

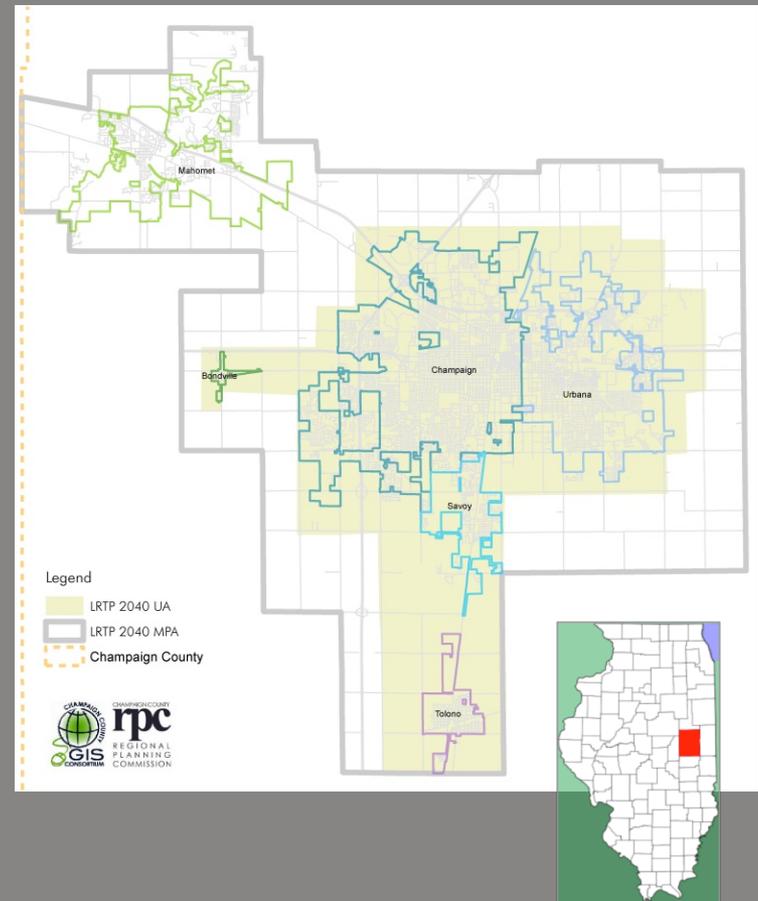


Performance Measures: How Do You Size Them Up?

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Champaign-Urbana Urbanized Area

- CCRPC – MPO
- CUUATS – Transportation Program
- Land Area – 47 square miles
- Population – 145,000
- Home to the University of Illinois (44,000 students)
- Member Agencies:
 - IDOT
 - Champaign County
 - Cities of Champaign
 - City of Urbana
 - Village of Savoy
 - University of Illinois
 - C-U Mass Transit District



Objective-driven & Performance-Based Approach: *CUUATS' LRTP History*

2004

- First time integrated in 2025 Long Range Transportation Plan

2009

- Adopted LRTP: *Choices 2035*
- Goals & objectives to define desired outcomes
- SMART Performance Measures to track progress & strategies to realize objectives

Annually (2010-present)

- Produce LRTP Report Card to document progress toward goals & objectives

2014

- Review Annual Report Cards to inform Performance Measures for LRTP 2040
- Goals & objectives to define desired outcomes
- SMART Performance Measures to track progress & strategies to realize objectives
- Adopt LRTP 2040 in December 2014

Developing Specific Measureable Objectives

L RTP: *Sustainable Choices 2035*

Resulting objectives followed **SMART** Principles:

Specific enough to guide approach without dictating it

Measurable - quantifiable

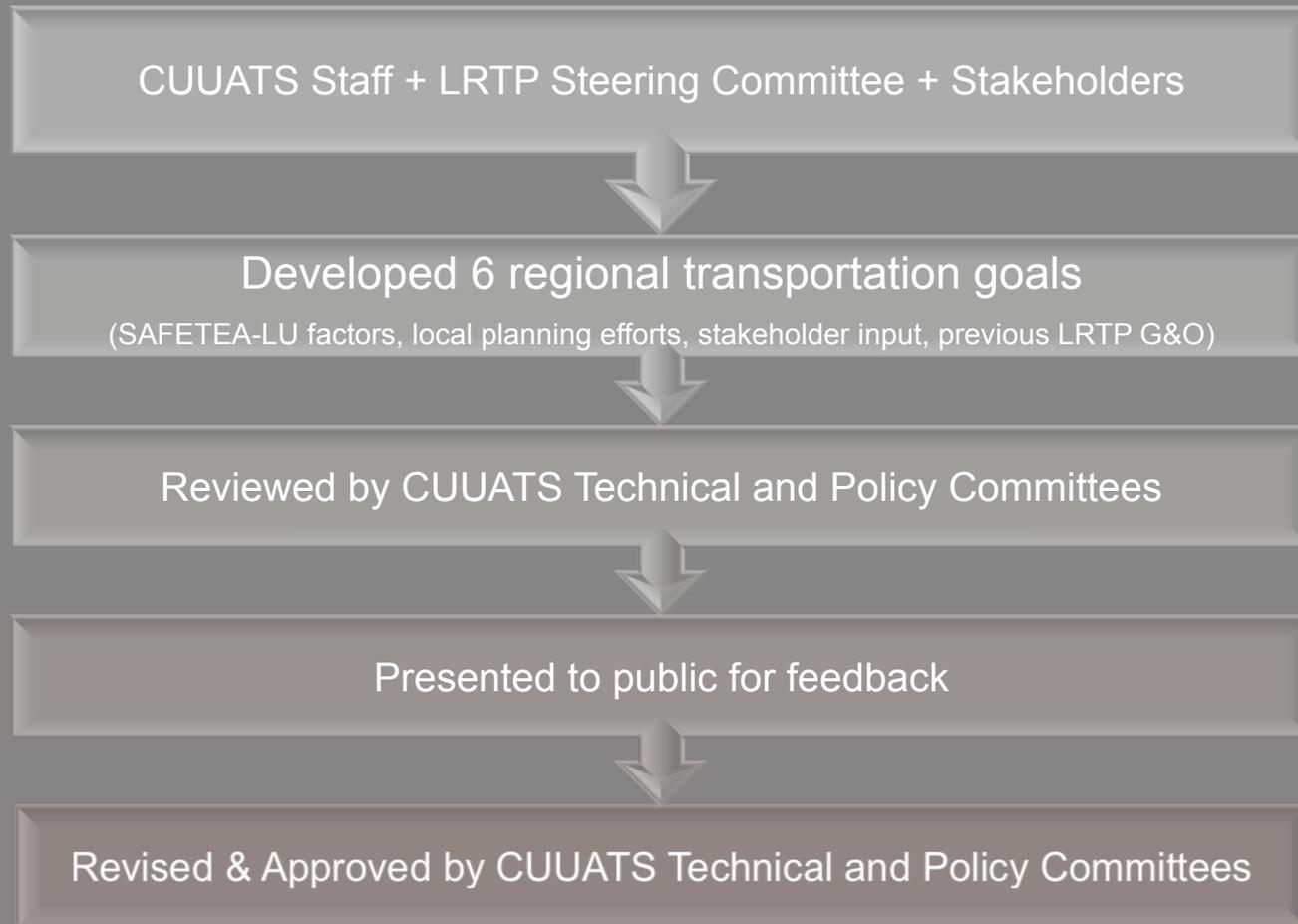
Agreed upon by a variety of stakeholders

Realistically achievable within the allotted budget

Time constraints for achieving objectives

Developing Specific Measureable Objectives

LRTP: *Sustainable Choices 2035*



SAFETEA-LU Planning Factor #6: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight



GOAL	9. All transportation system users in the urbanized area will have access to a network of transportation modes and infrastructure that maximizes connectivity between origins and destinations and promotes the use of both motorized and non-motorized modes to travel between them		
OBJECTIVES	Increase the miles of dedicated bicycle facilities and signed bike routes in the metropolitan planning area by at least <u>15% by 2014</u>	<u>By 2014, ensure that 100%</u> of new development within municipal boundaries or land annexed into a municipality provides sidewalks along roadway frontages through construction or reservation of land and funds for construction, unless an acceptable alternative pathway is provided. Sidewalk connectivity must be analyzed with each new development proposal.	Provide transit service within a <u>1/4 mile</u> for <u>90%</u> of residential development (new or existing) within the CUMTD transit service area <u>by 2014</u>
PERFORMANCE MEASURES	<i>Miles of Dedicated Bicycle Facilities</i> <i>Miles of Signed Bike Routes</i>	<i>Miles of New Sidewalk Constructed</i>	<i>1/4 Mile Coverage Analysis</i> <i>Miles of Transit Routes</i>
STRATEGIES	Promote Complete Streets policy implementation where feasible for new roadway construction	Continue enforcing zoning and subdivision ordinances requiring new development to construct pedestrian and bicycle facilities	Encourage new residential development to locate within 1/4 mile of a transit line
	Construct new and maintain existing bicycle facilities and signed bike routes		Continue the expansion of the transit service area to be coterminous with the urbanized area boundary
	Implement recommendations for bicycle facilities found in the Urbana Bicycle Master Plan and Champaign Transportation Master Plan	Encourage redevelopment and infill within the existing municipal boundaries where pedestrian facilities already exist	Encourage redevelopment and infill development within the existing municipal boundaries
RESPONSIBLE PARTIES	IDOT, Cities and Villages, CUUATS Staff, CU-MTD	Cities and Villages, Developers	Cities and Villages, CUMTD

