



CUUATS Curtis Road Corridor Study

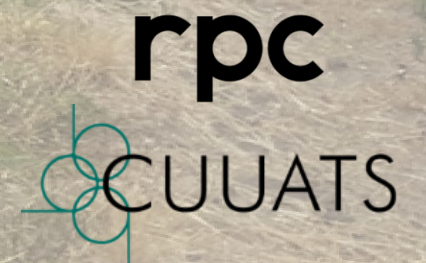


Ashlee McLaughlin, Transportation Planner
Champaign County Regional Planning Commission
AMPO Conference, October 2017



Curtis Road Corridor Study

September 2017





Plan Works is a decision support tool, built from the experiences of transportation partners and stakeholders, which provides how-to information when it is most needed.

***SHRP2 Capacity Solution:
Lead Adopter Incentive Award
for 18-month corridor study***

<https://fhwaapps.fhwa.dot.gov/planworks>

The screenshot shows the PlanWorks website. At the top is a dark blue header with the U.S. Department of Transportation Federal Highway Administration logo and navigation links: About, Programs, Resources, Briefing Room, Contact, Search FHWA, and social media icons. Below the header is a search bar and a "Print" button. The main banner features a landscape image of a road winding through mountains with the PlanWorks logo and tagline. A green navigation bar contains links: Home, Decision Guide, Assessments, User Portals, Applications, Library, and Glossary. The content area is divided into three columns. The "Decision Guide" column lists: Long Range Transportation Planning, Programming, Corridor Planning, and Environmental Review/NEPA Merged with Permitting. The "Applications" column shows a photo of people on bicycles with the caption "Bicycles and Pedestrians". The "How do I get started?" column prompts the user to answer questions to get a guide, with a "Go" button. Below this is a blue section with three sub-headers: "About" (describing the tool's purpose), "PlanWorks in real world" (citing Minnesota DOT's use), and "What's new?" (announcing the new Bicycles and Pedestrians Application). The footer contains the FHWA logo, privacy and accessibility policies, and contact information for the Federal Highway Administration.

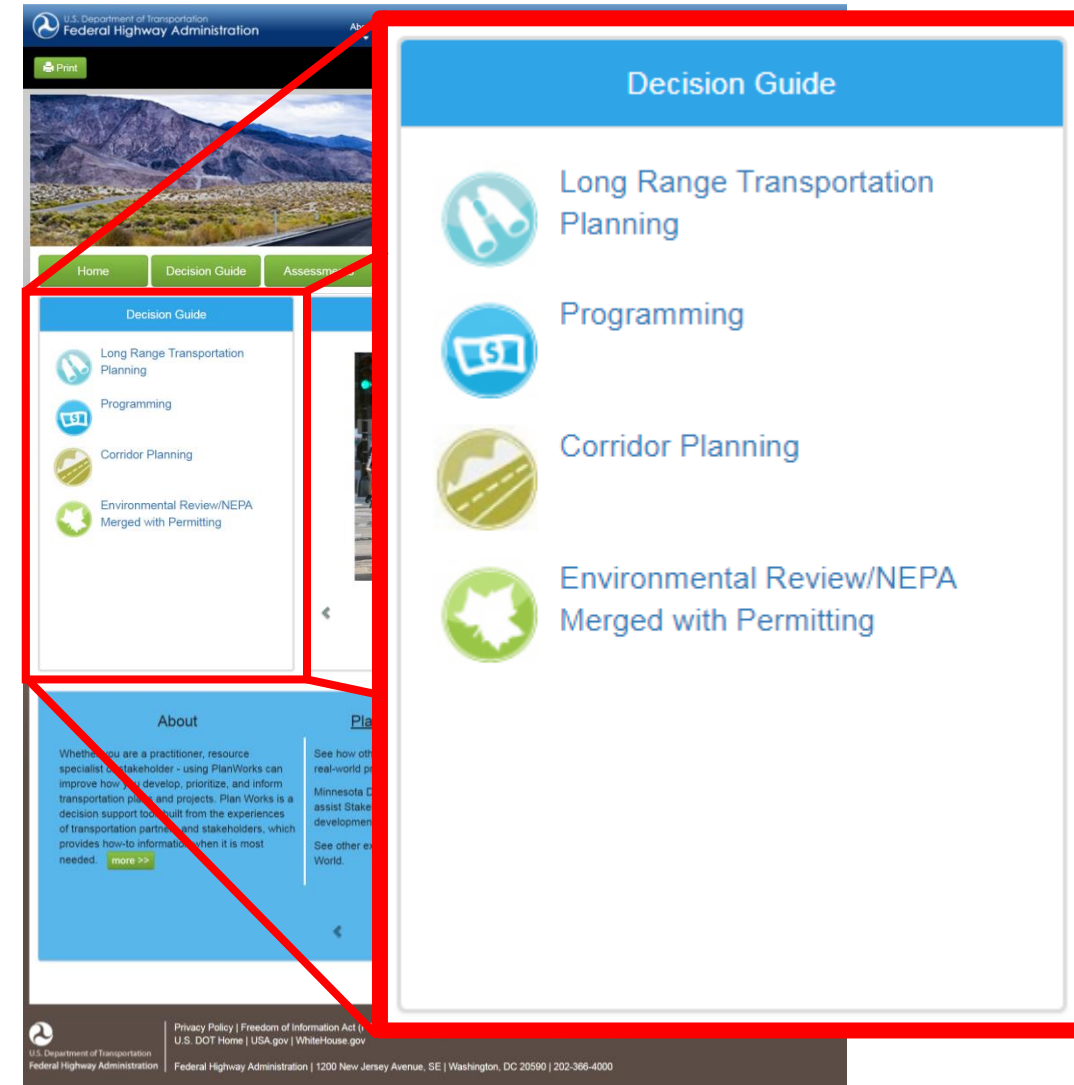


Plan Works is a decision support tool, built from the experiences of transportation partners and stakeholders, which provides how-to information when it is most needed.

Main components:

1. Decision Guides
2. Assessments
3. User Portals
4. Applications
5. Library

<https://fhwaapps.fhwa.dot.gov/planworks>





1. Decision Guides:



Long Range Transportation Plan

LRP-1	LRP-2	LRP-3	LRP-4	LRP-5	LRP-6	LRP-7	LRP-8	LRP-9	LRP-10	LRP-11
Approve Scope of LRTP Process	Approve Vision and Goals	Approve Evaluation Criteria, Methods and Measures	Approve Transportation Deficiencies	Approve Financial Assumptions	Approve Strategies	Approve Plan Scenarios	Adopt Preferred Plan Scenario	Make Conformity Determination by MPO	Adopt LRTP by MPO	Make Conformity Determination



Programming

PRO-1	PRO-2	PRO-3	PRO-4	PRO-5	PRO-6	PRO-7	PRO-8	PRO-9
Approve Revenue Sources	Approve Methodology for Identifying Project Costs and Criteria for Allocating Revenue	Approve Project List Drawn from Adopted Plan Scenario or Solution Set	Approve Project Prioritization	Reach Consensus on Draft TIP	Adopt TIP by MPO	Approve TIP by Governor and Incorporate into Draft STIP	Reach Consensus on Draft STIP	Approve STIP with respect to Fiscal Constraint



