Making Regional Choices: Blueprints for Success

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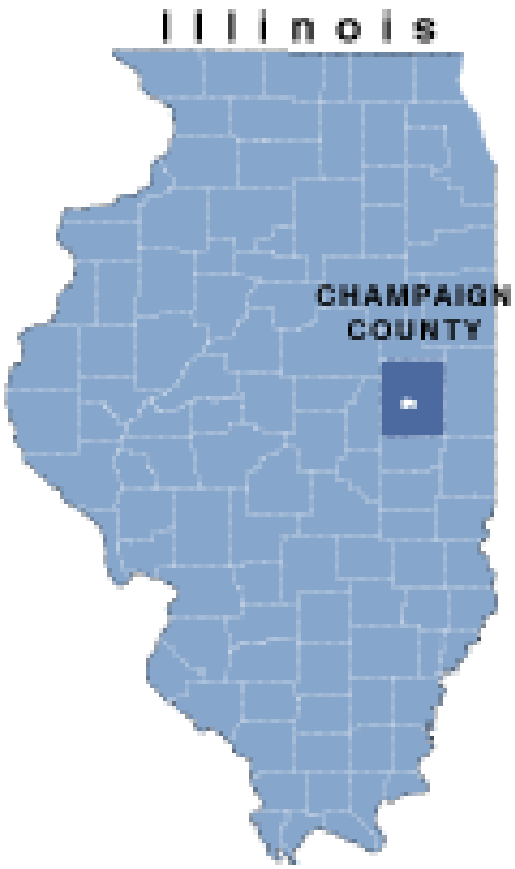
Rail~Volution 2010
Building Livable Communities with Transit

Story of One Community

Champaign-Urbana, IL – Typical Midwestern Community

- Located in the center of Illinois
- Home to the University of Illinois
- Urbanized area has approximately 130,000 residents.
- University has over 42,000 students and 12,000 faculty and staff
- UIUC geographically located in the middle of the two cities. University is split down the middle.



Community Characteristics

- Intensely urban campus
- Urbana 35% of the work trips are non-SOV
- Community as a whole: non-SOV commute to work rate is 23%
- Average commute to work time - 15 minutes
- Excellent transit system
- Quality neighborhoods adjacent to the campus many faculty/staff walk, bike, or take the bus to work
- Students/faculty/staff have universal access to the transit system

Reversing Trends

- During the 1960's-1990's non-auto trips declined
- New developments lacked interconnected streets, access to transit, walking, bicycling
- Planning for multi-modal community began in 2001
- CUMTD adopted Strategic Plan focused on creating mobility

CUMTD Strategic Plan

- **MTD's Mission…** *Leading the way to greater mobility*
- **MTD's Vision…***MTD goes beyond traditional boundaries to promote excellence in transportation*
- **Among MTD's Goals:**
  - *MTD will encourage the use of alternative transportation services to promote mobility in our community*
- **Strategies included:**
  - ***MTD should lobby for transit friendly development and sustainable communities.***
  - ***Advocate bicycle/pedestrian access improvements***

http://www.cumtd.com/aboutmtd/PublicDocuments.aspx

Convergence of Issues Impacting Transportation

- Foreign policy and foreign oil dependence
- Global warming and environmental issues
- Obesity and health epidemic related to inactivity
- Aging transportation infrastructure
- Transportation congestion and capacity inadequacies
- Aging population and mobility issues
- Lack of local government funding

Enabling Mode Shift

- Infrastructure
- Appropriate land-use and design
- Interconnect modes, land-use, and infrastructure
- Social Marketing – encouragement for behavior change

Plans and Process

Community Transportation Plans

big.small. all.
champaign county.