Tracking progress

- Ongoing data collection
 - CUUATS staff
 - Local agencies
- Performance Measure Database
 - CUUATS staff
- Annual Report Card
 - CUUATS staff
 - Presented to local agencies
 - Posted for public access on the CUUATS website
<http://cuuats.org/lrtp/lrtp-report-cards>

Tracking progress: Annual LRTP 2035 Report Card

CHOICES



Champaign-Urbana Urbanized Area Transportation Study Long Range Transportation Plan



2013 REPORT CARD

Champaign Urbana Urbanized Area Transportation Study
Champaign County Regional Planning Commission
1776 East Washington Street
Urbana, IL 61802

Transportation MOEs

New Roadways
This MOE receives a positive rating because the new construction of roadways for 2013 were within the strategic foundation of our region.

Pavement Condition
This MOE receives a positive rating because 75% of the roadways were in Excellent, Good or Fair condition in 2013 compared with 69% in 2009.

Journey To Work
This MOE receives a neutral rating despite the significant increase in overall transit ridership since 2009. The 2011 percentage of 9.1% transit commuters in the urbanized area surpassed the target of 9% by 2014. Despite the fact that transit ridership continues to grow, the percent of people commuting by transit within the urbanized area dropped to 8.2% in 2012 due to the expansion of the Census-defined urbanized area boundary which now includes Telford and other locations outside the C-U MTD service area.

Total Vehicle Miles Traveled
This MOE receives a positive rating because of an overall decrease in annual VMT, vehicle registration, and commercial truck traffic volume since 2009. Motorizing total VMT while simultaneously facilitating alternative modes of transportation helps increase the capacity of the existing transportation system while minimizing increases in infrastructure and maintenance costs.

Total Crashes
This MOE receives a positive rating because of the 7.1% decrease in the total crashes per 100M VMT since 2009. This is a 21 percentage point above the target of a 5% decrease in crashes in the Champaign-Urbana area by 2014.

Total Fatalities
This MOE receives a positive rating because total fatalities increased by 25% since 2009 which means the LRTP 2035 objective. In addition, Champaign-Urbana area has remained below the DOT target for the past four years.

“X” Injuries
This MOE receives a neutral rating because “X” injuries per 100M VMT only decreased 14% since 2009 within the Champaign-Urbana area. Although one decrease in injuries is good, the Champaign-Urbana area is below the target of a 25% reduction by 2014.

Pedestrian Crashes
This MOE receives a negative rating because pedestrian crashes have increased 5.3% since 2009 in Champaign-Urbana area. Pedestrian fatalities decreased from two in 2009 to one in 2012.

7 CULIATS LRTP Choices 2035

Transportation MOEs

Accessible Pedestrian Signals
Accessible Pedestrian Signals (APS) have been installed at several locations in the urbanized area. According to the 2007 updated MUTCD standards, a signal is considered accessible if a “continuous information about pedestrian timing is in a removed format such as audible tones, verbal messages, and/or vibrating surfaces.” The APS system can also include pedestrian countdown, touch and/or ADA accessible push buttons to activate the crossing signal. Table 6.20 shows the number of accessible signals that can be found in the urbanized area.

Location	2009	2012	2013
Champaign	7	13	13
Urbana	10	10	10
Seneca	0	1	0
University of Illinois	0	2	4
Total	17	22	27

Source: City of Champaign, City of Urbana, Village of Seneca, and University of Illinois

This MOE receives a positive rating because the number of Accessible Pedestrian Signals installed across the urbanized area has increased by 11% percent since 2009.

