes specific performance measures to track progress toward the completion of each goal and objective over time. All performance measures will have a base year of 2015.

## METHODOLOGY

CUUATS staff, in conjunction with the LRTP Steering Committee, developed twelve principal goals that will lead local agencies in the implementation of the plan. These goals are grouped according to the six LRTP 2040 planning pillars outlined in the introduction and elaborated on in Chapter 9: Critical Issues.

The goals and objectives were formulated based on a combination of the MAP-21 priorities, State of IL planning policy objectives, local knowledge, current local planning efforts, and input received during LRTP 2040 public outreach. Additionally, some of the goals and objectives included in this update were revised from those listed in the previous LRTP. Agencies are listed under each set of strategies to delineate jurisdiction and/or responsibilities. The goals, objectives, and strategies generally represent concepts by which projects should be identified, designed, and constructed.

Finally, specific performance measures were developed to help local agencies track the progress of each objective during the five year period between LRTP updates according to relevant and obtainable data. Each performance measure is listed in the same row as its specific objective in the preceding tables. Each table shows the goals, objectives, performance measures, strategies, and the parties responsible for implementation. All the performance measures have a base year of 2015.

## SAFETY AND SECURITY

### MAP 21 National Goal

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users

### Illinois State Transportation Policy Factors

- Safety for all transportation users.
- Security to protect the State’s valuable assets and ensure the continued operation of the system.

### Sustainable Choices 2040 Goal

- The Champaign-Urbana area will maintain, preserve and operate its existing transportation system in a safe and secure usable state to provide safe, efficient and reliable movement of people, good and services and, in the long term, achieve the state’s goal of zero deaths and disabling injuries.

**TABLE 10.1 SAFETY AND SECURITY**

Objectives	Performance Measures	Data Sources
Reduce the number of fatalities in Champaign-Urbana by 20% by 2020	Total Fatalities (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the number of fatalities per 100 MVMT in Champaign-Urbana by 20% by 2020	Total Fatalities per 100M VMT (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the number of severe injuries in Champaign-Urbana by 15% by 2020	Total Severe Injuries (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the number of severe injuries per 100 MVMT in Champaign-Urbana by 15% by 2020	Total Severe Injuries per 100M VMT (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the total number of crashes involving bicyclists in Champaign-Urbana by 15% by 2020	Total bicycle crashes	IDOT Crash Data, SCIL Report
Reduce the total number of crashes involving pedestrians in Champaign-Urbana by 15% by 2020	Total pedestrian crashes	IDOT Crash Data, SCIL Report
Reduce the number of hazardous materials and potential exposure incidents in the urbanized area by 5% by 2020 by tracking and understanding regional commodity flows	Frequency of incidents related to hazmat spills on the regional transportation system	CUUATS staff, Cities and Villages, LEPC, law enforcement, C-U MTD, University of Illinois
Create an evacuation plan for the region by 2020 that would set the regional transportation system to be ready for efficiently performing evacuation in case of a natural or man-made disaster	Existence of regional evacuation plan	CUUATS staff, Cities and Villages, LEPC, school districts, law enforcement, C-U MTD
Equip important regional transportation infrastructures with proper security features against any possible man made hazard by 2020	Number of new security features installed at Illinois Terminal, Willard Airport, etc.	C-U MTD, UIUC
Partner with at least 2 law enforcement agencies to promote safety and security of existing and proposed transportation system by 2020	Police reports related to personal safety and vandalism in transportation system	Crime data

**TABLE 10.1 SAFETY AND SECURITY (CONTINUED)**

Strategies						Responsible Parties
CUUATS will produce a traffic crash analysis report for the Urbanized Area every two years.	Evaluate intersections that have problematic or crash- inducing patterns and identify solutions.	Improve visibility for all roadway users through improved lighting, striping, signage, visibility triangles, and access control.	Continue educational programs for CUUATS member agencies as well as law enforcement officers about safety issues in the urbanized area.	Continue educational programs for grades K-12 including driver’s education and safety programs.	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
Perform RSAs at the request of local agencies and maintain a list of trained volunteers to help conduct RSAs.	Prepare applications and provide input to local agencies regarding Highway Safety Improvement Program (HSIP) funds.	Complete applications for available Federal safety funding.	Conduct post-construction crash analysis required for federally-funded safety improvements.	Evaluate HSIP projects (before and after studies).	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
CUUATS will produce a traffic crash analysis report for the Urbanized Area every two years.	Evaluate intersections that have problematic or crash- inducing patterns and identify solutions.	Improve visibility for all roadway users through improved lighting, striping, signage, visibility triangles, and access control.	Continue educational programs for CUUATS member agencies as well as law enforcement officers about safety issues in the urbanized area.	Continue educational programs for grades K-12 including driver’s education and safety programs.	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
Perform RSAs at the request of local agencies and maintain a list of trained volunteers to help conduct RSAs.	Prepare applications and provide input to local agencies regarding Highway Safety Improvement Program (HSIP) funds.	Complete applications for available Federal safety funding.	Conduct post-construction crash analysis required for federally-funded safety improvements.	Evaluate HSIP projects (before and after studies).	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
Close gaps in bicycle networks along roadways and in existing neighborhoods.	Continue to implement scheduled improvements to bicycle infrastructure proposed in the Urbana Bicycle Master Plan and Champaign County Greenways and Trails within the MPA.		Revise, complete and distribute Safe Walking Route Maps for public elementary and middle schools in Champaign-Urbana every two years and continue the Safe Routes to School program.	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.		CUUATS Staff, Cities and Villages, Developers, CU-SRTS Project, University of Illinois
Continue to enforce codes requiring new development to provide sidewalks along roadway frontages and safe crossings at intersections.	Retrofit existing ramps and crosswalk entrances to meet ADA standards.	Install Accessible Pedestrian Signal (APS) systems at intersections with high traffic volumes and/or high pedestrian crossing volumes.	Revise, complete, and distribute Safe Walking Route Maps for public elementary and middle schools in Champaign-Urbana every two years and continue Safe Routes to School project.		Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, CU-SRTS Project, University of Illinois
Identify hazardous materials most frequently transported through Champaign County.	Identify the routes most frequently used, and the modes of transportation that hazardous commodities are shipped.	Identify major highways, railroads, and pipelines and survey the amounts of hazardous commodities transported.	Identify existing routes which are designated as hazmat routes.	Assess the regional transportation network for safe routing of hazardous materials and designate the most appropriate routes for hazmat transportation.	Recommend appropriate routes for hazmat transportation through Champaign County.	CUUATS staff, Cities and Villages, Champaign County Emergency Management Agency (EMA), Developers, LEPC, law enforcement, C-U MTD, University of Illinois
Coordinate with agencies in charge of emergency vehicle access and evacuation plans.	Update the regional Intelligent Transportation System (ITS) architecture and install Vehicle Management Systems (VMS) at major roadways and intersections.		Perform periodic emergency evacuation drills at different agencies including local school districts.		CUUATS staff, Cities and Villages, Champaign County EMA, LEPC, school districts, law enforcement, C-U MTD	
Conduct monthly inspections of security features at the Illinois Terminal, Willard Airport, etc.			Coordinate with IDOT, Department of Homeland Security (DHS), and local agencies to ensure that up to date security features are installed at regional transportation infrastructure.			CUUATS staff, DHS, IDOT, law enforcement, Cities and Villages, C-U MTD, University of Illinois
Continue educational safety programs for the community including drivers, bicyclists and pedestrians.			Include updated information regarding the regional Intelligent Transportation System (ITS) architecture and install Vehicle Management Systems (VMS) in safety education programs.			All local police departments and municipalities



