



Executive Summary



EXECUTIVE SUMMARY

The Long Range Transportation Plan (LRTP) is a federally mandated document that is updated every five years and details how the urbanized area transportation system will evolve over the next 25 years. The LRTP covers the Champaign-Urbana urbanized area as delineated by the 2010 U.S. Census. It looks at a 25 year Metropolitan Planning Area (MPA), shown on the following page, which encompasses land outside the urbanized area that is likely to be included in the urbanized area between the years 2015 and 2040. The LRTP looks at the projected evolution of pedestrian, bicycle, bus transit, automobile, rail, and air travel over the next 25 years.

This plan has a regional scope and is not meant to take the place of local transportation plans and comprehensive land use plans. Its main purpose is to identify major regionally beneficial transportation projects that can be targeted for federal funding. While smaller localized transportation projects were reviewed and taken into consideration during the planning process, the LRTP lends itself to a broader regional focus and attempts to bring multiple jurisdictions together under one common vision. The LRTP: *Sustainable Choices 2040* focuses on increasing the mobility of area residents and the connectivity of the entire transportation system in order to provide residents greater access to services and facilities and to create a more efficient travel network.

As a community transportation policy document, LRTP: *Sustainable Choices 2040* helps guide the direction for future investments and enhances the findings of LRTP: *Choices 2035*, Champaign-Urbana's previous LRTP. It uses improved modeling tools and a dramatically expanded public involvement campaign to more clearly define the region's transportation issues and identify strategies to address them.

