

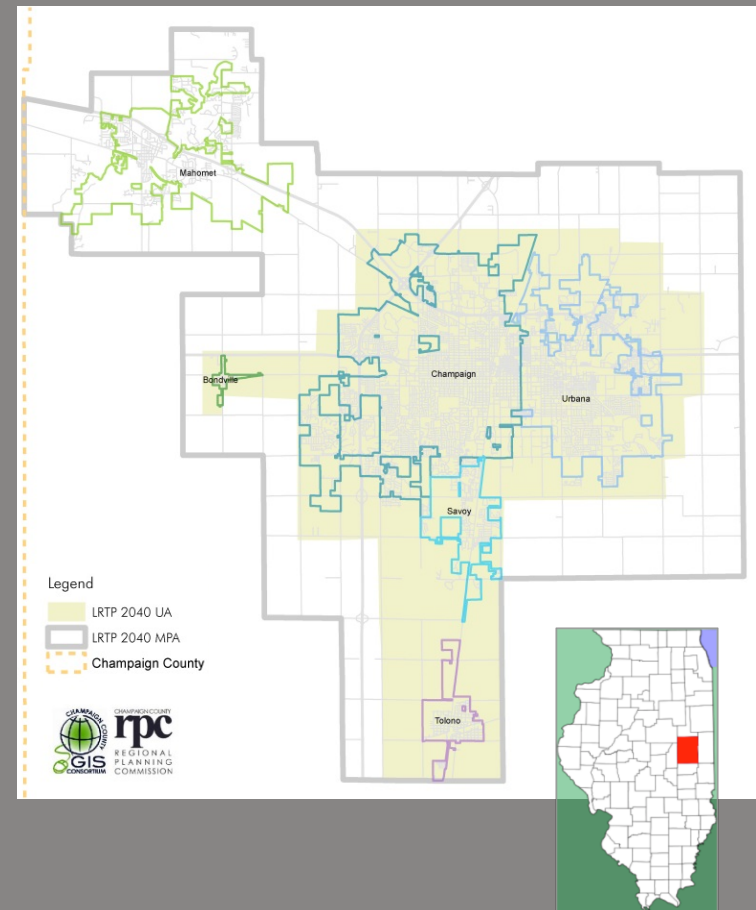


# Performance Measures: How Do You Size Them Up?

-  
-

# 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*

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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*

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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

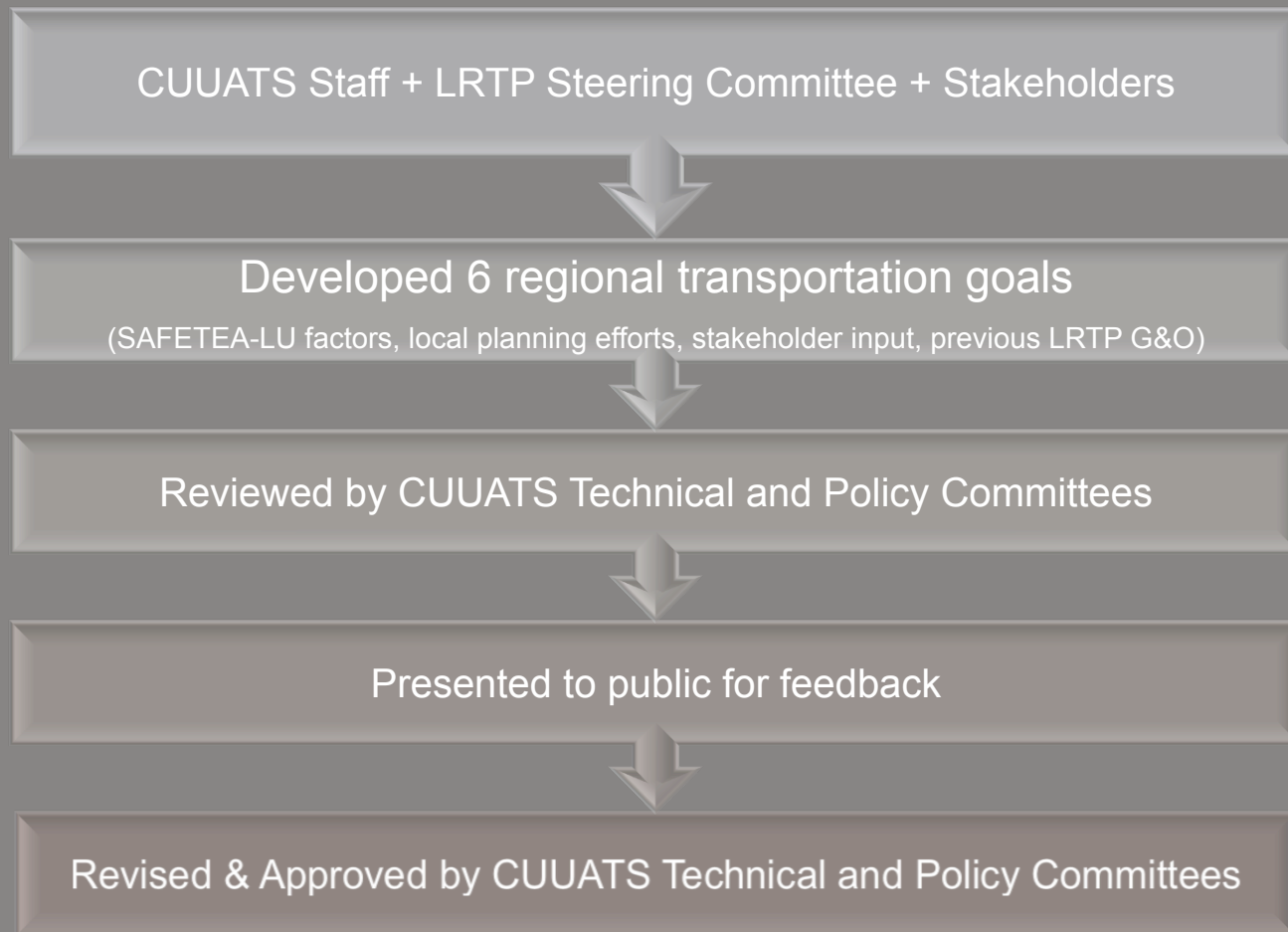
**Time** constraints for achieving objectives