Corridor Planning

COR-1	COR-2	COR-3	COR-4	COR-5	COR-6	COR-7	COR-8	COR-9
Approve Scope of Corridor Planning Process	Approve Problem Statements and Opportunities	Approve Goals for the Corridor	Reach Consensus on Scope of Environmental Review and Analysis	Approve Evaluation Criteria, Methods and Measures	Approve Range of Solution Sets	Adopt Preferred Solution Set	Approve Evaluation Criteria, Methods and Measures for Prioritization of Projects	Adopt Priorities for Implementation



Environmental Review/ NEPA Merged with Permitting

ENV-1	ENV-2	ENV-3	ENV-4	ENV-5	ENV-6	ENV-7	ENV-8	ENV-9	ENV-10	ENV-11	ENV-12	ENV-13	ENV-14	ENV-15
Reach Consensus on Scope of Environmental Review	Approve Notice of Intent	Approve Purpose and Need/Reach Consensus on Project Purpose	Reach Consensus on Study Area	Approve Evaluation Criteria, Methods and Measures	Approve Full Range of Alternatives	Approve Alternatives to be Carried Forward	Approve Draft EIS with Conceptual Mitigation	Approve Resource Agency Public Notice	Approve Preferred Alternative / LEDPA	Approve Final Jurisdictional Determination	Reach Consensus on Avoidance and Minimization for the LEDPA	Approve Final EIS	Approve the Record of Decision	Render Permit Decision and Approve Avoidance, Minimization



1. Decision Guides:

Each key decision includes the following components:

Policy questions, Stakeholder inputs, Data, Links to other related decisions, case studies, and links to other related decisions in other topic areas (e.g. land use, economic development, NEPA)



Corridor Planning

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Corridor Planning

Key Decisions →

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Each key decision is supported by additional resources:

- Overview
- Policy questions
- Stakeholder inputs
- Data
- Links to decisions
- Examples
- Integrated Planning
- Special Topics

Description:

This is a crucial first step of corridor planning. It involves a process of assessing what data, decisions and relationships need to be considered, acquired or made throughout corridor planning. The corridor planning scope is informed by long range transportation planning and informs environmental review. This is a key point to form or acknowledge existing relationships with partners in transportation decision-making and other decision-making processes.

Basics:

The first table describes the purpose and anticipated outcome of a key decision. If the decision is federally mandated, the purpose and outcome will relate to the legal intent.

The second table describes roles for key partners with legal decision making authority in the transportation process. The roles indicate the influence a partner can have on a decision, and show each partner where their input is most needed. For a full understanding of roles see the [Partner Portal](#).

Purpose		Outcome
To initiate a corridor planning process, either in a rural or metropolitan area. Issues considered should be inclusive of transportation, environment, and community in order to agree on a comprehensive scope and overall direction of the process.		A clearly defined scope to guide the corridor planning process.

Partner	Role Type	Description
MPO	Decision Maker (urban), No Role (rural)	Ensures the scope of the corridor planning study is sufficiently broad and inclusive to consider all potential solutions and opportunities.
FHWA/FTA	Advisor	Ensures the process of developing the corridor or sub-area plan is inclusive of appropriate federal and state agencies and considers other accepted plans.
State DOT	Advisor (urban), Decision Maker (rural)	Provides an understanding of state needs and plans with respect to the corridor.
Resource Agency	Advisor	Agree to collaborate in the corridor planning process and ensure appropriate information is brought forward and used. Bring forward the ecological planning region, ecological goals and priorities or ensure information carried forward from LRP is up-to-date.
Public Transportation Operator(s)	Advisor	Provides an understanding of transit needs and plans with respect to the corridor.



Corridor Planning

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Policy Questions:

Questions are a way to elicit information and to validate that the information has been considered. The partners should discuss the listed questions to ensure a broad array of interests is considered at a key decision. Discussions arising from these questions support collaborative decision making.

Questions Partners Discuss:

Questions about purpose and roles

- How, when, and by whom will decisions within the corridor planning process be made?
- Is private sector participation in the corridor planning process under consideration? If so, what is the purpose and scope of private participation?
- Who should be involved in the corridor planning process? (Partners)

Questions about stakeholders, including modal and operational partners

- How will stakeholders, including modal and operational partners, and the public be involved?
- Which bicycle and pedestrian stakeholders (e.g., low-income, disabled, and minority populations that rely on bicycle and pedestrian facilities) should be at the table, and how will their needs be balanced and considered?
- Who are the proponents and opponents?
- Who should be involved in the corridor planning process? (modes, stakeholders, operational partners, etc.)

Questions about the transportation process supporting the decision

- Are the tools up to date and sufficient for this process?
- Are there local operations strategies in place that can be built upon to create a regional operational approach?
- Are there other emerging issues that affect this corridor? (land use development, etc.)
- Do we have an approach for the timely consideration of trade-offs in the corridor, such as pedestrian benefits versus freight benefits?
- How does this corridor fit into the regional bicycle and pedestrian network? Is this corridor currently reflected in local, regional, or state pedestrian, bicycle, or Americans with Disabilities Act (ADA) Transition plans?
- If there is potential for a P3 project, does the required federal or state legislative authority exist?
- Is a P3 being considered for projects in the corridor? If so, has a pre-development agreement (PDA) been established or is it under consideration?
- Is the identified geographic area sufficient? How were the termini identified?
- Is the scope set up to consider both people and freight movement?



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"Questions to Gather Stakeholder Interests" allow staff to determine which stakeholders have interests at a key decision and to collect those interests for partner consideration. "Questions to Incorporate Stakeholder Interests" ensure the interests of stakeholders are included in the decision. For more help with stakeholder collaboration visit the [Stakeholder Portal](#)

Questions to Gather Stakeholder Interests

What are the views of stakeholders regarding private sector participation on projects in the corridor?

Questions to Incorporate Stakeholder Interests

What is the stakeholder perspective with respect to private sector participation?



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Data		
The following is a list of data needed to support the key decision. Practitioners collect this information for decision makers to consider.		
Supporting Data for the Key Decision		
From other phases of transportation decision making	Long Range Planning	All scenarios considered in the long range planning process and reasons for eliminating scenarios
		Background information on the initial identification of partners
		Long range planning boundary
		The adopted LRTP including information related to recommended improvements to the corridor
		The approved range of strategies
		Transportation deficiencies
	Programming	Current projects selected for programming
		Information about potential funding sources
	Corridor Planning	Multi-modal plans or facilities
		Planning boundaries from corridor and small area plans
	Environmental Review	No Specific Data.
	Land Use	Access commitments or restrictions
		Any adopted plans or covenants within the area
		Applications for development or access
		Greenways, easements, set-backs within the corridor
		Land use and smart growth vision and goals
		Land use data and land planning data
		Land use planning boundaries
		Land use plans (local and public land management agencies)



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Links to Decisions

This table identifies how a key decision is connected to other key decisions. The linkages are a two-way transfer of information.