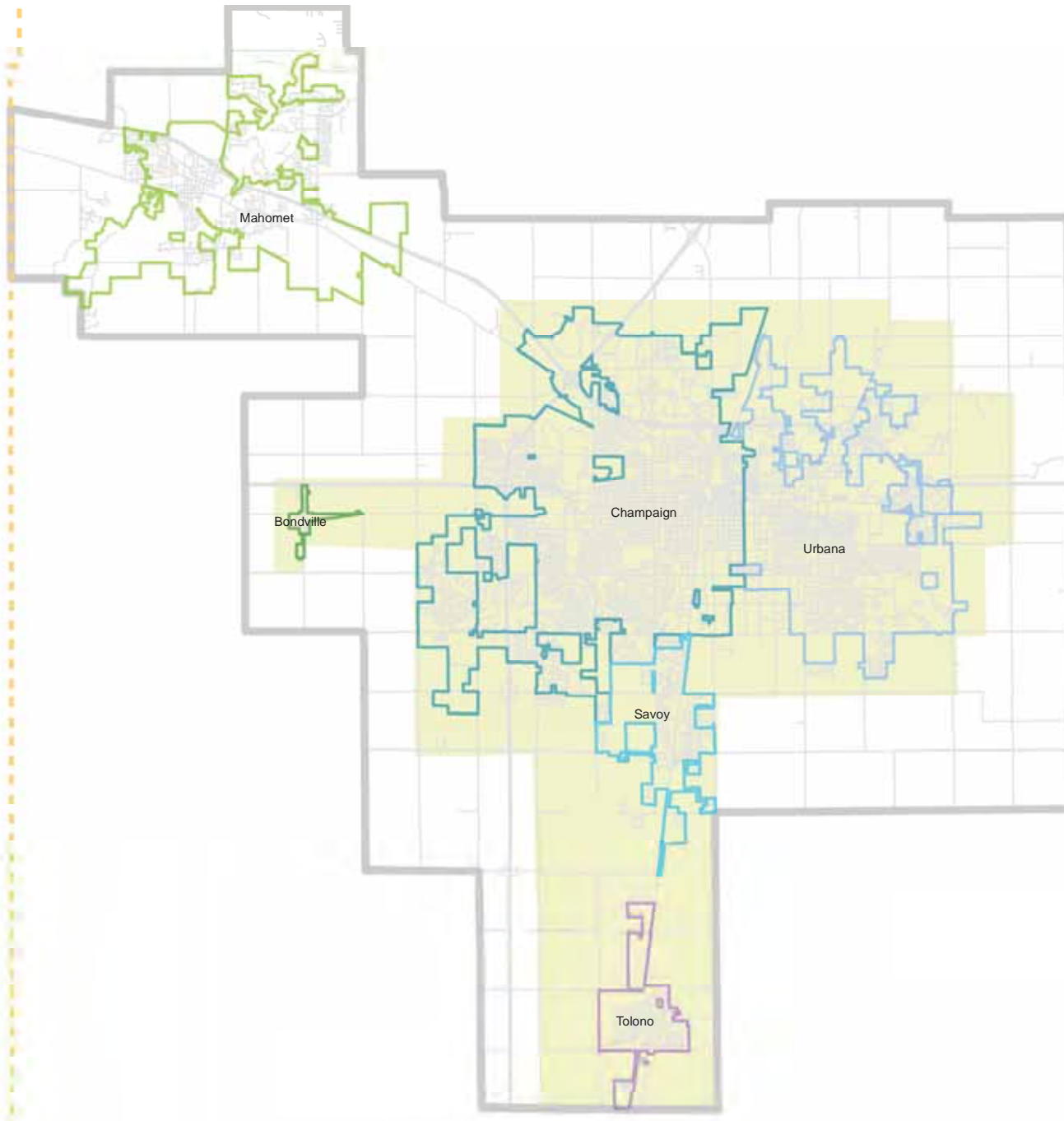
LRTP Mission

To provide a safe, efficient, and economical transportation system that optimizes and enhances the existing infrastructure to promote mobility, accessibility, economic development, and physical health for all users.

The Champaign Urbana Urbanized Area Transportation Study (CUUATS) is the transportation entity of the Champaign County Regional Planning Commission (CCRPC), which is the Metropolitan Planning Organization (MPO) responsible for administering the federally mandated transportation planning process for the Champaign-Urbana urbanized area. CUUATS staff is responsible for updating the LRTP every five years 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), Champaign County, and the Illinois Department of Transportation (IDOT).



Champaign-Urbana Urbanized Area and Metropolitan Planning Area



Legend

- LRTP 2040 UA
- LRTP 2040 MPA
- Champaign County



PERFORMANCE MEASURES ARE CALCULATED ANNUALLY AND PRESENTED TO CUUATS MEMBER AGENCIES FOR ONGOING PROGRAM EVALUATION.

Existing Conditions Findings

- Land development patterns between 2009 and 2011 show that while **both population and residential density** have decreased since 1990, both measures **have leveled or increased in the Metropolitan Planning Area since 2009** (Chapter 4).
- The **urbanized area continues to meet air quality attainment status**, and **water quality measurements remain mixed though negative overall** (Chapter 6).
- The number of **people utilizing active modes of transportation to get to work (walking, biking, and public transportation) has increased** in the MPA between 2000 and 2011, while the number of people driving alone to work has decreased during the same time period (Chapter 7).
- The total mileage of **bicycle facilities has risen by 29%** in the urbanized area between 2009 and 2012 (Chapter 7).
- Between 2005 and 2011, the number of **crashes per 100 million VMT in Champaign-Urbana has steadily decreased** and remains lower than the statewide rates (Chapter 7).
- **C-U MTD annual ridership has increased 22% since 2009**. In addition, the C-U MTD service area covered 94% of all residential land uses in the urbanized area compared with 88% in 2009 (Chapter 7).
- **Amtrak ridership from Illinois Terminal has increased by approximately 25%** from 2009 to 2013 (Chapter 7).

Performance Measures

The federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), requires MPOs to develop a performance-based approach to transportation decision-making to support the seven national goals of the federal aid highway program. Since 2004, CUUATS has been tracking data-driven performance measures to monitor progress toward specific goals and objectives related to transportation, land use development, safety, mode choice, accessibility, and environmental health as delineated in previous LRTP documents. 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* (Chapter 9). Performance measures are calculated annually and presented to CUUATS member agencies for ongoing program evaluation (2014 Report Card excerpt on following page).

The *Sustainable Choices 2040* goals, objectives, and performance measures have been developed around **six planning pillars** (listed on the following page and detailed further in Chapter 8) that summarize the existing conditions data collection (Chapters 2-7). They reflect over 1,000 pieces of input from the public regarding the existing conditions in the community and community goals for the future (Appendix A). These planning pillars, goals, objectives, and performance measures capture the current use and maintenance of the regional transportation system as well as its relationship with issues such as fluctuating energy costs, climate change, environmental preservation, and public health. The overarching pillars are supported in the transportation realm by planning goals that federal, state, and local area transportation and land use plans share.

Sustainable Choices 2040 Planning Pillars

Safety and Security

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



Balanced Development

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



Multimodal Connectivity

- Provision and coordination of different transportation modes to get everywhere



Accessibility and Affordability

- Equal access
- Equity
- Diversity
- Education



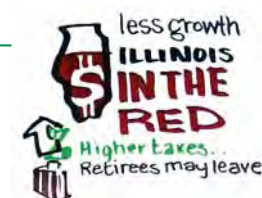
Healthy Neighborhoods

- Public health
- Mixed use, compact development
- Ecology
- Recreation



Resilient Economy

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



L RTP 2035 Report Card, (page 6)

MOE Summary

②

MOE Summary

LAND USE MOEs

Population Density and Land Area
This MOE receives a positive rating because Urbana, Champaign, Savoy, and Bondville all have increased densities from 2009 to 2013. In addition, there was a slight increase in the amount of total land area of the Cities of Champaign and Urbana in 2012 compared to 2009.