I have miPLAN, do you have yours?
miPLAN

Long **R**ange **T**ransportation **P**lan 2025 (LRTP 2025) adopted in 2004 by Champaign-Urbana Urbanized Area Transportation Study (CUUATS)

big.small.all countywide visioning process called for more housing and mobility choices, less sprawl

miPLAN – Mobility Implementation Plan to implement LRTP 2025

More Community Transportation Plans

Champaign Moving Forward:

Transportation Master Plan 2008 – Update to Champaign's Comprehensive Plan

Urbana Bicycle Plan –

Adopted plan becomes part of Comprehensive Plan

Long Range Transportation Plan 2035-

Adopted 2009

LRTP 2025 Preferred Scenario calls for:

- Express bus service between core and fringe areas of the community
- An enhanced arterial fringe road system that provides improved mobility around the community
- Transit intensive corridors
- High capacity transit system in the University District
- Mixed use, denser development and redevelopment

If implemented LRTP 2025 will:

- Create higher population density, less sprawl
- Promote alternative transportation modes
- Save money on infrastructure
- Create walkable activity centers and reduce reliance on automobiles
- Make travel safer for pedestrians and bicyclists
- Increase mobility for motorists
- Educate residents about alternative transportation modes, safety, and new transportation concepts




Mobility Implementation Plan

How do we implement the LRTP?
Champaign-Urbana Mass Transit District (CUMTD) funded the Mobility Implementation Plan (miPLAN)

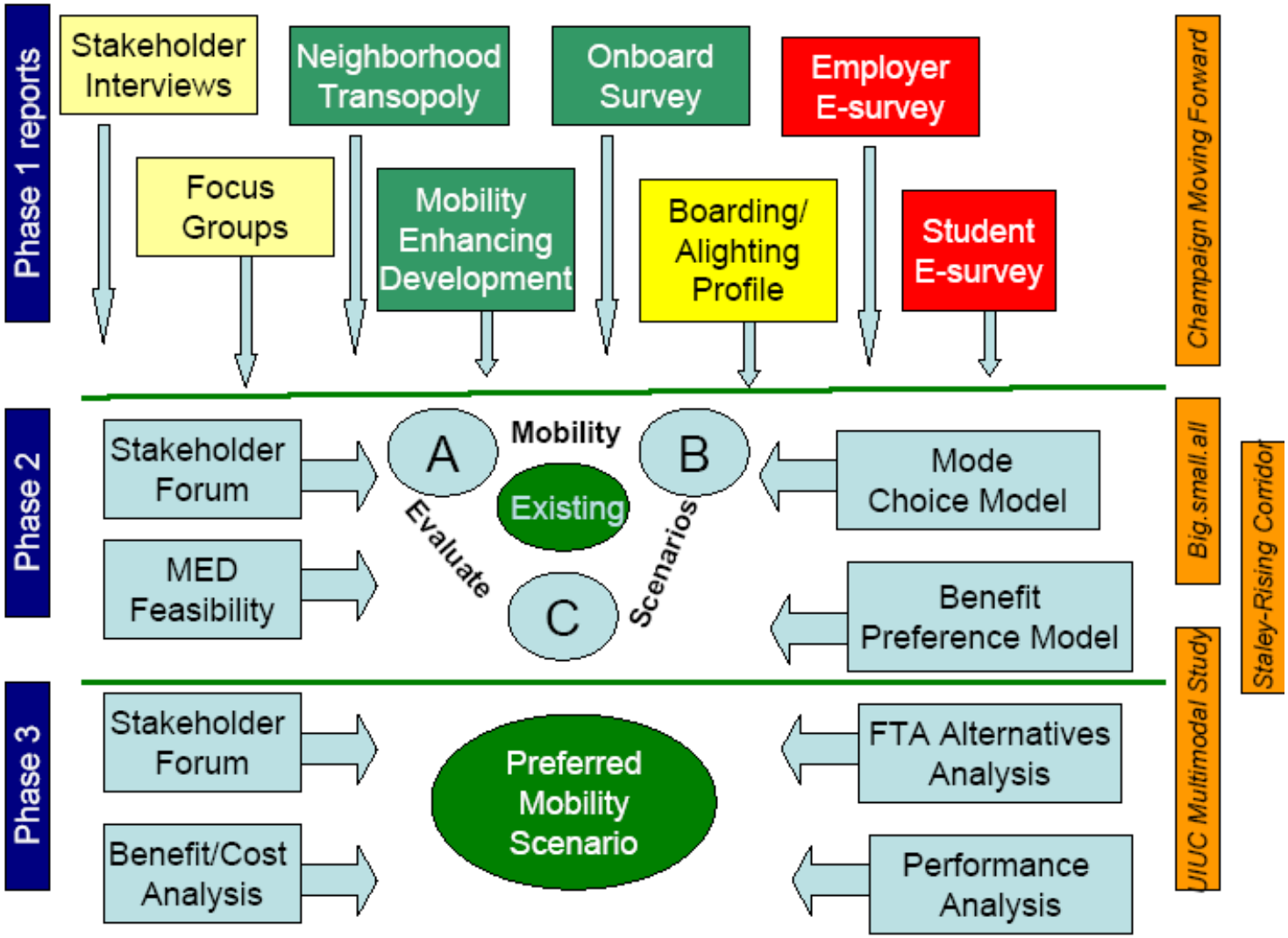
Goals for miPLAN:

- Develop cost effective mobility strategies to achieve goal of 8% non-SOV trips within the CUMTD service area by 2025
- Develop cost-effective mobility strategies to achieve the CUMTD goal of 35% non-SOV work trips in the CUMTD service area by 2015
- Develop specific implementation plan to institute the mobility strategies to achieve the above

miPLAN Regional Partners

- Champaign County Regional Planning Commission
- Champaign County Farm Bureau
- City of Urbana
- City of Champaign
- University of Illinois/Urbana-Champaign
- CUMTD
- PACE, Independent Living Center
- Illinois Department of Transportation
- Village of Savoy
- Urbana Public School District
- Champaign County Board

miPLAN Phase Diagram



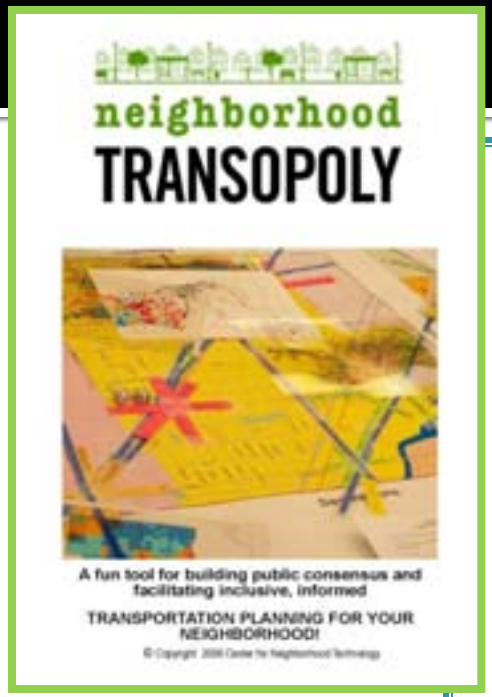
miPLAN - Public Input

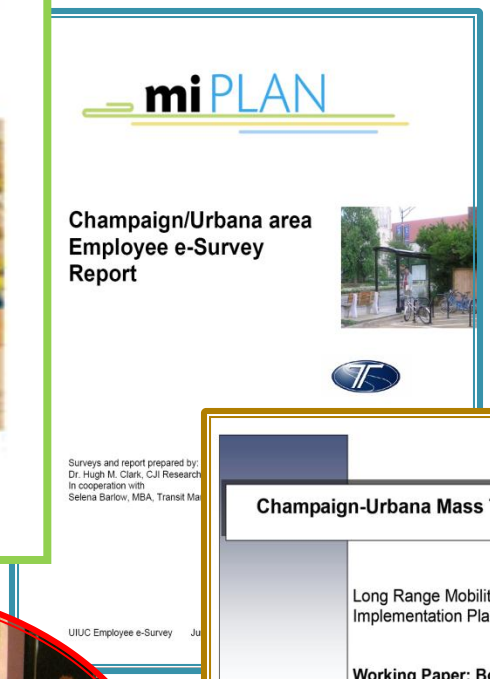
Questions asked of residents:

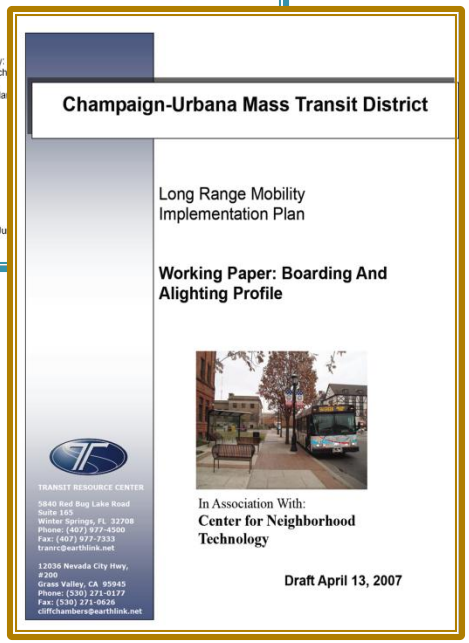
- **Do you know** what mobility options are currently available?
- **What kinds of transportation services** do we want in our community right now?
- **How will we** want to move around in the future?

Public Input & Market Research

- Interviews – 50 community leaders
- Focus groups
- On-board transit survey
- E-survey 3,262 employees
- E-survey 3,319 U of I students
- Neighborhood Transopoly







Mobility Enhanced Development

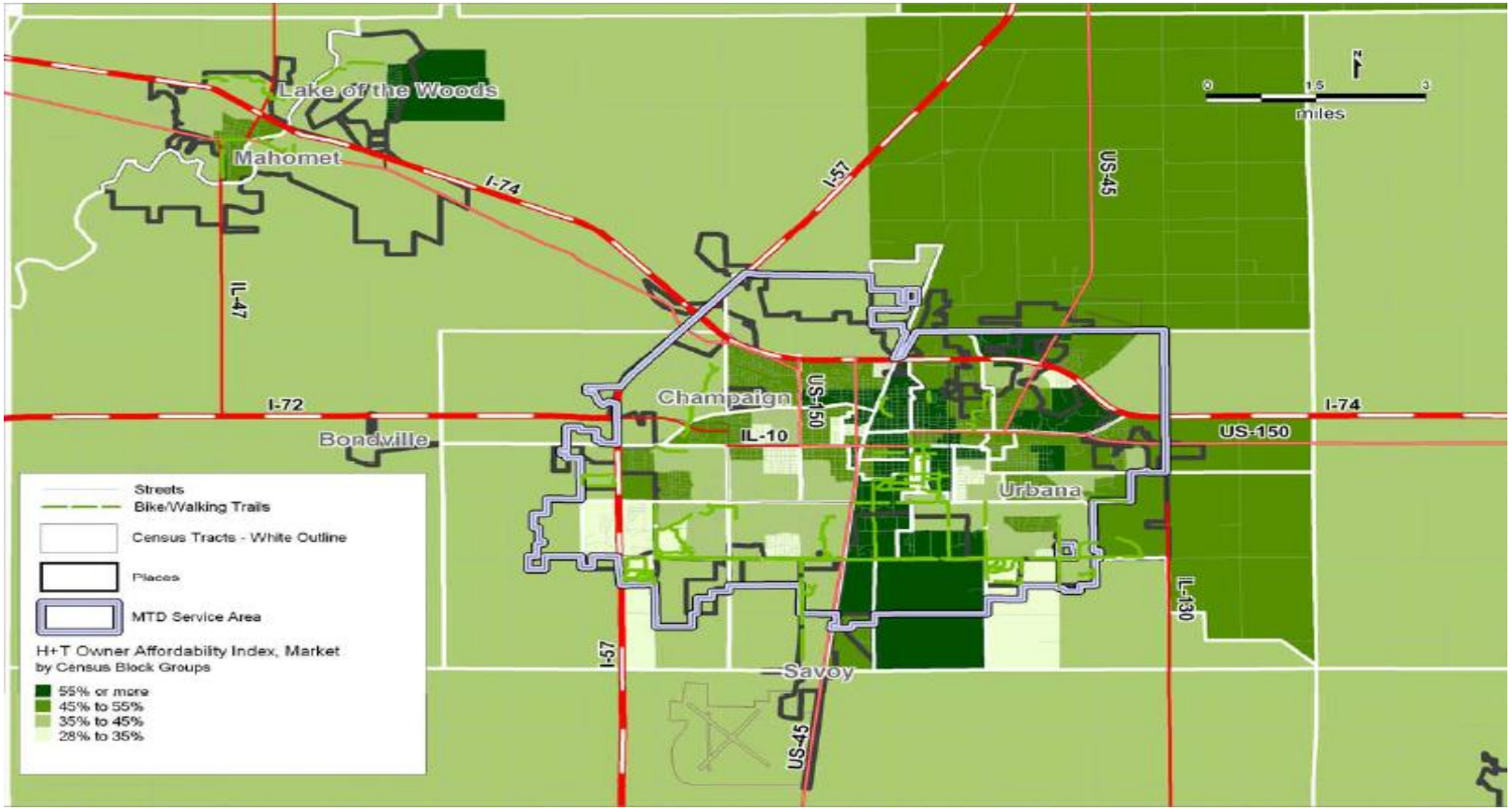
MED is defined as a compact walkable neighborhood with a wide array of transportation choices for trips, frequent and well –connected transit, biking amenities, and car-sharing. MED also include diverse housing stock, and a concentration of small retail and service-oriented business that meet day-to-day needs of local residents.