Table 6.21 Accessible Bus Stops-MOE Summary

Category	2009	2013
Objective	2. All transportation system users will have convenient, multi-modal access to all parts of the Champaign-Urbana area and will travel with reasonable comfort, safety and health.	
Measure	Increase access for persons with disabilities to all parts of the urbanized area by 2035	
MDE	Number of APS installed	
Value	Increased # number of APS installed - Positive Rating	

Bicycle Facilities
The total mileage of bike facilities, including shared-use and on-street paths, has increased by 57 percent throughout the Champaign-Urbana area between 2008 and 2013. Most notably, there has been a 300 percent increase in on-street bike lanes and 24.1 mile increase in bike facilities overall in the past four years. Additionally, the City of Urbana installed the urbanized area's first shared-bike parking lanes and bike routes in 2013. Tables 6.22 and 6.23 show total current facilities by municipality through 2009.

Path Type	Champaign	Urbana	Seneca	TOTAL
Shared-Use Path (all shared)	23.8	6.6	0.1	30.5
Shared-Use Path (dedicated)	18.6	14.7	0.1	33.4
Shared Street-Lane Path	4.6	0.0	0.4	5.0
Bike Path	1.2	0.0	1.4	2.7
MUCC Bike Path	1.6	4.4	0.0	6.0
Bike Routes	0.0	0.0	0.0	0.0
Shared Lane (Midblock/Midblock)	2.9	1.5	0.0	4.3
Shared Lane (Parking Lanes)	0.0	0.8	0.0	0.8
Bike Routes	0.0	4.3	0.0	4.3
TOTAL	48.6	42.2	3.3	94.1

Source: Champaign County Geomatics and Maps, 2013

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Transportation MOEs

Bicycle Crashes
Figure 6.8 and Table 6.18 show the number of bicycle crashes from 2008 to 2012. Data are based on reported crashes provided by the Illinois Department of Transportation and CULIATS. Total crashes have decreased from 61 to 36, a reduction of 41 percent, between 2009 and 2012 for the urbanized area.

Figure 6.8 Bicycle Crashes (2008-2012)

Year	City of Champaign	City of Urbana	Total Crashes	Urbanized Area
2008	39	21	60	61
2009	32	19	51	50
2010	40	10	50	51
2011	17	15	32	36

Source: IDOT City Surveys, IDOT Crash Statistics, IDOT Illinois Travel Statistics Report, CULIATS SCR Report

This MOE receives a positive rating because total bicycle crashes have decreased 41 percent in the urbanized area since 2009 which is well above the 15 percent target set for 2014.

Table 6.19 Bicycle Crashes per 100M VMT MOE Summary

Goal	3. Transportation mode and facilities in the urbanized area will be safe for all users
Objective	Reduce the total number of crashes involving bicycles and pedestrians in Champaign-Urbana by 15% by 2014
MDE	Total Bicycle Crashes
Value	Bicycle crashes decreased by 41% - Positive Rating

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Transportation MOEs

Table 6.23 2009 - 2013 Comparison of Urbanized Area Bicycle Facilities (in miles)

Facility Type	2009	2013	Change	% Change
Shared-Use Path (all shared)	23.8	30.5	6.7	28%
Shared Street-Lane Path	4.6	5.0	0.4	9%
Bike Paths (includes MUCC Bike Paths)	2.8	2.7	-0.2	-8%
Bike Routes (on-street)	4.7	20.3	15.6	332%
Shared Lane (Midblock/Midblock)	0.0	4.3	4.3	432%
Shared Lane (Parking Lanes)	0.0	0.8	0.8	20%
Bike Routes	0.0	4.3	4.3	432%
Total	40.1	68.1	28.0	70.1%

Source: Champaign County Geomatics and Maps, 2013

This MOE receives a positive rating because the total mileage of bike facilities in the metropolitan planning area has increased 57 percent since 2009, which is well above the goal of 15 percent increase in dedicated bicycle facilities and signed bike routes by 2014.