## RESILIENT ECONOMY

### MAP 21 National Goal

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

### Illinois State Transportation Policy Factors

- Support of global economic competitiveness.

### Sustainable Choices 2040 Goal

- The Champaign-Urbana area will have a resilient economy by supporting existing and emerging local as well as global business development and job creation, fostering quality educational options for all income levels, continuing to invest in forward-looking infrastructure like fiber connectivity, establishing strong inter-regional transportation options like bullet trains, and promoting inter-municipal coordination that creates and maintains a high standard of living and quality of life for all.

TABLE 10.2 RESILIENT ECONOMY

Objectives	Performance Measures		Data Sources
Increase job growth by 5% by 2020 through investments in transportation infrastructure improvements, technology improvements, education, regional connectivity, and for improving quality of life.	# of jobs supported by transportation investments	# of Urbanized Area's funded and completed projects	Economic Model TIP Database
Reduce household transportation costs by 5% between 2015 and 2020.	Combined transportation and housing costs as a percentage of median income	Percentage of income devoted to transportation	Local Affordability and Livability Index (LALI)
Increase the supply of affordable, accessible housing (condominiums, single family homes, rental units, and owner-occupied) that promotes greater multimodal travel to, from, and within designated employment centers by 5% between 2015 and 2020.	# of businesses relocated due to corridor efficiency	Distribution of issued housing permits by locality in order to assess jobs-housing balance and other issues	Local knowledge Housing Permit Database

**TABLE 10.2 RESILIENT ECONOMY (CONTINUED)**

Strategies							Responsible Parties
Develop, implement and regularly update a Regional Economic Strategy.	Conduct an inventory and analysis that examines local government economic development programs and practices (short term).	Maintain a regionwide clearinghouse of data.	Support transportation projects that increase the likelihood of people having access to training locations (i.e. Parkland, WEA).	Provide examples for addressing mobility and accessibility for low-income and special needs populations (incl. youth, seniors, and disabled persons) in local transportation planning efforts.	Improve key facilities connecting the region to national and world markets.	Promote the preservation of existing rights-of-way for future high-capacity transit.	CCRPC Staff, Champaign County EDC, Cities and Villages.
Favor policies and projects that encourage greater fuel efficiency.	Emphasize transportation investments that facilitate active modes of transportation and increase travel options, particularly in and connecting designated centers, to meet the needs of the regional economy.	Favor policies and projects with greater job creation.		Identify truck routes: Identification and designation of the system will describe critical corridors and priorities for operation and investment for elements of the system.	Support projects that improve commute options for disadvantaged workers.	Increase the number and/or frequency of Amtrak routes.	CCRPC/CUUATS Staff, Champaign County EDC, Cities and Villages.
Work with EDC members, developers, and transportation providers to strengthen the coordination of local and regional planning for transportation and economic development. Use the MPO as a forum to coordinate transit agency planning and projects.		Integrate transportation and land use planning to maximize the supply of development that can occur in accessible, multi-modal areas, in conjunction with pricing reforms that favor accessible locations.					CCRPC Staff, Cities and Villages, Developers.

## MULTIMODAL CONNECTIVITY

### MAP 21 National Goal

- Increase accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

### Illinois State Transportation Policy Factors

- Accommodating future growth in population and employment. Securing adequate funding for maintaining, improving, and ensuring efficient operation of the transportation systems. Preserving and managing existing infrastructure.

### Sustainable Choices 2040 Goal

- The Champaign-Urbana area will aim to increase accessibility and mobility of people and freight to all areas of the region using different transportation modes, enhance the ability to connect different modes when necessary or cost-effective for people and businesses, and to increase the efficiency of the transportation system by allowing the use of active modes of transportation whenever possible.

