

CHAPTER 1: INTRODUCTION

PURPOSE OF THE PLAN

The City of Champaign is a vibrant active university community in central Illinois with a rich history, strong community character, and a balanced economic base. As a result, the area has seen steady population and employment expansion for several decades and is projected to continue this trend in the years to come.

Champaign Moving Forward is the Transportation Master Plan (TMP) for the City of Champaign and its projected growth area. Champaign Moving Forward will become an element of the Comprehensive Plan and will replace the existing Transportation Plan developed in 1992. The Plan creates a vision for a multi-modal transportation system that helps achieve the City's goals of sustainable growth. Champaign Moving Forward considers all transportation modes, including cars, public transportation, bicycling, and walking.

The Plan also addresses the relationship between transportation and land use, and presents the land use concept vision of connected neighborhoods and nodes. The Plan identifies future transportation needs of the area, estimates costs, and identifies short-term and long-term capital investments for improvements to existing roads, construction of new roads, transit, bicycle, and pedestrian facilities. Champaign Moving Forward provides both technical and policy direction for decisions related to planning transportation facilities. The Plan also provides the framework for a balanced transportation system that offers choices in how people travel, supported by a realistic plan to fund improvements.

What questions does Champaign Moving Forward answer?

- How do land use decisions and other issues affect the need for transportation facilities in the City?
- What transportation improvements are needed to serve the future growth of Champaign?
- What are the capital investment needs for Champaign to meet future transportation demand?
- How will the transportation needs be prioritized?
- What are the best ways to fund needed improvements?

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Why do we need a Plan?

The City of Champaign needs a long-range transportation plan for several obvious and some not-so-evident reasons. As congestion increases on area roads due to growth, development, and more travel through the region, it is clear that the current roadway system will not be sufficient to accommodate future needs. In addition, citizens of Champaign have expressed interest in alternative transportation options and land use scenarios that promote those options. This rethinking of mixed-use developments and transportation choice is also consistent with current federal legislation.

Beyond any of these reasons, a long-range transportation plan just plain makes sense. Good planning involves citizens, increases efficiency and effectiveness of the investment, and promotes transportation services and infrastructure that are consistent with the community's desires. The planning process enhances the community's character and quality of life by considering the interaction between land use and transportation and their cumulative effect on the built and natural environments.

RELATIONSHIP TO OTHER PLANS

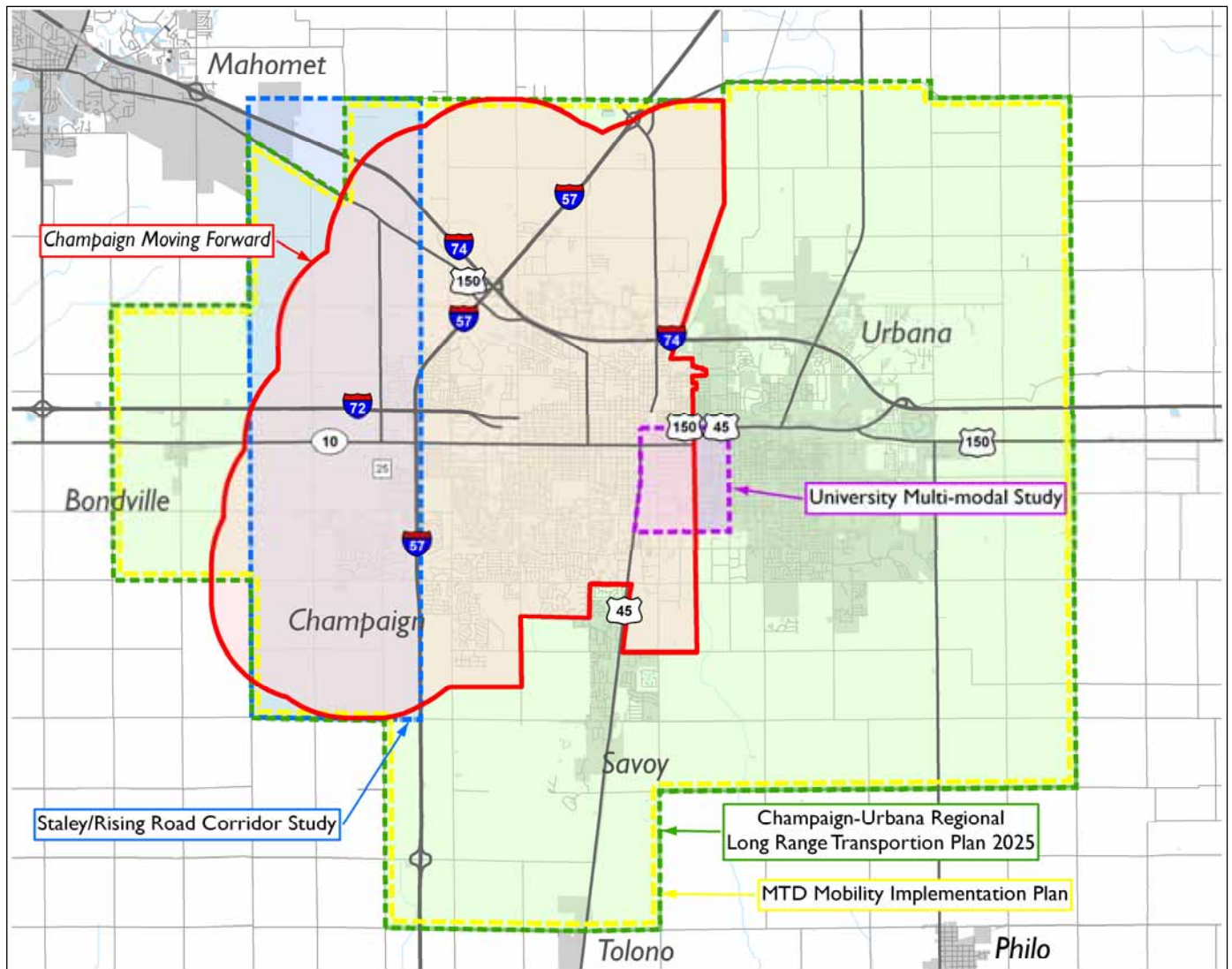
Champaign Moving Forward is focused on the City of Champaign and unincorporated areas just outside of the City limits. The City of Champaign is part of a much greater dynamic community including the University of Illinois, the City of Urbana, Champaign County, and the Villages of Savoy and Mahomet. Champaign is also critically tied to the state and federal transportation system for travel both within the region and outside the region.