Mobility Enhanced Development Report

Center for Neighborhood Technology

Affordability Index Formula

$$\text{Affordability Index} = \frac{\text{Housing Costs + Transportation Costs}}{\text{Income}}$$



Mobility Enhanced Development Findings:

- Transportation costs in core significantly less than fringe. Average $/month spent on transportation: **Core=$832 or less** **Fringe=$1372 or less.** **(2004 data)**

MED Recommendations:

- Build on current density and urban form.
- Maximize options and choices in alternative forms of mobility.
- Provide tools to create mixed-use, mixed-income market-rate developments through infill and redevelopment.
- Maintain affordability through community development programs and by factoring in both household housing and transportation costs.

Got the Message?

Strong consistency found for the following top priority mobility improvements:

- Improved bicycle infrastructure and routing
- Better street lights
- Additional sidewalks
- Later evening MTD service
- Additional direct MTD routes along major arterials

Phase II

I have miPLAN, do you have yours?

miPLAN

1. Develop two alternative mobility scenarios
2. Green Corridors analysis for development of enhanced transit and mobility options along with increased densities and infill/redevelopment (MED Feasibility)
3. Modeling of the mobility scenarios using econometric, land-use modeling and transportation modeling (Benefit Preference Model and Mode Choice Model)

Corridor Analysis

White Street and Springfield Avenue Corridors Analysis

DRAFT

CNT Sustainable Communities Attainable Results

Center for Neighborhood Technology 2010

White and Springfield Corridors Analysis

- Identifies MED Opportunities
- Plan Process (public input)
- Enhancing Connection Between Transportation and Land Use
- MED Development Scenarios
- Policy and Implementation Strategies
- Recommendations for Implementation

Connecting Corridors - Goals

Increase population w/in corridor area by 10,000 by 2025

Infill and redevelopment structures meet LEED standards

Attract 3,000 jobs to the corridor area by 2025

Develop mixed-use live-work-play environments

Increasing connectivity between the U of I and the two downtowns

Creating development that reduces carbon emissions, energy consumption, storm water run-off by the LEED ND rating system

Green Corridors – Creating Sustainable Neighborhoods

What might a transit intensive corridor look like?

FIRST & WHITE

SECOND & WHITE

VISUALIZATION OF THE WHITE STREET CORRIDOR

CHAMPAIGN URBANA MASS TRANSIT DISTRICT

BLDD ARCHITECTS

Intersection of Springfield and Main

Proposed Development	
Development Type	Mixed Use
Number of Stories	4
Residential Units	75
Commercial sq ft	26,817
Parking Demand	135 Spaces

Parcel Information	
Land Area	58,099 sq ft
Building Area	24,870 (estimated by footprint)
PIN	92-21-17-130-014 (015, 016, 017)
Zoning	Central Business, Central Business Expansion, R2 Residential
Financial Incentives	Downtown TIF
Owner	312 WEST SPRINGFIELD LLC, Strawberry Fields, Kirby Michael, Allman Carl