**TABLE 10.3 MULTIMODAL CONNECTIVITY**

Objectives	Performance Measures		Data Sources
Expand sidewalk system within Champaign and Urbana by (X) % with ADA-compliant facilities, bridging pedestrian gaps along public right of ways by 2020	Miles of new ADA-compliant sidewalks built along paved roads		Champaign, Urbana and Savoy public works departments, University of Illinois Facilities and Services, CUUATS
Complete all short term shared use (trail) infrastructure recommendations proposed in the Urbana Trails Master Plan (UTMP) Champaign Trails Plan, and Champaign County Greenways and Trails Plan (within the MPA) by 2020.	Percent of scheduled recommendations within the UTMP and CCGT Plan completed	Number of miles of different types of trails infrastructure	UTMP; CCGT Plan; Champaign and Urbana, and Savoy public works departments
Complete all short term bicycle infrastructure recommendations proposed in the Urbana Bicycle Master Plan (UBMP) and Champaign County Greenways and Trails (CCGT) Plan (within the MPA) by 2020.	Percent of scheduled recommendations within the UBMP and CCGT Plan completed	Number of miles of different types of bicycle infrastructure	UBMP; CCGT Plan; Champaign, Urbana, and Savoy public works departments
Expand C-U MTD service area to be coterminous with the Champaign-Urbana urbanized area boundary by 2030	Percentage of the C-U MTD service area contained inside the urbanized area		C-U MTD
Increase the availability of public transportation options between the Champaign-Urbana urbanized area and other locations within the MPA by 15% by 2020.	Number of new rural transit connections	Number of new rural transit riders using local services	C-U MTD, CRIS, CCRPC
Adhere to the CUUATS Complete Streets Policy for all new and reconstruction transportation infrastructure projects	Percentage of transportation projects fully adhering to the CUUATS Complete Streets Policy		Champaign, Urbana and Savoy public works departments and University of Illinois Facilities and Services
Begin construction of high speed rail infrastructure between Champaign and Chicago by 2030	Miles of high speed rail tracks built		High speed rail consortium or IDOT
Create a freight plan for the Champaign-Urbana urbanized area that identifies proposed freight routes by 2020	Freight Plan	Number of freight routes implemented	CCRPC, Champaign, Urbana and Savoy public works departments and University of Illinois Facilities and Services
Increase enplanements at Willard Airport by 10% by 2020	Percent increase in enplanements at Willard Airport		Willard Airport
Identify 3 new partners to provide education, encouragement, and enforcement programs on transportation modes, facilities, and benefits by 2020	Number of new partners identified		CUUATS
Distribute educational and/or encouragement materials focusing on transportation modes, facilities, and benefits at a minimum of 5 public events/locations per year	Number of public events with materials available		CUUATS

**TABLE 10.3 MULTIMODAL CONNECTIVITY (CONTINUED)**

Strategies		Responsible Parties
Install ADA-compliant sidewalks and ramps on all new roadway projects.	Retrofit ADA-complaint sidewalks and ramps on all existing roadway resurfacing and reconstruction projects.	Cities and Villages, University of Illinois, IDOT
Create routes that connect to and through all neighborhoods. Seek input from neighborhood associations when possible.	Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on or along rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	Cities and Park Districts of Champaign and Urbana, Village of Savoy, Champaign County Forest Preserve District, Developers
Create routes that connect to and through all neighborhoods. Seek input from neighborhood associations when possible.	Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on or along rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	Cities and Park Districts of Champaign and Urbana, Village of Savoy, Champaign County Forest Preserve District, C-U MTD, Developers
Annexations of additional urbanized area land into the C-U MTD service area.		C-U MTD
Connect underserved rural transit areas by linking rural transit services to local transit service routes at connecting points.		C-U MTD
Exercise due diligence in considering the cost effectiveness of including bicycle, pedestrian, and transit accomodations into new roadway projects.	Exercise due diligence in considering the cost effectiveness of including bicycle, pedestrian, and transit accomodations into existing roadway reconstruction projects.	CUUATS Staff, Cities and Villages, University of Illinois, IDOT
Support efforts by IDOT, the Midwest High Speed Rail Association, and other related entities to designate the Chicago-Champaign-St. Louis route as a federally studied and approved high speed rail corridor.		High speed rail consortium or IDOT
Collaborate with local, regional, state, and stakeholders to collect data and development freight plan for the region.	Track usage and impact of freight plan.	CUUATS Staff, Cities and Villages, University of Illinois, IDOT
Create at least 2 new regional or national flight connections that match nearby airport destinations or are unique destinations to the region to increase the appeal of Willard Airport to travelers.	Reduce or eliminate additional fees such as parking where applicable to increase the appeal of Willard Airport to travelers over other nearby or larger airports.	Willard Airport, University of Illinois
Take advantage of opportunities to partner with public and private entities interested in the benefits of transportation education.	Use community-wide calendars to promote multimodal transportation to existing events.	CUUATS member agencies
Set up information table at popular events listed on municipal calendars of public events (i.e. Neighborhood Nights, Sounds at Sunset, Orchard Days, RC Fest, etc).	Distribute at least 1 type of educational and/or encouragement material related to transportation modes, facilities, and benefits to K-12 schools.	CUUATS member agencies and all local municipalities

## ACCESSIBILITY AND AFFORDABILITY

### MAP 21 National Goal

- Increase accessibility and mobility of people and freight

### Illinois State Transportation Policy Factors

- Transportation for underserved populations such as the elderly, low-income, and persons with disabilities.

### Sustainable Choices 2040 Goal

- The Champaign-Urbana area will address issues of equity as well as segregation in its diverse communities in the area of transportation.

**TABLE 10.4 ACCESSIBILITY AND AFFORDABILITY**

Objectives	Performance Measures		Data Sources
Retrofit (TBD) % of sidewalks and (TBA) number of ramps according to ADA standards by 2020.	Number of miles of sidewalks retrofitted	Number of ramps retrofitted	Municipal public works departments
Implement the short term priority projects from the C-U SRTS Project plans developed for Stratton, Dr. Howard, South Side and Prairie Schools in Champaign-Urbana by 2020.	Number of short term projects completed according to various C-U SRTS Project plans		Champaign Unit #4 School District, Urbana School District #116
Develop pedestrian plans for all jurisdictions within the urbanized area.	Number of new pedestrian plans		Local municipalities and the University of Illinois
Develop bicycle plans for all jurisdictions that connect to each other and to the Greenways & Trails plan	Number of new, coordinated bicycle plans		Local municipalities and the University of Illinois
Increase appeal and affordability of biking in the region.	Number of new initiative to encourage or facilitate biking		CUUATS, local bike entities
Creation of snow removal ordinances, programs, and policies to provide year-round access to sidewalks, bike paths, and transit stops.	Number of ordinances implemented by municipalities within the urbanized area		Local municipalities
Create an affordable, annual transit pass program for low-income individuals and high school-aged youth.	Number of affordable, annual transit pass programs created		C-U MTD
Provide transit routes to at least 3 new areas in the community (e.g. Northwest Champaign area, etc.) by 2020.	Number of direct transit routes and links between neighborhoods and community interest points as well as major employers such as the U of I campus, Carle Hospital, city downtowns, etc.		C-U MTD
Expand car sharing programs and opportunities by 10% by 2020.	Number of Zipcar locations	Number of new car share programs in the area	Zipcar
Adhere to the CUUATS Access Management Guidelines when building or reconstructing a roadway or providing access to development.	Percentage of transportation projects fully adhering to the CUUATS Access Management Guidelines		Access Management Guidelines document and public works departments
Increase Amtrak ridership from Illinois Terminal by 5% by 2020.	Percent change in Amtrak ridership		Amtrak
Continue to provide at least one opportunity for public input for each new transportation project.	Number of public comment opportunities	Number of new public outreach methods	CUUATS
Make materials focusing on transportation modes, facilities, and/or benefits available in at least 1 language besides English by 2020	Number of multilingual materials		CUUATS