Understanding and applying these linkages means that partners will recognize how a decision will impact other specific key decisions. Recognizing that the transportation processes are linked will: (1) encourage practitioners to produce information that can be used later and (2) remind them to look at information from previous key decisions.

linkages to other phases of transportation decision making

Key Decision	What is Linked?	Purpose of Linkage
From Long Range Transportation Planning		
LRP-1 - Approve Scope of LRTP Process	Background information on initial identification of partners and data	To inform the scope of the corridor planning process
LRP-4 - Approve Transportation Deficiencies	Transportation deficiencies	To provide the foundation and understanding of transportation problems identified in the corridor during long range planning. This provides the regional context for the development of corridor deficiencies.
LRP-6 - Approve Strategies	The approved range of strategies	To provide a regional context for the range of strategies identified in long range planning for the corridor
LRP-7 - Approve Plan Scenarios	All scenarios considered in the long range planning process and reasons for eliminating scenarios	To provide the regional context for the corridor included in the scenarios included and eliminated.
LRP-10 - Adopt LRTP by MPO	The adopted LRTP including information related to recommended improvements to the corridor. To help define the scope of the corridor planning process.	To help define the scope of the corridor planning process.
To Environmental Review/NEPA Merged with Permitting		
ENV-1 - Reach Consensus on Scope of Environmental Review	Background information on initial identification of partners and data To inform the scope of the corridor planning process.	To inform the scope of the corridor planning process



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Examples

In-depth case studies of successful practices in collaborative decision making were used to develop the Decision Guide. Links in this table point to a specific paragraph or section of a case study that supports a key decision. It is not necessary to read through an entire case study to find the example; however, full versions are available in the [Library](#).

PlanWorks Case Study Examples:

[US 64 Asheboro Bypass - Merged NEPA and Section 404 Permitting Processes](#)

Other Examples:

[Fletcher Avenue Complete Streets \(Hillsborough County, Florida\)](#)



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Integrated Planning

Integrated Planning looks at the interaction between the transportation decision making process and other processes. Considering these inputs will ensure that important values and goals outside the transportation process are recognized and considered. For a full understanding of a specific process and how it influences transportation decisions, visit Applications.

Process	Integration Type	Integration Description
Land Use	Data	Confirmation that the land use information brought from the LRTP is current. Identification of the priority land planning issues for the corridor should be identified.
		Land use data and land planning data
		Greenways, easements, set-backs within the corridor
		Parcel information
		Land Use Plans (local and public land management agencies)
	Decision	Approve land use issues to be a part of the scope. <ul style="list-style-type: none">• Purpose - Identify priority land use philosophies to move forward.• Outcome - Land use context to be included in the corridor plan. Agreement between transportation decision-makers and land use partners to collaborate in corridor planning.
Transportation Conformity	None.	None.
	Data From IEF Step 9 - Update Regional Ecosystem Framework & Plan	Information from the ecological plan is continually updated and should be an input into any ongoing or upcoming corridor planning process.
	Data From IEF Step 2 - Characterize Resource Status & Integrate Natural Environment Plans	A combined map of conservation, restoration and enhancement priorities is a key output of IEF Step 2 and should be considered at the earliest stages of the transportation planning process. These priorities become an important part of the problem statement and opportunities (COR-2) and goals for the corridor (COR-3).
		Any relationships formed between resource agencies, conservation NGOs and transportation agencies as part of either long range planning or IEF Step 1 are recognized, reinforced and strengthened. Relationships formed as part of



Corridor Planning

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Special Topics

This table provides an overview of the relationship between a key decision and individual special topics. A special topic may be an external process, a new regulation, or any emerging issue requiring collaboration. For a full understanding of a specific topic and how it influences transportation decisions, visit Applications.

Key Decision Relationship to Other Topics

Topic	Description
Public-Private Partnerships	Assess Potential for P3 - Assess whether there is potential for private sector investment and if so, consider a pre-development agreement (PDA) to enable private sector input.
	Data Transfer - P3 projects in this or other regions, public or political support for P3, relevant rules and regulations; and authority to move forward with P3 if needed. If legislation supporting P3 does not exist, bring this to the attention of decision makers. If applicable, consider prior analyses completed under scenario evaluation (LRP-7), and programming project selection (PRO-4).
Planning and Environment Linkages	Include Operations Considerations - Identify the extent to which operations partners and goals will be incorporated into the corridor planning study.
	Data Transfer - Identified operations goals, potential stakeholders, and performance measures to be considered.
Visioning and Transportation	Approve Scope - Identify partnerships from the visioning process that can inform or be included in development of the corridor plan Approve Goals - Consider baseline information and analysis from visioning that may be used in corridor planning Approve Indicators and Commitments - Identify commitments made in visioning and their relevance to the corridor
	Decision Transfer - Relevant decisions and commitments to COR 2, LRP 1, and ENV 1



1. Decision Guides

2. Assessments:

Surveys to identify strengths and weaknesses within the process

- *Partner Collaboration* →
- *Stakeholder Collaboration*
- *Expediting Project Delivery*

Partner Collaboration - Assessment Statements

Process Steps	Strongly Disagree	Strongly Agree	Neutral	Agree	Strongly Agree	N/A
Team members rarely voice disagreement with the documented process.						
The process steps are clearly stated/documented.						
The process steps are logically arranged.						
The process steps are necessary and important.						
The process steps can be adapted to our needs without sacrificing quality and consistency.						
The process steps are easy to understand.						


Data and Information	Strongly Disagree	Strongly Agree	Neutral	Agree	Strongly Agree	N/A
Key decisions are heavily influenced by the data and information that is presented by team members.						
Team members rarely voice dissatisfaction with the data and information they are provided.						
The data and information are appropriate for the task and the available technology.						
The data and information are current, reliable, and valid.						
The data and information are logically organized.						
The data and information are accessible.						
The data and information are in a 'ready to use' format.						




1. Decision Guides
2. Assessments
- 3. User Portals**

Helps clarify each partner's interests in transportation decision making


Corridor Planning




MPOs want to ensure that the process and plan provide a clear statement of the problem, result in a range of improvements in multiple projects and with various modes, establish a common understanding among partners about implementation responsibilities, and are built on the foundation of the LRTP.




FHWA wants to ensure that the process and plan are consistent with other accepted plans and involve potentially affected federal and state agencies.



DOTs want to ensure that the process and plan are conducted such that information can be transferred to the NEPA process, integrate transportation and land use, and build on the foundation of the LRTP where applicable.



Resource agencies want to ensure that the process and plan are consistent with any agreements made in long range planning and can inform NEPA, provide clear expectations of how the results of environmental review will be used, and use broad-scale geographic information.



Public Transportation Operators want to ensure that the process and plan provide a clear statement of the problem, result in a range of improvements in multiple projects and with various modes, and establish a common understanding among partners about implementation responsibilities.



1. Decision Guides
2. Assessments
3. User Portals
- 4. Applications**

A series of special topics that provide specific information and approaches for how these topics can be considered in the collaborative decision-making framework.