	Existing	Proposed
Use	Commercial, Residential & Parking	Commercial, Residential & Parking
Building Footprint (sq ft)	24,870 (3 bldgs)	37,246
Lot Coverage	43%	64%
Commercial		
Commercial Stories		1 (ground floor)
Commercial sq ft		26,817
Parking Demand		80 Spaces
Residential		
Residential sq ft		79,500 sq ft
Residential Floors		
Residential Units		3
Parking Demand		10 Units/Floor 800 sq ft (30) 15 Units/Floor 1,200 sq ft (45)
Parking		55 Spaces
Car Sharing on Site	0 Cars	2 Cars
On Street	125 (approximate)	50
Surface	50 (approximate)	0
Underground Deck (sq ft/space)		32,109 sq ft 99 Spaces (residential w/ some commercial)
Value / Revenue		
Market Value	Land: $430,033 Building(s): $1,673,927	$16,991,712 projected
Tax Revenue	$55,899	$407,801 projected

Green Corridors Project

Policy Areas

The following policy areas contribute to sustainability in a variety of interrelated ways that are important in forming a "green corridor".

Energy Efficiency & Conservation
In existing buildings and new construction, power consumption is a major determinant of environmental sustainability.

Water Efficiency & Conservation
Reduced water consumption recognizes the finite nature of this resource. This comes through retrofits and habit changes.

Bicycle Policy & Infrastructure
More people choosing bikes for short trips = fewer automobile greenhouse gas emissions and decreased congestion.

Economic Development
Economic development on the corridors takes place through sustainable building, green jobs, and targeted development.

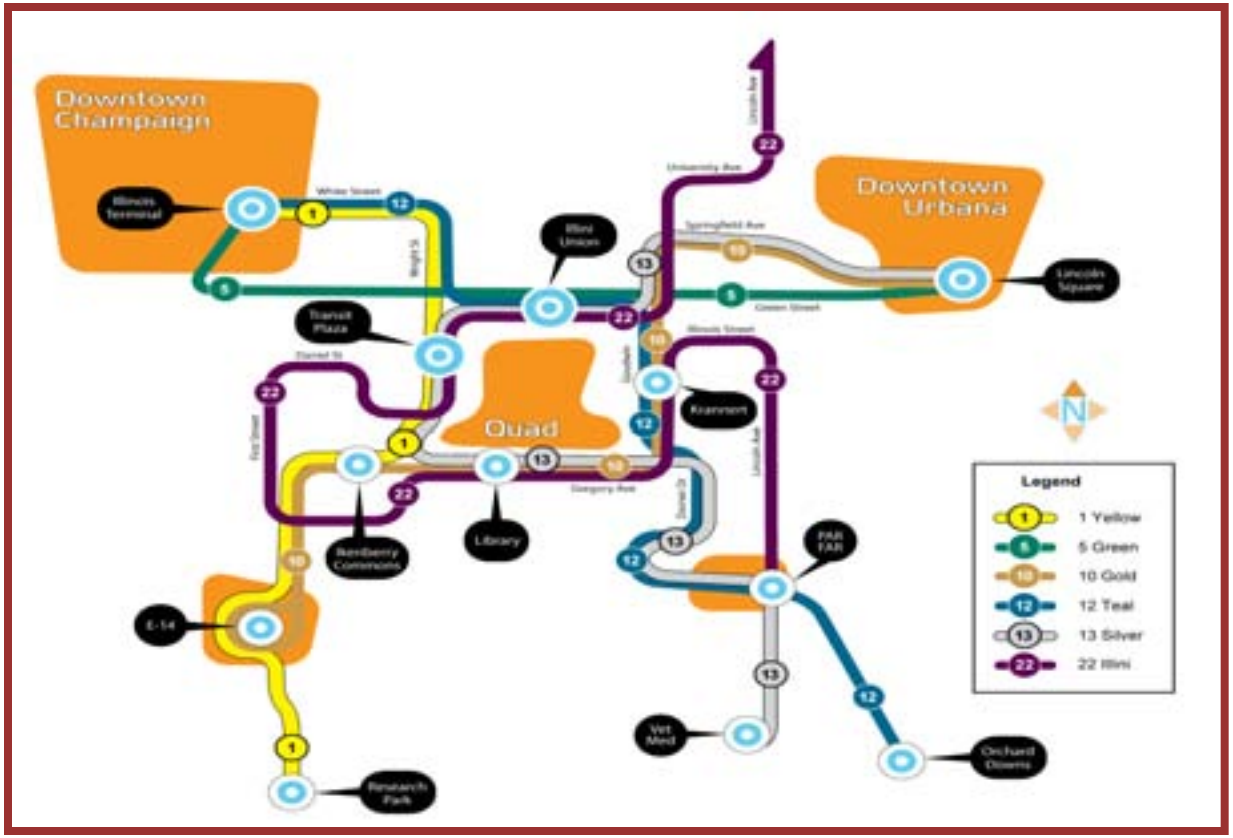
Age & Income Diversity
The most economically and socially vital places are diverse places. This means a mix of people, incomes and activities.