**TABLE 10.4 ACCESSIBILITY AND AFFORDABILITY (CONTINUED)**

Strategies		Responsible Parties
Define priority areas for sidewalk improvements.	Define priority areas for ramp improvements.	Cities of Urbana and Champaign, Villages of Savoy, Mahomet and Tolono
Encourage schools to work with municipal departments to implement engineering and enforcement recommendations.	Encourage schools to work with the C-U SRTS Project to implement encouragement, education, and evaluation recommendations.	Champaign Unit #4 School District, Urbana School District #116, City of Champaign, City of Urbana, C-U SRTS Project
Consult with existing pedestrian plans and local agencies to coordinate all plans and infrastructure priorities.	Coordinate with local law enforcement regarding new pedestrian plans and associated education and enforcement activities.	Local municipalities and the University of Illinois, all local law enforcement agencies
Coordinate with local, regional, and state bicycle plans for data/input collection and outreach.	Coordinate with local law enforcement regarding new bicycle plans and associated education and enforcement activities.	Local municipalities and the University of Illinois, all local law enforcement agencies
Research feasibility of implementing a bike share program to make biking more affordable.	Create community-wide calendar of biking events for the community.	CUUATS, all local municipalities
Define high traffic and priority areas for snow removal.	If necessary, define encouragement and enforcement measures for snow removal.	Local municipalities and Public Works Departments
Investigate what percentage of annual transit pass cost would be cost-effective to price an affordable, annual transit pass for high school-aged youth.	Investigate the feasibility of allowing middle and high-school aged students to use their school IDs to ride the bus at any time.	C-U MTD
Provide transit service to areas of new residential, commercial and/or industrial development.	Evaluate existing routes and service times to determine if transit service is not meeting resident and/or worker demands.	C-U MTD
Continue to market the benefits of lifestyles free of car ownership to existing and future students and residents.	Identify areas with potential for high car-sharing usage, such as dense residential areas, commercial areas, or business traveler destinations.	Zipcar, C-U MTD, City of Urbana, City of Champaign
Adopt CUUATS Access Management Guidelines into municipal codes or ordinances.		City of Champaign, City of Urbana, Village of Savoy, University of Illinois
Cheaper and more consistent fare pricing.	More routes, increased frequency of service.	Amtrak
Project open houses.	Project advisory committees.	CUUATS member agencies
Maps	Brochures	CUUATS member agencies

## HEALTHY NEIGHBORHOODS

### MAP 21 National Goal

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

### Illinois State Transportation Policy Factors

- Protecting the environment.
- Preserving and managing the existing infrastructure.

### Sustainable Choices 2040 Goal

- The Champaign-Urbana area will promote healthy communities and improve overall residential quality of life by strengthening existing neighborhoods and housing developments, evaluating and expanding active transportation infrastructure, and promoting energy conservation and environmental quality.

**TABLE 10.5 HEALTHY NEIGHBORHOODS**

Objectives	Performance Measures	
Implement recommendations in at least 5 of the 11 neighborhoods listed within the Transit Facility Guidelines for the Champaign-Urbana Urbanized Area by 2020.	Number of designated neighborhoods that fulfill all Transit Facility Guidelines recommendations	
Increase accessibility to transit services by providing missing sidewalks connecting to at least 20 bus stops by 2020.	Miles of new sidewalks connecting to bus stops	
Expand trail facilities to connect with the regional trail system as proposed in the Champaign County Greenways and Trails (CCGT) Plan by (TBD) miles by 2020.	Miles of trails facilities connecting to regional trail network	
Expand bicycle facilities within the Urbanized Area by (TBD) miles by 2020.	Miles of new bicycle facilities (bike lanes, shared use paths, etc.)	
Increase miles of bicycle facilities located within a quarter mile of affordable housing stock by 15% between 2015 and 2020.	Number of new bicycle facilities located within a 1/4 mile of affordable housing units	
Improve 8 and 24-hour ozone levels for the entire Metropolitan Planning Area by 2020.	Number of new air quality monitoring stations installed	Number of both 8-hour and 24-hour periods achieving attainment level status for federal and state air quality standards
Reduce overall Vehicle Miles Traveled (VMTs) within the area by 5% by 2020.	Number of VMT reduced from 2015 levels within the Champaign Urbana Metropolitan Planning Area	
Provide multimodal access to at least 3 new communal or recreational spaces by 2020.	Number of multimodal connections to designated communal (e.g. Lierman Neighborhood Community Gardens) and recreational spaces	
Reduce the number of Urbanized Area residents with medical conditions linked to non-active / sedentary lifestyles by 5% by 2020.	Percent decrease in people with medical conditions linked to non-active / sedentary lifestyles	
Address deficient criteria in at least 5 critical zones identified by the Local Affordability and Livability Index (LALI) by 2020.	Number of neighborhoods with improved accessibility scores according to LALI	Number of USDA-designated "food desserts" within the urbanized area
Provide 3 educational and encouragement programs for all ages about the benefits of walking, biking, and appreciation of green space by 2020.	Portion of all age ranges served	Number of new public resources educate/encourage active living, active transportation, and/or the appreciation of green space