Table 6.24 Bicycle Facilities MOE Summary 1

Goal	1. Non-motorized occupancy vehicle travel will be a principal consideration of the transportation planning process to make the urbanized area more sustainable, efficient and provide a higher quality of life for residents
Objective	Increase the miles of dedicated bicycle facilities and signed bike routes in the metropolitan planning area by 15% by 2014
MDE	Miles of Dedicated Bike Facilities
Value	Increased miles of dedicated facilities exceed the goal - Positive Rating

Table 6.25 Bicycle Facilities MOE Summary 2

Goal	1. Non-motorized occupancy vehicle travel will be a principal consideration of the transportation planning process to make the urbanized area more sustainable, efficient and provide a higher quality of life for residents
Objective	Increase the miles of dedicated bicycle facilities and signed bike routes in the metropolitan planning area by 15% by 2014
MDE	Miles of Signed Bike Routes
Value	Increased miles of signed bike routes, but plans wait to do so - Neutral Rating

Table 6.26 Bicycle Facilities MOE Summary 3

Goal	4. To provide facilities for non-motorized modes of transportation in order to improve mobility and decrease the number of vehicles on our roadways
Objective	Construct a comparable amount of facilities for active modes in transportation during new roadway construction, major reconstruction, or lane realignments by 2014
MDE	Miles of Bicycle Facilities Constructed
Value	Significant active transportation facilities were created - Positive Rating

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Tracking progress: Annual LRTP 2035 Report Card



2013 LRTP Report Card

The Measures of Effectiveness (MOE) data and analyses in the 2013 LRTP Report Card refer to the existing CUUATS LRTP 2035: Choices, completed in 2009.

Tracking Progress Through MOEs

This section describes the progress the metropolitan planning area has made toward reaching the desired outcomes listed in the goals and objectives section of the "LRTP 2035: Choices." Some MOEs require data sets that are not currently available or have not changed in the past year. These MOEs are omitted from this report to highlight the MOEs that have changed. As in the "LRTP 2035: Choices," MOEs containing comparable data will be assigned a good, neutral or negative rating depending on the trend, which is symbolized by a gauge symbol.

The MOEs compare conditions in the current year with the base year of 2009, which was when the goals and objectives were formulated. This helps us get a better understanding of current situations and current status in achieving these goals. This process enables us to identify our strengths, weaknesses and difficulties in achieving the set goals, and planning for the future.

Click on one of the boxes below to view the MOE summary for that category.

At this time, only Transportation and Demographics have been updated since the 2012 report card. More updates will be made as data becomes available.

[Transportation MOEs](#)

[Environmental MOEs](#)

[Demographic Data](#)

[Land Use MOEs](#)

October 2014						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Tracking progress: Annual LRTP 2035 Report Card



2013 LRTP Report Card /

Transportation

Click on one of the boxes below to view more details for that MOE.

New Roadways



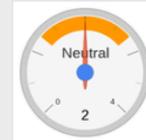
This MOE receives a positive rating because the new construction of roadways for 2013 were within the municipal boundaries of our region.

Total Fatalities



This MOE receives a positive rating because total fatalities decreased by 25 % since 2009, which meets the LRTP 2035 objective.

Journey to Work



This MOE receives a neutral rating because public transportation ridership has increased since 2009 but fell below the target between 2012 and 2013.

Bus Routes and Ridership



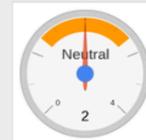
This MOE receives a positive rating as CU-MTD ridership has increased 28.6% since 2009. This is well above the target of a 5% increase of transit ridership by 2014.

Bicycle Crashes



This MOE receives a positive rating because bicycle crashes have decreased 41% since 2009 which is well above the 15% target set for 2014.

A Injuries



This MOE receives a neutral rating because, "A" injuries per 100M VMT decreased 14% since 2009, but is still below the target of a 25% reduction by 2014.

Total Crashes



This MOE receives a positive rating because of the 7.1% decrease in the total crashes per 100M VMT

Improved Roadways



This MOE receives a positive rating because within 78% of urbanized area roadways were in Excellent,

Pedestrian Crashes



This MOE receives a negative rating because pedestrian crashes have increased 5.3% since 2009

Bicycle Facilities



This MOE receives a positive rating because the total mileage of bike facilities in the metropolitan planning area has increased 57% since 2009, which is well above the goal of a 15% increase in dedicated bicycle facilities and signed bicycle routes by 2014.

The total mileage of bike facilities, including shared-use and on-street paths, has increased by 57% throughout the Champaign-Urbana area between 2009 and 2013. Most notably, there has been a 330% increase in on-street bike lanes and a 34.1 mile increase in bike facilities overall in the past four years. Additionally, the City of Urbana installed the urbanized area's first shared bike/parking lanes and bike routes in 2013. The tables on the right show 2013 facilities (in miles) as well as absolute and percent change from 2009.