Bicycles and Pedestrians
Capital Improvement
Economic Development
Freight
Greenhouse Gas Emissions
Human Environment
Land Use
Linking Planning and Operations
Natural Environment
Performance Measures
Planning and Environment Linkages
Public Private Partnerships
Safety and Security
Stakeholder Collaboration
Streamlining Congestion Bottleneck Project
Transportation Conformity
Visioning and Transportation



1. Decision Guides
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Planning and Environment Linkages



- Build and Strengthen Collaborative Partnerships and Vision
- Collect data and characterize Resource Status and Integrate Natural Environment Plans
- Create Regional Ecosystem Framework (Conservation Strategy + Transportation Plan)
- Assess Effects on Conservation Objectives
- Establish and Prioritize Ecological Actions



1. Decision Guides
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- 5. Library**

Contains additional resource materials:

- *Case Studies*
(Curtis Road Corridor Study)
- *Reports*
- *Tools*

Bicycles and Pedestrians 19	^
Corridor Planning Studies 3	^
Economic Impacts of Projects 10	^
Environmental Review Merged With Permitting 3	^
Expediting Project Delivery 1	^
Freight 4	^
Integrated Planning 3	v
<ul style="list-style-type: none">Route 31 Integrated Land Use and Transportation Plan - Capacity Expansion Consistent with Smart Growth New Jersey SHRP C16 Final Report: The Effect of Smart Growth Policies on Travel DemandStrategic Transportation, Environmental, and Planning Process for Urbanizing Places (STEP UP) Colorado 	
Integrated Programming and Fiscal Constraint 2	^
Integrating Greenhouse Gas into Transportation Planning 2	^



How do I get started?

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How do I get started?

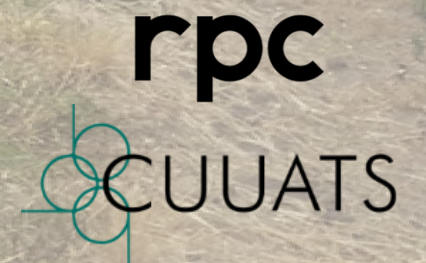
- *What is your role?*
- *What phase of planning or project development are you interested in?*
- *Are you interested in assessing collaboration?*
- *Do you have any topics of interest?*

A screenshot of the PlanWorks website, specifically the 'How do I get started?' section. The page has a blue header with the text 'How do I get started?'. Below the header, there is a white box with the text 'Please answer a few questions to help us guide you to the information most applicable to your needs.' and a green 'Go »' button. Below this, there is a graphic of a blue pencil writing on a checklist with four green boxes, each containing a black checkmark. The website's navigation bar is visible at the top, including links for 'Planning Room', 'Contact', 'Search FHWA', and social media icons. The footer contains links for 'Privacy Policy', 'Freedom of Information Act (FOIA)', 'Accessibility', 'Web Policies & Notices', 'No Fear Act', 'Report Waste, Fraud and Abuse', 'U.S. DOT Home', 'USA.gov', and 'WhiteHouse.gov'. The footer also includes the U.S. Department of Transportation Federal Highway Administration logo and address: 'Federal Highway Administration | 1200 New Jersey Avenue, SE | Washington, DC 20590 | 202-366-4000'.



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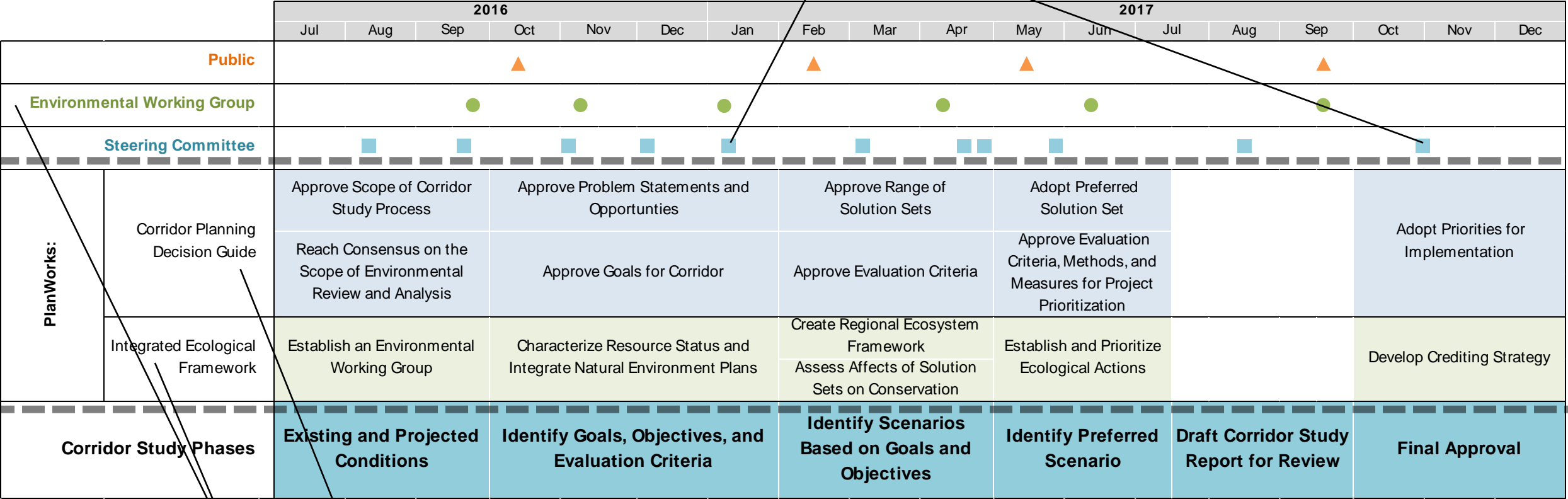
Curtis Road Corridor Study: Timeline

		2016						2017												
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Public		<div>▲</div>																		
Environmental Working Group		<div>●</div>																		
Steering Committee		<div>■</div>																		
PlanWorks:	Corridor Planning Decision Guide	Approve Scope of Corridor Study Process			Approve Problem Statements and Opportunities				Approve Range of Solution Sets			Adopt Preferred Solution Set						Adopt Priorities for Implementation		
		Reach Consensus on the Scope of Environmental Review and Analysis			Approve Goals for Corridor				Approve Evaluation Criteria			Approve Evaluation Criteria, Methods, and Measures for Project Prioritization								
	Integrated Ecological Framework	Establish an Environmental Working Group			Characterize Resource Status and Integrate Natural Environment Plans				Create Regional Ecosystem Framework			Establish and Prioritize Ecological Actions						Develop Crediting Strategy		
								Assess Affects of Solution Sets on Conservation												
Corridor Study Phases		Existing and Projected Conditions			Identify Goals, Objectives, and Evaluation Criteria				Identify Scenarios Based on Goals and Objectives			Identify Preferred Scenario			Draft Corridor Study Report for Review			Final Approval		