**TABLE 10.5 HEALTHY NEIGHBORHOODS (CONTINUED)**

Data Sources	Strategies			Responsible Parties
CUMTD, Champaign, Urbana, and Savoy	Develop a priority plan according to comments received from the general public during the LRTP Public Involvement Process giving high consideration to routes mentioned in multiple plans			CUMTD, Champaign, Urbana, and Savoy
Public Works departments of Champaign, Urbana, and Savoy	Apply for New Freedom Funding to build sidewalks connecting to bus stops			Public Works departments of Champaign, Urbana, and Savoy
Public Works departments of Champaign, Urbana, and Savoy	Give high consideration to CCGT Plan High Priority projects	Give high consideration to CCGT Plan High Priority projects		Urbana, Champaign, Savoy, Mahomet, Champaign Park District, Urbana Park District, Champaign County Forest Preserve District
Public Works departments of Champaign, Urbana, and Savoy	Apply for Illinois Transportation Enhancement Program (ITEP) grants	Give high consideration to CCGT Plan High Priority projects		Public Works departments of Champaign, Urbana, Savoy, Mahomet, and Tolono
CUMTD	Inventory affordable housing and low income areas that are located more than 1/4 mile from a transit stop and/or trail facility			CUMTD, CUUATS staff
Illinois Environmental Protection Agency (IEPA)	Install air quality monitoring stations near key traffic areas (X, Y, Z)			IEPA
Illinois Travel Statistics (IDOT)	Promote active modes of transportation through various forms of encouragement (online materials, educational events, signage, etc.)			Cities of Urbana and Champaign, Villages of Savoy and Mahomet, CUMTD
Public Works departments of Champaign, Urbana, and Savoy	Complete sidewalk inventory and assessment of the Urbanized Area			Cities of Urbana and Champaign, Village of Savoy, Champaign Park District, Urbana Park District, CUUATS staff
C-U Public Health District (CUPHD), Carle Foundation Hospital, Presence Covenant Medical Center, Christie Clinic	Conduct public health outreach events to promote active transportation	Offer informational materials on the benefits of walking and bicycling online and at designated facilities	Make bicycle and shared use path maps available online and in hard copy at locations (A, B, C)	CUUATS staff, Cities of Urbana and Champaign, Villages of Savoy and Mahomet, CUPHD, C-U SRTS Project, local medical institutions
walkscore.com, LALI, USDA	Encourage compact development practices	Provide a variety of transportation options to all residents within the Urbanized Area	Utilize data obtained from LALI to inform future development	Cities of Champaign and Urbana
CUUATS, local public Parks Department and Programs, local bike groups	Create community-wide calendar of events including Bike-To-Work Day, Walk-n-Roll to School, the Christie marathon, and more.	Create new events like, Bike-N-Dine, Polar Bear Bike Ride, or Spring Into Action Walk About.	Produce and distribute a regularly-updated map including bike, trail, and park facilities.	CUUATS, C-U SRTS Project, local bike groups, all local municipalities, local public Parks Departments and Programs



## BALANCED DEVELOPMENT

### MAP 21 National Goal

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Emphasize the preservation of the existing transportation system.

### Illinois State Transportation Policy Factors

- Accommodating future growth in population and employment. Preserving and managing the existing infrastructure.

### Sustainable Choices 2040 Goal

- The Champaign-Urbana area will support diverse and environmentally responsible types of development without encouraging sprawl or sacrificing important historical structures or new business opportunities by reinvigorating downtown areas, fostering more mixed use development, and protecting and preserving neighborhoods and business districts that contain historic structures.

TABLE 10.6 BALANCED DEVELOPMENT

Objectives	Performance Measures	Data Sources	Strategies		Responsible Parties
Minimal net decrease in designated agricultural and open space land uses from 2015 to 2020.	# acres designated as agricultural and open space in 2015 preserved	Champaign County Tax Assessor Parcel Data	Schedule annual updates/progress reports to relevant (TBD) groups on agricultural and open space parcel inventories within the MPA.		City of Urbana, City of Champaign, Village of Savoy, CUUATS staff
Provide a minimum of 2 new connections for either transit, bicycle, or shared use facilities to both Downtown Urbana and Champaign by 2020.	# transit, bicycle, and/or shared use connections leading to a downtown area	City of Urbana, City of Champaign, Village of Savoy, CUMTD	Incorporate this objective into municipal Capital Improvement Plans (CIPs).	Continue to coordinate planning and development between municipal planning departments, the University of Illinois, C-U MTD, and park districts.	City of Urbana, City of Champaign, Village of Savoy, University of Illinois, CUMTD, Champaign County Regional Planning Commission
Install bicycle, pedestrian, and transit facilities in at least 3 mixed use developments by 2020.	# mixed use developments with bicycle, pedestrian, and transit access	City of Urbana, City of Champaign, Village of Savoy	Incorporate this objective into municipal Capital Improvement Plans (CIPs).	Continue to coordinate planning and development between municipal planning departments, the University of Illinois, C-U MTD, and park districts.	City of Urbana, City of Champaign, Village of Savoy, University of Illinois, CUMTD, Champaign County Regional Planning Commission
Consider and avoid negative impacts of new and existing transportation projects on historically significant buildings, landmarks, districts, and/or structures in at least 2 transportation projects through 2020.	Number of transportation projects that mitigate negative impacts on historic buildings, landmarks, districts and/or structures	National Register of Landmarks, National Register of Historic Places, Historic Architectural & Archeology Resources GIS, Illinois Historic Bridge Survey, Illinois Natural Resources Geospatial Information Clearinghouse	Coordinate with preservation groups (X, Y, Z) to identify and track condition of key historical features.	Create a list of recognized historical features for distribution to public works departments and city and county planning offices.	City of Urbana, City of Champaign, Village of Savoy, IDOT, Champaign County Regional Planning Commission

**MINUTES OF A SPECIAL JOINT MEETING**

**URBANA PLAN COMMISSION  
URBANA BICYCLE & PEDESTRIAN ADVISORY COMMISSION  
URBANA SUSTAINABILITY ADVISORY COMMISSION**

**DRAFT**

**DATE:** June 26, 2014

**TIME:** 7:00 P.M.

**PLACE:** City Council Chambers  
Urbana City Building  
400 South Vine Street  
Urbana, IL 61801

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**MEMBER PRESENT:** (*Urbana Bicycle & Pedestrian Advisory Commission*) Brandon Bowersox-Johnson, Karie Brown-Tess, Cynthia Hoyle, Audrey Ishii and Craig Shonkwiler; (*Urbana Plan Commission*) Tyler Fitch and Lew Hopkins; (*Urbana Sustainability Advisory Commission*) Marya Ryan, Bart Bartles, Andrew Stumpf, and Stephen Wald

**STAFF PRESENT:** Kevin Garcia, Planner II; Maximillian Mahalek, Planning Intern; Teri Andel, Planning Secretary; Scott Tess,

**OTHERS PRESENT:** Susan Tappan-Flickinger, Susan Taylor

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**1. CALL TO ORDER AND ROLL CALL**

Chair Fitch called the meeting to order at 7:05 p.m. The roll was called for each commission.