Path Type	Champaign	Urbana	Savoy	Total
Shared-Use Path (off-street)	20.8	6.6	0.7	28.7
Shared-Use Path (sidepath)	8.6	14.7	0.1	23.4
Divided Shared-Use Path	4.6	0	0.4	5
Bike Path	0.3	0	1.4	1.7
UIUC Bike Path	1.6	4.4	0	6
Bike Lanes (on-street)	9.8	9.8	0.7	20.3
Shared Lane Markings (sharrows)	2.9	1.6	0	4.5
Shared Bike/Parking Lanes	0	0.8	0	0.8
Bike Route	0	4.3	0	4.3
Total	48.6	45.2	3.3	94.1

[Go to original visualization](#)

Path Type	2009	2013	Abs Change	% Change
Shared-Use Path (sidepath, off-street)	42.82	51.5	8.7	20.3%
Divided Shared-Use Path	4.6	5	0.4	9.0%
Bike Path (includes UIUC Bike Path)	7.9	7.7	-0.2	-2.3%
Bike Lanes (on-street)	4.73	20.3	15.6	330.0%
Shared Lane Markings (sharrows)	0	4.5	4.5	450.0%
Shared Bike/Parking Lanes	0	0.8	0.8	80.0%
Bike Route	0	4.3	4.3	430.0%
Total	60.1	94.1	34.1	56.7%

[Go to original visualization](#)

Associated MOEs



Bicycle Facilities MOE Summary 1

Goal	1. Non-single occupancy vehicle travel will be a principal consideration of the transportation planning process to make the urbanized area more sustainable, efficient, and provide a higher quality of life for residents
Objective	Increase the miles of dedicated bicycle facilities and signed bike routes in the metropolitan planning area by 15% by 2014
MOE	Miles of Dedicated Bike Facilities
Status	Increased miles of dedicated facilities by 57% - Positive Rating



Bicycle Facilities MOE Summary 2

Goal	1. Non-single occupancy vehicle travel will be a principal consideration of the transportation planning process to make the urbanized area more sustainable, efficient, and provide a higher quality of life for residents
Objective	Increase the miles of dedicated bicycle facilities and signed bike routes in the metropolitan planning area by 15% by 2014
MOE	Number of Signed Bike Routes
Status	No increase in miles of signed bike routes, but plans exist to do so - Neutral Rating



Bicycle Facilities MOE Summary 3

Goal	6. To provide facilities for non-auto modes of transportation in order to improve mobility and decrease the number of vehicles on our roadways
Objective	Construct a comparable amount of facilities for active modes of transportation during the new roadway construction, major reconstruction, or land reconfigurations by 2014
MOE	Miles of Bicycle Facilities Constructed
Status	Significant active transportation facilities were created since 2009 - Positive Rating

Achieving LRTP Objectives

- Identify clear and transparent path forward – implementing strategies defined for each objective
- LRTP Objectives help guide investment decisions
 - Management & operations typically funded and conducted by MPO member agencies
 - Funding from STP is limited – restricts CUUATS to fund projects
- Projects selected according to the “CUUATS Project Assessment Guidelines for STP (U) Funds”
 - Projects scored on how well they address regional priorities such as safety and congestion
 - Updated frequently to include current regional requirements - e.g. complete streets
 - Guidelines support achievement of LRTP, but are not directly tied to the objectives

Challenges & Lessons Learned

- Resource availability – data and funding
- Difficulty in quantifying effects of proposed improvements
- Understanding roles and responsibilities
 - CUUATS staff relies on member agencies to carry out most of the LRTP strategies to achieve the proposed objectives
 - CUUATS staff provides member agencies with planning and engineering services

Benefits of this Approach

- Higher awareness of ongoing implementation and best practices
- Higher accountability producing positive results
- Increased public input and local agency feedback – as a result of working closely with the community and improving transparency
- A few notable accomplishments:
 - City of Urbana received formal designation as bronze level “bicycle-friendly community ” in 2011
 - Decrease in number of automobile crashes and fatalities
 - More public participation in transportation planning and decisions
 - Improvement of TDM and development of five models with IDOT funding:
 - LEAM Land Use Change Model
 - Local Affordability and Livability Index
 - Mobile Source Emissions
 - Geostatistical Air Quality Analysis
 - Social Cost of Land Development
 - Health Impact Assessment (in progress)

<http://cuuats.org/models>



Thank You!



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Champaign-Urbana Urbanized Area Transportation Study
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