Curtis Road Corridor Study: Timeline




PlanWorks Assessments: Partner Collaboration



PlanWorks Decision Guide: Corridor Planning

PlanWorks Application: Integrated Ecological Framework

















Curtis Road Corridor Study: Timeline

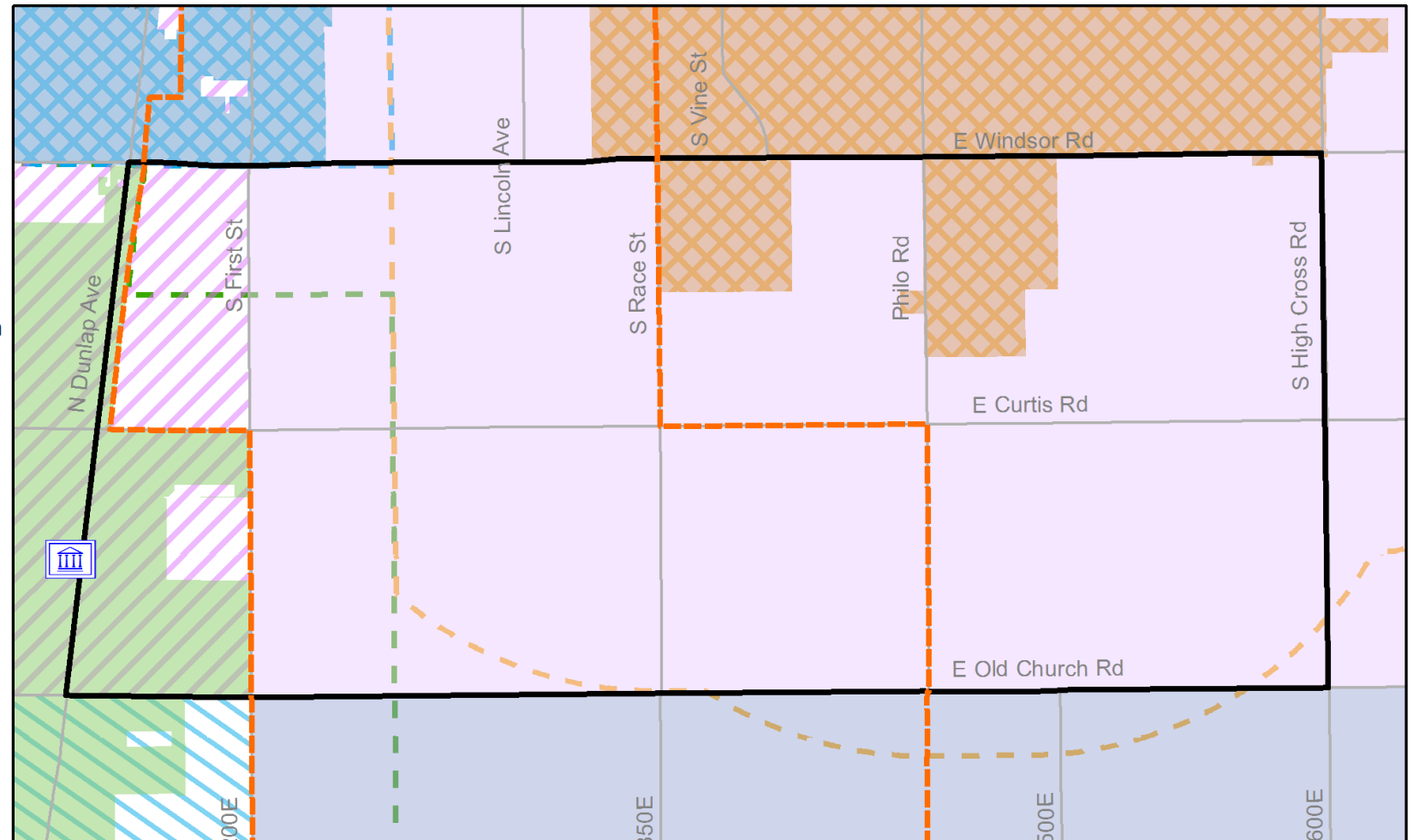
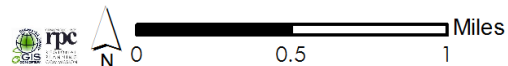
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Environmental Working Group																					
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Curtis Road Corridor Study: Study Area

Political Boundaries

Legend

- | | |
|--|---|
|  Savoy Village Hall | Townships |
|  City of Urbana |  Urbana |
|  City of Champaign |  Cunningham |
|  Village of Savoy |  Champaign |
|  Urbana ETJ |  City of Champaign |
|  Champaign ETJ |  Philo |
|  Savoy ETJ |  Tolono |
|  University of Illinois Master Plan Boundary (2012) | |
|  Major Roads | |
|  Study Area | |



Curtis Road Corridor Study: Steering Committee

Agencies	Departments
IDOT - District 5	Planning and Services
IDOT - Central Office	Metro Planning
FHWA	Transportation Planning
City of Urbana	Public Works and Community Development
University of Illinois	College of ACES and Facilities and Services
Village of Savoy	Village Administration and Public Works
City of Champaign	Public Works and Planning & Development
Urbana Township	Highway Commissioner
Champaign Township	Highway Commissioner
Champaign County	County Engineer
C-U MTD	Operations
CUUATS	Transportation Planning and Engineering

Curtis Road Corridor Study: Environmental Working Group

Agencies

IDOT - District 5 Environmental Specialist

Illinois Natural History Survey

Illinois State Geological Survey

County Soil & Water Conservation District

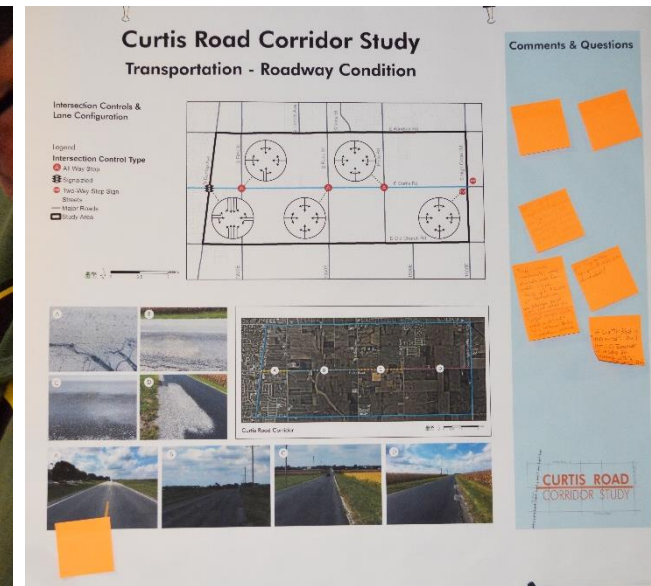
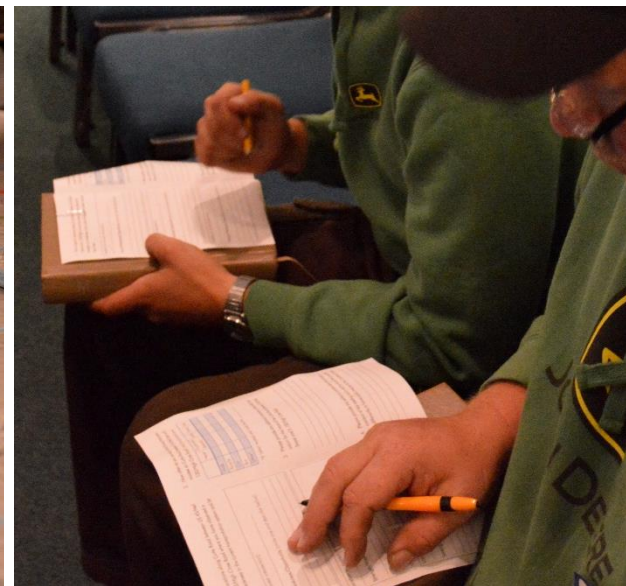
UIUC Facilities and Services

UIUC College of Agricultural, Consumer, and Environmental Sciences

Curtis Road Corridor Study: Timeline

		2016							2017											
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Public					▲				▲			▲			▲					
Environmental Working Group					●			●			●			●						
Steering Committee				■			■			■				■				■		
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Curtis Road Corridor Study: Public Meeting 1 of 4, October 2016



Problems and Opportunities

Roadway Deficiencies

Improve the current design of the roadway in order to provide safe, efficient, and reliable movement of people and goods along the Curtis Road Corridor for all modes and roadway users.