**2. COMMUNICATIONS**

There were none.

**3. STUDY SESSION**

**Presentation by the Champaign County Regional Planning Commission staff on the Draft 2040 Long Range Transportation Plan (LRTP)**

Rita Black (Transportation Planning Manager) and Ashlee McLaughlin (CUUATS Planner), of the Champaign County Regional Planning Commission, presented this topic to the members of the Urbana Bicycle and Pedestrian Advisory Commission, the Urbana Plan Commission and to the Urbana Sustainability Advisory Commission. In their presentation they talked about the following:

## Sustainable Choices 2040 Long Range Transportation Plan

- Champaign-Urbana Metropolitan Area
  - Urbanized Area & Metro Planning Area
  - Population and Employment Trends
  - Current Trends vs. LRTP Vision for Infrastructure & Employment
- Demographics
  - Ethnicity
  - Urbana-Rural Population Ratio
  - Commuting Mode for Workers 16 Years and Over in the Region (2010)
- Land Use
- Environment
  - Air Quality
    - 8-Hour Ozone Readings
    - 1-Hour Ozone Readings
  - Water Quality for Streams and Rivers in C-U Metro Area
- Quality of Life
  - Obesity
    - Diabetes
  - Quality of Life Variables
  - Livability Index
  - Health Index
  - Neighborhood Level Assessment
- Transportation
  - Community Conversation Bus
    - Mode Use by Age
    - Strengths and Weaknesses by Mode
    - 950 Total Survey Responses
  - 4 Visioning Meetings
    - Public
    - Business Developers
    - Youth
    - Social Service Employees
  - 6 Themes Summarizing Public Input
    - Safety and Security
    - Balanced Development
    - Multimodal Connectivity
    - Accessibility and Affordability
    - Healthy Neighborhoods
    - Resilient Economy
  - Specific Modes – Existing Conditions
    - Pedestrian
      - Few Workers Walk to Work
      - Safety is an Issue
      - Related Goals and Objectives
    - Bicycle
      - Few Workers Bike to Work
      - Related Goals and Objectives

- Transit Ridership (Buses)
  - Transit Ridership is Up in the Region
  - Service Area Does Not Match Urbanized Area
  - Related Goals and Objectives
- Automobiles
  - Complete Streets, Access Management and Roundabouts
  - Crashes per 100M VMT below state targets
  - Related Goals & Objectives
- Rail Use
  - Rail Use is Growing
  - Freight Plan Necessary to Identify Rail and Truck Needs
  - Related Goals & Objectives
- Air Travel
  - Air Travel at Willard has Decreased Since 2006
  - Percent of Delayed Flights Down 50% Since 2003
  - Related Goals & Objectives
- Goals, Objectives and Performance Measures
  - CUUATS Statistical Models
    - TAZ Population + Employment Projections
    - LEAM: Land Use Change and Impact
    - TDM: Travel Demand Model
    - MOVES: Motor Vehicle Emissions Simulator
    - SCALDS: Social Cost of Land Development
    - LALI: Local Affordability and Livability
    - HIA: Health Impact Assessment
  - Projected Growth Areas
  - Project Voting Board
  - Next Steps: Project Funding Projections

They stated that they would answer questions that the commission members may have.

Mr. Hopkins asked if the members would get to see the tentative project list. Ms. Black replied that they would not see it at this time. The members need to visit the Community Conversation Bus.

Mr. Hopkins stated that the project list is what matters in the end. He wanted to know how the project list was being worked on. Ms. Black replied that they have looked projects that were proposed in the previous plans and doing an evaluation of which projects have been completed and which projects have not been completed. They also communicated with the agencies of CUUATS and asked which projects they want or are planning to complete in the future. They compiled these lists and chose the most important ones to present on the bus for people to pick their priorities. Then, the CUUATS staff will setup priorities for the projects and work it out with the different agencies. They will also be looking at how those projects address the goals and objectives of the Long Range Transportation Plan. They will enter this into the models that they have to see what kind of projects provide better results in terms of the goals and objectives that are in place.

Mr. Hopkins mentioned there is at least one project on North Prospect Avenue, south of Anthony Drive, in Champaign. It is potentially an example of how we can think about the complexity of the goals in relation to projects. An implied goal is congestion reduction. In order to achieve many of the other goals, one could argue that the most appropriate strategy is to leave or allow an increase in congestion on North Prospect so that the advantages of walking and using public transit, downtown intensity of development, etc. actually gain in comparative advantage. With the way this is framed, he is concerned that the ability to have that kind of discussion may be difficult. Ms. Black stated that they do not have a goal for reduction in congestion. They feel that they can reduce congestion on North Prospect by changing the way North Prospect operates in terms of using other modes of transportation. They have been talking to MTD about the possibility of a future hub for a transit center on North Prospect. They also plan to approach the City of Champaign to install sidewalks along North Prospect. Mr. Hopkins stated that if they want development in the downtown areas and at the University of Illinois and they want vehicle and transit miles travelled to decrease, then having realignments of land use is one way to do this rather than enabling less desirable land use patterns by correcting the transportation patterns.

Ms. Hoyle wondered in terms of planned projects in the communities and resource allocation how did CUUATS staff balance the public requests with current spending priorities. Ms. Black stated that this is something that they will have to negotiate with the cities. This is why they are using more information to develop the models that they have, such as the Local Affordability and Livability and Health Impact Assessment models. Both models consider safety as one of the factors. With the values and the results that the models provide, CUUATS staff can talk with the cities using numbers to show them a better way to use funding to get people to walk or bike in the communities.

Ms. Hoyle asked how the City would get this information. When something is proposed, the public really wants the information that the model would provide, but someone has to pay to run the model. So, there is disconnect in terms of public desire and funding for doing some of the work. Ms. Black understood which is why they are doing something different. They intend to do an analysis of each neighborhood based on the input that they receive from the public and use the two models to give that information to the cities.