Acreage per Land Use Category
Available data indicates an increase of agricultural land from 2009 to 2013. New data also suggests a shift in acreages in the Open Space categories towards public open space and away from private open space. This MOE receives a neutral rating until data inconsistencies can be corrected.

Environmental MOEs

Air Quality
This MOE receives a neutral rating because of the mixed results in our region. Although Particulate Matter and Ozone 1-hour pollutant levels have decreased in measurements and were safely below state standards, Ozone 8-hour level measurements were above the state standard for the second year in a row. Despite this, the urbanized area continues to be an Illinois Air Attainment Area.

Water Quality
This MOE receives a negative rating because of the mixed and slightly worsened results in our region. In 2008, portions of the Kaskaskia River and Copper Slough were fully supporting aquatic life. In 2012, the Saline Branch and Embarras River improved in water quality to support aquatic life. However, a portion of the Kaskaskia River and a portion of the Copper Slough no longer support aquatic life and Crystal Lake has been deemed to be Not Supportive of fish consumption.

Wetlands
This MOE receives a positive rating because of the 0.55% increase in the amount of wetland acreage in the urbanized area since 2009 and no loss of wetlands since the previous L RTP update.

MOE SUMMARY

6 CUUATS L RTP
Choices 2035

Sustainable Choices 2040 Vision

L RTP: *Sustainable Choices 2040* aims to accommodate projected population and employment growth by focusing urbanized area transportation investments on improving core **accessibility**, arterial **mobility**, and regional **connectivity**. In the core of the community - around the City of Champaign downtown, the City of Urbana downtown, and the University Avenue corridor connecting the downtowns and the campus - the vision emphasizes complete streets* to increase accessibility and safety for active modes of transportation: walking, biking, and transit. This includes improving connectivity for the sidewalk and bicycle networks and also increasing the coverage and frequency of public transit. In addition, mobility and safety can be increased by more efficiently serving some of the current automobile and freight traffic on an enhanced arterial network. The enhanced arterial network would be designed as complete streets to improve auto and freight mobility while also accommodating pedestrians, bikes, and transit. It would be connected to the core via main corridors and arterials such as Windsor Road, Florida Avenue, University Avenue, Bradley Avenue, Lincoln Avenue, Neil Street, Prospect Avenue, and Mattis Avenue. Regional connectivity is represented by the existing train corridors where the vision recommends higher Amtrak frequency and eventual installation of a separate high speed rail corridor. In addition, the map shows the rails-to-trails project connecting east to Kickapoo State Park and west to Bloomington, as well as vehicle access to Interstates 57, 72, and 74.

The vision's purpose is to encourage discussion about how residents, travelers, and local agencies can work together to provide a transportation network that will suit the needs of all users in the year 2040. The vision is also meant to help define larger land use and transportation principles that are keys to growing a more healthy and sustainable urbanized area.

* Complete Streets are streets designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. There is no singular design prescription for Complete Streets; each one is unique and responds to its community context (www.smartgrowthamerica.org).

Funded Future Projects of Regional Significance

- Multimodal Corridor Enhancement Project: Complete streets reconstruction for Armory Avenue from Wright Street to Fourth Street; Wright Street from White Street to Armory Avenue; Green Street from Wright Street to Lincoln Avenue and Neil Street to Fourth Street; and White Street from Wright Street to First Street
- Lincoln Avenue northern extension to Olympian Drive (Complete Street)
- Prospect Avenue Complete Street Reconstruction from Curtis Road to Windsor Road
- I-74/I-57 Interchange Reconstruction (Phase 1 and Phase 2)
- Kickapoo Recreational Trail from Urbana to Danville (Rails-to-Trails Project)

Funding

Funding projections were completed for transportation projects using federal, state and local funding sources (Chapter 13). An average was used to project federal and state funding based on the amount of transportation funding between fiscal years 2010 and 2018. Local funding projections were completed with help from local agencies including the City of Champaign, City of Urbana, Village of Savoy, CU-MTD, and IDOT. Funding projections for Champaign County and the University of Illinois were completed using the current 2015-2018 Transportation Improvement Program for the urbanized area.

Implementation

The regional vision and implementation of the L RTP is dependent on strong coordination between all local agencies in the urbanized area. The successful implementation of the L RTP will result in a well connected, efficient, and safe transportation network for all users. The need for "sustainable choices" in transportation is more important than ever with transportation infrastructure construction and maintenance costs increasing, Motor Fuel Tax revenues decreasing, and the affordability of personal vehicles becoming out of reach for more and more urbanized area residents. This plan provides a regional vision for offering more travel choices to residents.

Sustainable Choices 2040 Conceptual Vision Map