Agricultural Preservation

Promote the conservation of the corridor's rural character by providing for the ongoing agricultural land uses surrounding Curtis Road through the development of roadway infrastructure that can better accommodate agricultural vehicles and drainage infrastructure that protects the highly productive soils along Curtis Road.

Modal Interrelationships

Improve safe accessibility and mobility for all modes and users including people walking, riding bicycles, driving personal vehicles, operating transit buses, operating agricultural vehicles, and emergency responders, through the improvement of existing roadway facilities (i.e. striping, signage, and shoulders) and the incorporation of dedicated space for pedestrians and bicyclists.






















Environmental Protection

Support infrastructure improvements and development that encourages preservation of the natural environment and cultural resources, and that mitigate potential negative impacts on human and environmental health.

System Linkages

Enhance the Curtis Road Corridor's function as a multimodal and interconnected corridor link for people and goods to move throughout the region.

Curtis Road Corridor Study: Timeline

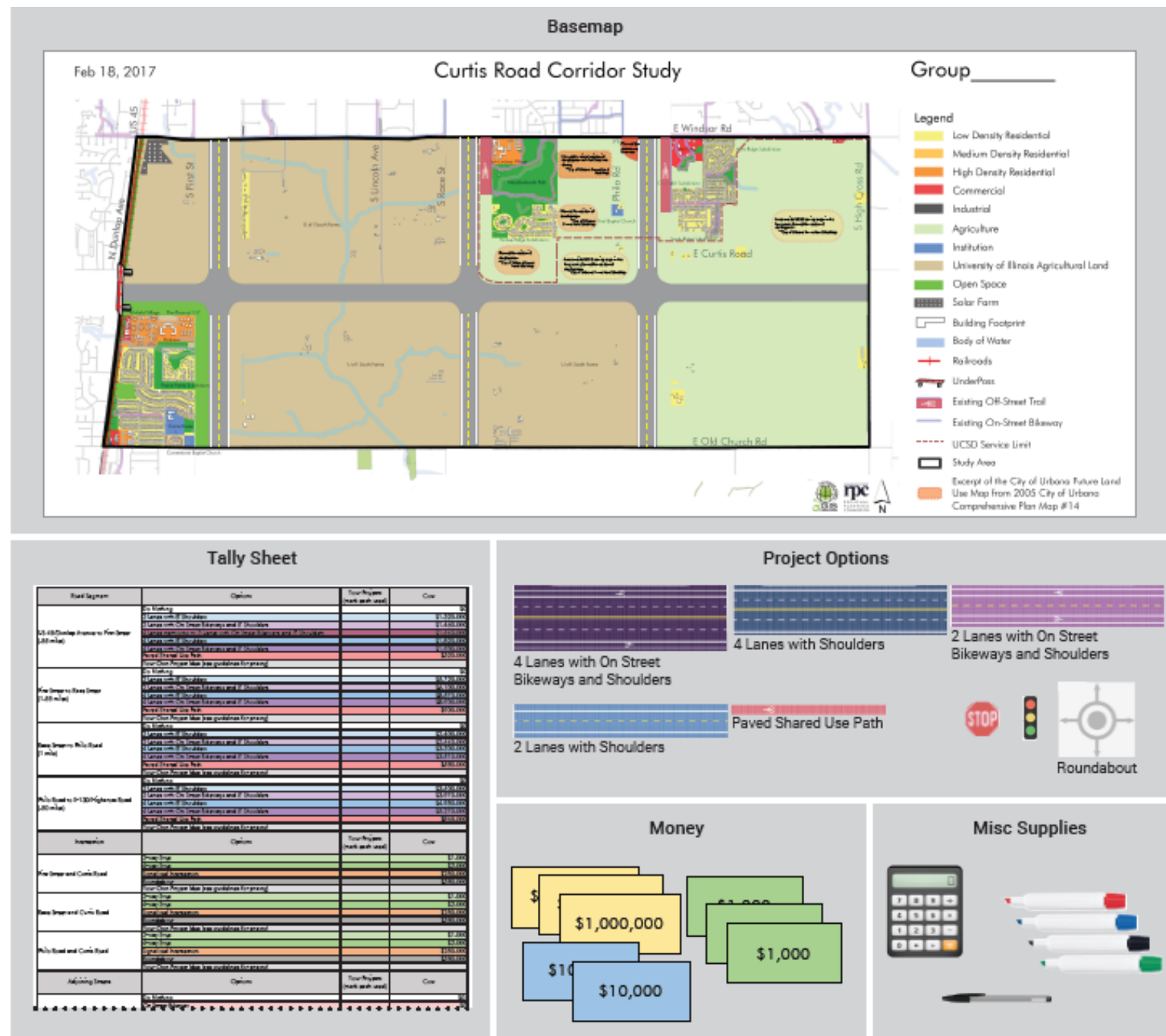
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Curtis Road Corridor Study: Public Meeting 2 of 4, February 2017



- Basemap
- Tally Sheet
- Improvement Options
- Money
- Facilitator (MPO staff)

- Basemap
- Tally Sheet
- Improvement Options
- Money
- Facilitator (MPO staff)



Feb 18, 2017

Curtis Road Corridor Study

Group RED



- Legend
- Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Commercial
 - Industrial
 - Agriculture
 - Institution
 - University of Illinois Agricultural Land
 - Open Space
 - Solar Farm
 - Building Footprint
 - Body of Water
 - Railroads
 - UnderPass
 - Existing Off-Street Trail
 - Existing On-Street Bikeway
 - UCSD Service Limit
 - Study Area
 - Excerpt of the City of Urbana Future Land Use Map from 2005 City of Urbana Comprehensive Plan, Map #14



Problems and Opportunities	Evaluation Criteria
Roadway Deficiencies	Crash Frequency
	Infrastructure Costs
Agricultural Preservation	Improve Safe Passage of Oversize Agricultural Vehicles
	Currently Cultivated Farmland Impact
Modal Interrelationships	Pedestrian Access
	Pedestrian Level of Traffic Stress
	Bicycle Access
	Bicycle Level of Traffic Stress
Environmental Protection	Greenhouse Gas Emissions
	Wetlands Impact
	Cultural Resources Impact
System Linkages	Emergency Vehicle Access
	Network Connectivity
	Total Delay per Vehicle



Curtis Road Corridor Study: Timeline

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Use evaluation criteria
to score and analyze
each public scenario