Mr. Bowersox-Johnson asked CUUATS staff to describe the model, "Social Cost of Land Development" and how they could include a map or indication in the proposed plan to help others in the future. Ms. Black explained that the model takes into consideration the population and employment projections and the costs associated to the development of land with regards to water, sewer, green areas, roadways, lights, etc. Based on this, they get what the impact would be. One of the limitations is that some of the models are difficult to use at the level they would want to use them in terms of how a single project would be impacted because these models were basically created for big metropolitan areas. This is one reason why they are moving away from using the models and going into the neighborhoods and doing analysis of quality of life.

Ms. Ishii inquired how the models are separate silos and does CUUATS staff optimize all the models at once for a proposed development. Ms. Black replied that the TAZ Population and Employment Projections, LEAM, TDM, MOVES and SCALDS are inter-connected. The output of one model is the input for the next model. These models are not able to predict in detail at a small scale what the impact would be. So, the LALI and HIA models are used at the neighborhood level.

Mr. Hopkins commented that Mahomet and Tolono are involved in the planning process; however, they are not members of CUUATS. He asked why St. Joseph is not included and wondered how this process would work. Ms. Black stated that the urbanized area is defined by the US Census Bureau. In 2010, it was defined to include Tolono, Champaign, Urbana, Savoy, and Bondville. During the first committee group to discuss the Long Range Transportation Plan, the first task was to define the expected growth of the community of this area. The group decided to include Mahomet because it is the closest community and believe it will be joined together with Champaign within the next 20 years. Tolono and Bondville were invited to join CUUATS, but they have not come to the table. Mahomet is not a formal member of CUUATS but they are invited to participate. This is because of the federal allocation of funding. The funding is only for communities that are part of the organized area.

Ms. Ishii asked what impact went into deciding the goals. Ms. Black explained that they took many of the goals from the previous Long Range Transportation Plan. They look at the data from the report cards they produce every year and see how the trends are. Based on this they set a percentage of increase or decrease of each objective, which becomes the goal for the future.

Mr. Shonkwiler wondered how far back CUUATS has been creating Long Range Transportation Plans. Ms. Black said since 1964. Mr. Shonkwiler asked if CUUATS staff ever goes back and re-evaluates a previous plan. Ms. Black said yes, that is part of the existing conditions. We are always connected to the previous plan. In addition, every year they produce a report card showing how well the plan is going, what projects have been done, and whether they want to change anything.

Mr. Bowersox-Johnson referred to the map of projects that had different development areas in parts of town. The one that jumped out at him as a critical area that is not represented is the High Cross Road Corridor. High Cross Road Corridor already has investment in road infrastructure and sewer, so we would rather target growth in this area than to leap frog and go further out of town. He wondered what other areas are important for development that did not make it on the map. Ms. McLaughlin stated that this particular map is a summary map and if he felt that the High Cross Road area was important enough, then they could add it on the map. It is included in the Population and Employment projections. Ms. Black added that there is growth and employment projected for the High Cross Road Corridor but not at the level of increase that they have for the downtown area, which is why it did not make it on the map.

Mr. Bartles asked what criteria CUUATS staff used to determine the health assessment of neighborhoods. Ms. McLaughlin started with a map of occurrences of obesity in the community. They attempted to control for different socio-economic variables in each of the assessments. Ms. Black said that they just finished the model and got the report drafted in the last three weeks or so and hopes to have it available soon.

Ms. Brown-Tess questioned if they were making sure to get information from what the population actually projects. Ms. McLaughlin stated that there is voluntary information on the survey form with regards to age, gender, location, race and ethnicity. CUUATS staff tracked this information across the community. They discovered that there was a slight under representation in college-aged students and in people over 70. This allows them to target areas and populations that are under-represented.

Ms. Brown-Tess asked if they have targeted any kids as well. Ms. Black said yes. They have a kids table on the bus. They have safety photos, markers, etc. for the kids to look at and provide drawings. They ask questions of the kids and get their input as well. Ms. McLaughlin mentioned that they also have a wish tree for kids to provide transportation wishes. Some kids even take the survey.

Ms. Hoyle stated that there is a health plan being done in the community also. C-U Public Health District is organizing the plan. CUUATS staff has participated in developing some of the goals because many of the goals in the Long Range Transportation Plan directly impact some of the health concerns.

Mr. Wald referred to one of the tables listing vehicle miles travelled by mode. What does CUUATS staff predict VMT per capita? Ms. Black stated that based on what she has seen, it is steady. She does not see a decrease.

Mr. Fitch asked about the next steps of the process. Will the proposed plan come back to each commission? Ms. Black explained that the plan will come back to the Plan Commission, and the Plan Commission will make a recommendation to City Council. CUUATS requires approval of each of the agencies that are part of CUUATS.

Mr. Bowersox-Johnson stated that one of the key pieces is the project list. He wondered if it was focusing on road building projects or will some of the implementation steps include other types of policy things such as recommendations to boost car sharing/Zip Car fleet or to work on bike sharing for the core of the community. Ms. Black replied that these are already part of the strategies that they are recommending to put in place. There will a chapter that includes projects that are not related to roadway projects. Because federal law does not allow them to recommend projects if there is not funding for those projects, so they include these projects as visions.

Ms. Hoyle commented that we have a sophisticated staff, process and modelling system that many other areas do not have.

## **7. ADJOURNMENT**

The meeting was adjourned at 8:08 p.m.

Respectfully submitted,

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Elizabeth H. Tyler, FAICP, Secretary  
Urbana Plan Commission

**MINUTES OF A SPECIAL JOINT MEETING**

**URBANA PLAN COMMISSION  
URBANA BICYCLE & PEDESTRIAN ADVISORY COMMISSION  
URBANA SUSTAINABILITY ADVISORY COMMISSION**

**DRAFT**

**DATE:** June 26, 2014

**TIME:** 7:00 P.M.

**PLACE:** City Council Chambers  
Urbana City Building  
400 South Vine Street  
Urbana, IL 61801

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**MEMBER PRESENT:** (*Urbana Bicycle & Pedestrian Advisory Commission*) Brandon Bowersox-Johnson, Karie Brown-Tess, Cynthia Hoyle, Audrey Ishii and Craig Shonkwiler; (*Urbana Plan Commission*) Tyler Fitch and Lew Hopkins; (*Urbana Sustainability Advisory Commission*) Marya Ryan, Bart Bartles, Andrew Stumpf, and Stephen Wald

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  - Commuting Mode for Workers 16 Years and Over in the Region (2010)
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Ms. Hoyle asked how the City would get this information. When something is proposed, the public really wants the information that the model would provide, but someone has to pay to run the model. So, there is disconnect in terms of public desire and funding for doing some of the work. Ms. Black understood which is why they are doing something different. They intend to do an analysis of each neighborhood based on the input that they receive from the public and use the two models to give that information to the cities.