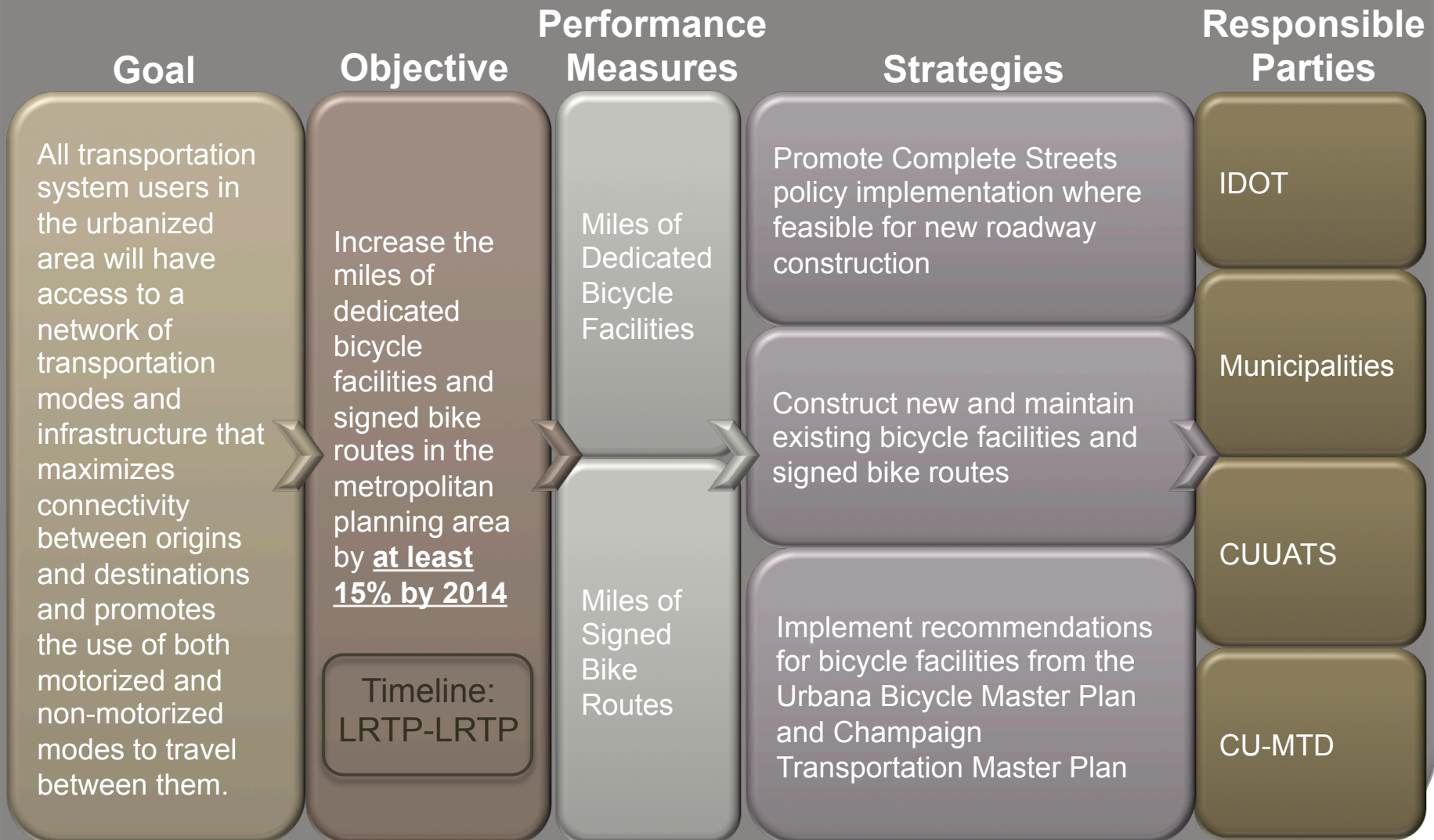
# Developing Specific Measureable Objectives