Low-Impact Stormwater Management
The flat grades of Champaign and Urbana pair with pervious surfaces to require attention paid to flood-prone areas and runoff management.

Pedestrian-Oriented Urban Design
Downtown Champaign and Urbana, Campustown, and Western Urbana provide examples of local pedestrian-friendly urban design.

IMPLEMENTATION – What has happened already

High Frequency Routes by CUMTD August 2009



High frequency transit service between two downtowns and campus = service every 10-15 minutes during academic year.

Road Diets and Complete Streets

FOUR LANES W/O CENTER TURN LANES

CENTER TURN LANES, BIKE LANES, PED REFUGE ISLAND AT BUS STOP

Bike Lanes and Pedestrian Improvements

BIKE LANES – CALM TRAFFIC

PEDESTRIAN PRIORITY – PED SCRAMBLE

Complete Streets = Value added

SIDEWALK CAFÉ - BEFORE

SIDEWALK CAFÉ AFTER

Pedestrian and Transit Upgrades

UPGRADING PEDESTRIAN INFRASTRUCTURE

UPGRADING TRANSIT INFRASTRUCTURE

Support for Mode Shift

CAR SHARE - ZIPCAR

SAFE ROUTES TO SCHOOL

WALK TO SCHOOL DAY

MAKING STRIDES IN FITNESS

C-U schools get a lesson in exercise as part of international effort

Thomas Paine Elementary School students walk to school with members of the University of Illinois women's basketball team along Florida Avenue in Urbana this morning. They were taking part in 2007 International Walk to School Day.

Crossing guard Gulzeen Gas helps Leslie Nalizal and her 7-year-old twin sons, Brady, front, and Alex, and her 9-year-old daughter Lauren cross the street as they make their way to Robeson Elementary School in Champaign this morning.

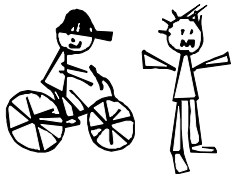
Please see WALK, A-5

BICYCLE FRIENDLY COMMUNITY/BUSINESS

Bicycle Friendly Community

URBANA, IL

BRONZE



C-U SAFE ROUTES TO SCHOOL PROJECT (C-U SRTS ROJECT)

WWW.CU-SRTSPROJECT.COM

Phase III

- Benefit-Cost Analysis
- Preferred Investment Plan Development
- Upgrade MPO transportation model - add land-use component
- 5-10 Year Plan
- Final Report

Challenges and Lessons Learned

- Coordination with a large university system can be challenging
- Upgrading a 4-step transportation forecasting model is difficult (we need better tools)
- MPO staffing issues can delay upgrades to transportation model (small MPO, big ambitions)
- Integrating a land-use model with transportation model is breaking new ground
- Involving the private sector can be hard
- Implement good ideas ASAP – creates momentum
- It takes longer than you think it will
- Do not give up!

Conclusions

A seamless multimodal transportation system requires building consensus at a regional scale. We must ask: "How do we make mobility easy and as inexpensive as possible?"

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miPLAN

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References:
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