In addition to Champaign Moving Forward, other planning efforts have been initiated that impact transportation in the community. The geographic areas of focus of these studies are included in Figure 1. This map shows the generalized boundaries for Champaign Moving Forward, as well as how it fits in with other transportation studies that are underway or recently completed.

- **CHAMPAIGN-URBANA REGIONAL LRTP 2025** (Champaign-Urbana Urban Area Transportation Study): The mission of the Long Range Transportation Plan for the Champaign-Urbana area is to provide a safe, efficient, and economical transportation system that makes the best use of existing infrastructure, optimizes mobility, promotes environmental sensitivity, accessibility, and economic development, and enhances quality of life for all users. It is the basis for receiving federal funding.
- **BIG.SMALL.ALL** (Champaign County, CCRPC): A community visioning process to engage citizens, companies, and organizations of the County in an open conversation about the future of Champaign County on such topics as the economy, environment, development, housing, transportation, education, recreation, and important social issues.
- **UNIVERSITY MULTI-MODAL STUDY** (University of Illinois): A multi-modal study focused on creating a healthy, pedestrian-friendly environment on campus with a safe, well-balanced mix of transportation alternatives for students, faculty, staff, and visitors.

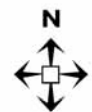
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FIGURE 1: CONCURRENT PLANNING STUDIES



Legend

- **Champaign Moving Forward** (City of Champaign): The Transportation Master Plan will become an element of the Comprehensive Plan and will replace the existing Transportation Plan developed in 1992. The plan will create a vision for a multi-modal transportation system that helps achieve the City's goals of sustainable growth. The plan will also give both technical and policy direction for decisions related to the planning for transportation facilities.
- **Entire County big, small, all** (Champaign County, CCRPC): A community visioning process to engage citizens, companies, and organizations of the County in an open conversation about the future of Champaign County on such topics as the economy, environment, development, housing, transportation, education, recreation, and important social issues.
- **Champaign-Urbana Regional L RTP 2025** (Champaign-Urbana Urban Transportation Study): The mission of the Long Range Transportation Plan for the Champaign-Urbana area is to provide a safe, efficient, and economical transportation system that makes the best use of existing infrastructure, optimizes mobility, promotes environmental sensitivity, accessibility, and economic development, and enhances quality of life for all users. (completed)
- **Staley/Rising Road Corridor Study** (City of Champaign, CCRPC): This study builds on the land use and transportation findings and recommendations developed under the Champaign-Urbana-Savoy-Bondville Long Range Transportation Plan. The objective of this effort is to look at the remaining land use opportunities in the corridor, to better define arterial management actions, and to facilitate a public discussion that will help lead to a consensus on an appropriate vision for the corridor that is sensitive to the natural, built, and human environment. (scheduled completion December 2006)
- **MTD Mobility Implementation Plan** (Champaign-Urbana Mass Transit District): Non-automobile long range transportation plan for the MTD service area.
- **University Multi-modal Study** (University of Illinois): A multi-modal study focused on creating a healthy, pedestrian-friendly environment with a safe, well-balanced mix of transportation alternatives for students, faculty, staff and visitors.



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Miles

Base data: Champaign County GIS Consortium

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- **CU-MTD MOBILITY IMPLEMENTATION PLAN** (Champaign-Urbana Mass Transit District): A study to find out what mobility options Champaign, Urbana, and Savoy want as a community, both now and in the future, and then craft a plan to bring those options to fruition.
- **STALEY/RISING ROAD CORRIDOR STUDY** (City of Champaign, CCRPC): This study will build on the land use and transportation findings and recommendations developed under the Champaign Transportation Master Plan and the Long Range Transportation Plan. The objective of this effort is to look at the remaining land use opportunities in the corridor, to better define arterial management actions, and to facilitate a public discussion that will help lead to a consensus on an appropriate vision for the corridor that is sensitive to the natural, built, and human environment.