+

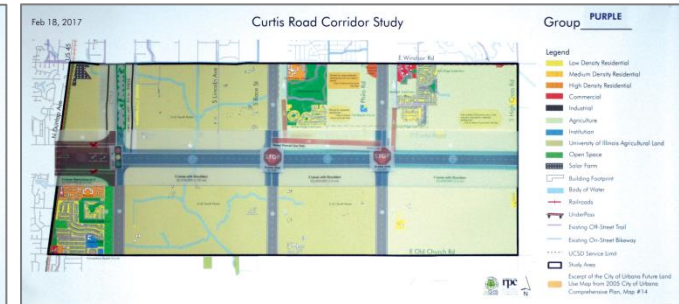
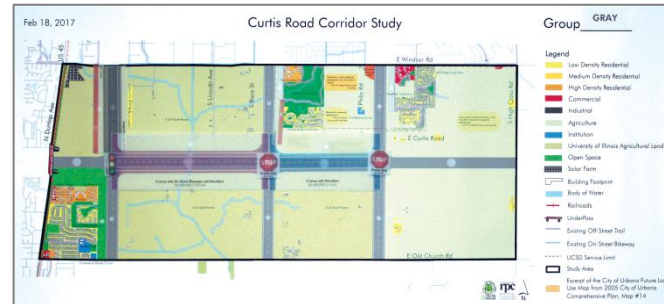
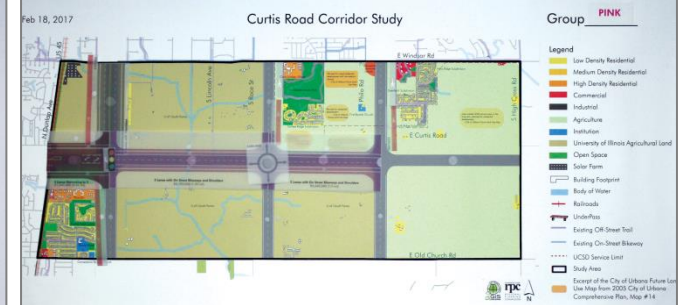
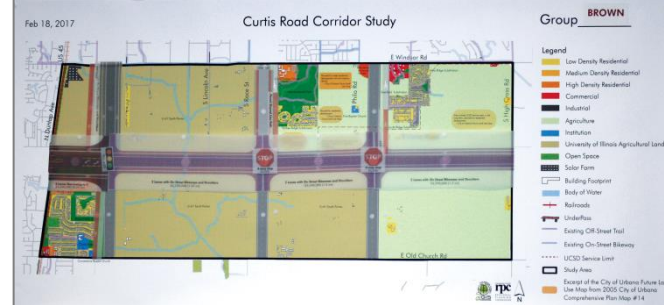
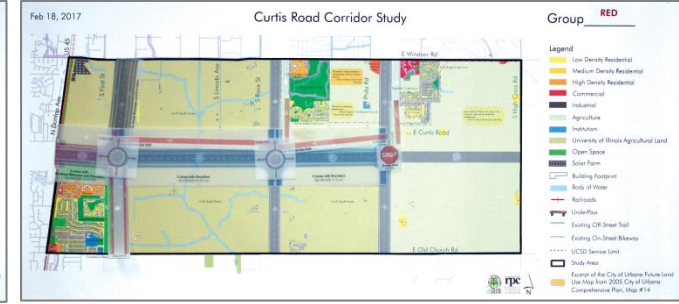
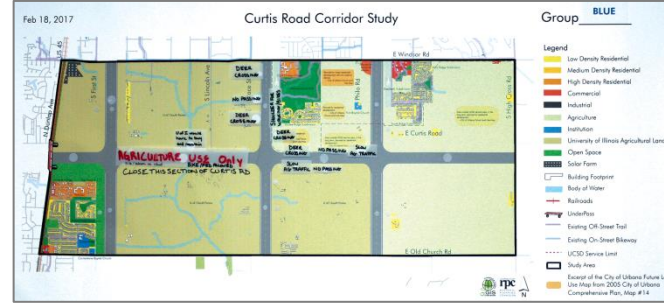
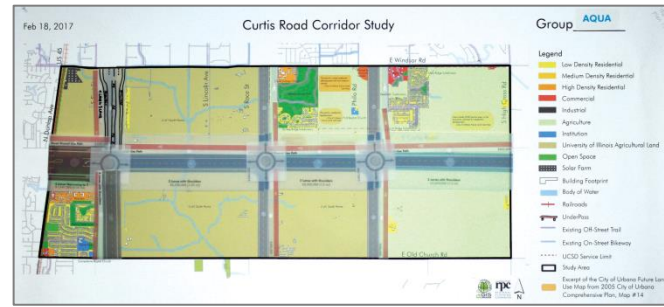
Identify what parts of
each scenario score
highest and why

+

Discuss project
prioritization and
feasibility with steering
committee

=

Preferred Scenario



Use evaluation criteria
to score and analyze
each public scenario

+

Identify what parts of
each scenario score
highest and why

+

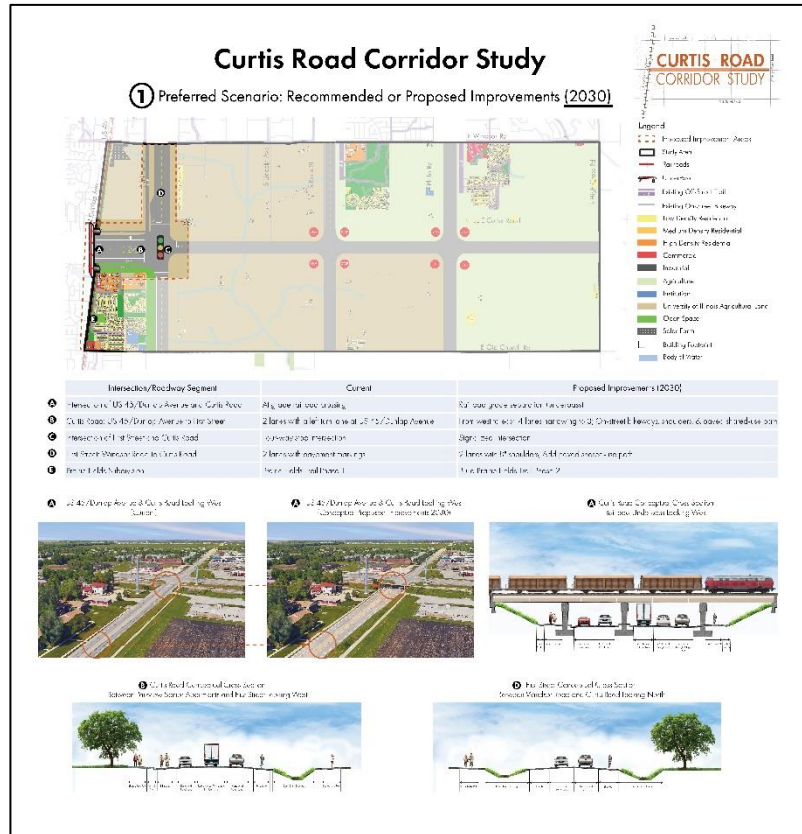
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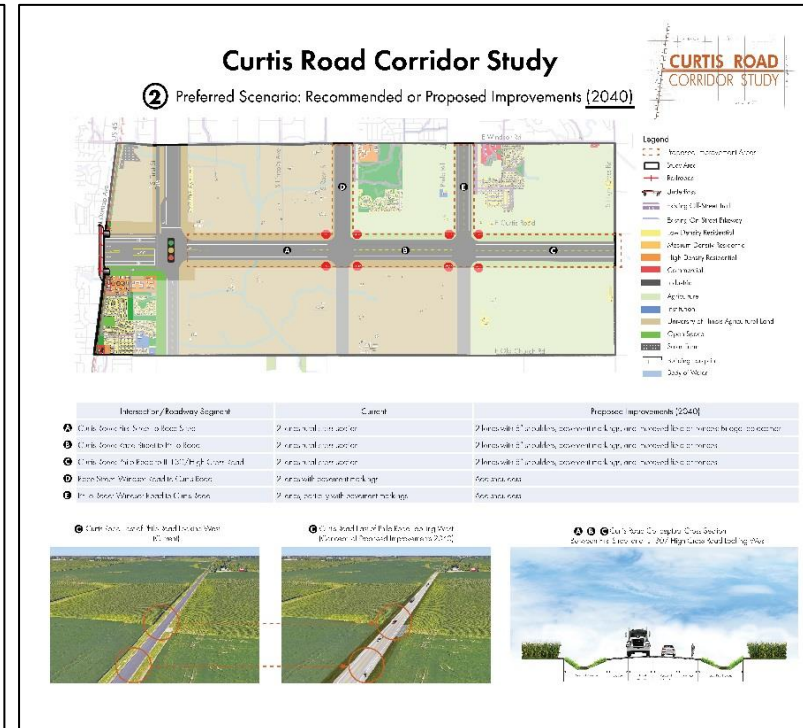
Preferred Scenario