## LRTP: *Sustainable Choices 2035*

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# 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>   | By 2014, ensure that <u>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 90% of residential development (new or existing) within the CUMTD transit service area <u>by 2014</u> |
| PERFORMANCE MEASURES | <b><i>Miles of Dedicated Bicycle Facilities</i></b>  | <b><i>Miles of New Sidewalk Constructed</i></b>   | <b><i>1/4 Mile Coverage Analysis</i></b>   |
|                      | <b><i>Miles of Signed Bike Routes</i></b>  |   | <b><i>Miles of Transit Routes</i></b>  |
| 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  | Encourage redevelopment and infill within the existing municipal boundaries where pedestrian facilities already exist   | 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 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

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- 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



## 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

### MOE Summary

#### Transportation MOEs

- New Roadways**  
This MOE receives a positive rating because the **new construction of roadways for 2013** were **within the targeted boundaries** 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 increases in overall travel reliability since 2009. The 2011 percentage of 91% travel convenience in the urbanized area surpassed the target of 96% by 2014. Despite the fact that travel reliability 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, while significantly 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 2.1 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 **decreased by 25%** since 2009 which meets the LRTP 2035 objective. In addition, Champaign-Urbana area has remained below the DOT target for the past four years.
- AT Injuries**  
This MOE receives a neutral rating because, "X" injuries per 100M VMT only decreased 1.4% 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.

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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 it "communicates information about pedestrian timing in a manner that can be used by persons with disabilities to safely cross the roadway." The APS system can also include pedestrian countdown heads 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        | 14        | 14        |
| Seneca                 | 0         | 1         | 0         |
| University of Illinois | 0         | 2         | 4         |
| <b>Total</b>           | <b>17</b> | <b>30</b> | <b>31</b> |

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

- Goal**  
This MOE receives a positive rating because the number of Accessible Pedestrian Signals installed across the urbanized area has increased by 17 percent since 2009.
- Objective**  
2. All transportation system users will have convenient, multi-modal access to all parts of the urbanized area and will travel with increased confidence during peak travel times.
- MOE**  
Increase access for persons with disabilities to all parts of the urbanized area by 2035.
- Notes**  
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 since 2009 and 2013. Most notably, there has been a 230 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 and bicycle type from 2009 to 2013.

| Facility Type                   | Champaign   | Urbana      | Seneca     | TOTAL       |
|---------------------------------|-------------|-------------|------------|-------------|
| Shared Use Path (all shared)    | 2.6         | 14.7        | 0.1        | 17.4        |
| Shared Use Path (dedicated)     | 4.6         | 0.0         | 0.4        | 5.0         |
| Dedicated Shared-Use Path       | 2.3         | 0.0         | 1.4        | 3.7         |
| Bike Path                       | 1.6         | 4.4         | 0.0        | 6.0         |
| MLUC Bike Route                 | 2.9         | 1.5         | 0.0        | 4.4         |
| Shared Lane Markings (Advanced) | 0.0         | 0.8         | 0.0        | 0.8         |
| Shared Lane Markings (Basic)    | 0.0         | 4.3         | 0.0        | 4.3         |
| <b>TOTAL</b>                    | <b>48.6</b> | <b>42.2</b> | <b>3.3</b> | <b>94.1</b> |

Source: Champaign County Geomatics and GIS, 2013

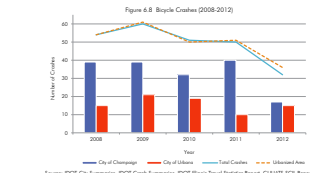
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### Transportation MOEs

#### 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 CULUATS. Total crashes have decreased from 61 to 36, a reduction of 41 percent, between 2009 and 2012 for the urbanized area.