Because of both the benefits of the various transportation studies occurring concurrently and the potential conflicts that could result, a major effort was undertaken as part of the development of these studies to coordinate technically throughout the plan development process. To this end, a Technical Advisory Committee was developed for the review and input of the technical work efforts. Agencies participating in the work effort included:

- City of Champaign, Planning and Engineering Staff
- Champaign Urbana Urbanized Area Transportation Study (CUUATS)
- Illinois Department of Transportation (IDOT)
- University of Illinois
- Champaign-Urbana Mass Transit District (CU-MTD)

PLANNING PROCESS

The purpose of Champaign Moving Forward is to provide not only a framework and strategies to implement the transportation systems plan and modal elements, but also provide input to the City Comprehensive Plan Update.

The planning process for the development of Champaign Moving Forward consisted of three phases.



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The first phase, Issues & Values, identified the current state of transportation and development within the City. Issues addressed included automobile congestion and improvements, transit coverage and service, bicycle and pedestrian network, transportation funding, and current growth patterns.

The second phase of the plan process developed and evaluated a series of land use and transportation alternatives to understand how land use development affects transportation and vice versa how transportation solutions affect land use.

The third and final phase developed a preferred Land Use and Transportation Plan including implementation strategies and policies.

Each phase of the planning process included a public meeting, website postings, and presentations to various organizations in the community. A summary of the timing, format, and key questions addressed at each of the public meetings is listed in the chart below.

Step	Meeting Date	Format	Key Questions
Issues and Values	May 11, 2006	Public Meeting: Open House, Presentation and Workshop	<ul style="list-style-type: none">• What is the Transportation Master Plan?• What are conditions today?• What trends will affect travel in the future?• What issues and values need to be addressed in this Plan?• What transportation improvements should be considered in the Plan?
Alternatives Development and Evaluation	November 2, 2006 December 7, 2006	Community Conversation on Transportation Choices: Open House, Presentation and Discussion Groups Focus Group Workshop on Transportation Choices	<ul style="list-style-type: none">• What are the choices for the future?• What are implications of these choices?• What are the funding implications of these choices?
Preferred Plan Selection and Refinement	November 27, 2007	Open House Web Comments	<ul style="list-style-type: none">• Did we get it right in response to your input regarding multi-modal transportation improvements?• What changes or suggested additions do you propose?

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PLAN ORGANIZATION

Champaign Moving Forward is divided into nine (9) chapters. The following provides a list of the chapters and their general contents:

1. **INTRODUCTION:** Background, purpose, and need for the Plan.
2. **MOBILITY REPORT CARD:** This chapter describes the current state of the existing transportation system – auto, transit, bicycle, and pedestrian. The existing conditions analysis focuses on answering the questions: What are the City and other transportation service providers doing today to address mobility needs? Based also on the identified trends, what might the transportation system look like in the future?
3. **CONNECTED NEIGHBORHOODS AND NODES:** A key component in the development of Champaign Moving Forward is responsiveness to the City's future land use development. To determine the best land use and transportation future, a series of land use concepts were developed and their efficiency evaluated. These land use plans and the resulting transportation improvements resulted in quite different impacts and costs. Through this process, a preferred land use concept was selected for future refinement and a Transportation Master Plan developed to support that land use concept. The vision of Connected Neighborhoods and Nodes complements a multi-modal system of mobility choices, offering opportunities to drive, take a bus, bicycle, and walk. This multi-modal framework identifies the requirements of design, policies, and implementation objectives for a multi-modal land use plan for the City.
4. **ROADWAY VISION:** This Plan provides the framework for building the future roadway infrastructure for the City. Included in this section is a map depicting the roadway hierarchy from highways to collectors. This map details the road network needed to accommodate future development anticipated in the 2030 timeframe. An additional map identifies the corridors to be preserved for Post-2030 development.
5. **TRANSIT VISION:** Transit service is provided by the Champaign-Urbana Mass Transit District (CU-MTD) and will continue to be provided by CU-MTD in the future. As the City of Champaign grows, this chapter highlights the land use and development principals to encourage transit oriented development which will lead to an improved efficient transit system.
6. **BICYCLE VISION:** Champaign provides a flat terrain with a system of grid streets that make bicycling a viable mode of transportation. This chapter defines a system of trails, lanes, and routes that would promote a network of bicycling opportunities.

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7. **PEDESTRIAN VISION:** Because walking is the beginning and end of every trip, identifying best practices and policies for pedestrian mobility provides the framework for a viable pedestrian network for Champaign.
8. **IMPLEMENTATION OF THE PLAN:** Visions and plans become reality when implemented. This chapter identifies strategies and actions for the City to achieve a multi-modal community. Recommendations for complete streets, development guidelines, and street funding strategies are some of the implementation strategies discussed. This chapter also provides a cost estimate of the arterial roadway plan and strategies for funding.