Problems and Opportunities	Evaluation Criteria	Future Scenarios								
		Red	Gray	Aqua	Blue	Green	Pink	Do Nothing	Purple	Brown
Roadway Deficiencies	Crash Frequency	89	67	78	100	45	22	46	11	11
Roadway Deficiencies, System Linkages	Emergency Vehicle Access	22	22	22	0	22	22	11	22	22
Roadway Deficiencies	Infrastructure Costs	67	78	0	89	33	56	100	45	22
Roadway Deficiencies, Agricultural Preservation, Modal Interrelationships	Improve Safe Passage of Oversize Agricultural Vehicles	33	22	56	0	56	33	0	56	56
Agricultural Preservation	Currently Cultivated Farmland Impact	11	78	0	100	67	56	100	46	33
Modal Interrelationships, System Linkages	Network Connectivity	67	22	89	0	33	44	11	78	56
Modal Interrelationships	Pedestrian Access	78	33	100	0	0	56	0	44	56
Modal Interrelationships	Pedestrian Level of Traffic Stress (PLTS)	89	89	100	89	89	89	89	89	89
Modal Interrelationships	Bicycle Access	67	22	100	0	44	33	0	44	78
Modal Interrelationships	Bicycle Level of Traffic Stress (BLTS)	89	89	100	33	89	89	33	33	33
Environmental Protection	Greenhouse Gas Emissions	56	89	45	100	78	33	0	11	22
Environmental Protection	Wetlands Impact	56	78	0	100	33	2	100	45	22
Environmental Protection	Cultural Resources Impact	45	78	0	100	78	22	100	56	22
System Linkages	Total Delay per Vehicle	100	67	89	56	56	33	11	0	22
Total		867	833	778	767	722	611	600	578	545

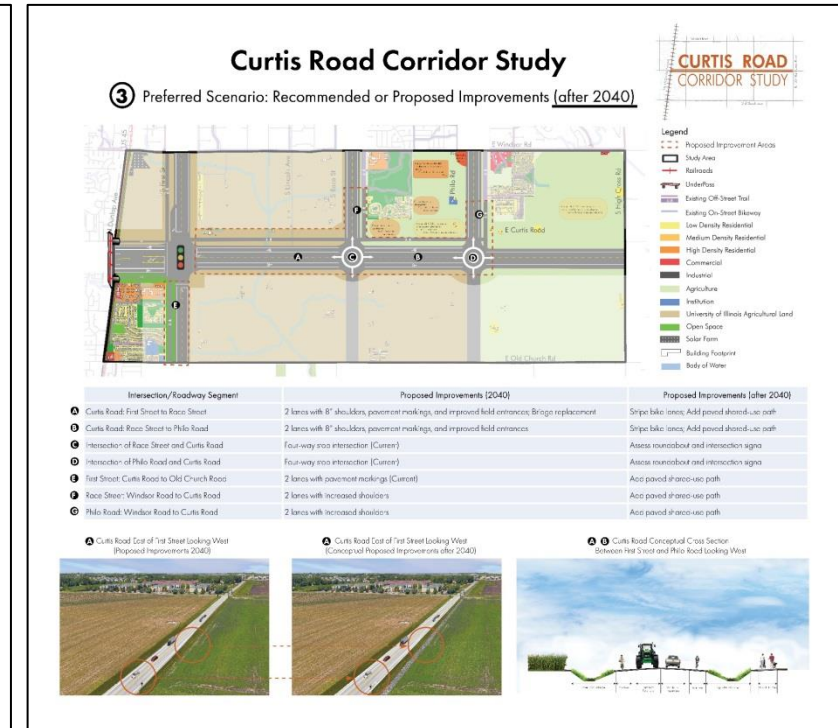
Preferred Future Scenario – in phases



2030



2040



After 2040

Curtis Road Corridor Study: Public Meeting 3 of 4, May 2017



Curtis Road Corridor Study: Timeline

		2016						2017											
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
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Environmental Working Group		<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>												<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>					
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Curtis Road Corridor Study

October 2017



1. Setting
2. Planning Process
3. Existing Conditions
4. Problems and Opportunities
5. Future Scenarios
6. Preferred Future Scenario



Curtis Road Corridor Study

October 2017



Appendix B Environmental Report Existing and Future Conditions

The natural and human environmental conditions of an area are important considerations in the planning process in order to ensure that people and the environment can coexist productively. This report describes the existing and future environmental conditions of the Curtis Road Corridor study area, as well as suggesting potential mitigation efforts when possible.

For this study, special attention is being given to these environmental topics due to the primarily agricultural nature of the corridor, as well as to meet a larger project goal of better connecting the transportation planning process with the National Environmental Policy Act (NEPA). NEPA was signed into law in 1970 and requires federal agencies or agencies receiving federal funding to incorporate environmental considerations into their planning and decision making processes.¹ This requirement currently applies to any road project that uses federal financial assistance. The goal of this environmental assessment is to initiate the process of gathering information and assessing alternatives that may be used in a future NEPA review to help streamline what can be a lengthy and complicated review, and to reduce redundancy and save valuable resources.



The Embarras River, looking north from Curtis Road on the Embarras River Bridge

1. Setting
2. Planning Process
3. Existing Conditions
4. Problems and Opportunities
5. Future Scenarios
6. Preferred Future Scenario

Appendices:

- A. Public Involvement
- B. Environmental Report
- C. Regional Goals
- D. Complete Streets Policy
- E. Roundabout Guidelines
- F. Modeling and Safety Analysis

Curtis Road Corridor Study: Timeline

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PlanWorks Lessons

Initial Information Overload

- The website is dense with tools and resources, it can be overwhelming

Decision Guide Key Decisions

- Logical and familiar

Decision Guide Structure and Documentation

- Enhanced confidence and transparency for partner agencies and public
- Kept the agencies informed with where we were in the process
- The structure made it easy for us to stay organized and on schedule

Assessments

- Great to have tangible feedback from partner agencies in writing

Special Topics

- Helpful guidance for our first attempt at incorporating environmental issues
 - Allowed us to establish relationship with environmental resource agencies
- 