Mr. Bowersox-Johnson asked CUUATS staff to describe the model, "Social Cost of Land Development" and how they could include a map or indication in the proposed plan to help others in the future. Ms. Black explained that the model takes into consideration the population and employment projections and the costs associated to the development of land with regards to water, sewer, green areas, roadways, lights, etc. Based on this, they get what the impact would be. One of the limitations is that some of the models are difficult to use at the level they would want to use them in terms of how a single project would be impacted because these models were basically created for big metropolitan areas. This is one reason why they are moving away from using the models and going into the neighborhoods and doing analysis of quality of life.

Ms. Ishii inquired how the models are separate silos and does CUUATS staff optimize all the models at once for a proposed development. Ms. Black replied that the TAZ Population and Employment Projections, LEAM, TDM, MOVES and SCALDS are inter-connected. The output of one model is the input for the next model. These models are not able to predict in detail at a small scale what the impact would be. So, the LALI and HIA models are used at the neighborhood level.

Mr. Hopkins commented that Mahomet and Tolono are involved in the planning process; however, they are not members of CUUATS. He asked why St. Joseph is not included and wondered how this process would work. Ms. Black stated that the urbanized area is defined by the US Census Bureau. In 2010, it was defined to include Tolono, Champaign, Urbana, Savoy, and Bondville. During the first committee group to discuss the Long Range Transportation Plan, the first task was to define the expected growth of the community of this area. The group decided to include Mahomet because it is the closest community and believe it will be joined together with Champaign within the next 20 years. Tolono and Bondville were invited to join CUUATS, but they have not come to the table. Mahomet is not a formal member of CUUATS but they are invited to participate. This is because of the federal allocation of funding. The funding is only for communities that are part of the organized area.

Ms. Ishii asked what impact went into deciding the goals. Ms. Black explained that they took many of the goals from the previous Long Range Transportation Plan. They look at the data from the report cards they produce every year and see how the trends are. Based on this they set a percentage of increase or decrease of each objective, which becomes the goal for the future.

Mr. Shonkwiler wondered how far back CUUATS has been creating Long Range Transportation Plans. Ms. Black said since 1964. Mr. Shonkwiler asked if CUUATS staff ever goes back and re-evaluates a previous plan. Ms. Black said yes, that is part of the existing conditions. We are always connected to the previous plan. In addition, every year they produce a report card showing how well the plan is going, what projects have been done, and whether they want to change anything.

Mr. Bowersox-Johnson referred to the map of projects that had different development areas in parts of town. The one that jumped out at him as a critical area that is not represented is the High Cross Road Corridor. High Cross Road Corridor already has investment in road infrastructure and sewer, so we would rather target growth in this area than to leap frog and go further out of town. He wondered what other areas are important for development that did not make it on the map. Ms. McLaughlin stated that this particular map is a summary map and if he felt that the High Cross Road area was important enough, then they could add it on the map. It is included in the Population and Employment projections. Ms. Black added that there is growth and employment projected for the High Cross Road Corridor but not at the level of increase that they have for the downtown area, which is why it did not make it on the map.

Mr. Bartles asked what criteria CUUATS staff used to determine the health assessment of neighborhoods. Ms. McLaughlin started with a map of occurrences of obesity in the community. They attempted to control for different socio-economic variables in each of the assessments. Ms. Black said that they just finished the model and got the report drafted in the last three weeks or so and hopes to have it available soon.

Ms. Brown-Tess questioned if they were making sure to get information from what the population actually projects. Ms. McLaughlin stated that there is voluntary information on the survey form with regards to age, gender, location, race and ethnicity. CUUATS staff tracked this information across the community. They discovered that there was a slight under representation in college-aged students and in people over 70. This allows them to target areas and populations that are under-represented.

Ms. Brown-Tess asked if they have targeted any kids as well. Ms. Black said yes. They have a kids table on the bus. They have safety photos, markers, etc. for the kids to look at and provide drawings. They ask questions of the kids and get their input as well. Ms. McLaughlin mentioned that they also have a wish tree for kids to provide transportation wishes. Some kids even take the survey.

Ms. Hoyle stated that there is a health plan being done in the community also. C-U Public Health District is organizing the plan. CUUATS staff has participated in developing some of the goals because many of the goals in the Long Range Transportation Plan directly impact some of the health concerns.

Mr. Wald referred to one of the tables listing vehicle miles travelled by mode. What does CUUATS staff predict VMT per capita? Ms. Black stated that based on what she has seen, it is steady. She does not see a decrease.

Mr. Fitch asked about the next steps of the process. Will the proposed plan come back to each commission? Ms. Black explained that the plan will come back to the Plan Commission, and the Plan Commission will make a recommendation to City Council. CUUATS requires approval of each of the agencies that are part of CUUATS.

Mr. Bowersox-Johnson stated that one of the key pieces is the project list. He wondered if it was focusing on road building projects or will some of the implementation steps include other types of policy things such as recommendations to boost car sharing/Zip Car fleet or to work on bike sharing for the core of the community. Ms. Black replied that these are already part of the strategies that they are recommending to put in place. There will a chapter that includes projects that are not related to roadway projects. Because federal law does not allow them to recommend projects if there is not funding for those projects, so they include these projects as visions.

Ms. Hoyle commented that we have a sophisticated staff, process and modelling system that many other areas do not have.

## **7. ADJOURNMENT**

The meeting was adjourned at 8:08 p.m.

Respectfully submitted,

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Elizabeth H. Tyler, FAICP, Secretary  
Urbana Plan Commission