Source: IDOT City Summary, IDOT Crash Summary, IDOT Illinois Travel Statistics Report, CULUATS ICE Report

Table 6.18 Bicycle Crashes (2008-2012)

| Year | City of Champaign | City of Urbana | Total Crashes | Urbanized Area |
|------|-------------------|----------------|---------------|----------------|
| 2008 | 35                | 21             | 56            | 51             |
| 2009 | 32                | 19             | 51            | 50             |
| 2010 | 40                | 10             | 50            | 51             |
| 2011 | 17                | 5              | 22            | 26             |

Source: IDOT City Summary, IDOT Crash Summary

- Goal**  
This MOE receives a positive rating because total bicycle crashes have decreased 41 percent in the urbanized area since 2009. This is well above the 15 percent target set for 2014.
- Objective**  
3. Transportation modes and facilities in the urbanized area will be safe for all users.
- MOE**  
Reduce the total number of crashes involving bicyclists and pedestrians in Champaign-Urbana by 15% by 2014.
- Notes**  
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   |
|-------------------------------------|-------------|-------------|-------------|------------|
| Dedicated Use Path (all shared)     | 22.4        | 15.1        | -7.3        | -33%       |
| Dedicated Shared-Use Path           | 4.4         | 5.0         | 0.6         | 14%        |
| Bike Path (includes MLUC Bike Path) | 7.9         | 7.7         | -0.2        | -3%        |
| Bike Lane (on-street)               | 4.7         | 20.3        | 15.6        | 332%       |
| Shared Lane Markings (Advanced)     | 0.0         | 4.3         | 4.3         | 433%       |
| Shared Lane Markings (Basic)        | 0.0         | 4.3         | 4.3         | 433%       |
| <b>Total</b>                        | <b>39.4</b> | <b>56.7</b> | <b>17.3</b> | <b>44%</b> |

Source: Champaign County Geomatics and GIS, 2013

- Goal**  
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 bike facilities and signed bike routes by 2014.
- Objective**  
4. To provide facilities for non-motorized modes of transportation in order to improve mobility and decrease the number of vehicles on our roadways.
- MOE**  
Increase the miles of dedicated bicycle facilities and signed bike routes in the metropolitan planning area by 15% by 2014.
- Notes**  
Miles of Dedicated Bike Facilities.

Table 6.24 Bicycle Facilities MOE Summary 1

| Category  | MOE   |
|-----------|---|
| 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 | 4. To provide facilities for non-motorized modes of transportation in order to improve mobility and decrease the number of vehicles on our roadways.  |
| MOE       | 3. Transportation modes and facilities in the urbanized area will be safe for all users.  |
| Notes     | Increased miles of dedicated facilities across the goal. Positive Rating.   |

Table 6.25 Bicycle Facilities MOE Summary 2

| Category  | MOE   |
|-----------|---|
| 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 | 4. To provide facilities for non-motorized modes of transportation in order to improve mobility and decrease the number of vehicles on our roadways.  |
| MOE       | 3. Transportation modes and facilities in the urbanized area will be safe for all users.  |
| Notes     | Increased miles of dedicated facilities across the goal. Positive Rating.   |

Table 6.26 Bicycle Facilities MOE Summary 3

| Category  | MOE   |
|-----------|---|
| 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 | 4. To provide facilities for non-motorized modes of transportation in order to improve mobility and decrease the number of vehicles on our roadways.  |
| MOE       | 3. Transportation modes and facilities in the urbanized area will be safe for all users.  |
| Notes     | Increased miles of dedicated facilities across the goal. 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



## 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%    |

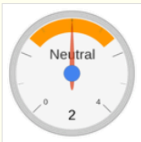
[Go to original visualization](#)

## Associated MOEs



Bicycle Facilities MOE Summary 1

|                  |  |
|------------------|--|
| <b>Goal</b>      | 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 |
| <b>Objective</b> | Increase the miles of dedicated bicycle facilities and signed bike routes in the metropolitan planning area by 15% by 2014   |
| <b>MOE</b>       | Miles of Dedicated Bike Facilities   |
| <b>Status</b>    | Increased miles of dedicated facilities by 57% - Positive Rating   |



Bicycle Facilities MOE Summary 2

|                  |  |
|------------------|--|
| <b>Goal</b>      | 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 |
| <b>Objective</b> | Increase the miles of dedicated bicycle facilities and signed bike routes in the metropolitan planning area by 15% by 2014   |
| <b>MOE</b>       | Number of Signed Bike Routes   |
| <b>Status</b>    | No increase in miles of signed bike routes, but plans exist to do so - Neutral Rating  |



Bicycle Facilities MOE Summary 3

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



# Achieving LRTP Objectives

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- 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

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- ◉ 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

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- 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 County Regional Planning Commission  
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